

AUTOSPORT

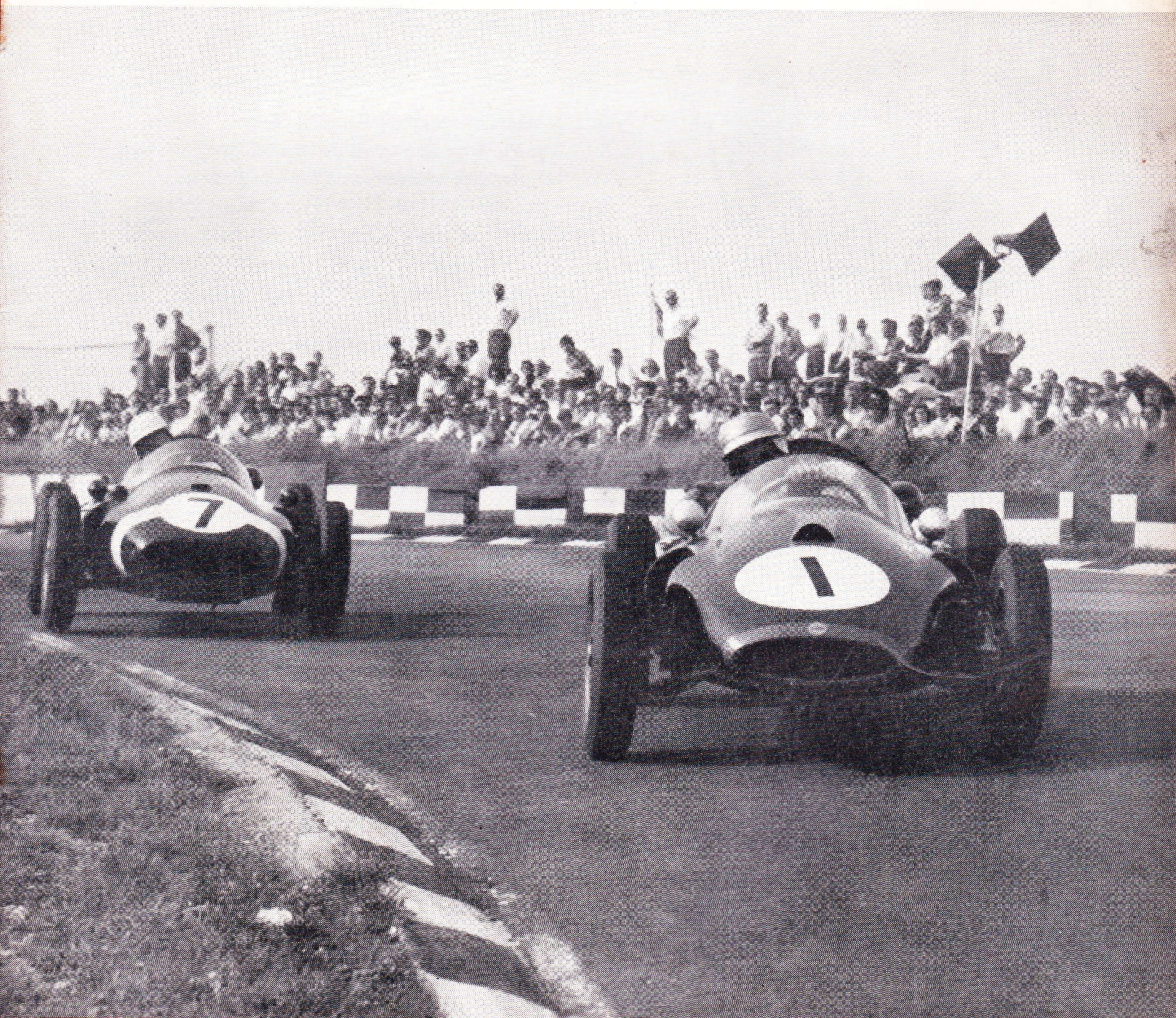
SEPTEMBER 5, 1958

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EVERY FRIDAY
Vol. 17 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

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



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BRANDS HATCH INTERNATIONAL MEETING : SHELSLEY WALSH NATIONAL HILL-CLIMB
JOHN BOLSTER TESTS THE RENAULT GRAND PAVOIS : PORTUGUESE G.P. REVIEWED



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 17 No. 10 September 5, 1958

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EDITORIAL

SPORTS CAR RACING

WITH the R.A.C. Tourist Trophy races due at Goodwood on 13th September, one wonders whether or not the present types of machines admitted to International sports car events are so far removed from road vehicles as to belong properly to a constituted formula. Apart from Porsche and Aston Martin, the construction of sports-racing cars is in the hands of a few highly specialized concerns; even Automobili Ferrari has temporarily withdrawn, and, of course, the difficulties of Officine Maserati commenced with the introduction of the 3-litre limit—a step which can scarcely be regarded as a success. Although Jaguar is reported to be considering re-entry in International sports car racing, it would be interesting to discover the reaction on the part of the bigger manufacturers were the original idea of "Tourist Trophy" races to be reintroduced for all World Championship events. In other words, would concerns such as B.M.C., Standard-Triumph, Mercedes-Benz, Lancia, Alfa Romeo, Fiat, Renault support events for cars which conform more to the idea of Appendix "J", rather than "C", which encourages out-and-out sports-racing cars? It may be argued that what amounts to production car racing would not attract the general public. AUTOSPORT is convinced that this is not so, and the presence of well-known makes and well-known drivers would draw probably even greater crowds than at present concern themselves with motor racing. Were special series touring and normal series Grand Touring machines permitted to compete on equal terms, then it is quite possible that certain manufacturers would speedily revise their anti-racing policy. It seems obvious that the present concentration on International rallies is due to the insistence on Appendix "J" machines, and the virtual disappearance of the thinly disguised road racing vehicle. Rallies have greatly benefited certain production cars, improvements in which have been really remarkable since competitions' experiences were embodied in their design and construction. It is probably true to say that this would apply equally well in sports car racing, in which specialized British machines have done extraordinarily well. However, the public would dearly love to see the return of famous marques, and it seems to AUTOSPORT that the real future of this section of the sport lies in the reintroduction of genuine "Tourist Trophy" cars.

OUR COVER PICTURE

At one of the most spectacular meetings the Kentish circuit has ever seen—and certainly with its most glittering entry list—Stirling Moss sets off in hot pursuit of Jack Brabham during the second heat of the Kentish Hundred race at the Brands Hatch international meeting on Saturday. Victory in the first of the 42-lap heats went to the Australian; in the second, however, Moss took the lead on the 16th lap and maintained it to the end. His aggregate time gave him overall victory and his fastest lap sets a new record for the circuit. It also demonstrated his love of the number seven: driving car No. 7, his record lap was accomplished at a speed of 77.77 m.p.h.!



SHELL SUCCESS

at BRANDS HATCH

Saloon Car Race Class A

1st AUSTIN A35

(G. C. Shepherd)

2nd AUSTIN A35

(L. Adams)

Class B

1st RILEY 1.5

(L. Leston)

3rd HILLMAN MINX

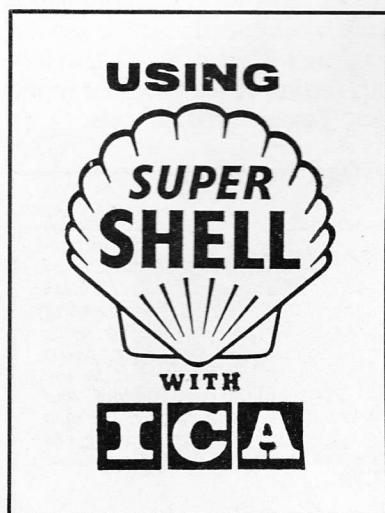
(M. B. Everley)

Class C

1st AUSTIN A105

(J. C. Sears)

(Subject to official confirmation)



USING SUPER SHELL WITH I.C.A.

SPORTS NEWS

KEITH HALL'S first race since his Crystal Palace accident will be in the Tourist Trophy race on 13th September.

DUNLOP service manual on disc brakes, called "Car Disc Brakes, Mark I", is now available from all Dunlop depots.

COLLECTORS of miniature car models may be interested in a new Meccano Dinky Toy of the Porsche 356A coupé.

TOUR DE FRANCE

ENTRIES for the Tour de France Automobile total 120, comprising 51 in the Production Touring category and 69 G.T. cars. The production class includes this year's Monte Carlo Rally winners, Feret/Monraisse, in, of course, a Renault Dauphine. Other well-known crews include Cotton/Leclerc (Panhard) and Gacon/Borsa (Alfa Romeo). Amongst the British entries are Sir Gawaine Baillie/Peter Jopp, Tommy Sopwith/John Goldthorp and Peter/Graham Whitehead (all in 3.4 Jaguars).

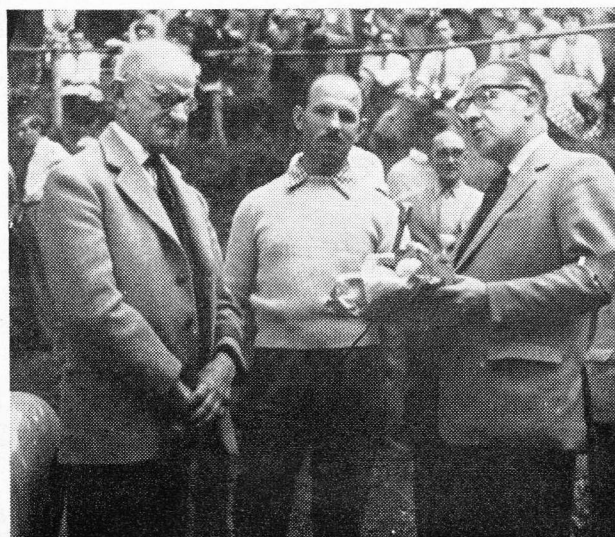
The G.T. category includes Armagnac and Laureau in DBs, Storez/Buchet (Porsche), José Behra/Stuart Lewis-Evans (Porsche) and Mmes. Blanchoud and Wagner (Porsche). Ferrari 250GT drivers include Maurice Trintignant, Harry Schell, Olivier Gendebien and Willy Mairesse, while Lotuses are to be driven by John Campbell-Jones/Dan Margulies, Bob Hicks, George Houel and David Piper. A.V.M. Don Bennett is to drive a Fairthorpe Electron-Climax, there are two French-entered Aston Martins and three French-entered Triumph TR3s, with Annie Soisbault at the wheel of one of them. The Tour lasts from 14th-21st September.

THE TOURIST TROPHY

A FIRST-CLASS entry has been received for the 23rd R.A.C. Tourist Trophy race at Goodwood on 13th September. A total of 35 entries have been received of which 12 are in the 2,000 c.c. to 3,000 c.c. capacity class and include a works-entered Ferrari, for which the drivers have still to be nominated. Stirling Moss, Jack Brabham, Tony Brooks, Stuart Lewis-Evans, Roy Salvadori and Carroll Shelby complete the official Aston Martin team, while Ivor Bueb, Bruce Halford, Ross Jensen and a fourth driver, yet to be nominated, compete with two

★
PRESENTATION was made after the National hill-climb at Shelsley last Saturday to Leslie Wilson, on his retirement from the Secretaryship of the Midland Automobile Club after many years of keen service. S. H. Newsome handed him a salver and a substantial cheque, representing subscriptions from many Shelsley-using clubs.

★



works Lister-Jaguars. Equipe National Belge have entered a Ferrari to be driven by Freddie Rousselle and L. Bianchi, and a Lister-Jaguar to be driven by C. Dubois and Y. Tassin. From Ecurie Ecosse come Masten Gregory and Innes Ireland in a Tojeiro-Jaguar and two other drivers in a Lister.

In the 1,100 c.c. to 2,000 c.c. class two works Porsches will be driven by Jean Behra/Wolfgang von Trips and Edgar Barth and Hüscke von Hanstein. Bruce McLaren, the young New Zealander who has had tremendous success in F2 racing this season, shares John Coombs's Lotus 1500 with Syd Jensen. Dick Jacobs has entered a "twin-cam" M.G.A. to be driven by Alan Foster, his co-driver remaining to be nominated, while Lotus Engineering's contribution to the class will be in the hands of Cliff Allison and Graham Hill.

Two entries from Officine Stanguellini, though unconfirmed, will be of great interest in the 1,100 c.c. class, while Colin Davis shares an Osca with Alessandro de Tomaso—this was the team which won the Index of Performance at Le Mans this year. Eric Broadley's Lola-Climax, one of the fastest cars in its class this season, is entered with Broadley and Peter Gammon as drivers. Unfortunately this must be regarded as a doubtful starter following Eric's crash at Goodwood recently.

Keith Greene and Mike Taylor, whose performances as rivals in Lotus 1100s have been a feature of Goodwood meet-

ings this season, share a car this time—the Gilby Engineering Lotus. From the Innes Ireland Stable come two Lotuses to be driven by J. Westcott, T. Dickson, D. Graham and C. Martyn. Three works Elvas are entered, in the hands of T. Haff, J. Brown, Ian Raby, Robbie Mackenzie-Low, Ian Burgess and another who has yet to be nominated. From Lotus Engineering come two cars for which the drivers will include Alan Stacey, Peter Ashdown and Keith Hall, the latter driving in his first race since his unpleasant Crystal Palace crash.

SCOTT-BROWN MEMORIAL

TROPHY MEETING, SNETTERTON

WITH 14 F2 cars, two E.R.A.s, an F1 Connaught, Lotus Fifteen, Lister-Jaguar, H.W.M. and Aston Martin sports cars, the race for the Scott-Brown Memorial Trophy on 7th September should live up to the name of the great driver who lost his life in Belgium this year. In all 150 entries have been received.

Of the F2 cars, the British Racing Partnership car will be handled by either Tommy Bridger or Stuart Lewis-Evans. Brian Naylor, fresh from his successes in the Swedish G.P., will probably be at the wheel of the J.B.W. and Cooper F2. Other Cooper F2 drivers include Jim Russell, Henry Taylor, Count S. Ouvaroff, Tim Parnell (son of Reg Parnell), K. Ballisat, J. Campbell-Jones.

(Continued on page 293)



ROUND AUSTRALIA Mobilgas Trial is now well under way. Alan Bowers's Standard Vanguard is seen ploughing through a flooded stretch—said to be 300 miles long—across the Nullabor Plains. On the same section, one of the Japanese Toyopets blew a tyre and had to change it at night in the rain. It had already been rolled over, somewhere along the route which totals 10,000 miles.

B.M.C

SUCCESSSES

LIEGE-ROME-LIEGE RALLY

MANUFACTURERS TEAM CUP

won by **AUSTIN-HEALEY 100-6**

drivers Miss Pat Moss
Miss Ann Wisdom

Mrs. Nancy Mitchell
Mrs. Anne Hall

Mr. G. Burgess
Mr. S. Croft-Pearson

NATIONS CHALLENGE CUP

won by **AUSTIN-HEALEY 100-6** AND



series **MGA**

drivers Miss Pat Moss
Miss Ann Wisdom

Mrs. Nancy Mitchell
Mrs. Anne Hall

Mr. G. Burgess
Mr. S. Croft-Pearson

Mr. John Gott
Mr. Ray Brookes

LADIES CUP

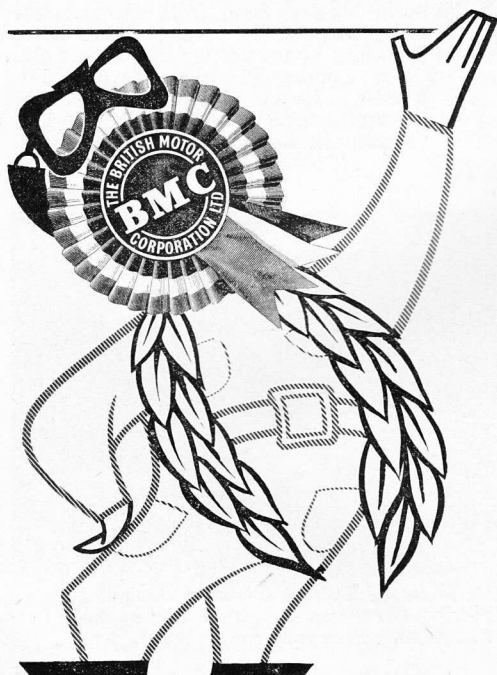
1st AUSTIN-HEALEY 100-6

Miss Pat Moss Miss Ann Wisdom

2nd AUSTIN-HEALEY 100-6

Mrs. Nancy Mitchell Mrs. Anne Hall

Miss Pat Moss was also 1st in the Unlimited Class and 4th in General Classification, the highest placed British entrant ever.



BRANDS HATCH

CLASS A UP TO 1200 cc

1st, 2nd, 3rd AUSTIN A35

G. C. Shepherd L. Adams J. E. Wheeler

A new lap record for this class was put up by G. C. Shepherd.

CLASS B 1201 cc UP TO 1600 cc

1st



1.5

2nd



MAGNETTE

L. Leston

A. T. Foster

A new lap record for this class was put up by L. Leston.

CLASS C 1601 cc UP TO 2700 cc

1st AUSTIN A105 J. Sears

SUBJECT TO OFFICIAL CONFIRMATION

THE BRITISH MOTOR CORPORATION LIMITED

Sports News—continued

R. Stoop, Alan Mackay and J. Lewis. F2 Lotuses will be driven by Keith Greene and Dennis Taylor, the Smith F2 will be driven by Alan Stacey, and M. Parkes drives the new Fry. Geoff Richardson will drive his F1 Connaught, and the works Lister is in the hands of Ivor Bueb for this race.

Bill Moss, whose spirited driving of the E.R.A. "Remus" has become a byword, tries his hand at a DB3S Aston Martin.

Frank Nichols, Chief of Elva Engineering, offers the Elva Challenge Cup to anyone (on a Lotus) who can beat one of his cars in Event 1, and he is not without opposition! Innes Ireland, Campbell-Jones, Peter Ashdown, Michael Taylor, Tom Dickson, and many more are taking up the challenge on Colin Chapman's behalf.

The remaining event in this meeting will undoubtedly produce some lively competition. The saloon car race is, on this occasion, for special series grand touring cars and most "hardtop" marques will be having a real go.

The F3 race is also well supported with 20 runners and lively competition will develop between Bridger, Parker, Pitcher and Taylor.

Mrs. Scott-Brown, Archie's mother, has presented the Air India Cup to the Snetterton Motor Racing Club to be competed for on this day, and it will be the wish of all motor racing enthusiasts throughout the country that that gallant and popular figure should be so remembered at what was undoubtedly his "home" circuit.

PRESCOTT NATIONAL HILL-CLIMB

THE final National hill-climb will take place on Sunday, 14th September, at Prescott. The Bugatti Owners' Club, which owns the hill and runs this meeting, have obtained an exceptionally good entry.

The final round of the R.A.C. Hill-Climb Championship will be run off, and a new champion will emerge this year as Tony Marsh, the reigning champion (who will be competing), has been engaged in major circuit events on the Continent. The struggle lies between David Boshier-Jones, Mike Christie, David Good, Chris Summers and Jim Berry. Also at the meeting will be the final round of the 500 c.c. hill-climb championship, in which Pauline Brock could well become the first champion.

An interesting innovation is a team event for Vintage sports cars, between Bentleys, Vauxhalls and Invictas. The Grand Touring Class for saloons and hardtops includes Porsche, Mercedes 300SL, M.G.A, Jaguar, Triumph and A.C.

FORMULA ONE

LEADING British drivers and constructors attended a meeting at the R.A.C. on 28th August to discuss the British policy at the meeting of the C.S.I. in Milan following the Italian Grand Prix on Sunday.

THREE ARMY CREWS, driving Triumph TR3s, took part in the Marathon de la Route. Major Holmes and Lt.-Col. Crosby (second and fourth from left in picture) won the 2-litre category and were in fact the only crew in this class to finish.

Those present were Lord Howe and Dean Delamont, the R.A.C. delegates to the meeting in Italy, Basil Tye, Raymond Mays, John Eason Gibson, Peter Whitehead, Stirling Moss, Reg Parnell, Mike Hawthorn, John Cooper, Colin Chapman, Roy Salvadori and Tony Vandervell.

It was decided at the meeting to press for the continuance of the current Formula 1 for a further three years after it expires in 1960, with the modification that the cars should run on commercially available motor spirit instead of the present 100/30 aviation fuel. Lord Howe and Dean Delamont will resist

any attempt to introduce a new formula demanding less powerful cars. It was also considered that the present Formula 3 might be changed by raising the engine capacity limit to 750 c.c.

It is reported that after the meeting Mike Hawthorn stated that the present racing cars were the safest ever produced. The very light cars such as Coopers and Lotuses were much easier to drive and he considered that the present formula was a very good one and of the right size. Stirling Moss has also stated that, given comparable road-holding, the light cars are easier to handle and therefore safer.

A TOUGH "MARATHON DE LA ROUTE"

Hébert/Consten (Alfa Romeo Giulietta) win "Liège-Rome-Liège" Rally: Amazing Performance of Pat Moss/Ann Wisdom (Austin-Healey)

TALK of the town at Spa in Belgium, where the Marathon de la Route (no longer called the Liège-Rome-Liège Rally) finished on Sunday, was the amazing performance of the two British girls—Pat Moss and Ann Wisdom. In what has been probably the toughest contest in the event's history (only 22 cars finished out of 96 starters), Pat and Ann finished in fourth place in General Classification—the highest place a British competitor has ever reached. They drove a works Austin-Healey 100-Six and were competing on equal terms with the best of the European rally crews. They also topped the over 2-litre class and, of course, won the Coupe des Dames.

Outright winners of the event were the Frenchmen Bernard Consten and Jean Hébert, driving an Alfa Giulietta S.V. Zagato, prepared by Virgilio Conrero, but after 4,000 kms. of the 5,000 kms. course, they were exactly level on points with the Franco-German crew, Strahle and Buchet, in a Porsche Carrera, the Alfa team pulling ahead on the final series of hill-climbs in France. Third place was taken by another Porsche, crewed by Belgians Reip and Velge.

British cars fared very well in this gruelling test, which included punishing sections at high speed over the dusty and rough roads of Yugoslavia, as well

as the Alpine passes, which were used as special timed stages at impossible averages. Five out of the first 10 cars were British and they included the 2.2-litre Triumphs of Gatsonides/Gorris and Leidgens/Dubois, and the Twin-Cam M.G.A driven by John Gott and Ray Brookes. The only car to finish out of the 2-litre category was the conventional Triumph TR3 of the Army team, crewed by Lt.-Col. Crosby and Major Holmes. The British Motor Corporation did particularly well, for the Austin-Healey team of Pat Moss/Ann Wisdom, Nancy Mitchell/Anne Hall and Gerry Burgess/Sam Croft-Pearson won the Manufacturers' Team Prize and the R.A.C.'s nominated team of Moss/Wisdom, Gott/Brookes and Burgess/Croft-Pearson won the Inter-Club prize.

Further reports of the Marathon will be published next week.

General Classification

1 Hébert/Consten (Alfa Romeo Giulietta Zagato); 2, Strahle/Buchet (Porsche Carrera); 3, Reip/Velge (Porsche Carrera); 4, Miss P. Moss/Miss A. Wisdom (Austin-Healey 100-Six); 5, Gatsonides/Gorris (Triumph TR3); 6, Leidgens/Dubois (Triumph TR3); 7, Masson/Vinatier (DB-Panhard); 8, Clemens/Slodemaker (Porsche); 9, Gott/Brookes (M.G.A Twin-Cam); 10, Burgess/Croft-Pearson (Austin-Healey 100-Six).

Other British Finishers: 15, Mrs. N. Mitchell/Mrs. A. Hall (Austin-Healey 100-Six); 19, McKay/Lewin (Sunbeam Rapier); 22, Crosby/Holmes (Triumph TR3).

Class Winners

Over 2,000 c.c.: Miss P. Moss/Miss A. Wisdom (Austin-Healey 100-Six). 1,601-2,000 c.c.: Crosby/Holmes (Triumph TR3). 1,301-1,600 c.c.: Strahle/Buchet (Porsche Carrera). 1,101-1,300 c.c.: Hébert/Consten (Alfa Romeo). 751-1,000 c.c.: Masson/Vinatier (DB-Panhard). Up to 750 c.c.: Moerenhout/Gosselin (SAAB).



VARIOUS dual colour schemes are available on the Grand Pavois, a sleek, well-made saloon. (Below) Ample room and comfort is provided for six passengers, the seats being unusually wide.

An unusual feature is the hand-brake, in the form of a short lever under the instrument panel, which is very powerful, and far better than the umbrella-handle variety. Apart from the fairly substantial screen pillars, the all-round visibility is good, and the controls are conveniently placed.

One often meets gear levers which are spring loaded towards the third and top speed end of the gate, but the new Frégate has a similar bias towards first and second. I must admit that during

JOHN BOLSTER TESTS The Renault "Grand Pavois"

A well-equipped French six-seater saloon with a truly sporting character

THE first Renaults were light cars, and it is for the production of small machines that the Régie is best known today. For 60 years there have always been small Renaults, but there have been big ones, too. The Renault that won the very first Grand Prix had a 13-litre engine, and for many years between the wars huge six- and eight-cylinder models were sold, the largest of the former having a capacity of over nine litres.

Modern economics being what they are, nine-litre cars are no longer in demand. The bulk of the Renault revenue comes from the sale of 750 c.c. and 850 c.c. cars, which is a sign of the times. However, a six-seater car, the Frégate, was introduced some seven years ago, and with various ameliorations has sold steadily ever since. The subject of the present test is the "Grand Pavois", which is the special-equipment version of the latest Frégate.

When this model was first introduced it had an engine of just under two litres capacity. This was replaced by the "Etendard" engine, a big four-cylinder of 88 mm. bore and stroke, giving 2,141 c.c. The maximum b.h.p. was not very much augmented, but the peak of the torque curve was brought down from 2,600 to 2,200 r.p.m. A very great increase in "punch" was secured in the accelerating range, which was much more sensible than increasing the already adequate top speed. This improved flexibility was achieved without increasing the fuel consumption.

More recently, a new gearbox has been incorporated. The original box had an indirect top speed which was an overdrive. The current one has a normal direct drive, and very powerful synchromesh on all four speeds. The final drive, which is chassis-mounted, is now a hypoid bevel of 3.89 to 1 ratio.

The rest of the car is broadly similar to the earlier models. The six-seater body also forms the chassis, and there is independent suspension of all four wheels. In front, there are conventional wishbones, but behind the hubs are supported on widely triangulated trailing arms. The suspension is by helical springs and telescopic dampers all round, and there are torsional anti-roll bars front and rear.

Articulated half shafts take the drive from the chassis-mounted differential unit to the hubs, and the propeller shaft is divided, with a central steady bearing. The gearbox is in unit with the forward-

mounted engine. This is a typical Renault design, with pushrod operated valves, and a gear-driven camshaft.

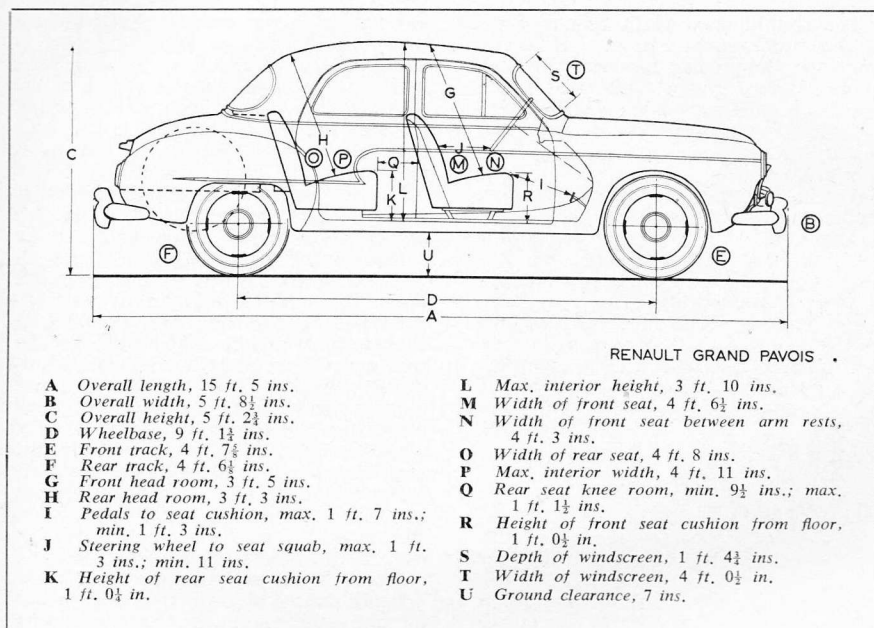
The Grand Pavois can be ordered in various two-colour schemes, and in general it is typical of the better French cars. There is something smart and gay about the use of contrasting colours in the trim and upholstery, and while no attempt is made to compete with the traditional British walnut and leather, a smart effect is obtained. The car is light for its size, and this is reflected in such things as the boot lid, which is of thinner gauge steel than a typical Coventry product. However, the machine is sturdily built, and feels exceptionally rigid.

The seats are unusually wide, and have pull-out arm rests. The transmission hump is small, so this is an easy six-seater. For this reason, the gear lever is on the steering column, which is excusable under the circumstances. The seats are comfortable for a long journey, and the doors open wide to give easy entry, both front and rear.

my first day's "ownership" I found this most disconcerting, though later on I discovered that there were advantages in traffic. The gearbox is admirable, giving unusually high speeds on the indirects, and being very quiet, even on the synchronized first speed. The synchromesh is unbeatable, but as the column-type lever is moderately springy, it is best to make the changes fairly deliberately.

On the road, the Grand Pavois combines easy high cruising speeds with useful fuel economy. The big four-cylinder engine gives unusually effortless travelling at 80 m.p.h. or more, but it tends to be harsh when accelerating. A manual ignition control is provided, and I found that a slightly retarded setting gave much smoother running without any loss of performance. The engine pulls well and is lively throughout its range, but it is always unmistakably a four-cylinder. Around 70 m.p.h. the car travels on a very small throttle opening with extremely little mechanical or wind noise, and the insulation of road noise is good.





Third gear gives a genuine 77 m.p.h., and is a useful ratio for roaring up hills or overtaking. Second, with a full 50 m.p.h., often permits one to pass other family cars when their drivers are forced to change up to third at a much lower speed. The timed maximum speed of 84 m.p.h. may be considerably exceeded on the road with the help of wind or gradient.

Naturally, the behaviour of the independent four-wheel suspension is of considerable interest, especially in view of the unusual rear-end geometry. The ride is fairly firm, particularly when the car is unladen, but the stability is of an exceptional order. What is so astonishing is the complete absence of roll, and this big, roomy vehicle may be thrown round corners like a light sports car. On wet roads or dry, the cornering power is consistently high, and the rear end cannot be made to bounce or tramp under any conditions, however rough the surface or unmerciful the driving.

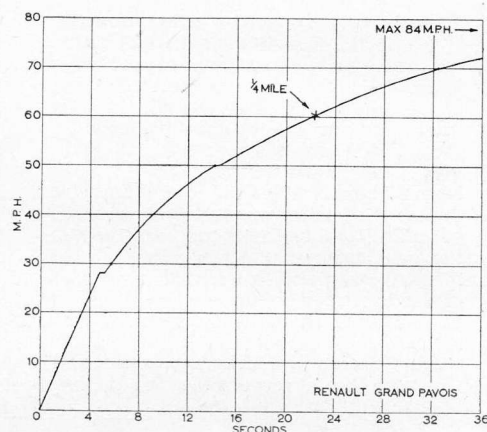
Powerful brakes have always been a feature of the Frégate, and the tenacity with which the wheels grip the road allows very short stopping distances to be achieved from high speeds. Hard driving does not seem to make the drums un-

duly hot, and no fading was experienced when the car was pressed right to its limit on a winding road.

This combination of good roadholding and powerful braking makes the biggest Renault a very safe car. If one has no interest in fast driving, there is yet a pleasant feeling of security in knowing that one has better roadholding and brakes than the other fellow, and can therefore probably avoid the consequences of anything that he may do. For the man who lets his family use the car, this built-in safety factor may prevent a good deal of worry.

The car appears to be well made, and to be easy to service. Apart from the independent rear suspension, there is nothing that the average garage is not used to handling, and the general accessibility is good. In the event of wear taking place in the engine, the quickly detachable wet cylinder liners and the steel backed bearing shells make reconditioning a simple and inexpensive task.

Unlike the smaller Renaults, this model is not built in England, and so it carries a heavy burden of import duty. It is, therefore, by no means a cheap car, and may seem expensive compared



Acceleration Graph

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Renault "Grand Pavois" four-door, six-seater saloon, price £935 (£1,403 17s. with P.T.).

Engine: Four cylinders 88 mm. x 88 mm. (2,141 c.c.). Compression ratio 7 to 1; 77 b.h.p. at 4,000 r.p.m. Pushrod operated valves in light alloy head, Solex downdraught carburetter, Coil and distributor ignition.

Transmission: Single dry plate clutch; four-speed gearbox with synchromesh on all gears and steering column control, ratios 3.89, 5.41, 8.09, and 14.82 to 1. Divided propeller shaft. Hypoid final drive on chassis with universally jointed half shafts.

Chassis: Combined body and chassis. Independent suspension of all four wheels by helical springs and telescopic dampers, with anti-roll torsion bars front and rear. Front suspension by wishbones, with worm-type steering box. Rear suspension by triangulated trailing arms, 6.40-15 ins. tyres on bolt-on disc wheels, Bendix Twin-plex brakes with Lockheed hydraulic operation.

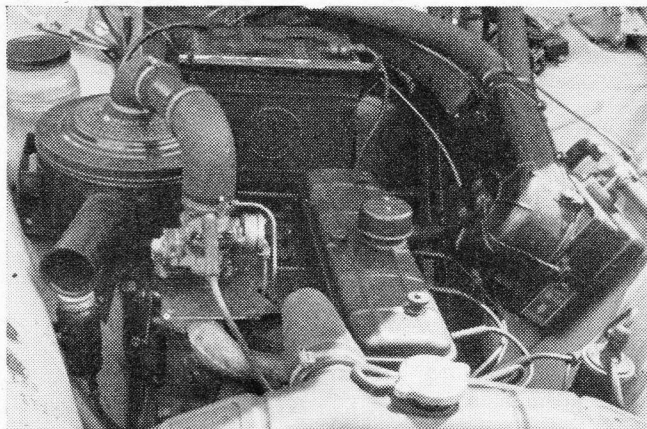
Equipment: Six-volt lighting and starting. Speedometer with trip. Ammeter, clock, water temperature and petrol gauges, windscreen washer, flashing indicators, cigar lighter, two-tone horns, heater and demister.

Dimensions: Wheelbase 9 ft. 2½ ins. Track 4 ft. 7 ins. Overall length 15 ft. 5 ins. Width 5 ft. 8 ins. Turning circle 33 ft. Weight 25 cwt.

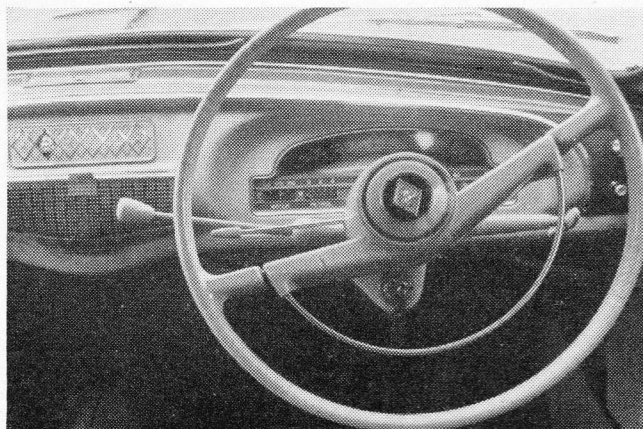
Performance: Maximum speed 84 m.p.h. Speeds in gears: third, 77 m.p.h.; second, 50 m.p.h.; first, 28 m.p.h. Standing quarter-mile 22.3 secs. Acceleration: 0-30 m.p.h. 5.8 secs.; 0-50 m.p.h. 14.2 secs.; 0-60 m.p.h. 22.2 secs.; 0-70 m.p.h. 32.4 secs.

Fuel Consumption: 26 m.p.g.

with some other superficially attractive machines. Yet, for a big, spacious car that covers a lot of quite rapid miles on a gallon of petrol, it takes some beating. It may be a family car, but it has plenty of personality and is a pleasure to drive.



FORWARD-MOUNTED engine of 2,141 c.c., is a typical Renault design, having pushrod-operated valves and a gear-driven camshaft.



FULL INSTRUMENTATION: Speedometer with trip, ammeter, water temperature and petrol gauges and a clock are all mounted neatly in customary Renault style.

It was generally conceded that the backlog of the Boavista circuit was rather narrower, in places, than should have been the case for a *grande épreuve*. Several of the drivers wondered why these sections had been passed by the F.I.A., particularly as this was the very first Formula 1 race ever to be staged there. It would seem that the decisions of that "august" body are full of contradictions, and one is forced to the conclusion that far too few of the members with any sort of real knowledge of modern road racing are permitted to have a voice in matters concerned with the C.S.I.

Still, there were no accidents, and therefore those responsible for passing

rocket, should once again be concerned in the promotional stakes. However, now that Fangio has supposedly retired from first-class racing, the great man's reputation must carry some weight otherwise his ex-manager could not have muscled-in quite as much as he appears to have done.

I was also rather sorry for Signor Dei of the Scuderia Centro-Sud. He came to the race convinced that everything was fixed for a two-car entry, but discovered that not only had neither of his cars been accepted, but that Troy Ruttman had decided to return to the United States. That two cars did run (not too successfully it must be admitted) was due entirely to the efforts of my

any means on wet surfaces, but I believe that Mike himself would be the first to admit that S. Moss, Esq., is something more than unique when it comes to the slippery stuff. I have seen cars slithering all over the place, and have asked Stirling afterwards: "Was it terribly skid-making?" The reply has usually been: "Only if you go too fast!" In other words, Moss can go that extra bit quicker than anyone else—and still be within his own safety limits.

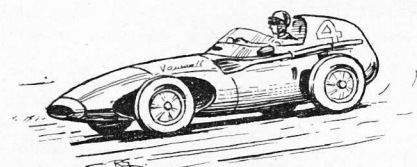
Tony Brooks never seemed to settle down but suddenly began to go very rapidly after the 30th lap; but it was characteristic of him that he blamed the spin entirely on himself. He said afterwards: "I came down the straight fairly quickly, and turned on far too much power for the corner." Carroll Shelby, who drove really magnificently in the new Maserati, definitely had a grabbing brake which caused his *contretemps* on lap 47, after getting down to 2 mins. 34.96 secs. the previous tour. Nevertheless, the man man from Texas drawled: "Guess Ah was jest goin' too darn fast!"

Lewis-Evans did all that was asked of him—and didn't he start motoring when he found himself behind Moss! He looked far from well at the start, but the excitement of the G.P. apparently overcame his tummy aches and pains, and he drove as well as I have ever seen him drive. The three Coopers were out-classed as regards sheer maximum speed on the long straight, but their handling was patently superior to that of their bigger rivals. Brabham in his 2.2-litre was quickest of the trio on actual lap times, but not so consistent as Trintignant who began to draw well away before shock-absorber troubles slowed him down. Salvadori went well with the 2-litre car but was suspicious of his suspension after hitting a projecting kerb. Hill's G.P. Lotus was never really in the picture, and did not look quite as steady as Chapman's sports racing cars.

Looking Back On Oporto

By Gregor Grant

the circuit as suitable for Grand Prix racing will doubtless strut around like turkey-cocks saying, "I told you so!" Again, it makes one wonder whether or not U.P.P.I. has any say whatsoever in motor racing affairs. Surely the talk in the bars before the race by several pro-



minent drivers justified action by any drivers' organization. So far as I can ascertain, objections were never carried further than the talking stage, and the organizers themselves had no complaint regarding the unsuitability of the circuit. Therefore no accusation can be levied against the Automobile Club of Portugal on the grounds that the circuit was dangerous. The club organized a genuine road race and, rather than be criticized for the nature of the circuit, they should be congratulated for putting on a type of event which is far too seldom seen these days.

Undoubtedly the club will have profited by the experiences of the 1958 Grand Prix. On the next occasion there will surely be a press bulletin service comparable to that organized for the majority of big events. The passing round of lightly pencilled notes relating to the positions (but not average speeds) of the first one or two cars belongs to a forgotten era. One would like to have more permanent records of what actually happened, and I would suggest that the A.C. of Portugal sends a representative to the British Grand Prix, organized either under the B.A.R.C. or B.R.D.C. banner, to see how such things are done. The more races I cover, the more I am convinced that no one can touch the senior British clubs when it comes to the matter of passing out information.

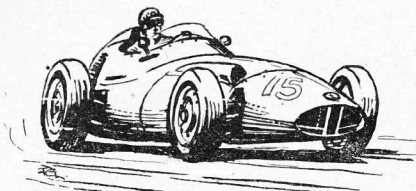
Now to return to the actual event; I must say that the Formula Junior race was notable for its non-success. To judge by the remarks made by the Portuguese themselves, the event was rather wished on them. I gather that the name Giambertoni is not exactly greeted with loud cheers in the Oporto district. What puzzles me is that a man who came out of the 1958 Argentinian races with what amounted to a man-sized

good friend Bernard Cahier. At any rate 15 cars did start, which made the grid look busier than it would have done if neither Allison nor Maria-Teresa de Filippis had not had a drive after crashing their own cars in practice.

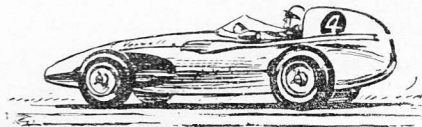
Both Lewis-Evans and Bonnier suffered from "Continental stomach", which often affects visitors to Spain and Portugal, but can be avoided usually by a careful study of the food offered. It must be admitted that the food at certain of the major hotels in Oporto was not quite up to standard—a fact that Mr. Vandervell and his party soon realized.

Stirling Moss drove a phenomenal race, and rather proved Mike Hawthorn's conviction (prophesied by him on I.T.A.) that the Vanwall would be more suited to the circuit than the faster Ferrari. On the aeroplane returning from Lisbon, I gathered that von Trips was most dissatisfied with the brakes, and that Mike himself was not altogether sold on them. The very fact that Hawthorn had to have a pit stop for adjustment speaks for itself, and seems to argue that the day of the drum brake is rapidly nearing its end—so far as road racing is concerned at any rate! Hawthorn was, as usual, brilliant, and even when Moss had piled up a sizeable lead, was always menacing. Everyone was pleased that the officials awarded him his second place, turning down any suggestions that he had infringed regulations after he spun off on the penultimate lap. One is also pleased to record that neither the Vanwall nor B.R.M. organizations had any thoughts of entering protests!

Now that Fangio has gone from the scene, Moss must be reckoned as the



greatest "wet-roads" driver. Nevertheless, even recalling Fangio's fantastic drive at Berne for Alfa Romeo, I am not altogether unconvinced that Moss is the greatest of all time—even surpassing Caracciola. He has been so consistently rapid on roads which often have slowed his rivals down by as much as 10 per cent. Not that Hawthorn is a sluggard by



B.R.M. had a satisfactory outing, and once again one rather sympathized with Behra who suffered a mysterious misfire when it looked likely that he would hold off Hawthorn for second place. Schell went quickly during the opening laps, but he, too, seemed eventually to suffer from lack of power. Anyway both cars were 100 per cent. reliable, which is something for which Bourne has been striving for for some time.

As a matter of interest, here is the official list of best lap times achieved during the race:—

Name and Car	Time	Speed (k.p.h.)	Lap
Hawthorn (Ferrari)	2 m. 32.27 s.	175,003	36
Moss (Vanwall)	2 m. 32.58 s.	174,762	31
Brooks (Vanwall)	2 m. 32.58 s.	174,762	36
Lewis-Evans (Vanwall)	2 m. 32.85 s.	174,453	35
Behra (B.R.M.)	2 m. 33.52 s.	173,692	39
von Trips (Ferrari)	2 m. 34.09 s.	173,049	36
Schell (B.R.M.)	2 m. 34.48 s.	172,612	33
Shelby (Maserati)	2 m. 34.96 s.	172,078	46
Brabham (Cooper)	2 m. 36.61 s.	170,265	29
Trintignant (Cooper)	2 m. 39.42 s.	167,264	34
Salvadori (Cooper)	2 m. 40.37 s.	166,273	40
G. Hill (Lotus)	2 m. 48.03 s.	165,591	24
Bonnier (Maserati)	3 m. 6.21 s.	143,199	7
Allison (Maserati)	3 m. 7.37 s.	142,313	10
de Filippis (Maserati)	3 m. 16.70 s.	135,570	4

HILL WITH A FUTURE? L. F. Farquharson, who made second b.t.d., takes his Allard into the left-hander just after "Gateway Corner". Tremendous possibilities are envisaged for this new course.

AN event of considerable importance in club motor sport took place on Sunday, 24th August. This was the first hill-climb on an entirely new course at Wiscombe Park, Devon, organized by the West Hants and Dorset and Yeovil Car Clubs. The former club has been searching for a good speed hill course for a number of years, and Wiscombe seems to be the answer to a number of problems. Given proper development, it could attain the same status as Prescott or Shelsley. The property of Major O. R. H. Chichester (who is an enthusiastic driver of an M.G.A. and no mean performer in his own right), the course is set in glorious scenery, in a valley just off the Seaton-Sidmouth road, in Devon.

The length of the hill used on the 24th was 730 yards, but this could be probably extended. An average width of 11 ft. and an excellent surface go to make a real "driver's" course. Imme-



A New West Country Hill

West Hants & Dorset C.C. Hold First Climb at Wiscombe Park

diately after the start, cars swing sharply left-handed, round a large tree. A long uphill sprint follows with a couple of tricky humps which can throw the fastest cars off their line. After 300 yards or so drivers brake hard for a right-hander, through a gateway, on a reverse camber, into a wood. A few yards farther, a couple of left-hand twists precede a steep uphill climb of some 150 yards into a really sharp right-handed hairpin, after which comes the finishing straight. On a wet surface, the fastest cars were climbing in an average time of 45 secs. A dry road, and David Good, or Tony Marsh, with Coopers, would prob-

ably give some very interesting times!

To the disgust of competitors and officials, the weather turned absolutely foul for the day. Those marshals who had camped out overnight had a very dis-

Results

B.T.D.: A. M. Park (A.C.), 44.78 s.
Ladies' Award: Mrs. S. Park (A.C.), 47.10 s.
Novice Cup: Major O. R. H. Chichester (M.G.), 47.64 s.
Saloon Cars up to 1,000 c.c.: D. W. Clarke (Renault), 50.62 s. **1,001-1,300 c.c.:** B. G. Heron (A35), 52.36 s. **1,301-1,600 c.c.:** D. J. Harnett (Riley), 50.50 s. **1,601-2,600 c.c.:** T. Pascoe (Porsche), 47.16 s.
Sports Cars up to 1,500 c.c.: G. N. Dear (M.G.), 45.28 s. **Over 1,500 c.c.:** A. M. Park (A.C.), 44.78 s.

turbed sleep. When the writer arrived, the rain was coming down in sheets (had been for hours!), low clouds hung over the valley, and there were pools of water and mud everywhere. Practice went off fairly uneventfully, most people treating the soaking course with great respect, particularly the "gateway" corner. If you got the near-side wheels on to the verge, the steep slope could take the car well away into a field, which wasn't exactly conducive to good times!

By great good fortune the rain drifted away, and a watery sun shone down during the afternoon, though the course remained too wet for any real fireworks.

Of the saloons, D. W. Clarke's Dauphine trounced a covey of B.M.C. types, the fastest of which being P. L. Farquharson's A35, though D. De Souza's Minor was handled with verve. T. W. Bryant almost lost the front end of the Standard on the hairpin. B. G. Heron had breathed upon his A35, and was transferred upwards a class, but still won it, with 52.36 secs. D. J. Harnett was rapid with his Riley 1500, braking really hard for the hairpin, and smoking the inside rear tyre, in 50.50.

The big saloons brought forth a flock of Sunbeams, and a couple of wolves in sheep's clothing, notably F. W. Scott's innocent-looking Husky, which is indecently fast, and did 49.71. A. F. Lefevre's Sunbeam stayed in a low gear, and reached valve bounce. George Hartwell didn't hang about either, and did 49.84. Tom Pascoe's Porsche won the class with 47.16, with H. Rose's Lancia second in 47.21. On its second run, the echoes of the Lancia's exhaust note were hushed very suddenly, out of sight on the lower slopes, and it was learned that it had fallen a victim to the "Gateway" corner.

The advent of the sports cars began to show the possibilities of the course. Major Chichester demonstrated how his

(Continued on page 314)



HALF-WAY UP: Major O. R. H. Chichester, owner of Wiscombe Park in which the course lies, tries his M.G.A. Here he begins the climb to the hairpin.

FASTEST EVER—Tony Marsh hurries the Cooper twin on his way to recording a fantastic 35.60 secs.—beating at last the “unbeatable” time set by the late Ken Wharton in his E.R.A.

Reg Phillips, whose Cooper was powered by a cross-frame-mounted Climax, now blown and sounding magnificent. He roared up to a grand 37 secs. Next in line were M. Hatton and D. R. Good on twin Cooper-J.A.P.s. This class was also notable for an incident when Tony Marsh, in his Formula 2 Cooper, approaching the Esses at a “much greater rate of knots than ever before witnessed” (quote announcer), lost the lot, half spun and rammed the bank of the V.I.P. enclosure tail first, to the car’s undoubted detriment and to the shock of its occupant! Much more pleasant were two fine runs by Miss Patsy Burt (Formula 2 Cooper) in 39.20 secs. and 39.03 secs. to deal very effectively with the ladies’ record.

Class 2B followed for sports cars up to 1,500 c.c. Again, no car cracked the magic 40 secs., which left the class record as before to the credit of Tommy Sopwith’s Cooper-Climax in 39.09 secs. Fastest was Ray Fielding, similarly equipped, with 40.28 secs. The quickest Lotus, out of the many present, was J. J. Richards, whose time of 40.7 secs. took second spot.

Then came several motor-cycle classes and one for three-wheelers, in which spectators were again treated to a new “high” with the sight of passengers in the Morgan type tricars mounted atop the rear wheel, clutching what appeared to be an enlarged anti-roll bar, and rolling in unison with a vehicle lurching from side to side in a manner horrible to behold! After this came the next car class for racing cars (1,501 to 2,500 c.c.), the record standing to the credit of the

New All-Time Records At Shelsley

Tony Marsh (Cooper 1100) Fastest-Ever at Shelsley

Walsh Hill-Climb — Patsy Burt’s Wonderful Day!

SHELSLEY on Saturday, 30th August, was in festive mood. Conditions were ideal, the sun was shining and out of a large entry, no fewer than 39 four-wheeled climbs were witnessed in the same number of seconds or less!

This was wonderful motoring, and if the Crown must go to Tony Marsh, whose superb ascent of the famous hill in 35.60 secs. gained for him the outright record which at last beats the late Ken Wharton’s E.R.A. time, I do not think that many of those present will cross “pens” with me if I award the main laurel wreath, together with a mighty big bouquet, to Patsy Burt for not only breaking the ladies’ record; being the first of her sex to ascend in under 40 secs.; in doing it three times *circa* 39 secs.; and then in the R.A.C. Championship Class, handling her Cooper Formula 2 to perfection, climbing in 38.66 secs.—a great effort!

First event was for 500 c.c. racing cars, which due to no one ascending in under 40 secs., left intact Don Parker’s record of 39.49 secs. Fastest up was Dick James in 40.07 secs.; sure enough in the Championship Climb, he did a 39.33 secs., unfortunately not counting for a new class record. Next was E. G. Willmott with 40.52 secs. and a splendid third was Miss Pauline Brock with 40.81 secs. Had she used a lower gear through the Esses, she might well have put paid to mere man!

The next class was for racing cars up to 1,500 c.c., which, of course, brought out the top-liners of the hill-climb world. Sure enough there it was, a new all-time hill record by the first car up, Tony Marsh, his Cooper twin rock steady all the way. No noise, no fuss, his ascent through the Esses unspectacular and, to the casual observer, even slow, so polished was his manner. Once round the final right-hander and the power on, it just rocketed to the finish line. Time,

35.60 secs., a fantastic attempt! Next, “spectacular” on both attempts, was David Boshier-Jones, leading contender for the R.A.C. Hill-Climb title. Try as he might, he could not better 36.33 secs. which, however, gave him the day’s second B.T.D.

These two, now out of the class by reason of greater glory, left top place to

★

LADIES’ RECORD went to Patsy Burt in her F2 Cooper in 39.03 secs. Not only did she achieve this, but became the first lady ever to break 40 secs.—and managed to do so three times! Finally, in the Championship class, she climbed in a splendid 38.66 secs. to climb the hill faster than any other lady driver has ever achieved!

★



CLASS WINNER in his new Steyr-engined Allard was Sydney Allard, who beat D. B. Farrell's Allard-Cadillac with a climb in 41.7 secs.—accomplished with no fuss and little apparent effort.

late Ken Wharton (E.R.A.) in 35.8 secs. and, in the opinion of many, safe for all time! Today, it was never approached, Jim Berry's second run in the E.R.A. Special in 39.09 secs. gaining the day. His first run, in which the car was sideways on, first to the right and then to the left during his passage of the Esses, gave many heart failure, but did not appear to disturb the Berry grin! Next came Frank Norris in the Alta Special with 39.9 secs. There is no doubt that these big cars, when well driven, are a magnificent sight, and coupled with the loud "bang bang" of the evergreen Spider, driven by the one and only Basil Davenport, arms flailing, hands first on wheel and then on a multitude of levers, tend to make the spectators' day, and all grieve their rarity. Truly Mr. Cooper has a lot to answer for, in more ways than one!

Class 3B (sports cars 1,501 to 2,500 c.c.) brought the day's largest entry, but at its finish, Tony Crook's old Cooper-Bristol time of 39.06 secs. still stood! Nearest was P. H. Cottrell's Lotus-Bristol run in 41.90 secs., and next came G. Wilson (A.C.-Bristol), and J. R. Rudd (Frazer-Nash).

The big sports car class came next and saw the record holder, Phil Scragg, lose the H.W.M.-Jaguar some hundred feet before the start of the Esses, and have a horrid moment when both the driver and the writer thought the car was over! Things were corrected to mount the bank under the members' enclosure with but little damage to car and none to driver. Sydney Allard took the class with a new and rather pretty sports version, presumably using the old, or a similar, Steyr unit. Driving rather easily, he can and will go quite a lot quicker. Time, 41.7 secs. Next, in a Caddy-Allard, was D. B. Farrell.

Last event of the day comprised two runs each by the R.A.C. Hill-Climb con-



testants and a truly fine show they put up! Out of 18 starters only four failed to beat 40 secs.! Starting by ballot, first up was Dick James in a Cooper-Norton to make the fastest run ever by a 500 c.c. car with the wonderful time of 39.33 secs. Then came David Boshier-Jones, leading contender, his Cooper twin taking 36.29 secs., and then what I considered the day's best effort by Patsy Burt (Formula 2 Cooper), in a fabulous 38.25 secs.; Marsh followed with 36.25 secs.; Phillips, 37.04 secs.; and so on and so on, real hill-climbing! Congratulations to the M.A.C. for a fine day out, spot-on organization, timing, broadcast, etc. During an interval dear old Leslie Wilson was presented with a silver salver and a cheque for £750 to mark his release for goodness knows how many years' "hard labour". One final request—if the next programme is scheduled to

run for six hours plus, can't we start at 11 a.m. or earlier? It gets cold up in them there hills!

FRANCIS PENN.

Results

B.T.D.: A. E. Marsh (Cooper), 35.60 s. (record).
2nd B.T.D.: D. Boshier-Jones (Cooper), 36.33 s.
3rd B.T.D.: C. Summers (Fairley Spl.), 36.63 s.

Best Sports Car: R. Fielding (Cooper), 40.28 s.

Ken Wharton Memorial Trophy: A. E. Marsh (Cooper). **Best Shelsley Special:** C. Summers (Fairley Spl.), 36.63 s. **Best Lady Driver:** Miss P. Burt (Cooper F2), 39.03 s. (record). **Best Unsupercharged car:** A. E. Marsh (Cooper), 35.60 s.

Racing Cars up to 500 c.c.: R. B. James (Cooper), 40.07 s. **501-1,500 c.c.:** R. W. Phillips (Fairley Spl.), 37 s.

Sports Cars up to 1,500 c.c.: R. Fielding (Cooper), 40.28 s.

Racing Cars, 1,501-2,500 c.c.: J. Berry (E.R.A. Spl.), 39.09 s.

Sports Cars, 1,501-2,500 c.c.: P. H. G. Cottrell (Lotus-Bristol), 41.9 s. **Over 2,500 c.c.:** S. H. Allard (Steyr-Allard), 41.78 s.

R.A.C. Hill-Climb Championship Class: 1, A. E. Marsh (Cooper), 36.25 s.; 2, D. Boshier-Jones (Cooper), 36.29 s.; 3, R. W. Phillips (Fairley Spl.), 37.04 s.

Recent Results

EAST ANGLIAN M.C.

Autocross, 17th August

Best Performance: R. Goodey (Lotus 1.172).
Best E.A.M.C.: A. C. Westwood (Fiat Ballila).
Ladies' Award: Miss D. Freeman (Fiat Spl.).
Saloons up to 1,000 c.c.: W. Slocombe (Minor 1000). **1,001-1,600 c.c.:** D. J. Morley (Riley 1.5).
Over 1,600 c.c.: W. Rennie-Roberts (Zodiac II).
Sports cars up to 2,000 c.c.: R. Goodey (Lotus 1.172). **Over 2,000 c.c.:** A. C. Westwood (Healey Silverstone). **Specials:** E. Malkin (Ford Spl.).

HARROW C.C.

Driving Test Meeting, 24th August

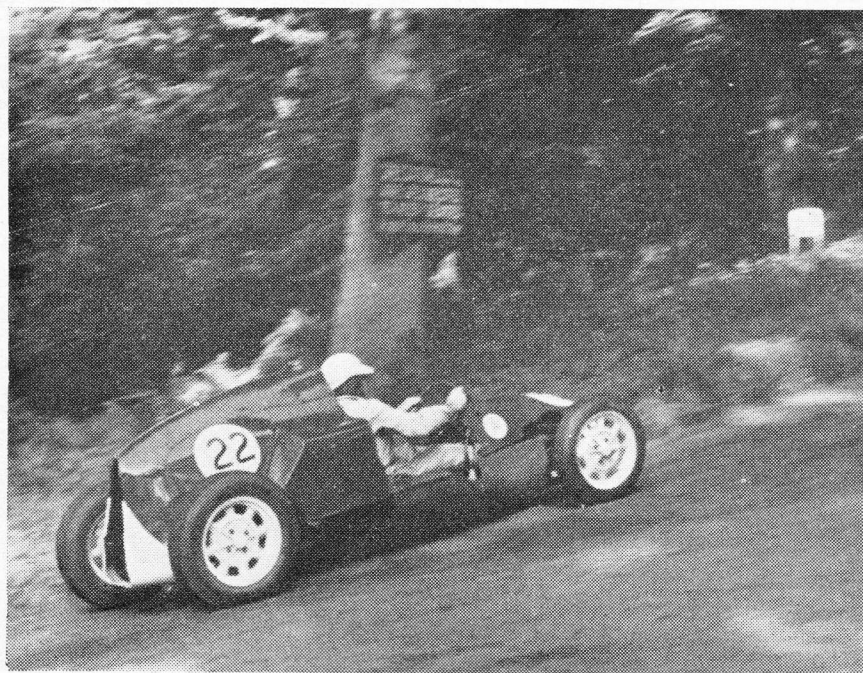
Class Winners: D. H. Wilson-Spratt (Austin-Healey Sprite); P. J. Jones (Ford Anglia); J. Wolchover (Victor). **First Class Awards:** S. Actman (Hillman); L. N. Needham (Volkswagen). **Second Class Award:** A. Hamer (Standard).

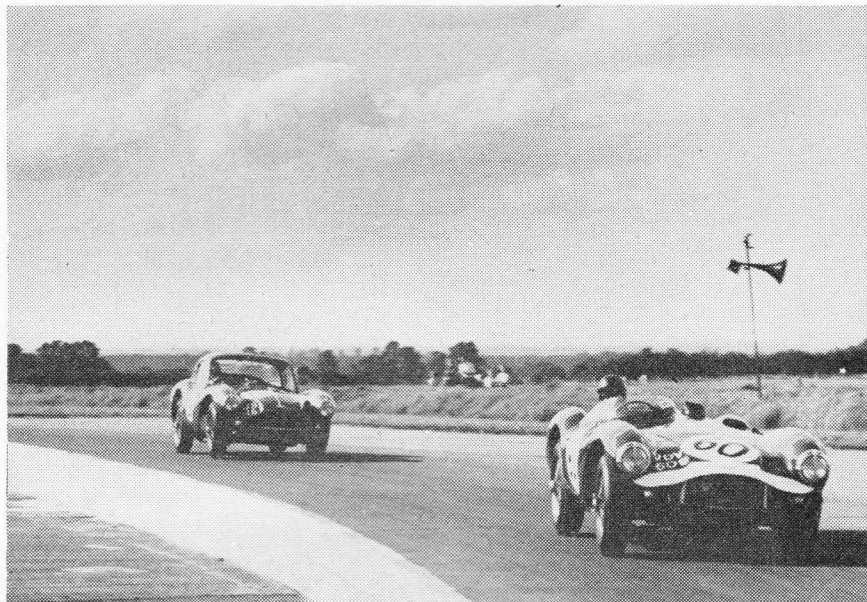
LEICESTERSHIRE C.C.

Autocross, 27th July

B.T.D.: N. H. Tyler (Chandler). **First Class Awards:** A. E. Thompson (Renault); W. B. Hercock (TR3). **Special Awards:** E. Hunt and E. Malkin (Ford Spl.). **Team Award:** Thompson, Hercock, Tyler.

FAIRLEY SPECIAL—Reg Phillips's remarkable machine also brought him a class win with 37 secs. His car is powered by a blown Coventry-Climax engine mounted across the chassis.





Sunshine at Silverstone

Runaway Wins for Brian Naylor (J.B.W.-Maserati) at Nottingham

S.C.C. Race Meeting

BRIGHT skies, brisk organization and a couple of runaway victories for Brian Naylor in that extremely quick J.B.W.-Maserati marked the excellent Silverstone race meeting run by the Nottingham Sports Car Club on Saturday. In spite of an undoubted opposition international meeting at Brands Hatch an excellent entry was received and if the spectators, to a great extent, stayed away, those who came were nevertheless jolly glad that they did!

Proceedings opened with the only Formula 3 race of the day, a 10-lapper which resulted in a complete and devastating win for S. Bloor (Cooper-Norton). There were eight entries, five starters, and of the finishers only Bloor completed the 10 laps at an unhurried average speed of 71.98 m.p.h. Of the rest of the field, the second and third men, C. D. Naylor in an interesting and unorthodox J.A.P.-engined Naystur Special, and W. B. Fowler in an F.M.-Norton, completed nine laps. The fourth man, J. M. Humphrey (Cooper-J.A.P.), completed two laps and fifth man "home" was J. Barnett (Cooper-Norton), who cried enough after only one lap! A most extraordinary race. Fastest lap, naturally, went to Bloor at 73.26 m.p.h., which isn't breaking anyone's neck, either.

Second race of the day was the first of a series of 1,100 c.c. sports car 10-lappers. Apart from the centre-seater Coopers of G. K. Lambert and Mrs. Bluebelle Gibbs, the only stranger in a cartload of Lotuses was the interesting T.V.R.-Climax of Oliver Hart, which had, it seems, had a successful outing at the M.G.C.C. Silverstone meeting the week before.

Right from the start D. Randall pushed his splendidly prepared Lotus

into the lead and proceeded to lap with delightful consistency in around 1 min. 14 secs. No one else could approach him and he maintained a race-long lead to win by the convenient margin of just over a quarter of a minute. In second place for the first two laps was G. K. Lambert's elderly Cooper, which was staving off challenge after challenge from Len Gibbs in a Lotus. On the third lap, however, Lambert came round in fourth place behind Gibbs and A. P. Belcher, and his car's exhaust note sounding distinctly off-key, was not seen again. Gibbs maintained his second place although unable to catch the flying Randall, but Belcher's third place was short-lived. On the sixth lap he came past the pits having dropped to ninth place and had, presumably, gone to look at the corn on the way round. J. Van Vlymen moved his Lotus up to take his place and sat there for the rest of the race. Race average speed was 77.23 m.p.h., and fastest lap, as well as victory, went to Randall, 78.02 m.p.h.—1 min. 14.2 secs.,

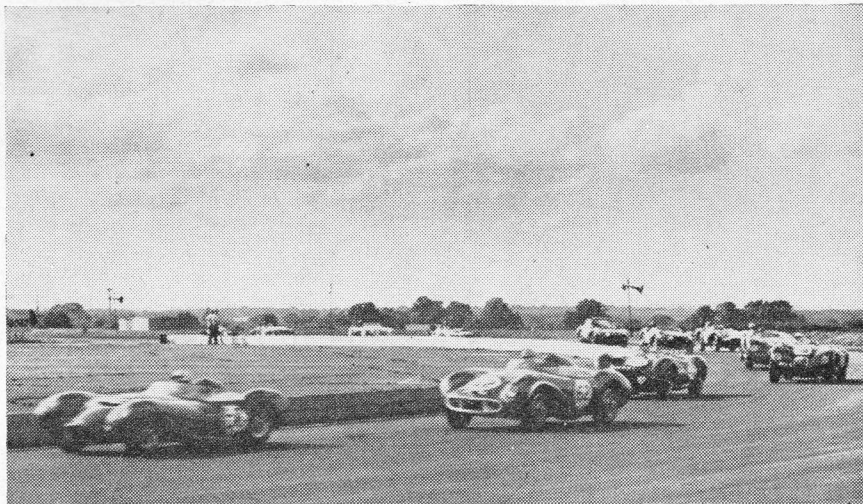
LEADING HIS WIFE, Jean, in her Aston Martin DB3S coupé, is Roy Bloxam in his Aston Martin in the early part of the second heat of the Formule Libre race.

and I doubt if he dropped far away from that sort of lap time throughout. All very neat.

The following race, the second in the 1,100 c.c. series, was just as quick and again the winner led throughout, victory this time going to L. Bramley (Lotus) at 77.08 m.p.h. First away from the grid, however, was J. H. Saunders in an Elva, but although he appeared to be first into Copse he had dropped to third place behind Bramley, who was already leading, and W. E. J. Allen (Lotus), by the end of the first lap. Allen maintained second place throughout behind a very neat Bramley, who was showing that he could do as well as Randall by continuing to circulate in 1 min. 14.5 secs. or thereabouts. Saunders hung on to his third place until the fourth lap, when he changed places with M. Fitzalan Howard's Lotus to stay behind the latter all the way. Bramley won by rather less than 13 secs. and also managed fastest lap at 1 min. 14.2 secs.—absolutely identical to Randall's time in the earlier race. Fitzalan Howard came within two-tenths of a second of pipping Allen for second place, but the latter managed to hold him off round Woodcote and secured his second place.

The 1500s came out for the next event—or at least five of them did, the bulk of the field being a gaggle of Ford-engined Lotuses. One of these cars, by the way, must deserve special mention for its absolutely immaculate turn-out. This was P. J. Anders's machine and it might have been prepared for a *concours*.

The initial lead was taken by R. Smith's 1½-litre Connaught, also nicely presented. He was first into Copse from the start and, after a slight and well-controlled visit to the long-suffering grass at Woodcote at the end of the first lap maintained his lead to win by the tremendous margin of 42½ secs. at an average speed of 73.8 m.p.h. At the end of the second lap he had gained a lead of some six secs. and gradually extended this by two or three secs. a lap. Second man home was our friend Mr. Anders, who ably demonstrated that his car was as well-prepared underneath the bonnet as above it. He took second



ON HIS WAY to win Heat Two of the Formule Libre race is Brian Naylor, who leads John Dalton (DB3S), John Bekaert (H.W.M.) and Gillie Tyrer ("C"-type Jaguar) at Copse on the first lap.

SLIGHT CONTRETEMPS—a momentary difference of opinion on race direction between John Bekaert (H.W.M.) and H. Thompson (TR3) in the Formule Libre race.

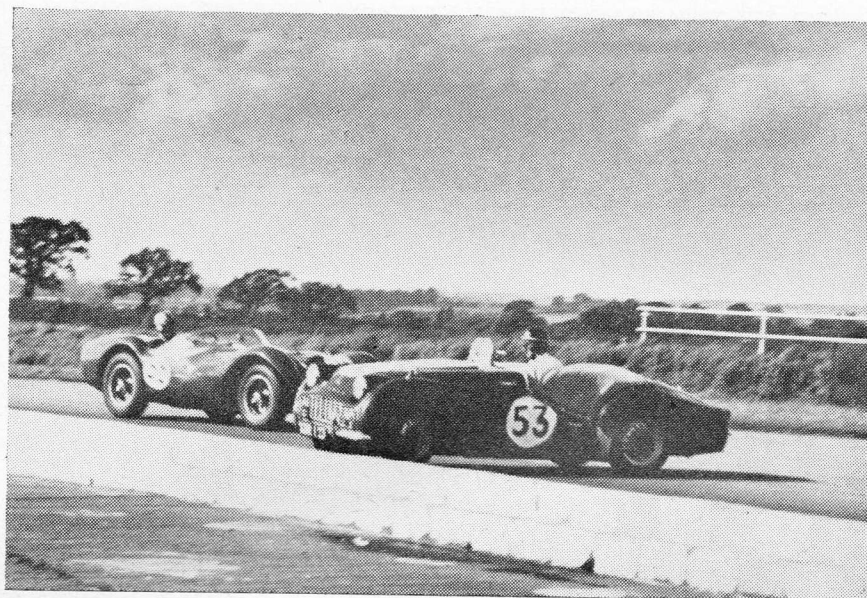
place from J. H. D. Whitmore's Lotus, also Ford-engined, after the first lap and was hotly pursued, first by G. R. Baird's Lotus-Connaught. Baird, unfortunately, pursued him a little too hotly and, on the sixth lap, switched off hurriedly and coasted to a halt by the Motor Bridge to retire before some internal disorder became too severe.

Baird's third place then went to J. B. Mitchell's Ford-engined Lotus, who galloped after Anders in splendid fashion without, however, any success at all. Anders kept ahead and led him past the chequered flag by about half a second. Fastest lap went to Smith in the Connaught in 1 min. 17.2 secs., a speed of 74.98 m.p.h.

Event five was the first of two 15-lap heats for the *Formule Libre* race, although for this one the *formule* was not particularly *libre* at all. A few Coopers, an Elva and Hart's T.V.R. were almost the only challengers to a dozen or so Lotuses which included Randall's car, and, not surprisingly, it was this machine which was again away first from the start to lead the field all the way home. This time he won at an average speed of 77.54 m.p.h. with a margin of some 20 secs. between him and Len Gibbs, while he again made fastest lap but this time went a little more quickly to turn in a time of 1 min. 13.6 secs., which translates into a speed of 78.65 m.p.h.

Both Randall and Gibbs established themselves in first and second places on the first lap and neither were ever in danger of being dislodged. However, a battle for third place raged almost throughout the 15 laps between the Lotuses of M. V. Mackie and W. E. J. Allen, who eventually took precedence. Mackie clung on to fourth place after being passed by Allen on lap seven, but with a couple of laps still to go was pushed back to fifth spot by J. Van Vlymen's Lotus, which also made fastest lap at a creditable 1 min. 13.6 secs., or 78.65 m.p.h. again.

Such was Randall's progress through the field that all but the first eight men were lapped by him. Fitzalan Howard, who had been going well in his Lotus, struck trouble after 12 laps and retired by the timekeepers' bus. Almost the



only incident in this event was that which befell C. Meek, in a Climax-engined Mark VI Lotus, who received the black flag in the first half of the race. He stopped his car at the pits and had words with the marshal, then apparently

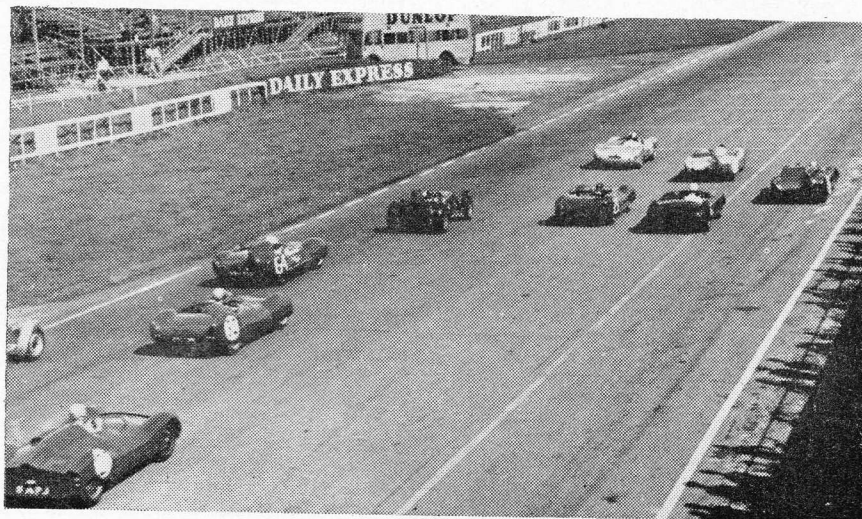
satisfied the officials and motored off again, albeit one lap behind.

Next on the agenda came the second heat in the *Formule Libre* series, and brought out the heavy metal in the shape of John Bekaert's H.W.M., Gillie Tyrer's "C"-type Jaguar, and Salmon's similar car, while with them were no fewer than five Astons. Newcomer to this class was Bill Moss, who appeared in his first event with his latest acquisition, a DB3S. Others using the Feltham idea of a sports car were Mrs. Jean Bloxam in the DB3S coupé, her husband Roy in John Dalton's old car, Eddie Portman and Dalton himself in the twin-plug head model.

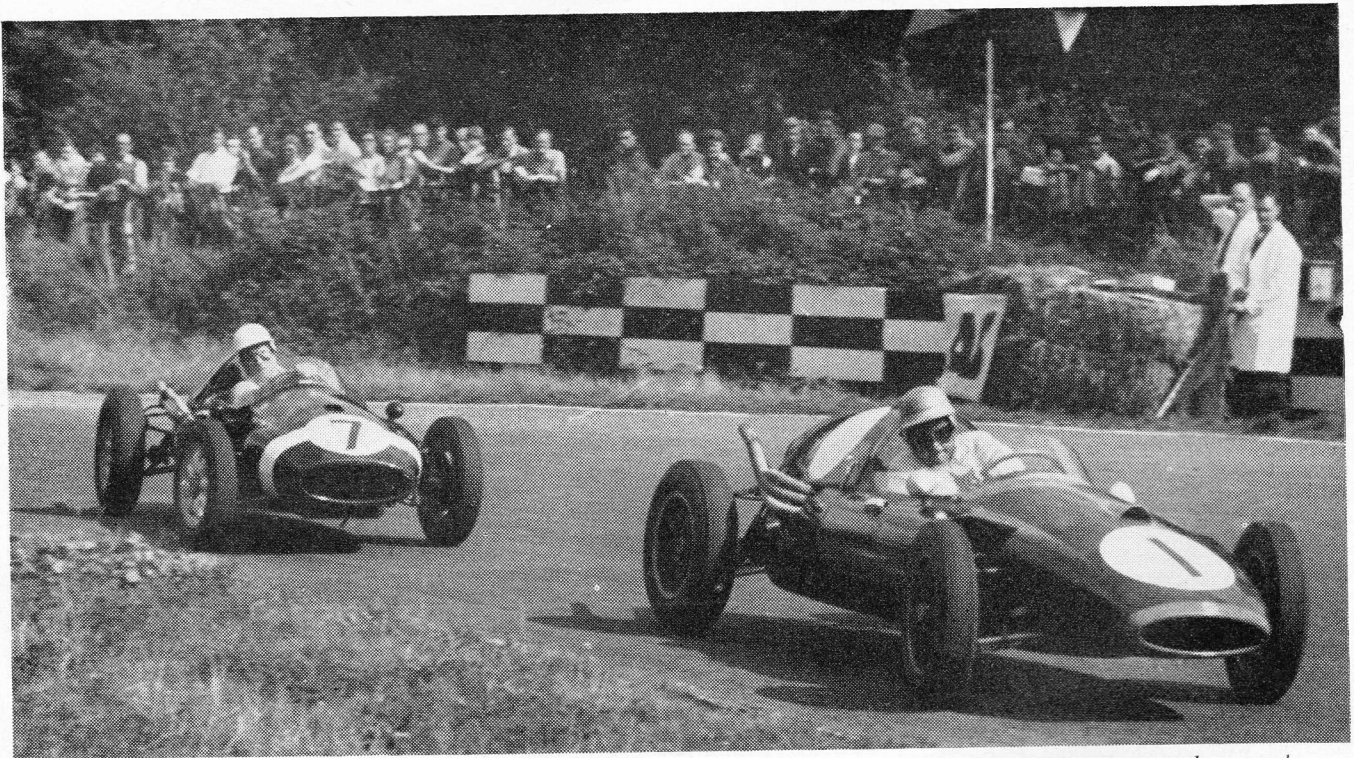
None of these redoubtable folk, however, could match the lightning speed of Naylor's Maserati-engined 2-litre J.B.W. John Dalton led off the grid, managing to avoid a front-row shuffle which apparently dented Dick Protheroe's newly mended Austin-Healey. Naylor, however, was in front by the time they reached Copse and at the end of the first lap the order was Naylor, Dalton, Bekaerts and Jimmy Stuart, in his F2 Cooper. By the second lap Naylor, who was going extremely fast, had pulled out a lead of some five secs. but the second man was now Stuart, who was trying very hard and excursed on to the grass at Woodcote. On the fourth lap, still in second place, and still trying very hard to catch Naylor—by now nine secs. ahead—Jimmy really lost it at Woodcote. The car shot sideways on to the grass, wondered about turning over but decided not to and went instead backwards across the track to end up no more than a foot short of the pit counter! With complete *sang-froid*, Stuart kept the motor going, managed to face the car in the right direction and set off again at equally high speed, but now in fourth place. Bekaert, who had passed Dalton, took over in second place with the Aston third. Naylor had by now started to lap people and J. P. G. Horton's 2-litre Connaught, H. Thompson's TR and Dick Protheroe's Austin-Healey were among the early victims.

(Continued on page 310)

THE START of the first of the *Formule Libre* race heats. D. Randall (Lotus) takes the lead while Len Gibbs, in a similar car, sets off in hot pursuit.



Results
Formula 3: 1, S. Bloor (Cooper-Norton), 71.98 m.p.h.; 2, C. D. Naylor (Naystur-Spl.), nine laps; 3, W. B. Fowler (F.M.-Norton), nine laps. **Fastest Lap:** Bloor, 73.26 m.p.h.
Sports Cars up to 1,100 c.c., Heat One: 1, D. Randall (Lotus), 77.23 m.p.h.; 2, L. Gibbs (Lotus); 3, J. Van Vlymen (Lotus). **Fastest Lap:** Randall, 78.02 m.p.h.
Heat Two: 1, L. Bramley (Lotus), 77.08 m.p.h.; 2, W. E. J. Allen (Lotus); 3, M. Fitzalan Howard (Lotus). **Fastest Lap:** Bramley, 78.02 m.p.h.
Sports Cars, 1,101-1,500 c.c.: 1, R. Smith (Connaught), 73.8 m.p.h.; 2, P. D. Anders (Lotus-Ford); 3, J. B. Mitchell (Lotus-Ford). **Fastest Lap:** Smith, 74.98 m.p.h.
Formule Libre, Heat One: 1, D. Randall (Lotus), 77.54 m.p.h.; 2, L. Gibbs (Lotus); 3, W. E. J. Allen (Lotus). **Fastest Lap:** J. Van Vlymen (Lotus), 78.65 m.p.h.
Heat Two: 1, B. Naylor (J.B.W.-Maserati), 81.49 m.p.h.; 2, J. T. Stuart (Cooper F2); 3, J. Bekaert (H.W.M.-Jaguar). **Fastest Lap:** Naylor, 83.65 m.p.h.
Sports Cars, 1,501-2,700 c.c.: 1, B. Naylor (J.B.W.-Maserati), 75.04 m.p.h.; 2, R. J. Hallam (Triumph); 3, H. Thompson (Triumph). **Fastest Lap:** Naylor, 80.17 m.p.h.
Sports Cars, 2,701 c.c. and over: 1, J. Dalton (Aston Martin), 80.87 m.p.h.; 2, J. Bekaert (H.W.M.-Jaguar); 3, G. Tyrer ("C"-type Jaguar). **Fastest Lap:** Bekaert, 82.46 m.p.h.
Formule Libre, Final: 1, G. Tyrer ("C"-type Jaguar), 78.49 m.p.h.; 2, D. Randall (Lotus); 3, M. Salmon ("C"-type Jaguar). **Fastest Lap:** B. Naylor (J.B.W.-Maserati), 84.63 m.p.h.



NO QUARTER given: One of the hardest-fought races ever seen at Brands—and certainly the fastest—was the second part of the F2 event. Here Brabham reveals "maximum effort" at Druids, shortly before Moss passed him into the lead.

BRANDS HATCH INTERNATIONAL

First Class Racing at B.R.S.C.C. International Meeting at Brands Hatch — Stirling Moss (Cooper) Wins Kentish "100" Trophy Formula 2 Race at Record Speed — Lap Records Tumble

It was quite the finest day's racing Brands Hatch has ever seen. The British Racing and Sports Car Club's International race meeting there last Saturday was an unqualified success: good weather, a first-class entry and smooth organization combined to give a first-class day's entertainment to the well-filled stands and enclosures. The principal event on the programme was the Kentish "100" Trophy Race for Formula 2 cars—two 42-lap races, the aggregate

By **STUART SEAGER**

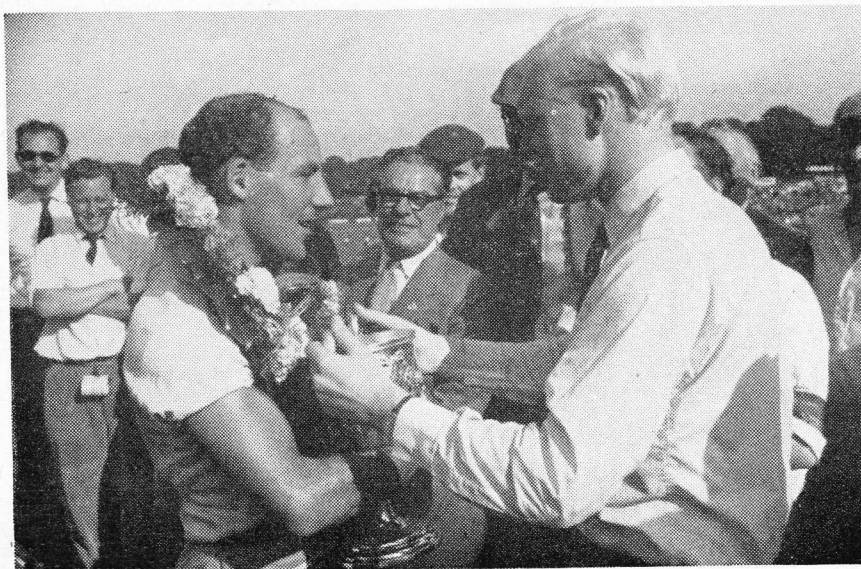
Photography by **GEORGE PHILLIPS**

times for the two going to give the final result. It was won brilliantly by Stirling Moss in a Rob Walker Cooper, but Stirling had to work really hard to beat Jack Brabham and Stuart Lewis-Evans, who were on top form and gave him no

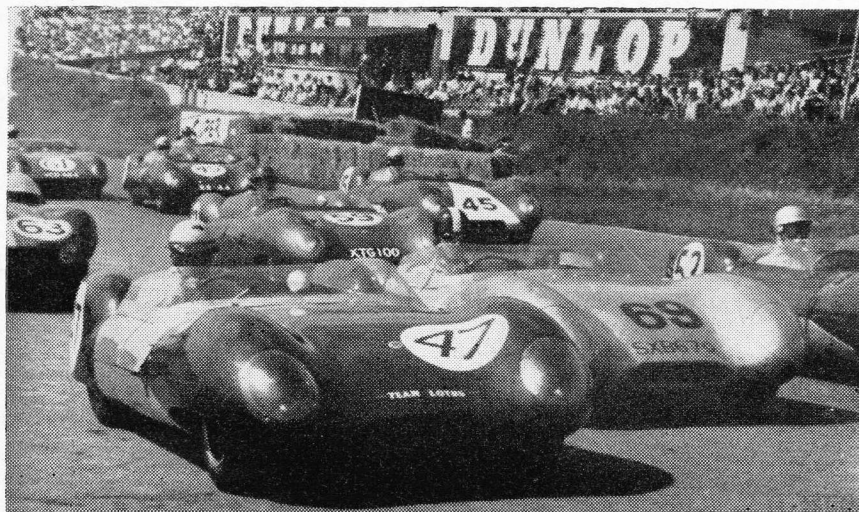
chance of a runaway win. In the first "heat", both Brabham and Moss chopped nearly half a second off the existing lap record, and in the second part Moss lowered it still further, to 57.4 secs. or 77.77 m.p.h.

THE programme opened at 11 a.m. in the glorious sunshine that was to last all day, with a 21-lap race for production sports cars—a qualifier for the AUTOSPORT Championship. As was to be expected, the front row of the grid included the two Lotus Elites of Ian Walker and John Lawry, and, in fact, those two cars led nearly all the way, the only serious opposition being provided by Peter Gammon's Elva Courier; although as Peter was running in a different class anyway, he didn't really need to worry too much. He was quicker off the mark than the two Lotuses, but they had both passed him before Clearways on the first lap, although he maintained station not far behind.

A remarkable fourth place throughout the race was held by J. Hayles in an Ecurie Chiltern M.G.A. He kept well ahead of the rest of the assorted field and not far behind Gammon, driving



PRESENTATION of the Kentish "100" Trophy to Stirling Moss was made by Mike Hawthorn, who was having a day off, as a spectator. The cup was conventionally filled with champagne and passed among a remarkable number of people!



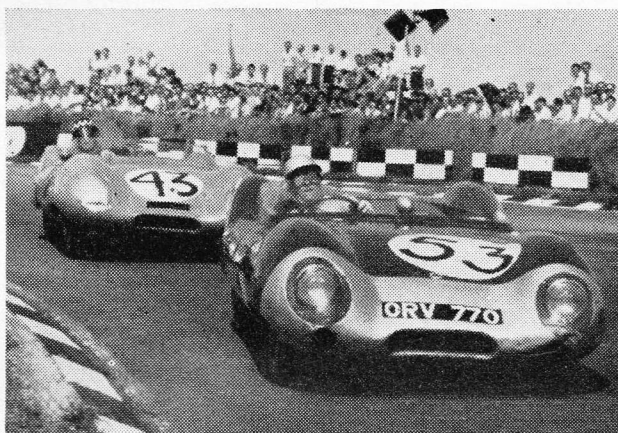
very tidily indeed. A little way behind, Chris Tooley and K. W. Mackenzie battled for lap after lap for fifth place overall, although after eight tours Mackenzie managed to stay in front. In the early stages Austen Nurse was right up amongst the M.G.As with his little 950 c.c. Turner, well ahead of the rest of his class, and stayed ahead of them, although the bigger cars did pull ahead later. It was a pity that the two Austin-Healey Sprites, held hopefully as reserves, were not, in fact, needed to make up the field and perhaps challenge the all-conquering Turners in the up to 1,000 c.c. category. As it happened, Baldam's Turner did not start and Gilbert's lost a wheel during the race, leaving Nurse to go on and win the class with ease, from the two surviving Berkeleys (R. A. Jameson had retired) which buzzed round some way behind. Jon Goddard-Watts finished second and N. W. Graham third, the latter driver also having lost a wheel during the race, but he stopped and found another one (in his pocket?) and continued to the finish!

The Formula 3 brigade were competing for the Lewis-Evans Trophy, which was donated by "Pop" Lewis-Evans to celebrate his having competed in no less than 50 consecutive race meetings at Brands, and was first presented at the August Bank Holiday meeting. On Saturday, the F3 event was run as two seven-lap heats and a 10-lap final. The first heat proved an easy win for Stuart Lewis-Evans, in Francis Beart's Cooper, although for the first three laps he was challenged by Trevor Taylor, until the

★

SPORTS CAR race, in two heats and a final, was won by Alan Stacey (Lotus), seen above in the foreground at the start of heat one. LES LESTON (right) who finished third in the final, leads Chris Bristow at Paddock Bend.

★



latter's motor died and he coasted past the stands to retire. Don Parker then took second place, being pressed very hard in the closing laps by Tommy Bridger, Tommy almost catching him on the finishing line.

The 1,500 c.c. sports car race for the Farningham Trophy was also run in two heats and a final. In the first 10-lap heat, amongst a predominantly Lotus-entry, it was a pity that Eric Broadley was a non-starter, but Lola has not been the same since her unlucky and spectacular shunt at Goodwood. Alan Stacey, in the works 1,100 c.c. Lotus, got away first and led all the way, gradually pulling out a 14-sec. lead. At first Les Leston (1,100 c.c. Lotus) held second place, but after six laps Chris Bristow, in the 1,500

c.c. Hume-Lotus, got ahead, leading a closely bunched group comprising Leston, P. J. Arundell and Bob Hicks, all in 1,100 c.c. Lotuses, in which order they finished.

The second F3 heat was mainly for the slightly slower cars and, therefore, had a more varied entry, which included Cooper, Kieft, C.H.S., Parker, Grenfell, Ettorne, Staride, Luna, J.B.S. and B.J.R. cars—some of them with a decidedly "back-yard" appearance, although they all went quite nippily. C. W. A. Heyward led for the first two laps, but then coasted into the infield before the bottom straight with a dead engine, leaving C. F. Chippendale in the lead, closely pursued by R. Bayton. Some way behind came A. E. Liddle in third place. Unusual amongst all the rear-engined cars was D. G. S. Cotter's Luna-J.A.P., which is a front-engined device. This went quite quickly and Cotter worked



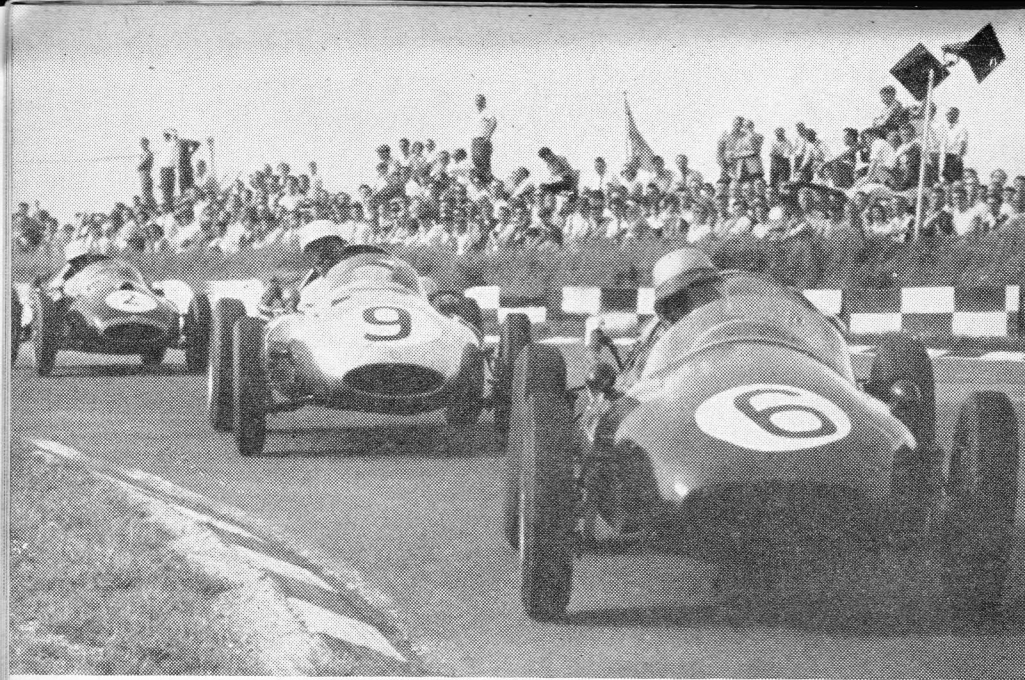
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LAURELS for Tommy Bridger—and the Lewis-Evans Trophy—after he had won the F3 final. "Pop" Lewis-Evans presented his trophy himself.

★

his way up from ninth to fifth place with it, only to spin at Clearways on the last lap and lose two hard-won places.

The sports car races were notable for the amount of shunting that went on. It reached its climax in the final, but began to be conspicuous in the second heat. The pole position was occupied by David Piper; next to him were Tom Dickson, John Campbell-Jones and David Shale. In the second row were Michael Taylor, Graham Hill and Peter Riley—all in Lotuses. David Shale got away from the start the liveliest, but when the leaders appeared from behind the trees on Druid's Hill, Tom Dickson was ahead; however, Dickson overslid a little at the bottom of the hill, and Shale nipped past into the lead again very neatly. At the end of the first lap the order was Shale, Dickson, Piper, Hill, Michael Taylor, Chris Threlfall (Tojeiro), Jimmy Blumer, M. B. McKee (Elva) and Campbell-Jones. Dickson hung on to Shale only inches from his tailfins as they went round on their second lap, and Michael Taylor pulled ahead of Graham Hill, who was losing power, due, it was found later, to a detached plug lead. The cars hurtled up the hill to Druid's in a tight bunch for the third time, disappeared behind the trees, and emerged facing in a variety of unorthodox directions. Dickson got clear, but behind him Piper had spun, and he, Shale, Taylor and McKee cannoned off each other in a very extravagant fashion, but after pausing to take stock, they resumed the race. Hill had managed to dodge the mêlée and at the end of lap three



THREESOME: A trio of Coopers in close formation at Paddock Bend. Leading is George Wicken's dark red car, followed by Jim Russell's highly polished machine and Roy Salvadori's works car.

the order was: Dickson, Hill, Threlfall, Piper (with bonnet flapping loose), Michael Taylor (his car also severely bent), Blumer, Muirhead and McKee (the latter's car also heavily battered). The order had changed a little; Dickson was well away, and Piper went on at unabated speed to repass Hill, but his bonnet fixing was obviously unsafe and next time round Piper pulled in to retire. Shale had come round at the tail of the field after the shunt, his car looking sadly ill-used, with a front tyre rubbing somewhere, and had also retired; Threlfall pulled off at the bottom of the hill to finish his race there.

Meanwhile, the survivors continued. Hill maintained his second place some way behind Dickson, with the engine of the Chequered Flag Stable Lotus running on three cylinders, yet maintaining a respectable pace. Jimmy Blumer had moved up to third spot and Ian Walker passed Michael Taylor into fourth place, the latter being passed in turn by Ashdown, who started challenging Walker strongly, almost catching him at the finishing line. McKee's damaged car dropped back steadily and was eventually black-flagged out of the race.

Excitement mounted as the F2 cars came out on to the grid for the first part of the day's big race—the Kentish "100"

Trophy. This was to be run in two parts, the aggregate time of each driver in the two 42-lap "heats" counting for the final positions. Reports of fantastic times put up by Moss in private practice weeks before the race had whetted the appetites of everyone present and the lap record was obviously going to take a tumble. It was set up on 8th June jointly by Denis Taylor (Lotus) and Sid Jensen (Cooper) in 58.2 secs., but in Thursday's official practice, on a distinctly damp track, this figure was equalled or surpassed by five drivers—Moss, McLaren, Brabham, Lewis-Evans and Carroll Shelby, Moss recording the incredible time under the conditions of 57.2 secs. He was, of course, in one of the dark blue Rob Walker Coopers, another of which was piloted by Maurice Trintignant. Two works Coopers were to be driven by Roy Sal-

UP THE HILL to the hairpin goes Harry Schell (below) in the white and blue Cooper, followed by Bruce McLaren and Ian Burgess. A big crowd watched the racing, some even taking to the trees for a better view.

START of the second F2 heat (below, right) saw Stuart Lewis-Evans well away in the lead (car No. 3). Moss (7) made a slow start.



Series-Production Sports Cars ("Autosport" Championship), 21 laps, up to 1,000 c.c.: 1, A. J. Nurse (Turner), 60.02 m.p.h.; 2, J. Goddard-Watts (Berkeley); 3, N. W. Graham (Berkeley). **Fastest lap:** Nurse, Graham and R. A. Jameson (Berkeley), 72.8 s., 61.32 m.p.h. **1,001-1,300 c.c.:** 1, I. Walker (Lotus Elite), 66.15 m.p.h.; 2, J. Lawry (Lotus Elite). **Fastest lap:** Walker, 65.2 s., 68.47 m.p.h. (New class record.) **1,301-1,600 c.c.:** 1, P. Gammon (Elva Courier), 64.37 m.p.h.; 2, J. Hayles (M.G.A.); 3, K. W. Mackenzie (M.G.A.). **Fastest lap:** Gammon, 67.4 s., 66.23 m.p.h.

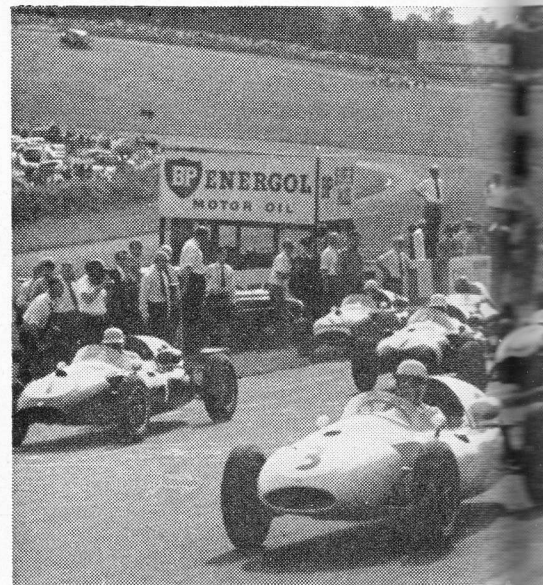
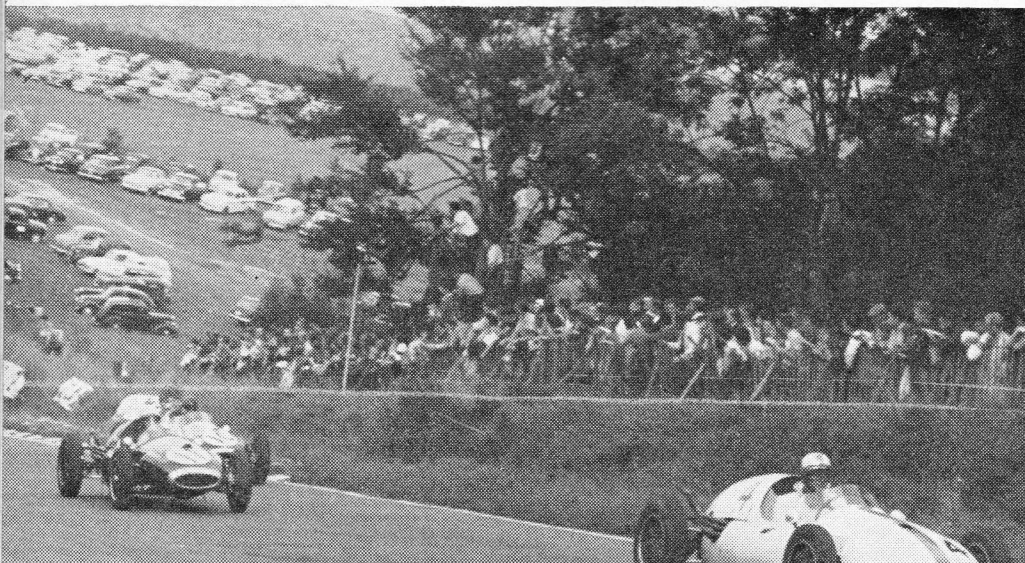
Formula 3 (Heat One), 7 laps: 1, S. Lewis-Evans (Cooper), 71.84 m.p.h.; 2, D. Parker (Cooper); 3, T. Bridger (Cooper). **Fastest lap:** Bridger, 59.6 s., 74.90 m.p.h.

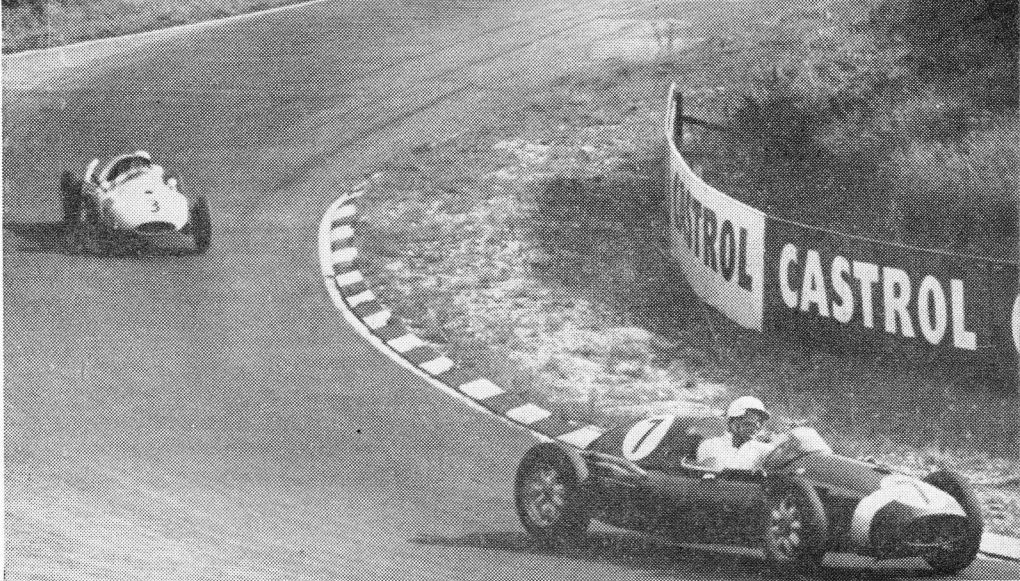
Sports Cars up to 1,500 c.c. (Heat One), 10 laps: 1, A. Stacey (Lotus), 72.4 m.p.h.; 2, C. Bristow (Lotus); 3, L. Leston (Lotus). **Fastest lap:** Stacey, 60.04 s., 73.91 m.p.h.

Formula 3 (Heat Two), 7 laps: 1, G. F. Chippendale (Cooper), 67.46 m.p.h.; 2, R. Bayton (Kieft); 3, A. E. Liddle (Cooper). **Fastest lap:** Bayton, 64.2 s., 69.53 m.p.h.

Sports Cars up to 1,500 c.c. (Heat Two), 10 laps: 1, T. Dickson (Lotus), 71.52 m.p.h.; 2, G. Hill (Lotus); 3, J. Blumer (Lotus). **Fastest lap:** Dickson, 60.8 s., 73.42 m.p.h.

Kentish "100" Trophy, Formula 2 (Part One), 42 laps: 1, J. Brabham (Cooper), 76.07 m.p.h.; 2, S. Moss (Cooper); 3, S. Lewis-Evans (Cooper). **Fastest lap:** Brabham and Moss, 57.8 s., 77.23 m.p.h.





"I SAY, JACK, would you mind moving over a bit—I want to get past!" Stirling Moss tries (left) to attract Jack Brabham's attention with some furious hand waving in his efforts to pass him, which were later successful (above), Stirling having carried on to pass Lewis-Evans as well.

Results

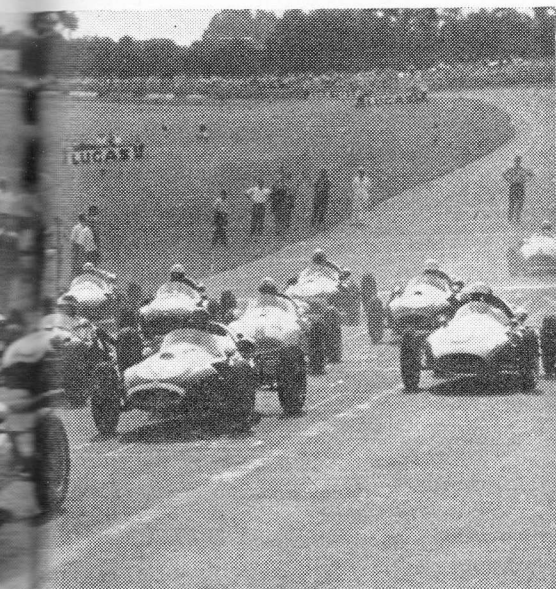
Formula 3 (Final), 10 laps: 1, T. Bridger (Cooper), 73.25 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, D. Parker (Cooper). **Fastest lap:** Bridger, 60 s., 74.4 m.p.h.

Sports Cars up to 1,500 c.c. (Final), 15 laps: 1, A. Stacey (Lotus), 72.8 m.p.h.; 2, G. Hill (Lotus); 3, L. Leston (Lotus). **Fastest lap:** Stacey, 60.4 s., 73.91 m.p.h.

Kentish "100" Trophy, Formula 2 (Part Two), 42 laps: 1, S. Moss (Cooper), 75.84 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, J. Brabham (Cooper). **Fastest lap:** Moss, 57.4 s., 77.77 m.p.h. (New circuit record.)

Aggregate Result for Kentish "100" Trophy, 84 laps: 1, S. Moss (Cooper), 75.95 m.p.h.; 2, J. Brabham (Cooper); 3, S. Lewis-Evans (Cooper); 4, J. Russell (Cooper); 5, C. Allison (Lotus); 6, H. C. Taylor (Cooper); 7, R. Salvadori (Cooper); 8, H. Schell (Cooper); 9, B. McLaren (Cooper); 10, I. Bueb (Lotus).

Saloon Cars (10 laps), up to 1,200 c.c.: 1, G. C. Shepherd (Austin A35), 59.63 m.p.h.; 2, L. Adams (Austin A35); 3, J. E. Wheeler (Austin A35). **Fastest lap:** Shepherd and G. Hill (Austin A35), 73.4 s., 60.82 m.p.h. (New class record.) **1,201-1,600 c.c.:** 1, L. Leston (Riley 1.5), 59.97 m.p.h.; 2, A. T. Foster (M.G. Magnette); 3, M. B. Everley (Hillman Minx). **Fastest lap:** Leston, 71.8 s., 62.17 m.p.h. (New class record.) **1,601-2,700 c.c.:** 1, J. G. Sears (Austin A105), 60.52 m.p.h.; 2, J. M. Uren (Ford Zephyr); 3, D. B. Haynes (Ford Zephyr). **Fastest lap:** Sears, 71.2 s., 61.83 m.p.h. **Over 2,700 c.c.:** 1, T. Sopwith (Jaguar 3.4), 63.84 m.p.h.; 2, D. Parker (Jensen 541). **Fastest lap:** Sopwith, 69 s., 64.70 m.p.h.



vadori and Jack Brabham, Stuart Lewis-Evans had the British Racing Partnership Cooper in its delicate *eau-de-nil* colouring, Graham Hill and Cliff Allison were in the two works Lotuses and Ian Burgess had the "Tommy" Atkins Cooper. Unfamiliar in their white and blue colour scheme were the two American-driven Coopers of Harry Schell and Carroll Shelby, entered by C. Libovitz and Alan Brown respectively. Private entries included Bruce McLaren of New Zealand, who celebrated his 21st birthday on race day, Jim Russell, whose Cooper, unpainted, was polished to a mirror finish, and Ivor Bueb, Les Leston and Denis Taylor in the three remaining Lotuses.

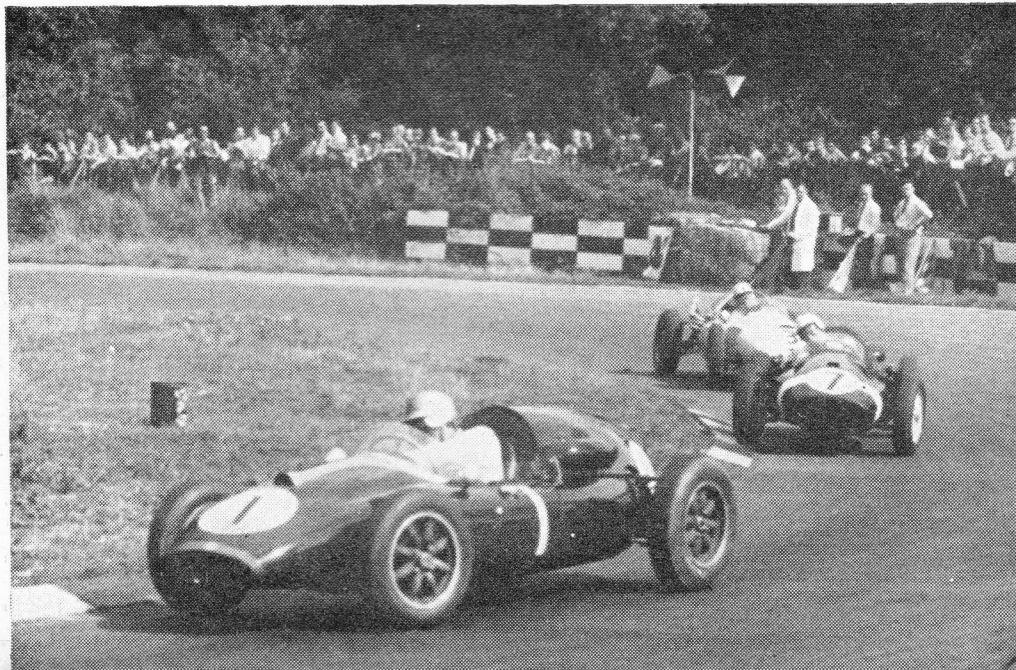
The start of the first heat was enlivened when George Wicken's front wheel rode up over the rear wheel of Shelby's car, shooting Wicken's car some four feet into the air! On reaching the ground again he was gently shunted from the rear by Allison—all in the middle of the fiercely accelerating pack! Somehow nothing developed and they all streamed up towards Paddock Bend. Moss found the Rob Walker car a little difficult to get off the mark: it was not easy to strike a balance between violent wheelspin and the engine fluf-

ing out completely. At the end of the first lap he was lying third behind Brabham and Lewis-Evans, who were going great guns in second and first places respectively. By the fourth lap, they were in a tight bunch and on lap 7, Brabham squeezed past Lewis-Evans at Clearways, the trio being well ahead of the rest of the field.

Meanwhile, in fourth place was Jim Russell, followed by Schell, McLaren and Burgess. Shelby had been lying eighth, but a tyre picked up a stray split-pin and he had to make a pit stop to replace the wheel, losing precious time. Bueb and Hill were battling closely and overtook Burgess, but Bueb began to drop back again and Burgess retook him. Hill forged ahead in fine style and passed McLaren and Schell into fifth spot on the 10th lap, and on the same tour Moss passed Stuart Lewis-Evans into second place. Try as he could Moss just could not get past Brabham, and always Lewis-Evans was just behind waiting to pounce if he made a mistake.

(Continued overleaf)

CHASE in progress in the first F2 heat. Moss has passed Lewis-Evans, but did not quite succeed in beating Brabham. Here they are at Druids.

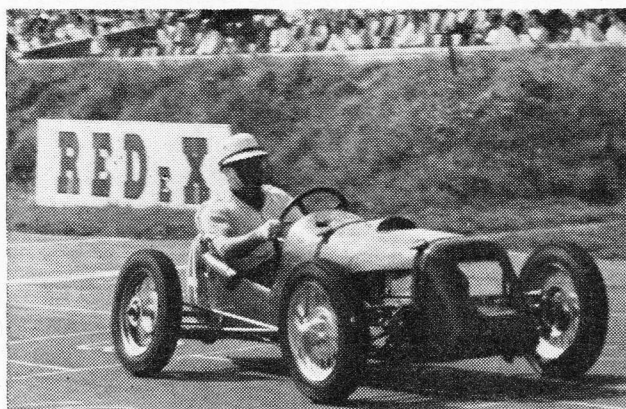




On the 15th lap, Allison passed Burgess, and just behind, George Wicken and Denis Taylor were locked in combat, so closely that they spun in unison coming out of Druids and sailed down the hill together, backwards, finishing on the grass towards the bottom of the hill. Then followed an alarming procedure in which the two cars were push-started by marshals, right on the drift line of cars coming on to the bottom straight. By the time Wicken and Taylor got around to the start line, the black flag was already out for both of them to call in for scrutineering.

So the race continued, with Brabham pulling out a lead as the fastest cars scrambled through the slower ones, but Stirling closed up again and was chal-

SALOONS move away (above) at the start of their race. In the front row are Tommy Sopwith, who had a very easy win, Jack Sears, Alan Foster and J. M. Uren. Two amazing performances were those of Les Leston (Riley 1.5) and G. C. Shepherd (Austin A35), who both broke class lap records and are seen (right) at Paddock Bend.



UNUSUAL in present-day F3 racing is a front-engined car, yet D. G. S. Cotter's Luna-J.A.P. has both front engine and front-wheel drive (left).

★

TRIO in the first F3 heat (below) are G. M. Jones, Trevor Taylor and J. R. Lewis, getting their heads down on the straight.

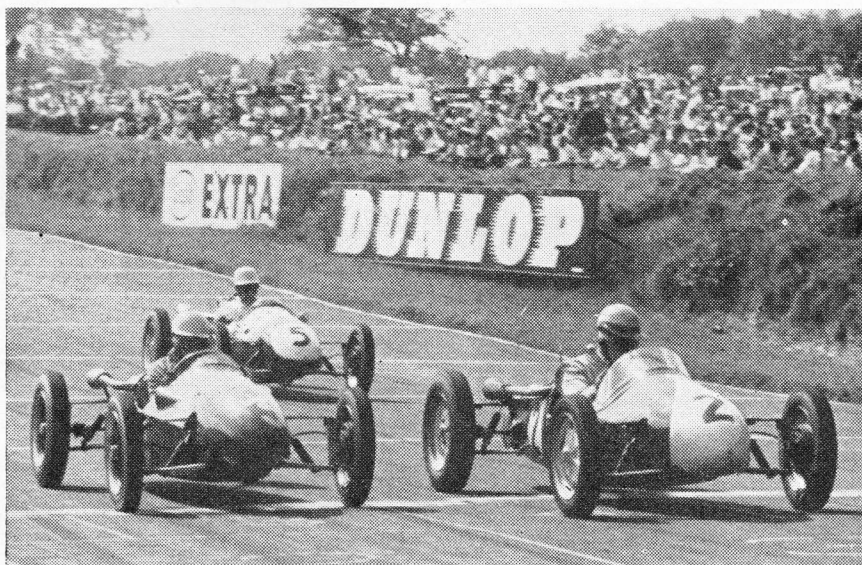
Blumer and Riley—all that remained of 14 starters. After a while Michael Taylor drove round to retire and after the leaders had completed their second lap, J. Brown (Elva) appeared, going slowly, and finished the race unhappily, at reduced speed. Stacey was now well ahead, and Leston moved up to pass Dickson, and they were both taken in turn by Graham Hill who, after being shunted fore and aft, was making up for lost time, and going very fast indeed. Dickson's motor was obviously giving trouble and sounded rough, but he maintained fourth place to the finish. Stacey continued to a comfortable win, followed home by Hill and Leston. And then the

(Continued on page 314)

lenging strongly at the finish. Both Moss and Brabham had set up a new outright lap record in 57.8 secs.

The 10-lap final for the F3 Lewis-Evans Trophy was a somewhat processional affair, for Tommy Bridger led from start to finish, followed by Stuart Lewis-Evans (who had just regained his breath from the F2 race) and Don Parker. J. Pitcher held fourth place for three laps, after which he coasted in to retire and his place was taken by J. R. Lewis, with P. Robinson fifth.

The final of the Farnham Trophy sports car race saw the most incredible tangle at Druid's Hill hairpin, on the very first lap. The front row of the grid consisted of Stacey, Dickson, Bristow and Leston, and Stacey led Dickson into Paddock Bend, followed by Bristow and the rest. The cars streamed up the hill and dived into the trees; Stacey and Dickson appeared and plunged down the hill again—but where were all the others? Then it was observed that the hairpin area had become a kind of breaker's



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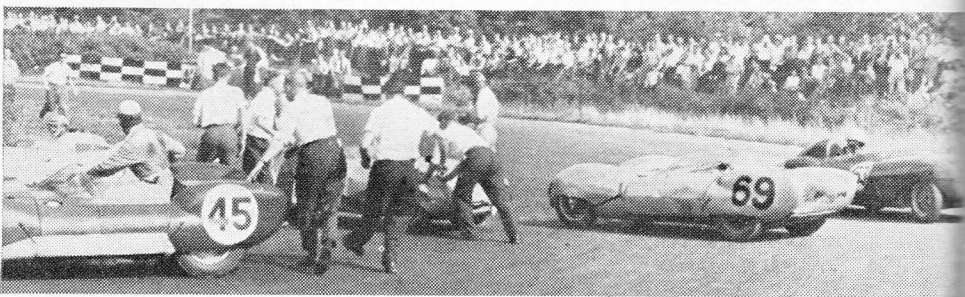
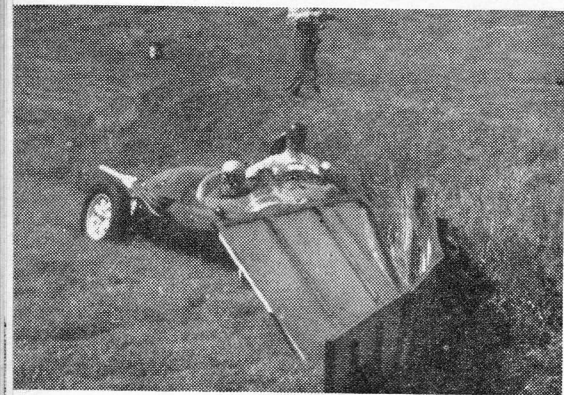
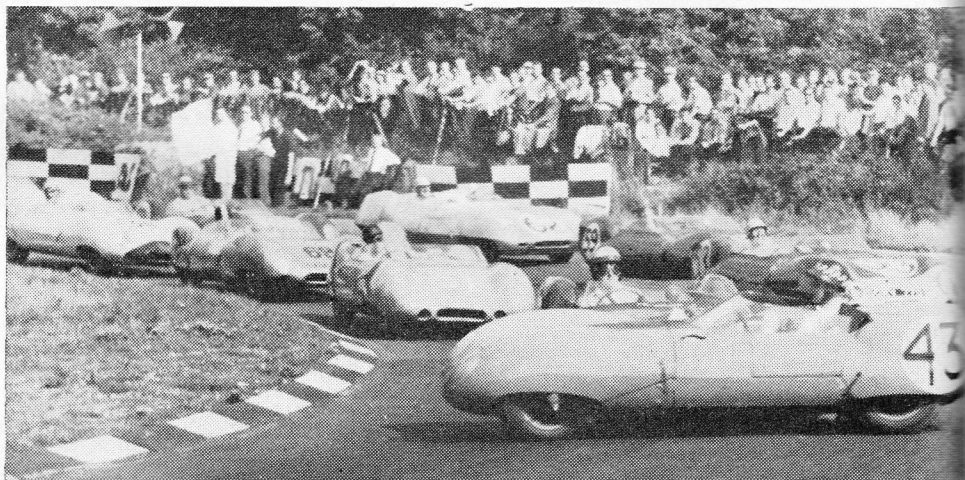
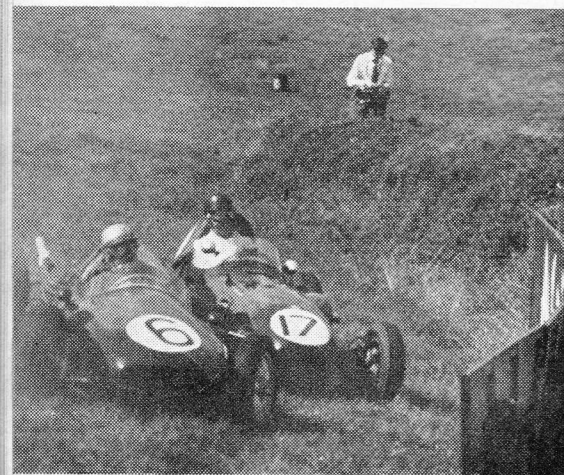
"Bumper" Day at Brands

WALTZING together (left and below left) down the hill from Druids are George Wicken (Cooper) and Denis Taylor (Lotus), who tangled during the F2 race. They both resumed the race with little delay.

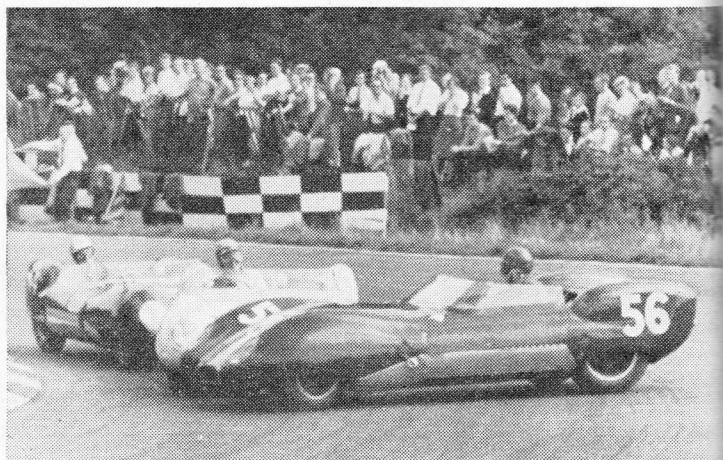
THE International Meeting at Brands

Hatch last Saturday saw some splendid racing, but was also notable for a number of spectacular "incidents". It is not our policy to publish "horror pictures", but as no one was really hurt in these encounters it seemed a pity to waste a set of remarkable photographs!

Photography by George Phillips, John Topham and the "Kentish Mercury".



BIGGEST pile-up that Brands has ever seen, came on the first lap of the sports car final. Bristow spun at Druids (top right), G. M. Jones rammed him and was followed by almost the entire field. It took some time to clear the track (above). A precisely similar incident, if less far-reaching, occurred in an earlier heat (right) when David Piper spun in front of Michael Taylor and David Shale at the same spot.



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Silverstone—continued

From lap nine onwards the order remained unchanged, only seven cars completing full distance. Try as he might, Jimmy Stuart could not catch Naylor, Dalton had to stay behind Bekaert, Tyrer led Salmon home to account for the "C"-type brigade and Moss, a creditable seventh in his first outing with the new car, came home first of the "ordinary" DB3S Astons. It turned out to be the fastest race of the day, Naylor's winning speed being 81.49 m.p.h., while he also made fastest lap in a scintillating 1 min. 9.2 secs., a speed of 83.65 m.p.h. It might have been a bit processional, this race, but it was certainly a quick one.

Sports cars from 1,501-2,700 c.c. provided the fare for the seventh event. Quite honestly, there was never a great deal of doubt about the winner of this one, for Brian Naylor found himself with opposition from a few TRs, an Ace-Bristol and Protheroe's Austin-Healey. Apart from this, however, there should have been an interesting scrap between the Ace, driven by R. M. Milne, and Dick Protheroe.

Naylor was seven secs. in front after the first lap, but the dice for second place was well and truly on between Milne and Protheroe. After one lap Milne led the Healey, and next time round Protheroe was in front. On the third lap it was Milne again and things were looking really interesting. But on lap four there was a nasty sort of metallic bang from the direction of Woodcote and the two cars limped away from a pile of shattered glass and twisted metal. Protheroe stopped by the pits, but,

apparently satisfied that his car would carry on motoring, went off again. Milne, on the other hand, was less fortunate and his car was too badly damaged to continue. Neither driver was hurt.

This left Naylor with a lead of very little less than a minute and the dice for second place became one between the TRs of Tim Deaville, H. Thompson and R. J. Hallam. Protheroe carried on chasing them but was too far back to be in the hunt. Naylor won at a gentle rate, having stopped for some time for a chat to his merry men in one of the pits, and completed the 10 laps at 75.04 m.p.h. Second, a lap in arrears, came Hallam with Thompson third. Fastest lap, at 1 min. 12.2 secs., was put up by Naylor, a speed of 80.17 m.p.h.

The big cars came out again for a 10-lapper after this, sports cars of 2,701 c.c. or over being catered for here. John Dalton took the lead right from the start and managed to hold it after furious opposition from John Bekaert. Dalton managed to hold him off, however, winning by exactly one sec. at 80.87 m.p.h., but in trying to catch him Bekaert made fastest lap in 1 min. 10.2 secs., or 82.46 m.p.h. Behind them, Gillie Tyrer held an undisturbed third place well ahead of Mike Salmon's "C"-type, while Bill Moss, happier now with his new toy, never lost fifth position in front of Mrs. Jean Bloxam, Roy Bloxam and Eddie Portman. Only the dice between Dalton and Bekaert saved this from being, really, a rather dull race.

Last race of the day was the 20-lap final of the *Formule Libre* race, which started off in really cracking style. John

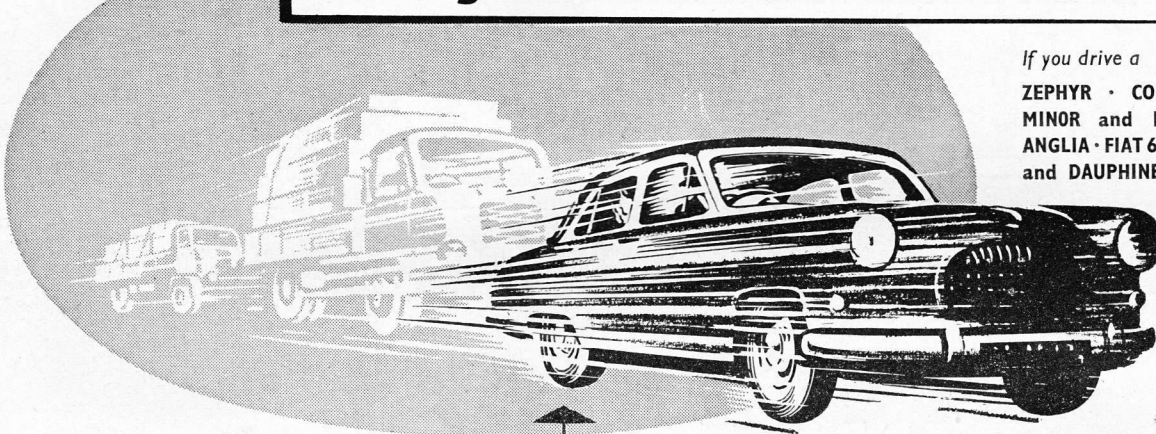
Dalton led off the grid and entered Copse just in front of Naylor. By the end of the lap, however, Naylor was in front, closely followed again by Jimmy Stuart with Gillie Tyrer third and Dalton fourth. The latter didn't appear again, having—so 'tis said—bent a valve. Immediately after this a tremendous cloud of blue smoke announced the departure of Brian Naylor, having had a con-rod poke its way out through the side of the crank-case.

Then, on lap 12, it happened again. Jimmy Stuart rushed on to the grass at Woodcote, turned the car round and, for one agonising moment, began to proceed up the road in the opposite direction to the oncoming traffic. Never have so many brakes been applied so hard! Stuart, however, seems to have an extremely good head for situations like this and was out of the way with no loss of time at all. Then he set off again, but completed only one lap before retiring. This gave the lead to Tyrer, who was a clear 15 secs. ahead of Randall and completed the race in his usual neat, fast but quite unhurried-looking manner to win by some eight secs. or so. Randall was second, well ahead of Mike Salmon, while Bill Moss retained a comfortable fourth place. Fastest lap was made by Naylor before his catastrophe in 1 min. 8.4 secs., clearly fastest of the day at 84.63 m.p.h.

This was the sort of day that makes club racing one of the most entertaining forms of the sport. It was the sort of day that one feels must have inspired the phrase "Good, clean fun".

MARTYN WATKINS.

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CORRESPONDENCE

Making It Clear

As you probably know our club held a most successful second annual barbecue at the Hurlingham Club on Wednesday evening, the 27th August. Unfortunately one evening newspaper which reported the event has very much misquoted an interview with myself, and feeling very strongly on this particular point I would very much like you to print this letter so that the many friends that I personally have amongst the motor sport fraternity are acquainted with the actual facts.

When asked what our club represented I stated that in 2½ years since we were founded, we had grown to a membership of just over 2,000. I was asked what difference there was between our club and other motor clubs and it was then that I informed the Press representative that we were "really a one-make car club" and that every member has to own a Jaguar.

I was reported as having said that "we're the only real car club in the country". Whereas I am indeed very proud of the Jaguar Drivers' Club, I feel that such a boastful statement as this will almost certainly cause some ill-feeling and resentment amongst our many friends in motor sport.

A number of people would no doubt not bother with such a mis-statement, but I feel that it is a subject which should be corrected. Further misquotes in the article were that Captain G. E. Eyston was our Vice-Chairman, whereas he is Vice-President, and that Roy Salvadori accompanied Mike Hawthorn, whereas the former was unable to be present and it was actually Duncan Hamilton who assisted Mike Hawthorn in the judging.

HON. GENERAL SECRETARY,
JAGUAR DRIVERS' CLUB.

ERIC G. BROWN.

Oulton Incident

YOUR correspondent Mr. R. Richards who wrote in reply to Mr. Donald Pacey's letter of the 1st August seems to have overlooked the main issue of Mr. Pacey's letter, i.e., the death of a competitor.

Mr. Pacey asked why cars like Lotus, Jaguar D-types and other very fast machinery were permitted to practice at the same time as A35s and Fords. This was to my mind the main issue of the "accusation" as Mr. Richards calls it, and it did, no matter how one looks at it, result in a fatality which may well have been prevented, or at least the risk of such occurrence minimized.

No doubt the Lincs and Cheshire Car Club are a very efficient club and have plenty of experience: all the more reason why this terrible thing should *not* have happened.

I happened to be competing at Oulton on this day and although I informed the appropriate officials I had not raced at Oulton before, I was only permitted to complete three practice laps, yet Standing Supplementary Regulation (B) (27) states: "Each driver will have the opportunity of completing at least 10 practice laps, or half an hour practising, whichever is the greater".

I also had the experience of practising in my A35 amid Lotus, Jags., and all the other powerful cars, and had I not literally crept round the circuit hugging the side I too would have been cleaned up by these fast cars that were travelling at twice my best speed in places.

Finally, I would confirm Mr. Pacey's allegation re that DB2/4 Aston Martin. This car started immediately behind mine, bore no numbers and completed two laps on my tail before pulling into the pits. Why was this permitted?

OAKHAM, RUTLAND.

JOHN R. FISHWICK.

And Finally...

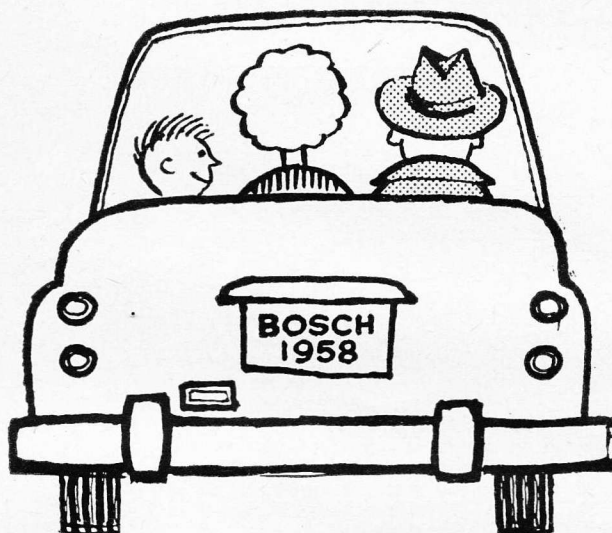
I WAS highly amused by R. Richards's reply to my letter in the 15th August edition of AUTOSPORT. But I'm afraid he missed the point. I'm not out to criticize one particular meeting; I have just stated the facts so that organizers realize what is happening and that in the future measures are taken to prevent the occurrences listed in my letter (AUTOSPORT, 1st August).

Further, Mr. Richards, a person of your status should be able to tell a new Sprite from an Aston!

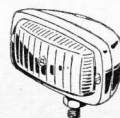
N. STAFFS UNIVERSITY, KEELE.

DONALD PACEY.

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



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Club News

By MARTYN WATKINS

ANOTHER association of clubs seems to have grown just recently. This time a number of clubs have formed what is to be known as the **South-Eastern Association of Motor Clubs**, and an inaugural meeting is to be held on 23rd September. All regional clubs in Kent and Surrey are to be invited to attend this meeting, which will take place at a pub—naturally—called the “Three Horse-shoes” at Knockholt, Kent, this being roughly mid-way between the extremities of the proposed association. Secretaries of most of the clubs involved will have received an invitation to the meeting, but if they haven’t, then they’d better write to Alan Burgess (Sevenoaks and D.M.C.) at 103 Wickham Way, Beckenham, Kent (BECKENHAM 1685).

The number of associations of this type seems to grow daily. If, however, by banding together the clubs concerned can do anything about streamlining the dreadfully overcrowded calendar, then it’s all to the good. I understand, by the way, that the main item for discussion at this inaugural meeting will be the 1959 Calendar.

INFORMATION has come to me to the effect that the **Liverpool M.C.** “Monte-Horsman” rally—the one about which there has been so much fuss, most of it probably unnecessary—has been postponed and now takes place on 1st-2nd November.

Another point of interest: those of you who may have enjoyed the excellent film programmes put on by the **Epping Forest Motorsport Association** will be pleased to hear that the secretary of the Association, Stephen Wright, is recovering from a minor operation in the Middlesex Hospital. He hopes to return to work soon in preparation for the Autumn programme.

FIRST news this week is of the autumn sprint to be run by the Yorkshire Centre of the **B.A.R.C.** at Hudson Road Mills, Leeds, on 28th September. It is a closed competition and entries, which go to G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9, close on 22nd



CLUB RACING TEAM, known as the Octagon Stable, has been formed by the West Hants and Dorset C.C. Seated in the cars from left to right are Geoff Dear, J. M. (“Jed”) Noble and M. J. (“Mike”) Reid. Team manager Barry Price is immediately on Noble’s left, next to the young lady (who seems to be in charge of catering!). The club’s pit sign is the Watney’s barrel, in the foreground.

September. . . . On 27th-28th September **Mid-Surrey A.C.** and **Surrey Sporting M.C.** jointly promote the “Rainbow 200” rally, a 220-mile event running through Surrey, Sussex and Hampshire with starting points at Brighton and Leatherhead. Invited clubs are Mid-Thames A.C., East Surrey M.C., Brighton and Hove M.C., Haslemere M.C., Healey D.C., Riley M.C., Malden and D.M.C., Worthing M.C., Guildford M.C., Seven-Fifty M.C., Bexley and D.L.C.C., Hershaw M.C., Tunbridge Wells M.C. and Cranleigh M.C. Entries close on 19th September and secretary of the rally is Mrs. O. Richmond, 154 Wickham Avenue, North Cheam, Surrey. . . . Regulations are available for the **Waterloo and D.M.C.** Waterloo Cup rally on 5th October. Invited clubs are Alvis O.C. (northern section), Bibby M.C., C.S.M.A., Goodyear (Wallasey) M.C., Lancashire and Cheshire C.C., Morecambe C.C., Riley M.C. (north-west centre), Smalland Parkes M.C., Southport M.C., West Lancashire M.C., and Wirral 100 M.C. Entries close on 24th September and go to G. S. Miller, 341 Queen’s Drive, Liverpool 4. . . . It seems that the first of this year’s **Morecambe**

C.C. “maiden rallies” went off with vast success. The next one, which will involve route cards and map references, takes place on 28th October. Next main event on the Club’s calendar is the “Illuminations Rally” on 13th-14th September. Entries close on 10th September. Drop a line to Arthur Senior, 21 Richmond Avenue, Morecambe. . . . Supplementary regulations are available for the **Winfield Joint Committee** race meeting at Charterhall, Berwickshire, on 28th September. Invited are all Scottish motor clubs, Bentley D.C., Berwick and D.M.C., B.R.S.C.C., B.A.R.C., Lincs and Cheshire C.C., Newcastle and D.M.C. and Nottingham S.C.C. Entries close on 18th September and go to W. A. Martin, Bleachfield, Ayton, Berwickshire. . . . **North London E.C.C.** are holding their Radcap Rally on 25th-26th October this year, and this time it is being observed for future Silver Star status. Regulations are available from G. Bance, 11 Bath Road, Reading, Berks. Rally mileage will be about 250, mainly in the northern home counties. . . . **Burnham-on-Sea M.C.** hold a rally on 13th September and a driving test meeting on 28th, both under closed permits. Entries for the rally close on 11th September, going to John Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset, and for the driving tests they go to the same chap. . . . On 7th October **North Staffs M.C.** holds a closed evening rally, entries closing on 3rd October and going to W. G. E. Mackintosh, 94 Lincoln Avenue, Clayton, Newcastle. . . . **Thames Estuary A.C.** hold their “members’ rally” on 28th September, a closed event for which entries close on 24th September and go to K. S. Kaye, 70 Parkanaur Avenue, Thorpe Bay, Essex. . . . “Coming shortly” for the **Anglia and Prefect O.C.** are the Harvest Rally on 28th September, for which regs. can be obtained from B. Andrews, “Jalna”, Hawkswood Road, Downham, Billericay, Essex, and a navigators’ section meeting on 11th September at the “Harrow Tavern”, Harrow Road, Wembley. Incidentally, this club has a new treasurer;

Coming Attractions

September 6th. Brighton and Hove M.C. National Speed Trials, Madeira Drive, Brighton, Sussex. Start, 9.30 a.m.

Sunbac Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

September 7th. Italian Grand Prix, Monza.

Snetterton M.R.C. Scott-Brown Memorial Trophy Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Bentley D.C. Hill-Climb, Firle, near Lewes, Sussex.

B.A.R.C. Hill-Climb, Brunton, near Collingbourne Ducis, Wiltshire.

Oxford M.C./Southsea M.C./Chiltern C.C./Singer O.C. Hill-Climb, Harleyford, near Marlow, Bucks.

September 13th. International Tourist Trophy Race, Goodwood, near Chichester, Sussex. Start, 2 p.m.

September 14th. Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Gloucestershire.

Triumph S.O.A. Sprint, Brands Hatch, near Farnham, Kent.

September 20th. Mid-Cheshire M.C. International Race Meeting, Oulton Park, near Tarporley, Cheshire. (F3, S. Closed and Vintage.) Start, 1.30 p.m.

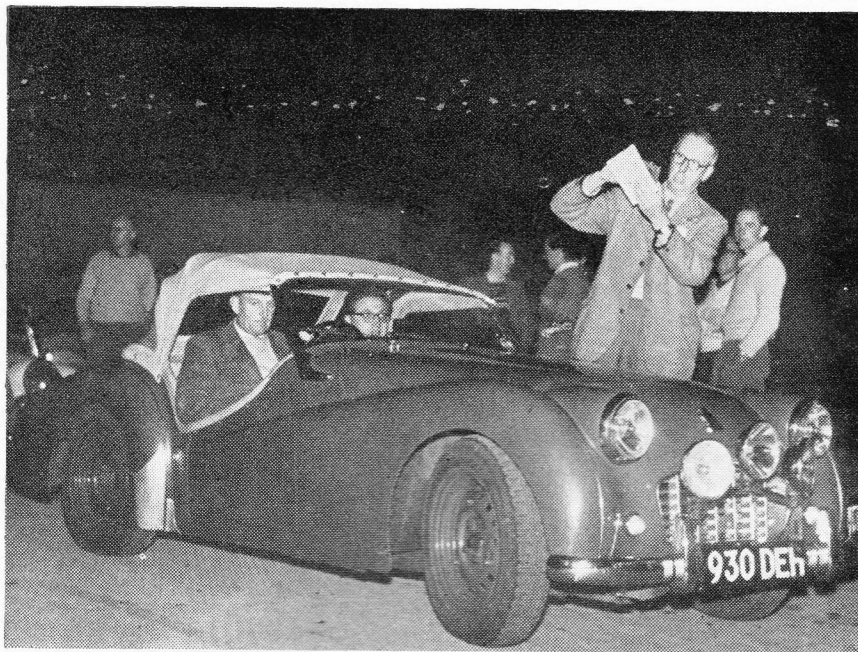
Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants.

(Continued overleaf)

FIRST CLASS award winner Ron Gouldbourn waits in his TR at the Queensferry halt.

DRAWING an entry of 70 plus, came the first big northern event of the rally season, the Lancashire Automobile Club's "Lancashire Cup". Classified as a qualifying event for the B.T.R.D.A. Silver Star, it was run during the week-end of 30th-31st August.

Starters left the two controls at Bolton and Stoke-on-Trent to converge at Queensferry from whence the rally proper started. Zero hour was 11.30 p.m., and on departure a route card was supplied giving directions to the start of the special stage of some 200 miles, from which competitors proceeded as per marked route on Ordnance Survey 108. There were 32 points to be visited and for those wishing to check the route, the Welsh names are appended: Pentre, Brynllithrig, Glyn-Isa, Tyisaf, Berain, Pentre-Mawr, Tyn-y-Bedu, Dolwen Reservoir, Plass-onn, Brynn-Morfydd, Glyn-Bach, Frith-Bedwyn, Plas-Mattir, Melin-Gadeg, Pont-yr-Alwen, Tynewydd, Pen-y-Crug, Fawr, Rhos-caer-ceilog, Dolypennau, Brynderu, Bodhenlog, Clo-



Lancashire Cup Rally Won by T. A. Gold

caenog, Batingan, Frydd-fawr, Four Crosses, Emyrys, Plas-y-Craen, Nant-Alyn, Rhewl and Garneddwen to the finish at Halkyn.

Now looking at the map, all this does not look particularly difficult. Nor would it have been, but for one item—prohibited areas. When these include all environs, entrance and exit roads over a considerable distance attached to the townships of Mold, St. Asaph, Denbigh, Ruthin, Llangollen, etc., well, you are left with about as many main roads as would suit a mountain goat.

Furthermore, between controls 1 and 2, an infuriated and unfriendly inhabitant of a local hamlet barred procedure along the Queen's Highway by a large and immovable object, to wit, a motor cycle, behind which he was prepared to sell life dearly! Then there was the finding of a "new and very, very complete morass" by those following the "yellow brick road" (apologies to the Wizard of Oz, but there were many who would have been glad of his help that night!) between Four Crosses and Emyrys. Those included more than half the entry and, I believe, caught the actual winner. All this indicated that the rally wasn't just quite as simple as it first appeared!

All voted the event a huge success with no adverse incidents to report. Results were quickly available at the breakfast stop near Chester.

FRANCIS PENN.

Results

Outright winner: T. A. Gold (TR3).

Closed or Convertible Cars, up to 1,300 c.c.: 1, A. T. Fisher (Austin); 2, J. G. Catlow (Morris). **Over 1,300 c.c.:** C. C. Bethell (Sunbeam).

Open or Grand Touring Cars, up to 1,600 c.c.: 1, P. R. Harding (Ford); 2, J. Heppenstall (M.G.A.). **Over 1,600 c.c.:** 1, T. A. Gold (TR3); 2, K. C. Walker (TR3).

First Class Awards: H. Jacoby (TR3); R. A. Gouldbourn (TR3); A. Newsham (Ford); B. Harper (Morgan); G. H. Parkes (TR3).

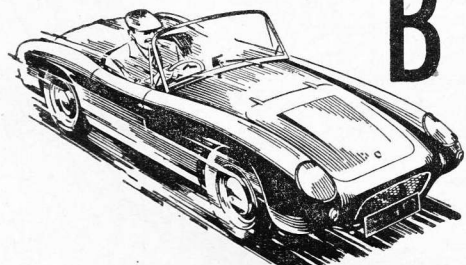
Novice Award: J. A. Furness (Renault). **Best B.T.R.D.A. Member:** T. A. Gold (TR3).

Club News—continued

since the election to chairman of N. H. Couche, the post has been filled by P. A. Sussman, 11 Addisland Court, W.14. . . . The **Lagonda Club** is running a fuel economy rally on 6th September, starting at Horley, Surrey, at 2 p.m. Details are available from R. P. F. Hare, 137 Broxholm Road, S.E.27. . . .


Nottingham S.C.C. hold their "Autumn frolic and candy grand prix" on 30th September at the Candy Ballroom, Wilford Lane, West Bridgford, Notts. . . .

Rhyl and D.M.C. holds its "Regal driving tests" on 19th October at Kinnel Park Camp, Bodelwyddan. It is a restricted event and regulations are available from G. T. Moore, 1 Mona Villas, Rhyl Road, Rhuddlan, Rhyl, Flintshire. . . . Regulations are available for the **Blackfriars M.C.** autumn rally on 27th-28th September. The rally is open to members of Brent Vale M.C.; Cambridge University A.C.; Civil Service C.C.; Kentish Border C.C.; Shell M.C.; Rochester, Chatham & District M.C.; T. Wall's M.C.; Westminster Bank M.C.; B.A.R.C.; Romford Enthusiasts C.C.; North London M.C.; Cemian M.C.; Healey Drivers Club; Hants & Berks M.C.; Forces M.C.; Thames Estuary A.C.; Met. Police Bow Dist. M.C.; Seven Fifty M.C.; Volkswagen O.C.; Horsham & Dist. M.C. & L.C.C.; Ford Sports M.C.; Harrow Car Club; Windsor Car Club; Guildford M.C.; Alvis Owners Club; Jaguar Drivers Club; Triumph Sports Car Club; Sevenoaks & Dist. M.C.; Met. Police M.C. South; Baltic Exchange M.C.; Maidstone & Mid-Kent M.C.; Nalگو (Met. Dist.) M.C.; East Anglian M.C.; Advertising M.C.; Per Ardua M.C.; and C.A.V. Motor Club, and entries close on 20th September. Secretary of the meeting is E. Pennells, 21 Avondale Drive, Loughton, Essex.



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THIS YEAR's hill-climb champion? David Boshier-Jones, seen here during a recent high climb at Craigtanlet, will almost certainly take the title this year.

Brands Hatch—continued

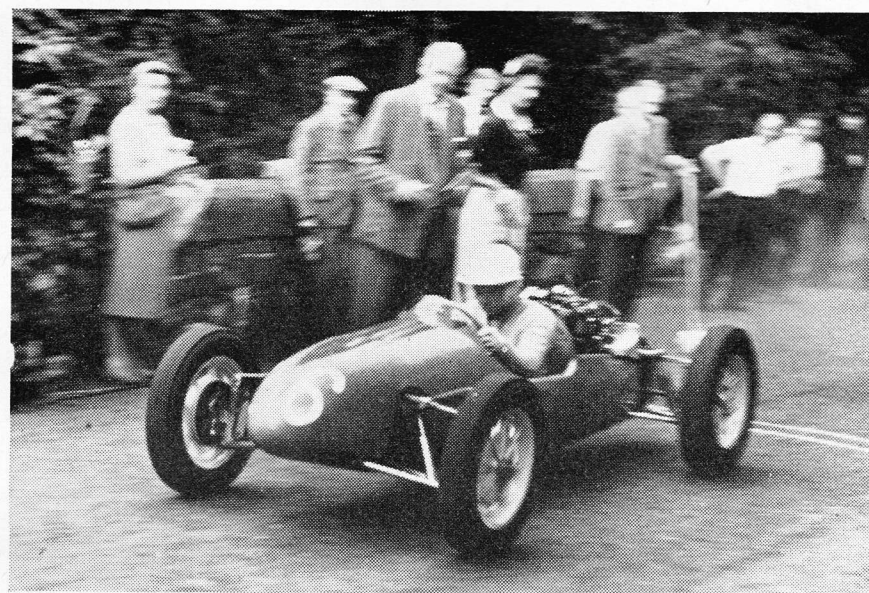
breakdown wagons went out to pick up the pieces!

The second part of the Formula 2 race saw Stirling Moss at his brilliant best. Here he was, driving a car which was virtually identical to those of his very skilful rivals, all of whom were more familiar with the circuit than he: Stirling again had "getting away" trouble and even at the end of the second lap he was no better than fifth. In the lead was Lewis-Evans, followed by Brabham, Burgess and Allison. On lap three, Stirling began to motor and took the two last-named, Allison having already taken Burgess, and certainly Allison was not letting Moss get away with it easily, the Lotus and Cooper riding side-by-side for much of the lap.

At the end of lap five the order was: Lewis-Evans, Brabham, Moss, Allison, Burgess, Schell and Hill. The pace was staggering, subsequently proving to be the fastest race ever held at Brands Hatch—and it looked it! Stuart Lewis-Evans was driving magnificently in the lead; Brabham was close behind, with Stirling trying everything he knew to get past, taking quite impossible lines through the corners and drifting at impossible angles—yet getting away with it!

On the 12th lap Moss saw his chance and scrambled past Brabham at Kidney Bend, setting off in hot pursuit of Lewis-Evans. It was only lap 15, accompanied by theatrical fist-waving which the crowd loved (how can he *spare* a hand?), that Stirling fought his way past Stuart on the way through Kidney and Clearways and into the lead.

So the race settled into a steady, if fantastically fast pattern. At lap 20 the order was Moss, Lewis-Evans, Brabham, Allison, Hill, Russell, Burgess, Salvadori, McLaren and Schell. Then Russell passed Hill and began to dice with Allison, eventually taking him on lap 24. At about this time, Graham Hill found that his gearlever was doing nothing in particular and that he was stuck with third gear. To add to his troubles, his oil pressure disappeared—so he retired, after an excellent race. It continued in this form until lap 34, when Ian Burgess's gearbox seized on him at Clearways and he spun off. He had been lying



a good sixth when his race came to an end, and as he was running a temperature of 102° F. on race day, his effort is all the more praiseworthy! McLaren thus moved up to sixth place—and so the race ran to its conclusion, with a triumphant Stirling receiving his well-earned trophy from Mike Hawthorn, to enormous applause from the delighted spectators.

The last event on the programme was the saloon car race, which gave a walk-away victory to Tommy Sopwith in that fabulously quick 3.4 Jaguar. Jack Sears led the 2,700 c.c. class in his Austin A105, and lay in second place overall. At first he was followed by J. M. Uren (Zephyr), Alan Foster (in Dick Jacobs's M.G. Magnette) and "Doc" Shepherd in an incredibly fast Austin A35, tuned by Don Moore. Towards the end of the race, Don Parker, in a Jensen 541, pulled up into third place overall, and Les Leston, driving like a man possessed, in his very hot Riley 1.5, secured fourth place and an easy class win, ahead of Uren, Shepherd and Foster. Graham Hill, in a yellow Speedwell A35, was still out of luck, losing a wheel at Kidney Bend and motoring off at a tangent into the infield. Both Shepherd and Hill recorded a new 1,200 c.c. class record, while Leston did the same in the 1,600 c.c. category.

Wiscombe—continued

hill should be climbed, with a fastest trip of 47.64, in his attractive hardtop M.G.A.

Geoff Dear now has the ex-Nancy Mitchell M.G.A. and threw it up in characteristic fashion, winding the wheel rapidly, changing gear with determination, and recording a most healthy 45.28 on his second run. D. Williams drove a highly spectacular device usually handled by Peter Cooper, and fairly skated his way to the top in 46.25.

The unlimited sports class brought forth P. L. Farquharson's Allard, which was a real handful between the bends, but snaked its way to the top in 44.88. Tom Bryant took the "Gateway" at a startling rate, but went adrift at the hairpin on his second run, clouting the bank without damage to anyone. John Buncombe had a blown Dellow, which climbed in 46.47, and made a magnificent howl down in the valley. Unfortunately, electrical trouble descended though not before Mrs. Park had netted the Ladies' award in 47.10.

Thus ended the first Wiscombe Hill-Climb. We sincerely hope that it is the first of many, for the course has infinite possibilities, and properly developed, could easily be one of the finest in the West of England.

A. HOLLISTER.

(More Club News on page 320)

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AUSTIN-HEALEY 100S, 1955, B.R.G. Excellent condition. Full weather equipment, many spares. Eligible for AUTOSPORT Championship. £1,065 or nearest.—M. Kellett, 101 Shetcliffe Lane, Bradford 4. Tel.: Dudley Hill 356 or 554.

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(continued overleaf)

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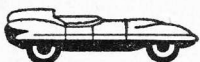
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THE West Hants Car Club were again blessed with fine weather for their second autocross of the year recently. This time the venue was the usual one of Roke Farm, near Bere Regis.

There was more of the party spirit than usual, several of the members sporting interesting headgear purloined from the precincts of Le Mans.

The entry was not quite as large as usual, but there was some very keen competition throughout the day. Class 1 was fought out between some Austin A35s and L. G. Hall's Morris, final victory going to Tony Horne, who circulated in 2 mins. 9.9 secs. Three Volkswagens did battle in Class 2, John Macklin's Volkswagen doing 2 mins. 2.1 secs. on its first run, beating P. Conolly's similar car by one second. In Class 3, Tom Pascoe's Porsche was transferred from the sports class, and, not surprisingly, cleaned things up with 1 min. 51.8 secs. on his second tour. A Riley 1500 driven by P. Harnett provided interest by its spirited performance and forceful cornering. High spot of the meeting was the circulation of H. Rose's Lancia saloon. Driven with great verve, it did its first run in 1 min. 48.5 secs., fourth fastest time of the day, and beating a gaggle of M.G.As, and a lot more besides. All set for greater things on his second run, Rose went into a magnificent spin on the top corner and gyrated merrily in close proximity to a vast thrashing machine, thoughtfully parked immovably by the local farmer in a

strategic position! Geoff Dear brought along two motor cars, an Austin-Healey Sprite and an M.G.A. Both these cars were well and truly spun in practice, Mr. Dear's method evidently being to find out as soon as possible the *impossible!* The M.G. was also driven by Mrs. M. Lee, who was obviously enjoying herself, having a very high-powered spin over the finishing line on her second run, with a smile that quite disarmed any worried officials! Roger Waters was outstandingly fast with a Renault Dauphine, taking his class in 1 min. 52.2 secs., beating a lot of sports cars.

The usual M.G.A. battle ensued, the honours going to Mike Reid, with J. M. Noble and Geoff Dear in close attendance.

Among the bigger boys, J. E. R. Cleaver's Ace motored nicely on its first trip, but rotated violently on the top corner on its second run, from the dim distance appearing to go right round the thrashing machine! Tom Bryant had been extremely fast in practice with a Morgan, and got through two of his prescribed three laps, before a rear wheel pulled clean away from the studs, whistled between two startled marshals and came to rest some distance from the startled Mr. Bryant. Not to be deterred, a fresh wheel was procured, and the Morgan got down to 1 min. 47.3 secs. on its second tour. This looked like being fastest time, but Bob Standbridge's A.C., after a deceptively gentle start, fairly tore round on its second run, and clocked 1 min. 47.2, which gave Mr. Standbridge the day, by a very close margin. P. L. Farquharson drove a very

potent J2 Allard, but found it a handful on grass, remarking "top gear motor-ing!" to the onlookers. Whatever gear he used, he recorded the very useful time of 1 min. 48.1 secs. on both his runs, the big green car being tremendously fast down the back straight.

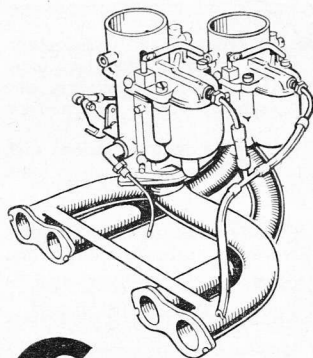
A lovely sight for all vintage types was the ex-Birkin blower Bentley, restored exactly to its original condition by Harry Rose. At the last autocross he performed with the ex-Clement Bentley, and the blower car made an interesting comparison.

The meeting closed with those competitors who wished, getting a third run to compete for an extra award, put up at the last minute by the Club Chairman, John Jesty. This went to Tom Bryant, who, though the oldest competing member of the club, drove in an extremely youthful manner throughout the day.

A. HOLLISTER.

Results

Saloons up to 950 c.c.: A. Horne (Austin A35), 2 m. 9.9 s.
Saloons, 951-1,100 c.c.: J. J. Macklin (Volkswagen), 2 m. 2.1 s.
Saloons, 1,101-2,000 c.c.: T. Pascoe (Porsche), 1 m. 51.8 s.
Saloons, over 2,000 c.c.: H. Rose (Lancia), 1 m. 48.5 s.
Sports Cars, 1,100 c.c.: R. Waters (Renault Dauphine), 1 m. 52.2 s.
Sports Cars, 1,101-1,500 c.c.: M. J. Reid (M.G.A.), 1 m. 50.0 s.
Sports Cars, over 1,500 c.c.: T. Bryant (Morgan), 1 m. 47.3 s.
Specials: J. Burry (Lilfo), 1 m. 49.7 s.
Best Time of Day: R. P. Standbridge (A.C. Ace), 1 m. 47.2 s.
Best Lady Driver: Mrs. R. Standbridge (A.C. Ace), 1 m. 56.1 s.
Fastest Novice: M. Percival (Lotus), 1 m. 54.2 s.



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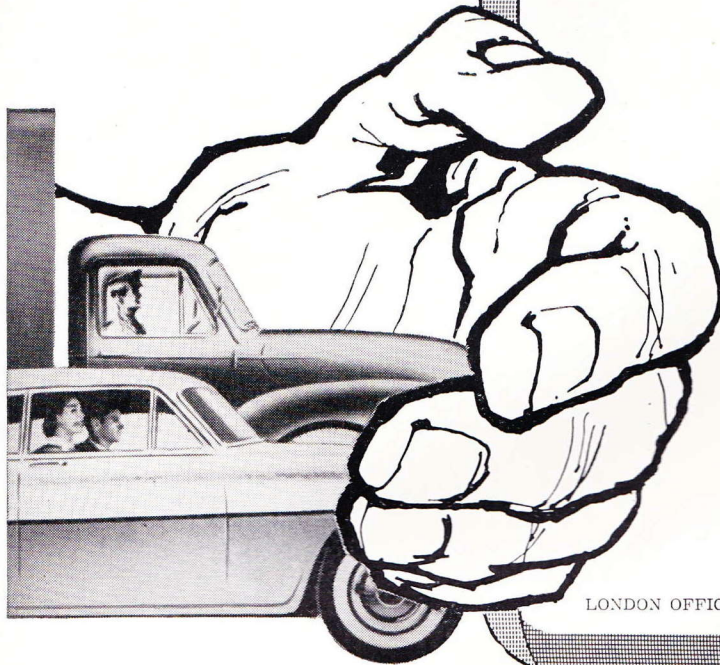
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