

# AUTOSPORT

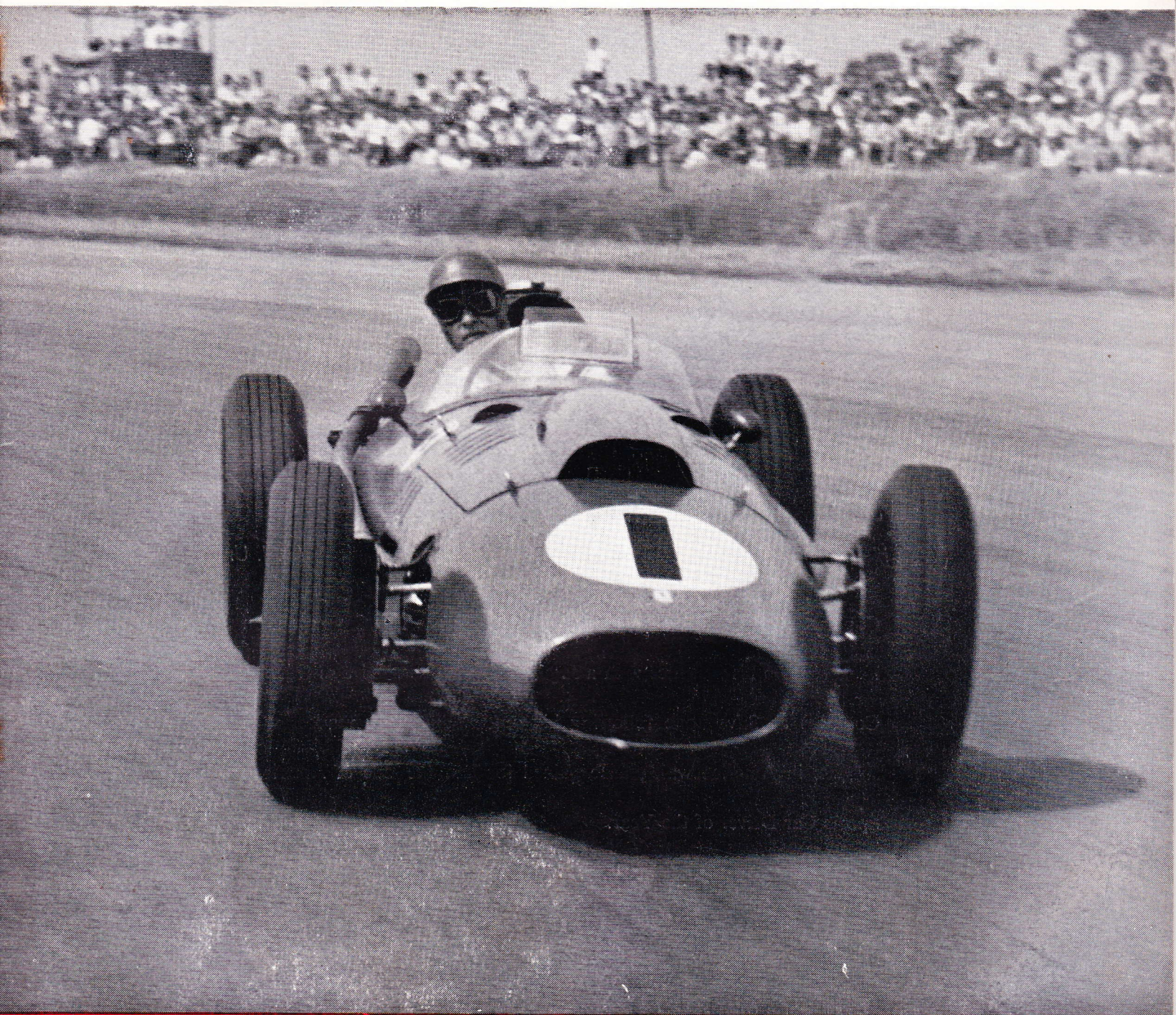
JULY 25, 1958

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EVERY FRIDAY  
Vol. 17 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY

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



**SPECIAL BRITISH GRAND PRIX ISSUE**

ALSO—RILEY 1.5 ROAD TEST : CAEN G.P. : ALPINE AFTERTHOUGHTS



*With this*  
**8th consecutive victory**  
**JAGUAR**  
**maintains its unbroken record**  
*in the*

**SILVERSTONE**  
**Production Touring Car Race**

<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>
(Walt Hansgen)	(Sir Gawaine Baillie)	(J. F. Crawley)	(D. J. Uren)

Congratulations to Walt Hansgen, American Sports Car Champion, on his success in his first race with a Jaguar (privately entered by Mr. John Coombs) at Silverstone following his outstanding performances with Jaguars in America which have gained for him the title of American Sports Car Driver of the Year.

*Congratulations, too, to*

**1<sup>st</sup>** **LISTER-JAGUAR**  
(Stirling Moss) **IN SPORTS CAR RACE**



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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 4

July 25, 1958

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## EDITORIAL

### HAWTHORN'S CHANCE

WITH seven points from the British Grand Prix last Saturday, Mike Hawthorn leads Stirling Moss in the World Championship by the same number as he gained. Whatever the outcome of the series, it is practically certain that the title will go, for the first time, to a British driver. Since the Championship was organized in 1950, only three men have held the title, namely, Giuseppe Farina (1), the late Alberto Ascari (2) and Juan Manuel Fangio (5)—two Italians and an Argentinian. Many people have openly expressed the hope that Moss will become Champion, not only because he has three times been runner-up, but because he has driven British cars this year. However, the contest is an individual one, and the make of car does not count; manufacturers have their own particular Championship, both in sports and formula racing, and because Hawthorn drives a Ferrari it does not make him any less eligible to become Champion of the World. With four *grandes épreuves* remaining to be run, 1958 has had a record number of events counting towards the "blue riband"; also, Peter Collins and Harry Schell must not be left out of the reckoning, with 14 and 13 points respectively.

### RACING MECHANICS

THE time has come for race-promoters to do something for that hard-working, loyal bunch of men, the racing mechanics. Whilst there are ever-increasing facilities for drivers and for spectators, the men in the denims are seldom considered. A proper changing room, a bar and somewhere to sit down amongst their fellows—surely that is not much to ask? At the present time the mechanics have to become more or less permanently attached to their vehicles and transporters for any sort of privacy. As the men often have to spend long periods in these vehicles, it would be a welcome move to organize something which would give them a place to call their own.

### ASTON MARTINS AND SILVERSTONE

APPARENTLY the results at Le Mans had nothing whatsoever to do with the Aston Martin decision not to take part in the sports car race which preceded Saturday's Grand Prix at Silverstone. The reason simply was that the concern believed that the race should have been organized as regards the eligibility of cars, to World Championship regulations, and not admitting cars of unlimited capacity. If a 3-litre limit had been set, a full team of DBR1 Aston Martins would have appeared; the cars were already prepared, but were not entered when it was announced by the B.R.D.C. that the event was not restricted to 3-litre machinery. One sympathizes with Feltham, who are, after all, building cars of that capacity, and see no point in racing special machines with engine sizes which do not appear in their catalogue.

### OUR COVER PICTURE

*SWEEPING TO VICTORY: Peter Collins swings the Ferrari through Copse on his way to winning the 1958 British Grand Prix. He led throughout the race to score his first grand épreuve win of the season.*



ANOTHER VICTORY FOR BP

# Silverstone Sports Car Race won on BP Super Plus and BP Energol



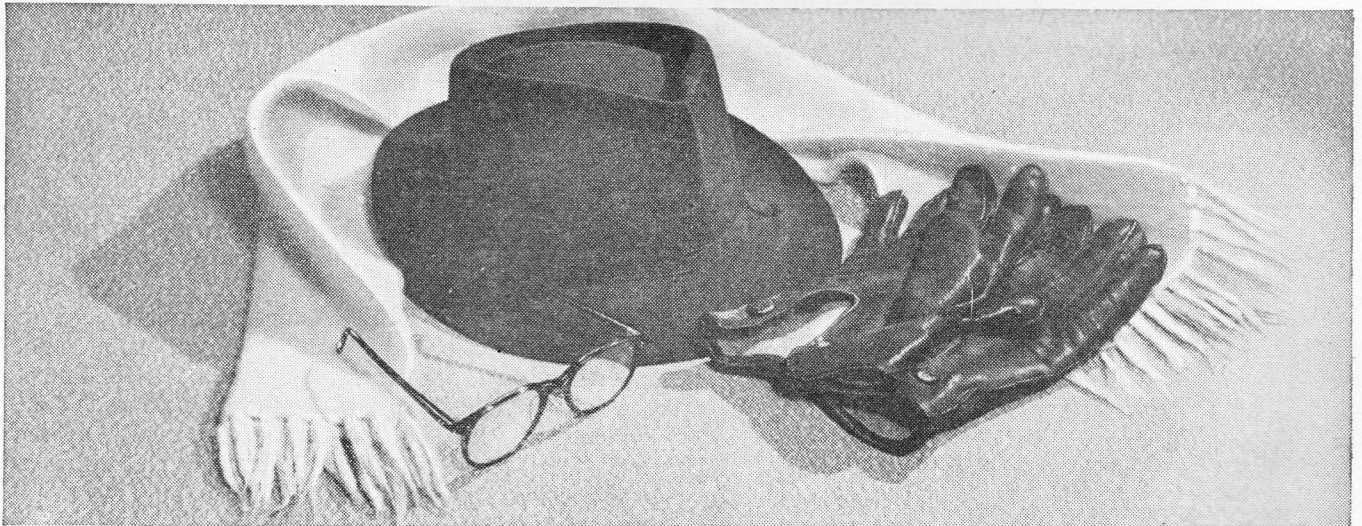
## STOP PRESS

Moss wins Caen Grand Prix driving R.R.C. Walker's Cooper Climax using BP Fuel and BP Energol.

## 1st LISTER-JAGUAR-STIRLING MOSS

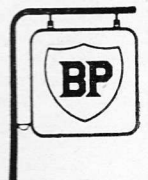
*using BP Super Plus and BP Energol*

(Subject to official confirmation)



You too, can use BP Products in your car

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





FOLLOWING the German Grand Prix, the next World Championship event will be the Grand Prix of Portugal, on 24th August. Vanwall, Ferrari, B.R.M., Cooper, Lotus and independent Maserati will be there.

JUAN MANUEL FANGIO will not, after all, take part in the German Grand Prix. His rumoured retirement has not, so far, been confirmed, and there is a distinct possibility that he will be seen at Monza.

OWING to late announcement of revised results in the "Alpine", the names of Bill Shepherd and John Williamson (Austin-Healey 100-Six) were omitted in editorial comments as winning a "Coupe des Alpes". The Scotsmen put up a very fine performance in this very arduous event.

ULSTER A.C. have great plans for making the 1959 "Circuit of Ireland" a true Continental-style rally. It has International status.

JOHN DALTON will drive John Green's Lotus 1100 in the Clermont Ferrand three hours sports car race on 26th July.

INNES IRELAND will also be at this meeting in Major Robinson's Lotus.

BRIAN NAYLOR will have a new 1958 Cooper at Clermont Ferrand. He will also race it at Nürburg.

JOHN CAMPBELL-JONES has bought the ex-Naylor 1957 F2 Cooper.

MOSS, Behra, Schell, Bonnier, Halford, Gerini and Lewis-Evans "hot-footed" it from Silverstone en route for Sunday's Caen meeting. Silver City Airways flew the two B.R.M.s from Blackbushe to Deauville.

ROY SALVADORI was sprayed with hot oil during the closing laps of the G.P. He was afterwards taken to hospital but not detained.

### LIÈGE-BRESCIA-LIÈGE

#### Failure of British Cars in "Miniature Marathon"—Successes for Fiat and Zundapp

THE British Berkeleys did not shine in the small car "marathon" of the Liège-Brescia-Liège, organized by the Automobile Club of Liège. All fell victims to mechanical troubles, the sole surviving machine of Pat Moss/Anne Wisdom being retired on the Pelos-Predil section in Jugoslavia.

Victory in the general classification went to Wagner and Doren, in their twin-cylinder Fiat "500", which had three less penalty marks than Brunetto/Frieder in their similar car. Fiats also gained the team prize, the only other team to finish being Zundapp. The Pahl/Doring machine won the up to 250 c.c. category.

Of the 27 "miniatures" which left Spa on their 2,011 km. journey, only 13 arrived at the finish. The "épreuve" was considered so successful, that a much larger entry is expected for 1959.

#### Results

1. Wagner/Doren (Fiat 500), 29 s. penalty.
2. Brunetto/Frieder (Fiat 500), 32
3. Nokin/Rebetey (Lloyd 500), 34.
4. Henri/Cocco (Fiat 500), 44.
5. Sander/Sander (Fiat 500), 45.
6. Schaefer/Falk (Fiat 500), 46.
7. Pahl/Doring (Zundapp "250"), 50.
8. Grenz/Kappead (Zundapp "250"), 63.
9. Collier/Laurent (Citroën 2CV), 66.
10. Ernst/Kammler (Zundapp "250").

## SPORTS NEWS

### THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP, 1958

#### Completely Revised Placings

OWING to clerical errors, the positions of the leaders in the 1958 Championship were wrongly tabulated. The following list has been compiled from official results supplied by the organizers, the present positions being as follows:—

	Pts.
1. Ian Walker (Lotus Elite) .. .. .	62*
2. J. P. Baldam (Turner) .. .. .	48
3. B. A. M. Gilbert (Turner) .. .. .	44
4. A. J. Nurse (Turner) .. .. .	42
5. D. J. Protheroe (Austin-Healey) .. .. .	41*
6. K. W. MacKenzie (M.G.A.) .. .. .	30
7. C. R. Hansen (Austin-Healey) .. .. .	26
8. J. R. Stoop (Frazer-Nash) .. .. .	23*
9. P. D. Gammon (Elva Courier) .. .. .	22
E. N. Whiteaway (A.C.-Bristol) .. .. .	22
11. D. F. Levy (A.C.-Bristol) .. .. .	15
12. J. F. Lawry (Lotus Elite) .. .. .	14
13. W. E. Wilks (Frazer-Nash) .. .. .	12*
J. Hayles (M.G.A.) .. .. .	12
M. S. Bond (Frazer-Nash) .. .. .	12
16. R. E. Jameson (Berkeley) .. .. .	11
17. C. P. Tooley (M.G.A.) .. .. .	8
P. J. Sargent (Jaguar) .. .. .	8
19. C. W. Lawson (Porsche) .. .. .	7
20. J. H. S. Smith (A.C. Ace) .. .. .	6
J. P. Ferguson (Elva Courier) .. .. .	6
22. D. G. Dixon (M.G.A.) .. .. .	4
M. Anthony (A.C. Ace) .. .. .	4
24. S. A. Hurrell (Triumph TR2) .. .. .	3
F. R. Gerard (Turner) .. .. .	3
J. Goddard-Watts (Berkeley) .. .. .	3
J. Dashwood (Frazer-Nash) .. .. .	3
R. Vincent (M.G.A.) .. .. .	3
29. Dr. J. A. P. Trafford (M.G.A.) .. .. .	2
30. T. Entwistle (M.G.A.) .. .. .	1
T. Barnard (Elva Courier) .. .. .	1
A. G. M. Keillett (Austin-Healey) .. .. .	1

\* Includes bonus points for fastest race win (two or more classes).

#### Class Positions

##### Up to 1,000 c.c.:

1. Baldam (Turner) .. .. .	48
2. Gilbert (Turner) .. .. .	44
3. Nurse (Turner) .. .. .	42
4. Jameson (Berkeley) .. .. .	11

##### 1,001-1,300 c.c.:

1. Walker (Elite) .. .. .	62
2. Lawry (Elite) .. .. .	14

##### 1,301-1,600 c.c.:

1. MacKenzie (M.G.) .. .. .	30
2. Gammon (Elva) .. .. .	22
3. Hayles (M.G.) .. .. .	12
4. Tooley (M.G.) .. .. .	8

##### Over 1,600 c.c.:

1. Protheroe (Austin-Healey) .. .. .	41
2. Hansen (Austin-Healey) .. .. .	26
3. Stoop (Frazer-Nash) .. .. .	23
4. Whiteaway (A.C.-Bristol) .. .. .	22
5. Levy (A.C.-Bristol) .. .. .	15

The Turner team, Baldam, Gilbert and Nurse, lead the Team Trophy with a total of 134 points.

**Note:** Final positions before the "Three Hours" will be computed from competitors' best six results, i.e., maximum points obtainable by any competitor are 48 plus the bonus points for fastest race speed (two or more classes). In the event of a tie, the best seven results will be taken into consideration in calculating results after the "Three Hours".

### VANWALL TROPHY MEETING

WITH over 150 entries, one of the largest ever at Snetterton, the S.M.R.C. should be feeling pleased with their prospects for the Vanwall Trophy Meeting on 27th July.

Although the main race of the day is the one for the Vanwall Trophy, and is this year to be for Formula 2 cars, the unlimited sports car race and *Formule Libre* race, are full to capacity with well known drivers. Ecurie Ecosse makes a

welcome return to Snetterton with two cars, the Lister-Jaguar and the new Tojeiro-Jaguar, driven by Ivor Bueb. Brian Lister is fielding two works cars with New Zealand champion Ross Jensen, and, it is hoped, Walter Hansgen the American sports car champion. Bruce Halford will have his well known Lister. The D-type Jaguars of Sieff and Baillie, Mould's Cooper-Jaguar, the H.W.M., Lotus XVs, and other cars, including the J.B.W. of Brian Naylor are entered. Sir Gawaine Baillie will drive the Equipe Endeavour Lotus XV with twin-cam 2-litre engine.

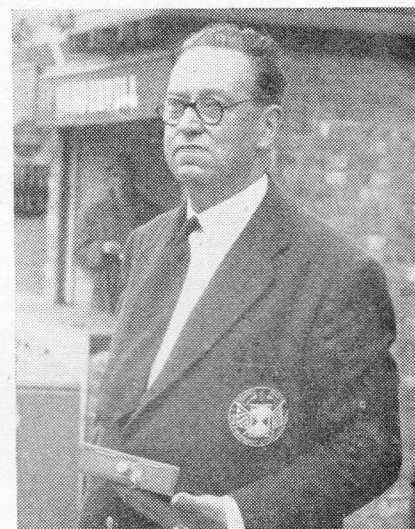
The small sports car race should be more competitive than of late, with works Elva's facing the powerful Lotus brigade with Peter Ashdown, Bill Frost, Keith Greene, Campbell-Jones and Hicks. Tommy Bridger drives the lone "works" Tojeiro-Climax.

A full field turns out for another heat of the AUTOSPORT Series-Production Sports Car Championship.

The Formula 2 race has 15 entries, and is bound to turn into a close scrap between Bruce MacLaren, Ian Burgess, Jim Russell, Henry Taylor, Brian Naylor and Keith Greene. Last but by no means least, those ever-green E.R.A.s of Moss, Hull, Day and Brewer will bring nostalgic memories to many, as indeed will the Syracuse Connaughts of Richardson and Edwards. Paul Emery will have his Formula 1 Emeryson there as well.

Tommy Sopwith, Jack Sears, Sir G. Baillie, Don Parker (Jensen 541) and many others in saloons will bring the day's racing to a close. The meeting starts at 2 p.m.

### MR. R. H. WRIGHT



THE death occurred suddenly in a Belfast nursing-home on 13th July of Mr. R. H. Wright, the well-known international time-keeper. Mr. Wright, who was 73 years of age, was to have acted as chief time-keeper at the British Grand Prix meeting at Silverstone on Saturday.

His place was taken by his chief assistant, Mr. Denis Boyd.

The late Mr. Wright had officiated as time-keeper at almost every important motoring and motor-cycling event held in the British Isles. In recognition of his services he was elected an hon. life-member of the B.R.D.C.

W. A. McM.



# CAEN GRAND PRIX

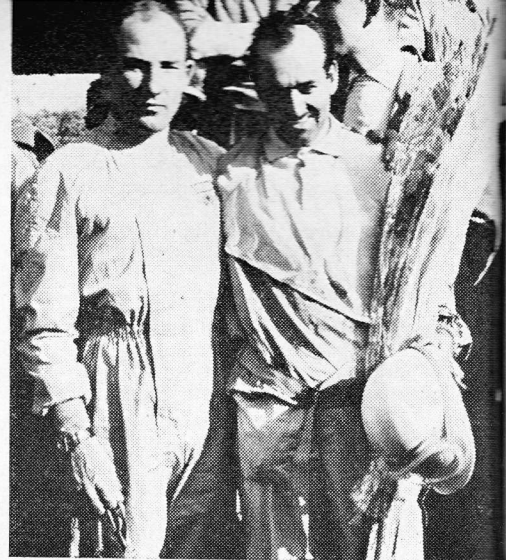
*Double Victory for Rob Walker Equipe*

By GERARD CROMBAC

RUN on the Sunday following the British G.P. at Silverstone, the G.P. of Caen put just another feather in Rob Walker's cap, for his cars won the F1 and the F2 section of this race, driven respectively by Stirling Moss and Maurice Trintignant. The two B.R.M.s which were flown over from England on the morning of the race didn't finish.

On the morning of the race a practice session had been arranged so that the drivers who had taken part in the British G.P. could qualify for grid positions. The honour of pole position went to Stirling Moss who was faster than Behra by over 3 secs., but the state of the track kept changing very quickly. Just behind them on the grid were Gibson, Bruce Halford in his

last, lost his offside front wheel in front of the pits. Although Ballisat managed to keep control of the car the wheel careered into the pits smashed the leg of a marshal, bounced off and hit the arm of another one. Meanwhile the unfortunate Ballisat was confronted with the upturned Lotus of Les Leston. He had overturned for some reason in the right hand corner after the pits. Although the Lotus was badly smashed Leston was only bruised, while Ballisat was able to walk back absolutely unhurt. Only one ambulance seemed to be on duty: as a result Les Leston lay from lap 2 till lap 16 before being picked up. He escaped with a badly bruised left arm, and believes a sudden engine seizure caused his crash. The



track marshals went absolutely hay-wire over this accident and never has such a frantic display of yellow flags been seen in the area. Meanwhile, Stirling had taken the lead from Behra, but four laps later the Frenchman edged back into the lead, to be retaken just as his team-mate Schell was coming into the pits in trouble with his rear brake which had been quickly relined overnight, after the British G.P., this trouble leading eventually to Schell's withdrawal. From then on the day was set and the dark "Pippbrook" Cooper drew away from the B.R.M. which finally blew up before half distance.

Behind these two the two Maseratis of Bonnier and Halford were having a ding-dong but unfortunately clutch failure prevented Halford from challenging the Swede effectively and he had to be satisfied with a consistent third position. Behind them came Trintignant who had made up for his poor start and led the F2 cars in comfort, George Wicken in his amazing 1957 model Cooper not being able to match "Trint's"



Maserati, then Trintignant (fastest of the F2 brigade), Bonnier (Maserati), George Wicken (Cooper), Schell (B.R.M.), Ballisat on Gibson's Cooper, Lewis-Evans in the British Racing Partnership's car, Gerini (Centro-Sud Maserati) and finally Les Leston in John Fischer's car.

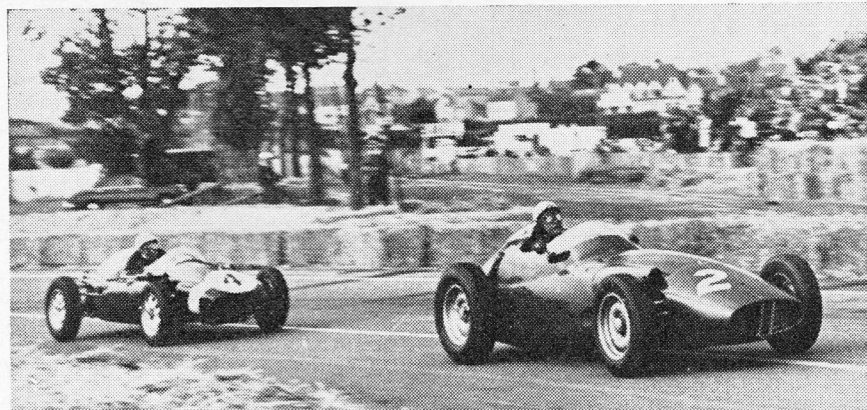
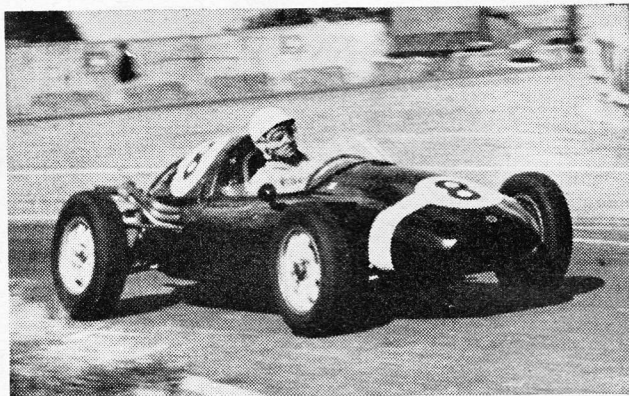
Just before four o'clock the cars were lined up by pairs on the narrow starting grid and at the drop of the flag they all surged away, except for Trintignant who rather fluffed his start. By the end of the first lap, Behra was in the lead from Moss with Schell in third position, preceding Bonnier and Halford. Then came Gerini and George Wicken (leading the F2 section). However, by the end of the second lap there was drama. Keith Ballisat, who was running

(Top, right) Winners both. Moss and Trintignant after their victory.

(Above) The flag is down and the cars get away.

(Right) Winner of the F2 race, Maurice Trintignant, in the Walker Cooper.

(Below) Stirling Moss in the Cooper about to pass Jean Behra (B.R.M.) into the lead.



superior knowledge of the course. Behind them were Lewis-Evans and Gerini in a 30-lap long tussle which ended when Stuart was able to build up a good lead over the Italian. However, he was too far behind to make any impression on Wicken, or so it seemed. But things were going to change for "our George" and as disturbing noises were coming out of his gearbox he had to go slower and slower until he was passed by both Lewis-Evans and Gerini to tour round for the last two laps, just managing to finish and qualify for third position.

## Results

1. S. Moss (Cooper 2.2), 151.156 k.p.h.; 2. J. Bonnier (Maserati); 3. Bruce Halford (Maserati); 4. Maurice Trintignant (Cooper 1.5), first in F2 race; 5. S. Lewis-Evans (Cooper 1.5); 6. G. Gerini (Maserati); 7. G. Wicken (Cooper 1.5). Fastest Lap: J. Behra (B.R.M.), 1 m. 20.8 s.





# Wilderness Road Test

Volvo Wins Gruelling 3,046 Mile Alaska Highway Event

By ROSE MONROE

THE first Annual Alaska Highway Road Test got under way as the green flag waved the cars into action at Mile 1523, the northern terminus of the Alaska Highway, on 23rd June, 1958. The contestants faced a 3,046-mile (non-stop) round trip over the Alaska Highway from Fairbanks, Alaska, to Dawson Creek, British Columbia, Canada, and return.

This highway came into existence during World War II, when the U.S. Army Engineers bulldozed a path through the wilderness to provide a military road to Alaska. Since the war, the road has been returned to the Canadian Government who undertook to improve and maintain its surface. A few miles of the road have now been surfaced with asphalt but most of the route consists of a wide (two-lane) gravelled surface. It winds a serpentine course through some of the most beautiful and spectacular wilderness and mountain scenery in the world.

Since it is impossible to maintain a perfectly smooth surface on a gravelled road and also because the road twists and zigzags over uneven terrain, this course has no equal in America as a proving ground to test the stamina and reliability of the cars and the skill and stamina of the drivers.

This road requires constant vigilance on the part of the drivers as loose gravel or greasy mud and soft shoulders may betray the unwary, and in many places to leave the road would mean a drop of hundreds of feet. Since gravel-dirt roads are particularly vulnerable to weather changes, the condition of the road is subject to quick variation. To compete in this test is an adventure of the highest order.

Lack of time to make the necessary preparations eliminated many would-be

contestants and as a result only two cars appeared at the starting line to pioneer this event. These were a 1958 Volvo driven by Wally Craig, owner, and John Bostic, former midget race driver and champion sports car driver, both of Anchorage, Alaska, and an M.G. TD driven by Dennis Victor and Jim Bennett of Fairbanks, Alaska.

The victorious Volvo returned to the starting line at 6.49 p.m., Thursday, 26th June, having averaged 37.9 m.p.h. despite a loss of 24 hours which occurred when the universal joint splines pulled apart and became badly burred. This had resulted when a rear U bolt nut loosened by vibration and allowed the rear axle to slide out of place. No parts were required to repair the damage and both men admitted that, had it not been for their extreme weariness and the pouring rain, they would have been able to file away the burrs

★

*THE ROAD stretches through a lonely, spectacular wilderness broken only by small villages and wayside stations (above). On the right, the winners Bostic and Craig pause after the endurance test.*

★



and assemble the spline much more quickly.

Other delays were caused by moose and free range horses on the road, detours such as the one around the Peace River bridge, changing one flat tyre, adjusting ignition points and replacing the condenser. Mud, choking dust and dense smoke from forest fires had added to the hazards encountered.

Although the weary drivers were disappointed that the long delay had depressed their average, they felt that this had been a supreme test of man and equipment and an adventure to be relived in memory throughout their lives. They immediately began making plans for competing in future events.

Dennis Victor and Jim Bennett were beset by troubles which began on the day before the start of the event when they blew a head gasket on their M.G. By working much of the night and with the help of the other crew, the gasket had been replaced. However, water had entered the crankcase as a result of the leaking gasket. A last-minute attempt to change the oil failed when it was found that the drain plug had seized. Rather than risk stripping the thread, it was decided to attempt the run without draining. However, the presence of water in the oil caused a burned connecting rod bearing, making it impossible to complete the run. Although unable to finish these men are to be commended for their singular dedication and determination which contributed to make this first run a competitive event.

## MOBILGAS ECONOMY RUN

GEORGE HEAPS has been declared the winner of Class VI of the 1958 Mobilgas Economy Run International which was held over a 1,696 mile course from Brussels to Biarritz (4th-18th July). In his Standard Sportsman, Heaps averaged 35.0 m.p.g. F. Habrard of France, the outright winner and winner of Class II, averaged 61.9 m.p.g. in a Panhard Dyna.

The winners of the six classes were:

**Class I (under 750 c.c.).** P. Maurel (Citroën 2CV), 71.7 m.p.g. **Class II (750 c.c.-1,000 c.c.):** F. Habrard (Panhard Dyna), 61.9 m.p.g. **Class III (1,000 c.c.-1,300 c.c.):** H. Grasset (Peugeot 203), 44.0 m.p.g. **Class IV (1,300 c.c.-1,600 c.c.):** Dr. J. Fouillet (Peugeot 403), 43.3 m.p.g. **Class V (1,600 c.c.-2,000 c.c.):** G. Mangin (Citroën ID 19), 47.6 m.p.g. **Class VI (over 2,000 c.c.):** G. Heaps (Standard Sportsman), 35.0 m.p.g.





**JOHN BOLSTER**  
TESTS THE

## Riley One-Point-Five

THE Riley One-Point-Five is an interesting car to the enthusiast. It has a small body and a large engine, which has always been a recipe for performance. As is well known, the Riley has a similar basis to the Wolseley 1500, but there is additional equipment and an engine of much higher output. Actually, the increase in price is most moderate, having regard to the extra value offered.

The basis of the machine is a chassis-cum-body of all-steel construction, which has a remarkably short wheelbase for a 1½-litre saloon. In front, there is independent suspension on torsion bars, of which the stub axles pivot on very long king pins, and the steering is by rack and pinion.

Behind, a Hardy-Spicer propeller shaft drives a hypoid axle with the very elevated ratio of 3.73 to 1, which is secured to a pair of semi-elliptic springs. As is the case in front, the dampers are of the lever-operated, piston-type. The Girling hydraulic brakes operate in 9 ins. drums at the front, and 8 ins. drums behind. There is a proper central hand-brake lever.

The engine is mounted very far forward in the chassis. It is the well-known 1,489 c.c. B.M.C. unit, in its high-output form. With twin SU carburettors and a compression ratio of 8.3 to 1, this straightforward pushrod o.h.v. power plant develops 68 b.h.p. at 5,400 r.p.m. The clutch is a Borg and Beck, with hydraulic actuation, and the four-speed gearbox has a short, central, remote control lever.

On taking my seat, I was delighted to see a rev. counter on the dashboard, and the polished walnut veneer and duotone leather upholstery are attractive. Only the carpets perhaps appear to be a little cheap. For a man of my size, the driving

*ENGINE is mounted well forward in the chassis and accessibility for routine maintenance is well up to the present-day average. The unit is a tuned, twin-carburettor version of the 1,489 c.c. B.M.C. engine.*

position must rate some criticism. The gear lever is too far away, and the angle of the steering wheel is not ideal, nor are the pedals well placed. A few minor alterations here would transform the comfort of the driver.

As one drives off, one notes a smooth and responsive clutch, and an excellent gearbox with an easy change that boasts a literally inaudible third speed. This is an altogether faster car than its companion Wolseley model, and it matches brilliant acceleration on the lower gears with a very high cruising speed. The sound damping is very successful, both of road and engine noise, and the passengers are much less conscious of the high-efficiency engine than would be expected.

The new Riley is a car with a natural and easy high performance, while its

*SMALL BODY houses a big engine, and it does fill a gap as a fast car of compact dimensions. It is a clean, functional shape and its size makes it easy to handle in traffic.*

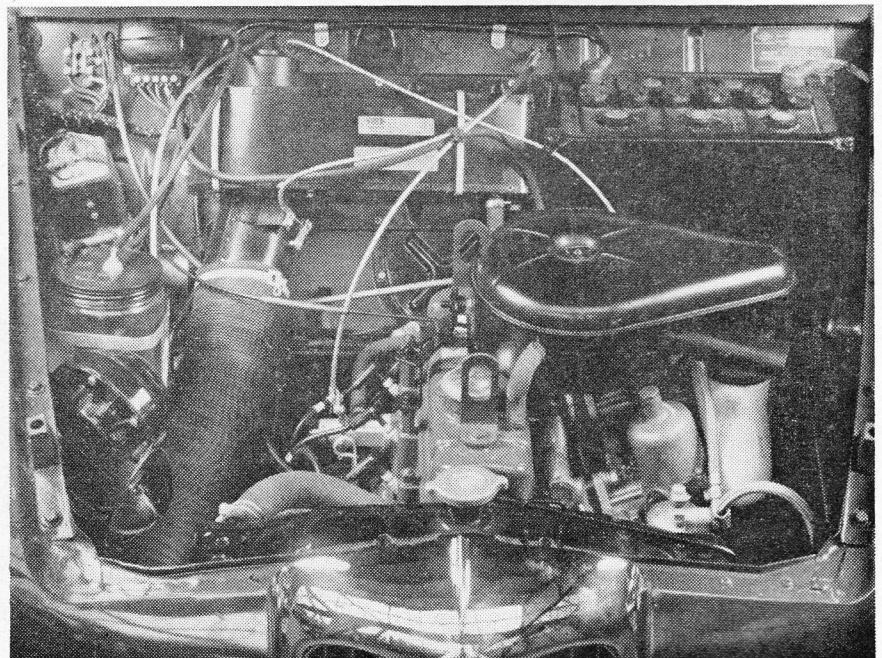
small size makes it nippy in traffic and on winding roads. It rides better than would be expected, having regard to its moderate dimensions, and in fact it possesses many virtues. Yet there are respects in which the car, at its present stage of development, is perhaps a little disappointing.

The roadholding is entirely adequate for the average driver who travels at fast touring speeds. For the man who presses the car to the limit, however, there is a fair degree of roll, and the back wheels are sometimes not as firmly glued to the road as one would wish. On wet roads, violent acceleration on first and second gears produces considerable wheelspin, accompanied by much bouncing of the rear wheels. As a personal matter, I would be willing to sacrifice a little riding comfort in the interest of a less skittish

back axle under certain conditions.

Another entirely personal matter concerns the axle ratio, and I admit that I would prefer a few more revs. in top gear. Many people will disagree with me, putting the easy cruising gait above top gear flexibility. The car does seem to "hang" a little at medium speeds, however, and a lot of third gear work is required if one demands a lively performance. It must be admitted that the high third gear is so quiet that to use it for several miles on end is no hardship, so this criticism is not a serious one. Incidentally, an axle ratio of 3.9 or 4 to 1 would appreciably increase the maximum speed as well as giving improved flexibility, for peak revs. cannot at present be reached on the direct drive.

The pleasure of handling this car at





*THE LUGGAGE boot is of a useful size and is accessible from inside the car by means of lowering the rear seat squab as well as from the wide-opening lid.*

high speeds is greatly enhanced by the possession of a rev. counter. Such little things as the trip recorder on the speedometer and the proper oil gauge also appeal. The equipment, in fact, will please the owner of experience, and there are none of those gadgets which are attractive merely in the showroom. There is a useful kit of tools, and the accessibility for routine maintenance is well up to the present-day average, with the minor exception of the rear dampers, which have to be removed for topping up. The heating system is neatly installed, though not outstandingly powerful.

On a long run, the smooth and powerful engine encourages one to drive fast, for it never feels as though it is being highly stressed. A touch of third renders overtaking easy, and the brakes are well up to their work on such a hurried journey. I covered many miles at around 80 m.p.h., and the car runs straight and true at such speeds, requiring the minimum of steering-wheel correction.

The compact size of the Riley, which is such an asset in thick traffic or when buying an air ticket for the Continent, naturally imposes some limitation on the passenger accommodation. If the driver and the front passenger are tall, their seats take almost all the space which the people behind would like to use for their legs. It's a question of compromise, but for long journeys one can scarcely regard the car as a full four-seater, unless the driver is fairly short. There is quite a useful luggage boot, which is accessible from the folding rear seat squab as well as from the normal external lid.

The Riley One-Point-Five is a high-performance car of many attractions. After the small improvements which any new model may be expected to undergo as a result of experience, I am expecting that I shall be able to withdraw some of the criticisms that I have felt called upon to make. In any case, automobile design is always a matter of compromise, and for many prospective owners this car may well approach the ideal.



#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Riley One-Point-Five saloon. Price, £863 17s, including P.T.

**Engine:** Four cylinders, 73.025 mm. x 88.9 mm. (1,489 c.c.). Pushrod operated overhead valves; 8.3 to 1 compression ratio; 68 b.h.p. at 5,400 r.p.m. Twin SU carburettors, Lucas coil and distributor.

**Transmission:** Borg and Beck single dry-plate clutch with hydraulic actuation. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios 3.73, 5.12, 8.25 and 13.56 to 1. Hardy-Spicer open propeller shaft. Hypoid rear axle.

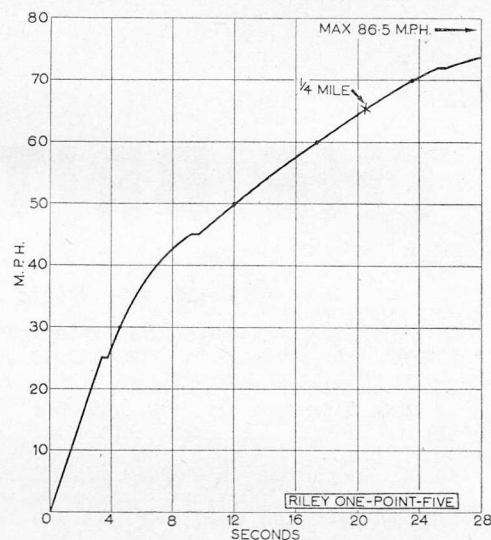
**Chassis:** Combined body and chassis. Independent front suspension by wishbones and torsion bars. Rear axle on semi-elliptic springs. Piston-type dampers all round. Rack and pinion steering. Girling hydraulic brakes. Ventilated disc wheels fitted 5.00-14 ins. Dunlop tubeless tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev. counter. Fuel, engine temperature and oil pressure gauges. Heating and demisting. Self-cancelling wipers. Windscreen washer. Extra: radio.

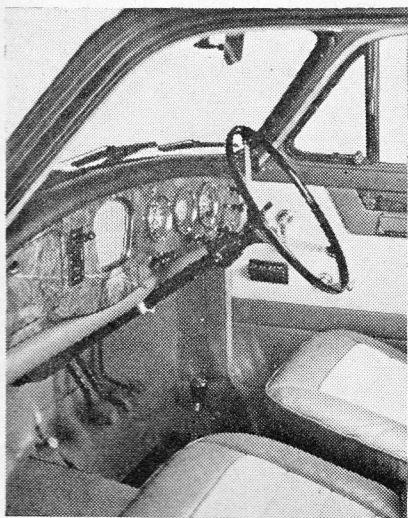
**Dimensions:** Wheelbase, 7 ft. 2 ins. Track (front), 4 ft. 2½ ins.; (rear), 4 ft. 2⅝ ins. Overall length, 12 ft. 9½ ins. Width, 5 ft. 1 in. Turning circle, 34 ft. Weight, 19 cwt.

**Performance:** Maximum speed, 86.5 m.p.h. Speeds in gears, 72, 45 and 25 m.p.h. Standing quarter mile, 20.5 secs. Acceleration, 0-30 m.p.h. 4.6 secs., 0-50 m.p.h. 12 secs., 0-60 m.p.h. 17.3 secs., 0-70 m.p.h. 23.5 secs.

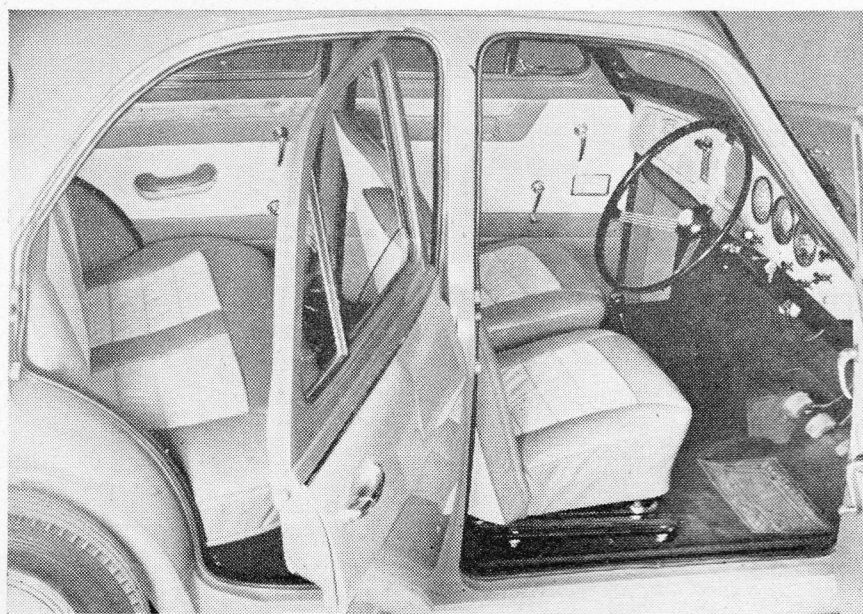
**Fuel Consumption:** Driven hard, 25 m.p.g.



**Acceleration Graph**



*DRIVING POSITION (above) rates some criticism, while rear-seat legroom (right) is very limited unless the driver is very short.*





**NUMBER ONE—ALL THE WAY!**  
Peter Collins sweeps through Becketts on his way to victory in the Ferrari. He led from the first corner until the end, an undisputed victor.

and Carroll Shelby who did extremely well with the out-paced Centro-Sud Maserati, which was chucking oil all around him during the closing stages.

The elimination of Moss robbed the race of much of its interest, although the Salvadori-Lewis-Evans duel was exciting enough. Apart from the remarkable Coopers, the British cars were, on the whole, disappointing. Brooks's machine never seemed to get going properly, and he finished a lap in arrears. Lewis-Evans coped manfully with Salvadori's Cooper, but the Surbiton car was far faster than had been anticipated.

According to all accounts, the race was watched by the largest crowd ever to assemble on a British motor-racing circuit. The glorious weather had a lot to do with it, but efficient police traffic arrangements caused very few hold-ups. Silverstone has never looked better, and the atmosphere was truly "Grand Prix".

#### Practice Notes

FOR Thursday's practice session, 13 cars appeared, including the Vanwall, Ferrari and Cooper teams, Allison's F1

# THE BRITISH GRAND PRIX

*Surprise Victory for Peter Collins (Ferrari)—Mike Hawthorn Takes Lead in World Championship — Superb Performance by Roy Salvadori (Cooper) — Stirling Moss Retires with Engine Trouble*

JUST as Rheims was Mike Hawthorn's day, Silverstone on 19th July was Peter Collins's. The Ferrari driver led the British Grand Prix from start to finish, never making the slightest mistake, backed up by Mike Hawthorn whose second place, and fastest lap, puts him well in the lead for the World Championship. For 26 laps, Stirling Moss (Vanwall) vainly sought to wrest the lead from the Kidderminster man, an effort which finally resulted in his retirement with engine trouble.

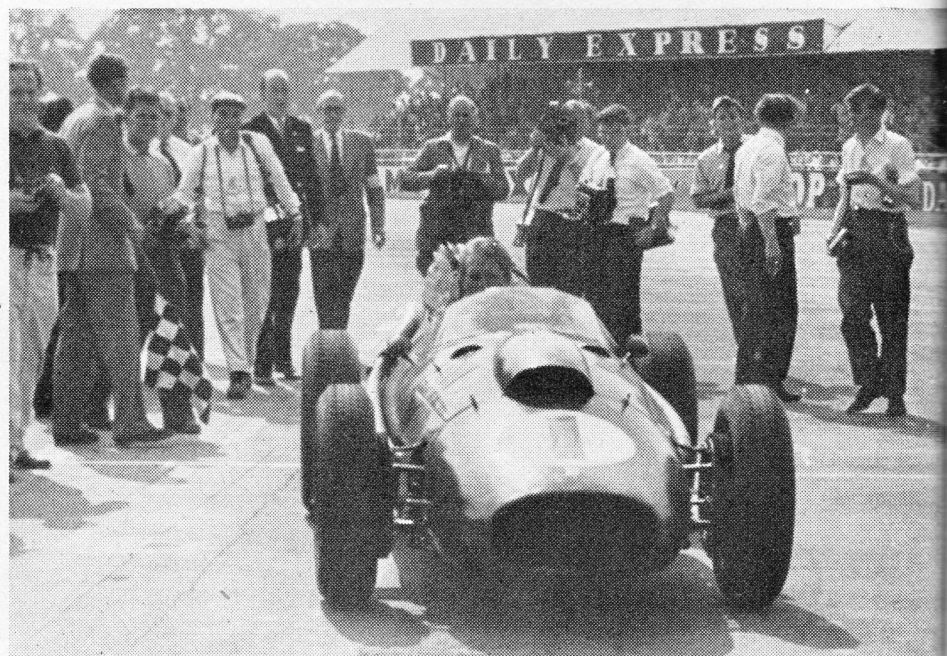
Stuart Lewis-Evans (Vanwall) had a race-long duel with Roy Salvadori (2.2 Cooper-Climax), but just could not snatch third place from the rear-engined machine. Salvadori drove a brilliant race, and his team-mate Jack Brabham (Cooper) finished sixth behind Harry Schell's well-driven B.R.M. The Bourne *equipe* had the wretched luck to have Jean Behra retire after running into a hare, part of which penetrated a front tyre. Schell's car slowed a trifle for several laps, then suddenly began to motor in no uncertain manner. Such was the pace of the Grand Prix that the first seven cars all averaged over 100 m.p.h., although the existing lap record held by Behra and Collins was not broken. In all, nine cars finished, including Maurice Trintignant in the Rob Walker Cooper, Tony Brooks (Vanwall)

*WITH THE DAY'S WORK DONE, Pete brings the winning Ferrari into his pit after his lap of honour. He has his "battle bowler" off and the winner's garland is around his neck. A most happy fella!*

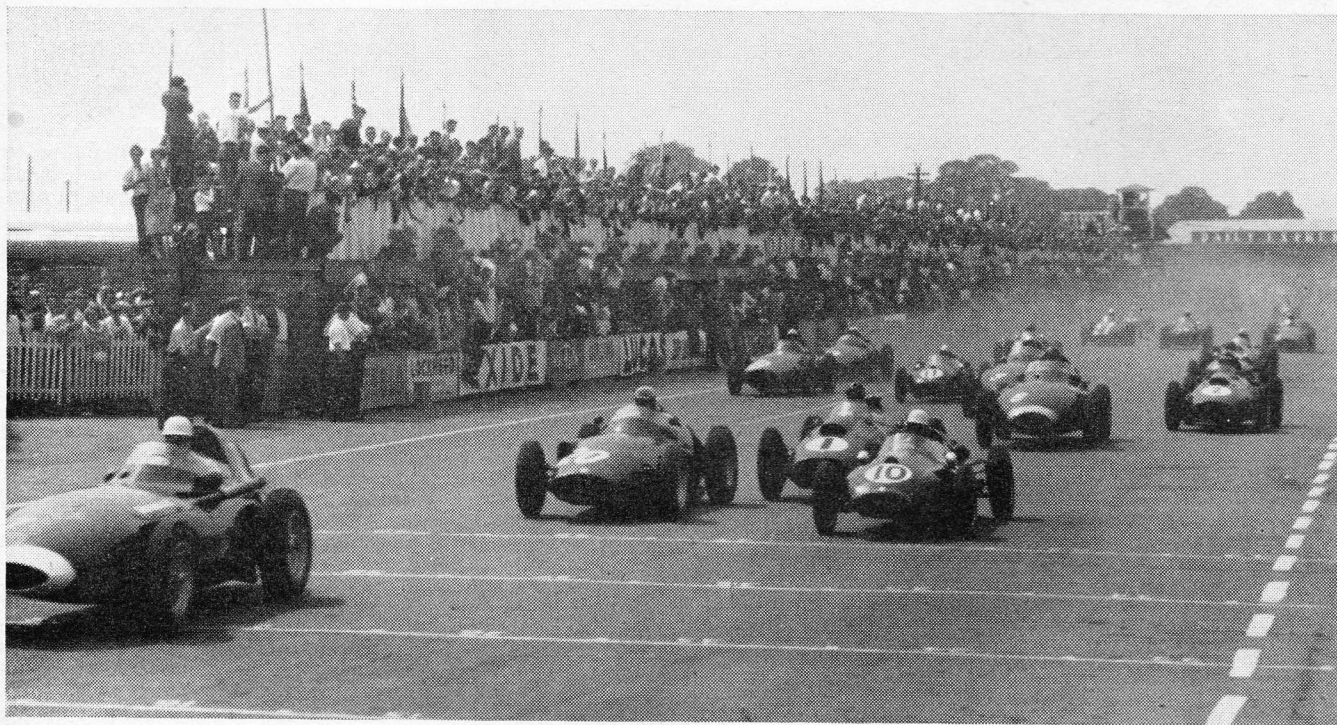
By Gregor Grant

(Photography by George Phillips  
and Francis Penn)

Lotus, Trintignant's Monaco-winning Cooper, Bonnier's Maserati and Behra's B.R.M. Bourne had an early blow, when Masten Gregory was taken to hospital following an accident at Woodcote with the Ecurie Ecosse Lister-Jaguar. Latest news is that the popular young American driver is progressing favourably, his injuries being confined to a couple of







*THEY'RE OFF. Stirling Moss (Vanwall) leads Harry Schell (B.R.M.), Roy Salvadori (Cooper), Peter Collins (Ferrari), Tony Brooks and Stuart Lewis-Evans (Vanwalls), Mike Hawthorn (Ferrari) and Jack Brabham as they accelerate past the pits.*

broken ribs, a chipped shoulder blade, and a cut on his head.

Best time was recorded by Stirling Moss, who broke the official lap record with 1 min. 39.4 secs. (106.01 m.p.h.). Next best was team-mate Tony Brooks whose Vanwall registered 1 min. 41.6 secs. Then came Hawthorn (Ferrari) with 1 min. 42.6 secs., which was equalled by Roy Salvadori's 2.2-litre Cooper-Climax. One-fifth of a second slower were Jack Brabham (2.2 Cooper), Cliff Allison in the new 2.2-litre Grand Prix Lotus, and Stuart Lewis-Evans (Vanwall).

Friday's training brought out the entire field. Moss was  $\frac{1}{2}$  sec. slower than on Thursday, but the real sensations were Harry Schell (B.R.M.) with 1 min. 39.8 secs., and Roy Salvadori (Cooper) with 1 min. 40 secs.,  $\frac{2}{5}$  of a second quicker than Hawthorn. The latter's time was equalled by Allison (Lotus), who might have been in the front row to make it an all-green one. However, we had the unique experience of having four cars of different makes in the front row—Vanwall, B.R.M., Cooper and Ferrari, and in the second rank, Ferrari, Vanwall and Lotus.

Fairman's Connaught appeared to have something wrong with the engine timing, whilst Bueb's best was 1 min. 51.4 secs. with the "Flying Toothpaste Tube". Bonnier, as usual, was fastest of the Maserati drivers with 1 min. 43 secs., and Shelby did 1 min. 44.2 secs. with the blue and white Centro-Sud car. Alan Stacey was nominated to drive the third Lotus—also a 1958 machine, Graham Hill taking over the earlier type. No third man was elected for B.R.M. Von Trips made up the Ferrari team,

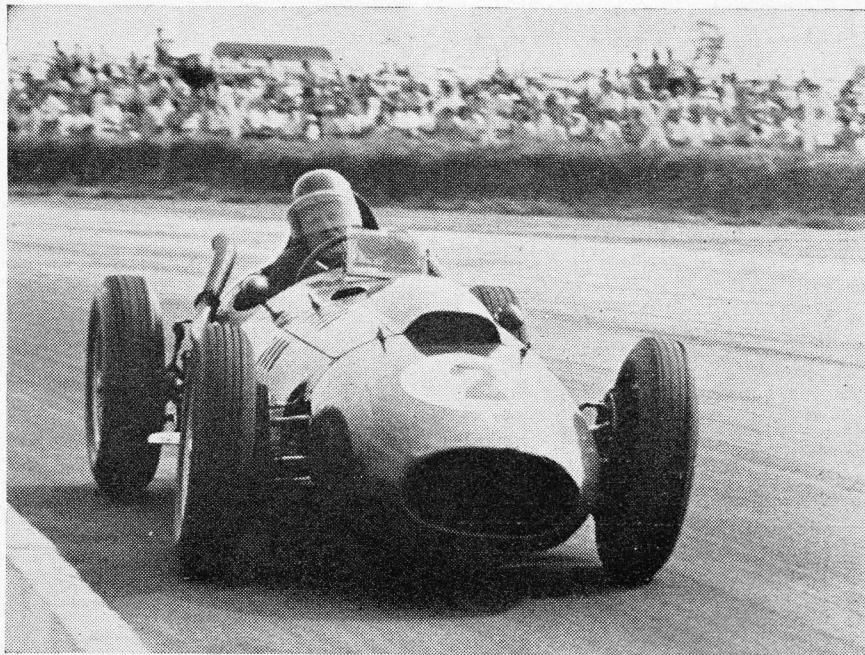
this being the young German's first appearance at Silverstone. His best time was 1 min. 42 secs.—a very fine performance indeed!

During a short extra practice session, Hawthorn tried his Ferrari with Dunlop tyres; he was of the opinion that they were slightly faster than the Engleberts. However, the team appeared shod with the Belgian-made covers. Brooks's Vanwall engine was not behaving itself, so Tony Vandervell sent the car back to Acton for a complete strip and rebuild. The Vanwalls had valves made in the Vandervell factory in place of the proprietary-made ones which had proved troublesome at Rheims.

#### THE 13th R.A.C. BRITISH GRAND PRIX

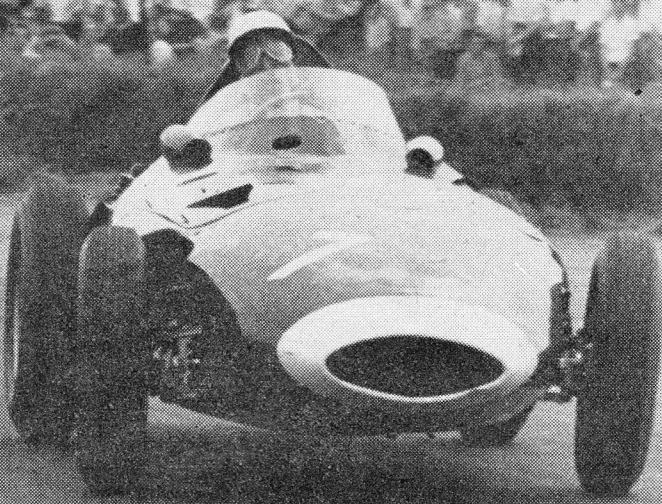
WITH the sports car and touring car races run, the stage was set for the 13th R.A.C. British Grand Prix. The programme stated that it was the 11th G.P., but somehow or other people forget about the two races organized at Brooklands, which were also Grands Prix. Anyway, that is of little consequence.

As the 20 cars were wheeled on to the starting area, the crowd was really enormous. Colour was everywhere, and Riviera straw hats were to be seen in profusion as protection against a burning sun. Many people had rather



*CHAMPIONSHIP LEADER. Mike Hawthorn urges his Ferrari round Becketts. His second place in the Grand Prix gives him 30 points to Moss's 23.*





*SEVEN NOT SO LUCKY. Stirling Moss in the Vanwall with his favourite competition number, seven, is seen here rounding Becketts. He retired on lap 24 when in second place.*

#### Starting Grid

Hawthorn (Ferrari)	Salvadori (Cooper)	Schell (B.R.M.)	Moss (Vanwall)
1 m, 40.4 s.	1 m, 40 s.	1 m, 39.8 s.	1 m, 39.4 s.
Lewis-Evans (Vanwall)	Collins (Ferrari)	Allison (Lotus)	
1 m, 41.4 s.	1 m, 40.6 s.	1 m, 40.4 s.	
Von Trips (Ferrari)	Brabham (Cooper)	Brooks (Vanwall)	Behra (B.R.M.)
1 m, 42 s.	1 m, 42 s.	1 m, 41.6 s.	1 m, 41.4 s.
Hill (Lotus)	Bonnier (Maserati)	Trintignant (Cooper)	
1 m, 43 s.	1 m, 43 s.	1 m, 42.6 s.	
Gerini (Maserati)	Bueb (Connaught)	Burgess (Cooper)	Shelby (Maserati)
1 m, 53 s.	1 m, 51.4 s.	1 m, 45.4 s.	1 m, 44.2 s.
Stacey (Lotus)	Fairman (Connaught)		
1 m, 58.8 s.	1 m, 58.8 s.		

#### Result

1. **Peter Collins** (Ferrari), 2 h. 09 m. 04.2 s., 102.05 m.p.h. (164.23 k.p.h.).
2. **Mike Hawthorn** (Ferrari), 2 h. 09 m. 28.4 s., 101.73 m.p.h.
3. **Roy Salvadori** (Cooper), 2 h. 09 m. 54.8 s., 101.39 m.p.h.
4. **Stuart Lewis-Evans** (Vanwall), 2 h. 09 m. 55 s., 101.38 m.p.h.
5. **Harry Schell** (B.R.M.), 2 h. 10 m. 19 s., 101.07 m.p.h.
6. **Jack Brabham** (Cooper), 2 h. 10 m. 27.4 s., 100.96 m.p.h.
7. **Tony Brooks** (Vanwall), 100.04 m.p.h. (74 laps).
8. **Maurice Trintignant** (Cooper), 98.10 m.p.h. (73).
9. **Carroll Shelby** (Maserati), 97.63 m.p.h. (72).

**Fastest Lap:** Hawthorn (50th), 1 m. 40.8 s., 104.54 m.p.h. (168.23 k.p.h.).

**Retirements:** Fairman (Connaught), 8 laps, engine timing, etc. Hill (Lotus), 18, overheating. Stacey (Lotus), 20, overheating. Bueb (Connaught), 20, gearbox oil-pump. Behra (B.R.M.), 20, punctured tyre. Allison (Lotus), 22, engine bearings. Moss (Vanwall), 24, engine. Burgess (Cooper), 41, clutch. Gerini (Maserati), 44, gearbox. Bonnier (Maserati), 50, gearbox. Von Trips (Ferrari), 59, engine bearings.

foolishly sun-bathed to excess, and pink, angry-looking flesh foretold agonies to come. All the pretty girls in England seemed to be at Silverstone, but even the briefest of sun-suits could not compete with the Italian girl who strolled nonchalantly down the paddock area in a Bikini, to a chorus of wolf-whistles. Some said it was a deliberate plot on the part of the Italians to put the British mechanics off!

As the time of depart approached the tenseness grew. All the motor-racing world eagerly anticipated the outcome of the Moss-Hawthorn struggle for Championship points. Five minutes to go, and drivers strapped up their crash-helmets and adjusted vizors and goggles. The PA droned on, listing the starters and their cars; batteries of photographers took up their positions, and giant TV

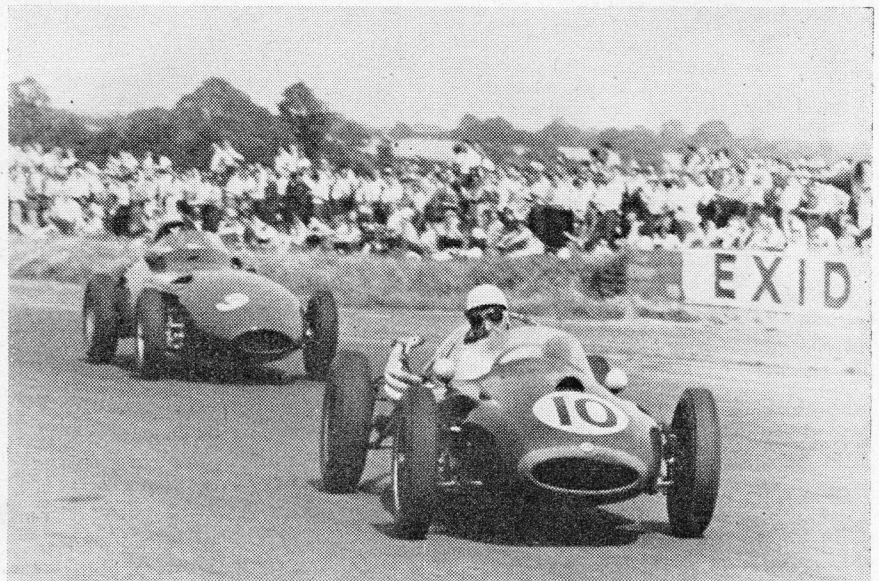
**ROY'S THE BOY!** Roy Salvadori gave one of the most brilliant driving displays of his career in the works Cooper. Here he leads Stuart Lewis-Evans (Vanwall) through Copse during their race-long duel.

cameras were trained on the scene. Then it was "two minutes", and as the Lucas horns blasted out their raucous fanfare, engines roared into life. Hawthorn made a gigantic leap into his Ferrari, after a hunt for some chewing gum. Allison's Lotus seemed reluctant to start, but as Kenneth Evans raised the Union Jack, all 20 engines were singing the note of coming battle.

Timekeeper Col. Boyd nudged Evans and down went the flag. The Grand Prix was on. From Row 2, Peter Collins snapped his red Ferrari out in front, and as the cars streamed towards Copse, it was Collins, Moss and Hawthorn. Poor Fairman went off last, his Connaught on three cylinders. At Becketts, Collins still led, but Moss was close behind; into Stowe, and the trio had closed right up, with Schell's B.R.M. ahead of Brooks's Vanwall and Salvadori's Cooper. Up Abbey Curve, and the crowd was noisy with excitement. Into Woodcote, and Collins led by less than a second from Moss, with Hawthorn on the Vanwall's tail; Schell, Salvadori, Lewis-Evans, von Trips, Bonnier, Hill, Brabham, Behra—that was the order as they roared past the pits, tyres screaming as the cars straightened out for the short dash to Copse.

The pattern was already forming; Ferrari versus Vanwall, but it was Collins who had the initiative. His standing lap was 1 min. 52 secs.—over 94 m.p.h. Lap 2 and the order was unchanged, although von Trips had overtaken Hill, and Bonnier had dropped back a couple of places. Schell had moved closer to Hawthorn, challenging him for third place. Behra swept ahead of Bonnier; Fairman chuffed-chuffed past on the ailing Connaught, a long way behind.

Collins was going faster and faster, already around the 1 min. 42 secs. mark. The four leaders were gradually drawing away from the others, who were led by Brooks and Salvadori. Lap 4, and Fairman stopped at his pit. With five laps registered the race average had shot up to 101.75 m.p.h.; Collins led Moss by 2.2 secs., and Hawthorn by 5.6 secs.; Schell's B.R.M. was 0.8 secs behind Mike's Ferrari, whilst Brooks and Brabham had closed up again. Collins continued to increase his lead, whilst Hawthorn and Schell began to fall back.





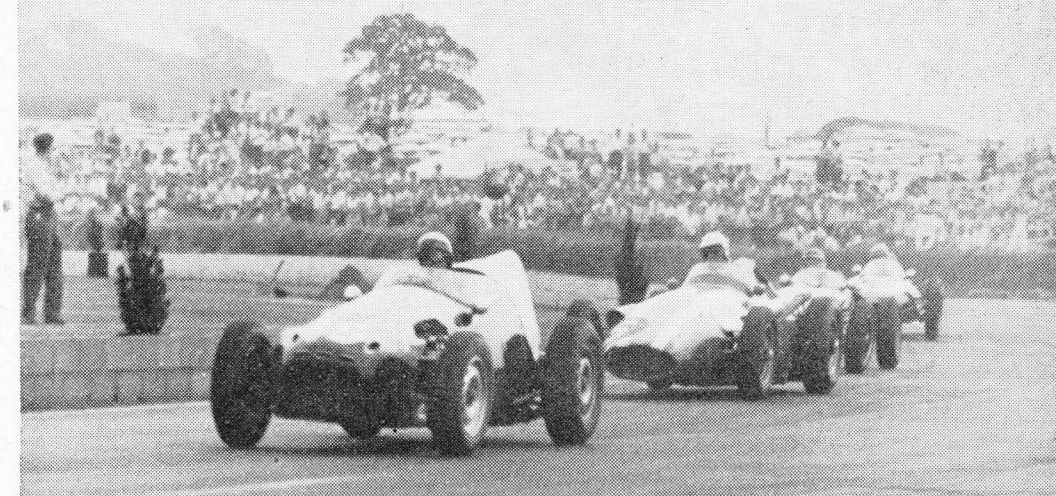
**FIRST LAP.** Ivor Bueb in the "Tooth-paste Tube" Connaught leads Carroll Shelby in the Centro-Sud Maserati and two other cars through Club Corner.

Eight laps gone, and the Ferrari was 6 secs. in front of the Vanwall and 7.2 secs. in front of its stable-companion.

Stirling was pushing the Vanwall for all he was worth, but not making any impression on the Maranello machine. Ten tours, and Collins was 7 secs. ahead, having averaged 102.16 m.p.h. Already Ian Burgess (Cooper) and Gerini (Maserati) had been lapped, whilst the unhappy Fairman had packed up. Behind Brooks, a fierce contest had resolved itself, featuring von Trips, Salvadori, Hill, Brabham and Behra. Lewis-Evans had overtaken Schell for fourth place.

Now Harry Schell began to slow a trifle, but enough to set him back a couple of places on lap 11, and a couple more on the following circuit. Moss was beginning to win back lost ground from Collins, but Hawthorn was still dropping behind. Bueb had now been lapped in the strange-looking high-tailed Connaught, and Stacey was "doubled" on the 13th lap.

The Ferrari plan was now becoming more obvious; Peter Collins had been given the role of Moss-breaker, with Mike ready to pounce. Yet the way



the hunt at all, being in 11th place behind von Trips.

Salvadori passed Brabham to take fifth place behind Lewis-Evans. The interval between Collins and Moss was maintained at around 5 secs., so the Vanwall challenge was being strongly resisted. Yet Stirling's main concern was Hawthorn, who was dropping back even more. On lap 17, Hill came in to the pits with the fastest Lotus, and retired with serious over-heating. Then Behra was reported to be slowing down at Stowe, after attempting to overtake

Brooks. He came into the pits slowly, complaining of front suspension troubles and peculiar steering. He retired on the spot, but eventually it was discovered that the reason for the car's peculiar behaviour was due to his having hit a hare, parts of which became embedded in the front tyre, causing a slow puncture.

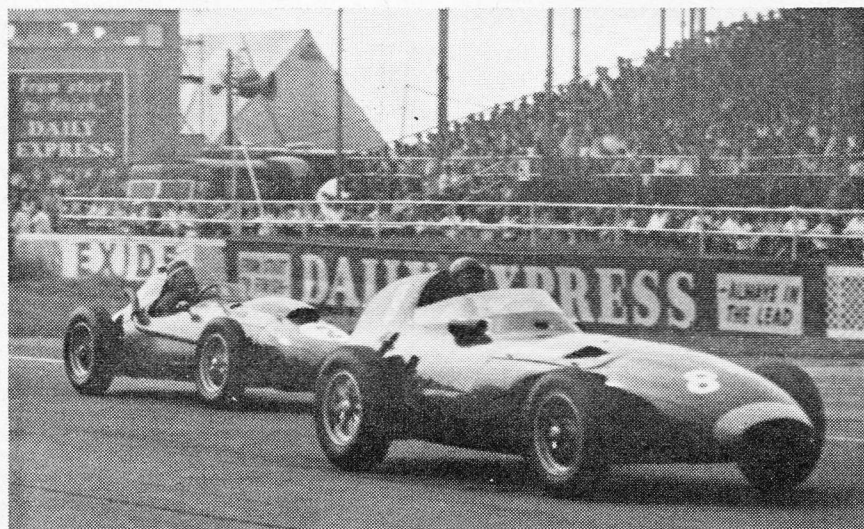
At the same time, Allison came in to retire with the same overheating problems, and also suspected bearings failure, that had beset Hill, whilst Bueb packed in with oil-pressure failure in his gearbox. After 20 laps, the position was:—

1. Collins (Ferrari), 34 m. 20.6 s., 102.29 m.p.h.
2. Moss (Vanwall), 34 m. 25.4 s., 102.04 m.p.h.
3. Hawthorn (Ferrari), 34 m. 36.6 s., 101.48 m.p.h.
4. Lewis-Evans (Vanwall), 35 m. 01.4 s., 100.29 m.p.h.
5. Salvadori (Cooper), 35 m. 05.6 s., 100.08 m.p.h.
6. Brabham (Cooper), 35 m. 08.2 s., 99.96 m.p.h.
7. Von Trips (Ferrari); 8. Schell (B.R.M.); 9. Brooks (Vanwall); 10. Stacey (Lotus); 11. Bonnier (Maserati); 12. Trintignant (Cooper), one lap behind; 13. Shelby (Maserati); 14. Burgess (Cooper); 15. Gerini (Maserati).

**Retirements:** Fairman (Connaught), Bueb (Connaught), Behra (B.R.M.), Hill (Lotus), Allison (Lotus).

On the 23rd lap, Bonnier was also "doubled" by Collins, and Salvadori was right on the tail of Lewis-Evans's Vanwall. Moss still remained some 5 secs. behind Collins.

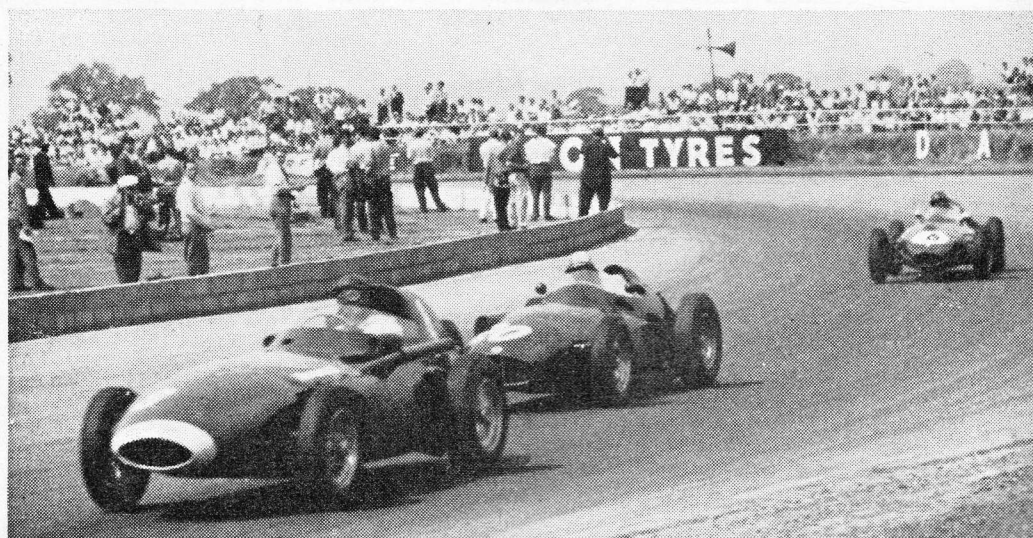
Then, with 24 laps completed, there were long faces amongst the Moss supporters. Stirling came in with smoke pouring from a badly-deranged engine, and drove straight to the dead car park. The eagerly anticipated duel was over,



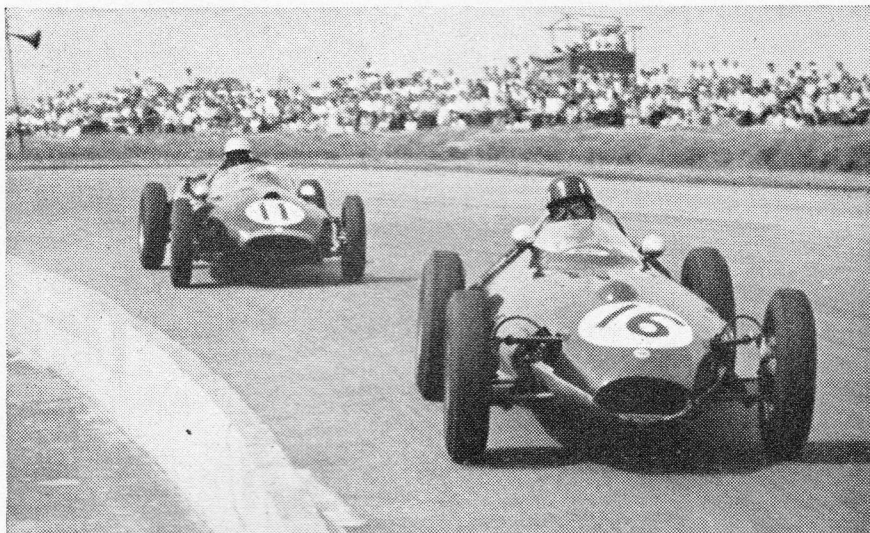
**UNUSUAL FOR TONY!** Mike Hawthorn (Ferrari) is seen here (above) about to lap Tony Brooks in the ailing Vanwall. (Right) Tony rounds Copse with Harry Schell (B.R.M.) hard on his heels. Graham Hill follows in the Lotus.

Pete was getting round rather suggested that he had struck winning form, and that Hawthorn would have to motor really hard to keep with him at all. Both Brabham and Salvadori overtook Brooks; the Coopers were proving tremendously fast, and no cars were steadier through the turns.

Fifteen laps completed, and Moss had cut Collins's lead to 3.2 secs. This was going to be mighty interesting—particularly when the initially heavy load of fuel began to lighten. Behind Lewis-Evans, the two Coopers duelled, coming steadily closer to the Vanwall. Brooks's car seemed to have lost its edge as had Schell's B.R.M. Behra simply wasn't in







without Moss ever having come to grips with Hawthorn. Ferrari's plan had certainly worked out, and now the two Maranello cars were out on their own, with Collins leading Hawthorn by over 23 secs. The incredible Salvadori was now in third place, ahead of Lewis-Evans, with Brabham fifth in another Cooper, but having all his work cut out to keep in front of von Trips.

With the exit of Moss, nothing short of incidents or mechanical failures could halt the progress of the Ferraris. Lap after lap, and Collins continued to draw away from Hawthorn; the race order remained unchanged, von Trips being unable to pass Brabham, and Schell keeping ahead of Brooks. Bonnier's air-intake cover had worked itself open, but he was permitted to continue. At about half-distance (37 laps), Collins "doubled" Brooks, so that was yet another Vanwall more or less out of the reckoning. Behind Hawthorn, Salvadori and Lewis-Evans were engaged in a non-stop dog-fight, and von Trips was doing his all attempting to pass Brabham. The six leaders were all averaging over 100 m.p.h.; one small incident could change the entire picture. Anyway there were no indications that Collins would eventually have to slow down for Mike to take the lead. Having led for so many laps, it seemed fairly certain that Scuderia Ferrari would maintain the positions. Their main problem was to have von Trips in front of the Coopers, and Lewis-Evans's Vanwall, for a decisive one-two-three finish.

After 40 laps the race order was:—

- 1, Collins, 1 h. 08.32 m., 102.50 m.p.h.
- 2, Hawthorn, 1 h. 08 m. 59.2 s., 101.83 m.p.h.
- 3, Salvadori, 1 h. 0.9 m. 37 s., 100.91 m.p.h.
- 4, Lewis-Evans, 1 h. 09 m. 43.4 s., 100.75 m.p.h.
- 5, Brabham, 1 h. 09 m. 52.2 s., 100.75 m.p.h.
- 6, von Trips, 1 h. 09 m. 54.6 s., 100.48 m.p.h.
- 7, Schell, one lap behind; 8, Brooks; 9, Bonnier; 10, Trintignant; 11, Shelby; 12, Gerini (three laps); Ian Burgess retired on this lap with a disintegrated clutch.

Now Mike Hawthorn passed making signs to his pit that oil was needed; on lap 44, the Ferrari came in, and several litres were added. As Mike accelerated away, Salvadori came through Woodcote. The question now was: "Would Collins also have to come in for oil?"

Von Trips had at last edged in front of Brabham, but the little green car was hanging on like grim death. Collins was about to lap Schell, so the B.R.M. had also been dealt with. Try as he

might, Lewis-Evans could do nothing about that provocative Cooper; Salvadori was driving one of his greatest races, and was decidedly the main hope if anything should happen to the red cars.

At last, Bonnier was black-flagged to fix the air-scoop. He came in, but retired one lap later with gearbox failure. Meanwhile Shelby was circulating steadily with the sole surviving Maserati, having to cope with a continual haze of oil-smoke from lubricant leaking on to the exhaust manifold. Schell, having been "doubled" by Collins, began to go faster and faster. This worried the Ferrari pit, and "slow-down" signals were displayed, after Harry had repassed to put his B.R.M. back on the same lap as the leaders.

Hand-timing showed Schell to be lapping around 1 min. 41 secs., so the B.R.M. might well emerge as putting up fastest lap. However, Hawthorn, in his efforts to put as much road between his Ferrari and Salvadori's Cooper, turned in a 1 min. 40.8 secs., which was to stand as the day's quickest.

Jack Brabham had again taken von Trips for fifth place, but Harry Schell's increased pace was bringing him closer to both of them. Hawthorn began to pick up a second or so from Collins; he was about a minute behind after 50 laps, and on lap 55 the deficiency was reduced to 52 secs.

Then, with 60 laps registered, von Trips came in to retire with engine bearings gone. His Ferrari had run out of oil, and this was worrying in case Collins, too, had to replenish his tank. The "slower" signals were hung out, and Hawthorn immediately began to gain at between 2 and 3 secs. a lap. Nevertheless, it was unlikely that Mike would catch his team-mate, unless Collins had to make a pit-stop, or was deliberately slowed down even more by the team manager.

The exit of von Trips gave Schell his chance to come to grips with Brabham, and the B.R.M. passed the Cooper on the 63rd lap. There was still a chance that he could catch Salvadori and Lewis-Evans, so we now had the odd position of Lewis-Evans being given the "loud pedal" signal to get Salvadori, and Schell having a go at catching both. Still, "Arree" had left it a trifle late, and as Lewis-Evans speeded up, so did Salvadori, and the B.R.M. could pick up only the odd second or so.

**"BABY" VANWALL:** Graham Hill in the new Formula 1 Lotus. The works entries suffered from overheating in the race and Hill retired after 17 laps. He is seen leading Brabham's Cooper.

The dice for third place became more and more hectic, with Lewis-Evans trying everything short of ramming the Cooper to get past. It must have been most tantalizing for the Vanwall driver to find that the smaller-capacity car was the equal of the far more powerful 2½-litre machine—even pulling away slightly as the cars tore up Abbey Curve. This last-act duel brought the crowd to its feet. With Collins and Hawthorn safely home first and second respectively, all eyes were on the two green cars. Ironically enough, it was Brooks's car which gave Salvadori a slight advantage, Tony unintentionally getting in the way at Woodcote. Anyway, both cars screamed up to the finish, almost side by side; both rather overdid things on the bend, and they finished up by motoring partly on the grass in front of the stands, with Salvadori one-fifth of a second in front.

Peter Collins had a wonderful reception, and Hawthorn caused shouts of laughter by coming in with a pint mug of beer after his extra lap. Apparently Peter Whitehead and Co. had organized a quick pit-stop, having shown a very thirsty Hawthorn foaming jugs of ale during the closing laps.

Although the race will not go down in motoring history as a classic, it had many interesting moments. The crowd were obviously disappointed that the much-publicized Moss-Hawthorn duel never materialized, but they were treated to an exhibition of first-class Grand Prix driving, particularly during the first 25 laps when the Vanwall was chasing the Ferrari.

Roy Salvadori emerges with a greatly enhanced reputation; he has not always had the best of fortune in recent Grands Prix, having been plagued with clutch bothers. Lewis-Evans did all that was asked of him, but his car was just short of that extra vital power which would have made all the difference. Brabham also had a good day, and one is full of admiration for Schell, who made such a grand come-back after unaccountably slowing down for many laps. Brooks did not have the necessary speed to keep up with the leaders, and Trintignant also lacked power. Carroll Shelby, although outpaced in the Maserati, drove a really fine race, and would appear to deserve a faster machine in a future event.

Peter Collins's victory means that Cooper, Vanwall and Ferrari have each won two *grandes épreuves*—six up, and four to play, with Nürburgring, Portugal, Monza and Casablanca still to come!

\* \* \*

**Circuit Chatter:** Two new records were established during the meeting: Cliff Allison (Lotus), Class E, sports cars, 1 min. 46 secs. (99.41 m.p.h.). Bob Gerard (Austin A35), Class G, touring cars, 2 mins. 22 secs. (74.21 m.p.h.). . . . Nevil Lloyd, Tony Salmon and Desmond Scannell ran the superbly efficient Press service. . . . Peter Collins was given a gilt laurel wreath when he finished. . . . Tom Bridger's Cooper "500" was running on petrol, the only F3 machine to do so. . . . B.R.D.C. members' enclosure and refreshment tent was a popular innovation.



## ... AND THE OTHER RACES ...

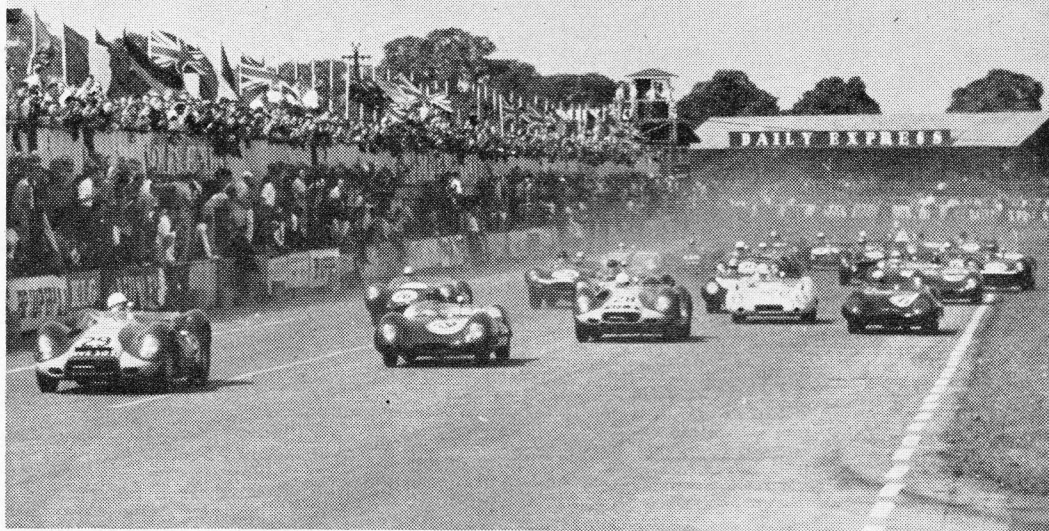
### The Sports Car Race

FIRST event on the day's programme was the 25-lap International *Daily Express* Sports Car Race, which was run in three classes. Some of the interest had gone out of the over 2,000 c.c. class, for Masten Gregory had crashed and wrecked the Ecurie Ecosse Lister-Jaguar in practice, and of course there were no works Aston Martins entered for this race. However, Stirling Moss and American Walter Hansgen were to drive the two works Listers, Ivor Bueb had the new and very pretty Ecurie Ecosse Tojeiro-Jaguar, Peter Whitehead the renowned DB3S Aston, 62 EMU, and Innes Ireland an Ecurie Ecosse D-type.

Peter Lovely, Graham Hill and Cliff Allison comprised the 1,500 c.c. works Lotus team in the 2-litre class, plus Roy Salvadori in John Coombs's 2-litre Lotus and Brian Naylor in the J.B.W. The 1,100 c.c. class included most of the familiar brigade of Lotus and Elva drivers.

Le Mans starts were completely abandoned this year, and practice times gave a front row to the grid, with Moss in pole position having lapped in 1 min. 44 secs. Next in line was Hansgen—with Salvadori and Hill next in two Lotus Fifteens. The second row had Allison (1,500 c.c. Lotus), Halford's Lister-Jaguar—and Alan Stacey's 1,100 c.c. Lotus! How these little cars go nowadays!

At the drop of the flag, Moss went away in the lead, followed by Allison and Hansgen, and Stirling was not headed for the rest of the race. However, at first he did not have things all his own way, for Allison was never more than a few seconds behind, followed by Hansgen and Salvadori. These four gradually pulled well ahead of the rest of the field and began a close battle of their own.



*SPORTS CARS away—and from a grid start this year. Moss (29) is well in the lead as usual in the Lister and glances over his shoulder before pulling across for Copse Corner. He is followed by Allison, Hansgen, Naylor, Stacey and Salvadori.*



*MOSS (above) on his way to victory in the 3.8-litre works Lister-Jaguar. He led from start to finish, but one of his pursuers was Roy Salvadori (left) in John Coombs's Lotus Fifteen. Roy finished second overall and won the 2-litre class.*

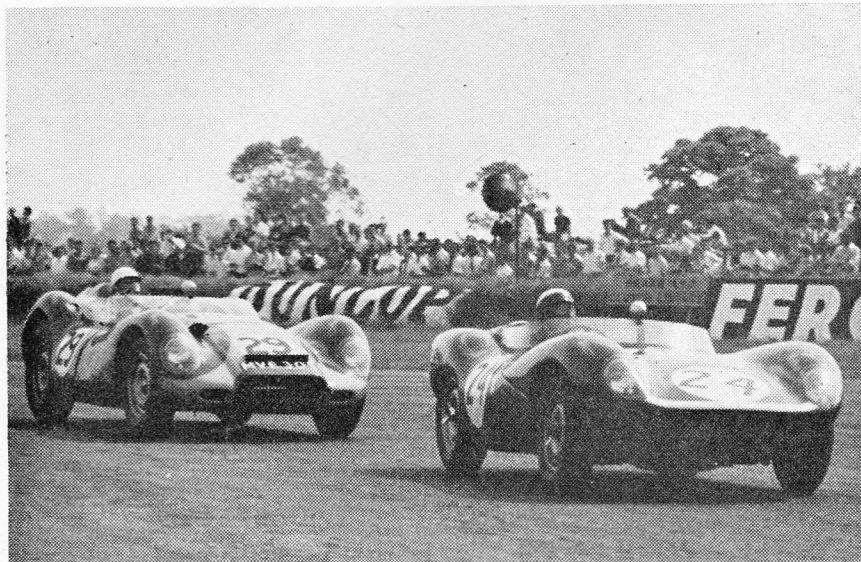


Trouble began early. On the fourth lap Raby (Elva) came in with a mis-firing engine and changed plugs but as in fact he had dropped a valve, it did not help very much and he had to retire! Next lap it was Peter Whitehead who called at the pits to retire with a broken shock-absorber.

Leading the second batch of cars was Bruce Halford (Lister-Jaguar), closely harried by Alan Stacey in the little 1100 Lotus, and Graham Hill and Pete Lovely in the works Lotus Fifteens. Hill drove furiously to work his way through until he was leading this batch at the end of the seventh lap—and then he spun at Stowe Corner, dropping right back to 19th place.

On the 10th lap Hansgen pulled ahead of Allison and closed to within four seconds of Moss, but the effort proved too much and he dropped a valve! His





retirement changed the pattern of the leader-board and very soon afterwards Salvadori moved into second place ahead of Allison: however, Cliff had already set up a new 1,500 c.c. sports car lap record at 99.41 m.p.h.

Lovely was now holding fourth place, but once again the effort was more than the machinery could stand and a rod went, bringing Halford back into fourth spot, with Stacey now fifth and Bueb sixth.

Hill was now thrashing his way through the field at a fantastic rate, working his way back to 10th place by the 12th lap, but a few rounds later fuel starvation began to set in and he eventually had to make a pit stop, with a misfiring motor.

Bueb, in the sleek, dark blue Tojeiro, now took fourth place from Halford and Stacey in turn also passed the Lister, the bunch then spreading out a little for the remaining laps.

Meanwhile, up in front, Moss was finding the pressure a little less and was able to ease up a fraction. Salvadori was firmly in second place and Allison, although the motor did not sound too happy, was lying third. By the 20th lap the order had stabilized to Moss, Salvadori, Allison, Bueb, Stacey, Halford, Keith Greene (1100 Lotus), Naylor and Ireland. Hill, after his pit-stop, had set off at high velocity once more, but three laps later a rod appeared through the side of the motor.

So they finished, with Moss a firm winner in the "big" class, Salvadori in the 2-litre category and Stacey a fine fifth overall and 1,100 c.c. class winner. Keith Greene drove an excellent race to finish seventh overall, also in a 1,100 c.c. car.

STUART SEAGER.

#### Sports Car Race

1, S. Moss (Lister-Jaguar), 97.92 m.p.h.; 2, R. Salvadori (Lotus); 3, C. Allison (Lotus); 4, I. Bueb (Tojeiro-Jaguar); 5, A. Stacey (Lotus); 6, B. Halford (Lister-Jaguar); 7, K. Greene (Lotus); 8, B. Naylor (J.B.W.); 9, I. Ireland (Jaguar); 10, J. Campbell-Jones (Lotus). **Fastest lap:** Moss and Allison, 1 m. 46 s., 99.41 m.p.h.

#### The Touring Car Race

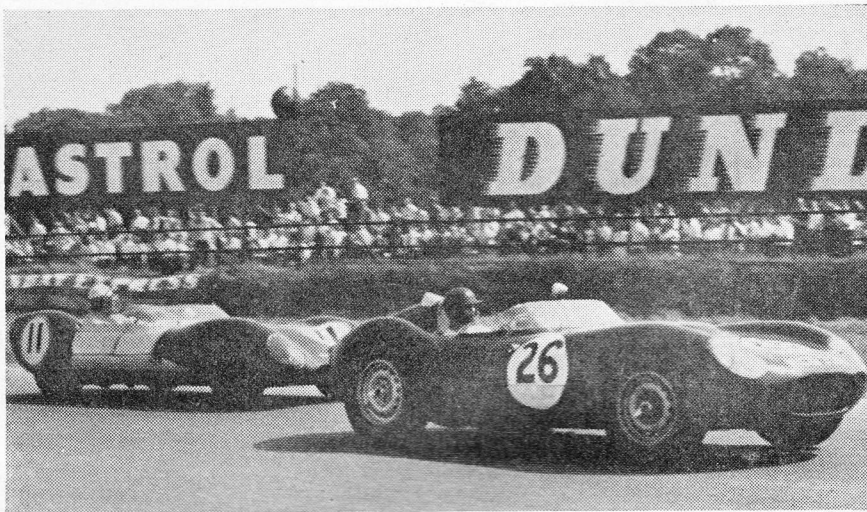
AFTER the International Trophy meeting at Silverstone last May many of the participants in the Touring Car race (for which there was a Le Mans-type

round Club Corner, hit the bank and spun. He was unhurt but the car was *hors de combat*. Sparrowe, however, went the whole hog and rolled his "Deek". He was thrown out as the car came to a halt on its side. It then began to topple on to him but he caught it on the balance and held it until the marshals got to him.

After five laps the order was Sopwith, Hansgen, Baillie, Crawley, D. J. Uren (Jaguars), Leston, Grace (Rileys), and Sears (Austin). Johnny Sprinzel (A35) retired at Becketts and on lap eight Marriott brought his Minor 1000 into

*IVOR BUEB (driving the new Ecurie Ecosse Tojeiro-Jaguar) glances in his mirror as Stirling Moss comes up behind to lap him in the Lister (left).*

*BRUCE HALFORD (below) also watches the mirror as Alan Stacey essays to overtake his Lister-Jaguar in a mere 1,100 c.c. Lotus! Stacey won the 1,100 c.c. class.*



start) expressed the desire to be able to strap themselves into their cars before hurling them round the circuit at a rate of knots. The powers-that-be took heed of this cry and on Saturday there was a grid start for the race, which made a lot of people much happier.

The main interest in this event was obviously going to be the battle for first place between the five 3.4 Jaguars. Sopwith had made fastest lap in practice but the American driver Walt Hansgen was only .2 sec. slower and he had never seen the circuit before in his life! This held promise of a good scrap.

There was a minor panic on the grid when the bonnet of Sopwith's Jaguar was raised with about one minute to go. It was shut in time, however, and with Leston (Riley 1.5) creeping slightly the flag dropped and the field screamed away, Sopwith to the fore. As they came round at the end of the first lap Sopwith still led from Hansgen (whose cornering technique was impressive to say the least!), Crawley, Baillie and D. J. Uren, all in 3.4 Jaguars. Behind this quintet came Jack Sears (Austin), hotly pursued by the three Riley 1.5s of Leston, Walker and Grace. Two cars were missing at the end of this lap, the Ford of J. M. Uren and the DKW of J. Sparrowe. Uren lost it half-way

the pits with an overheating engine and retired. Graham Hill's A35 was also overheating but he had the presence of mind to put the heater on to provide a little extra engine cooling.

The order remained the same until lap 11 when Tommy Sopwith's Jaguar shed its nearside rear wheel, Tommy taking to the grass and the wheel unfortunately going into the crowd and breaking a spectator's leg. Hansgen now took the lead from the other three Jaguars and the two Rileys, which were going great guns, Leston fairly hurling his car through the corners. Farther back in the field Bob Gerard was the best of the 1,100 c.c. class boys showing the way round with a great display of driving. Len Adams, however, made a valiant effort to get ahead of Bob and in fact did so for a couple of laps but it was Gerard who was first over the line at the end.

Hansgen was coming past the pits now at a lesser rate of knots but with smoke pouring from his nearside rear tyre. He was over half a minute ahead of the next man, however, and he was able to finish without hurrying. He was followed over the line by Baillie, Crawley, Uren and Leston, these being the only cars to complete 17 laps.

All due credit must go to Hansgen. He has shown himself to be a fine driver



and to be able to lap a circuit that is new to him in such a fast time speaks volumes for his ability. Let's hope we see more of him here and in Europe.

CHRISTOPHER NIXON

#### Touring Car Race

1. W. Hansgen (Jaguar), 83.92 m.p.h.; 2. G. Baillie (Jaguar), 82.58; 3. J. F. Crawley (Jaguar), 82.07; 4. D. J. Uren (Jaguar), 79.51; 5. L. Leston (Riley), 76.54; 6. G. H. Grace (Riley), 76.46; 7. J. Sears (Austin 105), 75.41; 8. I. Walker (Riley), 73.96; 9. A. T. Foster (M.G.), 73.09; 10. F. R. Gerard (Austin A35), 72.60.

The Team Prize was not awarded as no nominated team finished complete.

**Non-Starters:** Car No. 12, Taylor (Borgward).

**Class G:** F. R. Gerard (Austin A35), 72.60 m.p.h. **Class F:** L. Leston (Riley 1.5), 76.54 m.p.h. **Class D:** J. Sears (Austin), 75.41 m.p.h. **Class C:** W. Hansgen (Jaguar 3.4), 83.92 m.p.h.

\* \* \*

#### The 500 c.c. Race

STUART LEWIS-EVANS, driving the Beart-tuned Cooper, had an almost unchallenged victory, maintaining a clear lead after the fourth lap. Until this point, however, it seemed that the issue might well be in doubt, for rising star Trevor Taylor, whose Cooper had also come



*CROWD AT COPSE. The tail-enders of the touring car field hurry round Copse just after the start of the race.*



**ANGLES OF DRIFT (above).** The three Austin A35s of Len Adams, Graham Hill and Bob Gerard make an interesting picture as they scream round a corner. Walt Hansgen can be seen behind Hill (No. 2) passing them on the outside.

**(Left) HANSGEN HEAD-ON.** The American driver is seen here in a full drift in the 3.4 Jaguar.

from the hands of Francis Beart, challenged him continuously and for a brief space led the race. After that, however, Taylor dropped to the back of the field and, though he worked his way through the pack with great skill and speed, had to retire after 12 laps.

Taylor came to the grid in pole position, Lewis-Evans being next to him, and it was the latter who took an immediate lead. At the end of the first lap he led Taylor, then Don Parker (Cooper), Tom Bridger (Cooper) and Ian Raby (Flash Special). Taylor pressed Lewis-Evans ever harder and, on lap three, took the lead only to lose it again next time round. Then he almost fell off the lap chart, coming round in 16th position on lap five.

This, of course, left Lewis-Evans with a clear lead, Don Parker, now in second place, being well behind him, and with Tom Bridger in close attendance. Already the race had sorted itself into a

pattern and the first victim had already dropped out: this was P. A. Luke (Cooper), suffering from a broken piston—and that is a severe malady when you have only one piston! G. F. Chippindale (Cooper) was still motoring valiantly on, having started two laps in arrears after a throttle linkage fault had delayed him on the line.

On lap five Lewis-Evans went round in 1 min. 55 secs.—a speed of 91.63 m.p.h., equalling Trevor Taylor's lap speed on the second tour. Race average speed at six laps was 89.68 m.p.h., Lewis-Evans leading Parker by nearly 9 secs. Taylor was still not hanging around, and had already moved up in the field. By 10 laps he had reached 11th place. On the same lap Ian Raby, who had been duelling for





**FIRST MAN HOME:** Peter Collins takes the flag after his impeccable drive in the Ferrari. This was his first Grande Épreuve win of the season.

fifth place, retired with a broken oil-pipe in the Flash Special and two laps later Taylor's game effort came to naught: the plug lead became detached from the magneto, of all unlikely things, and that was that.

After this there was no one to challenge the leaders and Lewis-Evans maintained his eight-and-a-bit seconds lead over Parker. Bridger was still pressing the latter very hard, but did not appear to have sufficient reserves of speed to catch him. Bridger was well ahead of fourth man Pitcher, who in turn led fifth place man E. Dawson by 29 secs. On lap 15, however, Pitcher had to drop out, and so the race finished—Lewis-Evans well ahead and Parker second. Toward the end Bridger's car seemed to lack steam and although holding third place he dropped right back from Parker to the tune of 16 secs. Fourth man home was Dawson, closely followed by Scott Bloor.

MARTYN WATKINS.

#### Results

**500 c.c. Race, 17 laps:** 1, S. Lewis-Evans (Beart-Cooper), 89.22 m.p.h.; 2, D. Parker (Cooper); 3, T. Bridger (Cooper); 4, E. Dawson (Cooper); 5, Scott Bloor (Cooper); 6, D. Truman (Cooper). **Fastest lap:** T. Taylor (Beart-Cooper) and Lewis-Evans, 91.63 m.p.h.



## SILVERSTONE TECHNICALITIES by JOHN BOLSTER

SILVERSTONE is a most unusual circuit. For the fastest cars it poses very great road-holding problems and there are bumps and changes of camber that really test the suspension. It is not as "difficult" in this respect as Spa, for instance, because extremely high maximum speeds are not attained, and so the tyres do not have to be inflated rock hard. Nevertheless, to achieve a really good lap time at Silverstone, a Grand Prix car must have impeccable suspension.

Yet, for the touring machines, Silverstone poses virtually no road-holding problems. At their slower pace, the circuit becomes a wide-open space, and an extra 10 b.h.p. in the engine is worth far more than the best independent rear suspension system. One saw cars that rolled and wallowed through the bends keeping ahead of others that cornered really well, so the results were not perhaps of very great importance. The main interest of that particular race lay in the excellent reliability of normal production engines when driven unmercifully on a really hot day.

The sports car race, curiously enough, did not conform to the internationally recognized 3-litre limit. As a result, the Aston Martin team decided to sit this one out, and no Ferraris were attracted. In compensation, we were privileged to watch Stirling Moss making full use of 3.8-litres of Lister-Jaguar, and that was really something. Apart from that, the larger machines were quite overshadowed by the two incredibly fast Lotuses of Cliff Allison and Roy Salvadori. The time is fast approaching when a Lotus or a Porsche will habitually beat the 3-litre cars on most circuits, simply because these lighter vehicles are

so controllable and have such high cornering power.

The new Elvas were interesting. The body shape is based on aerodynamic research and gives a highly individual appearance to the cars. Weight has been saved, and I predict some successes for this "all-independent" machine in the 1,100 c.c. class. Mackenzie-Low was lying third in that category when a trivial breakage forced his retirement.

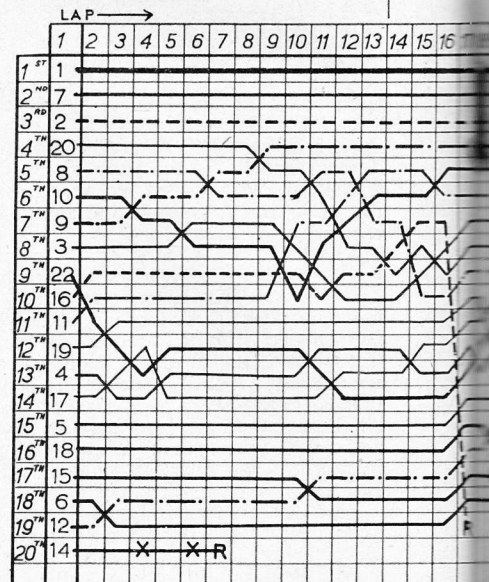
If the Elva could challenge the 1,100 c.c. Lotus, it would greatly increase the public interest in this class, which would be a very good thing.

Let us, however, come to the Grand Prix itself. The steady development of the Ferrari, as race succeeds race, is most impressive, and it seems to go a little better on each appearance. There were no visible changes on this occasion, and the drivers had complained of over-

### LAP-BY-LAP SCORE CHART of the British G.P.

Follow the fortunes of the cars from the race order at the end of the first lap.

DRIVER	CAR	CAR NO.
P. COLLINS	FERRARI	1
J.M. HAWTHORN	"	2
W. VON TRIPS	"	3
M. TRINTIGNANT	COOPER	4
C. SHELBY	MASERATI	5
G. GERINI	"	6
S. MOSS	VANWALL	7
T. BROOKS	"	8
S. LEWIS-EVANS	"	9
R. SALVADORI	COOPER	10
J. BRABHAM	"	11
I. BURGESS	"	12
J. FAIRMAN	CONNAUGHT	14
I. BUEB	"	15
G. HILL	LOTUS	16
C. ALLISON	"	17
A. STACEY	"	18
J. BEHRA	B.R.M.	19
H. SCHELL	"	20
J. BONNIER	MASERATI	22





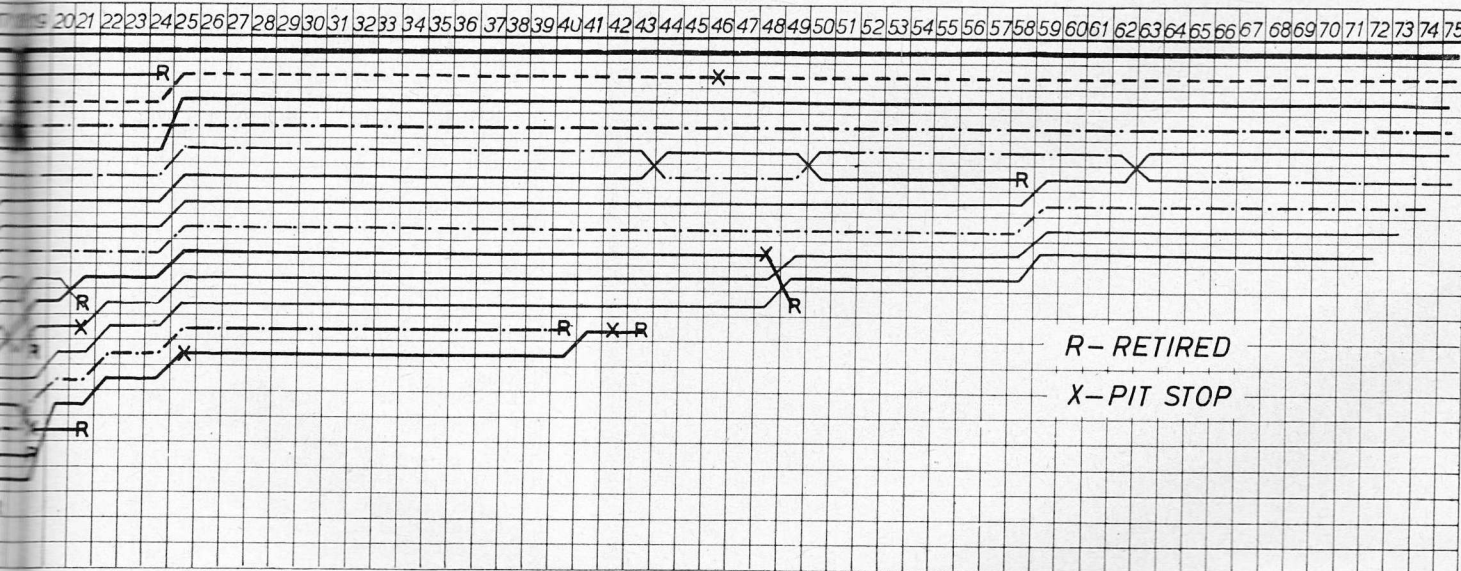
All was not well in the Vanwall camp. Tony Brooks's car was slow during practice, and the spare machine was also off song. These fuel injection engines are so critical in their settings that they can only be tuned with any certainty on the test bench. The head of Tony's car was lifted, and the valves ground in, but it did not fully regain its speed. Stirling Moss had the fastest practice lap, and had better brakes than the

In contrast, the three Lotuses all ran into trouble. Overheating and low oil pressure seemed to be the diseases that afflicted them, and one wonders whether a fractionally larger air passage to the

The pits at Silverstone are not the  
(Continued on page 123)



*LOOK, NO HANDS! No bearings either! Wolfgang von Trips brings the number three Ferrari into his pit with a ruined engine. This was his first appearance at Silverstone.*





# ALPINE AFTERTHOUGHTS

By JOHN GOTT

Nor should the fact that the entry of 64 cars (56 starters, 25 finishers) was the smallest for some years be allowed to play down these successes, as our medium-priced saloons and sports tourers beat Citroën I.D.19s, D.B. Panhards, Ferraris, Mercedes 300SLs, Porsches and Volvos, driven by such experts as Andersson, Fabre, Storez and Tak.

It must, however, be admitted that the more expensive British cars were less successful, the actual proportion of finishers to starters for the various British marques being:—

Austin A105 1/1; Austin-Healey 100-6 4/5; Austin-Healey Sprite 3/3; Ford Zephyr 3/6; Sunbeam Rapier 4/6; Riley 1.5 2/3; Triumph 2/8; A.C. 0/3; Aston Martin, Austin-Healey 100-4, Jaguar 3.4 and Minor 1000 each 0/1.

Nevertheless, if the British comprised 71.4 per cent. of the starters, they also provided no less than 76 per cent. of the finishers and the only marques to finish 100 per cent. intact were British, *i.e.*, the Austin-Healey Sprites and the Austin A105.

The smallness of the foreign entry was mainly due to the absence of the

(Left) *Coupe des Dames* winners Pat Moss/Ann Wisdom (Austin - Healey) storm over the summit of the Gavia Pass.

(Right) *Edward Harrison* (standard Ford Zephyr) won another *Coupe des Alpes* for Britain, driving with *Dick Habershon*.

(Below) *Real Alpine* country. *George Hartwell* and *I. D. Lewis* (Sunbeam Rapier) hurry round a gravel-covered bend on the *Passe di Vivione*.

THE XIXth "Alpine" was a resounding success for British cars, which won four out of seven "Coupe des Alpes", four out of eight classes (including a 1-2-3 victory in the small G.T. class, previously regarded as a closed preserve of Continental cars), and the Coupe des Dames. The successful Coupe and Class winners were Ford Zephyr, Sunbeam Rapier and Triumph TR3A, whilst a Coupe, first and second places in the Coupe des Dames and the small G.T. class went to Austin-Healey 100-6 and Sprite respectively.

In addition a privately entered Austin A105 and Riley 1.5 finished third in their classes, the latter splitting the "works" Sunbeam Rapiers.



French. Several habitual Alpine drivers were otherwise engaged at Rheims and it was hard luck that the only drivers to attempt the "double", Storez and Fabre, failed to finish the "Alpine". It tends, however, to be overlooked that there is still a considerable political crisis in France and that currency restrictions are extremely tight. The most notable French absentees were Regie Renault, but François Landon, their Competition Manager, rather let the cat out of the bag when he commented that he had sent a trial car round the course and found it impossible to guarantee a win. The Regie are now in the difficult position of not wishing to jeopardize their "Monte" win, since which the "works" cars have been noticeable by their absence in the major rallies.

As a result the French motor industry were poorly represented in France's one rally counting for the Championship, their sole finisher being the much battered Citroën I.D.19 of Capravesnes/Bobrowski in 20th position and last in its class.

To compensate for this, however, first and second places in the General Classification and two class wins were decisively scored by French crews driving Alfa Romeo Giuliettas, respectively the very hot Zagato S.S. coupé and the more normal T.I. To underline the Alfa Romeo superiority in its class, third place was taken by a T.I. version driven





by two Germans. Although two Alfas failed to finish, this was good enough to take the Team Prizes from the "works" Austin-Healey 100-6s.

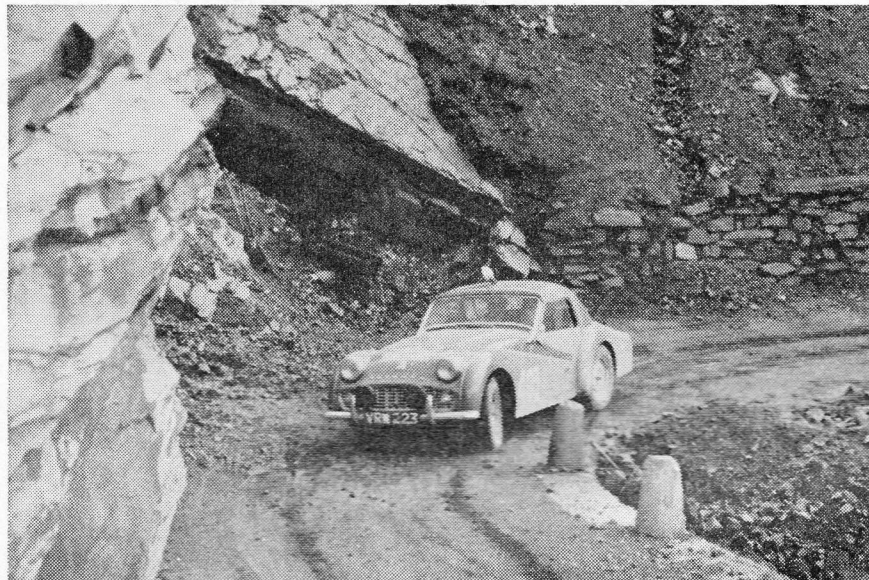
There were perhaps good grounds for M. Landon's apprehension, as if the A.C.M.P. had stuck rigidly to their Regulations no Coupes des Alpes would have been awarded in 1958. No car in the entire entry succeeded in doing the maximum time in the "Regularity" Tests on the Col de Soubeyrand and Col d'Allos, and only a handful of the more daring drivers succeeded in getting within 30 secs. of it.

The Club claimed that the times had been set after trial runs with a Renault Dauphine, a Citroën D.S.19 and an Alfa Romeo Giulietta, but almost certainly the distances were well over the seven kilometres claimed and the surfaces had

than a cart-track. In compensation, the times for the Vivione and the Gavia did not call for the taking of excessive risks to avoid penalty. Several crews, for instance, had punctures on both passes, yet changed wheels and still made the control with a fair margin in hand.

The final stages were particularly gruelling, allowing rest neither for car nor crew, and drivers looked more haggard than normal on arriving at Marseilles.

Surprisingly enough, there were fewer retirements on the last than on the first day, although three of them, the Gott/Tooley Austin-Healey, the Andersson Volvo and the Bueb/Ray Sunbeam Rapier, had a decisive result on the palmares as each car was leading its class, the Austin-Healey and the Volvo being also still "clean".



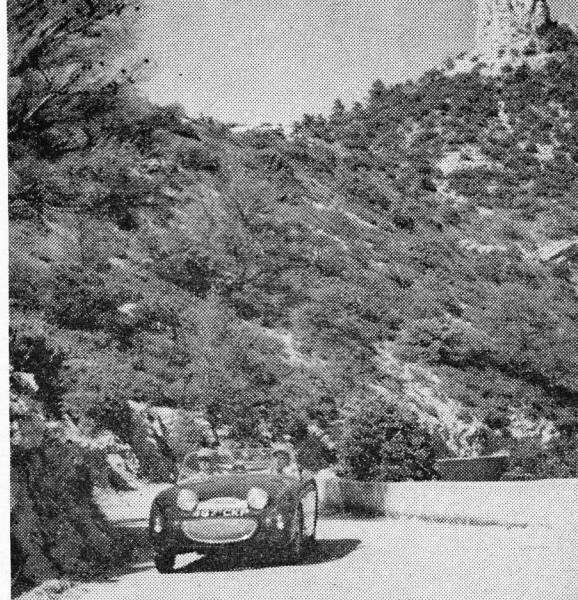
deteriorated since the test runs. As a result these tests were "scrubbed", the penalty points therein acquired being used to decide the order in General Classification amongst the Coupe des Alpes winners.

This was a very fair decision, and to it Consten/de Lageneste owe their win, as on the original bonus point system they were trailing behind the T.I.s but de Lageneste's expertise on loose gravel gave them a clear margin of 11 fewer penalty points over the touring cars.

More controversial was the decision to "scrub" the Mont Revard test because several "works" drivers did not go through it correctly and protested accordingly, although the majority of the entry, including the team-mates of the erring drivers, managed to find their way without difficulty.

Apart from these tests, the course was probably the toughest yet. For instance the passage of Guil valley, not yet repaired since the flood damage of 1957, was appallingly rough, resembling more a dusty, dried-up stream-bed than an alleged first-class road.

New and unpleasant "finds" by the Club included the steep and stoney Passo di Croce Domini, where Tak split his Mercedes's petrol tank and the Burton brothers slid over the side in their A.C., the aptly named Col du Prayer (co-drivers'?), and the loose Col de Menee, which was nothing better



The most common failures this year were seized engines and gearboxes and hub failures. Brake troubles were less common, although when they did occur they produced pretty devastating results as witness Gatso's and Anne Hall's crashes. The latter was due to not trying out disc brakes under Alpine conditions, for there can be no doubt that  
(Continued overleaf)

(Above) A brilliant competition début was made by the Austin-Healey Sprites which finished 1, 2 and 3 in their class. This is the private car of Ray Brookes/R. Wells West, which finished third.

(Left) The highest-placed British car and winner of a Coupe des Alpes and its class was the Triumph TR3A of Ballisat and Bertaut, here seen on the Vivione.

(Below) Coupe des Alpes winners on their sixth attempt were the veterans Bill Shepherd/John Williamson, whose Austin-Healey is here seen on the timed climb of the Stelvio.





**Alpine Afterthoughts—continued**

the disc brake is the mountain brake *par excellence*. The Triumphs and the Austin-Healeys ran through without pad changes whilst the drum-braked Rapiers and Fords were forever changing liners, at which the crews became remarkably expert. Sopwith and Deane, for instance, changed front liners in eight minutes flat—a wonderful effort which, however, should not be necessary in this day and age.

The modified saloons were interesting technically. The “works” Fords, for instance, had a three-carburetter layout and Girling disc brakes on the front wheels, but the “works” Rapiers did not have such non-standard mods. and were, indeed, quite a bit slower than the standard cars at Monza.

However, it was clearly demonstrated that it is not much use running “modded” saloons on level terms with G.T. cars, for only one car finished and that was bottom in its class.

Possibly the most intriguing cars were Ken Richardson's Triumph TR3As, with the new 2.2-litre engine, an interim measure until the introduction of the even newer twin-cam. The extra c.c. obtained by the use of a larger liner produced not only more b.h.p. but also better torque, resulting in improvements of over 10 seconds per lap round Monza and over 20 seconds up the Stelvio, where Ballisat's car made B.T.D., as it did also on Mont Ventoux.

However, the extra performance may have made the cars tricky to handle for such experienced TR drivers as Annie Soisbault, Paddy Hopkirk, Brian McCalden, Joe Kat and Bob Halmi all ran out of road with varying degrees of damage. Keith Ballisat, however, had no trouble and drove beautifully on his first Alpine to win a coupe, his class (the largest, with 25 starters), and make best British performance in fourth place of the General Classification. Of the other British coupe winners, it was Bill Shepherd and John Williamson's sixth attempt (after two very near misses), and the third attempt of Peter Harper and Edward Harrison, although the latter shared a coupe-winning Ford with father Cuth in 1956.

Of the Continental favourites, Tak (Mercedes 300SL) lost marks on the first night and retired with a split tank on the second day; Gatso, (Triumph), the sole contender for a gold coupe, suffered from a leak in the brake hydraulics but pressed on with the handbrake, only to have a nasty crash on the Col d'Allos from which the crew were lucky to escape with minor cuts and a written-off car; Storez (Porsche Carrera) retired when “clean” on the second day with a multiplicity of troubles ranging from an accident to water in the petrol; Collange (Alfa Romeo), the 1956 winner, ran out of petrol; Parucci spun his Ferrari out at Monza and Andersson, the current Championship leader, crashed his Volvo on the Izoard when leading his class and lying third in General Classification. Annie Soisbault had a most indifferent rally, being late at the start, early in the Allos Regularity test and finally retiring after an accident on the Stelvio.

The Coupe des Dames was dominated throughout by Pat Moss/Anne Wisdom (Austin-Healey), who were always the fastest ladies' crew in the tests and who alone were “clean” after the first night. They might well have won a coupe had not a well-intentioned bystander blocked

★

**COUPE DES ALPES** — amongst other trophies—collected by Peter Harper and Peter Jopp for an unpenalized run in their Sunbeam Rapier. They were one of the four British crews out of a total of seven to win the coveted “Coupes” on this very tough event.

★



off the engine breather so causing the engine to pump out oil through the rear main bearing on to the clutch which slipped so badly that they lost marks on the third stage.

Nancy Mitchell and Mary Handley Page, after being penalized through incorrect insertions of timecards into timeclocks, drove steadily to finish second and third behind the brilliant young British pair, who now jointly lead the Ladies' Championship with Greta Molander/Helga Lundberg and Mmes. Blanchoud/Wagner.

However, no praise is too high for the seven coupe winners and their cars.

## MONOPOSTO REGISTER

PLENTY of variety is anticipated when the first cars built to the new Monoposto Formula appear next season. Already cars are being constructed with Ford and B.M.C. engines and two at least are employing lined-down 1,100 c.c. Riley engines. A power unit of any age is admitted, of course, provided that it has been used in a production saloon car of which at least 500 have been produced and sold. Capacity limits are 1,000 c.c. for o.h.v. units and 1,500 c.c. for s.v. engines. Overhead camshafts and supercharging are prohibited, while two-stroke engines up to 1,000 c.c. are admitted.

Any form of chassis, suspension, gearbox engine support and final drive may be used—provided that it passes the Monoposto Register and R.A.C. scrutineers' examinations. The chassis must, naturally, be of bona fide amateur design and construction. This means just that, by the way: you can't go to a professional manufacturer and have a chassis built, nor can you use a current F2 or F3 chassis! You can, however, use one of the latter if—and only if—it was built before 1953, and you can also use any other standard production chassis provided that more than 500 have been built and sold.

The aims and purposes of the Register are, briefly, these: to encourage the construction by enthusiasts of limited means of single-seater racing cars and to provide a formula under strict control to prevent domination by commercial concerns giving advantage to the minority with unlimited cash! The intention is not, it must be stressed, in any way to compete with or supplant existing motor

clubs or formulæ, but to create an entirely new class of racing to fill the gap between 750 and 1,172 Formulæ, club racing and similar events and the highly specialized sports car classes, F2 and F3 racing. Events at several meetings in the 1959 season have already been promised for Register cars: if entries can be assured more will be forthcoming. Meanwhile, as soon as cars are ready they can be entered for experimental purposes in sprint and hill-climb events as either racing cars or in *Formule Libre* classes during the current season.

Membership to date has come from supporters spread over a wide area—most of whom were not present at the inaugural meeting in London on 3rd March, 1958. At this meeting about 50 per cent. of a crowded room agreed to build cars to the Formula then proposed and subsequently adopted. Few of these, however, have done so. Where are you all? The committee is waiting to prepare for next season!

MARTYN WATKINS.

## R.A.C. TRAVEL SERVICE

As a further extension of its facilities, the Royal Automobile Club has opened a Travel Service. This Service—a completely new enterprise for the R.A.C.—will be fully equipped to handle all matters relating to travel of every description at home and abroad, whether by private car or motor-cycle, by air, sea, rail or coach.

It will be available to motorists and non-motorists alike, whether members of the Club or not. Bookings can be made from the end of the year.



# ST. **DUNLOP**

## 'DAILY EXPRESS' BRITISH GRAND PRIX MEETING—SILVERSTONE

### SPORTS CAR RACE

**1st** S. MOSS  
LISTER-JAGUAR

**2nd** R. SALVADORI  
LOTUS

**3rd** C. ALLISON  
LOTUS

ALSO 8 OUT OF 9  
CLASS AWARDS

### TOURING CAR RACE

**1st\*** W. HANSSEN  
JAGUAR

**2nd\*** SIR GAWAINE BAILLIE  
JAGUAR

**3rd\*** J. F. CRAWLEY  
JAGUAR

ALSO TEAM PRIZE  
AND ALL CLASS AWARDS

### BRITISH GRAND PRIX

**3rd**  
R. SALVADORI  
COOPER-  
CLIMAX

### 500 c.c. RACE

**1st** S. LEWIS-EVANS  
BEART-COOPER

**2nd** D. PARKER  
COOPER

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# Club News

By MARTYN WATKINS

LATEST newcomer to the ranks of the motor club world is the Coventry-based **Godiva C.C.**—the initials standing, naturally, for Car Club and not *Cheval Club* (if that's too obscure, it's a reference to Lady G's white nag. Sorry, but there it is). Recently affiliated to the R.A.C., the club has among its members many who are keen participants in national events of one sort or another and a number of prominent motor industry folk.

Plans include a night rally to be organized on the lines of a national—presumably with a view to acquiring this status in the future—together with speed events at Silverstone and Mallory Park. Sprints on local venues are also planned.

Headquarters of the new club are at "Keith's Klub", 108 Cox Street, Coventry, and meetings take place there every Wednesday.

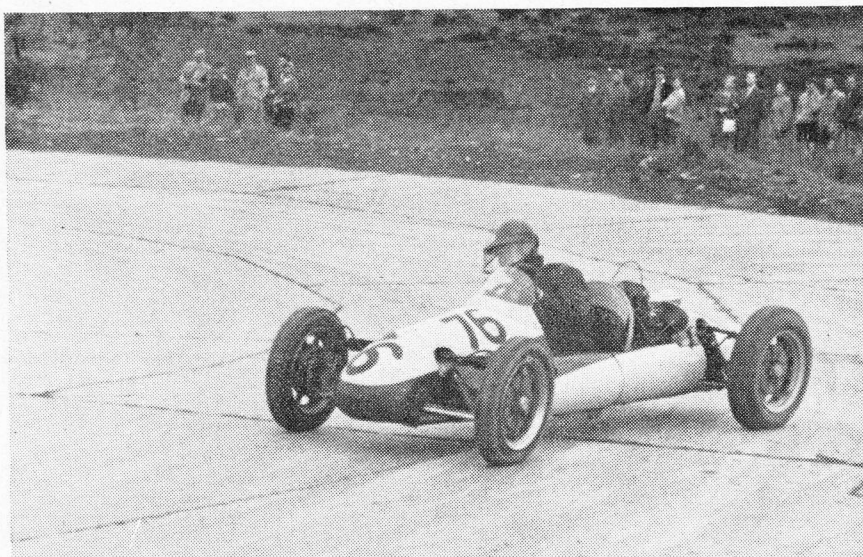
FOR the sprint and speed trial merchants, regulations for The Big Day have arrived. Yes, it will soon be time for the Brighton national speed trials again, organized *comme d'habitude* by the **Brighton and Hove M.C.** on 6th September. Entries close on 22nd August and go to 296/298 Madeira Drive Arches, Brighton 7. There is an additional class this year—the "marque class" for TRs, Austin-Healeys and M.G.s. . . . Midlands branch of the **Jaguar D.C.** have organized a sprint at Wellesbourne Aerodrome, near Stratford-on-Avon, on 16th August, closed to club. Regulations are available from E. W. Rankin, Old Post House, Helidon, near Daventry, Northants, and closing date for entries is 9th August. . . . **Midland A.C.** have the regulations available for the Shelsley Walsh national hill-climb on 30th August, and these are available from Gerard B. Flewitt, Secretary, M.A.C., 4 Vicarage Road, Edgbaston, Birmingham 15. Entries close on 6th August. . . . **Seven-Fifty M.C.** (Southern Centre) hold a hill-climb at Blandford Camp, near Blandford, Dorset, on 19th October, to take the place of the Tarrant Rushton speed trial. A "restricted" permit is being applied for, and secretary of the meeting is Mrs. P. M. Hood, High Noon, Petersfinger, Salisbury, Wilts. . . . Still in October, the **Berwick and D.M.C.** hold their Border Rally on 12th October. Details will soon be available from R. Beston, Belvoir, Glendale Road, Wooler, Berwicks. . . . Regulations are available from the B.A.R.C., 55 Park Lane, for the 31st Goodwood members' race meeting on 23rd August, for which entries close on 9th August.

## SHEFFIELD AND HALLAMSHIRE M.C. DRIVING TESTS, 22nd JUNE

### Provisional Results

**Best Team (Mercury Trophy):** Sheffield & Hallamshire M.C. No. 1 team; 2, Lancashire & Cheshire Car Club; 3, Nottingham Sports Car Club; 4, Derby County Car Club; 5, Manchester University M.C.; 6, North Midland M.C.

The winning team was composed of the following drivers: J. G. Harris (M.G.); C. Beresford (Morris); J. Nicholson (Berkeley); H. Parkin (Renault Dauphine); J. G. Foster (Morris); G. S. Paigent (Austin A35); E. Jackson (Anglia) and R. W. Knowles (M.G.).



BEST time of the day at the Darlington and D.M.C. sprint at Catterick on 13th July was made by R. T. Spreckley (Cooper), who suffered an "about face" on his first run, but made no mistakes on his second attempt.

## Coming Attractions

**July 26th.** Three Hours Sports Car Race, Clermont-Ferrand, France. Vintage Sports Car Club Race Meeting, Silverstone, near Towcester, Northants.

B.A.R.C. Race Meeting, Aintree, near Liverpool, Cheshire. Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.

**July 27th.** Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

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

**August 2nd.** Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

**August 3rd.** German Grand Prix, Nürburgring.

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

**August 4th.** B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.

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

West Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall.

**August 9th.** West Essex C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 1.30 p.m.

**August 10th.** Swedish Grand Prix (S. T.). Circle / Harrow / Chiltern C.C. Sprint, Brands Hatch, near Farningham, Kent.

## ROMFORD E.C.C. JULY HILL-CLIMB HELD at Stapleford Airfield on 13th

July, before a good crowd of spectators in rather unpleasant weather conditions, this closed to club event attracted 57 entries which was very satisfactory.

A gusty wind and occasional showers made driving conditions far from ideal but in all the circumstances the times were excellent. There were several incidents on the fast left-hander before the finish but fortunately without injury to the drivers or serious damage to the cars!

Fastest time of the day was fiercely contested and eventually lay between Ian Murchison driving his ex-Peter Gammon Lotus-M.G. and Reg Ager who had been loaned the same car. In their last runs excitement was intense and both made brilliant climbs. B.T.D. went to Murchison with a time of 20.94, just 5/100ths faster than Ager who had the consolation of taking the racing car class with his time of 20.99, whilst Murchison had the sports car (any trim) category as well as B.T.D.

Other fast climbs were recorded by R. Berwick who brought his Jaguar

XK 120 up impeccably in 22.64, whilst a 3.4 Jaguar in the hands of G. Forster did a spectacular 23.38, to take Classes E and F.

A battle in 1,300 c.c. Sports Car Class G resulted in J. Ellingworth (Lotus) clocking 23.80, second place to S. Scotchbrook, similarly mounted and his time 23.84.

Class A for unmodified saloons (up to 1,300 c.c.) produced one of the largest class entries and was eventually taken by R. Hutchinson (Ford Prefect) in 27.81 secs. with second place to S. Challis (Morris Minor) who was little slower at 28.12 secs.

The Club is now arranging its second September Snetterton Sprint of restricted status which will follow the same lines as the very successful Whit Sunday Sprint at the same circuit.

### Results

**B.T.D.:** Ian Murchison (Lotus-M.G.), 20.94 s.  
**Class Awards:** R. Hutchinson (Ford), 27.81 s.; S. Challis (Morris Minor), 28.12 s.; M. G. Winch (Simca), 27.28 s.; I. G. Forster (3.4 Jaguar), 23.38 s.; L. Turtle (M.G. TA), 26.2 s.; J. Ellingworth (Lotus), 22.8 s.; S. Scotchbrook (Lotus), 23.84 s.; R. Berwick (Jaguar XK 120), 22.64 s.; I. Murchison (Lotus-M.G.), 20.94 s.; R. Ager (Lotus-M.G.), 20.99 s.



# B.M.C.

## SUCCESSSES AT SILVERSTONE

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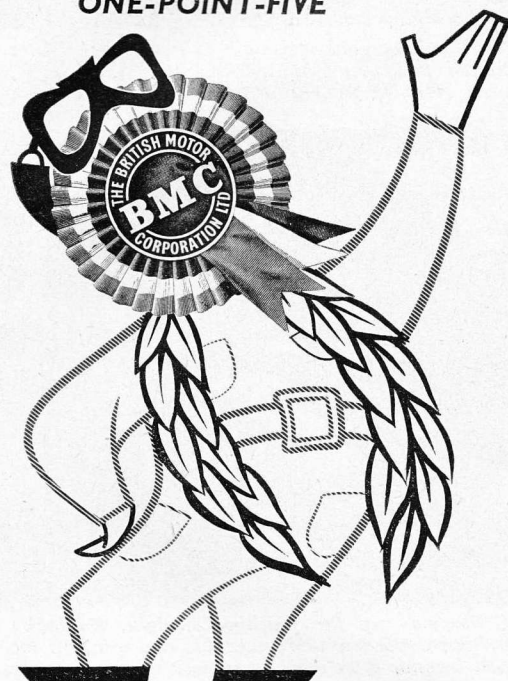
CLASS F (Over 1,100 c.c. up to 1,500 c.c.)



ONE-POINT-FIVE

## WINS TEAM PRIZE

1st L. LESTON 2nd H. G. GRACE 3rd I. WALKER



4th  
6th



MAGNETTE  
A. P. FOSTER · V. W. DERRINGTON

CLASS G (Up to 1,100 c.c.)

1st

2nd

3rd

4th

## AUSTIN

A.35

R. GERRARD

L. ADAMS

G. HILL

## MORRIS

1,000

W. G. WRIGHT

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*GLISTENING monster (below): Donald Overy's huge 4½-litre, blood-red Lagonda sets off as the surface begins to dry out.*

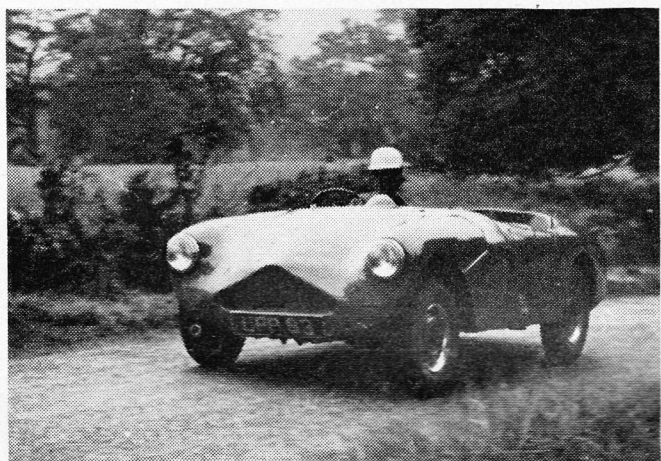
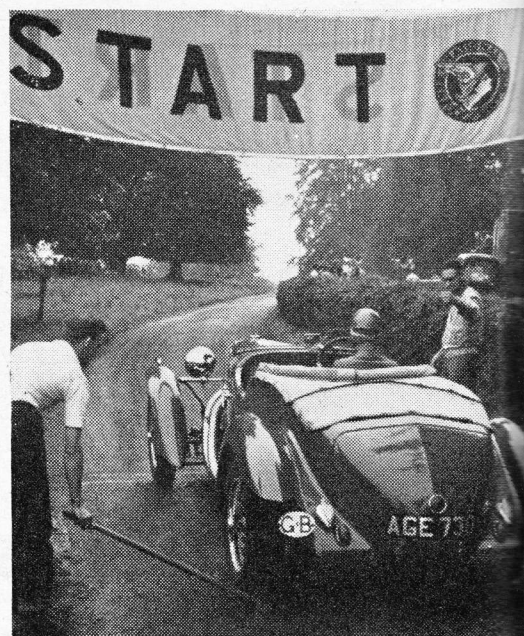


*WINNING WAY of Welshman David Boshier-Jones, as he takes his Cooper through the left-hander on his second, and quicker, run.*

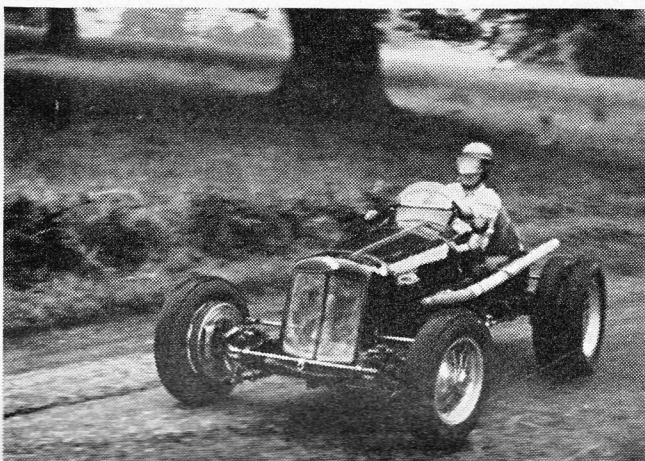
## WESTBROOK HAY

David Boshier-Jones (Cooper 1100) Makes B.T.D.  
at Herts County A. & Ae.C. National Hill-Climb

*Report on page 122*



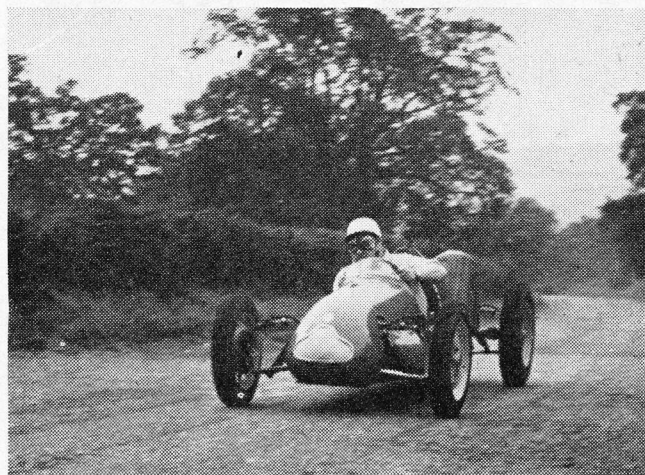
*NEWCOMER: This Standard 10-powered Fairthorpe Electron Minor was driven very nimbly by John Green and Torix Bennett, to take first and second places in its class.*



*OLD STAGER: The much-travelled ex-Peter Bell 2-litre E.R.A. recorded third best time of the day in D. H. C. Hull's hands. Here he checks a slide on the wet road.*



*THOROUGHbred: J. R. Hayward's venerable 1½-litre 6C Maserati had to compete with the blown Cooper twins, but nevertheless put up a good time.*



*BLASTING its way up the finishing straight, Keylock's blown 1100 Cooper became unmanageable and went off the road seconds after this picture was taken.*





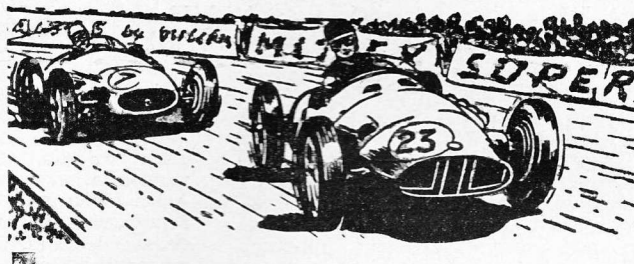
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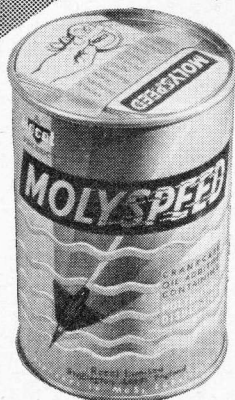
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## Boshier-Jones (Cooper) Wins at Westbrook Hay

**S**PEAK of hill-climbs and one normally thinks of Prescott, Shelsley Walsh or Rest-and-be-Thankful. However, speak of them in Hertfordshire—or in particular to a member of the Herts County Automobile and Aero Club—and Westbrook Hay jumps to the fore. There are now several excellent hill-climb venues in different parts of the country, apart from the International hills, which see more and more entries each year in meetings under National permits. Westbrook Hay, near Berkhamsted and only about 25 miles from London, is the only one, apart from Stapleford, in the Home Counties.

The third event to have National status at Westbrook Hay was held by the Herts County A. & Ae.C. on 12th July and enjoyed a record entry of over a hundred—nearly double last year's. Unfortunately last year's superb weather was not repeated, for rain fell heavily all the morning throughout the practice period, and the hedge on the outside of the principal fast left-hander became somewhat battered in the course of the morning! However, the rain eased off before the runs began, and the course steadily dried out during the afternoon, the second runs being held under almost perfect conditions.

Production saloon cars classes were introduced this year for the first time and the programme showed the interesting point that out of the nine entries in the up-to-1,300 c.c. class, not one was British. They comprised one Goggomobil coupé, two Fiat 1100s and six Volkswagens. However, the sports car classes catered for the *modified* saloons, most of the small ones being Speedwell A35s.

Principal interest was of course in the

racing car and big sports car classes. A. M. Park had his Tojeiro with Aston Martin DB3S motor; Sidney Allard came with a new Allard-Steyr, but seemed to have trouble keeping the eight Amal carburettors in harmony. Philip Scragg won the over 2,500 c.c. sports class with his H.W.M.-Jaguar, with Park second and Don Farrell's brutish Allard-Cadillac third. Incidentally, the smaller sports car class was for cars up to 950 c.c. and the first two places were taken by John Green and Torix Bennett respectively, driving the same Fairthorpe Electron Minor that John Green used to good effect at the M.C.C. Silverstone meeting. This very potent little sports car is available in kit form and can be built, we were informed, for only £425. Main mechanical units are Standard 10, this engine, of course, being very amenable to tuning. It should provide interesting competition for the Sprites and Turners!

Tony Marsh, holder of the hill record—25.05 secs.—had entered but was unable to appear. David Boshier-Jones, fresh from his victory at Rest-and-be-Thankful the week before, took 25.66 secs. for his first climb, and after his second superb run his time was announced as 25.01—a new record! However, there had been a slight clerical error somewhere and it was swiftly corrected to 25.09! Still a fine B.T.D., but what a disappointment for David. That other David—Good—made a rousing second B.T.D. in 25.24 secs.; these two drivers and D. H. C. Hull were the only ones to break 26.

The blown 1100s were in the next class up, and although they look and sound terrifying, they don't seem to be quite as quick as the unblown cars for

some reason. Keylock made a good first run, but on his second his car began to snake on the final straight and went off the road, partly demolishing the timing gear at the finish, which caused a slight hiatus in the programme! W. D. Roscoe won the class, in another Cooper twin with the odd capacity of 1,220 c.c.

Amongst the big cars were Bill Moss with Remus, Norris's Alta Special, Jim Berry's E.R.A. Special and D. H. C. Hull in the ex-Peter Bell 2-litre E.R.A. They were very closely matched, but with his second run, Hull joined the two Coopers, by recording 25.86—third B.T.D.—with a big car that must have been quite a handful on this very narrow course.

The organisation of the meeting was first class and it was only a pity that the weather kept away many of the expected "gate"—but summer in Britain is a gamble anyway!

STUART SEAGER.

### Provisional Results

**B.T.D.:** D. Boshier-Jones (Cooper 1,100 c.c.), 25.09 secs.

**Saloon Cars up to 1,300 c.c.:** 1, W. T. Needham (Fiat 1100), 39.78 s.; 2, M. J. Daniels (Volkswagen), 40.53 s. **Over 1,300 c.c.:** 1, R. C. C. Palmer (Riley 1.5), 37.15 s.

**Sports Cars and Modified Saloons up to 950 c.c.:** 1, J. Green (Fairthorpe Electron Minor), 34.52 s.; 2, T. Bennett (Fairthorpe Electron Minor), 36.22 s.; 3, J. R. Haseltine (Vanford II), 38.13 s. **951-1,100 c.c.:** 1, J. A. Playford (Lotus-Climax), 29.36 s.; 2, R. C. Blanshard (Lotus-Climax), 29.47 s. **1,101-1,500 c.c.:** 1, E. Lewis (Lotus-Climax), 28.01 s.; 2, C. B. Harding (Lester-M.G.), 1.172 c.c. **Ford-engined cars:** 1, F. J. Tiedeman (Millecent), 33.04 s. **1,501-2,500 c.c.:** 1, J. B. Norris (Frazer-Nash), 29.92 s.; 2, J. R. Rudd (Frazer-Nash), 30.14 s. **Over 2,500 c.c.:** 1, E. P. Scragg (H.W.M.-Jaguar), 26.87 s.; 2, A. M. Park (Tojeiro-Aston), 27.79 s.; 3, D. B. Farrell (Allard-Cadillac), 29.39 s.

**Racing Cars up to 500 c.c., Norton engines:** 1, J. B. Welton (Cooper), 28.58 s. **Non-Norton engines:** 1, M. M. Cleaver (Cooper-J.A.P.), 28.85 s.; 2, B. Eccles (Cooper-J.A.P.), 29.70 s. **501-1,500 c.c.:** 1, D. Boshier-Jones (Cooper-J.A.P.), 25.09 s. **1,501-2,500 c.c.:** 1, W. D. Roscoe (Cooper-J.A.P.), 26.15 s. **Over 2,500 c.c.:** 1, D. H. C. Hull (E.R.A.), 25.86 s.

### CLUB DAY AT SHELSLEY

**P**OT-HUNTERS were conspicuous by their absence at the hill-climb held at Shelsley Walsh recently by the Midland A.C. The principal idea was for the ordinary club member to have a go at a full-blown climb on one of the best-known venues in the country. The regulations were framed to cater mainly for production sports cars and saloons, plus separate classes for those with slightly "warmed" production cars.

A very informal and friendly atmosphere prevailed and while most of the

country was lashed by torrential rainstorms, the course, in this sheltered pocket of Worcestershire, remained dry until the first runs were completed. Then the rain swept down and competitors were able to compare their efforts under wet and dry conditions, whilst marshals huddled under striped umbrellas.

The number of entries was somewhat disappointing, but it is hoped that response to this excellent invitation event will be better next time, now that it has become "known".

Best time of the day was made by Les

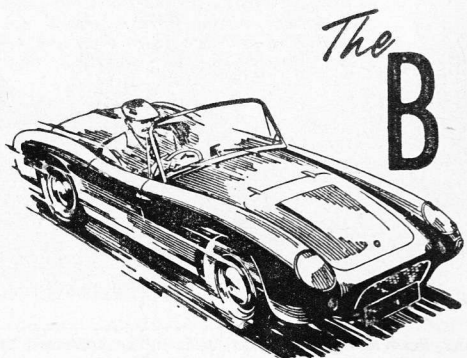
Yarranton in his hard-worked TR-engined Morgan, who rocketed up the hill (in the dry) in 47.7 secs., second place also being taken by a Morgan: that of J. F. Livingstone.

### Results

**B.T.D.:** A. L. Yarranton (Morgan), 47.7 s.

**Best Club Team:** Hagley & D.L.C.C. "B" team.

**Production Saloons and Convertibles:** D. R. Grounds (Austin A35), 68.0 s. **Production Sports Cars up to 1,600 c.c.:** C. W. Lawson (Porsche), 49.6 s. **Over 1,600 c.c.:** A. L. Yarranton (Morgan), 47.7 s. **Modified Saloons:** H. R. Vincent (Wolseley 1500), 60.4 s. **Modified Sports Cars:** F. P. Grounds (Jaguar XK 120), 55.2 s.



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With a week-end's motor racing to cover, four people to house and a lot of mileage to travel, we came across this remarkable vehicle by courtesy of Synchro Car Hire, Ltd., Petersham Mews, Queens Gate, S.W.7, this firm considering that it would be a suitable machine for the job.

So, indeed, it turned out. Powered by a Vauxhall Victor 1,507 c.c. engine, the Dormobile has an adequate cruising speed of something like an indicated 50 m.p.h. It will go more quickly than this, but with the low gearing necessary to move it off the mark on up-gradients, the engine becomes obtrusively noisy. The three-speed gearbox has synchromesh on all gears. Road-holding, naturally, scarcely approaches that of a sports car but, nevertheless, we were able to cover a consistent 35 miles in successive hours. The driving position takes a little getting used to, for with a "flat front" there is nothing to aim the vehicle. It is, however, extremely comfortable, and one driver can cover long distances without discomfort. Visibility is a little restricted by stout windscreen pillars, while rearwards one depends largely on the external driving mirrors. At 25-28 m.p.g. fuel consumption is hardly excessive.

It is not, however, the performance of this vehicle that is the intriguing point. Naturally one has to bear it in mind, for it is a factor in the suitability of the Bedford for the task we are considering. What are remarkable are the wonders which have been wrought by Martin Walter, Ltd.

The inside of the vehicle is, at first sight, rather like an overgrown estate

car: four seats and luggage space behind. Closer inspection, however, reveals a sink, water tank, Calor gas cooker, cupboards, a wardrobe and hanging space. An ample quantity of windows ensures that the interior is well-lit by day, while after the hours of darkness electric lighting chases away the shadows during short halts, Calor gas lighting being provided for longer stops to conserve the battery. A heater and radio can be provided.

All these fittings—except, of course, the heater and radio—live at the back of the vehicle and in no way encroach on passenger space when the Bedford is being driven along the highways, byways or anywhere else. The driver has his own bucket-type seat, the three passengers have similar ones. All four, however, can be manoeuvred into forming either one double bed—of normal dimensions—or two single beds, or bench-type seats.

That, of course, is for while you're travelling to the meeting or waiting for it to start. When the racing's over, however, if you want to invite friends in for a drink you can do that, too, because the seats can also be converted into settees—complete with comfy, padded backs! There is, of course, plenty of room to keep the beer; if an extra guest turns up you can wash a glass for him in the sink and if anyone's hungry you can cook—or get the wife to cook—a meal on the cooker!

Obviously, some tall readers are muttering to themselves on the lines of "All very well, but how can you move around without cracking your skull on the roof?" The Martin Walter conversion has the answer to that, too. An ingenious addition to the centre of the roof in the form of a "tent" arrangement takes care of any sort of headroom unless you happen to be about seven feet tall! A hinged flap—which lets down while motoring to keep a normal roof-line—forms one side of the additional space and when raised does give you another couple of feet of roof. The rain is kept out by a plastic "curtain" and the movable roof section has an illumination/ventilation panel fitted. Ventilation generally in hot weather is taken care of by sliding windows, while you climb in and out by means of slid-

ing doors at the front or a double, hinged door at the back. Folding steps are fitted to make it less of a climb into the latter entrance.

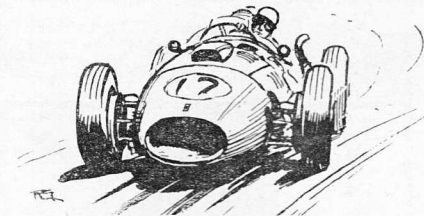
Now then, how much does all this cost? Well, the Bedford Dormobile in its standard form costs £578 basic, plus another £290 7s. purchase tax, making a total of £868 7s. The caravan conversion job makes the total cost £725, for no purchase tax is payable on this, it seems. And I can guarantee that for our purpose or, indeed, a gentle motor tour, this is a first-rate machine.

MARTYN WATKINS.

## Silverstone Technicalities—continued

safest place I know, situated as they are on the outlet of a fast corner. The new route for cars coming into the pits certainly helps, but the possibility of a major shunt is always there. I admit that I have been very frightened on occasion, especially as B.B.C. commentators, unlike some P.A. commentators, are not allowed to have a quick one to settle their nerves. All of which brings me, once again, to the question of children in the pits. If the regulations contained a minimum age clause for pits personnel, many of us would feel far happier, and I do implore race organizers to bring in such a rule. Many children, my own among them, will probably think that I am an old spoil-sport, but I insist that motor racing pits can never be really safe, whatever precautions are taken.

I hasten to add that I have never seen a Grand Prix in which the driving was better or safer. Everybody to whom I spoke was wildly enthusiastic about the day's racing, and our thanks go to the *Daily Express* and the B.R.D.C. for putting on such a splendid show. I admit that I did not expect the Ferraris to beat us on our own ground, but when you get four different makes of car on the front row of the starting grid, anything may happen. Grand Prix racing has not been so interesting for years, and although I regret the modern tendency to shorten the races, that is apparently what the paying public want.



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(continued overleaf)

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## SPRINTING AT CATTERICK *R. T. Spreckley (Cooper) makes B.T.D.*

AFTER Full Sutton, the day before, many competitors made the short journey over to Catterick on 13th July where the Darlington and District Motor Club had laid on a most effective sprint course of nearly three-quarters of a mile, so completing a real northern motor sporting week-end, i.e., rain, rain and more rain!

The track, incorporating more than a half of the well-known Catterick hill-climb, dived right, some 50 yards after take off, then looped left, right, left—in so doing circumnavigating a large hanger to rejoin the hill proper with a swinging right-hander to finish just above the hairpin.

After a very wet morning's practice, the rain relented for the first runs, but the course around the hairpin was very, very greasy, causing a large percentage of the entrants to do the odd *tête à queue* when least expected. The classes, of which there were a dozen, were run off quickly, as when one driver left the loop, the next one started. A very efficient system of inter-connected red flags, when anyone ran out of road, prevented any double pile up! Rather surprisingly, quite a few of the class winning times came in the second half when the rain was in control, as it washed away the mud from the concrete hill surface.

A quick run through of the better times gave a 65.2 secs. to F. Potts (Morris) to win the "babies". A Renault driven by J. Whitehead took Class B in 61.9 secs., J. P. Boardman (Borgward) Class C (in which there were only two runners), time 62.3 secs. E. C. Booth (Healey) with 61.8 secs. took D. Class E brought spins and excursions by 3.4 Jaguars, gave the class to B. R. Waddilove (3.4) with 58.3 secs., and saw an excursion to the undergrowth by J. A. Barnfather's huge Speed Six Bentley from which it never reappeared!

Class F proved an easy one for E. J. Mitchell's Lotus in 56.6 secs. rather outclassing second man J. W. Williams's well driven Sprite. Class G brought a horde of M.G.As, H.R.G.s and Lotuses, the fastest of which was W. R. White-well (M.G.A.) with 62 secs. Class H produced a gaggle of TRs, Acecas, etc., which could not cope with either the Porsche of L. S. Stross or the Morgan of P. Bradley, both of whom did 58.2 secs. Class J saw a similar split victory

between J. Blumer and M. J. Brook, whose Austin-Healeys took 57 secs.

Class K for the 500s brought b.t.d. R. T. Spreckley, after an abrupt "about face" on the first run, made no mistakes on his next, streaking up with a very creditable 54.9 secs. Last but not least came the big stuff, which again produced a tie between J. B. Brierley (Cooper-M.G.) and A. Ensoll (Jaguar) with 57.2 secs. P. J. Chapman, whose big Mercury Special ended up perched high on a heap of stones, should have "walked it"!

FRANCIS PENN.

### Results

**B.T.D.:** R. T. Spreckley (Cooper-Norton), 54.9 s.  
**Touring Cars up to 1,000 c.c.:** F. Potts (Morris), 65.2 s. **1,001-1,300 c.c.:** J. Whitehead (Renault), 61.9 s. **1,301-1,600 c.c.:** J. P. Boardman (Borgward), 62.3 s. **1,601-2,500 c.c.:** E. C. Booth (Healey), 61.8 s. **2,501 c.c. and over:** B. R. Waddilove (3.4 Jaguar), 58.3 s.

**Sports Cars up to 1,100 c.c.:** E. J. B. Mitchell (Lotus), 56.6 s. **1,101-1,500 c.c.:** W. R. White-well (M.G.A.), 61.7 s. **1,501-2,000 c.c.:** P. Bradley (Morgan) and L. S. Stross (Porsche), 58.2 s. **2,001 c.c. and over:** M. J. L. Brook (Austin-Healey) and J. Blumer (Austin-Healey), 57 s.

**Racing and Sports-racing Cars up to 500 c.c.:** T. E. McLaren (Emeryson), 55.8 s. **501 c.c. and over:** J. B. Brierley (Cooper-M.G.) and A. Ensoll (Jaguar), 57.2 s.

### SCOTTISH SPRINT

STOBS CAMP, near Hawick, in Scotland, was used once more by the Scottish Centre of the M.G. Car Club for their annual sprint meeting. In normal circumstances the sprint is a wonderful opportunity for all the "boys" to get together and dice around with their saloons and sports cars, but this year the event counted for the B.M.R.C. Speed Championship, and the club received some really interesting entries. Frank Elliot brought along his faithful Lister-Bristol but had the misfortune to hit a concrete marker on the back of the course during practice, which seriously damaged the car; fresh from Oulton Park the day before came Tommy Dickson with his Lotus-Climax and Philip Dann arrived with his Cooper-Jaguar.

In the class for closed cars under 1,500 c.c. there was a great surprise to find no fewer than five Riley 1.5s dicing among themselves but John Williamson's time in the grey and black one was almost four seconds faster than the next man in the class, C. P. Harrison (Riley 1.5). The open car class under two litres brought everything from the Clark/Scott Watson Porsche to the A.C. Aceca-Bristol of Mr. and Mrs. R. G. Mickel. Need-

less to say there were 12 entries of M.G.As, the fastest being Ninian Paterson from John Milne. The class, as far as times were concerned, was dominated by Jimmy Clark who, driving both his Triumph TR3 and the Porsche Super, recorded 1 min. 41.6 secs. and tied with himself for fastest time in the class. Jim McCaig (Ford Anglia) was the lone saloon in the modified class and in the free for all class for open and closed cars over two litres Ted Thomson's Austin-Healey 100S was faster than Jackson's H.R.G., Derrington's M.G.A. and Ken Fraser's M.G.A.

Finally, the "Specials" class. There was no doubt about who was going to set up fastest time of the day, Tommy Dickson simply scorched round the circuit—the course measures 1.1 miles and features uphill stretches, downhill stretches and over a dozen corners and hairpins—in 1 min. 32.4 secs. The nearest to him was Philip Dann's Cooper-Jaguar. Third fastest was T. G. F. Wilson's Cooper-Norton in 1 min. 40.6 secs.

GRAHAM GAULD.

### Results

**Best time of the day:** T. Dickson (Lotus-Climax).  
**Second B.T.D.:** P. Dann (Cooper-Jaguar).

**Closed Cars, up to 1,500 c.c.:** 1, J. R. Williamson (Riley 1.5); 2, C. P. Harrison (Riley 1.5); 3, K. D. Fraser (Riley 1.5).

**Open Cars, under 2,000 c.c.:** Tie, J. Clark (Triumph), J. Clark (Porsche); 3, N. L. Paterson (M.G.A.); 4, I. Scott Watson (Porsche).

**Open and Closed, over 2,000 c.c.:** 1, W. E. Thomson (Austin-Healey 100S); 2, J. D. Jackson (H.R.G.); 3, K. D. Fraser (M.G.A.).

**Specials:** 1, T. Dickson (Lotus-Climax); 2, P. Dann (Cooper-Jaguar); 3, T. G. F. Wilson (Cooper-Norton).

### SINGER O.C.

A CROWD of Singer car owners gathered at the Grand Hotel, Birmingham, on Saturday, 12th July, to launch the Midland Centre of the Singer Owners' Club. Among the visitors from London, Sheffield and Singer Motors were the Club's Hon. General Secretary, Peter Ellis, the Northern Centre's Hon. Secretary, Terry Foster, and Mr. J. E. R. Kaddy, the Company's Assistant Sales Manager.

Future activities of the Centre were discussed and a committee was formed with Harry Robinson, of Hanch Wood, Hanch, Nr. Lichfield (Telephone No.: Armitage 287), as Hon. Organizing Secretary.

Singer car owners living in the Midlands who are interested in joining the Singer Owners' Club should contact Harry or the Hon. General Secretary, Peter Ellis, at 23 Elmers Drive, Teddington, Middlesex.

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**1<sup>st</sup> JAGUAR** (W. Hansgen)

1,500 c.c. class

3 litre class

**1<sup>st</sup> RILEY** (L. Leston)

**1<sup>st</sup> AUSTIN** (J. Sears)

### 500 c.c. Race

**1<sup>st</sup> BEART-COOPER** (S. Lewis-Evans)

*Subject to official confirmation*



Fit **FERODO** Anti-Fade Brake Linings

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A Member of the Turner & Newall Organisation