

# AUTOSPORT

AUGUST 1, 1958

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Vol. 17 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

BANK HOLIDAY SPORT PREVIEW : JOHN BOLSTER TESTS THE SIMCA MONTLHERY  
CLUB RACING AT SILVERSTONE, SNETTERTON, AINTREE AND OULTON PARK  
BOULEY BAY HILL-CLIMB : COOPER AND LOTUS WINS AT CLERMONT-FERRAND



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

Vol. 17 No. 5

August 1, 1958

Managing Editor GREGOR GRANT

Assistant Editor STUART SEAGER

Road Tests and Technical

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

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Continental

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GEORGE PHILLIPS

Scotland

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Continental

MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

## CONTENTS

	Page
Pit and Paddock	130
Bank Holiday Sport Preview	132
John Bolster Tests the Simca Montlhery	134
Champion of Champions	136
Snetterton Vanwall Trophy Meeting	138
Bouley Bay National Hill-Climb	140
B.A.R.C. Members' Meeting, Aintree	141
Racing at Oulton Park	142
Silverstone Highlights	144
Two More Wins For Moss	148
Correspondence	150
Club News	152
Caltex "Round Rhodesia" Rally	154
Prescott Inter-Club Hill-Climb	155

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General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

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## EDITORIAL

### SALOON CAR RACING

A PART from the events at the B.R.D.C. *Daily Express* Silverstone meetings, races for saloon cars have not drawn the entries expected from this class of racing. It is true that there are a few "regulars", but on the whole events are anything but representative of the makes available today. Perhaps the reluctance on the part of many would-be entrants to take part is entirely due to the insistence on improved-series types of machine, with its limitations in stages of tune. One should examine the possibilities of permitting special-series cars to participate in these races, which would be inclined to encourage owners who otherwise cannot see their way to compete with semi-trade-supported entries. Again, the Grand Touring machine has been completely neglected by organizers, and it would be quite reasonable to permit normal G.T. cars to compete directly with special-series touring cars, as is done in the majority of international rallies and speed hill-climbs. By allowing G.T. cars to run, many owners who otherwise cannot compete in anything other than club handicap events would definitely enter the arena. One would then expect entries from A.C. Aceca, Aston Martin, Peerless, Alfa Romeo, Mercedes-Benz—and other famous makes. In drawing up their programmes for 1959, race promoters would do well to study the potentialities of permitting more latitude in tuning saloon cars, and to consider accepting standard G.T. vehicles in the same categories.

### RECORDS—AND SPORTS CARS

IN this day and age it seems curious that no attempt has been made by the F.I.A. to segregate sports cars and purely racing machines in international records. It seems to AUTOSPORT that the existence of a separate sports car record list would provide valuable data for the manufacturers of production cars—particularly in long-distance events. The application of Appendix "C" or "J" to record attempts would not require a great deal of organization. The list could easily be streamlined, to avoid the multiplicity of times and distances which prevail in existing records. It would really mean something for manufacturers to be able to claim the "world's fastest" in international categories quite separate from those which encourage very special record-breaking cars, quite useless for any other purpose!

### THE NEXT ROUND

ON Sunday the Anglo-Italian Formula 1 battle will be joined again, in the German Grand Prix at the Nürburgring. Mike Hawthorn now has a seven point lead over Stirling Moss in the World Championship, but Vanwalls, with suspension lessons doubtless learnt from last year's first trip to this testing circuit, should be well set to challenge the Ferraris, and a close race is expected.

### OUR COVER PICTURE

UNLESS it is in the Channel Isles, you rarely have the chance to see sand-racing in this part of the world, for its popularity waned many years ago. On the other side of the globe, however, this form of sport has a long tradition, and the spectacular gentleman pictured this week is Bill Harris, who drove his V8 Special in the recent New Zealand beach racing championship near Christchurch.

## PIT and PADDOCK

**STIRLING MOSS** may be seen racing at Brands Hatch again before the end of the season.

**LAYSTALL'S** are considering making special crankshafts for Ford Ten 100E engines to withstand really high r.p.m. Outboard enthusiasts should also be interested.

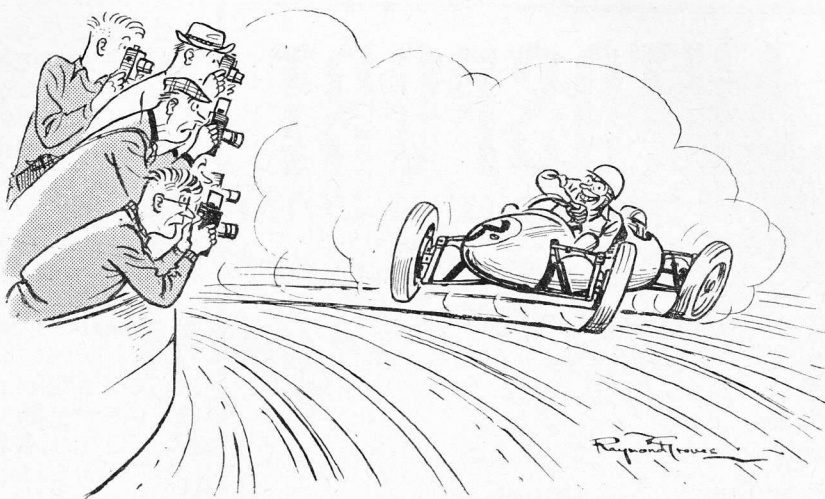
**JEAN BLOXAM** and **Mike Salmon**, competing at Bouley Bay, were shocked to be arrested by the local police for excessive noise with Aston Martin and Jaguar respectively. At time of going to press, they had been released on bail.

**MASTEN GREGORY** was discharged from Northampton Hospital last week, after his crash with the Ecurie Ecosse Lister in practice for Silverstone. He suffered two cracked ribs and a dislocated shoulder, but is making a good recovery.

ON 20th July at Thompson, Connecticut, **George Constantine** won two of the 10-lap events in his DB Mark III on both occasions beating **Dean Mears** in a 300SL. In the last race of the day these two again battled for the lead but Constantine ran out of fuel and failed to finish.

THE Aston Martin DBR2 that was shipped to America shortly after the Spa Sports Car Race last May recently had its first success over there in the hands of **Bob Oker**. In a 25-lap event at Riverside Oker won at a speed of 88.1 m.p.h. and made fastest lap of the day, beating **Richie Ginther** and **John von Neumann** in Ferraris.

**CRYSTAL PALACE B.A.R.C.** members' meeting scheduled for 16th August has regretfully been cancelled due to unforeseen circumstances. However, due to the reshuffle of the calendar following the fixing of the T.T. at Goodwood on 13th September, the National Open meeting which was to have been held there on 27th will now be an additional members' meeting.



A NEW "Country Club" has been opened near Brands Hatch, at Stanwell House, Blossom Lane, West Kingsdown. Facilities include bed and breakfast, heated swimming pool, tennis courts and bar lounges. Associate membership is available to members of motoring clubs.

### THE 23rd TOURIST TROPHY RACE

SUPPLEMENTARY regulations and entry forms are now available for the 23rd R.A.C. Tourist Trophy race—the historic "T.T."—to be run at Goodwood on 13th September.

**MOBILE MARSHAL** (right) rounding up drivers in the paddock at Silverstone is **Simon Gore**.

*GROWING a good crop of sun-tan (below), some spectators found the sudden un-English heat wave on Grand Prix day a little more than they bargained for, and there were many sore shoulders next day, in spite of protective lotions!*



from 1950 to 1955, with the exception of 1952. The Goodwood race will be the first to be run in England since the war.

Organizers, from whom the regulations may be obtained, are the B.A.R.C. (55 Park Lane, London, W.1), and entries close on 18th August.

### PORTUGAL—24th AUGUST

THE Seventh Grand Prix of Portugal, at Oporto, will be for the "Campeonato do Mundo", and will be run at 4 p.m. over 50 laps of the 7.407 kilometre circuit. Practice takes place on 22nd and 23rd August. The "Grande Prémio" will be preceded by a Junior Formula race on 23rd August at 4 p.m.

Provisional entries for the G.P. are: **Ferrari:** Hawthorn, Collins, von Trips, Gendebien. **Vanwall:** Moss, Brooks, Lewis-Evans. **B.R.M.:** Behra, Schell, Gregory or Trintignant. **Cooper:** Salvadori, Brabham. **Lotus:** Allison, Hill. **Maserati:** Bonnier and "Centro Sud" and X.

# TRINTIGNANT (COOPER) WINS AT CLERMONT

Ivor Bueb (Lotus) Breaks Lap Record—Wonderful Victory by Innes Ireland (Lotus) Over G.T. Ferraris in "Three Hours"

DRIVING Rob Walker's Cooper-Climax, Maurice Trintignant dominated the F2 race at the opening of the Auvergne mountain circuit near Clermont-Ferrand. Behind the Frenchman there was a fierce struggle for second place, which finally went to Ivor Bueb (Lotus) by 1 sec. from Stuart Lewis-Evans (Cooper): Bueb set up the Auvergne circuit record with 3 mins. 56.6 secs.

Sensation of the meeting, however, was provided by Innes Ireland (1,100 Lotus) who finished top in the general classification of the Three Hours G.T. race, in front of a string of "250 G.T." Ferraris, including Trintignant, Mairesse and Gendebien. Ireland drove a tremendous race, and his victory was undoubtedly due in part to the efficiency of his disc brakes on the tortuous, many-cornered circuit. Vidilles (Lotus) and Dennis Taylor (Lotus) were sixth and seventh. Rudd Racing A.C.-Bristols (Whiteaway and Anthony) were second and third behind José Behra's Porsche Carrera in the 2-litre category.

THE new Auvergne circuit twists around the hills behind Clermont-Ferrand, and is a true mountain course measuring eight kilometres; longest, and indeed only straight, is just under 600 yards. Dedicated to a local hero, the late Louis Rosier, the circuit was opened with a Three Hours Race for Grand Touring machines, followed by the Formula 2 event (20 laps). Over 80,000 people were present for the meeting.

Run in five classes, the G.T. event attracted a large entry, including a strong representation of 250 G.T. Ferraris with such drivers as Trintignant, Mairesse, da Silva Ramos, Guichet, Picard and Le Mans co-winner Gendebien. From the U.K. came Innes Ireland and Dennis Taylor (Lotuses), with Jean Claude-Vidilles also in a Lotus. Rudd Racing had A.C.-Bristols with E. N. Whiteaway and Mike Anthony.

Ireland's Lotus was really sensational, and definitely shook the Ferrari boys by taking the lead in the general classification. Gendebien, handicapped by a small petrol tank on his two-year-old machine, had to refuel. He set up a new circuit record of 4 mins. 9.9 secs. (114.100 k.p.h.). The Belgian was in hot pursuit of Trintignant and was rapidly gaining on him: about two laps from the end, he spun round and was overtaken by Willy Mairesse.

Innes Ireland not only was unapproachable in the 1,300 c.c. category, but his little green Lotus could not be touched by the G.T. Ferraris. When the three hours ended, he finished about half-a-mile in front of Trintignant, to the huge delight of the crowd who were highly intrigued with the "David and Goliath" situation. Jean Claude-Vidilles took second place in the class, and was

sixth in general classification, followed by Dennis Taylor's Lotus.

In the 2-litre class, the Behra/Marx Porsche Carrera held off the Rudd Racing A.C.s, finishing just over a kilometre in front of Whiteaway's car. Mike Anthony held third place ahead of Testut's Porsche Carrera.

THE line-up for the F2 race was predominantly British, only Storez's Porsche appearing likely to dispute the issue with Cooper and Lotus. Trintignant had only half-an-hour respite from the "Three Hours" before climbing into the blue, Alf Francis-prepared Cooper. Storez held the lead for a brief period, but was overtaken by Trintignant, Bueb and Marsh. First-lap retirements were Campbell-Jones and Mackay (Coopers). On lap four Stuart Lewis-Evans passed Storez, whose Porsche was merely a modified Spyder, and not the single-seater which Behra drove at Rheims.

Gendebien's circuit record was soon shattered by Trintignant, who returned 4 mins. 2 secs.—to equal his best practice time—then followed this up with 3 mins. 59.9 secs. Trintignant had forecast that under 4 mins. laps were possible!

The new record was then equalled by both Lewis-Evans and Bueb, who were having a titanic battle for second place, and also to catch "Trint". Lewis-Evans held second place, but just before the end, Ivor made a tremendous effort, hurtled past the light green Cooper to record a time of 3 mins. 56.6 secs. Tony Marsh also began to close up on Lewis-Evans, and the last lap saw an exciting tussle. As Trintignant's victory was being loudly cheered, all eyes were on the last bend. Bueb came through first, but Lewis-Evans was right on his tail. The Lotus won on sheer acceleration, and Ivor took the chequered flag one second ahead of the B.R.P. Cooper, with Marsh less than 4 secs. behind Lewis-Evans. Storez was not all that far behind either, and did well to take fifth place ahead of John Dalton in John Green's Cooper.

## Results

### Formula 2

1. Maurice Trintignant (Cooper), 1 h. 20 m. 55.3 s., 117.476 k.p.h. (72.99 m.p.h.).
2. Ivor Bueb (Lotus), 1 h. 21 m. 17.5 s.

## SPORTS NEWS

3. Stuart Lewis-Evans (Cooper), 1 h. 21 m. 18.5 s.
4. Tony Marsh (Cooper), 1 h. 21 m. 22.2 s.
5. Claude Storez (Porsche), 1 h. 23 m. 28.3 s.
6. John Dalton (Cooper), 1 h. 25 m. 15.3 s.
7. Zweifel (Cooper), one lap behind; 8. Gibson (Cooper); 9. Parnell (Cooper); 10. Goethals (Cooper); 11. Barclay (Cooper), two laps; 12. Laureau (DB); 13. Buchet (Porsche), three laps; 14. Caieff (Gordini); 15. Taylor (Lotus), seven laps.

**Fastest Lap:** Bueb, 3 m. 56.8 s., 120.536 k.p.h. (74.90 m.p.h.). Circuit record.

## Grand Touring

### (Three Hours)

#### General Classification

1. Innes Ireland (Lotus 1100), 328.662 kms., 109.620 k.p.h.
2. Maurice Trintignant (3.0 Ferrari), 327.843 kms.
3. Guy Mairesse (3.0 Ferrari), 325.368 kms.
4. Olivier Gendebien (3.0 Ferrari), 325.368 kms.
5. Da Silva Ramos (3.0 Ferrari), 319.921 kms.
6. Vidilles (Lotus 1100), 313.247 kms.
7. Dennis Taylor (Lotus 1100), 308.889 kms.
8. Pertin (3.0 Ferrari), 305.383 kms.
9. Laureau (D.B. Panhard), 296.716 kms.
10. Orville (3.0 Ferrari), 296.019 kms.

#### Classes

**501-750 c.c.:** 1. Vinatier (Panhard-Monopole), 282.996 kms.; 2. Masson (Panhard-Monopole); 3. Pailler (Panhard). **751-1,000 c.c.:** 1. Laureau (D.B. Panhard), 296.716; 2. Michy (Renault Alpine); 3. Fraissinet/Armagnac (D.B. Panhard). **1,001-1,300 c.c.:** 1. Ireland (Lotus), 328.662; 2. Vidilles (Lotus); 3. Taylor (Lotus); 4. Stern (Alfa Zagato). **1,301-2,000 c.c.:** 1. José Behra/Marx (Porsche Carrera), 293.470; 2. Whiteaway (A.C.-Bristol); 3. Anthony (A.C.-Bristol); 4. Testut (Porsche). **Over 2,000 c.c.:** 1. Trintignant (Ferrari), 327.833; 2. Mairesse (Ferrari); 3. Gendebien (Ferrari); 4. Da Silva Ramos (Ferrari).

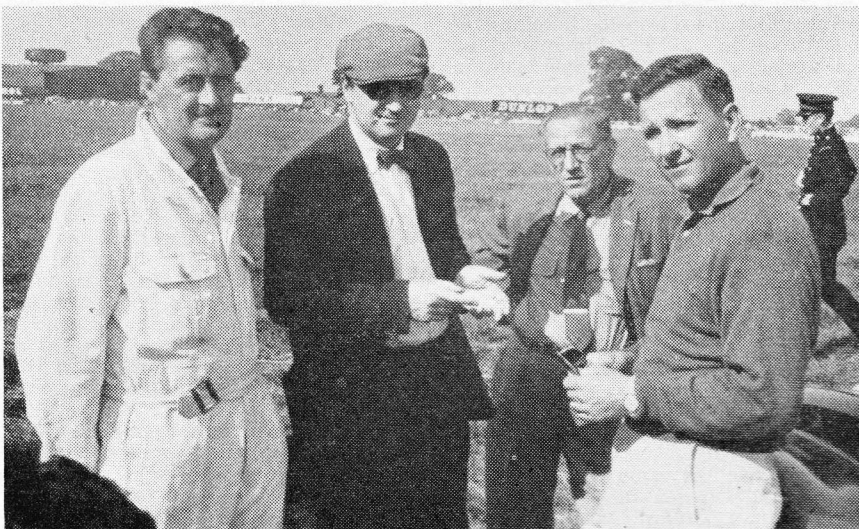
**Fastest Lap:** Gendebien, 4 m. 9.9 s., 114.100 k.p.h.

## THE RALLY CHAMPIONSHIP

EVEN if the worst happens and the Middle East crisis so restricts the flow of fuel that rallies are cancelled, enough Championship rallies have been run to ensure that there will be a Rally Championship in 1958.

With only four events to go, the Adriatic, Liège-Rome-Liège, the Viking and the Iberian, the position is becoming very interesting.

Pat Moss and Anne Wisdom are jointly leading the Ladies' Section and have an excellent chance of maintaining the B.M.C. hold on this which Nancy Mitchell established in 1956 and 1957. With her failure in the "Alpine" Annie Soisbault has slipped back, but will be trying to recover ground in the "Marathon" in which all three ladies will once more be engaged. If the young British



PADDOCK group, seen at the British G.P. meeting, comprises ace tuner Don Moore with Brian Lister, and visitors from America Alfred Momo and Walter Hansgen.

pair pick up good points in this, Greta Molander and Helga Lundberg will have to obtain the maximum points in the Viking to hold them.

Peter Harper is sticking grimly to second place in the Men's Section and has lessened the gap between himself and Gunnar Andersson by decisively defeating him in the "Alpine". However, Andersson must be reckoned on the respective showings of Volvo and Rapier in the Midnight Sun to have a good chance of higher points than Harper in the Viking, but even Volvos cannot be reckoned as 100 per cent. reliable, and mechanical reliability is the Rapier's strong point.

The positions set out below can still alter radically.

Men's Section		
Names		Points
G. Andersson	.. .. .	24
Peter Harper	.. .. .	22
R. Gouldbourn/S. Turner	.. .. .	14
B. Consten	.. .. .	13
S. von Schroeter	.. .. .	13
M. Reiss/H. Wencher	.. .. .	19
W. Deane	.. .. .	14
M. Gatsonides/P. Jetten	.. .. .	10
G. Kolwes/Ruth Lautmann	.. .. .	10
G. Monraisse/P. Feret	.. .. .	10
G. Villorresi/C. Basadonna	.. .. .	10
A. Gacon/G. Borsa	.. .. .	10
P. Vold Johansson	.. .. .	10

Ladies' Section		
Names		Points
Pat Moss/Ann Wisdom	.. .. .	14
Greta Molander/Helga Lundberg	.. .. .	14
Mmes. Blanchoud/Wagner	.. .. .	14
Mary Handley Page/Lola Grounds	.. .. .	12
Annie Soisbault	.. .. .	11
Lise Renaud	.. .. .	10
Nancy Mitchell/Gillian Wilton Clark	.. .. .	6
Ewy Roswig	.. .. .	4

(NOTE.—Where crews consistently run together, they are shown in the points table together.)

JOHN GOTT.

### FREIBURG HILL-CLIMB

FOR the fourth round of the European Hill-Climb Championship, 60,000 spectators crowded the 7½-mile course at

Schaninsland, near Freiburg, in Germany. It has 172 corners and curves and climbs 2,600 feet from start to finish. Graf von Trips and Edgar Barth, both with Porsches, crashed at their first runs and were eliminated. Von Trips was not hurt; Edgar Barth has light injuries.

Joakim Bonnier, driving a Borgward 1½-litre car, won with an aggregate time of 7 mins. 32.6 secs. averaging 95 k.p.h. and establishing a new absolute record for the course, last held for racing cars by Rosemeyer in 1936 with an Auto-Union at 90.1 k.p.h., and in 1951 by Walter Zeller, BMW motor cycle, at 92.8 k.p.h.

#### Results

**1,500 c.c. Sports-racing cars:** 1, Bonnier (Borgward); 2, Behra (Porsche); 3, Hermann (Borgward); 4, Cabianna (Borgward); 5, Walter (Porsche); 6, Fischer (Porsche).

**1,100 c.c. Class:** 1, Laroche (Osca); 2, Brugger (DKW); 3, Haltmann (Auto-Union).

Hans Stuck, who used to be the pre-war hero, driving a BMW 507 in the over 2,600 class Grand Tourismo, averaging 84.28 k.p.h., was only 25 secs. outside the time he put up before the war in an Auto-Union.

ALAN BRUCE.

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

#### Provisional Placings After Snetterton

	Points
1. Ian Walker (Lotus Elite)	70*
2. B. A. M. Gilbert (Turner)	50
3. J. P. Baldam (Turner)	48
4. D. J. Protheroe (Austin-Healey)	47*
5. A. J. Nurse (Turner)	44
6. K. W. MacKenzie (M.G.A.)	32
J. R. Stoop (Frazer-Nash)	32*
8. C. R. Hansen (Austin-Healey)	26
9. P. D. Gammon (Elva Courier)	22
E. N. Whiteaway (A.C.-Bristol)	22
11. D. F. Levy (A.C.-Bristol)	15
M. S. Bond (Frazer-Nash)	15
13. W. E. Wilks (Frazer-Nash)	14*
J. P. Fergusson (Elva Courier)	14
J. F. Lawry (Lotus Elite)	14
16. C. W. Lawson (Porsche)	13
17. J. Hayles (M.G.A.)	12
18. R. E. Jameson (Berkeley)	11
19. C. P. Tooley (M.G.A.)	8
P. J. Sargent (Jaguar)	8
21. J. Dashwood (Frazer-Nash)	7

	Points
22. J. A. P. Trafford (M.G.A.)	6
J. H. S. Smith (A.C. Ace)	6
24. Nelson Graham (Berkeley)	5
25. D. G. Dixon (M.G.A.)	4
M. Anthony (A.C. Ace)	4
R. Vincent (M.G.A.)	4
28. W. J. Smith (M.G.A.)	3
S. A. Hurrell (Triumph TR2)	3
J. Goddard-Watts (Berkeley)	3
32. A. G. M. Kellert (Austin-Healey)	2
33. T. Entwistle (M.G.A.)	1
T. Barnard (Elva Courier)	1

\* Includes bonus points for fastest race speed. Maximum points are 48 (six events) plus all bonus points.

For final "Three Hours", bonus points will be awarded for fastest laps in each category.

#### Class Positions

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

	Points
1. Gilbert (Turner)	50
2. Baldam (Turner)	48
3. Nurse (Turner)	44
4. Jameson (Berkeley)	11
5. Graham (Berkeley)	5
6. Gerard (Turner)	3
Goddard-Watts (Berkeley)	3

##### 1,101-1,300 c.c.

1. Walker (Elite)	70
2. Lawry (Elite)	14

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

1. MacKenzie (M.G.A.)	32
2. Gammon (Elva)	22
3. Fergusson (Elva)	14
4. Lawson (Porsche)	13
5. Hayles (M.G.A.)	12
6. Tooley (M.G.A.)	8

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

1. Protheroe (Austin-Healey)	47
2. Stoop (Frazer-Nash)	32
3. Hansen (Austin-Healey)	26
4. Whiteaway (A.C.-Bristol)	22
5. Levy (A.C.-Bristol)	15
Bond (Frazer-Nash)	15

#### Team Award

1. Turners	142
2. Elite	84
3. Ecurie Chiltern	61
4. Rudd Racing	41

AMERICAN single-seaters will almost certainly be seen at Monthéry next year, following the Monza "500".

# Bank Holiday Sport

## GERMAN GRAND PRIX

THE next round in the World Championship for Formula 1 drivers takes place at the Nürburgring on Sunday (3rd August). The *Automobilklub von Deutschland* will once more hold the German Grand Prix on the fabulous 14-mile circuit in the Eifel Mountains and the works teams will be out again in force. Last year, it will be remembered, Fangio gave one of the most dazzling displays of his career to win in a works Maserati at a race average of 88.7 m.p.h.—better than the previous outright lap record, which Fangio himself had set up the previous year in a Ferrari; this lap record in fact he beat no fewer than 10 times in last year's race, finally setting the current record at 91.5 m.p.h.

This year, however, neither Fangio nor the works Maseratis will be taking part, but the race will not be dull for all that. Vanwalls took part for the first time last year and found their suspension unsuited to the bumpy circuit and were therefore not as quick as expected. However, that should have been taken care of this year, and we have the same team of Moss, Brooks and Lewis-Evans to drive them. Ferrari have Collins, von Trips and Hawthorn, who, of course, now leads the

World Championship by a substantial margin and will be bent on extending that lead. Behra and Schell will drive the two B.R.M.s (this is their first time at the Ring) and there is a single works Cooper, driven by Roy Salvadori, plus Rob Walker's Cooper with Maurice Trintignant at the wheel, and Cliff Allison's "baby Vanwall" works Lotus. Scuderia Centro-Sud have their three Maseratis, under the guidance of "Indy" driver Troy Ruttman, Godia and Bonnier.

Coopers are not quite newcomers to the Ring for they competed last year in the F2 race which is run concurrently with the G.P.: Porsche, Cooper, Porsche, Cooper, was the order then and these marques are represented this time. Last year's winner, Edgar Barth, is due to drive the single works Porsche entered, assuming that his injuries sustained in last week-end's Freiburg hill-climb are not serious. The German driver, Wolfgang Seidel, who should know the circuit well enough, will drive Rob Walker's entry, and Scuderia Ferrari have entered Phil Hill as their driver in the still-new F2 Ferrari—incidentally Phil's first works *monoposto* drive. Cooper's works entry is to be driven by Jack Brabham, and Lotus's by Graham Hill; there is also a

Cooper entered by C. A. T. Atkins, to be driven by Ian Burgess, plus the private entries of Christian Goethals, George Wicken and Tony Marsh, and Ivor Bueb's Lotus.

The programme also includes a 1½-litre sports car race with works entries from Porsche, Borgward, Lotus (Cliff Allison) and Tojeiro (Richard Utley). Lotuses are also entered by Pierre Berchem and David Piper. There is in addition a Grand Touring race, in three classes, filled respectively and exclusively by Porsche Carreras, Porsche 1600 Supers and Alfa Giuliettas.

#### Entry List

##### Formula 1

Scuderia Ferrari: Peter Collins, Mike Hawthorn, Wolfgang von Trips. B.R.M.: Jean Behra, Harry Schell. Vanwall: Stirling Moss, Tony Brooks, Stuart Lewis-Evans. Cooper: Roy Salvadori. Walker Racing Team: Maurice Trintignant. Lotus: Cliff Allison. Maserati: Troy Ruttman, Francisco Godia, Joakim Bonnier.

##### Formula 2

Porsche: Edgar Barth. Ferrari: Phil Hill. Cooper: Jack Brabham. Walker Racing Team: Wolfgang Seidel. Lotus: Graham Hill, Ivor Bueb. Cooper: Ian Burgess, Christian Goethals, George Wicken, Tony Marsh.

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

Porsche: W. von Trips, J. Behra, E. Barth. Porsche Spyder: Godin de Beaufort, L. Fischer, H. von Sancken. Borgward: H. Herrmann, J. Bonnier, X. Lotus: C. Allison. Tojeiro: R. Utley. Lotus: P. Berchem, D. Piper. Osca: G. Gerini, Z. Miam.

(Continued on facing page)



*SUGGESTION from Raymond Groves: Is this the "little something extra" that has put Hawthorn ahead in the Championship?*

## BRANDS HATCH

ORGANIZED by the B.R.S.C.C. the Brands Hatch meeting on Bank Holiday Monday has attracted no fewer than 122 entries for the 14 races which will comprise a total of 181 laps.

The F2 field has plenty of the big names in it, with Roy Salvadori, Jack Brabham, Stuart Lewis-Evans, Ian Burgess, Syd Jensen and Jim Russell in Coopers, Cliff Allison, Graham Hill, Dennis Taylor and Keith Greene (driving an F2 Lotus for the first time) in Lotuses. The F3 race will be contested by Jim Russell, Trevor Taylor, Stuart Lewis-Evans, Ian Raby, Tommy Bridger, Gordon Jones and John Brown, all in Coopers.

In the up to 1,500 c.c. sports car race there will be two Team Lotus cars in the hands of Alan Stacey and Peter Ashdown. Keith Greene will be in the Gilby Engineering car and Campbell-Jones will be in his own car. Innes Ireland has entered his "fleet" of cars. There will be two works Elvas and a pair of Tojeiros. In the unlimited sports car race there are two works Lister-Jaguars to be driven by Ivor Bueb and the New Zealander Ross Jensen. The latter is over here to drive for Brian Lister in selected races during the remainder of the season. Bruce Halford will be in his own Lister. John Bekaert and Roy Bloxam will have their H.W.M.-Jaguars and Jean Bloxam will have her DB3S coupe.

Tommy Sopwith and Sir Gawaine Baillie will be in their well-known 3.4 Jaguars in the touring car race. Jack Sears will be in his Austin A105, Tommy Bridger will be driving the Borgward, A. T. Foster his M.G. and Johnny Sprinzel and "Doc" Shepherd will drive the A35s.

There will also be a three-lap handicap event for vintage and veteran cars. Jack Sears and Sir Francis Samuelson have entered Sunbeams, Ronald "Steady" Barker, the Hutton, Douglas Fitzpatrick his 21-litre Metallurgique and John Bolster his 1911 Rolls. The Lewis-Evans family are making a threefold attack. "Pop" is driving a Rolls, Mrs. Lewis-Evans senior a Wolseley, and G.P. driver Stuart's brother, Trevor, a Darracq.

The meeting starts at 11 a.m. and the new Paddock Grandstand will be ready in time for the meeting.

### LIST OF ENTRIES

#### Race 1. Formula 2

R. Salvadori (Cooper), J. Brabham (Cooper), S. Lewis-Evans (Cooper), G. Wicken (Cooper), I. Burgess (Cooper), S. H. Jensen (Cooper), J. Russell

(Cooper), A. J. C. Mackay (Cooper), C. Allison (Lotus), G. Hill (Lotus), L. Leston (Lotus), D. Taylor (Lotus), K. A. Greene (Lotus).

#### Race 2. Formula 3

J. Russell (Cooper-Norton), G. M. Jones (Cooper-Norton), T. Taylor (Beart-Cooper), S. Lewis-Evans (Beart-Cooper), R. F. Mayne (Cooper-Norton), P. D. Michell (Cooper-Norton), J. R. Lewis (Cooper-Norton), T. Bridger (Cooper-Norton), I. E. Raby (Flash Special), A. E. Prince (Cooper-Norton), P. R. Ellis (Cooper-Norton), D. Parker (Cooper-Norton), A. D. Plumstead (Cooper-Norton), J. Menzies (Petty-Norton), J. Brown (Martin-Norton), P. J. Mutton (Viper-Norton), B. A. Heyward (Comet-Norton), C. W. A. Heyward (C.H.S.-Norton), R. Bayton (Kieft-Norton), A. J. C. Newton (Cooper-Norton), M. G. Thomas (Mackson-Norton), P. A. Desoutter (Cooper-J.A.P.), D. G. S. Cotter (Luna-J.A.P.), V. A. Hassall (Cooper-J.A.P.), M. Trackman (J.B.S.-J.A.P.), B. J. Rowsell (B.J.R.-J.A.P.).

#### Race 3. Sports cars up to 1,100 c.c.

N. R. Hicks (Lotus), P. Ashdown (Lotus), A. Stacey (Lotus), K. A. Greene (Lotus), L. Leston (Lotus), J. Campbell Jones (Lotus), J. F. Westcott (Lotus), M. Taylor (Lotus), C. Martyn (Lotus), D. Graham (Lotus), F. P. Massy-Dawson (Lotus), F. Warnell (Lotus), A. Zains (Lotus), R. J. Fletcher (Lotus), C. Bristow (Hume-Elva), R. Mackenzie Low (Elva), I. Raby (Elva), J. Brown (Elva), B. Cox (Elva), J. Muirhead (Elva), T. H. Shaddick (Elva), M. B. McKee (Elva), T. Bridger (Tojeiro), C. H. Threlfall (Tojeiro).

#### Race 4. Sports cars up to 1,500 c.c.

C. Bristow (Hume-Lotus), D. S. Shale (Lotus), W. S. Frost (Lotus).

#### Race 5. Sports cars over 2,500 c.c.

I. Bueb (Lister-Jaguar), R. Jensen (Lister-Jaguar), B. Halford (Lister-Jaguar), J. Sieff (Jaguar D), M. Salmon (Jaguar XK 120C), G. Lee (Jaguar XK 120C), J. Bekaert (H.W.M.-Jaguar), R. F. Bloxam (H.W.M.-Jaguar), A. G. Whitehead (Aston Martin DB3S), Mrs. J. Bloxam (Aston Martin DB3S).

#### Race 6. Veteran Vintage and Edwardian Handicap

J. G. S. Sears (Sunbeam), Sir Francis Samuelson, Bt. (Sunbeam), R. Barker (Hutton), T. Lewis-Evans (Darracq), D. C. P. Fitzpatrick (Metallurgique), J. V. Bolster (Rolls-Royce), Lord Montagu (Vauxhall), B. M. Clarke (Talbot), Mrs. L. Lewis-Evans (Wolseley), L. Willis (Renault), L. Holland (Jackson), L. Lewis-Evans (Rolls-Royce), A. Brown (Ford).

#### Race 7. Saloon Cars

J. Sprinzel (Austin A35), G. C. Shepherd (Austin A35), F. W. Marriot (Morris 1000), W. H. Ellis (Fiat 1100 TV), M. B. Everley (Hillman Minx), L. Leston (Riley 1.5), H. R. Vincent (Wolseley 1500), A. T. Foster (M.G. Magnette), T. Bridger (Borgward Isabella), J. M. Uren (Ford Zephyr), D. B. Haynes (Ford Zephyr), J. G. Sears (Austin A105), T. E. B. Sopwith (Jaguar 3.4), Sir G. Baillie (Jaguar 3.4).

#### Race 8. Series-Production Sports Cars

R. Jennings (A.C.-Bristol), H. R. Jones (A.C.-Bristol), F. Warnell (A.C.-Bristol), J. McKechnie (A.C.-Bristol), M. E. S. Bond (Frazer-Nash), J. Dashwood (Frazer-Nash), W. E. Wilks (Frazer-Nash), R. F. North (Triumph TR2).

## MALLORY PARK

A HUGE entry list has been received for the August Bank Holiday meeting at Mallory Park, organized by the Nottingham S.C.C. No fewer than 80 cars will take part in the meeting, which is for *Formule Libre* and sports cars. There

are two 20-lap races for the AUTOSPORT Championship: the 1,000 c.c. class has four Turners and three Berkeleys; M.G., Elva and Porsche dispute the 1,600 c.c. class, and Austin-Healey, Triumph, Ace-Bristol, Morgan and Jaguar the over 1,600 c.c. category. Added interest will be given to the larger class, in which the Lotus Elites of Ian Walker and John Lawry will be matched against cars of, in some cases, more than double their capacity.

The *Formule Libre* and 1,500 c.c. sports car events will be run in 10-lap heats, and 30-lap finals. The former has attracted entries of Cooper, Lotus, Fry-Climax, Emeryson, Austin-Healey, Lister-Maserati, H.A.R.-Riley, Cooper-Jaguar and Connaught. Lotus, Victoria-Climax, Tojeiro, Dolphin-Climax, T.V.R.-Climax, Elva, Cooper and Arden. Lester-M.G. will be seen in the sports car events.

Mallory Park is situated near Hinckley, Leicestershire, and is well sign-posted on all roads leading to the area.

### LIST OF ENTRIES

R. Hett (Tojeiro-M.G.), R. Hett (Emeryson-Norton), T. Marsh (Cooper-Climax), W. E. J. Allen (Lotus-Climax), P. Emery (Emeryson-Jaguar), N. Barclay (Cooper-Climax), J. T. Stuart (Cooper-Climax), P. J. Arundell (Lotus-Climax), H. Taylor (Cooper-Climax), K. Flint (Connaught-Altia), J. Campbell Jones (Cooper-Climax), F. R. Gerard (Cooper-Bristol), J. D. Lewis (Cooper-Climax), G. N. Richardson (Connaught-Altia), M. Parkes (Fry-Climax), A. Brooke (Lotus-Climax), T. Parnell (Cooper-Climax), T. Parnell (Lotus-Climax), P. Mould (Cooper-Jaguar), D. Buxton (Lotus-Climax), J. Higham (Lotus-Climax), J. Blumer (Austin-Healey 100S), J. Blumer (Lotus-Climax), C. Summers and L. B. Mayman (Lotus-Climax), Mrs. P. Mayman and L. B. Mayman (Morgan-TR3), B. J. Cox (Elva-Climax), J. C. Brierley (Victoria-Climax), R. A. Hudson (Lotus-Climax), F. Elliott (Lister-Bristol), M. V. Mackie (Lotus-Climax), Mrs. R. Bluebelle Gibbs (Cooper-Climax), L. Gibbs (Lotus-Climax), L. Bramley (Lotus-Climax), A. P. Belcher (Lotus-Climax), T. H. Shaddick (Elva-Climax), C. Summers (Arden-Climax), E. V. Waddington (Dolphin-Climax), E. J. B. Mitchell (Lotus-Ford), D. Pell (Tojeiro-Turner), R. A. V. Staples (Lotus-Ford), T. Lund (T.V.R.-Climax), P. J. Arundell (Lister-Maserati), D. J. Brough (Lotus-Climax), J. Campbell Jones (Lotus-Climax), C. G. Escott (Lotus-Climax), Mrs. A. Scott-Moncrieff (Cooper-Climax), N. Hutchinson (Lester-M.G.), Hon. E. G. Greenall (Lotus-Climax), J. Burgess (Lotus-Climax), J. Randles (Lister-Bristol), P. J. Sargent (Jaguar), N. W. Graham (Berkeley-Excelsior), J. I. Goddard Watts (Berkeley-Excelsior), J. P. Baldam (Turner-Morris), F. R. Gerard (Turner-B.M.C.), B. Gilbert (Turner-Austin), A. J. Nurse (Turner-BMC), I. Walker (Lotus-Elite), J. Lawry (Lotus-Climax), R. Vincent (M.G.A.), C. W. Lawson (Porsche), J. P. Fergusson (Elva-Courier), C. P. Tooley (M.G.A.), J. Hayles (M.G.A.), P. D. Gammon (Elva-Courier), Wing-Cdr. Mackenzie (M.G.), J. A. P. Trafford (M.G.A.), W. A. W. Bemrose (Austin-Healey), L. Taylor (Triumph-TR2), R. A. Brightman (A.C. Acca-Bristol), C. R. Hanson (Austin-Healey 100S), A. G. M. Kellett (Austin-Healey 100S), T. Dickson (Lotus-Climax), J. McKay (Lotus-Climax), I. Ireland (Lotus-Climax), I. Ireland (Lotus-Climax), R. A. Jameson (Berkeley-Excelsior), D. Protheroe (Austin-Healey 100S), H. A. Richards (H.A.R.-Riley).

## AND THE REST...

AN excellent entry has been received for the Hants and Berks M.C.'s Great Auclum Hill-Climb tomorrow. With such names as David Good, Gaskell, Rivers-Fletcher, Cottrell and Haig, the course record stands a good chance of being lowered.

Jeddere-Fisher and Day will have their 2-litre E.R.A.s there and James Berry will be driving an E.R.A. Special. Patsy Burt has entered her Formula 2 Cooper-Climax.

The course is five miles S.W. of Reading and ample car parking space is available, as are refreshments—including cold luncheon and bar facilities.

On Sunday the 250 M.R.C. hold a restricted race meeting at Snetterton. The event is open to members of the following clubs: 250 M.R.C., Bugatti O.C.,

(Continued on page 152)

*STYLISH, but by no means vulgar. The Simca has a simple line, uncluttered by chromium strips and the like. The Monthéry is an inexpensive and economical family car. With the "Flash Spécial" engine the price is increased by £139 10s.*

pendently, and also permits the headlamps to be flashed.

On taking one's seat, one is able to choose a comfortable driving position, greatly assisted by the easy adjustment of the angle of the seat back. The clutch and brake pedals are too close together, and my large feet tended to push them both down at once. Although the right-hand brake lever is of the pull-out type, it is very powerful.

The car is quite light for a fairly roomy saloon, and the engine produces very good torque at low speeds. As a result, the first impression that this car gives is one of unusual liveliness. It is

## JOHN BOLSTER TESTS THE

# SIMCA ARONDE MONTHÉRY

THE Simca Aronde, in its standard form, is an inexpensive and economical family car. It has a four-cylinder 1,290 c.c. engine that develops 48 b.h.p. on the moderate compression ratio of 6.7 to 1, and can be operated on the cheapest petrol. As a four-door saloon it costs 615,000 francs in France, or £799 7s. with purchase tax in England.

As is well known, a slightly tuned Aronde broke long-distance records at Monthéry track, averaging 70.2 m.p.h. for 63,000 miles. In response to a considerable demand, the makers are now offering similar cars, with tuned engines and *de luxe* equipment, as a sporting version of the Simca, and they have very properly named it the Monthéry. It has a compression ratio of 7.8 to 1 and other minor modifications, and the "Flash Spécial" engine develops 57 b.h.p. at 5,200 r.p.m. The price goes up by £139 10s. including P.T.

There is nothing unconventional about the Simca. It has a steel four-door body which also forms the chassis, and the independent front suspension is by helical springs and wishbones with an anti-roll torsion bar. Behind, the hypoid axle is on semi-elliptic springs which have auxiliary leaves, and the dampers are telescopic all round.

The engine is a sturdy unit which has a counterbalanced crankshaft running in three steel-backed bearings, and the pushrod-operated overhead valves are in a light alloy head. The carburettor is a single downdraught Solex instrument of 32 mm. The single dry plate clutch has an exceptionally light pedal pressure, and the four-speed gearbox has synchromesh on the upper three ratios. A 12-volt lighting system is used, which is still unusual on the Continent.

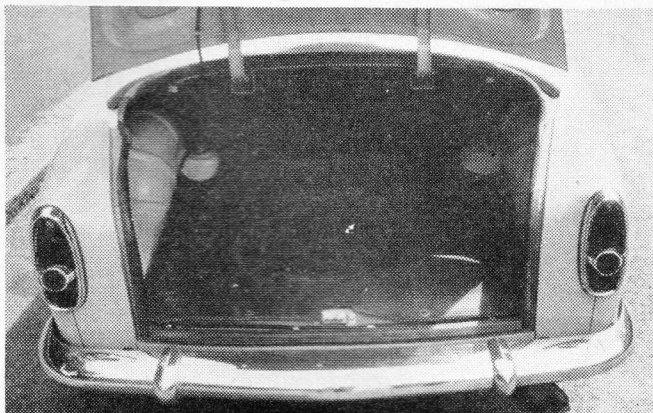
Although the above specification might almost apply to an English car, there is yet something very French about the Monthéry. The appearance pleases by virtue of the pleasant line and the lack of chromium decoration. There is none of the walnut-and-leather luxury of the more costly British machines, but the use of colours and the many practical features render the interior furnishing entirely acceptable.

The seats are bench-type as far as the cushions are concerned, but in front the seat backs are separate, and they may be instantly adjusted individually or let right down to form a bed. The gear lever is on the steering column, and a typically French combination switch is under the wheel, which operates the off-side and nearside parking lights inde-

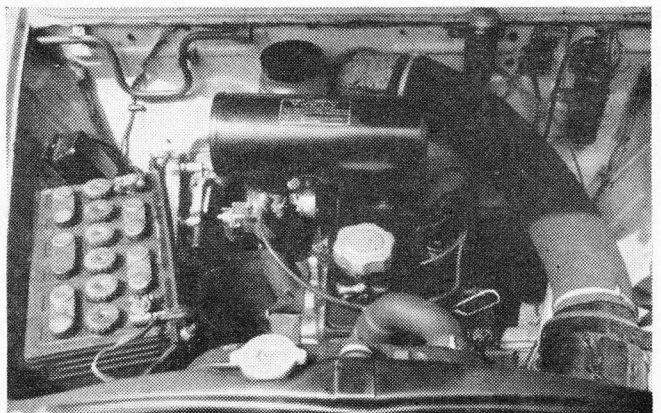
agreeably nippy on the gears, and pulls well on top speed. The maximum speed is not spectacular, but to exceed 80 m.p.h. with a 1,290 c.c. car is creditable enough. The gear lever works adequately if it is not hurried, as is usual when the change is on the steering column, and the very light clutch will slip momentarily if it is abused. Nevertheless, the gear ratios suit the characteristics of the engine perfectly.

The power unit can be heard and felt as it gets on with its work. It is not really noisy, but has a "hard" feeling about it that gives an impression of high efficiency. It revs. very readily, and can reach very high revolutions; at a 70 m.p.h. cruising speed there is a pleasant sensation that there is plenty more performance in reserve.

The steering is quite outstandingly light, and this is one of the best features of the car. As the suspension includes a rigid rear axle on semi-elliptic springs, there must be some compromise in its chosen characteristics. The makers have not hesitated, but have put road-holding first and comfort second. Thus, the car is exceptionally controllable, and corners fast with little roll. The ride is quite fair when the Aronde is heavily laden, but when the driver is alone he



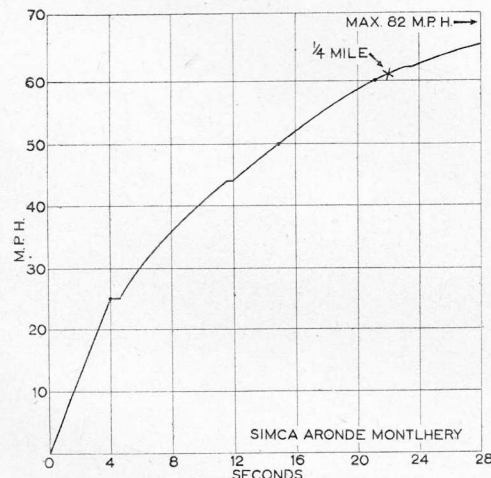
THE BOOT is of a useful size and the spare wheel is recessed beneath the floor covering.



FLASH SPÉCIAL. Developing 57 h.p. the engine of the Monthéry has a compression ratio of 7.8 to 1.



*A GOOD-LOOKER from any angle. This three-quarter rear view (above) clearly shows the clean lines of the car. COMFORT (below). The backs of the front seats may be adjusted individually to let right down to make a bed.*



**Acceleration Graph**

is somewhat conscious of the bumps on our Sussex country lanes. Personally, I much prefer feeling the odd bumps to wallowing and rolling round corners.

When the Montlhéry was first announced I tried the car in France, and I must admit that I was not too happy about the brakes. I, therefore, treated those useful components almost brutally during this test, and I now withdraw my previous criticism, because they have been improved out of all knowledge. I am delighted to record that the brakes are smooth and powerful, and they do not fade after repeated fierce applications.

Considering its roomy interior, the Simca seems a very small vehicle to drive. Its liveliness and lightness of control render it a good car for traffic driving, and the generous steering lock is much appreciated for parking. There is a luggage boot of useful size, with the spare wheel recessed beneath the floor covering. It is true that the Montlhéry has record-breaking antecedents and a sports-type engine, but it remains a very practical family car. The built-in heating and demisting system works well, and is included in the price.

The Simca Aronde Montlhéry is a small car of pronounced individuality. Some other makes may be more elaborately decorated and finished; indeed they may run more quietly and be more softly sprung. Yet few of them, size for size, have such a responsive engine, such light steering, or can give so reassuring a feeling of safety and controllability. The design of the Simca is certainly conservative by Continental standards, but a very fair balance has been struck within the limits that its specification imposes.

### Specification and Performance Data

**Car Tested:** Simca Aronde Montlhéry four-door saloon, price £938 17s, including P.T.

**Engine:** Four cylinders, 74 mm. x 75 mm. (1,290 c.c.). Pushrod operated overhead valves in light alloy head. Compression ratio 7.8 to 1. 57 b.h.p. at 5,200 r.p.m. Solex downdraught carburetter. Ducellier or Paris-Rhone coil and distributor.

**Transmission:** Single dry plate clutch, four-speed gearbox with synchromesh on upper three speeds, ratios 4.44, 6.51, 10.40 and 16.38 to 1, open propeller shaft. Hypoid bevel rear axle.

**Chassis:** Combined body and chassis. Independent front suspension by wishbones and helical springs with torsional anti-roll bar. Gemmer worm and roller steering gear. Rigid rear axle on semi-elliptic springs. Telescopic dampers all round.

Lockheed hydraulic brakes in 10 ins. x 1½ ins. drums, 5.60-14 ins. tyres on bolt-on disc wheels.

**Equipment:** 12-volt lighting and starting. Speedometer, fuel and temperature gauges. Heating and demisting. Windscreen washers and self-parking wipers. Flashing indicators and individual parking lights. Pass light.

**Dimensions:** Wheelbase, 8 ft. 0½ in. Track, 4 ft. 1½ in. Overall length, 13 ft. 6 ins. Width, 5 ft. 2 ins. Turning circle, 32 ft. Weight, 18 cwt.

**Performance:** Maximum speed, 82 m.p.h. Speeds in gears: third, 62 m.p.h.; second, 44 m.p.h.; first, 25 m.p.h. Standing quarter-mile, 22 secs. Acceleration: 0-30 m.p.h., 6 secs. 0-50 m.p.h., 14.8 secs. 0-60 m.p.h., 21.2 secs.

**Fuel Consumption:** 28 m.p.g.



### RACING RECORDS

STANLEY SCHOFIELD, who specialises in films and hi-fi records of motor sport, states that he already has four new "Sound Stories" in preparation for release in the autumn, covering the classic events of the last few months.

Five recordings in this series are already available: the Diamond Jubilee Brighton Run, with commentary by Raymond Baxter; the R.A.C. British Grands Prix, Aintree 1955 and Silverstone 1956, with commentary by Nevil Lloyd; the British Empire Trophy Race 1957, Oulton Park (John Bolster); the

15th Monaco Grand Prix (Stirling Moss); and the 24 Hours Le Mans 1957 (Nevil Lloyd). All are available on 7 ins. 45 r.p.m. discs or 7½ ins. per second tapes.

Details of these and future releases may be obtained from Messrs. Stanley Schofield Productions, Ltd., 6-7-8 Old Bond Street, London, W.1.

**FIRST CHAMPIONSHIP** — Juan Manuel Fangio at Barcelona in 1951, where he clinched his first world title with an Alfa Romeo. The inscription reads: "A lo Autosport cordialmente J. M. Fangio".

to himself; not that he ever shunned company—far from it. However, he had an inherent shyness which prevented him from seeking company. One of the first men to break down that barrier, was that lovable character, the late Johnnie Claes. It was Johnnie who began to take Fangio in hand, introducing him everywhere and getting him known as a man, rather than merely a racing driver. Soon the racing folk began to realize that this quiet, blue-eyed man, was not only a very great driver, but that his general attitude to the game was entirely different to that often possessed by highly publicized stars. He had not an ounce of personal conceit, was intensely loyal to his employers and, above all, was completely free from the petty jealousies that invariably go with a continual striving for recognition.

Whilst tremendously pleased to be World Champion, Juan Manuel never sought that honour at the risk of jeopardizing his team's chances. He knew, within himself, that given the car, he could beat any of his rivals. His uncanny knack of being able to nurse a sick car to the finish brought victory on many occasions. It was often attributed to luck, but although luck must come

# THE CHAMPION OF CHAMPIONS

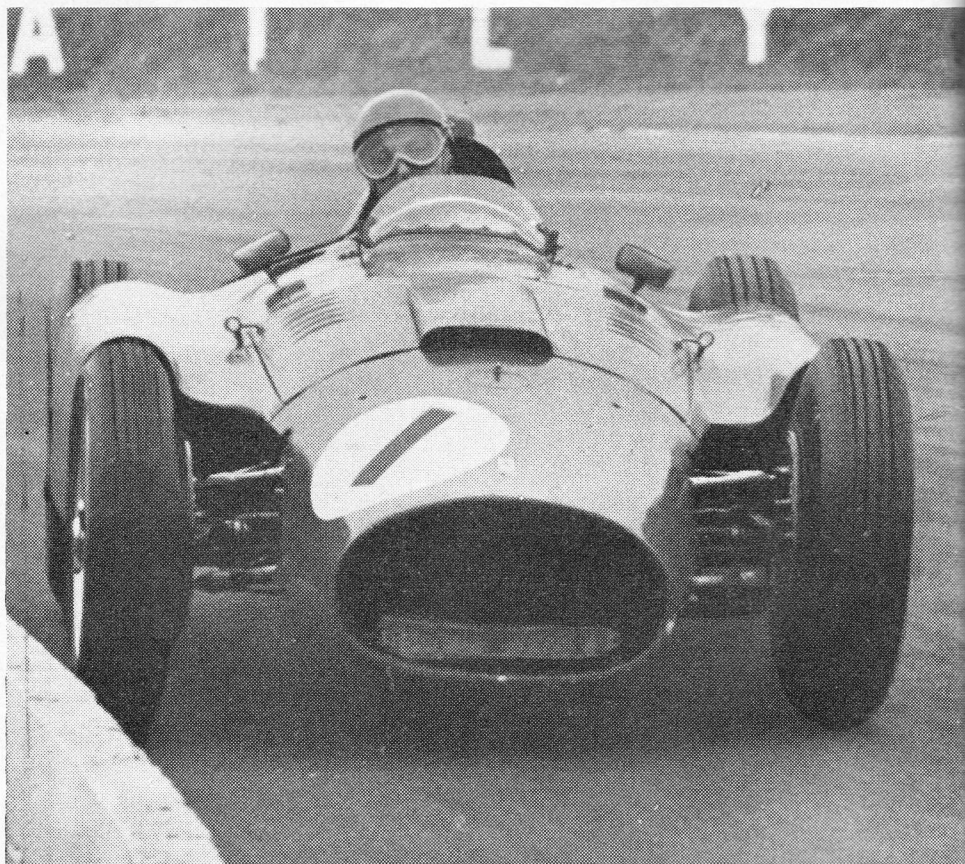
*Retirement of Juan Manuel Fangio Robs Motor Racing of its Greatest Figure*

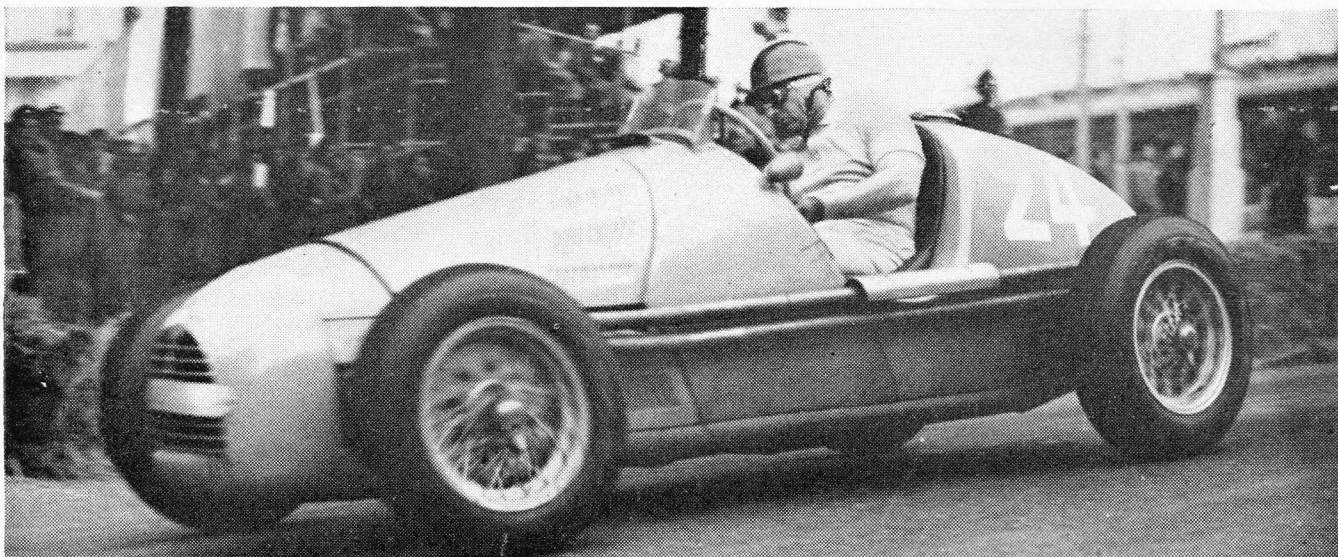
By GREGOR GRANT

SINCE I first saw Juan Manuel Fangio in action, several years ago, I have had the greatest possible admiration for the stocky little Argentinian. He arrived on the motor racing scene with a considerable reputation in his native land, but as a comparative unknown in Europe. In a remarkably short space of time, the name of Fangio had rocketed to fame. His determined style, exceptional car control and really tremendous speed, marked him out as the outstanding Grand Prix driver of his day. He had learned his motor racing the hard way, and his secret was that he never stopped learning. He even sought the advice of Tazio Nuvolari regarding the best method of tackling fast bends, and the little Italian went out of his way to pass on his knowledge to someone he recognized as a motor racing genius.

At first Juan Manuel found the going a trifle difficult; the Italians were inclined to be lukewarm when he started to drive for Alfa Romeo, reserving their near-hysterical admiration for Giuseppe Farina. Other drivers did not know quite what to make of the man from Buenos Aires, but they were absolutely certain that he was the fastest they had ever seen. In the early days of his European career, he was inclined to keep

**TYPICAL**—The master at Silverstone with a Ferrari—calculating his high-speed drift within inches of the retaining wall!





into anything connected with motor racing, it was far more than that. Fangio trusted in his own judgment; any man who could do half the Mille Miglia with only one wheel steering was someone out of the ordinary.

That is exactly what "El Chueco" is—someone out of the ordinary. His kind pop up once in several lifetimes. Some streak across the sky like a comet, and are as rapidly forgotten. The greatness of Fangio will be for ever remembered, and in the years to come his name will become a legend. People who saw him drive will never tire of recalling his deeds; his behaviour on and away from the circuits will remain as an example to all racing drivers.

Born in Balcarce, near Buenos Aires, 47 years ago, Juan comes of Italian stock. His motor racing career began on the local dirt-track, but he was 25 years old before he took part in his first race—with a venerable Ford. Two years later he was seen in action with his Ford Special; however, he was mad keen to race in the South American long-distance events, and the local people went so far as to create a special fund in order to buy him a suitable car. With the Chevrolet he acquired he entered for the crazy Gran Premio del Norte, an event of nearly 10,000 kilo-

metres, occupying 13 days of almost continuous driving over roads that were, in some places, worse than cart-tracks. At times the altitude reached 13,500 feet.

Juan Manuel Fangio's drive in that terribly arduous race has become an epic. Single-handed he defeated the most experienced South American "marathon" drivers, having averaged 53.6 m.p.h., and been at the wheel of his

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*SIMCA-GORDINI (Above). Fangio did much of his early European driving with the French-built car.*

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*B.R.M. (Below). The Champion in the 16-cylinder Bourne car, which he drove in several races during 1952. He was always keen on this machine.*

Chevrolet for a total time of 109½ hours. Soon the name of Fangio was recognized throughout Argentina as that of their greatest racing driver; just before World War II broke out reports were also circulating in Europe regarding the man's genius.

After the war, when the Peron régime was firmly established, the General made plans for extensive motor racing to be included in a national sporting programme. The Argentinian Automobile Club received direct financial support to

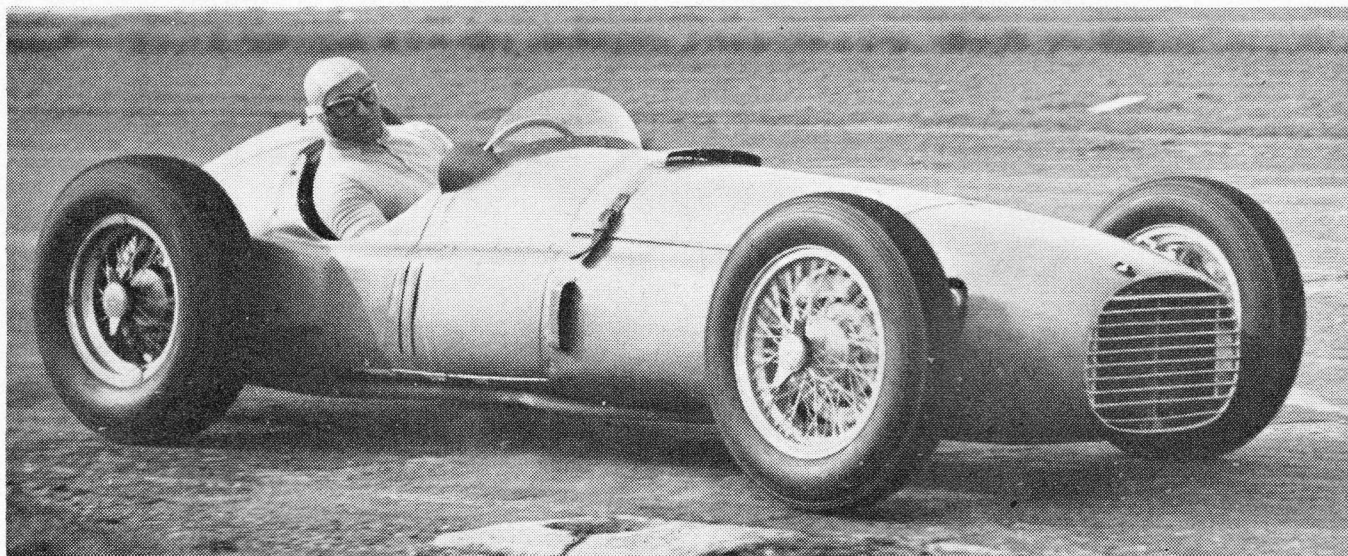
establish an Argentinian national racing équipe, and with funds provided by the Government Maserati and Simca-Gordini machines were purchased. At Rosario in 1948, Fangio showed himself the equal of the great Jean-Pierre Wimille, but he retired with engine trouble. Subsequently he won many races in South America, but, after seeing drivers such as Wimille, Varzi and Villoresi in action, Juan was desperately keen to go to Europe.

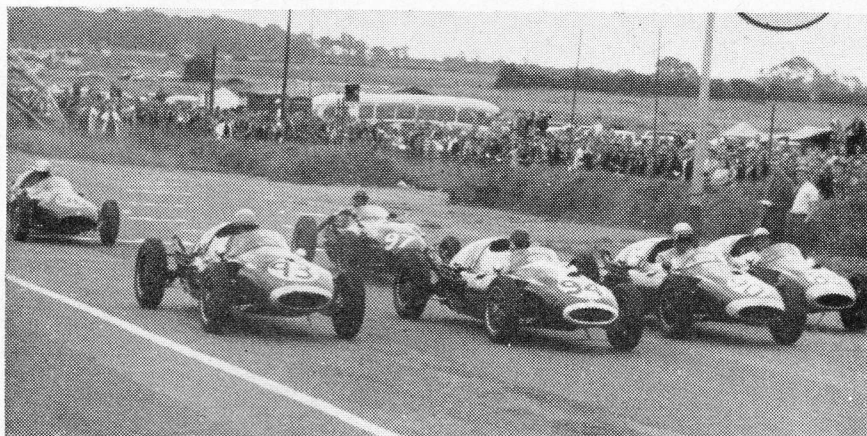
His first race in Europe was in 1948, when he drove the Simca in the little cylinders race preceding the French Grand Prix at Rheims. Although his engine failed, it was evident to all that he was a well-above-average driver.

In 1949 he was sent to Europe by the A.A.C., with a new 4CLT Maserati. He won the Grand Prix of San Remo, then followed this up with the Pau G.P. A third successive victory was secured at Perpignan. Then came Marseilles, and Fangio defeated the favoured Talbots with his little Simca.

The prowess of Juan Manuel had been carefully watched by Alfa Romeo; the loss of Wimille was serious to them, and for 1950 the Milano concern was determined to have the strongest possible team. Achille Varzi had also lost his

(Continued on page 143)





**GETTING UNDER WAY.** The field moves off at the start of the Vanwall Trophy. From l. to r. are Bruce McLaren, Ian Burgess, Henry Taylor and M. J. Neil.

Fergusson jubilantly took the 1,600 c.c. class from Lawson's Porsche.

The 1,100 c.c. sports car event was a complete and utter triumph for Keith Greene in the Gilbey Engineering Lotus. Perfectly driven, the car went out in front and stayed there. Peter Ashdown (Lotus) held second place for three laps, then retired, leaving P. J. Arundell (Lotus) and E. H. Broadley in his new Lola to fight it out behind Greene. Pell of the Jim Russell School crashed, and his Cooper caught fire, but the flames were quickly extinguished. Broadley

## Vanwall Trophy for Ian Burgess

*Walt Hansgen (Lister-Jaguar) Breaks Snetterton Sports Car Record—Dick Stoop (Frazer-Nash) Takes Honours in "Autosport" Championship Race*

THERE is something really enjoyable about those Snetterton meetings. The sport comes first, and there is a freedom from the grim business of motor racing which seems to have crept into recent events. Perhaps the attitude of the organizers has something to do with it. Oliver Sear and his men cannot take too much trouble, and their efforts are reflected in ever-increasing attendances at the Norfolk circuit, with family parties greatly in evidence.

The withdrawal of the Berkeleys and the non-appearance of Baldam's Turner brought in the reserves for the heavily subscribed AUTOSPORT Series-Production Sports Car Championship 10-lap event. The two remaining Turners were merged with the 1,300 c.c. class, thus competing with the Lotus Elites of Ian Walker and John Lawry; the 1,600 c.c. category comprised M.G.A, Porsche and Elva, and the over 1,600 c.c. class Austin-Healey, A.C.-Bristol, Triumph and Frazer-Nash.

Thus 19 cars faced the starter, and Dick Stoop quickly whipped his Frazer-Nash into the lead, chased by Lawry (Elite), Dick Protheroe (Austin-Healey), John Dashwood (Frazer-Nash) and Ian Walker (Elite). Lawry's effort ended when he retired with transmission trouble at the end of the first lap. The race then settled down to a chase of Stoop's Frazer-Nash by Protheroe and Walker, with the rare-sounding Frazer-Nash Replicas of Dashwood, Mike Bond and W. E. Wilks in line ahead behind. Pat Fergusson put his Elva Courier in front of C. W. Lawson's Porsche "1600", with the M.G.s of W. J. Smith and Dr. Trafford fighting it out behind. "Bam" Gilbert moved up to second place in the up-to-1,300 c.c. class with the retirement of Lawry, and such was the pace of the little green car that it kept ahead of Warnell's A.C. Ace and the M.G.s of MacKenzie and Vincent. Nurse's Turner, for once, did not sound too healthy, and he gradually dropped to the rear of the field.

Stoop continued to dominate the race,

with Protheroe 4 secs. behind; then Walker found himself in the midst of the Frazer-Nashes, eventually being overtaken by Dashwood. Then Bond edged in front

**By GREGOR GRANT**

Photography by George Phillips

of the light green Elite, but Wilks just couldn't join his team-mates. The sight and sound of the "Replicas" made the race; the veteran machines have never gone better, and the trio were lapping far faster than these cars were doing several years ago. Fergusson managed to increase his lead over Lawson, to make certain of the 1,600 c.c. class, and Trafford just pipped Smith on the last lap to take third place.

Dickie Stoop ran out winner, with a bonus point for fastest race speed, and Protheroe finished 3.8 secs. behind, followed up by the Frazer-Nashes of Dashwood and Bond, Walker's Elite and Wilks's Frazer-Nash in that order.

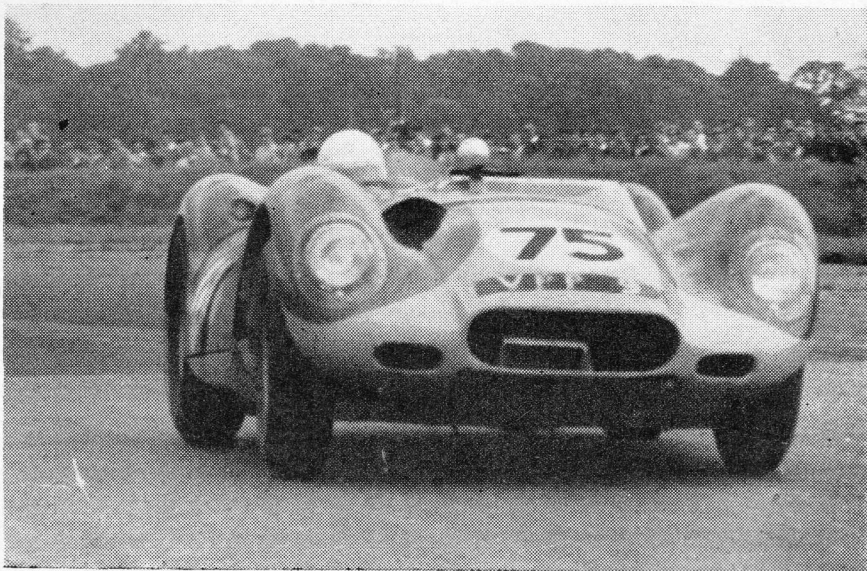
caught and passed Arundell, for Lola to take second place, with Randall's Lotus fourth. Greene put in a lap of 1 min. 49.2 secs. (89.01 m.p.h.)—a new 1,100 c.c. class record!

Then came an eight-lap scratch race in three classes for sports cars up to 1,500 c.c., 1,501-2,700 c.c. and over 2,700 c.c. Absentees were Ecurie Ecosse; the works Listers were taken over by Walt Hansgen and Ross Jensen, both with 3.8-litre engines. Bruce Halford had a 3.4-litre unit, identical to those in the D-type Jaguars of Peter Blond, J. Sieff and Ian Baillie, the last-named's car having been acquired just before the meeting by Duncan Hamilton.

Hansgen and Jensen made the running, chased by Halford and Blond. David Shale (Lotus) led the 1,500 c.c. section, pursued by Bill Frost (Lotus) and Edward Greenall (Lotus). The "middle-class" developed into an inter-marque battle, featuring the Frazer-Nashes of Dashwood and Bond, followed by Kellett's Austin-Healey and Taylor's Triumph TR2.

Walt Hansgen pressed on, lapping around the 1 min. 45 secs. mark. The

(Continued on facing page)



**WHERE'S WALT?** Walter Hansgen is almost invisible in the Lister-Jaguar as he rounds Coram Curve. Since his arrival in this country, Walt has entered four races and won three! Quite a guy!

**FACE-LIFT FOR LOLA.** E. H. Broadley went very well in his new Climax-engined car. He gained a second place in the up to 1,100 c.c. sports car race.

## RESULTS

## 10-Lap "Autosport" Qualifying Event

## Up to 1,300 c.c. (combined)

1. Ian Walker (Lotus Elite), 20 m. 27.8 s., 79.16 m.p.h.
2. B. A. M. Gilbert (Turner), 70.35 m.p.h.
3. A. J. Nurse (Turner).

Points: Walker, 8; Gilbert, 6; Nurse, 4.

## 1,300-1,600 c.c.

1. J. P. Fergusson (Elva Courier) 22 m.
2. C. W. Lawson (Porsche), 22 m. 10.2 s.
3. J. A. P. Trafford (M.G.A.).
4. W. J. Smith (M.G.A.); 5. K. W. MacKenzie (M.G.A.); 6. R. Vincent (M.G.A.).

Points: Fergusson, 8; Lawson, 6; Trafford, 4; Smith, 3; MacKenzie, 2; Vincent, 1.

## Over 1,600 c.c.

1. J. R. Stoop (Frazer-Nash), 20 m. 00.4 s., 80.97 m.p.h.
2. D. J. Protheroe (Austin Healey), 20 m. 04.2 s.
3. J. Dashwood (Frazer-Nash), 20 m. 22.6 s.; 4. M. S. Bond (Frazer-Nash); 5. W. E. Wilks (Frazer-Nash); 6. A. G. M. Kellett (Austin-Healey).

Points: Stoop, 9; Protheroe, 6; Dashwood, 4; Bond, 3; Wilks, 2; Kellett, 1.

\* Fastest race speed.

**Fastest lap:** Stoop, 1 m. 58.4 s., 82.09 m.p.h.

Formula 3  
(8 Laps)

1. Phil Robinson (Cooper), 15 m. 38.2 s., 82.88 m.p.h.
2. Don Parker (Cooper), 15 m. 43 s.
3. J. Pitcher (Cooper), 15 m. 46.3 s.

**Fastest lap:** Parker, 1 m. 54.2 s., 85.11 m.p.h.

Saloon Cars  
(5 Laps)

1. Tommy Sopwith (3.4 Jaguar),\* 11 m. 43.8 s., 69.05 m.p.h.
2. Jack Sears (Austin 105),\* 12 m. 22.8 s.
3. Don Parker (Jensen 541), 12 m. 47.2 s.
4. J. M. Young (Ford Prefect),\* 12 m. 53 s.
5. D. Harris (Borgward),\* 13 m. 2.4 s.
6. J. K. Bell (Morris Minor), 13 m. 39.4 s.
7. D. E. Gray (Ford Anglia), 14 m. 1.8 s.

\* Class winners.

**Fastest laps:** Young, 2 m. 31.2 s., 64.29 m.p.h.; Harris, 2 m. 33 s., 63.53 m.p.h.; Sears, 2 m. 25.8 s., 66.67 m.p.h.; Sopwith, 2 m. 18.8 s., 70.03 m.p.h.



**LAURELS FOR IAN.** Mrs. Oliver Sear presents the laurels to Ian Burgess after he had won the Vanwall Trophy in the Cooper.

## Sports cars up to 1,100 c.c.

## (8 Laps)

1. Keith Greene (Lotus XI), 14 m. 51 s., 87.27 m.p.h.
2. E. H. Broadley (Lola), 15 m. 10.6 s.
3. P. J. Arundell (Lotus XI), 15 m. 14.2 s.

**Fastest lap:** Greene, 1 m. 49.6 s., 89.01 m.p.h. (new class record).

## Up to 1,500 c.c.

1. Bill Frost (Lotus XV), 15 m. 10.2 s., 85.43 m.p.h.
2. David Shale (Lotus XI), 15 m. 24.8 s.
3. Hon. Edward Greenall (Lotus XV), 15 m. 42.4 s.

**Fastest lap:** Frost, 1 m. 50.2 s., 88.2 m.p.h.

## 1,501-2,700 c.c.

1. John Dashwood (Frazer-Nash), 15 m. 57 s., 81.25 m.p.h.
2. Mike Bond (Frazer-Nash), 15 m. 59 s.
3. A. G. M. Kellett (Austin-Healey), seven laps.

## Over 2,700 c.c.

1. Walt Hansgen (3.8 Lister-Jaguar), 14 m. 01.1 s., 92.37 m.p.h.
2. Ross Jensen (3.8 Lister Jaguar), 14 m. 16.4 s.
3. Bruce Halford (3.4 Lister-Jaguar), 14 m. 17.2 s.

**Fastest lap:** Hansgen, 1 m. 42.8 s., 94.55 m.p.h. (new sports car record).

The Vanwall Trophy  
(20 Laps)

1. Ian Burgess (Cooper), 35 m. 9.6 s., 92.15 m.p.h.
2. Bruce McLaren (Cooper), 35 m. 22.6 s.
3. Henry Taylor (Cooper), 35 m. 54.2 s.

**Fastest lap:** Burgess, 1 m. 43.8 s., 93.64 m.p.h.

## Formule Libre

## (10 Laps)

1. Walt Hansgen (3.8 Lister-Jaguar), 17 m. 34.6 s., 92.17 m.p.h.
2. Henry Taylor (1.5 Cooper), 17 m. 40.4 s.
3. Ross Jensen (3.8 Lister-Jaguar), 17 m. 51.4 s.
4. Bruce Halford (3.4 Lister-Jaguar).

**Fastest lap:** Hansgen, 1 m. 43 s., 94.37 m.p.h.



American was certainly in a class by himself, and it was no surprise when he smashed the late Archie Scott-Brown's existing sports car record with the remarkable time of 1 min. 42.8 secs. (94.55 m.p.h.). Behind Hansgen, Jensen and Halford battled on, the former just managing to pip the smaller-engined car. Frost went ahead of Shale, the latter being involved in a minor collision with Baillie's Jaguar at the hairpin, the wheel hub-cap of the latter tearing a piece out of the Lotus's bodywork. Hansgen eased up towards the end, finishing nearly 15 secs. ahead of Jensen and Halford, with Frost leading the 1,500 c.c. category, and John Dashwood gleefully scoring in the 1,501-2,700 c.c. section from the rival Frazer-Nash. Sir Gawaine Baillie crashed in the "Equipe Endeavour" Lotus, knocking out a few front teeth.

Only eight F2 cars lined up for the 20-lap Vanwall Trophy race. Henry Taylor shot into the lead in George Nixon's Cooper, followed by Count Ouvaroff (Cooper), Bruce McLaren

(Continued on page 143)

**INTO THE LEAD** goes Dickie Stoop in the Frazer-Nash at the start of the AUTOSPORT race. Stoop won the over 1,600 c.c. class.

*SUNSHINE blazes down on the sizeable crowd around Radio Corner as the cars wind their way up the twisty course.*

pressure and in his two championship runs drove his 1,000 c.c. Cooper through the S bend, Les Platons, heartbreaking Radio Corner and through the electronic eye in 51.2 secs., not only once but on both of the championship runs. This is Boshier-Jones's third record. He had already broken the records for Prescott and Rest-and-be-Thankful—must be a habit.

Absent this year were Tony Marsh, Mike Christie and Dick Henderson, which was a disappointment to many spectators who follow some of the drivers. The Hill-Climb Championship has at its head David Boshier-Jones with 44 points, Mike Christie slips down to third place, having been helped into this slide by David Good whose time of 54.4 secs. gained him eight points to add to his 22. Chris Summers in his 1,097 c.c. supercharged Farley Special collected seven points for the championship and Jim Berry collected six, whilst W. F. "Bill" Moss, of Luton, gained five with Remus, one of the two E.R.A.s. Remus had already been raced in Jersey by Prince Bira.

## Boshier-Jones takes Bouley Bay

**Another Record-breaking B.T.D. for Welsh Cooper Driver in Jersey National Hill-Climb**

IT rained all day on Wednesday, 23rd July, but the following day the sun shone, soaking the slopes of Bouley Bay, the spectators and the drivers with warmth and *joie de vivre*, so much so that had this been an American weekly the headlines might have read "BOSHIER BASHES BOULEY BAY RECORD".

Twenty-six-year-old David Boshier-Jones had two runs with the times of 51.8 secs. and 52.2 secs, cracking the late Ken Wharton's record for this hill-climb. The previous record had stood at 52.6 secs. It was fully appreciated by the spectators that .8 sec. off a record is hardly dawdling on a hill-climb. Yet this driver then really turned on the

*HAPPY, with yet another outright victory in the qualifying rounds for the 1958 Hill-Climb Championship, is David Boshier-Jones (right)*

★

*RECORD for 2-3-litre sports cars was lowered by Jean Bloxam (below) in her Aston Martin DB3S coupé.*



The second B.T.D. went to local driver "Mac" Daghorn, the second year a local driver has recorded second B.T.D.

Frank Le Gallais who holds the record of 53.7 secs. for local drivers has now retired from racing. "Mac" Daghorn certainly seems to be the man most likely to beat this record and is gaining considerable experience in hill-climbing by competing in the British Hill-Climb Championship. Being second B.T.D. "Mac" received nine valuable points.

Miss Patsy Burt in her Formula 2 Cooper established a record for women drivers by clocking 57.2 secs. in the 1,101-1,500 c.c. class. This is Miss Burt's first attempt at Bouley Bay. Further attempts will certainly reduce the time recorded on this day. Another lady, Mrs. Jean Bloxam, drove her D.B. Aston Martin in the sports car class and recorded 62.0 secs., finishing second in the class to Jerseyman Mike Salmon who smashed the over 3,000 c.c. class with a time of 58.6 secs. The previous record held by Lord Louth was 61.0 secs.

Mrs. Jean Bloxam, whose time of 62.0 secs. is recognised as a new record

for 2,001 c.c.-3,000 c.c. sports cars, was equal in the Sports Car Class with Jersey's international ace, Arthur Owen. Arthur drove the quietest car on the hill, a 5½-litre Cadillac-Allard; after the racket of some of the cars it was uncanny to see him almost glide up the hill. Jersey's Tommy Muir decided to become a tank and started to remove some of the bank on each side of the road, then proceeded to go down the hill instead of up the hill as all good Austin-Healeys do in a hill-climb. Tommy did not let this upset him and on his second run returned 70.4 secs., the second fastest in his class.

He was beaten by Sandro Testori, also with an Austin-Healey, who clocked 68 secs. dead.

That night Boshier-Jones collected a cheque for £80, the Jersey Challenge Trophy and the applause of all who were gathered to show their appreciation of a brilliant feat of driving by this very happy Welshman.

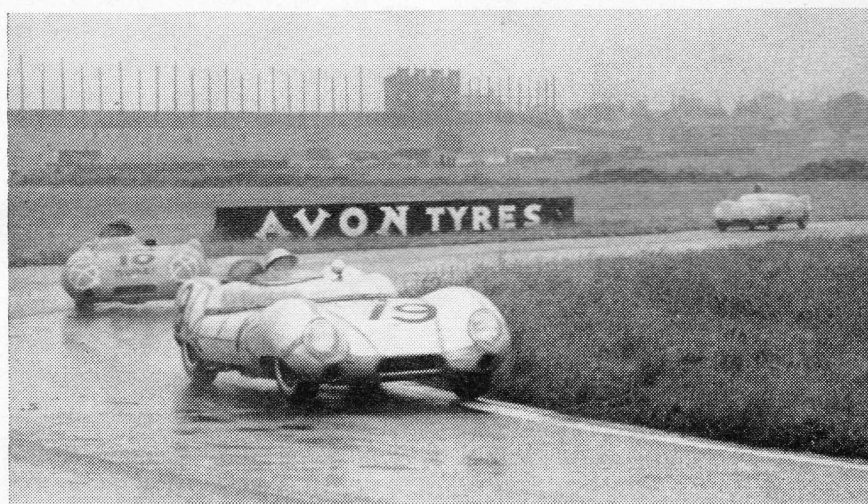
R. H. LE VAILLANT.

#### Results

**Sports Cars, Over 2,000 c.c.:** 1. M. Salmon (Jaguar XK 120C), 58.6 s. (new record); 2. (Equal) Mrs. J. Bloxham (Aston-Martin DB3S), 62.0 s.; A. Owen (Cadillac-Allard 5,400 c.c.); 4. L. C. Pallot (Doretto) 62.8 s.; 5. S. Testori (Austin-

Healey), 68.0 s.; 6. T. Muir (Austin-Healey), 70.4 s.; 7. W. E. Alluto (Austin-Healey), 74.4 s. **Racing Cars, up to 500 c.c.:** 1. R. Martini (Cooper), 60.0 s.; 2. M. Vincenzi (Cooper), 63.0 s.; 3. P. G. Wakenham (Cooper), 64.2 s. **501 c.c.-1,100 c.c.:** 1. D. Boshier-Jones (Cooper 1,100 c.c.), 51.8 s. (new record); 2. M. E. Daghorn (Cooper 1,097 c.c.), 54.0 s.; 3. D. R. Good (Cooper 1,100 c.c.), 54.4 s.; 4. C. Summers (Farley Special 1097), 57.0 s. **1,101-1,500 c.c.:** 1. W. F. Moss (E.R.A.(S)), 59.0 s.; 2. Miss F. Burt (Cooper ID), 60.0 s.; 3. R. Davey (Ford Special 1,172 c.c.), 70.0 s.; **1,501 c.c.-2,500 c.c.:** 1. J. Berry (E.R.A. Special (S)), 57.0 s.; 2. J. Casey (Jaguar Special), 64.4 s.; 3. B. J. Moody (V.M. Special), 66.8 s.

**B.T.D. and Jersey Challenge Trophy:** D. Boshier-Jones (Cooper 1,100 c.c.), 51.2 s. **Second B.T.D. and Waters Edge Trophy:** M. E. Daghorn (Cooper 1,097 c.c.), 54.0 s.



## B.A.R.C. Members at Aintree

### Blumer and Greenall (Lotuses) Share Fastest Lap at Northern Club Meeting

THE British Automobile Racing Club's sixth Aintree members' sports car meeting was marked by a new lap record of 1 min. 11.2 secs., 82.92 m.p.h., which was shared by Jimmy Blumer's 1,100 c.c. Lotus-Climax and the Hon. Edward Greenall's twin-cam 1,500 c.c. Lotus-Climax (a new "Fifteen") when they came first and second respectively in the unlimited scratch race which concluded an enjoyable eight-race meeting last Saturday (26th July).

Greenall was regarded as "favourite" for this event, even by Blumer, but the latter made a superb start and then drove the race of his life to stay in front of the more powerful and later model Lotus. After a good deal of "bug-removal", Greenall's car was running really well for the first time but he was still troubled by excessive understeer and that allowed Blumer to just make up on the bends what Greenall was taking away on the straights between the four varied corners which make up the 1.64 miles of the Aintree Club Circuit.

These two completely outstripped the rest of the field which was weakened by the absence of Gillie Tyrer's "C"-type Jaguar, which suffered gearbox trouble in practice and was sadly missed as Gillie

was joint lap record holder with the Jaguar in company with the 1,100 Lotus-Climaxes of Greenall and Innes Ireland.

Blumer screamed off the line and reached the 180-degree Club Corner well ahead of Greenall and was 30 yards in the lead when they reached the left-hand right angle of Country Corner. They were the same distance apart down to

WET conditions prevailed for practice at Aintree, and here are the Hon. Edward Greenall and R. Cummins cornering in the rain—the track was decidedly slippery.

Village Corner and along Valentine's Way to Bechers Bend. As they came up the long Railway Straight Greenall should have gone ahead if he was going to do so but Blumer lost little or no ground as they completed the first lap. Thereafter they both lapped consistently under the previous record time of 1 min. 12.4 secs. (81.55 m.p.h.) and on the fourth lap Greenall got his time down to the new record of 1 min. 11.2 secs., closing up very slightly as he did so but Blumer equalled this time on the final tour to win by 1.8 secs. As they crossed the line the next pair of cars were barely in sight leaving Bechers and it was R. C. Kerrison's Lotus just in front of L. I. Bramley's, a position he had held by a very small margin from the second lap, and some way ahead of Jock Sinclair's 1½-litre Connaught.

Kerrison and Bramley were only repeating their duel of the 1,100 c.c. scratch event which was won without trouble by Blumer. In that race Bramley actually got through to second place on the fourth lap but Kerrison took him again next time round and finished three-fifths of a second ahead, another battle royal between the Lotus-Climaxes of G. Ralphs and A. G. Wood going to the former by less than a second with a further Lotus driven by R. Cummins not

(Continued on page 143)



SPRAY flies in the air as David Shale (Austin-Healey 100-Six) leads the Morgan of D. Pacey around a rain-swept corner during practice.



*FORMULE TRÈS LIBRE! Reg Harris leads the field from the start. The field is made up of Lotuses, a "D"-type Jaguar, an XK 120, a Connaught and various other machines.*

mounted, close astern. Lap 6 saw clouds of "blue" from both Pitcher and Proctor and sure enough both retired. On went Lewis to win by 62 secs. from Don True-man who in turn was chased over the line two seconds later by an extraordinarily rapid Bond in the hands of J. F. Conyers.

Event four, over seven laps for 1,350 sports cars, brought out a maximum field of Climax-powered Lotus, Cooper, Elva, etc. Into the lead went C. Martyn, driving one of the Innes Ireland Stable cars, and on his heels A. V. Hegbourne in a very "quick" Cooper. Lap 4 saw Colin Escott (Lotus) displace the Cooper for second spot, and on the last lap he took Martyn down Deers Leap to win by a couple of lengths, both cars lapping consistently around 2 mins. 8 secs.

Formule Libre was next on the menu, over 15 laps and included, apart from all in the previous event, such heavy metal as Broadhead's Harris-conducted "D"

THE dictionary seems to rate superlative as "tops" in its praise department. This word, then, must be used to describe the Mid-Cheshire M.C. race meeting at Oulton Park on Saturday 26th July. No small wonder that Jim Lilley, Ray Dawson and the Mid-Chesh. "boys" comprise one of the few clubs in the country permitted to stage an International meeting, because in this, their restricted event, they handled some 100 plus cars, staged a series of 10 fine races and, due to a pre-conceived notion that intervals between races are far too long to suit the cash customer, cut the waiting time down to 20 minutes, and in so doing, finished the day half an hour ahead of schedule!

Falling in with the mood, even the weather played ball, as after a wet practice session it cleared and dried the track out to permit an afternoon of some of the best club racing viewed for many a day. If perhaps Colin Escott must be singled out as the star for his three magnificent wins, at least he would be the first to praise and admire his wonderful supporting cast!

The programme commenced with a high speed trial of half-an-hour's duration, on this occasion the usual compulsory wheel change being omitted. Two classes were catered for: open cars, which was taken by W. N. Bloor (Lotus), and closed cars, a victory for Reg Harris (TR3 coupé), this after enlivening the proceedings with the grandfather of all gillhoolies. Half on the grass and half on the road, the TR went 75 yards sideways on, through Old Hall to continue unabated. Why it didn't roll I for one will never know! Then, blow me down, if he didn't do exactly the same thing two laps later, and then went on to win! Who says crime doesn't pay! Other excitement was caused by R. A. Staples (Lotus) who, calling at the pits for water, blew a header of steam quite the highest yet. To continue, only seven unlucky conductors failed to qualify!

**WINNERS BOTH.** W. N. Bloor (Lotus IX) and Reg Harris (TR3). Bloor won the class for open cars in the high-speed trial and Harris the class for closed cars.

## Three Races For Escott

*C. G. Escott (Lotus) has a field day at Oulton*

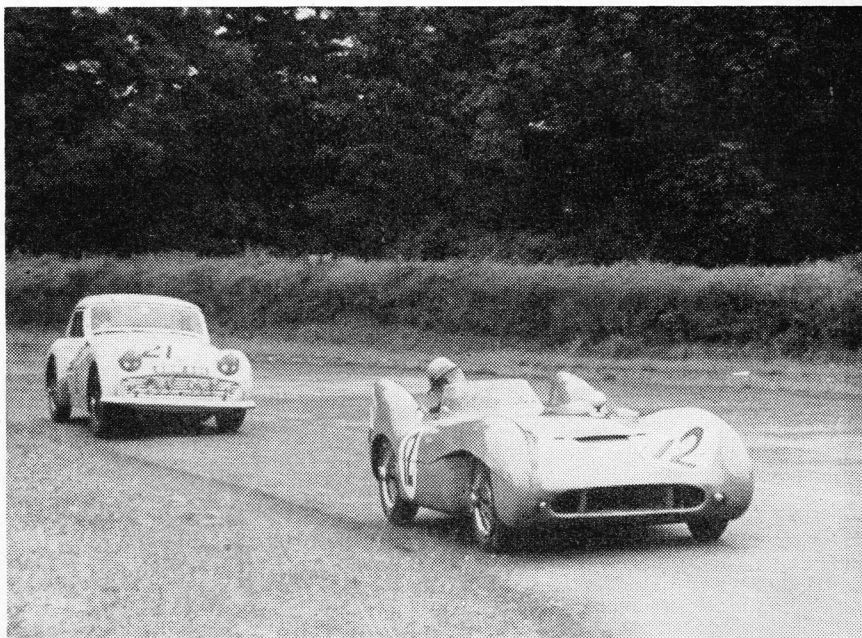
Next came a five-lapper for 750 c.c. sports cars run concurrently with a similar distance event for Ford-engined cars. K. N. Laverton (Lotus), first away, had a fairly easy win from P. D. Anders (Lotus). Third place went to E. J. Mitchell (Lotus) who took D. A. Rees (Austin-Rees) on the last lap. No incidents were recorded. In the baby class, those two well-known Austin drivers, J. G. Currie and L. G. Hockney were "at it again" and victory went to the former.

Now for the 500s. Although only a small field started, a grand scrap ensued. From the back row J. Pitcher was through before Old Hall, and for the next five laps stayed in front with J. R. Lewis and P. Proctor, all Cooper-Norton

type, Verdun Edwards's Formula 1 Connaught and J. T. Stuart's ex-Nixon Formula 2 Cooper. This last car was never headed and Stuart, driving well within his capabilities, won as he liked. Escott, some 23 secs. in arrears, held second spot, till a carb. nearly fell off, his place being quickly snapped up by Martyn. Third was B. J. Cox (Elva) with the "D" type and the Connaught next, but well behind. The race was, in fact, "All Stuart".

Event six was for sports cars up to 1,500 c.c., again over seven laps. From the flag it was Escott first into Old Hall with Higham's larger 1,460 Lotus at his heels. On went Colin to collect his

*(Continued on page 146)*



**Aintree—continued**

far behind in sixth place. Mrs. "Jumbo" Howard explored the potato field by Club Corner on the second lap but the car was ready for her husband to race later.

The day's most exciting event was the first of the "Marque" races (a sort of poor man's AUTOSPORT race for production-type cars of the *marques* A.C. Ace (excluding Bristol-engined cars), Austin-Healey 100 and 100-Six (but not the 100S), M.G.A., Morgan Plus-Four and Triumph TRs). David Shale's extremely rapid disc-brake Austin-Healey 100-Six jumped into the lead by a small margin but behind was a grand struggle between the Triumphs of Roy North and Sid Hurrell and the four-cylinder Austin-Healey of J. Sutton. North was just ahead of the other two for six of the seven laps and the first time round Hurrell was in front of Sutton but the latter's car had an exceptionally well-tuned engine and on each subsequent lap he passed Hurrell as the cars crossed the finishing line. Shale kept nicely in front of this scrap and behind it John Ewer's TR took fifth place on the second lap from Geoff Bewley's TR which was passed by Pacey's Morgan on the fourth lap.

On the last lap both Hurrell and Sutton passed North and the trio thundered up to the finish some three seconds behind Shale. A judges conference had to be called to confirm that Sutton was actually in front of Hurrell as his final burst of acceleration took him over the line. North was two-fifths of a second further back in fourth place, Ewer was fifth and Bewley snatched sixth place back again from Pacey.

**Fangio—continued**

life. So Fangio was approached to make up the team with Farina and Fagioli, Bonetto and Sanesi being nominated as reserves. It is now a matter of history that Fangio won his very first race with Alfa Romeo—a try out for the coming *grandes épreuves* at San Remo.

As second driver to Farina, he was not permitted to take the initiative in respect of the newly instituted World Championship. Farina became the first driver to hold the title, but there are many people who still maintain that the Doctor won—by kind permission of Juan Manuel Fangio. At the close of the 1950 season the Argentinian was recognized as a much faster driver than the title-holder, his nearest rival in ability being considered the much younger Alberto Ascari.

In 1951 Juan Manuel Fangio became Champion of the World, an honour he was to repeat four times, before he announced his retirement in July, 1958. Curiously enough, he gained the title with four different makes, Alfa Romeo, Maserati, Ferrari and Mercedes-Benz. Without the help of the great Argentinian the Germans would have had a pretty thin time of it in their come-back in Grand Prix racing. Time and time again did Fangio turn the scales for the silver cars by brilliant strategy and the uncanny ability to keep sick cars going.

Yet, of all Fangio's wonderful drives, none will surpass that at Nürburgring in 1957, when he drove like one possessed, to overtake the seemingly uncatchable Ferraris of Mike Hawthorn and Peter

The second "Marque" race also produced a close finish between the Triumphs of P. J. Doyle and J. D. Wood and provided half of the day's "incidents" in a single event. Wood led for six laps and on the second time round Doyle passed S. H. Newton's Triumph to take second place. H. Thompson had already spun his Triumph at Country Corner and K. M. Francis did the same with his TR the third time round. They both continued, as did W. R. Brooks when his Triumph spun at Bechers but Newton had to take avoiding action and retired on to the grass. I. R. Palmer's Austin-Healey 100-Six completed the race's excitement for the hard-worked observers at Country Corner when he, too, "lost it" at that point.

The rest of the programme consisted of handicap events, in each of which a single car went just a little too fast to make for a good finish. In the first of these E. C. Booth's Healey-Duncan saloon led all the way to cross the line as J. D. Wood's TR3 was only just on the final straight with Averil Scott-Moncrieff's Cooper and Shale's Austin-Healey catching up fast.

In the next one John Brierley's old Cooper-M.G. found a new quota of urge from somewhere to go much faster than ever before and beat D. Howard's Cooper-Climax by over 12 seconds with Sutton doing his best to stay close to Howard with his Austin-Healey. The third handicap was won by American W. J. H. Southam's ex-works M.G.A. with disc brakes in a race which would probably have been extremely close but for a sudden heavy rain squall which slowed the fastest cars. Southam won by more than six seconds but the next five were

across the line in 15 seconds with scratch man Greenall in sixth place.

The saloon car handicap provided a well-deserved win for Paddy Gaston's A35 which was hit by D. Shute's VW as the latter tried to take Country Corner much too quickly. The Austin was just scratched but nearly rammed the spinning VW, braked almost to a standstill and then got on with the racing as Shute stopped on the grass. Gaston kept going hard to finish 10 seconds ahead of a well-bunched field led by the Healey-Abbott of K. W. Yeates with D. W. A. Chamberlain's XK 140 coming through the field strongly to take third place on the finishing straight from E. Fishwick's A35.

**Results**

(All races seven laps)

**Handicap "A":** 1, E. C. Booth (Healey-Duncan), 65.24 m.p.h.; 2, J. D. Wood (Triumph TR3); 3, Mrs. A. Scott-Moncrieff (Cooper-Climax). **Fastest Lap:** D. S. Shale (Austin-Healey 100-Six), 75.11 m.p.h. **Handicap "B":** 1, J. B. Brierley (Cooper-M.G.), 72.15 m.p.h.; 2, D. Howard (Cooper-Climax); 3, J. Sutton (Austin-Healey 100). **Fastest Lap:** L. I. Bramley (Lotus-Climax), 79.57 m.p.h. **Handicap "C":** 1, W. J. H. Southam (M.G.A.), 64.62 m.p.h.; 2, W. R. Brooks (Triumph TR2); 3, S. A. Hurrell (Triumph TR3). **Fastest Lap:** Hon. E. G. Greenall (Lotus-Climax), 76.67 m.p.h. **Handicap "D" (Closed Cars):** 1, J. H. Gaston (Austin A35), 62.35 m.p.h.; 2, K. W. Yeates (Healey-Abbott); 3, D. W. A. Chamberlain (Jaguar XK 140). **Fastest Lap:** Chamberlain, 67.68 m.p.h. **Up to 1,100 c.c. Scratch Race:** 1, J. Blumer (Lotus-Climax), 79.38 m.p.h.; 2, R. C. Kerrison (Lotus-Climax); 3, L. I. Bramley (Lotus-Climax). **Fastest Lap:** Blumer, 80.88 m.p.h. **Marque Scratch Race "A":** 1, D. S. Shale (Austin-Healey 100-Six), 72.78 m.p.h.; 2, J. Sutton (Austin-Healey 100); 3, S. A. Hurrell (Triumph TR3). **Fastest Lap:** Sutton, 74.17 m.p.h. **Marque Scratch Race "B":** 1, P. J. Doyle (Triumph), 68.71 m.p.h.; 2, J. D. Wood (Triumph); 3, W. J. H. Southam (M.G.A.). **Fastest Lap:** Doyle, 73.80 m.p.h. **Unlimited Scratch Race:** 1, J. Blumer (Lotus-Climax), 81.42 m.p.h.; 2, J. L. King (Driver, Hon. E. G. Greenall) (Lotus-Climax); 3, R. C. Kerrison (Lotus-Climax). **Fastest Lap:** Blumer and Greenall, 82.92 m.p.h. (new course, 1,100 c.c. and 1,500 c.c. record).

Collins, breaking the lap record no less than 10 times. It was the crowning achievement of a great career.

Even in Argentina, and at Rheims this year, he showed himself to be the master-driver. Practically every first-class racing driver has learned from him, including Stirling Moss who drove with him in the Mercedes-Benz team, and Peter Collins who was with him in Scuderia Ferrari. Mike Hawthorn maintains that there will never be anyone quite like the "old man". Praise from men such as these is praise indeed, and emphasizes the unique position Juan Manuel holds in the world of motor racing.

A natural gentleman, a driver without parallel, Juan Manuel Fangio has been the greatest ambassador that Argentina has ever possessed. His departure from the circuits leaves a gap that may never be filled. It is to be sincerely hoped that his association with the sport he loves will not be severed, and that this fine man with the bandy legs which caused him to be nicknamed affectionately "El Chueco", will continue to be seen around the places where his name will be forever remembered.

**Vanwall Trophy—continued**

(Cooper) and Ian Burgess (Cooper), Jim Russell came to rest after one lap, and David Shale remained at his pit for nearly three laps. On and on went Taylor, chased by McLaren—shades of their Rheims duel! Burgess craftily remained behind the Australian Ouvaroff, then suddenly whipped ahead on the seventh

lap. Shale rejoined the race in sixth place.

Burgess now began to put on the pressure, closing up rapidly on Taylor. Henry overdid things at the hairpin, after being overtaken by Burgess. By the time he regained the circuit, McLaren had pinched second place. It was now all Burgess, the Cooper Driving School chief giving pupils a lesson in controlling a racing car. Once he was in front he was uncatchable, despite the efforts of McLaren and Taylor. Ouvaroff kept ahead of Stoop's Cooper, and the lone Lotus was retired with gearbox difficulties. Burgess averaged over 92 m.p.h., putting in the fastest lap in 1 min. 43.8 secs. (93.64 m.p.h.).

The F3 race was a triumph for Phil Robinson, whose Stuart-Cooper led from start to finish, pursued by the Coopers of J. Pitcher and Don Parker, with P. D. Mitchell and J. R. Lewis (Coopers) involved in a wheel-to-wheel scrap behind. Parker eventually edged past Pitcher, but could do nothing about Robinson, who won by over 5 secs. at 82.88 m.p.h. Parker put in the fastest lap in 1 min. 54.2 secs. (85.11 m.p.h.).

Now came the well-supported *Formule Libre* race, and the question was: "Would Hansgen manage to out-pace the fast F2 Coopers?" The answer was soon "Yes". The American swept into the lead, after a brief challenge by Henry Taylor (Cooper), and the big Lister-Jaguar was soon out in front, lapping around the 1 min. 43 secs. mark. Yet Taylor held on grimly, gradually draw-

(Continued on page 146)

AUTOSPORT, AUGUST 1, 1958

# Silverstone Highlights

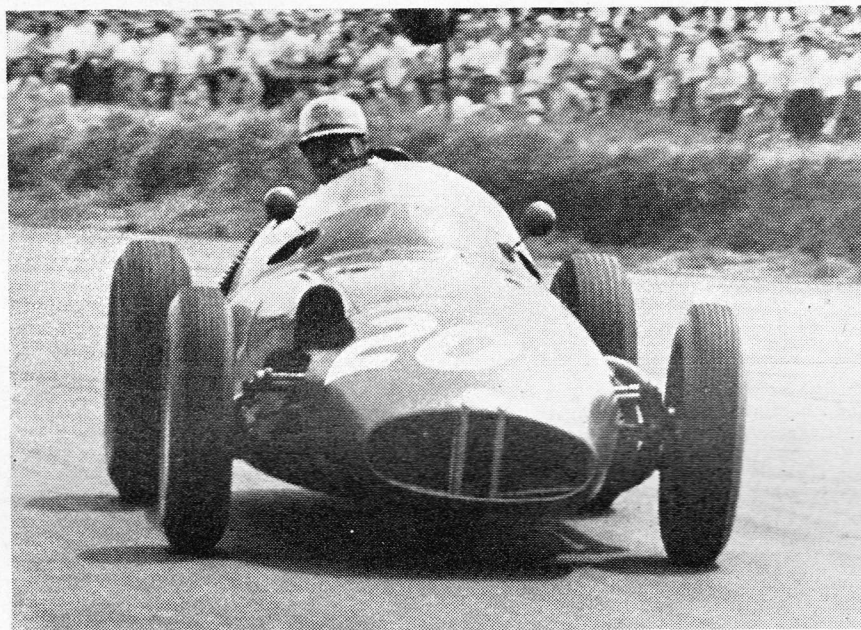
**A further selection of  
scenes at the 13th  
R.A.C. British Grand Prix**

Photographed by

George Phillips, Francis Penn and Patrick Ben

*WINNER'S technique: Peter Collins holds a slide in front of the stands during his victorious drive in the Ferrari. The eight points he collected for first place bring him up from seventh to third place in the World Championship.*

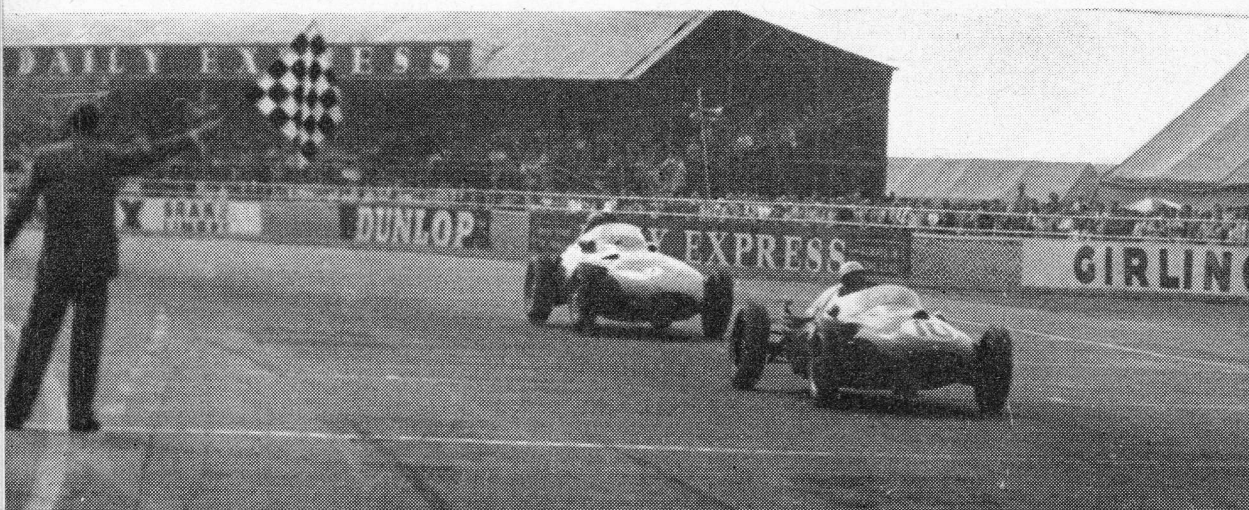
*TENSE: Louise Collins anxiously watches for Peter as he completes the closing lap of the Grand Prix.*



*HARRY in a hurry: Towards the end of the race Schell was lapping very quickly indeed in his B.R.M. and made up several places to finish fifth after a slow start.*



*LEADER in the World Championship by seen hard at work here in the cockpit of plus another*

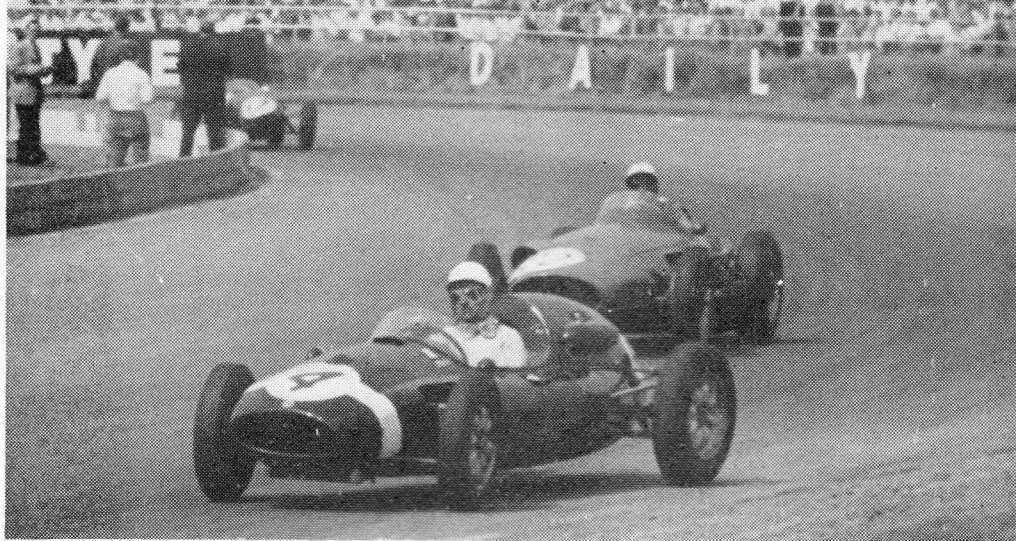


*DESPERATE CHASE: In the closing laps Stuart Lewis-Evans almost caught Roy Salvadori, the Cooper taking the chequered flag (left) just 2/10 second ahead of the Vanwall. The latter car's nearside wheels are clear of the ground!*

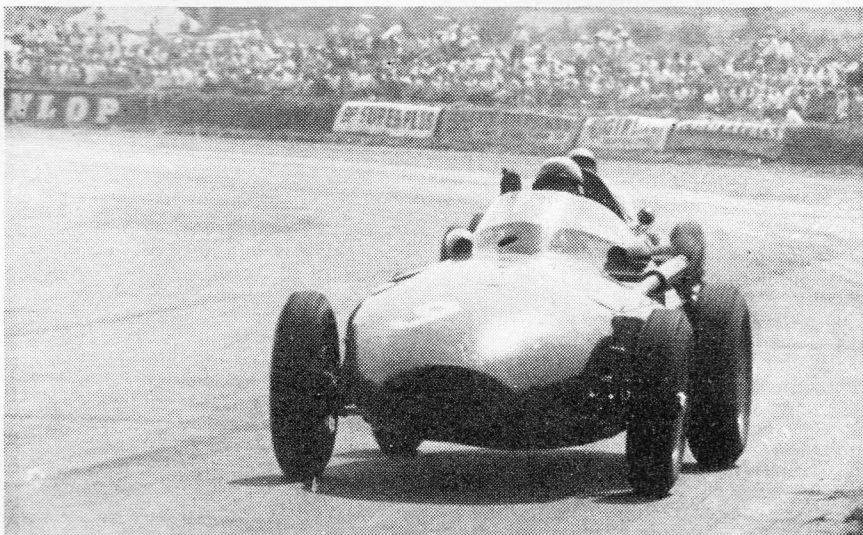
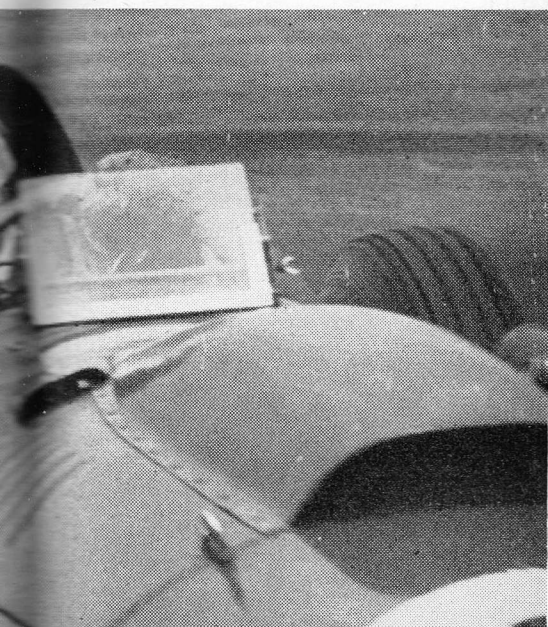
*PEP - TALK by Stirling Moss (right) to Walter Hansgen before the start of the sports car race in which they both drove works Listers.*

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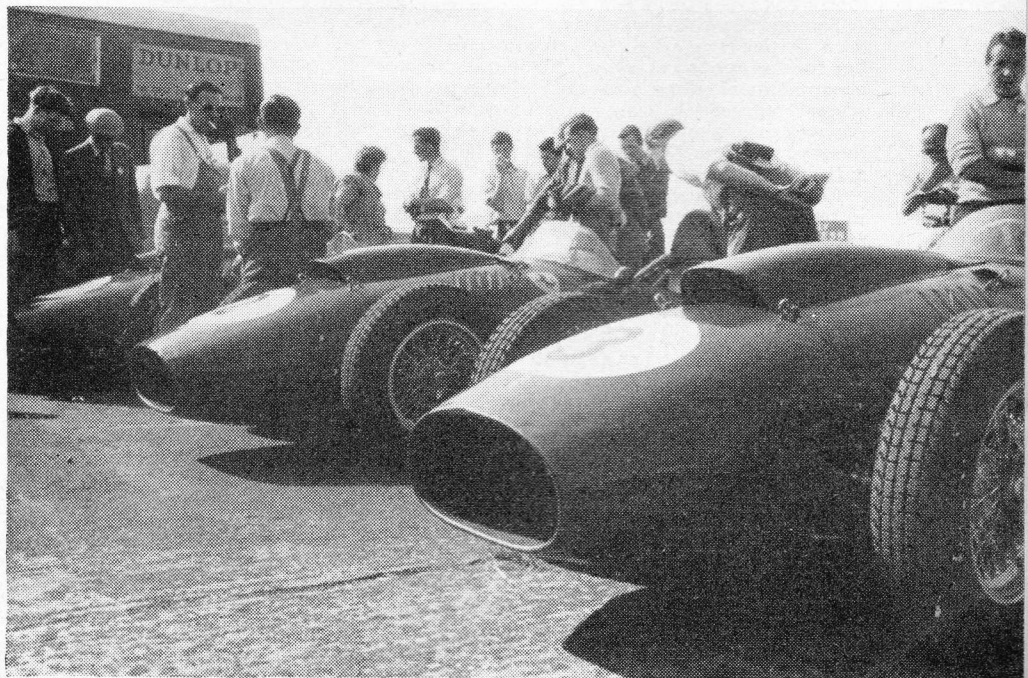


"TRINT" in trouble: Maurice Trintignant holds a tail-wagging Cooper at Copse, with Bonnier's Maserati right behind him.



THANKS! Stuart Lewis-Evans gives the thumbs-up sign to the driver of a slower car who lets him pass (above). THREE of a kind (below): The Ferrari team cars line up in the paddock.

points over Stirling Moss is Mike Hawthorn, the Ferrari. He gains six points for second place for making fastest lap.



*SLIDING for the second time at Old Hall, Reg Harris finds his Triumph facing an unconventional way.*

### Three Races—continued

second win by 15 secs. from B. J. Cox (Elva) with A. V. Hegbourne (Cooper) third. Lap speeds in this race were faster varying from 2 mins. 1 sec. to 2 mins. 3 secs.

Next came closed cars up to and over 1,500 c.c. run together over five laps. In the larger class, R. Harris (TR3 coupé) led for a lap, was displaced by R. A. Brightman (Aceca) and then for second spot by J. M. Bramhall (Jaguar). The up to 1,500 class went to E. P. Foden (Alfa Romeo) whose speed was too much for T. J. Threlfall (M.G.A) and G. M. Hopkinson's beautifully driven A35.

Final event was a further seven-lapper for unlimited sports cars. Again Colin Escott led from start to finish, crossing the line 12 secs. in front of Reg Harris and Hegbourne.

Thus ended a delightful day accompanied by "purrs" of satisfaction from the stewards down. Well they might, because it was a glorious example of just what perfect organization can do—Thank you, Mid-Cheshire. FRANCIS PENN.

#### Results

##### Event 1. High-Speed Trial

Open class: W. N. D. Bloor (Lotus IX). Plaque winners: R. Grant (TR2), K. D. Jones (TR2),



D. G. Milk (S.S. 100), D. Pownall (Lotus-Ford), H. W. Ratcliffe (M.G.), Miss D. W. Wooley (M.G.A), K. R. James (Morgan), R. Staples (Lotus XI), R. F. Milton (Lotus VII), G. Brus White (Aston Martin), A. Moores (Turner), A. G. Belcher (Morgan Plus 4).

Closed class: R. Harris (TR3). Plaque winners: E. P. Foden (Alfa Romeo), A. W. Hobson (Triumph), G. M. Hopkinson (Austin), J. R. Normanton (Austin), Mrs. D. Harris (M.G.A), J. H. Brown (Simca), J. Cuff (Austin), P. Moore (Standard), G. W. John (Ford).

Event 2A. Five Lap Race for 750 c.c. Sports Cars. Event 2B. Five Lap Race for Ford-Engined Sports Cars. Event 2A: 1. J. G. Currie (Austin), 65.02 m.p.h.; 2. L. G. Hockey (Austin). Event 2B: 1. K. D. Laverton (Lotus), 73.11 m.p.h.; 2. P. D. Anders (Lotus); 3. E. J. B. Mitchell (Lotus). Event 3. 10 Lap Race for Formula 3 Cars: 1. J. R.

Lewis (Cooper), 70.27 m.p.h.; 2. D. Truman (Cooper); 3. J. F. B. Conyers (Bond). Event 4. Seven Lap Race for Sports Cars up to 1,350 c.c.: 1. C. G. Escott (Lotus), 75.86 m.p.h.; 2. C. Martyn (Lotus); 3. B. Harpin (Lotus). Event 5. 15 Lap Race for Formula Libre Cars: 1. J. T. Stuart (F2 Cooper), 81.46 m.p.h.; 2. C. Martyn (Lotus); 3. B. J. Cox (Elva-Climax). Event 6. Seven Lap Race for Sports Cars up to 1,500 c.c.: 1. C. G. Escott (Lotus), 80.72 m.p.h.; 2. B. J. Cox (Elva-Climax); 3. A. V. Hegbourne (Cooper). Event 7A. Five Lap Race for Closed Cars up to 1,500 c.c. Event 7B. Five Lap Race for Closed Cars over 1,500 c.c. Event 7A: 1. E. P. Foden (Alfa Romeo), 67.86 m.p.h.; 2. T. J. Threlfall (M.G.A); 3. G. M. Hopkinson (Austin). Event 7B: 1. R. A. Brightman (A.C. Aceca), 69.45 m.p.h.; 2. J. M. Bramhall (Jaguar); 3. Reg. Harris (TR3). Event 8. Seven Lap Race for Unlimited Sports Cars: 1. C. G. Escott (Lotus), 80.60 m.p.h.; 2. R. Harris (Jaguar "D"); 3. A. V. Hegbourne (Cooper).

### Vanwall Trophy—continued

ing away from Bruce Halford and Ross Jensen (Listers), with Ouvaroff's Cooper next up. Soon in trouble were Richardson (Connaught) and Emery (Emeryson); then Flint's Connaught joined them in the dead car park. W. F. Moss's E.R.A. made a brave show, the light blue car sounding wonderful as it sang round. Team-mate Brewer's car, on the other hand, developed a serious misfire, and dropped back to the rear. Hansen won with plenty to spare, having eased up considerably during the closing laps; Taylor finished in a well-deserved second place, 11 secs. in front of Jensen in the other works Lister-Jaguar, with Halford fourth and Ouvaroff fifth.

Tommy Sopwith looked as if he had been in the wars when he came to the line for the saloon car event. His injuries occurred in a sailing accident, requiring several stitches on his nose and chin. Anyway, he completely ran away with the race, averaging 69.05 m.p.h. with the dark blue 3.4 Jaguar.

Jack Sears motored round comfortably in second place, unchallenged in his class—no other starters. However, the sen-

sation of the race was the speed of J. M. Young's Ford Prefect, which kept up with Don Parker's red Jensen 541, and completely ran away with the 1,300 c.c. class, even tearing ahead of Harris's Borgward—lone finisher in the 2-litre class. Rain, which had been threatening all day, came down in earnest for this event. Nevertheless, to appeal to the public, saloon car racing must be better supported; the sight of eight closed cars circulating round such a fast circuit as Snetterton is not calculated to bring the crowd to its feet—only sheer force of numbers and hot competition will do that!

Anyway, it was a fine meeting, thoroughly enjoyed by all present. I gathered from Oliver Sear that the 11th October AUTOSPORT Three Hours meeting will be something to remember, and that there will be two supporting races (by invitation) for closed and Grand Touring machines, and out-and-out sports racing cars. An even bigger fair than 1957's successful innovation will be another feature, as well as a fireworks display at the end of the three hours race. Definitely a date to put in one's diary.



GEORGE HEAPS, who was the winner of this year's British Mobilgas Economy Run, recently won the over 2-litre class in the continental 1,700-mile version which ran from Brussels to Biarritz. Again in his Standard Vanguard Sportsman, he averaged 35 m.p.g. His wife acted as co-driver for the event.

### TOUR DE FRANCE

#### Details of Classification Tests

THE Tour de France (14th-21st September) includes no less than 10 eliminating speed tests. These are as follows:

- La Turbie Hill-Climb (6,300 k.).
- Mont Revard Hill-Climb (10,300 k.).
- Mont Ventoux Hill-Climb (21,600 k.).
- Tourmalet Hill-Climb (12,350 k.).
- Circuit of Rheims (12 laps=99,621 k.).
- Circuit of Rouen (15 laps=98,130 k.).
- Circuit of Le Mans (10 laps=134,610 k.).
- Circuit of Monthléry (10 laps=125,077 k.).
- Circuit of Auvergne (12 laps=96,636 k.).

Circuit of Pau (30 laps=82,800 k.).

The four stages total 5,950 kilometres. In addition to the general classification and class awards, there will be a separate Index of Performance. Formula for

touring cars is  $\frac{C}{C + 240}$  and for G.T. cars,  $\frac{C}{C + 270}$ . C, of course, is cubic capacity.

It has also been decided that no sections will have an average speed exceeding 60 k.p.h., and that averages of over 80 k.p.h. may result in exclusion.

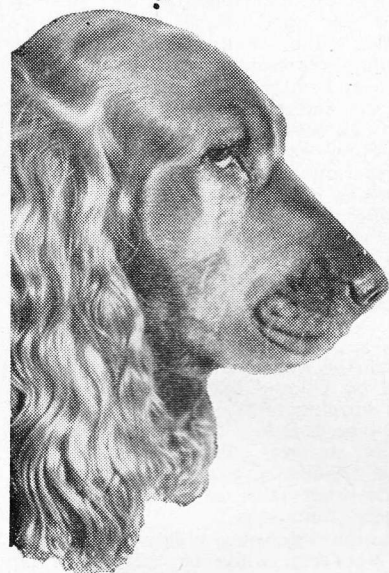
Closing date for entries (A.C. de Nice) is 23rd August.

### RACING NUMBERS TO ORDER

STOREYS of Lancaster report that their product Con-Tact is becoming popular for use in numbering cars in rallies and racing all over the world. Numbers are cut out in this self-adhesive plastic sheeting, and are then stuck to the bodywork. They stand up to all speed and weather conditions, can be wiped over when dirty and, when removed, leave no mark on the paint work. Con-Tact can be used time and time again and costs 3s. 9d. an 18-inch yard. This product can be obtained from most household stores.

Runs to the coast,  
trips in the country,  
holiday driving—a family  
motorist needs the best  
oil this summer

For the  
family car out and  
about Shell Multigrade  
is an engine's best  
friend



THE FAMILY MAN does most of his motoring in the summer. It is then, with the temperature up and the engine running hot, that he needs the best protection for his engine. It is then that he needs Shell X-100 Motor Oil Multigrade.

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keeps its top performance longer and you save on engine overhauls. But that is not all, with Shell Multigrade you can actually save petrol on stop/start motoring.

Change to Shell Multigrade now and to round off the job ask your dealer for Shelllubrication Service to take care of the rest of your car. Don't forget, always specify Shell X-100 Motor Oil Multigrade.



Footnote. Because Shell Multigrade comes in two grades, 10W/30 and 20W/40, it is ideal for all cars—fast or slow, old or new.

**EVERY ENGINE'S BEST FRIEND**



IF the weather was not so good as it might have been, nevertheless there was an excellent entry for the Vintage Sports Car Club's Silverstone race meeting on Saturday. Nine races were arranged for a nicely varied collection of vintage and thoroughbred machinery. Main event of the day, of course, was the 50-kilometre all-comers' scratch race, won in the anticipated manner by Bill Moss in the E.R.A. "Remus".

First event on the programme was a five-lap handicap for a most intriguing number of machines which ranged in

the fastest lap went to Michael at 68.75 m.p.h.

A five-lap scratch race for vintage sports and supercharged cars arrived after this, run, as usual, in classes up to 1,100 c.c., 1,101-1,500 c.c., 1,501-3,000 c.c. and over 3,000 c.c. The big class involved four 4½-litre Bentleys and a 30/98 Vauxhall, that of A. R. Miller. The Bentleys, naturally, included eternal protagonists McDonald and Burton, the latter's car, fitted with a de Dion back end, being referred to as the "de Dion Burton" by commentator Bunny Tubbs. Yes, I

Michelsen, who reappeared with "Patience", the Frash with Dubonnet i.f.s., also tried hard. None of the fast men got into the picture, however. Cottam won by something like 18 secs. from Mason, with another limit man, Craggs in an Alvis, third. Fastest lap went to the scratch man, Richards, at a speed of 63.33 m.p.h.—another tribute to the slippery conditions for he, too, can get round the club circuit more quickly than that.

Then came the main event—the all-comers race over 18 laps. All the usual cars were there: "Remus" led the E.R.A. contingent, of course, those with him being Peter Waller, Douglas Hull, in the Jeddere Fisher sprint car, Terry Carson, driving Wilkinson's i.f.s. "C"-type E.R.A., and Martin Brewer's ex-Seaman car. Burton's Bentley, McDonald's car and Keith Schellenberg's "whale"—the 8-litre Barnato-Hassan Bentley—represented the large sports cars, and there were several desirable Bugattis and Amilcars—together with the Alfa Romeos of Mudd and Crowther, and Rowley's Delage—making up a field of great interest.

It was Bill Moss who got away first, pulling out a lead of some seven seconds after one lap of the still wet circuit. It was clearly a matter of how much he was going to win by and so interest tended to centre on a jolly little battle that was raging for the places between as different a collection of motor cars as can be imagined. Second place was held by George Burton, whose Bentley was keeping in front of Carson in the "C"-type E.R.A. In fourth place, and firmly so, was the monstrous 8-litre which Schellenberg was handling superbly under what must have been extremely difficult conditions.

Burton was using plenty of the grass at Woodcote, while on the second lap Crowther, in one of the Alfas, spun it at Becketts.

On the fifth lap, with Bill Moss over 20 secs. ahead of the field, Carson managed to get past Burton, but the little battle had now been joined by Waller's E.R.A., which was beginning to harry the whale for fourth place. On the same lap, however, Schellenberg also passed Burton to move into third place. Hill's M.G. had been into the pits to have attention to an exhaust pipe which was rapidly becoming detached and on lap 6 Brewer drew in, smoke issuing from the cockpit indicating that his race was run.

With the track drying out, Moss was galloping away to a lead of 30 seconds and more, handling the E.R.A. with all his usual skill. Behind him, Carson was being well and truly harried by Schellenberg's huge and unhandy car, which was noticeably beating the E.R.A. on braking for the corners. On the 10th lap, Waller passed Burton to take fourth place and, a couple of laps later, took Schellenberg and then Carson, moving into second place behind the flying Remus. By the 12th lap, Moss had lapped Rowley's Delage to put himself a lap ahead of all but the first six cars, and had a lead of some 40 seconds on Waller. The latter was drawing away from Carson, while Burton, keeping ahead of McDonald in the other 4½-litre Bentley, was unable to dislodge the 8-litre car.

Schellenberg, far from being caught, was in fact drawing ever closer to Terry Carson and on lap 14 the almost un-

(Continued on page 153)

## Two More Wins For Moss

Varied Racing At V.S.C.C. Event—Bill Moss (E.R.A.) Wins Both Major Races

variety from R. J. Barton's 1930 3-litre Sunbeam, through N. D. Routledge's Morris Oxford—a 1925 model—to the 1913 4½-litre Talbot of B. M. Clarke. In addition there were the usual Rileys, Alvises, the odd Amilcar or two and, upholding the honour of the camion brigade, G. C. N. Livsey's 3-litre Bentley.

This formed a nice little start for the meeting and it was all nicely over before the first rain began to fall. Victory eventually went to Peter Binns's Riley at an average speed of 56.93 m.p.h., and second man home was Routledge, third place going to Butcher's Austin. Fastest lap was made by Binns at 59.07 m.p.h.

Another five-lap handicap followed, scratch man for this being C. J. Freeman in the ex-St. John Horsfall Aston Martin Speed Model. Leaving 17 seconds in front of him was Bill Michael in the very fleet and rather handsome Lagonda. He in turn was giving five seconds to A. W. Rippon's very pleasant Type 37a Bugatti, which was, apparently, still in the throes of running-in. This meant that he was limited to some 4,000 r.p.m.

Also in the line-up was McKenzie's Bentley: nominally a 3-litre, this car nevertheless boasted the odd capacity of 3,380 c.c. and was, of course, the car in which he achieved his remarkable run at Monza not long ago. R. E. B. Noble also had a Silver Eagle Alvis which, if its re-vamped body didn't look awfully like a Silver Eagle, at least retained a vintage character.

On the first lap J. C. Craggs, joint limit man in an Alvis, held on to his lead and maintained it for three laps, pursued by Beavis's Riley and, later, by Fowler's Aston. Bill Michael was going at a great rate in the Lagonda and Freeman was tearing round and bringing the Aston through the field with a huge yellow spotlight blazing away. Rippon's Bugatti came in after three laps, puffs of smoke indicating that the car had cried "enough". On lap 4, Fowler took the lead, Michael having by this time achieved fourth place, still well ahead of Freeman. Behind him was a great gaggle of motor cars, some fast, some slow, all locked together and all wanting the same piece of road at once. The last lap, and Michael was in second place, but not even some really drastic cornering at Woodcote could put him ahead of Fowler who crossed the line first. McKenzie and the Bentley had a real moment at Woodcote but kept going in the right direction, while Freeman managed to work the Aston up to seventh place before he ran out of the race. Winner's speed was 59 m.p.h. and

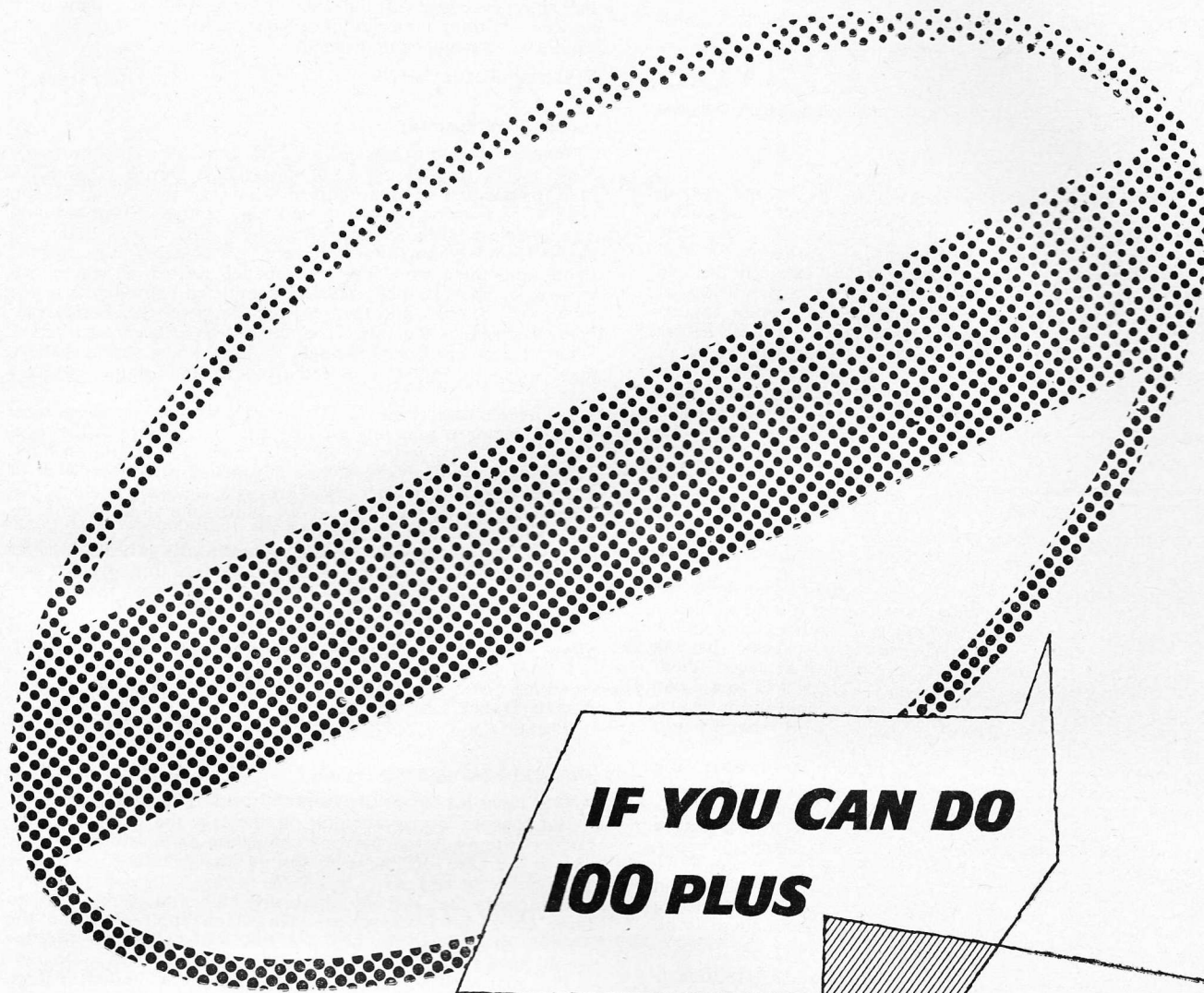
know it is. . . Non-starters limited the up-to-three-litres class to M. J. Bradley's Bentley and Livsey's car, while Frazer-Nashes occupied the bulk of the 1½-litre brigade. In among them like the cat among the pigeons was Elwell Smith's ex-works International Aston Martin and Dawson's 12/50 Alvis. Rileys, naturally, loomed large among the 1100s, and of the two Amilcars, only Lisle's ran. Harris's absurdly fast Austin Seven also sat among them.

George Burton led the field into Copse and at the end of the first lap led McDonald by three seconds, Lawrence's car thundering along behind them. The two leaders, however, quickly pulled away with Burton increasing his lead



ever so slightly. After three laps George led McDonald by some four seconds, and the pair of them were the length of the straight ahead of Lawrence, who was gradually being caught by Brown's Frazer-Nash. Behind the latter was a longish pause, then a great gaggle of motor cars all at once. The order never changed and in spite of an excursion on to the grass by Burton on the last time round Woodcote he won quite easily, while McDonald shared the fastest lap with him at 65.48 m.p.h.—well below the speed both of them have often attained on the circuit, but it was horribly wet. Burton also won the big class, naturally, while Bradley took the up-to-three-litres, Brown, whose harrying of Bentley cars was quite unmerciful, won the 1500s and Mayhew's Riley the up to 1,100 c.c. section. Brown, incidentally, completed the last lap at vastly reduced speed; perhaps he should have taken on cars his own size, so to speak.

The following race was another five-lap handicap, with Richard's Riley Spl. on scratch. Quartermaine's 30/98 shared a line with Ormrod's very smart Invicta, Noble's Alvis made another re-appearance and Ian Mann produced a delectable Ulster Aston Martin. The race itself confounded the handicappers for A. S. Cottam, starting his Riley from the limit, galloped off into the lead, staying ahead of the lot right to the end. Bill Mason's 4½-litre Bentley came quickly through the field from about half-way up the grid, but couldn't catch him, and



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**PIRELLI**

*Speed*



# CORRESPONDENCE

## The Monza "500"

Now that the Monza race is over for the second year it would seem a good opportunity to invite the organizers to have a little think for the next 50 weeks or so. Have they worked out to their own satisfaction what this race is all about? Originally planned to be a contest between the Old World and the New, it was apparent that the two styles of racing were completely incompatible and that certain concessions would have to be made to the American visitors before they would consent to start. From the courteous spirit of compromise which animated the original project the Americans seized the initiative and have now made their own rules, regardless of the fact that in any sort of contest it is usual for entrants to accept the regulations rather than to dictate them. In fact they have laid down:

1. Anti-clockwise direction for the race.
2. Rolling start.
3. No racing on a wet track.
4. A pure track race, with no "road" stuff.

All of which proves one thing: that if you have been building cars for 30 years for these conditions you will beat competitors who have never hitherto dreamt of such a style of motor racing. Further, the recent event strongly suggests that, as Monza was not designed for the speeds now achieved, there will be a monumental pile-up in which Europe will lose some of its first-rate drivers in a race which is no race, and in which they have very stupidly allowed themselves to be shamed into driving against their better judgment.

The Americans are brave and skilful in their own type of event, and the Europeans in theirs. No one expected Mr. Ruttman to put up a very Trojan performance at Rheims the other week, not even himself. He didn't. Why not therefore forget the whole Monza business before a catastrophe happens, and let the two continents go their own ways? It would be interesting to know whether motor racing enthusiasts in England agree over this. Certainly there is widespread feeling that even if Britannia no longer rules the waves there is no reason why America should be allowed to waive the rules.

GOSFORTH, HANTS.

M. ALDRIDGE.

## Sabotage at Silverstone?

I AM writing, regretfully, about an incident which occurred at the Grand Prix meeting at Silverstone where, we have proved beyond doubt, our 500 c.c. Cooper car was tampered with just before entry on to the circuit for the commencement of the 500 c.c. race.

The part concerned was the plug lead which came adrift after five laps of the race. This was a new lead fitted only half an hour before the race, the fitting of which was witnessed by the pit staff that it had been correctly and firmly fitted. We have since checked this lead and found it is not faulty in any way. As the car was under observation for the whole of the day by either Mr. Francis Beart or ourselves it appears obvious that the plug lead was snatched off and pushed back on lightly just before entry on to the circuit.

When our driver, Trevor Taylor, found his power had gone after the fifth lap he pulled on to the grass, jumped out of the car, and found the plug lead hanging loose. He immediately pressed it back on, re-started and rejoined the race for a further seven laps when he had to pull into the pits with "misfiring" trouble. The plug lead was found to be firmly in place at the plug end but the magneto end had come loose. After careful examination, as stated above, it was found that the magneto end (of the plug lead) had been fractured by someone pulling off the lead from the plug end very sharply.

Both Mr. Francis Beart and ourselves are very concerned about this incident as our car and Mr. Beart's were virtually a team entry and were expected to take first and second places.

I would very much appreciate it if you would publish this letter as a warning to other drivers to keep a constant watch on their machinery right up to the starting line as this is not the first time we have suspected interference with a car.

Information or help on this matter from anyone who happened to be in the vicinity of the car (No. 7) just prior to

the commencement of the 500 c.c. race and who may have noticed anything unusual or anyone tampering with the car would be very much appreciated.

BRAMLEY, ROTHERHAM.

R. TAYLOR.

## Oulton Park Incident

SATURDAY, 7th June, at Oulton Park I was absolutely amazed at the occurrence in one of the events. During a seven-lap race for production and modified saloon cars, an Aston Martin DB2/4 was being driven round the course. There would appear to be nothing surprising about this except that: the car bore no competition numbers, no masking tape on the lights, and there were TWO occupants, neither of whom was wearing a crash helmet. The car completed two circuits in the middle of the pack and then entered the paddock. Besides not being entered in the race, it could not have been scrutinized. What the other drivers thought I don't know, but I believe most spectators prefer to see the race from behind the safety barrier.

I would also like to add that during the racing there were several children standing on the track in front of the pits. This is highly dangerous at any time, especially at Oulton Park.

The only serious accident was in practice when the driver of a Lotus was killed after colliding with a Ford Anglia. But why was a Lotus practising at the same time as an Anglia; or a D-type Jaguar with an Austin A35?

Motor racing can be dangerous, especially when measures are not taken to ensure maximum safety for drivers and spectators. Let us see more efficiently organized meetings in the future for a better enjoyment all round.

Although I'm in no way connected with any of the events above, I speak not only as a spectator but as a driver.

DONALD PACEY.

NORTH STAFFS UNIVERSITY,  
KEELE.

## Aston Martins and Silverstone

YOUR third leader on the Editorial page of 25th July issue of AUTOSPORT draws attention to the fact that there were no factory-entered Aston Martins competing at Silverstone in the sports car race on the occasion of the British Grand Prix meeting.

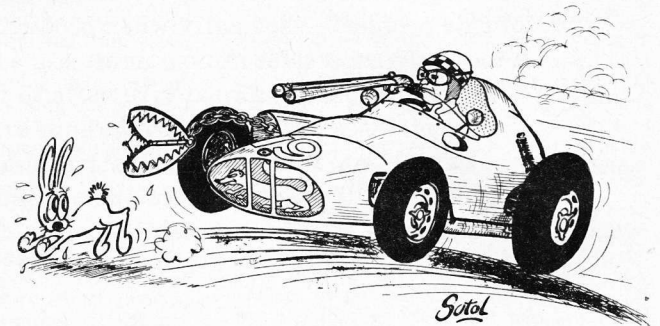
It suggests that had the organizing club limited the entry to three litres—an International rule which applies only to the Tourist Trophy in the U.K.—a full team of Aston Martins would have run.

This may well be so, but had the race been limited to three litres at least eight entries would have been lost, including such interesting makes as Jaguar, Lister-Jaguar and Tojeiro-Jaguar. It is worth remembering that in any case second and third places in the race as a whole were filled by cars with engines of less than two litres.

While "one sympathizes with Feltham", to quote your leader, it is felt that sympathetic consideration should also be given to those who would have been excluded had the race been limited to three litres.

LONDON, W.1.

JOHN EASON GIBSON,  
Secretary, B.R.D.C.



*A reader's suggestions for B.R.M. modifications prompted by Behra's misfortune at Silverstone!*

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

# Valve Springs...

## *effect on performance*

### Engine speeds

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

### Valve Temperature

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

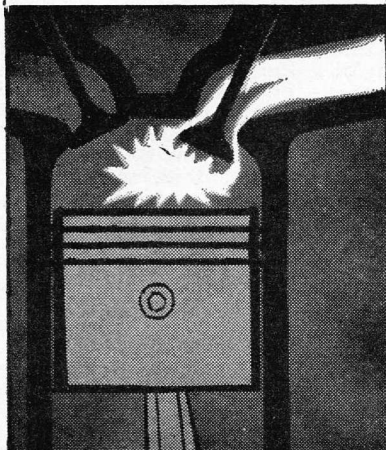
**Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open**

### Valve Bounce

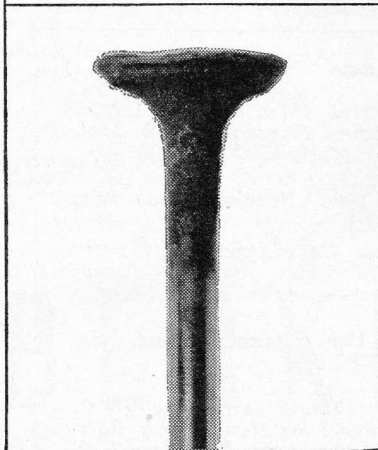
At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the

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

**Hot exhaust gases escaping**



**Badly burnt exhaust valve**

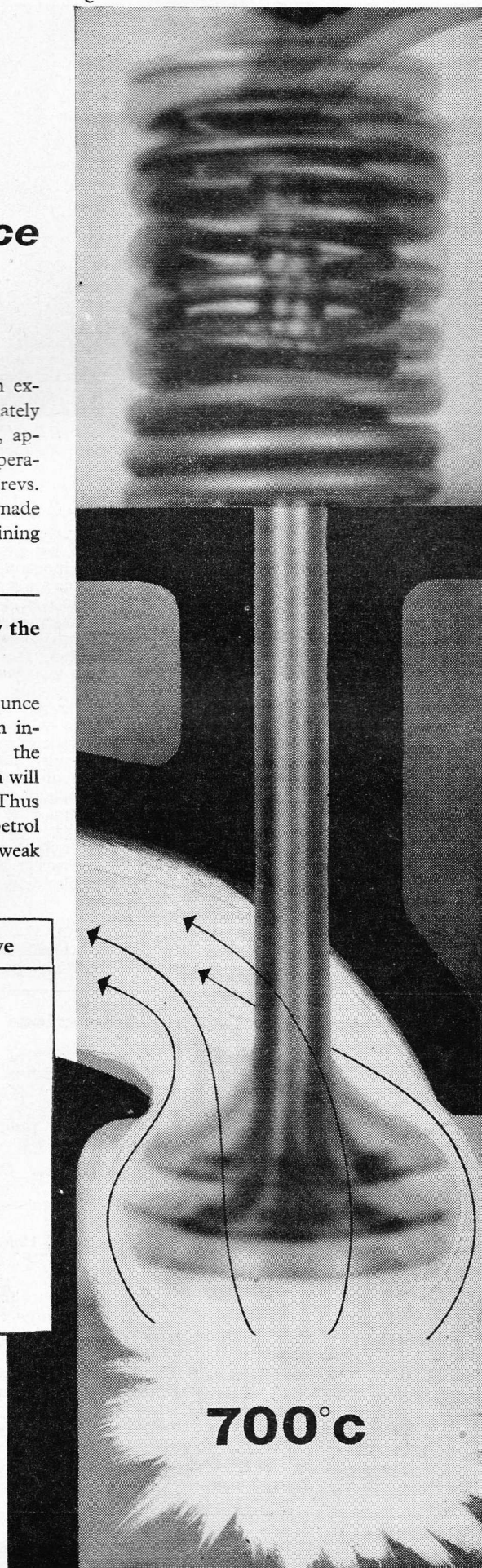


*For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.*

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# Club News

By MARTYN WATKINS

FIRST news this week is of a cancellation. The event which will not now take place—for an undisclosed reason—is the **B.A.R.C.** members' sports car meeting at Crystal Palace, scheduled for 16th August. The decision to call it off is regretted but it is pointed out that the meeting at Goodwood on 27th September, originally to have been run under a national permit, is now a members' meeting, and thus there is virtually an extra event of this sort which will "replace" the Crystal Palace meeting.

Next members' at Goodwood, of course, is on 23rd August.

ONE of the younger additions to the ranks of the motor clubs, the **Advertising M.C.** now has a new car badge. It is of a striking design and is in the shape of a three-lug knock-on hub. The centre, which bears the black initials "A.M.C." is bright yellow, the outline being chrome, while also incorporated is a brown and chrome steering wheel motif. It is a little surprising to find that the whole badge is six inches high—yes, you could well say that it is striking! Still, the design is an extremely good one and the whole thing is very much more original and interesting than, let's face it, some of the ones that other clubs boast. I understand that the cost to members is a couple of guineas or something like that.

IN company with a nicely large number of other people, I spent a most enjoyable day at Silverstone on Saturday for the **Vintage Sports Car Club's** race meeting there. And again in company with a large number of people I came away asking myself a question that I've asked myself for a very long time now—why, in the name of goodness, does no one offer W. F. Moss a drive in a modern motor car? By now he and the **E.R.A.** are well known as the almost certain



*HEAVY RAIN, for once, fell at Prescott for the Inter-Club hill-climb on Sunday. Here H. G. Pounds and, behind, George Burton of the Bentley D.C. team wait in the wet.*

victors in any event for which they are eligible—unless, and only unless, the car is outclassed by a machine that has benefited by some 20 years of automobile development. The **E.R.A.** is by no means an easy car to drive on some of the circuits on which it has won, but Moss's handling of the machine under all conditions has always been impeccable. He is, too, the sort of dedicated-to-racing man who would be an asset to any current stable if only through his fixed single-mindedness, while his understanding of what is going on inside the vehicle he is controlling is another advantage. "Remus" has seldom failed to finish through mechanical breakdown due to over-hard driving, yet the car has lapped Oulton Park within three miles an hour of the speeds achieved by current Formula 1 cars, in spite of the latter's superiority in acceleration, braking and roadholding.

REGULATIONS are now available for the closed **M.G.C.C.** Silverstone race meeting on 23rd August, which is

organized by the Midland Centre. Featured is a demonstration by an unidentified record-breaking car, while the programme of races consists of a 15-lap relay event, and scratch and handicap races for M.G. and other cars, including saloons. Secretary of the meeting is W. Hale, 29 Victoria Street, West Bromwich, Staffs. . . . **Sunbac** hold their annual race meeting at Silverstone on 6th September, invited clubs being **Seven-Fifty M.C.**, **M.G.C.C.**, **Bugatti O.C.**, **B.A.R.C.**, **B.R.S.C.C.**, **Lancs** and **Cheshire C.C.**, **Nottingham S.C.C.**, **Midlands M.E.C.**, **Hagley** and **D.L.C.C.**, **Coventry** and **Warwickshire M.C.** and **Shenstone** and **D.M.C.** Entries close on 20th August and go to J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warks. . . . **Romford E.C.C.** hold a closed driving test meeting at the Parade Ground, Warley Barracks, Brentwood, on 10th August, entries closing on 7th August and going to M. A. Pratt, 57 Squirrels Heath Road, Harold Wood, Essex. . . . **Hants and Berks M.C.** preparations are getting under way for this year's experts night trial, for those of you who like rallying the hard way. Organization for this one is in the hands of Les Needham and Mick Harris, who propose to run the thing—on 4th-5th October, by the way—in traditional style. . . . **Oxford M.C.**, **Southsea M.C.**, **Chiltern C.C.** and **Singer O.C.** are running a co-promotion hill-climb at Harleyford, near Marlow, Bucks, on 7th September. . . . **B.A.R.C.** (Yorkshire Centre), the **East Yorkshire C.C.** and the **Yorkshire S.C.C.** jointly promote an autocross meeting at Wharfedale Grange, Harewood, on 17th August. Secretary of the meeting is R. J. Wilson, "Woodlands", Gildersome, near Leeds, and entries close finally on 14th August. . . . **Sunbac** holds a driving test meeting at one of the finest driving test sites in the Midlands, the Vono Works, Dudley Port, Staffs, on 10th August.

## Holiday Preview—continued

750 **M.C.**, **West Essex C.C.**, **Snetterton Motor Racing Club**, **M.G.C.C.**, **Thames Estuary A.C.**, **North London Enthusiasts C.C.**, **B.A.R.C.**, **Nottingham S.C.C.**, **Club Lotus**, **East Anglian M.C.** also **Berkeley owners**.

The meeting starts at 12.45 a.m. The circuit is on the A11, seven miles north of Thetford, Norfolk.

## Coming Attractions

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

Hants and Berks M.C. Hill-Climb, Great Auclum, near Reading, Berks.

**August 3rd.** German Grand Prix, Nürburgring. (F1, F2 T.)

250 M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 12.45 p.m.

Liverpool M.C. Driving Tests, Speke, near Liverpool.

**August 4th.** B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Start, 11 a.m.

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

West Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall. Start, 2 p.m.

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

**August 10th.** Swedish Grand Prix. (S, T.)

Harrow C.C./Circle C.C./Chiltern C.C. Sprint Meeting, Brands Hatch near Farnham, Kent.

**August 15th.** Pescara Grand Prix. (F1, F2, S.)

**August 16th.** Seven-Fifty M.C. National Six Hours Relay Race, Silverstone, near Towcester, Northants. Start, 1 p.m.

Jaguar D.C. Sprint, Wellesbourne Aerodrome, Stratford-on-Avon.

**August 17th.** East Anglian M.C. Autocross meeting, Wolves Hall, Tendring, near Colchester. Start, 2 p.m.

**Vintage Silverstone—continued**

believable happened—the big car passed the E.R.A. to take third place. This, of course, did not amuse Carson in the least and he was closing the gap ever so slightly when—with but one lap to go—his throttle stuck open as he attempted to cut off for Woodcote and the E.R.A. slid none too gently into the ditch on the far side of the corner. Damage, however, did not appear to be serious and Terry was soon seen galloping across the track, so he was all right too!

This was the second violent departure from the scene. Early in the event Douglas Hull had disappeared from the race, and it later transpired that the E.R.A. had spun round twice on Maggott's Curve, the tail of the car smiting a solid wall as he left the course. The back of the car was sorely damaged and Hull, though not physically hurt, was apparently concussed.

Carson's exit from the scheme of things left no one to challenge race order for the rest of the event. Bill Moss, of course, romped home almost a minute ahead of the field after an impeccable drive: slight lessening in speed on the last lap was occasioned by the breakage of a rocker. Second man home was Waller and the Barnato-Hassan Bentley came in third, ahead of Burton and McDonald. Average speed of the race was 70.76 m.p.h., while Moss made fastest lap at 74.6 m.p.h. The vintage category was won by Schellenberg, with Burton second and McDonald third at an average speed of 69.97 m.p.h.

After all the excitement of this there came a most amusing little frolic over five laps for members of the Light Car Section of the V.S.C.C. This was fascinating, with an immaculate Jowett, an equally immaculate Singer, I. E. Smith's Gwynne, a Talbot, Clarke's Chummy Austin and Howell's Trojan saloon. Five laps were duly covered at an average speed of 43.15 m.p.h.; to be absolutely accurate, four laps were covered for five of the field had credit laps to help them on their way. Winner was Clarke's Austin, with Routledge's Morris Cowley second and Milner's A.C. third. Fastest lap went to the Morris at a resounding 50.87 m.p.h. which is really very quick indeed.

This race was most entertaining and the enthusiastic entry seems to indicate that the competitors liked the idea too. Among the less common vehicles running was the 1924 Bayliss Thomas of P. Henderson, which looked extremely smart and was, in fact, leading on actual distance at the end of the race.

Next came another five-lap handicap with an even more varied field which included E.R.A.s, monoposto Alfa Romeos, Astons, Bentleys, Frazer-Nashes, and the most impressive Lagondas of Overy and Michael, the former car—the "Scarlet Woman"—receiving hasty polishing operations in the paddock after each shower of rain. This was won by Mudd in the Alfa-Romeo, averaging 69.61 m.p.h. to take the lead on the last lap from Michael's Lagonda, which finished second. Third was Mallalieu's very pretty Bugatti while scratch man Waller (E.R.A.) suffered from a bad start but managed fifth place, also making fastest lap at 73.65 m.p.h.

The next five-lap handicap suffered a little from non-starters, six cars making no appearance on the grid. Routledge's hard-working Cowley, on the limit mark, led for the first three laps to be dislodged thereafter by Mayhew's Riley, which won by a comfortable 15 seconds from Fowler's Aston Binns's Riley. Fastest lap was made by Elwell Smith's Aston at 64.18 m.p.h., while the race average was 61.64 m.p.h. Lisle's Amilcar dropped out of things during the race—to be towed home ignominiously by the faithful Morris!

Last on the programme was the five-lap all-comers scratch race, and here the non-starters were phenomenal. No fewer than 10 cars did not appear due to the results of mechanical derangements—some quite unexpected—the odd prang or two, and one or two people who just went home.

Once again it was Bill Moss—the rocker having been replaced in plenty of time—who led all the way. Ashley's Frazer-Nash—a sort of grand prix version with the wings removed—left a chain on the grid, a habit with 'Nashes, but motored on regardless. After one lap Moss had a lead of seven seconds over Mudd's Alfa, but then Waller took over in second place and the gap began to close lap by lap until it seemed that Moss must be caught. However, he crossed the line just over one second ahead of Waller while third place was filled—and that is just the right word—by the Barnato-Hassan 8-litre of Schellenberg.

This was another enjoyable meeting full of good clean sport, excellent driving and the sort of racing-for-fun that is so vastly entertaining.

MARTYN WATKINS.

**Results**

**Five Lap Handicap:** 1, P. J. E. Binns (1929 Riley), 56.93 m.p.h.; 2, N. D. Routledge (1925

Morris Oxford); 3, A. Butcher (1929 Austin). **Fastest Lap:** Binns, 59.07 m.p.h.

**Five Lap Handicap:** 1, W. B. Fowler (1933 Aston Martin), 59.0 m.p.h.; 2, L. S. Michael (1936 Lagonda); 3, R. H. B. Mason (1930 Bentley). **Fastest Lap:** Michael, 68.75 m.p.h.

**Five Laps Scratch for Vintage Sports and Super-charged Cars:** 1, G. H. G. Burton (1927 Bentley), 64.43 m.p.h.; 2, G. G. McDonald (1927/8 Bentley); 3, S. J. Lawrence (1930 Bentley). **Fastest Lap:** Burton and McDonald, 65.48 m.p.h. **Class Winners, up to 1,100 c.c.:** E. J. Mayhew (1930 Riley); 1,101-1,500 c.c.: B. E. Brown (1930 Frazer-Nash); 1,501-3,000 c.c.: M. J. Bradley (1925 Bentley); **Over 3,000 c.c.:** G. H. G. Burton.

**Five Lap Handicap:** 1, A. S. Cottam (1934 Riley), 52.99 m.p.h.; 2, R. H. B. Mason (1930 Bentley); 3, J. C. Craggs (1928 Alvis). **Fastest Lap:** L. S. Richards (1938 Riley Spl.), 63.33 m.p.h.

**All-comers Scratch Race, 50 kms.:** 1, W. F. Moss (1936 E.R.A.), 70.76 m.p.h.; 2, P. Waller (1935 E.R.A.); 3, K. Schellenberg (1930 Bentley). **Fastest Lap:** Moss, 74.6 m.p.h. **Vintage Category:** 1, Schellenberg, 67.97 m.p.h.; 2, G. H. G. Burton (1927 Bentley); 3, G. G. McDonald (1927/8 Bentley).

**Five Lap Handicap for Light Cars:** 1, B. M. Clarke (1925 Austin), 43.15 m.p.h.; 2, N. D. Routledge (1924 Morris Cowley); 3, J. K. Milner (1926 A.C.). **Fastest Lap:** Routledge, 50.87 m.p.h.

**Five Lap Handicap:** 1, J. S. Mudd (1933 Alfa Romeo), 69.61 m.p.h.; 2, L. S. Michael (1936 Lagonda); 3, D. F. Mallalieu (1932 Bugatti). **Fastest Lap:** P. Waller (1935 E.R.A.), 73.65 m.p.h.

**Five Lap Handicap:** 1, E. J. Mayhew (1930 Riley), 61.64 m.p.h.; 2, W. B. Fowler (1933 Aston Martin); 3, P. J. E. Binns (1929 Riley). **Fastest Lap:** D. Elwell Smith (1928 Aston Martin), 64.18 m.p.h.

**All-comers Scratch Race, Five Laps:** 1, W. F. Moss (1936 E.R.A.), 72.61 m.p.h.; 2, P. Waller (1935 E.R.A.); 3, K. Schellenberg (1930 Bentley). **Fastest Lap:** Schellenberg, 74.6 m.p.h. **Vintage Award:** Schellenberg.

**THE POACHER RALLY**

REG MANSBRIDGE, who has won the first five Poacher Rallies to be held by the Grimsby Motor Club, had bad luck in this year's event. On the last stages of the rally, with only a few miles to go to the finish, he holed the sump of his Sunbeam and, although delayed only a short time while he plugged the hole with a piece of wood, was late enough to put him out of the main awards. He finished and won the second award in his class.

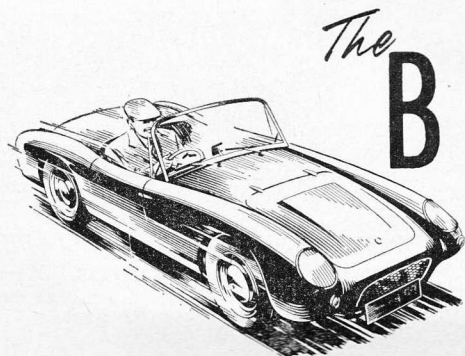
The rally was over 380 miles in length and started from Scunthorpe recently. The route was entirely in North and Central Lincolnshire in four parts.

After two part-distance stops at Louth and Brigg, the rally ended at Brigg in time for Sunday lunch.

**Provisional Results**

**Best Performance:** R. G. Godsmark (Morris). **Best Opposite Class:** M. J. Hollingsbury (Triumph TR3A). **Third:** J. J. Blackburn (Sunbeam). **Novice Award:** P. R. E. McLeland (Ford).

**Saloons, up to 1,300 c.c.:** R. C. Johnson (Ford). **Up to 2,500 c.c.:** W. E. Maltby (Singer). **Over 2,500 c.c.:** R. Allen (Ford Zodiac). **Sports Cars, over 1,500 c.c.:** Miss D. Tobin (Triumph TR3A). **Best Team:** Blackburn, Godsmark and A. P. Wiles (Ford).



# The BERKELEY



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# The First Caltex "Round Rhodesia" Rally

*Fine Beginning for New South African Event*

MOTOR sport in this not-so-dark corner of Africa recorded a pronounced upward step during the weekend of the local Rhodes & Founders holidays (12th-15th July), when the Mashonaland Motor Car Club organized a 1,500-mile "Round Rhodesia" rally, ably sponsored by Caltex (Africa), Ltd. This, we all hope, is the precursor of an annual event which should attain International status in 1959, and will gain in stature as the years go by.

The route comprised roads of tar, tarmac, tar strip, and plain earth-with-potholes, in fact the entire Rhodesian repertoire; the weather, winter, is in these parts tolerably cold but bone dry. Competitors could expect a very fair hammering and plenty of thick dust.

A satisfactory total of 44 starters faced the mayor's starting flag at Salisbury, and a further four set out from the alternative start at Kitwe in the Copperbelt, the two streams merging at the first control at Kafue Bridge (which bridge many of you may remember as the emergency unit across the Thames throughout the Hitler war, but now an emigrant).

The more bread-and-butter vehicles were enlivened by the presence of an Alfa Romeo Giulietta Sprint, a brand new Mercedes 190SL, Borgward TS, and a clutch of rapid Simcas. However, the Giulietta's owner arrived at the start to announce the unexplained absence of his co-driver from Bulawayo, complete with all his luggage, spares, navigational equipment and money. An impassioned appeal over the public address system produced a sportsman with a competition licence who was prepared to "have a go" for the next 48 hours without more ado, and the Alfa departed, some 14 minutes late.

The route led to Livingstone, where competitors had a 75 minute respite to enable them to view the fantastic sight of the Victoria Falls soon after dawn. Then on through Bulawayo and Fort Victoria of historical fame to the mountain regions around Melsetter on the eastern border, where 60 miles of extremely twisty and thought-provoking mountain road with boulder-strewn surface were negotiated in the small hours of 14th July. An average of 25 m.p.h.

was a reasonable achievement on this section, which led to Umtali and the picturesque Inyanga mountains to the north.

By now an unexpected snag had raised its head. The road mileages shown on the official map proved to be considerably out of date in this land where new road alignments spring up almost overnight, and several competitors' average speed computations were rudely disrupted. Incredible to you in the safety of the Welfare State, no doubt, but all too commonplace to those of us in the great open spaces! Anyway, the nine secret checks en route took fair toll, 20 marks being deducted for every minute's variation from the required averages.

By the time Rusape control was reached and the home run to Salisbury commenced, a number of competitors' cars showed signs of contact with blunt objects. One staunch entrant had had to withdraw due to his wife/navigator's car sickness, and the Alfa Giulietta was seen to have made excursions into the landscape in the mountain section, causing its withdrawal.

An acceleration and braking test followed immediately on arrival back at Salisbury from this 1,500-mile safari, after which competitors retired to their eagerly awaited beds prior to the morrow's driving tests.

Vic Bromley/Miss Pat Moore (TR3) had recorded best performance for the road section, losing only 10 marks in the whole 48 hour run—a fine perform-

ance—but they were to drop a fair number of points in the driving tests.

These tests certainly sorted the entries out, and it was really surprising how many people threw away the positions they had laboriously gained on the road section by simply not bothering to memorize what was required of them in the tests, making a complete nonsense thereby. Again, many were unable to park their cars within even two feet of a nearside kerb after a diagonal approach—surely this can't all be blamed on modern bulbous bodywork?

Outstanding was Tony Brown of Ndola, whose precision handling of his Anglia was a pleasure to watch and must have sprung from much diligent practice.

Results were published by 7 p.m., culminating a most enjoyable rally in which organizers and competitors learned much of practical use for next year's edition. The Premier Award of the Caltex Cup and £100 went to T. G. Hooper and N. J. Palmer for a convincing effort in their well-used M.G. TF.

ANTHONY STAMER.

## Results

**Premier Award:** T. G. Hooper and N. J. Palmer (M.G. TF). **Class Awards:** A. G. J. Brown and M. F. Stevens (Ford Anglia); B. Patton and C. Palmer (M.G.A); B. McDowall and W. J. Martin (Ford Zephyr); J. H. R. Olivand and F. G. Hill (Ford Customline).

**Open Team Award:** R. D. E. Judge, A. J. A. Stokes, Dr. H. J. Riley (Simcas).

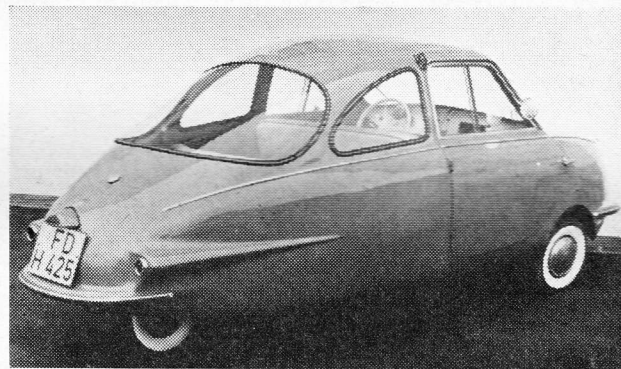
**Manufacturers' Team Award:** R. D. E. Judge, A. J. A. Stokes, Dr. H. J. Riley (Simcas).

**Mashonaland Motor Car Club Award:** T. G. Hooper and N. J. Palmer (M.G. TF).

**Best Performance by a Nuffield Product:** T. G. Hooper and N. J. Palmer (M.G. TF).

**Best Performance by a Borgward Car:** V. Price and M. Harris (Borgward Isabella TS).

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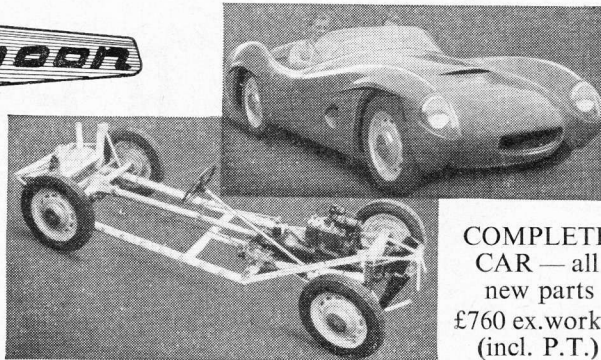
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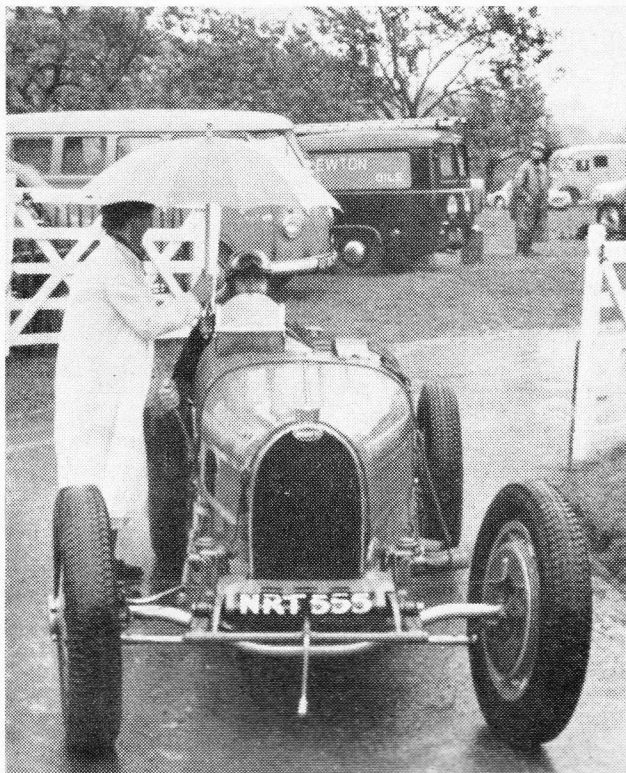
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## Morgans Win at Prescott

Reg Phillips (Fairley) Wins Individual Event at Inter-Club Hill-Climb

**E**VEN Prescott, where heavy rain is almost a unique phenomenon, suffered badly last week-end. Throughout the afternoon of the Seventh Annual Inter-Club Invitation Speed Hill-Climb conditions were dismal for spectators and dicey for drivers, with visibility affected by a steady downpour, the track wet, and, in several places, slippery.

Twenty-six clubs had accepted the invitation to take part in the event, each with a team of three cars, plus a reserve. The morning was devoted to individual contests, divided into five classes, on which the handicappers could base their assessment of the prospects of the various teams.

There was an innovation in the method of timing. Instead of each team member making his ascent, and then the times being added, the second member of the team moved on to the starting line while the first member was still on the Hill. As the No. 1 crossed the line a green light was given at the start to No. 2, and off he went, with No. 3 moving on the line to wait for the green light. The timing finished when No. 3 crossed the finishing line.

With rain starting almost immediately after lunch, and before the team event was under way, conditions altered considerably, and many of the faster cars which had done well in the morning had to take the Hill much more cautiously in the afternoon, and so the low handicap clubs suffered possibly more than they should have done.

Both on Saturday, for practice, and on Sunday morning, when conditions were dry, there were indications that times would be good. Reg Phillips in his

Fairley went up in 44.42 secs. in practice, closely followed by Dick James (Cooper), driving for the Hagley Club, with 45.72 secs. Sydney Allard made a welcome return to Prescott in an attractive Steyr-engined model, but after his initial practice runs, in which his best time was 48.97 secs., there came a resounding bang when he was half-way up on another climb; he had broken his drive, and took no further part in the meeting.

David Good (Cooper), who practised on Sunday morning, set the pace when the individual events started, going up in 45.67 secs. James, three cars later, did 45.72 secs., and then P. J. Gaskell (Cooper), coming in almost at the last moment for Hagley, went up in 45.61 secs.

Ted Lewis, in his very potent Lotus, had matters almost all his own way in the 1,001 c.c. to 1,500 c.c. class, with 46.89 secs., against 52.74 secs. by Lockhart (M.G.), and then came the 1,501 c.c. to 2,000 c.c. class, with Phillips fairly roaring up the hill in his Fairley in 43.95 secs., eight seconds better than the next in his class, and the fastest of the individual runs.

Only one run was allowed to each competitor in these individual classes, but for the afternoon team event each car had two runs.

The discerning spectators noticed that Morgan, with a good "middle-range" handicap of 61.10 were well placed, having done a good gross time of 174.81 secs., reduced to 113.71 secs. by the handicap. As the handicap worked on the total time of the two runs, Morgan and West Hants and Dorset, another

"middle-range" club who had a net of 107.69 and a handicap of 79.80, were somewhat more than dark horses.

On the other hand the Clubs with the lower handicaps were dropping back. Allard put up the best aggregate times in the first runs with a total of 166.88 secs., but their handicap was 40.36, and their net 126.52; Sheffield were second best gross in the first runs with 171.26, but a handicap of 36.50 gave them a net of 134.76; Hagley had 171.74, but a handicap of 27.42 gave them 144.32, and Coventry had 173.90, a handicap of 27.24 secs., and a net of 146.66.

Aston Martin, with a second run of 188.52 secs., some four seconds slower than their first attempt, overhauled Invicta, but Cambridge with 178.57 secs., an improvement of two seconds on their initial run, took over the lead. Cambridge, with a handicap of 70.28 secs., were, in fact, only 13 secs. slower than Coventry, who had a handicap of 27.24 secs., an indication of the difference the weather had made. The handicappers could, however, point to the fact that Coventry and Hagley (27.42 secs. handicap) were within three seconds of each other at the finish. They could, it might be said, organize the handicaps, but they couldn't be responsible for the weather.

Cambridge looked well placed until Morgan, led by Peter Morgan, improved their time by five seconds to give them a net aggregate of 283.03 secs., and the lead. But even that was not the end, for the last team up, West Hants and Dorset, made a dramatic spurt to cut their time by 12 seconds.

There was a hurried checking of figures, and then it was announced that Morgan had won—but only by 0.02 sec., and with the respective handicaps 61.78 secs. and 79.80 secs., it was clear that the officials had done a good job, and that the faster cars in the lower handicap groups had only the weather to blame.

Cambridge came in third, Sunbac pipped Aston Martin for fourth place, and Invicta finished sixth.

During the meeting, Mr. Ronald Harris, of Harrow Weald, Middlesex, a member of the 250 Motor Racing Club team, collapsed and died. His team withdrew from the event.

### Results

**Team Challenge Trophy:** 1, Morgan 4/4 Club (P. H. G. Morgan, J. F. Brown, R. E. Meredith), 283.03 points; 2, West Hants and Dorset Club (J. Noble, R. P. Standbridge, J. G. Cleaver), 283.05 points; 3, Cambridge University Motor Club (W. H. Summers, M. J. C. Simpson, J. M. Clarke), 289.04 points.

### Class Results

**Up to 1,100 c.c.:** 1, P. J. Gaskell (Cooper), Hagley and District L.C.C., 45.61 s.; 2, D. Good (Cooper), Gosport A.C., 45.67 s.; 3, R. B. James (Cooper), Hagley and District C.C., 45.72 s.

**1,101 c.c. to 1,500 c.c.:** 1, E. Lewis (Lotus), Northampton and District C.C., 46.89 s.; 2, F. S. Lockhart (M.G.), Sporting Owner-Drivers' Club, 52.74 s.; 3, R. Goodwin (Ford Special), Sporting Owner-Drivers' Club, 53.43 s.

**1,501 c.c. to 2,000 c.c.:** 1, R. W. Phillips (Fairley), Sheffield and Hallamshire M.C., 43.95 s.; 2, J. Anstis (A.C.), B.A.R.C., 51.32 s.; 3, P. H. G. Morgan (Morgan), Morgan 4/4 Club, 51.44 s.

**2,001 c.c. to 3,000 c.c.:** 1, W. A. Taylor (Caesar Special), V.S.C.C., 47.41 s.; 2, W. A. Bemrose (Austin-Healey), County C.C., Derbyshire, 52.46 s.; 3, J. M. McCartney (Austin-Healey), Bolton le Moors C.C., 53.64 s.

**Over 3,000 c.c.:** 1, P. Chapman (Chapman Mercury), Sheffield and Hallamshire M.C., 49.23 s.; 2, T. J. Williams (Allard), Allard O.C., 49.43 s.; 3, D. Farrell (Allard), Allard O.C., 49.69 s.

### Individual Event

**Fastest time of day:** R. W. Phillips (Fairley), Sheffield and Hallamshire M.C., 43.95 s.

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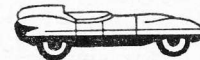
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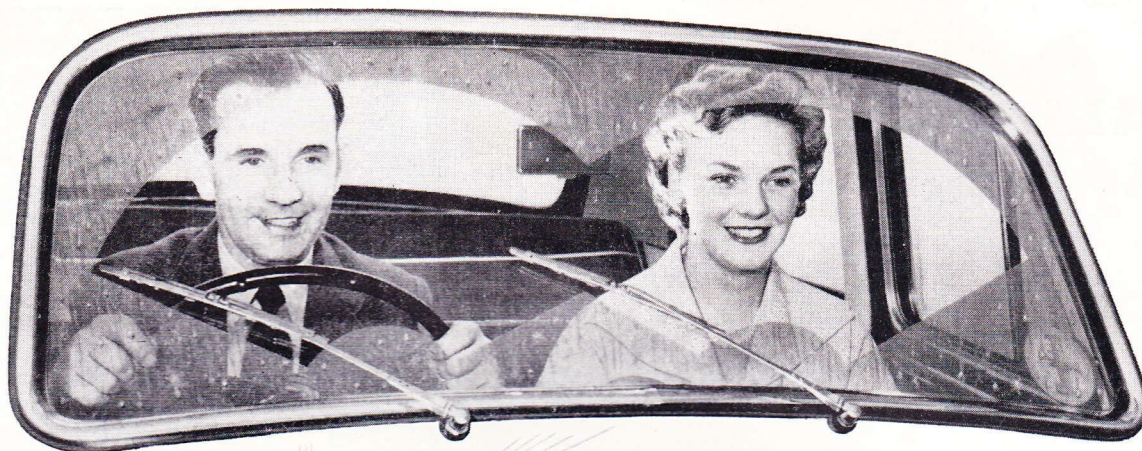
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