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BRITAIN'S MOTOR SPORTING WEEKLY

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IN THIS ISSUE

MONZA "500"—FULL REPORT AND PICTURES : SEAMAN MEMORIAL TROPHIES MEETING AT OULTON PARK
LE MANS COMMENTARY : CLUB RACING AT SNETTERTON, SILVERSTONE, BRANDS HATCH AND MALLORY PARK



LE MANS

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on their outstanding performance

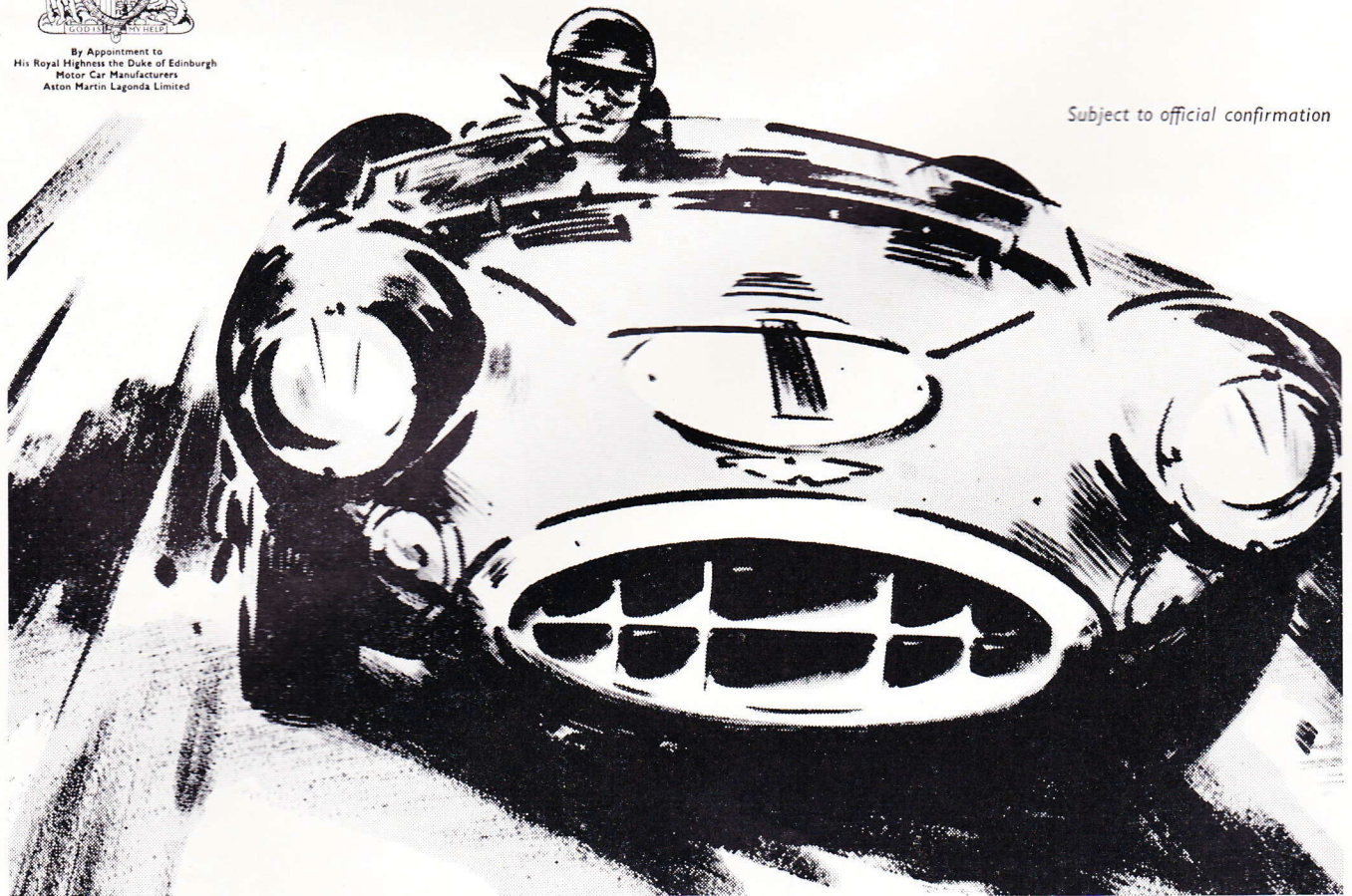
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Valve Springs...

effect on performance

Engine speeds

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

Valve Temperature

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

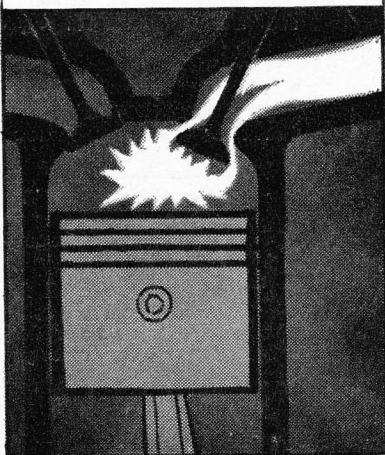
Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

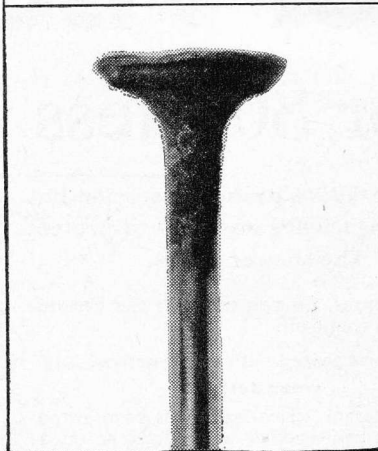
At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the

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

Hot exhaust gases escaping



Badly burnt exhaust valve

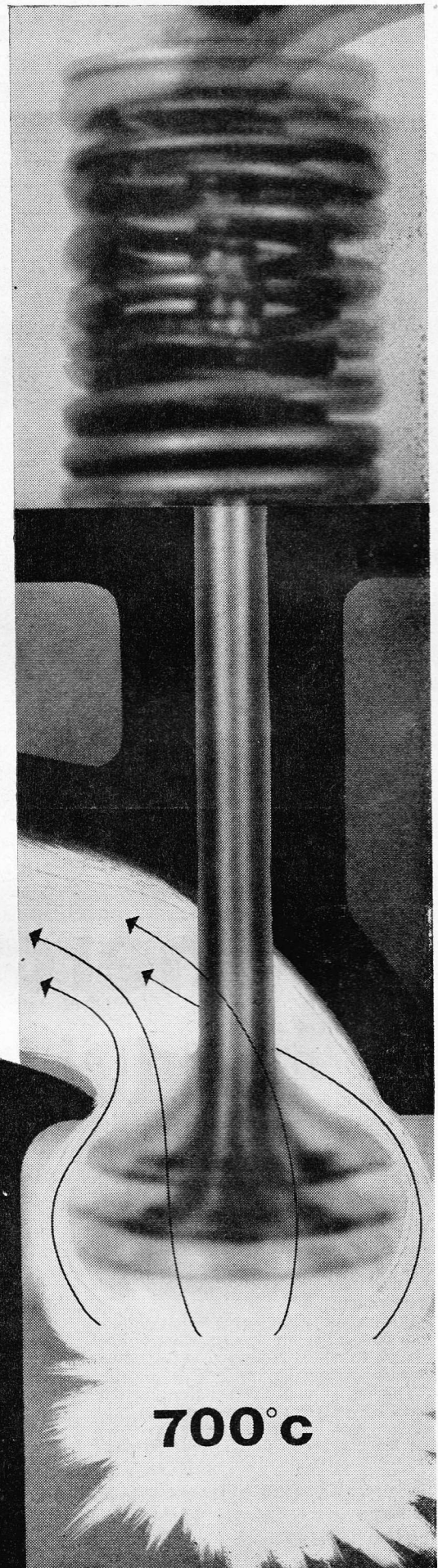


For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

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Change to BP Energol 'Visco-static' ^{*} the motor oil for 80% less engine wear

FOR MOST MEN today a new car is not only a proud possession but also a valuable investment. Has modern science any way to protect that investment from the big enemy — wear? The answer is yes.

Today you can buy BP Energol 'Visco-static', the oil that's proved to give 80% less engine wear compared with conventional premium grade oils. Think what extra miles this means from your new car before it needs overhauling.

BP Energol 'Visco-static' is best put into your new car at the first servicing, so that you get its added protection at the earliest possible moment.

This oil is quite different from conventional oils. When cold it acts like an extra winter grade oil. When hot it acts like a heavier summer grade oil would at these

temperatures. So you combine the best of both in a single oil.

Road tested with radio-active wear detector

BP Energol 'Visco-static' has been tested with the radio-active wear detector on a family car in normal day to day use. Results have confirmed those obtained in the laboratory — 80% less engine wear compared with conventional premium grade oils.

Save on petrol too

Cold thickened oils waste petrol. BP

Energol 'Visco-static' saves it. If you do a lot of start and stop running you'll find you save up to 12%. Even if you do long journeys you'll save up to 5%.

There's no need to change the oil for change of season when you're using BP Energol 'Visco-static.' It can be used in hot or cold weather in any country throughout the world.

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You can still benefit from BP Energol 'Visco-static' in any engine that is not unduly worn. But if your engine is nearly due for an overhaul you are advised to use the normal recommended grades of BP Energol.

Rolls-Royce officially approve BP Energol 'Visco-static' for all their post-war motor cars.

* 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED



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Managing Editor GREGOR GRANT

Assistant Editor STUART SEAGER

Road Tests and Technical

Art Editor

JOHN V. BOLSTER

THEO PAGE

Northern Editor FRANCIS N. PENN

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U.S.A.

OZZIE LYONS

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EDITORIAL

THE FASTEST EVER

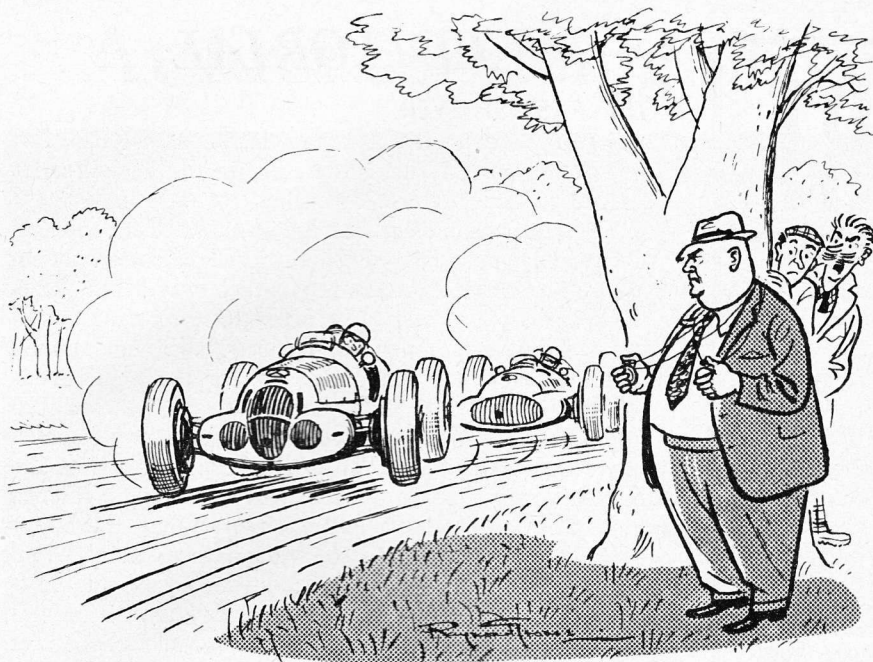
MOTOR racing history was made at Monza last Sunday when Jim Rathmann, in the Zink Leader Special, averaged 166.73 m.p.h. for 500 miles, 4.2 m.p.h. faster than Hermann Lang did with the streamlined and supercharged Mercedes-Benz at Avus in 1937—formerly the fastest motor race ever held. Thus the Monza authorities have achieved their object, and in so doing, have silenced the critics who maintained that the track was too dangerous for the high speeds recorded. In 1,000 miles of racing, all at over 160 m.p.h., there has been no serious accident, which must prove something. A most significant feature of the U.S.A. versus Europe contest, was the strong challenge put up by Stirling Moss in the Maserati-built Eldorado-Italia, and by Luigi Musso, Mike Hawthorn and Phil Hill in the specially built 4.2-litre Ferrari, the last-named car actually finishing third overall. The performance of these cars raises hopes that Indianapolis could successfully be invaded again; it would indeed be a notable achievement if the Americans could be defeated at their own form of racing. This would be a difficult task, but not an impossible one. Chassis frames would, of course, have to be based on those used at Indianapolis, but one cannot see that the four-cylinder Offenhauser engine is any better than the very powerful and reliable V-8 and V-12 units used in Maserati and Ferrari respectively. Chief obstacle to a successful attack on the American stronghold of motor racing is the dislike of the majority of European road-racing drivers for track-work. Still and all, it is strange how U.P.P.I. suddenly became silent when the huge sums of money allotted for the Monza race were announced. It is the ambition of most racing drivers to get in the big money; Indianapolis and Monza certainly provide that opportunity.

RETURN MATCH

RHEIMS this week-end sees a renewal of the struggle for Grand Prix honours, and the possibility that the honour of being the fastest road-circuit in Europe will be wrested from Spa-Francorchamps. In addition to Vanwall, Ferrari, B.R.M., Lotus and Cooper, the event may see the return of Juan Manuel Fangio to European road-racing, in the new Maserati. Fangio at Rheims is something worth seeing, particularly on the fast bend past the tribunes. The full art of high-speed cornering as demonstrated by a master is an unforgettable sight, and is one that should be observed by anyone who has aspirations regarding motor racing. Despite missing the last three events, Juan Manuel still can have a decided say in the destination of the World Championship, for which the main contenders are Stirling Moss, Mike Hawthorn, Luigi Musso and Harry Schell.

OUR COVER PICTURE

PARADE: An impressive array of some of the fastest of the world's racing cars, in the rolling start for Heat 1 of the Monza "500" last Sunday. The race average of 166.73 m.p.h. is the fastest ever recorded. In our picture Luigi Musso and Bob Veith lead the two lines; Stirling Moss is the fifth in the outside row.



"If it's a mirage, it's the most substantial one I've ever seen!"

KEITH HALL is now out of hospital and wishes to thank his many friends who visited him there.

BRUCE KESSLER is getting on splendidly after his Le Mans accident, and hopes to drive a Scuderia Centro-Sud Maserati at Silverstone. Carroll Shelby may also drive one of the cars.

BRIAN NAYLOR has entered his F2 Cooper for the Leinster Trophy race on 12th July, and also has an F2 entry for the German Grand Prix. He hopes to take delivery of a new Cooper next week.

SEVERAL Grand Prix drivers intend to compete in both F1 and F2 events at Rheims on Sunday, including Stirling Moss, Stuart Lewis-Evans, Tony Brooks and so on. Tom Bridger will drive the Moss-Gregory B.R.P. F2 Cooper.

CHRIS SUMMERS is competing with the Farley Spl. at Rest-and-be-Thankful on Saturday, and with that car and the Arden 1100 at the Bouley Bay climb on 24th July. He will race the Arden at the British Grand Prix meeting on 19th July.

FOR the Brands Hatch meeting on August Bank Holiday—and for the international meeting there on 30th August—a new, covered grandstand is to be erected on the main straight just before Paddock Bend. Advance bookings can now be taken.

THE third Tour of Corsica will take place on 8th and 9th November. It will consist of a 1,200-km. regularity event and to decide class winners, etc., in case of ties, there will be a seven-km. hill-climb in the Col de Tégime. The Tour is open to normal touring cars, modified touring cars and G.T. cars. Regulations may be had from L'AS de l'A.C. de la Corse, Syndicat d'Initiative, Ajaccio.

ECURIE Cooper-Climax recently set up six new world records in class "K" with their 250 c.c. Norton-engined Streamliner. Speeds are as follows: 200 kms., 139.21 k.p.h.; 200 miles, 135.78 k.p.h.; three hours, 125.13 k.p.h.; 500 kms., 125.89 k.p.h.; six hours, 127.30

k.p.h.; 500 miles, 125.89 k.p.h. The specially tuned Norton engine, prepared by Ray Petty, ran perfectly throughout and the only trouble experienced was a broken chain out on the course. The drivers were Bill Knight and Arthur Owen.

ONE-MINUTE LAP AT THE CRYSTAL PALACE?

SPECTATORS at the race meeting at Crystal Palace on Saturday (5th July) may see the first one-minute lap (equal to 83.40 m.p.h.) recorded at the circuit. The driver most likely to achieve this is Ivor Bueb, who will be driving a Formula 2 Lotus in the Anerley Trophy race: on Whit Monday, when the lap record was lowered to 1 min. 0.8 sec., he put in a lap of 1 min. 1.2 secs. and two of 1 min. 1.4 secs. on a track still wet in places from the morning's rain. Ivor will be competing against his old rival from Formula 3 days, Jim Russell.

Favourite for the main event of the day—the London Trophy race for sports cars of unlimited capacity—will be Graham Whitehead (Aston Martin DB3S or Lister-Jaguar).

The main challenge is likely to come from the "works" Lister-Jaguar (to be driven by Ivor Bueb), Bruce Halford's Lister-Jaguar, or Sir Gawaine Baillie's very fast Lotus Fifteen. Also entered for the London Trophy is ex-racing cyclist Reg Harris, driving a D-type Jaguar.

The Redex Challenge Trophy race for Formula 3 racing cars has attracted most of the country's leading drivers in this class—among them Jim Russell (joint holder of the Crystal Palace Formula 3 lap record), Trevor Taylor, Ian Raby and Don Parker.

In the 18-lap Norbury Trophy race for sports cars entered in the AUTOSPORT Series-Production Sports Car Championship, 1958, are four out of the five present leaders in the championship—Ian Walker (Lotus Elite, who won the championship last year), J. P. Baldam (Turner), B. A. M. Gilbert (Turner), Austin Nurse (Turner) and K. W. MacKenzie (M.G.A.).

The programme will be completed by

SPORTS NEWS

the first saloon car race yet to have been held at the Crystal Palace. Run over 10 laps, it will count toward the B.R.S.C.C. National Saloon Car Championship, 1958. John Sprinzel will be driving his Austin A35, Tommy Sopwith and Sir Gawaine Baillie will have their 3.4-litre Jaguars and Tom Bridger (joint holder of the outright lap record) will be in a Borgward. The first race starts at 2 p.m.

IRISH FORD CHAMPIONSHIP

THE 500 Motor Racing Club of Ireland is running the 1,172 c.c. Ford Championship of Ireland race over 20 laps of the circuit at Kirkistown, Co. Down, on Saturday, 5th July. The English entry for this event is disappointing numerically, comprising only A. R. Wershat with the ex-Broadley "Lola", G. L. F. Waddup with his Waddup Special, and the Equipe Arden Lotus-Ford to be driven by J. Turvey.

Against these will be pitted 12 Irish entries, and it seems highly unlikely that the English Competitors will repeat their 1-2-3 win of last year. There is only one Lotus-Ford, that constructed from a kit by John Black of Bangor. The fastest Irish cars will be those built by Ford wizard Tommy Graham, which are to be driven by Brian Bleakley, Jack Davidson and Denis Graham. Recently Tommy Graham switched from the downdraught SU carburettor to a single Amal, with the result that the lap times of the fastest boys are down to 1 min. 21 secs., which equals the fastest lap set up by Broadley in the "Lola" in last year's race. This gives a lap speed of 67.8 m.p.h. on the 1 mile 928 yards circuit. Another exceedingly fast car is that of John Crossle which closely resembles a Mk. VI Lotus, and is fitted with twin Amal carbs.

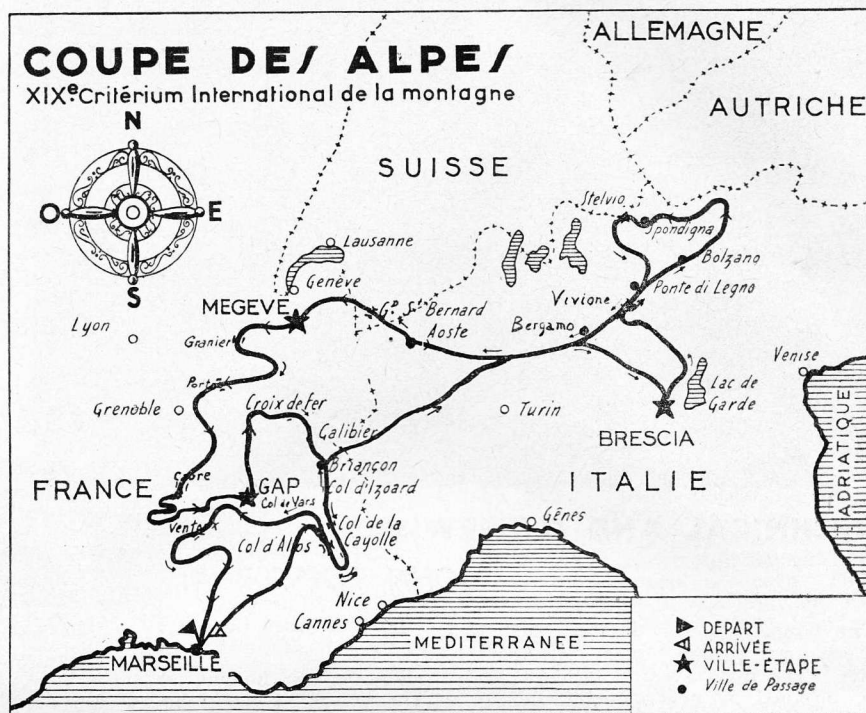
Of course, the English 1172 Formula does not apply in Ireland, and the majority of Irish cars are single seaters, most of them with offset engines and propshafts, with tubular chassis. No expensive Derrington equipment is used, simply special manifolds, special camshafts and lightened flywheels fabricated by Tommy Graham. An 8 h.p. head is used to raise the compression. Gearbox is invariably Ford, fitted with Buckler "C" type close-ratio gears, and c.w. and p. is 4.7:1. The most expensive of the Ford Specials cost £350 to build.

The rest of the programme includes a saloon car handicap, the most popular cars for this event being M.G. Magnettes, Riley 1.5s and Ford Prefects; Triumph TR2/3 scratch race, an open handicap—and a *Formule Libre* race. The last event promises to be exciting since John Pringle's F2 Cooper (ex-Rob Walker, 1,460 c.c. single cam), and Malcolm Templeton's 1,100 c.c. Lotus "85", will be pitted against the two 1,100 c.c. Lotus-Climax of J. S. Slater and R. D. McCutcheon, two regular visitors from Scotland. Also present will be Lionel Mayman of Kay Garages, Birmingham, with his 1,098 c.c. Lotus-Climax. His wife Pauline will be bringing over the Triumph-engined Morgan which she drove in the recent Circuit of Ireland International Rally.

THE "Alpine", now renamed the Coupe des Alpes in honour of that coveted trophy won only by an unpenalized run, has latterly been a rally of phases. Nineteen fifty-three was a very easy year and 25 Coupes were won. Nineteen fifty-four was rugged and only 11 were issued. Nineteen fifty-six was also fairly easy, with 17 Coupes, so it is perhaps not surprising that the 1958 "Alpine", from 7th to 13th July, looks like being the toughest run of recent years.

The 2,360-mile route takes in 25 of the most difficult passes in the Alps and the Dolomites and new "Alpine" ground is broken by including those nasty little Cols in the Valdrome area which last year caused such havoc in Liège-Rome-Liège. To add to the difficulty, no section is longer than 87 kms. (54 miles) and some are as short as 20 kms. (12½ miles).

Another new "Alpine" departure is the greater importance now attached to Standard Touring Cars, which have previously taken their chance on level terms with Grand Touring Cars. The entry is divided into four cubic capacity classes, up to 1,000 c.c., 1,001-1,300 c.c., 1,301-1,600 c.c. and Unlimited, each class having a category for Standard Touring Cars (Group 1 of Appendix J), and another for the other five combined groups in Appendix J, i.e., Improved



The Rally Championship—Eighth or Mountain Round

The 1958 "Alpine" Tougher Than Ever

By John Gott

and Special Touring Cars and Standard, Improved and Special Grand Touring Cars. Not unfittingly perhaps the larger prize-money goes to the latter category.

There is a separate classification for Group 1 cars, but the main General Classification, and the points therein scored for the Rally Championship, is open to cars of all groups and categories.

To even up chances set speeds are calculated according to cubic capacity and group. In the French road sections these vary from 55 k.p.h. (34.1 m.p.h.) for the smallest Touring Cars to 60 k.p.h. (37.3 m.p.h.) for the largest Grand Touring Cars. It is significant that MM, Catalan and Viano of the Automobile Club of Marseilles and Provence have handicapped G.T. cars from 1,601 c.c. up on the same mark and indeed the smaller cars more often than not out-perform the larger ones in the mountains.

In Italy it is now compulsory to set a low speed schedule for all rally road sections and here the average speed, except in the tests, is down generally to 50 k.p.h. (31 m.p.h.) for all groups and categories.

These tests are probably the toughest proposition in the event, and there are no less than eight of them, four trials of pure speed, track tests at Monza and the J.P. Wimille Circuit at Marseilles and hill-climbs on Mont Revard and Mont Ventoux, and four tests of "regularity", on the Allos, Stelvio, Izoard and Soubeyrand. The latter are probably more difficult than the former, for in the speed tests it is a matter of beating a "bogey" time fixed according to cubic capacity and group, but in the latter cars will have to go like the clappers to hold the set time and yet cross the finishing line within a margin of 10 to 20 seconds to avoid penalty. To make things more

complicated, the tests on the Allos and Izoard will take place at night.

Failure to keep within the margin, either early or late, in the regularity tests or failure to beat "bogey" in the speed tests entails a penalty of 10 marks per second. In compensation, however, beating "bogey" in the speed tests pays off with bonus marks on the same scale.

To win a Coupe des Alpes drivers must hold the road schedule and be unpenalized in both the regularity and speed tests. The bonus points can never compensate for marks lost, but they will decide the General Classification and class placings amongst the Coupe winners.

The route is actually split up into the following stages.

1. Marseilles to Brescia, 601 miles. First car leaves Marseilles at 3 p.m., Monday, 7th July and last car arrives at Brescia at 12.50 p.m., Tuesday, 8th July.

At dusk the crews will tackle the regularity test on the Col d'Allos, 7,382 ft., which is itself part of the very tricky section of only 20 miles up and over the Allos. Then the passes come thick and fast; the '55 "Monte" section over the Col St. Jean to Annot which upset so many that year, the Cayolle, 7,631 feet, the Vars, 6,926 feet, and finally the worst of them all, the rough, loose-surfaced Izoard, 7,743 feet. After this the climb to Mt. Genevre, 6,082 feet, sees the end of the French Alps. The run across the flat Italian plain to Monza seems innocuous, though calling for accurate navigation over the by-roads, but the 28-mile section from Almese to Lanzo Torinese is tricky as it involves the climbs of two nasty little cols, the Lis and the San Giovanni.

The speed test at Monza has given many team managers a severe headache,

for the average required over three laps, flying start and finish, varies from 70 m.p.h. to 86 m.p.h., which takes a lot of doing on the sinuous road course. Fords, for instance, have had their No. 1, Edward Harrison, out on test at Monza, as their fastest car in '56, Anne Hall's modded Zephyr, was almost 3½ secs. a lap over the time required this year. Triumphs have perhaps less to worry about, for their fastest car was only 1.4 secs. adrift, but the Series 11 Rapier will have to find a lot more speed than the Series 1, to the tune of about 8.3 secs. in modded form and about the same in standard form, if they are not to be penalized early on. When those three laps are completed, there will be plenty of sighs, both of relief and disappointment.

2. Brescia to Megève, 680 miles. First car leaves Brescia at 4 a.m., Wednesday, 9th July and last car arrives at Megève at 3.50 a.m., Thursday, 10th July.

This starts rugged straight away, with a difficult run up to the Vivione, which has seen the downfall of many. Then the route winds over the Tonale, 6,178 feet, Mendola, 4,462 feet, and Pennes to the very difficult section up and over the Giovo, 6,988 feet. The run to the Stelvio allows some breathing space, which is going to be needed, for here is Regularity test No. 2, 14 kms. on the 9,042 feet giant. The exact site of this is not stated, but it is a Ferrari to an A35 that it will be the climb from Trafoi to the summit. If such is the case, "regularity" is a misnomer, for most cars will have to go like the clappers to do the time at all. Only one Ford and one TR2 managed it in 1956 and the Rapiers were about 2 minutes adrift. It was the Stelvio which spoilt Peter Harper's chance of a Coupe in 1956, and he will be flat-out to beat it this year. The heat is now really on, for next comes the Gavia, 8,599 feet, by far the toughest and most dangerous of all Alpine passes, only once before in the "Alpine" route (1953), and a climb of the Vivione from the opposite

(Continued on page 13)

PORSCHE'S PREPARE: *The incredibly fast cars from Germany are seen here in their garage receiving a final going over before the race.*

Hamilton's car, though a broken camshaft delayed the Lister. Was the compression ratio a little high for the fuel supplied, or did a barometric change weaken the carburation? Only the post mortem can reveal the answer.

Of extreme technical interest were the latest Porsches. An entirely new rear suspension layout closely resembled that of the Mercedes-Benz type W196. A low-pivot swing axle system was retained, but the wheels were located fore and aft by a Watt's linkage on each side of the chassis. The sliding splines on the half shafts were replaced by pot joints, presumably of the Mercedes-Benz roller type. Unlike the previous Porsche or the W196 Mercedes-

"TECHNICAL AND OTHERWISE"

JOHN BOLSTER AT

Le Mans

Photography by GEORGE PHILLIPS

THE Grand Prix d'Endurance of 1958 was a curious race in many ways. The main event *à distance* was not disputed by new models. Indeed, the Ferraris were old friends which we have seen many times, and the traditional V-12 engines, with one camshaft

vindicate the honour of the *marque*. The failure of the pistons in both the Ecosse Jaguars was another staggering blow, especially as the 3-litre Jaguar engine proved reliable in Duncan



HERE'S HOW: (Left) Phil Hill takes the Ferrari round a very wet corner, preceded by a Stanguellini.

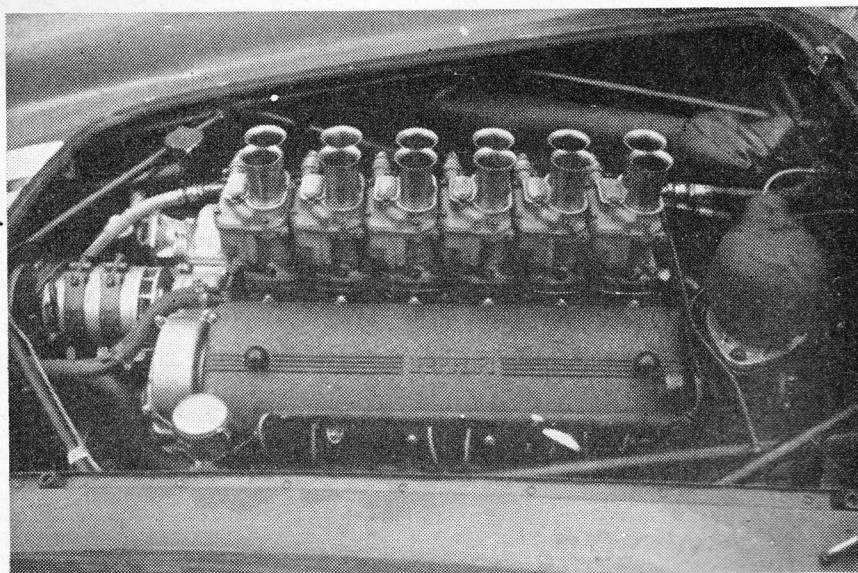
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WINNING RED-HEAD: (Below) No, this isn't a beauty contest! It is the engine of the winning Ferrari Testa Rossa. Note the extensive water-proofing of electrical components. A lesson learned from 1954 no doubt!

per block, were retained. Neither the new and lighter chassis nor the four-camshaft motors were in evidence, and certainly nothing so modern as the V-6 power units were to be seen.

The Aston Martins were all of the now well-known DBR1/300 type, the over-square seven-bearing engine being regarded as too new. The Jaguars were frankly ancient, as competition cars go, and though they are still extremely formidable in the 3.4- and 3.8-litre sizes, they were perhaps a little under-powered in the 3-litre form that this year's regulations demanded.

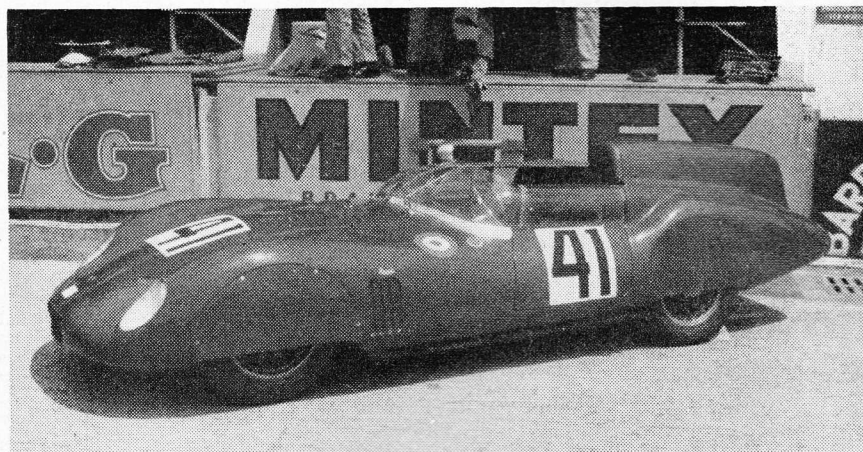
So much for the cars of the biggest category, and one can only search one's vocabulary for some printable epithet to describe David Brown's luck. The Aston Martins were the fastest cars at Le Mans, and they were superbly prepared. There was nothing new or untried about them, and the team included some of the world's fastest and safest drivers. Yet no "works" Aston Martin survived, and it was left for the Whiteheads—superb, nay sublime—to



eliminated the "bugs". As it was the units proved neither fast nor reliable, and last year's de-stroked 1,100 c.c. machinery was hurriedly installed in the "works" car. Delays, both mechanical and agricultural, prevented it from competing effectively, and "Jabby" Crombac's similar car most unfortunately became involved in somebody else's accident quite early on.

Thus the *Indice* was left wide open, and it appeared that it would be a walkover for the 750 c.c. Osca. Nothing could have been further from the case, for the Panhard-based cars, both D.B.s and Monopoles, had found more speed than ever before, and de Tomaso and Colin Davis had to fight it out for every minute of the 24 hours.

The Osca is a superb little sports-racing car of completely conventional

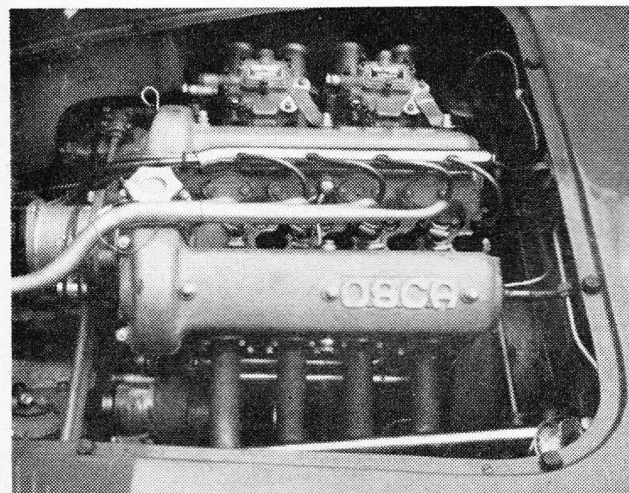


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LOTUS INFLUENCE? (Above) The windscreen on the Osca of Laroche and Radix shows an unmistakable likeness to that of the Lotuses.

INDEX WINNER: (Left) The beautiful little 750 c.c. engine of the Davis/de Tomaso Osca which John Bolster refers to in this article.

★



design. It has a "square" four-cylinder engine of 62 mm. bore and stroke, which delivers some 70 b.h.p. at 7,500 r.p.m. on a compression ratio of 9:1. The twin camshafts are driven by a pair of reduction gears and a chain, and there are two twin-choke Weber carburetors. The gearbox has four speeds and drives by open shaft to a conventional axle, and the suspension is by helical springs all round, with wishbones and an anti-roll torsion bar in front. The chassis is a simple tubular structure, and in spite of rumours to the contrary the 750 c.c. engine does not have desmodromic valve operation.

Of the Panhards only the Monopoles cars raced under that ancient and famous name. They retained their extremely successful flat-twin air-cooled engines and front-wheel drive. The standard Panhard engine has inclined valves, but the location of the pushrods prevents a very considerable angle of inclination. Two of the Monopole cars had new heads with twin overhead camshafts. The drive was by a pair of shafts beneath the cylinders, with bevel gears at each end. Unfortunately, one of these cars was burnt out at Rouen, and Pierre Chancel, the best Panhard driver, was injured.

Nevertheless, two of the "double-knocker" Panhards appeared at Le Mans, and at once proved capable of

taking on the Osca, so the claim of 76 b.h.p. may well be justified. However, neither car finished, and the honour of the "heavenly twins" was left in the hands of the D.B.s. They also had a new hemispherical head on two of the cars with, in effect, two rockers per valve but the normal pushrod operation. Only 60 b.h.p. was claimed, but the D.B.s were fast enough to press the Osca when the Monopoles faded. Eventually Laureau and Cornet were second in the *Indice*, and 12th in the

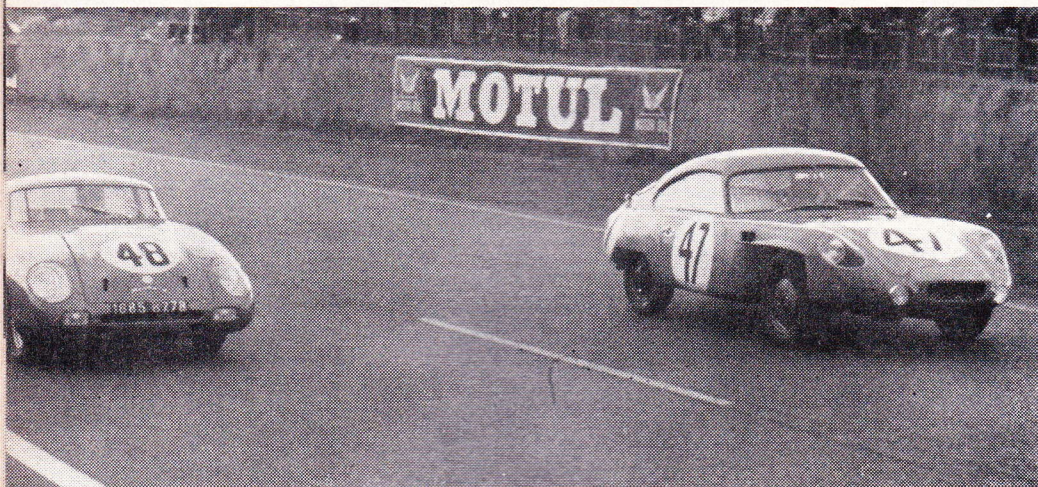
general classification to the Osca's 11th. The D.B.s showed outstanding reliability and were the noisiest cars on the circuit.

Also of 750 c.c. were the Stanguellinis, though less successful as a team. Their only finisher was placed 19th, and had run for some hours on three cylinders. The cars were of technical interest, though, as they had an entirely new all-independent chassis. The suspension was by unequal length wishbones all round, the springing medium being rubber in tension. The rear brakes were inboard-mounted and the wire wheels had knock-on hub caps. The 70 mm. x 58 mm. oversquare engine is alleged to develop 75 b.h.p., but it never seemed to give that sort of performance, though it is a pretty little 2 o.h.c. unit. For the smooth surface of the Sarthe circuit, however, all-independent chassis are at a discount and sheer power plus reliability are the things that count. Le Mans certainly develops engines and brakes, but precious little else.

The new A.C. was a most interesting car. It finished eighth, one place ahead of the standard A.C., but this is by no means the best it can do. The car was only completed just before the race, and with a little tuning and development it would have lapped considerably faster. Like the production version, it had independent suspension all round,

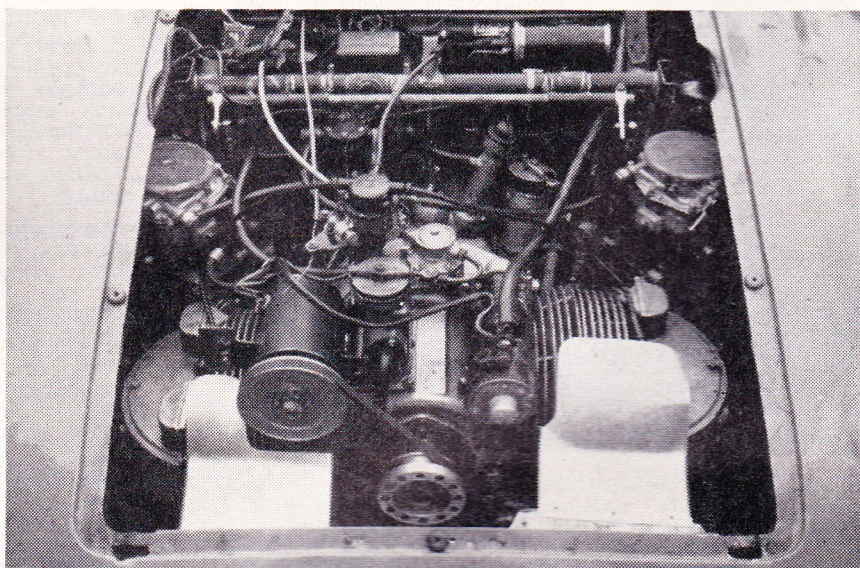
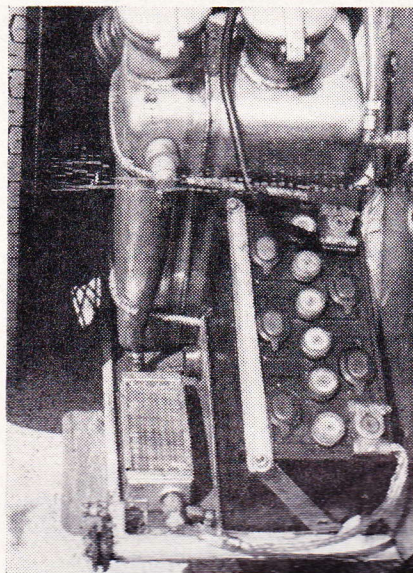


GOING NOW, but all destined to retire later. The little Panhard of Consten/Vinatier leads Maurice Trintignant in the Aston and the Guyot/Revillon Stanguellini out of Mulsanne.



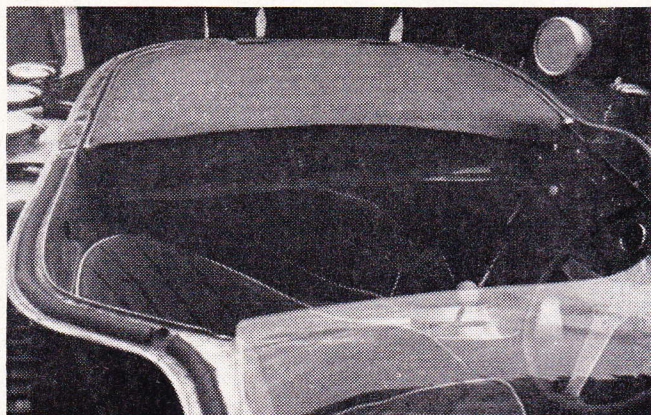
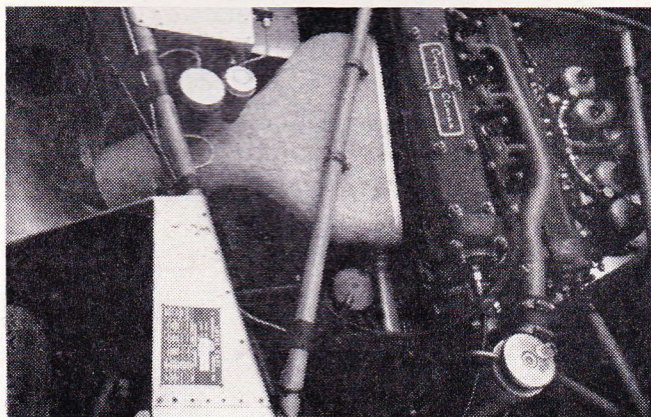
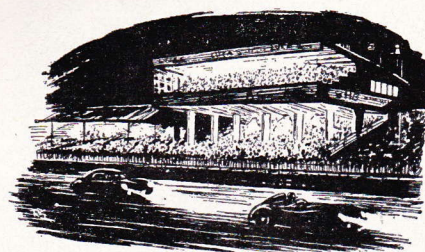
DOUBLE o.h.c. engine (right) was used in two of the Panhards, but neither of them finished. There were several variations in Panhard and D.B. aerodynamic carrosserie, including the coupé Panhard of Bronwaen/Lefaurel and the D.B. of Lailler/Bartholoni (above).

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LOTUS showed a number of innovations this year, including a pneumatic tonneau cover (below, right) which complied with the regulations but did not flap about at speed; an asbestos "glove" over the exhaust manifold (below, left) and an oil cooler for the gearbox lubrication system (left).



Le Mans—continued

but helical springs replaced those of the transverse leaf variety, and at the rear there were low-pivot swing axles. The body was aerodynamic and beautiful, and I hope that we shall see much more of this interesting machine.

The Peerless created a sensation among the French by reason of its regularity and good roadholding. The Triumph-engined fibreglass saloon, with its multi-tubular frame and de Dion rear end, did very well indeed to finish 16th in this, its first race. What a splendid beginning for a new make of car!

Nevertheless, Le Mans 1958 was far from being a British triumph, or indeed a particularly good race in any respect. There were far too many accidents in the rain, and I feel that the only answer to that is a road surface with a rougher texture. As it is, this race is too dangerous.

LE MANS Commentary

by
Gregor
Grant

FOR the third year in succession it has been left to a private entry to carry the colours of British Racing Green with honour. Peter and Graham Whitehead's superb performance in taking second place with what is generally regarded as an obsolescent motor car did much to atone for the failure of the much-fancied factory Aston Martins. Their plan of keeping going at a predetermined pace certainly paid dividends; they expected to finish, but not as high as they did. When the storm broke, and cars were going off-course in every possible direction, Graham steadily plugged on, far faster than the majority of the 3-litre cars. His was a most courageous effort, equalled only by his brother's train-like regularity during the hours of darkness.

Yet, no praise can be high enough for Phil Hill and Olivier Gendebien who won the Grand Prix d'Endurance for Scuderia Ferrari. Both drove admirably, and there were occasions when either could have been tempted to press on a bit faster than was necessary; however, the knowledge that they had a lap in hand over the Hamilton-Bueb Jaguar must have given them every confidence. In point of fact, Gendebien maintains that by following Ivor Bueb at night, he was able to lap a great deal quicker than would have been the case with no "seeing-eye" to pick out the route for him. When the unfortunate Duncan Hamilton skidded off the road in avoiding a smaller car, the Jaguar onslaught was just beginning. This would have worried Scuderia Ferrari more than somewhat, for an all-out effort to maintain the lead may have caused serious brake problems. The timekeepers gave out that just before Hamilton crashed, he had put in a lap in 4 mins. 14 secs. Reference to Tony Gaze's carefully maintained lap chart showed that this was wrong; Duncan had got down to about 4 mins. 24 secs., which was far faster than the Ferrari was doing. The car was running perfectly, and there is little doubt that it could have been pushed much more. Anyway there are no "ifs" in motor racing!

Jean Behra certainly did his share of driving the amazingly rapid 1,600 c.c. Porsche. Brake troubles intervened when he attempted to sort out the Whitehead Aston Martin and, after the second stop for adjustments, he realized that to carry on the pursuit might place his chance of finishing in jeopardy. As it was, his actual finishing speed was not much higher than the class-winning 1,500 c.c. Porsche driven so well by Edgar Barth and Paul Frère. The Stuttgart concern came out of Le Mans with all possible credit, enhancing their reputation for high-speed reliability. Since the withdrawal of Mercedes-Benz from International motor racing, the little silver machines have consistently added to the prestige of German automobile engineering.

It must now be admitted that the D-type Jaguar, easily the most successful Le Mans car ever built, can no longer be described as a top-line sports-racing machine. The Coventry concern must

replace it with a new design, otherwise the wonderful reputation that Jaguars have gained at Le Mans will soon be forgotten. I believe that the failure of the Jaguars in 1958 is a blessing in disguise, and will encourage their technicians fully to develop an entirely new vehicle which, in the tradition of Jaguar, will form the basis of a production car. A rigid rear axle is a tremendous handicap on all circuits other than Le Mans, and must be regarded as an anachronism.

The failure of Aston Martins was a serious blow to Mr. David Brown. Everything possible had gone into the preparation of these very fine cars; they were fast, supposedly reliable, and were fancied by all experts to win outright. Two went out with mechanical troubles, and the other as the result of a crash. Stirling Moss soon proved that the DBR1 was the fastest car on the circuit, and he steadily built up a commanding lead until his engine failed. The Brooks-Trintignant machine was always a potential winner, until it was withdrawn with transmission bothers. Stuart Lewis-Evans, who had replaced a sick Carroll Shelby, was unlucky to spin off when another car started to revolve in front of him at Tertre Rouge. Roy Salvadori had kept the car within striking distance of the leaders, and he was bitterly disappointed when Reg Parnell decided that the damage to the machine was too extensive to permit of its being repaired.

Team Lotus also had a very poor outing, which started in practice when the 750 c.c. cars suffered from distributor drive failures. It was entirely due to the physical efforts of Tom Dickson in digging his car out of the sandbanks at Tertre Rouge that any Lotus finished at all. This machine was fitted with the 1957 Index-winning engine, and a 1958 type was installed in Crombac's car. Crashes were the major reason for Lotus failures; surely the unluckiest of all was Bill Frost, whose car was practically wrecked by Hebert's SS Alfa Romeo, after Bob Hicks had slid off course. The 2-litre car was sensationally fast, but was an early casualty with head gasket trouble. Allison lapped at over 118 m.p.h. with it in practice, and it was freely tipped as a possible "Index" winner, with an outside chance of victory in the G.P. d'Endurance.

A.C. came out of the "vingt-quatre heures" with honour. The new Tojeiro-designed car was completely untried, and was scarcely completed when it arrived at Le Mans. It ran with clockwork regularity, and was only slowed later in the race when a slight frame defect was discovered, which, rather than risk a serious breakage, prompted the team manager to slow down both Peter Bolton and Dick Stoop. This has all the makings of a very fine car indeed—even more successful than the concern's now famous Ace-Bristol. That the Swiss-entered car raced at all was something at which to marvel; just before the race it was involved in a col-

lision when being driven from the circuit by a mechanic. It looked a complete write-off, but somehow or other it was straightened out and went on to finish the 24 hours race—although not quite making the classification speed in the "Index". John Tojeiro's own "1,100" ran very well, but was eliminated with axle trouble; it is a very compact little car and will undoubtedly do well in future circuit racing.

The Peerless folk must be feeling pretty pleased with themselves; they set out to finish, and finish they did, although, like the Ace-Bristol, the car just failed to qualify in the "Index". Actually this raises a point; should there be a separate Grand Touring category, or should the race be limited to Appendix C cars? There is a school of thought which firmly believes that Le Mans should return to sports-touring cars, rather than the sports-racing machines which have been encouraged since the war. The French themselves must be a trifle embarrassed to stage a race which is a benefit for the manufacturers of other countries. They have even lost their grip on the Index of Performance, the chief excuse for permitting small-capacity machines to run. The demise of such famous marques as Delahaye, Delage, Lago-Talbot and Gordini means that France has no chance whatsoever of putting cars on the Sarthe circuit capable of outright victory. The Bugatti-Ferrari tie-up is still not settled, but if this does come about, it is fairly certain that the resultant machine would be in the G.T. category rather than in sports-racing. I can foresee quite a lot of support in the A.C.O. for an Appendix J event in 1959, in an effort to encourage more manufacturers to enter; presumably, the rules would permit special series G.T. vehicles, with the possibility that prototypes would be admitted if constructed to Grand Touring specifications.

The little Osca was as much a shock to the French small-capacity supporters as was the 750 c.c. Lotus in 1957. Its Sebring success should have been a warning to all its rivals; it is a beautifully made machine, and quite one of the best vehicles ever to come from the Maserati brothers. The "Index-winning" car was admirably driven by de Tomaso, and Britain's own Colin Davis, son of the famous Sammy Davis. Since Colin's departure to Modena, he has gained a fine reputation as a racing driver.

Ecurie Ecosse had a very short Le Mans, both their Jaguars going out in the first half an hour with piston failure, aggravated by a weak mixture at top r.p.m. A car that really was going well was the Ferrari driven by Gurney and Kessler. Incidentally Kessler is now up and about after a short sojourn in hospital. His crash was caused through hitting pieces of the unfortunate Jean Mary's Jaguar. Duncan Hamilton has also left the hospital. The story goes that, in a semi-conscious state, he saw a continuous stream of 10,000 franc notes flying out of the window.

There were the usual tales of over-charging at Le Mans, but surely the limit is reached when on Monday the banks would give only 978 francs for £1 travellers' cheques, when the official rate throughout France was 1,178 francs. This ought to be the subject of an inquiry!

MOTOR RACING MAGNIFICENT—Tony Brooks (5.6-litre (S)) leads Peter Collins (3-litre (S)) at Lodge Corner during the Mercedes demonstration.

ing, then the other—the crowd stood in awe and astonishment. There seemed to be nothing to say. The older enthusiasts were stunned, carried back to the halcyon, pre-war days of motor-racing. The younger ones, those who never saw Brooklands and Donington Park, were stunned, too—stunned by the sheer, colossal power and massive sound of these stupendous racers. If the demonstration had lasted 10 laps more no one could have turned away.

Let us not imagine, however, that these cars, fascinating as they truly were, were the sole attractions at the meeting. Main event of the day was, of course, the 23-lap, 100-kilometres race for historic and vintage racing cars, won in grand style by the evergreen R5/B E.R.A. "Remus" of Bill Moss, a repeat of last year's win. It was achieved at the fastest-ever speed for the event at Oulton Park, the winning average being 76.88 m.p.h.—the fastest average since 1951 and the third fastest ever.

There was a magnificent entry: no fewer than nine of the 14 E.R.A. machines built between 1934-37 were entered. In addition there were Alfa Romeos, Amilcars, Bugattis, M.G.s, Maseratis and—a close association with Seaman—Goodhew's 1927 Delage, now E.R.A.-powered. Not, perhaps, strictly racing machinery, there were nevertheless the very fast Bentleys of Burton and McDonald together with Alvis, Riley and other sports cars of famous memory.

From the start it was Douglas Hull in the Jeddere Fisher 2-litre E.R.A. sprint car who took the lead, Bill Moss right on his tail in Remus and both cars, at the end of one lap, well clear of the field. The 2-litre car, however, boasted only a 10-gallon fuel tank and it was obvious that Moss was not going to allow him to make sufficient lead to refuel in comfort. In third place was Chapman (E.R.A.), followed by Waller (E.R.A.), Crowther (Alfa Romeo), Goodhew (E.R.A.-Delage), and, well up among the racing machines, McDonald (Bentley 4½). Terry Carson, second in last year's race, came round very slowly in Wilkinson's E.R.A. after some sort of trouble on the line.

An Unforgettable Vintage Oulton

*Stupendous Display by Pre-war G.P. Mercedes Cars—
Bill Moss (E.R.A.) Again Wins Seaman Trophy Race*

To begin with, it was not a good day on Saturday for the Vintage Sports-Car Club's Seaman Memorial Trophies race meeting at Oulton Park, Cheshire. The sky was dull and heavy with rain—rain that had fallen continuously for most of practice, and which showed no sign of relenting. But almost before the first race was run the clouds disappeared and the sun swam out for the beginning of a glorious afternoon. And the two Mercedes racing cars were there. Yes, the Mercedes were indeed there, and no one who was there to see them in action will ever forget the sight, the ear-shattering sound and the remarkable smell of those two big silver cars that left black rubber all the way round the circuit.

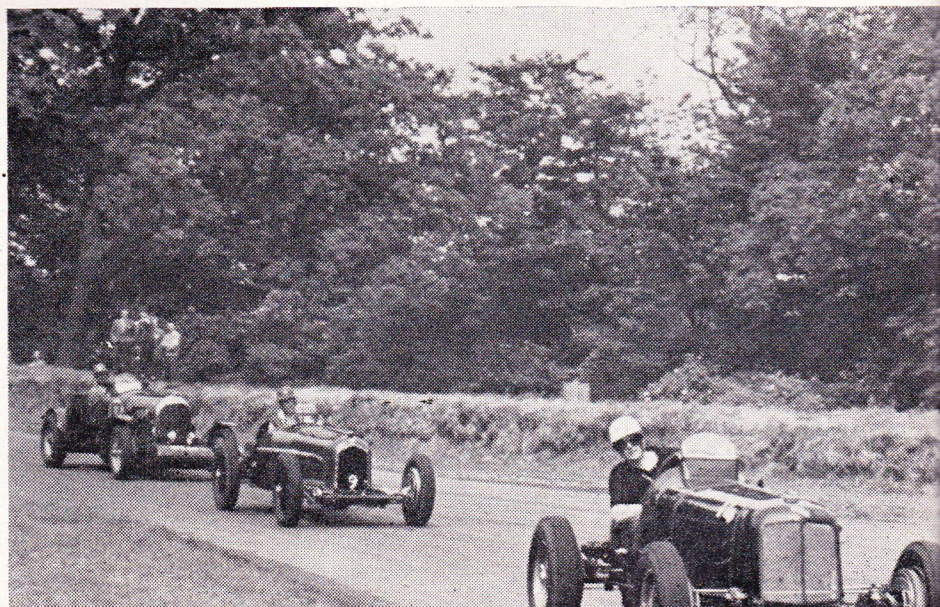
No one with the slightest interest in motor-sport can have been unaware that the cars were to be present. They came—the 1937 Type W125, its 5.6-litre engine supercharged and developing nearly 650 b.h.p., and the 1938-39 Type W163, 2.9 litres supercharged, developing 483 b.h.p.—as a tribute to the late Dick Seaman, a member of the Mercedes-Benz racing team from 1937-39 and whose name the main race at Saturday's meeting commemorates. And every enthusiast in the country must feel grateful to the moving spirits who arranged for their visit, and to Mercedes-Benz for allowing two invaluable museum-pieces to appear.

It was an unforgettable sight, that demonstration run. Tony Brooks and Peter Collins, the drivers, covered 10 laps "at characteristic speeds"—a delightful phrase—on the twisty circuit. Early arrivals at the circuit saw—and

heard—them lapping in practice, but most of the crowd were nevertheless staggered by the sheer weight of sound as the cars were warmed up in the paddock. Once on the circuit, the harsh bark of their exhausts told their position and—at last—they came into sight at Lodge Corner. Visible through the trees that reminded so many mature enthusiasts of Donington Park, two silver streaks hurtled towards the bend. Rasping exhaust notes shook leaves on bushes and shrubs, then with a tremendous rush of noise they were past, both back wheels of both cars leaving long, black smears of rubber on the tarmac until they disappeared again. Only a ringing in the ears and a curious smell of boot polish remained.

For 10 laps this went on, and after each passage of the cars—first one lead-

THE TROPHY RACE—and M. L. Brewer's E.R.A. leads Crowther's Alfa Romeo and Burton's 4½-litre Bentley at Old Hall.



DUEL for the lead is fought out by Douglas Hull, leading in the 2-litre E.R.A., and Bill Moss in the opening laps.

Then round came the leaders again, and on this second lap there was a tremendous gap between Moss, still in second position, and Chapman, while Hull still maintained a precarious lead. In fourth place Waller still held off the pack, but the Alfa had been passed by Goodhew's Delage and McDonald's Bentley, the latter closing on Goodhew. In ninth place, and hotly pursuing Brewer's E.R.A., was the redoubtable George Burton in his Bentley 4½.

The third lap—Hull still leading—was accomplished by the leaders in something like 2 mins. 4 secs.—round about 80 m.p.h.—while the gap between second and third men had widened to 53 seconds! On lap four, the first of the tail-enders was lapped, this being Binns's Riley. Burton took seventh place from Brewer and began to join battle with Goodhew and McDonald. Next time round, and he had beaten the pair of them, just leading them into Lodge Corner to take fifth place.

Moss began to pull out all the stops to pass Hull and on the seventh lap, in spite of being baulked by one of the backmarkers, took the lead and then went round in 2 mins. 6 secs.—nearly 79 m.p.h.—to establish himself there. At the same time Waller passed Chapman to take third place, albeit over a minute behind the two leaders. On lap eight George Burton, now in fifth position, made his lead on McDonald up to 18 seconds, and the latter—in sixth place, having passed Goodhew—was lapped by Moss! Three laps later Burton passed Chapman's E.R.A. and took fourth place, lapping at about 73 m.p.h.; on the same lap Moss, going like the wind with Remus in full cry, lapped third man Waller. Some of the tail-enders, including Clutton's Amilcar and Goodman's 4½-litre Lagonda, now found themselves two laps down on Remus; two laps later all but the first eight men were two laps down!

After a dozen laps Douglas Hull disappeared from the lap-chart: his 10-gallon tank was empty, and the commendably quick refuelling stop pulled him back to eighth position—a situation

which he immediately set about remedying.

In the lead, however, the flying Moss was not to be caught: an interminable time elapsed between the passage of his car and Waller, in second place. Now in third place by virtue of Hull's stop, George Burton was struggling against a violently grabbing nearside front brake which shrouded the car in smoke from tortured rubber at each and every braking point. Chapman's E.R.A., too, began to snake under braking while, at the tail-end and two laps behind the leader, Brewer's E.R.A. showed signs of a possible loss of steam.

While Burton sat in third position, McDonald had brought his Bentley up to fourth place and began to close the gap between the two big cars. Douglas Hull, too, was still motoring quickly through the field to regain his ground.

Moss, of course, reigned supreme and was quite uncatchable. Remus had not missed a beat and for the rest of the race he eased off, being in no danger of losing his lead. Douglas Hull, motoring splendidly, caught both Waller and Burton to take second place, while

McDonald was unsuccessful in his attempt to catch Burton, in spite of narrowing the gap to some 10 or 12 seconds.

The order at the finish was Moss (E.R.A.), 76.88 m.p.h.—a brilliant and very well-judged race; behind him came the E.R.A.s of Hull and Waller—the latter a lap behind—and George Burton's Bentley. Fastest lap was made by Moss at 80.28 m.p.h.

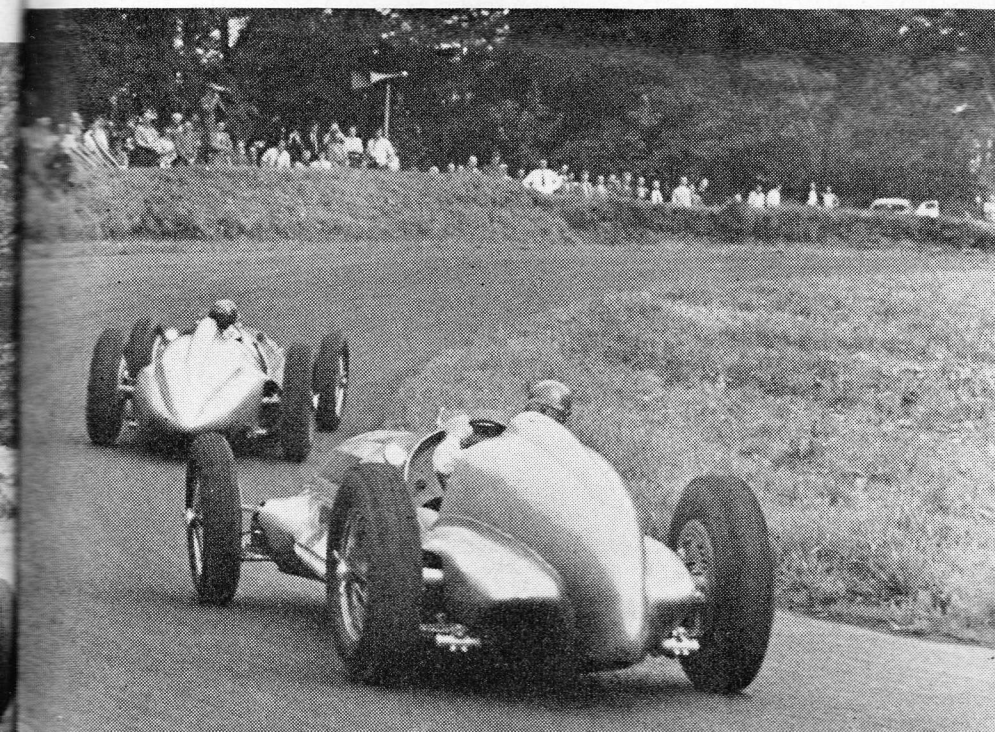
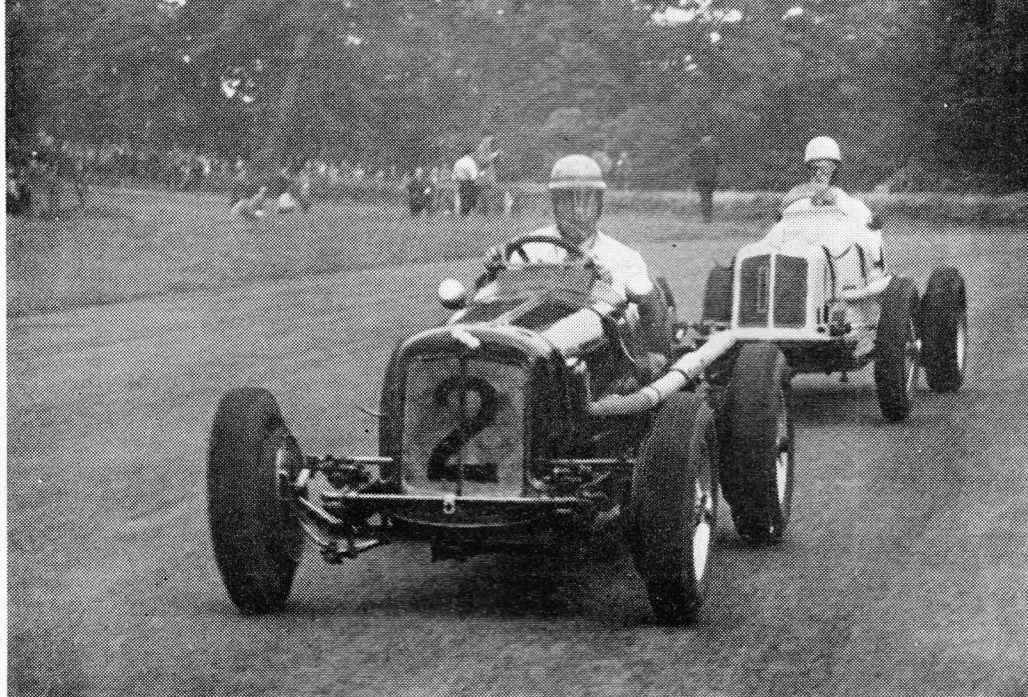
Supporting races in the well-run programme were a number of five-lap scratch and handicap events. The first of these, which followed the opening of the course by the very sleek 300SL-based Mercedes transporter—complete with W125 on back—was an excellent example of handicapping. Lord Dunleath, starting from scratch, worked his way steadily through the field in his Lagonda Rapide to take the lead on the last lap, winning by some distance from J. K. Dawson's 12/50 Alvis at an average speed of 69.06 m.p.h. and setting fastest lap at 70.59 m.p.h. It was in this race that there occurred the only "incident" of the day: Nigel Arnold-Forster, in that really delightful 1925 Frazer-Nash, of his, entered Lodge with rather too much exuberance, lost it and clouted a solid bank with more violence than the car could stand, bending the body very severely.

Second event on the programme was a scratch race for vintage sports cars, won in truly grand style by George Burton's 4½ Bentley from G. G. McDonald's similar—and equally quick—model. Third man home was Miller in an impressive 30/98 Vauxhall. Fastest lap also went to Burton at 72.97 m.p.h.

Another handicap event again resulted in a win for the scratch man, this time L. S. Richards (Riley Spl.). Once again he took the lead on the last lap to win by some 4½ seconds from A. J. Gibson's trim little Frazer-Nash and M. H. Morris's Speed Six Bentley. Also notable in the race was N. G. Mitchell, whose 1923 3-litre Bentley car was a little overshadowed by a real "space-type" crash helmet!

(Continued on page 13)

REAR VIEW—and Brooks leads Collins into Lodge in the Mercedes cars.





ALL OF A KIND: The start of the race for the Alec Dick Trophy, which was for Triumph TR2s and TR3s only. It was won by Roy North.

AFTER a couple of weeks of the most miserable June weather imaginable, the clouds broke last weekend, and the Eastern Counties M.C. National Race Meeting at Snetterton on Sunday was blessed with hot sunshine; it proved to be one of the most enjoyable meetings we have attended for some time: good entries, a varied programme of five good-sized races and some lively driving kept the large crowd entertained the whole afternoon.

The first event on the programme was a five-lap scratch race for Triumph TRs only. With some dozen cars, all of comparable performance, this was as close-fought as might be expected, particularly between the four leaders. At the end of the first lap, Roy North led "Slim" Coe, American Capt. J. Beard and Sid Hurrell, in a close bunch, and for the whole race these four tussled, constantly changing position, but rarely more than 50 yards or so separating first and last. Capt. Beard worked his way into the lead by the end of lap three, but dropped back again, and the quartet roared over the line almost abreast, North and Coe first and second, with Hurrell half a length ahead of Beard. There was one incident during the race, when T. W. Burn spun, coming out of the hairpin, and H. C. Walldorff met him head-on, to their mutual chagrin. Neither was hurt, but a certain amount of damage was done.

The Alec Dick Trophy for this race was presented by Mr. Tuston, General Manager of Standard-Triumph, who arrived in the very special one-off TR3 which was shown at the Geneva Salon. This eye-catching device has a Vignale-built body, designed by Michelotti, and had an admiring crowd around it all day.

Event two was the first of a pair of races qualifying for the AUTOSPORT Championship. This one was for the three smallest classes, up to 1,000 c.c., 1,300 c.c. and 1,600 c.c. respectively. John Sprinzel had entered a Speedwell Austin-Healey Sprite, but as the car is now to compete in the Alpine Rally next week, it was decided to save it for that little test instead. The middle class was represented solely by the two Lotus Elites of Ian Walker and John Lawry, while the 1,600 category contained three Elva Couriers and a bunch of M.G.As.

Peter Gammon in one of the Couriers went into the lead at the start, followed

Sunshine at Snetterton

Tommy Sopwith (3.4 Jaguar) Wins Eastern Counties M.C. 100-Mile Saloon Car Race at Lively National Meeting

by Walker's and Lawry's Lotuses and Fergusson's Courier, but on the second lap Walker passed Gammon at the hairpin and by the next lap, Lawry had passed him too. This trio began to pull away from Fergusson and the others, who were led by another battling trio: M.G.As this time, of Hayles, Chris Tooley and Mackenzie. Amongst the "tiddlers", Austen Nurse and J. P. Baldam duelled in their Turners for their class lead, and after Gilbert (Turner) had dropped back after a plug lead came adrift, R. A. Jameson came through with the first of the three Berkeleys which had been bringing up the rear. Although these three lacked speed on the straights, it was generally agreed that they were quickest of all round the hairpin! Walker eventually won by about 400 yards from Lawry, with Gammon about half a mile behind, third.

The five-lap F3 race could scarcely be called a success, for of the 10 entrants, most arrived with only restricted competition licences, and therefore were of course not allowed to compete in this National meeting. There were, in fact, only four starters, of which only three finished.

which time Stoop took Protheroe and pulled ahead into a substantial lead, which he held to the finish.

The big race of the day was 100 miles of very rapid saloon car motoring—the Eastern Counties "100". This was divided into four classes, the largest entry being for the smallest capacity group—up to 1,200 c.c. Most were Austin A35s, including 119 KMh—the red "Sprinzelwagen", plus Bob Gerard in an Alexanderised version. The 1,600 c.c. class had Les Leston, Tommy Bridger and Peter Harper, in Riley, Borgward and Sunbeam respectively; the 2700 class had Jack Sears in that remarkable A105 Austin as star attraction. However, for fireworks, the big class had Equipe Endeavour in full strength, comprising Tommy Sopwith, Sir Gawaine Baillie and J. F. Crawley in 3.4 Jaguars. For opposition, Roy Salvadori was entered to drive a 3.4 Jaguar for John Coombs, but Aston Martin contracts made this difficult and he had to scratch. The remaining 3.4 Jaguar, of D. J. Uren, was damaged at Mallory Park the day before, so Equipe Endeavour went unopposed.

From the Le Mans start, Sopwith shot out into the lead and made it clear that

★
*A N O T H E R
T R O P H Y for
Tommy Sopwith.
Brian Lister presents the Eastern
Counties "100"
challenge trophy to
the winner of the
100-mile saloon car
race. Tommy Sop-
with averaged nearly
80 m.p.h. in his
3.4 Jaguar.*
★



he was really going to go motor racing! By the end of the fourth of the 37 laps, he was 45 seconds or so ahead of Baillie, who is no laggard, and before then he had already started to lap the tail-enders. He would hurtle past the pits at around "the ton" and his tyres would shriek under maximum braking for Riches Corner—every time round. *Formidable!*

The other two 3.4s settled firmly into second and third places, and in fourth spot went Jack Sears, driving with his usual verve. Peter Harper in the Series II Rapier had made a good start and was lying fifth, followed by Leston in the 1.5 Riley—and Sprinzel, leading Bridger's Borgward and Edgar Wadsworth's Healey—well used, but nonetheless rapid. By the fourth lap Leston had passed Sprinzel and was pressing Harper, then passed him; Bridger then moved up and also took the Sunbeam. Meanwhile, "Doc" Shepherd (A35) had pulled out all the stops and passed Sprinzel, but on the eighth lap, a wheel gave out under the strain, and departed, bringing his run to an end. Shepherd must have been one of the unluckiest drivers there that day. In practice his rear axle had started grumbling and he changed it in the paddock on Sunday morning. On leaving the re-scrutineering a front stub-axle broke and was replaced—and then in the race he lost a wheel!

He was by no means the only one to have wheel trouble that day, however, for at about half distance, Jack Sears lost one at (appropriately) Sear Corner and lost him a certain class win; Brierley came into the pits with his Rapier to diagnose a wobble in the steering, and found a wheel centre cracked almost right round; and, most spectacular of all, Alan McKechnie had a front hub let go as he approached the pits at full chat in his A35. At first, as the wheel flew off, it seemed that he was heading straight for the pit area, and pit staff, marshals and photographers began to evacuate the area—head first over the pit counters! However, McKechnie managed to hold the car straight and sailed past the pits on three wheels and a shower of sparks. As the brake drum had gone too, the brakes had pumped dry and he had no anchors! Just as we were getting our breath back, his errant wheel arrived—quite quickly—and we all had to dodge again!

The third A35 driver in trouble was Bob Gerard, whose coil died on him, just as he was beginning to close up a little on Sprinzel who, of course, was now leading his class again. Yet a fifth A35, R. J. Dunnett's, dropped out with a big-end failure.

Meanwhile, with Sears out, Wadsworth was leading his class with the Healey and going great guns. Leston was still keeping ahead of Bridger, whom Harper just could not catch, and so they stayed to the finish.

Sopwith was still travelling at awe-inspiring speeds and making every other car appear to be standing still. His judgment in weaving between slower cars was uncanny; once he came up behind Deschamps's Austin and Hodson's 2.4 Jaguar dicing side-by-side under the Esso bridge—and he just shot between them, with about three feet either side—all at about 100 m.p.h.!

Leston only just won his class, for he was running out of petrol at the

end and in fact he coasted over the line with a dead engine. Incidentally, Les reported that the flag marshalling during the race was quite exceptionally good; the flag-waggers were even equipped with white coats to show them up still better.

So ended a first-class day's sport, with no serious accidents and no one hurt. Snetterton can be a little bleak when the weather is bad, but conditions on Sunday could not have been better, and an excellently organized programme sent everyone home happy.

STUART SEAGER.

Results

Five-lap Scratch Race, TR2s and 3s: 1, R. North, 75.07 m.p.h.; 2, L. J. Coe; 3, S. A. Hurrell. **Fastest lap:** J. Beard and L. J. Coe, 76.66 m.p.h.

Ten-lap Scratch Race ("Autosport" Championship), up to 1,000 c.c.: 1, A. J. Nurse (Turner), 68.76 m.p.h.; 2, B. A. M. Gilbert (Turner); 3,

Oulton Park—continued

Of great interest and considerable appeal was a handicap race for chain-driven Fraser-Nash and G.N. cars—although, regrettably, none of the latter came to the line. Arnold-Foster, naturally, was a non-starter and the rest of the field were left to have their own private competition to see who could lift the inside wheel highest at Lodge Corner. G. N. Richardson, in the ex-Tony Fayne Shelsley Special Fraser-Nash, sat with the steering wheel rather below his knees but finished well up from the scratch mark in spite of taking Lodge in neutral on lap four, vainly struggling to find a gear. Victory went to B. E. Brown's 4ED Meadows-engined Nash at an average speed of 67.37 m.p.h., while fastest lap was made by Richardson in the Gough-engined Shelsley car at 73.09 m.p.h.

Last of the handicaps was won by P. C. L. Moores (Austin); he took the lead from McArdle's Riley when the latter lost it at Lodge on the very last lap. Third man home was Lord Dunleath, in the Lagonda Rapide team car, while fastest lap was made by Ronnie Symondson's T57 Bugatti at 71.92 m.p.h.

Event seven—the all-comers' race—was a truly exciting finish to an afternoon of absolutely splendid motoring. We had a chance to see Bill Moss in a real hurry. He led all the way from P. Waller's E.R.A. to win by well over a minute at an average speed of 81.15 m.p.h. and setting fastest lap of the day at 82.41 m.p.h.—some three seconds faster than the best Mercedes lap, which made him very satisfied! The 2-litre E.R.A. was driven by Jeddere Fisher

Alpine Rally—continued

direction. The run across Italy to Aosta gives a welcome chance to get one's breath back, before the Grand St. Bernard, 8,113 feet, is tackled. The Forclaz used to be a terror, but is now tarred and banked, and the biggest trouble on the run from Aosta to Megève is likely to be cloud and mist, which can be very thick at night.

3. Megève to Marseilles, via Gap, 1,080 miles. First car leaves Megève at 4 a.m. Friday, 11th July, arrives at Gap at 6.45 p.m., and leaves at 9.30 p.m. Last car arrives at Marseilles at 3.30 p.m. Saturday, 12th July.

This probably represents the toughest last "Alpine" day ever. There is hardly

R. A. Jameson (Berkeley). **Fastest lap:** Nurse, 71.74 m.p.h. **1,001-1,300 c.c.:** 1, I. Walker (Lotus Elite), 77.61 m.p.h.; 2, J. Lawry (Lotus Elite). **Fastest lap:** Walker, 79.54 m.p.h. **1,301-1,600 c.c.:** 1, P. Gammon (Elva Courier), 74.38 m.p.h.; 2, J. P. Fergusson (Elva Courier); 3, J. Hayles (M.G.A.). **Fastest lap:** Gammon, 76.18 m.p.h.

Five-lap Scratch Race, F3: 1, J. Pitcher (Cooper), 81.14 m.p.h.; 2, R. F. Procter (Cooper); 3, G. H. Symonds (Cooper). **Fastest lap:** Pitcher, 83.65 m.p.h.

Ten-lap Scratch Race, 1,601-3,500 c.c. ("Autosport" Championship): 1, J. R. Stoop (Fraser-Nash), 80.43 m.p.h.; 2, R. Protheroe (Austin-Healey); 3, C. R. Hansen (Austin-Healey). **Fastest lap:** Protheroe, 82.09 m.p.h.

37-lap Eastern Counties "100" Saloon Car Race, up to 1,200 c.c.: 1, J. Sprinzel (Austin A35), 67.8 m.p.h.; 2, J. Huntridge (Austin A35); 3, E. Fishwick (Austin A35). **1,201-1,600 c.c.:** 1, L. Leston (Riley 1.5), 69.47 m.p.h.; 2, T. Bridger (Borgward Isabella TS); 3, P. Harper (Sunbeam Rapier). **1,601-2,700 c.c.:** 1, E. B. Wadsworth (Healey), 68.67 m.p.h.; 2, E. Hodson (2.4 Jaguar); 3, H. P. Deschamps (Austin A105). **Over 2,700 c.c.:** 1, T. E. B. Sopwith (3.4 Jaguar), 78.24 m.p.h.; 2, Sir Gawaine Baillie (3.4 Jaguar); 3, J. F. Crawley (3.4 Jaguar).

himself in this race—the first time he had driven the car on a circuit—and he finished a very creditable third, in front of Harris's Alta.

One of the nice things at these vintage meetings is the high standard of driving displayed by folks who, for the most part, only go motor-racing occasionally. Saturday's meeting was no exception and this high standard was backed by admirable organization—and, of course, those Mercs!

MARTYN WATKINS.

Results

Five laps handicap: 1, Lord Dunleath (Lagonda), 69.05 m.p.h.; 2, J. K. Dawson (Alvis); 3, R. C. Batho (Riley). **Fastest lap:** Lord Dunleath, 70.59 m.p.h.

Vintage sports cars, five laps scratch: 1, G. H. G. Burton (Bentley 4½), 71.96 m.p.h.; 2, G. G. McDonald (Bentley 4½); 3, A. R. Miller (Vauxhall). **Fastest lap:** Burton, 72.97 m.p.h. **Class winners, up to 1,000 c.c.:** M. J. Harris (Austin). **1,001-1,500 c.c.:** B. E. Brown (Fraser-Nash). **1,501-3,000 c.c.:** D. Allen (A.C.-Nash). **Over 3,000 c.c.:** G. H. G. Burton.

Five laps handicap: 1, L. S. Richards (Riley Spl.), 67.61 m.p.h.; 2, A. J. Gibson (Fraser-Nash); 3, M. H. Morris (Bentley 6½). **Fastest lap:** Richards, 69.91 m.p.h.

Richard Seaman Trophies Race, 100 kilometres: 1, W. F. Moss (E.R.A.), 76.88 m.p.h.; 2, D. H. C. Hull (E.R.A.); 3, P. Waller (E.R.A.). **Vintage category:** 1, G. H. G. Burton (Bentley 4½); 2, G. G. McDonald (Bentley 4½). **Fastest lap:** Moss, 80.28 m.p.h.

Five laps handicap for chain-driven Fraser-Nash and G.N. cars: 1, B. E. Brown (Fraser-Nash), 67.37 m.p.h.; 2, A. J. Gibson (Fraser-Nash); 3, M. S. Geoghegan (Fraser-Nash). **Fastest lap:** G. N. Richardson (Fraser-Nash), 73.09 m.p.h.

Five-laps handicap: 1, P. C. L. Moores (Austin), 58.57 m.p.h.; 2, G. R. McArdle (Riley); 3, Lord Dunleath (Lagonda). **Fastest lap:** R. C. Symondson (Bugatti), 71.92 m.p.h.

All-comers five-laps scratch race: 1, W. F. Moss (E.R.A.), 81.15 m.p.h.; 2, P. Waller (E.R.A.); 3, A. Jeddere Fisher (E.R.A.). **Fastest lap:** Moss, 82.41 m.p.h.

a pass which is not included in the route, varying from familiar names like the Allos, Aravis, 4,914 feet, Bayard, 4,077 feet, Cabre, 3,871 feet, Cayolle, Croix de Fer, 6,847 feet, Galibier, 8,386 feet, Glandon, 6,401 feet, Granier, 3,819 feet, Izoard, Lautaret, 6,752 feet, and Vars, to passes known to Alpine addicts only, such as the Plainpalais, Tamie, Soubeyrand and Garcinets, which are probably very much more difficult, and certainly rightly shunned by the average tourist.

Time in hand to fill up and snatch a quick bite of food will be hard to win and both cars and crews will take a terrific pounding in which only the fittest will survive.

(Continued on page 20)



BLAZING MONZA sunshine for the start of Heat 2. Rathmann leads, followed by Bryan, Moss, Veith and Musso.

THE WORLD'S FASTEST MOTOR RACE

Jim Rathmann (Zink Leader) Wins Monza 500 Miles Race at 166.73 m.p.h. — New 4.2 Ferrari Takes Third Place — Moss's Gallant Effort with the Eldorado Maserati

AT long last the honour of being the world's fastest motor race has been wrested from Avus, where, in prewar days, Lang (Mercedes-Benz) won at an average speed of 162.2 m.p.h. Jim Rathmann, driving the Zink Leader Special, made Monza the fastest-ever venue by winning all three 63-lap heats for the Monza 500 Miles Race, with an overall speed of 166.73 m.p.h.

Into second place came the 1957 winner, Jim Bryan (Belond A.P. Special), covering the same number of laps as the winner. Third position was taken by the new 4.2-litre Ferrari, driven in turn by Luigi Musso, Mike Hawthorn and Phil Hill. Musso drove a tremendous race in the opening heat, but had to stop after 30 laps owing to being affected by exhaust fumes from the cars with which he was dicing. He was then replaced by Mike Hawthorn. Phil Hill took over in other heats. Stirling Moss drove the Eldorado-Italia (4.2 Maserati) superbly, but crashed in the final heat owing to steering breakage.

Once again Ecurie Ecosse did well, the two D-types finishing sixth and seventh in the final heat; the Lister-Jaguar went out at the end of Heat 2 with engine trouble.

Glorious weather brought out a huge crowd which thrilled to the sight of

big-engined machines roaring past them in close company, at speeds of up to 190 m.p.h. Fangio had a very brief outing, when his Dean Van Lines Special was eliminated in the final heat with fuel pump trouble after a couple of laps;

By Gregor Grant

Photography by Publifoto, Milan

the car was a non-starter in the previous heats owing to a cracked piston. Fastest lap was put up by Bryan with a time of 54.1 secs. (175.73 m.p.h.).

* * *

THINGS looked fairly bleak in mid-week, with a continuous downpour of rain which prevented any practice until Friday afternoon. Then the weather changed for the better, and the organizers began to breathe freely. Postponement of the race would have entailed heavy financial loss, and the probability that the European drivers would be unable to compete owing to commitments elsewhere.

Unlike 1957, the American cars were not exactly going to have it all their own way. Enzo Ferrari had produced two

new machines, a V-12, 4.2-litre and a 3-litre V-6, whilst the Eldorado ice-cream people had ordered a V-8 4.2-litre car from Officine Maserati for Stirling Moss to drive. This big white machine was soon known amongst the British contingent as the Gelati-Maserati! Then of course there was the Lister-based, quasi-single-seater machine of Ecurie Ecosse. The European challenge was completed by two sports Jaguars, and Harry Schell in the ex-Villoresi, 1952 Ferrari entered by Luigi Chinetti, with engine size reduced from 4,500 c.c. to 4,200 c.c.

Juan Manuel Fangio, said to be driving a John Zink Spl., actually took over the 1957 winning machine, the Dean Van Lines Spl. There was great difficulty over Fangio driving at all, and it was a good thing for all concerned that Mr. Dennis Druitt of B.P. was present, and was able to handle things diplomatically. The trouble was that the car was under Mobiloil jurisdiction, and Fangio is, of course, a B.P. contract driver. The Americans would not give B.P. a written agreement that Fangio's name would not be used in any form of advertising, which was only fit and proper owing to the large sums of money spent by B.P. on the World Champion. Right up until a few hours before the start of the race, there was an impasse, but apparently the

CHEQUERED FLAG for Jim Rathmann in the Zink Leader Special at the finish of the third and final heat. His race average for the 500 miles was 166.73, m.p.h., the fastest average ever recorded.

American company climbed down and gave Mr. Druitt a written agreement. The latter then notified Fangio that he could drive without in any way affecting his B.P. contract.

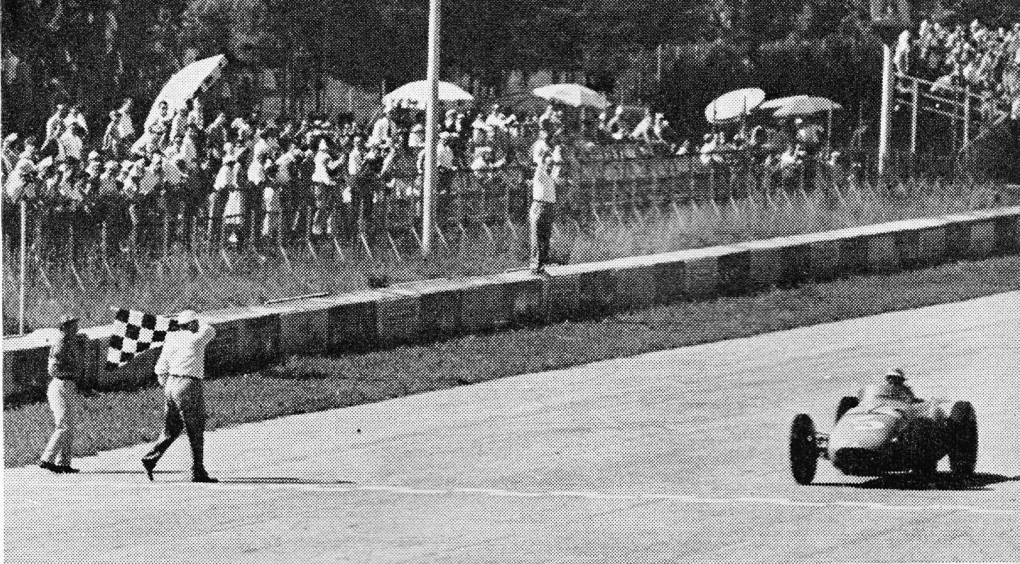
Fangio was the first to qualify at a really high speed, circulating at over 170 m.p.h. He seemed very pleased with the car, particularly the way it rode the bumps on the South Curve. Bob Veith went very fast in the Bowes Seal Fast, but a torsion-bar securing bolt sheared on his rear suspension. Stirling Moss was not too happy in the big Eldorado car; Carroll Shelby tried it out, but could not find anywhere to put his legs.

Out came Mike Hawthorn with the big 4.2 Ferrari, and, after several slow laps, qualified eight off the reel. Masten Gregory qualified his D-type Jaguar at about 157 m.p.h. The single-seater was actually not so quick as the sports-racing machine, probably owing to the very large wheels and lack of proper streamlining. The two D-types had enormous air-vents to provide extra cooling.

Saturday's practice was notable for the sensational qualifying speeds put up by Musso in the 4.2 Ferrari; he averaged over 174 m.p.h. for three laps, the fastest being at 175.7 m.p.h. Moss qualified at nearly 10 m.p.h. less.

Apart from the Jaguars, all cars were equipped with Firestone tyres, the British machines having Dunlops. The 4.2 Ferrari had Boranni wire wheels, and the helical springs were covered with a coating of rubber. Moss's car had Hallebrand light-alloy wheels, similar to those used on all of the Indianapolis machines.

Phil Hill's 3-litre had basically the sports-racing engine of the Dino 296, a 65 degrees V-6 of 2,880 c.c. (85 x 77.5 mm.); it also had rubber-dipped springs. It was tried on Engelbert tyres, but was eventually equipped with Firestones. Hill qualified at over 161 m.p.h. No power-output figures were available for this engine, but the V-12, 4.2-litre was stated to push out 410 b.h.p. Both Ferraris were running on 130 octane fuel.



Ivor Bueb's Jaguar had serious engine trouble and only just qualified. This entailed all-night work by the Ecurie Ecosse mechanics to fit a replacement engine. Incidentally an interested spectator was Lofty England of Jaguars, who had come on from Le Mans.

The UPPI organization which banned the race to its members last year was never mentioned. With Moss, Fangio, Hawthorn, Musso, Trintignant and Schell all down to run, there was little that could be said. The huge prize money offered was obviously a strong influence the race being a sort of "Formule Lira".

Press photographers held a protest meeting at the lack of facilities given to them and a petition with many signatures was given to the organizers. Several of the men, mainly specialists, were issued with passes which took them anywhere other than where they could take pictures.

Once again everyone was most impressed with the Americans' equipment, their cars being a joy to behold. There were no unorthodox machines this year, in the absence of the supercharged Novis—all being fitted with the well-tried Meyer-Drake (Offenhauser) four-cylinder engine.

Pageantry was featured before the start of the 500 Miles Race, attendants carrying huge flags of Argentina, U.S.A.,

Starting Order First Heat

(showing Practice Times in k.p.h.)	
Veith (Bowes Seal Fast) 278.857	Musso (Ferrari) 281.077
Sachs (Jim Robbins) 275.014	Fangio* (Dean Van Lines) 275.841
Bryan (Belond) 275.014	Freeland (Bob Estes) 275.180
Thomson (D.A. Lubricant) 269.682	Rathmann (Zink Leader) 274.521
Crawford (Mirror Glaze) 263.641	Moss (Eldorado) 264.553
Hill (Ferrari) 259.468	Reece (Hoyt Machine) 263.188
Gregory (Jaguar) 254.293	Trintignant 258.591
Schell (Ferrari) 245.586	Sclavi and Amos 258.591
	Fairman (Lister-Jaguar) 246.376
	Bueb (Jaguar) 241.960

* Withdrew from this heat.

Great Britain, France and Italy. The brightly coloured cars were wheeled on to the starting grid, but there were 18 instead of 19. No. 29 was missing—the Dean Van Lines to be driven by Fangio. Mechanics had discovered a cracked piston, and were endeavouring to fit a replacement. Efforts were made to have the time of start delayed, but after 10 minutes or so the organizers signalled that the car could be presented, and could run in a later heat. It was wheeled on to the concrete, less bonnet and less engine, then smartly wheeled away again into the paddock.

The start itself was a stupendous spectacle; when the Ford Fairlane pace car swung off-circuit, Musso used his three-speed gearbox to full advantage, and was over 100 yards in the lead when the roaring pack reached the first turn. Breathlessly the crowd waited; the deep note of powerful engines died away, then reached a crescendo as the leaders swooped down from the banking to finish the first lap. Came a great shout "Musso". Past the pits screamed the red Ferrari, closely followed by Eddie Sachs, Jim Rathmann and Jim Bryan. The quartet closed up into a tight bunch; Sachs got his wheels in front, but Musso was ahead on the third lap, and still there when they came round again. Then

PLAUDITS of the crowd for begrimed Jim Rathmann, being congratulated here by Harvey Firestone Jr. Between them is Duane Carter, of the U.S.A.C.





Sachs moved in front again. After six laps the leaders were already "doubling" the tail-enders, and the race speed was already approaching 170 m.p.h.

There was a heart-stopping moment when the leading quartet overtook a group of other cars in front of the pits. About eight cars were abreast, with Musso passing on the left, as close to the pit counters as it was possible to be, and mechanics in the area had to jump for their very lives. The Ferrari was again in front on the 10th lap; Moss began to hurtle the big Eldorado round to some purpose, being engaged in a triangular battle with Roger Ward and Bob Veith. Troy Ruttman and Jimmy Thomson circulated for lap after lap, almost wheel-to-wheel. Gregory was fastest of the Jaguar drivers, holding on to Schell's veteran Ferrari, and then passing it. Fairman was steadily plugging round with the Lister, and Bueb brought up the rear with his re-engined car.

The Ferrari's progress excited the crowd. Musso was the hero of the hour, and was certainly showing the American specialists that track-racing is not exclusively a U.S. art. Still, how long could he keep it up, and how long would his tyres last literally using road-racing technique on the banking? Roger Ward stopped at his pit with a stretched torsion bar securing bolt, whilst Don Freeland drove straight into the paddock with a broken cam box.

Bryan now began to put on the pressure, and Moss had overtaken Veith. Phil Hill retired the 3-litre Ferrari with engine trouble. Sachs tried desperately to shake off Rathmann, Bryan and Musso, but on the 20th lap coasted into his pit with a dead engine—a rod had come through the side!

Rathmann now began to gain on Musso at the rate of a second per lap. Schell's old Ferrari began to sound as rough as old boots. The race average after 20 laps was 169.9 m.p.h., and Rathmann was leading Musso by 4.8 secs. Moss was now in fifth place behind Bryan, moving up to fourth when Sachs retired.

Then, to the disappointment of the crowd, Musso stopped on his 26th lap. He was overcome with exhaust fumes from the American cars, and had to receive treatment at the track hospital. Wheels were changed, and the car roared

SCOREBOARD is one of the landmarks at Monza and it was kept busy during this fantastically fast race. Here the cars stream off the banking to go past the pits.

off in seventh place, with Mike Hawthorn at the wheel. This left Rathmann with a useful lead over Bryan, and brought Stirling Moss into third place. Yes, indeed, the "Indy" cars were not having it all their own way. Ruttman and Thomson still roared round, wheel-to-wheel, moving closer and closer to Moss and Veith. Moss and Hawthorn got together for a few laps, the Maserati eventually having the better of its rival. However, Veith had begun to close up on Moss, and went ahead on the 49th lap. Ruttman shook off Thomson at last, took Moss on the 54th lap and slipstreamed Veith. He then shot ahead, only to stop at his pit. Fuel was added, with the engine still running, but he dropped back to sixth place.

Masten Gregory stopped with his Jaguar, whilst Trintignant signalled that he was coming into the pits, but over-shot and had to keep going, just as Rathmann took the chequered flag, having averaged 167.27 m.p.h.—the fastest motor race ever run. Into second place came Bryan 24 secs. behind, followed by Veith, Moss and the Musso-Hawthorn Ferrari.

Between heats there was feverish activity to get cars repaired in time for the second event. Fangio's car was still a non-runner, and Ecurie Ecosse were busy investigating a probable broken frame member on Gregory's car.

Rathmann swept into the lead at the start of Heat 2, a lead he was to maintain till the end. However, a really terrific battle ensued for second place, featuring Veith, Bryan, Musso and Moss. Thomson was an early casualty with a broken crankshaft, and Schell stopped with the veteran Ferrari. Whilst Jim Rathmann went on his way, the struggle behind brought the crowd to its feet. Bryan led for the first two laps, then it was Veith's turn for the next four; Musso then took command for three more, then it was Moss's turn. The Americans openly expressed their admiration of the driving of the two European drivers, putting up such a wonderful show against crack Indianapolis men.

Musso popped up again in the lead, but Veith took over on the 12th lap.

Results

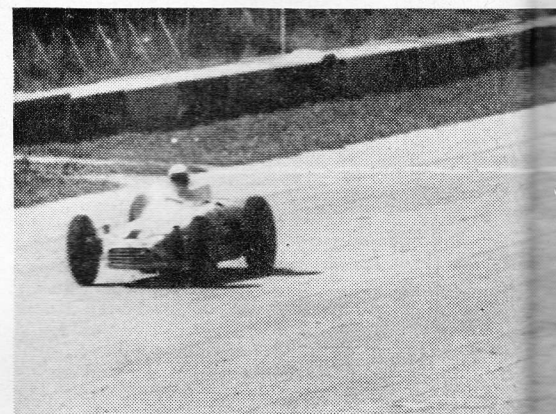
Prix Esso

(63 laps)

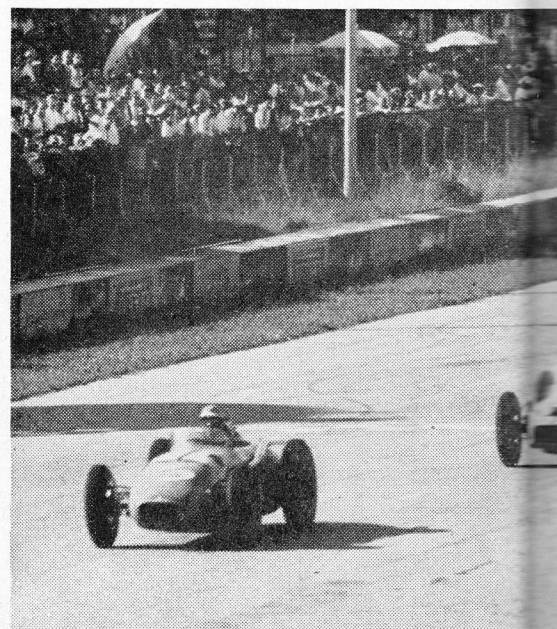
1. **Jim Rathmann** (Zink Leader), 59 m. 40.9 s., 269.178 k.p.h.
2. **Jimmy Bryan** (Belond), 1 h. 0 m. 04.1 s.
3. **Bob Veith** (Bowes Seal Fast), 1 h. 0 m. 26.4 s. (62 laps).
4. **Stirling Moss** (Eldorado-Italia), 1 h. 0 m. 35.1 s. (62).
5. **Johnny Thomson** (D-A Lubricant), (61).
6. **Luigi Musso/Mike Hawthorn** (Ferrari), (60).
7. **Troy Ruttman** (Agajanian), (60).
8. **Jimmy Reece** (Hoyt Machine), (59).
9. **Maurice Trintignant** (Selavi and Amos), (59).
10. **Ray Crawford** (Mirror Glaze), (58).
11. **Jack Fairman** (Lister-Jaguar), (57).
12. **Harry Schell** (Ferrari), (56).
13. **Masten Gregory** (Jaguar), (55).
14. **Ivor Bueb** (Jaguar), (45).

Prix Mobil

1. Rathmann, 1 h. 0 m. 18.5 s., 266.388 k.p.h.
2. Veith, 1 h. 0 m. 35.3 s.



BOTH SIDES at once! Double overtaking Fairman's



FINAL HEAT, and the finishing order is already, battling with Bob Veith for the first third place went to the Hill

Results

3. Bryan, 1 h. 01 m. 00.9 s.
 4. Ruttmann, 1 h. 01 m. 02.2 s.
 5. **Moss**, 62 laps; 6. Foyt, 61; 7. Reece, 60; 8. Crawford, 60; 9. Musso/Hill, 60; 10. **Fairman**, 57; 11. **Bueb**, 51.

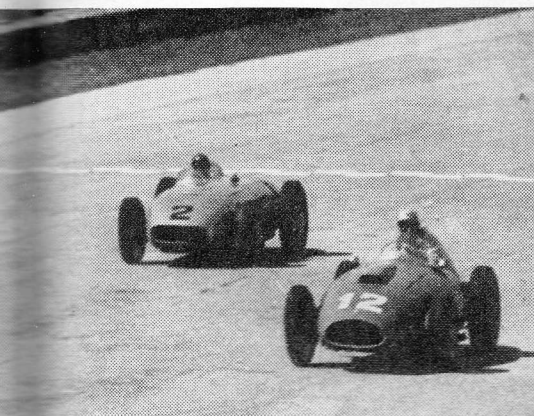
Prix Shell

1. Rathmann, 59 m. 37.9 s., 269.404 k.p.h.
 2. Bryan, 1 h. 0 m. 04.6 s.
 3. **Hawthorn/Hill**, 60 laps.
 4. Crawford, 60; 5. Reece, 59; 6. Bueb, 52; 7. Gregory, 44.

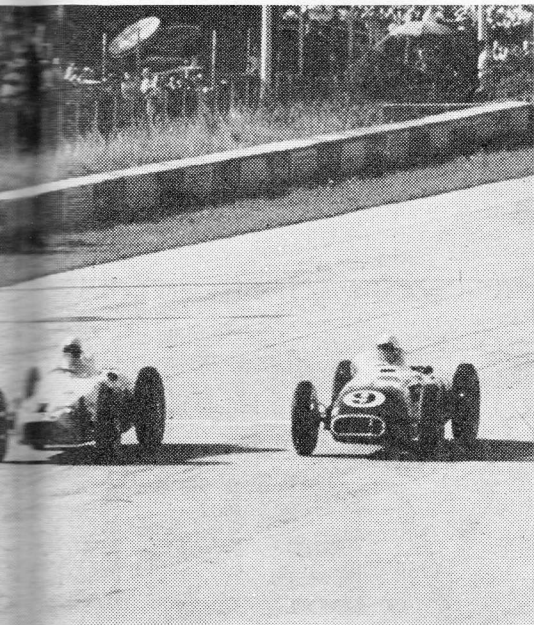
General Classification

1. Rathmann, 2 h. 59 m. 37.2 s., 268.311 k.p.h.
 2. Bryan, 3 h. 01 m. 09.6 s.
 3. Hill/Musso/**Hawthorn**, 180 laps; 4. Crawford, 178; 5. Reece, 178; 6. Foyt/Trintignant, 174; 7. **Moss**, 164; 8. Veith, 153; 9. **Bueb**, 148; 10. Ruttmann, 135; 11. **Fairman**, 114; 12. Gregory, 99; 13. Schell, 71; 14. Thomson, 65.

Fastest lap: Bryan (Heat 2), 54.1 s., 282.809 k.p.h.



manoeuvre as Musso and Bryan pass Jack Lister-Jaguar.



being settled. Rathmann and Bryan lead three places. However, Veith lost a wheel, and Hill/Musso/Hawthorn Ferrari.

CLOSING on Jack Fairman, in the remarkably Indy-like Ecurie Ecosse Lister-Jaguar, are Veith, Musso, Bryan and Moss.

Moss did Bryan, who was now challenged by Ruttmann. The leaders overwhelmed the rest of the field, poor Fairman being passed in front of the pits on all sides by at least five cars. Schell stopped again with the Ferrari, sounding rougher than ever.

Then Musso began to tire and dropped back. Ruttman passed Bryan, and set off after Moss. Foyt, who had taken over from Trintignant, was in sixth place, and looked like catching the Ferrari. On the 19th lap Musso finally gave up and handed over to Phil Hill. Veith still held his second place, but he was still losing ground to the flying Rathmann. Moss's third place was now in jeopardy, as Ruttmann and Bryan closed up; Ruttmann went in front on lap 24, but was repassed. Bryan then took command of the group, with Moss ever on the tail of the Belond. So it went on for lap after lap; Bryan, Moss and Ruttmann—a really titanic battle. Roger Ward stopped with a recurrence of his earlier suspension trouble.

On the 43rd lap, Stirling Moss again headed the trio, after having had a continual passing and repassing act with Troy Ruttmann. Hill brought the Ferrari in for new tyres, and restarted in ninth place. On the 46th lap, Bryan went in front again, but with no hope whatsoever of catching either Rathmann or Veith. Grimly Moss held on to the Indianapolis winner, using the American's own slipstreaming tactics, which Ruttmann also employed behind the big Maserati. Then, a few laps from the end, Stirling made signs to his pits, and Carroll Shelby put on his crash-hat. Gradually the Eldorado dropped back, but Moss did not come in and toured to a safe fourth place. As the flag went down, Fairman's Lister went past with smoke pouring from the exhaust pipe.

So Rathmann had won both heats, and led Bryan by a mere 5.6 secs. The actual position was:—

1. Rathmann, 1 h. 59 m. 59.4 s., 126 laps.
2. Bryan, 2 h. 01 m. 05s., 126.
3. Veith, 2 h. 01 m. 01.7 s., 125.
4. Moss, 2 hr. 01 m. 21.6 s., 124.
5. Ruttmann, 2 h. 01 m. 16.4 s., 123.

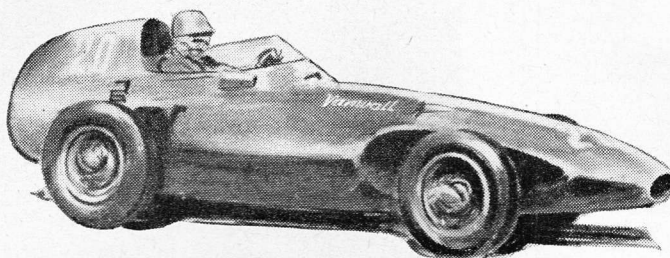
There was a crowd like an execution round Fangio when No. 29 finally appeared for the final heat. Hawthorn was in the Ferrari, and Moss was wearing a large piece of sticking plaster on his head. The Lister was not present, but Gregory's D-type had reappeared. In all, a dozen cars set off for the rolling start, with Moss far behind owing to a non-existent clutch.

Once again it was Rathmann into the lead, with Bryan and Veith on his tail. Poor Fangio did one slow lap, then toured in to retire with a defective fuel pump—all that trouble and discussion for only a few kilometres of motoring!

The Rathmann-Bryan-Veith trio went at it in earnest, each trying to wear the other down. However, one had the idea that Rathmann had plenty in hand, although it was reported that his fuel tank had developed a leak. Moss had rapidly made up for his unlucky start, and took Hawthorn in front of the tribunes on lap 14; he then started catching Ray Crawford and Anthony Foyt, at the rate of about 2 secs. per lap. Bryan managed to get in front of Rathmann, but only for one lap—the 18th. By the 21st lap, the leading trio had lapped the entire field. On lap 24, Hill replaced Hawthorn in the Ferrari. Six tours later, and Veith was out; a wheel came adrift on the banking, and was only held in place by the disc brake. Rathmann now began to pull away from Bryan, and Moss, having passed Crawford, steadily closed up on Foyt. He was not to catch the American, however, for on the 41st lap the Maserati broke its steering and Stirling hit the retaining wall at the top of the banking, bursting three tyres and knocking down three concrete posts before the car came to rest. He scrambled out unhurt, thankful for that retaining wall.

The damaged frame member on Gregory's Jaguar had severed a petrol line, and Masten stopped with his overalls soaked with fuel. Jack Fairman took over, determined to put in as many laps as possible before the finish. Ivor Bueb circulated steadily with the other "D-type", never feeling lonely as the big Indianapolis cars whistled past at regular intervals. Foyt, in third place, went out with engine trouble nine laps from the end.

(Continued on page 20)



**VANDERVELL
LEAD INDIUM BEARINGS**

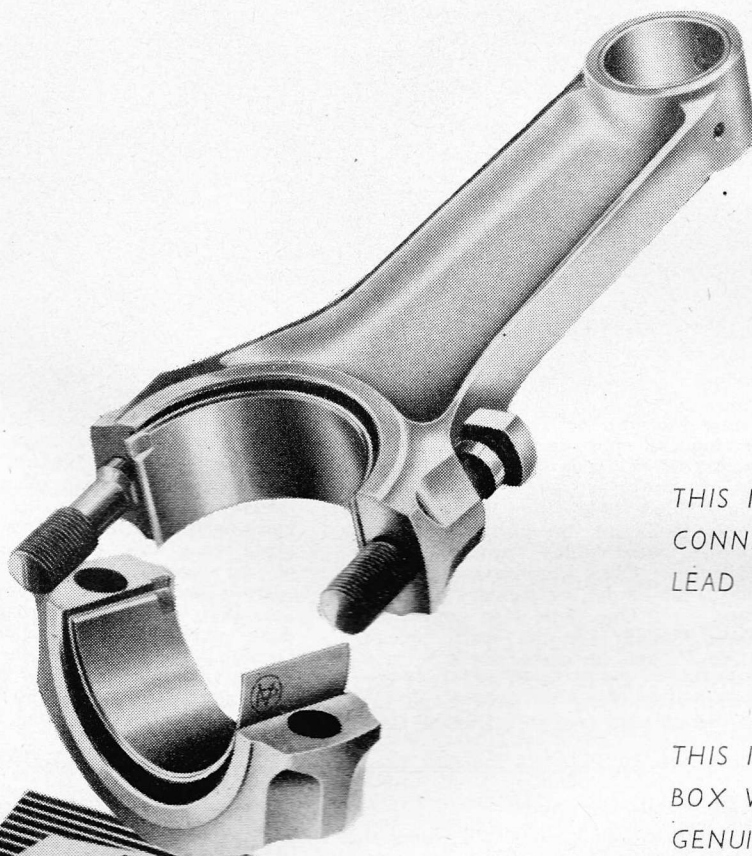
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7 LE MANS
3 PAN AMERICAN
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BEARINGS



REGD. TRADE MARK

BUNCHED together on the pit straight at well over 160 m.p.h. are Jimmy Bryan, Luigi Musso and Stirling Moss.

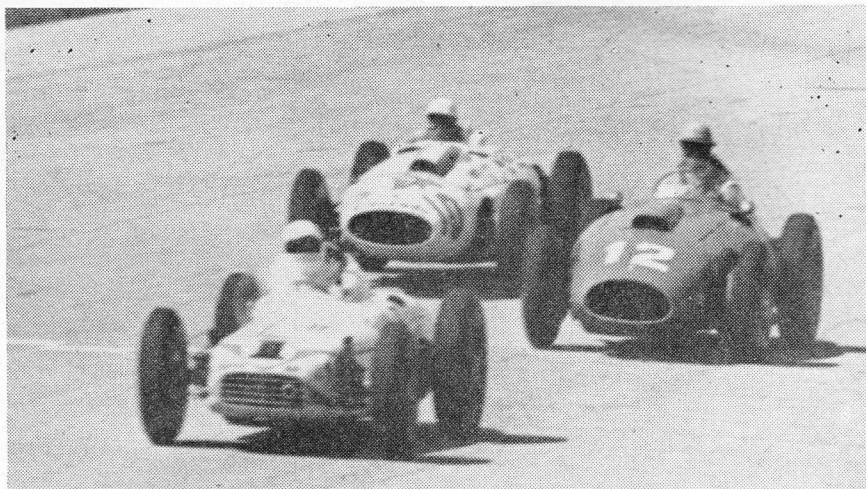
Monza "500"—continued

Rathmann had now established a big lead over Bryan. Phil Hill, driving magnificently, had overtaken Jimmy Reece and was in fourth place behind Crawford. There was a distinct chance of third place, as the American car had developed an ominous misfire. With half a dozen laps to go (less than six minutes), the Ferrari pit hung out the "get-going-mister" signal. Phil responded by overhauling Crawford at a very high rate of knots, and moving up into third place on the 58th lap.

Then down went the chequered flag for Jim Rathmann, worthy winner of the 1958 Monza "500". Bryan's second place gained for him the "Two Worlds" Trophy, which is awarded for both Indianapolis and Monza.

The European drivers had sampled a new style of racing; whether or not they like it is one thing, but the fact remains that they came out of the contest with great credit, earning the respect of the American professional drivers for their skill. Anyone who talks about 750 c.c. formulae, after seeing the big stuff in action, should have his head looked at.

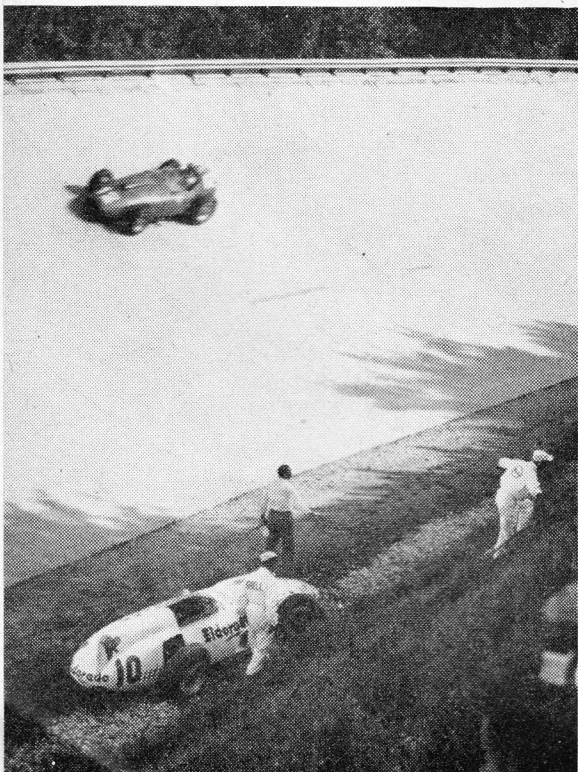
MONZA NOTES. Fuel injection was tried unsuccessfully on Moss's Eldorado Maserati, the car reverting to the usual battery of Webers. . . . The three-speed gearbox on the 4.2-litre Ferrari was simply the Grand Prix five-speed unit, with the two lowest ratios removed. . . . David Murray intends to convert the



"Monza" Lister-Jaguar to a sports-racing car. . . . Stirling Moss is driving the 3-litre Maserati he tested at Spa in the Portuguese sports-car race on Sunday week. . . . Laurie Hands, Champion's competitions chief, had a batch of racing plugs flown over from U.S.A. for the Indianapolis cars; these, together with his camera, were stolen from his car in Milan. . . . Chris Economaki did a wonderful job of the commentary during the race. . . . One must also congratulate Dave Cassidy for the really splendid U.S.A.C. hats he makes for U.S. racing drivers. . . . Eddie Sachs and Troy Ruttman are aching to have a go in a European road race. . . . Douane Carter

is very pleased the way things are going in respect of U.S.A.C.-supported sports-car races in U.S.A. . . . He would also like to see some F1 races on circuits such as Riverside, Elkhart Lakes and Bridgthampton, starting off at first with *formule libre* owing to the lack of F1 machinery. . . . Stirling Moss has a ready made fancy dress costume in the shape of the elegant, and highly decorated overalls presented to him by Eldorado. . . . *Daily Express* motoring correspondent telephoned an excellent story to London. To his horror, the paper carried a front-page story of Moss's accident, cutting out the entire race report. Moral, don't always blame the writers!

HIGH on the banking is Phil Hill's Ferrari, passing the remains of Stirling Moss's Eldorado Italia which hit the retaining wall after a steering failure.



Alpine Rally—continued

Of an extremely tough 24 hours, two stages seem nigh impossible "on paper", especially for the larger G.T. cars. The first is the 12½-mile section up and over the Izoard, which includes regularity test No. 3. When this was a timed run in Liège-Rome-Liège, 1956, neither Gendebien (Ferrari), Mairesse (Mercedes 300SL), nor Storez (Porsche Carrera), could manage the time now set, and lesser drivers were 3-4 minutes late. However, cars have improved since then and fatigue will not be so great in the "Alpine" as in the "Marathon".

Finally, just before reaching Marseilles comes the toughest speed test of all, the International Hill-Climb of Mont Ventoux. For the largest G.T. cars, the "bogey" time represents an average speed of just under 50 m.p.h. for 12½ miles up to just over 6,500 feet.

Even when this is over there remains five laps on the tricky J.P. Wimille Circuit in Marseilles' Parc Borely.

Over this sort of a route, the ratio of finishers to starters is likely to be around 50 per cent, and it will be surprising if many more than half a dozen Coupes are issued.

Despite the toughness of the course, there is a good entry of expert "Alpinists", of whom, as usual, the British number well over a third.

"Works" participation is very strong this year, with B.M.C., Fords, Standard-Triumphs and Sunbeams being responsible for 22 of the 41 British entries, each firm entering the maximum number of five cars for the team prizes.

The full list of British entries was

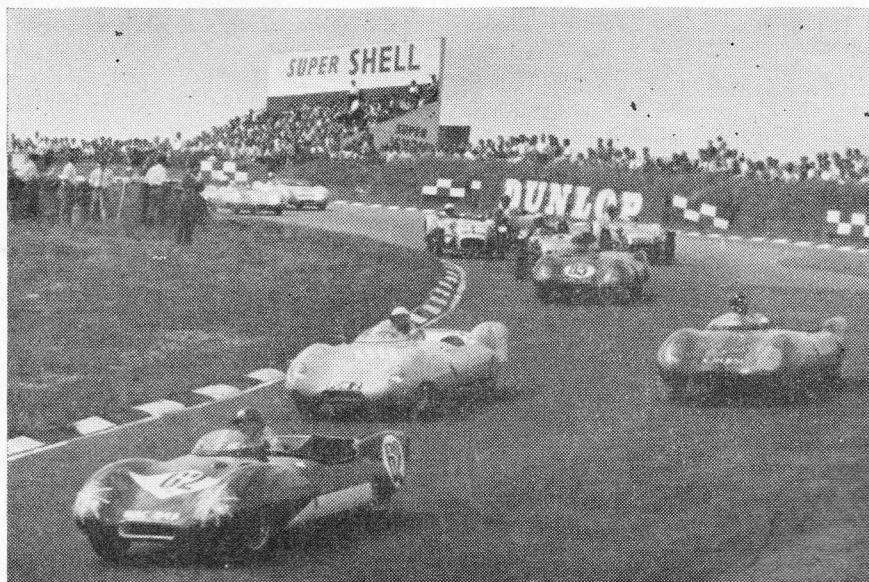
published last week, but a late entry is that of Alan Fraser/Royd Holmes (Rapier).

The "Alpine" is not likely to have very much effect on British male placings in the Rally Championship. Peter Harper is now 13 points behind the leader, and only in the Unlimited G.T. class is the class large enough to qualify for maximum points.

For the women, this "Alpine" could well prove decisive.

Greta Molander/Helga Lundberg lead with 14 points, followed by Mmes. Blanchoud/Wagner with 12, Annie Soisbault with 11 and Pat Moss/Anne Wisdom and Mary Handley-Page/Lola Grounds with nine. The chances of any of these defeating the brilliant Norwegian on her own ground in the Viking are slim indeed, so they will require maximum points in this one. Annie Soisbault's performance in a class field of ladies will be watched with interest, for whilst she is nigh invincible in the French equivalent of club rallies, her championship points have been made in the minimum ladies' field of three cars and she has yet to beat Nancy Mitchell, Pat Moss or Mary Handley-Page.

From a purely technical point of view, there will be much interest to see if the average speeds and the test "bogey" times have been fairly calculated. Many keen students of rally form feel that small cars, and particularly small touring cars, have been too lightly handicapped and that the results in that winter classic, the "Monte", could forecast the results in this summer classic, the "Alpine", i.e., a General Classification mainly dominated by touring cars under 1,600 c.c.



DOWN towards Pilgrim's Rise rushes a "bouquet" of Lotuses just after the start of the race. In the lead is J. Turvey. He is followed by P. Boshier-Jones, J. Leighton, R. A. V. Staples and the rest of the field.

three Harris retired and R. Kerridge came into the picture in fifth place and in this order they finished.

Now was the time for the finals and the two for the 750 cars were won by J. G. Currie and T. Clark. The Lotus Family Chapman was out in force, Colin to watch his creations perform, Hazel to present the laurels to the winners of the finals, and their baby daughter to clap delightedly, with some assistance from Hazel, admittedly.

The penultimate race was a seven-lap scratch race for 1,100 c.c. sports cars. Once again Keith Greene romped home leaving the rest to fight it out for second place. As it happened the first six places were unchanged throughout the race but there was a great scrap between Campbell-Jones and Prior, with Mike

LAST Sunday the 750 M.C., Club Lotus and the 250 M.R.C. held their annual Trio Race Meeting at Brands Hatch. This trio is a very ambitious body of men, rather over-ambitious perhaps, for they staged no less than 17 races in one long, hot afternoon. This, not surprisingly, proved to be a bit much for most onlookers, for although the entry was varied it did not, for the most part, provide very exciting racing.

The 750 Formula sports car races provided some interesting motoring with almost every conceivable type of Austin Special taking part. The second heat for these cars, a five-lapper, saw P. Elkan in the Ecurie Escargot car, take a precarious lead for the first three laps, followed by A. Butcher and R. G. Lencock. On lap three Butcher got past Elkan on Pilgrim's Rise but his lead was short-lived for at the end of the lap Lencock was in front and Butcher was in third place, Elkan having repassed him. The order of the first three remained the same for the last lap but G. B. Toft passed Owen-Roberts into fourth spot.

The race for unlimited Lotus cars excluding 1172 Formula cars proved to be a runaway win for Keith Greene, a late entry in the Gilby Engineering Lotus Eleven. Behind him there developed a battle for second place between Campbell-Jones, Prior and Percy Crabb. Campbell-Jones led this trio for the first three laps but then both Prior and Crabb got past him and that was the order in which they crossed the finish line, some way behind the flying Greene. Fifth was J. Van Vlymen and sixth B. Millbank.

Likewise in heat three of the 750 Formula races, P. A. Cross had it all his own way. He was followed home by C. Fetherstonhaugh (F.W. Spl.), J. MacDougall-Clark, R. Morton, G. Sutton and D. J. Bishop, the order remaining constant from the second lap until the end. Incidentally, if you want to see one of the prettiest 750s about,

PAUL "TRY ANYTHING ONCE" EMERY appeared in this little 250 c.c. machine. Looking like a scaled-down F1 Emeryson it did not have a very successful outing as this picture shows!

TRIO MEETING AT BRANDS

*Three wins for J. Turvey (Lotus Eleven)
and two for Keith Greene (Lotus Eleven)*

take a look at Mr. Fetherstonhaugh's, it's a beauty.

Saloon car races usually provide a good spectacle and the five-lap handicap for Unlimited Saloons was no exception. J. Young led from start to finish in his Ford Prefect but he was hotly pursued by J. Wheeler (A35), W. H. Ellis (Fiat 1100TV) and T. P. Hart (Ford Thames). J. M. Uren in his very potent Zephyr was last away and proceeded to carve through the field at a great velocity, eventually claiming fifth spot. The four leaders could almost have been covered by the proverbial handkerchief as they crossed the finish line. Hart just managing to pip Ellis for third place.

The boys of the 250 M.R.C. have produced some really astonishing machines to amuse themselves with and we saw a good many of their creations in action in a couple of five-lap scratch races. In the second of these K. Harris (Smith Anzani) took an early lead but J. Lamble (Kieft) took over on lap two and was not again headed. Behind these two were H. Pickett (J.B.S.), M. Ball (Special) and Paul Emery (Emeryson). Paul, however, was out on lap two with a broken radius arm. On lap

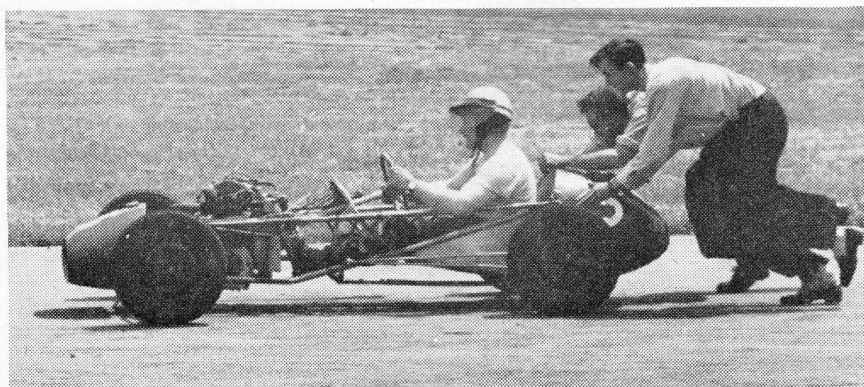
Costin and D. J. Randall holding a watching brief. However, nobody overdid things and they finished as they began.

J. Turvey (Lotus Eleven) won the final event of the day after an exciting dice with Arthur Mallock in his indecently fast Austin Seven and J. Leighton (Lotus Eleven). Turvey led for the first two laps followed by Leighton, Mallock, Pete Lovely and R. Staples. Lap three and Leighton was in the lead. Positions remained the same until lap six when poor Leighton lost all his power momentarily. He was passed by both Turvey and Mallock, the latter going like the clappers, trying to get past the leader. Leighton motored on but could not catch the other two and had to resign himself to third place. Fourth was Pete Lovely (Lotus Seven) and fifth R. E. Easterling (Lotus Mk. 6).

Thus the meeting ended. It was a very ambitious affair but it wasn't the success it should have been because it was too long by far. Perhaps it would have been better appreciated if there had been fewer races.

CHRISTOPHER NIXON.

Results overleaf



THE annual M.C.C. event at Silverstone, of which last Saturday's was the ninth, is traditionally a mixed car-and-motor-cycle affair. With each succeeding year the motor-cycles are taking a larger proportion of the programme and at this meeting the events were numerically equal though the bikes had a greater total of racing time. It was an event which gave a lot of enjoyment to those involved but could not have been regarded as particularly enthralling by the somewhat small band of spectators who braved the mid-summer weather to watch the fun; it so happened that there was no racing of the neck-and-neck variety and there was an almost total lack of public address, what there was being uninformed, sporadic and utterly uninspiring.

The first event for cars, a half-hour blind, was as full of incident and interest

The saloon handicap produced four runners only and was won convincingly by R. Clark's very fleet Ford van despite a rehandicap after its performance in the "blind". Piper's Rapier went well and more steadily to take second place from the virtual scratch mark.

There were no prizes for forecasting that Alan Wershat and Lola would take the chequered flag in the 750 and 1,172 Formula event but the Waddup Special made a determined effort to prove this wrong until the header tank split and put paid to a fine drive. J. J. Wilks's remarkable Austin also suffered from chronic overheating in the smaller category, which was won comfortably by J. G. Currie's crisp and potent vehicle.

The five-lap handicap which followed was won in great style by A. D. Bennett's trim little Ford Special, which last year was an Austin Special.

M.C.C. SILVERSTONE

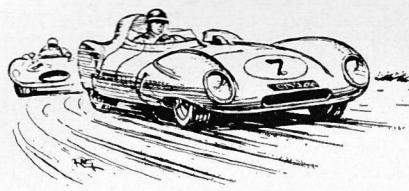
J. Bekaert (Jaguar C-Type) Wins Two Events

as any, the boys and girls driving really hard to complete their allotted span before the flag went out and all but six of the three dozen starters qualifying for an award. Little Daphne Freeman, the President's daughter, drove Doug Wilcock's M.G.A. coupé with tremendous gusto, emerging victorious from a stirring struggle with the similar machine of J. Carefoot when the latter overdid things in a big way at Copse and landed himself with a sizeable tin-basher's bill; Daphne is already well known in the mud-plugging and rally worlds and is now showing herself to be a pilot of great courage and no mean skill on a racing circuit. (A high-speed trial is not a race . . . really?!!) K. Piper rejected his Messerschmitt in favour of a Rapier and landed a "first" despite the alarming instability of this unhandy vehicle whose front suspension is doubtless excellent for normal use but is demonstrably unsuited to racing conditions. H. L. Halkyard, who has forsaken his demure-looking Chummy Austin for another wolf in sheep's clothing, a 1923 3-litre Bentley fitted with a 1928 4½-litre engine, qualified for a "first" after harrying R. A. Gibson's XK 140 hardtop and frightening it into the vegetation; he then had a lucky escape when the nearside rear tyre completely disintegrated as he was shaping up for Woodcote. The prang of the day, however, was produced by poor Len Gibbs, who lost the Lotus at Woodcote and did what, as far as I know, has never been accomplished before—he prolonged the accident all the way to the timing bus, which he hit at high speed and bounced off into two officials' cars. The bus was shifted bodily sideways a good four inches and its tail will never be the same again; the Lotus was a sorry sight but Len was happily unhurt.

A five-lap scratch race brought a late entry to the line, just in time after some post-practice welding following a spin at Copse on someone else's mud; this was John Bekaert, who had borrowed Gordon Lee's C-type for the occasion. He shot into the lead at the start and was never extended, cantering home with the soft pedal down as he never does in his own car!

Although eclipsed in the Formula race, it showed that it could surprise the handicapper (and the marshal with the chequered flag, who failed to give it its just reward); it corners astonishingly well and has a fine turn of speed. Second man Ide also cornered his TC with great vigour despite loud protests from his tyres and Caldwell's 1100 TV Fiat went well after a change of gasket following the "blind", just keeping Michael Bradley's 4½ Bentley out of the frame.

In the 10-lap scratch race John Bekaert was challenged and beaten by the well-driven Lotus-Climax of Derek Randall, which lapped half the field and



put up the highest race average of the day but was nevertheless said by its dissatisfied pilot to be "as flat as a pancake at the top end". There was an alarming moment when Sqdn./Ldr. Candy spun the Halton Tojeiro at Woodcote and finished up broadside-on in the middle of the track but everyone managed to miss the obstacle.

The last race was a five-lap winners' handicap and a qualifying event for the Motor Sport Trophy, which meant that there was some lolly on the end of it. At the end of the fourth lap it was evident that John Bekaert was going to collar this to pay for the slight straightening required by the borrowed Jaguar after the minor contretemps in practice. He was driving faster than before and there was nobody who could do anything about it; Derek Randall, who conceded time to the whole field after his resounding victory in the previous race, could manage no more than third place behind M. V. Mackie's similar Lotus.

So ended a long day's sport which was run off with commendable slickness; a happy atmosphere prevailed in the pad-

dock, where it was nice to see Jackie Masters taking nourishment and his usual interest in proceedings.

DAVID PRITCHARD.

Provisional Results

High Speed Trial (First Class Awards): L. Rowe (Austin Ulster); K. Piper (Sunbeam Rapier); R. A. V. Staples (Lotus-Ford); D. J. T. Randall (Lotus-Climax); S. W. Cooper (Lotus Mk. VI); A. J. Apps (Cannon Ford); D. Hitches (Lotus-Ford Mk. VI); Miss A. E. Neale (Gowett Jupiter); A. A. Mallett (M.G.); D. W. Harris (M.G.A.); C. P. Tooley (M.G.A.); Miss D. J. Freeman (M.G.A.); Flt./Lt. K. C. Walsh (Halton Buckler); J. M. Beatty (M.G.A.); F/O W. F. Hughes (Halton Tojeiro); H. Cocker (Austin Spl.); R. J. Randall (Lotus-Ford Mk. VI); Mrs. R. B. Gibbs (Cooper-Climax); J. Holland (Lotus-M.G.); C. M. Davis (Triumph TR3); H. L. Halkyard (Bentley 3/4); R. A. Gibson (Jaguar XK 140).

5-lap Scratch Race: 1, J. Bekaert (Jaguar C-Type), 73.72 m.p.h.; 2, R. J. Randall (Lotus-Ford Mk. VI); 3, M. V. Mackie (Lotus-Climax).

5-lap Handicap (Saloons): 1, R. Clark (Ford), 55.03 m.p.h.; 2, K. Piper (Sunbeam Rapier); 3, M. J. Daniels (Volkswagen).

10-lap Scratch Race (750 and 1172 Formula): 1, A. R. Wershat (Lola Ford), 68.95 m.p.h.; 2, R. A. V. Staples (Lotus-Ford); 3, M. R. G. Eyre (Lotus-Ford Mk. VI).

First 750: 1, J. G. Currie (Austin Spl.).
5-lap Handicap: 1, A. D. Bennett (Ford Spl.), 66.45 m.p.h.; 2, R. B. Ide (M.G. TC); 3, P. I. M. Caldwell (Fiat 1100 TV).

10-lap Scratch Race: 1, D. J. T. Randall (Lotus-Climax), 76.41 m.p.h.; 2, J. Bekaert (Jaguar C-Type); 3, B. T. Thomas (Lotus-Climax).

5-lap Winners' Handicap: 1, J. Bekaert (Jaguar C-Type), 76.25 m.p.h.; 2, M. V. Mackie (Lotus-Climax); 3, D. J. T. Randall (Lotus-Climax).

Brands Hatch Results

Race 1. 1172 Formula Sports Cars: 1, J. Turvey (Lotus Eleven), 65.38 m.p.h.; 2, G. L. F. Waddup (Ford Spl.); 3, A. M. R. Mallock (Austin). **Fastest lap:** Turvey, 67.84 m.p.h.

Race 2. 750 Formula Sports Cars: 1, J. G. Currie (Austin), 58.79 m.p.h.; 2, R. D. Lee (Austin); 3, J. S. French (Austin). **Fastest lap:** J. G. Currie, 60.49 m.p.h.

Race 3. 250 c.c. Racing Cars: 1, J. E. Lambie (Kieft), 55.69 m.p.h.; 2, R. Harris (Cooper); 3, H. Pickett (J.B.S.). **Fastest lap:** Harris, 59.52 m.p.h.

Race 4. 1172 c.c. Lotus Elevens and Sevens: 1, J. Turvey (Lotus Eleven), 65.72 m.p.h.; 2, J. Leighton (Lotus Eleven); 3, P. Boshier-Jones (Lotus Eleven). **Fastest lap:** Leighton and Turvey, 67.64 m.p.h.

Race 5. 750 Formula Sports Cars: 1, R. Lencock (Austin), 54.47 m.p.h.; 2, P. Elkan (Austin); 3, A. Butcher (Austin). **Fastest lap:** Lencock, 57.97 m.p.h.

Race 6. 1172 Formula Sports Cars: 1, D. Hitches (Lotus Seven), 63.70 m.p.h.; 2, B. Hart (Lotus Seven); 3, I. Duncan (Lotus Mk. 6). **Fastest lap:** Hitches, 66.04 m.p.h.

Race 7. Unlimited Lotus Cars excluding 1172 Formula Cars: 1, K. Greene (Lotus Eleven), 70.90 m.p.h.; 2, R. Prior (Lotus Eleven); 3, P. Crabb (Lotus Seven). **Fastest lap:** Crabb, 72.47 m.p.h.

Race 8. 750 Formula Sports Cars: 1, P. A. Cross (Austin), 56.97 m.p.h.; 2, C. Fetherstonhaugh (F.W. Spl.); 3, J. MacDougall-Clark (Austin). **Fastest lap:** Cross, 60.32 m.p.h.

Race 9. 1172 c.c. Lotus Mark Sixes: 1, R. E. Easterling (Lotus Mk. 6), 63.52 m.p.h.; 2, D. Inglis (Lotus Mk. 6); 3, R. Goodey (Lotus Mk. 6). **Fastest lap:** Easterling, 65.26 m.p.h.

Race 10. Unlimited Saloon Car Handicap: 1, J. Young (Ford Prefect), 55.66 m.p.h.; 2, J. Wheeler (A35); 3, T. Hart (Ford Thames). **Fastest lap:** J. Uren (Zephyr), 60.98 m.p.h.

Race 11. 1172 Formula Sports Cars: 1, J. S. Leighton (Lotus Eleven), 64.25 m.p.h.; 2, R. Staples (Lotus Eleven); 3, N. Moores (Lotus Eleven). **Fastest lap:** Leighton, 66.23 m.p.h.

Race 12. 250 c.c. Racing Cars: 1, J. Lambie (Kieft), 55.31 m.p.h.; 2, K. Harris (Smith); 3, H. Pickett (J.B.S.). **Fastest lap:** Lambie, 58.43 m.p.h.

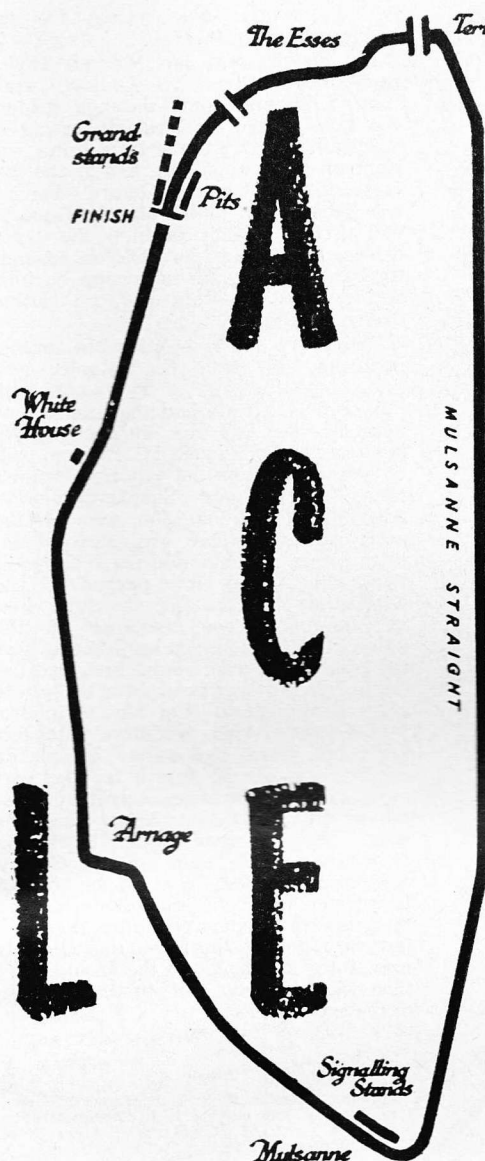
Race 13. 1172 Formula Sports Cars: 1, A. R. Wershat (Lola), 64.10 m.p.h.; 2, P. Lovely (Lotus Seven); 3, P. R. Belton (Lotus Mk. 6). **Fastest lap:** Wershat, 66.23 m.p.h.

Race 14. 750 Formula Sports Cars—First Final (7 laps): 1, J. G. Currie (Austin), 59.72 m.p.h.; 2, R. D. Lee (Austin); 3, J. S. French (Austin). **Fastest lap:** Currie, 61.66 m.p.h.

Race 15. 750 Formula Sports Cars—Second Final (7 laps): 1, T. Clark (Austin), 55.05 m.p.h.; 2, D. Abbott (Austin); 3, J. Rowlinson (Austin). **Fastest lap:** Clark and Abbott, 56.79 m.p.h.

Race 16. 1,100 c.c. Sports Cars (7 laps): 1, K. Greene (Lotus Eleven), 71.41 m.p.h.; 2, J. Campbell-Jones (Lotus Eleven); 3, R. N. Prior (Lotus Eleven). **Fastest lap:** Campbell-Jones, 73.18 m.p.h.

Race 17. 1172 Formula Sports Car Final: 1, J. Turvey (Lotus Eleven), 65.90 m.p.h.; 2, A. Mallock (Austin); 3, J. Leighton (Lotus Eleven). **Fastest lap:** Turvey and Mallock, 71.77 m.p.h.



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Taylor's Day at Mallory Park

New Lotus Team Driver Wins Two Events at B.A.R.C. Members' Meeting—David Shale Beats Hurrell and Fletcher in Marque Race

WHILE the majority of enthusiasts were indulging their taste for nostalgia at Oulton Park last Saturday, a small crowd were at Mallory Park to watch an eight-race programme laid on by the B.A.R.C. for its members—no "names" and no famous racing cars, but a pleasant bout of club racing on the attractive little Leicestershire circuit. Such incidents as occurred were amusing rather than disturbing, and no one suffered the slightest bodily injury. Moreover, at a time when the expression "flaming June" has taken on a new shade of meaning, it somehow managed not to rain.

The programme opened with a seven-lapper for 500 c.c. cars in which W. G. Harris got away to a good start in the Flather-Norton, while P. A. Simpson's Staride left the line tardily, the driver shaking his fist furiously at those who had abandoned him with a stalled engine. P. S. Antill also started late with the Hon. M. R. Balfour's beautifully rebuilt Iota, which unfortunately retired on the first lap. Meanwhile, Harris lost the lead on lap 2 to J. Pitcher, who kept G. Lea's Cooper out in front for another four laps. But behind him lurked a certain D. Parker, and on the last lap the little man eased his maroon Cooper past to win yet another Formula 3 race.

Two three-cylinder Berkeleys occupied the limit mark in the first sports car handicap, with one credit lap plus 15 seconds, and the virtual scratch man was C. G. Escott (Lotus-Climax 1100) with a 5 seconds allowance on P. J. Arundell, who had disposed of his gearbox during practice and therefore non-started. R. W. Waters's Ford-powered Lotus went sick, but Goddard Watts maintained his advantage well in his Berkeley until overwhelmed by Hegbourne's Cooper-Climax 1100 on the last lap, and just managed to stave off Ewer's TR2. N. H. Stevenson's Healey Silverstone covered almost three laps, then a cloud of blue smoke near Shaw's announced that he had run short of connecting rods.

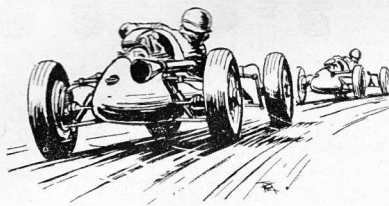
The next two handicaps were not quite such lively affairs. A. G. W. Belcher leading the first from start to finish on an allowance of one lap plus 10 seconds. His Morgan Plus-Four was tailed by Bewley's TR2 until the last lap, when C. S. Dodd (Lotus-Climax 1100) came through from the 35-second mark to gain second place. The last of the sports car handicaps featured a good scrap between Riley and Bramley as their two Lotuses fought through the pack with the same allowance of 20 seconds, seizing first and second positions on lap 5. Mrs. Howard retired her Cooper-Climax on lap 2 and Waters's Lotus again began to misfire, although he managed to keep it going. From the scratch mark, Wagstaff brought his 1½-litre Lotus-Climax into third place on the final lap, far behind the warring Riley and Bramley.

Then came a scratch event for 1100 c.c. sports cars, which proved to be the best race of the day. Blumer, Heath and Walker were non-starters with their

Lotuses, but Michael Taylor occupied pole position with Escott, Graham and Hegbourne (Cooper-Climax) beside him. Campbell-Jones, having turned up late for practice, was in the last row of the grid. Taylor shot off the line when the flag fell, and at the end of the first lap led by a fraction from Escott, Westcott, Campbell-Jones and Hegbourne. On the next round Hegbourne fell back, his Cooper being taken by Bramley's Lotus, while the leading quartet pulled far ahead. Then Taylor spurred ahead, and Campbell-Jones got past Westcott into third spot. Working minor miracles to compensate for his poor grid position, Campbell-Jones started to press Escott relentlessly. Coming out of Devil's Elbow on the penultimate lap, Escott drifted wide; there was a crash as his Lotus hit the barrier on the outside, wood splinters flew in the air, everyone swerved wildly, and then Escott was back on the course again, now in third place and about six shades paler than before.

He retired on the last lap with two badly bent wheels, leaving Taylor in front of Campbell-Jones and Westcott, Bramley, Hegbourne and Riley. Graham also dropped out on the last round and the winner lapped Alderslade's Cooper-Climax just before crossing the line.

For the marque race which followed, the front row of the grid contained Fletcher's ex-Rudd A.C. Ace, Pacey's Morgan Plus-Four, and the TR3s of



Hurrell and Beard. Fletcher seized the lead initially, chased by a struggling mass composed of Beard, Shale (from the third row of the grid), Hurrell, Sutton's Austin-Healey and Sleep's A.C. Ace. On the next lap Fletcher was still in front, but Shale's Austin-Healey was now close behind, ahead of Hurrell, Beard and Sutton. Lap 3 and the order changed yet again—this time Shale led Hurrell, Fletcher, Beard and Sutton. On the fourth lap the positions were unchanged, save that Trafford, among the tail-enders, had lost a place and gained a dent in his M.G.A's tail. So the race ended, Shale finishing exactly four seconds in front of Hurrell.

John Dalton seemed the obvious favourite for the unlimited capacity event, and his DB3S Aston held pole position with Taylor's Lotus beside it; Tyrer, Birch, Blumer, Heath, Walker and Escott were all non-starters. Sure enough, the smartly turned-out Aston shot ahead, followed by Taylor, Campbell-Jones, Wagstaff, Westcott, the Hon. Edward Greenall in J. L. King's Lotus Fifteen, Graham, and C. J. Lawrence in A. S. C. Sanderson's old

A.F.M., which soon retired for the second time that day.

But on the next lap Michael Taylor had drawn closer to Dalton, while Campbell-Jones, some distance behind, was now chased by Westcott instead of Wagstaff. On lap 3 the little Lotus was right on the Aston's tail, and as the two cars accelerated out of Gerard's Bend it was Taylor who pulled ahead. Once he had established his position the Lotus driver eased up, for Dalton seemed unable to make any impression on him, and the race ran out with no further change in position.

The day's sport ended with another handicap, this time for saloons; real saloons, too, instead of sports cars with lids on. D. Coode had the limit allowance of one lap plus 20 seconds for his o.h.v. Minor, and D. J. Uren was on scratch with his 3.4 Jaguar. Moore's tuned Consul and Shepherd-Barron's Abarth-modified Fiat 600 were on the same mark, so there was great excitement to see which would reach Gerard's Bend first. They level-pegged all the way down the straight, the little Fiat on the inside and therefore on the wrong line for the corner—but it was the Fiat which went round first, and the Consul had to stay behind for the whole of the seven laps. On lap 3 Coode's Minor lost its lead to Clarke's Renault Dauphine, which had started 20 seconds behind, and on the fourth lap the Fiat secured second position, only to be displaced by Brayshaw's Minx two laps later. But no one could catch the Dauphine, which went on to win by over three seconds. And on the last lap Uren, who had come up to fourth place by great endeavours, lost the Jaguar a few yards before the finish, crunched its nose into the bank on the inside . . . then climbed out and bowed politely to the spectators!

WILSON MCCOMB.

Results

Formula 3 Scratch Race: 1, D. Parker (Cooper), 7 m. 9.4 s. (79.18 m.p.h.); 2, J. Pitcher (Cooper) 7 m. 10.4 s.; 3, W. G. Harris (Flather), 7 m. 11.2 s. **Fastest lap:** Parker, 59.4 s. (81.82 m.p.h.).

Sports Car Handicap "A": 1, A. V. Hegbourne (Cooper-Climax 1100), 7 m. 58.0 s. (75.94 m.p.h.); 2, J. Goddard Watts (Berkeley 500), 8 m. 4.6 s.; 3, J. A. G. Ewer (Triumph TR2), 8 m. 5.0 s. **Fastest lap:** C. G. Escott (Lotus-Climax 1100), 66.6 s. (80.20 m.p.h.).

Sports Car Handicap "B": 1, A. G. W. Belcher (Morgan Plus-Four), 7 m. 51.6 s. (69.99 m.p.h.); 2, C. S. Dodd (Lotus-Climax 1100), 7 m. 54.2 s.; 3, G. Bewley (Triumph TR2), 7 m. 55.6 s. **Fastest lap:** J. F. Dalton (Aston Martin DB3S), 60.2 s. (80.73 m.p.h.).

Sports Car Handicap "C": 1, P. Riley (Lotus-Climax 1100), 8 m. 4.2 s. (78.35 m.p.h.); 2, L. I. Bramley (Lotus-Climax 1100), 8 m. 4.6 s.; 3, J. B. Wagstaff (Lotus-Climax 1500), 8 m. 21.6 s. **Fastest lap:** Bramley and Wagstaff, 60.0 s. (81.0 m.p.h.).

Sports Car Scratch Race (up to 1,100 c.c.): 1, M. Taylor (Lotus-Climax), 6 m. 56.0 s. (81.78 m.p.h.); 2, J. Campbell-Jones (Lotus-Climax), 7 m. 4.4 s.; 3, J. F. Westcott (Lotus-Climax), 7 m. 7.8 s. **Fastest lap:** Taylor, 57.8 s. (84.08 m.p.h.).

Marque Scratch Race: 1, D. S. Shale (Austin-Healey 100-Six), 7 m. 47.4 s. (72.79 m.p.h.); 2, S. A. Hurrell (Triumph TR3), 7 m. 51.4 s.; 3, P. G. Fletcher (A.C. Ace), 7 m. 53.6 s. **Fastest lap:** Shale, 64.8 s. (75.0 m.p.h.).

Sports Car Scratch Race (unlimited capacity): 1, M. Taylor (Lotus-Climax 1100), 6 m. 58.2 s. (81.35 m.p.h.); 2, J. F. Dalton (Aston Martin DB3S), 7 m. 1.8 s.; 3, J. Campbell-Jones (Lotus-Climax 1100), 7 m. 3.8 s. **Fastest lap:** Dalton, 58.4 s. (83.21 m.p.h.).

Saloon Car Handicap: 1, D. W. Clarke (Renault Dauphine), 9 m. 11.2 s. (60.60 m.p.h.); 2, P. Brayshaw (Hillman Minx), 9 m. 14.4 s.; 3, M. Adlington (Austin A35), 9 m. 19.0 s. **Fastest lap:** D. J. Uren (Jaguar 3.4), 68.0 s. (71.47 m.p.h.).

(All races over 7 laps.)

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Club News

By MARTYN WATKINS

WITH motoring having become more and more popular in the past few years, it is hardly surprising that there should be a tremendous interest these days in vintage motoring. Nearly every town and village in the country has had, is having or is contemplating a *concours* or something of the like for its summer fête or what have you, while advertisers have, of course, gone almost berserk over the business.

On that last note, I still chuckle over the quoted advertisement in a recent issue of the V.S.C.C. bulletin: for sale was apparently, a 3-litre Speed Six Bentley!

So far as popularity goes, however, I have just had a note from the **Veteran Car Club** which discloses that an interesting feature of the Royal Show, which opened on Tuesday at Whitchurch Airport, Bristol, is a parade of Veteran cars—about 50 of them—which will be on show there and will be driven through the Grand Ring each afternoon. Vehicles taking part range in date from 1897 through 35 different makes to 1915.

THAT looks like being all the natter we have room for this week, so let's plunge smartly into the coming events: **Bentley D.C.** hold their Silverstone sprint and race meeting on 2nd August, open to **A.M.O.C.** members driving Astons, Lagonda Club bods in Lagonda cars, the Jaguar D.C. (Jaguars) and



NEAT RACER is the Tommy Graham Special of Brian Bleakley who will drive it in the Ford Championship of Ireland race on Saturday.

V.S.C.C. folk in vintage or p.v.t. cars. Closing date for entries is 14th July, and secretary of the meeting, from whom regs. are obtainable, is Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks. . . . Regulations will shortly be available for the **West Essex C.C.** Snetterton race meeting on 9th August. . . . **Berwick and D.M.C.** and **Border M.R.C.** hold a joint sprint meeting at Winfield, Berwickshire, on 27th July. Invited are all Scottish motor clubs, **B.A.R.C.** (Yorks centre), **Darlington** and **D.M.C.**,

B.R.S.C.C., Newcastle and **D.M.C.**, Lancs and Cheshire C.C. and Nottingham and **D.M.C.** Entries close on 20th July and go to I. Scott Watson, Harelaw L'Moor, Greenlaw, Berwickshire. . . . **Liverpool M.C.** holds a restricted driving test meeting at Speke, Liverpool, on 3rd August. Invited clubs are **B.A.R.C.**, **Chester M.C.**, **Bolton-le-Moors C.C.**, **Rhyl** and **D.M.C.**, **Hagley** and **D.L.C.C.**, **Nottingham S.C.C.**, **Wirral 100 M.C.**, **M.G.C.C.**, **Lancs and Cheshire C.C.**, **Manchester University M.C.**, **Yorkshire S.C.C.** and **North Staffs C.C.** Regs. are available from H. Gadd, 37 Hollytree Road, Woolton, Liverpool, and entries close on 28th July. . . . Next meeting of the **North London Counties Association of Car Clubs**—the revived organization which I wrote about a few weeks back—is on 15th July at the "Red Lion", Hatfield, Herts. Any club wishing to attend should get in touch with R. Warren, "Jesmondene", Sish Lane, Stevenage, Herts. . . . **Falcon M.C.** hold an inter-club autocross meeting near Walkern, Herts, on 20th July for members of Seven-Fifty M.C., Beds A.E.C., East Anglian M.C., Harrow C.C., Cambridge 50 C.C., Harlow and D.C.C., and S.O.D.C. Entries close on 16th July. . . . **Shenstone and D.C.C.** holds a driving test meeting on 20th July. Secretary of the meeting is J. V. Rowley, Emery Bros., Ltd., Victoria Rolling Mills, Lichfield Road, Aston, Birmingham 6.

Coming Attractions

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, near Farningham, Kent.

East Anglian M.C. Sprint, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

July 12th. **B.A.R.C. Race Meeting,**

Goodwood, near Chichester, Sussex.

Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants.

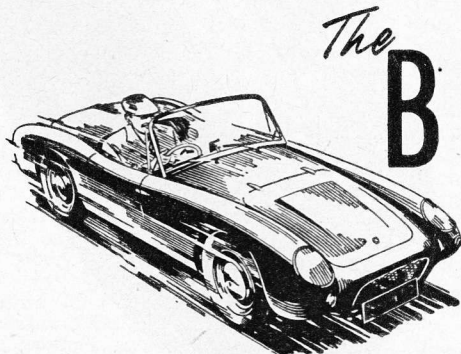
B.R.S.C.C. Race Meeting, Full Sutton, near York.

Herts County A. & Ae.C. National Hill - Climb, Westbrook Hay, near Watford, Herts.

July 13th. **Darlington & D.M.C. Sprint,** Catterick, Yorks.

July 19th. **R.A.C. British Grand Prix,** Silverstone, near Towcester, Northants.

July 20th. **Sevenoaks & D.M.C. Sprint,** Brands Hatch, near Farningham, Kent.



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(continued overleaf)

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1952 (Oct.) LAGONDA 2½-litre D/H, coupé, blue, new hood, clean coachwork, colour blue, excellent mechanical condition. £595.—The Bucks Motor Co., Ltd., The Station Garage, 24-26 Great Western Street, Aylesbury. Tel.: Aylesbury 2264 (3 lines).

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LOTUS Eleven sports, 1958 Series Two, Ford 100E engine with full 1172 formula modifications, wishbone front suspension, sprayed blue. £825 o.n.o.—Andrew, Richmond 3034.

LOTUS Formula II, 1958, single-cam Coventry-Climax engine, five-speed gearbox, Z.F. differential, etc. Only used three hill-climbs. Easily adapted to twin-cam or Formula 1. Would sell without engine. Genuine enquirers please write for price and full description.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. Haddenham 345.

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LOTUS VI, 1,172 c.c., fully Aquaplaned, large sump, 4.7, Buckler c.r. gears, full lighting and hood, and racing screen. Also spare cylinder head. Must be sold, wife insists no racing. £460 o.v.n.o.—Phone: Hither Green 4743.

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M.G. J2, red, Ford engine fitted (2,000 miles), good condition, must sell. £100 o.n.o.—5 Charlotte Close, Heath End, Farnham, Surrey.
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(continued overleaf)



1958 Lotus Mk. XI 1100 c.c. Stage II Climax engine, Weber carbs., full appendix C.

1956 Lotus Mk. XI 1100 c.c. Climax engine, full appendix C.

1956 Lotus Club 1100 c.c. Stage I Climax engine wrap around screen.

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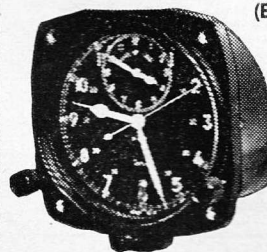
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