

AUTOSPORT

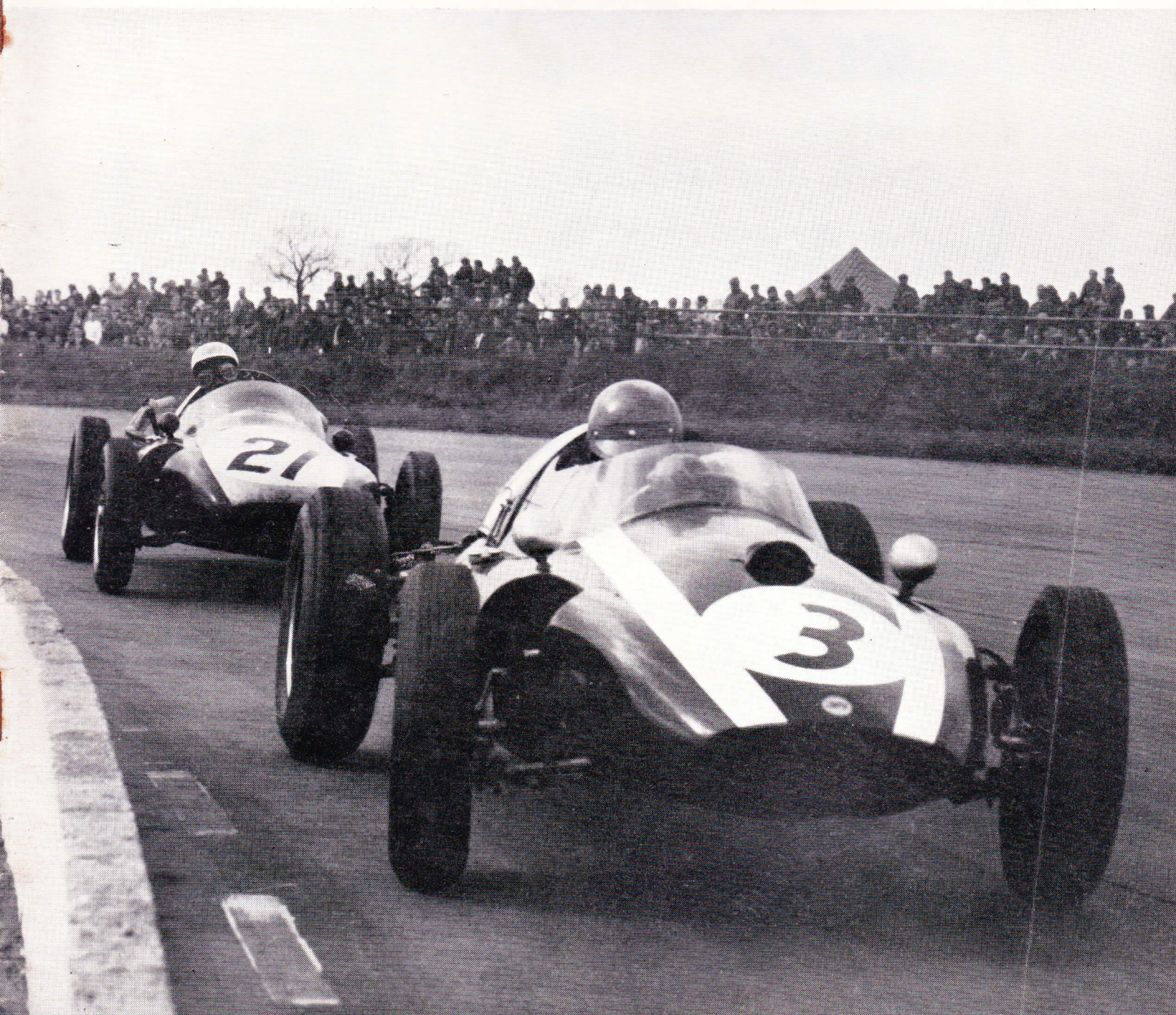
MAY 8, 1959

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EVERY FRIDAY
Vol. 18 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SILVERSTONE INTERNATIONAL TROPHY RACE MEETING AND THE TULIP RALLY
PRESCOTT NATIONAL HILL-CLIMB : JOHN BOLSTER TESTS THE SIMCA BEAULIEU

When the pace gets hotter...

K.L.G.

CONTINENTAL TOURING PLUG KITS...

The sparking plugs normally recommended for British road conditions may not be the best for the harder, hotter work your continental tour will bring. Why not be sure? Why not fit a new set of K.L.G. plugs from the K.L.G. Continental Touring Kit recommended for your car? Their remarkably wide temperature tolerance keeps these K.L.G. plugs sparking merrily on those long, fast trips down sun-baked roads. And every K.L.G. Continental Touring Plug Kit contains a p.v.c. windscreen-sticker showing metric conversion tables of gallon/litre equivalents, tyre pressures in kilogrammes per square centimetre, and the like. Write for fully descriptive leaflet.

...AND K.L.G.

SUPER SPORTS PLUGS

Whether you are merely a hard driver of a normal production car or have gone in for a bit of home tuning or for a full-scale conversion kit, to get the best possible performance from your engine you want a set of K.L.G. Super Sports plugs. These are plugs of exceptionally wide temperature tolerance: you can select hard (high heat-value) plugs that won't overheat however hard you drive, and still be confident that they won't oil up on shopping expeditions or when thick traffic keeps your speed down. Write for K.L.G. Super Sports Plug leaflet (tell us what your engine is, and how it has been tuned, if at all).



K.L.G.

the proved
performance
plug

Double Success for **JAGUAR** owners

TULIP RALLY **won outright**

Congratulations to Mr. D. J. Morley and his crew on their brilliant performance in winning outright this arduous 2,000 mile International Rally with a privately owned and entered 3.4 litre Jaguar Saloon

SILVERSTONE Production Touring Car Race **won outright★**

1st · 2nd · 3rd · 4th · 5th · 6th
(3.4) (3.4) (3.4) (3.4) (3.4) (2.4)

Congratulations to the private owners of the six Jaguars which filled the first 6 places in a field of 26 starters, thus maintaining Jaguars unbroken record of 11 consecutive annual wins at Silverstone

★ **AND NEW RECORD LAP OF 88.6 m.p.h. BY THE WINNER, IVOR BUEB**

Subject to Official Confirmation.

SHELL SUCCESSES AT



SILVERSTONE

Sports cars up to 1,100 c.c.

1st LOLA*—P. Ashdown

Production Touring Car Race (up to 1,100 c.c.)

1st AUSTIN—G. Shepherd

Subject to official confirmation

Both using Super Shell with I.C.A.

***Also using Shell X-100 Motor Oil**

TULIP RALLY

General Classification

1st JAGUAR—D. J. Morley/W. B. Hercock

2nd TRIUMPH*—K. Ballisat/E. Marvin

3rd FORD*—P. Riley/R. Bensted-Smith

Team Prize FORD*—P. Riley/T. C. Harrison/G. M. Burgess

Inter-Land Team Prize

ENGLAND

K. Ballisat—**TRIUMPH***/J. Sears—**AUSTIN-HEALEY/**

T. C. Harrison—**FORD***

Also six class wins. Subject to official confirmation

All using Shell with I.C.A.

***Also using Shell X-100 Motor Oil**



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 18 No. 19

May 8, 1959

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CONTENTS

	Page
Sports News	589
Bugatti O.C. National Prescott Hill-Climb	591
John Bolster Tests the Simca Beaulieu	592
B.R.D.C. International Silverstone Meeting	594
The International Tulip Rally	600
The Harry Miller Saga—Part 2	604
Club News	611

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EDITORIAL

GREEN COVER ACHIEVEMENTS

IT has been a great week-end for British cars and their drivers, with outstanding victories in two big International events. As a result, AUTOSPORT proudly dons its second green cover of 1959 as a tribute to the successes of Jack Brabham (Cooper-Climax) at Silverstone, and the Morley brothers, who won the most difficult of all Tulip Rallies with their 3.4 Jaguar. In point of fact, British entries took the first three places, Fords won the team award, and the Royal Automobile Club took the important Inter-Land Trophy. Of the 96 finishers, more than a third were British. At Silverstone Brabham's brilliant driving defeated two of the latest G.P. Ferraris, driven by Phil Hill and Tony Brooks. However, all eyes were on the new Formula 1 Aston Martin, which, in the hands of Roy Salvadori, hit the headlines by taking second place and equalling the existing lap record. The new car showed surprising speed, and it was only trouble with exhaust fumes, affecting both Salvadori and Carroll Shelby, which could be said to have slowed the drivers and prevented the full potentialities of the new David Brown creation being displayed. Stirling Moss's search for a 1959 World Championship car received a set-back when a hydraulic pipeline fractured on his B.R.M., producing a nasty moment before he safely brought the Owen car to a standstill, after deliberately spinning the machine at over 100 m.p.h. Anyway, both Moss and Brabham are due to drive Coopers this week-end at Monaco, the former in Rob Walker's B.R.M.-powered machine, and Brabham in John Cooper's car fitted with the highly successful 2.5-litre Coventry Climax engine. There is little doubt that the twisty Principality circuit, with its 1,000 corners in 200 miles, suits the Surbiton cars admirably. Aston Martin's first Continental appearance will be in the Dutch Grand Prix at Zandvoort. Scuderia Ferrari must have their worries, as the 1959 car does not yet appear to have reproduced the form of its predecessor. Despite the Aintree victory, the cars did not display the speed required for the coming Championship battles. Nevertheless, one cannot underrate the power of Maranello to complete modifications almost overnight, which may turn the cars into the formidable machinery with which Mike Hawthorn won the Championship of the world. The Italian cars already possess the reliability, in spite of the failure of the machine driven by Tony Brooks at Silverstone. There, however, suspension problems were never fully overcome, and this is a matter for urgent attention if the cars are to fulfil their threat, while more speed must certainly be found from somewhere.

OUR COVER PICTURE

WINNERS BOTH—John Cooper's racing cars scored a double victory in the International Trophy race at Silverstone on Saturday and form an important part of the reasons for our green cover. Jack Brabham, whose 2½-litre Formula 1 car won convincingly the 150 miles race, leads Jim Russell, whose immaculately prepared Formula 2 machine equalled the class lap record and led home the 1½-litre category, after a tremendous battle which lasted throughout the race.

Photograph by George Phillips



SILVERSTONE

2ND MAY, 1959

INTERNATIONAL

GRAND TOURING CAR RACE Won Outright

by DAVID BROWN

ASTON MARTIN

DAILY EXPRESS

INTERNATIONAL TROPHY

2nd

DAVID BROWN
ASTON MARTIN

(Roy Salvadori) (Fastest lap (equals record) 105.37 m.p.h.)

ALL ON—

INTERNATIONAL

SPORTS CAR RACE (up to 3,000 c.c.)

2nd

DAVID BROWN
ASTON MARTIN

Subject to Official confirmation



H.M. RIBBED
Maintains even wear and silence with all forms of modern suspension.



H.M. CENTRE GRIP
Gives extra traction and super grip under all conditions.

AVON

to-day's *leading* tyres

On your car—fit the
Avon 'H.M.' for Higher Mileage

In 'AIRSEAL' (needs no tube),
or REGULAR construction

SPORTS NEWS

THE OPENING ROUND

Prospect of Stirring Struggle for Championship Honours at Monaco

IT is more than likely that the Grand Prix of Monaco on 10th May will be the very first all-disc brake Formula 1 race ever to be held—a significant fact indeed, and a tribute to the British designers and engineers who have perfected the system. On a circuit such as Monaco, brakes play a most important part, and it is now recognized that, for racing at any rate, drums are completely obsolete. So, during 1959, the braking advantage formerly possessed by British cars no longer applies, as Scuderia Ferrari and the Centro-Sud stable have gone over to discs. If the Porsches qualify, they will be the sole “interlopers”.

Last year Maurice Trintignant in Rob Walker's 2-litre Cooper-Climax startled the entire racing world by winning at record speed. Despite the failure of Vanwall and Ferrari, “Petoulet” was a worthy winner. He drove an inspired race, and seldom, if ever, has a driver covered lap after lap with such remarkable consistency. It was his second victory at Monaco, and who will ever forget his achievement in 1955 when his older-type Ferrari won at the expense of Mercedes-Benz, Maserati and Lancia.

For this season Coopers will have much more powerful engines, the 2.5-litre Coventry Climax and the B.R.M. fitted to Moss's car. Nevertheless, this has posed the problem of strengthening the transmissions to cope with the increased output; at Aintree clutch and gearbox troubles intervened, leaving Behra and Brooks to win more or less as they pleased for Ferrari. Rob Walker had a new five-speed gearbox constructed in Italy for the B.R.M.-engined car, but this also failed on Moss's car. It is to be hoped that technicians will have cured the troubles by 10th May. Cooper seem to have solved their transmission problems, to judge by Brabham's victory at Silverstone last Saturday.

The possibilities of the 2½-litre Lotus-



COMPETITORS—most of them British, in British-registered cars—in the recent International M.G. Rally are welcomed to Monza by Gigi Villoresi. The rally included tests on the high-speed circuit.

Climax were not revealed at Aintree, for Graham Hill's car had all the signs of being hurriedly assembled and prepared, and made several pit stops. The marque Lotus will have to do something pretty soon, for, at the moment, their stock is not as high as it might be, and they have acquired a reputation for fragility. Although the effort of maintaining works G.P., F2 and sports-racing cars with such comparatively small resources must be applauded, spasmodic performance does not cut much ice with race promoters. B.R.M. are also in danger of being considered as “making up the field”. Everyone was led to expect a terrific performance at Aintree, particularly after Moss's 100 m.p.h. Goodwood lap. The new Dunlop brakes seem to work all right, and the cars' road-holding was absolutely tip-top. Then both Schell and Bonnier have to go out with engine trouble, with no explanation forthcoming as to why it should have occurred.

Only 16 cars can qualify for the Grand Prix proper, and these will come from the following entries:—

Cooper-Climax: Jack Brabham; Masten Gregory; Bruce McLaren.
Cooper-B.R.M.: Stirling Moss.
Cooper-Maserati: Roy Salvadori.
Cooper-Connaught: Paul Emery.
Cooper-Borgward F2: Ivor Bueb.
Cooper-Alta: W. Whitehouse.
Lotus-Climax: Graham Hill; Pete Lovely.
Lotus-Climax F2: Bruce Halford.
Cooper-Climax F2: Jean Lucienbonnet.
Ferrari: Jean Behra; Tony Brooks; Phil Hill.
B.R.M.: Harry Schell; Joakim Bonnier; Ron Flockhart.

Porsche 1600: Wolfgang Seidel.

Porsche Special: José Behra.

Maserati 250: Giorgio Scarlatti; Mario Testut.

There will be 22 starters in the Formula Junior race, including the well-known Italian cars as well as D.B.-Panthard “Monomills” and the new Ferry-Renault. This is a 32-lap race (100 kilometres).

B.R.S.C.C. SPORTS CAR CHAMPIONSHIP, 1959

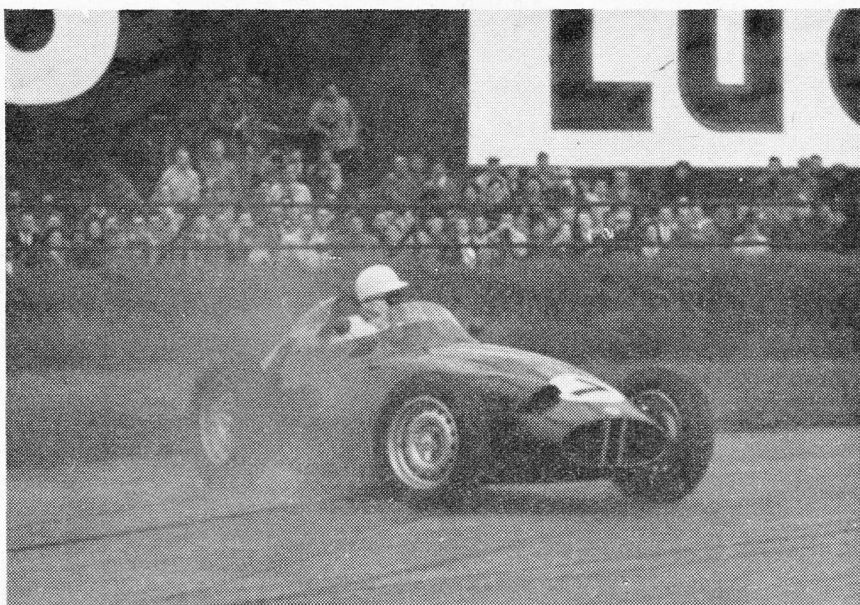
Placings up to and including B.A.R.C. Aintree International Race Meeting, 18th April, 1959

1, P. H. Ashdown (Lola-Climax), 28 points; 2, R. Salvadori (Cooper-Maserati), 22; 3, I. Bueb (Lister-Jaguar), 17; 4, R. Flockhart (Lister-Jaguar and Tojeiro-Jaguar), 15; 5, A. Stacey (Lotus-Climax) and M. J. C. Taylor (Lola-Climax), 14; 6, A. G. Whitehead (Aston Martin DBR1), 13; 7, P. D. Gammon (Lola-Climax), 12; 8, P. Blond (Jaguar “D” and Lister-Jaguar) and N. G. Hill (Lotus-Climax), 10; 9, J. Clark (Lister-Jaguar) and T. Dickson (Lotus-Climax), 9; 10, J. Russell (Cooper-Climax), 8; 11, J. R. G. Bekaert (Lister-Jaguar) and J. Brabham (Cooper-Climax), 7; 12, I. Ireland (Lotus-Climax) and R. N. Prior (Lotus-Climax), 6; 13, P. J. Arundell (Lotus-Climax), G. H. Breakell (Lotus-Climax), Hon. E. G. Greenall (Lotus-Climax), J. Lawrence (Tojeiro-Climax) and W. F. Moss (Lister-Jaguar), 4; 14, J. Blumer (Lotus-Climax) and M. G. D. Graham (Lotus-Climax), 3.

N.B.—Points gained for fastest laps in the over 3,000 c.c. and 1,011-1,500 c.c. classes at Aintree are not included as these were unconfirmed at the time of going to press. M. Gregory (Lister-Jaguar) is not eligible for this championship, owing to the fact that he is the holder of a foreign competition licence.

LINE-UP of M.G.s at Monza, where competitors in the International M.G. Rally were started by Villoresi and Italian actress Lea Padovani (extreme right).





OUT of the International Trophy race goes Stirling Moss's B.R.M. Moss was forced to spin the car when he arrived at Copse in the early laps to find the front brakes inoperative.

give encouragement to youth and sport in general".

Mike Hawthorn's mother, Mrs. Hawthorn, has given her approval to the proposals.

Designs for a trophy of a suitably unique character are in the course of preparation, and proposals for a youth and sports centre are under consideration with the local authorities at Farnham, Surrey, where Mike lived.

Opportunities will be provided for those who wish to contribute to the appeal at most of the major motor sport events in Britain this year. Also, contributions may be sent direct to the Hawthorn Memorial Fund, c/o The R.A.C., Pall Mall, London, S.W.1.

BETTER FIATS FOR BRITAIN

A NUMBER of improvements have been made to cars in the existing Fiat range, and Dr. G. Boella, director and general manager of Fiat (England) Limited reports that these improved models will be almost immediately available in the U.K.

The Fiat 500 now offered in two versions has a deeper well to provide more room for back seat passengers.

The Convertible 2/4-seater with adjustable quarter lights instead of wind-down windows has been made available at £496 19s. 0d. including purchase tax, giving a reduction of over £60.

The second, full four-seater version, with taller, semi-rigid roof and wind-down windows is being sold at the reduced price of £525 6s. 0d. and is dubbed the Fiat 500 Sun Roof. First models arrive this month.

While the present Fiat 1100 continues, at the reduced tax price of £820 13s. 0d., a new de luxe version of the 1100 will be reaching local distributors next month. The engine has been improved to produce 50 b.h.p. It has front seats with fold down and adjustable back rests, quarter lights on front windows, rubber fronted overriders, new colour styling, and a number of other small changes.



GREETINGS from Juan Manuel Fangio to his former rivals: He shakes hands with da Silva Ramos from the Land-Rover in which he toured Silverstone.

PROPOSED MEMORIAL TO MIKE HAWTHORN

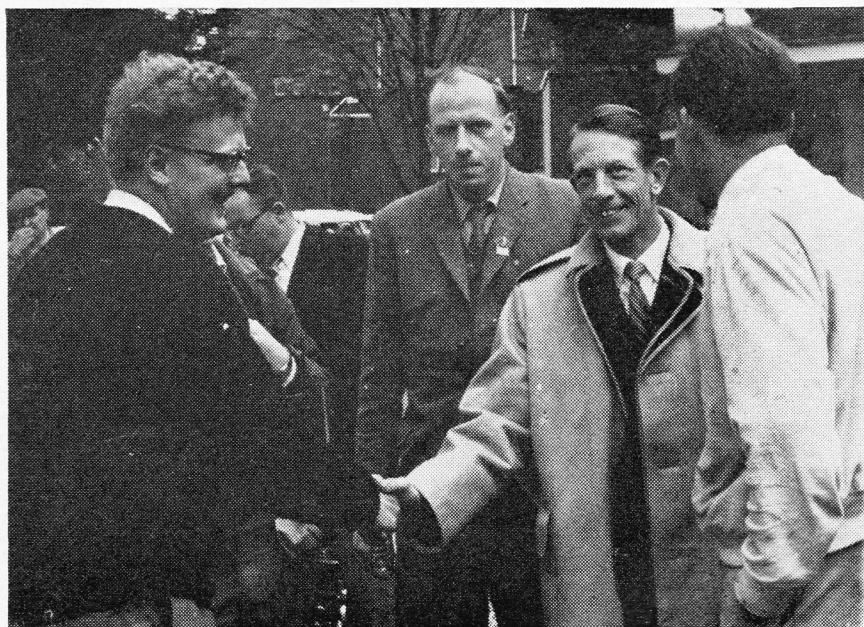
THE Royal Automobile Club has launched an appeal for a national memorial to Mike Hawthorn.

It is proposed to award in his memory a perpetual trophy annually to the British subject who is placed highest in the world championship of drivers. It is also hoped that the response to the appeal will be sufficient to set up a venue providing general sports facilities for youth.

Associated with Mr. Wilfrid Andrews, chairman of the R.A.C., in the appeal are the Duke of Richmond and Gordon (president of the British Automobile Racing Club), Lord Howe (president of the British Racing Drivers' Club), Mr. Alex Bruce (chairman of the Guild of Motoring Writers), Mr. C. R. Vignoles (president of the Institute of Petroleum), Mr. R. M. Geddes (president of the Society of Motor Manufacturers and Traders), the Marquess Camden and Sir William Lyons.

Announcing the appeal, Mr. Andrews said, "It is believed that the spirit and

skill exhibited by Mike Hawthorn should be remembered in a way which will be identified with the particular sport in which he excelled, and at the same time

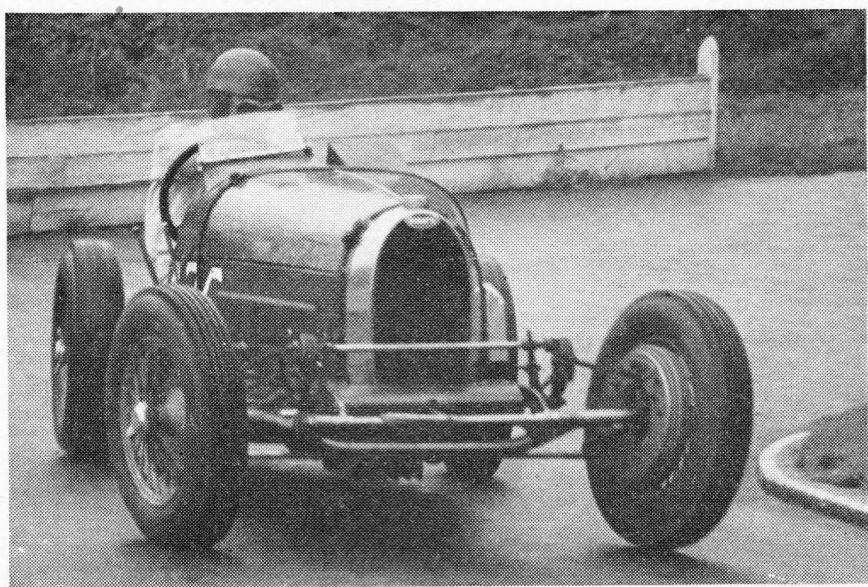


CONGRATULATIONS from Ken Richardson of Triumphs at Eindhoven to Ford drivers Peter Riley and Dick Bensted-Smith, who arrived unpenalized before the final tests in the Tulip Rally.

REALLY TRYING. E. J. Sibbald of Heaton Moor took his 1,496 c.c. supercharged Bugatti Type 37A up the tortuous 880 yards in 54.90 secs. All the Bugattis first climbs were within 0.5 secs. of each other on their first climb but J. Berry recorded 53.40 secs. on his second run.

RAIN fell almost non-stop throughout the Bugatti O.C.'s 17th national hill-climb meeting at Prescott and conditions were appalling. The hill was running with water and a considerable amount of slimy surface mud defied the best efforts of a corps of marshals armed with stiff brushes. Under the circumstances Boshier-Jones's fantastic time of 46.54 secs. to make best time of the day was a most awe-inspiring sight and in every way worthy of the reigning champion.

Although the organization was well-nigh perfect in most respects it was disturbing to find a car sent off on its climb while the "brush marshals" were still at work removing mud which had been brought on to the road when a car stalled between Orchard and Pardon. Several incidents combined with the atrocious weather had kept these stalwarts hard at it all day and the unexpected arrival of a racing car was the last straw. If the marshals repeated the sentiments they expressed at the time such an incident will probably never occur again! M.D.



SLIPPERY SUNDAY AT PRESCOTT

Results

B.T.D.: D. Boshier-Jones (Cooper 1100), 46.54 s.
Sports Cars, up to 1,100 c.c.: J. J. Richards (Lotus), 50.60 s.
1,101-1,600 c.c.: R. Fielding (Cooper), 51.91 s.
1,601-3,000 c.c.: G. Wilson (A.C.-Bristol), 51.88 s.
Over 3,001 c.c.: E. P. Scragg (H.W.M.-Jaguar), 52.12 s.
Bugatti Handicap: J. Berry (2300 (S) Type 35B), 53.40 s.
Grand Touring Cars: E. Lewis (Lotus Elite), 54.04 s.

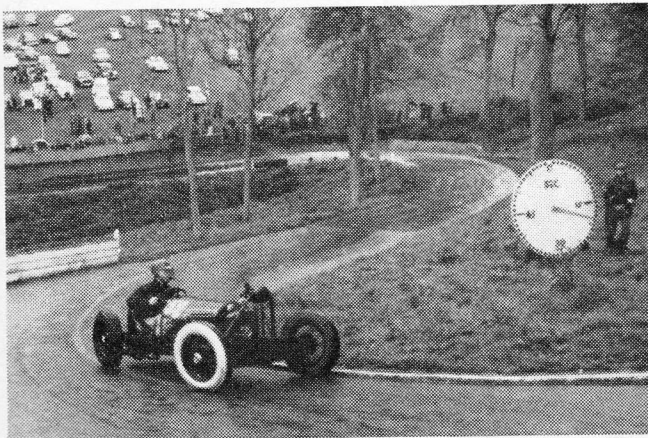
F1 and F2 Racing Cars: A. E. Marsh (Motus F2), 48.52 s.
F3 Racing Cars: M. M. Cleaver (Cooper), 52.24 s.
Racing Cars over 750 c.c. (supercharged) or 2,500 c.c., having four or more cylinders: R. W. Phillips (Fairley 1460 (S)), 50.04 s.
Racing Cars having two or three cylinders of over 500 c.c.: D. Boshier-Jones (Cooper 1,100 c.c.), 46.98 s.
R.A.C. Hill-Climb Championship: 1. D. Boshier-Jones (Cooper), 46.54 s.; 2. A. E. Marsh (Motus), 47.19 s.



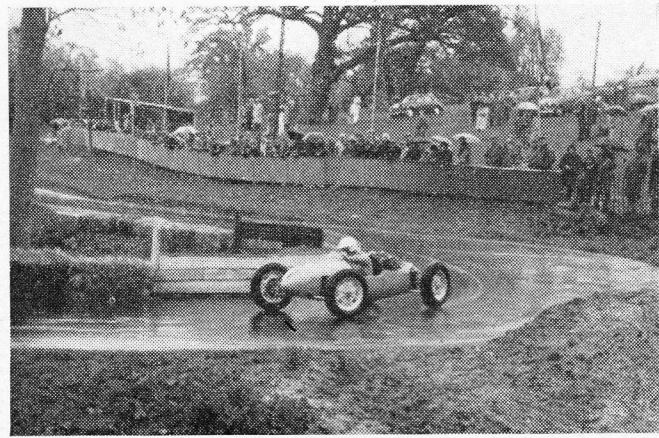
FLYING JERSEYMAN. Arthur Owen, holder of several International Class records, had the only F1 Cooper-Climax at Prescott. He took his 2-litre-engined car up in 50.55 secs. and seemed to be having some suspension troubles.



REMARKABLY STEADY. John Goddard-Watts's little Berkeley was noticeably stable on the curves and, with only 700 c.c. to propel it, recorded an excellent time of 54.94 secs., vanquishing many far more potent vehicles in the process.



A "GIANT STOPWATCH" was a feature of Pardon Hairpin. This was apparently wired into the timing circuit. Here "Doc" Taylor's Caesar Special takes the hairpin close in.



AN AMAZING EFFORT under the very difficult circumstances was David Boshier-Jones electrifying climb in 46.54 secs. Here he negotiates Orchard Corner.



JOHN BOLSTER
TESTS THE

SIMCA VEDETTE BEAULIEU

A good-looking six-seater with a very fine performance

BEFORE the war, France produced many powerful six- and eight-cylinder cars of high performance. Nowadays, only one French car has more than four cylinders, and that is the Simca Vedette, the subject of the present test. In its standard saloon form, it is known as the Beaulieu, to distinguish it from the de luxe Chambord and the station wagon Marly. On its home market, it comes midway in the price range between the Citroën DS19 and the Renault Frégate, costing about £800 at the present rate of exchange.

The ancestry of the car is interesting. When Simca took over the Ford factory at Poissy, they inherited the existing car, which was fitted with the latter company's smallest V8 engine. This power unit has now been transformed into a lively and high-revving design, which develops 84 b.h.p. against the original rather doubtful 60 b.h.p. Similarly, the original "soft" and "wallowing" suspension has been thrown away in favour of Continental-style controllability, and the famous ultra-light Simca steering has been added. The resulting car is completely French in performance and handling characteristics, but there is still just a trace of Ford here and there.

Some British people have gained the impression that the Beaulieu is simply a "French Zephyr", but that is entirely wrong. In the first place the engines are so different. The Zephyr "six" has much more torque in the lower ranges than the Vedette "eight", and though the latter unit is entirely flexible, it has little "punch" until the revs. mount. However, the eight-cylinder unit has the better "top end", and if neither car were fitted with the optional overdrive, the Beaulieu would probably outrun the Zephyr for maximum speed.

Similarly, the two cars have approximately the same wheelbase, but the Beaulieu is lower and wider and, more

important, has larger wheels and bigger brakes. These design features give the French car the edge over the British one as regards effortless fast cornering and fade-free braking. In a nutshell, the Zephyr shines particularly on our overcrowded roads, where its vivid acceleration is such an admirable quality. The Beaulieu comes into its own on fast straights, sweeping curves, and long, winding descents. Thus, the two cars, both best-sellers in their own countries, are about as different as they could possibly be.

In conception, the Beaulieu is a full six-seater saloon with arrestingly modern lines. Its very short engine has permitted the bonnet to be reduced in

GOOD-LOOKER FROM FRANCE: The Beaulieu is a full six-seater with arrestingly modern lines. All-round visibility is first-class.

length, but the long tail encourages the carriage of an immense quantity of luggage. In this respect, the location of the spare wheel in one of the tail fins must be highly praised, and indeed a second spare wheel may be placed in the other fin if desired. In spite of some opinions to the contrary, I am greatly in favour of very large luggage boots. Most families, mine included, cannot travel without bringing along innumerable bits and pieces. A hefty outboard motor is usually a part of my luggage, and I do detest the odd shoes and coats that are apt to overflow into the body of the car. I like a really big boot, and I give the Beaulieu full marks in this respect.

The body is very wide, and six people may sit in comfort without becoming too "matey". The windows are large, the screen pillars are slim, and the all-

round visibility is first class. The finish and trim are attractive, but there is a lack of crash padding. All the seats are comfortable and the driving position is good, though the clutch and brake pedals are a shade high off the floor, as is common with the pendant variety. One accepts the steering column gear lever because three may sit on the front bench.

On moving off, one finds that the engine is smooth and flexible, but it is best to let it rev. freely on the gears, which it seems to enjoy. The unit is not silent when pressed, but it never becomes obtrusive enough to be annoying. The gear lever is light and positive in action, with a rather long movement



FRONTAL TREATMENT is clean and smart. The rubber-fronted overriders will be appreciated by those who do a lot of driving in heavy traffic!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Simca Vedette Beaulieu saloon, price £1,368 18s. including P.T.

Engine: Eight cylinders 66.06 mm. x 85.72 mm. (2,351 c.c.). Side valves. 7.5 to 1 compression ratio. 84 b.h.p. at 4,800 r.p.m. Zenith twin-choke downdraught carburetter. Ducellier coil and distributor.

Transmission: Single dry plate clutch. Three-speed gearbox with synchromesh on top and 2nd speeds and column-mounted lever, ratios 3.90, 6.91 and 12.14 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Combined body and chassis. Independent front suspension by extended upper king pins combined with telescopic dampers, and lower wishbones, helical springs, and torsional anti-roll bar. Worm and roller steering. Rear axle on semi-elliptic springs with telescopic dampers.

Hydraulic brakes, 2 L.S. in front, in 11 ins. drums. Bolt-on disc wheels, fitted 6.50 x 15 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer with trip. Fuel and water temperature gauges. Electric clock. Self-parking wind-screen wipers and washers. Self-cancelling flashing indicators. Heating and ventilating system.

Dimensions: Wheelbase, 8 ft. 11½ ins. Track, front 4 ft. 6 ins., rear 4 ft. 5½ ins. Overall length 15 ft. 7 ins., width 5 ft. 9½ ins. Turning circle 34 ft. Weight 24 cwt.

Performance: Maximum speed 90 m.p.h. Speeds in gears: 2nd 55 m.p.h., 1st 30 m.p.h. Standing quarter-mile 21.2 secs. Acceleration: 0-30 m.p.h. 4.6 secs., 0-50 m.p.h. 10.4 secs., 0-60 m.p.h. 16 secs., 0-70 m.p.h. 24.6 secs.

Fuel Consumption: Driven hard, 20.5 m.p.g.*

into the second speed position. There is no synchromesh on first speed.

I have often praised the steering of the smaller Simcas, and I have much pleasure in doing the same for the Beaulieu. I do like really light steering, and that is what the big Simca certainly has. Some manufacturers cannot achieve full stability without excessive castor angle, but in this case the car runs straight and true at all speeds and yet is light to handle on sharp corners or when being parked. The steering lock is generous and, during hard driving, the handling characteristic was found to be neutral. Fast driving on wet roads holds no terrors in the Beaulieu.

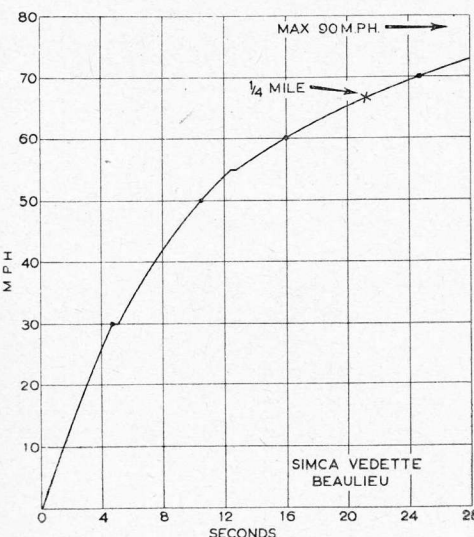
Although the ride is reasonably firm, the standard of comfort in both the front and rear seats is praiseworthy. The brakes are outstandingly powerful, and the brake pedal is as light in action as are all the other controls. Possibly owing to the short bonnet, the car feels smaller than it is, and one tends to drive it in a rather enterprising fashion as a matter of course. The absence of excessive roll avoids the passengers being precipitated into each other's laps, and the knowledge that fade-free braking is always available is another factor that encourages fast driving.

The engine is an instant starter under all conditions, though it tends to stall thereafter until it is reasonably warm. The ventilating, heating, and demisting system is efficient, rapid in action, and above all easy to understand. An extra notch to give gentle heating only would be appreciated. I dislike foot-operated dipper switches, and so I applaud the

hand switch under the steering wheel. In typical Continental fashion, this twists for the various lighting positions, with an in-and-out movement for dipping. In spite of this positive action, a high-beam indicating lamp is also fitted, which is a good point. In the parking position, the in-and-out movement of the switch allows the lamps to be lit on either side of the car. There is a two-tone horn switch, but the direction indicator switch above the steering wheel boss could be moved to the usual right-hand position with advantage.

The wrap-around windscreen incorporates a special section in front of the driver's eyes, which remains clear if the rest of the screen becomes opaque when cracked or broken. I had the misfortune to shatter a screen at speed, and found this to be a valuable safety feature.

The Beaulieu which I have been testing in England was fitted with an ordinary three-speed gearbox. This car was submitted by Fiat (England), Ltd., of Wembley. However, I have also tried a Chambord in France by courtesy of the manufacturers, which was fitted with the "Rushmatic" transmission. This is a special application of the Laycock-de Normanville overdrive unit, with which a "low" axle ratio of 4.77 to 1 is fitted, so that direct top becomes a "high third" and overdrive top gear is equivalent to the usual 3.90 to 1 axle ratio. The overdrive is automatically controlled, and in the normal way it is used a great deal, especially for cruising. A touch on a button gives the "Rush" setting, and then the direct drive is retained until a high speed has been reached.



Acceleration Graph

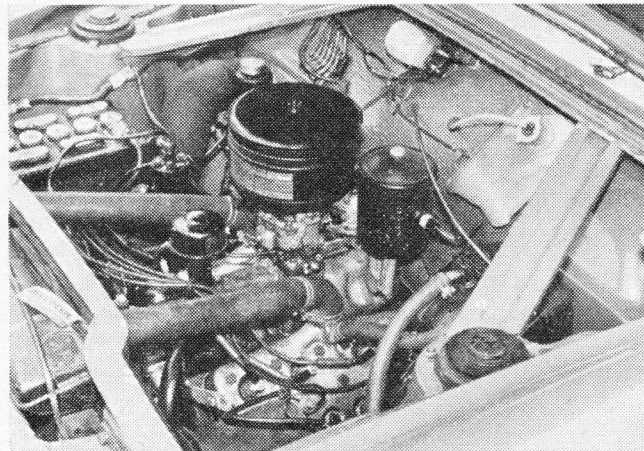
Used in this way, the overdrive greatly increases the performance of the car, and allows the high-revving qualities of the eight-cylinder engine to be utilized to the full. This is certainly a worthwhile extra.

The Simca Beaulieu is a big, roomy car which handles exceptionally well. It has a marked personality which most drivers will find attractive, and boasts many practical features. In this country, its price is inflated by the import duty, but for the man who wants something different it may still prove to be an attractive buy.

THE weekly rate of car production in February—19,875—was 845 higher than for January of this year but was 990 below the rate in February a year ago.

JIMMY STUART who is at present in Chester Royal Infirmary following his crash at Oulton Park wishes to thank all those who have sent letters, flowers and messages. He states that he is now feeling much better.

THE 43rd Targa Florio takes place from Palermo on Sunday, 24th May, over 14 laps (1,008 kilometres) of the tricky mountain circuit. Entries are expected from Scuderia Ferrari, Osca, Porsche, Abarth, and others.



THE BOOT (left) is extremely large and gets full marks from Bolster. The young lady seated therein is J.V.B.'s daughter, Annabelle. THE ENGINE (right) is based on the old Ford V8 unit and now gives 84 b.h.p.

JACK TAKES THE FLAG, having won the 150-mile International Trophy Race for F1 and F2 cars. He led the race for all but three laps and was never headed after Moss's retirement.

50 laps, with victory finally going to Jim Russell (Cooper). Jim's fastest lap at 1 min. 43.4 secs. equalled the F2 lap record, and behind him in the class came Ivor Bueb (Cooper-Borgward) and Tony Marsh (Cooper-Climax). Innes Ireland, whose Lotus led the category for much of the race, finished fourth.

THURSDAY'S practice for the Trophy cars revealed the pace of the new Aston Martins for the first time, Carroll Shelby putting in a fastest lap at 1 min. 41.8 secs. (103.51 m.p.h.) for third best time of the day. Stirling Moss was quickest, his B.R.M. recording 1 min. 40.2 secs. (105.16 m.p.h.), just 0.2 sec. outside the circuit record and exactly 1 sec. better than Ron Flockhart, whose

Brabham Wins International Trophy Race

**Victory in Formula 1 Event For Jack Brabham (2.5-litre Cooper-Climax)
Superb First Performance by F1 Aston Martin — Ferraris Routed**

GREATEST talking point after the B.R.D.C. International Trophy meeting at Silverstone on Saturday was the outstandingly good performance of the new Formula 1 Aston Martins—one of the most encouraging débuts ever made by a British Grand Prix contender. Salvadori's car was consistently reliable, showing up even better in the race than it had during practice, and equalling the circuit lap record of 1 min. 40 secs. (105.37 m.p.h.). The second car, driven by Carroll Shelby, was said to have lost top gear early in the race. Nevertheless, it kept with the leaders until only a lap from the end, when the engine failed after 150 miles of in-the-gears racing. Both cars were impressively steady although Jack Brabham's winning Cooper was a match for Salvadori's car in sheer speed.

After the race, David Brown expressed his delight with the performance of the new cars, and stated that he looked forward to the Aston Martins' first *grande épreuve* at Zandvoort on 31st May.

The Formula 1 event was one of the closest-fought international races to be held at Silverstone for a couple of seasons or more. Jack Brabham's Cooper-Climax took the lead from the start, but Stirling Moss, whose B.R.M. had bettered the lap record in practice by no less than 1½ secs., went in front on the second lap. However, the challenge was short-lived, for on the fifth lap Stirling found that the front brakes of the car had failed completely, and by using the rear brake he spun the car at Copse to retire. The Ferrari challenge was never very strong, Tony Brooks taking third place on the fifth lap and holding it until he retired with persistent misfiring on lap 30. Phil Hill, in the other car, was fifth after 29 laps but lacked the speed to pass Shelby's Aston Martin until the latter's engine failed.

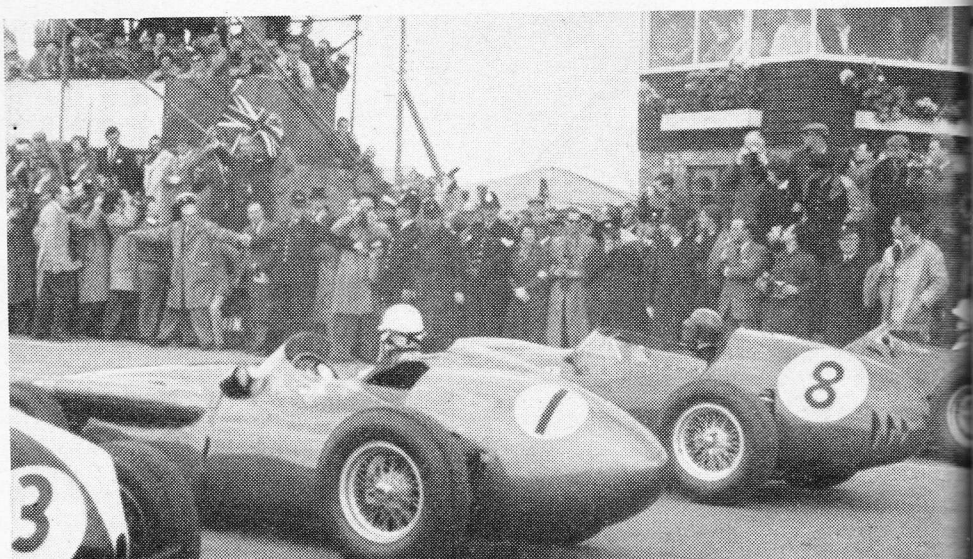
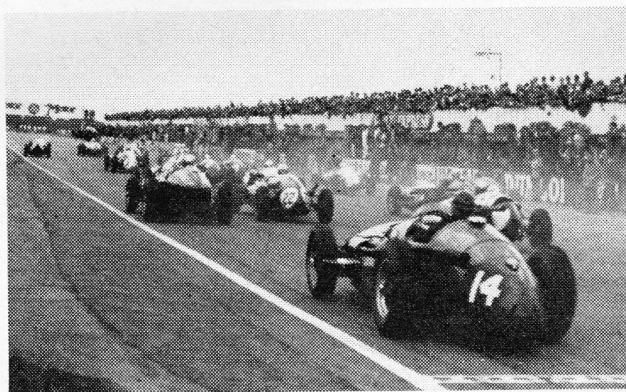
WAITING for Juan Manuel Fangio to drop the flag, heads turn in the front row: No. 3 is Brabham, then Salvadori (1), Brooks (8) and Moss (7).

In the Formula 2 race, which ran concurrently with the G.P. cars, there was tremendous and continuous battle for leadership which lasted throughout the

By MARTYN WATKINS and MICHAEL DURNIN

Photography by GEORGE PHILLIPS

★
SHROUDED by a cloud of dust the field gets away in the Trophy race. Nearest the camera is the Maserati of Maria Teresa de Filippis.



CAR OF THE DAY was the new Formula 1 Aston Martin which, in the hands of Roy Salvadori, held second place for all but the opening laps of the race and equalled the circuit record.

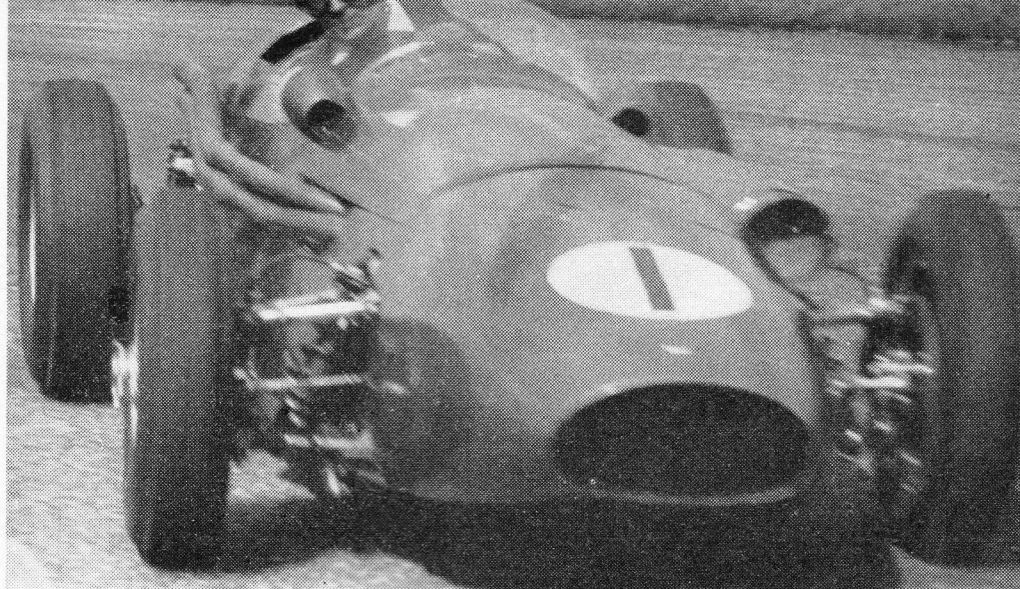
secs., although the engine seemed to lack power and was, in fact, untouched since the Aintree meeting when it was driven by Salvadori.

Fastest of the Formula 2 cars was Jim Russell, who lapped in 1 min. 46.2 secs. (99.22 m.p.h.) only 0.2 sec. slower than Phil Hill's Ferrari. The Ferrari people, however, were not happy about the cars' roadholding, and both cars went out after the day's practising was over to test suspension adjustments.

On Friday—second practice day—the two B.R.M.s were again at the top of the list, Stirling having driven both cars at better-than-record speeds. He was, in fact, faster in Ron Flockhart's car, recording 1 min. 38.6 secs.—a speed of 106.87 m.p.h. and 1.4 secs. inside the official circuit record. In his own car, he recorded 1 min. 39.2 secs.—106.22 m.p.h. and still inside the record. Then came Tony Brooks's Ferrari, obviously benefiting from its suspension improvements with a time of 1 min. 40 secs.—exactly equalling the record. Roy Salvadori's Aston Martin and Jack Brabham's Cooper shared 1 min. 40.4 secs., then came Flockhart (B.R.M.) in 1 min. 41.8 secs. and Pete Lovely's 2½-litre Lotus in 1 min. 42.2 secs. Best time for Shelby's Aston Martin was 1 min. 42.4 secs., then came Phil Hill's Ferrari in 1 min. 43 secs. Fastest in the F2 category was again Jim Russell in 1 min. 45.4 secs. This gave the starting grid positions as follows:—

Starting Grid

Brabham (Cooper)	Salvadori (Aston Martin)	Brooks (Ferrari)	Stirling Moss (B.R.M.)
1 m. 40.4 s.	1 m. 40.4 s.	1 m. 40 s.	1 m. 39.2 s.
Lovely (Lotus)	Shelby (Aston Martin)	Flockhart (B.R.M.)	
1 m. 42.2 s.	1 m. 41.8 s.	1 m. 41.2 s.	
Gregory (Cooper)	Fairman (Cooper- Maserati)	Graham Hill (Lotus)	Phil Hill (Ferrari)
1 m. 45.2 s.	1 m. 43.6 s.	1 m. 43.2 s.	1 m. 43 s.
Ireland (Lotus)	McLaren (Cooper)	Russell (Cooper)	
1 m. 46 s.	1 m. 45.4 s.	1 m. 45.4 s.	



Scarlatti (Maserati)	Bueb (Cooper- Borgward)	Marsh (Cooper)	Burgess (Cooper)
1 m. 49.8 s.	1 m. 46.4 s.	1 m. 46.2 s.	1 m. 46 s.
Parnell (Cooper)	Bill Moss (Cooper)	Ramos (Maserati)	
1 m. 52.4 s.	1 m. 51.8 s.	1 m. 51.2 s.	
Naylor (J.B.W.- Maserati)	de Filippis (Maserati)	Herrmann (Maserati)	
	2 m. 01.2 s.	1 m. 56.8 s.	

Masten Gregory, in one of the works Coopers running in the F2 category, was a non-starter after an accident in the 3-litre sports car race earlier in the day, and his place was taken by Michael Taylor. Brian Naylor's new Formula 1 car, powered by a 2½-litre Maserati engine, had not practised, while further confusion centred round Maria-Teresa de Filippis's Maserati, which was first pushed off the grid because it was leaking oil and then, after protests and much arm-waving, pushed back on again.

A few minutes before the start a helicopter landed beside the track and out stepped Juan Manuel Fangio, five times World Champion, to start the race. Before doing so he was driven on a lap of honour in a Land Rover, one of those supplied to transport the Press to vantage points on the circuit. The vehicle was equipped with portable television, but regrettably the aerial was higher

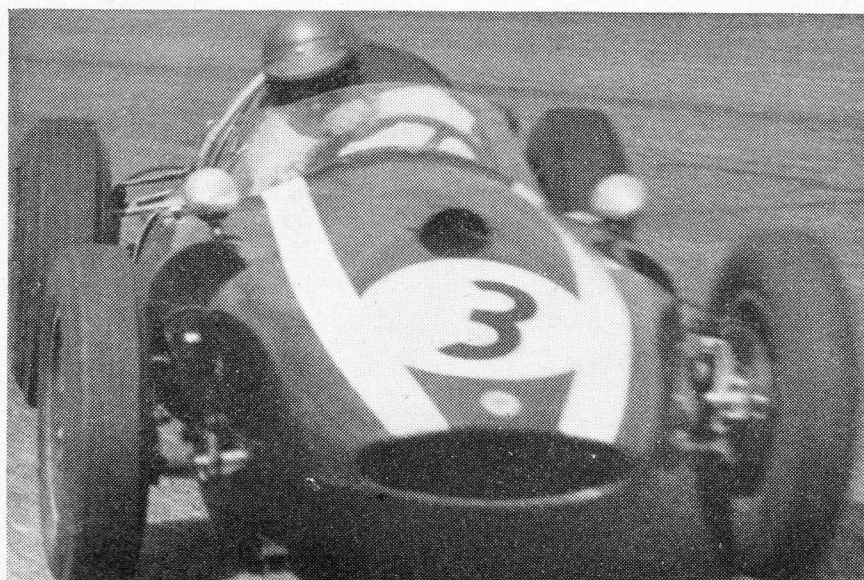
than the "Motor" bridge, and the subsequent encounter proved too much for the installation!

The former World Champion dropped the flag, and the field was away. A solid mass of cars blocked Copse Corner and disappeared towards the back of the circuit, and at the end of the first lap it was Jack Brabham (Cooper-Climax) in the lead, followed by Stirling Moss (B.R.M.), Salvadori (Aston Martin), Shelby (Aston Martin), Flockhart (B.R.M.), Brooks (Ferrari), Phil Hill (Ferrari), Fairman (Cooper-Maserati), Lovely (Lotus), Graham Hill (Lotus), Russell (Cooper-Climax F2), Innes Ireland (Lotus F2), McLaren (Cooper F2), Bueb (Cooper-Borgward F2), Marsh (Cooper F2), Burgess (Cooper-Climax 2.2-litre), Naylor (J.B.W.-Maserati), Parnell (Cooper F2) and Da Silva Ramos (Maserati), with the remaining Maseratis and a Formula 2 Cooper or two behind them.

On the second lap, Moss took the B.R.M. past Brabham for the lead, with the Aston Martins and Ferraris holding station behind the pair. On lap three, Tony Brooks moved into fifth place ahead of Ron Flockhart's B.R.M. and behind the two Astons and on lap four the order was Moss, Brabham, Salvadori, Brooks, Flockhart and Shelby—two B.R.M.s, two Aston Martins, a Cooper and a Ferrari in the first six places and absolutely nothing between any of them.

Then came a significant change: at the end of the five laps Jack Brabham came past in the lead, and of Moss there was no sign. Behind Brabham streamed Salvadori's Aston, Brooks's Ferrari, Flockhart's B.R.M., Shelby's Aston and Phil Hill's Ferrari. Meanwhile Moss was walking dejectedly back to the pits from Copse Corner, having arrived at the turn with a complete absence of front brakes on the B.R.M. Spinning the car on the rear brake, he brought it to rest on the grass verge apparently undamaged and without injury to himself—but a major British challenge had dropped out of the race.

At six laps Brabham led the race at



CONCENTRATED DETERMINATION is displayed by Australian Jack Brabham, caught in a perfect drift in the 2½-litre Cooper-Climax in which he won the main event of the day.

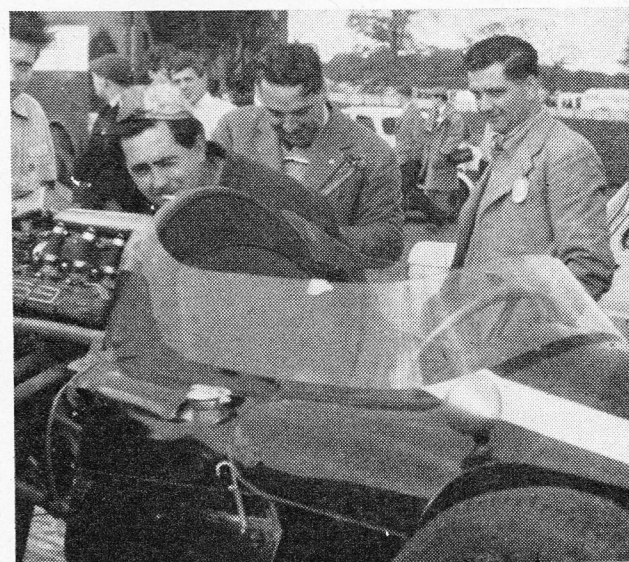
WATCHING in sixth place in the Cooper-Maserati is Jack Fairman, while Phil Hill remonstrates with a wilful Ferrari at Club Corner.

after leaving for the second time, Ramos stopped about 100 yards short of Abbey Corner and retired with gearbox trouble. Not, as you might say, quite his day.

After 18 laps Jack Brabham still led the race, now 3.4 secs. ahead of Salvadori, at an average speed of 102.97 m.p.h. Five seconds behind Roy came Brooks, now 2 secs. ahead of Flockhart, with Shelby 26 secs. down on the B.R.M. and 19 secs. ahead of Phil Hill. The latter spun his Ferrari twice at Becketts, but managed to avoid losing a place, and the positions remained unaltered. At 25 laps—half-distance—Brabham was still 3 secs. ahead of the Aston Martin, but Brooks in the Ferrari had dropped back a little and now over 7 secs. separated the red car from the green Aston. Flockhart was closer to the Ferrari now, only half-a-second in arrears and over half-a-minute ahead of Shelby, while Phil Hill, having lost time through his gyrations, trailed along half-a-minute behind him, in sixth place. The Cooper Car Co. got into the money again, collecting a further prize of £25 since Jack still led the race at 24 laps.

Then, on lap 29, came the second change among the leaders. Tony Brooks brought the Ferrari into the pits, to retire on lap 30 with persistent misfiring and a suspected broken valve spring. As a result everybody moved up one and Jack Fairman took over sixth place in the Cooper-Maserati. Jack Brabham was still in front, 3 secs. ahead of the Aston Martin. Salvadori was either content with this or could do nothing about it, and the impression was gained that the latter point was the right one. In third place now, 16 secs. down on the Aston, was Flockhart's B.R.M., now nearly a minute ahead of Shelby's Aston. Fifth was Phil Hill with the surviving Ferrari, and the average speed of the race had gone up to 103.03 m.p.h.

On lap 36 the position remained the same: Brabham's average speed was now 102.99 m.p.h. and he led Salvadori by nearly 4 secs. Flockhart was still third, and Coopers took the third special prize of £25. Peter Lovely came to the pits with the remaining Formula 1 Lotus to take on oil and Bruce McLaren came to rest at Becketts with one of the works



★
THE WINNING CAR, DRIVER AND ENTRANT—
although none of them knew it yet! Jack Brabham and John Cooper watch the finishing touches to the Cooper.
★

an average speed of 101.87 m.p.h., nearly 4 secs. ahead of Salvadori's Aston. Brooks followed in third place, 0.2 sec. behind and less than a second ahead of Flockhart's B.R.M. Brian Naylor came into the pits to free a sticking throttle and Scarlatti followed him in, the rear end of the Maserati spouting fuel, to retire with a split fuel tank. Roy Salvadori pulled out all the stops in an attempt to catch Brabham and on his fifth lap recorded 1 min. 40 secs. (105.37 m.p.h.)—to equal the lap record!

At 10 laps the positions in the first six remained unchanged, Brabham leading Salvadori, Brooks, Flockhart, Shelby and Phil Hill. The other Hill—Graham—brought his 2½-litre Lotus into the pits to retire with a broken brake pipe. After 12 laps Jack had extended his lead, however, and was nearly 3 secs. ahead of the Aston Martin which was, in turn, just over 3 secs. ahead of Brooks's Ferrari, which was being caught by Flockhart's B.R.M. Shelby trailed 17 secs. behind Flockhart, with Hill's Ferrari 15 secs. behind the Aston in sixth place. This, incidentally, brought the Cooper Car Co., Ltd., a prize of £25—a special

award for the entrant of the leader at 12 laps.

Da Silva Ramos called at his pit with plug trouble—the first of a series of widely differing misfortunes which befell him. Shortly after leaving the pits, it was reported from Stowe that the spokes of one of the Maserati's rear wheels appeared to have collapsed, and the car returned smartly to the pits. Shortly

THE JACOBS TRAIN—close together and holding first and second places in the G.T. race are the Dick Jacobs twin-cam M.G.As of Roy Bloxam (30) and Alan Foster.



GRAND TOURERS AWAY—Stirling Moss, in the DB4 Aston, leads Jack Brabham's Jaguar away from the grid. Behind are Jack Sears (Austin-Healey) and Jonathan Sieff (XK 150).

F2 Coopers. After 40 laps Brabham led Salvadori by 4.6 secs.

Then Brian Naylor retired his Cooper-Maserati with an ailing gearbox, and Michael Taylor stopped at the pits for a front suspension check on the second works F2 Cooper. Soon afterwards, Maria-Teresa de Filippis, who had had an exciting if slow drive in her Maserati, retired at the pits with transmission trouble.

After 42 laps Jack Brabham led at an average speed of 102.94 m.p.h., 6.6 secs. ahead of Salvadori's Aston Martin. Ron Flockhart (B.R.M.) was still third, 26 secs. behind and Shelby was fourth in the second Aston Martin, now 1½ mins. behind Flockhart and 35 secs. ahead of Hill's Ferrari. Sixth was Jack Fairman (Cooper-Maserati). It seemed as though this must be the concluding order, for the leading cars were running well within their capacity and going like trains. Then—on lap 48—final misfortune overtook Carroll Shelby. As his Aston Martin passed the pits to begin his penultimate lap, the engine made a nasty unscheduled noise, and emitted a cloud of blue smoke. Speed dropped off immediately and the car came to rest at Stowe to retire.

This let Phil Hill up into fourth place, Jack Fairman became fifth and Jim Russell, leading the Formula 2 race, became sixth in general classification.

So the race ended. The Cooper had led almost from start to finish, and for Jack Brabham it was a well-earned, well-deserved victory. The Grand Prix Aston Martin had proved its worth, and the latest British challenger—in the closing days of the present Formula 1—will be a major force in the *grandes épreuves* of this season and next. And the Ferraris? At their first appearance, at Aintree, reliability won them the day. On Saturday, however, their reliability was matched and bettered, and the Italian concern must find more speed if it is to fight off the British challenge and inherit the Championship.

The Grand Touring Race

The first event of the day was a 12-lap race for Grand Touring cars. This



was the first event of its kind to be held at Silverstone and was included in the programme in place of the F3 race which has been a feature of the meeting in the past. It is a sign of the times that a race for saloon cars should have replaced one for F3 cars and it may be taken as a positive indication of the decline in popularity which the little cars have suffered.

From pole position, Moss took an immediate lead in the DB4 Aston Martin, which was making its competition debut. He was closely followed by Roy Salvadori in John Coombs's 3.4 Jaguar and by Colin Chapman in a Lotus Elite. There was a considerable amount of jockeying for position as the field swept under the bridge into Copse and, although no one actually shunted, there were many near misses. By the end of the first lap Moss had pulled out a considerable lead over Salvadori and, as they came through Woodcote, the 3.7-litre Aston was very steady, while the smaller Jaguar was cornering almost on the door handles, accompanied by a characteristic ululant howl from its tyres. Jack Sears, in an Austin-Healey 100-6 was in third place and Graham Warner's Lotus Elite, which had come through from the third row of the grid, fourth. Whitmore's Elite, which had been on the front row, had fallen back and was in close company with Lawrence's Morgan and Chapman's Lotus, with Lawrence having a slight edge.

After their second time round, although the leaders remained unaltered, Lawrence had dropped back to eighth place, letting the Elites of Chapman, Walker, Whitmore and Lawry through. Chapman established himself solidly in fourth place and set to worrying Sears while the three other Elite drivers started a hotly contested struggle for fifth position, with Ian Walker always in the ascendancy until his car was seen to go past the pits with flames coming from the underside.

Moss continued to build up his lead, getting farther and farther away from Salvadori on each successive lap. He set up a record for the class on his third tour, when he returned an electrifying time of 1 min. 55.8 secs. On the fifth lap Sears lost his third place to Chapman, while Whitmore and Lawry occupied the next two positions. It was all over bar the shouting and these positions remained constant until the end.

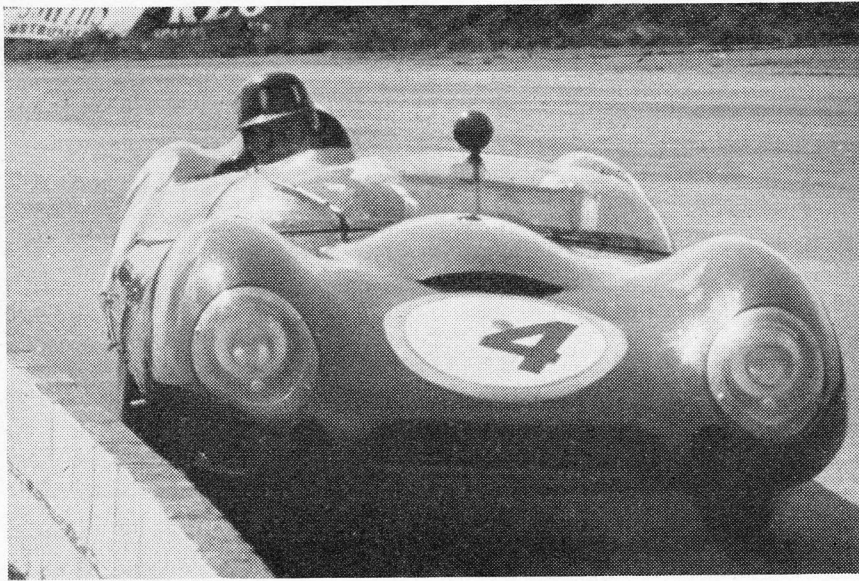
Further back in the field Hurrell's 750 c.c. SAAB was screaming after the Sprites of Tom Haig and Graham Hill but was making little impression on them and Roy Bloxam was proving that he had the fastest of the M.G.s, but Alan Foster was trying very hard close behind him. R. W. Fitzwilliam and John Bekaert in M.G.s were having a most stirring battle with J. Burke and his Porsche Carrera while A. G. W. Belcher tagged along just behind them, but by this time the race had become something of a procession with the flying Moss working through it a lap ahead. Salvadori simply couldn't get near him and, in turn, Chapman couldn't get within striking distance of Salvadori. At the 11th lap Moss led Salvadori by 15 secs. and Chapman by 26 secs. and that was how it all ended. After the first few laps there were few fireworks and the whole interest became centred on the high speed demonstration which the first three were giving, a demonstration which augurs well for the future of British cars in this type of racing.

The Production Touring Car Race

FOUR new class records for the full Silverstone circuit were established during the production touring car race,

RILEY pressing *Volvo*—Gunnar Bengtsson's works *Volvo*, second in its class in the touring car race, is chased by Les Leston's *Riley*.





HILL AT CLUB—Graham Hill, leading the big sports car race in his 2-litre Lotus, cuts in close at Club Corner, shortly before retiring with transmission failure.

one of them going to one of the works-entered team of Volvo Amazons. Indeed the Amazons, newcomers to this class of racing in Britain, although a solitary entrant was driven by Joakim Bonnier last year at Silverstone, impressed tremendously and finally took first, second and fourth places in the 1,600 c.c. class and finished eighth, ninth and 11th overall.

In practice, fastest lap had gone to Roy Salvadori's 3.4 Jaguar at 2 mins. 0.4 secs. (87.52 m.p.h.) on the first day. On Friday, however, Ivor Bueb, in a similar car had recorded a best lap of 1 min. 59.6 secs. (88.10 m.p.h.) and it seemed as though a repetition of the Bueb-Salvadori battle at Aintree would be the order of the day. In the 1,600 c.c. class, Les Leston's fantastic Riley 1.5 was well up with the Volvos, having lapped in 2 mins. 14.8 secs. (78.17 m.p.h.) and within fractions of a second of the two fastest of the Swedish cars.

The front row of the grid was full of Jaguars, pole position being occupied by Ivor Bueb, who shared the row with Salvadori, Sir Gawaine Baillie and Dick Protheroe. On the second row were Peter Blond's 2.4 Jaguar, Tom Dickson's 3.4 and Jeff Uren's fast Ford Zephyr, while the third row comprised three Volvos and Leston's Riley, with Andersson, Bengtson and Wessblad in the Swedish cars.

At the end of the first lap Ivor Bueb already led the race, as he was to do right through. Behind him came Salvadori and Sir Gawaine Baillie, then Protheroe, Blond, Dickson, Uren, Andersson (Volvo), Wessblad (Volvo), David Shale (in E. W. Cuff Miller's Ford Zephyr), Les Leston, Bengtson (Volvo), John Young (Ford Prefect) and Doc Shepherd (A40), with the rest of the field strung out behind. The position of the first six cars remained unaltered for six laps.

Uren drove his Ford straight into the paddock and retired after six laps, and Bob Gerard called at the pits with his Austin to close an opened bonnet. At Copse, Harold Grace lost a wheel from his Riley 1.5 and, understandably, called it a day. Paddy Gaston's Austin A35 retired due to a failure in the gearbox, and D. Coode's Austin came into the

pits with front suspension trouble. Undaunted, however, he set off again.

After six laps Bueb led Salvadori by 5 secs., and in third place was Baillie, a further 2 secs. behind. Protheroe was fourth, Peter Blond's 2.4 fifth and Tom Dickson sixth, and the average speed of the race was 86.39 m.p.h. On lap seven Dickson passed Blond. Bob Gerard stopped his Austin at Stowe and retired, otherwise the position remained unchanged until the end.

The first five places went to the 3.4 Jaguars of Bueb, Salvadori, Baillie, Protheroe and Dickson, that effectively taking care of the placings in the unlimited class. Sixth overall came Blond's 2.4 to give him victory in the 2,600 c.c. class, while in the 1,600 c.c. category, the Volvos of Andersson and Bengtson won from Leston's Riley and Wessblad's Volvo. Doc Shepherd, as expected, ran away with the 1,000 c.c. class to finish more than half-a-second ahead of John Sprinzel's A35. The team prize went to Equipe Endeavour, which now that Tommy Sopwith has retired comprises Ivor Bueb, Roy Salvadori and Sir Gawaine Baillie.

Lap records were established at a tremendous rate in this race. Ivor Bueb took the unlimited class with a lap in 1 min. 59.2 secs. (88.40 m.p.h.); Peter Blond's amazing 2.4 Jaguar went round in 2 mins. 06.0 secs (83.63 m.p.h.) to take care of the 2,600 c.c. class and Bengtson's Volvo lapped in 2 mins. 13.8 secs. (78.75 m.p.h.) to establish figures for the 1,600 c.c. category. Among the "tiddlers"—the 1,000 c.c. class—fastest lap and the record went to Bob Gerard's A35—bored out to no less than 990 c.c.—with a lap in 2 mins. 16 secs. (77.48 m.p.h.).

The Sports Car Race (1,100-3,000 c.c.)

FASTEST lap in practice had been made in Thursday's session by Roy Salvadori (Cooper-Maserati) who had lapped in 1 min. 43.4 secs. (101.91 m.p.h.) to better all sports car lap record times—nearly 3 secs. faster than the 3-litre class record and half-a-second quicker than the unlimited class record. Next fastest was Jack Brabham in the John Coombs 2-litre Cooper Monaco with 1 min. 45.8 secs.—that, too, being an improvement

on the 2-litre and 3-litre records. During Friday's practice, Graham Hill took his 2-litre Lotus round in 1 min. 44.4 secs. (100.93 m.p.h.). In the works 3-litre Aston Martin, Stirling Moss's best lap was 1 min. 46.6 secs. and he shared the second row with Alan Stacey (1½-litre Lotus, 1 min. 46 secs.) and Masten Gregory, in the Ecurie Ecosse Lister-Jaguar, who had recorded 1 min. 47.8 secs.

When the race came it was very fast and full of incident. At the end of the first lap Salvadori led the field, followed by Graham Hill, Moss, Jack Brabham (Cooper), Jim Russell (Cooper), Masten Gregory (Lister), Michael Taylor (Lotus), Innes Ireland (Lotus), Ron Flockhart (Tojeiro-Jaguar) and Ivor Bueb (Lister-Jaguar). At the end of the second lap Graham Hill took the lead, and the order was Hill, Salvadori, Moss, Brabham, Stacey and Russell—and only 4 secs. covered the first six cars. Chris Bristow called at the pits to have a loose headlamp glass removed and on lap three the order was unchanged—and still only 5 secs. covered the first six. Douglas Graham (Lotus) spun at Copse, re-starting at the back of the field and R. B. White's Lotus retired. On lap two Stirling Moss broke the 3-litre class lap record with a time of 1 min. 45.8 secs. (99.60 m.p.h.) and after five laps Graham Hill led the race at an average speed of 97.82 m.p.h. in the 2-litre Lotus, 1.4 secs. ahead of Salvadori's Cooper-Maserati. Moss was 1.8 secs. behind Roy in third place, fourth was Jack Brabham (Cooper) and the Lotuses of Stacey and M. Taylor were fifth and six. The field had spread now, and 3 secs. separated the first three cars. Stacey was harrying Brabham and pulling away from Taylor, leading him now by 11 secs.

On lap eight Jack Brabham passed Moss to take third place and on lap nine Michael Taylor was dislodged from sixth place by Ivor Bueb. Jack Brabham broke Stirling's record with a time of 1 min. 43.6 secs. (101.70 m.p.h.)—setting new figures for the 2-litre and 3-litre class and, as it bettered the unlimited class time, presumably, setting a new circuit lap record for sports cars. Michael Taylor's Lotus retired at Becketts.

Innes Ireland called at the pits for a plug change and to check persistent ignition trouble, and after 10 laps the position was Hill leading, 2.4 secs. ahead of Salvadori. Third was Jack Brabham and fourth, now Alan Stacey, ahead of Stirling Moss. Sixth was Ivor Bueb. Chris Bristow's Cooper retired at the pits with no clutch.

On lap 14 Stacey and Moss both passed Brabham and Masten Gregory, attempting to pass two slower cars at Becketts, lost control of the Ecurie Ecosse Lister and crashed, the car leaping the retaining barrier. Gregory, who managed to step off the car before the impact, was almost unhurt, although it was later discovered that he suffered lacerations to the thigh. At 15 laps the order was Hill, still 2 secs. ahead of Salvadori; then came Stacey, Moss, Bueb

ASTONS AT REST: The two Formula cars are parked with the transporter beside Stirling Moss's sports-racer, which is being examined by mechanics.

and Ron Flockhart, while Jack Brabham called at the pits.

On lap 17, according to the Press bulletin "Stacey (Lotus) retired in front of the pits"—an example of the most tremendous understatement. His steering broke as he negotiated Woodcote at very high speed, and the car shot uncontrollably on to the grass verge in front of the grandstand, mounted the retaining bank and stopped—completely wrecked—within a few feet of a television camera, which must have startled the viewers a little. Stacey himself was quite unhurt, but a few minutes later there was nearly a most unpleasant accident as another driver—who should, of all people, have known better—dashed across the track to Stacey. An oncoming Cooper missed him by inches only, for which the credit is due entirely to the man in the Cooper: the running driver could easily have caused the most hideous crash.

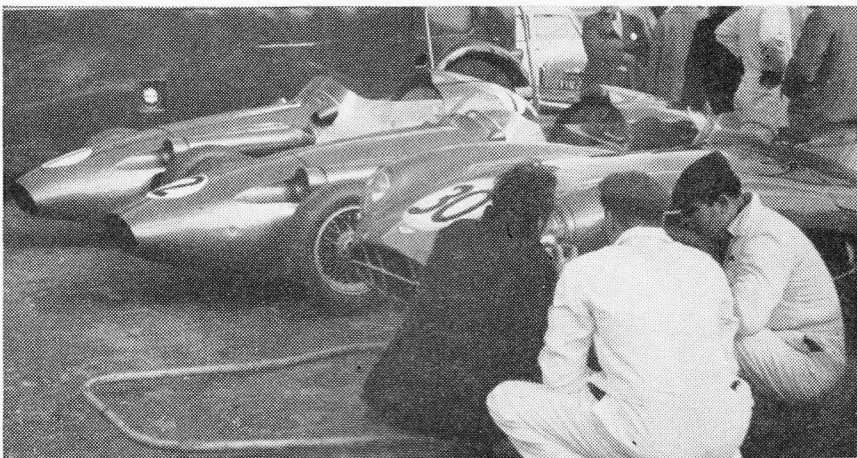
On lap 18 Jack Brabham rejoined the race in fifth place and Ivor Bueb, meanwhile, had moved up to third place. At 20 laps Salvadori was in the lead from Moss, Bueb, Flockhart, Brabham and Graham Whitehead (Aston Martin). Graham Hill's race was run and the Lotus retired with crownwheel and pinion derangements. Roy held a lead of 12 secs. or so over Stirling who was, in turn, 29 secs. ahead of Ivor and the position remained unaltered to the end. Salvadori won at 98.40 m.p.h., Stirling Moss having closed the gap to 4½ secs. in the closing laps. Third was Ivor Bueb, fourth Ron Flockhart, fifth Graham Whitehead and sixth Jack Brabham, ahead of Peter Blond in Jonathon Sieff's Lister-Jaguar.

The 1,100 c.c. Sports Car Race

AFTER the first practice period on Thursday afternoon, Lolas headed the list of fastest laps 1-2-3-4 in the hands of Peter Ashdown, Michael Taylor, Peter Gammon and Eric Broadley. Then came Chris Threlfall's Tojeiro and then Keith Greene in the fastest of the Lotuses. Ashdown's best lap was 1 min. 49.8 secs. After Friday's session, however, the picture had altered a little, and although Ashdown and Gammon retained the top two places on the list Tom Dickson's Elva had crept in with third fastest lap at 1 min. 52.8 secs. Taylor and Broadley recorded fourth and fifth fastest times ahead of Stacey's Lotus.

Thus there were three Lolas and one Elva on the front row of the grid, and two Lotuses and one Lola on the second row.

The traffic jam at Copse Corner after the flag had gone down was tremendous, and gave promise of a hard-fought race. Through Copse streamed the leaders—Ashdown, Gammon, Taylor, Arundell (Lotus), Raby (Cooper), Dickson (Elva) and Broadley—the field following nearly five abreast. By the end of the first lap things had been sorted out a little, and the leaders were Ashdown, Gammon, Arundell, Dickson, Stacey and Michael Taylor. By lap two, however, Lolas



filled the first three places in the hands of Ashdown, Gammon and Taylor, with Arundell fourth, Dickson fifth and Stacey sixth. On lap three Dickson passed Arundell for fourth place. After five laps Ashdown led the race nearly 6 secs. ahead of Gammon, who was 7 secs. ahead of Taylor. The latter, in turn, was nearly 4 secs. in front of Tom Dickson. Fifth was Peter Arundell and sixth, now, was Eric Broadley in the fourth Lola. L. Bramley's Lotus retired with valve troubles, and Stacey's Lotus was dropping back in the field. On lap six Broadley passed Arundell and began to close up on Dickson, while on lap eight Stacey retired with brake troubles. South African driver Louis Jacobsz lost control of his Lotus at Becketts and hit the bank, without injury to himself but making it necessary to retire the car.

After 10 laps Ashdown led Gammon by more than 10 secs.; Gammon was over 9 secs. ahead of Taylor, who led Tom Dickson by 5 secs. On lap 14 Eric Broadley moved into fourth place to

make it Lolas 1-2-3-4. Jimmy Blumer retired his Lotus with a broken rear axle. Race average speed was now 93.77 m.p.h., and after 15 laps Ashdown's Lola led by 14 secs. Gammon, in second place, was 10 secs. ahead of Taylor who in turn led Broadley by 5 secs. Fifth was Dickson and sixth Arundell in the first of the Lotuses. D. Randall's Lotus retired with overheating and Peter Gordon, after a hectic spin and one or two other near misses, retired with a broken chassis on his Lotus.

On lap 20 the order was Ashdown, Taylor, Broadley, Dickson, Gammon and Arundell, and then Gammon retired with a broken oil-pipe. Shortly before the end Eric Broadley spun his Lola and struck the bank, damaging the rear but escaping unhurt, and the final order was Ashdown, Taylor, Dickson, Arundell, Brierley (Elva) and Threlfall (Tojeiro). Average speed of the race was 93.69 m.p.h., and Ashdown crossed the line 29 secs. ahead of Taylor, who led Dickson by 35 secs.

Results

Eleventh International Trophy Race: 1, J. Brabham (Cooper-Climax 2½-litre), 50 laps, 1 h. 25 m. 28.6 s. (102.73 m.p.h.); 2, R. Salvadori (Aston Martin), 1 h. 25 m. 46.2 s.; 3, R. Flockhart (B.R.M.), 1 h. 25 m. 53.2 s.; 4, Phil Hill (Ferrari), 49 laps; 5, J. Fairman (Cooper-Maserati 2½-litre), 49 laps; 6, J. Russell (Cooper-Climax F2), 48 laps. **Fastest lap:** Salvadori, 1 m. 40.0 s. (105.37 m.p.h.), equals lap record.

Formula 2 Category: 1, J. Russell (Cooper-Climax), 48 laps, 1 h. 25 m. 36.0 s. (98.48 m.p.h.); 2, I. Bueb (Cooper-Borgward), 48 laps, 1 h. 26 m. 5.2 s.; 3, A. E. Marsh (Cooper-Climax), 48 laps, 1 h. 26 m. 42.4 s.; 4, I. Ireland (Lotus-Climax); 5, W. F. Moss (Cooper-Climax), 46 laps; 6, R. R. H. Parnell (Cooper-Climax), 46 laps. **Fastest lap:** Russell, 1 m. 43.4 s. (101.91 m.p.h.), equals class lap record.

Grand Touring Car Race: 1, S. Moss (Aston Martin DB4), 24 m. 14.4 s. (86.94 m.p.h.); 2, R. Salvadori (Jaguar 3.4), 24 m. 31.2 s.; 3, C. Chapman (Lotus Elite), 24 m. 40.2 s.; 4, J. G. Sears (Austin-Healey 100-Six), 24 m. 52.6 s.; 5, J. Whitmore (Lotus Elite), 24 m. 55.4 s.; 6, J. Lawry (Lotus Elite), 25 m. 25.2 s. **Fastest lap:** Moss, 1 m. 58.8 s. (88.7 m.p.h.). **Up to 1,300 c.c. Class:** 1, Chapman; 2, Whitmore; 3, Lawry; 4, G. Warner (Lotus Elite). **Fastest lap:** Chapman, 2 m. 1.2 s. (86.94 m.p.h.). **1,301-1,600 c.c. Class:** 1, R. F. Bloxam (M.G.A. Twin-Cam); 2, A. T. Foster (M.G.A. Twin-Cam); 3, J. Bekaert (M.G.A. Twin-Cam); 4, C. Martyn (M.G.A. Twin-Cam). **Fastest lap:** Foster, 2 m. 7.0 s. (82.97 m.p.h.). **1,601-2,600 c.c. Class:** 1, C. J. Lawrence (Morgan); 2, R. F. North (Triumph); 3, A. Belcher (Morgan). **Fastest lap:** Lawrence, 2 m. 6.0 s. (83.63 m.p.h.). **Over 2,600 c.c.:** 1, Moss; 2, Salvadori; 3, Sears; 4, J. Sieff (Jaguar XK 150). **Fastest lap:** Moss, 1 m. 58.8 s. (88.7 m.p.h.).

Production Touring Car Race: 1, I. Bueb (Jaguar

3.4), 24 m. 20.6 s. (86.57 m.p.h.); 2, R. Salvadori (Jaguar 3.4), 24 m. 25.4 s.; 3, Sir G. Baillie (Jaguar 3.4), 24 m. 32.4 s.; 4, E. Protheroe (Jaguar 3.4), 25 m. 22.8 s.; 5, T. Dickson (Jaguar 3.4), 25 m. 25.2 s.; 6, P. Blond (Jaguar 2.4), 25 m. 34.2 s. **Fastest lap:** Bueb, 1 m. 59.2 s. (88.4 m.p.h.), record. **Up to 1,000 c.c. Class:** 1, G. Shepherd (Austin A40); 2, J. Sprinzel (Austin A35); 3, T. Fry (Austin A35); 4, D. Coode (Austin A35). **Fastest lap:** F. R. Gerard (Austin A35), 2 m. 16.0 s. (77.48 m.p.h.), record. **1,001-1,600 c.c. Class:** 1, G. Andersson (Volvo); 2, G. Bengtson (Volvo); 3, L. Leston (Riley); 4, A. Wesblad (Volvo). **Fastest lap:** Bengtson, 2 m. 13.8 s. (78.75 m.p.h.), record. **1,601-2,600 c.c. Class:** 1, Blond; 2, J. Uren (Ford); 3, D. Shale (Ford). **Fastest lap:** Blond, 2 m. 6.0 s. (83.63 m.p.h.), record. **Over 2,600 c.c.:** 1, Bueb; 2, Salvadori; 3, Baillie; 4, Protheroe. **Fastest lap:** Bueb, 1 m. 59.2 s. (88.4 m.p.h.), record.

1,100-3,000 c.c. Sports Car Race: 1, R. Salvadori (Cooper-Maserati), 44 m. 37.2 s. (98.4 m.p.h.); 2, S. Moss (Aston Martin), 44 m. 41.8 s.; 3, I. Bueb (Lister-Jaguar), 45 m. 22.2 s.; 4, R. Flockhart (Tojeiro-Jaguar), 45 m. 39.8 s.; 5, G. Whitehead (Aston Martin), 45 m. 59.8 s.; 6, J. Brabham (Cooper), 46 m. **Fastest lap:** Brabham, 1 m. 43.6 s. (101.71 m.p.h.), record. **Up to 2 litres Class:** 1, J. Brabham; 2, D. Graham (Lotus); 3, Hon. E. G. Grenall (Lotus 1½-litre); 4, W. Bowman (Cooper). **Fastest lap:** Brabham (as above). **Fastest lap in 3-litre Class:** Moss, 1 m. 45.0 s. (100.35 m.p.h.), class record.

1,100 c.c. Sports Car Race: 1, P. Ashdown (Lola-Climax), 46 m. 51.6 s.; 2, M. Taylor (Lola), 47 m. 20.4 s.; 3, T. Dickson (Elva), 47 m. 55.4 s.; 4, P. Arundell (Lotus), 48 m. 15.6 s.; 5, J. C. Brierley (Elva), 24 laps, 47 m. 7.0 s.; 6, C. H. Threlfall (Tojeiro), 47 m. 23.8 s. **Fastest lap:** Ashdown, 1 m. 50.4 s. (95.45 m.p.h.).

WINNING CAR and skipper of the winning crew—Donald Morley stands proudly by his 3.4 Jaguar, which he shared with George Morley and Bill Hercock.

Kreis/J. J. C. Perk (Dauphine-Gordini) who finished runner-up to the formidable Eikermann/Kühne combination, and by the Grant/McCaldin Standard Ten (fourth) and the Christie/Paterson Morris Minor (fifth).

Peter Jopp/Frank Scott (Sunbeam Rapier) did well to break up the Volvo menace by finishing second to Rally Champion Gunnar Andersson. To Frank and Lola Grounds (Ford) went the "Mixed Team" award. In all, 36 British crews were classified—more than a third of the total arrivals at Noordwijk.

* * *

When the 164 starters left Montlhéry circuit on the morning of the 27th April, angry clouds presaged bad weather ahead. I was driving a Standard Ten with Brian McCaldin, in a class comprising factory teams from Auto Union DKW, A.W.E. Wartburg and Renault, in addition to a great many privately entered "Deeks", and the similar Standard of Bill Stoddart/Ronnie Burn, and the Scots Tom Christie and Ninian Pater-

The Toughest of the Tulips

THE 11th International Tulip Rally, which finished last week-end, was easily the most difficult of the series. Appalling weather added to the hazards in the mountains of France, and when the 93 survivors reached Noordwijk Aan Zee, there were apparently only two crews with clean sheets. Owing to the scrubbing of a couple of time controls, the unpenalized number rose to five, a remarkably low figure for a modern championship rally, surpassed only by the "Liège-Rome-Liège", which, apart from John Claes's classic drive in an XK 120 Jaguar, finished with all competitors penalized.

The hard-working organizers had to deal with a record number of protests, which resulted in an all-night sitting that did not finish till 7 a.m. on 1st May, and caused a certain amount of revision in the awards list. Nevertheless, it had already been certain that the 3.4 Jaguar crewed by Donald and George Morley, with Bill Hercock as "third man", had won the rally outright. Runners-up were Keith Ballisat/Eric Marvin (Triumph TR3), followed by Peter Riley/Dick Bensted-Smith (Ford), R. L. G. M. Gorris/R. Wiedouw (Porsche) and E. Carlsson/K. E. Svensson (SAAB 93)—all unpenalized. Carlsson was the sensation of the rally, with the little G.T. edition of the SAAB, front-drive two-stroke. Superbly driven, the Swedish machine completely dominated a class comprising Porsches, Twin-Cam M.G.s and Alfa Romeos, and finished up by beating the lot in the final five-lap race at Zandvoort.

Jack Sears/Peter Garnier won the big sports car category with their Austin-Healey 100-Six, disposing of no less than three 300SLs, a 250 G.T. Ferrari, Aston Martin, Chevrolet Corvette and other Austin-Healeys. Sears also won the coveted Zandvoort Trophy for the best time of the day at the circuit races.

To the Royal Automobile Club team

CHEQUERED FLAG after the Zandvoort tests is received by the Morley Jaguar.

Victory for the Morley Brothers (3.4 Jaguar) — Ballisat (Triumph) and Riley (Ford) Take Next Two Places—Team Awards for R.A.C. and Ford—The Amazing SAAB 93

went the Inter-Land Trophy, the lowest total of penalty marks being incurred by Ballisat, Wallwork and Harrison. The Manufacturers' Team award went to Ford II (Burgess, Riley and Harrison).

By Gregor Grant

Veteran Greta Molander and Helga Lundberg (SAAB 93B) won the Coupe des Dames from Pat Ozanne and Anne Hall (Riley), the former crew having more bonus marks in the eliminating tests. Greta Molander had won the award in 1953 and in 1955.

Triumphs formed a one-make class at the end of the rally, no less than nine of these tough sports cars being classified, with really outstanding performances by Ballisat, Wallwork, Gatsonides/Jetten and Seigle-Morris/Steiner. In the 1,000 c.c. class, the usual Auto Union domination was surprisingly disturbed by Hans

son in their well-prepared Morris Minor.

The run to Vichy was uneventful, and somewhat boring owing to the insistence of the French authorities that the maximum rally speed should not exceed 70 k.p.h. There was always the threat of secret checks, and of police speed traps in built-up areas. An average of over 75 k.p.h. meant exclusion. As the minimum average was 60 k.p.h., entrants did not have much chance of having a great deal of time in hand at the various controls.

Anyway, the 334 kilometres Vichy-Valence section was known to be a trifle tougher, and although there were no special stages as such, the whole affair could be regarded as one big special stage. Near Clermont-Ferrand was held the first eliminating test over 4.3 kilometres at La Baraque. The early numbers had good weather, but by the time our class arrived it was raining push-rods with poor visibility. Best time of all was



THE INCREDIBLE SAAB, driven by Carlsson, taking the lead from Bengtsson's Porsche 1600 in the G.T. race (up to 1,600 c.c.).

put up by Wilhelm Tak (300SL Mercedes-Benz), whose 2 mins. 26 secs. was 1 sec. faster than Philip Faure's 250 G.T. Ferrari. Burton's rather battered-looking A.C.-Bristol headed the "Triumph Class" with 2 mins. 40 secs.—a second quicker than Keith Ballisat's TR3.

The route then took in the wonderful Circuit of Auvergnies, with every competitor wishing that it could have been used for a test. To people who had never previously seen the course it came as a complete surprise, with finely surfaced roads cut out of the sheer rock of the Massif Central.

Eleven competitors were late at Tournon, including Ken James/M. T. Hughes (Riley 1.5), who clocked in one minute behind time. The Emerson Griffith/J. H. Suter Porsche Carrera went out en route with gearbox trouble, whilst the Olsen/Nielsen Volvo was observed hard up against a stone wall near Yssingeaux.

The weather at Valence was indescribable, with torrential rain accompanied by gusts of wind almost approaching gale force at times. The hour's rest was much appreciated, but in all too short a time we were ready to start off on the very difficult Valence-Bedoin stage (510 kilometres), including a good deal of "Lyon-Charbonnieres" country. This kicked off with the Auberge du Pin test of 9.9 kilometres of twists and turns in pouring rain. Halfway up, the Rottbol Orum/Schnakenburg 300SL hit a rock and broke a wheel. The Danes reluctantly abandoned and returned to Valence. The de Vries/Klijnsma DKW seized its gearbox and was also retired. Best time here went to Poll/Schorr (Porsche 1600) with 6 mins. 27.9 secs. Pat Moss (Austin-Healey) was runner-up to Tak's 300SL in the big sports car category; Peter Riley and his Zephyr was over 4 secs. faster than the rest of his class, including Walter Schock's Mercedes 220SE; Keith Ballisat's 6 mins. 49.6 secs. was nearly 10 secs. quicker than the rest of the TR3s. It was here that Brian McCaldin did a very fine climb in our Standard to gain bonus marks. The little car was certainly taking a dreadful caning, and



we were both impressed with the remarkable adhesion given by the Dunlop Durabands.

It was now a case of press on regardless to Lamastre. Visibility was almost zero at times owing to the continuous rain. We got in with about three minutes in hand, but no less than 40 were penalized, including the Deterding/Wegen 300SL, Faure's 250 Ferrari, the Gott/Tooley "Twin-Cam" M.G., the gearbox of which lost all its oil, Sprinzel/Turner (M.G. "Twin-Cam"), and the similar cars of Vicat-Cole/Mainz and Skelly/Gauld, the Ward/Cooper Jaguar and several other prominent competitors. Apparently the "Twin-Cam" boys took a wrong turning somewhere.

The Morleys had done a very quick climb on the Auberge du Pin, and were challenging Tak's Mercedes-Benz, Poll's Porsche, Eikelmann's Auto Union, Riley's Ford and Schock's Mercedes for the lead in the general classification. It was now on to St. Agreve, 19 kilometres in 19 minutes. The little Standard was flung this way and that way, overdrive second and third being used mercilessly. Alas, we were just two minutes adrift—but the whole class was also behind time in a section which completely decimated existing clean sheets. Only about a dozen crews did it in time, including Riley, the Morleys, Ballisat. Pat Moss and Anne Wisdom ended their rally up against a bank, after sliding on the muddy surface, and several others also attempted to alter

the shape of the existing landscape. A. W. Judge's Austin-Healey was also a casualty.

St. Agreve to Fay Sur Lignon—23 kilometres in 23 minutes was not quite on for the smaller cars, the steep climb towards St. Julien with its numerous hairpins requiring a far greater power-weight ratio than was available to the little Standard. However, two minutes over the time was not too bad; only Eikelmann (Auto Union) and Kreisl (Dauphine-Gordini) in our class did it on time. The only others to do this section on time were Poll (Porsche), Carlsson (SAAB), Morley (Jaguar), Ballisat (TR3), Riley (Ford), Karrer (Alfa Romeo), Schock (Mercedes-Benz), Harrison (Ford), Sears (Austin-Healey), Andersson (Volvo), Jopp (Rapier), Procter (Rapier), Jetten (Vauxhall) and Gorris (Porsche).

It was still very hard going to Le Monastier, but we did it with a couple of minutes to spare. On this road we saw no fewer than three cars piled up on top of each other, one being Huisman's Volvo which seemed to be lying on the roof of another Volvo. Then we saw the 3.4 Jaguar of Doug Uren and Louis de Meza upside down in a field, amidst a tangle of high-tension wires. It seems that following competitors had to stop and lift the wires, not realizing that there was *danger a mort*. Fortunately the accident had cut off the electric current, otherwise there might have been a certain amount of leaping about. The only one to be affected was a gendarme, who touched the only wire that was left live. Lord and Lady Strathcarron lifted the tangle to get their Austin-Healey Sprite through, but Cuth and John Harrison had the roof light of their Ford cut clean off before they could stop.

Jimmy Ray's Rapier broke its differential, but he cannibalized the back-end from the crashed Rapier of I. A. Grant/S. Fisk/N. Rollings, and the car carried five folk with luggage back to Noordwijk.

Nineteen competitors had crashed or abandoned before La Sauvetat, and only five crews were unpenalized. However, several entrants reckoned that there had been a bit of a nonsense at Lamastre, and that they had been started later than their official time. This meant that there would obviously be protests at the finish, and it would be almost impossible to know who was actually winning the rally



BRIAN MCCALDIN's Standard 10 leads an East German Wartburg and Tom Christie's fast Morris Minor in the 1,000 c.c. race.



THE CLASS-WINNING Austin-Healey of Jack Sears/Peter Garnier at Montlhéry. On the right is Syd Henson, Ferodo's competitions chief.

before the committee met to consider protests.

Controls followed controls in the mountain roads, and there was no question of letting up anywhere. Balsieges, St. Enimie, La Muse, Meyruies, Les Vanel; it was quite a relief to get to Bedoin and have an hour or so rest. The Strathcarron Sprite was retired hereabouts with the complete exhaust system adrift.

From Bedoin the route lay over Mont Ventoux which was the third classification test. The weather was simply abominable, and we arrived at the summit in a blinding snowstorm after encountering thick cloud. There was no sign of a control, so we decided to press on, together with Hans Kreisl in his Dauphine-Gordini. To our horror, we met some Auto Unions looming out of the almost impenetrable cloud, going the opposite way; the drivers had decided to go back and look for the control. It was very brave of them, but personally I wouldn't have done it for anything. As it so happened, their efforts were in vain, for officials had already abandoned any attempt to check in competitors.

After Ventoux it was not quite so hard going to Gap, for Test No. 4 on the Col Bayard, made slippery by the continuous heavy rain. Officials confirmed that times had been taken on Ventoux, although no one had been checked in. Best time was made by Bengtsson/Lundberg (Porsche), with 14 mins. 15.2 secs. A really excellent performance in the dreadful conditions was that of the Morleys, who took their 3.4 Jaguar up in 14 mins. 32.6 secs. Phil Walton's 3.4 Jaguar was retired with a broken rear spring. What looked like Carstedt's Thunderbird was parked off the road near the top of the Ventoux when we passed.

Faure's Ferrari was best on the Col Bayard with 4 mins. 20.4 secs., followed by Dee-Teding/van Berkhou (Chevrolet Impala) and Jack Sears/Peter Garnier (Austin-Healey 100-Six). Sears was fastest on Chamrousse with 15 mins. 12.1 secs., a quite remarkable effort for the twisty, 19 kilometres climb. The Austin-Healey was now leading the class, for Tak's Mercedes-Benz 300SL had dropped out with a split petrol tank, and Faure had incurred several minutes penalty straightening out the front suspension of his Ferrari after hitting a bank. The Morleys continued to pile up the bonus

marks with a fine climb in 15 mins. 21 secs., with the Frank Ward/Gerry Cooper 3.4 runner-up. Keith Ballisat obtained maximum points from Gatso and Slotemaker (TR3s), whilst Schock's Mercedes 220SE led from the Fords of Harrison and Riley. However, the German car was apparently one minute in retard, so Riley actually led the class. Fraulein Rut Lautmann (Volvo) surprisingly beat the formidable Andersson by 5.4 secs.

Around this time Poll/Schorr (Porsche) were leading the general classification from Riley/Bensted-Smith (Ford) and Carlsson/Svensson (SAAB). Ballisat was given as being penalized one minute, but apparently this was an error so he was actually leading. For some strange reason the Morleys did not figure in the first half-dozen, but it was pretty obvious that the Jaguar must be very high in the list.

Then followed more tight sections from Corenc to St. Laurent du Pont, where many more crews dropped marks. The rain became heavier and heavier as the cavalcade made its way to Bellegarde and then Switzerland for the sixth test on the Cotes de Givrins near Le Cergue. This was a lovely hill in every way, with an almost perfect surface. Best time was made by Poll (Porsche), followed by Faure (Ferrari) and Sears (Austin-Healey). Once again the Morleys took maximum points, and the German works drivers in our class must have been rather shocked to be beaten by the Dutchman Jan (Jetpilot) Flinterman in his privately owned "Deek".

A strange thing happened at Champanole when a youth fell against one of the Dutch-entered cars as it was proceeding slowly to the control. The youth cut his finger, and immediately the gendarmes arrested the Dutchmen and took them to the local hoosegow. After tremendous arguments they were released with no apology, but were too late to check in at the control.

Much appreciated work was put in by Syd Henson and his Ferodo men, giving people back brakes which had almost vanished after the mountain sections.

Next stage in the rally was the night climb of the Ballon d'Alsace; for the first time in my recollection there was no cloud at the top of the famed "Alsation Balloon". Faure made b.t.d. with 7 mins. 40.6 secs., and once again the

Morleys headed their class. Carstedt's big Ford Thunderbird had vanished from the fray, but the Dee-Teding/van Berkhout Chevrolet Impala was still very much to the fore. How the Dutchmen were getting their gigantic vehicle around without even scratching the paintwork almost passes comprehension. Bill Banks in KON 1 Vauxhall Cresta had a fine-looking car when viewed from the passenger's side, but on his side it looked a trifle bent! Cyril Corbishley had also bashed a wing on his red TR3, and had lost time straightening things out.

The night section to Luxembourg was very tricky, there being no let up whatsoever. Chief problem was that of petrol, for the first opportunity to fill up was at Sarrebourg, over 190 miles from Belfort. That fine sportsman Hans Kreisl made certain that we wouldn't run out by presenting us with a 10-litre polythene can at Linthal. This is the sort of gesture that makes rallying really worth while, for the Dauphine-Gordini driver was a class rival!

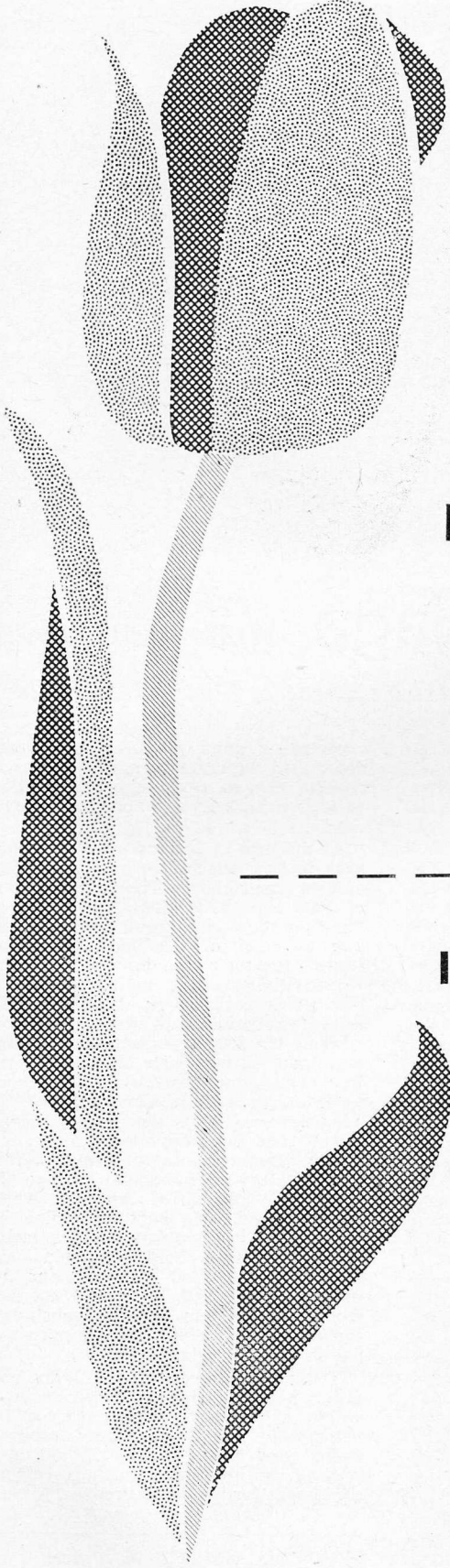
The run from Maison Vosgienne to Marie was made difficult by dense clouds. Not far from the start control we saw the D. P. Baker/Ian Cameron 3.4 Jaguar hard up against a bank; not far from it a SAAB lay ditched. A surprising number of people were out to watch in the little Alsatian villages and, as always, gendarmes were most helpful. At last we reached Sarrebourg, where we had to wait for some time to refuel owing to the length of time taken to mix the witches-brew required for the German two-strokes.

From there to Luxembourg it should have been easy, but we ran into thick fog, with visibility down to a few yards at times. Hard against a tree just off the main Metz road was the Alfa Romeo of Umbach/Schucht, but there was no sign of the crew. However, we reached Luxembourg with time in hand, and had one of the most expensive and worst omelettes possible in the rather grim-looking Palais des Expositions, the rally control.

It was hard going to Wiltz if competitors missed the rather tricky little road out of Luxembourg, but I had done it before so we were O.K. The eighth test near Arsdorf was a nice main road blind, and it was fairly simple going to Nocher. However, the 21 kilometres to Knaphscheide was really tough, with cart-track type roads and numerous sharp hairpins. I nearly hit a bank, and we were relieved to get into the control with less than a minute in hand. Thereafter it was main road touring to reach Spa-Francorchamps for what should have been Test No. 9. Alas, the Belgian police refused to permit the circuit to be closed at any point, and the Dutch reluctantly had to scrub the *épreuve*.

At Eindhoven the usual fabulous Philips's organization provided all competitors with first-rate meals and full washing facilities. Ken Richardson seemed amazed to see us, for apparently local newspapers carried a story that we had vanished over a precipice. Again Philips came to the rescue, and arranged to telephone our wives that the story was false. It was here that we saw the Danes Mogensen and Olsen, who had inverted

(Continued on page 608)



Ferodo First

IN THE TULIP RALLY....

1st JAGUAR 3.4

D. J. & G. E. Morley—W. B. Hercock

1st IN FOUR CLASSES

INTERNATIONAL SILVERSTONE MEETING

B.R.D.C. Trophy Race (Formula 2)

1st COOPER
J. Russell

Sports Car Race (Over 1100 c.c.)

1st COOPER-MASERATI
R. Salvadori

Grand Touring Car Race

1st David Brown ASTON MARTIN
S. Moss

Production Touring Car Race

1st JAGUAR
I. Bueb

Follow the experts—fit

FERODO

**ANTI-FADE BRAKE LININGS
DISC BRAKE PADS**

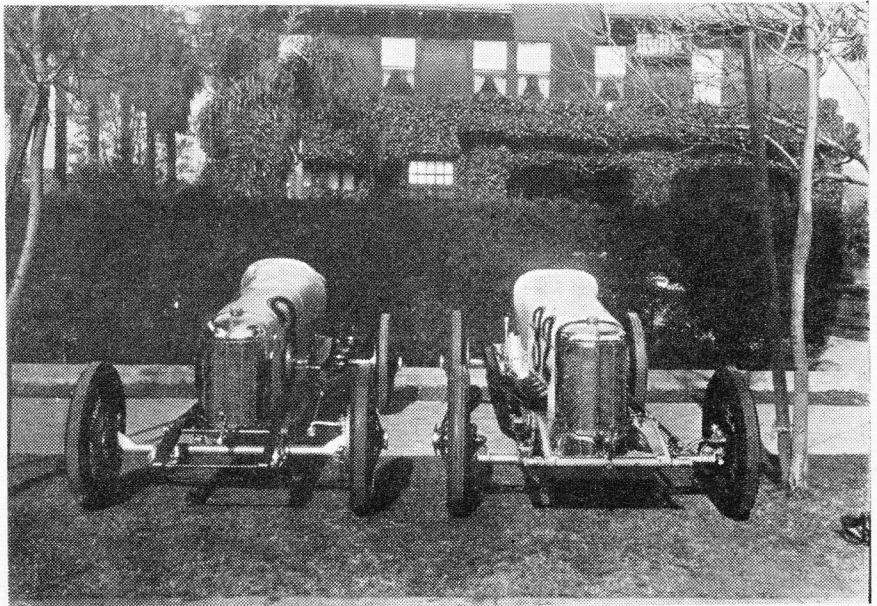
Results subject to
official confirmation.



FERODO LIMITED • CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

AMERICAN THOROUGHbred: Although now 30 years old these two cars (which were built for Lou Moore) still have a purposeful look. Nine square feet of frontal area and 250 b.h.p. from the 1½-litre supercharged engine guaranteed an electrifying performance.

DRIVING on Highway 12 through Western Wisconsin, the tourist will notice, as he nears the Wisconsin-Minnesota boundary line, a road-sign reading "Menomonie", the seat of the Dunn county which books describe as "trade centre and shipping point for a rich farming region; brickyards and other manufacturing industries. One of the lumbering centres of the Northwest in earlier days". Just another small, busy town in a big, busy region but quite a historical landmark in the still unwritten racing encyclopedia, as it was the birthplace of Harry A. Miller and the scene of his first contact with engines. Born in 1875, of a German father and a Canadian mother, he had art as a heritage: his father was a painter, musician and an untiring reader, and while



PART II THE EARLY TIMES

Harry Miller's Saga

BY DR. VICENTE ALVAREZ

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

no influence can be traced back to Harry's elders to account for his mechanical vocation, his life-long search for perfection and beauty could well be credited to the artistic atmosphere in which he was raised.

In an epoch when mechanization was conquering every line of human labour, little Harry grew up in an environment most apt to stir up the imagination of a mechanically inclined youngster. He would not miss a chance to observe from close quarters the functioning of different engines at the local factories, in one of which he soon took a job to operate a steam-engine during vacation-time. At 14, Harry had made up his mind to quit school, and go to work in a local machine shop. For three years he accumulated experience on engines and became a technician of no mean ability; he repaired and improved nearly

every engine in his home-town and at 17 decided to migrate.

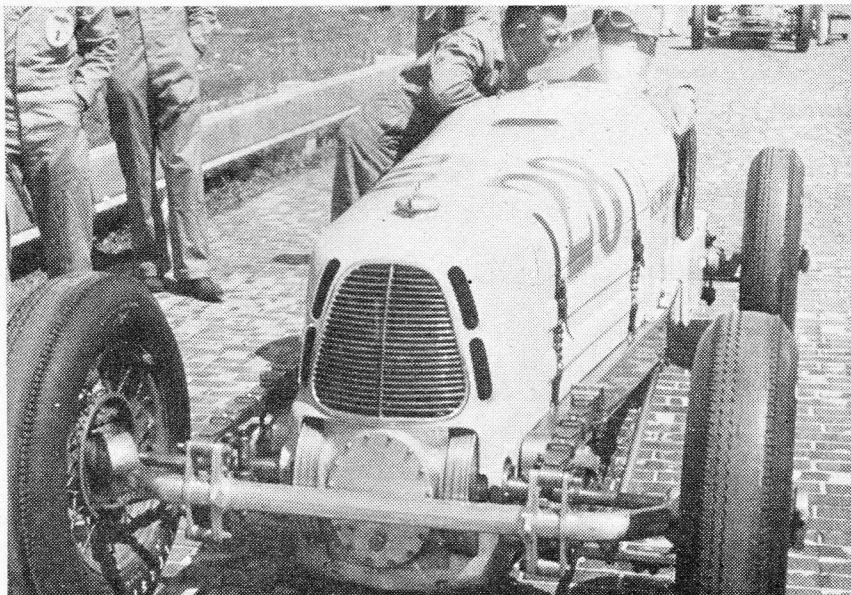
After holding short-time jobs at different places, he wound up as a bicycle repairer in Los Angeles. Harry had grown up to be an expert craftsman and at the same time had developed a dislike for crude, inefficient machinery; within a short time he was running his own bicycle repair-shop in Santa Monica. It was merely a routine job, but his spare time provided the outlet for his creative urge.

He was 23 when he designed a new type of sparking plug and sold the patent to a big firm. Next step was to move to San Francisco, to take care of the repair shop in the first motor-cycle agency in town. He did—as was to be

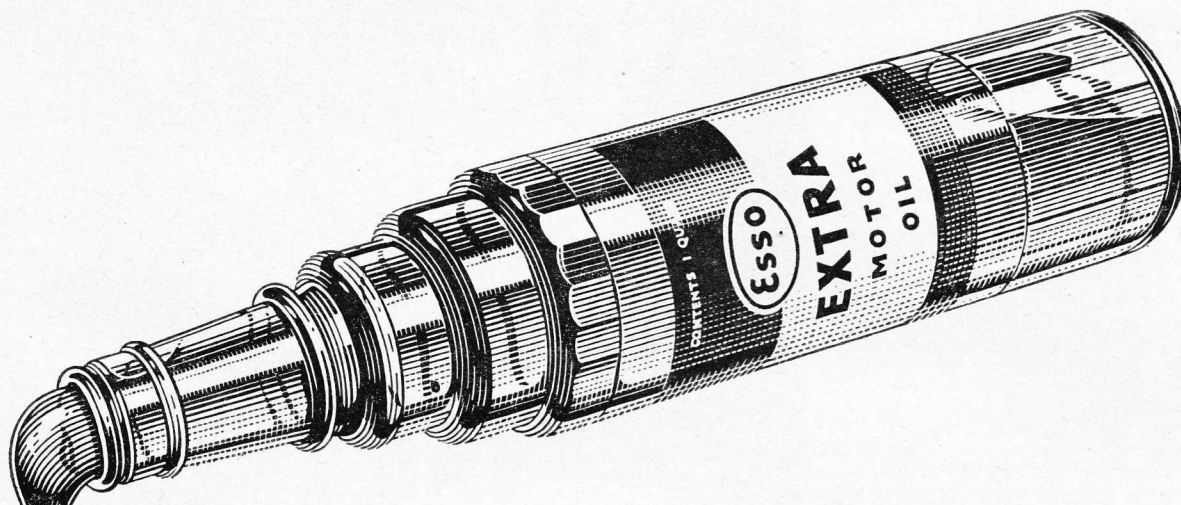
expected—a good job of it and being dissatisfied with the current motor-cycle engines he saw nothing better than to build a completely new one of his own design.

At the turn of the century, Harry was back in Los Angeles, operating an automobile repair shop. The manufacturers of Yale cars (1903-1904), well aware of his reputation as a motor wizard, hired him as chief of machine and testing section for their Toledo, Ohio, factory. His first contact with auto-racing was a ride as a mechanic in the Oldsmobile team (Vanderbilt Cup Races) and that marked his first contribution to racing machinery as well. He did not like the way carburetors worked; so went back to Los Angeles and came up with his own design (1905), the Master carburetor. The enormous success of his new device prompted him to open a carburetor factory in Indianapolis—then the automobile capital of America—which he later sold. He kept expanding his main plant in Los Angeles; his racing carburetors were helping to win races all over the United States, having not only been adopted by most American racing car builders but also substituted for those with which the "imports" of the time were originally fitted.

The first Indianapolis 500 Miles race (1911) inaugurated a new era in racing—within a few years it had earned the name of "World's greatest speedway event" and Miller's product had been playing an important part, as original equipment for Maxwell, Premier, Mason—
(Continued on page 606)



FRONTAL ASPECT of a front-wheel drive Miller with the de Dion layout which remained unchanged for many years. This car won the Indianapolis 500-mile race in 1932 and was actually winning races throughout its decade-long life.



Wins again at

SILVERSTONE

11th ANNUAL INTERNATIONAL TROPHY MEETING

INTERNATIONAL TROPHY RACE (FORMULA I)

1st JACK BRABHAM **COOPER-CLIMAX-102.94 m.p.h.**

FORMULA II RACE

1st JIM RUSSELL **COOPER-CLIMAX**

SPORTS CAR RACE (UNLIMITED)

1st ROY SALVADORI **COOPER-MASERATI**
Entered by John Coombs

2000 c.c. RACE

1st JACK BRABHAM **COOPER-CLIMAX**

(Subject to official confirmation)

**Using ESSO EXTRA MOTOR OIL, exactly the same superb mineral oil
you can buy from your local Esso Dealer**

THE MAN AND HIS MACHINE: Harry Miller in his Los Angeles workshop with his most brilliant creation, the straight-eight, centrifugally blown 1,500 c.c. engine which was the scourge of American speedways in the late 20s.

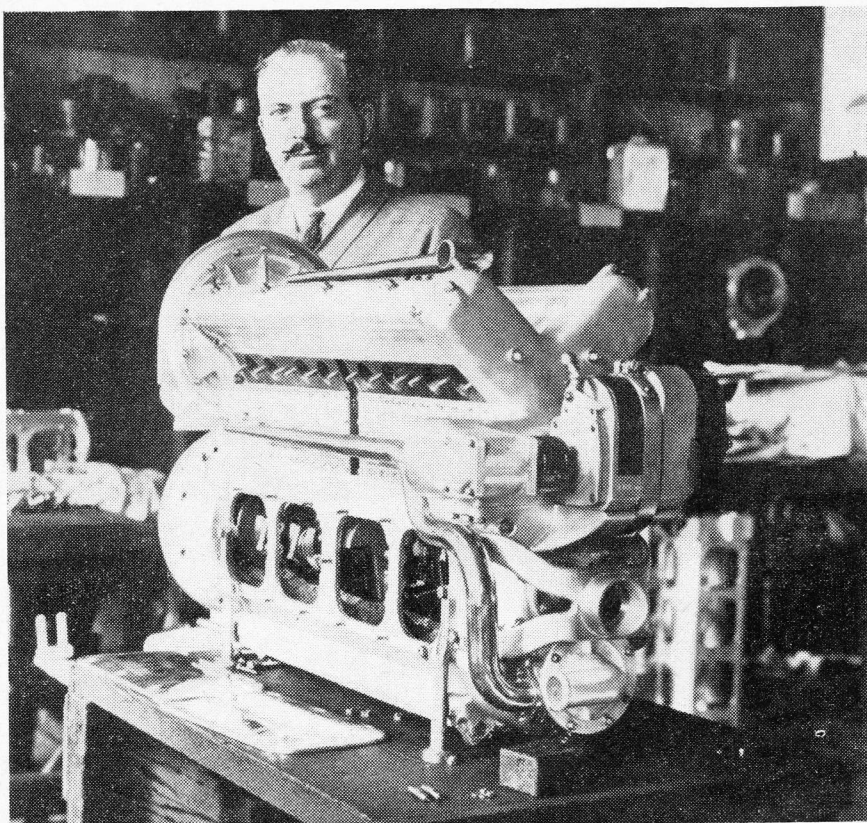
Harry Miller—continued

Duesenberg, and as a replacement on Peugeot, Delage and Sunbeam. Fred Offenhauser joined Miller in 1913—with a booming business in his hands, Miller didn't seem completely satisfied: his activity was confined to manufacture and improving of carburettors and design of other parts, but his ultimate vocation hadn't shown up yet.

It wasn't until 1914 that he took to car construction; the late "Wild Bob" Burman—one of the greatest pilots in America—had been campaigning very successfully at the wheel of a Peugeot until the engine broke to pieces. He wanted a duplicate of the demolished powerplant built as soon as possible and decided Miller was the man for the job, regardless of the fact that he had never built an entire engine before. Miller put the broken pieces together and made an exhaustive study of them. Engineer Henry's then revolutionary creation surrendered all of its secrets to Miller's investigation: gear-driven twin overhead camshafts, multiple, inclined valves, hemispherical combustion chamber, barrel-type crankcase—but it could still be improved.

Retaining the basic layout, Miller incorporated his own ideas, and they certainly paid! Adoption of aluminium-alloy pistons was a definite step forward; Miller's love for weight-saving was present in every detail of the very first engine he constructed. The revived Peugeot won many races until it was destroyed in 1916, in an accident that cost Burman his life. Harry had evidently hit his ultimate stride; orders for engines were coming in, so Harry decided to leave the carburettor business to his associates and devote all of his time to engine-building.

Soon he produced his first original design: a six-cylinder, single O.H. camshaft unit for aviation use, ordered by Silas Christophersen. This engine passed all its final tests with flying colours and was planned to be produced in large quantities but the project had to be abandoned as Christophersen died in an accident. However, the second design went into production: another aeroplane motor. It was a four-cylinder,

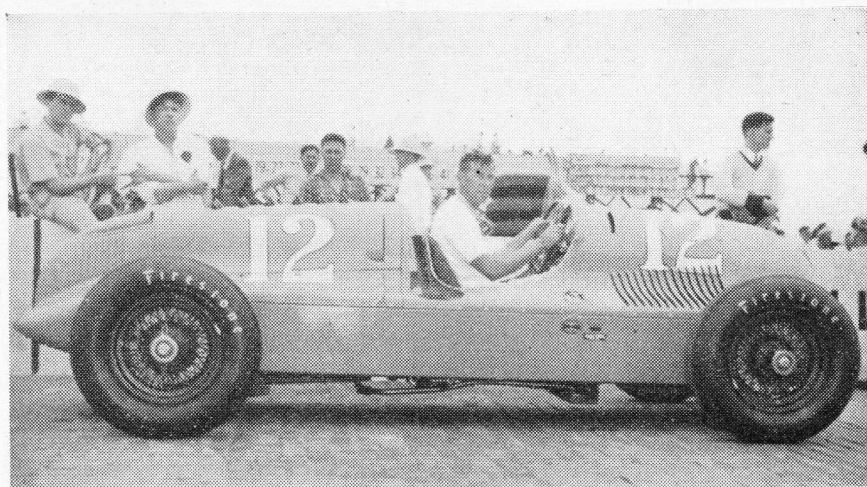


FRED OFFENHAUSER, Miller's close collaborator since 1913 and reckoned the foremost designer of engines for Indianapolis machinery. The 1935 1,500 c.c. engine he designed is still the best engine of its type for midget car racing.

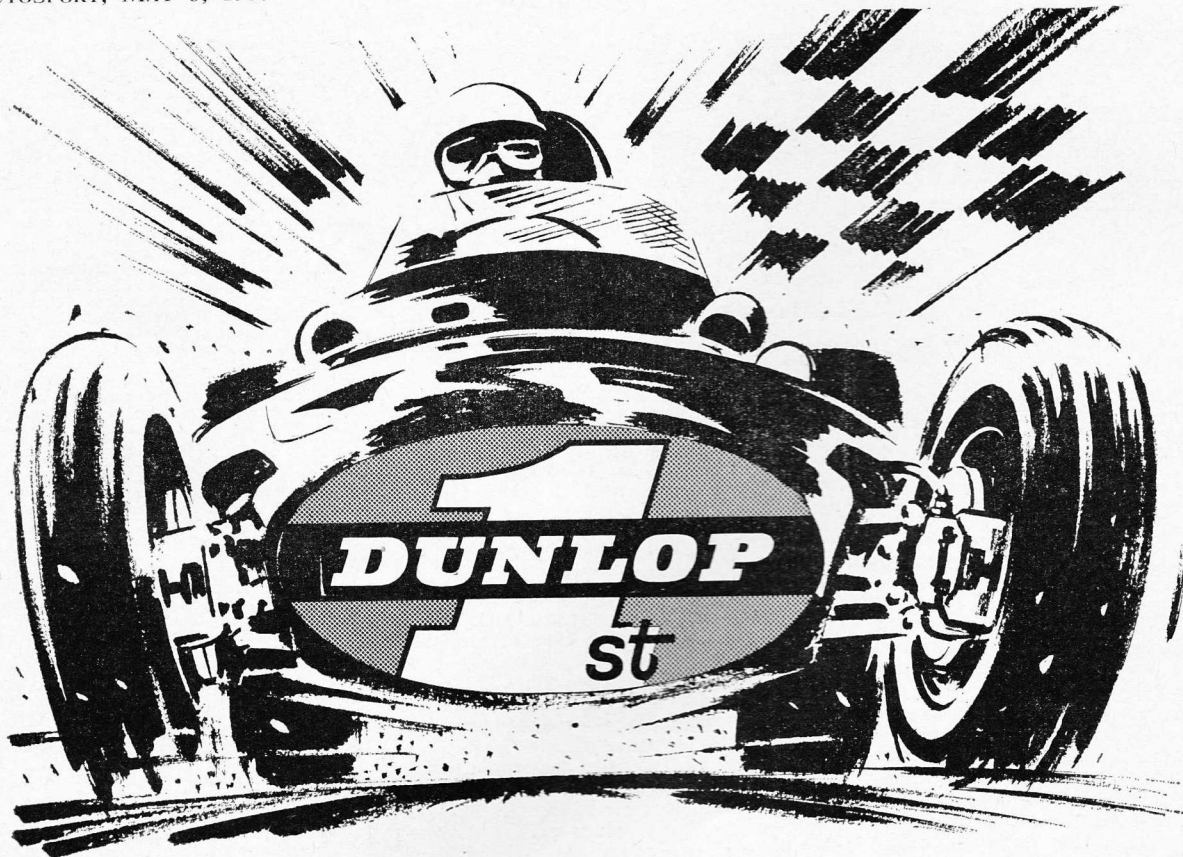
2-o.h.c. job; block and crankshaft were cast integral in aluminium, with steel wet cylinder liners and detachable head. The crankshaft was split in two with a ball-bearing in the centre and double ball-bearings at each end.

This engine was the starting point of his automobile designs. The first world war was on—Miller was supplying carburettors and fuel pumps of his own design for the Bugatti aircraft engines which Duesenberg manufactured at his Elizabeth, N.J., plant. At the same time, his racing cars were making a name for him on the race-tracks. The most publicized racing-showman in America, Barney Oldfield, had, too, placed his order. A full car, at a cost of 15,000 dollars. It was billed as the "Golden Submarine" (a name the public disrespectfully changed to "Golden Egg") and Barney did a lot of barnstorm racing and record-breaking with it on the dirt-tracks. The engine was estimated to deliver 130 b.h.p., giving a maximum speed of 125 miles per hour—not bad for 1917! Body was all steel-braced, with an aluminium skin; an eye-catcher to the crowds, but it made the driver miserable—confinement, fumes, poor visibility—so it was stripped down in 1918, following its immersion in a ditch as it spun off a track. The submarine had lived up to its name, but Oldfield hadn't certainly planned such a stunt—a jammed door kept him trapped inside and only quick help prevented him from drowning.

(To be continued)



SWAN SONG: This, Harry Miller's last car, ran at Indianapolis for the first time in 1939 and was still running after the war. It had four-wheel drive and the rear-mounted six-cylinder engine (three litres supercharged) produced 300 b.h.p. at 7,000 r.p.m.



INTERNATIONAL TROPHY MEETING—SILVERSTONE

INTERNATIONAL TROPHY RACE

1st
J. BRABHAM
COOPER-CLIMAX

*
3rd
R. FLOCKHART
B.R.M.

PRODUCTION TOURING CARS

* **1st** I. BUEB
JAGUAR 3.4

* **2nd** R. SALVADORI
JAGUAR 3.4

* **3rd** SIR GAWAINE BAILLIE
JAGUAR 3.4

FORMULA II

2nd I. BUEB
COOPER-BORGWARD

3rd A. E. MARSH
COOPER-CLIMAX

(Subject to official confirmation)

SPORTS CARS (1101-3000 c.c.)

1st R. SALVADORI
COOPER-MASERATI

* **3rd** I. BUEB
LISTER-JAGUAR

SPORTS CARS (UP TO 1100 c.c.)

2nd M. TAYLOR
LOLA-CLIMAX

3rd T. DICKSON
ELVA

GRAND TOURING CARS

* **2nd** R. SALVADORI
JAGUAR 3.4

DUNLOP TYRES

* ALSO FITTED WITH DUNLOP DISC BRAKES



★
FLASHLIGHT RE-
ACTION from Lola
Grounds at Mont
Ventoux in the
Zephyr with which
she and Frank
Grounds won the
mixed team award.
★

Tulip Rally—continued

their Ford Prefect earlier on, and had lost 30 minutes getting it back on to the road.

After a 30 minutes rest it was the usual scamper to Noordwijk, where Klinken's Volkswagen was followed for many kilometres by an official Mercedes-Benz, cruising at 140 k.p.h.—not bad going for a standard motor car! Then it was Noordwijk, the technical inspection, Hotel Verloop for a meal, and more convincing of people that we hadn't gone down a precipice.

Although few results would be materially altered by the five-lap Zandvoort races, these are always full of interest. The weather was atrocious, but large numbers of spectators turned up to watch the fun. Greta Molander (SAAB) toured round to consolidate her Coupe des Dames victory in the 750 c.c. class. In the 1,000 c.c. category, Eikelmann and Levy showed how much faster their works-prepared Auto Unions were as compared to the privately entered machines. Tom Christie's little Morris Minor went very rapidly, defeating several of the two-strokes.

Klinken's VW left the Alfas standing in the 1,300 c.c. section, but almost immediately left the road and he lost a couple of laps getting back again. Anyway, suspicious technical officials impounded the car, and he was later excluded for certain non-standard modifications. Gunnar Andersson (Volvo) made it look so easy in the 1,600 c.c. category, only Fraulein Luttman getting anywhere near him with her white Volvo. Behind, a tremendous scrap developed featuring C. Syberg (Volvo), Peter Jopp and Peter Procter (Rapiers) and Ken James (Riley). Procter cheekily passed Jopp on the inside of paddock bend on the last lap, but just couldn't catch the Volvo.

Walter Schock (Mercedes-Benz 220SE) ran away from the Fords of Cuth Harrison and Peter Riley. Some excitement was caused when Jetten's Cresta driven by van Noordwijk spun in the path of the traffic stream; fortunately no one hit anyone else.

The battle between Steunebrink's big Impala and the Jaguars of Brinkman and Cooper had the crowd on its feet. This went on behind Donald Morley's Jaguar, and ended when Gerry Cooper inverted his Jaguar right behind the pits. Most of the damage was caused when the car rolled over on its roof light.

The all-Triumph race was a demonstration by Rob Slotemaker of knowing Zandvoort inside out. The Dutchman led until the last lap, when he slowed down behind the pits, opened his door and yelled to Ken Richardson for instructions. Presumably there had been some

pre-race natter, for Ballisat, Gatsonides and Wallwork all passed in that order, before Slotemaker crossed the line. There had been a fierce inter-marque struggle between Wallwork and Gatso, the latter getting past near the end.

Only two cars appeared in the big sports car event, Powell's Aston Martin and van Nispen's very bent-looking Corvette. Then a figure scuttled from the stand and ran to the car park—Jack Sears. He immediately climbed into his Austin-Healey and made amends by putting up best time of the day. The Corvette was retired without brakes after one lap, whilst the Aston Martin was never in the picture at all.

Pièce de résistance of the whole series was the fantastic drive by Carlsson in his SAAB. For some odd reason he was allowed to change plugs on the starting line, whilst earlier Ballisat had not been allowed even to check his tyre pressures. Anyway, this race had the crowd yelling with excitement, as Carlsson disposed of the Porsches one by one, and finally caught and passed the leader Bengtsson, within sight of the finishing line. Earlier John Sprinzel crashed with his "Twin-Cam" M.G. when trying to overtake the little SAAB. He was unhurt, although the car was a trifle secondhand.

Then followed hours of waiting whilst officials considered the many protests, mainly because of alleged timing errors at Lamastre.

Altogether it was a memorable "Tulip", and much appreciated by those who prefer really hard going. It is to be hoped that the character will not change, although some think that the small touring cars should not have the same average speed as the bigger and faster vehicles.

Leading Awards

The Tulip Rally Trophy (Best Performance): D. J. Morley/G. E. Morley/W. B. Hercock (3.4 Jaguar).

Manufacturers' Team Prize: Ford Zephyr II, P. Riley/R. Bensted-Smith; C. Harrison/J. Harrison; G. Burgess/S. Croft-Pearson.

Inter-Land Trophy: Royal Automobile Club, London, K. Ballisat/E. Marvin (Triumph TR3); J. G. Sears/P. Garnier (Austin-Healey 100-Six); C. Harrison/J. Harrison (Ford).

Club Team Trophy: Germany: Schock/Hölder (Mercedes-Benz 220SE); Levy/Wencher (Auto Union); Kolwes/Frau Lautmann (Volvo).

Coupe des Dames: 1, Greta Molander/Helga Lundberg (SAAB 93); 2, Pat Ozzanne/Anne Hall (1.5 Riley).

Journalist Trophy: R. Bensted-Smith (Zephyr), *The Motor*.

The Zandvoort Trophy: Jack Sears (Austin-Healey 100-Six).

Trophy for Best Dutch Competitors: R. L. G. M. Gorris/R. Wiedouw (Porsche 1600).

Best Mixed Team: Frank and Lola Grounds (Ford Zephyr).

General Classification

1, D. J. Morley/G. E. Morley/W. B. Hercock (Jaguar 3.4), 0; 2, K. Ballisat/E. Marvin (Triumph TR3), 0; 3, P. Riley/R. Bensted-Smith (Ford Zephyr), 0; 4, R. L. G. M. Gorris/R. Wiedouw (Porsche 1600S), 0; 5, E. Carlsson/K. E. Svensson (SAAB 93B), 0; 6, F. Karrer/K. Foitek (Alfa Romeo Giulietta TD), 1; 7, W. Schock/H. H. Hölder (Mercedes 220SE), 1; 8, J. G. Sears/P.

Garnier (Austin-Healey 100-Six), 1; 9, G. Andersson/V. Karlsson (Volvo Attio Fem), 1; 10, C. Harrison/J. F. Harrison (Ford Zephyr), 1; 11, J. C. Wallwork/J. H. Brooks (Triumph TR3), 1; 12, P. Jopp/F. W. Scott (Sunbeam Rapier), 1; 13, P. R. Procter/M. J. Menell (Sunbeam Rapier), 1; 14, P. J. Jetten/L. van Noordwijk (Vauxhall Cresta), 1; 15, Greta Molander/Helga Lundberg (SAAB 93B), 2; 16, H. Bengtsson/B. Lundberg (Porsche 1600S), 2; 17, S. Eikelmann/H. Kühne (AU 1000), 2; 18, M. Gatsonides/A. J. P. Jetten (Triumph TR3A), 2; 19, H. D. Seigle-Morris/P. F. Steiner (Triumph TR3A), 2; 20, J. Kreisl/J. J. Ch. Perk (Renault Dauphine-Gordini), 2; 21, Patricia A. Ozzanne/Anne Hall (Riley 1.5), 2; 22, W. Levy/H. Wencher (AU 1000), 3; 23, L. Tavola/L. Marini (Alfa Romeo Giulietta TD), 3; 24, Adr. Bouwmeester/Jac. Swart (M.G.A. Twin-Cam), 3; 25, F. P. Grounds/Lola Grounds (Ford Zephyr), 3; 26, J. P. Boardman/J. W. Whitworth (Ford Zephyr), 3; 27, R. Nellenman/C. Christensen (Ford Zephyr), 3; 28, K. H. James/M. T. Hughes (Riley 1.5), 3; 29, J. L. W. Blonk/E. J. Groen (Porsche 1600S), 3; 30, G. Kolwes/Rut Lautmann (Volvo Attio Fem), 4; 31, Monica Kierstadius/Margareta Holm (SAAB 93B), 4; 32, N. G. Falk/C. E. Schelegel (Alfa Romeo Giulietta TD), 4; 33, I. Johansson/G. Abrahamsson (Porsche 1600S), 4; 34, J. van Nieuwenhuizen/H. A. A. v. d. Laan (Simca Monthéry), 4; 35, M. Sutcliffe/D. C. Astle (Riley 1.5), 5; 36, G. J. Grant/B. McCaldin (Standard 10), 5; 37, T. B. D. Christie/N. L. Paterson (Morris 1000), 5; 38, R. Slotemaker/H. van Zalingen (Triumph TR3), 6; 39, Mary Handley Page/Daphne Freeman (Sunbeam Rapier), 6; 40, K. Otto/H. Hanf (AWE Wartburg), 6; 41, O. Rosenblatt/E. R. Planteydt (Simca Monthéry), 6; 42, J. Sprinzel/S. Turner (M.G.A. Twin-Cam), 6; 43, W. L. Poll/W. Schorr (Porsche 1600S), 7; 44, K. Hertzdaht/V. P. I. H. Dassen (Porsche 1600S), 8; 45, J. W. E. Banks/F. W. W. Banks (Vauxhall Cresta), 9; 46, H. J. te Siepe/P. Seegers (Simca Monthéry), 9; 47, G. Burgess/S. Croft-Pearson (Ford Zephyr), 10; 48, F. M. Polle/L. B. Biesheuvel (Simca Monthéry), 10; 49, J. M. Easten/J. B. Wagstaff (Sunbeam Rapier), 10; 50, E. P. Foden/G. K. Stratton (Alfa Romeo Giulietta SV), 11.

Class Awards

Touring Cars (up to 750 c.c.) Class A: 1, Greta Molander/Helga Lundberg (SAAB 93B), 2; 2, Monica Kierstadius/Margareta Holm (SAAB 93B), 4; 3, Ch. A. M. Pennings/W. F. Hughes (NSU Prinz), 20; 4, J. J. M. de Rooy/Th. J. van Dijk (SAAB 93B), 24.

751-1,000 c.c. Class B: 1, S. Eikelmann/H. Kühne (AU 1000), 2; 2, J. Kreisl/J. J. Ch. Perk (Renault Dauphine-Gordini), 2; 3, W. Levy/H. Wencher (AU 1000), 3; 4, G. J. Grant/B. McCaldin (Standard 10), 5; 5, T. B. D. Christie/N. L. Paterson (Morris 1000), 5.

1,001-1,300 c.c. Class C: 1, F. Karrer/K. Foitek (Alfa Romeo Giulietta TD), 1; 2, L. Tavola/L. Marini (Alfa Romeo Giulietta TD), 3; 3, N. G. Falk/C. E. Schlegel (Alfa Romeo Giulietta TD), 4; 4, J. van Nieuwenhuizen/H. A. A. v. d. Laan (Simca Monthéry), 4; 5, O. Rosenblatt/E. R. Planteydt (Simca Monthéry), 6.

1,301-1,600 c.c. Class D: 1, G. Andersson/V. Karlsson (Volvo), 1; 2, P. Jopp/F. W. Scott (Sunbeam Rapier), 1; 3, P. R. Procter/M. J. Menell (Sunbeam Rapier), 1; 4, Pat Ozzanne/Anne Hall (Riley 1.5), 2; 5, K. H. James/M. T. Hughes (Riley 1.5), 3.

1,601-2,600 c.c. Class E: 1, P. Riley/R. Bensted-Smith (Ford Zephyr), 0; 2, W. Schock/H. H. Hölder (Mercedes 220), 1; 3, C. Harrison/J. F. Harrison (Ford Zephyr), 1; 4, P. J. Jetten/L. van Noordwijk (Vauxhall Cresta), 1; 5, F. P. Grounds/Lola Grounds (Ford Zephyr), 3.

Over 2,600 c.c. Class F: 1, D. J. Morley/G. E. Morley/W. B. Hercock (Jaguar 3.4), 0; 2, E. Brinkman/W. Holding/R. Allen (Jaguar 3.4), 19; 3, W. van Zill Jr./W. J. O. van Litsenburg (Chevrolet Imp.), 20; 4, F. C. Ward/G. Cooper (Jaguar 3.4), 33; 5, R. H. R. Dec/Jhr. W. J. Teding van Berkhout (Chevrolet Imp.), 43.

Grand Touring and Special Series

Up to 1,600 c.c. Class G: 1, R. L. G. M. Gorris/R. Wiedouw (Porsche 1600S), 0; 2, E. Carlsson/K. E. Svensson (SAAB 93B), 0; 3, H. Bengtsson/B. Lundberg (Porsche 1600S), 2; 4, Adr. Bouwmeester/Jac. Swart (M.G.A. Twin-Cam), 3; 5, J. L. W. Blonk/E. J. Groen (Porsche 1600S), 3.

1,601-2,000 c.c. Class H: 1, K. Ballisat/E. Marvin (Triumph TR3), 0; 2, J. C. Wallwork/J. H. Brooks (Triumph TR3), 1; 3, M. Gatsonides/A. J. P. Jetten (Triumph TR3), 2; 4, H. D. Seigle-Morris/P. F. Steiner (Triumph TR3), 2; 5, R. Slotemaker/H. van Zalingen (Triumph TR3), 6.

Over 2,000 c.c. Class I: 1, J. G. Sears/P. Garnier (Austin-Healey 100-Six), 1; 2, R. Ph. Faure/G. Guyot (Ferrari GT 250), 12; 3, F. J. Powell/R. D. Tilley (Aston Martin DB2/4), 30; 4, R. van Nispen/E. H. de Vries (Chevrolet Corvette), 145.

Rally Class

Class R: 1, D. A. Vetch/P. G. Bingley (Mercedes 220S), 56; 2, R. Dehaudt/C. L. A. Leblond (Peugeot 403), 64; 3, H. Grossmann/G. Sich (Mercedes 190D), 89; 4, C. J. Vermue/W. C. A. M. Reij (Mercedes 180D), 145; 5, J. R. Cotter/D. A. R. Hill/M. Gray (Sunbeam Rapier), 151.

CASTROL WINS TULIP RALLY OUTRIGHT WINNER JAGUAR 3-4

(D. J. Morley · G. Morley · W. Hercock)

Also

CLASS B **DKW**
(F. Eikelman)

*

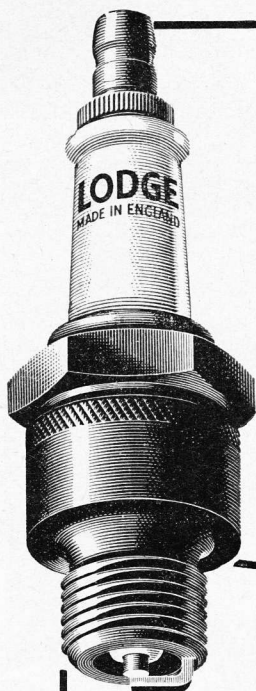
CLASS F **JAGUAR**
(D. J. Morley)

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Motor Racing

British Racing and Sports Car Club

Club News

By MARTYN WATKINS

ALTHOUGH the season of serious rallying has come to a temporary halt in order that the racing section of the community may have some fun during the summer months, it is nevertheless necessary, right and proper that I should draw your attention to the latest version of the little book that has started so many people on the road to rallying—*Rally Navigation*, by Les Needham. At a cost of only 4s., it is hard to think of a more comprehensive guide to what is to many a fairly knotty problem. The book starts off in elementary vein, establishing for the beginner exactly what it is that he will have to do when he finds himself in a rally car for the first time with an armful of maps, romers, pencils and the like. And on this very point some useful hints are given as to what is necessary in the way of equipment and what is just confusing bulk.

After that every conceivable form of navigational problem is dealt with clearly and lucidly. Several sections have been added to the book since it was first published, although the price remains the same, and in particular there is a simple route card which should be of great assistance to the novice. The advice you get comes straight from the horse's mouth, too—if you see what I mean, for Les is an experienced and active rally driver and navigator of considerable reputation, is secretary of an active rallying car club and in addition runs his own business, selling and advising on rally equipment. The book is obtainable by post or directly from Rally Equipment, 295 Edgware Road, Colindale, N.W.9.

* * *

YOU may possibly have noticed that in the last week or two "Club News" has been a little restricted so far as space is concerned. But please don't think we don't care about you any more. It just happens that the pressure on what space we have got is enormous, for the competition calendar is tremendously crowded and we like to give you a comprehensive service in that direction. Whatever material you send me, though, is nevertheless carefully read and stored away for reference, so don't lose heart. As soon as we can do it "normal service will be resumed".

* * *

REGULATIONS are available from the B.A.R.C., 55 Park Lane, W.1, for the national race meeting at Goodwood on Whit Monday (18th May). First race takes place at 1.30 p.m. and, in addition to the normal full programme, there is a repeat of last year's 10-lap scratch race for pre-war racing cars. . . . On 31st May Southsea M.C. holds its seventh Concours d'Elegance in Southsea Castle Field, starting at 3 p.m. Entries close on 25th May and secretary is A. E. Symonds, 6 Queen Anne's Drive, Bedhampton, Havant, Hants. . . . On 9th May is the Burnham-on-Sea M.C. seventh Traders Cup rally, a closed event starting from Radstock at 7 p.m. . . . B.R.S.C.C. race meeting will be held on Whit Monday under a national permit, starting at 1.30 p.m. Practising will take place on



WHOOOPS! John Buncombe picks himself up as the Dellow, which had overturned while he was competing in the Taunton M.C. driving test meeting, settles down on an even keel again. John was unhurt.

16th May as well as on the morning of the race and there are events for F2 cars, F3 cars, sports cars up to 1,500 c.c. and unlimited, and saloon cars. . . . Another

Coming Attractions

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.

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1.30 p.m.

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.

250 M.R.C. Race Meeting, Eelmoor Plain, near Aldershot, Hants (B3011). Start, 12.30 p.m.

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.

Harlow and D.M.C. Autocross, Overhall Farm, Gilston, Harlow, Essex.

Dowty M.C. Sprint, Staverton, near Cheltenham, Gloucestershire. Start, 12 noon.

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

Whitsun fixture is the 250 M.R.C.'s race meeting at its new circuit at Eelmoor Plain, near Aldershot, Hants, on 17th May. The meeting is closed-to-club as eligible cars, of course, are 250 c.c. racing cars and Berkeleys up to 500 c.c. Entries close on 9th May and secretary of the meeting is E. C. Mulliner, 250 M.R.C., 45 Hollywood Road, S.W.10. . . . De Lacy M.C. of Pontefract holds its "Seven Dales" rally on 23rd-24th May, entries closing on 15th May and going to H. W. Last, Warwick House, The Green, North Featherstone. Invited clubs are B.A.R.C., M.G.C.C., Airedale and Pennine M.C., Bolton-le-Moors C.C., Huddersfield M.C., Knowl Dale C.C., Combined Universities A.C., Darlington and D.M.C., Goole M.C. and Ilkley and D.C.C. Road distance is about 300 miles. . . . Harlow and D.A.C. hold an autocross event at Overhall Farm, Gilston, Harlow, Essex, on 18th May, invited clubs being London M.C., Falcon M.C., N.L.E.C.C., Herts County A. and Ae.C., Cambridge '50 C.C. Hants and Berks M.C., Maidstone and Mid-Kent M.C., East Anglian C.C. and S.O.D.C. Entries go to Mrs. E. E. Neilson, Overhall Farm, Gilston, Harlow, Essex, and close on 13th May. . . . Entries close on 9th May for the Marconi A.C. "Six Figure" rally on 16th May. Invited clubs are Anglia and Prefect O.C., Chelmsford M.C., English Electric (Stevenage) M.C. and C.C., Ford Sports M.C., Billericay M.C., Old Culfordians M.C., Romford E.C.C., South Essex C.C., T.E.A.C. and West Essex C.C. Secretary of the rally is D. P. Parkinson, 21 Vicarage Lane, Great Baddow, near Chelmsford, Essex. . . . Dowty M.C. holds a sprint meeting at Staverton on Whit Monday with classes for racing, sports racing, sports and saloon cars. Invited clubs include B.A.R.C., B.O.C., Club Lotus, Evesham A.C., South Wales A.C., Hagley and D.L.C.C., Jaguar D.C., Bristol M.C. and L.C.C., Seven-Fifty M.C. and Burnham-on-Sea M.C. Entries close on 12th May and go to O. P. Bowen, "Brookside", Brookway Road, Charlton Kings, Cheltenham.

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1954 DB2/4 saloon, 1954, green, X tyres, spotless, £1,350. Also 1955 DB2/4, one owner, grey, £1,495. H.P. Exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

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O.M.

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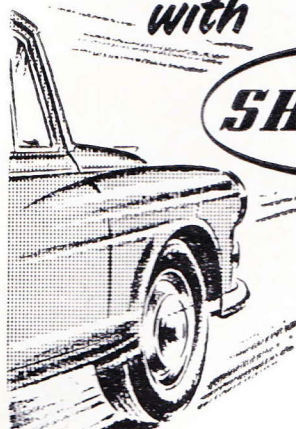
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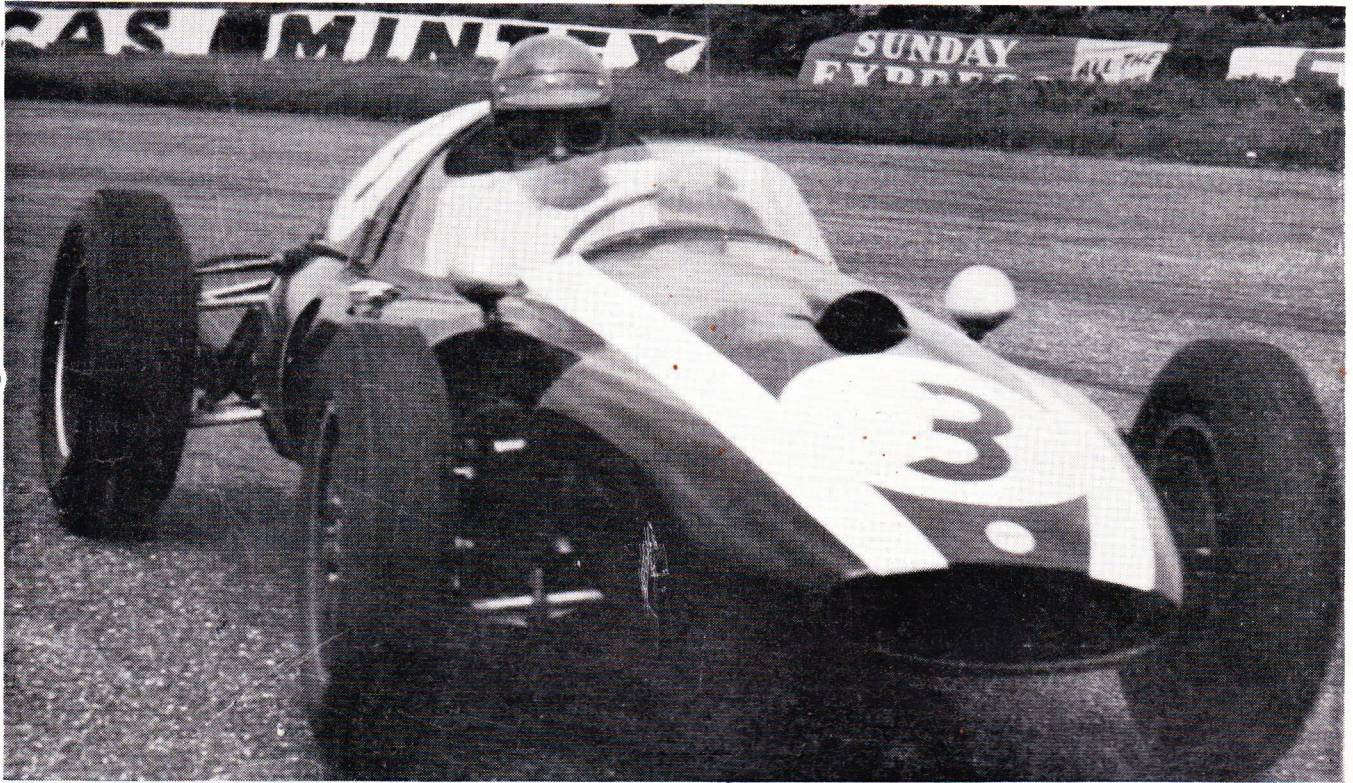
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