

AUTOSPORT

MAY 22, 1959

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EVERY FRIDAY

Vol. 18 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY

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

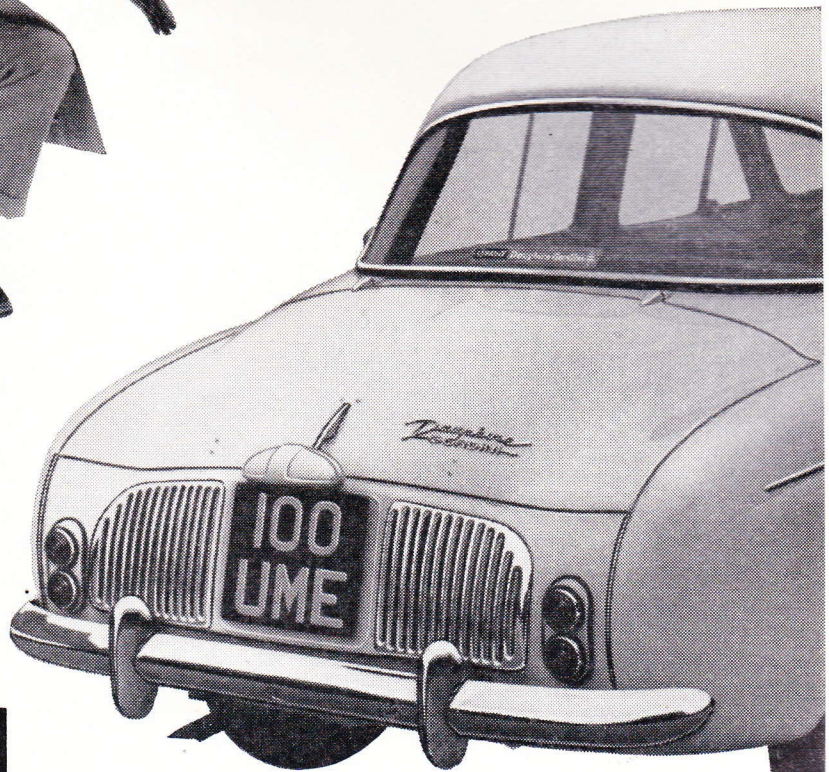


IN THIS ISSUE

BANK HOLIDAY RACING AT GOODWOOD, SILVERSTONE AND CRYSTAL PALACE
MONACO G.P. REVIEWED : THE MORECAMBE NATIONAL RALLY

This is the car for those who like their motoring lively... a sporting car... a rally car... an enthusiasts' car... the Dauphine-Gordini. Ask your dealer to show you her paces.

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Vol. 18 No. 21

May 22, 1959

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

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

General Manager PETER BAYLEY

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Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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EDITORIAL

THE OIL DANGER

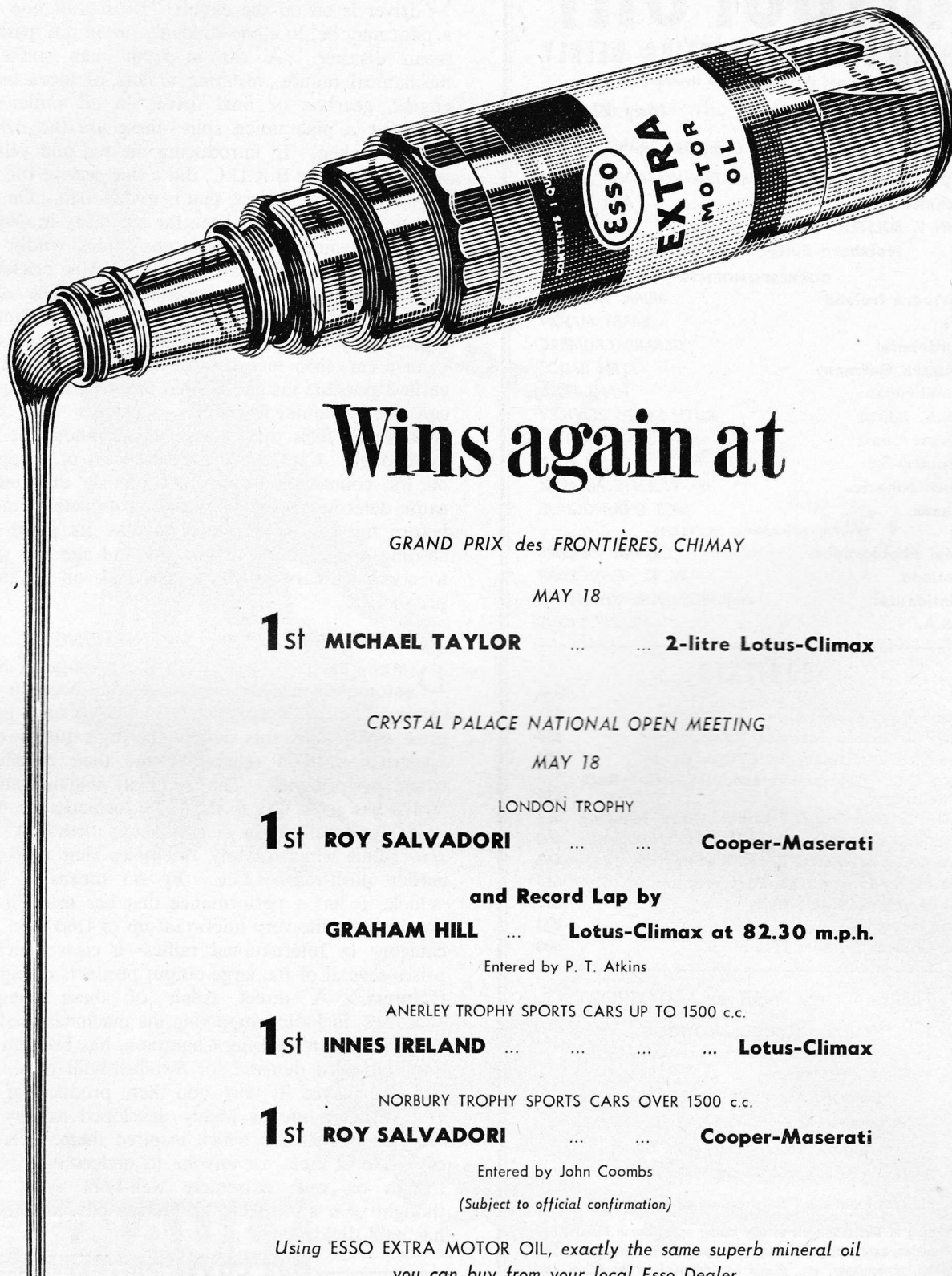
ONE of the greatest hazards which faces the racing driver is oil on the circuit. No matter how skilful a pilot may be, to come suddenly on an oily patch may mean disaster. A car in front may suffer from mechanical failure, resulting in loss of lubricant from engine, gearbox or final drive; an oil radiator may burst, or a pipe union split—these are the risks that must be taken. In introducing the red and yellow oil warning flag, the B.R.D.C. did a fine service for motor-racing sport. Nevertheless, that is not enough. On certain occasions officials have been far too tardy in displaying the flag, waiting until someone slides wildly before taking decisive action; all officials must be briefed carefully regarding their responsibilities. The slightest suspicion of dropped oil must be communicated immediately, and, if lubricant is observed to be coming from a car, then race control must be informed at the earliest possible instant, so that the machine in question can be examined before accidents are caused. AUTOSPORT feels that racing car scrutineers do not go far enough. Cars which are suspected of dropping oil on the course should be meticulously examined, the cause determined and the danger completely eradicated before the car is permitted to take its place on the starting grid. Surely in this day and age it is possible to construct cars which do not leak oil all over the place?

SWEDISH AUTOMOBILE ENGINEERING

DURING the past year or so the prestige of Swedish automobile engineering has steadily been on the up-grade. Cars such as Volvo and SAAB have gained a great many adherents due to the high quality of their construction, their reliability, and their excellent all-round performance. The decidedly unhandsome P444 Volvo has given way to the 122S, formerly the Amazon—yet its specification is completely orthodox, with a power-unit which closely resembles that used on the earlier push-rod M.G.s. By no means a sporting vehicle, it has a performance that has made it almost dominant in the very important up to 1,600 c.c. touring category in International rallies—a class which comprises several of the large-output products of big manufacturers. A direct result of these competition successes, including supplying the machines used by the 1958 European Touring Champion, has been an almost unprecedented demand for Swedish-built cars. SAAB has also played its part, and these products of an aircraft concern are as highly developed as any of the German two-strokes which inspired them. The lesson of Volvo is there for anyone to understand. Concentration on one, extremely well-built type, without thought of a multiplicity of models basically the same, has paid dividends.

OUR COVER PICTURE

SWINGING PAST A STATUE, a Porsche follows hard on the heels of a Plymouth in Great Barrington, Massachusetts, as they near the end of the Regularity Run in the Yankee Monte Carlo Rally.



Wins again at

GRAND PRIX des FRONTIÈRES, CHIMAY

MAY 18

1st MICHAEL TAYLOR **2-litre Lotus-Climax**

CRYSTAL PALACE NATIONAL OPEN MEETING

MAY 18

LONDON TROPHY

1st ROY SALVADORI **Cooper-Maserati**

and Record Lap by

GRAHAM HILL **Lotus-Climax at 82.30 m.p.h.**

Entered by P. T. Atkins

ANERLEY TROPHY SPORTS CARS UP TO 1500 c.c.

1st INNES IRELAND **Lotus-Climax**

NORBURY TROPHY SPORTS CARS OVER 1500 c.c.

1st ROY SALVADORI **Cooper-Maserati**

Entered by John Coombs

(Subject to official confirmation)

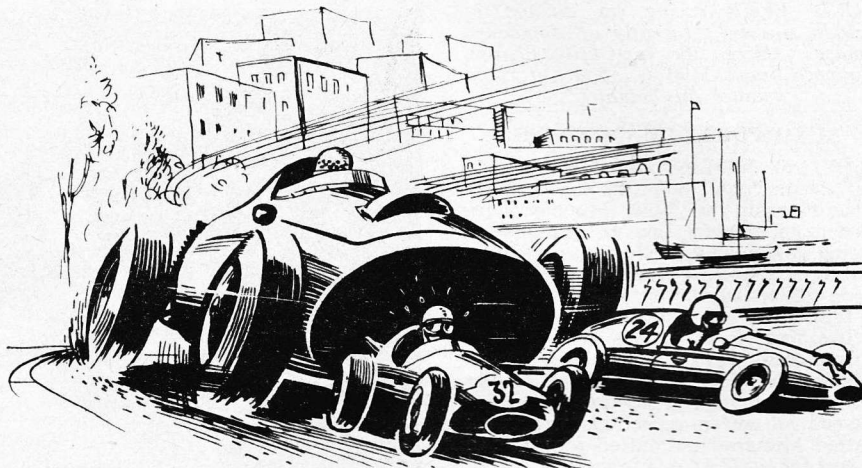
Using ESSO EXTRA MOTOR OIL, exactly the same superb mineral oil
you can buy from your local Esso Dealer.

SPORTS NEWS

THE eighth Tour de France will take place this year from 18th-25th September. There will be four stages: from Nice to Spa, from Spa to Le Mans, from Le Mans to Pau and from Pau to Nice. Ten speed tests will be met on the route, including Montlhéry, Spa, Rouen, Le Mans, Pau and d'Auvergne. Inquiries for entry forms and regulations should be addressed to 7 Rue Massente, Nice, and entries close on 27th July.

THE Pau G.P. was won last Monday by Maurice Trintignant (Rob Walker Cooper-Borgward). Second was Bruce McLaren (Cooper-Climax) and third Lucien Bianchi (Cooper-Climax).

IT is now confirmed that the first race for cars built to the Monoposto Register's formula for single-seaters of amateur construction up to 1,000 c.c. o.h.v. or 1,500 c.c. s.v. will be included on the programme of the Trio race meeting at Brands Hatch on 28th June, organizers being the Seven-Fifty M.C., Club Lotus and the 250 M.R.C. It is anticipated that nearly a dozen cars may come to the line if constructors' plans continue as scheduled.



STIRLING MOSS drove to Modena after the Monaco G.P. to test a new 3-litre Maserati sports-racing car.

WE hear that Cliff Allison will be paired with Jean Behra in a 3-litre Ferrari in the Targa Florio. Phil Hill will drive another 3-litre with Olivier Gendebien. The sensational 2-litre car will be in the hands of Giorgio Scarlatti and Giulio Cabianca. Stirling Moss may or may not compete but if he does he will most likely be driving a works Porsche, probably with Taffy von Trips.

WE hear that Graham Whitehead may be taking his DBR1 to Sicily for the Targa Florio and that he will be competing in the same car with Brian Naylor at the Nürburgring 1,000 kms. and at Le Mans.

LLOYDS M.C. are again running a charter flight by Dakota to the Le Mans 24 Hours race on 20th-21st June at a cost of £11 return. Bookings can be made through Timothy Hedley, Lloyds, London, E.C.3.

SILVER CITY AIRWAYS have applied for licences to operate car ferry flights direct to Paris, Cologne and Auxerre, which is 100 miles south-west of Paris on the road to Lyons and the Mediterranean. If licences are granted the first services to Paris will start in September.

ECURIE ECOSSE gave away no fewer than two dozen sparking plugs to other competitors during practice sessions at Goodwood on Saturday. David Murray is of the opinion that this makes stories about the traditional meanness of Scotsmen a wee bit out of date!

MICHAEL TAYLOR won the G.P. des Frontières last weekend in his privately entered Lotus, at an average speed of just over 105 m.p.h. He led from start to finish, breaking the lap record on several occasions, finally leaving it at 3 mins. 43.8 secs. (108.74 m.p.h.).

Results

1. M. Taylor (Lotus), 105.63 m.p.h.; 2. D. Graham (Lotus); 3. Murray (J.B.W.-Maserati). Fastest lap: Taylor, 108.74 m.p.h.

INDIANAPOLIS

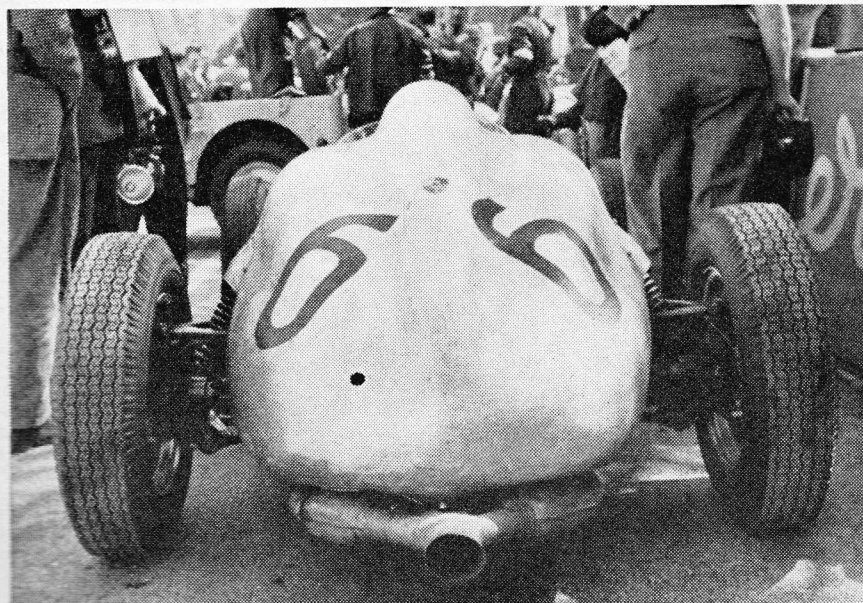
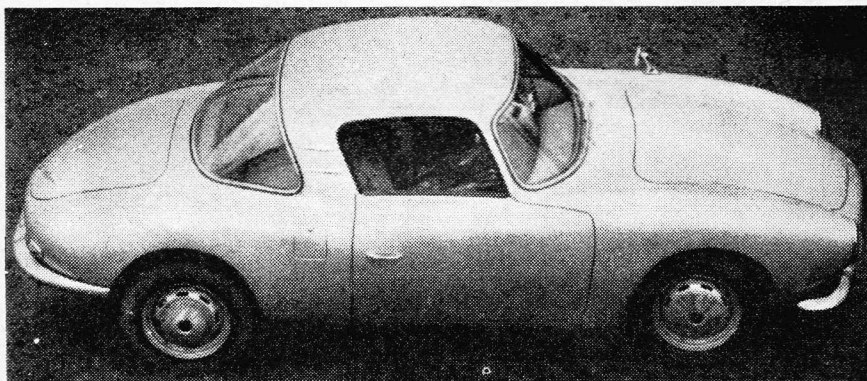
JERRY UNSER, well-known American Indianapolis driver, died on Sunday as a result of injuries received when he crashed during qualification trials on 2nd May.

Tony Bettenhausen also had an accident but escaped with minor injuries. During early practice Johnny Thompson was fastest of the 12 qualifiers, clocking 146.64 m.p.h. on one lap. This beats the old record set up by Ed Elisian last year.

PRETTY BABY (above, left) is the Monza DKW 1000, one of the most handsome of German small cars doing well in competitions.



REAR END (left) of the F2 Porsche seen at Monaco, showing the rear suspension and the huge exhaust pipe.



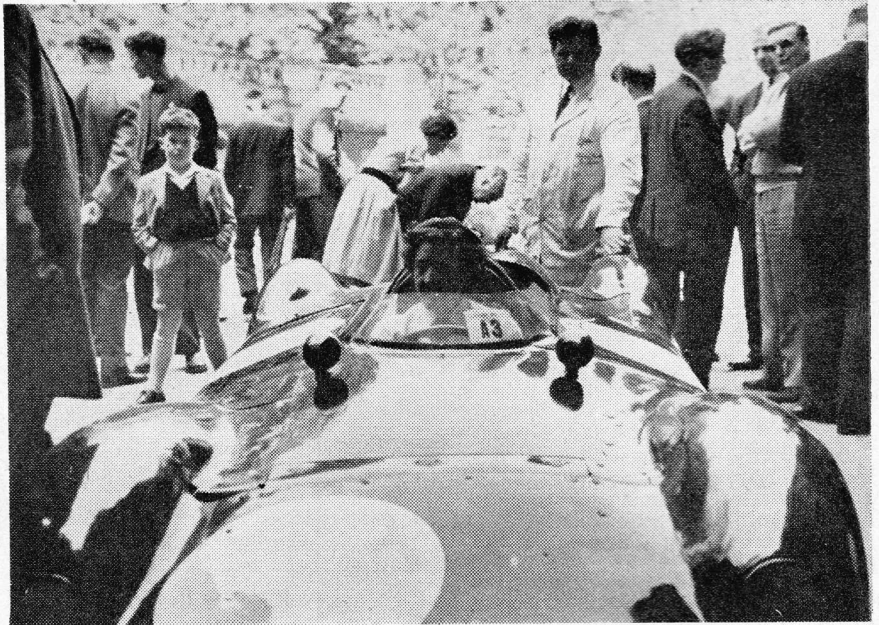
FIRST EVER racing car auction in Britain was held recently at Alexandra Palace. Here the ex-Chris Bristow Cooper-Climax 1100 is about to come under the hammer.

"AUTOSPORT" CHAMPIONSHIP

MALLORY PARK was the scene of the third round of the AUTOSPORT Championship on Whit Monday. Included in a very fine programme of racing, which will be fully reported by colleague Francis Penn next week, were three 20-lap events open to contenders in the series.

The first of these was the Class A only, which brought a field of a dozen cars to the line. Bob Gerard in the Turner took an immediate lead and seemed all set to repeat his victory of Easter Monday, but, after recording a fastest lap at 73.41 m.p.h., he was forced to ease up by some derangement of the front suspension and Paddy Gaston in the Sprite swept past to lead the field home. Bob maintained second place despite the curious handling of the Turner. Third place was held for the first half of the race by the Berkeley of Mick Clare, which was going really well, but the fracture of an oil pipe in the valve gear forced its retirement. Behind these three a titanic struggle developed featuring Gilbert and Nurse in Turners, three Sprites driven by MacKenzie, McKechnie and Wood and the Berkeley of Goddard Watts, this lasted all through the race and was wonderful value. The Turners emerged victorious, finishing third and fourth, McKechnie and Wood both suffered spins and were relegated to the back of the group, while MacKenzie just held off the Berkeley's bid for fifth place despite a falling off in power. C. J. Green's Fairthorpe Electron Minor visited the pits on the first lap, but thereafter motored very fast and showed great promise for the future. Sid Handel's Berkeley gave him an uncomfortable moment when the bolts sheered in the nearside front hub and left him stranded in the middle of the Hairpin.

The race for Classes B and C was another triumph for John Whitmore in the now familiar lilac coloured Elite. After a very exciting struggle with David Buxton's new Elite which led the field into the first corner, and fought strongly until half-distance, Whitmore finally got



clear and won handsomely at 75.14 m.p.h., establishing fastest lap at 77.14 m.p.h. Richard Shepherd-Barron's Alfa Romeo G.S.V. seemed well suited to the circuit and held third place throughout, closely followed by Bill Needham's very rapid M.G.A Twin-Cam. The first of the Class C cars, Chris Meek suffered yet another cruel blow after early promise, being forced to retire after three laps when a valve seat insert became detached from the cylinder head. Pat Fergusson's Elva Courier waged a fearsome struggle with Bob Vincent's Elite, the driver contending gamely with a mysterious and frightening instability on corners. The rest of the field were well matched but J. H. V. Cross had to retire his M.G.A. with overheating.

The race for the big cars was completely overshadowed by the tremendous duel between Dick Protheroe in the Jaguar and Jack Sears in the Austin-Healey. These two fine drivers put on one of the best displays of clean close racing ever seen, with the Jaguar always just in front except for one brief instant at Shaw's Corner. Jack Sears could always make up ground in the braking distance for corners by virtue of his

discs, but had not got quite enough steam to get ahead of the bigger car. They finished one-fifth of a second apart at the end of 20 laps.

John Tallis scored a well-deserved win in Class D with the Frazer-Nash which did so well last year in the hands of Michael Bond, having overcome the opposition from John McKechnie's Ace-Bristol which later smote the bank at Shaw's Corner and retired.

D. P.

THE "AUTOSPORT" CHAMPIONSHIP, 1959 Provisional Leading Placings as at 18th May

	Pts.
1. J. Gaston (Sprite)	16
2. Bob Gerard (Turner)	14
Pat Fergusson (Elva)	14
J. H. D. Whitmore (Elite)	14
5. J. McKechnie (Ace-Bristol)	12
Jack Sears (Austin-Healey 100-Six)	12
7. B. A. M. Gilbert (Turner)	10
8. E. J. B. Mitchell (Ace-Bristol)	9
9. M. J. Wayne (Turner)	8
Dick Protheroe (Jaguar)	8
J. Tallis (Frazer-Nash)	8
R. Shepherd-Barron (Alfa Romeo)	8
J. Lawry (Elite)	8
Sir G. Baillie (Corvette)	8
J. Clarke (Elite)	8
16. C. R. Baird (Elva)	7
J. Goddard-Watts (Berkeley)	7

(These placings are subject to revision)

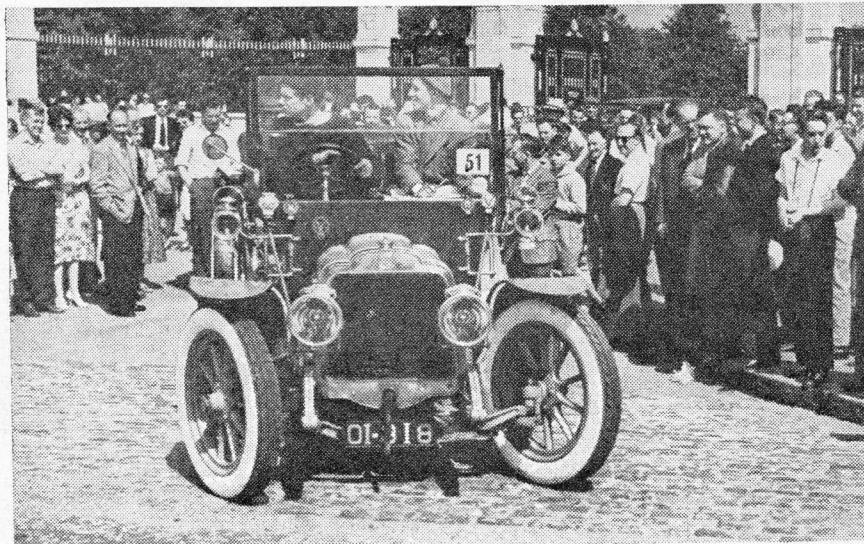
PETER JOPP and Ian Raby were among the bidders at Alexandra Palace on 7th May when Southern Counties held Britain's first-ever racing car auction. In 30 minutes some £6,000 was bid for eight of the cars. Bids taken will be submitted to their owners this week.

Top bid of £1,450 was for a 1957 Cooper-Climax 1,500 c.c. Formula 2 with twin-cam engine. An ex-works car, it has been maintained throughout its life by Alf Francis and was formerly raced by Jack Brabham.

Lowest bid, at £220, was for a 1957 Formula 3 Martin without an engine.

Other cars included a 1957 Connaught Dart Formula 1 car, formerly driven by the late Stuart Lewis-Evans and Ivor Bueb and which has been raced at Silverstone, Brands Hatch, Monaco and in New Zealand; a 1957 Cooper-Climax 1,100 c.c., and a brand new series "C" Connaught Grand Prix Formula 1 car.

OLDEST CAR in the second annual spring rally of the Northern Ireland branch of the Veteran Car Club was this 1909 Mors, driven by Patrick Cowdley.



Sprinzel Wins the "Morecambe"

Morecambe National Rally Won by J. Sprinzel/S. Turner (Sprite) by One Point

FOR 1959, the Lancashire Automobile Club provided several innovations in the regulations for their big national event, the Morecambe Rally.

Firstly, they instituted a system of classification of drivers into expert, semi-expert and novice categories, each entrant being graded on his or her past performances since 1953.

This may not be the perfect answer, but it is a very firm step in the right direction as it not only classifies expert and novice, but introduces a group in between the two for those who are past the novice stage but, as yet, have not quite a chance against the "stars".

Secondly, cash prizes were out! But many additional group and class awards (some 18 classes) were offered, and a Coupe de Morecambe was introduced, to be gained by all who completed the road section without a "failed" penalty.

Third and last, two hill tests were included and the performances here aggregated with the five Morecambe Promenade tests providing (a) a tie decider and (b) a separate competition for its own prizes known as the Morecambe Driving Test Awards.

Now we know where we are, let's get on. From starting points at Glasgow, Buxton, Morecambe, Luton and Pontefract, some 110-plus competitors made their devious ways over to Copster Green in Lancashire where, at 10 p.m. on Friday, 8th May, started the 200-mile special section covering the counties of Yorkshire, West Cumberland and Lancashire. On departure each navigator was handed a route card giving 38 map references, which, though not easy to translate into actual village names, as these were to be avoided as the plague, roughly passed near to the outskirts of Slaidburn, down towards Longridge, then to points near, but not at, Claughton, Oakenclough, Clifton, Lower Emmetts, Caton Moor, Mill Houses, Swan Wood, by-passing Ingletton to Cowgill, on via Gawthorpe, Casterton, Kirby Lonsdale, Lipton, Beckside, Escrigg End, then round in a circle near Sedburgh to Lowgill, on via Greenholme, Orton to Shap Fell where was sited test one, a short, steep hill-climb some 150 yards in length, to stop before a baulk line. Fastest here were G. H. Parkes (Jaguar 3.4) in 13.6 secs., D. Seigle Morris (TR3) in 13.8 secs., and W. J. Wood (Austin-Healey) in 14.4 secs.

From here the route led back to Morecambe via Lindale and Milnthorpe taking in test two, a down-hill "blind" over some 150 yards again to stop before a baulk line. Here best performance figures went to Pat Moss (Morris 1000) with 16.4 secs., Seigle Morris with 16.4 secs., and D. H. Wilson Spratt (Austin Sprite) with 17.2 secs.

At Morecambe, the general consensus of opinion was that the Rally had been magnificent, had avoided any place of habitation, seemed completely a "no complaints event" from both the public and the competitor point of view, was very, very tough, even by International standards, and that the short "bursts" of mileage to be covered in as many minutes towards the end of the special section put paid to any chances of a

clean sheet! Nearest was J. Sprinzel/S. Turner (Sprite) with —8 marks. An amazing second, Mrs. A. Wooley/P. Rowland, in the semi-experts class driving a TR3, with —9 marks. A wonderful performance! Now for the usual incidents without which no rally can exist. Pat Moss/Ann Wisdom (Morris 1000) were clean to the last check which they entered from the wrong direction! 'Nuff said! K. Piper (Messerschmitt) took the wrong road near Ingletton, hit a tree and was hospitalized but with superficial injuries! A. Turner (Morris) who "bashed" a bridge near Broadmill but recovered to carry on! John Wallwork who put two wheels of his Standard in a ditch, but took them out, "dried" them, and carried on at speed! Even winner Sprinzel's car was reported to be exuding oil from underneath!

Morecambe on Saturday was in festive mood for the promenade tests. Grandstands and bunting lined the route, with hundreds of spectators taking advantage of the hot sunshine to witness a grand day's sport.

Test three was a plain acceleration "do" to cross a finish line and stop inside the usual box. Better times here included Seigle Morris in 8 secs., Wood in 8.2 secs., and D. C. Astle (TR3) in 8.2 secs.

Test four was a four-garage affair, each to be entered in any order or by any means, then to finish in a box. R. McElhinney (VW) did 21.2 secs., Wilson Spratt 21.7 secs., and J. E. Bullough (TR3A) 21.6 secs.

Test five was a double forward and reverse through pylons to a box finish. J. Sprinzel (Sprite) did 20.1 secs., McElhinney 20.9 secs., and Wilson Spratt 21.7 secs.

Test six was a long forward and reverse wiggle-woggle around five main pylons and here W. J. Turnbull (Sprite) managed in 28 secs., Wilson Spratt 28.2 secs., and J. T. Butterworth (TR3) 28.2 secs.

Finally to test seven, the well-known Monte Morecambe, where on a dry road with ideal conditions, no one could beat 40 secs., although the record stands some three seconds less! Best were E. J. Townsend (Morgan-Ford) with 40.1 secs., and G. Bradley and H. Jacoby in TRs with 40.8 secs.

FRANCIS PENN.

Results

Best Performance in General Classification: J. Sprinzel/S. Turner (Sprite). **Second Best Performance:** Mrs. A. Wooley/P. Rowland (TR3A). **Navigator's Award:** P. Rowland. **Ladies' Award:** Miss P. Moss/Miss A. Wisdom (Morris 1000). **Navigator's Award:** Miss A. Wisdom. **Team Award:** J. Sprinzel (Sprite) and M. Sutcliffe (Riley). **Navigator's Awards:** S. Turner and G. P. Crabtree.

Northern "Martini"

Best Performance by J. Loxham

AT one minute past 11 o'clock on 18th April the TR3 of F. Snaylam left the line of the Queensferry Motor Auction ring in a blaze of publicity. The arc lamps of the B.B.C. Television Film Unit heightened the excitement of the largest rally ever to be organized by the Chester Motor Club—the fifth "Martini".

Hundreds of enthusiasts turned out in

the cold night air to watch the 115 starters move out on their 200-mile journey over five counties. One of the major events on the North-West calendar, it attracted entries from the majority of Lancashire and Cheshire clubs and included many interesting cars ranging in size from the large Mark 7 Jaguar of T. H. Rowe (Lancs and Cheshire C.C.) to the Renault 750 of M. Bowyer (Warrington M.C.).

Making its first appearance in a northern rally was the Dauphine Gordini driven by Frank Marsh of Lancashire and Cheshire C.C. which was flown over from Paris earlier in the week.

The course took a wide swing to the south of Oswestry, and then plunged into the gradients around Broniarth Hill, bends growing tighter as the "LI's" increased on the signposts. At the half-way halt a little over two hours after the start Mike Jones (Chester Club) in his TR2 had made up 20 minutes on his allowed time, coming in ahead of the two cars which had started before him.

After the refreshment break used by most navigators to plot the next sections the cars were again off on a 24-minute section called appropriately a "supper settler" to the next control, Waen Fach.

Then, with the narrow lanes, steep gradients and sharp bends, the navigators skill began to tell, and the time margins between the cars grew longer. At control 11 at Trefar-Clawdd the only drivers with clean sheets were R. Fiddler (Stockport), W. Gorst (Rhyl), J. B. Whitehead (Lancs and Cheshire C.C.), J. H. Daniells (Cavendish), A. Edmundson (Bolton), F. Marsh (Lancs and Cheshire C.C.), J. R. Kirkham (Fylde), R. McBride (Lancs and Cheshire C.C.), G. Hulme (Lancs and Cheshire C.C.), J. R. S. Loxham (Bolton), R. Peters (Broughton and Bretton M.C.), T. H. Rowe (Lancs and Cheshire C.C.), J. Caswell (Severn Valley) and P. Simister (Cavendish).

On the way from here to Llanarmon a TR3 overturned, its occupants, G. R. Roberts and G. J. Roughey of the R.A.F.A. Motor Club, not being seriously injured.

Returning to Minera the field started another loop, this time towards Ruthin, reaching well out into the Principality before coming back towards Pont-y-Bodkin. From here on it was a relatively clear run back to Queensferry for the driving tests which were carried out on the auction rings.

These tests were, in fact, a deciding factor for the final placings as 10 competitors had finished with no penalty points incurred.

The rally proved to be immensely successful among both competitors and organizers, and the secretary of the meeting (Mr. Mike Whelan) said he was only regretful that the Chester club were not among the award winners.

An excellent performance was put up by Mrs. P. Haggie (Sprite) who, in winning the Ladies Cup, emulated her achievement in the recent Cockshoot Rally.

Results

Best Performance: J. R. S. Loxham (Austin-Healey Sprite), Bolton. **Martini Rose Bowl:** Frank Marsh (Gordini Dauphine), Lancs and Cheshire C.C. **Up to 1,000 c.c.:** J. R. Kirkham (Sprite), Fylde. **Open and Sports Cars over 1,000 c.c.:** W. Gorst (TR3A), Rhyl. **1,000-1,500 c.c.:** P. Simister (Anglia), Congleton. **Over 1,500 c.c.:** J. Caswell (A105), Severn Valley. **Novice W. N. Oldham (Dellow), Cavendish. Ladies Award:** Mrs. P. Haggie (Sprite), Cavendish. **Best Chester Member:** G. John (Rover 90). **Team Award:** Cavendish (No. 7). **P. Simister, R. Fiddler, J. H. Daniells. Driving Test Awards:** J. R. S. Loxham, R. M. Dobson, P. Simister and J. M. Hyde.

"PETOULET"—Maurice Trintignant in action with the Rob Walker Cooper-Climax. His 1958 race record—set up with the 2-litre car—was unbeaten.

cause the real peril, for they are often undetected until some unfortunate spins round. However, Phil Hill must have realized that the flags were being waved for some good reason; the majority of other drivers avoided the ominous patches, but the Ferrari didn't. Nevertheless, the American made a brave showing on his first visit to the difficult round-the-houses circuit, and kept his end up admirably for the Ravenna Horse, despite his many adventures—and the fumes!

One was sorry for Tony Brooks, whose race-sickness must have been almost unbearable at times. He gave of his best, and at one time it looked as though the Ferrari must catch the flying Brabham, but that record lap, followed by some very consistent motoring, was sufficient to take the sting out of Brooks's valiant effort. At the finish he was overcome with nausea, but was full of admiration for Brabham's supreme effort.

The Ferrari/Cooper-Climax struggle of Moss, Brabham, Behra and Brooks tended to overshadow the performance of that popular Frenchman, Maurice Trintignant. His third place was worthy achieved, and one wonders how high he would have finished had that sticking throttle not delayed him. It must be satisfying to "Petoulet" to realize that his 1958 race record was not beaten—a record that was put up with the 2-litre Cooper-Climax. It must also be pointed out that the speeds obtained broke his own figures set up in 1955, when he defeated the entire teams of Mercedes-Benz and Lancia with one of the older Ferraris, during the course of an immaculate drive. He now stands third in the Championship behind Brooks, and such is his record for consistency that one cannot possibly overlook his chances of finishing on top.

On the whole, the standard of driving at Monaco was very high. Behra went like a rocket in the opening stages with a full tank, but the effort of keeping ahead of the shadowing Cooper-Climaxes may have caused him to do a spot of over-revving somewhere; at any rate, a rod through the side of the crankcase normally suggests something! Masten Gregory never had the chance to show

Thoughts on Monaco

by GREGOR GRANT

THE result of the 17th Grand Prix of Monaco leaves the World Championship very open indeed. Both Moss and Behra went home empty-handed, and for the first time in history, the table is led by a Commonwealth driver—Jack Brabham from Australia—with a maximum of nine points, due to that remarkable record 83rd lap. Brabham drove a fine race throughout and, during the opening stages, tagged himself on to the duelling Moss and Behra with determination. After Stirling took the lead, Jack drove his own race, not attempting to keep on the tail of the Rob Walker Cooper-Climax, with Moss at his brilliant best. In truth, on a circuit such as Monaco, Moss is now in a class by himself, and one had the impression that he was deliberately playing cat and mouse with Behra's Ferrari. Brabham, brilliant as he undoubtedly is, would be the first to admit that Moss is not the easiest driver with whom to mix things.

It has been said that Stirling continued to motor too rapidly when he had built up a considerable lead, and that this possibly caused overstressing of the transmission. I do not agree; at no time did Moss appear to be caning his motor car, and his passage round the circuit was as smooth and delightful to watch as anything ever witnessed. In point of fact, it was an exhibition of virtuosity in G.P. racing, such as few drivers can ever display. Brabham was equally impressive when the Ferrari threat was at its highest, and it would have been so easy to overdo things—particularly with the amount of oil that was present on the circuit.

This question of dropped oil is most important, and one or two cars have recently achieved a reputation for chucking out lubricant. This seems to call for more strict scrutineering, and more frequent use of the black flag. Oil on the course spells danger, and although the sudden cascade of lubricant caused by a blown-up engine is unpredictable, this usually brings the red and yellow flags into operation immediately. It is the surreptitiously dropped blobs that

NEW ZEALANDER: Bruce McLaren (Cooper-Climax), followed by Tony Brooks (Ferrari) during the opening stages. McLaren's first visit to Monte Carlo resulted in fifth place—with one of the 2.2-litre cars.

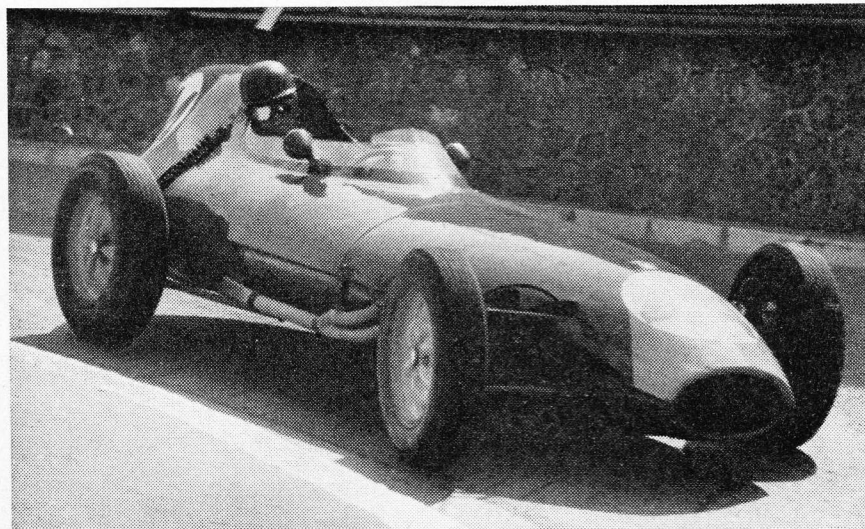


MARCHING ALONG—towards the pits; Graham Hill after his Lotus caught fire at Mirabeau.



his real worth, gearbox trouble intervening on the seventh lap. Bruce McLaren drove a stylish race, but his early incident with Harry Schell appeared to take the heart out of him for some time. However, this young New Zealander is a conductor of real class, and his fifth place should be fairly satisfying to his supporters.

Roy Salvadori's privately-entered Cooper-Maserati was well-prepared and exceptionally well driven. It was significant that none of the Maseratis qualified, and that Roy was in fourth place when something broke in the back end. The early elimination of the three F2 cars was unfortunate and, in consequence, the value of the new Porsche could not be assessed. In practice it displayed astonishing roadholding, and it was a pity that the over-eagerness of Taffy von Trips resulted in the incident which caused both Allison and Halford to crash. Bruce recorded a notable achievement when he qualified his F2 Lotus-



UNLUCKY to go out in the F2 three-car pile-up was (above) Bruce Halford (Lotus)—one of 1959's most improved drivers.

VICTOR: (left) Jack Brabham (Cooper-Climax) about to overtake Ron Flockhart's B.R.M. downhill towards the Hotel Metropole.

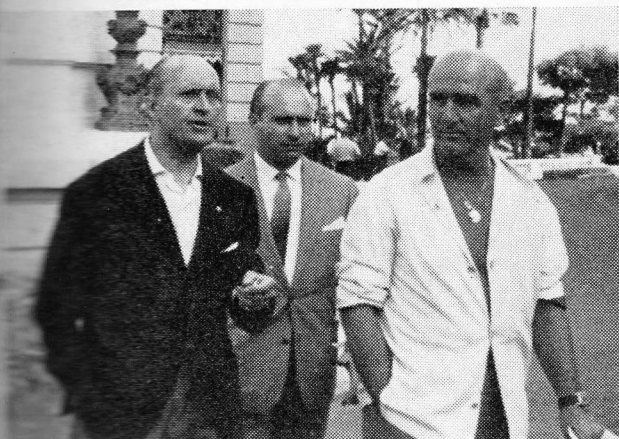


Climax. His driving has improved immeasurably within the past few months, and one looks to the day when he returns to Formula 1 proper.

Team Lotus drivers had little chance at all to prepare for a *grande épreuve*. Owing to their transporter breaking down near Lyons, the cars did not arrive until Saturday, giving Graham Hill and Pete Lovely the minimum possible time in which to attempt to qualify, and making it difficult for the mechanics. Hill did well to qualify at all, whilst Lovely, completely unfamiliar with the circuit, obviously required far more training time than was available.

Of B.R.M. little can be said other than the fact that none of the three cars

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V.I.P.s (above) Louis Chiron, Juan Manuel Fangio and Nino Farina outside the Hotel de Paris during the race.

OIL-SWEEPERS: (right) Urgent treatment for oil dropped by Harry Schell's B.R.M. near the station, as Ron Flockhart's sister car goes by.



INTO the first bend go the F2 cars, with Salvadori leading Bueb, Russell, T. Taylor, Raby, Ireland, Dennis Taylor and Bill Moss.

LAP, race and circuit records were broken or equalled at just about every opportunity at the B.R.S.C.C. National meeting at Crystal Palace on Whit-Monday. Apart from anything else, the out-and-out circuit record now stands to a sports car—Graham Hill's 2½-litre Team Lotus entry in the unlimited sports car race, which Graham took round in 1 min. 0.2 sec., a speed of 83.12 m.p.h. Roy Salvadori won the race in John Coombs's Cooper-Maserati at 81.37 m.p.h. to set a new race record for the circuit—just for good measure.

Apart from this, ideal conditions prevailed for each and every race on the programme. In the first race for the day—the 1,500 c.c. sports cars first heat—Innes Ireland, in a 1½-litre Team Lotus entry, lapped in 1 min. 2.6 secs. to set new figures for the class record—a speed of 79.94 m.p.h. But later, in the 1,500



Records Go At Crystal Palace

British Racing and Sports Car Club's Whit-Monday National Meeting

c.c. final, Roy Salvadori, in the Coombs's Cooper-Climax, went round in 1 min. 2.2 secs. (80.45 m.p.h.) to break the record yet again.

In the main race of the day, the 36-lap London Trophy race for F2 machines, Roy collected his third record for the afternoon with a lap in 1 min. 0.8 sec., which equalled the F2 lap record, a winning average of 80.78 m.p.h.—a record race average.

Practice times had seemed to indicate that, given good conditions, Monday would not be a day on which the boys would hang about. Roy Salvadori had lapped in 1 min. 1.0 sec. with the Cooper-Maserati, while Graham Hill's best was 1 min. 2 secs. Jim Russell (Cooper Monaco) and Chris Bristow (Cooper Monaco) had both recorded times under 1 min. 3 secs.—the then existing record.

Practising in his Cooper F2, Jim Russell had again been inside the existing record, and Roy Salvadori had not

missed it by much. Peter Ashdown (Lola) and Michael McKee (Elva) had, respectively, bettered and equalled the 1,500 c.c. record, too, in the first practice session for these machines, while in the second session Ashdown, Salvadori (Cooper-Climax) and A. Stacey (Lotus) had been quicker.

First race on the programme was heat one of the 1,500 c.c. sports cars event. For once there was no Lola on the front row of the grid, for Ashdown, in the works entry, was to run in the other heat and Michael Taylor's private entry had not practised—for the excellent reason that he was busy winning the race at Chimay at the time! So Taylor started from the back row.

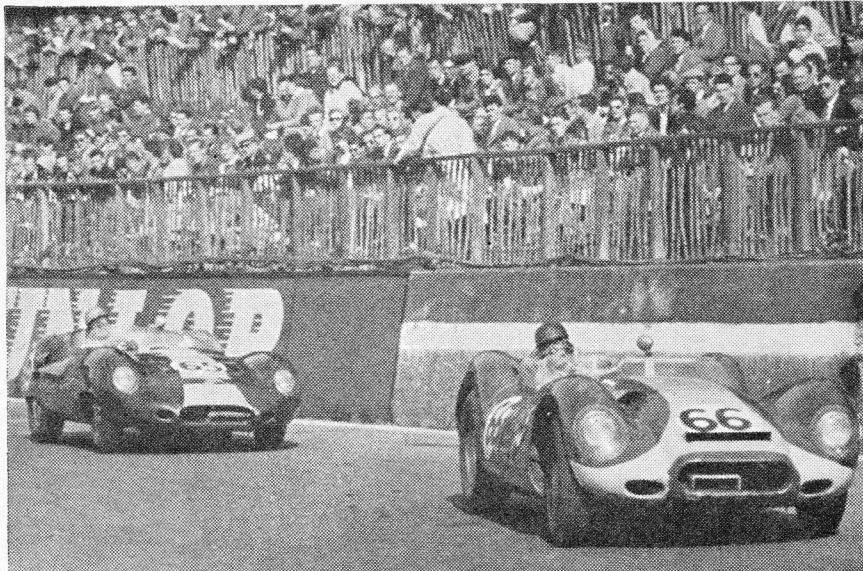
Leader at the end of the first lap was Michael McKee, taking the place of Tom Dickson in the Elva Racing Team entry. He was hotly pursued by Roy Salvadori, in second place, and in third position was Innes Ireland. On lap three Roy

passed McKee into the lead, but his triumph did not last long. On lap five Ireland took the lead to remain in front to the end, with Salvadori second, McKee third and Michael Taylor fourth. Ireland and Salvadori conducted 1½-litre motor cars, so that McKee and Taylor led the smaller category. Fastest lap was recorded by Ireland who, as we have said, set a new lap record for the class.

Then came the 10-lap touring car race—up to 1,300 c.c. and 1,300-1,600 c.c. machines running together. Point of interest here was that there were two A40s on the front row of the grid, Geoff Williamson having put an Alexander-modified version alongside "Doc" Shepherd's familiar grey machine. Added to this were Les Leston's Riley, a pair of Speedwell A35s and an assortment of other vehicles and the result was a reasonable promise of a fine race.

Les Leston took the lead on the first lap, with Williamson second and Len Adams, in one of the Speedwell cars, third. "Doc" Shepherd, having made an unremarkable start, was back in fifth place. He moved up to fourth on lap two and on lap three Williamson passed—yes, passed—Leston's 1½-litre Riley with his impertinent 1,000 c.c. A40, while Shepherd dislodged Adams to become third.

Not content with this cool cheek, Williamson, in the Alexanderized car, began to pull out an imposing lead on the Riley, and after one lap in front was no less than 2½ seconds ahead. And so it went on, with "Doc" Shepherd drawing gradually nearer to Leston until, on the next to last lap, he drew ahead of the more powerful car. On the last lap, Adams, too, had a go at the Riley but couldn't quite make it, and Leston led him across the line by half-a-second. Average speed of the race for the winner, Williamson, was 64.15 m.p.h., and naturally he walked home with the smaller class, followed by Shepherd and Adams. Leston won the larger category from W. B. Blydenstein's Borgward Isabella, which had enjoyed a quiet and



WORKS LISTERS travelled in company throughout the unlimited sports car event. Bruce Halford, in the older car (66) leads Ivor Bueb's later version during the early laps.

NEARLY OVER: Roy Salvadori, comfortably ahead of the opposition in the F2 race, laps Trevor Taylor's Cooper in the closing laps on his way to winning by over 13 secs.

very neat race—albeit a little frightening to watch on the corners. Third in the class was G. Wulf's Borgward. Fastest lap of the race went to "Doc" Shepherd in 1 min. 15.4 secs. (66.37 m.p.h.).

Incidentally, someone took exception to a dearth of passenger accommodation in three of the cars, and as a result the gentlemen in question were disqualified. It would appear that it is not necessary actually to have the seats in the car, but it must look as though they are there, because I wouldn't fancy sitting on some of the accommodation that passed muster!

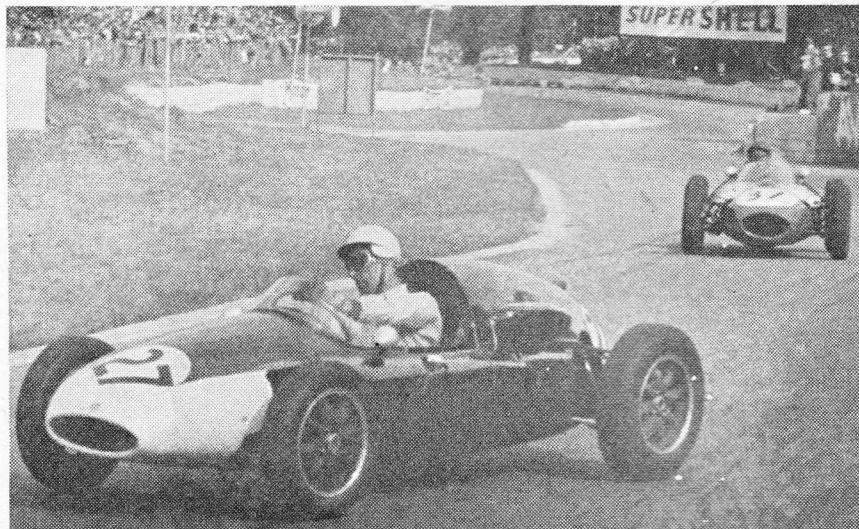
Formula 3 cars next took the stage for a 10-lapper of their own. In this race there was the most hectic dice which was reminiscent of 500 c.c. racing in its heyday, and the event was won by Tom Bridger, in the Steve Lancefield-tuned Cooper-Norton, at 73.68 m.p.h. Second was J. Pitcher and third Don Parker, while fastest lap was shared between Bridger and Pitcher at 1 min. 6 secs. (75.82 m.p.h.) which is just as it should be. There was a slight and rather hair-raising moment when someone ran off the road, leaving a straw bale in the middle of the track—right in the path of the advancing multitude. Just to prove that you can't always go by appearances, everyone missed it.

Next was the second heat of the 1,500 c.c. sports cars event: if anyone needed to see a demonstration of the superiority of Lolas over anything else in the 1,100 c.c. class—on this occasion, no 1500s competed—this race was it. Ian Raby made an excellent start in his modified stub-tailed Cooper and was well clear of anyone else at the first corner, but nevertheless at the end of the first lap Peter Ashdown, in the works-entered Lola, was in front by a wide margin. From then on he stayed way ahead, increasing his lead by two and three seconds a lap. Behind him, Chris Bristow's Lotus led from the fiercely duelling J. Brown (Elva) and D. Randall (Lotus Seventeen) while Ian Raby dropped to fifth position.

Ashdown won at an average speed of 78.04 m.p.h., and his fastest lap was 1 min. 2.8 secs.—comfortably inside the old class lap record and only two-tenths of a second outside Salvadori's brand-new one.

However, the race was not to be his. When Ashdown pressed the starter button before the race, nothing had happened because of a defunct battery. So he had received a push-start. Although his win was by so great a margin, and although his performance had been such an impressive demonstration of Lola superiority, someone registered a protest, and the stewards had no choice but to uphold it. Rules are rules, and Ashdown was disqualified. Seldom has a race been won by so convincing a margin and the winner been struck out of the results. It was a demonstration of Lola high-speed reliability and superiority and while the protest was fully justified, it nevertheless niggles a little. Further, it kept Ashdown out of the final and ruined what would undoubtedly have been a first-class dice between two Lolas and the two 1½-litre cars.

After this came the main race of the



day—the 36-lap London Trophy race for Formula machinery, and a fine gathering there was. In pole position on the grid was Jim Russell (Cooper-Climax), sharing the front row with Roy Salvadori, in "Tommy" Atkins's Cooper-Climax, Ivor Bueb, in one of the B.R.P. Cooper-Borgwards, and Chris Bristow, in T. G. Payne's Hume Cooper-Climax. On the second row were George Wicken, in the other B.R.P. Borgward-engined Cooper and still a trifle unhappy about the handling of his car, Dennis Taylor (Lotus) and Bill Moss (Cooper-Climax).

At the drop of the flag Ivor Bueb made a conspicuously good start and shot into the lead. But at the end of the first lap Roy Salvadori and Jim Russell were right on his heels, with George Wicken not far away in fourth place, and virtually nothing at all between the first three. On lap two Russell squeezed past Salvadori for second place, but Ivor seemed unshakable in the lead.

The order remained unchanged for seven laps, except that Innes Ireland, in one of the Team Lotus cars, retired on lap three. Then, on lap eight, Salvadori passed first Russell, then Bueb, to lead the race. On the next lap Russell too passed the Borgward-engined car to take second spot and proceeded to chase Salvadori in a most definite manner. Such was the speed of the leaders that after only 10 laps Alan Stacey, in the remaining Team Lotus car, was lapped. Chris Bristow, who had made a poor start, battled with Wicken for a space, then got through into fourth place while

Bill Moss, after following Ian Raby's Cooper for several laps, seized his opportunity and slipped past to take eighth place. In sixth and seventh places, Trevor Taylor and Dennis Taylor, in Cooper and Lotus respectively, were also having a private motor race.

On lap 16, Jim Russell, after waiting for the moment for a long time, seized his chance and passed Salvadori for the lead. But on lap 17, Jim was nowhere to be seen and had, in fact, stopped out on the circuit somewhere to deal with a clutch which was refusing to disengage. He eventually reappeared a lap in arrears.

Salvadori was left with a clear field, and led Ivor Bueb by some 10 seconds. On lap 19 he lapped Stacey for the second time, while Bruce Halford (Lotus) retired from a fray which was not to the liking of his car—the older model after the Monaco crash had severely damaged J. Fisher's other, later, version.

With seven laps to go the battle of the Taylors was decided, Dennis getting his Lotus past Trevor's Cooper. Thus, the order was Salvadori leading Bueb, then, in third place, Bristow, then Wicken, Dennis Taylor, Trevor Taylor and Bill Moss. And so it stayed to the end, the whole field, with the exception of the first five, being lapped—in some cases twice over. Salvadori romped home almost unhurried at an average speed of 80.78 m.p.h.—a record race average nevertheless—and over 13 seconds ahead of Ivor Bueb who was, in turn, 18 seconds ahead of Chris Bristow. Fourth was George Wicken and fifth, and first of the Lotuses, Dennis Taylor. Fastest lap, by Salvadori, equalled the F2 lap record at 1 min. 0.8 secs. (82.3 m.p.h.).

This race was followed by the 15-lapper for unlimited capacity sports cars, entries ranging from 2-litre Coopers to J. Ewer's 5.7-litre Chevrolet Corvette by way of Gordon Lee's "C"-type Jaguar—both the latter being sadly outclassed.

Right from the start this was Salvadori's race, in the Coombs Cooper-Maserati of 2,489 c.c. But the issue was at no time certain, for Jim Russell (Cooper Monaco) and Graham Hill (2½-litre Lotus-Climax) followed him all the way round, harrying him unmercifully. Roy's lead, however, was unshakable. Jim Russell held second place from Graham

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Results

Sports Cars up to 1,500 c.c. (Heat 1): 1, I. Ireland (Lotus), 78.04 m.p.h.; 2, R. Salvadori (Cooper-Climax); 3, M. B. McKee (Elva). **Fastest lap:** Ireland, 79.94 m.p.h. (record).

Touring Cars: 1, G. H. Williamson (Austin A40). **Up to 1,300 c.c.:** 1, Williamson, 64.59 m.p.h.; 2, G. C. Shepherd (A40); 3, L. Adams (A35).

Fastest lap: Shepherd, 66.37 m.p.h. **1,300-1,600 c.c.:** 1, L. Leston (Riley), 64.15 m.p.h.; 2, W. B. Blydenstein (Borgward); 3, G. Wulf (Borgward). **Fastest lap:** Leston, 65.50 m.p.h.

Formula 3 Cars: 1, T. Bridger (Cooper-Norton), 73.68 m.p.h.; 2, J. Pitcher (Cooper-Petty-Norton); 3, D. Parker (Cooper-Norton). **Fastest lap:** Bridger and Pitcher, 75.82 m.p.h.

Sports Cars up to 1,500 c.c. (Heat 2): 1, C. Bristow (Lotus); 2, J. Brown (Elva); 3, D. Randall (Lotus).

Formula 2 Cars: 1, R. Salvadori (Cooper-Climax), 80.78 m.p.h. (record); 2, I. Bueb (Cooper-Borgward); 3, C. Bristow (Hume Cooper-Climax). **Fastest lap:** Salvadori, 82.30 m.p.h.

Sports Cars over 1,500 c.c. (Final): 1, R. Salvadori (Cooper-Maserati), 81.37 m.p.h. (record); 2, G. Hill (Lotus); 3, J. Russell (Cooper). **Fastest lap:** Hill, 83.12 m.p.h. (circuit record).



Close Racing at Goodwood

Ron Flockhart (Tojeiro-Jaguar) Wins Main Event

PERFECT organization was the watchword at Goodwood on Whit Monday. Everything was of the finest—the racing, the marshalling, the commentary and (perhaps most important) the weather. The handicappers deserve a special vote of thanks for having their calculations worked out in plenty of time to allow them to be announced before cars were taken on to the starting area. The quality of the organization can make or mar a meeting for many people and, at least on this occasion, it helped to make the B.A.R.C.'s Whit Monday meeting a glorious success.

The curtain-raiser was a 10-lap scratch race for touring cars, with two main sections, for special touring cars and grand touring cars, each section having two subdivisions: the G.T. cars up to 1,600 c.c. and over that capacity and the special touring vehicles, up to 1,300 c.c. and from 1,600 c.c. to 2,600 c.c.

From the word go Peter Lumsden's Lotus Elite took the lead never to lose it and Sir Gawaine Baillie's 3.4 Jaguar went into second place and held that—which took care of both subsections in the G.T. race. Among the special touring cars, Jeff Uren's very special Ford Zephyr (fitted with three twin-choke Weber carburetters and front disc brakes) went tremendously quickly to win his class from four basically similar cars, while Cuff Miller in his equally well-known Ford retired at Lavant Corner on the fifth lap with unspecified mechanical maladies. In the small capacity class of the special touring section J. M. Noble won in the Octagon Stable's Austin A40, but in this class there was little to choose, three of the five entrants sharing fastest lap time at 68.25 m.p.h.

The start of the next event, a 10-lap scratch race for pre-war racing cars, was a most stirring sight and was accompanied by most exciting noises. Six blown E.R.A. engines (one of them in a Delage chassis) howled, almost drowning the racious bellow of the Fitzwilliam

Racing Team's 4½-litre Lago-Talbot and the rumbling of Keith Schellenberg's immense 8-litre Barnato-Hassan Bentley. G. Chapman took an immediate lead in his 1934 1½-litre E.R.A., closely followed by Douglas Hull's 1936 2-litre E.R.A. and Jim Goodhew's 1927 Delage, which is powered by a 1½-litre E-type E.R.A. engine dating from 1938. Coming round in the lead to complete his first lap Hull touched the grass after the chicane and allowed Chapman to come very close, but he kept his lead and the two grand old cars came past the pits so close together that one could scarcely see daylight between them. Goodhew, in third place, was a short distance behind the leaders and was closely followed by Cuff Miller in the Lago-Talbot and S. I. Day's 1936 1½-litre E.R.A., both trying hard to overtake him. On the second lap the order was more or less the same, except that D. H. Day in his 1937 2-litre E.R.A. had passed S. I. Day's smaller car and the two leaders had a longer lead from Goodhew. Next time round the leaders were unchanged but Peter Waller, who had been driving his 1936 1½-litre E.R.A. very well indeed, had caught and passed S. I. Day. On the fourth lap D. H. Day spun at Fordwater and lost quite a lot of time before he was able to restart and rejoin the race; Waller moved up into fifth place and began to motor very quickly indeed in an attempt to catch Cuff Miller; the mammoth Bentley, which was being pushed very hard by R. G. H. Clutton's tiny 1927 1,100 Amilcar, gave up the struggle and had to retire at the pits and the Lago-Talbot began to emit quite a considerable volume of smoke. By the fifth lap the three leaders had built up a large lead over the Lago-Talbot, which was being rapidly overhauled by Waller. Chapman had slid wide as he left the chicane and Hull and Goodhew were a little closer; then Hull slipped past on Fordwater and was repressed on Lavant Straight. On their sixth tour they were again nose-to-tail, pulling away from

MORGAN SANDWICH—the battle for the lead in the fourth race. Sid Hurrell leads Chris Lawrence and Bill de Selincourt through Woodcote.

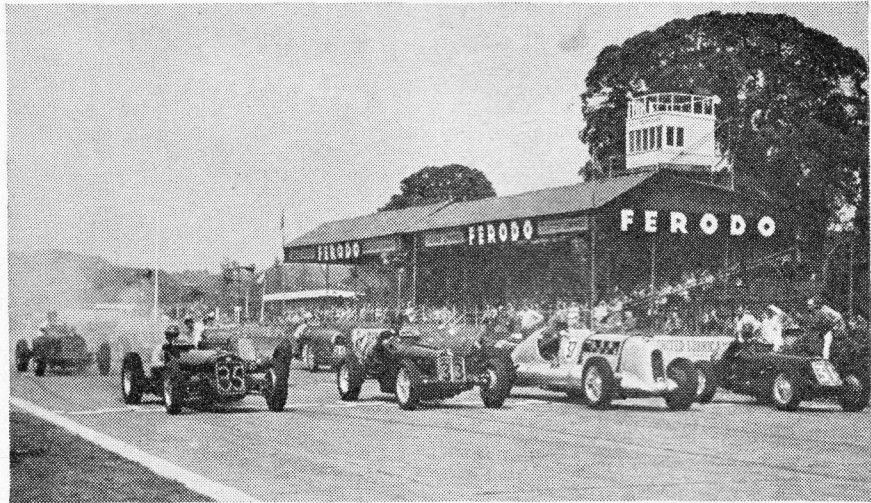
Goodhew. The Lago-Talbot had pulled up again and seemed to be going faster past the pits but was still being overhauled by Waller who, after running-in his car during the practice sessions, was now putting his foot down to great effect. Seventh lap and, as they came past the pits, Hull had the lead but was being hard pressed by Chapman with Goodhew a little farther behind and Waller a little closer to the tail of the Lago-Talbot which was smoking badly. As the leaders came round Woodcote and through the chicane for the eighth time it seemed that Hull's car had considerably more acceleration but Chapman's car handled better and was able to gain through the curves what he lost on sheer power coming out of them. The E.R.A.-Delage was sounding rough, but farther back there was the beginnings of a real struggle between D. H. Day, S. I. Day and J. Freeman's 2-litre 1936 Aston Martin, who, on the ninth lap, came past the pits almost abreast, with the Aston being beaten on acceleration. As the finishing flag fell Hull and Chapman crossed the line very close together, then a slight gap and Goodhew and Waller in close company with Cuff Miller slightly behind them.

The third race, for the Whitsun Trophy, was a 21-lap event for unsupercharged sports cars. A Scottish victory seemed assured as Ron Flockhart's Ecurie Ecosse 3.7-litre Tojeiro-Jaguar and Jim Clark's 3.4-litre Border Reivers Lister-Jaguar had returned fastest times in practice. True to expectations these two led at the end of the first lap, with John Bekaert's 3.8 Lister-Jaguar, Peter Blond's Lister-Jaguar (Peter was having his first drive for Ecurie Ecosse) and Graham Whitehead's DBR1 Aston Martin close together in the next three places. Mike Salmon and Maurice Charles in D-type Jaguars were having quite a battle with Jean Bloxam's DB3S Aston Martin for eighth place, with Salmon seeming quicker through the corners but a little down on power on the straights. At the back of the field the Parson of S. G. Young was going very slowly after having a great deal of trouble in starting. Michael Anthony retired his Lister-Corvette on the second lap, troubled by fuel starvation, while Flockhart and Clark were pulling away from Blond and Bekaert. The race order remained unchanged until the seventh lap, when it became obvious that Clark was closing very rapidly on Flockhart. Farther back in the field R. W. de Selincourt was going wonderfully well in his Lotus and was keeping some heavy metal (in the shapes of Jean Bloxam's Aston, Ron Brightman's Lister-Corvette, D. W. A. Chamberlain's Cooper-Jaguar and others) at bay, while Graham Whitehead began to make up ground on the leaders. On the eighth tour Clark came through ahead of Flockhart and began to open up a considerable lead. As he came past the pits for the 10th time Clark was slowing and leaned back and banged vigorously on the panelling behind the cockpit in a signal which seemed to baffle his pit crew. His engine cut out momentarily on the back of the circuit and Flockhart was re-established in the lead on the

SOUND AND FURY on the grid as the historic racing cars take off. On the front row are J. Goodhew (E.R.A.-Delage), G. Chapman (E.R.A.), C. K. W. Schellenberg (Bentley Barnato-Hassan) and Sid Day (E.R.A.).

11th lap. Clark had lost a lot of ground and was being rapidly overhauled by Bekaert as his engine spluttered on every bend. Clark lost more places on the 12th, 13th and 14th laps and went past his pit with threatening grimaces until he retired with what was officially described as fuel-starvation on the 15th lap. It was later disclosed that his engine had suffered from starvation for the excellent reason that there was no fuel in the tank! That virtually ended the race and Ron Flockhart went on to win as he pleased, with Bekaert and Blond a respectful distance behind in second and third places. One lap behind, de Selincourt won the 2-litre class in his 1,100 c.c. Lotus-Climax.

The fourth event, a scratch "marque" sports car race over 10 laps, was a real thriller. Chris Lawrence, who has now fitted his incredibly fast Morgan with disc brakes, made a magnificent start and was first into Madgwick by a considerable margin. R. W. de Selincourt (TR3) and Alan Foster (M.G. Twin-Cam) also made good starts and entered the corner almost side by side with Sid Hurrell's TR3 hot on their heels. The order was the same at the end of the lap but on the second lap de Selincourt closed on Lawrence and tried unsuccessfully to squeeze past him on St. Mary's while Hurrell closed fast on both of them, passing de Selincourt out of Lavant Corner, while the three M.G.s of Alan Foster, Roy Bloxam and Paul Fletcher were having a most monumental dice for fourth place. On the third lap both Hurrell and de Selincourt closed fast on Lawrence's Morgan, Hurrell took the lead on the inside at Fordwater and de Selincourt made a vain attempt to pass them both on Lavant, losing some ground in the process. Lawrence made an attempt to regain the lead at St. Mary's on the fourth lap but couldn't quite make it and de Selincourt made up some of his lost time, the three leaders coming round Woodcote and through the chicane on the fifth lap very close, as if tied together with string. De Selincourt made yet another attempt to come through at St. Mary's on the fifth lap and again on the sixth lap at the same place, managing to come alongside Lawrence but not passing him. On the seventh lap he made it and the three cars of Hurrell,



de Selincourt and Lawrence came past the pits close together and were entering Madgwick as Foster, in fourth place, rounded the chicane. Both de Selincourt and Lawrence tried unsuccessfully to take Hurrell in front of the pits on the eighth lap, but his car was too quick for them. Roy Bloxam's M.G. went sick and retired at the pits. Next time round de Selincourt nearly lost it at St. Mary's, causing Lawrence to brake hard to avoid him. De Selincourt managed to hold the slide and they both pressed on but Lawrence got past going into Woodcote and was ahead as they entered the last lap. Then, as the first three were going down Lavant Straight on their last lap, Hurrell began to lose his lead and was passed by both cars on Woodcote. Lawrence and de Selincourt went on to take the flag while Hurrell cut his engine just after the chicane, coasted along to his pit and was about to pull in until he was frantically waved on by his mechanics. He rolled over the line with his motor dead only yards ahead of Foster in fourth place. Apparently his fan belt had parted and, as he stopped after finishing, his oil thermometer registered 110 degrees centigrade and his water thermometer was right off the clock! A close finish to a most exciting race.

In event five, the first Whitsun Handicap, R. J. W. Utley (Lotus-Climax) was first off and never lost his lead. R. W. Waters in a similar car was off second and held that position until his car spun and hit the bank at St. Mary's. He was thrown out and was taken to hospital for examination. This unfortunate accident let G. Morgan's Lotus-Climax

into second place, which he held for the remainder of the 10-lap race. Most of the excitement at this stage was coming from Gerry Ashmore and Maurice Charles who were having quite a battle in their D-type Jaguars for sixth place and behind them where Blond, Flockhart and Clark were working their way up through the field from the back marks. Blond came through eventually to third place, followed by Charles and Clark, while Flockhart came sixth from the limit mark.

The last event of the day was the second Whitsun Handicap and it brought out the "marque" cars again. At the end of the first lap G. Morgan's Austin-Healey 100-6 came through with a long, long lead. Then came F. O. Munns's A.C., A. Gay's TR3A, another long gap and then the three M.G.s of Foster, W. Southam and R. W. Fitzwilliam, Foster being noticeably quicker than the others. On the eighth lap Paul Fletcher took the lead and was never again challenged, Morgan began to slow and de Selincourt began to come up fast, taking second place next time round, while Chris Lawrence passed several slower cars in rapid succession, coming up to third on the last lap. Sid Hurrell was not so quick and only managed fifth, behind Alan Foster.

It was a close finish, a suitable ending for an excellent day's sport.

MICHAEL DURIN.

Results

Touring Car Scratch Race: 1, P. J. S. Lumsden (Lotus Elite), 78.45 m.p.h.; 2, Sir Gawaine Baillie (Jaguar); 3, J. Lawry (Lotus Elite). **Fastest lap:** Baillie, 81.05 m.p.h.

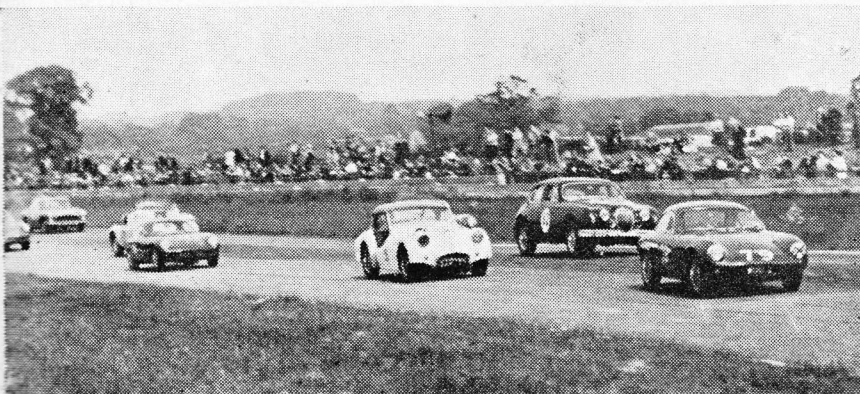
Pre-War Racing Cars: 1, D. H. C. Hull (E.R.A.), 79.69 m.p.h.; 2, G. Chapman (E.R.A.); 3, J. Goodhew (E.R.A.-Delage). **Fastest lap:** Hull, 81.97 m.p.h.

Whitsun Trophy Sports Car Race: 1, R. Flockhart (Tojeiro-Jaguar), 88.51 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, P. Blond (Lister-Jaguar). **Fastest lap:** Bekaert, 90.19 m.p.h.

Marque Sports Car Race: 1, S. A. Hurrell (Triumph), 79.31 m.p.h.; 2, C. J. Lawrence (Morgan); 3, R. W. de Selincourt. **Fastest lap:** Hurrell, 81.66 m.p.h.

First Whitsun Handicap: 1, R. J. W. Utley (Lotus-Climax), 82.90 m.p.h.; 2, J. O. Coundley (Jaguar D); 3, P. Blond (Lister-Jaguar). **Fastest lap:** Ron Flockhart and John Bekaert, 90.76 m.p.h.

Second Whitsun Handicap: 1, P. Fletcher (M.G.), 77.42 m.p.h.; 2, R. W. de Selincourt (Triumph); 3, C. J. Lawrence (Morgan). **Fastest lap:** de Selincourt and Lawrence 80.15 m.p.h.



MIXED BAG—the field streams through Madgwick in the first race—already nearly, but not quite, in finishing order. Leading is Lumsden's Elite.

TWIN-CAM goes a-rallying: (Right) Driver Winston Hay checks in at the final control. (Below) Winners of the ladies' prize, Shiela Heffren and Gillian Field, with their cream TR.

THE M.G. Car Club of Toronto took the plunge recently and, with Don Hambly doing the organizing, laid on a 17-hour, 565-mile rally. This was the club's biggest effort yet and it was a good one. An entry of 37 was a mite disappointing by Canadian standards, but it was representative. Naturally, there were hordes of A types, but there were Volvos, VWs, Porsches, Sprites, Jaguars and a *rara avis* for Canada, an old Singer roadster, too. The Marque M.G. made a clean sweep of the tin-ware, almost, George Merson and Doug Gallop winning with a loss of 25 points and, according to what Don Hambly told us subsequently, their victory was obvious, barring catastrophe, at the half-way mark. At that point they had lost only five minutes and were already 30 minutes ahead of the next car on the road.



CANADIAN COMMENTARY

BY JACK O'DONOGHUE

Ontario Rally Won By M.G.A.

Successful M.G.C.C. of Toronto Event

The route was planned to stay on metalled roads because it is Spring Thaw time in Canada and after a hard winter the spring thaw makes a "helluva" mess of secondary unmetalled roads and the unsuspecting could find themselves abandoning ship in a sea of yielding clay.

Yvonne Hazeldene flagged the first car away at 8.01 precisely from Ensign Motors big B.M.C. centre in Toronto and at one minute intervals 36 crews headed out into a clear cool night on the first leg of the run with an overall average speed of 45 m.p.h. to a control at Cayuga on the Niagara Peninsula, approximately half-way between Lakes Ontario and Erie. So far so good; however, next stop was Dunville, control number 2, and a 1.00 a.m. "lunch" break. Average speed was 41 m.p.h. but navigation proved to be a bit of a poser and the smiles began to disappear from some map wielders' faces as they found

that perhaps our Mr. Hambly knew his Niagara peninsula. Robert Smart lost all interest in the games when he heard expensive noises in the engine of his A type, but the hero of the evening was surely Frank Wright who fixed the exhaust pipe on his Morris "1000" no less than five times.

Section 3 was a "blind" map section wherein a route was scaled off a standard map. The illustration showed twists and turns galore but the gen was to recognize it in the map proper. This took time and time was of the essence. Consequently the blind map route which led along the shores of Lake Erie, close to Harewood acres race track to a little place called Mapleton, turned out to be a high speed "blind" and glassy-eyed crews afterwards told of finding themselves doing anything from 80 to 100 in an effort to keep on time. Few did! Then came a short regularity section with

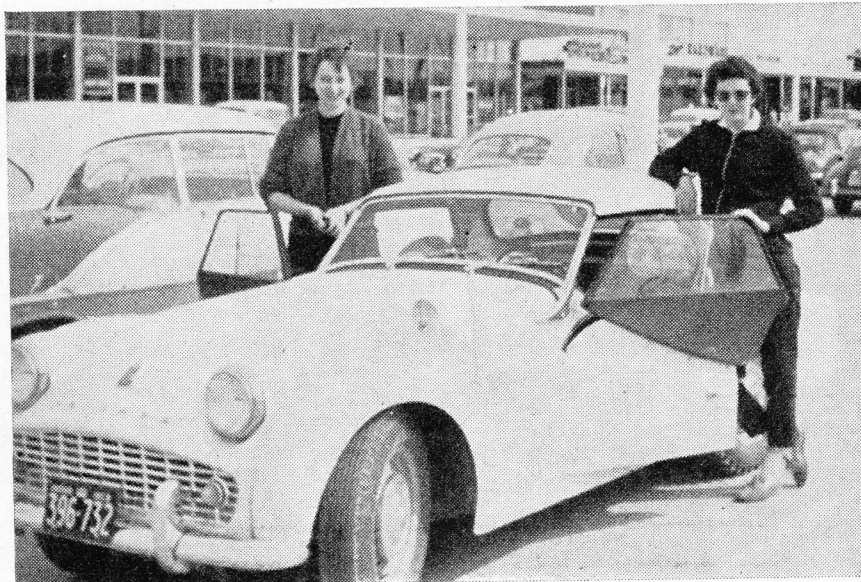
an optional average of 24 to 29 m.p.h. All very simple except perhaps for Noel Harrison and Ron Ramsey who suddenly found themselves motoring on three wheels and a brake disc! Not a good thing when trying to establish an exact average. As we said 24-29 m.p.h. was very simple BUT on the second leg of the section TWICE the original chosen average had to be maintained, so for anyone who picked over 25 m.p.h. this meant averaging more than the 50 m.p.h. speed limit and the "Hollsteins" (Ontario Provincial Police cruisers in their black and white paint) are on the prowl 24 hours of the day for transgressors. Let it go on record that nobody was caught so we must assume that M.G.C.C. of T. competitors never exceed the legal limits!

Section 5 was by far the toughest play in the games. Competitors were handed scrambled grid co-ordinates. These took quite some unscrambling and most of the field lost marks here. Some gave up the unequal struggle. One off-beat solution was adopted by four crews who met, decided they had had it—so they tossed and the losing crew, Harry Holland and Gordon Randall, opened their "disaster instructions" and thereby forfeited 40 marks, such is the luck of the game.

Then came breakfast at Alma. From there on into Toronto, and the finish at Rexdale shopping centre, the going was easy but several crews with too little time on hand "goofed" within hailing distance of the finish and dropped a few more marks. First home and eventual overall winners were Doug Gallop and George Merson in their A type. M.G.s filled the first three places. M.G.s won the Club team prize. M.G.s won the Manufacturers' team prize too. However, Gillian Field and Shiela Heffren put the cat amongst the M.G. pigeons by taking the ladies' prize with their chic, cream coloured hardtop TR3.

Official Results

1. George Merson/Doug Gallop (M.G.A.), M.G.C.C.T., 25 points; 2. Cecil De Jager/Aubrey Little (M.G.A. Coupé), M.G.C.C.T., 38; 3. Walter Smith/Dudley Smith (M.G.A.), M.G.C.C.T., 46.
Team Award: M.G.C.C.T., G. Merson/D. Gallop; W. Smith/D. Smith and H. Holland/G. Randall, 157 points total.
Manufacturers' Team: M.G.A. Coupés, C. De Jager/A. Little, M.G.C.C.T.; A. Dempsey/ Miss M. Dempsey, M.G.C.C.T.; A. Crolla/J. McClenment, M.G.C.C.T., 248 points.
Ladies' Prize: Miss Gillian Field and Miss Shiela Heffren (TR3), 91 points.



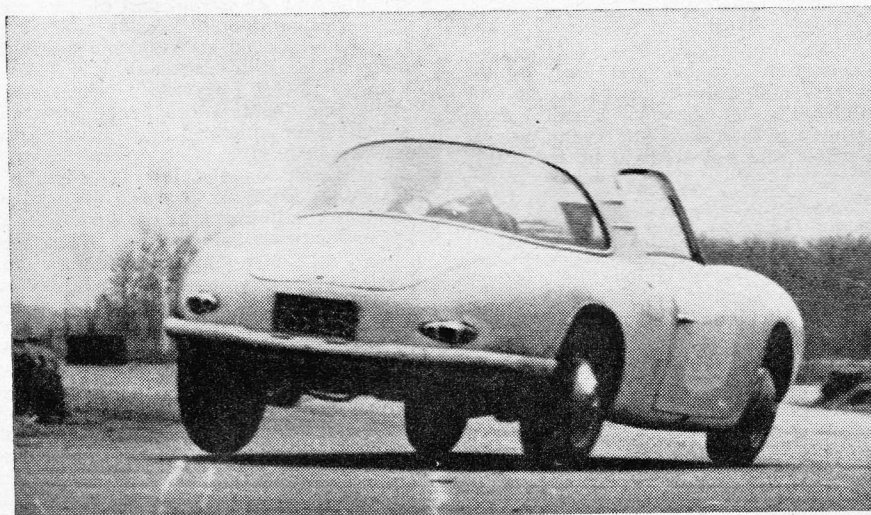
START of the Red Cap Rally: Lawrence Bateman and George Grant get their route card at the start: they finished fourth overall.

THE fourth annual Sports Car Club of Toronto Red Cap Rally took place on a fine Canadian spring day. This means that at 9 a.m. that sunny morning the weather was definitely "brass monkeyish" as the first car got away. Sports Car Club is one of the leading clubs in the game here in Canada so the 200-mile route through the Niagara Peninsula was no pushover.

Fifty-two crews came under starter's orders at Cloverdale shopping centre in Toronto's West End and by 6.53 p.m., when the first car got home within seven minutes of the 60 minute "elimination" penalty, nobody was "clean" on the road. In fact, at the time of going to press, nobody is quite sure of how many finally finished. The route led southwest from Toronto, skirted Hamilton, swung east towards Niagara to end again via the new Hamilton "Skyway" motor bridge at Toronto. The first three legs of the affair were relatively easy but then the fun began; things began to go



Canadian Red Cap Rally



DRIVERS' SCHOOL AT HAREWOOD

THE art of conducting sporting machinery becomes more demanding with every new and faster device which appears for the delectation of the sporting fraternity. Last year some of the more experienced boys in the sport here in Canada formed the Canadian Racing Drivers' Club with the objective of passing on their knowledge and skills to up and coming drivers and enthusiasts. On the last week-end in April the Canadian Racing Drivers' Association, as they are now called, ran a drivers' school at Harewood Acres. A surprising number of people turned out for the day. First thing on the bill was an hour's theory on racing in general, covering starting and "what-have-you". Then the teachers crossed their fingers, said a prayer to Heaven and sat in with the pupils to see and experience them putting theory into practice. Nobody came unstuck though we did notice Tommy Gilmore kiss the ground when he alighted from "passenger" one hopeful! Then came practice at Grid and Le Mans type starts. Then to wind up proceedings three short five-lap dices. Ludwig Heimrath's mundane VW went

like a scalded cat in one of these, literally running away from everything, then we discovered the reason: the Volkswagen was a wolf in sheep's clothing—its "innards" and suspension were purely Porsche!

Twin-cam "A"-types were very prominent in another dice and two Chevy Corvettes were black-flagged in the last race. However, they were allowed to rejoin the Jags., TRs and Austin-Healeys and one Chevy duly ran out winner.

MONT-BLANC-ISERAN INTERNATIONAL RALLY

MARCEL BECQUART and the A.C. of Mont-Blanc have issued regulations for the 1959 Mont-Blanc-Iseran International Rally, one of the most sporting events in the current calendar. It takes place from 5th to 7th June, and the number of competitors has been restricted to 100. As this is a French National Championship round, early entry is advised. The following categories have been approved: Standard Touring: (1) 500-1,000 c.c. (2) Over 1,000 c.c. Modified and Special Series Touring: (3) 500-1,000 c.c. (4) Over 1,000 c.c. Standard, Modified and Special Series Grand Touring or Sports:

awry and people pressing on in one direction met competitors pressing on in the opposite direction. Time was suddenly of the essence. Several crews were observed in one village with half the local population trying to help them unscramble the clues. Disaster instructions were opened wholesale. By the time the final control at "The Chatterbox" near Malton Airport was reached, crews were muttering into their beards about legs 4 and 5 being impossible. However, all's well that ends well and M.G.s swept the board as the results will show:

1, P. Tirion/R. C. Evis (M.G.A.), 92 lost; 2, D. S. Smith/W. Silvera (M.G.A.), 93; 3, G. Merson/H. Clarke (M.G.A.), 99; 4, G. Grant/L. Bateman (VW), 105. **Team Prize:** M.G.C.C. of Toronto Team (Moffat, Piggot, Dempsey, Smith and Silvera).

HEEL-KICKING: A Monza DKW lifts a wheel at the C.R.D.A. Harewood drivers' school.

(5) 500-1,000 c.c. (6) 1,000-1,300 c.c. (7) 1,300-1,600 c.c. (8) Over 1,600 c.c.

The rally will comprise a regularity road section of about 1,200 c.c., plus speed hill-climbs on Col du Semnoz, Col du Maroc and Mont Reyard, together with a special driving test at Aix-les-Bains. Entries (30,000 francs) close on 29th May, and should be sent to the A.C. du Mont-Blanc, La Residence, Annecy, Haute Savoie (Tel. 9-12).

FRENCH AID FOR IRISH ROAD RACE

THE Leinster Trophy race, which is to be held once more over the four-mile circuit at Dunboyne, Co. Meath, is being sponsored this year by the famous French brandy firm of Martell. This will enable the promoters, the Leinster Motor Club, to put a little more in the starting money kitty for visiting British competitor.

The circuit has been much improved since last year and should be considerably faster. Details are not yet available, but it is expected that it will be similar to last year, a handicap run in two heats with scratch classes. The date is 11th July and inquiries should be sent to the promoters at 27 South William Street, Dublin.



M.G.s Galore at Silverstone

M.G.C.C. Race Meeting has Five Handicap Events

THE M.G. Car Club enjoyed first-class weather for their Silverstone race meeting. There was some splendid driving and one or two bits of clottishness; it was a most entertaining day for the drivers but, from the spectator viewpoint, the sight of so many M.G.s was perhaps too much of a good thing. The organization was fairly good on the whole, but many people must have found a shortage of programmes in the pits area a trifle annoying and the fact that handicaps were only announced as cars came to the line made calculation difficult during the events.

The first event of the day was a 30-minute high-speed reliability trial for M.G.s. All the competitors got away fairly smartly from the Le Mans start and at the end of the first lap the M.G.As of M. Reid and C. P. Tooley were in the lead with A. Finney's Twin-Cam in third place. This car is one of three run by Team Beaver, from the Victoria, British Columbia, Motor Sports Club. The team cars were very attractively turned out in cream with two green stripes down the centre of the bonnet and with their competition numbers in cream on green maple leaf emblems. It was interesting to note that Finney's was the only Twin-Cam in the first six at the end of the first lap. In fourth place, R. Rumble was going very quickly but not very steadily and was passed on the second lap by L. J. Mills. The event, of course, was not a race, but each competitor had to try to complete a set number of laps in the 30 mins. Most of the spectator-interest in this event was derived by observing the performances of individual cars and drivers and less from the actual competition. Current M.G.As and Twin-

Cams seemed to be very steady on the corners and only appeared to become "difficult" if handled with more enthusiasm than skill. The Twin-Cams, as a whole, did not seem to be noticeably

Results

10-lap Novices' Handicap: 1, G. S. Barnes (Morris), 73.39 m.p.h.; 2, A. M. D. Lever (M.G. ZB); 3, G. G. L. Thomas (A.-H. Sprite).

15-lap Relay Race: 1, N.W. Centre (in M.G. section), 62.89 m.p.h.; 1, Team "W" (in open section), B. R. Millbank (Lotus), K. P. Tomei (Elva), E. P. Foden (Riley), 67.26 m.p.h.

10-lap Novices' Handicap: 1, K. L. Tugwell (M.G. TC), 59.54 m.p.h.; 2, J. Robinson (M.G.A t/c); 3, J. A. C. Cooper (M.G.A).

10-lap Closed Car Handicap: 1, G. S. Barnes (Morris), 58.25 m.p.h.; 2, E. P. Foden (Riley); 3, A. M. D. Lever (M.G.).

10-lap M.G. Scratch Race (Standard Cars): 1, S. P. A. Freeman, 65.06 m.p.h. (Modified and t/c Cars); 1, E. Lund.

10-lap Handicap (excluding M.G.s): 1, R. J. Randall (Lotus), 69.41 m.p.h.; 2, D. A. Cox (A.-H. Sprite); 3, G. G. L. Thomas (A.-H. Sprite).

10-lap Handicap for M.G.s (excluding M.G.As): 1, A. A. Mallett (TC), 66.75 m.p.h.; 2, V. Clark (M.G.); 3, G. V. Coles (D4).

TWO-WAY TRAFFIC: C. A. I. Jaques spins his Triumph TR2 at Woodcote during a handicap sports car race. Although the meeting was notable for the number of spins which occurred, not one came to any harm.

more powerful than the push-rod operated cars and, in many cases, were decidedly less nippy. After the A-types the TC model was most stable, while the two TFs lurched and swayed round the corners in a most alarming manner. G. V. Coles's J4, wearing a pretty all-enveloping body, was decidedly quick and its 746 supercharged c.c.s were propelling it around the club circuit in a most enterprising manner.

When almost 18 of the 30 mins. had elapsed the only two competitors who had completed more than half of their required quota of laps were G. V. Coles and V. Clark in a machine coyly described as an "M.G.," with no identifying initial. It appeared to be a TD, modified to 1,466 c.c. and fitted with a flowed exhaust system and had a more effective suspension than standard, if the manner of its progress around Woodcote is any criterion. Most of the drivers seemed to realize that they were running behind schedule and the second part of the trial saw some considerably faster motoring. P. J. Pelly arrived at Woodcote too fast and spun his Twin-Cam, and A. W. Lees-Jones's M.G.A developed the most frightening front wheel patter but the increased tempo helped most drivers and no less than nine managed to recover enough time on the last 12 mins. to qualify for first class awards.

The second event was the first race, a 10-lap handicap for novices. A certain amount of confusion was caused by the fact that two cars appeared to be wearing the same number on the side nearest to the commentators, which, for a short time, caused them to credit it with twice the number of laps it had actually completed. The system of handicap times and credit laps used was not given in any case until just before the starter's flag fell and made calculation of places very difficult during the racing. G. S. Barnes won at a canter in his rapid Morris convertible, which is fitted with an Alta o.h.v. conversion, twin S.U.s and

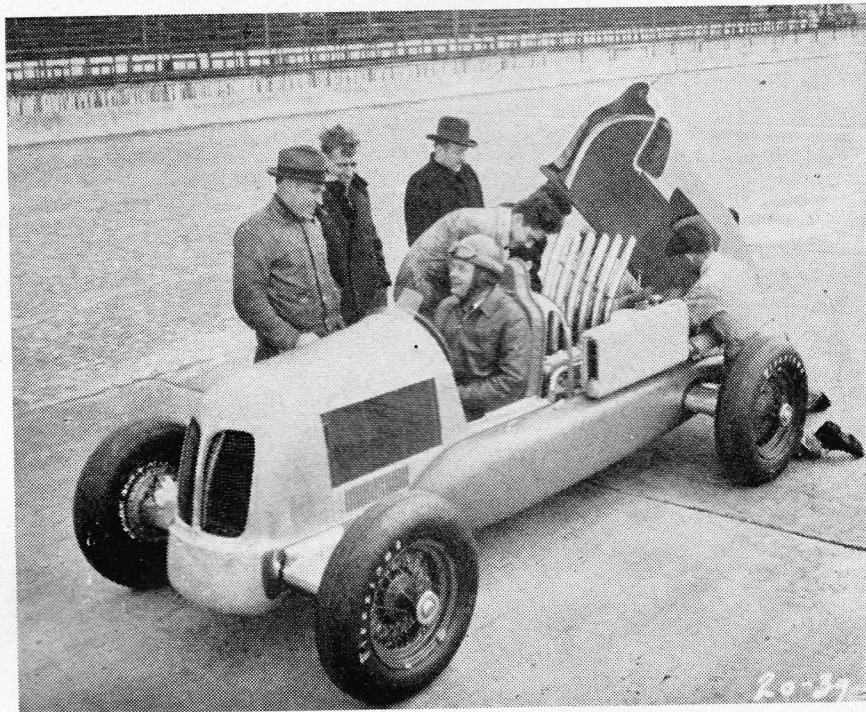
(Continued on page 670)



MOST IMPRESSIVE: C. G. Escott's Coventry Climax-engined T.V.R. was probably the prettiest car at Silverstone last Saturday. And the beauty was not only glass fibre skin deep as the little car's speed and cornering abilities were quite outstanding.

REAR - ENGINE, FOUR WHEEL DRIVE Miller in 1939. The late George Bailey stops for adjustments during a practice session prior to the Indianapolis race. Note side-tanks for fuel, inter-cooler and six exhaust pipes.

THE depression hit the entire world, but it hit the United States particularly hard; it didn't stop the entertainment business, but gave no other choice than to settle for more austere entertainment. This meant "thoroughbred" auto racing—a distinct luxury to everybody concerned—had to be abandoned for the time; car-owners could not buy or maintain such a costly equipment, promoters and capitalists would not gamble into building enormously expensive board tracks (average life of a "board" was four years!) with a mighty uncertain revenue ahead—the paying public could no longer afford those regal speedfeasts it was treated to during the gay, cloudless 'twenties. Something had to be done, however, to keep those racing wheels rolling and, therefore, regulations were changed. The new A.A.A. Championship formula raised the displacement limit to 366 cubic inches (six litres); engines could have no more than two valves per cylinder,



PART IV THE THIRTIES

Harry Miller's Saga

BY DR. VICENTE ALVAREZ

no more than two regular carburetors or one dual were allowed per engine. Use of a supercharger was permitted on the two-stroke motors only. A minimum engine weight of $7\frac{1}{2}$ pounds per cubic inch, and a minimum overall car-weight of 1,750 pounds was specified.

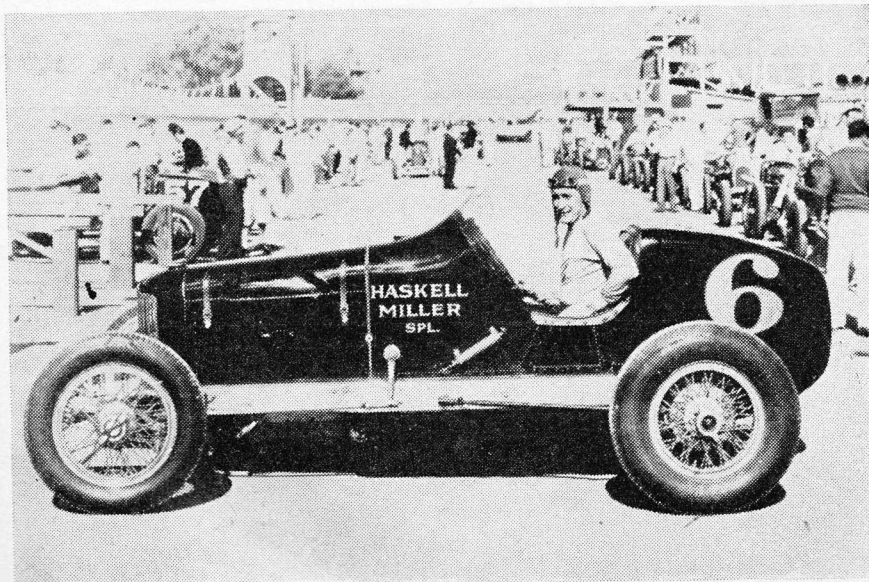
This formula was intended to make racing cheaper for everybody. By putting the "thoroughbreds" under such a handicap, racing-car operators would switch to "souping up" big stock engines, inexpensive to buy and maintain. At the same time, passenger-car manufacturers, their production so much favoured by the new rules, might regain interest in racing which they had long since lost. The auto industry had, for years, ignored racing cars: they had become so specialized that no technical connection or

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

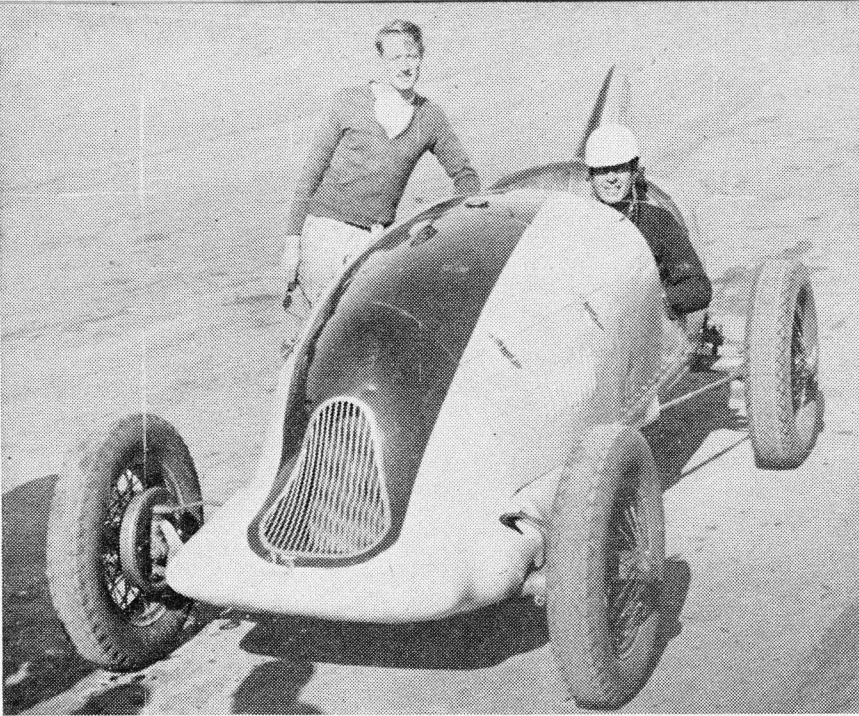
physical resemblance with the common vehicles existed that they could profit on for engineering or publicity purposes. Under the new formula, American tracks were invaded by cheaper cars. It was obvious that a big, stock "366" could beat a "91" or a "122" which had been deprived of their blower and loaded with deadweight so as to comply with the rules, but there was still a lot of potential speed in those small engines. At a reasonable cost, they could be enlarged to *circa* 2,400 c.c. and beat the much larger "souped up" stock units. Many an old special was running, as late as in 1933, in championship races, that had originally been a 2-litre, re-

duced to 1,500 in 1926 and enlarged beyond the original displacement in 1930 . . . still going strong. Breed proved able to beat cubic inches. On the other hand, some people in the racing business still had money left and could have a "thoroughbred" adjusted to the new regulations built to order by Miller or Duesenberg. The optimistic prediction: "A stock engine is going to win at Indianapolis yet" never materialized.

New and reworked old "specials" dominated the 1930 "500", to the disappointment of the big-bore-stock enthusiasts; possibilities of a stock-engine victory proved to be—with many "ifs"—just academic. A new straight-eight, unblown 2,482 c.c. Miller (factory-developed from a "122") won at 100.448 m.p.h. average—the first front-drive ever to win the big race. First four finishers were Millers; fifth was a 4,260 c.c. Duesenberg (Model "A" passenger-car engine). Another Duesenberg was sixth: a 2,458 c.c. enlarged version of the "122" formula engine. A Studebaker (336 c.i.) and a Stutz (322 c.i.) were the only production engines in the first 10 and they came in eighth and ninth, respectively. Half of the starters were Millers—mostly rebored and stroked "91" and "122" motors. Lou Meyer (fourth place) drove a "parallel" Sixteen consisting of two vertical "91" Millers placed side by side; each separate crankshaft had, at the front end, a spur gear to mesh with a master gear in the central drive-shaft. Duesenberg was represented by a few



CHAMPION: The four-cylinder "220" powerplant was almost invincible on dirt tracks or short speedways. Mel Kenealy is shown at the wheel of his Miller at Legion Ascot in 1932.



ON THE DRY LAKES: The "Catfish" (3,610 c.c., four cylinders) Miller was driven by Fred Frame (seated) and Harry Hartz to a series of international class records in March, 1933, on the Maroc dry lake.

enlarged "122s" and several Model "A" passenger-car engines (260 c.i.) of 1922/27 vintage which could hardly be considered as plain "stock" origin. In this "500", a particular engine made its first appearance in big-league automobile racing: the 3-litre, four-cylinder Miller, forerunner of the "Offy", developed from the 2,458 c.c. "151" engine of motor-boating fame. This motor had been designed by Harry Miller in 1926 for Dick Loynes, motor-boat champion, and powered Loynes's "Angeles I" and "Miss California" to an impressive number of race victories and world records in the "151" class. This engine (87.3 by 104.8 mm. bore and stroke) had a considerably lower power-to-weight ratio than the marine 1,500 c.c.—purposely so, as Loynes had requested a "beefy" power plant—rugged and with material enough to work on for further development. The "151" had been successfully tried on dirt-track machines where it had shown excellent low-speed torque characteristics. At 4,000 r.p.m. it delivered 102 h.p. (unblown) and 160 h.p. (blown). Two of these engines ran the "500" unaltered; another seven had been enlarged to 3 litres (95.2 by 104.8 mm.). Since the straight-eight was still considered a "must" in speedway racing, this comeback to the "four barrels" was not looked upon as a wise choice—but the new fours did a great job: Shorty Cantlon drove one to second place and Phil Shafer another (a front-drive) to seventh; little did anybody know then this had been the birth of the "Offy", America's greatest speedway motor of modern times.

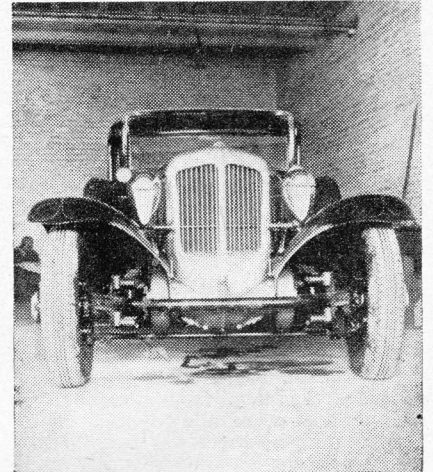
Harry Miller did not seem to enjoy working under the "junk formula" and sold his Los Angeles plant in 1931, but he could not stay away from racing very long: still in 1931 he had organized a new company and resumed production of racing machinery. A 2,482 c.c. Miller "eight" won the 1931 "500"; a 2,400 c.c. Duesenberg came in second. Best-placed 3-litre Miller "four" was eighth. Three "stocks" and a Duesenberg "A" finished among the first 10. It had been another win for the revamped "specials". Regulations had

PUR SANG AND STOCK: This Ford-engined Miller was built to the "junk formula" in 1935. It was not successful in the race, but proved capable of lapping at 113.213 m.p.h.

been changed now to permit four valves per cylinder and one carburettor to each two cylinders—to attract racing and sports cars from Europe, as it was announced. Miller had three new rear-drive models in this race: a Vee-Sixteen of 4,962 c.c. and two straight-eights of 3,760 c.c. All three had de Dion rear end—another Miller first—and quarter-elliptic springing all round. One of the "eights", driven by Ralph Hepburn, finished third, the twin car (Lou Moore) was out with a broken differential; the "sixteen" dropped a connecting-rod. Miller was back in business, trying different ideas to wipe the "stocks" out of "his" speedway. In spite of the depression, Miller was coming back with expensive machinery; true to his tradition, these cars were excellent in design and construction. At the same time, he had built an 18-litre Vee-Sixteen to be installed in Gar Wood's record motor-boat.

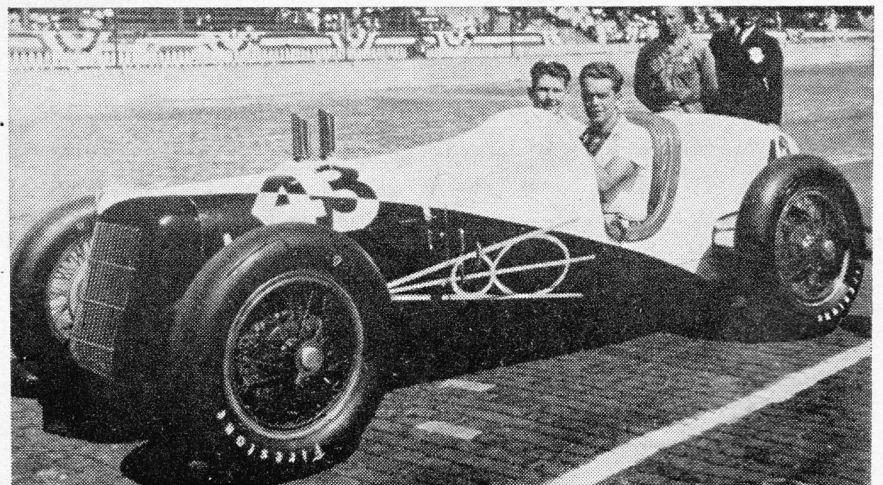
Moderate-cost racing machinery was well represented in the 1932 "500"—Studebakers won third and sixth places; a Hupmobile was fifth. But the race was won, in record time, by a brand new, front-drive, straight-eight Miller. This car had been ordered by Harry Hartz two months before race-day and Miller barely managed to deliver it in time; it underwent all the testing right at the track—no time to try it at the factory—but it ran like a precision watch. The Miller-Offenhauser-Goossen team was

working together again, under the Rellimah Company banner, and were producing winners again. A 3,605 "four" came in second—this was the "220" Miller, destined to rule dirt-track and sprint races for two decades, and Offenhauser was always given a very special credit for its development. One "220" was fitted with a fully streamlined body (thereby dubbed "the Catfish") and did a lot of racing on the Championship tracks for years, plus successful record-runs on the dry lakes. In March, 1933,

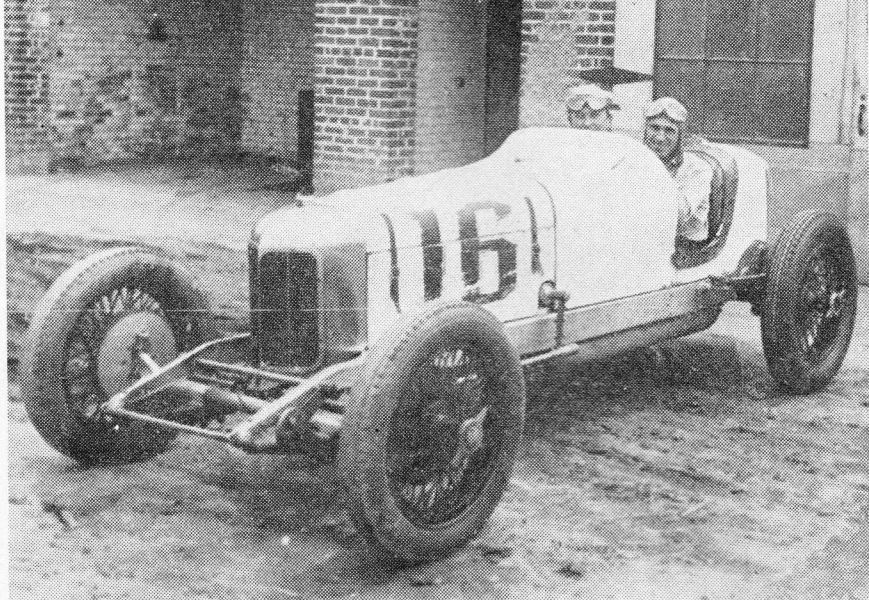


CUSTOM-BUILT SALOON: This Miller of the early 'thirties had a speedway front drive with de Dion front-end and inboard brakes.

the Catfish set new Class "C" marks from the flying kilometre (148.7 m.p.h.) to the standing 50 miles (136.52 m.p.h.) with Fred Frame and Harry Hartz at the wheel. Besides the winning car, Miller had two other new machines in the 1932 "500"—of a revolutionary design: four-wheel-drive jobs, powered by 5,047 c.c. Vee-Eight motors. These unorthodox machines proved extremely fast and showed improved traction and roadholding; both registered high qualification marks, yet they went out very early in the race: one crashed and the



FORERUNNER OF THE "OFFY": Shorty Cantlon at the wheel of the car he drove to second place in the 1930 Indianapolis race. This was the first time the original four-cylinder 151 Marine Miller was used in a speedway car.



other broke an oil line. However, their potentialities could not go unnoticed. This new Vee-Eight engine had 88.9 by 101.6 mm. bore and stroke, with four overhead camshafts; four downdraught Miller carburetters. The end of the gearbox was connected by large spur gears to an offset differential which split the power to the front and rear driveshafts. Front and rear axles had their own differentials and were mounted "à la de Dion".

Through the early 'thirties of the "Junk Formula", Miller produced a number of engines and cars, all of them contenders of distinction and many of them winners, but hardly two or three



INDIANAPOLIS, 1930: Harry Miller smiles confidently before the start of the race—and with good reason. His 3-litre engine was not reckoned as a good bet but soon proved itself.

of them identical—this would appear as though he tried each different approach to performance, to abandon it soon and try something else. There is no apparent relationship among his engines or chassis in this period—seemingly, none of his speedway creations would satisfy him enough to adopt it as a fixed production type. The

"works" were to close, though, before that specific engine-chassis combination could be definitely established.

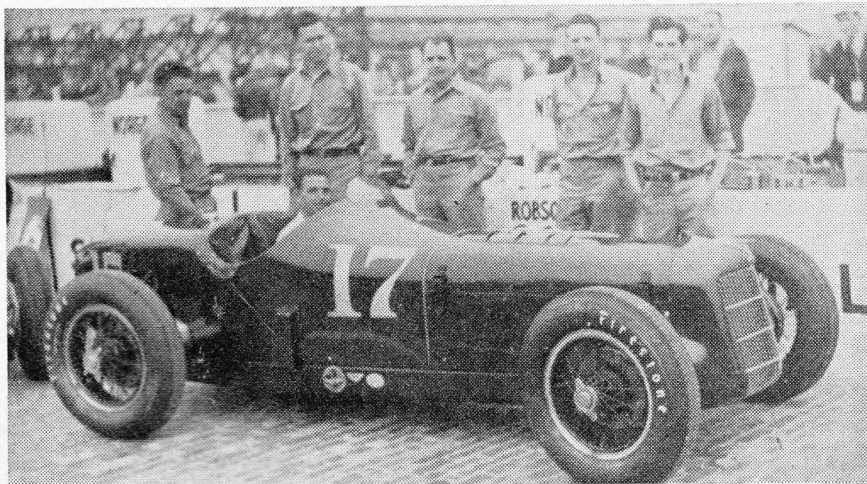
Miller built a number of custom-made cars, each of them unique. These cars made to order would cost as much as 30,000 dollars apiece and are still regarded as the most exclusive (sports?) vehicles ever built in America. According to his standards, Miller incorporated in them the very best in design and manufacture, yet the strictly-racing ideas some of them were based on resulted in their eventual failure. Duesenberg brothers earned everlasting fame for their custom and production passenger cars, but the connection between these and their racing machines was hardly a bit more than just nominal. Miller's last custom job was a roadster built in 1932 at a total cost of 50,000 dollars! Success of four-wheel-drive at Indianapolis was instrumental in the client's decision—this "classic" had to be a four-wheel-drive. The engine was a Vee-Sixteen of 4,965 c.c. unblown, four overhead camshafts, with an output of 400 h.p. Chassis was made of six-inch steel channels, with a wheelbase of 120 inches. De Dion axle, on four quarter-elliptic springs at both ends, but the brake drums had been transferred from the conventional inboard location to the wheels. This chassis-and-engine group looked excitingly "racy" and the aluminium roadster body (boat-tailed, of course) could hardly give the car an air of tameness. A 100 per cent. speedway

machine in disguise—with all the implications of inadvisability for road use. The client soon found out the vehicle was terribly noisy, the frame too flexible, the steering very poor—a most uncomfortable and dangerous machine! Harry Miller went into bankruptcy before this costly mistake on wheels was delivered to the wealthy client. Fred Offenhauser took over the business.

Nineteen cars were Millers out of a 42-car field at Indianapolis in 1933—four of them occupied the top positions in the final classification. Winner Lou Meyer drove a 4,227 c.c. straight-eight; second and third came a "220" and a "227" (Fred Offenhauser's four-cylinder "babies") and a 3,293 c.c. sixteen was fourth. New rules limited oil consumption to six gallons for the whole distance; still the specials made it, in spite of some reputation of being avid oil-burners. Nineteen-thirty-three was, however, a boon year for semi-stocks: a reworked Buick was fifth and places from sixth down to 12th were won by the factory-entered Studebaker "streamliners".

Only 11 "stocks" reported for the 1934 Indianapolis race in which the Miller "fours" copped the first four places, breaking all previous records. Miller was broke and retired from the game, but the engines he had created were still giving him fame, if nothing else. The original four-cylinder "151" marine of the 'twenties had asserted itself as the speedway engine. A Miller engine under the bonnet was still the key to success in racing, be it championship, sprints or midgets. Duesenberg had quit after Fred Duesenberg's death in 1932 and the marque was absent—for the first time in 20 years—from the 1934 Indianapolis race. Reliable Fred Offenhauser was carrying on the Miller tradition of first-class engineering—he did not have to worry about competition now but engines had to be improved—research and development had to be continued, just what the "Patron" would have demanded. A new era in racing was about to start: the "Offy" was on its way. But old Harry was to make another comeback soon. . . .

(To be continued)



MILLER CHASSIS fitted with an Offenhauser engine. This car, the Keller Special was still racing in the late 'forties. Chassis is similar to that of the Miller-Ford illustrated opposite.

STARTING OFF the line of competitors, Bill Fleming stands beneath the sign of the curiously named Jug End Barn in South Egremont, Massachusetts. The Barn's attractions include a ski-lift —with artificial snow!

(youth) by the Dutch settlers. In addition to car interest shown by genial Scottish manager Angus MacDonald and his charming wife Mimi, the inn's publicity director is Mike Rose, an avid enthusiast who participated in many sports car events himself until a few years ago when a disabling accident occurred in Florida. The inn, referred to simply as "the Barn", not only has good food and comfortable rooms, but offers a ski-lift (with artificial snow when not enough of the natural stuff falls), a heated swimming pool with windscreens, a golf course, five tennis courts, fine horses and seven bridle paths, a cocktail lounge, fishing, ping pong, bridge, dancing, and anything one might want. For many of us it was our first stay at the Barn, and we found it to be a barnful of fun.

The cocktail lounge was humming on Friday night as crews gathered to compare notes on the night's run. "You say there were seven controls?" asked one lad: "We found only six." "Six!" exclaimed someone else, "we found only five." Ted Trump and Bill Baldwin probably had the toughest luck of all. After having a nearly clean sheet for the entire course, they miscalculated a check-point stop by one whole minute, bringing their total error for the night to 72 points when they would have been leading with only 12. However, this was not known on Friday. No one would know his score until the victory dinner on Sunday, nor would they know that the seven following cars were far ahead of the field, with the first two running a neck-and-neck battle:

Lee Delamatar/Alec Thompson (Porsche) with 23 points; John Meader/P. S. de Beaumont (Jaguar Mark 7) with 24 points; Buel Kinne/Sam Fast, Jr. (Porsche), with 28 points; Joseph Schimmel/John Freels (Ghia VW), with 37 points; Richard Bell/

(Continued on page 668)

Monte Carlo Rally—American Style

Connecticut S.C.C.'s Tough Yankee Monte Carlo Event

"THIS is no novice's rally!" exclaimed a harassed driver as he arrived at Jug End Barn after having completed his first night's run. He was driving his first rally and, while the distance had been only 90 miles, there had been seven check points and as many average-speed changes, going from 34.8 m.p.h. to 38.7, 35.3, 33.2, 42.6, 40.5 and 38.4. Much of the route was on narrow, winding back roads through heavily wooded areas; the night was very dark and check points popped up unannounced. The novice was right: this was no beginner's rally.

The Connecticut Sports Car Club was sponsoring its eighth Yankee Monte Carlo Rally with the assistance of the M.G. Car Club, and 40 cars were participating. The Friday night distance was 90 miles; Saturday's journey would cover 230 miles and Sunday's Regularity Run would bring the total mileage to 370. All of the working press were working for a change: Bob Fendell of the *New York World Telegram and Sun* was manning a control point; Frank Blunk of *The New York Times*, in a beautiful Mercedes 219, was sweeping the course looking for broken-down cars; and this chronicler went ahead with Rally Chairman Don Blackburn to navigate for him as he led control-point personnel to their locations.

Neither traffic nor trucks could deter Betsy and Walter Cronkite from their rally run. Before leaving New York City, a truck crashed into the back of their Austin-Healey, causing much body damage. Walter's main worry was that he couldn't open the lid of the boot where his rally equipment was stored. The truck driver, recognizing Columbia Broadcasting System's noted newscaster, assisted in prying loose the wedged panel. The Cronkites continued on to

OVERSHOOTING a control—a manoeuvre which Bob Halmi's Triumph has just carried out. Control marshals impassively study their watches on a damp May morning. In the white cap is Alden Vose, president of the Connecticut S.C.C.

Connecticut, forgetting the bashed rear of the car and anticipating the fun to come. Only one car encountered trouble on the night run. The fuel pump of Agnes and Norman Peck's Triumph TR3 broke, and it was too late to find an open garage. No accidents occurred, but a rabbit jumped out of the dark woods and hit the side of Ted Trump's Porsche. "He must have had a terrible headache," said navigator Bill Baldwin, referring to Mr. Rabbit, "for he left his imprint on the side of the Porsche."

The 90-mile run wound up at Jug End Barn in South Egremont, Massachusetts, an ideal spot for lodging sports car enthusiasts. The inn, surrounded by the Berkshire mountains, derived its name from a nearby mountain called Jugend





SHELL SUCCESS

at **CRYSTAL PALACE**

Touring Car Race

1st AUSTIN A.40*

(with Alexander Conversion)

G. H. Williamson

2nd AUSTIN A.40

Doctor G. C. Shepherd

3rd RILEY 1.5

L. Leston

(subject to official confirmation)

*ALSO USING SHELL X-100 MOTOR OIL



ODD BUILDING which the M.G.A. of Ann and John Sunde is passing is a covered bridge, a not uncommon sight in the U.S.A., but one which rallyists here will find unusual.

Monte Carlo Rally—continued

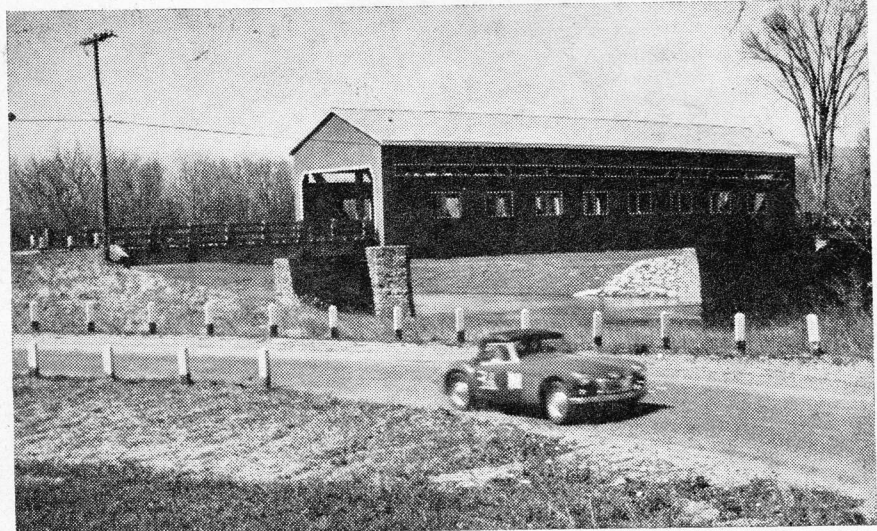
Rusty Peacock (Ferrari G.T.), with 43 points; Bob Halmi/Eleanor Halmi (Triumph TR3), with 44 points; Ted Trump/Bill Baldwin (Porsche), with 72 points.

Cars were penalized one point for every second early or late into a control.

Occasional rain drops and dark clouds gave a gloomy greeting to the rallyists as they lined up for their Saturday morning start. And little more than a start was all that Laurie and Dave Hollister were to enjoy. Their engine seized in the Fiat-Abarth before reaching the first control. They met the incoming cars that afternoon as cyclists with their car's number pinned to the back of their shirts!

Chairman Don Blackburn and his wife, Florence, are two of America's top rally drivers, having won the Sports Car Club of America's Area 1 Championship in 1957 and 1958. They were champions for the M.G. Car Club's Eastern Division during the same two years. But this year they might have forfeited their chances for a repeat performance. All of their week-ends have been spent working on the Yankee Monte Carlo Rally, and they have travelled the course time and time again. The winter's snows and spring's floods washed out many small bridges on back roads, necessitating changing the route several times, but their hard work paid off with an excellent event.

Saturday's journey included the Mohawk Trail, a scenic route with bubbling brooks, waterfalls, blossoming fruit trees, and hilly roads. The most handsome car in the rally, a shining Ferrari G.T. in Italian racing red, owned by Dick Bell and navigated by Rusty Peacock, had trouble descending one of the hills. Midway down the hill, the right front shock absorber broke and damaged the brake. Bell shifted down to the lowest but safest gear possible, but the car rushed on. At the foot of the hill was a "T", and the instructions read "Turn left at the T". Some cars were behind the Ferrari, and Bell feared trouble—so he turned right. The Ferrari spun around and neatly continued down the road, *backwards*. Bell blocked off the brake fluid with a couple of pieces of cardboard, but the 30-minute "on the road repair" ruined his chances for vic-



tory. A second stop to check the brake added still more worrisome points; however, he completed the entire rally. Delamatar and Thompson still maintained their lead Saturday night, but other positions were changing:

Delamatar/Thompson (Porsche), 31; Halmi/Halmi (Triumph), 39; Meader/de Beaumont (Jaguar), 40; Trump/Baldwin (Porsche), 40.

To the delight of navigators, only one average speed was used on the Regularity Run on Sunday morning. The route went across the high Taconic Trail, and the day was glorious. All check points were hidden. Cars carried large numbers on Sunday so that marshals—peering from behind rocks, hills, houses and other concealed spots—could spot them. There was no opportunity for making up time, or for resting. The sunny day brought out dogs and children, the children waving from the roadsides but the dogs causing a little more trouble. Camille and Bill Mills (Mercedes 190SL) saw a dog chasing an oncoming car. As they neared the car, the dog swung around and took out after the car directly in front of them. "What's he going to do?" asked driver Camille, as the dog swayed from one side of the road to the other. She dared not pass for fear of hitting the animal. "I don't know," answered husband Bill, "but if we lose too badly we can always say we were baulked by a dog."

Getting lost on the Regularity Run was a common occurrence. Some who had splendid scores until Sunday dropped

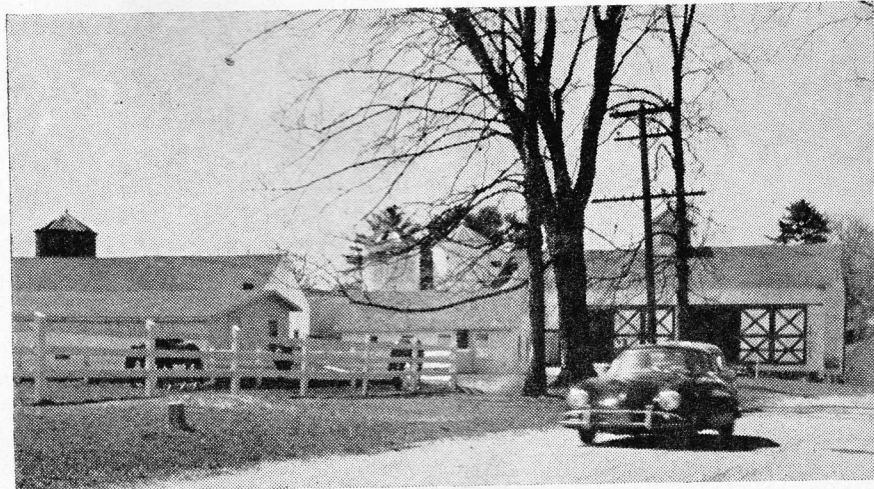
many points because of slight detours; others who had not been spectacular on Friday or Saturday, had fine luck during the 1½-hour run. Winners of the trophies for the best Regularity Run went to Buel Kinne and Sam Fast, Jr. (Porsche), who completed the Regularity Run with a total error of only nine seconds after the seven hidden-control scores had been tallied. The Halmis came through with only 12 points lost; Bell/Peacock (Ferrari), 15; Spence/Spence (Porsche), 18; Waldes/Waldes (Jaguar), 25; Farrington/Farrington (Jaguar), 29. Almost losing their first place were Delamatar and Thompson who dropped 40 points on the Regularity Run. And almost catching the leaders were the Halmis, who lost the over-all rally by a mere second.

Six teams of three cars each were entered under the aegis of various sports car clubs, with the winner being the Sports Car Club of America. With an aggregate of 982 points, the team included Meader/de Beaumont (Jaguar), Trump/Baldwin (Porsche), and Farrington/Farrington (Jaguar). Finishing in second place with a score of 1,529 points was the Connecticut Sports Car Club's team: Delamatar/Thompson (Porsche), Halmi/Halmi (Triumph), and Cookman/Hutchinson (Volvo).

Overall Results: Delamatar/Thompson (Porsche), 94; Halmi/Halmi (Triumph), 95; Kinne/Fast (Porsche), 104; Meader/de Beaumont (Jaguar), 115; Trump/Baldwin (Porsche), 180; Schimmel/Freels (Ghia VW), 190; Yuster/Yuster (Triumph), 401; Knight/Johnson (Triumph), 431; Spence/Spence (Porsche), 510; Waldes/Waldes (Jaguar), 543.

Monte Memories: Don Blackburn turned out to be an exceptionally fine master of ceremonies. At the victory dinner he enunciated clearly, he overlooked no pertinent details, and he was extremely witty. Don even admitted that his wife, Flo, had mapped most of the entire rally herself. Camille and Bill Mills leave for Stuttgart in a few days to take delivery of their new Mercedes 300SL roadster, which they'll drive in the Alpine Rally. Bob and Elinor Halmi will also be in Europe for the Alpine, but travelling in different cars.

RUTH SANDS BENTLEY.



PLEASANT rural scene as grazing horses are passed by the Porsche of Bill Baldwin and Ted Trump. The crew finished in fifth place in the overall results of the rally.



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every penny*



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pounds every year**
The further you go on
your tyres the lower your
running costs. So fit AVON the
longest wearing tyre of all
—and the safest, too.
Regular or Airseal
(needs no tube) in Ribbed
or Centre Grip pattern

AVON
H·M

Silverstone—continued

a lightweight, sharply sloping bonnet with an air intake. At one stage he was successfully holding P. Sinclair's 190SL Mercedes-Benz through the corners. In second place was A. M. D. Lever's ZB Magnette and third came the Healey Sprite of G. G. L. Thomas.

Next on the programme was an inter-continental championship 15-lap relay race for M.G.s which was enlivened by being run off with a similar relay race with no marque restriction. There were both time and credit lap handicaps. The North-West Centre, with a start of 50 secs. and a credit lap, had no great difficulty in winning, but one of the non-M.G. teams, comprising B. R. Millbank (Lotus-M.G.), K. P. Tomei (Elva) and E. P. Foden (Riley 1.5) were much faster and won the event as a whole. There were few incidents but V. Clark nearly caused a nasty accident when he came into the pits for a baton change at a great pace, found his brakes inadequate and made some other team members jump for their lives. R. Rumble, who had been somewhat over-enthusiastic on most of the corners, spun at Woodcote just before a change, but corrected very smartly and managed to get into the change area.

Another 10-lap novices' handicap provided a win for K. L. Tugwell (TC), followed by J. Robinson in a Twin-Cam and J. A. C. Cooper in an "A" coupé. It was not a particularly exciting event, but was relieved by the fine driving of J. G. Bloore in a Healey Silverstone and the antics of A. M. Giles, who nearly

lost his Austin-Healey at Woodcote on the fourth lap, spun it at Copse on the eighth and again at Becketts on the ninth.

The fourth and fifth races were amalgamated in a 10-lap event for closed cars and were distinguished by C. G. Escott's drive in his Coventry Climax-engined T.V.R., a very pretty little car which is impressively fast and steady on the corners.

The only relieving feature of the sixth event, which was for M.G.As (with sections for standard cars and for Twin-Cam and modified cars), was a most stirring dice for the lead between W. E. Needham's Twin-Cam coupé and Ted Lund's modified A-type. This went on from the second lap with Needham in the lead until the last possible second on the last lap when Lund got past at Woodcote to win by inches.

Next came a 10-lap event for open cars, excluding M.G.s. It was another handicap event and most of the interest was lost when Joshua Randles retired his very fast ex-Scott-Brown Lister-Bristol on the fourth lap. R. J. Randall won on handicap in his Lotus Seven, followed, but not very closely, by D. A. Cox in a Sprite.

The last race of the day was a 10-lap handicap event for open M.G.s, excluding M.G.As. G. V. Coles went very well in his rebodied J4 to take third place, V. Clark went quickly to second place and A. A. Mallett won.

Closing the programme was another "half-hour blind"—an impressive high-speed demonstration run by Joshua Randles' Lister. **MICHAEL DURBIN.**

Crystal Palace—continued

Hill for the first 10 laps, but on lap 11 the latter took over and began to draw away from the Norfolk driver, and steadily closed up on Salvadori. Fourth and fifth places were held by the works Lister-Jaguars of Ivor Bueb and Bruce Halford, the latter holding off a challenge from Bill Moss (Lister-Jaguar).

In the opening laps Salvadori built up a two-second lead, but once in second place Graham Hill relentlessly broke this down. One more lap and he might well have won, for the two cars crossed the line only a length apart—a gap which the timekeepers interpreted as two-tenths of a second. This performance brought him the circuit record with a fastest lap in 1 min. 0.2 sec. (83.12 m.p.h.), while the race average—81.37 m.p.h.—constitutes a new race record for the circuit.

Last on the programme came the final of the 1,500 c.c. sports cars event, which was led from start to finish by Innes Ireland's 1½-litre Lotus, with Roy Salvadori right behind him all the way, except for a few laps in the early part of the race. Roy was second after two laps, with Michael McKee (Elva) third and Michael Taylor (Lola) fourth, when he slowed right down on the straight. Whatever was the trouble didn't last long, and he accelerated again almost immediately, but in the meantime Taylor had come through to second place and McKee had taken third spot, leaving Roy in fourth place. The superior acceleration of the more powerful car quickly regained second place, leaving Taylor third and McKee fourth, but there was a six-second gap between Roy and Ireland, now well in the lead, and that was how things stayed to the end.

Roy managed a lap in 1 min. 2.2 secs.

to set yet another new 1,500 c.c. record at a speed of 80.45 m.p.h., while the race average, at 78.88 m.p.h., also set a record.

Thus came to an end a first-class day's racing, well worthy of its national permit.

MARTYN WATKINS.

Monaco—continued

finished, and none revealed winning potentialities. Schell made a spirited bid for third place in a duel with Brooks, which ended in his walking back to the pits after splitting his oil tank in a collision with the straw bales at the Casino, due to an absence of brakes. Ron Flockhart also had to walk back, but Bonnier, in trouble with brakes, retired at the pits.

The organization of the race showed a marked improvement from previous years, and the press service was as good as any Continental meeting. Training attracted a large number of spectators, and it is unlikely that the A.C. de Monaco will revert to those early morning sessions which were unpopular with drivers and residents alike.

There were several social occasions, probably the best being the annual pre-race party given by Bernard and Joan Cahier at their home near Villefranche. Practically all the drivers were there, and a goodly assortment of personalities including Tony Vandervell. Louis Chiron's party was also well-attended, as was, of course, the A.C. de Monaco's dinner following the race.

LES LESTON will do a weekly motoring programme from Radio Luxembourg. His first broadcast, "Grand Prix Gossip", goes on the air at 8.30 p.m., Friday, 22nd May, in the "208 Road Show".

GERMAN G.P. AT AVUS

THE German G.P. on 2nd August will be held on the high-speed Avus circuit, and not at Nürburgring. This circuit, situated in Berlin, is of 5.16 miles, and includes the famous North Curve of the original 12-mile course. It is believed that financial reasons have prompted the West German A.C. to transfer the Grand Prix from its traditional home. On such a circuit, streamlining is considered essential, and from now on designers will be busy testing aerodynamic shapes, probably using training at Rheims for experiments.

Intending visitors going by road should note that an East German visa will be required, and also an autobahn permit. Best way to approach Berlin is via Helmstedt on the main Cologne-Hanover-Berlin autobahn. East German visas may be obtained at Helmstedt, and these are available for the round trip. Cost is 10 deutschemarks, and 5 deutschemarks for East German autobahn permit. It is not possible to obtain East German marks, so cars should be filled up at the frontier post. In general, the Soviet authorities at the Berlin approaches are helpful, but may demand a full declaration of all personal property and foreign money.

THE F2 PORSCHE

FURTHER details are available of the new single-seater works Porsche F2 car, raced by Taffy von Trips at Monaco, and unhappily wrecked during a three-car pile-up on the second lap.

The frame is entirely new, with small-section steel tubes forming a very narrow structure. Front suspension is by the well-tried system of trailing arms and torsion bars. At the rear, helical springs enclosing telescopic dampers control dual wishbones—a complete breakaway from previous Porsche practice. At present, drum brakes are used together with bolt-on wheels, but it is understood that experiments are being made with different type light-alloy wheels and disc brakes. If this is so, Porsche would be the first German manufacturer to use disc brakes.

The power-unit is basically RSK, with four o.h.c. and bore/stroke of 85 mm./66 mm. On Avgas it is said to develop 165 b.h.p. at 7,500 r.p.m. Two d/c Solex carburettors are employed. Ignition is by Bosch.

Fuel is carried in the nose, as are oil tank and cooler. There are also auxiliary fuel tanks on each side of the frame, connected to the main unit.

Of especial interest is the six-speed gearbox.

THE DUTCH GRAND PRIX

APART from Count de Beaufort's Porsche, the field for the Dutch Grand Prix at Zandvoort on 31st May will be restricted to F1 machines. Provisional list of entries is as follows:—

Aston Martin: Roy Salvadori, Carroll Shelby.

Cooper-Climax: Jack Brabham, Masten Gregory.

Cooper-Climax (Walker): Stirling Moss*, Maurice Trintignant.

B.R.M.: Harry Schell, Joakim Bonnier.

Ferrari: Jean Behra, Phil Hill, Tony Brooks.

Lotus-Climax: Graham Hill, Pete Lovely.

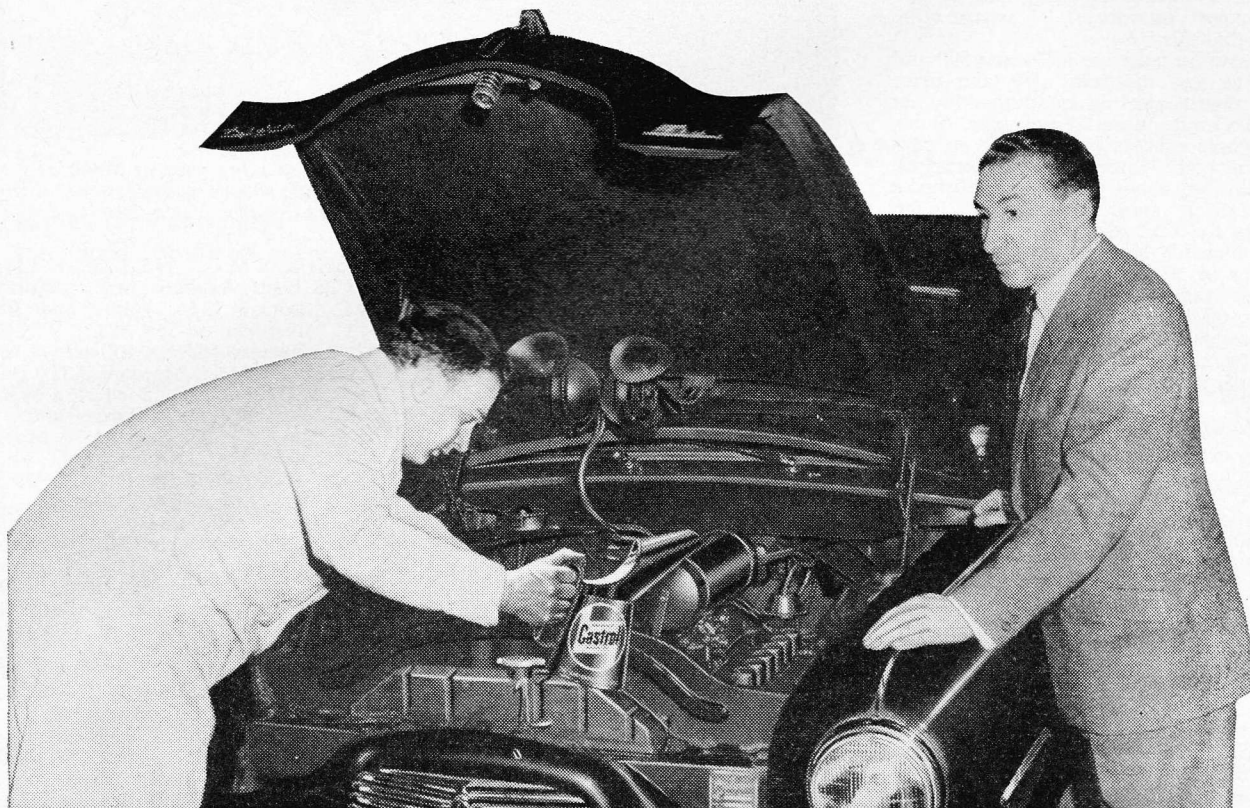
Porsche: Count de Beaufort.

* Not yet decided.

143,485 miles

without overhaul

using Castrol



"I drove my Ford Zephyr 143,485 miles without mercy on Rallies, racing tracks and the road—always on Castrol," writes cinema owner Jack Reiss of Leeds.

This ex-naval officer and the first Englishman to have won the French International Rallye du Soleil tells us that his highly tuned and stressed Mk 1 Zephyr has worked hard all its life and "still uses no oil and has never needed a major overhaul." You cannot do better than follow the experts.

Don't take chances—always ask for

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The oil proved to
give minimum engine wear



Club News

By MARTYN WATKINS

RACING instruction seems to be quite the thing these days, and another scheme of great interest has been propounded by the **Blackfriars M.C.** The idea has been devised with the express purpose of giving club members the opportunity of driving a racing car either just for the experience or to see if the member wishes to take it up seriously. Main thing about it is the cost: the Club believes that the expense involved is the lowest yet, and at three guineas, which includes use of the car, track, fuel, oil, insurance, track suit, crash hat, goggles and expert instruction, it seems quite likely that this is so.

Cars to be used are a Cooper 500 and a Lotus and meetings will take place each month, starting on 30th May, at Castle Combe, near Chippenham, Wilts. The whole scheme is organized in conjunction with **Motor Racing Enterprises**, of Uxbridge, about whom we published a short article some weeks ago. I am told by the Club that its membership is not sufficiently large to make up the full number of 30 for each meeting, so that anyone who is interested stands a fair chance of being permitted to have a go. It is suggested that you should drop a line to the Club Secretary, Mr. E. Pennells, 21 Avondale Drive, Loughton, Essex.

THE Sevenoaks and D.M.C.'s Fifth Annual Kent Rally will take place on 6th/7th June. The start will be from Epps Garage, Green Street Green, near Farnborough, Kent, at 8.30 p.m. The following clubs have been invited: Ashford (Kent) M.C., B.A.R.C., Bexley L.C.C., B.P. Automobile Club, Blackfriars M.C., B.R.S.C.C., Civil Service M.A., East Surrey M.C., Folkestone and East Kent C.C., Kentish Border C.C., London M.C., Maidstone and Mid-Kent M.C., Margate and D.C.C., M.G.C.C. (S.E. section), Rochester, Chatham and D.M.C. Each club may enter one team free of charge for this event and the rally is also a qualifying event for the Association of S.E. Motor Clubs Rally Championship. Entries (30s.) must be in by 29th May and should be sent to A. G. Tate, 48 Brabourne Rise, Beckenham, Kent. . . . On 18th/19th July the **North London E.C.C.'s** Allcomers' Rally will be held. This event is open to members of the promoting club and to those of the Herts County A. and Ae.C. The start will be from the Paul Street Garage, E.C.1, at 10 p.m. Regs. may be had from G. Bance, 11 Bath Road, Reading, Berks. . . . The **London M.C.'s** Hard Standing Driving Tests will take place at Warley Barracks, Brentwood, Essex, on 14th June. This is a closed event. Regs. may be had from Peter J. Adams, 18 Westmorland Road, North Harrow, Middlesex. . . . The **Crittall C.C.** is holding a Driving Test Meeting at Great Easton Airfield, Dunmow, starting at 2 p.m. Entries should be sent to D. Murphy, 5 London Road, Braintree, Essex. . . . The **East Surrey M.C.'s** closed Treasure Hunt will be held on 7th June, starting from "Ye Olde Leather Bottle", Warlingham, at 1.45 p.m. Entries (20s.)



SPIRIT OF THE THING—a pit scene during a relay race at Saturday's M.G.C.C. Silverstone race meeting. Cars of all shapes and sizes wait as a team manager dashes up with the baton to send another "relay" on its way.

close 2nd June and should be sent to D. J. Lee, 167 Woodcote Valley Road, Purley, Surrey. . . . The **Leicestershire C.C.** will hold a closed night rally on 6th/7th June, starting at 10 p.m. from Messrs. Batchelor Bowles Garage, 60 London Road, Leicester. Entries (20s.) should be sent to A. Payne, The

Coming Attractions

- May 23rd.** Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.
- May 24th.** Targa Florio, Sicily (S). West Essex C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.
- Mid-Surrey A.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 11 a.m.
- May 30th.** Indianapolis 500 Miles Race, Indiana, U.S.A.
- May 31st.** Dutch Grand Prix, Zandvoort, Holland (H). B.A.R.C. Hill-Climb, Firle, near Lewes, Sussex.
- June 6th.** B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
- Eight Clubs Race Meeting, Silverstone, near Towcester, Northants.
- Lancashire and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.45 a.m.
- June 7th.** A.D.A.C. 1,000 kms. Race, Nürburgring, Germany (S). Bugatti O.C. Prescott Hill-Climb, Prescott, near Cheltenham, Gloucestershire. Start, 1.30 p.m.
- Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester.

Hollies, Stoke Road, Hinckley, before 2nd June. . . . The **Bugatti O.C.'s** 14th Members' Speed Hill-Climb will take place at Prescott on 7th June. This is a closed event starting at 1.30 p.m. Entries close 28th May and should be sent to W. Bancroft, 167-168 Aston Road, Birmingham 6. Members' testing day will take place on the day before the event, starting at 11 a.m. . . . The **Thames Estuary A.C.** is holding a restricted Speed Trial at Brands Hatch on 7th June. The event starts at 10.30 a.m. The following clubs have been invited: Guildford M.C., Cemian M.C.,

Blackfriars M.C., N.L.E.C.C., Lloyd's M.C., East Anglian M.C., Worthing M.C., Jaguar D.C., Hants and Berks M.C., Burnham-on-Sea M.C., W.E.C.C., Alvis Owners' Club, Billericay M.C., Seven Fifty M.C., Marconi A.C., Haslemere M.C., E.C.M.C., Snetterton M.R.C., B.R.S.C.C., M.G.C.C., Forces M.C., Isle of Wight C.C., Southsea M.C., Margate and District M.C., Bexley L.C.C., Surrey S.C.C., Harlow and District A.C., Healey D.C., Per Ardua M.C., Bentley D.C., West Hants and Dorset C.C., Romford E.C.C., Peterborough M.C., Triumph S.O.C., Lotus M.C., M.C.C., Cambridge 50 C.C., Mid-Surrey A.C., Renault O.C., Brighton and Hove M.C., Allard O.C., Lagonda C.C., Maidstone and Mid-Kent C.C., Herts County A. and Ae.C., 250 M.R.C., Oxford M.C., C.U.A.C., London M.C., Circle C.C., Riley M.C., Old Culfordians M.C. Entries (£2) close on 27th May and should be sent to S. C. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . The **Sunbeam M.C.C.** will hold a Veteran and Vintage Rally on 14th June at Burnham Beeches, Bucks. Regs. may be had from R. K. Lees, 10 Fontenoy Road, London, S.W.12. Entries close 26th May. . . . The **B.A.R.C.'s** 35th Members' meeting will take place on 6th June at Goodwood. First race is at 2 p.m. Entries close on 23rd May and should be sent to H. J. Morgan, B.A.R.C., 55 Park Lane, London, W.1. . . . The following clubs have been invited to the **Lancashire and Cheshire C.C.'s** Oulton Park Spring Race Meeting which will be held on 6th June, starting at 11.45 a.m.: A.M.O.C., B.A.R.C., B.R.S.C.C., 750 M.C., Mid-Cheshire C.C., Bolton-le-Moors C.C. and the Jaguar D.C. Entries close on 23rd May and should be sent to E. N. Bloor, 33 Gibwood Road, Northenden, Manchester. . . . On 6th/7th June the **B.A.R.C. (N.W. Centre)** will hold their North Wales Rally. The following clubs have been invited: Bolton-le-Moors C.C., Chester M.C., Knowlside C.C., Lincs and Cheshire C.C., Midland A.C., Liverpool M.C.

(Continued on page 674)

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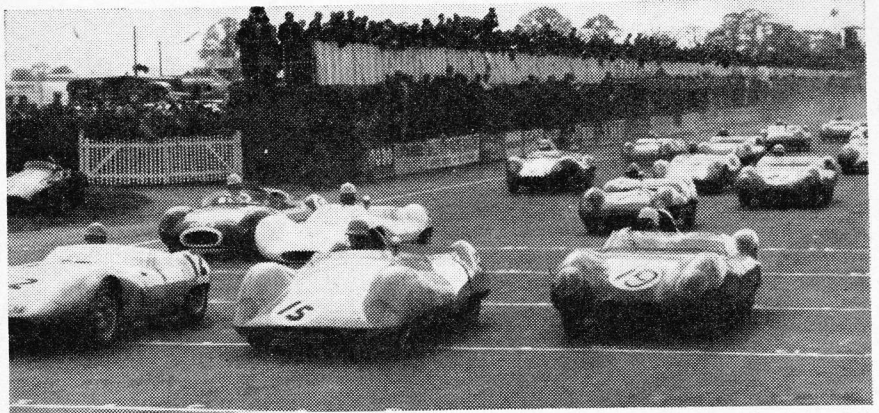


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START of the 1,100 c.c. race at the International Silverstone meeting. On the extreme left is Peter Gammon's Lola.

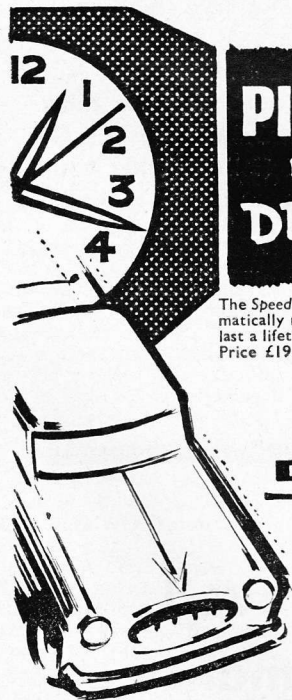


Club News—continued

M.G.C.C., North Staffs M.C., Rhyl and D.M.C., and Warrington and D.M.C. The start will be from the Lion Filling Station on the A5 near Chirk. Entries (30s.) close on 3rd June. . . . The A.G.M. of the **Allard O.C.** will take place on 25th May at 8.30 p.m. at Norbury Hotel, London Road, S.W.16. On 31st May there will be a Sprint Meeting at Snetterton and on 30th May a Club Meeting at "The Bell", Thetford, Norfolk. . . . Ian H. Smith has been elected Vice-Chairman of Club Lotus. Other new committee men are Ian Walker, Ron Richardson (Comps. Secretary), Peter Mayer, P. F. Coakley and W. H. Ellis. . . . The **Mid-Thames C.C.'s** Spring Rally will take place on 30th/31st May, starting at 9.30 a.m. from Sandford's Garage, Leatherhead. The following clubs have been invited: C.S.M.A., East Surrey M.C., Fairey Aviation M.C. and C.C., Horsham and D.M.C., London M.C., Malden and D.M.C., Per Ardua M.C., V.W.O.C., E.M.I.M.C. and 750 M.C. Entries (25s.) close on 28th May and should be sent to J. Ferrigno, 20 Hampton Road, Teddington, Middx. . . . The **Farnborough and D.M.C.'s** Surrey and Hants Rally will take place on 31st May. This is a closed event starting at 10 a.m. from the Seale Café, Hog's Back. Entries (17s. 6d.) should be sent to H. W. Greenwood, "Torestin", Abbey Estate, Rectory Road, Farnborough, Hants, by 28th May. . . . The **Aberdeen**

and **D.M.C.** are staging a race meeting at Edzell Aerodrome, Kincardineshire, on 20th June. The following clubs have been invited to compete: All Scottish M.C. affiliated to the R.A.C., B.R.S.C.C., B.A.R.C., M.G.C.C., Newcastle and D.M.C., Riley M.C., Bentley D.C., Lancs and Cheshire M.C., Nottingham S.C.C., 750 M.C. Racing begins at 2 p.m. Entries (£1 per class) must be in by 11th June and should be sent to Miss N. M. Garvie, 23 Springbank Terrace, Aberdeen. . . . The **United Hospitals and University of London M.C.** are holding a closed driving test meeting at Heston Aerodrome on 21st June, starting at 11 a.m. Entries (14s. 8d.) should be sent to J. J. Randall, 74 Brook Street, London, N.W.2. . . . The **King's College M.C.** are holding their Blagdon Sprint

at Blagdon Hall, near Newcastle, on 23rd May starting at 2.30 p.m. . . . The **Eastern Counties M.C.** is holding a National Race Meeting at Snetterton on 14th June. Entries (£2 per event) close on 3rd June and should be sent to M. R. Sharp, "Conrods", St. George's Road, Old Felixstowe, Suffolk. . . . The **Fiat C.C.'s Concours d'Élégance** and Gymkhana will take place at 11.30 a.m. and 3 p.m. respectively on 24th May. Applications should be sent to the Secretary, Thornley Hall, Newark, Notts. . . . The **American Drivers' Club** are joining up with the **N.L.E.C.C.** to promote a Spring Members' Meeting. This closed event will take place on 31st May at Denham, Bucks. Entries (12s. 6d.) close 25th May and should be sent to G. Bance, 11 Bath Road, Reading, Berks.

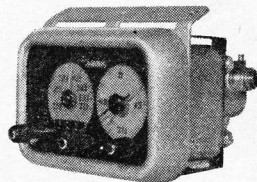


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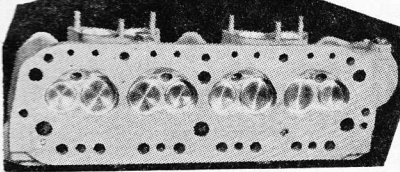
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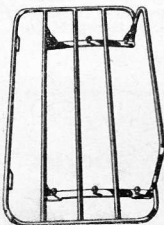
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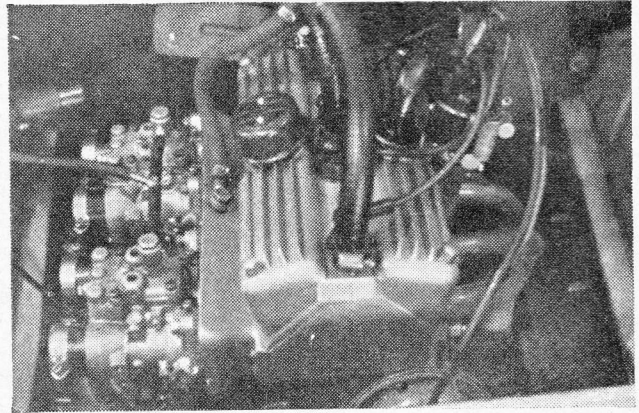
The Colucci Cylinder Head

I RECENTLY called on Vincent Colucci at his garage in Cap-D'Ail, which is on the Corniche just outside Monte Carlo. The object of my visit was to test the new cylinder head which he has developed for the Dauphine.

The Colucci light-alloy cylinder head features hemispherical combustion chambers and inclined valves. The operation is by pushrods and rockers, the inlet rockers being much longer than the exhausts. The sparking plugs are centrally situated, just ahead of the valve centre line, with extensions for the electrical connections. The ribbed valve covers give a "twin-cam" appearance which is both neat and attractive.

There are four inlet and four exhaust ports on opposite sides of the head. A pair of twin-choke carburetters has been employed for competition work, but normally two carburetters are used. A most ingenious induction system has been developed, which allows the fitting of either French downdraught carburetters or British horizontal ones. In each case, the balance pipe fits over the "holes" which are not in use. M. Colucci believes in forced cooling of the exhaust valves and plug bosses, concentrating the whole output of the water pump on those areas, with multiple off-take pipes from the head to the radiator. His trouble is repaid by notably cool running, even with an extra small fan.

★
SOUND PRODUCT is Bolster's opinion of the Colucci head for the Renault Dauphine, a light-alloy unit featuring hemispherical combustion chambers.
★



The exhaust system is of the "paired pairs" variety, and combines efficiency with silent running. Domed pistons, with flats for valve clearance, give a compression ratio of 9.2 to 1. This head may safely be used with the reinforced crankshaft and connecting rods that are now standard on the Dauphine. It would be advisable to replace the much less robust crank which was fitted until recently.

I was able to carry out a test of the Colucci head, which was fitted to a Dauphine of the standard 845 c.c. size. The very pleasant Gordini four-speed gearbox was the only other addition. I must say that the results were immensely impressive. The engine has the biggest "range" of any Renault I have driven, combining good flexibility and "punch" with an almost unlimited capacity for revs. I attained 6,000 r.p.m. over and

over again, and M. Colucci claims 7,000 r.p.m. as the ultimate limit. Three up, we simply flew up the hill towards La Turbie, and though the weather was blisteringly hot, the thermometer remained on the lower part of the dial.

There is no mechanical clatter from the valve gear, and the engine is even more flexible than the standard production. Thus, a Colucci-equipped Dauphine loses nothing compared with the normal types, and is certainly superior in these respects to many tuned examples. I am sure that this is a thoroughly sound product, and the improvement in the appearance of the engine will certainly appeal to many owners. M. Colucci has appointed Mr. J. H. Parkin as his agent in England. The address is Parkin Engineering, Ltd., 249 East Bawtry Road, Rotherham. (Rotherham 2068.) JOHN V. BOLSTER.

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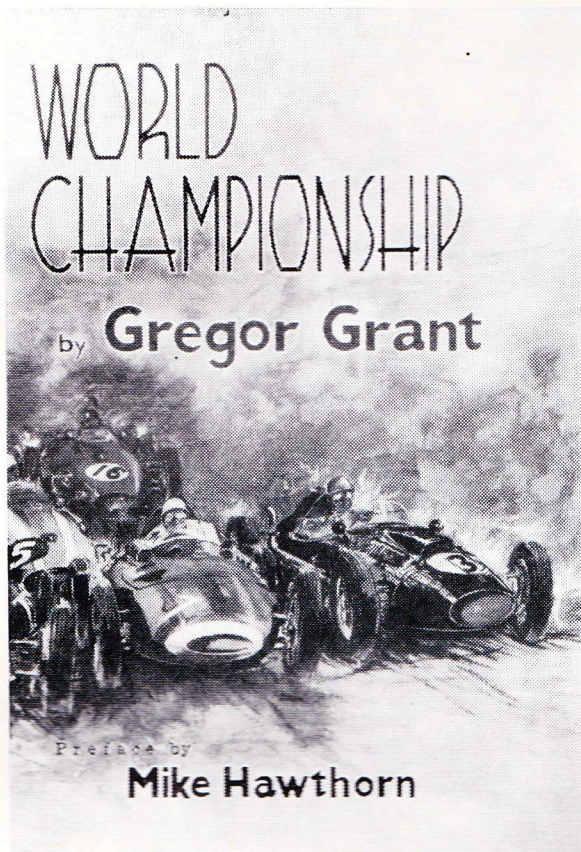
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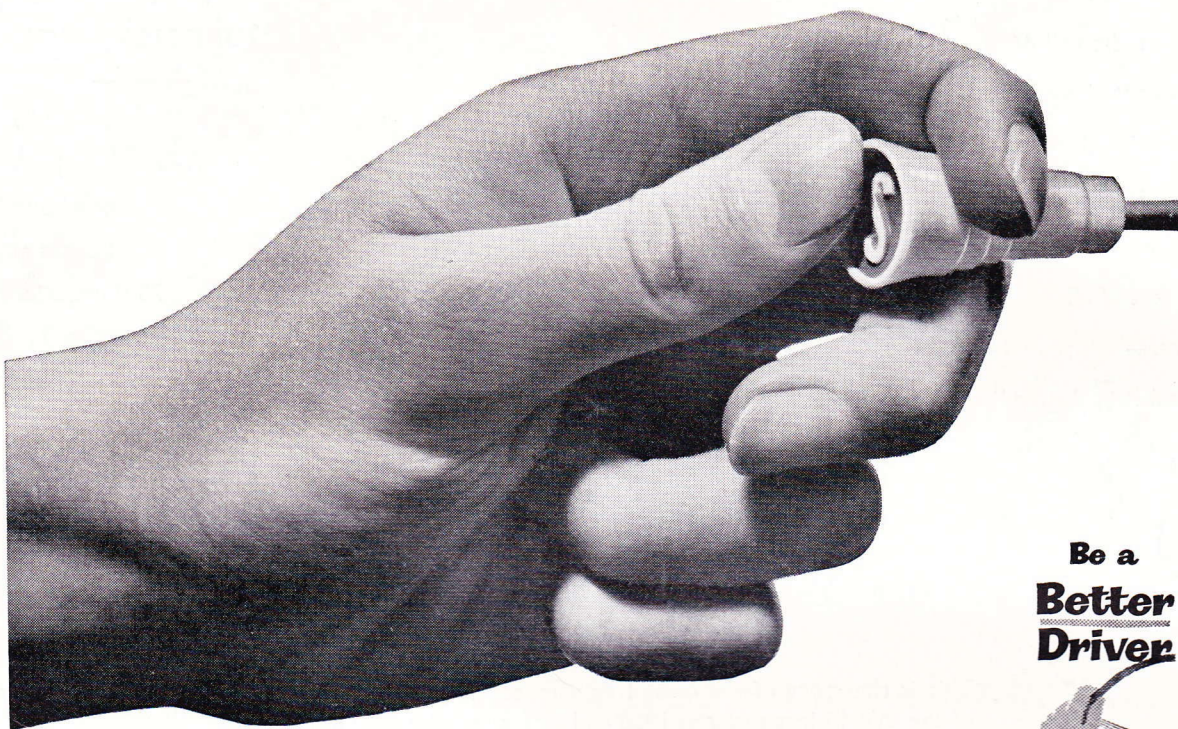
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