

AUTOSPORT

MAY 1, 1959

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EVERY FRIDAY
Vol. 18 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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

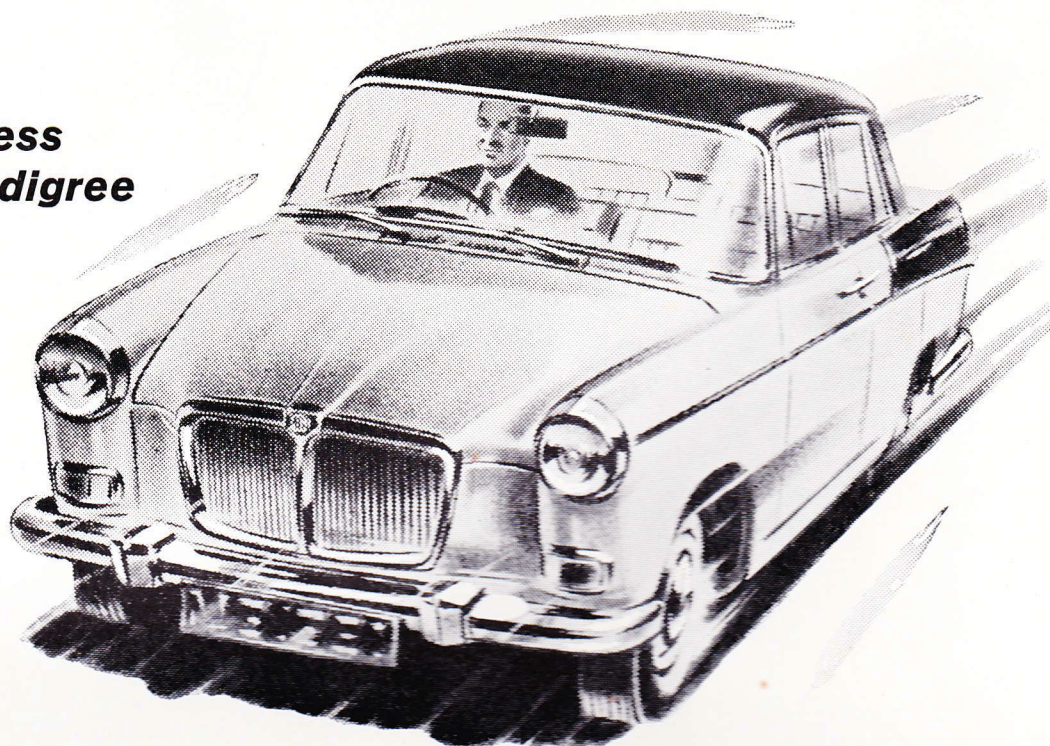


IN THIS ISSUE

THE SYRACUSE GRAND PRIX—FULL REPORT AND PICTURES : SILVERSTONE PREVIEW
CLUB RACING AT MALLORY PARK, GOODWOOD, BRANDS HATCH AND RAGLEY PARK

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Vol. 18 No. 18

May 1, 1959

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CONTENTS

Sports News	Page 554
Silverstone International Trophy Meeting Preview	556
The Harry Miller Story—Part One	557
John Bolster Tests the Joy Junior Car-Top Boat	560
B.A.R.C. Goodwood Members' Race Meeting	562
Nottingham S.C.C. Mallory Park Race Meeting	564
The Syracuse Grand Prix	566
Aston Martin O.C./Jaguar D.C. Brands Hatch Race Meeting	570
Sunbac/Bugatti O.C. Ragley Park Sprint	574
Correspondence	575
Club News	576
Tulip Rally	584

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

FIRST REAL INTERNATIONAL F2 VICTORY

STRANGE to relate, until the Grand Prix of Syracuse last Saturday, no British Formula 2 car had ever succeeded in winning an event in which Ferrari and Porsche were represented, although Great Britain was the instigator of the class, and possesses more cars in this category than any of the other countries. Yet the Syracuse victory was thoroughly deserved although as much credit must go to Stirling Moss as a driver as to the Cooper as a car, for it was apparent that the Ferrari had both speed and staying power in sufficient quantity to win the race. Moss, however, led Behra on to make his one mistake—one mistake that cost the Italians the race. John Cooper can justifiably feel satisfied, though, that his cars whether fitted with Coventry Climax or the heavier, fuel-injected Borgward engine can answer anything that the Ferrari or Porsche teams are likely to produce, and on top of his victory in last year's F2 constructors' championship, the first round in the 1959 series has gone to his marque. It must not be forgotten that the Formula 2 cars of today are, in principle, the Formula 1 cars of tomorrow, and a win against such tough opposition must indicate that the Surbiton concern has the right recipe. AUTOSPORT feels, however, that those responsible for the Lotus Formula 2 cars must be less happy about the outcome of the Syracuse Grand Prix. Of the five cars to start—the fastest on the second row of the grid—only one finished the course, eight laps behind the winners and probably incapable of completing another tour.

SILVERSTONE SATURDAY

IT will be interesting to know whether or not the International Trophy Meeting tomorrow (2nd May) will attract the large crowds which previously attended these events when they were sponsored by the *Daily Express*. Although the newspaper has given a great deal of advance publicity, the onus of financing the meeting has fallen on the British Racing Drivers' Club. With representation by major Grand Prix marques in the "Trophy", obviously quite considerable sums of money have had to be paid out in respect of the "prime de depart", as well as entrants in other events. In any case the presence of top-line drivers in Ferrari, B.R.M., Cooper, Maserati, Aston Martin and Lotus G.P. cars should draw the crowds, not to mention the highly popular production car events and sports-car races. Everyone will wish for the best possible weather, not only to give spectators the chance to see very fast racing, but to enable the B.R.D.C. to recoup some of the huge outlay which is necessary to put over such an ambitious programme.

OUR COVER PICTURE

FIRST green cover of 1959 is proudly donned by AUTOSPORT to record the first real international Formula 2 victory for a British car and driver—Stirling Moss in Rob Walker's Borgward-engined Cooper. Stirling out-drove the Ferrari entry, driven by Jean Behra, to win the Syracuse Grand Prix by more than 20 seconds, and other Coopers finished third, fourth and fifth. This fine shot was taken as Moss negotiated the very acute hairpin on this tricky Sicilian circuit.

Photograph by Francis Penn

SPORTS NEWS

SILVERSTONE ENTRIES

Competitors and Their Cars for
Saturday

INTERNATIONAL TROPHY RACE

Roy Salvadori (Aston Martin), 2,493 c.c.; Carroll Shelby (Aston Martin), 2,493 c.c.; Ron Flockhart (B.R.M.), 2,491 c.c.; Stirling Moss (B.R.M.), 2,491 c.c.; Jack Brabham (Cooper), 2,490 c.c.; Ian Burgess (Cooper), 2,200 c.c.; Jack Fairman (Cooper-Maserati), 2,489 c.c.; Tony Brooks (Ferrari), 2,417 c.c.; Phil Hill (Ferrari), 2,417 c.c.; Brian Naylor (J.B.W.-Maserati), 2,489 c.c.; Graham Hill (Lotus), 2,494 c.c.; Peter Lovely (Lotus), 2,494 c.c.; Maria Teresa de Filippis (Maserati), 2,496 c.c.; Giorgio Scarlatti (Maserati), 2,496 c.c.; da Silva Ramos (Maserati), 2,496 c.c.; Hans Hermann (Maserati), 2,496 c.c.; Masten Gregory (Cooper), 1,475 c.c.; Bruce McLaren (Cooper), 1,475 c.c.; Tony Marsh (Cooper), 1,475 c.c.; Jim Russell (Cooper), 1,475 c.c.; Tim Parnell (Cooper), 1,475 c.c.; Bill Moss (Cooper), 1,475 c.c.; Innes Ireland (Lotus), 1,475 c.c.; Alan Stacey (Lotus), 1,475 c.c.; Ivor Bueb (Cooper-Borgward), 1,488 c.c.

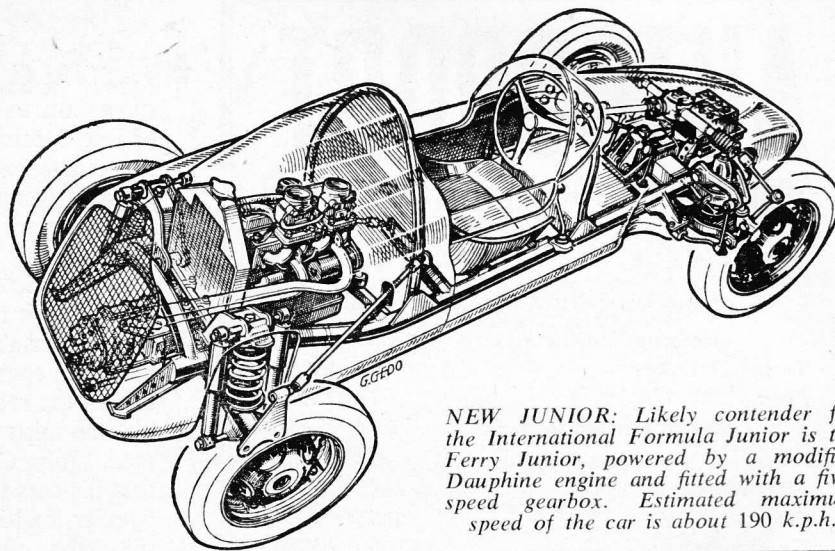
PRODUCTION TOURING CARS

Up to 1,000 c.c.: John Horridge (Austin), 949 c.c.; John Sprinzel (Austin), 948 c.c.; Leonard Adams (Austin), 948 c.c.; George Shepherd (Austin), 948 c.c.; Tom Haig (Austin), 990 c.c.; David Boshier Jones (Austin), 990 c.c.; F. R. Gerard (Austin), 990 c.c.; David Goode (Austin), 948 c.c.; Alan Foster (Morris Minor), 948 c.c.; J. H. Gaston (Austin), 948 c.c.; C. H. Threlfall (SAAB), 747 c.c.
1,001-1,600 c.c.: T. Bridger (Borgward), 1,493 c.c.; H. C. Spero (Borgward), 1,493 c.c.; John Young (Ford), 1,172 c.c.; Arthur Wessblad (Volvo), 1,580 c.c.; Per Nystrom (Volvo), 1,580 c.c.; Gunnar Andersson (Volvo), 1,580 c.c.; Gunnar Bengtson (Volvo), 1,580 c.c.; Michael McKee (Alfa Romeo), 1,290 c.c.; Les Leston (Riley), 1,489 c.c.; G. H. Grace (Riley), 1,489 c.c.

1,601-2,600 c.c.: J. M. Uren (Ford), 2,553 c.c.; E. W. Cuff Miller (Ford), 2,553 c.c.; D. J. Uren (Ford), 2,553 c.c.; P. Blond (Jaguar), 2,443 c.c.
Over 2,600 c.c.: Tom Dickson (Jaguar), 3,442 c.c.; E. Protheroe (Jaguar), 3,442 c.c.; I. Bueb (Jaguar), 3,442 c.c.; R. Salvadori (Jaguar), 3,442 c.c.; Sir Gawaine Baillie (Jaguar), 3,442 c.c.

SPORTS CARS UP TO 1,100 C.C.

Alan Stacey (Lotus), 1,097 c.c.; T. J. Threlfall (Lotus), 1,098 c.c.; T. H. Shaddick (Elva), 1,098 c.c.; J. C. Brierley (Elva), 1,098 c.c.; R. Prior (Lotus), 1,098 c.c.; C. A. Threlfall (Tojeiro), 1,098 c.c.; L. Bramley (Lotus), 1,098 c.c.; I. R. Raby (Cooper), 1,098 c.c.; David Shale (Lotus), 1,098 c.c.; Keith Greene (Lotus), 1,097 c.c.; P. Ashdown (Lola), 1,097 c.c.; P. Gammon (Lola), 1,097 c.c.; E. Broadley (Lola), 1,097 c.c.; Tom Dickson (Elva), 1,098 c.c.; Les Leston (Elva), 1,098 c.c.; John Brown (Elva), 1,098 c.c.; Ian Walker (Lotus), 1,097 c.c.; P. J. Arundell (Lotus), 1,098 c.c.; J. Blumer (Lotus), 1,097 c.c.; L. J. Jacobsz (Lotus), 1,098 c.c.; A. Maggs (Lotus), 1,098 c.c.; J. Campbell Jones (Lotus), 1,098 c.c.; D. Randall (Lotus), 1,098 c.c.; Michael McKee (Lotus), 1,098 c.c.; Michael Taylor (Lola), 1,098 c.c.; Peter Gordon (Lotus), 1,098 c.c.; A. P. Belcher (Lotus), 1,097 c.c.; John Peters (Elva), 1,098 c.c.; G. Pitt (Lotus), 1,094 c.c.



NEW JUNIOR: Likely contender for the International Formula Junior is the Ferry Junior, powered by a modified Dauphine engine and fitted with a five-speed gearbox. Estimated maximum speed of the car is about 190 k.p.h.

SPORTS CARS UP TO 3,000 C.C.

1,101-2,000 c.c.: Tom Dickson (Lotus), 1,475 c.c.; Innes Ireland (Lotus), 1,475 c.c.; Alan Stacey (Lotus), 1,475 c.c.; Graham Hill (Lotus), 1,960 c.c.; Jim Russell (Cooper), 1,962 c.c.; Malcolm Templeton (Lotus), 1,475 c.c.; R. B. White (Lotus), 1,460 c.c.; David Piper (Lotus), 1,460 c.c.; Michael Taylor (Lotus), 1,960 c.c.; E. G. Greenall (Lotus), 1,475 c.c.; W. S. Bowman (Cooper), 1,962 c.c.; Chris Bristow (Cooper), 1,962 c.c.; Percy Crabb (Cooper), 1,962 c.c.; Douglas Graham (Lotus), 1,962 c.c.; Jack Brabham (Cooper), 1,962 c.c.

2,001-3,000 c.c.: Ivor Bueb (Lister-Jaguar), 2,993 c.c.; Bruce Halford (Lister-Jaguar), 2,993 c.c.; Maurice Charles (Jaguar), 2,986 c.c.; Masten Gregory (Lister-Jaguar), 2,986 c.c.; Ron Flockhart (Tojeiro-Jaguar), 2,986 c.c.; Michael Bond (Aston Martin), 2,992 c.c.; Peter Mould (Lister-Jaguar), 2,986 c.c.; Michael Salmon (Jaguar), 2,986 c.c.; Jean Bloxam (Aston Martin), 2,922 c.c.; Jonathan Sieff (Lister-Jaguar), 2,996 c.c.; Stirling Moss (Aston Martin), 2,992 c.c.; A. G. Whitehead (Aston Martin), 2,992 c.c.; Brian Naylor (J.B.W.-Ferrari), 2,999 c.c.; Roy Salvadori (Cooper-Maserati), 2,489 c.c.

"GRAND TOURING" CAR RACE

Up to 1,300 c.c.: F. R. Gerard (Turner), 978 c.c.; Colin Chapman (Lotus), 1,220 c.c.; P. Graham (Austin-Healey) 990 c.c.; P. Williamson (Austin-Healey), 990 c.c.; Tom Haig (Austin-Healey), 990 c.c.; Graham Warner (Lotus), 1,220 c.c.; R. D. Jennings (Renault Dauphine/Gordini), 803 c.c.; Edward Lewis (Lotus), 1,216 c.c.; J. Lawry (Lotus), 1,220 c.c.; S. A. Hurrell (SAAB), 748 c.c.; G. Hill (Austin-Healey), 948 c.c.; J. Sprinzel (Austin-Healey), 948 c.c.; C. R. Wood (Austin-Healey), 948 c.c.; I. Walker (Lotus), 1,220 c.c.; J. H. D. Whitmore (Lotus), 1,216 c.c.; W. D. Bleakley (Alfa Romeo), 1,290 c.c.; P. J. S. Lumsden (Lotus), 1,220 c.c.; J. H. Gaston (Austin-Healey), 948 c.c.

1,301-1,600 c.c.: R. F. Bloxam (M.G.A. Twin-Cam), 1,589 c.c.; A. T. Foster (M.G.A. Twin-Cam), 1,589 c.c.; R. W. Fitzwilliam (M.G.A. Twin-Cam),

1,588 c.c.; C. Martyn (M.G.A. Twin-Cam), 1,588 c.c.; P. Fletcher (M.G.A. Twin-Cam), 1,588 c.c.; John Bekaert (M.G.A. Twin-Cam), 1,589 c.c.; J. Burke (Porsche), 1,498 c.c.

1,601-2,600 c.c.: C. J. Lawrence (Morgan), 1,991 c.c.; Roy North (Triumph), 1,991 c.c.; A. G. W. Belcher (Morgan), 1,991 c.c.

Over 2,600 c.c.: J. Sieff (Jaguar), 3,442 c.c.; Sir G. Baillie (Chevrolet), 4,640 c.c.; J. G. Sears (Austin-Healey), 2,639 c.c.; J. Brabham (Jaguar), 3,442 c.c.; Stirling Moss (Aston Martin DB4), 3,670 c.c.

THE "AUTOSPORT" CHAMPIONSHIP—1959

Provisional List of Competitors

(a) Up to 1,000 c.c.

Austin-Healey Sprite: M. B. Baring; J. H. Gaston; A. McKechnie; K. W. Mackenzie; K. L. Spellman; C. P. Tooley; C. R. Wood.
Turner 950: R. G. Falconer; Bob Gerard; B. A. M. Gilbert; Austin Nurse.
Fairthorpe Electron: C. J. Green; F. Collins; P. Butt.
Berkeley: N. W. Graham; John Goddard-Watts; S. H. Handel; M. Clare.

(b) 1,101-1,300 c.c.

Lotus Elite: Jimmy Clark; P. J. S. Lumsden; John Lawry; J. H. D. Whitmore.
Alfa Romeo: R. M. Shepherd-Barron.

(c) 1,301-1,600 c.c.

M.G.A.: R. W. Fitzwilliam; H. V. Cross; D. G. Dixon; T. Entwistle; J. Heppenstall; A. M. Jones; W. E. Needham; R. Vincent.
Elva Courier: G. Baird; P. Fergusson; C. Meek; K. P. Tomci.
Porsche Carrera: J. Burke.

(d) 1,601-2,000 c.c.

A.C.-Ace: R. F. Anderson; J. McKechnie; A. McKechnie; E. J. B. Mitchell; R. Staples.
Morgan: A. G. W. Belcher; C. J. Lawrence.
Triumph: J. L. Taylor.
Alfa Romeo: J. Dalton.
Maserati: H. P. Jones.
Frazer-Nash: P. H. Sutcliffe.

(e) Over 2,000 c.c.

Austin-Healey: Jack Sears; M. C. Bowling; N. Green; C. R. Hansen; R. A. Hudson; A. Lanfranchi.
Chevrolet Corvette: Sir Gawaine Baillie.



★
FORMULA 2 CHAMPION. Jack Brabham holds the "Autocar" F2 Championship Trophy which he had just been presented with by Mr. Claude Wallis, Chairman of Associated Iliffe, Ltd., at a reception at the R.A.C.

THE 1959 MOBILGAS ECONOMY RUN

THIS year's Mobilgas Economy Run was won, for the third time, by Mr. H. G. W. Kendrick. Driving an Austin A105, Mr. Kendrick averaged 63.37 ton m.p.g. His other wins were in 1956 when he averaged 29.74 m.p.g. in an A90 and in 1957 he won in another Austin, this time an A105, and averaged 33.6 m.p.g.

Results

Outright Winner: H. G. W. Kendrick (A105), 63.37 ton m.p.g. Class I: G. Chaterne (Standard Pennant), 59.92 ton m.p.g. Class II: J. H. Harrison (Wolseley 1500), 61.60 ton m.p.g. Class III: C. M. Walker (Standard Ensign), 60.08 ton m.p.g. Class IV: H. G. W. Kendrick (A105), 63.37 ton m.p.g.

WELL-KNOWN personalities in motor racing attended Duncan Hamilton's retirement party. In this group (l. to r.) are Bill Heynes (Jaguar), Brian Turle (Shell), Tony Rolt, Donald Healey, Duncan Hamilton, Joe Wright (Dunlop), "Lofty" England (Jaguar), Dick Jeffrey (Dunlop) and Sir William Lyons.



DUNCAN HAMILTON RETIRES
FORMER Le Mans winner, and one of the most colourful of racing drivers, Duncan Hamilton has decided to hang up his crash-helmet. Always a great favourite with the crowds, Hamilton was prominent with Lago-Talbot, E.R.A., Maserati and H.W.M. single-seaters, but gained fame as a Jaguar driver. Le Mans was, of course, Duncan's happy hunting-ground, where he began his association with Tony Rolt in a Healey-Nash, to be followed by a regular place in the Jaguar team, resulting in a famous victory in 1953, and that never-to-be-forgotten chase after Gonzalez's 4.9 Ferrari in the wet race of 1954.

Last year, Duncan crashed when the "D"-type he drove with Ivor Bueb was lying in second place behind the winning Ferrari, having led for several laps during the height of the rainstorm. A torrential downpour caused the abandonment of the International Trophy at Silverstone in 1951, but Hamilton (Lago-Talbot) finished second behind Parnell's Thin-Wall Ferrari, and ahead of the Alfa Romeos, including that of Fangio.

Hamilton also provided a major shock for Aston Martins at Silverstone in 1950, when his Healey Silverstone defeated the new DB2 coupés after a tremendous battle with the late Raymond Sommer.

A true amateur, Duncan Hamilton regarded motor-racing as a sport—but always tried his level best to win. On one or two occasions his determination to take the chequered flag disrupted pit plans, but on the whole he could be relied on to do whatever was necessary.

At a private dinner-party in the Royal Thames Yacht Club, several of his friends and associates paid tribute to Duncan's prowess on the circuits. Particularly warm remarks were made by Sir William Lyons.

PERCY CRABBE is now fit again and would like to thank everybody who telephoned and wrote to him. He will be about in around two or three weeks.

★
WINNER of the Monza 12 Hours race for 600 and 750 c.c. cars recently, the Berkeley driven by Bandini/Cammara swings through a corner.



★
"AUTOSPORT" WORLD CUP
Opening Round at Zandvoort, 5th July

To inaugurate the AUTOSPORT World Cup for Grand Touring cars, an International match race will take place between Holland and Great Britain on 5th July, 1959, on the Zandvoort circuit. The event will be of 2-2½ hours' duration, and will include about two com-

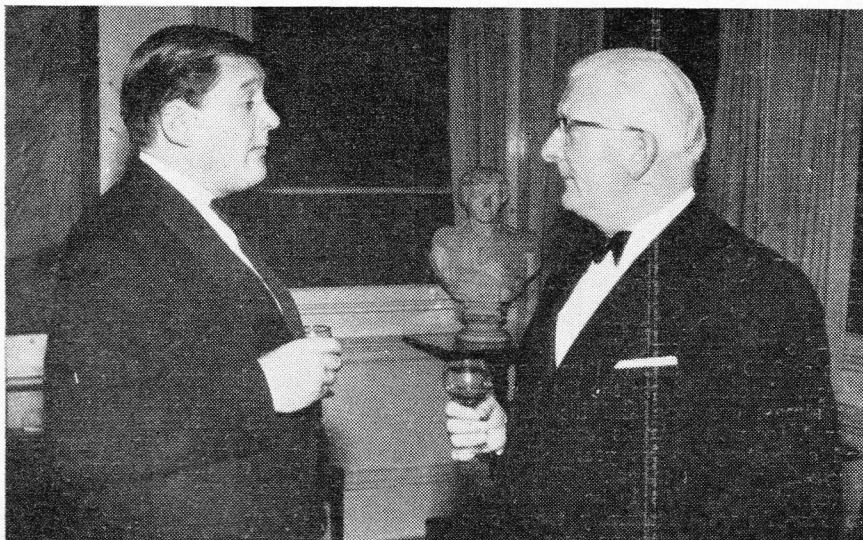
pulsory pit stops. Teams will comprise six from each country in cars of under 1,600 c.c. The British team will be selected by AUTOSPORT early in June.

The return match will take place at Brands Hatch on 29th August, during the B.R.S.C.C. International meeting, which also includes events for F2, F3, saloon and sports-racing cars. On this occasion, the contest will comprise two 21-lap races.

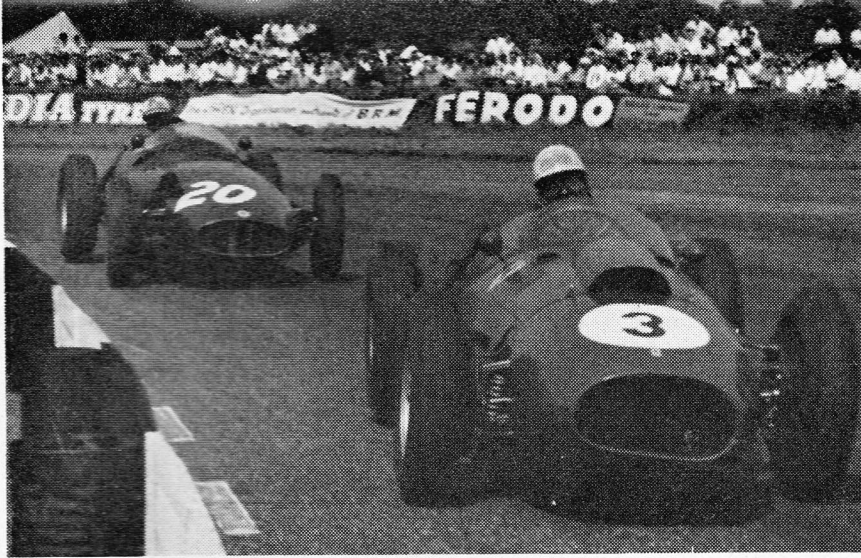
Cars eligible are Grand Touring Series modified as taking part in the current AUTOSPORT Championship. Selected drivers will receive an International Medal.

For 1960, other countries will participate in the series, and races will be arranged by prominent Continental clubs. The competition actually takes the status of test matches, and it is hoped to increase the number of competitors to 12 for next season.

David Pritchard will accompany the British team to Zandvoort, and all shipping arrangements will be undertaken by AUTOSPORT. The Dutch club (Nederlandse Autorensport Vereniging) will arrange accommodation near Zandvoort.



DUNCAN HAMILTON chats with Sir William Lyons at the former's retirement party—the driver and the man who made the cars in which he gained a tremendous reputation.



AUTOSPORT, MAY 1, 1959

POTENTIAL WINNERS BOTH. Ferrari and B.R.M. will field two cars at Silverstone tomorrow. This picture shows von Trips leading Harry Schell at last year's International Trophy Meeting.

fast when being tested and can under no condition be dismissed from the list of likely winners. Driving these two newcomers will be Roy Salvadori and that amiable Texan, Carroll Shelby.

B.R.M.s will be out for blood with Stirling Moss (driving his third race of the day) and Ron Flockhart up. One hesitates to suggest Bourne's chances in this race, but the machines are now very fast indeed and Moss was very pleased

TOMORROW, as if you cared, is Cup Final day. What is of much greater importance to you and me, however, is that it is also Silverstone Day. The B.R.D.C. are organizing the 11th Annual International Trophy Meeting and have gathered together a really first-class entry for this important event.

If you wish to be present for the first race of the day you must stagger from your warm beds at some ungodly hour, for at 10.15 a.m. the day's dicing begins with a 12-lap G.T. car race. This is a new event at Silverstone and one which should prove very interesting.

In the up to 1,300 c.c. class we have a fine field comprising seven Sprites, seven Lotuses, and one each of Turner, Renault Dauphine-Gordini, SAAB and Alfa Romeo. Among the drivers are some pretty fast boys, namely, Bob Gerard, Colin Chapman, John Lawry, Graham Hill, John Sprinzel, Ian Walker, *et al.* If I had any money I think I'd back Chapman in this one. In the 1,300-1,600 c.c. class we have six M.G.As and a Porsche. The M.G.s are to be handled by Roy Bloxam, Alan Foster, Bob Fitzwilliam, Chris Martyn, P. Fletcher and John Beakaert. The lone Porsche is driven by J. Burke. This should be interesting.

The 1,600-2,600 c.c. class has only three runners, two Morgans (C. J. Lawrence and A. G. W. Belcher) and a TR3 (Roy North). The over 2,600 c.c. class comprises J. Seiff (Jaguar), Sir Gawaine Baillie (4.6 Chevrolet Corvette), Jack Sears (Austin-Healey), Jack Brabham (Jaguar) and Stirling Moss (DB4). Stirling is undoubtedly the boy to watch here. He has recently tested the DB4 at Silverstone and if our spy had his ear to the right piece of ground his lap times were pretty sensational.

The next race on the agenda is the big sports car race, divided into two classes. The 1,100-2,000 c.c. class comprises 10 Lotuses and five Coopers. This should be quite a hectic do, for among the drivers are such erudite gentlemen as Tom Dickson, Innes Ireland, Alan Stacey, Graham Hill, Jim Russell, Michael Taylor, Chris Bristow, and Jack Brabham. Who'll win? You tell me! But it would seem reasonable to expect a fine scrap between Brabham, Hill, Stacey and Russell.

The 2,000-3,000 c.c. class is surely going to be another of those fine Jaguar-Aston battles. Jaguar engines power no less than eight of the entrants. There are two works Listers (Bueb and Halford), Ecurie Ecosse have Masten Gregory and Ron Flockhart in the Lister and Tojeiro respectively. Peter Mould and Jonathon Seiff are both driving their

LET BATTLE COMMENCE . . .

All the contenders for the 1959 G.P. honours are entered for tomorrow's International Trophy Race at Silverstone

own Cambridge cars and Maurice Charles and Mike Salmon have their own D-types. At the opposite end of the arena, so to speak, are four Austons. Michael Bond has the ex-Whitehead DB3S, Jean Bloxam has a similar car, Graham Whitehead has his do-it-yourself DBR1 and Stirling Moss has a works car. (You may remember that last year in the Aston he became the first driver to lap Silverstone at over 100 m.p.h. in a 3-litre car.) And finally we have Brian Naylor in his J.B.W.-Ferrari and Roy Salvadori in John Coombes's Cooper-Maserati. Roy may well be the dark horse of this scrap for in the same car he won the sports car race at Aintree a fortnight ago, and if there is anyone who knows of a faster way of getting round Silverstone then I'd like to meet him. (So would Roy, I expect!)

So there you are, take your pick, Stirling in the Aston would seem to be the obvious choice but watch out for Roy!

The thunderous roar of the big sports cars having died down the Production Touring Cars come out to play at 12.35. In the up to 1,000 c.c. class there are no less than nine Austins, three of which are entered by Alexander Engineering (Tom Haig, David Boshier-Jones and Bob Gerard), and two by Team Speedwell (John Sprinzel and Len Adams). Alan Foster has a Minor 1000 and Chris Threlfall a SAAB. The 1,000-1,600 c.c. class has four works entered Volvos to do battle with two Borgwards, two Rileys, an Alfa Romeo and a Ford.

J. M. Uren, Cuff Miller, D. J. Uren (Fords) and Peter Blond (Jaguar) are the only competitors in the 1,600-2,000 c.c. class, and the over 2,000 c.c. class is made up entirely of Jaguars. Here we shall see the resumption of what looks like being a season-long duel between Roy Salvadori and Ivor Bueb. Get ready to duck!

Now we come to the main race of the day—the International Trophy. This starts at 2.30 p.m. and will be run over 50 laps. Looking down the list it seems that almost everyone and his dog has entered, for all the works teams that intend competing in this year's *Grandes Epreuves* will be there. The main interest will undoubtedly be focused on the new Austons. Naturally these cars are very much an unknown quantity, but we gather that they have gone pretty

with the car when he tried it recently, and if he is successful tomorrow he may well decide to sign with B.R.M. for the season.

Scuderia Ferrari will be fielding two cars, and the drivers will be our own Tony Brooks and the phenomenal Phil Hill. These two would seem to be the obvious favourites for the Trophy. There are many people who think Tony is the fastest driver in the world, and if the Maranello maestros have produced a bit more speed than they had at Aintree, Brooks may well be the first over the line. So, for that matter, might be Hill, who showed incredible speed towards the end of last season.

Although Ferraris were slower than the Coopers and B.R.M.s at Aintree, they won for the simple reason that they stayed in one piece and this reliability must be heeded when trying to find the winner.

In marked contrast the Coopers and Lotuses (with the notable exception of McLaren's Cooper) all fell apart at Aintree, having shown considerable speed whilst running, but if they can stay together the Hornsey and Surbiton cars must stand a good chance of winning. Graham Hill and the American Pete Lovely will be driving the works Lotuses, while Jack Brabham will be at the wheel of the Cooper.

Of the private entries Tommy Atkins has entered two Coopers, one Climax-powered (Ian Burgess), the other with a Maserati engine (Jack Fairman). Brian Naylor has entered his home-built J.B.W.-Maserati and there are four 250F Maseratis, two entered by Scuderia Centro-Sud (da Silva Ramos and Hans Hermann) and Maria Teresa de Filippis and Giorgio Scarlatti will drive their own machines.

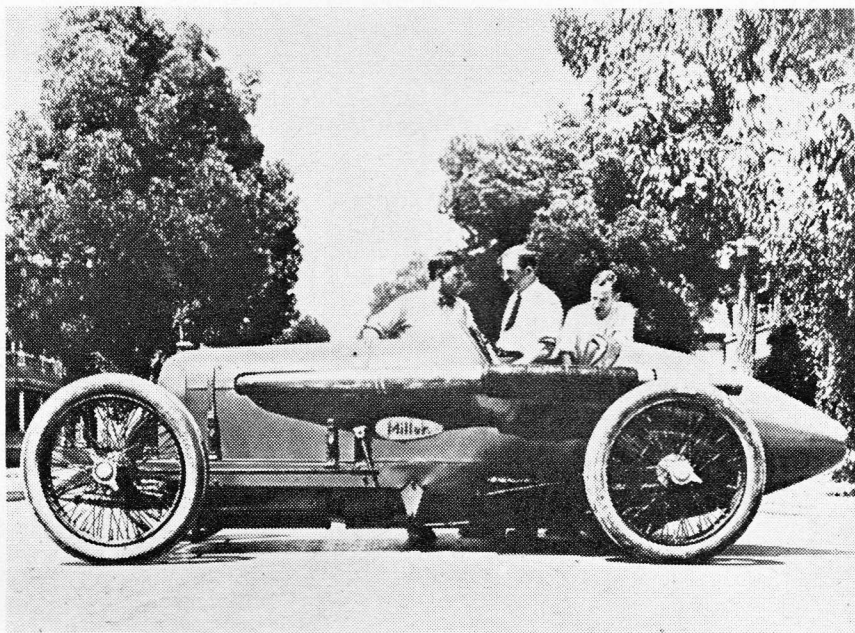
Running concurrently with the F1 boys are the F2 cars. The field here comprises six Cooper-Climaxes (Tony Marsh, Jim Russell, Tim Parnell, Bill Moss, Masten Gregory and Bruce McLaren, these last two being in works cars). Innes Ireland and Alan Stacey will be in works Lotuses and Ivor Bueb will be in the B.R.P. Cooper-Borgward.

The winner of this category would seem to come from Gregory, Russell and Stacey, but don't overlook young Bruce McLaren. Bruce is at present

(Continued on page 578)

BASICALLY 1914 PEUGEOT, this was one of Harry A. Miller's first racing cars. Modified and tuned by Miller, seen here with two of his assistants, the car enjoyed remarkable success in 1916.

RACING-CAR designers and builders very seldom make the headlines, or are borne in triumph by the cheering crowd at the finish line after a race, but they certainly have a place of distinction in the history of motor-racing. It is due to their inspiration and labour that the instruments that made it possible for the "virtuosi" to write so many pages of glory were created. Motor-racing historians—and every enthusiast is, potentially, one—find a particular delight in recollecting the "twenties", perhaps the most glamorous era of the sport and so rich in colourful personalities. Many names of that epoch achieved immortality; some by their exploits at the wheel of a racing-car; some by their genius materialized in the production of a successful machine. The "twenties"—those gay, roaring "twenties"—produced the most brilliant pages of racing history in the United States, technically or otherwise. Indianapolis was, naturally, the



INTRODUCTION

Harry Miller's Saga

BY DR. VICENTE ALVAREZ

The Life and Work of America's Greatest Racing Car Builder

Mecca of their speed talent, but at the same time, the fabulous board ovals (costing up to 1,000,000 dollars apiece—of perishable material) mushroomed over the country. Circling those steeply banked bowls at sizzling speeds, men like Murphy, Milton, Cooper, Hartz, De Paolo—to name only a few—reached the legendary stature of demi-gods; many world's absolute speed records for long distances were shattered during races! Prizes were high, big-league races were run often, and competition was very keen. An overflowing pot of gold was there waiting for the man who could build a winning car and many were the individuals who ventured into design and construction—most of them failed, a

few enjoyed an ephemeral bonanza. However, there was one man whose name became a synonym to victory for over 20 years: Harry Armenius Miller.

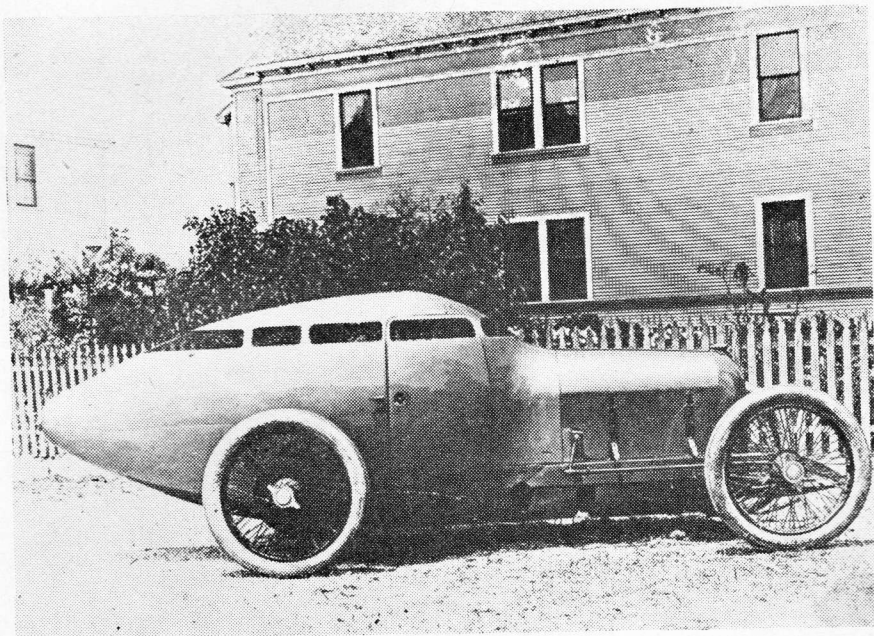
Most fittingly defined as the man who made his personal playground the Indianapolis speedway, Harry A. Miller stands out as the greatest creative genius in the golden era of American racing. So much has been written on his life and his work that the author could hardly be original. Outside of the United States, his name is known but not the entire scope of his work; nor is his significance in the evolution of the high-speed engine fully realized.

European racing circles were never much in favour of track racing; Miller was strictly a speedway man and therefore Europe was never a propitious field for his cars to accomplish much. Millers ran in Europe on several occasions, but they were badly handicapped by their speedway power-curve, speedway chassis, inadequate gearbox and poor brakes. But the 91 c.i. motor—Miller's most brilliant creation—was pronounced good by none less than Ettore Bugatti; a real accolade, coming from an indisputable master of the trade. British old-timers will no doubt remember the 2-litre front-drive Derby Miller and its record runs.

Millers dominated Indianapolis—and all of the American speedways—for two decades and many of their speed marks are looked up with respect to this day, 30 years later. Unfortunately, Miller's creative genius was never accompanied by solid economical principles. Thus, having built and sold speed machinery worth millions, he was bankrupt—for the first time—at the very moment his cars were winning races all over the country. Miller did not seem to believe in saving money and he would lead a life as befitted his genial stature; what money was left was invested in new ideas. His engines and cars carried a high price tag, but production was made at a fabulous cost as well. He neglected the profitable "angles" and would disdain the maintenance and spare-parts line—he had to create newer and better machinery. With a hundred new ideas brewing, Miller would quit working on any project so soon as it ceased to be a challenge—his collaborators would take it from there, while he would get started on something different. Creative eagerness can never be good business unless

RACING VICTORIES were proudly used as publicity on Harry Miller's Los Angeles carburettor factory in 1916. The number of employees will give some idea of the magnitude of the concern.





it is governed by an equally developed practical sense, which Harry Miller unfortunately was not gifted with—nor did he seem to care.

This lack of practical sense did not apply only to his economics: it is to be found in some of his racing machinery as well. Yet the observation of all of his creations makes the fact evident that each and every one of them—whether successful or not—couldn't possibly have been conceived by anybody short of an engineering wizard. Twenty years have passed since the last of Miller's designs appeared at Indianapolis, yet this car is still remarkable by present standards. With his last project, Miller had jumped many years ahead of his time.

Much has been said and written about Miller's technical illiteracy, e.g. "... he could not add two and two or draw a straight line. . . ." This widespread statement may, or may not, be accurate, but it certainly did not matter. Miller had the ability to form the best team to give shape to his fabulous ideas: Fred Offenhauser, a hard-working man without the flash of the genius yet endowed with persistence to work on materialization of blueprints and on the numerous problems each new project poses. Later, Leo Goossen, now with the Reventlow project, joined the staff; a young engineer whose talents translated Harry's dreams into blueprints. The Miller-Offenhauser-Goossen team was to dominate American speedways for many years to come and to lay the foundations of the Miller-Offenhauser dynasty, to this day the rulers of track racing.

An overstatement—particularly by some occasional critics—concerns the fact that Miller's starting point as an engine-constructor was a Peugeot engine, back in 1914. "He merely copied—didn't originate . . .," a tentative criticism a "connoisseur" would disregard with a smile. The 1912 Peugeot marked a turning point in the development of racing motors—Engineer Henry had combined, for the first time, twin overhead

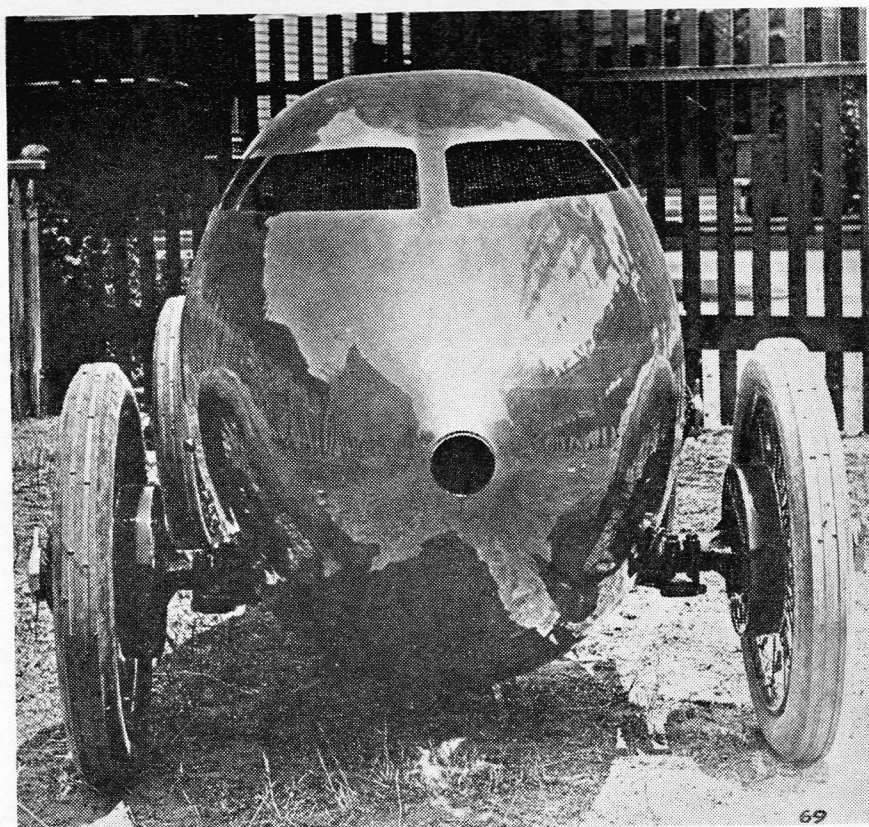
camshafts and multiple, inclined valves. This, and the subsequent models of Peugeot, won races all over the world. Like many others, Miller realized those features of the "fabulous Peugeot" were the logical approach to performance—taking it from there he developed lighter, more compact, higher-output powerplants . . . in 1928 his factory was turning out a 1,500 c.c. straight-eight supercharged engine developing about 250 b.h.p. at 8,000 r.p.m. on petrol/benzole. Miller had certainly travelled a long way from his starting point, and this was the engine that met the approval of such an exacting individualist as Ettore Bugatti. The writer cannot evaluate the

GRAN TURISMO? A 1917 Miller creation—the "Golden Submarine". The narrow slits, which could hardly be called windows, were covered with wire mesh. The car by its very appearance proved to be a crowd-drawer and it was very fast into the bargain.

measure of Miller's influence on subsequent Bugatti products, but it has been pointed out as factual by contemporary authorities.

Harry Miller was affectionately called "Father" by the racing drivers of his time. He was always willing to listen to his "sons" and to advise them on their problems. Building racing cars was his passion but he would never object to doing his share of the dirty work on the track, or on any of the cars bearing his name so long as it would help one of his many "sons" to keep it running. Pre-race time was a very busy period for "Father", particularly at Indianapolis—and he loved it! Miller did not keep a "works" team; his cars were all for sale, even the latest model which always had that extra "something". He eternally strove to give the boys better equipment; although he occasionally entered a car or two of his own, he declined to race a regular factory team—a temptation pretty hard to fight off for a man who had all the trump cards in his hand at a time when prize money reached fantastic figures. This, too, would be considered lack of practical sense. Well, we know how extremely practical some racing men can be!

Miller did not confine his work to racing cars; he built several types of aircraft engine and his famous series of "marines" as well, each one a winner in its class and one of them—the "151"—which earned a particular niche in the hall of fame, in addition to a row of speed boat victories. The "151" was



REAR VIEW of the "Golden Submarine". The narrow slits gave hardly any rear vision, although the streamlining proved effective. The aperture in the tail is the exhaust pipe opening.

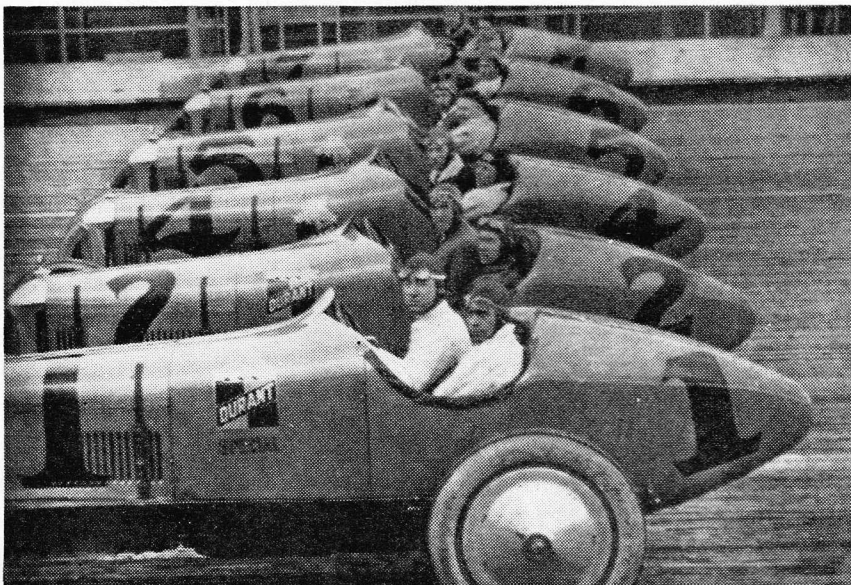
A SIX-CAR TEAM, ordered by millionaire sportsman Cliff Durant, was one of the first commissions Miller received. These cars were built entirely by Miller and won many races. Seen here before 1922 Thanksgiving Races at Beverley Hills, drivers are (from front) Jimmy Murphy, Resta, Hearne, Cooper, Klein and Cliff Durant.

the ancestor of the Miller four-cylinder line of which today's "Offy" is a direct descendant.

In all justice referred to as the American counterpart of "Le Patron", Miller's work on the engines was that of a true, uncompromising, perfectionist. His creations are amazingly simple; accounting for their success are perfection of design, right choice of materials—regardless of their cost—and superb workmanship. Miller racing cars were very expensive but their accomplishments proved they were worth every cent of their price. No wonder why owning—or just driving—a Miller was, for many years, the dearest ambition of every young American driver. There would have been, decidedly, quite a market for a somewhat cheaper race job, but the "Old Man" disdained such an angle. "I know only one way to build racing cars. . . ." a self-explanatory statement, if there ever was one!

A born artist, as evidenced by the austere, functional beauty of all of his creations, Harry Miller becomes a legend whenever the art of machining and finishing is discussed. Griffith Borgeson, regarded as Miller's most authentic biographer, quotes Fred Offenhauser: "Miller could have made much more money if he hadn't cared so much about finish—but he didn't think that way. He didn't want to see machining or file marks on metal. All his castings had to be hand-scraped and polished to a satin finish and every part was machined. It took us from 6,000 to 6,500 man-hours to build a complete car in the 'twenties'. Between 700 and 1,000 hours went into beautifying, just putting the finish on each machine. Showmanship is a big part of automobile racing and Harry's cars made every show look awfully good."

Miller's passion for weight-saving was



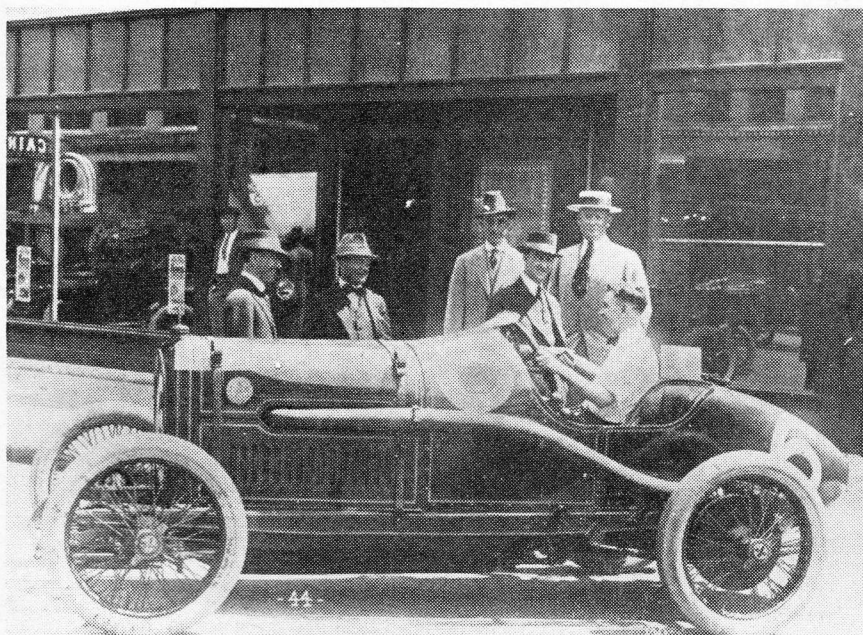
A GREAT SHOWMAN of debatable driving ability, Barney Oldfield nevertheless always had the finest racing machinery available. Towards the end of his long career he drove the "Golden Submarine" to many dirt-track records.

also well known. This called for extensive use of costly materials and painstaking, expensive research. From Griff Borgeson, again: "You could machine so much stock off a part that it would break from pure weakness and the Old Man would never murmur. But if he thought you made a part too heavy, then there was hell to pay!" A 1929 1,500 c.c. Miller car, complete, weighed only 1,400 pounds. With a frontal area of nine square feet and over 240 b.h.p., it had a maximum speed in excess of 150 miles per hour . . . and it was rugged, too! Yes, building those masterpieces was truly an art, but, money-wise, an impractical one, and only a devoted artist would persist in carrying on to those commercially unrewarding standards.

Throughout the years, a number of big, powerful, automotive manufacturers who kept a racing department "on the side" and reaped the benefits of racing publicity, decided to drop this "extravagance"—too expensive to operate. Racing engines and cars were Miller's only product; through the fabulous "twenties", he built up an admirable organization of design and craftsmanship which lacked, alas, the economical reserves to prevail over the depression. Racing regulations were changed to a "poor man's formula" in 1930. Financial crises killed the demand for expensive machinery and Miller's institution began to crumble. Production figures dropped, the Old Man lost his interest and sold the Los Angeles plant. At that period, Millers had a real monopoly on every track of the United States.

Harry didn't stay away long: his creative power was intact and one year later he came back to the "500"—with a winner! For many years he kept turning out new machinery, each one of his creations distinctly bearing the stamp of his genius!

(To be continued)



THE "FABULOUS PEUGEOT": This 1912/14, 5,653 c.c. machine inspired many of Harry Miller's later designs. This has given rise to much criticism of his ability as a designer, but Ettore Bugatti disagreed with this and considered Miller's work praiseworthy.

UNSINKABLE: The Joy Junior will carry four adults for short journeys. It will take various engines and John Bolster recommends a 10 h.p. unit, suitable for most purposes.

AMONG the boating fraternity, "car-topping" is becoming a favourite method of transport. Even the smallest trailer is something of a nuisance in week-end traffic, and a lurking policeman, avid for promotion, may invoke our absurd speed limit law. Many of us have for long carried dinghies on the roofs of our saloons, and I have personally cruised happily at 50 m.p.h. in a car as small as the 750 c.c. Renault, the extra top hamper having no noticeable effect on anything but maximum speed.

Dinghies, of the sailing or "put-put" variety, are all very well, but now a demand has arisen for high-performance boats that can be "car-topped". The typical 12 ft. outboard runabout can certainly be carried by any medium-sized car, but it is too big for a family party to raise and lower easily. The

WATERSPORT

JOHN BOLSTER
TESTS THE

answer, of course, is a smaller and lighter type of boat, even though the problems of high speed stability and rough water behaviour become more difficult. Advanced design features may go far to eliminate such disadvantages, and the practical high-speed car-top boat is now a reality.

I have recently been using such a boat, and have deliberately employed it under all conditions, including some pretty rough water. The Joy Junior, as it is called, is made by Himmelein in Germany, and is sold by C.L.B. Supplies, Ltd., 16-18 Clapham Junction Approach, London, S.W.11. Its length is only 9 ft. 10 ins. and its overall width is 3 ft. 11½ ins., so it is small enough for the roof of any car. The weight is 154 lb., and of course one carries the outboard motor separately in the boot.

The construction of the hull is in fibreglass. There are large buoyancy



JOY JUNIOR CAR-TOP BOAT

compartments which render the boat unsinkable, and if deliberately filled with water the Joy will still support its motor and passengers. The front and rear bench-type seats are narrow, and two adults would normally travel in tandem, but four adults may be carried for short journeys. Two adults and two children may be accommodated comfortably, and there is a wrap-around screen. The steering wheel, placed slightly to the left of centre, is convenient for central seating when driving solo, or for side-by-side location. A protective railing runs round the outside of the boat, and this contains the steering cable—an ingenious feature. This railing forms a convenient location for a plastic cover, when the little ship is moored or "car-topped".

A rubbing strip of hard rubber all round the hull prevents damage by other boats at crowded piers. Lights, a fair-

lead, and a pennant staff are standard fittings, and the interior is fully upholstered. The Joy Junior is, in fact, absolutely complete, except for the outboard motor and its remote control, which operates the throttle and forward-reverse gear. The price in London is £148.

The choice of a motor depends entirely on one's requirements, and one may spend less than £40 or anything up to £200. The hull will plane very easily, and I would suggest that a 10 h.p. unit will suit most people. This is a light motor to carry, is quite economical, and would give a very easy 20 m.p.h. all-day cruising speed. With larger motors, speeds as high as 37 m.p.h. have been recorded.

For my test I used an 18 h.p. Johnson motor. This would provide enough power for water ski-ing, but is still small enough to be started by an active schoolboy, once he gets the knack. At cruising speeds, the little boat planes very readily, and is easy to handle. With an 18 h.p. engine on full blast, however, one notices the very short hull, and steering corrections have to be made to keep on a straight course.

I formed the opinion that it is impossible to capsize the Joy Junior. The steering may be put onto full lock at maximum speed, and although some skidding occurs, the boat neither tips nor tends to spin out. It rolls much less than is usual, in fact, though the absence of a pronounced keel or fin prevents it from turning extremely sharply. However, such a protuberance would render the hull awkward to load onto the roof of a car, and the bottom is also designed for easy pulling up the beach or slipway.

In very rough water, the driver is fairly well protected by the screen. The



"A PROTECTIVE RAILING runs round the outside of the boat, and this contains the steering cable—an ingenious feature. The railing also forms a convenient location for a plastic cover."

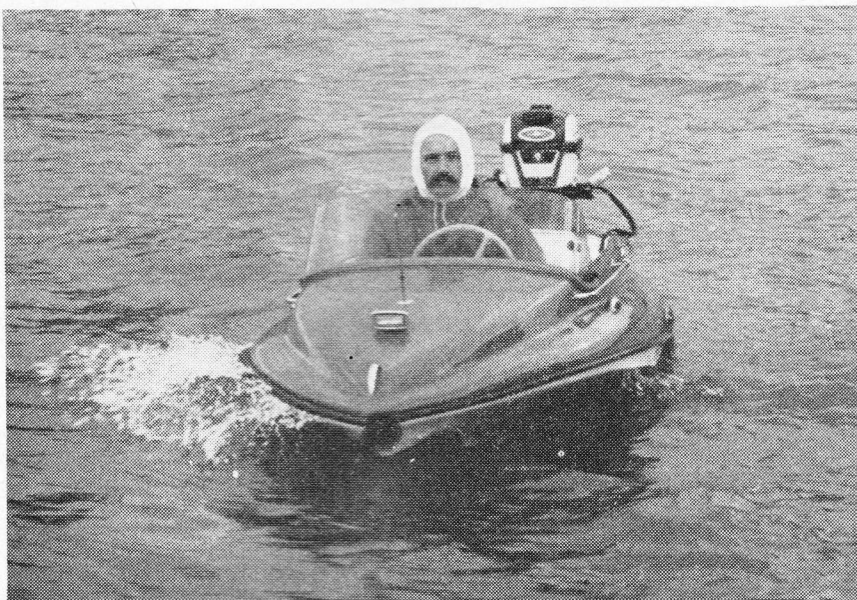
IN ROUGH WATER the passenger is well protected by the screen and the boat ships virtually no water. This rugged little boat is regularly transported across the Alps on the roof of a 1,000 c.c. saloon.

rear passenger gets wet, yet the boat ships virtually no water. One presumes, therefore, that the waves breaking over the boat are thrown right across and land in the sea the other side. After some hours of high-speed work under these conditions, absolutely no baling was necessary, though the occupants required a change of clothes. During more normal use, the shape is well calculated to keep the passengers dry.

The Joy Junior is a rugged little boat. The actual one I tested has been used on the Baltic, the Mediterranean, Lake Como, Lake Lugano, and various rivers throughout Europe, by C. L. Bannister. He has always carried it on a 1,000 c.c. car, and has climbed most of the mountain passes of Switzerland and Italy. I allowed it to take its chance among the dinghies at the Birdham Yacht Club, sitting on the bottom or rising with the water according to the tide. Thus, its comparatively light weight has not been bought at the expense of flimsy construction.

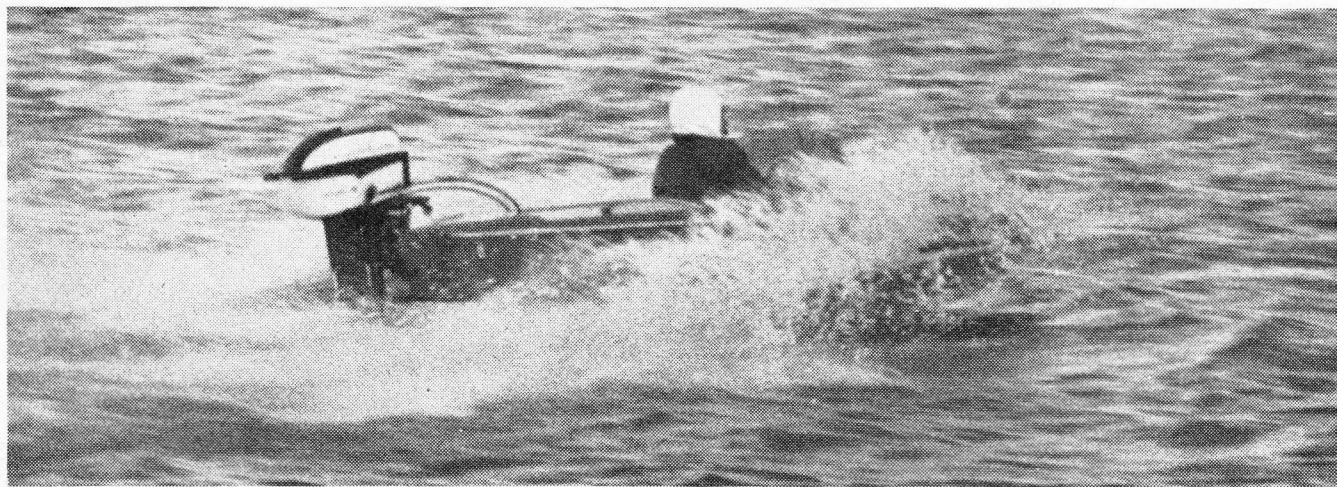
This little boat is an extremely good compromise between the conflicting requirements of easy transport out of the water and seaworthiness and controllability when afloat. It is very well made and finished, and its unusual appearance is most attractive, while the type of engine mounting adopted seems to eliminate the transmission of noise and vibration to the hull. The Joy range of boats includes larger and more luxurious craft, but naturally they are not so suitable for lifting onto the roof of a small car. A 10 ft. 10 ins. boat costs £180, an 11 ft. 9 ins. model is £225, and a deluxe 12-footer works out at £265. These bigger boats have enclosed motor wells, and will take outboards up to 35 h.p.

Special racks may be bought quite cheaply to carry a boat on top of a car, but in my case I have merely had some padded wooden extensions made for attachment to an ordinary luggage rack. By a simple system of cords and pulleys, the boat may be raised to the garage roof, where it can remain until the next week-end of watersport. Most garages allow plenty of room for this, and so a separate shed for the boat is not required.



THIS 18 H.P. JOHNSON MOTOR (above), which John Bolster used on his tests, provides enough power for water ski-ing but is still small enough to be started with little effort, with practice, even by a schoolboy.

"I FORMED THE OPINION that it is impossible to capsize the Joy Junior. (Below) THE STEERING may be put onto full lock at maximum speed, and although some skidding occurs, the boat neither tips nor spins."



SPRITE, Sprite and still more Sprite—through the chicane in pouring rain go P. Goring, J. Smalley and D. Pieris—we'd have had our hoods up, too!

the observers, who had been stuck out in the fury of the elements for the whole day, was later discovered changing out of his sodden trousers in the saloon bar of a nearby hostelry); it is solely the administration which is at fault, and gravely so. Despite the high standard of driving the interesting racing and the knowledgeable and informative commentary by Anthony Curtis and Anthony Marsh, whose service to spectators is as good as any, a meeting which was run with clockwork precision was a lamentable failure when judged by the yardstick of enjoyment, for which the revolting weather can be only partially blamed. The organization responsible for the meeting is the direct descendant of the old J.C.C., but what a travesty of that virile body it is; it also claims to carry on the traditions of the halcyon days of our beloved Brooklands under the banner of the famous initials, but nothing could be farther from the truth. If some of those in high places were to attend a race meeting run by a live club, they might perhaps be made aware of their own deficiencies; it would at any rate be a worthwhile experiment.

The first race of the day was a 10-lap feature for unsupercharged cars up to 1,100 c.c. and the only event to be run without the accompaniment of driving rain. The track was nevertheless extremely treacherous when the field consisting, with one exception, of Lotus-Climax variants, left the grid in a massed start. Three drivers fell victim to the slippery surface during the race and three more were eliminated by mechanical trouble, including K. M. Loasby who was in a secure fourth place for the first six laps. Those who called the tune were our two South African visitors, Tony Maggs who led throughout and Louis Jacobsz who ably supported his team-mate. Both drove a fine race in conditions which must be completely foreign to them, but second place was always in doubt and great praise is due to A. V. Hegbourne; driving the only non-Lotus in the field, the Tojeiro-Climax which used to be raced by Dick Utley, he fought a splendid duel with Jacobsz in the course of which their positions changed many times. The Lotus seemed to have a slight edge on

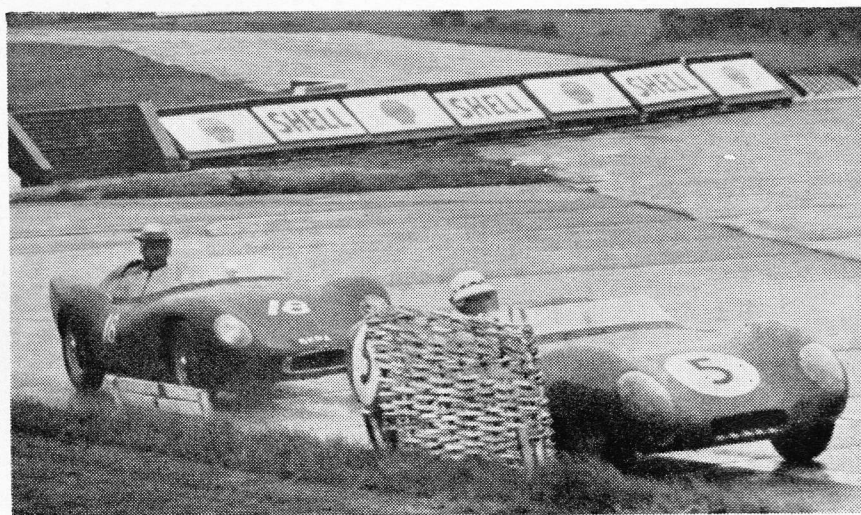
Saturated Goodwood

High Standard of Driving Under Appalling Conditions at B.A.R.C. Members' Meeting

AFTER a week of real summer weather which sent everyone's spirits soaring, last Saturday was just about as unpleasant as it could be, for motor racing or for any other form of outdoor sport. This sudden deterioration was accurately forecast by the meteorological office 48 hours in advance but, even so, it is doubtful if anyone believed that it could be as devastating or as complete as it turned out. It was penetratingly cold, the rain was almost incessant, and the wind surely exceeded the euphemistic description of "fresh" by a handsome margin. In such conditions it would have been understandable if amateur racing drivers had either exceeded their capabilities in their efforts to motor as fast as possible, or had given up the ghost and settled down into a slow-speed procession. As it was, however, the eight races at Goodwood were hard-fought at remarkably high speeds and incidents were commendably few.

There are some clubs whose meetings have such a happy atmosphere that they can rise above the worst blows that Fate can hand out, and be remembered with enjoyment in spite of atrocious conditions. The B.A.R.C. is definitely not in this category. They have almost everything in their favour—a wonderful circuit with full facilities in a beautiful setting—yet there is nothing personal about their conduct of a meeting and a pall like the dead hand of bureaucracy hangs over the proceedings. It is an extraordinary experience to go to a club meeting and scarcely address a word to a living soul; one gets the inescapable impression that the whole thing is being handled by remote control and that nobody cares whether it is a success or a failure just so long as the regimentation of everyone concerned

is complete. The paddock is like a sparsely populated prison camp, with wire netting and padlocked gates everywhere and stentorian commands issuing every so often from a loudspeaker system; no drivers or mechanics are anywhere to be found, so that the usual bits of inside information are unobtainable and one can neither congratulate nor commiserate; such official information as is available is, one feels, grudgingly left for collection in a deserted room like a cold meal in an uncomfortable boarding house; those friendly and helpful officials who normally do so much to make club meetings a success were just as hard to locate as the competitors and it seemed that they too were herded away into a dark corner lest they be sullied by contact with the outside world. No reflection whatsoever is intended on the men and women who do the hard work—the few who could be found were as helpful as they were allowed to be; (on a lighter note, it seems that they, too, are denied the use of the available facilities since one of



GRAND DICE in the first race—rain or no rain—was fought out between Louis Jacobsz (Lotus) and A. V. Hegbourne in the ex-Dick Utley Tojeiro-Climax, the only non-Lotus in the field.

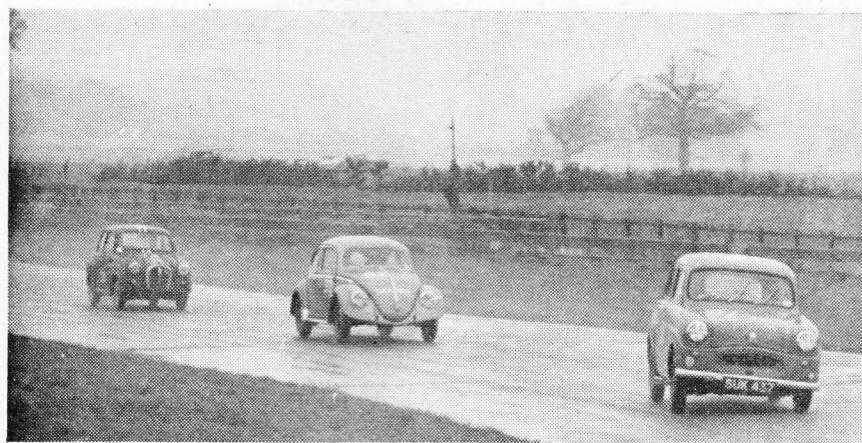
SIDEWAYS in a Standard goes R. Attwood as he leads R. Vaughan (Volkswagen) and an Austin A35 through the mist and gloom at Madgwick.

the straight and was definitely superior in acceleration away from a slow corner, but Hegbourne kept in the picture by sheer determination through the bends and never put a wheel wrong. His driving has improved enormously since his days in the Cooper, in which he was sometimes a trifle wild, and at this rate he will certainly bear watching during the season; he was finally beaten to the line by a mere three-fifths of a second after a very fine effort.

A five-lap handicap for closed cars followed in which another visitor to these islands showed his mettle. This time it was Billy Blydenstein, who got his Borgward clear of the well-driven Rileys of P. J. Pilsworth and A. S. Hutcheson only to have victory snatched from his grasp in the final run from the chicane to the line by Peter Lumsden, who had stormed through the field from scratch in the Lotus-Elite. This race was certainly a triumph for the handicapper, since the eighth man was in the chicane as the leader took the flag.

Like the first event, the 10-lap Marque scratch race was dominated by three drivers. From the Le Mans start Bill de Selincourt and Syd Hurrell in TR3s, with Chris Lawrence in his very rapid Morgan as the filling in the sandwich, quickly drew clear of the rest of the field and provided a magnificent spectacle as they tore round at a tremendous speed in the merciless rain. Their positions never altered but, at the same time, they were never more than a few lengths apart until the end, when Hurrell got slightly separated in the process of lapping the slower cars; as an indication of their progress, the leader was lapping the eighth man as he took the flag. All on his own in fourth place came Roy North in his TR3, followed again at a respectful distance by C. D. Hextall in the ex-Hurrell, ex-North TR2 and S. Chitty in yet another TR3. Robin Carnegie was making a good showing in the Fitzwilliam twin-cam M.G., when the engine went sick and put him out of the race, and Bob Staples was similarly unfortunate in his Ace.

The second saloon car handicap was a complete A35 benefit, this breed filling six of the first 10 places, albeit G. Lawrence was excluded from his eighth place for inadvertently motoring round the wrong side of the commentators' tower at St. Mary's, a manoeuvre which caused Anthony Marsh a certain amount of consternation. The remaining four places in the first 10 were filled by two VWs, a Morris and a four-wheeled Messerschmitt which was billed as an FMR 500 and driven from the limit mark to a special finishing cheer by W. Waddell; the best placed of these four was the rather extra-fast VW of M. J. Griffin, which took fifth place. The surprise of the race was the progress of B. M. S. Levy, the winner. At the end of the first lap he was the eleventh car to appear and was until then unknown, to me anyway. On the second lap he made up five places, on the next a further three, and by the end of the fourth tour he was in a comfortable lead which he still held by some eight seconds at the flag from Paddy Gaston,



whose climb from the virtual scratch mark had been somewhat similar but less unexpected. A regretted absentee from this contest was L. M. Ballamy's blown and much-modified Ford Popular, which might well have been even more interesting than usual on this streaming wet track.

The next race was more or less a five-lap version of the first so far as entries were concerned, but Hegbourne's Tojeiro was unfortunately a non-starter for some undisclosed reason. On the other hand Keith Greene got the Lotus XVII to the line this time after earlier troubles, but equally unfortunately it lasted only about a lap and a half. The big surprise was again provided by the winner, A. B. Rees, who had managed no better than sixth place in the opening event but now shot off the line like a bullet from a gun and held an enormous lead for the first half of the initial lap. By the time the cars reached Woodcote, Tony Maggs had made up a lot of the deficit but from there on he could make little further impression on the flying Rees. He was, in fact, in the same position as Hegbourne had been with his compatriot Jacobsz in the first race, making up ground through the corners but unable to hold his adversary on the straight. After a gallant effort he was beaten to the line by four-fifths of a second, and team-mate Louis came home an undisputed third. Fourth was M. R. Shill, who had had a certain amount of difficulty in keeping his Lotus pointing the right way in the first outing but now had mastered the thing.

The first handicap for open cars was remarkable for having "old-type" M.G.s at each end of the scale and a bevy of Sprites in the middle. Limit man was S. D. Allen in a TF1500 and scratch men were R. B. Ide with the ex-Constable, ex-Tomei TD and V. D. Clark with his ridiculously fast and stable TC, both of which boast engines of considerably larger capacity than those with which they were born. From the gaggle of Sprites emerged, on the second lap, J. L. Venner-Pack by dint of a piece of brilliant driving at St. Mary's, closely followed by K. W. Mackenzie. A lap later these two were in undisputed command of the situation and D. Pieris brought his Sprite up to join them. Clark was excluded from his fourth place in consequence of a spin at Madgwick and Ide inherited. Paddy Gaston's Sprite died on him after three laps.

The next race was a sort of sports-car

Formule Libre on handicap and should have contained Dick Fitzwilliam's 4½-litre Lago-Talbot which unfortunately non-started. It was won by J. M. Mann's Ace-Bristol from the 45-second mark, with the incredible Berkeley of John Goddard-Watts in second place despite the frantic efforts of Neil McNab's Climax-powered Lotus Mk. IX and J. P. Williams's Elite to dislodge it. This effort again won a cheer from the spectators. Michael Bond's old Frazer-Nash appeared in the hands of J. G. Tallis and took fifth place ahead of Peter Lumsden's Elite, which did not repeat its previous form.

Finally, Mann's Ace came out again, re-handicapped to scratch beside Bill de Selincourt's TR3. On the face of it, this still seemed ridiculous despite the latter's undoubted skill. As it happened, however, it was the Triumph which got into third place, with the Bristol-Ace three places farther back. The race itself belonged entirely to Mackenzie's Sprite. Mac had really got the wind in his tail feathers this time and, despite a re-handicap, was firmly in the lead by the end of the opening lap and was never challenged. He was actually drawing away from Chitty's TR3, which took second spot, and produced probably the best drive of his career. The spectators stayed to raise a cheer for him as he completed his lap of honour and then, as if by magic, disappeared into the unrelenting storm.

DAVID PRITCHARD.

Results

Ten-lap Scratch race for unsupercharged cars up to 1,100 c.c.: 1, T. Maggs (Lotus-Climax), 72.05 m.p.h.; 2, L. J. Jacobsz (Lotus-Climax); 3, A. V. Hegbourne (Tojeiro-Climax). **Fastest lap:** Maggs and Hegbourne, 73.34 m.p.h. **Five-lap Handicap for closed cars:** 1, P. J. S. Lumsden (Lotus Elite), 70.70 m.p.h.; 2, W. B. Blydenstein (Borgward); 3, P. J. Pilsworth (Riley 1.5). **Fastest lap:** Lumsden, 71.88 m.p.h. **Ten-lap Marque scratch race:** 1, R. W. de Selincourt (Triumph TR3), 73.64 m.p.h.; 2, C. J. Lawrence (Morgan Plus Four); 3, S. A. Hurrell (Triumph TR3). **Fastest lap:** Lawrence, 75.13 m.p.h. **Five-lap Handicap for closed cars:** 1, B. M. S. Levy (Austin A35), 62.43 m.p.h.; 2, J. H. Gaston (Austin A35); 3, E. N. Combe (Austin A35). **Fastest lap:** Gaston, 64.77 m.p.h. **Five-lap Scratch race for unsupercharged cars up to 1,500 c.c.:** 1, A. B. Rees (Lotus-Climax), 73.77 m.p.h.; 2, T. Maggs (Lotus-Climax); 3, L. J. Jacobsz (Lotus-Climax). **Fastest lap:** Maggs, 75.66 m.p.h. **Five-lap Handicap:** 1, J. L. Venner-Pack (Austin-Healey Sprite), 66.28 m.p.h.; 2, K. W. Mackenzie (Austin-Healey Sprite); 3, D. Pieris (Austin-Healey Sprite). **Fastest lap:** V. D. Clark (M.G. TC), 70.47 m.p.h. **Five-lap Handicap:** 1, J. M. Mann (Ace-Bristol), 69.92 m.p.h.; 2, J. I. Goddard-Watts (Berkeley B105); 3, N. McNab (Lotus-Climax). **Fastest lap:** D. Howard (Lotus-Climax), 72.12 m.p.h. **Five-lap Handicap:** 1, K. W. Mackenzie (Austin-Healey Sprite), 67.10 m.p.h.; 2, S. Chitty (Triumph TR3); 3, R. W. de Selincourt (Triumph TR3). **Fastest lap:** J. M. Mann (Ace-Bristol), 72.36 m.p.h.

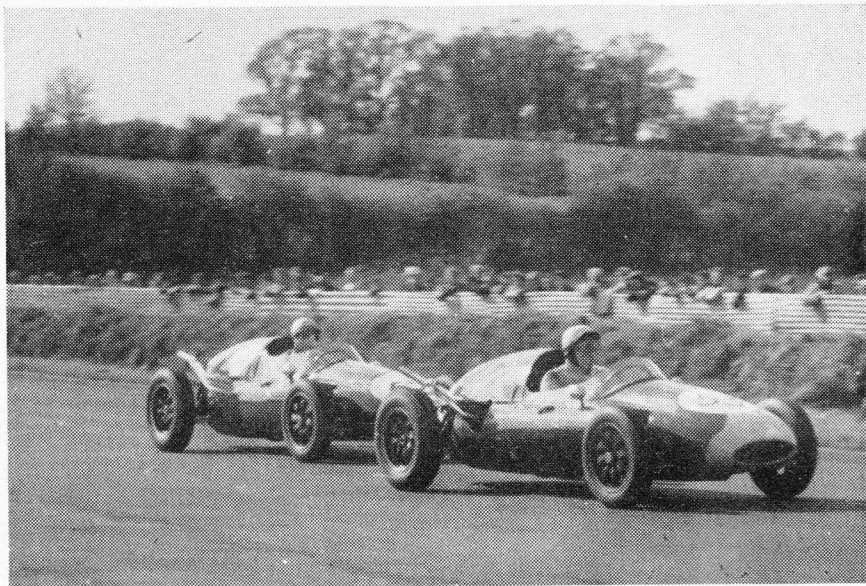
IN CLOSE COMPANY are the F2 Cooper-Climaxes of Tim Parnell and Chris Summers. This struggle for the lead came to an end when Parnell spun on the last lap.

THERE were cloudy skies and showers of rain during the practice periods of the Nottingham Sports Car Club's race meeting at Mallory Park on Sunday but, by the time the first race was due, the sun was shining and the track was dry. For the rest of the day the weather was clement and it added much to an excellent day's racing which was marred only by the fact that the programme started late and was soon an hour behind schedule.

The first event was a seven-lap heat for sports cars of up to 1,200 c.c. and it attracted the usual bevy of Lotus-Climaxes, a Halseylec and two Elvas. One of the Elvas, J. C. Brierley's black and yellow car, went straight into the lead and was never dislodged. In fact the first three places were held by the same drivers, Brierley, Lionel Mayman (Lotus) and R. C. Kerrison (Lotus), throughout the event. After taking fourth place from E. Pantlin's very fast Climax-engined Lotus Seven on the second lap, K. M. Francis (Lotus) was close on Kerrison's heels all the time, but never managed to get past.

The second event, another heat, this time for 1,172 Ford-engined cars, had only five starters and the issue was never in doubt. Arthur Mallock in his stark but extraordinarily rapid Austin-Ford won as he pleased and the race became a procession. He was followed by P. D. Anders's Lotus XI-Ford, R. Gillam's Lotus (driven by J. Whitehead) and E. Dobson's peculiar looking Lotus from start to finish.

The start of the next event, a 15-lap race for sports cars over 1,201 c.c., was quite startling. David Buxton, in his 1,530 c.c. twin-cam Lotus-Climax, jumped the start, regretted it and tried to reverse back on to the grid, but the flag had fallen by this time and he lost some time. Farther back, there was a hiatus while M. V. Mackie tried to find a gear in his D-type Jaguar's box. When he did find a cog he let the clutch out with a bang—and reversed smartly into T. Skellington's beautiful special bodied



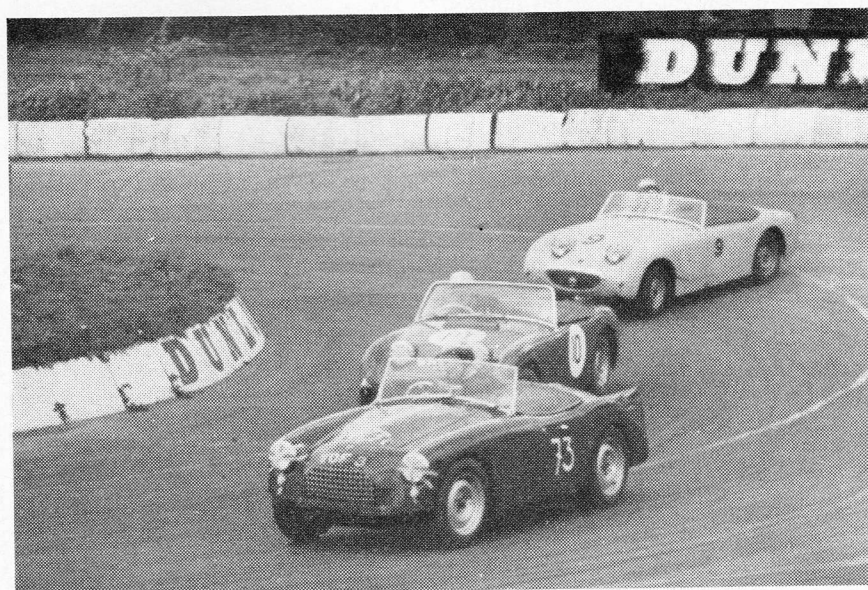
NOTTINGHAM SPORTS CAR CLUB'S

MALLORY PARK RACE MEETING

Lotus-M.G., fortunately without doing much damage. He then set off in pursuit of the field, followed by an irate Skellington. At the end of the first lap Buxton was firmly in the lead, having made up the lost seconds in no uncertain manner. He was followed by Tony Lanfranchi's Austin-Healey 100S and D. Wilson's Toucan-Austin. This intriguing machine has an Austin 1,500 c.c. engine mounted in a space frame of Wilson's own construction, a de Dion back end—and, on occasion, goes very quickly. The order stayed like this for eight laps, with the only difference being David Buxton's ever-increasing lead. During this time, Mackie had been carving through the field, gaining a place here and a place there, until he was in a position to challenge the leaders. On the ninth lap he passed the Toucan and set about Lanfranchi's Healey, which he passed on the next lap. On the 12th lap the Toucan retired with unspecified

disorders and the order was Buxton, Mackie and Lanfranchi, and so it remained until the end. However, when the results were announced it was discovered that Buxton's start-jumping had cost him one minute and three places, so he was down-graded to fourth.

The fourth event, a 15-lap race for series production sports cars, was divided into two categories—up to 1,000 c.c. and 1,001-1,600 c.c. From the drop of the flag David Buxton's Lotus Elite and M. Wayne's Elva Courier beat everything else on initial acceleration, while W. E. Needham's M.G.A. Twin-Cam coupé was next quickest. As the leaders pulled into Gerard's Bend the Elite dropped back and at the end of the first lap Wayne was established in the lead, with Needham and P. D. Ivey (Elva Courier) in close company. Buxton's Elite was in fourth position, but he was being harried mercilessly by Austin Nurse's 970 c.c. B.M.C.-engined Turner, who in turn had the Austin-Healey Sprite of D. Pieris pushing him along. Such a state of affairs could not be tolerated and Buxton escaped from the Turner by passing Ivey on the third lap, only to retire on the sixth, while Needham's M.G. took the lead from Wayne. At this stage most of the interest came from the middle of the field, where a battle royal was in progress between Austin Nurse, Pieris and A. McKechnie (Sprite) who all wanted fifth place—so much so that they all three went into Gerard's abreast. Nurse worked his way up to fourth place, followed by McKechnie and on the 15th lap even managed to pass Ivey into third place for a brief period until Ivey re-passed. As the chequered flag fell, the overall first places went to Needham (Twin-Cam M.G.A.), Wayne (Elva), Ivey (Elva), Nurse (Turner) and McKechnie.



ABOUT TO LOSE IT: D. Pieris (No. 9) takes an unorthodox line in a vain attempt to catch A. McKechnie's Sprite and Austin Nurse's overbored B.M.C.-engined Turner.



Needham, Wayne and Ivey therefore took the places in the larger capacity class, while Nurse, McKechnie and Pieris headed the list for the smaller cars.

The first heat of seven laps for the *Formule Libre* race proved to be another procession. From the start Lionel Mayman led in his fawn and red 1,098 c.c. Lotus-Climax, followed by David Buxton and K. M. Francis in similar cars. In fact none of the competitors lost or gained a place after the first lap.

The second heat was a much more interesting affair, if only for the last lap. Tim Parnell (F2 Cooper-Climax) took an immediate lead, followed by Chris Summers and R. N. Carter in similar cars, and held it until the seventh lap when he spun spectacularly at the end of Stebbe Straight. Summers, who was close behind, managed to avoid Parnell and went through into the lead and Parnell, although he quickly got his car going in the right direction again in second place, could not make up the lost ground and only just managed to keep Carter at bay. They crossed the line in that order with Pantlin's Lotus Seven in close attendance and G. D. Beedie in fifth place.

During the interval between the first and second races W. B. Blydenstein had been phoning round the countryside trying to locate a halfshaft to replace the one his Borgward T.S. had broken in practice. He must have found one and done some rapid work, because he was on the grid for the seventh event, a 10-lap race for saloon cars. This race was divided into three classes—up to 1,000 c.c.; 1,000 c.c.-2,000 c.c.; and over 2,000 c.c. Dick Protheroe got away to such a fine start in his 3.4 Jaguar that everyone was left standing. M. J. Kingham's three-carburettor Ford Zephyr was in second place with E. B. Wadsworth's 10-year-old Healey-Elliott saloon third but hard pressed by the A35s of G. M. Hopkinson and R. R. Bryant. This order continued unchanged until the seventh lap when the old Healey retired. Protheroe, by this time, had built up a fantastic lead which kept increasing until he had lapped the field except the cars in second, third and fourth places—Kingham, Hopkinson and Bryant. However, leading the 1-2-litre class (although quite unable to hold the

flying A35s), W. B. Blydenstein had made fastest lap of the entire race at a remarkable 75.85 m.p.h., which was some 2 secs. faster than Protheroe's fastest lap in the Jaguar.

The final for sports cars of up to 1,200 c.c. was eighth on the programme and proved to be a runaway victory for Lionel Mayman and his Lotus, after Brierley's Elva took an initial lead on the first lap but pulled into the pits before completing it. Francis held second place for nine of the 15 laps until Kerrison moved up from third and began to menace Mayman. It was a fairly uneventful race and few surprises after Brierley's pit stop, which put him well out of the running.

The drivers in the ninth event, a 15-lap race for F3 cars, seemed to have taken "Ten Little Nigger Boys" as their theme. With the scratching of D. Dugard, 10 cars were due to start. Nine came to the grid. At the end of the first lap the order was J. Pitcher (Cooper-Norton), Scott Bloor (Cooper-Norton) and M. Blakemoore (Cooper-Norton) and the field was reduced to seven. On the fourth lap the leaders' positions were unchanged but only six cars remained. On the seventh lap only five cars remained but the leaders were still there. Then, on the eighth lap, Pitcher retired, leaving Bloor in the lead. Blakemoore second and J. Humphrey could only be third as there were only three cars moving. P. Radnall had stopped for a lap or two but now rejoined the field and Blakemoore retired. Scott Bloor won, followed by J. Humphrey in a rather slow (but reliable) Cooper-J.A.P. two laps behind, and P. Radnall was third, six laps behind. This must surely rank as one of the strangest races ever run.

The 10th event was a 15-lap race for series-production sports cars, with classes for 1,601-2,000 c.c. and 2,001 c.c. and over. From the start, E. J. S. Mitchell's A.C.-Bristol took an immediate lead, with Tony Lanfranchi's 100S Austin-Healey and Dick Protheroe's early XK 120 Jaguar in hot pursuit but, at the end of the first lap, Protheroe was in the lead and getting farther away from McKechnie's Ace-Bristol in second place all the time, with Mitchell's A.C. in third place. There was a splendid scrap going on for fourth place, with Lanfranchi

"AND THINK WHAT TOUCAN DO": D. Wilson's rapid special, the Toucan-Austin, gets very close to Tony Lanfranchi's Sebring Healey at Shaw's.

trying to stave off challenges from Bob Staples's A.C. and J. G. Tallis's ex-Mike Bond Frazer-Nash Le Mans replica. Protheroe kept his lead and increased it steadily lapping most of the field in the process. Bob Staples's car began to smoke badly and he went past the pits waving his arms and making signals, but he kept going very quickly. The old 'Nash got past him on the last lap, putting him back to fifth place overall and third in his class. G. J. Lilley's TR2 caught fire on the sixth lap and blazed merrily until it was extinguished, but the damage can't have been too great as it was later driven into the paddock under its own power.

Last on the programme was a 20-lap *Formule Libre* event for the fastest 14 finishers from the preliminary heats. This proved to be a clear-cut victory for Chris Summers's F2 Cooper-Climax, followed by Tim Parnell and R. Carter in similar cars. One of the most interesting features of this event was the extraordinarily rapid Lotus Super VII of E. Pantlin, which was fitted with the latest "wobbly web" wheels and a 1,098 Coventry Climax engine. At one stage he was lying third, in front of Carter's F2 Cooper, but the sheer speed of the monoposto overwhelmed him and he eventually finished fourth.

This brought an enjoyable meeting to a close. There may not have been much excitement for the first places in many of the races, but there were, nevertheless, plenty of hard fought struggles among the back-markers and much first-rate driving to be seen.

MICHAEL DURNIN.

Results

7-lap Heat for Sports Cars, up to 1,200 c.c.: 1, J. C. Brierley (Elva-Climax), 80.33 m.p.h.; 2, L. B. Mayman (Lotus-Climax); 3, R. C. Kerrison (Lotus-Climax). **Fastest lap:** Brierley, 82.09 m.p.h.
Second Heat: 1, A. Mallock (Austin-Ford), 74.70 m.p.h.; 2, P. D. Anders (Lotus-Ford); 3, J. Whitehead (Lotus-Ford). **Fastest lap:** Mallock, 76.18 m.p.h.

Sports Cars, over 1,201 c.c.: 1, M. Mackie (Jaguar D-type); 2, T. Lanfranchi (Austin-Healey); 3, D. Rogers (Jaguar). **Fastest lap:** D. Buxton 77.64 m.p.h.

Series-Production Sports Cars, up to 1,000 c.c.: 1, A. Nurse (Turner), 68.41 m.p.h.; 2, A. McKechnie (A.-H. Sprite); 3, D. Pieris (Sprite). **Fastest lap:** Pieris and McKechnie, 70.03 m.p.h.
1,001-1,600 c.c.: 1, W. Needham (M.G.), 70.53 m.p.h.; 2, M. Wayne (Elva Courier); 3, P. Ivey (Elva Courier). **Fastest lap:** Needham, 72.32 m.p.h.

Formule Libre: 1, L. B. Mayman (Lotus), 78.25 m.p.h.; 2, D. Buxton (Lotus); 3, K. Francis (Lotus). **Fastest lap:** Mayman, 80.46 m.p.h.

Formule Libre (Heat 2): 1, C. Summers (F2 Cooper), 82.01 m.p.h.; 2, T. Parnell (F2 Cooper); 3, R. Carter (F2 Cooper). **Fastest lap:** Summers, 84.67 m.p.h.

Saloon Cars: (Class C) R. Protheroe (Jaguar 3.4), 72.09 m.p.h. **(Class B)** W. Blydenstein (Borgward), 63.12 m.p.h. **(Class A)** G. Hopkinson (Austin), 66.18 m.p.h. **Fastest lap:** Blydenstein, 75.85 m.p.h.

Final for Sports Cars, up to 1,200 c.c.: 1, L. Mayman (Lotus), 79.03 m.p.h.; 2, R. Kerrison (Lotus); 3, K. Francis (Lotus). **Fastest lap:** Mayman, 81.72 m.p.h.

Formula 3: 1, S. Bloor (Cooper-Norton), 75 m.p.h.; 2, J. Humphrey (Cooper-J.A.P.); 3, P. Radnall (Landar). **Fastest lap:** J. Pitcher, 79.67 m.p.h.

Series-Production Sports Cars, 1,601-2,000 c.c.: 1, J. McKechnie (A.C.-Bristol), 72.96 m.p.h.; 2, J. Tallis (Frazer-Nash); 3, R. Staples (A.C. Ace). **Fastest lap:** Tallis, 74.13 m.p.h. **Over 2,001 c.c.:** 1, E. Protheroe (Jaguar), 74.86 m.p.h.; 2, T. Lanfranchi (Austin-Healey); 3, J. Venn (Austin-Healey). **Fastest lap:** Protheroe, 75.94 m.p.h.

Final, Formule Libre: 1, C. Summers (Cooper F2), 83.38 m.p.h.; 2, T. Parnell (Cooper); 3, R. Carter (Cooper). **Fastest lap:** Summers, 86.17 m.p.h.

START of the Syracuse Grand Prix and the Coopers of Moss (12) and Gregory (34) have a slight initial edge on Behra's Ferrari (16). Behind Gregory is Bruce Halford, whose Lotus (6) was fastest in practice of the Hornsey-built machines.

fitted to the car, and then lapped with increasing speed to get down to 2 mins. 11.6 secs. (150.3 k.p.h.). Masten Gregory, who waited until the track had dried off a little more, then went out in his Cooper-Climax to record a best lap in 2 mins. 8.8 secs. (154.4 k.p.h.), while Ivor Bueb, going extremely well in one of the British Racing Partnership's Cooper-Borgwards, got down to 2 mins. 10 secs. (152.3 k.p.h.). Ivor then tried Stirling Moss's Borgward-engined car to record a best lap in 2 mins. 13 secs. (148.8 k.p.h.).

Jean Behra, although unhappy with the Ferrari's gearbox, obviously considered all this most unsatisfactory and,

Stirling Moss Wins The Syracuse G.P.

Moss (Cooper-Borgward) Takes the Flag by 22 seconds from Ferrari—Fastest Lap set by Behra (Ferrari) in Constant Battle for the Lead

THE first round in the 1959 Formula 2 Constructors' Championship—the Syracuse Grand Prix—went to Rob Walker's Cooper-Borgward on Saturday. Stirling Moss, after a tremendous battle with Jean Behra in the first half of the race, took the lead on lap 26 and maintained it to the end, completing 55 laps of the three-mile Sicilian circuit in 1 hour 53 mins. 6 secs., an average speed of 160.47 k.p.h. Behra, in the V-6 F2 Ferrari, finished in second place, nearly 22 seconds behind.

For the first half of the race, however, the issue was far from being clear-cut, and the event will go down in history as one of the hardest-fought Formula 2 races to have been run. The lead changed hands no fewer than six times in the first 10 laps, and after seven laps a gap of 10 seconds had been opened between the second man and Masten Gregory (Cooper-Climax) who held a consistent third place for much of the race.

At about half-distance, Stirling made his effort, and passed Behra to take a narrow lead. The gap widened despite all that Behra could do, and on the 33rd lap he had dropped back to over a minute behind the Cooper-Borgward: the Ferrari driver had tried just a little too hard, spinning his car and denting the nose in the ensuing shunt. From then on Moss had the situation completely under control, while Behra motored faster and faster in an attempt to close the gap.

THE list of entrants for the Syracuse G.P. contained 17 names, two of which turned out to be non-starters: these were Joakim Bonnier (Cooper-Climax) and Wolfgang Seidel, whose centre-seat Porsche suffered mechanically when the driver selected first gear instead of fourth during practice. Of those who

started, eight drivers were British (excluding Australian Jack Brabham) and there were 12 British cars on the grid! Graham Hill, Bruce Halford, Jack Brabham, Ivor Bueb, George Wicken, Alfred Moss, Ken Gregory and Rob Walker travelled to Sicily—with their cars—on

By MARTYN WATKINS

Photography by Francis Penn

the charter flight organized by Alan Foster and John Webb, the other passengers including the Press and mechanics.

Practice was extended over two days, the Thursday and Friday preceding the Grand Prix. The start of Thursday's training period was delayed by a rain-storm which left the circuit—bumpy and rough in the extreme—very wet and incredibly slippery. The initial laps were very slow, but as the surface dried off and the drivers grew better acquainted with it speeds began to rise. Behra stopped at his pit after a few preliminary laps in the Ferrari to have splash-boards

after disc brake adjustments, went out again to settle the issue with fastest lap of the day in 2 mins. 6.7 secs. (156.2 k.p.h.). Next came Masten Gregory with 2 mins. 8.8 secs., then Ivor Bueb (2 mins. 10 secs.) and fourth Christian Heinz (Porsche), a stripped sports machine which was very well driven to record 2 mins. 14.2 secs., then came George Wicken in the other B.R.P. Borgward-engined car (2 mins. 15.8 secs.), Graham Hill (Lotus) in 2 mins. 17.2 secs., Seidel (Porsche), 2 mins. 20 secs., Stuart Dodd, driving his F2 Cooper for the first time, with 2 mins. 25.9 secs., Bruce Halford (Lotus), 2 mins. 32 secs., David Piper (Lotus), 2 mins. 43.4 secs. and Maria-Teresa de Filippis (Lotus), 2 mins. 48.7 secs.

Friday's practice was a very different matter, however. The sun shone brilliantly, the course was bone-dry and there was a full turn-out of drivers. Behra's gearbox had been changed overnight, and he was confident that the circuit would be lapped in under 2 mins 3 secs. As it turned out, however, the only driver to break the "three-second barrier" was Stirling Moss, who recorded

EARLY LEAD was taken by Jean Behra, but Stirling was never far behind and is pictured following the red car into the last bend before the pits.



DURING the first 10 laps the lead changed hands six times—here Moss is in front of the Ferrari as they leave the last bend.

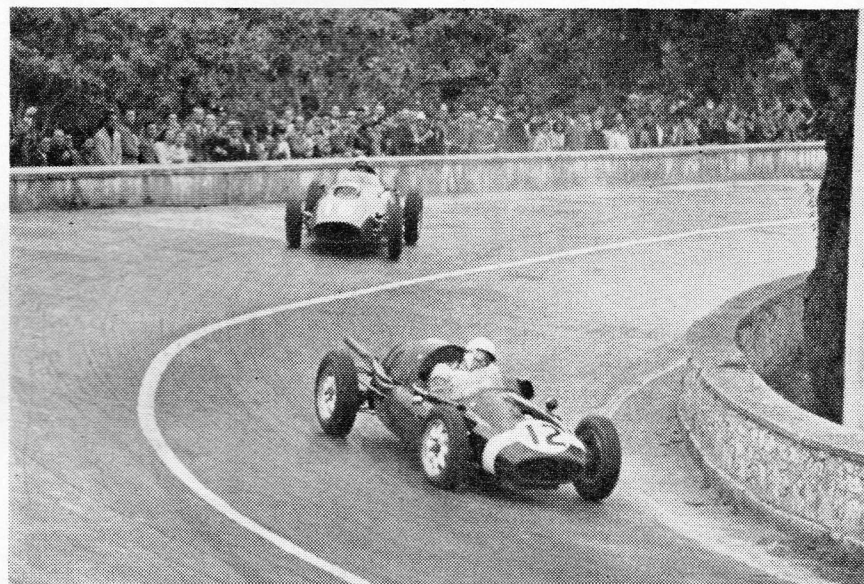
fastest lap in 2 mins. 2.7 secs. (161.369 k.p.h.). Behra himself, however, was only 0.3 sec. slower and a full two seconds faster than Masten Gregory, who had lowered his time to 2 mins. 5 secs., just 0.2 sec. better than Jack Brabham (Cooper-Climax). Bruce Halford, in spite of gear selector trouble, recorded fifth best time in 2 mins. 6 secs. Munaron's Osca, a sports car, lapped in 2 mins. 11.1 secs. for the 10th best time.

Saturday—race day—dawned bright and sunny, but by mid-morning the skies had clouded over and there was promise of rain to come. The wet weather, however, held off throughout the race and the circuit was bone dry. Practice times decided the grid, which was made up thus:—

Starting Grid

Moss (Cooper- Borgward) 2 m. 2.7 s.	Behra (Ferrari) 2 m. 3.0 s.	Gregory (Cooper-Climax) 2 m. 5.0 s.
Brabham (Cooper-Climax) 2 m. 5.2 s.	Halford (Lotus) 2 m. 6.0 s.	
Bueb (Cooper- Borgward) 2 m. 7.8 s.	Heinz (Porsche) 2m. 8.4 s.	Campbell-Jones (Cooper-Climax) 2 m. 10.4 s.
Hill (Lotus) 2 m. 11.1 s.	Munaron (Osca) 2 m. 11.1 s.	
Wicken (Cooper- Borgward) 2 m. 13.0 s.	Piper (Lotus) 2 m. 13.9 s.	de Filippis (Lotus) 2 m. 18.3 s.
Dodd (Cooper-Climax) 2 m. 18.4 s.	Zimmermann (Lotus) 2 m. 33.8 s.	

The British contingent was well to the fore—in performance and not merely numerically. The race was in fact some 40 minutes late in starting but when the flag dropped Gregory went momentarily ahead. At the first bend, a gentle right-hander that can be taken very fast, it was Behra in front in the V-6 Ferrari, followed by Masten Gregory and Stirling Moss. Fourth was Jack Brabham. The German Zimmermann, in an old-type Lotus to which an extra large header tank had been fitted, stalled on the line

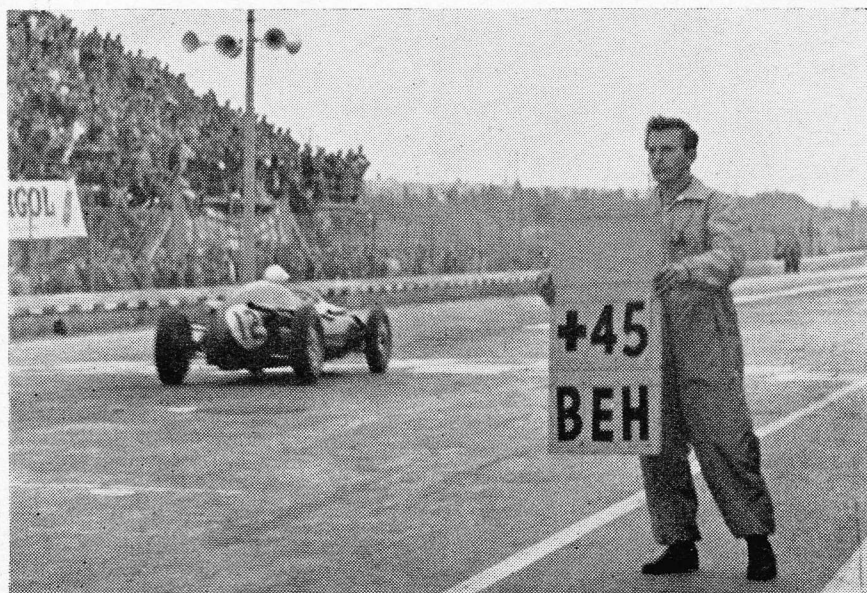


STILL AHEAD of the Ferrari, Moss leads the race into a tight left-hander (above). BELOW: All over bar the shouting—Stirling is told that he leads Behra by 45 secs., and the race is practically his.

and dropped out of the race on the first lap with a defective petrol pump.

At the end of the second lap the order was Behra, Moss, Gregory, Brabham, Wicken, Campbell-Jones (Cooper), Bueb (Cooper-Borgward), Heinz (Porsche), Munaron (Osca), Piper (Lotus), Hill (Lotus), Dodd (Cooper-Climax), de Filippis (Lotus) and Halford (Lotus)—the latter driver pulling into the pits. Behra's second lap was accomplished in 2 mins. 6.3 secs. (156.9 k.p.h.), but on lap three Stirling Moss took the lead. On the fourth lap the Cooper-Borgward was still in front and already a wide gap had opened up between the second man and Masten Gregory (Cooper-Climax) in third place. Jack Brabham was still fourth and was gradually closing up on the American.

On lap five Behra came past the pits in the lead, Stirling hot on his heels. Several hundred yards behind came Gregory in third place, with Jack Brabham still closing the gap and drawing away from John Campbell-Jones in fifth position. Sixth was Ivor Bueb (Cooper-Borgward), gaining ground fast on Campbell-Jones and pulling away from the Porsche of Christian Heinz. George Wicken in the second British Racing Partnership Cooper-Borgward, drew into the pits on the third lap with gear-selector trouble, rejoining the race on





cess on lap 17 and the race average was 157.6 k.p.h. (97.8 m.p.h.). Jack Brabham was little more than a second behind Gregory in fourth place and over half a minute in front of fifth man Bueb, while Heinz passed Campbell-Jones to take sixth place. Graham Hill remained in eighth place in front of Piper, and Munaron brought his Osca to the pits.

On lap 20 Behra took the lead, with Moss still right behind him and Gregory third, a long way down and hotly pursued by Brabham. Fifth was Ivor Bueb, sixth Christian Heinz and Graham Hill was now seventh, Campbell-Jones having dropped out with a split gearbox casing. Munaron rejoined the race, five laps behind the leaders whose average speed had increased to 158.6 k.p.h. (98.4 m.p.h.). On lap 22 Behra—again by unofficial timing—recorded 2 mins. 1 sec. (163.6 k.p.h.) and was two seconds

lap five, one lap down, while Bruce Halford's Lotus stayed at its pit, suffering from gear-selector trouble plus a broken oil-pipe. Graham Hill's Lotus was in 10th place, battling hard with David Piper (Lotus) in ninth position and Munaron's sports Osca, eighth.

By lap seven Jean Behra was still in front with the Ferrari, having recorded 2 mins. 4 secs. (159.6 k.p.h.) on his sixth lap. Gregory still held third place, only a few lengths in front of Jack Brabham (Cooper-Climax) and a full 10 seconds behind second man Stirling Moss. Ivor Bueb passed Campbell-Jones to take fifth place while Graham Hill succeeded in passing Piper. Stuart Dodd (Cooper-Climax) was at the tail of the field, staying behind the Lotus of Maria-Teresa de Filippis and driving very steadily.

On the eighth lap it was Moss back in the lead once more, with Behra second, Gregory third—11 seconds behind—and Jack Brabham fourth. Graham Hill passed the Osca to take eighth place behind the Porsche of Heinz, who was steadily creeping up on John Campbell-Jones. The next time round Behra was back in front and on lap 10 Stirling was in the lead again, lapping in 2 mins. 4 secs. (159.6 k.p.h.) with a race average speed of 156.0 k.p.h. (96.9 m.p.h.). Bruce Halford's Lotus was pushed away to retire, and Maria-Teresa de Filippis brought her car in, her race run and the car suffering from overheating and a fractured oil pipe. Jack Brabham began to close right up on Gregory while Graham Hill was motoring very quickly and pulled out a 15 seconds lead over Piper, who passed the Osca to take ninth place on this lap.

On lap 11 Stuart Dodd came slowly to the pits with his Cooper-Climax, a broken ball-race having wrecked both gearbox and crown wheel and pinion. Christian Heinz, in seventh place, was closing up on Campbell-Jones.

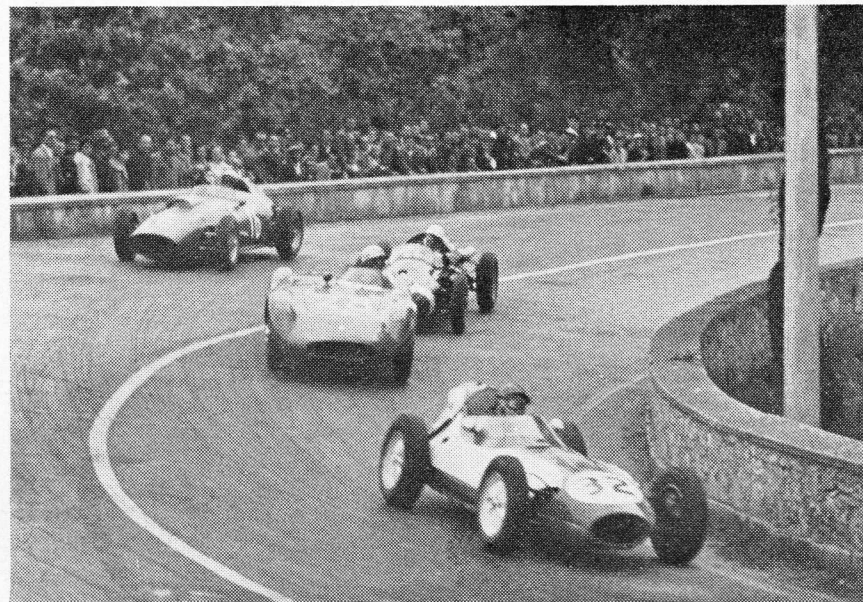
Lap 12—Behra leading. But this time his lead was short lived, and on lap 13 Stirling passed the red car to pull out a lead of two seconds on the 14th tour. Behra led Gregory by 25 seconds, with Brabham only a couple of lengths astern in fourth place. Fifth was Ivor Bueb, sixth Campbell-Jones and seventh Heinz, now within striking distance of the Cooper. Graham Hill was eighth in front of Piper and Munaron, while George Wicken was still a lap down after his pit-stop.

Moss's 16th lap was accomplished in 2 mins. 2 secs. (162.2 k.p.h.) by my unofficial timing: he repeated the pro-



TOP: The sports Osca of Gino Munaron leads Bruce Halford's Lotus. CENTRE: Jack Brabham, who finished third. BELOW: Munaron's Osca is led into the last corner by David Piper, in the only Lotus to finish.

ahead of Moss. Jack Brabham was badly baulked by one of the slower cars and passed the pits well behind Gregory and not so very far ahead of Ivor Bueb. On the 26th lap Stirling went back into first place to stay there



STUDY in concentration—Jean Behra swings the V-6 Ferrari through the hairpin.

for two laps, Behra passing him again on lap 28 on the back leg of the circuit. On the same lap, however, the two cars passed the pits almost side by side and the crowd—enormously partisan—rose to its feet with excitement. Masten Gregory was now going very fast in third place and narrowed the gap between him and leaders to 23 seconds, but on lap 29 called at the pits to examine any possible damage caused when he smote the straw bales on the left-hander immediately before the pits on that lap. He was away almost at once, but Jack Brabham, who had again been closing steadily, moved into the fourth place to the great delight of his pit crew—Alan Foster and Graham Warner, of "The Chequered Flag". Ivor Bueb also passed while Gregory was stationary and when the American driver rejoined the race it was in fifth place, ahead of Heinz and Graham Hill.

Stirling was now back in the lead, the race average at 25 laps having increased to 159.4 k.p.h. (99.41 m.p.h.). On lap 32 he led Behra by five seconds, the Cooper-Borgward sounding as healthy as ever.

Then came drama: Stirling passed the pits on lap 33 and of Behra there was no sign until a full minute had passed, when Behra came past with the nose of the Ferrari dented. In trying to catch Moss he had made a mistake—the one thing he could never have afforded to do in a race as close-fought as this—and had lost time when the car spun round and shunted the bank.

On the 34th lap Stirling's pit showed him the "plus 60" sign and he eased off to lapping in 2 mins. 8 secs.—61 seconds in front of the Ferrari which was, in turn, 42 seconds ahead of third man Jack Brabham. Fourth was Ivor Bueb, being pressed hard by Masten Gregory.

Now came the test. Could Behra, with 20 laps to run, catch Stirling Moss, a full minute ahead? The whole of the grandstand rose to its feet and stayed there as Behra lapped increasingly faster in an attempt to catch the Cooper-Borgward. After 36 laps the gap was 60 seconds; two laps later it was down to 48 seconds, while the Ferrari was 53 seconds ahead of Jack Brabham. Fourth

*BRITISH CONTIN-
GENT waits its turn
to parade under the
flag. From left to
right are Ivor Bueb
(behind policeman),
George Wicken,
Graham Hill, Stir-
ling Moss, Bruce
Halford, John
Campbell - Jones,
Stuart Dodd and
David Piper.*



*BELOW: Seidel's
single-seater Porsche.*

place on lap 36 was taken by Masten Gregory from Ivor Bueb, while Christian Heinz remained steadily in sixth place ahead of Graham Hill. David Piper had begun the first of a series of pit-stops which cost him several laps and Graham Hill vanished from the lap chart on lap 37 when a rear wheel hub broke on his Lotus.

At 40 laps the average speed of the race was 150 k.p.h. (93.21 m.p.h.) and Moss was 47 seconds ahead of Behra, who in turn led Brabham by 68 seconds. Gregory was fourth, 47 seconds down on Jack and five seconds ahead of Bueb. Behra continued to lap in about two minutes, gaining three seconds a lap on

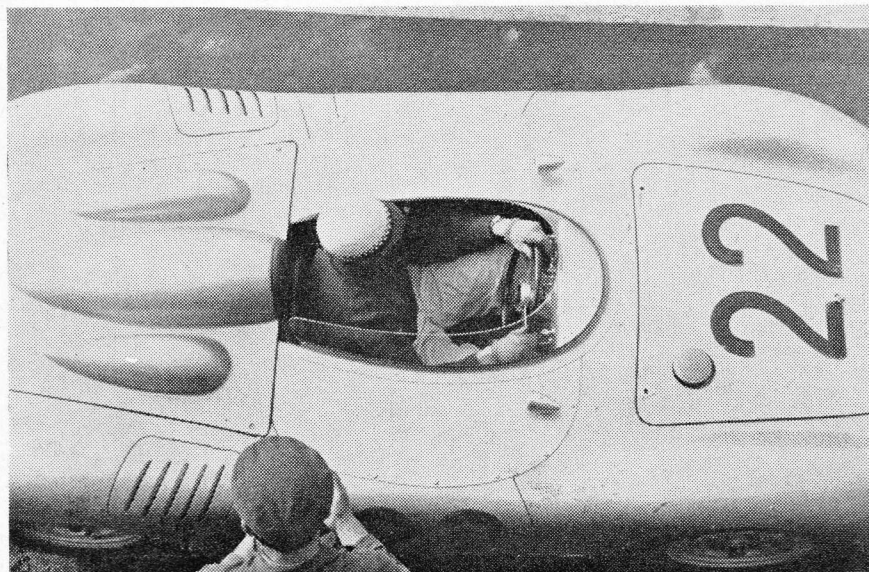
the Rob Walker car. At 45 laps the gap was down to 40 seconds; on lap 46 only 35 seconds separated the two cars. On lap 47 a further three seconds were gained by the French driver and on lap 49—only 27½ seconds behind—Behra lapped at 1 min. 59.0 sec.—a fantastic speed of 166.5 k.p.h. (103.42 m.p.h.) and a lot closer to Moss's lap record in the Formula 1 Vanwall than many people thought possible—including Behra himself!

Moss's lead was secure, however. Aided by pit signals he maintained a lead of over 20 seconds, lapping steadily in about two minutes. The Cooper-Borgward crossed the line 21.4 seconds ahead of Jean Behra's Ferrari, having completed 55 laps of the three-mile circuit (165 miles) at an average speed of 160.4 k.p.h., or 99.7 m.p.h. Jean Behra's average speed for the distance was 159.9 k.p.h. (99.5 m.p.h.).

In third place was Jack Brabham, with Masten Gregory fourth and Ivor Bueb fifth, having completed 54 laps. Sixth was Heinz (Porsche), two laps behind the leaders, seventh George Wicken, five laps down on Moss and Behra, and eighth David Piper, nine laps down. His was the only Lotus to finish and limped across the line with a broken chassis. Fastest lap went to Jean Behra after his incredible speed on the 49th lap of 103.4 m.p.h.

Results

1, Stirling Moss (Cooper-Borgward), 55 laps, 165 miles in 1 h. 53 m. 6 s., 99.7 m.p.h.; 2, Jean Behra (Ferrari), 1 h. 53 m. 28.4 s.; 3, Jack Brabham (Cooper-Climax), 54 laps; 4, Masten Gregory (Cooper-Climax), 54 laps; 5, Ivor Bueb (Cooper-Borgward), 54 laps; 6, Christian Heinz (Porsche), 53 laps; 7, George Wicken (Cooper-Borgward), 50 laps; 8, David Piper (Lotus), 47 laps. Fastest lap: Behra, 1 m. 59 s., 166.3 k.p.h. (103.4 m.p.h.).





THREE-TIME WINNER: John Bekaert is seen here on his way to one of his three wins in the very fast 3.8-litre Lister-Jaguar.

"OH, to be in England now that April's there". Thus wrote the poet, Robert Browning. But had he been at Brands Hatch last Saturday I've no doubt that he would have substituted Hawaii or Bermuda for England, in disgust. After the hot and sunny week we had just worked through, the rain came down with a vengeance and we now seem destined to have our week-ends washed out this year.

In spite of the torrential downpour, however, the A.M.O.C. and the J.D.C. went gamely ahead and ran off their Martini Trophy Meeting with considerable success under the adverse conditions. A splendid entry was received and we saw some spirited driving in the wet.

The first event was two races in one; a scratch race for Aston Martins built before 1940 and a similar affair for D.B. Astons. The overall winner was John Dalton in his DB3S who crossed the line .8 sec. ahead of Michael Bond in Graham Whitehead's old car, 62 EMU. Third, after a splendid drive, was S. F. Pile in his beautiful Ulster Aston which is powered by a Bristol engine and goes very fast indeed.

Race Two was a five lapper for Jaguar-engined cars and was won, not surprisingly, by John Bekaert in his 3.8 Lister-Jaguar. J. B. Roger spun his 3-litre D-type at Paddock on the first lap and then Gordon Lee lost his C-type at the bottom of Druids. Bekaert ran out a comfortable winner at 62.73 m.p.h., second was P. J. Sargent in his C-type and third was Maurice Charles in his 3-litre D-type.

In the up to 1,600 c.c. Sports and Touring car race, R. C. Kerrison led from start to finish in his Lotus XI. The next three at the end of the first lap were J. R. T. Van Sickle (Lotus XI), C. R. Wood (Sprite) and E. A. W. Martin (Lotus Mk. VII). They finished fairly close together in that order and then there was a long gap before M. J. Crabtree's Lotus VI crossed the line. Kerrison won at 57.53 m.p.h.

Bekaert was again victorious in the scratch race for "C" and "D" types and

THE START of the Martini-Aston Martin-Jaguar Trophy Race. On the front row are John Bekaert (80), Gordon Lee (C-type, No. 47) and G. Ashmore (D-type, No. 1). Considering the conditions, a fairly large crowd turned up, as can be seen from the number of cars in the car park.

Martini Not So Dry...

A.M.O.C./J.D.C. Brands Hatch meeting run off under appalling conditions—A.M.O.C. win Martini Trophy

Jaguar-engined cars, going straight into the lead and increasing it every lap, driving the big Lister beautifully in the rain. He was followed home by G. Ashmore in his maroon D-type (an ex-Duncan Hamilton car this) and P. Sargent who drives his old C-type very fast indeed. Fourth was Gordon Lee in another C-type and fifth J. B. Rodger in another ex-Hamilton D-type.

Race Five was another five-lap scratch race for Sports and Touring cars up to 1,600 c.c. A regrettable non-starter in this race was I. H. Mann in his Aston Martin Ulster. The car was unfortunately pranged in practice and repairs could not be effected in time.

Straight into the lead went B. R. Millbank in his very fast Mk. VI Lotus. He was hotly pursued by Ian Walker in the Lotus Elite and B. P. W. Playford in the pretty Playford-M.G. Millbank led at the end of the first lap and again at the end of the second but Walker was drawing inexorably closer and passed him at Druids on lap three. Meanwhile, N. R. Jones in his ridiculously fast Ford Prefect had closed on Playford and was doing his utmost to

turned out, was very well handicapped. S. F. Pile was on scratch and went through the field at a fine rate of knots in his efforts to gain the lead. At the end of the first lap the order was A. F. S. Butcher (750 Austin), Sqdn. Ldr. E. J. Lisle in a similar car and J. Berting in his Riley. (Lisle's car has some interesting history behind it for it was originally built to attack class H records at Montlhéry in 1929. It is still in very good condition and goes very well, too.)

At the end of lap two Lisle had moved into the lead and Pile was last but one. By lap three R. V. C. Hardman (Riley) had moved into the lead which he was to keep to the end. Lap four and the order was Hardman, Freeman (Aston Martin), R. Jaffe (SS100), Lisle (750 Austin) and Pile (Aston Martin). On the final lap Pile picked up two places to finish third, first being Hardman and second Freeman.

The 10-lap Brands Hatch Trophy Race was won in fine style by Bruce McLaren in a Cooper Monaco, entered by John Coombes. Into the lead shot Ian Walker in his Lotus XVII but McLaren shot past him on the bottom straight to lead





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AS8

FIRST TIME OUT in the Cooper Monaco brought victory for Bruce McLaren in the Brands Hatch Trophy Race.

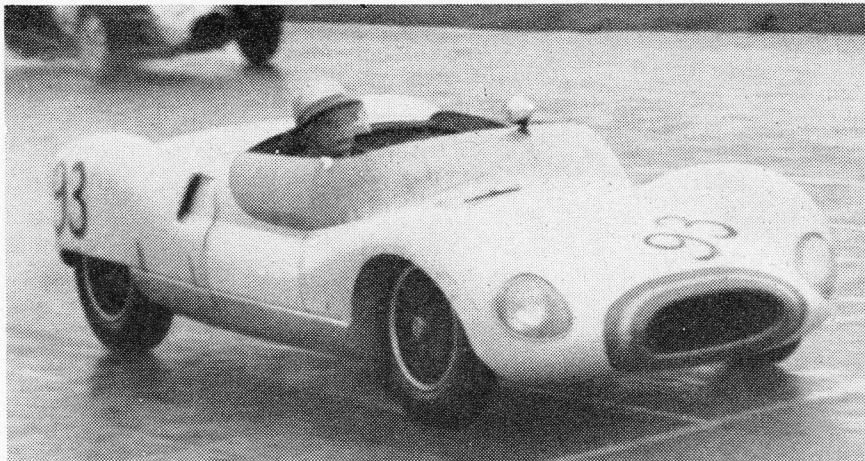
at the end of lap one from R. J. W. Utley (F2 Lotus), Brian Whitehouse (F2 Cooper) and Walker. By lap four Walker had passed Utley but could not get away from him.

Now Whitehouse was really pressing McLaren who was driving a Cooper Monaco for the first time. Bruce was quite unruffled however and held on to his lead. Meanwhile, Walker spun on to the grass when entering the bottom straight and lost two places as a result. Two laps later Whitehouse ran out of road at Druids and buckled a wheel. He continued, however, and managed to keep his second place. Third was Utley, after a fine duel with Henry Taylor (Lotus F2), who finished fourth, Ian Walker was fifth, some way back.

The main event of the day was the Martini-Aston Martin-Jaguar Trophy, a 15-lap invitation scratch race for six Astons and six Jaguars or Jaguar-powered cars. Each car was given a target lap time. Points were to be scored at the rate of one point per second improvement on the target times and the loss of one point per second for exceeding the target time.

John Bekaert notched up his third win of the day in his big Lister, going straight into the lead from the start. He was followed home by John Dalton (DB3S) who maintained second place all the way. These two led at the end of the first lap from Gordon Lee (C-type), G. Ashmore (D-type), P. J. Sargent (C-type), M. Bond (DB3S), Lyndon Sims (DB2/4) and W. E. Wilks (DB2). On lap two Ashmore passed Lee and slowly began to catch Dalton. Sargent, Lee and Bond were running round in close company but were maintaining their positions.

On lap six, Ashmore, who was by now quite close to Dalton, spun at the entrance to the bottom straight and Sargent moved into third place. On the next lap Wilks passed Sims and began to close on J. B. Rodger's D-type, if you please. Poor Sargent spun on lap nine



and lost three places, letting Ashmore back into third spot.

Wilks in the DB2 had now closed right up on Rodger's D-type and was flashing his lights indicating that he wanted to get past. He finally managed to do this by taking a tighter line through the bend leading on to the bottom straight. However, when they had rounded Clearways Rodger put his foot hard down on the loud pedal and went past the Aston once more. Wilks never gave up though and hounded the Jaguar over the line.

And so the race finished. Bekaert won easily after an impeccable drive in the pouring rain. John Dalton was a fine second in the DB3S and third, after another spin, was Ashmore, who was always a threat to Dalton. The timekeepers then went to work and eventually we learned that the Aston Martin team had won the Trophy. Well done, A.M.O.C.!

Because of a lack of entries the last two races were amalgamated. J. D. Bates led from start to finish in his XK 140. In the pouring rain D. A. Kempthorne-Ley came to the line in his XK 120 and announced that he was short of water of all things! So off he went to get some more. Having refilled the radiator he just regained the grid in time for the start. He disappeared

Results

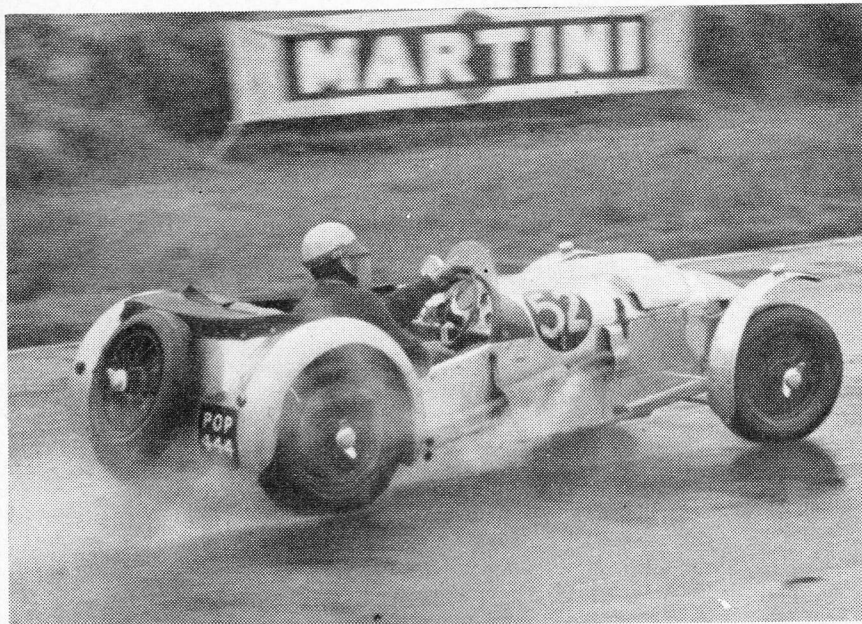
Race One. 5-lap Scratch Race with scaled h/cap for pre-1940 Aston Martins and David Brown Aston Martins: 1, J. F. Dalton (DB3S), 60.32 m.p.h.; 2, M. Bond (DB3S); 3, S. F. Pile (Aston Martin Ulster). **Fastest lap:** Dalton and Bond, 62.0 m.p.h. **Handicap:** 1, D. Howard (DB2/4); 2, W. E. Wilks (DB2); 3, H. W. Epps (DB2/4 Mk. III). **Race Two. 5-lap Scratch Race with scaled h/cap for any type Jaguar cars:** 1, J. Bekaert (3.8 Lister-Jaguar), 62.73 m.p.h.; 2, P. J. Sargent (C-type); 3, M. Charles (D-type). **Fastest lap:** Bekaert, 64.14 m.p.h. **Handicap:** 1, P. J. Sargent; 2, J. Bekaert; 3, C. M. Clairmonte (XK 120). **Race Three. 5-lap Scratch Race for sports and touring cars, up to 1,600 c.c.:** 1, R. C. Kerrison (Lotus XD), 57.53 m.p.h.; 2, J. R. T. van Sickle (Lotus XI sports); 3, C. R. Wood (A.-H. Sprite). **Fastest lap:** Kerrison, van Sickle and Wood, 58.89 m.p.h. **Race Four. 5-lap Scratch Race with scaled h/cap for "C"- and "D"-type Jaguars and Jaguar-engined cars:** 1, J. Bekaert (Lister-Jaguar), 63.05 m.p.h.; 2, G. Ashmore (D-type); 3, P. Sargent (C-type). **Fastest lap:** Bekaert, 64.14 m.p.h. **Handicap:** 1, P. Sargent; 2, J. Bekaert; 3, G. Ashmore. **Race Five. 5-lap Scratch Race for sports and touring cars, up to 1,600 c.c.:** 1, I. Walker (Lotus Elite), 63.08 m.p.h.; 2, B. R. Millbank (Lotus Mk. 6); 3, B. P. W. Playford (Playford-M.G.). **Fastest lap:** Walker, 63.05 m.p.h. **Race Six. 5-lap Scratch Race with scaled h/cap for "XK" Jaguars:** 1, R. A. Gibson (XK 140), 58.89 m.p.h.; 2, A. Semenov (XK 120); 3, D. A. Kempthorne-Ley (XK 120). **Fastest lap:** Semenov, 58.89 m.p.h. **Handicap:** 1, R. D. Ware (XK 150); 2, C. M. Clairmonte (XK 120); 3, Kempthorne-Ley. **Race Seven. 5-lap Handicap Race for Vintage and Venerable sports cars:** 1, R. V. C. Hardman (Riley), 54.04 m.p.h.; 2, J. Freeman (Aston Martin); 3, S. F. Pile (Aston Martin). **Fastest lap:** Pile, 60.90 m.p.h. **Race Eight. 10-lap Scratch Race for racing cars, up to 2,000 c.c.:** 1, B. McLaren (Cooper Monaco), 64.81 m.p.h.; 2, B. Whitehouse (Cooper F2); 3, R. J. W. Utley (Lotus F2). **Fastest lap:** McLaren, 67.43 m.p.h. **Race Nine. Martini-Aston Martin-Jaguar Trophy, 15 laps:** 1, J. Bekaert (Lister-Jaguar), 62.55 m.p.h.; 2, J. Dalton (DB3S); 3, G. Ashmore (D-type). **Fastest lap:** Ashmore, 64.51 m.p.h. **Trophy Winners:** A.M.O.C. Team. **Race Ten. 5-lap Scratch Race with scaled h/cap for any Jaguar cars (Races 10 and 11 were amalgamated):** 1, J. D. Bates (XK 140); 2, R. I. Romain (3.4 saloon); 3, R. P. G. Sturgess (XK 120).

round Paddock Bend and was never seen again!

At the end of lap one Bates led from R. I. Romain (3.4 Jaguar), A. J. Lambert (2.4 Jaguar with S.U. carbs and disc brakes) and R. P. G. Sturgess (XK 120). By lap three Sturgess had passed Lambert at Paddock Bend and from then on the order remained unchanged.

And with that this wet and cold but interesting day's sport came to a distinctly soggy halt. All credit to the gallant marshals and officials who braved the elements and kept the meeting going. "Oh, to be in England . . ." Indeed!

CHRISTOPHER NIXON.



HOLD IT! B. R. Millbank (Lotus Mk. VI) corrects a slide on the streaming wet track.



**“What’s the use
of motor racing,
Mr. Brooks?”**

Famous Grand Prix driver

TONY BROOKS

puts you in the picture

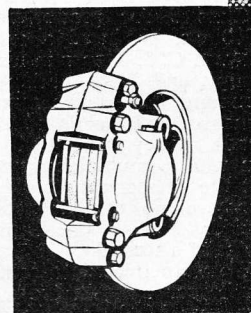
“I don’t claim that I started motor racing from any philanthropic motives—I started because motor racing fascinated me. But I have discovered how much it does contribute to the development of the production car. Take disc brakes for instance—from Girling’s experience brakes have been developed which not only provide all that we racing drivers demand of them but now bring a new level of brake efficiency to an ever increasing number of production cars.”



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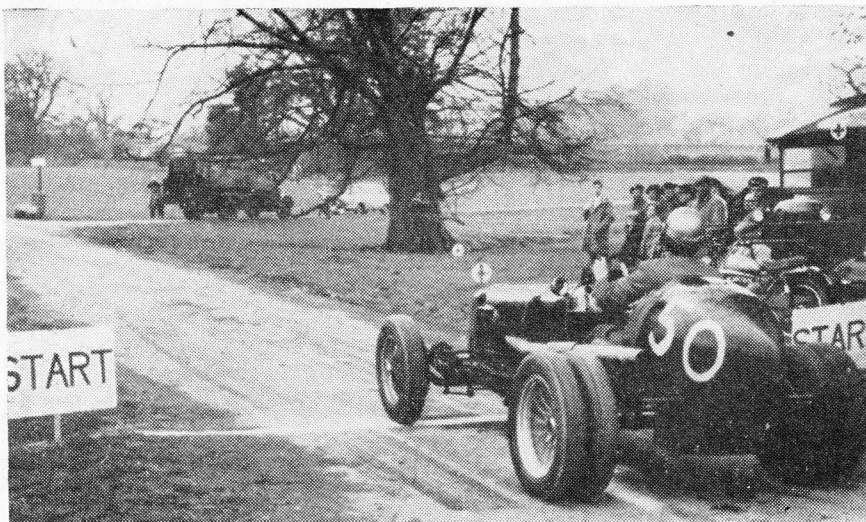
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COMPETITORS seemed to find the "traffic light" method of starting a little disturbing but a more conventional "hockey-stick" apparatus is being constructed for use at future meetings.

WHEN Robert Hooke began building Ragley Hall in 1680 he did not foresee the need for anything more than a picturesque meandering entrance drive. Until 18th April, 1959, this was quite adequate but I should imagine a number of last Saturday's visitors would like to acquaint Mr. Hooke of the difficulties of conducting, say, a "D"-type up this same narrow, picturesque entrance drive!

Last Saturday's event was the first hill-climb ever to be organized on the main drive of the Ragley Park Estate. Promotion of this exciting new venture was jointly by the Sutton Coldfield and North Birmingham Automobile Club (Sunbac) and the Bugatti Owners' Club.

From the competitors' point of view the practice period was fairly prolonged



Ragley Hall Speed Hill-Climb

and uneventful. The fastest man in practice, J. B. Welton (29.2 secs.), was unfortunately only on the reserve list, with the result that he did not get a chance to improve on this in the afternoon. So Mike Hatton started the event as a hot favourite in his 1,100 c.c. Cooper (ex-Mike Christie).

Although the event was free from rain the paddock was a sea of mud and it might be an idea for future events to transfer the paddock area to the higher ground to the right of the entrance gates, so that cars could pass down on to the starting area, giving them a chance to get rid of some of the mud and straw which unfortunately was deposited directly on the starting line on Saturday.

The event proper eventually got under way with a couple of classes for the 2/3-wheeler boys. The highlight of this was a hair-raising climb by R. Willis in his Vincent combination. He decided that the shortest distance between two points was a straight line and chose to ignore a number of bends and took off across the grass with his poor old "chair" passenger riding "bronco fashion". I must say Willis, who I understand is no youngster and a local bus driver, handled the situation extremely well and pressed on regardless with a cheer from the crowd.

Class 3 for production cars up to 1,000 c.c. produced a surprising battle between C. J. Tipper in his little Messerschmitt and J. H. Parkin in a Renault Dauphine (the engine sounded far from standard as he changed down for Oak Bend). They both tied on their first run with a creditable time of 37.4 secs., but the Messerschmitt did another very steady climb of 37.6 secs. in the tie-decider, beating the Renault by four-tenths of a second.

We were treated to some more door-handle cornering in Class 4 (production cars over 1,000 c.c.), the most spectacular being the winner of this class, W. M. C. Bradley, in a beautiful red 3.4 Jaguar—32.2 secs. R. D. Broad also looked impressive in his A.105 when he completed his run in 33.8 secs.

Class 5, for production cars up to 1,600 c.c., was won quite comfortably

by Needham in his M.G. with a climb of 32 secs. dead.

Class 6 caused quite a bit of excitement when Cracknell lost it good and proper on "Ye Olde Oak Bend", which proved to be the most tricky part of the course. He was most unfortunate as he slid off the road across the wet grass to fell the only tree between there and the finish! The tree was really only a sapling, but apparently of some value as it had rather a stout iron fence around the base which really put paid to the Triumph's front suspension and steering. However, both the car and the tree were insured, so not to worry! After this unfortunate delay the class continued and was won comfortably by W. G. Wilson in his very steady A.C.-Bristol—29.2 secs.

Class 7 was an easy win for L. B. Mayman in his Lotus with an excellent climb of 30 seconds dead. It looks as if the A35 gearbox fitted to this car is standing up to the strain very well. Mrs. Mayman also drove this car and was second in the class with a climb of 31.2 secs.—and without the natty coloured umbrella displayed in the paddock. We had more lawn mowing in Class 8 when G. Ashmore, who found the road was not wide enough to cope with a drifting "D"-type, took to the grass first on one side then the other, and with a great display of courage tried to keep his foot down but unfortunately at no time during this manoeuvre was he pointing up the hill. He eventually came to rest, however, pointing in the right direction almost at the top of the hill, but, regrettably, not on the road. The trials route up the hill took him 55.2 secs. but P. Scragg won the class with a very neat climb of 28.4 secs. in his H.W.M.-Jaguar.

Class 9—racing cars 500 c.c. and under—was won by V. A. Hassell in his Cooper with an easy run of 29 secs. Miss Pauline Brock was very close, however, with a climb of 29.2 secs. It was a pity Jack Welton could not have had a go in this class.

Class 10—racing cars up to 1,500 c.c.—cut the times down to 28 secs. dead. This was performed by Dick James in his Cooper. He tied with Eccles for

B.T.D. but lost this award because he didn't finish in the tie-deciding second run. He did, however, retain the class award. Miss P. Burt again showed what an accomplished driver she is with a climb of 28.8 secs. on this completely new hill, which gave her a very well-deserved award for the best lady driver. Mike Hatton stayed at 29 secs. dead.

Class 11—racing cars over 1,500 c.c.—gave us some "value for money stuff" with the E.R.A.s of Hull, Chapman and Berry which went up in fine style using all the road and bits of the grass with climbs of 29.4, 29.0 and 29.2 respectively. Hull broke an axle shaft in practice but after a nifty bit of pit work changed this and his double rear wheels so he could enjoy the event in the afternoon. I understand axle shafts are expendable items on E.R.A.s and at £18 a time this makes expensive motoring! As mentioned earlier, B. Eccles in his super-charged Cooper won this class and honours for B.T.D. by repeating his run of 28 secs. in the tie-decider. Well done, Eccles!

When a number of teething troubles have been sorted out I think this event should prove very popular as the corners at Ragley are "open" with maximum visibility for the driver on approach, so that extremely fast climbs are to be expected, with genuinely high speeds being reached by the racing cars, despite the comparative shortness of the timed distance of 880 yards. It is to be hoped, therefore, that the Marquess of Hertford will again open his delightful home and grounds to "these noisy motoring types".

J. W. A. FALLOWES.

Results

Best Time of the Day: B. Eccles (998 Cooper (S)), 28.0 s.

Production Cars under 1,000 c.c.: C. J. Tipper (498 c.c. Messerschmitt), 37.6 s.

Production Cars over 1,000 c.c.: 1, W. M. C. Bradley (3,442 c.c. Jaguar), 32.2 s.; 2, S. Shepperd (3,442 Jaguar), 33.6 s.

Production Sports Cars under 1,600 c.c.: W. E. Needham (1,588 c.c. M.G.), 32.0 s.

Production Sports Cars over 1,600 c.c.: 1, W. G. Wilson (1,971 c.c. A.C.-Bristol), 29.2 s.; 2 (tie), A. J. Lambert and D. O'M. Taylor (both driving 3,442 c.c. Jaguar KX 150s), 32.0 s.

Sports-Racing Cars under 2,000 c.c.: L. B. Mayman (1,098 Lotus), 30.0 s.

Sports-Racing Cars over 2,000 c.c.: P. Scragg (3,442 H.W.M.-Jaguar), 28.4 s.

Racing Cars 500 c.c. and under: 1, V. A. Hassell (500 c.c. Cooper), 29.0 s.; 2, Miss P. Brock (500 c.c. Cooper), 29.2 s.

Racing Cars under 1,500 c.c.: R. B. James (1,098 c.c. Cooper), 28.0 s.

Racing Cars over 1,500 c.c.: 1, B. Eccles (998 Cooper (S)), 28.0 s.; 2, A. T. Norton (998 Cooper (S)), 28.8 s.

Best Performance by a Lady Driver: Miss P. M. Burt (1,460 Cooper), 28.8 s.

CORRESPONDENCE

In Praise of Mechanics

As a motor racing enthusiast of many years' standing I would like to raise a question which has also troubled a number of my fellow enthusiasts. Why is it that in the programme of events at race meetings that gallant band of men, the mechanics, are never mentioned?

We read of owner, entrant, and driver, but never the man who has worked for untold hours all day and very often all night to prepare the cars for our pleasure.

I know they would be the last to seek publicity, but why not a little limelight for these devoted men without whom there would be little or no racing?

MRS. E. A. WISE.

TADWORTH, SURREY.

Trials Territory

I WAS very pleased to read your recent allusion to Gandale Moor in AUTOSPORT.

There are indeed many trials sections in this very compact area and as clerk of the course for this year's Darlington and D.M.C.'s Roderick Gray Car Sporting Trial (Starred) on 26th April I endeavoured to provide a course of equal standing.

Many of the 14 sections, which were covered twice, were entirely new and almost every type of going, apart from sump breakers, was encountered.

LAURIE GRAY.

DARLINGTON, CO. DURHAM.

Too Many Rallies

I WISH to congratulate you on your recent editorial on the subject "Too Many Rallies" as I have advocated more clubs combining forces in organizing events for the past five years, but with much opposition. Last September I wrote to a number of clubs in this area which resulted in a meeting giving over two-thirds majority in favour of some form of joint organization voluntarily to cut down the number of rallies. There was unfortunately still some opposition, in my opinion unnecessarily obstructive as difficulties can be overcome. It *must* be obvious that it would be better to co-operate amicably than to have a flourishing activity placed under a restrictive curb. But I do not think that this is the only answer.

Martyn Watkins quotes a club circular on the subject of daylight rallies and expresses complete agreement. I, too, am in agreement *but* only when they take place during, say, mid-March to November and/or call for fast driving. I see no objection to the low average speed, navigational type of event in daylight if held in winter months. Until fairly recently many clubs ran such rallies and some still do without any complaint whatsoever, or objection from the Police. On the contrary, some night rallies, with a good proportion of do-or-die entrants, stir up an absolute hornet's nest of complaints in spite of warnings from the organizers. Recently, having heard of such complaints, I traversed a short section of the course involved, in a remote area. Every gate was smashed or damaged including those made from tubular steel! No, Mr. Watkins, you cannot condemn all daylight rallies out of hand. And have you seen the latest circular from the club, which I trust you will also quote? It was also stated that the R.A.C. are finding it very difficult to control rallies. I am quite sure the R.A.C. would gladly agree to the formation of a few more and smaller Associations of Car Clubs to promote greater co-operation of Clubs, joint organization, the better arrangement of dates, and possibly a zoning scheme for rally areas. A large Association is not necessarily strong, indeed, the reverse seems to be true in the North.

What then is the answer? Common or garden *decency*! Clubs should co-operate more instead of bickering, and some rallyists should be made to behave or have their licences withdrawn. And what about exhaust systems?

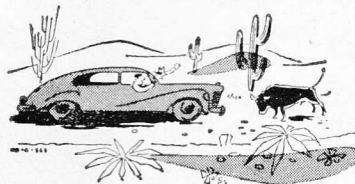
If public opinion should end motor rallying, whose fault will it be—the R.A.C.'s, the Association's, the Club's? None of these. The thoughtless Club Member is the culprit whether he be competitor, organizer or possibly the writer of the club circular which falls into an anti-rallyist's hands. Let's have a bit more consideration.

R. J. KEELEY.

B.A.R.C. (N.W. CENTRE), HESWALL, CHESHIRE.

A COUPLE of requests for pen-friends have arrived in this office. They have been made by Terry Howers, aged 16, of 15 Old Farm Road, Hamilton, New Zealand, and by Steve Bieler, of 1649 Anita Place, Atlanta 6, Georgia, U.S.A. Both these readers would like to correspond with British enthusiasts on the subject of cars in general and racing in particular.

As stubborn as an ox

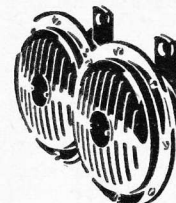


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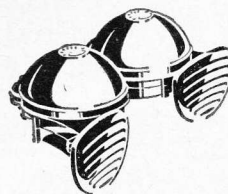


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Club News

By MARTYN WATKINS

THE Alvis O.C.'s National Alvis Day will be held on 24th May this year at Crystal Palace. The day's events will begin at 10.30 a.m. . . . The **Birmingham Young Conservatives' M.C.'s** Closed Sycon Rally will take place on 10th May. Start from Lyttleton Arms, Hagley, at 10 a.m. Entries (3s.) close 4th May and should be sent to D. N. Hewett, 10 Walmer Meadow, Aldridge, Staffs. . . . Regs. for the **Harrow C.C.'s** Whitsun Rally (16th/17th May) may be had from Mrs. L. M. Still, "Malabar", Shenley Hill, Radlett, Herts. Winners of this, the club's major rally of the year, will receive two return air tickets to France. . . . The **750 M.C.'s** closed Invitation Driving Test Meeting will take place at Crystal Palace at 10.30 a.m. on 10th May. . . . For various reasons the **Newry and D.M.C.'s** Spelga Hill-Climb will not be run this year. On 9th May the club is holding a Driving Test Meeting at Cranfield at 3 p.m. Entry forms may be had at the start. . . . The **Leicester C.C.'s** Stringers Trophy Rally, a closed event, will be held on 10th May. Entries (15s.) close on 7th May and should be sent to R. F. Leversedge, 69 Gainsborough Road, Leicester. The start will be at 10 a.m. from Stringers Garage, Bede Street, Braunstone Gate, Leicester. . . . The **Fiat Register's Concorso di Eleganza** will take place at the U.S.A.F. Base, Bushy Park, Teddington, Middlesex, on 10th May at 2 p.m. Invited to attend are the Alvis, Humber and Sunbeam Registers, The Bullnose Morris Club, Light Car Section of the V.S.C.C., any American servicemen entering any car and any pre-1940 Italian Car. Entries (10s.) close 3rd May and should be sent to D. C. Manning, 5 Barnfield, New Malden, Surrey. . . . The **Midland A.C.'s** National Open Speed Hill-Climb will be held at Shelsley on 14th June, beginning at 1 p.m. Entries (£3 3s.) close 20th May and should be sent to Gerard Fewitt, 4 Vicarage Road, Edgbaston, Birmingham 15. . . . On 10th May the **Hants and Berks M.C.** are staging their May Point-to-Point map reading run. The event will start and finish at the Beach Arms Hotel, Oakley, near Basingstoke. Entries (5s.) close on 6th May and should be sent to Morin Ness, 4 Hag Hill Lane, Taplow, Bucks. . . . On 9th May the **Bristol M/C. and L.C.C.** is holding a Standard Production Car Trial. This is a B.T.R.D.A. championship event and is open to members of clubs in the S.W. Association of Clubs and any entrant for the B.T.R.D.A. award. Regs. may be had from R. A. Wood, 22 Monkton Road, Hanham, Bristol. . . . The Midland branch of the **Ecurie Ecosse Association** are having a film show at 7 p.m. on 3rd May at the Saxon Mill, Guy's Cliffe, Warwick. The film to be shown is "The Ecurie Ecosse Story". . . . The **Mid-Surrey A.C.'s** annual sprint and speed event will be held at Brands Hatch on 24th May. The following clubs have been invited: Bexley L.C.C., Maidstone and Mid-Kent M.C., B.D.C., Healev D.C., 750 M.C., Sevenoaks and D.M.C., Mid-Thames C.C., Kentish Border C.C., Surrey S.M.C.,



CLUB RACING may lack the big-time importance of a Grande Épreuve but it still provides some of the most exciting racing. As can be seen from the crowded car park, an enormous number of enthusiasts went to Mallory Park on Sunday. Here David Buxton's Elite is harried by Austin Nurse's Turner and the Sprites of A. McKechnie and D. Pieris.

Coming Attractions

May 2nd. Silverstone International Trophy Race Meeting, near Towcester, Northants.

May 3rd. Prix de Paris International Race Meeting (F2, S, G.T.).

*Monza G.P., Monza (G.T.)
Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Glos. Start, 12 noon.*

Eastern Counties M.C. Sprint Meeting, Snetterton, near Thetford, Norfolk.

B.A.R.C. Sprint Meeting, Hudson Road Mills, Leeds, 9. Start, 2 p.m.

May 9th. Maidstone and Mid-Kent M.C. National Race Meeting, Silverstone, near Towcester, Northants.

May 10th. Monaco Grand Prix, Monte Carlo (F1, F2, FJ).
Naples Grand Prix, Naples, Italy (S).

Snetterton M.R.C. Stanley Sears Trophy R.M., Snetterton, near Thetford, Norfolk.

May 16th. Pau G.P. (F1, F2), Pau, France.

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

May 17th. G.P. des Frontières (S), Chimay, Belgium.

May 18th. Hockenheim International 12 Hours Race (G.T. and T.), Hockenheim, Germany.

B.R.S.C.C. National Race Meeting, Crystal Palace.

Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leicestershire.

B.A.R.C. National Race Meeting, Goodwood, near Chichester, Sussex.

May 18th-22nd. R.S.A.C. Scottish Rally.

M.G.C.C., East Surrey M.C., Riley M.C., Triumph Sports Owners' Association (London section). The start will be at 11 a.m. Entries (15s. for sprint and 25s. for speed trial) close 18th May and should be sent to Mrs. Olive Richmond, 154 Wickham Avenue, North Cheam, Surrey. . . . The **Eastern Counties M.C.'s** National race meeting at Snetterton will be held on 14th June. Regs. for this event will be available from M. R. Sharp, "Conrods", St. George's Road, Old Felixstowe, Suffolk, in a few days' time. . . . If you want to enter the **Oxford M.C.'s** Treasure Hunt on 3rd May just turn up at City Motors, Woodstock Road Roundabout Filling Station, at 2 p.m. Entry fee is 3s. . . . The **East Anglian M.C.'s** regional driving tests will take place on 10th May. The following clubs have been invited: B.A.R.C., Cambridge 50 C.C., C.U.M.C., E.C.M.C., L.M.C., Marconi A.C., M.G.C.C., R.E.C.C., T.E.A.C. Regs. may be had from J. D. Short, 2 West Stockwell Street, Colchester.

CEMIAN CORONATION

THE Cemian Motor Club celebrated its 25th anniversary with an entry of 101 competitors for its 250-mile seventh annual Coronation Rally on the night of Saturday/Sunday, 25th-26th April, starting at 8 p.m. and finishing at 6.30 a.m. at the Queen's Hotel, Farnborough.

Section one, a straightforward 24-mile route to get the competitors away to the rally area and using "highway furniture" as material for route checks located by map reference, was called "Aperitif"—albeit a strong one, as all but 18 lost marks!

Section two, aptly called "Mickey Finn", was an "eight clubs" section 36 miles long which took the rally down to the first special test on the South Downs, a simple test of uphill acceleration around a hairpin. This section sorted out the competitors well and truly, only G. Proctor (Consul) managing

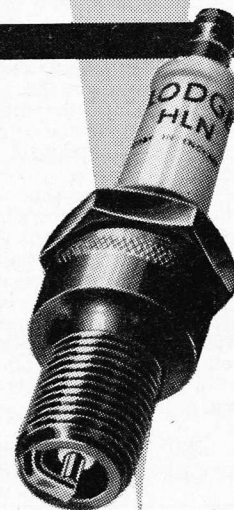
(Continued on page 578)

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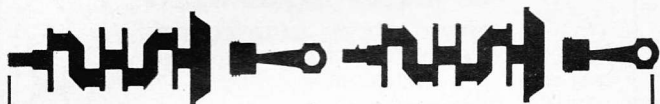


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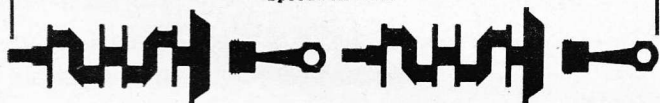
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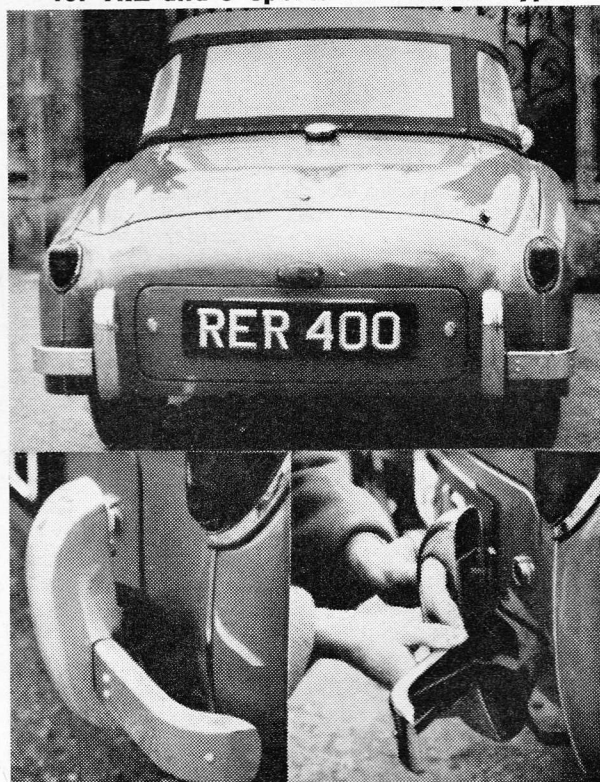
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Cemian Coronation Rally—continued

it clean. A. Seagrave (Austin-Healey) was fastest in the test with 30½ secs.

Section three, called "Sloe Gin", dropped the average speed—previously 30 m.p.h.—down to 25 m.p.h. to get competitors off the Downs to tackle section four (eight clubs, "Bloody Mary") a double "eight clubs" section with two interspersed time controls, 16 references and two bonus controls all in 41 miles, leading to the night stop at West Meon Hut. Everyone lost marks in this tough section but A. Robbins (Anglia) lost only two.

Section five, "Rum and Ginger", was a 35-mile loop out and back from the night stop in 75 minutes and embraced the use of a line drawing delineating part of the route, the choice of 10 out of 16 route checks, and an intermediate time control 25 minutes after the start at which the other half of the route card (deliberately left out at the start) was issued. Only seven competitors did not lose marks here.

Section six was merely a short connection to section seven, "Creme de Ceman", 49 points in 102 minutes. It was in two halves, the first one using route diagrams covering 11 route checks followed by 12 more located by map references and using highway furniture as proof of visiting. This, together with the next section, completed another loop back to the night stop. Everyone was penalised but four competitors lost only five marks.

Section eight ("Benedictine and Brandy") covered 40 miles in 86 minutes,

and included another intermediate time control to be visited 20 minutes after the start and the location of eight route checks indicated by pieces of map. The Rally was easing up now—deliberately—and many competitors cleared this section without further loss of marks.

Section nine ("Nightcap") took the rally back 27 miles in one hour via some carefully chosen route checks, again using highway furniture, to the finish, where special tests numbers two and three took place. Test two was a wiggle-wobble at which D. Lewis (TR2) wiggled the best in 9.6 seconds, with B. Weir-Willat's Austin-Healey wiggling 0.3 second behind. Test three was a scissors type. A. Simond (Sprite) put up the best time in 19.1 seconds with Lewis close behind.

The military parade ground adjoining the Queen's Hotel was used as a car park for the start and finish by kind permission of the military authorities. "Scotchlite" was used on the markerboards for route checks, and time controls and all marshals had synchronized Ingersoll watches in waterproof cases. Provisional results were posted to all competitors on Sunday evening.

Results

Best Performance: R. Aldridge (Anglia). **Runner-up:** G. Proctor (Consul); 3. A. Robins (Anglia). **Best Eight Clubs' crew:** M. Templeman (Anglia). **Best Cemian crew:** J. Bell (M.G.A.). **Best Performance in Driving Tests:** D. Lewis (TR2). **First Class Awards:** R. J. Smith (Jaguar 3.4); R. Cooke (Riley); J. Puttick (Fiat-Abarth); S. Clipsestone (VW); M. Saralian (Minor 1000); Mrs. P. Edwards (Zephyr); H. Nash (Anglia); B. Harding (Magnetite); D. Lewis (TR2). **Team Award:** J. Bell, R. Aldridge and Mrs. Edwards.

Silverstone Preview—continued

leading in the B.R.D.C. Gold Star Championship by 14 points and will naturally do his utmost to consolidate his lead.

The last event of the day is the 25-lap race for sports cars up to 1,100 c.c. Of the 29 cars entered 17 are Lotuses, so the Hornsey cars should win by sheer weight of numbers! There is only one works car and that will be driven by Alan Stacey. Other notable Lotusseers will be Tom Threlfall, Keith Greene, Ian Walker, Jimmy Blumer, John Campbell-Jones and David Shale.

Even with this array of driving talent, however, the Lotus boys are not going to have it all their own way, for there are four of the incredible Lolos entered. The three works cars will be driven by Peter Ashdown, Peter Gammon and the man whose brain child the cars are, Eric Broadly. Michael Taylor will be in his own car.

There are also three works Elvas entered (Tom Dickson, Les Leston and John Brown) and three privately owned ones (T. H. Shaddick, J. C. Brierley and John Peters). Ian Raby makes up the field with his ubiquitous Cooper—Puddle-Jumper. In spite of the swarm of Lotuses, I think the Lolos will beat them again.

Well, that's it. Five races, all of which should prove very exciting. You will have noticed that there is no Formula 3 race this year.

C. N.



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(Continued overleaf)

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M.G.A. 1956 series 2-str. Blue with grey interior, one owner, heater. £725

TR3 1956 2-str. Black, special cowl, 3 speed O/drive, X tyres, etc. £725

COOPER SPORTS 1100, stage II Climax. Grey. £695

AUSTIN-HEALEY 100 1956 2-str., green, rad., htr. O/drive, etc. £685

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MORGAN 4/4 1957 2-strs., tuned Ford units both B.R.G. £595

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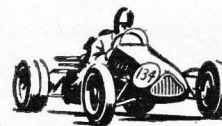
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THE TULIP RALLY

Route Shock for Competitors at Paris

THE Tulip Rally should have reached its final stages by the time these words appear, as the first competitor left Monthléry circuit at 8 a.m. on Monday, 27th April. During the scrutineering, which took place in the finely equipped Security Centre of the A.C. de l'Île de France, Paris, competitors were handed the road book. To many, the route came as a real shock, for after Vichy it entailed almost continuous motoring to hold a 60 k.p.h. average, in the mountains of the Massif Central, the Alps and the difficult countryside in Alsace-Lorraine and Luxembourg.

Making things even more difficult were secret controls, and regularity checks; the French police had insisted on a maximum average of 70 k.p.h., with exclusion from the event if over 75 k.p.h. was averaged between any two timed points.

Further to sort out competitors, special tests were arranged at Clermont-Ferrand, Col du Pin, Mont Ventoux, Col Bayard, Chamrousse, Cote de Givrans, Ballon d'Alsace, Pont de Misere and Spa-Francorchamps, as well as the concluding races on the Zandvoort circuit.

A. J. Burton was nearly a non-starter when his A.C.-Bristol was involved in a collision on the Champs Élysées on the way to scrutineering. The front of the car was badly damaged, and the lamps were smashed, but hectic repairs were made to enable the car to start. Posted as a non-starter was George "Pop" Jopp (2.4 Jaguar), who received a leg injury in England a few hours before being due to cross to France.

Several 3.4 Jaguars had to be remodified after the Dutch technical committee had pointed out that certain induction arrangements could not be regarded as standard. Amongst late entries was the ex-Rally Champion, Walter Schock in a 220SE Mercedes-Benz. Philip Faure appeared with a 250GT Ferrari, to challenge the 300SLs, Austin-Healeys, Aston Martin and Corvette in the over 2-litre G.T. category. An interesting entry was that of K. Reidl/S. A. Anderson in one of the newly homologated SAAB G.T. 750s.

GREGOR GRANT.

DAYTONA BEACH "1,000 KILOMETRES"

5th April

Confirmed Results

1. Roberto Mieres/Count von Dory (Porsche RSK), 93.345 m.p.h.
2. Bob Said/Art Bunker (Porsche RSK).
3. Paul O'Shea/August Pabst ("D"-type Jaguar).
4. Loyal Katsee (4.4 Ferrari).
5. Fireball Roberts/Ralph Moody/Dick Rathmann (5.1 Ford Thunderbird).
6. Santiago Gonzalez/Skip Hudson (250 G.T. Ferrari).
7. Lucky Casner/Lee Lilly (2.9 Ferrari).
8. James Kaperonis/Marsall Sergeant (4.6 Astari Special).
9. Remo Kattini (750 Fiat-Abarth Zagato).
10. Alfonso Thiele (750 Fiat-Abarth Zagato).
11. Ray Cussini (750 Fiat-Abarth Zagato).
12. Raimoro Montalo/Alphonso Gomas-Mena (250 G.T. Ferrari).
13. Lloyd Ruby/Bill Krause/Carroll Shelby (4.5 Maserati).

Class Winners: Kattini (Fiat-Abarth Zagato); Mieres/von Dory (Porsche); O'Shea/Pabst (Jaguar).

BECAUSE the Race Meeting at Snetterton on 10th May is not a national meeting there will be no AUTOSPORT Championship race on the programme.

NEW ALEXANDER CONVERSION

ALEXANDER ENGINEERING CO., LTD., have developed a new added performance engine conversion designed to operate on cheap grade "cooking" petrol.

This latest product from the company's development department consists of a single Solex carburettor with accelerator "pump" and an air filter, a fabricated inlet manifold of novel design and a polished high-compression cylinder head giving a compression ratio of 7.6 to 1. This conversion not only gives a very satisfactory increase in performance, but has been specially designed to combine this with an economical petrol consumption, using ordinary non-premium fuel. The engine's petrol economy is improved by approximately 10 per cent. This feature is a real pocket saver and the price, which has been kept low, represents possibly the best value at present in the conversion business. The conversion is applicable to B.M.C. "A"-type engines.

For owners of the earlier single carburettor conversion, the modified cylinder head is being made available on an exchange basis for £6. The total price of this conversion is £21 (fitting charge will be £6 10s.).

Performance Figures

Acceleration through gears (m.p.h.)	Standard secs.	Converted secs.
0-30	7.2	5.1
0-40	—	8.0
0-50	19.7	12.8
0-60	33.2	20.7
In top gear		
20-40	13.8	11.2
30-50	15.1	9.6
40-60	22.4	11.4
Maximum speed	70 m.p.h.	83.5 m.p.h.

Classified Advertisements—continued

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NEW CARS FOR SALE

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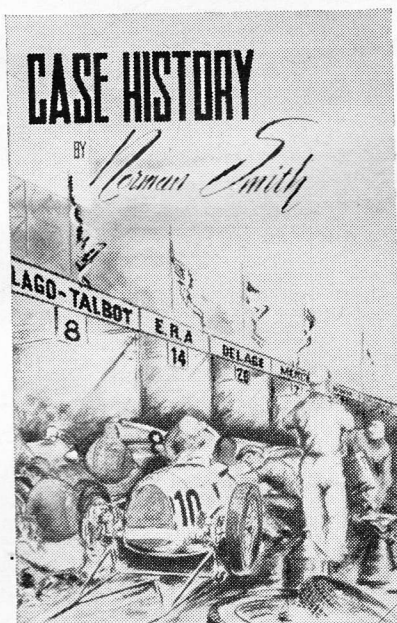
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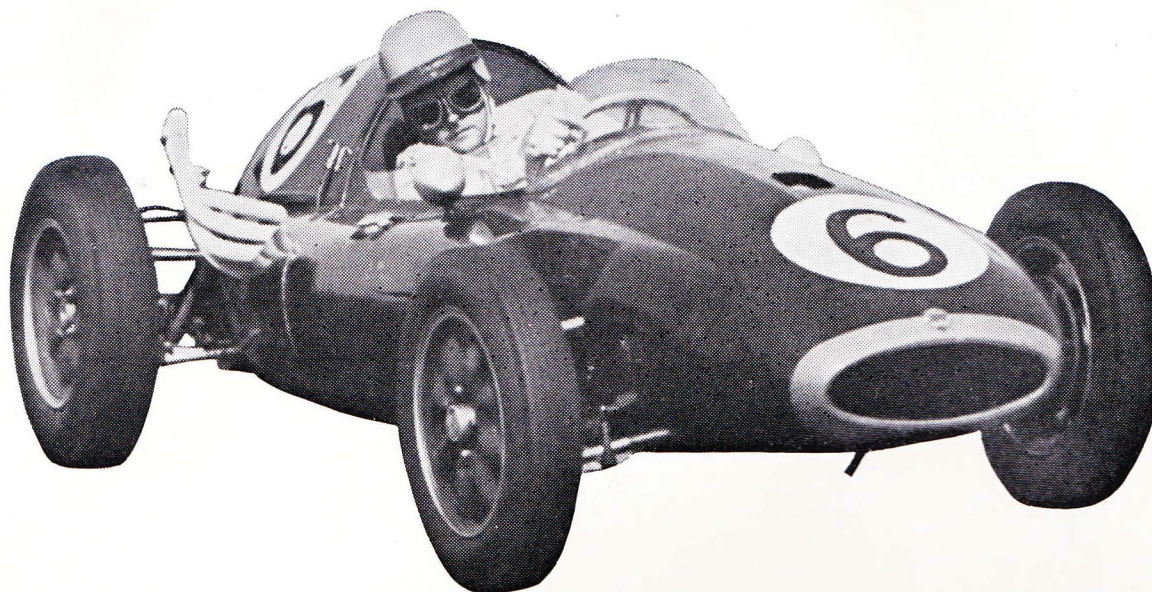
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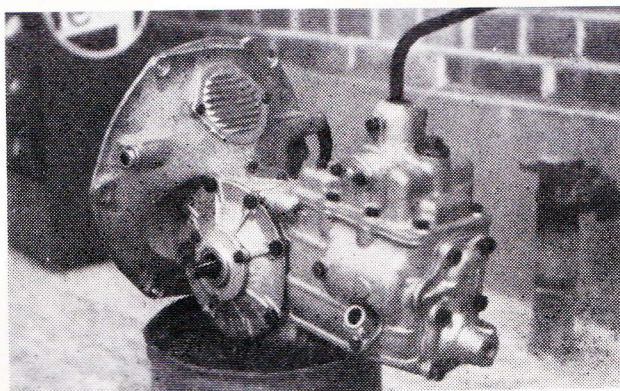
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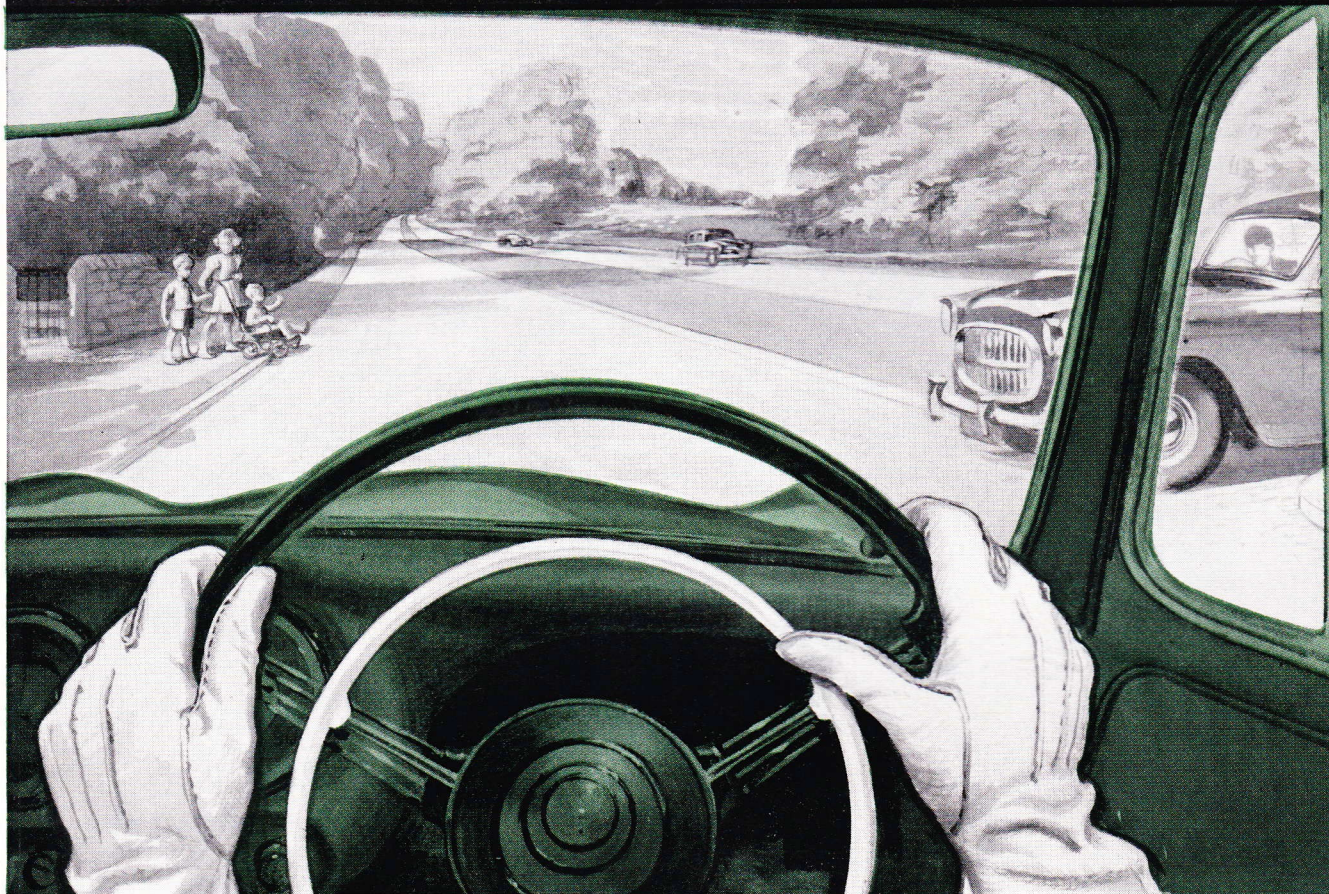
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"A warning instrument capable of giving audible and sufficient warning of approach or position shall be fitted to motor vehicles".

Here in its own efficient manner, the law is clearly laid down. It is vitally essential for your safety and the safety of all other road users that your horns give constant efficiency. Make sure your warning is adequate by fitting Lucas Quality Electric Windtone Horns supplied in matched pairs to give a harmonious note that is both pleasant and distinctive. Ebony black finish, 6 or 12 volt.

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