

AUTOSPORT

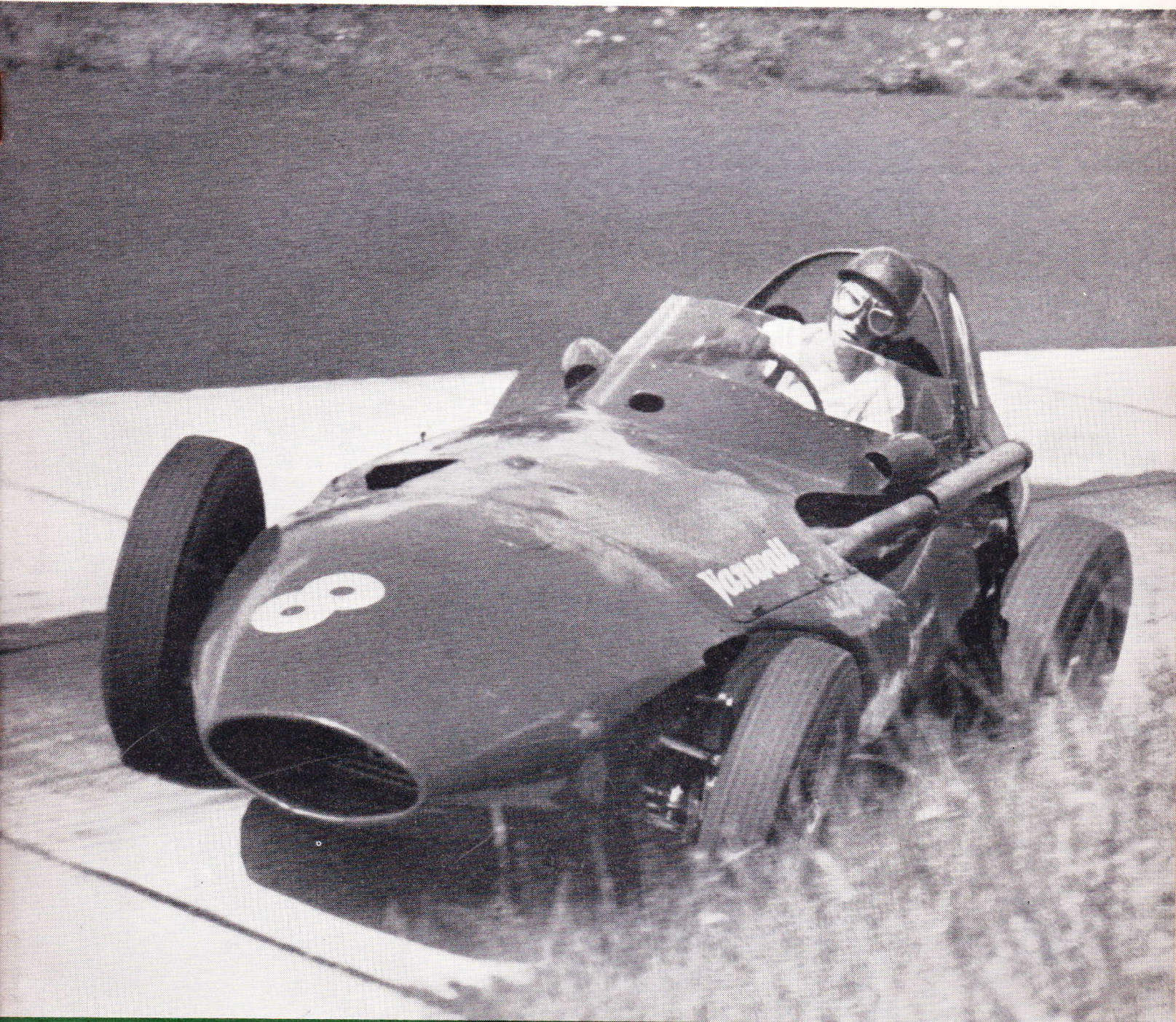
AUGUST 8, 1958

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EVERY FRIDAY
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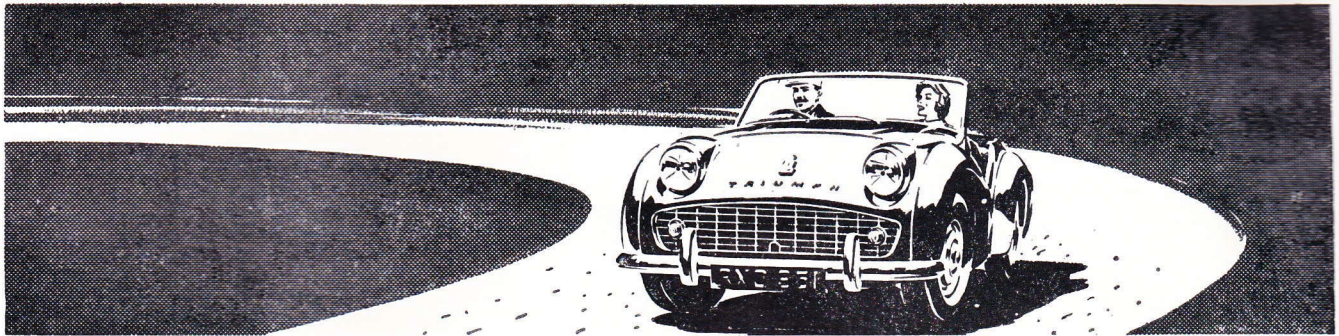
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

GERMAN GRAND PRIX—FULL REPORT AND PICTURES : JOHN BOLSTER TESTS THE MORGAN PLUS FOUR
BANK HOLIDAY RACING AT BRANDS HATCH, MALLORY PARK, SILVERSTONE AND SNETTERTON



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Vol. 17 No. 6

August 8, 1958

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EDITORIAL

THE AMAZING MR. BROOKS

TONY BROOKS'S superb drive at Nürburgring last Sunday gave him his second victory for Vanwall in a *grand épreuve*—first ever success by a British driver of a British car on German soil. Although tending to be overshadowed by the tragedy of Peter Collins, the performance of Brooks in winning the German Grand Prix at record speed is one of the outstanding achievements of the current season. Equally significant is the fact that Stirling Moss, also in a Vanwall, shattered Fangio's 1957 lap record—put up with a “dope” Maserati. John Cooper's joy will readily be understood when it is realized that his cars finished second and third in the Grand Prix, and won the Formula 2 section. Roy Salvadori, Maurice Trintignant and the young New Zealander Bruce McLaren drove brilliantly, proving conclusively that the rugged chassis design, and powerful Coventry Climax engine, is a formidable combination in modern G.P. racing. That only four F1 cars should finish clearly demonstrates the gruelling Nürburgring circuit—a severe test of both drivers and their cars. Naturally, the victory celebrations of Tony Vandervell and his men were cut short by the sad blow received by their friends and rivals, Scuderia Ferrari. Truly motor racing exerts its toll. Although Grand Prix racing has been deemed safer than any other form of the Sport, the fatal accidents of both Luigi Musso and Peter Collins are tragic reminders of what the slightest error in judgment can cause. Motor racing will always be a dangerous pastime: that is probably why it appeals to the many young men whose lives lie in the paths of adventure. Without such men there would be no such thing as progress, and it is to their everlasting credit that they accept the calculated risks which are inseparable from any achievements dedicated to “speed”. It was the same spirit which caused a handful of youngsters to fling their pitifully few Hurricanes and Spitfires against the might of the Luftwaffe, and forever destroy a dictator's dreams of invading these islands.

DAVID AND GOLIATH?

THE performances of the comparatively tiny Coopers, Lotus and Porsches, running in company with conventional “full-size” Formula 1 cars, have once again demonstrated that the era of the large, complex and fabulously expensive Grand Prix machines may well be drawing to its close. Again and again these diminutive machines have shown themselves to be very little less potent than the bigger cars, particularly on twisty circuits, whilst being operated by firms and even individuals whose resources are strictly limited. Truly motor racing is becoming less and less exclusively a sport of the rich.

OUR COVER PICTURE

RINGMEISTER. A fine action study of Tony Brooks as he urges the winning Vanwall through the Schwalbenschwanz. Tony has made two historic drives at the Nürburgring. In May last year he became the first British driver ever to win a race there in a British car by winning the 1,000 kms. race for Aston Martin. Last weekend he drove the first British Grand Prix car ever to win on this circuit.

CASTROL WINS

AT BRANDS HATCH

SALOON CAR RACE

CLASS A (Up to 1200 c.c.) **1ST** J. SPRINZEL (Austin A35)

CLASS B (1201-1600 c.c.) **1ST** A. T. FOSTER (M.G. Magnette)
(Entered by R. W. Jacobs)

CLASS C (1601-2700 c.c.) **1ST** J. G. SEARS (Austin A105)

(Subject to official confirmation)

Follow the experts
ALWAYS ASK FOR
CASTROL
by name



SCUDERIA FERRARI are to try out the Osca driver Cabianca with a view to his inclusion in the G.P. team for Monza.

INVITATION closed-car race at Snetterton on 11th October on AUTOSPORT Three Hours Day will probably be open to special-series touring and normal Grand Touring machines.

THE annual Motor Show will this year run from Wednesday, 22nd October, until Saturday, 1st November, from 10 a.m. to 9 p.m. daily (except Sunday, 26th October).

The official opening will be at 12 noon on 22nd October and the ceremony will be performed by the Rt. Hon. R. A. Butler, M.P., the Home Secretary.

A MOTOR race meeting, promoted and organized by the British Automobile Racing Club, was to have been held at the Crystal Palace circuit on Saturday, 16th August. The B.A.R.C. has now decided not to hold this meeting.

To take its place, a further meeting is to be held at Crystal Palace on Saturday, 4th October, when the British Motor Cycle Racing Club will be promoting its "Club Day" Meeting.

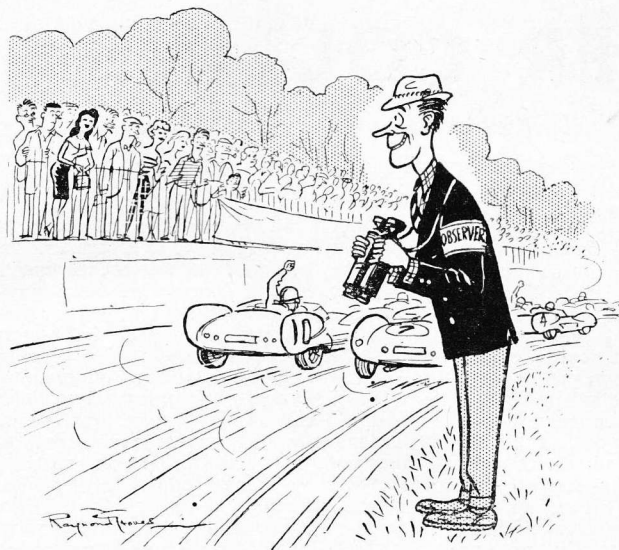
Full details about this meeting will be announced later.

THE ARCHIE SCOTT-BROWN MEMORIAL FUND

UNDER the auspices of the British Racing Drivers' Club, and with the approval of Mr. and Mrs. W. A. Scott-Brown, a memorial fund to perpetuate the memory of Archie Scott-Brown was opened some time ago.

It is the wish of his parents, and all those close to him, that the fund should be devoted to an object in keeping with Archie's outstanding character. It was originally intended that the proceeds of the fund be used to assist a hospital, but the complications of the National Health Service have prevented this.

At a recent meeting of the fund's trustees, it was agreed that it would be better if the proceeds be used for the world-famous Outward Bound Schools Foundation which is so typical of all that Archie Scott-Brown stood for. The courses provided by the Outward Bound Schools Foundation are based on certain



ideas which may be summarized as follows:—

1. That a boy's natural love of adventure should be so directed as to develop the right qualities of character.
2. That only by experiencing for themselves the pride resulting from a job well done or the satisfaction of a great effort sustained by sheer will power, can young people discover their better qualities and feel the urge and inspiration to develop them.
3. That self-confidence can be greatly strengthened by the exercise of self-control and by the realization of improvement in physical and mental agility.
4. That if discipline is imposed by those who command respect, it will be accepted, welcomed and reproduced.
5. That the obligation of service to others can best be inspired by the experience of subordinating self to a greater cause.

All those who knew Archie Scott-Brown, and no doubt many thousands of those who admired and respected him from afar, will agree that a scheme with such ideas behind it is the ideal cause to which the funds raised in Archie's memory should be devoted.

Contributions should be sent to: J. R. T. Gibson Jarvie, Esq., United Dominions Trust, Ltd., 29 Pall Mall, London, W.1, or to Lloyds Bank Ltd., Sidney Street, Cambridge. Cheques should be made payable to the Archie Scott-Brown Memorial Fund.

★

BROAD VIEW can be taken of motor-ing events by the use of this new roof - rack - grandstand, called the "Sitrak". It incorporates seats which collapse to form a luggage platform when not in use. A lightweight folding ladder is included, which clips to the side of the rack for access to the seats. Cost of this four-seater version is £21, and smaller two-seaters cost £16 and £18. Details from the Sitrak Co., 24 Gt. Western Street, Aylesbury, Bucks.



SPORTS NEWS

MOSS TO RACE AT BRANDS AGAIN

AFTER an absence of four years Stirling Moss is to race again at Brands Hatch—the circuit on which he gained much of his early racing experience and many of his first victories. The meeting is the big international "Kentish Hundred" meeting on 30th August which features the most ambitious programme ever organized in the London and south-eastern areas. Principal event is the Kentish Hundred itself, an 84-lap, 100 miles race for Formula 2 cars to be run in two parts.

Heading a fabulous entry list for the race are Stirling Moss and Maurice Trintignant, in Rob Walker Coopers, Harry Schell (Cooper), Roy Salvadori and Jack Brabham (works Cooper), Stuart Lewis-Evans (British Racing Partnership Cooper), and Cliff Allison and Graham Hill, in Lotuses. It is understood that there is a possibility of appearances by Jean Behra, Carroll Shelby or Masten Gregory. All these, of course, are regular drivers of Formula 1 machinery and are contenders for the world championship.

Other races on the 174-lap programme include a 21-lap AUTOSPORT series-production sports car championship event, an event for 1,500 c.c. sports cars conforming to Appendix "C" and a 500 c.c. race for the Lewis-Evans Trophy. A saloon car race completes the programme.

A few 26s. combined admission and grandstand seats are still available, and can be obtained from Brands Hatch Circuit, Ltd., Fawkham, Kent. (Tel.: West Ash 331.)

GARAGE ITEMS

NEW lines from Terry's, the valve-spring specialists, include a range of piston-ring compressors covering piston sizes from 45-90 mm. at 2s. each. There is also a special hose-clip screwdriver, priced at 3s. 6d., which has a safety collar to the blade, of the correct size for the screws used on Terry hose-clips, which prevents the screwdriver slipping off the screw-head.

FORD MOTOR COMPANY has sold its minority interest in Simca Societe Industrielle de Mechanique et Carrosserie, French automobile manufacturing firm, to Chrysler Corporation.

PETER COLLINS

*Fatal Accident at Nurburgring Cuts Short
Career of One of Britain's Greatest Drivers*

THE fatal accident to Peter Collins at Nürburgring on 3rd August came as a dreadful shock to the entire motor-racing world. Although only 27 years of age, Peter was one of the most experienced of present-day Grand Prix drivers, and had gained a reputation for being able to go very fast indeed, without taking undue risks. That he should lose his life in what amounted to an error of judgment makes his accident all the more inexplicable. Peter just didn't make mistakes, and apart from a crash several years ago in a "500", his career was notable for a lack of incidents. Only two weeks earlier, Peter Collins had thrilled a vast crowd at Silverstone with an exhibition of impeccable driving, which gained for him the British Grand Prix, won at record speed.

Peter was a graduate of the 500 c.c. school, entering racing with a Cooper when he was just 17 years of age. Successes came early, and he was soon recognized as one of Great Britain's most promising racing drivers. He also did some speed hill-climbing with a J.A.P.-powered Cooper, taking class records at Shelsley Walsh and Prescott. With the late Ron (Curly) Dryden, and the late Alf Bottoms, he formed a team to race the J.B.S. Formula 3 car; this venture came to an end following fatal accidents to both Bottoms and Dryden.

It was the late John Heath who gave Peter Collins his first real chance, by inviting him to become a member of the newly formed H.W.M. team, intended to exploit the possibilities of Formula 2 racing on the Continent. Together with Stirling Moss and Lance Macklin, Peter gained great experience with the Walton-on-Thames cars, and rapidly established a reputation as an extremely skilful conductor. His success with H.W.M. led to an invitation to join the David Brown team of Aston Martins, with which cars he scored such notable victories as the Tourist Trophy and the Goodwood "Nine Hours". In 1956, with Stirling Moss as co-driver, he fought a race-long duel at Le Mans with the winning Ecurie Ecosse Jaguar, driven by Flockhart and Sanderson.

His deeds with that "thorn-in-the-flesh" of B.R.M., the 4½-litre Thin Wall Special, endeared Peter Collins to the British motor-racing crowds. He was also one of the first men to drive the new Vanwall Special (following Alan Brown), which eventually became the ultra-successful Vanwall Grand Prix machine. Who can ever forget those meteoric opening laps at Oulton Park, when Collins appeared in the new four-cylinder B.R.M., leading Castellotti and Hawthorn in the G.P. Lancias, not to mention Moss in his Maserati?

Brought in at the last moment as co-driver to Stirling Moss in the Mercedes-Benz team in the 1955 Targa Florio, Peter took over a damaged car and proceeded to set up a new lap record;

ultimately he handed the car back to Moss, who brought it over the line to win the Sicilian classic at record speed.

When, like his great friend Mike Hawthorn, he was offered a place with Scuderia Ferrari, he seized the opportunity to drive with the Italian concern—particularly as a fellow team-member of Juan Manuel Fangio, for whom Peter had all the admiration of one racing driver for another who was recognized as the best in the world. Undoubtedly Fangio's influence completely altered Peter's approach to motor-racing. Formerly, he tended to look on the Sport in the light of a game, and was regarded by many of his fellow-drivers as too much of a "play-boy" to be a front-rank Grand Prix driver. Without losing his natural high spirits, Collins soon began to take his racing more seriously, and Enzo Ferrari recognized in the young Englishman a driver of exceptional ability, whose loyalty would make him an ideal team man.

Success was not long in coming to Peter Collins; at Spa-Francorchamps, in the Belgian Grand Prix, he won at record speed following the retirement of Castellotti and Fangio. A month later victory was his in the French Grand Prix, in that famous race when Harry Schell and the Vanwall set the cat amongst the Maranello pigeons. From being a Scuderia Ferrari "new boy", Peter found himself in the unique position of being challenger to Juan Manuel Fangio for the Championship of the World.

When the Italian Grand Prix at Monza was being run team-leader Fangio retired, and it appeared likely that the Championship would go to Stirling Moss, the race-leader, in his Maserati. Collins sportingly handed over his well-placed car to the Argentinian, to give him every chance of retaining the title. The points that Fangio shared with his young col-



league gave him his fourth World Championship!

This gesture was typical of Peter Collins; he put team loyalty above everything else, and for that reason was admired by Enzo Ferrari probably more than any other man who had raced for Scuderia Ferrari. When Mike Hawthorn rejoined Ferrari, after unhappy experiences with other marques, the two British drivers became the backbone of the Maranello team. Peter was outstandingly successful in sports car events and, with Phil Hill, won many Championship races, to retain Ferrari's hold on the world title for constructors.

The year 1957 was not a successful one for Ferrari in the *grandes épreuves*, not a single race being won by a Maranello driver. With the appearance of the V6 "Dino" cars, Ferrari fortunes quickly became brighter. Despite failures at Buenos Aires, Monaco, Spa-Francorchamps and Zandvoort, the drivers were confident that the cars would soon outpace their rivals. Peter Collins demonstrated its potentialities by winning the B.R.D.C. *Daily Express* International Trophy at Silverstone in May.

Peter was unlucky at Spa, when poor



LAST PICTURE: Peter Collins in his Ferrari at Nürburgring, not long before the crash which cost him his life.

organization caused a delay at the start, resulting in his engine overheating before the race had started. Then at Rheims, an air-scoop became detached and jammed his brake pedal. He lost an almost certain third place when the Ferrari ran out of petrol on the last lap; he pushed the car to the finish for fourth place.

At Silverstone in the British Grand Prix, he scored a runaway victory, delighting the huge crowd with an immacu-

late exhibition of Grand Prix driving. This success put him in third place for the World Championship, with his teammate Mike Hawthorn leading.

On and off the circuits I have known Peter Collins for many years; it seems only yesterday that I attended his 21st birthday celebrations at Kidderminster. Only last November, he and his wife Louise gave a joint birthday party at Dartmouth. A perfectly matched couple, Peter and Louise knew how to get the

best out of life. Louise always accepted the risks that are inevitable with race driving; she married a racing driver, and devoted her life to furthering his career in the sport he loved.

To Mr. and Mrs. Patrick Collins, Peter's sister Patricia, and to Louise, I offer on behalf of the entire motor racing public the deepest possible sympathy for their tragic loss.

GREGOR GRANT.

A New "Bluebird" Record Car

MEMBERS of the technical and motor-ing Press were on Friday last invited to a conference given by Donald Campbell on his plans to attack the world's land speed record with the latest in the line of "Bluebird" high-speed record-breaking cars.

Work on the design of the new car, which will have an overall length of just over 30 feet and is expected to reach speeds of 475 m.p.h., began in January, 1956. Work on body design, in an attempt to produce a shape imposing minimum wind resistance and drag stresses, has been undertaken by the Department of Aeronautics of the Imperial College of Science and Technology and has now been completed after five weeks of intensive work on models. Principal difficulty has been found in housing the necessarily large 52-inch diameter wheels. Tail fins have been tried, and although it is not yet decided whether or not these will be included in the final design, indications are that they will not in fact be used.

Power unit is to be the Bristol Proteus free-turbine engine, known as the turbo-prop type, with the power transmitted to all four road wheels instead of the propeller by means of shafts and gear.

It is hoped that the 475 m.p.h. maximum will be attained, held for the required distance of one mile and that deceleration will be all accomplished in rather less than a minute. Apart from anything else this obviously poses considerable braking problems and a number of designs of air brake have been tried. One of these will be used to brake the car down to about 400 m.p.h. and after that it is expected that mechanical brakes will be used. It is interesting to note that it is not yet finally decided whether or not disc brakes are to be used. The air brakes will take the form of "barn doors" opening on either side of the slim body.

Total weight of the car will be in the region of 9,000 lb.; this is rather heavier than the car used by the late John Cobb for his successful attempt. The body is partly of stressed-skin construction and partly of "egg-box" chassis design. Early sketches for a proposed body design were interesting, one closely resembling the Vanwall Grand Prix car in its cur-

rent form while another was similar to the shape employed on the promising Fry-Climax Formula 2 car. Approximately 12 gallons of fuel will be carried; acceleration time is expected to be in the region of 20 to 30 seconds.

Conventional controls—and an orthodox steering wheel—will be used, and the main instrument is expected to be a torque-meter or accelerometer.

The record attempt will possibly be made in 1960, although it is hoped to start trials of the car in or near July next year.

THE "AUTOSPORT" SERIES PRODUCTION SPORTS CAR CHAMPIONSHIP, 1958

| Provisional Placings at 4th August | | Pts. |
|------------------------------------|-----|------|
| 1. Ian Walker (Lotus Elite)† | ... | 70* |
| 2. Dick Protheroe (Austin-Healey)† | ... | 56* |
| 3. B. A. M. Gilbert (Turner)† | ... | 53 |
| 4. J. P. Baldam (Turner)† | ... | 52 |
| 5. Austin Nurse (Turner)† | ... | 50 |
| 6. Dickie Stoop (Frazer-Nash) | ... | 41* |
| 7. K. W. MacKenzie (M.G.A)† | ... | 32 |
| 8. Peter Gammon (Elva)† | ... | 31* |
| 9. C. R. Hansen (Austin-Healey)† | ... | 30 |
| 10. E. N. Whiteaway (A.C.-Bristol) | ... | 22 |
| 11. M. S. Bond (Frazer-Nash)† | ... | 21 |
| 12. Pat Fergusson (Elva) | ... | 20 |
| John Lawry (Lotus Elite) | ... | 20 |
| 14. W. E. Wilks (Frazer-Nash) | ... | 17* |
| 15. C. W. Lawson (Porsche) | ... | 16 |
| J. Hayles (M.G.A)† | ... | 16 |
| 17. D. F. Levy (A.C.-Bristol)† | ... | 15 |
| 18. R. E. Jameson (Berkeley)† | ... | 13 |
| 19. J. Dashwood (Frazer-Nash) | ... | 11 |
| Bob Gerard (Turner) | ... | 11 |
| 21. C. P. Tooley (M.G.A)† | ... | 9 |
| 22. J. A. P. Trafford (M.G.A)† | ... | 8 |
| P. J. Sargent (Jaguar) | ... | 8 |

* Includes points for fastest race speed.

† Qualified for final 3 hours race (six events completed).

Class Positions

Up to 1,000 c.c.

| | | |
|-----------------------------|-----|----|
| 1. Gilbert (Turner) | ... | 53 |
| 2. Baldam (Turner) | ... | 52 |
| 3. Nurse (Turner) | ... | 50 |
| 4. Jameson (Berkeley) | ... | 13 |
| 5. Gerard (Turner) | ... | 11 |
| 6. Goddard-Watts (Berkeley) | ... | 3 |

1,101-1,300 c.c.

| | | |
|-------------------|-----|----|
| 1. Walker (Elite) | ... | 70 |
| 2. Lawry (Elite) | ... | 20 |

1,301-1,600 c.c.

| | | |
|----------------------|-----|----|
| 1. MacKenzie (M.G.A) | ... | 32 |
| 2. Gammon (Elva) | ... | 31 |
| 3. Fergusson (Elva) | ... | 20 |
| 4. Lawson (Porsche) | ... | 16 |
| Hayles (M.G.A) | ... | 16 |
| 6. Tooley (M.G.A) | ... | 9 |

Over 1,600 c.c.

| | | |
|------------------------------|-----|----|
| 1. Protheroe (Austin-Healey) | ... | 56 |
| 2. Stoop (Frazer-Nash) | ... | 41 |
| 3. Hansen (Austin-Healey) | ... | 30 |
| 4. Whiteaway (A.C.-Bristol) | ... | 22 |
| 5. Wilks (Frazer-Nash) | ... | 17 |
| 6. Levy (A.C.-Bristol) | ... | 15 |
| 7. Dashwood (Frazer-Nash) | ... | 11 |

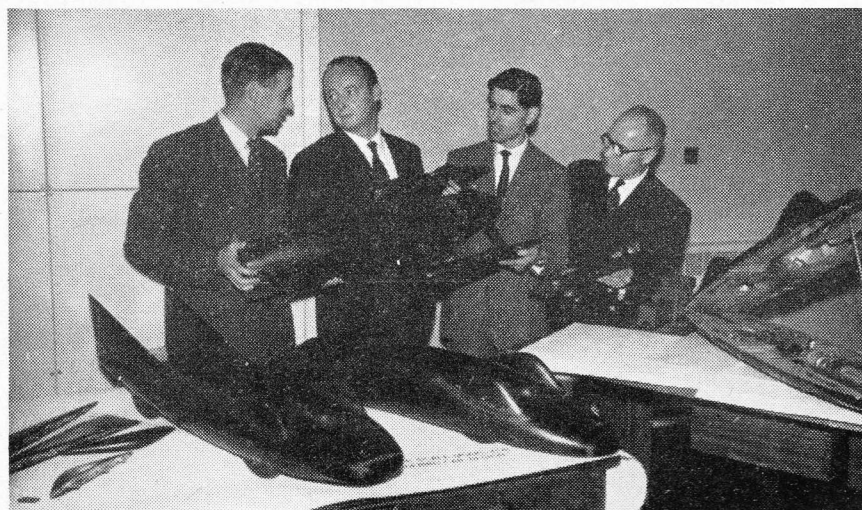
Team Award: 1, Turners, 155 pts.

THE "VIKING RALLY"

THE Royal Norwegian Automobile Club has decided to introduce a new "tourist class" in the international Viking Rally which is to be held in Norway from 18th to 22nd September. So far, only experts have been allowed to participate, and the race has tended to be rather costly for the drivers. However, those entering their cars in the tourist class will not need all the expensive gadgets used by the experts.

On 18th September, the eighth Viking Rally starts simultaneously from Oslo, Kristiansand, Bergen and Trondheim, also from Karlstad in Sweden, covering a distance of 1,600 kilometres before joining in Oslo. The tourist class follows mainly the same route, but it is 200 kilometres shorter.

RECORD MAN Donald Campbell (second from left) discusses the water speed record-holding boat "Bluebird" with his team of experts, the Norris brothers and (extreme right) Leo Villa. In front of them are models of the latest "Bluebird", the land speed record contender.





PERCY CRABB (Austin-Healey) and Bob Jennings (Ace) pass the new Brands Hatch grandstand.

ON August Bank Holiday a record crowd of 54,000 spectators saw 181 laps of racing by 130 cars at Brands Hatch. It was the fastest racing ever on the Kentish circuit, and was marked by a praiseworthy absence of accidents, very few retirements, and the minimum of non-starters. Seven drivers flew back from Nürburgring to compete.

The meeting opened at 11 a.m. with the Series-Production Sports Car Race—an AUTOSPORT Trophy event of 21 laps. This was something of a Frazer-Nash benefit, and started as a ding-dong between the almost vintage models of Bond and Dashwood. They were eventually overcome by Dickie Stoop's more modern version, and the finish was in that order. After a race-long battle with Wilks's Frazer-Nash, Percy Crabb finished fourth in the Austin-Healey of the Chequered Flag stable. There was a breathtaking duel between North's Triumph and Jennings's A.C. until the latter spun most spectacularly.

The 500 c.c. competition was for the World's Sports Trophy, with two 10-lap heats and a final of similar length. This is regarded as the premier 500 c.c. race of the year, and has always been won by Jim Russell since 1954, when he beat Stirling Moss. He made sure of winning the first heat, and was chased all the way by Tom Bridger. Stuart Lewis-Evans was boxed in and unable to pass Don Parker and Trevor Taylor, until the inevitable happened and these two gentlemen both motored on the same piece of road at the same time on leaving Druids. So, Stuart was surprised to find himself third, and finished only 35 sec. behind Bridger. Heat 2 was

Record Crowd at Brands

Jack Brabham Wins Kent Trophy

rather a procession, and was won by J. R. Lewis, followed by Mitchell and Heyward.

The Final was full of drama, for Lewis-Evans was pushed off the road at Paddock Bend on the first lap, and went all the way down the hill on the grass before recovering. Meanwhile Jim Russell was in the lead, strongly pressed by Tom Bridger, but he left the road on the second lap at Druids and was no more seen. By the fourth lap, Bridger's motor was sick, and he was passed by Stuart Lewis-Evans on Bottom Straight before retir-

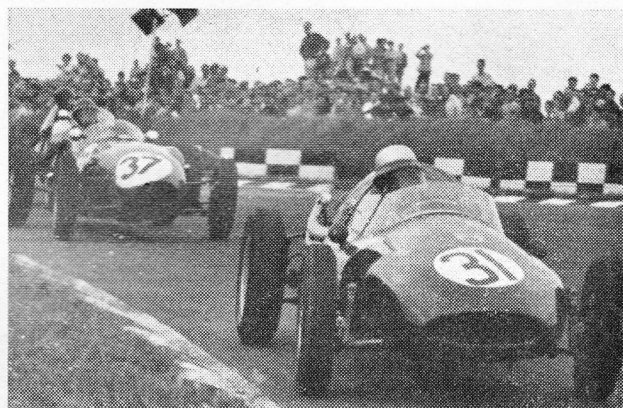
ing. Stuart then won as he pleased, with Lewis and Jones behind him.

The Rochester Trophy for 1,100 c.c. sports-racing cars was in two 10-lap heats and a 15-lap final. Heat 1 was a gift for Alan Stacey's works Lotus, which won by 10 secs. from Michael Taylor's Lotus, after the latter had dealt with Peter Ashdown's works car. Heat 2 brought the sensation of the day, which was provided by Eric Broadley's Lola. This little Coventry Climax-engined car was visibly quicker through the corners than anything else, and in practice it had been the first sports car ever to lap the Hatch in under a minute. Broadley immediately piled up a huge

lead to win by 28 secs. from John Brown's Elva, and equalled the class lap record of 60 secs. in the process. Randall's Lotus took third place from Warnell's similar car.

In the Final, Brown's Elva shunted Lola on the starting grid, which may have disconcerted Broadley. At all events he spun at the beginning of Bottom Straight, during which he motored sideways across the bows of several horrified competitors without disaster, and received the black flag for his pains; John Brown was similarly rewarded. That gave the race to Stacey,

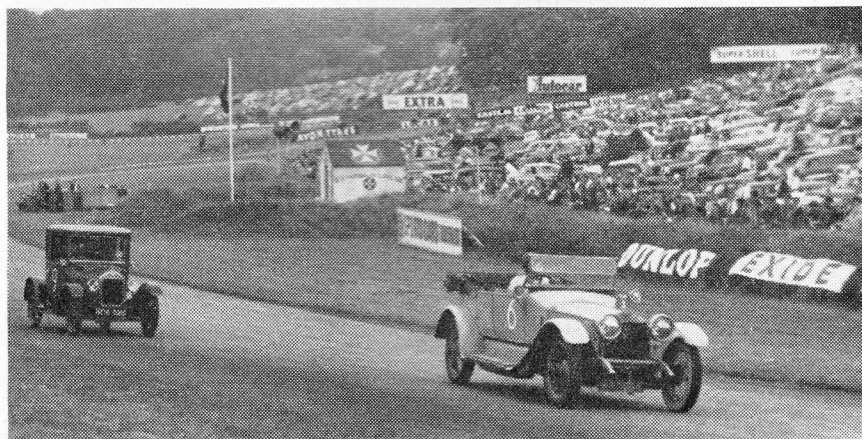
★
SURBITON versus HORNSEY (right). George Wicken (Cooper) leads Cliff Allison and Dennis Taylor (Lotuses) through Paddock. (Below) Bolster to the fore! J.V.B. in his 1911 Rolls-Royce passes Mrs. Lewis-Evans's Wolseley.



★
ahead of the customary duel between Taylor and Ashdown.

The Formula 2 race for the Kent Trophy was divided into two halves of 21 laps each. The first part was the fastest race ever run at Brands Hatch, until the second took place, which was faster still! Jack Brabham won, but he was hard pressed by Stuart Lewis-Evans, who took the lead momentarily on the 18th lap. Jim Russell was third, and the first six cars were Coopers. Brabham and Lewis-Evans equalled the lap record of 58.2 secs., and so did the Lotus drivers Graham Hill and Dennis Taylor. Syd Jensen was fourth after a spin.

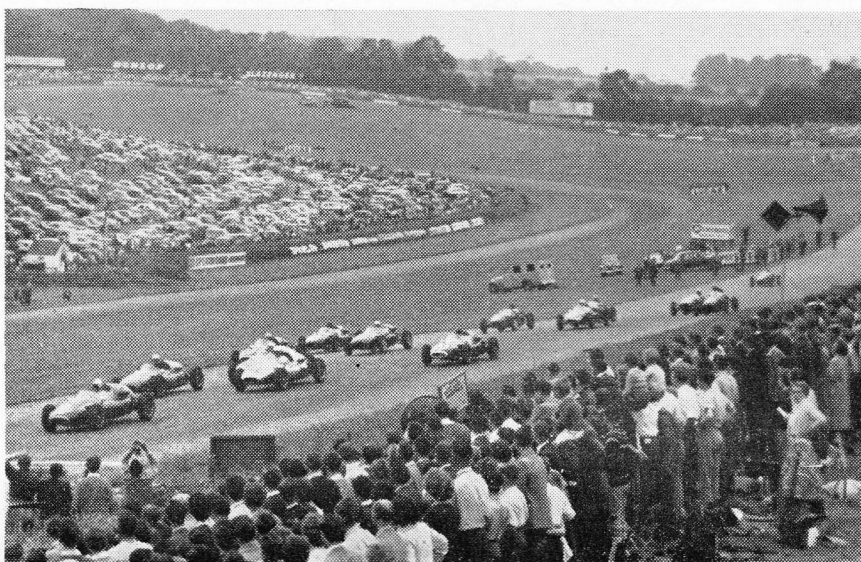
The second edition was a repetition of the Brabham and Lewis-Evans battle, but Jim Russell and Syd Jensen both retired, letting McLaren's Cooper into third place, a position which he retained in the aggregate.



The Kingsdown Trophy for the unlimited sports cars was a Lister-Jaguar walkover, with Ivor Bueb first, Ross (no relation to Syd) Jensen second, and Bruce Halford third. Graham Whitehead's wonderful old Aston-Martin was a very creditable fourth, and Ivor took the lap record for the class in his stride. Bruce Halford also drove well in other races in a Lotus and the Parson.

The Chequered Flag Trophy for the B.R.S.C.C. National 1,500 c.c. championship should have been won by Graham Hill in the sponsor's 108 b.h.p. Lotus, as he had lapped in 59.6 secs. in practice. However, he spun when in the lead, restarted, and spun again. Stacey also spun at Clearways—perhaps there was some oil there—which allowed Bristow to win with the Hume Lotus from Ashdown and Stacey. It was left to the miraculous little Lola to make the fastest lap, after starting on the back row of the grid and coming right through the field to fourth place.

It is scarcely necessary to remark that Tommy Sopwith's very fast Jaguar won the Saloon Car race, or that Sir Gawaine Baillie's similar car was second. All the usual protagonists performed



KENT TROPHY (above). The start of the Formula 2 race as seen from the new grandstand.



great feats of daring, and nobody turned over on this occasion. The results are given in detail below.

The race for the Veterans is an annual Brands Hatch fixture. "Steady" Barker's ingenious handicapping made it all the more enjoyable, and a good field of ancestors turned out. This *grande épreuve* was dominated by Lord Montagu's 1913 Prince Henry Vauxhall, which went much faster than his Lordship or anyone else expected. Your Technical Editor's 1911 Rolls-Royce was taken literally on the line for second place by Jack Sears's 1914 T.T. Sunbeam racing car. Barrie Clarke's Talbot was fourth, Sir Francis Samuelson's Sunbeam fifth, and handicapper Barker was sixth in the 1908 T.T.-winning Hutton.

JOHN V. BOLSTER.

Results

Series-Production Sports Car Race (21 laps): 1, J. R. Stoop (Frazer-Nash), 66.41 m.p.h.; 2, M. Bond (Frazer-Nash); 3, J. Dashwood (Frazer-Nash). **Fastest lap:** Stoop, 67.84 m.p.h.

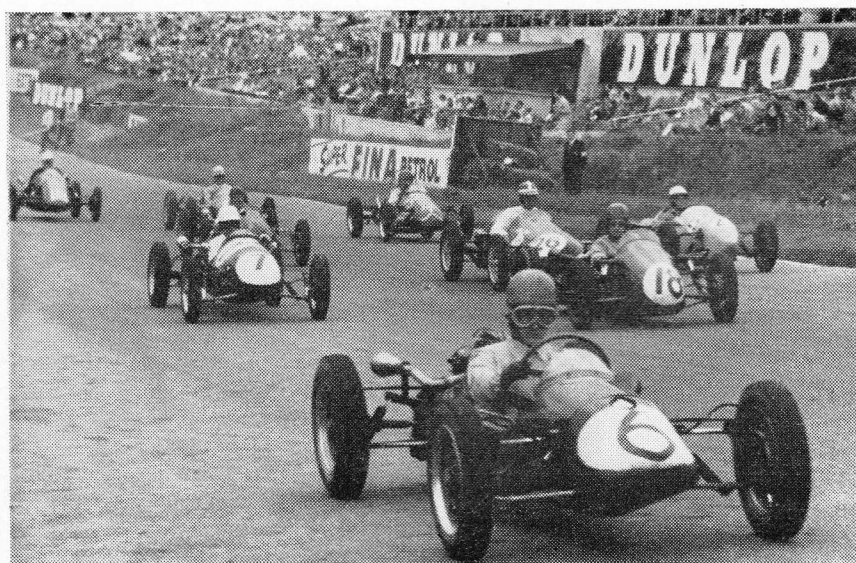
"World's Sports" Trophy (500 c.c. class): **Heat 1** (10 laps): 1, J. Russell (Cooper-Norton), 72.21 m.p.h.; 2, T. Bridger (Cooper-Norton); 3, S. Lewis-Evans (Beart-Cooper). **Fastest lap:** Russell, 73.91 m.p.h.

Heat 2: 1, J. R. Lewis (Cooper-Norton), 69.32 m.p.h.; 2, P. D. Mitchell (Cooper-Norton); 3, B. A. Heyward (Comet-Norton). **Fastest lap:** Lewis, 69.97 m.p.h.

Final (10 laps): 1, S. Lewis-Evans (Beart-Cooper), 71.31 m.p.h.; 2, J. R. Lewis (Cooper-Norton); 3, G. M. Jones (Cooper-Norton). **Fastest lap:** Russell, 74.40 m.p.h.

Rochester Trophy (1,100 c.c. Sports Cars): **Heat**

THREE OF A KIND (above). Ivor Bueb (l.), Bruce Halford (centre) and Syd Jensen (r.) all in Lister-Jaguars get away at the start of the Kingsdown Trophy. (Below) The Formula 3 boys get away for the World's Sports Trophy Race.



1 (10 laps): A. Stacey (Lotus), 70.72 m.p.h.; 2, M. Taylor (Lotus); 3, P. Ashdown (Lotus). **Fastest lap:** Stacey, 74.40 m.p.h.

Heat 2: 1, E. H. Broadley (Lola), 72.68 m.p.h.; 2, J. Brown (Elva); 3, D. J. T. Randall (Lotus). **Fastest lap:** Broadley, 74.70 m.p.h.

Final (15 laps): 1, A. Stacey (Lotus), 72.91 m.p.h.; 2, M. Taylor (Lotus); 3, P. Ashdown (Lotus). **Fastest lap:** Stacey, 74.40 m.p.h.

Kent Trophy (Formula 2 cars): **Part One** (21 laps): 1, J. Brabham (Cooper), 75.28 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, J. Russell (Cooper). **Fastest lap:** Brabham, Lewis-Evans, C. Allison (Lotus), D. Taylor (Lotus), 76.70 m.p.h.

Part Two (21 laps): 1, J. Brabham (Cooper), 75.42 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, B. McLaren (Cooper). **Fastest lap:** Brabham, 76.70 m.p.h.

Kingsdown Trophy (Sports Cars, unlimited) (15 laps): 1, I. Bueb (Lister-Jaguar), 72.59 m.p.h.; 2, R. Jensen (Lister-Jaguar); 3, B. Halford (Lister-Jaguar). **Fastest lap:** Bueb, 73.91 m.p.h.

Chequered Flag 1,500 c.c. Championship (Sports Cars) (15 laps): 1, C. Bristow (Hume-Lotus), 71.80 m.p.h.; 2, P. Ashdown (Lotus); 3, A. Stacey (Lotus). **Fastest lap:** E. H. Broadley (Lola), 74.15 m.p.h.

Saloon Car Race: 1, T. Sopwith (Jaguar), 62.50 m.p.h.; 2, Sir Gawaine Baillie (Jaguar); 3, J. Sears (Austin). **Fastest lap:** Sopwith, 64.70 m.p.h.

Classes: (1,200 c.c.) 1, J. Sprinzel; 2, G. Shepherd; 3, J. Wheeler (all Austin A35s). (1,600 c.c.) 1, A. Foster (M.G. Magnette); 2, R. North (Riley); 3, M. Everley (Hillman Minx). (2,700 c.c.) 1, J. Sears (Austin A105); 2, J. M. Uren (Ford Zephyr); 3, D. Haynes (Ford Zephyr). (Unlimited) 1, T. Sopwith (Jaguar); 2, Sir G. Baillie (Jaguar).

Veteran Cars (4 laps): 1, Lord Montagu of Beaulieu (Vauxhall), 49.57 m.p.h.; 2, Jack Sears (Sunbeam); 3, John Bolster (Rolls-Royce). **Fastest lap:** Sears, 60.65 m.p.h.



HOME WIN: Bob Gerard (Turner) delighted the local crowd by winning the 1,000 c.c. class in one of the AUTOSPORT races, and finishing fifth in general classification.

This was a race for even smaller machines as well, and much to the delight of the Midland crowd Bob Gerard in a Turner-B.M.C. of 948 c.c. was well up among the leaders throughout, finishing eventually in fifth position, and winning the Class "A" section quite handsomely from A. J. Nurse (Turner-B.M.C.) and J. P. Baldam (Turner-Morris) who had carried on a private race with B. Gilbert (Turner-Austin) throughout. Gerard's average for the 30 laps was 69.70 m.p.h., compared with 70.99 by Gammon.

A dogged, exciting tussle came in the final of the *Formule Libre* race, with H. Taylor and Tony Marsh, both in Cooper-Climax machines, yards apart for the greater part of the race, Taylor holding

UNREHEARSED alarms and excursions are not normally the happiest sight in motor racing, but at Mallory Park last Monday a number of such incidents resulted in some of the finest driving of the meeting. Phenomenal avoidances were almost the order of the day; and while the purist might argue that such things should not occur, the realist knows they do. At Mallory they did provide some excellent demonstrations of how a car should be handled when in trouble.

There were nine events, and in almost every one there was an incident. Happily, and because of the excellent standard of driving, there were no injuries, although a number of machines, particularly the Lotus-Climax entered by Ecurie White Rose, and driven by J. Higham, was sadly battered after a spin and collision which also involved the County Motors Austin-Healey 100S driven by D. Protheroe.

The major events were two qualifying races for the 1958 AUTOSPORT Series-Production Sports Car Championship, a 30-lap *Formule Libre* race (with two 10-lap heats), and a similar event for sports cars up to 1,500 c.c. In the *Formule Libre* final, H. Taylor, driving George Nixon's Cooper-Climax, set up a new lap record with a time of 55 secs., or 88.36 m.p.h.

Protheroe won the first qualifying race for the Championship by the excellent margin of 28 seconds from J. Lawry (Lotus-Elite); and in the second qualifying race Peter Gammon (Elva Courier) had an almost equally easy victory, leading by 16 seconds after 16 laps, and then slowing down to finish nine seconds ahead of J. P. Fergusson (Elva Courier-M.G.).

From start to finish Protheroe led in his race, that for classes "B" and "D", with the main excitement created by a battle between Lawry and Hanson (Austin-Healey 100S) for second place. This was the first race of the day, and provided the first of the spectacular avoidances.

Hanson had striven hard to pass Lawry, and eventually succeeded as they came down towards the bridge and the pits.

Immediately he went into a spin, went round three times but maintained sufficient control to avoid Lawry and the

BANK HOLIDAY "MALLORY"

Henry Taylor Wins Formule Libre Race and Sets Up New Lap Record at Notts S.C.C. Meeting — Victories for Protheroe, Gerard and Gammon in "Autosport" Races

bridge buttress, and without stopping his engine kept up the chase. Protheroe saw none of this, for he was then well ahead, putting up the fastest lap in this race with 1 min. 2.4 secs., an average of 77.88 m.p.h., and gaining over a second every lap on the second and third cars. These, in fact, were the only two which he did not lap.

Gammon, one feels, could have been equally far ahead in the race for Classes "A" and "C", for at the end of three laps he was 13 seconds ahead, and was gaining over two seconds a lap, until his motor appeared to hesitate a moment, and he sensibly slowed down.

Behind him, an M.G.A. a Porsche and an Elva Courier-M.G. contested second place. Time and again the Porsche of C. W. Lawson seemed about to pass the M.G.A. of J. Hayles; but time and again Hayles just managed to pull out sufficient to hold off the challenge and stay in second place.

Two laps from the end there came a change, but surprisingly it was the Elva Courier-M.G. of J. P. Fergusson which came through to snatch second place, the Porsche dropping back to fourth.

on tenaciously and expertly to a narrow lead.

Taylor had the lead at the end of the first few laps, followed by M. Parkes (Fry-Climax), Marsh, T. Parnell (Cooper-Climax), Bob Gerard (Cooper-Bristol) and Innes Ireland (Lotus-Climax). Parkes snatched over first place in the sixth lap, but only to retire on the 12th lap, leaving Taylor and Marsh, unchallenged by the rest of the field, to themselves. For the next 18 laps, these two came round like clockwork, scarcely varying in distance, and with Taylor setting up a new lap record of 55 seconds. Gerard and Parnell had a secondary tussle for third place, with Gerard making sure of it on the 16th lap when he put himself in front again, having lost position four laps previously.

Parnell held on firmly to fourth place, with Campbell-Jones (Cooper-Climax) coming through to fifth place just before the half-way stage, followed by Innes Ireland at sixth position.

In the first heat of this *Formule Libre* event, Parkes had won over 10 laps by two seconds from Gerard, with Taylor another three seconds behind, and

★
REWARD: Tom Dickson received the time-honoured victor's welcome before Mrs. Joan Gerard handed him his trophy for winning the 1,500 c.c. sports car race in his blue Lotus.



★



Marsh following him. W. F. Moss ("Remus") was a contrast in style to the more modern machines, but he was never out-classed, and was up among the leaders for the first half.

The finish of this heat brought another "incident". Brooke (Lotus-Climax) and Parnell had been jousting for sixth place for the greater part of the race. Almost at the finish Brooke spun, but straightened out, and immediately Parnell went into a similar manoeuvre, missed the flag by inches and crossed the line backwards.

In Heat 2 Clarke, in his Jaguar "D", took the lead for the first two laps, then, apparently after an incident on the far side of the track, dropped back to third place behind P. J. Arundell (Lotus-Climax) and Chris Summers (Lotus-Climax). He took over second place on the fifth lap, but although he caught up on Arundell could not manage enough to pass into first place again, and finished second.

The 30-lap final for sports cars up to 1,500 c.c. was a superb victory for Dickson in his Lotus-Climax, who won by 14 seconds from Innes Ireland. The order at the end of the first lap was Dickson, Ireland, Blumer (Lotus-Climax) and that was the way it stayed, with Brierley intervening in third place for 13 laps, before giving way to Blumer again.

Dickson won his heat, the first one, almost as easily from Ireland, with Blumer in third place again. But while Lotus-Climax machines filled all first six positions in this heat, there was a different story in heat two, when not a Lotus finished in the first three, victory going to Brierley (Victoria-Climax), with B. J. Cox (Elva-Climax) second, and Chris Summers (Arden-Climax) third.

One of the most spectacular races was the 20-lap event for sports cars over 1,501 c.c., won by Clarke in his Jaguar "D" at 77.83 m.p.h. Clarke set the pace from the beginning, but behind him there was a great race between Peter Mould (Cooper-Jaguar), J. Higham (Lotus-Climax) and D. Protheroe (Austin-Healey 100S).

That was the order for five laps, and then Higham moved into second place. Protheroe stayed behind Mould for another three laps, but came up to third and began to chase Higham.

PROTHEROE (Austin-Healey 100S) follows closely behind Mould (Cooper-Jaguar). Shortly afterwards came the crash with Higham (Lotus-Climax).

Four laps later he was beginning to close up. Higham came into the "S" bends, spun violently and was still spinning across the track when Protheroe came round. Protheroe tried to swing to the inside to avoid the spinning Lotus, but there was not enough room, he broadsided and the two cars crashed together.

Protheroe finished in the offside ditch some 40 yards farther on; the bonnet of the Lotus was sent flying to the nearside, and the remains of the car hurtled into the offside ditch. Both drivers came out unharmed.

Mould moved back into second place, and only he and Clarke completed 20 laps, the next three finishing 19, and Mrs. Pauline Mayman, in sixth place, 18.

Results

"Autosport" Series Production Sports Car Championship (20 laps)

Over 1,600 c.c. (including 1,001-1,300 c.c.): 1. D. J. Protheroe (Austin-Healey), 21 m. 06.4 s., 76.75 m.p.h.; 2. John Lawry (Lotus Elite), 21 m. 34.8 s.; 3. C. R. Hansen (Austin-Healey), 21 m. 48.2 s.; 4. R. A. Brightman (A.C. Aceca), 5. L. B. Mayman (Morgan TR3); 6. L. Taylor (Triumph TR2).

Fastest lap: Protheroe, 1 m. 02.4 s., 77.88 m.p.h.

Scoring: Protheroe, 9; Lawry, 6; Hansen, 4; Brightman, 3; Mayman, 2; Taylor, 1.

Up to 1,000 c.c.: 1. F. R. Gerard (Turner), 23 m. 13 s., 69.78 m.p.h.; 2. A. J. Nurse (Turner), 23 m. 39.6 s.; 3. J. P. Baldam (Turner), 23 m. 40.6 s.; 4. B. A. M. Gilbert (Turner); 5. R. A. Jameson (Berkeley).

Fastest lap: Gerard, 1 m. 08.2 s., 71.26 m.p.h.

TAYLOR (Cooper-Climax) crosses the line to win the Formule Libre followed by Marsh (Cooper-Climax) in second place.

Scoring: Gerard, 8; Nurse, 6; Baldam, 4; Gilbert, 3; Jameson, 2.

1,600 c.c.: 1. P. D. Gammon (Elva Courier), 22 m. 49.2 s., 70.99 m.p.h.; 2. J. P. Fergusson (Elva Courier), 22 m. 58.6 s.; 3. J. Hayles (M.G.A.), 22 m. 59.2 s.; 4. C. W. Lawson (Porsche), 23 m. 00.8 s.; 5. J. A. P. Trafford (M.G.A.); 6. C. P. Tooley (M.G.A.).

Fastest lap: Gammon, 1 m. 05.8 s., 74.68 m.p.h.

Scoring: Gammon, 9; Fergusson, 6; Hayles, 4; Lawson, 3; Trafford, 2; Tooley, 1.

Formule Libre

Heat 1 (10 laps): 1. M. Parkes (Fry-Climax), 9 m. 35.4 s., 83.02 m.p.h.; 2. Bob Gerard (Cooper-Bristol), 9 m. 37.2 s.; 3. Henry Taylor (Cooper-Climax), 9 m. 40 s.; 4. Tony Marsh (Cooper-Climax), 9 m. 45 s.; 5. J. Campbell-Jones (Cooper-Climax), 9 m. 54.4 s.; 6. Tony Brooke (Lotus-Climax), 9 m. 57 s.

Fastest lap: Parkes, 56.4 s., 86.17 m.p.h.

Heat 2 (10 laps): 1. P. J. Arundell (Lotus-Climax), 10 m. 19.4 s., 78.46 m.p.h.; 2. J. Clarke (Jaguar), 10 m. 20 s.; 3. C. Summers (Lotus-Climax), 10 m. 30.6 s.; 4. P. Mould (Cooper-Jaguar), 11 m. 01.8 s.; 5. D. Buxton (Lotus-Climax), 11 m. 15.2 s.; 6. W. Allen (Lotus-Climax), 11 m. 17.8 s.

Fastest lap: Arundell and Clarke, 1 m. 00.2 s., 80.97 m.p.h.

Final (30 laps): 1. Henry Taylor (Cooper), 28 m. 24.4 s., 85.54 m.p.h.; 2. Tony Marsh (Cooper), 28 m. 25.6 s.; 3. Bob Gerard (Cooper), 28 m. 45.8 s.; 4. Tim Parnell (Cooper), 28 m. 56.2 s.; 5. J. Campbell-Jones (Cooper), 19 laps; 6. Innes Ireland (Lotus), 19 laps.

Fastest lap: Taylor, 55 s., 88.36 m.p.h. (New circuit record.)

Sports Cars

Heat 1. Up to 1,500 c.c. (10 laps): 1. Tom Dickson (Lotus), 9 m. 47.6 s., 82.71 m.p.h.; 2. Innes Ireland (Lotus), 9 m. 53.6 s.; 3. Jimmy Blumer (Lotus), 10 m. 12 s.; 4. C. G. Escott (Lotus), 10 m. 16.8 s.; 5. L. Bramley (Lotus), 10 m. 18.2 s.; 6. E. G. Greenall (Lotus), 10 m. 19 s.

Fastest lap: Dickson, 57 s., 85.26 m.p.h. (new class record.)

Heat 2: 1. J. C. Brierley (Victoria-Climax), 10 m. 01.4 s., 80.81 m.p.h.; 2. B. J. Cox (Elva-Climax), 10 m. 16.2 s.; 3. C. Summers (Arden-Climax), 10 m. 22.0 s.; 4. L. B. Mayman (Lotus), 10 m. 25.2 s.; 5. C. S. Dodd (Lotus), 10 m. 35.2 s.; 6. J. Burgess (Lotus), 10 m. 45.6 s.

Fastest lap: Brierley, 58 s., 83.79 m.p.h.

Final (30 laps): 1. Dickson (Lotus), 29 m. 42.8 s., 81.78 m.p.h.; 2. Ireland (Lotus), 29 m. 56 s.; 3. Blumer (Lotus), 29 m. 57.8 s.; 4. Brierley (Victoria), 30 m. 03.6 s.; 5. Cox (Elva), 29 laps; 6. Greenall (Lotus), 29 laps.

Fastest lap: Dickson, 57.8 s., 84.08 m.p.h.

Over 1,500 c.c. (20 laps): 1. J. Clarke (Jaguar), 20 m. 48.8 s., 77.83 m.p.h.; 2. P. Mould (Cooper-Jaguar), 21 m. 27.8 s.; 3. P. J. Sargent (Jaguar), 20 m. 59.2 s.; 4. J. Randles (Lister-Bristol), 21 m. 08.4 s.; 5. F. Elliott (Lister-Bristol), 21 m. 38.4 s.; 6. Mrs. P. Mayman (Morgan), 18 laps.

Fastest lap: Clarke, 1 m. 00.4 s., 80.95 m.p.h.



THE MIXTURE AS BEFORE. Well, not quite! The Morgan is unchanged externally and looks every inch a sports car. Wire wheels are an optional extra.

Perhaps the most delightful feature of the Morgan is the colossal "punch" which the engine delivers at low revs., for the car is so light that it responds beautifully to the accelerator pedal. Too many of the cars which I have tried lately have seemed over-gearred and sluggish, giving no performance unless the gear lever were used energetically. The Morgan has a splendid gearchange, but it can also be driven all day on top gear. I drove the car on a cross-country journey which involved some winding country lanes. The rev-counter frequently fell back to 800 r.p.m. on the corners, but even uphill the machine accelerated briskly away on top gear. Yet, 50 and 75 m.p.h. may be exceeded on second and third speeds when one requires rocket-like acceleration. The test car had a rather prominent exhaust-note at peak revs.

Both at the front and at the rear, the suspension of the Morgan has a limited

JOHN BOLSTER
TESTS

THE MORGAN PLUS FOUR

I ALWAYS look forward immensely to my road tests of Morgans. These high-performance cars have all the attractions of the Vintage sports models, and are ideal touring vehicles for typical English roads. I had tested the Ford-, Vanguard- and TR2-engined Morgans, but now the TR3-engined version has come along, with wire wheels as an extra, which has given me an excuse for another delightful week of "Morganatic Motoring".

I need not tell you that the chassis is the same as it has always been! Those straight Z-section members still pass beneath the back axle, from which they are suspended on short semi-elliptic springs, and in front (of course) one finds sliding stub axles on pillars, with helical springs. The gearbox nestles between the seats, with a short, central lever projecting from its lid, and it is attached to the engine by a duralumin bell housing with a central tubular extension. In other words, the Morgan is still a Morgan.

The open two-seater body is very well made, and has no rattles. The luggage space, normally hidden by the tonneau cover, is suitable for the carriage of a child sitting sideways, which the younger Bolsters much appreciated. The body owes little to aerodynamic research, but "... isn't it nice," said the lady on my left, "to be sitting behind a real bonnet again, with a hinge down the middle and lots of louvres." The amateur mechanic will bless that bonnet, for engine accessibility is really first class.

The Morgan has one of the best hoods I have used. The frame opens up out of the luggage boot in one quick movement, and the actual hood, of best quality heavy material, then buttons down with no difficulty at all. Why it should be so easy to fit I do not know, but even at 100 m.p.h. there is not the slightest sign of flapping—most hoods flap at 80 m.p.h. and tear or blow away before the hundred mark is reached! I understand that the sidescreens of my car were prototypes, but with their sliding panels they were truly excellent.

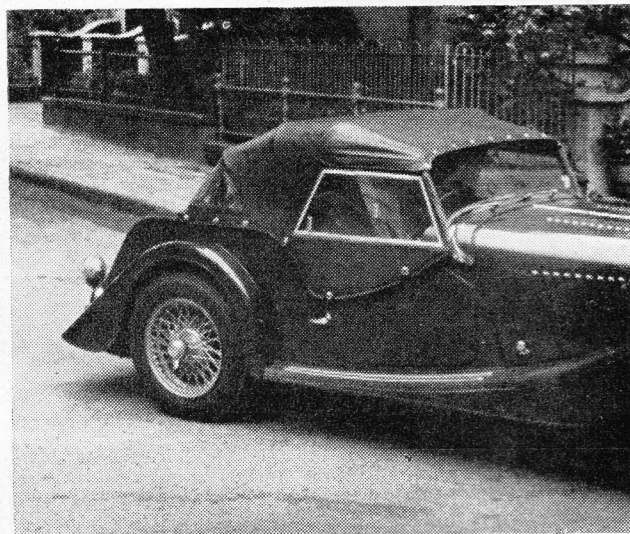
Naturally, the driving position is dead right, and as one moves off a touch of the accelerator pedal causes the seat to press one firmly in the back. The new engine certainly gives more power, and the acceleration figures are a useful improvement over those of the TR2-engined version. This car has really brilliant acceleration right up to 80 m.p.h., and it is only as 90 m.p.h. is approached that the wind resistance begins to slow the upwards rush of the speedometer needle.

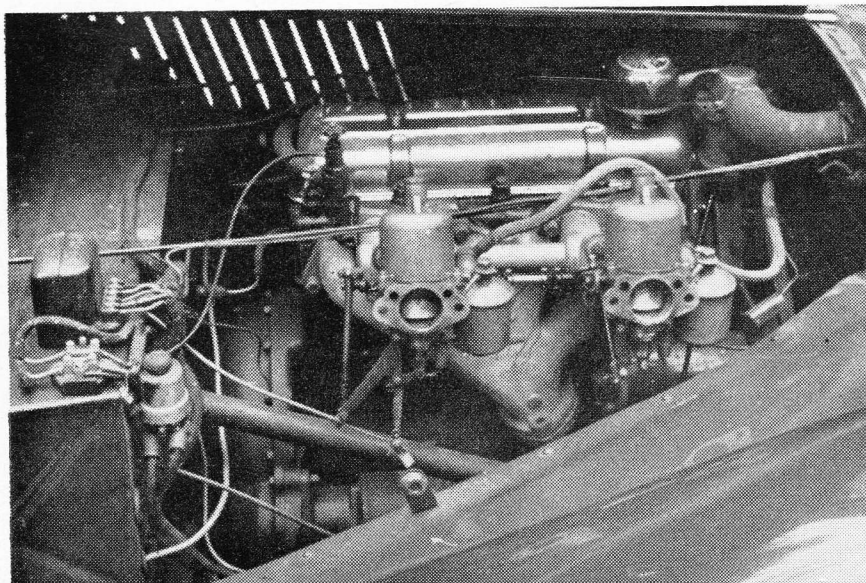
Curiously enough, the new car is no faster than its predecessor. With the hood and sidescreens erect, it will register an honest, timed 100 m.p.h. in both directions, but I was unable to squeeze any more out of it. However, the wire wheels carry larger section tyres, and I ran them at the low pressure which the makers recommend. I feel that a few strokes on the tyre pump might have given me those extra m.p.h.

travel. On bumpy roads, the car is subject to some sharp up and down movement, and the ride is definitely hard. Yet, the handling is admirable, and corners may be taken with considerable enterprise. The steering is "quick", and the controllability on wet roads is particularly good. The machine runs straight and true at 100 m.p.h. and the springs do not "wind up" during a sprint getaway. Although the steering is not particularly light, the increase in tyre section has made no difference to its "feel".

The brakes look small, but the car weighs very little. At 100 m.p.h., the powerful braking effect of the wind, plus the retarding influence of four relatively large cylinders, slows the vehicle rapidly to 70 m.p.h. or so, when normal braking is required. I was able to heat the brakes up to the point where they were a little uneven, but only by very hard driving. I have no doubt that the wire

★
HIGH PRAISE.
"The Morgan has one of the best hoods I've used", says Bolster. This photograph illustrates the hood's snug fit and quality.
★





POWER HOUSE. Under the bonnet is housed the potent Triumph TR3 engine delivering 101 b.h.p. at 5,000 r.p.m.

wheels are better than the discs for brake cooling.

A very pleasant feature of the Morgan is the way in which it will put up high average speeds without attempting to hurry. Other cars are overtaken with almost contemptuous ease, and the controllability and moderate size both assist in the rapid and safe negotiation of difficult or crowded roads. There is something very pleasant, too, about the excellent all-round visibility and the sense that one has of being a part of the car. On one journey, I had been enjoying these qualities, and the sensation of driving an open car on a summer evening. Then, as night fell, it began to grow cold. Instead of putting on my overcoat, I stopped for a few moments to raise the hood. So, in saloon-like comfort, I sat behind the powerful beams of the headlamps, and continued to put the miles astern. The Morgan is a sports car, but it is thoroughly practical and civilized, and the seats are really comfortable.

The Plus-Four, with TR3 engine, is a fast car of marked personality. For some, the ride may be too hard and the appearance may lack that suggestion of Detroit. For the man who has to live with his sports car all the week, as well as at week-ends, however, this machine is an excellent buy. Many a dreary duty journey will be rendered thoroughly enjoyable, and routine maintenance will be found to be particularly easy. Above all, the Morgan is a worthy partner for the art of driving fast safely.

FUNCTIONAL. The cockpit of the Morgan is devoid of frills and is in the true sports car tradition.

THE 1958 LE MANS PEERLESS
I RECENTLY had the opportunity to borrow the actual Le Mans Peerless, which had impressed us all by its reliability in this, its first competitive event. As I shall be conducting a full road test of a production Peerless in due course, I did not bother with the stop watch routine on this occasion.

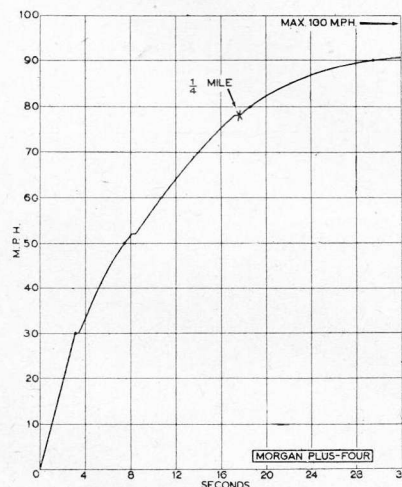
The car is absolutely standard, save for Perspex side and rear windows and

Car Tested: Morgan Plus-Four two-seater. Price £645 (£968 17s, including P.T.). Extra: wire wheels £32 10s, plus £16 5s, P.T.

Engine: Four cylinders 83 mm. x 92 mm. (1,991 c.c.). Pushrod-operated overhead valves; 8.5 to 1 compression ratio; 101 b.h.p. at 5,000 r.p.m. Twin SU carburettors. Lucas coil and distributor.

Transmission: Borg and Beck 9 ins. single dry-plate clutch. Four-speed Moss gearbox with short central lever on top of box, connected to clutch by extension shaft in duralumin housing. Ratios, 3.72, 5.1, 7.3 and 12.5 to 1. Short open Hardy Spicer propeller shaft. Salisbury hypoid rear axle.

Chassis: Z-section underslung at rear. Independent front suspension by stub axles sliding upon extended king pins against helical springs. Cam and sector steering. Semi-elliptic rear springs with sliding trunnion blocks at back and silent-



Acceleration Graph

Specification and Performance Data

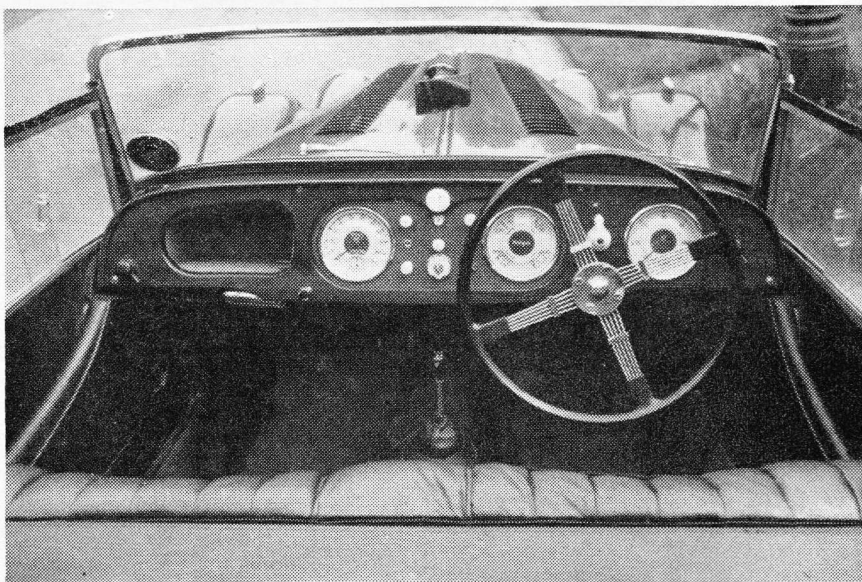
bloch bushes in front. Girling hydraulic dampers, telescopic in front, piston-type at rear. Girling 2LS hydraulic brakes in 9 ins. drums. Extra: knock-on wire wheels fitted 5.60-15 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, clock, water temperature, oil pressure and fuel gauges. Extras on test car: heater, spotlamps, reversing light.

Dimensions: Wheelbase, 8 ft.; track, 3 ft. 11 ins.; overall length, 11 ft. 8 ins.; overall width, 4 ft. 8 ins.; turning circle, 30 ft.; weight, 16 cwt.

Performance: Maximum speed 100 m.p.h. Speeds in gears, 3rd 78 m.p.h., 2nd 52 m.p.h., 1st 30 m.p.h. Standing quarter-mile 17.6 secs. Acceleration, 0-30 m.p.h. 3 secs., 0-50 m.p.h. 7.4 secs., 0-60 m.p.h. 10.6 secs., 0-80 m.p.h. 18.4 secs., 0-90 m.p.h. 29.6 secs.

Fuel Consumption: Driven hard, 28 m.p.g.



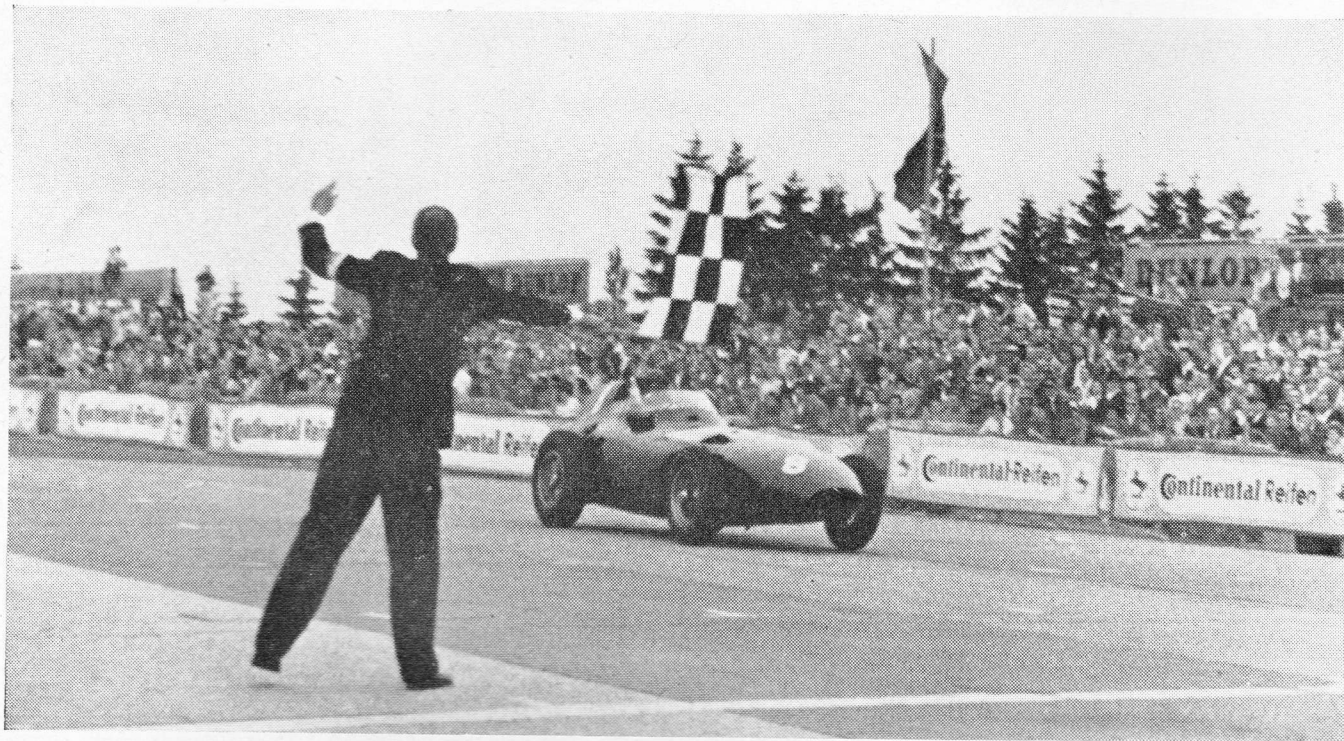
an additional fuel tank. It lacks carpets, trim, and sound-deadening, but is otherwise a normal four-seater saloon. I took it straight out of the showroom, in exactly the condition in which it returned from the race, and it was not even checked over before my run.

I found that the Peerless had a delightful driving position, and handled particularly well. The acceleration, if not breathtaking, is quite rapid, and the

brakes—discs in front and drums behind—stand up well to hard driving. 100 m.p.h. can be obtained quite easily, and this car is said to have recorded 117 m.p.h. down the Mulsanne straight. About 30 m.p.g. appears to be the fuel consumption during normal brisk driving on the road.

The car appeared to be in perfect condition, with no signs of wear, and when fully silenced it will be as good as new.

J. V. B.



BRITAIN'S DAY AT THE RING

British Cars 1-2-3 in German Grand Prix at the Nurburgring—Brilliant Win by Tony Brooks (Vanwall)—Bruce McLaren (Cooper) Wins Formula 2 Category—Tragic Accident to Peter Collins

FOR the first time ever, a British car and driver have combined to win the German Grand Prix. Last Sunday, at the fabulous Nürburgring in the Eifel Mountains of Western Germany—surely the most testing *Grand Epreuve* venue in the world—Tony Brooks drove his Van-

By **STUART SEAGER**

Photography by Francis Penn

wall to victory at a race average substantially higher than Fangio's record win in last year's race. He gave a dazzling display of driving virtuosity remarkably akin to the World Champion's performance last year, again in direct competition with Collins and

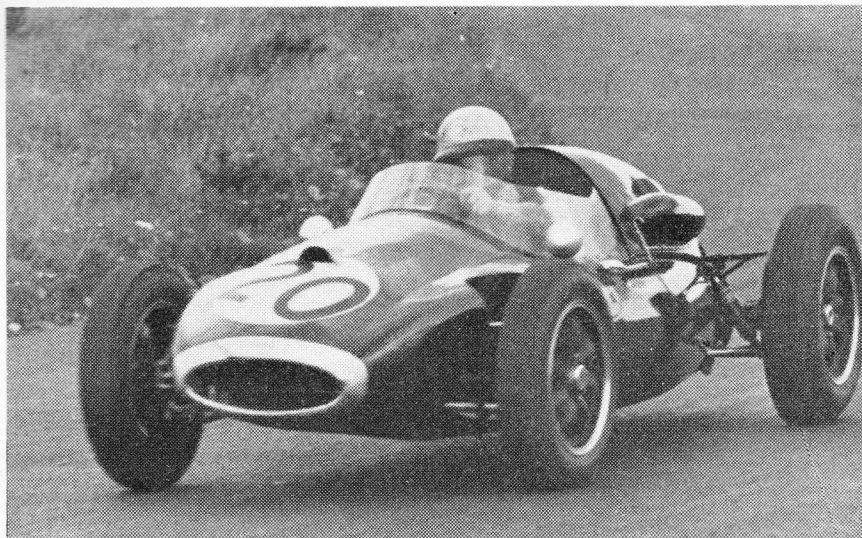
Hawthorn in Ferraris, but this victory was tragically marred by the fatal accident to Peter Collins, when the latter went off the road, whilst battling with Brooks for the lead.

Stirling Moss set up a brand-new lap record at the beginning of the race in a second Vanwall, clocking but 9 mins. 9.2 secs. for the lap, an average of no less than 92.9 m.p.h. as compared with Fangio's own 1957 record lap of 91.53



TWO TONYS: Tony Vandervell (in straw hat) greets Tony Brooks (in crash hat) after the latter's magnificent drive in the German Grand Prix. Not since Dick Seaman won in a Mercedes in 1938 has an English driver stood (above) whilst Britain's National Anthem is played after this event, and it has never before been won by a British car.





NEW ZEALANDER Bruce McLaren in a works Cooper won the Formula 2 category which was run concurrently with the Grand Prix. He finished ahead of Edgar Barth and Phil Hill in works Porsche and Ferrari respectively after a very accomplished drive.

m.p.h. However, magneto failure brought Stirling's drive to an end on the fourth lap, when he was leading the race, over 18 secs ahead of the field.

British Coopers also took second and third places, driven by Roy Salvadori and Maurice Trintignant (the latter a Rob Walker entry) and John Cooper's joy was complete when New Zealander Bruce McLaren won the Formula 2 category in another Cooper, against opposition which included works entries from Porsche and Ferrari.

THE practice periods, on Friday and Saturday, enjoyed every kind of weather, from blazing sunshine to tropical rainstorms. Vanwall brought only two cars for the race, plus a practice machine, so Stuart Lewis-Evans did not get a drive, and went "wheel-hunting" around the other *équipes*, eventually doing some quick laps in both the central-seater works F2 Porsche and the sports 1500, for there was a chance that Edgar Barth, down to drive both cars, might not be fit in time, following his crash at the Freiburg hill-climb the previous week-end. In the event, however, he was fit—so Stuart stayed on the side-lines.

Last year, it will be remembered, Vanwalls were not at all happy on their first visit to the Ring, their suspension being unsuited to the tortuous and very bumpy course, but lessons were learnt and this year Brooks assured us that the roadholding was improved out of all recognition and the green cars were really motoring. Fangio's lap record stood at 9 mins. 17.4 secs. and on the Friday Moss got down to 9 mins. 19.9 secs., followed by Hawthorn with 9 mins. 21.9 secs.

Rain fell during the early afternoon, making the track very slippery in places. Tony Marsh, in his F2 Cooper, had a "moment" on the very twisty downhill stretch before the tongue-twisting Quidelbacherhöhe, but held the car and as he straightened out glanced in his mirror, just in time to see another green car disappear through the hedge behind him. It was Jean Behra, trying out

Harry Schell's B.R.M. He finished up perched on the safety bank behind the hedge, which with rubber-like resilience had sprung back in place; when Schell came out to look for the missing Behra, the car was quite hidden and Harry went by without seeing it, which confused the recovery operations for a while! This meant that Schell had to use the spare practice car for the race. B.R.M.s were finding the course on first acquaintance bumpier than they expected and their undertrays were grounding on some of the faster humps—no good thing for the lowest part of the shield barely covers the transmission disc brake.

Ferrari had brought no fewer than five cars. Three were of the familiar type which took the first two places in the British G.P., but Hawthorn also practised in one with helical-spring rear suspension instead of transverse leaves. He found that although it gave him a more comfortable ride, the older type had a very slight edge on roadholding, so he kept that one for the day. Phil Hill had the Formula 2 Ferrari and amusement was caused when it was majestically

driven out to the starting area by a mechanic for Friday's practice—and as it arrived in front of the well-populated stands, a rear wheel fell off! Someone had omitted to put a nut on it! Hill later recorded second best F2 time (all wheels firmly secured), with a lap in 9 mins. 59 secs., Brabham being away out in front in this category with 9 mins. 43.4 secs.

On Saturday the lap times really began to tumble. Faster and faster went the Vanwalls and the Ferraris, ending with Hawthorn quickest, having taken only 9 mins. 14 secs. Tony Brooks was exactly 1 sec. slower, both these being, of course, better than the existing official lap record. Moss was third quickest with 9 mins. 19.1 secs. (they insisted on labelling him "St. Moss" in the bulletins) and Collins fourth with 9 mins. 21.9 secs.—quite a front row to the grid!

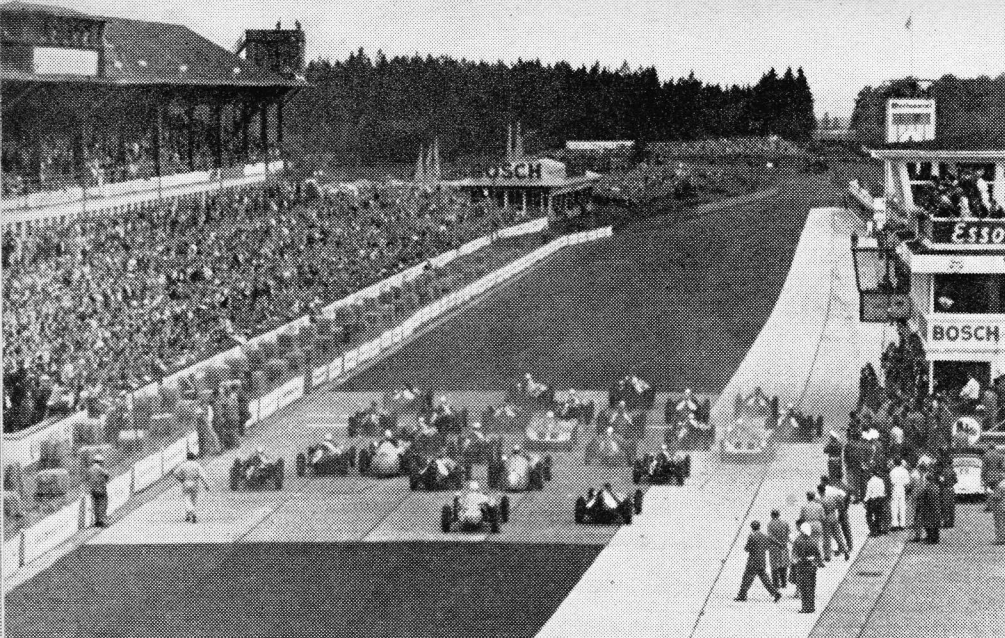
Starting Grid

| | | | |
|----------------------------|---------------------------|------------------------------|-----------------------------|
| P. Collins (Ferrari) | S. Moss (Vanwall) | C. A. S. Brooks (Vanwall) | M. Hawthorn (Ferrari) |
| 9.21.9 | 9.19.1 | 9.15.0 | 9.14.0 |
| M. Trintignant (Cooper) | R. Salvadori (Cooper) | W. von Trips (Ferrari) | |
| 9.36.9 | 9.35.3 | 9.24.7 | |
| I. Burgess (Cooper) | P. Hill (Ferrari) | J. Behra (B.R.M.) | H. Schell (B.R.M.) |
| 9.55.3 | 9.48.9 | 9.46.8 | 9.39.6 |
| T. Marsh (Cooper) | E. Barth (Porsche) | B. McLaren (Cooper) | |
| 9.57.5 | 9.57.2 | 9.56.0 | |
| D. Gibson (Cooper) | W. Seidel (Cooper) | I. Bueb (Lotus) | G. de Beaufort (Porsche) |
| 10.55.0 | 10.21.0 | 10.02.6 | 10.01.5 |
| J. Bonnier (Maserati) | H. Herrmann (Maserati) | J. Brabham (Cooper) | G. Hill (Lotus) |
| 9.42.7 | 10.13.5 | 9.43.4 | 18.56.0 |

Salvadori and Trintignant in "works" and Rob Walker Coopers (2.2-litre) respectively, had motored very well to join von Trips in the second row. Although



AWAY goes Brooks in the Vanwall through the banked Schwabenschwanz—or Swallowtail—corner. This is a similar, though less severe, bend to the famed Karussell.



ON THE WAY (above) with many miles before them: the start of the Grand Prix. Already Harry Schell (B.R.M.) has moved out from the third row preparatory to dashing up alongside the pits to go into the South Turn in third place. *MERE SECONDS* before the start (right) and the grid is still crowded, with the last cars still being started.

Brabham was still quickest of the F2 cars, he had only completed five of the required six practice laps, so Phil Hill, who had brought his lap time down to 9 mins. 48.9, had the premier grid position and Jack was relegated to the back of the grid.

Scuderia Centro-Sud were out of luck this time. Indianapolis exponent Troy Ruttman was due to drive with them, together with Godia, Bonnier and Herrmann. However, the team had valve and piston trouble and by race day they had only Herrmann's and Bonnier's cars serviceable. Bonnier now



has the 1957 car which Scarlatti raced last season: it is still basically red in colour, but for the race was *distempered* in lurid blue and yellow. There was considerable speculation as to the effect rain might have on this colour scheme!

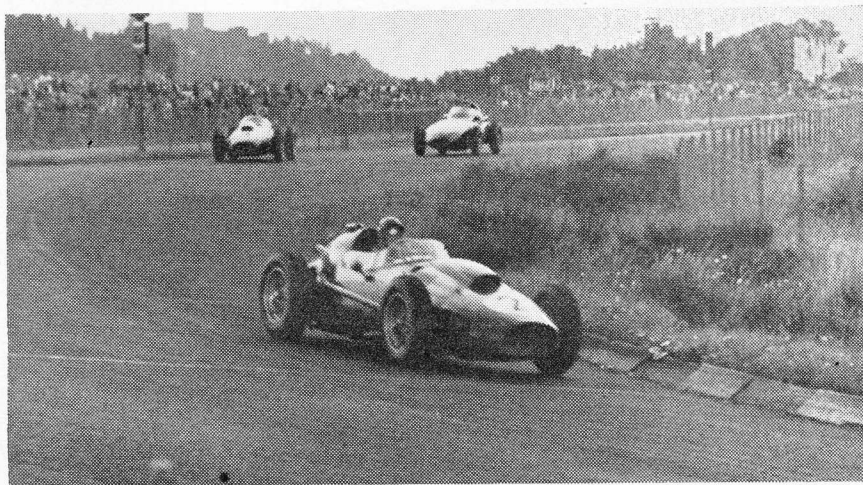
Brian Naylor was having trouble with his new Cooper in the clutch and brake departments and a new clutch was fitted the night before the race. Lotus were having overheating bothers and Graham Hill's F2 car seized momentarily, causing him to spin. Whilst the engine was being sorted out, Graham took out Cliff Allison's 2-litre car for a while, but went slightly off the road and damaged the nose and front suspension: more work for the mechs.!

CAME race day, and after the sports-cum-G.T. race (of which more later) the huge crowd settled down to wait



for the Grand Prix, which was due to start at 2.15 p.m. It was estimated that some 120,000 people paid for admission to the various enclosures around the 14-mile circuit and certainly the stands were well filled. The seconds ticked away, and the smoke haze rose from the howling pack on the grid as the rather frightening starting procedure took place; it involves quite a number of people standing right in front of the cars until about 5 seconds from the "off", but all went well and the two Vanwalls shot out into the lead at the drop of the flag. Harry Schell moved out from the third row and raced right up the pit lane, to go into the South Turn in third place behind Moss and Brooks, and on the back leg behind the pits he passed the latter. However, Harry's initial dash did not last, and the illuminated progress board showed him dropping back to fourth, fifth, and then sixth place. Brooks, too, was taken, first by Hawthorn and then Collins, but Moss was so far out in front that as he howled past the pits at the end of the first lap, we wondered where the others had got to! He had nearly 20 seconds

BATTLE which lasted nearly the whole race, between F2 drivers Ivor Bueb (Lotus), Ian Burgess (Cooper) and, in the earlier stages, Tony Marsh (Cooper). Bueb dropped out in the closing laps, when an oil union burst.



MOVING AHEAD: Brooks's progress as he passes Collins and Hawthorn is shown in these two pictures. (Above) Brooks takes Hawthorn on the inside as they go into the South Turn; next time round (right) Tony is shaping up to pass Collins as well.

lead, and the order of the others, when they did arrive, was Hawthorn, Collins, Brooks, von Trips (in the third Ferrari), Schell and Behra (being harried by Allison's Lotus), with Salvadori not far behind.

Towards the end of the field, Brian Naylor appeared and pulled into his pit—the first to stop. The fuel pump was giving trouble and he was not able to get anywhere near full revs. He eventually went on, but merely completed the loop round the South Turn to the pits again and retired. At about this time, Brabham arrived with his Cooper, the front completely squashed flat, with a certain amount of herbage hanging from it. It seems that he was closely following Bonnier, when they both required the same piece of road at the same time and clanged off each other, Brabham smiting the bank. Bonnier



Hawthorn's Ferrari only a few yards behind. Brooks was still there and the battling quartet of B.R.M.s, Lotus and Cooper streamed through. Phil Hill was next in the F2 Ferrari, and creeping up was Bruce McLaren in the other works F2 Cooper, narrowly leading von Trips in the near-brakeless Ferrari and Trintignant in the dark blue Cooper.

De Beaufort came in with the sports Porsche Spyder to change the right-hand front wheel (all those wheel nuts), and Seidel in the Rob Walker F2 Cooper also came in with some front suspension problem.

Still Moss stormed round in the lead on his fourth lap until the indicator failed to indicate him as having passed the Schwalbenschwanz. Hawthorn and Collins came hurtling past the stands, just a length apart—with Moss nowhere in sight.

After Hawthorn and Collins had passed, nearly half a minute elapsed before Brooks arrived, followed by

THIRD place went to Maurice Trintignant, seen in the Rob Walker 2.2-litre Cooper, leading Wolfgang von Trips in the third works Ferrari, which finished fourth.



TRAFFIC JAM at the start of the sports and G.T. race. The sports cars are in the front row, while the three G.T. classes were composed of Porsches and Alfas, some of which had to scramble round David Piper, when his Lotus stalled at flagfall.

and McLaren. Von Trips had definitely begun to drop back and was cutting off for corners some 150 yards before anyone else. Barth was next in line, and Bueb and Marsh had caught up with Burgess; a three-cornered fight began which was to last most of the remaining distance.

For another lap things stayed much as they were, although Phil Hill began to drop back a little. Bueb and Burgess now came past the pits side-by-side and repeated the performance all the way back up the return road, really "having a go".

It seemed, too, that Brooks was going to "have a go" now that Moss was out of things. On lap 6 he was 11 seconds behind and on lap 7 only 8½ secs. The two Ferraris had been warned of this and the battle was on in earnest. Came lap 8 and the three cars roared past the pits with less than 2 seconds separating each one. An echoing roar came from the crowd, for this was quite unexpected; it had been assumed that now Moss was out Ferrari would trundle home the winner—but it was not to be. All eyes watched the score-board as the leaders' order was flashed on high for all to see, but still it was Collins-Hawthorn-Brooks,

Allison, Schell and Salvadori, all waving their arms about and making those rotary gestures that usually mean, "someone's spun back there". As it happened, they were wrong, for Moss hadn't spun; his magneto had merely died on him and that was the end of his race, although no one was to beat his last lap time. Behra had disappeared, too, but he came along slowly at the tail of the field and stopped at the B.R.M. pit, where mechanics spent a very long time bouncing the car up and down on its springs, checking tyre pressures and generally revealing that all was not well in the suspension department. At last they gave it best and sadly pushed the car away to its retirement.

Meanwhile a very lively dice was developing amongst the Formula 2 brigade. The class was still led by Phil Hill, followed by Bruce McLaren, Edgar Barth and Ian Burgess, but Ivor Bueb, in his F2 Lotus, and Tony Marsh, in his Cooper, were having a wheel-to-wheel battle of their own, passing and re-passing each other.

Formula 1

| No. | Car | Driver |
|-----|----------|-----------------|
| 2. | Ferrari | P. Collins. |
| 3. | Ferrari | J. M. Hawthorn |
| 4. | Ferrari | W. von Trips |
| 5. | B.R.M. | J. Behra |
| 6. | B.R.M. | H. Schell |
| 7. | Vanwall | S. Moss |
| 8. | Vanwall | C. A. S. Brooks |
| 10. | Cooper | R. Salvadori |
| 11. | Cooper | M. Trintignant |
| 12. | Lotus | C. Allison |
| 16. | Maserati | J. Bonnier |
| 17. | Maserati | H. Herrmann |

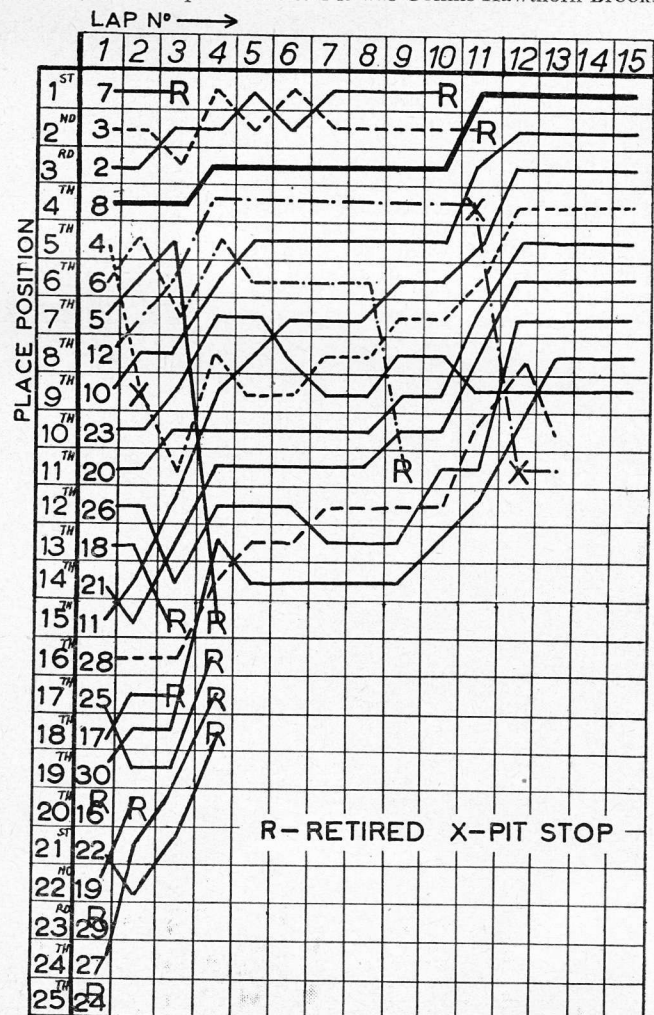
Formula 2

| No. | Car | Driver |
|-----|---------|----------------|
| 18. | Porsche | G. de Beaufort |
| 19. | Cooper | R. Gibson |
| 20. | Cooper | B. McLaren |
| 21. | Porsche | E. Barth |
| 22. | Cooper | W. Seidel |
| 23. | Ferrari | P. Hill |
| 24. | Cooper | J. Brabham |
| 25. | Lotus | G. Hill |
| 26. | Cooper | I. Burgess |
| 27. | Cooper | C. Goethals |
| 28. | Lotus | I. Bueb |
| 29. | Cooper | J. B. Naylor |
| 30. | Cooper | A. E. Marsh |

Collins and Hawthorn were now in a very comfortable position, away out in front, and they began to "play bears", passing the pits side-by-side, first one and then the other leading, to the great delight of the crowd. At the end of five laps the order of the leaders was: Collins, Hawthorn, Brooks, Allison, Salvadori, Schell, Phil Hill, von Trips

LAP-BY-LAP SCORE CHART OF THE GERMAN G.P.

Follow the progress of each car from its position at the end of the first lap. Details of each car are given in the table on the left.



NORTH TURN, with the Nürburg castle tower in the background, and Cliff Allison following the Porsches and Borgwards on the first lap of the sports car race.

until the end of lap 9. Collins hurtled through, just $1\frac{1}{2}$ seconds ahead of Hawthorn, who had Brooks right on his tail! Round the South Turn they went and as they dashed up to the North Turn, Brooks left his braking late, went on the inside of Hawthorn and scabbled round ahead of him. A yell of delight from the British contingent! Tony was finding that the Ferraris were substantially faster on the straights than the Vanwall, but that the British car was superior in braking and cornering (Stirling Moss reckoned that the Italian cars were some 15 m.p.h. faster), so positions were constantly changing on the way round the circuit. Brooks desperately tried to make up enough lead on the corners in order to keep the Ferrari wolves at bay on the straights, but on lap 10 they were ahead again, although only just!

The three cars thundered past the pits in a tight bunch and as they went into the South Turn, Brooks pulled ahead of Hawthorn again. Round the loop and back again behind the pits, and Brooks once more held to the inside of the track as Collins moved over to take the tight North Turn left-hander. In a flash the Vanwall was through into the lead and the crowd went wild! Yells, cheers and hats rose into the air as we witnessed a virtuoso piece of sheer driving, incredibly similar to Fangio's lead-taking manoeuvre in last year's race. This was a *real* motor-race, with all the drama of the unexpected, and Tony Brooks showing himself to be a true top-line racing driver.

On thundered the trio, and then tragedy struck. On a climbing right-hand bend, in the section known as the Pflanzgarten, Brooks took the corner with Collins right on his tail, but the Ferrari did not quite get round, clipped the bank and somersaulted straight over the hedge at something approaching 100 m.p.h. Collins was thrown out and received severe head injuries. He was flown by helicopter to Bonn hospital,

but died without recovering consciousness.

Hawthorn was right behind him and saw the whole thing happen, hesitated, turned in horror as he went by and then continued, shaken. Brooks went by the stands in the lead $7\frac{1}{2}$ secs. ahead of Mike, who had slowed appreciably. His Ferrari began to puff slight oil smoke at this time and before the lap was over engine trouble brought him to a halt, doubtless not sorry to stop after what he had witnessed.

However, at this time none of us knew the seriousness of the accident and were still exultant at Brooks's brilliant taking of the lead. However, Tony could now take things easy, for he was no less than $2\frac{1}{2}$ minutes ahead of the next man, who turned out to be Salvadori, instead of Allison. The Lotus came in slowly soon after with water pouring from the radiator. It had been weakened in Hill's practice crash and had now cried "enough". Tins of leak-stopper were poured into the steaming cooling system and, after refilling, Cliff accelerated away, having lost nine places.

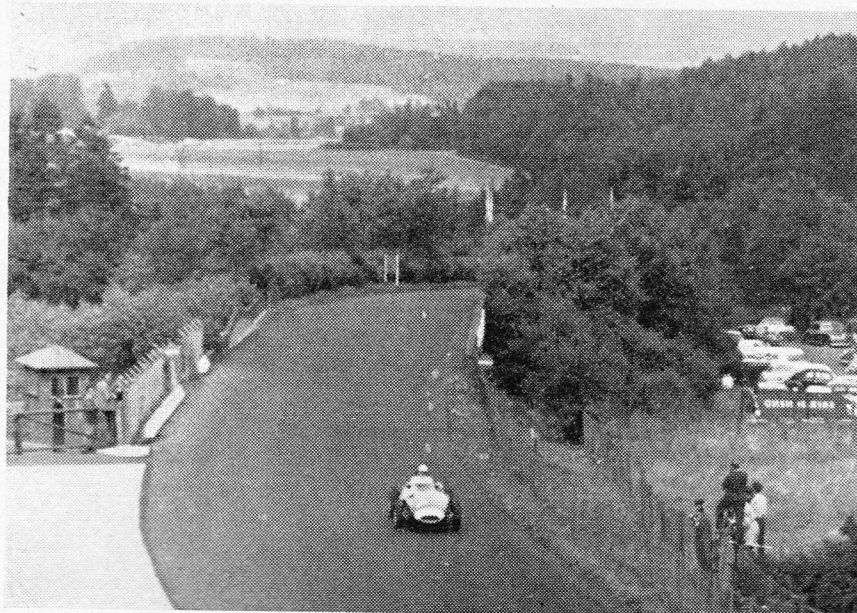


The race was now running to its conclusion in fairly uneventful fashion. Brooks could romp home with no need to stress his car any more. Salvadori could relax a little, although Trintignant was not far behind. Von Trips was still going remarkably quickly considering he had scarcely any brakes at all by now, and McLaren was leading the F2 category and driving immaculately; Phil Hill had found trouble and dropped right back. Behind Barth, Burgess and Bueb were still going at it hammer and tongs, lap after lap, with just nothing to choose between them. Tony Marsh still followed them, Seidel had retired and Allison kept going at the tail of the field, calling in for water each time round.

The Bueb-Burgess battle came to an abrupt end after 13 laps, when Bueb came into his pit complaining of lost oil pressure. His mechanic peered into the oil tank in the tail, while Ivor sat in the cockpit blipping the throttle of the still healthy-sounding engine. Suddenly, out of the view of both of them, a jet of hot oil began pumping out from a burst pipe on to the ground under the car! Ivor continued to rev the engine, whilst his mechanic still rummaged around in the tank, but all along the line of pits people were waving their arms and shouting at them, while we in the press box across the track watched helplessly through glasses. Suddenly the mechanic turned his head, saw the oil—and his eyes popped out on stalks! Ivor shut off the engine and that was that!

Salvadori had eased right up, as there was now no chance of catching Brooks, who at the end of lap 14 was $3\frac{1}{2}$ minutes ahead of him. Brooks took the flag to tumultuous applause and when he came round to "Victory Row", he was swamped by well-wishers. Salvadori came through to a fine second place and John Cooper set off at a jog-trot to meet Roy as he came round to the finish area again at the far end of the 150-yard pit row. Roy missed seeing him, and drove on back to his pit, and John

NOT ANOTHER CAR in sight, as Moss (Vanwall) appears at the end of his first lap, 20 seconds ahead of the field. On his third round he set up the new lap record in 9 mins. 9.2 secs., 8.2 secs. faster than Fangio's previous record, set up last year using "dope" fuel.





had to run all the way back again! Yet when Bruce McLaren came through to a first-class win in the F2 category, John still had enough jubilation left to turn a delighted head-over-heels on the track as Bruce went by! Cliff Allison had waited a little way down the road for Brooks to go by, in order to totter in and finish with the parched Lotus.

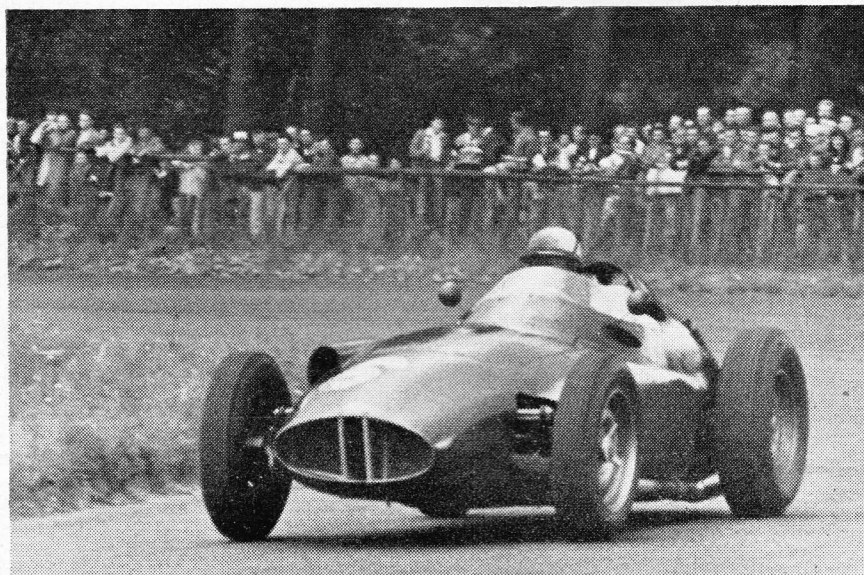
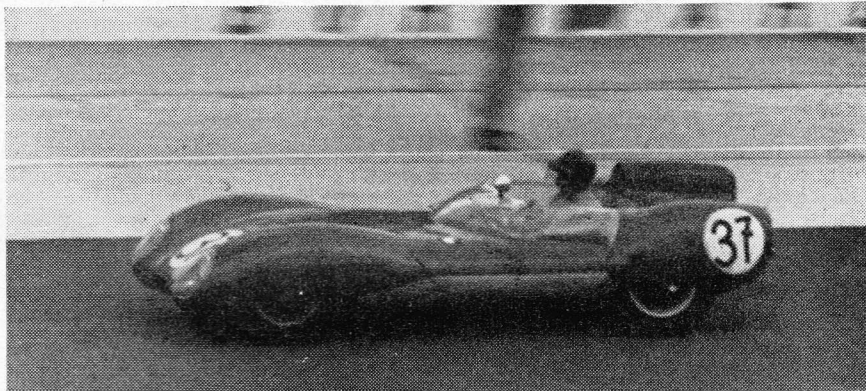
It was not until after the prizegiving in the evening that we learned poor Peter had died. It had been a magnificent race and he would not have wished to spoil Tony's moment of glory after a wonderful drive. But the motor racing scene has lost its "golden boy"—the irrepressible Peter Collins will be sadly missed by everyone connected with the sport.

Results

1. C. A. S. Brooks (Vanwall), 2 h. 21 m. 15.0 s., 145.4 k.p.h. (90.35 m.p.h.); 2. R. Salvadori (Cooper), 2 h. 24 m. 44.7 s.; 3. M. Trintignant (Cooper), 2 h. 26 m. 26.2 s.; 4. W. von Trips (Ferrari), 2 h. 27 m. 31.3 s.; 5. B. McLaren (Cooper), 2 h. 27 m. 41.3 s.; 6. E. Barth (Porsche), 2 h. 27 m. 47.4 s.; 7. I. Burgess (Cooper), 2 h. 28 m. 14.3 s.; 8. T. Marsh (Cooper), 2 h. 28 m. 24.9 s.; 9. P. Hill (Ferrari), 2 h. 29 m. 0.5 s.; 10. C. Allison (Lotus), 2 laps behind.

PERSONALIA: Edgar Barth drove the central-seater Formula 2 Porsche into second place in this category (above). Cliff Allison (below) in the very quick Lotus Fifteen which held third place for most of the sports car race.

Harry Schell (bottom of page) drove his B.R.M. briskly until brake trouble caused his retirement.



Fastest lap: S. Moss (Vanwall), 9 m. 09.2 s., 149.5 k.p.h. (92.9 m.p.h.) (new record).

Formula 2: 1. B. McLaren (Cooper). **N.B.**—All the above finishers after McLaren, with the exception of Allison, were F2 entries.

Retirements: J. B. Naylor, 1 lap, fuel pump; J. Brabham (Cooper), 1 lap, collision; J. Bonnier (Maserati), 1 lap, collision; R. Gibson (Cooper), 2 laps, mechanical; S. Moss (Vanwall), 3 laps, magneto; H. Herrmann (Maserati), 3 laps, engine; G. de Beaufort (Porsche), 3 laps, mechanical; J. Behra (B.R.M.), 4 laps, suspension; G. Hill (Lotus), 4 laps, oil pipe; C. Goethals (Cooper), 4 laps, fuel pump; H. Schell (B.R.M.), 9 laps, brakes; W. Seidel (Cooper), 9 laps, suspension; P. Collins (Ferrari), 10 laps, accident; M. Hawthorn (Ferrari), 11 laps, engine; I. Bueb (Lotus), 13 laps, oil pipe.

* * *

THE Grand Prix was preceded by a combined sports car and G.T. car race over six laps of the circuit. The sports car category was for machines up to 1,500 c.c. and was dominated by the two works Porsches driven by Behra and Barth and three works Borgwards driven by Herrmann, Bonnier and Jüttner. In addition there was a works Lotus Fifteen driven by Cliff Allison plus the two privately entered Lotuses of Pierre Berchem and David Piper, amongst an assortment of other Porsches and Oscas.

Behra led for the whole distance, followed by Bonnier and, at first, Barth. However, Allison came through in the second lap into third place and maintained his position right through to the very last lap, when a rear radius arm mounting broke and brought his race to an end, letting Barth back in again! Piper stalled at the start, and set off at

the tail of the field, but made good progress to finish ninth, the first six places being shared alternately by Porsche and Borgward. The 1,500 c.c. Rennsport Borgwards, when they first appeared, lacked reliability, but the "bugs" seem to be out of them now and they are certainly giving the Porsches a run for their money.

Results

Sports cars up to 1,500 c.c.: 1. J. Behra (Porsche RS), 138 k.p.h.; 2. J. Bonnier (Borgward RS); 3. E. Barth (Porsche RS); 4. H. Herrmann (Borgward RS); 5. G. de Beaufort (Porsche Spyder); 6. F. Jüttner (Borgward RS); 9. D. Piper (Lotus-Climax); 12. P. Berchem (Lotus-Climax); 14. C. Allison (Lotus).

Fastest lap: J. Behra 9 m. 48.9 s., 139.4 k.p.h. (new record).

Grand Touring cars up to 1,600 c.c.: 1. H.-J. Walther (Porsche Carrera), 124.3 k.p.h.; 2. H. Linge (Porsche Carrera); 3. F. Hahnl Jr. (Porsche Carrera); 4. E. Mahle (Porsche 1600 S).

Fastest lap: H.-J. Walther (Porsche Carrera), 10 m. 53.9 s., 125.6 k.p.h. (new record).

Grand Touring cars up to 1,300 c.c.: 1. H. Schulze (Alfa Romeo Zagato), 119.1 k.p.h.; 2. M. Stern (Alfa Romeo); 3. R. W. Moser (Alfa Romeo GSV); 4. K. Ahrens (Alfa Romeo GSV).

Fastest lap: H. Schulze (Alfa Romeo Zagato), 11 m. 18.1 s., 121.1 k.p.h. (new record).

Ferodo First

GERMAN GRAND PRIX

1st VANWALL (C. A. S. Brooks)

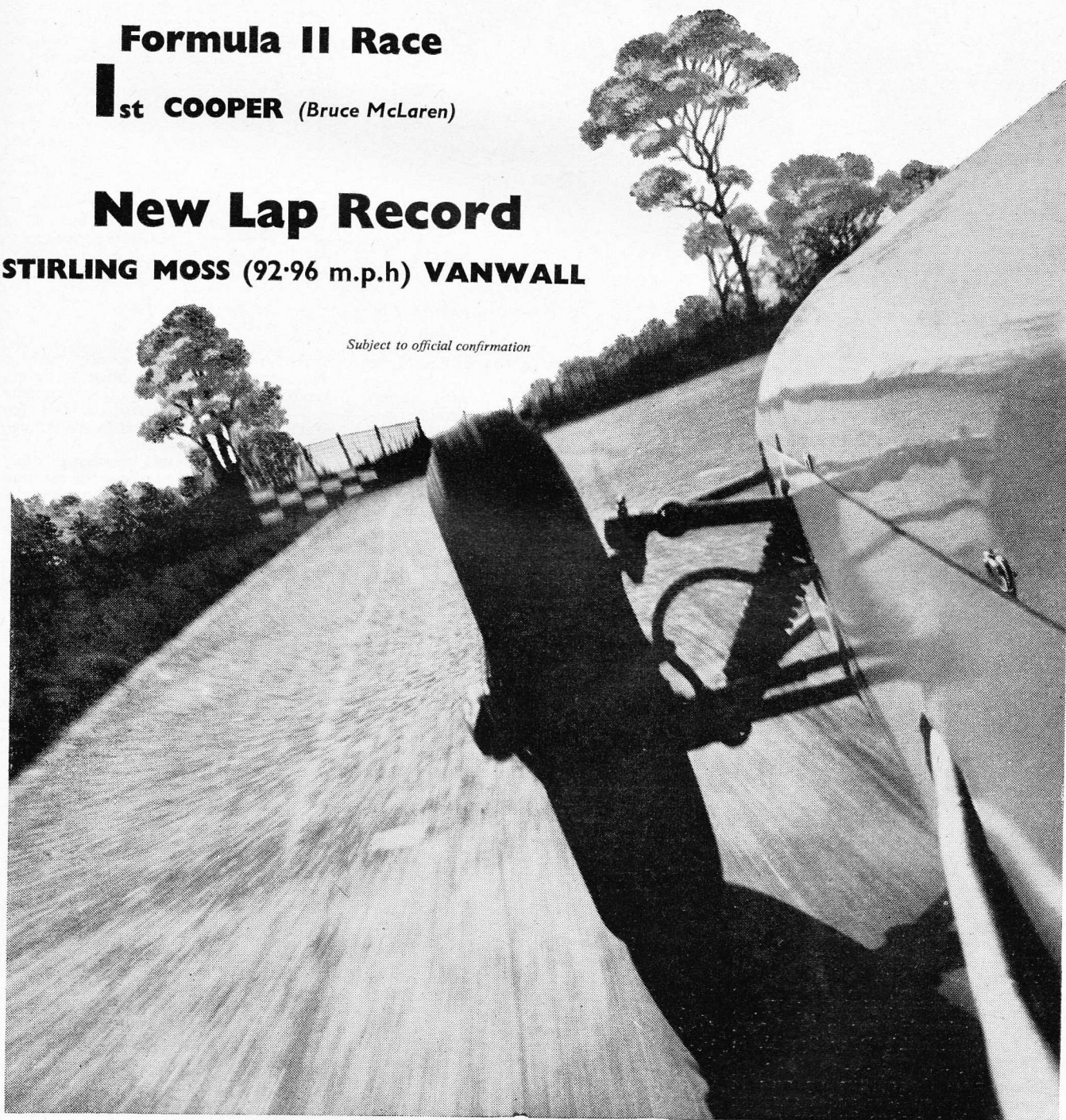
Formula II Race

1st COOPER (Bruce McLaren)

New Lap Record

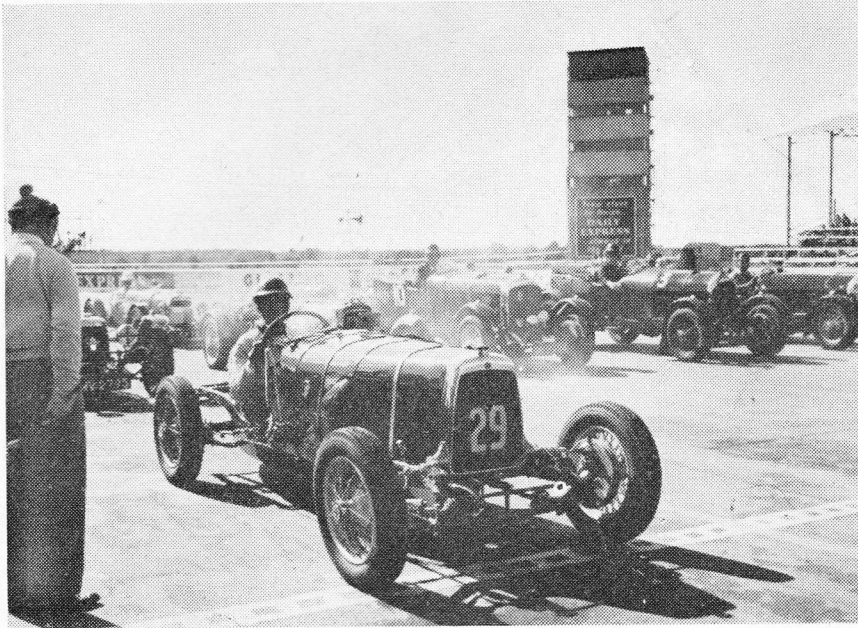
STIRLING MOSS (92.96 m.p.h) VANWALL

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LESLIE MARR gets away from the starting line in Dudley Coram's 1925 G.P. Aston Martin which is believed to be G.P. car No. 6. It was driven by Humphrey Cook at Brooklands in 1925, and after a crash disappeared until it was found in 1952. It has recently been beautifully restored.

A GREAT many strange things happen in this fickle climate of ours and, what's more, a great many strange things occur in the commentaries to our motor-race meetings. But the Bentley Drivers' Club can claim an almost unique distinction during their event at Silverstone on Saturday—the public address system was put out of action by a flash of lightning which struck the electricity supply cable!

The clerk of the weather gave the B.D.C. people the lot on Saturday afternoon. He gave them bright sunshine, a cold wind, high clouds, low clouds, a wet track, a dry track and a brief but determined thunderstorm. Yet, in spite of all this, they managed to produce an enjoyable meeting.

Before lunch a series of sprints over a standing quarter-mile on the straight in front of the pits was held for competitors in 13 classes, consisting of various types of Bentley, Aston Martin, Lagonda and Jaguar cars, with further categories for vintage cars of other marques. This is the sort of event which always opens the eyes of those who scoff at vintage cars. For example, the results show that while the fastest time, made by a "C"-type Jaguar driven by G. Lee, was 15.05 secs., L. S. Michael's 4½-litre Lagonda covered the standing quarter in 16.47 secs. Then, too, the fastest XK 140 was that of W. A. Chamberlain with a time of 17.57 secs.; M. J. Bradley's vintage 3-litre Bentley took 18.54 secs. and D. V. Greaves's Le Mans Aston Martin—of only 1½ litres, of course—took 19.48 secs., Freeman's 2-litre car being faster still. For really quick vintage motoring, Burton's 4½-litre, admittedly a very special one, covered the standing quarter in 16.96 secs., and Pounds's car, without the benefit of a de Dion rear axle layout, achieved an impressive 16.74 secs. In the vintage classes, notable runs were made by W. S. Bader's Brooklands Riley in 20.02 secs. and L. S. Richards's Riley Special, in 17.29 secs.

These were the outstanding runs in something like an hour and a quarter's sprinting. The serious business of the day, however, was naturally the full list

Bentley Drivers' Silverstone

Interesting Racing at Annual Silverstone Event

of races on the programme, and these began after lunch.

First race should have been simply for 3-litre Bentleys, but for reasons related to a shortage of entries this event was merged with an event for 4½-litre blown, 6½- and 8-litre Bentleys and the two run together as a five-lap scratch race.

In the latter category there was one of each of the eligible cars in the shape of Morley's 8-litre, Morris's 6½, which ran so well in the Seaman Trophy race this year, and Rose's quite magnificent Birkin team car. It was Rose, in fact, who led the field into Copse Corner but at the end of the first lap it was the 8-litre in front and it was obvious that Rose was not going to risk anything so irreplaceable, and he was content to finish in an honourable last place. Morley stayed in front right through the race, occasionally making use of the grass verge at Woodcote and harried towards the end by Morris. On the last lap the two cars went into Woodcote together and, in a last-minute bid, for the lead, Morris trampled all over the grass—all in vain. Holding a steady third position while all this was going on was D. W. Llewellyn in the leading 3-litre. Don McKenzie, in the "Monza" 3-litre, took fourth place after a spirited dice with M. J. Bradley, which ended when the latter's 3-litre retired to the paddock after three laps.

The next race, too, was a combined one for 4½-litre Bentley with both sorts of wheelbase, long ones and short ones. Some of the spice was taken out of this at first by the announced withdrawal of George Burton, whose redoubtable car had apparently run a big-end during the sprints. However, H. S. Pounds very sportingly came along and said "Here, George, have mine" and Burton duly

took the field, looking most unfamiliar, in a nice alloy-bodied 4½-litre after all. Nevertheless, though a very quick one, Pounds's car—it was either that or George had a profound respect for someone else's motor—was no match for the fleet mount of Gordon McDonald, who had a chance to get his own back for George's victory in the V.S.C.C. meeting the week before. He led all the way for the whole 10 laps, and gradually increased his lead over Burton to something like 12 secs. Towards the end George began to close ever so slightly but one rather fears that this was due to easing-off on the part of Gordon rather than quicker motoring by t'other. Poor M. J. Bradley galloped round in third place for three laps, then misfortune struck again and it was back to the pad-

dock for him, for the second time in two races, which is too often to be enjoyable. This left only three runners and the race resulted in a win for McDonald, Burton second in the strange car and Bill Mason third.

It was in the interval between this and race five, a five-lap handicap for assorted Lagonda cars, that the thunderstorm occurred and—possibly as a result, though I doubt it—something went wrong with the organization, and the gremlins that count the laps went on strike. As a result, no one seemed quite sure when to stop the old Lags careering round and so it all had to be done again. It was one of those dreadfully involved races in which people have credit laps as well as a time advantage, and the simple lap chart tends to become a frightening mass of corrections. Eventually victory went to J. B. Kibble's rather attractive M45R team car, just ahead of I. Howat in that pretty yellow Rapier that is a feature of Lagonda club events. Third man home was C. S. Green, in a 2-litre, ahead of an absolute swarm of 2-litres with Crocker's film-star Rapide somewhere among them. Fastest lap went to Michael's LG45R team car, who had been going great guns.

Race six was a five-lap handicap for Bentley cars. This time Pounds was driving his own car, and as this left Burton without a drive M. J. Bradley found himself in the astonishing position of having, with Pounds, 50 secs. start over no one. First three off the line were two 4½ litres and McKenzie's 3-litre, and the latter easily out-accelerated the heavier metal, to their great chagrin and complete helplessness. M. J. Bradley, trying hard, enjoyed a brief but startling-to-watch tail-wagging session at Woodcote on lap two, but after three laps McKenzie was still ahead on distance—

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Brands Hatch

National Motor Race Meeting



Kingsdown Trophy Race

1st LISTER JAGUAR, I. Bueb 2nd LISTER JAGUAR, R. Jensen 3rd LISTER JAGUAR, B. Halford

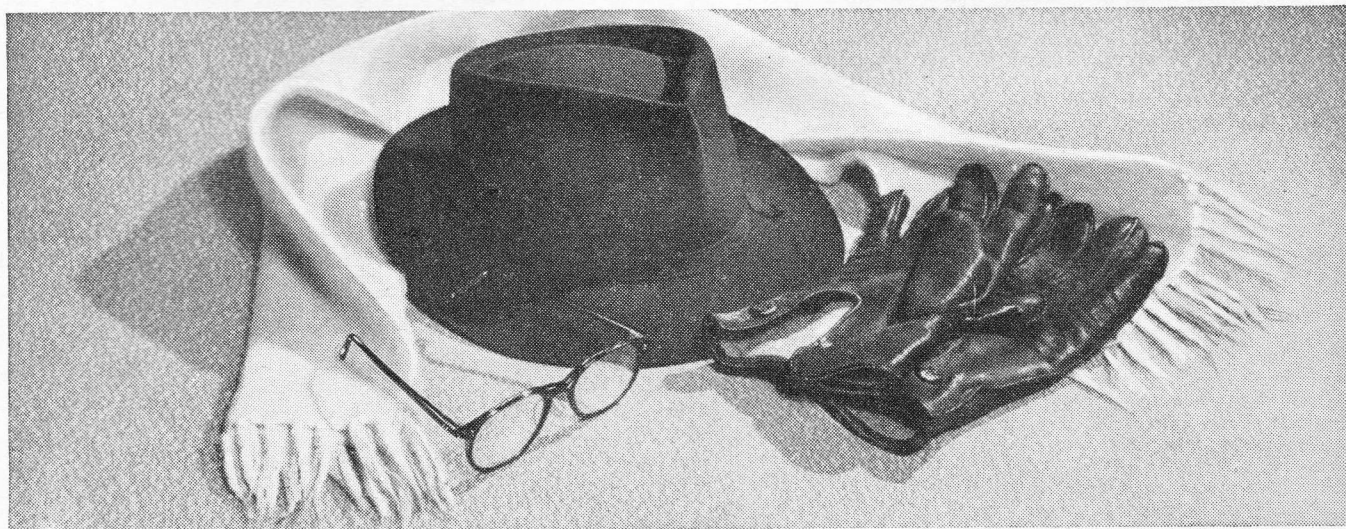
Record lap by winner at 73.91 m.p.h.

Saloon Car Race

1st JAGUAR, T. E. B. Sopwith 2nd JAGUAR, Sir Gawaine Baillie

all using BP Super Plus and BP Energol Motor Oil

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F. P. MORLEY winning the first race of the day in his 8-litre Bentley, leading M. H. Morris's Speed Six across the line after a stirring finish.

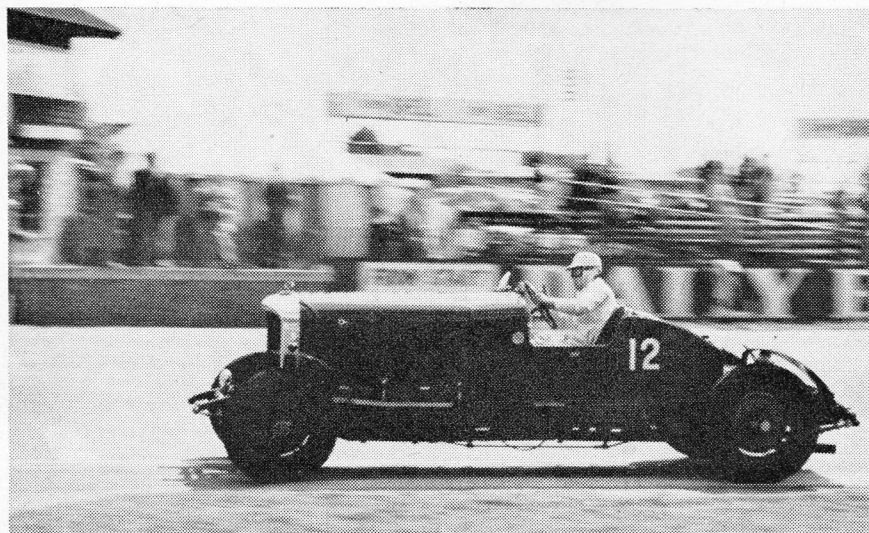
for this, too, involved credit laps. On lap four it was, in fact, his turn for fun and games at Woodcote, and he motored through a mighty puddle left by the storm, disappearing in a cloud of spray to reappear looking slightly damp and slightly unstable. R. H. Curtis, in a 3½-litre shooting-brake which seemed then, and still seems now, a most improbable vehicle in which to go motor-racing, had a splendid moment at Woodcote on this lap.

The stop-watch boffins eventually decided that the winner was, in fact, Don McKenzie, while Pounds came second and H. D. B. Kelly third.

Next came a five-lap handicap for vintage and p.v.t. cars which featured a number of Bentleys, two Lagondas and a gaggle of Austons featuring Dudley Coram's G.P. model, driven by Leslie Marr. Marr's International was a non-starter. This was a most exciting race, with the Grand Prix Aston ahead by a hair's breadth on the first lap, to be taken as they went under the bridge by R. P. Bradley's 3-litre Bentley car. Hot on his heels, however, came Bill Mason's 4½, to take the lead on lap three. Bradley was not letting him get away with this, though, and after shadowing him from less than a length behind, came back to the lead on the last lap and won by less than 2 secs. Rather overshadowed by all this excitement was the fine steady performance put up by Ian Mann, who brought his very handsome Ulster Aston Martin into third place on lap two and stayed there, increasing slightly his lead over Don McKenzie. Michael kept the Lagonda flag flying by making fastest lap.

Jaguar cars had a five-lap handicap to themselves after this. Peter Mould's Cooper-Jaguar had broken its crankshaft in practice and was a non-starter, so this clearly left the field to two "C"-types. One of these was driven to a splendid victory by G. Lee after just managing to catch Berry's enormous Mark VII at Woodcote on the last lap. Gerry Crozier, who has forsaken Bentleys for a while and who now goes motoring in a "C"-type, drove the other car, a very smart machine which lacked the speed to catch Lee. Berry finished second and Chamberlain's XK 140 was third.

Next on the programme was a 10-lap handicap for assorted Bentley cars, which again involved credit laps. Most of the field had two of the beastly things, so this section at least of the motoring Press pretended it had paid to go in and just listened to the commentator. Gordon McDonald, starting from scratch, passed limit man Curtis, in the 3½-litre station wagon, after six laps, but the latter retained the lead because he had two credit laps as well as 15 secs., so there. The order, in fact, at six laps was Curtis, Don McKenzie, and Pounds. McDonald's car was smoking rather furiously but he didn't seem to mind and carried on motoring quickly through the field. On lap eight Don McKenzie took the lead and McDonald was up to fifth place. The last two laps saw Pounds dislodge McDonald from first place, while McDonald managed third place before time was up. Maybe that smoke was important after all, too, be-



cause he cut-off immediately after passing the man with the flag and appeared no more that afternoon.

The Aston Martins had their own race after this, a five-lap handicap. This was another of those in which the ultimate winner takes the lead, loses it, and then gets it back again, for Ian Mann's Ulster—about which we have been complimentary before—was second to the G.P. car driven by Marr on lap one, led on lap two and on the third lap was pushed back to second place again by R. B. Pounds's Le Mans model. Then, of course, we realised that Pounds had had a credit lap and had really been leading all along, but by this time Mann really had taken the lead and eventually won by a substantial margin from F. C. Matthews, in a smart DB2. Third was W. Burton's Ulster 2/4.

Last dish on the menu was the "all-comers" 10-lap handicap. Once again scratch man should have been Peter Mould, who was naturally still missing, and Portman's DB3S didn't run either. A great deal of drastic rehandicapping went on, too, and when one, and in one case two, credit laps were thrown in I got lost. Anyway, R. P. Bradley, in a 4½-litre Bentley as ever, led for most of the way, followed in the latter part of the race by Matthews's DB2 and, finally, by Gerry Crozier's "C"-type Jaguar, who benefited greatly by the rehandicapping. McDonald's Bentley was a non-starter in this event—presumably, as I say, due to all that smoke and so on in the earlier race—while Bader's Riley Brooklands was unfortunate enough to run a big-end.

Thus ended a most enjoyable and satisfactory day's racing, full of good clean fun, some extremely entertaining racing and with no incidents raising their ugly and importunate heads.

MARTYN WATKINS.

Results Sprints

Class 1. 3-litre Bentleys: M. J. Bradley, 18.54 s.
Class 2. 4½-litre Bentleys, up to 10 ft. wheelbase: H. S. Pounds, 16.74 s. Class 3. 4½-litre Bentleys, over 10 ft. wheelbase: R. P. Bradley, 17.65 s.
Class 4. 4½-, 6½-, and 8-litre Bentleys: F. P. Morley (8-litre), 18.11 s. Class 5. Post-1931 Bentleys: B. M. Russ-Turner (4½ (s)), 19.31 s.
Class 7. Aston Martin, up to 2-litre: C. J. Freeman (Spa 2-litre). Class 8. Aston Martins, over 2 litres: W. J. F. Tillyard (DB2), 17.43 s. Class 9. Rapier, 2-, 3- and 3½-litre Lagondas: R. A. Newman (3-litre), 21.43 s. Class 10 (s), 2.6-, 2.9- and 4½-litre Lagondas: L. S. Michael (LG45R), 16.78 s. Class 11a. Vintage Cars, up to 1½ litres

unsupercharged: W. S. Bader (Brooklands Riley), 20.02 s. Class 11b. Vintage Cars, up to 1½ litres (s) and between 1½ and 3 litres u/s.: L. S. Richards (Riley Spl.), 17.29 s. Class 11c. Vintage Cars, over 1½ litres (s) and over 3½ litres u/s.: L. S. Michael (Lagonda LG5R), 16.47 s. Class 12. Jaguar Cars: G. Lee (XK 120C), 15.05 s.

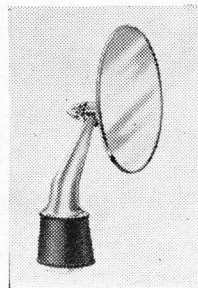
Races

3-litre Bentleys 8 lap Scratch Race: 1, D. W. Llewellyn, 63.81 m.p.h.; 2, D. McKenzie, Fastest lap: Llewellyn, 66.08 m.p.h. 4½- (s), 6½- and 8-litre Bentleys: 1, F. P. Morley (8-litre), 66.41 m.p.h.; 2, M. H. Morris (6½); 3, H. Rose (4½ (s)). Fastest lap: Morris, 67.94 m.p.h. 4½-litre Bentleys u/s, up to 10 ft. wheelbase: 1, G. G. McDonald, 69.75 m.p.h.; 2, G. H. G. Burton. Fastest lap: McDonald, 72.00 m.p.h. 4½-litre Bentleys u/s, over 10 ft. wheelbase, 10 lap Scratch Race: 1, R. H. B. Mason, 62.85 m.p.h. Fastest lap: M. J. Bradley, 65.34 m.p.h. Lagonda Cars, 5 lap Handicap Race: 1, I. B. Kibble (M45R), 60.03 m.p.h.; 2, I. Howat (Rapier); 3, C. S. Greene (2-litre). Fastest lap: L. S. Michael (LG45R), 69.41 m.p.h. Bentley Cars, 5 lap Handicap Race: 1, D. McKenzie (3-litre), 89.66 m.p.h.; 2, H. S. Pounds (4½-litre); 3, H. D. B. Kelly (4½-litre). Fastest lap: Pounds, 64.18 m.p.h. Vintage and Post-Vintage Thoroughbred Cars, 5 lap Handicap: 1, R. P. Bradley (3-litre Bentley), 63.86 m.p.h.; 2, R. H. B. Mason (4½-litre Bentley); 3, H. Mann (Ulster Aston Martin). Fastest lap: L. S. Michael (Lagonda), 69.58 m.p.h. Jaguar Cars, 5 lap Handicap Race: 1, G. Lee (C type), 73.02 m.p.h.; 2, R. E. Berry (Mk VII); 3, D. W. Chamberlain (XK 140). Fastest lap: Lee, 77.18 m.p.h. Bentley Cars, 10 lap Handicap Race: 1, A. S. Pounds (4½-litre), 65.63 m.p.h.; 2, D. McKenzie (3-litre); 3, G. G. McDonald (4½-litre). Fastest lap: McDonald, 72.18 m.p.h. Aston Martin Cars, 5 lap Handicap Race: 1, I. H. Mann (Ulster), 63.58 m.p.h.; 2, F. C. Mathews (DB2); 3, W. Burton (Ulster). Fastest lap: C. J. Freeman (Spa 2-litre), 68.91 m.p.h. "All Comers" 10 lap Handicap Race: 1, R. F. Bradley (4½-litre Bentley), 66.37 m.p.h.; 2, G. M. Crozier (C type Jaguar); 3, F. C. Mathews (DB2). Fastest lap: G. Lee (C type Jaguar), 7.22 m.p.h.

TWO new mirrors on the market are the Raydot racing mirror (right) which weighs only 5½ oz. and is obtainable from Der-ringtons, of Kingston - on - Thames,



and the Delta-Swift wing mirror which incorporates an efficient radio aerial (left). Costing 57s. 6d. it is obtainable from most garages.



"NEW LOOK" PROTEA TRIAL

THIS year's Protea Trial, arranged by the Rand Motoring Club, rates as probably the toughest car event on the Union's 1958 calendar. Forty-six out of 73 starters finished. The route began at the Wembley Ice Rink in Johannesburg and ended in Durban, 745 miles later. This was the first time Durban had been used as the end of the "Protea".

Entries included an Austin-Healey Sprite, only introduced to the country a few weeks ago and sponsored by the Capetown agent. There were teams of Volvo, Dauphine and Peugeot cars. Three heroes braved everything in their Messerschmitts. I repeat—the route covered 745 miles, the 45 representing mileage on tar. One of the trio lasted the entire distance, that driven, navigated, co-driven and what-have-you by George Palmer of Johannesburg.

The event is, of course, of national status. Prize money was introduced for the first time. Results were available soon after the finish, as an electronic brain was utilized, the machine being fed punched cards. This is a new idea for South African rallies and trials. The first car left between 2 and 3 p.m. on Friday, 6th June. Having been handed his schedule, some refreshment and a book of control tickets, Heunis drove the Goggomobil on to the road outside the car park and shortly disappeared. But he was to return, with the complaint that he had been supplied with the wrong schedule. There were a few more hitches,

but everyone got away by six o'clock. The original proposal to use a ramp in the city centre had been abandoned due to price and traffic deterrents.

Six hundred miles of this "drivers' trial" were spent among the mountainous regions of Natal. Only the north-eastern corner of the Free State was crossed and even there the organizers managed a mountainous stretch. Section 2 was fast, although it included the 3.8-mile Knight's Pass, featuring sandy hairpins. This Natal section was so long (245 miles) that competitors were obliged to carry extra fuel. When they reached Mooi River, they found only one garage and one brand of juice—take it or leave it. Reckoned to be the most beautiful portion of the event was the stretch between Vryheid and Kranskop. What a pity it had to be covered in the dark. Competitors who got stuck here for some reason or other were rather shocked, on waking up at dawn, to see what sheer-sided bends they had been rounding with such verve the previous night. Underberg (the berg being the Drakensberg) was another pleasant place. Breakfast for both cars and crews was at Pietermaritzburg, capital of Natal.

A circuitous route was followed from Maritzburg to Durban, which was reached on Saturday afternoon. The Natal Motor Cycle and Car Club organized the usual type of test and the road on which it was held was left in a mighty dust-covered state after all the braking, acceleration, etc. Dust was the main hazard encountered in the event.

Zoccola, in the Sprite, lost points due to a misunderstanding of the system in

use for the trial. He thought he was starting with a clean sheet on section 2, although the marshals instructed him to make up the time he had lost on the first stage. Only one car lost its exhaust pipe—a Citroën. Most retirements were brought about by electrical and mechanical faults. There were the two Volkswagen crews who fared not so well—one flew over the edge of a pass, thinking they had a nice open stretch ahead, the others lost their bearings (the engine ones). A Morris 1000, battling it out along a sand road, tried to cross a macadam road at "65". Apparently, the levels of the roads in question begged to differ. Result—one flipped 1000.

The provisional winner is W. J. S. van Heerden, the Auto Union exponent. Tony Woodley and Tommy Campher (Vanroux Motors Borgward Isabella) have been placed sixth, but their protest is being investigated by the R.A.C. of S.A. An error in writing on the part of these two made them appear to be one hour late at a control. The general feeling is that that sort of thing is in the luck of the game, but Woodley and Campher are waiting for the decision which may make them the winners. An interesting point about the results is that of the eight entries from Natal six come in the first 20.

N. R. WHITEHEAD.

Provisional Results

1, Auto Union (W. J. S. van Heerden), 1,480 s. lost; 2, Volvo (R. K. Lee), 2,076; 3, Simca Chatalaine (T. C. Johnston), 2,815; 4, Volvo (F. B. K. Tucker); 5, Plymouth (T. W. Baker). **Class 1:** Plymouth. **Class 2:** Volvo. **Class 3:** Auto Union. **Class 4:** Renault Dauphine (Dr. F. C. Friedlander). **Winning Club Team:** Natal Motor Cycle and Car Club. **Winning One-Make Team:** Volvo.

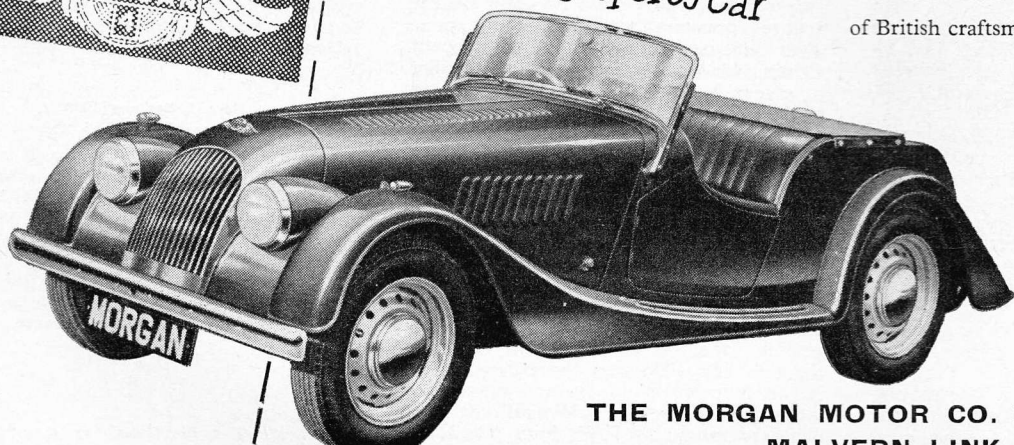
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A MIXED bag of racing for closed cars, 250 c.c. and 500 c.c. racing cars, 750 and 1172 Formulae cars, sports cars and Berkeleys was staged at Snetterton on Sunday for the 250 M.R.C.'s contribution to the programme of holiday fare. It was an ambitious meeting; one is tempted to wonder whether or not it was a little too ambitious. That the programme started just over two hours late was not entirely the fault of the organization, but once under way the smooth running of the meeting was candidly open to criticism. Here again, of course, things were a little unsettled by the unexpected failure of the public-address system but even so it was agreed by many people that proceedings might have been

puted between A. R. Wershat's Lola, which seems to have lost very little of its speed since its performances last season in the hands of E. H. Broadley, and R. A. V. Staples's Lotus, with the latter just having the edge. N. Moores crashed his white Lotus somewhere out on the back of the circuit, bending it fairly extensively, and Arthur Mallock, going well in fourth place, had his engine fluff suddenly past the pits on the second lap and shut off immediately to come past no more.

Then out came the racing cars again. This time Mayne led the race for the first two laps, apparently comfortably ahead of J. D. Reid (Cooper). On lap three, however, Reid was just ahead and

lowed in by D. F. Allen and, in third place, P. A. Cross.

The next event, another jaunt for the racing cars, was down in the programme as a five-lap handicap. In fact, however, it became a three-lap scratch race which was won in determined fashion by R. F. Mayne (Cooper-Norton), who was hotly pursued on the last lap by J. D. Reid. Third was Longfield and, again, the first 250 was the Kimston of R. G. Stone.

The 1172 Formula cars now had a handicap race, with Lola on the scratch mark. Unfortunately, the handicappers gave her credit for more speed than is possessed by even this example and Wershat managed to pass only one car. Lt.-Col. G. Lane's D.B.M. Spl., the limit car, held the lead for four of the five laps and managed to retain second place after being overhauled by the Lotus Seven of B. R. Hart. Third was A. D. Bennett's Special.

Last race—due to the abandonment of what should have been the last race—was a handicap for the closed cars and a splendid victory for Threlfall in the M.G.A. coupé. Apparently handicapped right out of it, he drove a splendid race to prove that the handicappers were right after all to take the lead on the last lap after being well at the back for the first three laps of the five-lap race. On lap four he passed one car, Hart's Ford van, and on the last tour tore through the field to win. Great stuff, this, and evidently very satisfying for Mr. Threlfall.

MARTYN WATKINS.

Holiday Snetterton

Snetterton M.R.C. Bank Holiday Meeting

smoother had the organizers had a little more experience in this sort of thing.

Nevertheless, in spite of the enforced cancellation of the last race because of failing light; in spite of rather unkind weather; in spite of everything the races were for the most part entertaining and provided an interesting day out for a satisfactory crowd.

First race was a five-lap scratch event for closed cars which provided a very varied field. Tim Threlfall's M.G.A. hardtop was naturally superior in speed to the opposition, consisting of Shepherd-Barron's attractive Fiat-Abarth 750, Graham's Riley 1.5, Lawson's Volkswagen, Hart's very quick Ford van, a Morris Minor, an Austin van and R. F. Russel's Nash Metropolitan. Threlfall led throughout the race, putting in one lap in something like 2 mins. 15 secs. and won by about 6 secs. from J. Young's Ford Prefect. Hart was third, well ahead of the Fiat, which won the up to 1,000 c.c. class.

For the next event the 250 c.c. and 500 c.c. racing cars came out together. The lead overall resolved itself understandably into a dice among the 500s, with A. H. Longfield's Cooper leading on the first lap to be passed shortly by P. G. Graham's Cooper-Norton. Lapping in around 2 mins. 7 secs., he maintained a lead for the greater part of the race with Longfield second and, moving up on the last lap, R. F. Mayne's Cooper-Norton third. All the 250s were lapped by the leader, and the winner in this category was H. B. Pickett (J.B.S.-Rudge), followed by J. M. Pickles's extraordinary Angleiron-Velo and L. B. Scottwood's Patlin-Anzani.

The third race was for 750 Formula cars and with Roy Lee among the starters the result was hardly ever in doubt. He took an immediate lead in his very fast, very effective car to win by some 13½ secs. from C. Featherstonhaugh's smart F.W. Spl. Third was P. A. Cross.

For the next event, the bigger brothers of these cars emerged for an 1172 Formula race. This was P. Boshier-Jones's race (he is, I'm told, the brother of the other Boshier-Jones who is at the moment causing sleepless nights among the hill-climbing fraternity). His Lotus led from start to finish by a substantial margin. Second place was hotly dis-

subsequently pulled out a satisfactory margin to hold his lead to the end. Mayne held on to second place, ahead of Longfield's Cooper. First of the 250s this time was R. G. Stone's Kimston, a long long way ahead of the Angleiron-Velo. Third in the category was Paul Emery's Emeryson-Velo, which had not appeared in the first race and seemed to be suffering from fairly acute fuel troubles.

Race six should have been a handicap for a variety of sports cars ranging from the usual Lotuses and so on to Austin and Ford specials, plus D. Gouk's M.G.A. and an M.G. TC. As it turned out, however, it was not a handicap at all but a scratch race. At the start someone in a Cooper-Climax stalled—possibly from surprise. The lead was held securely all the way by E. L. Hine's Lotus-Climax, with a real dice for second place involving J. H. Saunders (Elva-Climax) and K. Simmons in a similar car. Saunders led the other for the first two laps, then Simmons got in front for the next two laps, and Saunders eventually got home first by edging in front on the last lap. All these cars were in the up to 1,200 c.c. class; leader of the 1500s was R. Rye (Lotus).

Runners in the five-lap Berkeley race included Bill Moss, looking most unfamiliar in a red 492 c.c. model. His was, incidentally, a full rally-equipped car with extra lights, a Halda speed-pilot, stop-watches and even a compass on the scuttle—presumably in case of spins. Two 328 c.c. cars received a start of 1 min. 40 secs., and this was sufficient to give a lead on the first three laps to H. O. Rodgers.

On lap four, however, N. W. Graham took the lead after some rapid lappery in his rather special version. He pulled out a clear lead over Rodgers, who, nevertheless kept the 328 c.c. car in second place. Third was another 492 c.c. version.

The 750 Formula cars had another go after this. On this occasion it was run on a handicap basis with Roy Lee as scratch man. He motored quickly through the field for three laps, then returned to the paddock, and ultimately victory went to H. E. Worrall, driving Featherstonhaugh's F.W. Spl. He took the lead on the last lap and was fol-

Results

Race 1

Class A, up to 1,000 c.c.: R. Shepherd-Barron (Fiat-Abarth).

Class B, 1,000-1,500 c.c.: T. J. Threlfall (M.G.A.).

Race 2

Class A, 250 c.c.: 1, H. B. Pickett (J.B.S.-Rudge); 2, J. M. Pickles (Angleiron-Velo); 3, L. B. Scottwood (Patlin-Anzani).

Class B, 500 c.c.: P. G. Graham (Cooper-Norton).

Race 3, 750 Formula (Scratch)

1, R. D. Lee (L.R.M.); 2, C. Featherstonhaugh (F.W. Spl.); 3, P. A. Cross (Austin Spl.).

Race 4, 1172 Formula

1, P. Boshier-Jones (Lotus XD); 2, R. A. V. Staples (Lotus XD); 3, A. R. Wershat (Lola).

Race 5, Racing Cars

Class A, 250 c.c.: 1, R. E. Stone (Kimston); 2, R. B. Pickles (Angleiron-Velo); 3, P. K. Emery (Emeryson-Velo).

Class B, 500 c.c.: 1, J. D. Reid (Cooper-Norton); 2, R. F. Mayne (Cooper-Norton).

Race 6, Sports Cars

Class A, up to 1,200 c.c.: 1, E. L. Hine (Lotus-Climax); 2, J. H. Saunders (Elva-Climax); 3, A. V. Hegbourne (Cooper-Climax).

Class B, 1,200-1,500 c.c.: 1, R. Rye (Lotus-M.G.); 2, M. J. Crabtree (Lotus-M.G.); 3, D. Gouk (M.G.A.).

Race 7, Berkeley Cars

1, N. W. Graham; 2, H. O. Rodgers.

Race 8, 750 Formula

1, H. E. Worrall (F.W. Spl.); 2, D. F. Allen (Austin Spl.); 3, P. A. Cross (Austin Spl.).

Race 9, Racing Cars

Class A, 250 c.c.: 1, R. G. Stone (Kimston); 2, R. B. Pickles (Angleiron-Velo); 3, M. A. Ball (Special-Velo).

Class B, 500 c.c.: 1, R. F. Mayne (Cooper-Norton); 2, J. D. Reid (Cooper-Norton).

Race 10, 1172 Formula

1, B. R. Hart (Lotus-Ford); 2, Lt.-Col. G. Lane (D.B.M. Spl.); 3, A. D. Bennett (Ford Spl.).

Race 11, Closed Cars

T. J. Threlfall (M.G.A.).



EIGHTEEN-YEAR-OLD D. Young, of Timaru, had his first race and his first win—in the 12-mile saloon car race—in this XK 120 with C-type mods. He is another New Zealand youngster who shows some promise.

brought in his little Ford 10 Special third in 38 mins. 16 secs., and Watson was fourth in 39 mins. 4.9 secs. Max Richard (Austin-Healey) was the only other man still mobile and he was flagged off having completed 25 laps, but he had lost a couple of laps by making a late start.

Judging by the appearance of Rutherford and his car, the car must have weighed about a hundredweight more at the end of the race than it did at the start. It bore a thick coating of extremely damp sand and the driver, who had sensibly remembered to bring with him an oilskin coat that he usually uses about his farm, looked like something concocted by youngsters on a seaside holiday.

The only other event was a 12-mile race for saloon cars which was won very, very easily by a Timaru driver, 18-year-old D. Young, with a Jaguar XK 120C convertible. Having his first race outing Young drove impeccably, but one could

THE New Zealand beach racing championship turned out to be national in name only despite the efforts of the Canterbury branch of the newly formed New Zealand Racing Drivers' Club to entice drivers from all parts of the country. Duncan Rutherford had a comfortable win with his Lycoming Special averaging less than 60 miles an hour.

When the field of 12 lined up for the start on the Pines Beach near Christchurch on 20th July there was not one driver in it from outside the Canterbury province. And the field did not look a very promising one either. In spite of that there was a crowd of at least 9,000 people clustered along the half-mile stretch of beach even though it was a mid-winter day—but a mild one.

The cars ranged from Dick Campbell's 500 Cooper to some dirt-track Ford V8 and Ford 10-engined specials, a couple of Austin-Healey 6s, Arthur Kennard's Corvette-Healey and R. Tucker's Ransley-Riley.

In the practice session on a particularly soggy beach, Bill Harris appeared to be quickest with a rough-looking V8 Special and Dick Campbell looked the next best.

But at the drop of the flag it was Kennard who sailed away into the lead with clouds of sand spurting away from the rear wheels of the Corvette-Healey. However, Harris and Campbell were not to be denied and they quickly gathered him in.

There was quite a bit of jostling for position at the 180 degree turn round the pylon at the end of the half-mile stretch, but as they all sorted themselves out it was Harris who showed up first and came thundering down well in front of Campbell and Kennard with Rutherford next with quite a gap to Tucker and Wally Darrell (Ace III).

After four laps Harris began to lap the back-markers and everyone began to wonder when the V8 would cry enough. After 10 laps the leader's motor roughened up and by that stage Rutherford had slipped through to second place so he took over the lead at the end of the following lap when Harris coasted away to the pit area.

NEW ZEALAND BEACH SPORTS

The Lycoming was going steadily along and Rutherford's only worry was to keep his goggles clear of the flying sand. But Campbell immediately put in a bid once Harris went and took over the lead two laps later. Rutherford seemed content to trail along behind the Cooper which was literally screaming as Campbell pressed on to peak revs in every gear. At that stage Rutherford was followed by Kennard, Gordon Fisher (Ford 10 Special), Tucker and Darrell and R. Watson (Austin-Healey) and there were quite a few that had fallen by the wayside.

Two laps later the Cooper slowed to a snail's pace and Campbell was out, a particularly foul smell wafting in on the sea breeze indicating only too clearly that the clutch had had enough!

So with 18 of the 30 laps gone Rutherford was once more in front with Kennard next but three laps back, Tucker, Fisher, Watson and Darrell being next in line. It looked as though they all had only to keep going to finish that way as no one could make any impression on anyone else. Rutherford was the most progressive. He cleared away from Kennard and then sat back.

However, the race was not to end without incident. Kennard swung round the far pylon in his 20th lap and was just about to lap Darrell for the second time when Darrell for no apparent reason went into a slide. Kennard swung the Corvette-Healey to go with him in a vain attempt at avoidance but the two cars brushed heavily and although neither driver was hurt the cars were fairly extensively damaged, and their race was over.

Rutherford came home an easy winner, having completed the 30 miles in 34 mins. 42 secs., two laps ahead of Tucker whose time was 37 mins. 57.15 secs. Fisher

not help but wonder what the organizers were about in letting a convertible compete against saloons.

B. G. Kinzett's very fast Standard Vanguard was second, and another Timaru man, Ernie Sprague, brought in his Ford Zephyr in third spot. Fourth was M. J. F. Kenyon in his Ford Anglia. This race was a bit of a fiasco as the four place-getters took up station almost from the start and just kept circulating.

Beach racing has a long tradition in New Zealand, but now it has reached such a low ebb it does not hold much appeal for the died-in-the-wool enthusiasts. However, the Sunday afternoon crowd went away well contented, and the Christchurch Motor Racing Club which sponsored the event should have been contented too judging by the "gate". I'm sure there is a lesson to be learned here, but what it is I don't know!

PETER GREENSLADE.



CHRISTCHURCH Motor Racing Club president, Harvey Croft, "garnishes" the winner, "Sandy" Rutherford.

Club News

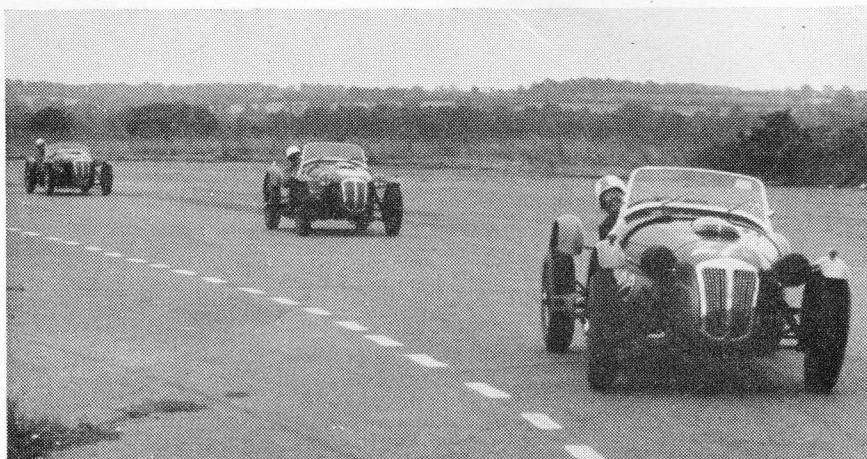
By MARTYN WATKINS

NORTH Country motorists, new to the manner in which we spend our leisure hours, who may want an exceedingly useful way to start finding out things about the clubman's way of life would, it seems to me, benefit considerably by getting in touch with the **Morecambe Car Club**. Last year this happy band of enthusiasts decided that a possible reason for the lack of active support of the club's activities was that a large number of people would like to make a start in this sort of thing yet were not quite certain how to do so.

They thought they could put this right—and incidentally benefit the club membership as well—by running a series of beginners' rallies on an instructional basis, with simple routes, low cost and so forth. That this was successful seems to be something of an understatement: entries for club rallies have more than doubled, club membership has gone up by leaps and bounds while the biggest benefit has been attained by active interest in club activities. In fact, so encouraging was the result of the first series that a second set is to be run of these "Maiden rallies". The first of this second train is scheduled to take place on 21st August. If you're interested then A. H. Senior, 21 Richmond Avenue, Morecambe, Lancs, is the man you want.

As and from the end of July the registered offices of the Mallory Park Road Racing Circuit, Mallory Park Motor Club, Clive Wormleighton and Co., Ltd., and Earl Shilton (Properties), Ltd., are at Mallory Park, Kirkby Mallory, Leicestershire. Telephone numbers at the new address are Earl Shilton 3306 and 3330.

MOTOR racing with a difference: the **Seven-Fifty M.C.** organizes its national six hours relay race at Silverstone on 16th August, starting at 1 p.m. This race is really something you ought to see, and has an atmosphere all its own. It has an atmosphere, indeed, that is often lacking in some of the major races and you will see a great deal of high-speed motoring by a very varied collection of motor cars, with pit stops and driver changes all thrown in for a ten-bob car park.



THREE the same—a trio of Frazer-Nashes as John Dashwood leads the cars of Bond and Wilks through Riches Corner at Snetterton recently.

TOP of the pile this week are the regulations for the **Morecambe C.C.** "Illuminations rally" on 13th-14th September. The route covers about 180 miles of navigation in three stages and invited clubs are Airedale and Pennine M.C., Alvis O.C., B.A.R.C., B.R.S.C.C., Bolton-le-Moors C.C., Brooks Motors A.C., Cumberland S.C.C., Congleton and D.M.C., Chester M.C., Darlington and D.M.C., Furness D.M.C., Jaguar D.C., Kirkby Lonsdale C.C., Knowlton C.C., Lincs A.C., Lincs and Cheshire C.C., Liverpool M.C., M.G.C.C., Morley M.C., North Staffs M.C., North Midland M.C., North Wales C.C., London M.C., Rotherham and D.M.C., R.A.F.A.M.C., South Shore (Blackpool) M.C., Southport M.C., Wirral 100 M.C., West Cumberland M.C., Warrington and D.M.C., Westmorland M.C., Waterloo and D.M.C. and Yorkshire S.C.C. Regs. may be obtained from C. Hall, Ingledene, Whittington, Kirkby Lonsdale, Lancs, and entries close on 10th September. . . . **Burnham-on-Sea M.C.** holds a veteran/vintage car rally on 17th August. . . . **Harrow C.C.** holds a driving test meeting at Heston Aerodrome on 24th August, a closed event for which regulations are available from R. G. Forster, "Cranmore", Links Drive, Elstree, Herts. . . . Regulations are available for the **Bugatti O.C.'s** national Prescott hill-climb on 14th September from L. J. Roy Taylor, Cherrytree, Aston, Market Drayton, Shropshire. The event is the day following the T.T. at Goodwood, and a practice period has been arranged on the Sunday morning for the benefit of competitors who will be en-

gaged at Goodwood. Entries close on 26th August. . . . On 24th August **West Essex C.C.** has an inter-club driving test meeting at Leyton, competing clubs being W.E.C.C., M.G.C.C., Romford E.C.C. and the Metropolitan Police M.C. . . . **Sevenoaks and D.M.C.** holds a concours d'elegance at Westerham on 10th August, starting at 2.30 p.m. . . . **West Hants and Dorset C.C.** and **Yeovil C.C.** hold a closed hill-climb at Wiscombe on 24th August, entries closing on 19th August and going to R. R. Mountford, 6 Orchard Avenue, Parkstone, Poole, Dorset. . . . **London M.C.** holds a sprint meeting at Brands Hatch on 26th October, consisting of two laps in the "wrong" direction—in other words, anti-clockwise. Regulations will be available early in September and the secretary of the meeting is Miss M. E. Miles, 8-12 Minerva Road, London, N.W.10. . . . **Fiat 500-600 Club** holds a scavenger hunt on 17th August. . . . **Stockport M.C.** holds a closed rally on 14th September, entries closing on 10th September and going to D. Moorhouse, 25 Abingdon Road, Bramhall. . . . **Sunbac** holds a driving test meeting on 10th August. . . . **Sussex C. and M.C.C.** hold an inter-club driving test meeting on 30th August, involving Anglia and Prefect O.C., Chichester M.C., Eight Clubs Organisation, Forces M.C., Mid-Surrey A.C., Oxford M.C., Southsea M.C., Worthing M.C., Bognor Regis M.C., C.S.M.A. (Southampton), Esso (Fawley) M.C. and C.C., Horsham and D.M.C. and L.C.C., Singer O.C., Westinghouse M.C. and West Hants and Dorset C.C. The tests take place at Goodwood circuit and entries close on 23rd August, going to R. Gillam, 95 Applesham Way, Portslade, Sussex.

Coming Attractions

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

August 10th. **Swedish G.P. (S, T).** Circle C.C./Harrow C.C./Chiltern C.C. Sprint, Brands Hatch, near Farningham, Kent.
Sunbac Driving Tests, Dudley Port, Staffs.
Romford E.C.C. Driving Tests, Warley Barracks, Brentwood, Essex

August 15th. **Pescara G.P. (F1, F2, S).**

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

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

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

August 23rd. **M.G.C.C.** Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

August 24th. **Portuguese Grand Prix.** Vintage Sports Car Club Hill-Climb, Prescott, near Cheltenham, Gloucestershire.

Thames Estuary A.C. Hill-Climb, Stapleford, near Marlow, Bucks.

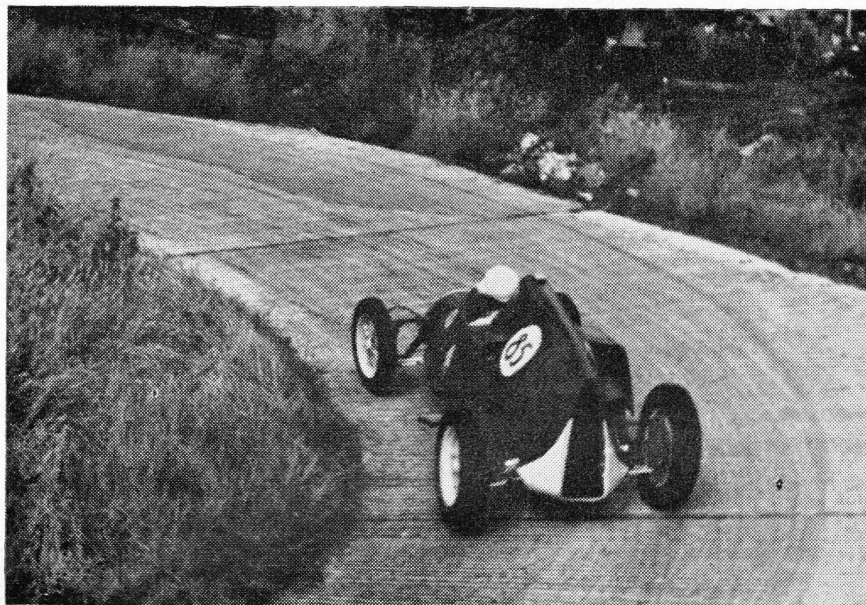
EASTBOURNE AND DISTRICT M.C. RALLY OF THE DOWNS

THERE were entrants from nearly all of the 14 invited clubs for the E.D.M.C.'s restricted "Rally of the Downs" held on the 7th/8th June. The 320-mile route was divided into three parts with a well-earned break at the end of each section.

Best Performance: 1, H. A. Appleby/R. McWhie (Morgan 4/4); 2, P. F. Steiner/B. Cumbers (Fiat 1100); 3, D. S. McInerney/J. Mace (Ford Squire). **Class Awards:** D. Lloyd Roberts (Renault), P. Jones (Hillman), R. Witheyman (Standard Vanguard), D. J. Lewis (TR3). **Driving Tests:** B. Bowman (TR2). **Class Awards:** D. S. McInerney (Ford Squire), A. Strudwick (Ford Consul), R. Witheyman (Standard Vanguard), H. A. Appleby (Morgan 4/4).

ROUND AND UP goes Reg Phillips to score another success. His best run with the Fairley-Climax was only .03 second outside the record for the Cornish hill.

ONCE again this was Reg Phillips' day, for he not only won the over 1,100 c.c. racing class, but was well on the way to winning his second Open Championship at this meeting, when your correspondent had to leave rather hurriedly to catch the night train with this report. One of the few disadvantages of reporting this far western event is the essence of speed which it involves, for it is undoubtedly one of the most pleasant events in the calendar, proof of which is evident from the amount of competitors who regularly travel hundreds of miles to attend it. If one must criticize, and I am afraid this is sometimes inevitable, I would suggest to the organizers that they check over the electrical timing apparatus, as once again this was the cause of several irksome delays, especially to the "500" boys, whose engines at the best of times are prone to get temperamental.



Phillips Fastest At Trengwainton

Fairley Spl. Misses Record By Only .03 Second

From a spectator's point of view one could hardly wish for a more thrilling afternoon, for times, in general, were consistently fast, and several drivers—Bill Cuff in particular—treated us to some real hair-raising cornering, albeit not always on the course. One of the drivers who particularly impressed me was M. Hatton from Birmingham. Driving his 1,100 c.c. Cooper-J.A.P. he managed to push Reg Phillips to near his limit, and his time of 23.50 secs. was only fractionally slower than the Sheffield driver. Hatton had only recently purchased this engine from Tom Norton, who was once again dogged by bad luck. Having installed a rather older "blown" J.A.P. motor in his Cooper, it was generally expected that Norton would give the fast boys a run for their money, but unfortunately on his first run he came to an abrupt halt with a burnt-out piston. Brian Eccles from the Midlands, in a Cooper-J.A.P., did two very rapid climbs in his class, his best time being 25.38 secs. Later, in the Championship he improved this to 24.58 secs. Another to impress was E. G. Willmott in a Cooper

Mk. X, whose 24.77 secs. made him the fastest driver in the Junior Hill-Climb Championship.

Among the sports car drivers I particularly noticed Miss E. M. Griffen, driving an immaculate 1½-litre Porsche saloon, for her neat handling of this car on the very tight corners on this compact course. Although not figuring in the class awards, she did win the prize for the fastest lady driver. Among the older favourites who always turn up to these meetings, one must not forget Ash Cleave and his very fleet Morris Special, and Den Scobey and his Triumph TR2. Although not figuring in the major awards, their driving is still an object lesson to some of the younger generation. But, as I said before, this was once more a joyful outing for the ever smiling Reg Phillips, for what he lacks in hair he more than makes up for it in his masterful handling of the potent Fairley. Reg Phillips did not improve on his previous times in the open championship, but nevertheless managed to win it from Hatton and Willmott.

J. M. LEWIS.

Results

Sports Cars, up to 1,000 c.c.: 1, A. C. I. Bulpin (Healey Sprite), 29.93 s.; 2, A. J. Lock (Austin-Ford), 30.26 s.; 3, B. Longman (Ford Spl.), 33.40 s.

Sports Cars, up to 1,300 c.c.: 1, J. G. Tallis (Lotus Mk. VI), 25.96 s.; 2, P. S. Banbury (Elva), 27.18 s.; 3, W. A. Cleave (Morris Spl.), 27.90 s.

Sports Cars, up to 2,000 c.c.: 1, T. G. Cunane (A.C.-Bristol), 26.27 s.; 2, J. F. Brown (Morgan), 27.24 s.; 3, J. T. Skinner (Dellow), 27.51 s.

Sports Cars, over 2,000 c.c.: 1, R. M. Powell (Healey Silverstone), 27.48 s.; 2, S. J. Broad (Healey 100), 30.11 s.; 3, B. S. Gordon (Allard), 30.58 s.

Racing Cars, up to 1,100 c.c.: 1, M. Hatton (Cooper-J.A.P.), 24.22 s.; 2, E. G. Willmott (Cooper Mk. X), 24.77 s.; 3, B. Eccles (Cooper-J.A.P.), 25.38 s.

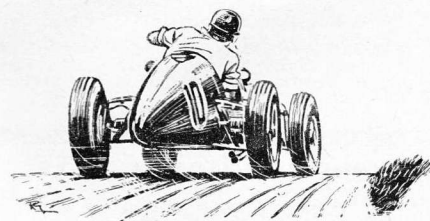
Racing Cars, over 1,100 c.c.: 1, R. W. Phillips (Fairley (S)), 23.44 s.

Open Championship: 1, R. W. Phillips (Fairley (S)), 23.44 s.; 2, M. Hatton (Cooper-J.A.P.), 23.50 s.; 3, E. G. Willmott (Cooper Mk. X), 24.34 s.

B.T.D.: R. W. Phillips (Fairley (S)), 23.44 s.

Fastest Lady Driver Miss E. M. Griffen (Porsche), 29.16 s.

Fastest Vintage Car: M. H. Morris (Bentley 6½-litre), 30.61 s.



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XK 120 Roadster, 1951, good condition, blue. £475.—Pangbourne 151.

1957 (OCTOBER) JAGUAR XK 150 fixed head coupé, special equipment model, overdrive, one owner, British Racing Green, supplied, maintained and serviced by distributors since new, Michelin X tyres. £1,775.—MacVitie, Malvern. Tel.: 300.

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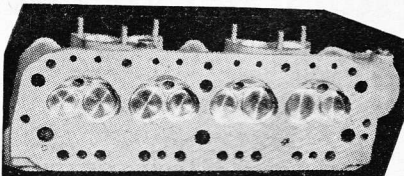
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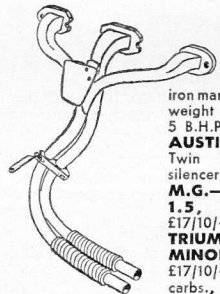
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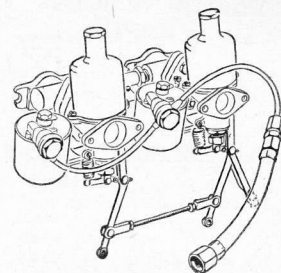
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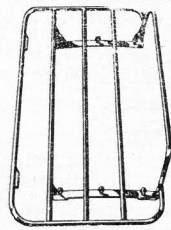
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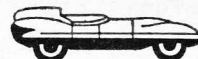
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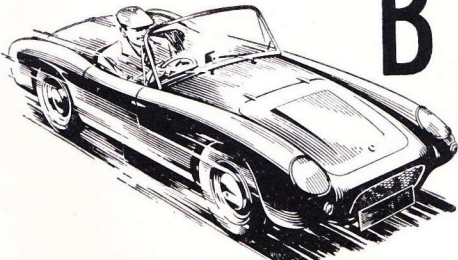
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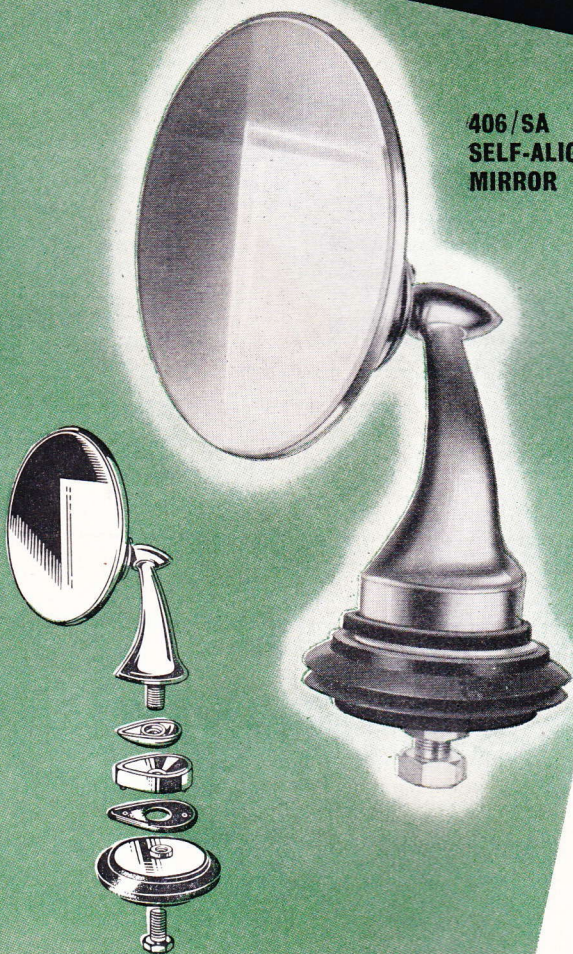


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