

AUTOSPORT

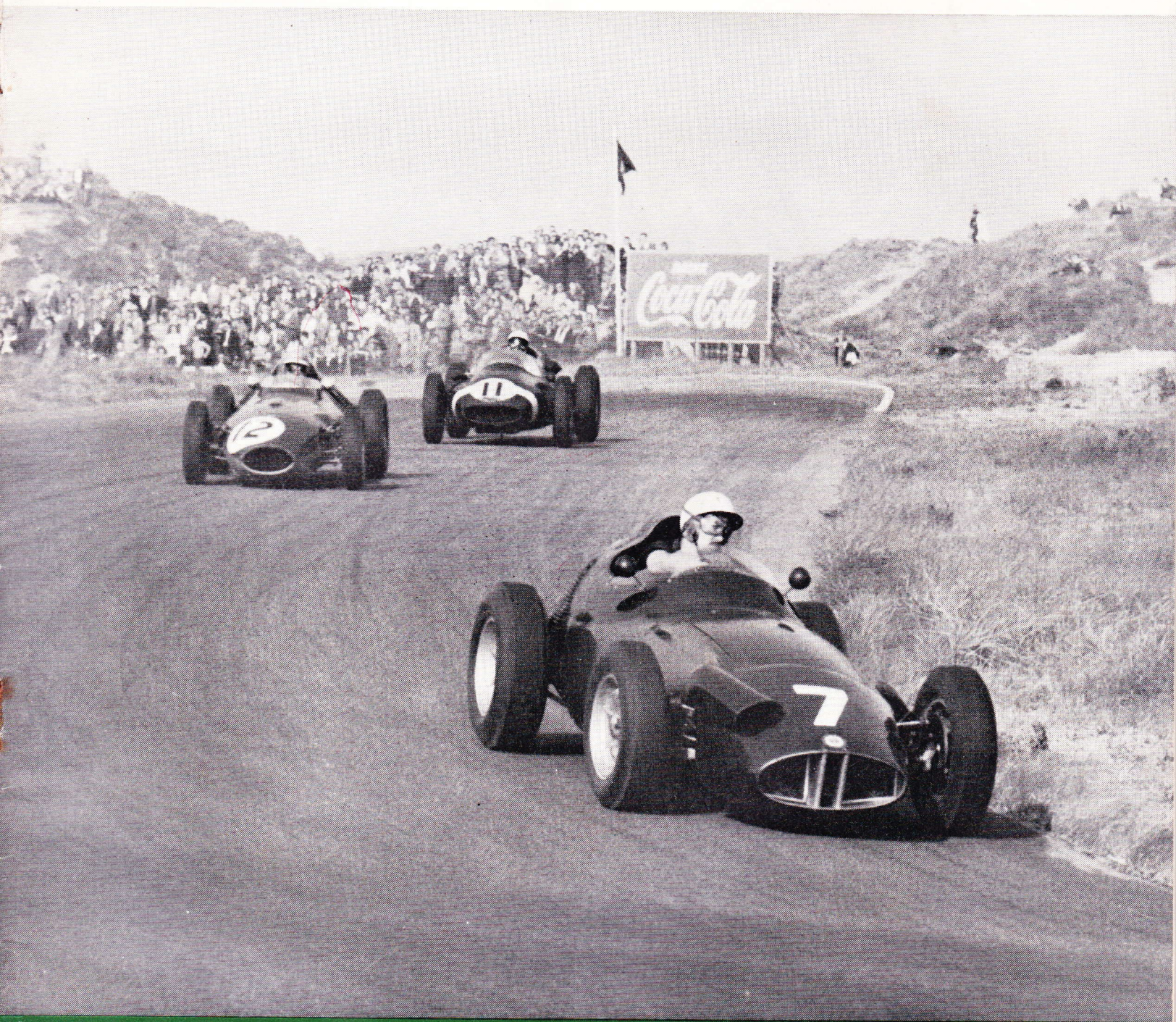
JUNE 5, 1959

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EVERY FRIDAY
Vol. 18 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

DUTCH GRAND PRIX—FULL REPORT AND PICTURES : JOHN
BOLSTER TESTS THE JAGUAR XK 150S : CLUB RACING AT RUFFORTH

MINTEX

one

1st B.R.M. driven by Joakim Bonnier

Two

(all results subject to
official confirmation)

2nd COOPER driven by Jack Brabham

Three!!

3rd COOPER driven by Masten Gregory

at the Dutch Grand Prix

You can rely on

MINTEX

HIGH PERFORMANCE BRAKE LINERS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 23

June 5, 1959

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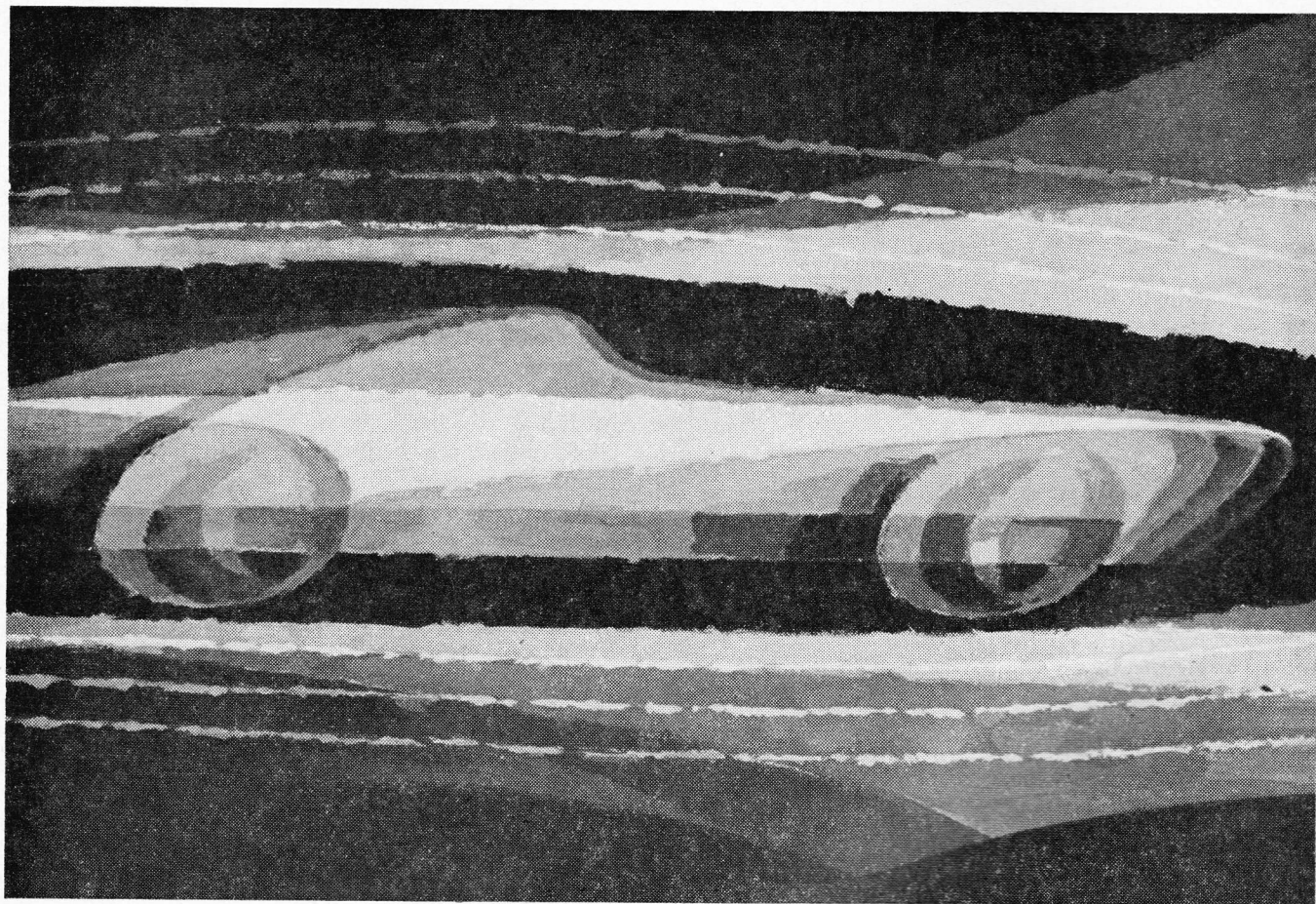
EDITORIAL

JUST REWARD

LAST Sunday's great victory by Joakim Bonnier and the B.R.M. was just about the best tonic that motor racing could have had. For 10 long years the men of Bourne have tried vainly to win a *grande épreuve*, only to have their hopes dashed time and time again. It was a well-merited win, for Bonnier was faced with the strongest opposition from Cooper-Climax, Lotus-Climax, Ferrari and Aston Martin. When Stirling Moss took the lead, the Swedish driver refused to become rattled, and kept driving his own race. The unlucky Moss, of course, held his lead for a mere three laps, then went out with an obscure bearing failure in the Italian-made gearbox of his Cooper-Climax, which left Bonnier with a comfortable advantage over Brabham. Moss had made a wonderful comeback, after having been baulked for many laps by a Ferrari, and had to pull out all the stops to catch the flying B.R.M. That he did so is a tribute to his masterly driving, his only reward being a new Zandvoort circuit record. John Cooper had a good day, his cars being second and third, Brabham leading the World Championship with 15 points, and Cooper-Climax the Constructors' Championship with 14 points. Lotus-Climax, with a great improvement in preparation, also did well, and Innes Ireland made a most satisfactory debut in Grand Prix racing with fourth place. Proud Ferrari took a severe whipping, and when a youngster in the grandstand was overheard asking his father: "Why did they let these red cars run?", then Maranello obviously will have to do something to retrieve their reputation. Aston Martin suffered engine failure on both cars, but that is G.P. racing. Anyway the 1959 Grand Prix of the Netherlands was a memorable race in every way, and the new-found success of B.R.M. makes full-scale Grand Prix racing all the more attractive to spectators. The venture has had more criticism than anything else in motor racing, and Mr. Alfred Owen must feel that all the effort in the past has been worth while. Raymond Mays, Peter Berthon, Tony Rudd and all others connected with B.R.M. cannot help but feel that the empty years have now come to an end, and that their cars will contribute to the prestige of British automobile engineering, every bit as much as have Vanwall and Cooper-Climax. It was also a very satisfactory result for disc-brake pioneers, Dunlop. As well as being a "first-time" occasion for Sweden's Bonnier, and B.R.M., it was also an initial success in a *grande épreuve* for the concern's brakes—although there have been many victories recorded in other spheres of motor-racing!

OUR COVER PICTURE

VICTORY AT LAST: Joe Bonnier (B.R.M.) leading Stirling Moss (Cooper-Climax) in the Dutch G.P. at Zandvoort, which the Swedish driver won. Other car is the Lotus-Climax of Innes Ireland, which finished in fourth place.



BP Wins Again

**DUTCH
GRAND
PRIX**



1st B.R.M. . . . J. BONNIER

(Subject to official confirmation)

**Using BP Fuel and BP Energol
Motor Oil**

**For the BP Products that give your car response
drive in where you see the BP sign**



SPORTS NEWS

THE LE MANS ENTRIES

Great Britain

Lister-Jaguar (2,996 c.c.): Bruce Halford/Ivor Bueb.
Jaguar, Ecurie Ecosse (2,994 c.c.): Jock Lawrence/X.
Tojeiro-Jaguar, Ecurie Ecosse (2,986 c.c.): Ron Flockhart/Masten Gregory.

Aston Martin (2,992 c.c.): Roy Salvadori/Jack Brabham, Maurice Trintignant/Jack Fairman, Paul Frere/Carroll Shelby, Graham Whitehead/Brian Naylor.

Lotus-Climax (2,494 c.c.): Graham Hill/Pete Lovely.

Cooper-Climax (2,000 c.c.): Jim Russell/Bruce McLaren.

Triumph TR3S (1,984 c.c.): Ninian Sanderson/Dick Stoop, Peter Bolton/M. Rothschild, Peter Jopp/C. Dubois.

Ace-Bristol (1,971 c.c.): A. E. Whiteway/J. Turner (Rudd's).

Lotus-Climax (1,960 c.c.): Alan Stacey/Innes Ireland.

M.G. "Twin-Cam" (1,588 c.c.): Ted Lund/C. G. Escott.

Lotus Elite (1,220 c.c.): Ted Frost/John Lawry.

SAAB (748 c.c.): Syd Hurrell/Roy North.

Lotus (742 c.c.): Michael Taylor/J. Sieff.

*Lotus (742 c.c.): X/X.

France

Cooper-Climax (1,490 c.c.): Vidilles/Malle.

D.B.-Panhard (747 c.c.): Consten/Armagnac, Cotton/X, Chancel/Laureau, Bartholini/Jeager, Massen/Vinatier.

Osea (745 c.c.): Laroche/Radix.

Italy

Scuderia Ferrari (2,953 c.c.): Behra/Allison, P. Hill/Gendebien, Gurney/da Silva Ramos.

Ferrari (2,953 c.c.): Grossmann/Tarano.

Scuderia Ferrari (2,000 c.c.): Cabianca/Scarlatti.

Stanguellini (740 c.c.): X/X, X/X.

Fiat (748 c.c.): Alfranco/Poltronieri.

U.S.A.

Lister-Jaguar (2,996 c.c.): Walt Hansgen/Ed Crawford.

Ferrari (2,953 c.c.): Carveth/Gaiter, Lance Reventlow/X, Hugus/Erickson, Ed Martin/Bill Kimberly.

Porsche (1,498 c.c.): J. Kerguen/J. Dewez.

Belgium

Lister-Jaguar (2,986 c.c.): Bianchi/Croisier.

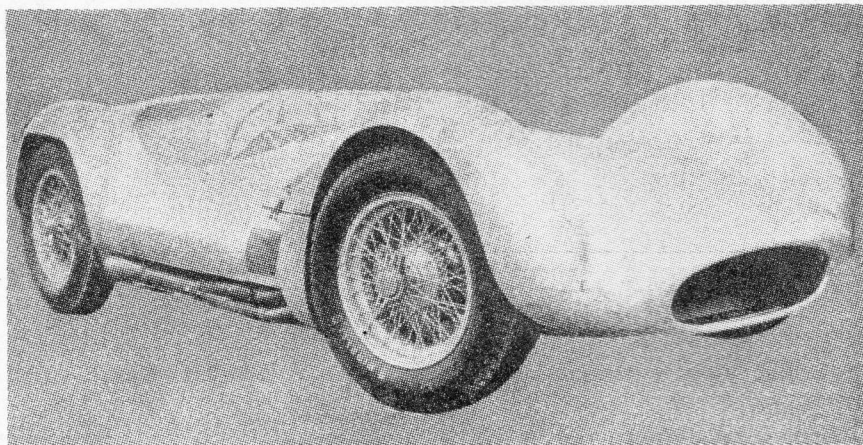
Ferrari (2,953 c.c.): Ranson/Beurlys, de Changy/Milhoux.

Ace-Bristol (1,971 c.c.): A. Blary/A. Pilette.

Germany

Porsche (1,587 c.c.): Bonnier/von Trips, Barth/Herrmann.

Porsche (1,498 c.c.): Mahle/Strahle.



NEW sports contender from Maserati is this 2-litre car, designated the "Tipo 60". Said to be faster than the 3-litre car, it possesses one of the most intricate space-frames yet seen!

Switzerland

Alfa Romeo Conrero (1,290 c.c.): X/X, X/X.

Aston Martin (2,922 c.c.): H. Patthey/Calderari.

Sweden

SAAB (748 c.c.): Jonsson/Nottorp.

South America

Osea (745 c.c.): A. de Tomaso/Isabel Haskell, R. Rodriguez/P. Rodriguez.

Spain

Ferrari (2,953 c.c.): Fayen/Ottolina.

Reserves

1, D.B.-Panhard: Hechard. 2, Lotus Elite: Stoop. 3, D.B.-Panhard: Faucher. 4, Frazer-Nash: Dashwood. 5, Stanguellini: Stanguellini. 6, E.F.A.C. "750".

*Takes place of Border Reivers Lotus Elite, forfeit.

FRENCH G.P. TICKETS

THE Royal Automobile Club has obtained blocks of tickets for the European Grand Prix at Rheims on 5th July. The reservations include pit boxes for six people at £15; individual seats in boxes at 57s. 6d.; and seats in covered stands at 45s. Also available are appropriate reserved luncheon vouchers at 25s. and car park reservations at 12s. 6d. Applications for any of these, an illustrated leaflet of the course, as well as for any rail and air reservations required, should be sent to the R.A.C., Pall Mall, London, S.W.1.

THE "AUTOSPORT" CHAMPIONSHIP

Correct Placings

OWING to last-minute press arrangements, a paragraph giving the Team Trophy positions in the 1959 AUTOSPORT Championship was published on page 695 of the 29th May issue. Owing to a later revision of points scored, this was incorrect, and the correct table was given on page 691 of the same issue. Team Sprite leads with 23 pts., followed by Elva Courier (22) and Turner (21). The general classification is headed by Pat Fergusson (Elva Courier), 18 pts., with Paddy Gaston's Sprite in second place (16). Class leaders are (A) Gaston (Sprite). (B) Whitmore (Elite). (C) Fergusson (Elva). (D) McKechnie (Ace-Bristol). (E) Sears (Austin-Healey 100-Six).

SIMCA TEST DAY AT BRANDS HATCH

IT was recently announced that, as from 1st June, Chrysler Motors, Ltd., are to market the Simca in Great Britain. Initially, the cars will be assembled here from imported parts, but gradually more and more components will be made at Kew, and the export markets of the Commonwealth will be supplied.

On 29th May a Simca test day was held at Brands Hatch, when the gentlemen of the Press were let loose on the track. The cars were greatly admired, for appearance is a strong feature of the Simca, and they were found to handle particularly well on the racing circuit. It was interesting that two of the machines had floor-mounted central gear levers, and it is likely that this alternative to the column location will be offered on the British market in due course.

After a buffet lunch in a marquee, the questions of the guests were answered.

RALLYE LORRAINE-ALSACE

THE formidable Hébert/Consten combination, with their Alfa Romeo Giulietta Zagato, won the Rallye Lorraine-Alsace last week-end. The "Coupe des Dames" went to Annie Soisbault/Renee Wagner (TR3A Triumph), who, also unpenalized, finished in sixth place.

THREE Ferrari drivers, three AUTOSPORTS . . . after practice at Zandvoort, Tony Brooks, Cliff Allison and Phil Hill bring themselves up to date with a quick look at last week's issue.



TEST CAR was fitted with the fixed-head coupé bodywork. The Jaguar's equipment is lavish and its finish luxurious.

one can overtake other drivers who are really trying with contemptuous ease.

Perhaps the XK 150S is at its best when driven in this way. The sheer sensual pleasure of feeling the big machine respond to the throttle is one of motoring's most delightful experiences. As the speedometer needle flashes past the 100 m.p.h. mark one lazily flicks the overdrive switch, when one can cruise in effortless silence at three-figure speeds, and exceed 130 m.p.h. on the longer straights. A touch of the brake pedal results in the kind of retardation that only discs can provide, and the knowledge that this immensely powerful fade-free braking is always available adds greatly to the enjoyment of the extremely high performance.

If the XK 150S is regarded as an ultra-high speed touring car, it can be

JOHN BOLSTER TESTS

THE 3.4-litre Jaguar engine is one of the marvels of the age. In racing tune, it achieves tremendous speeds, and in normal form it powers a range of cars from six-seater luxury models to the sports XK types. Now, a "hotter" version of this basic engine has been made available, and it is used in the ultra-high speed XK 150S two-seaters.

The new engine is designed to make full use of the latest "super" fuels that are rated at 100 octane or thereabouts. The compression ratio is, therefore, as high as 9 to 1, and Harry Weslake has reworked the twin-cam light alloy head. The venturi-shaped ports have less curve in them than the normal ones in the interest of filling, the necessary turbulence coming partly from the curved inlet tracts. These give an equal length of pipe to each of the six cylinders for ramming purposes, and there are three S.U. constant vacuum horizontal carburettors of 2 ins. bore. Each of these carburettors has a short trumpet-mouthed ramming pipe on the entry side.

The great power potential of this "top end" is easily handled by a very rigid seven-bearing crankshaft with lead-bronze bearings. The output is 252 b.h.p. at 5,500 r.p.m., and there is a useful power increase over the standard engine from the medium speed range upwards. A specially strengthened clutch has been developed to withstand the high loading involved.

The gearbox is the four-speed unit with which we have become familiar, and in this application it is married to a Laycock-de Normanville overdrive. This is used in conjunction with an axle ratio of 4.09 to 1.

The chassis is entirely conventional, a box-section frame being suspended on torsion bars in front and semi-elliptic springs behind. A rack and pinion steering assembly is fitted, and the dampers are telescopic. The Dunlop brakes have 12-in. discs and vacuum servo assistance. Dunlop R.S.4 tyres are fitted to centrelock wire wheels.

Three two-seater bodies are available,

COCKPIT, with an adjustable steering column, easy-to-read instruments, well-placed pedals and conveniently located gear-lever, is set up for serious motoring.

The Jaguar XK 150S

An Ultra-High Speed Car That Approaches Perfection

a "roadster", a drophead and a fixed-head coupé. The last named was the type which was fitted to the test car. It is a comfortable, roomy body with children's seats behind the main individual seats, and there is a luggage boot of medium size. The equipment is lavish and the finish luxurious. An adjustable steering column ensures a comfortable driving position.

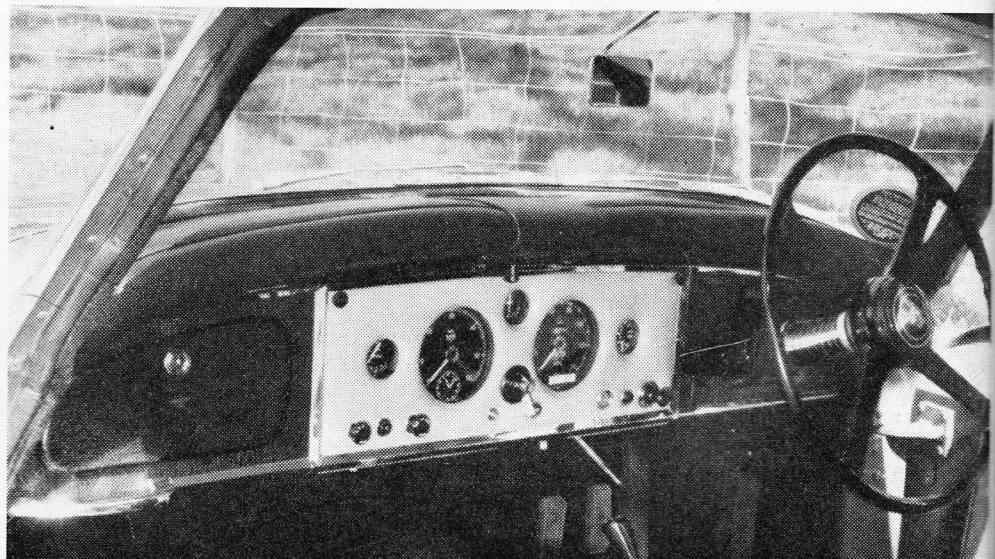
On taking one's seat, one finds that the all-round visibility is good and the bonnet does not seem excessively long. The short central gear lever is conveniently located, and the brake lever is of the "fly-off" type. Very comfortable for long journeys, the seats would be still better if their shape gave more positive lateral location. The pedals are well placed, though the clutch has a fairly long travel.

It is at once obvious that this is a very powerful engine. It has immense torque, giving brisk starts in second gear if desired, and seems even more flexible than the normal Jaguar unit. It is the epitome of smoothness, right up to maximum revs. Even if top gear only is used, the car is sensationally lively, and

said to approach perfection. If it is handled fiercely, as a sports car, however, it is perhaps open to some slight criticism. There is no synchromesh on bottom gear, and if the up changes are hurried at all, the synchromesh on the other three speeds may very easily be beaten. For the man who likes to make quick, clean changes without a sound at all times, more powerful synchromesh would be a worthwhile improvement.

The acceleration figures are, of course, stupendous, and were no doubt aided by the optional limited-slip differential. Even so, rear axle tramp can be induced if the full power is applied on bottom gear, and on second and third speeds too if the road is wet. Yet, the car is curiously easy to control on wet roads. The entirely conventional chassis may not have the extreme cornering power of some more radical designs, but it scores by giving the driver plenty of warning that the limit is being approached. For this reason, the XK 150S is a particularly safe sports car, and one that may be handled with confidence by any competent fast driver.

As regards the general handling of the



car, I was at first a little disappointed as it tended to be heavy and unresponsive. Later on, I tried higher pressures in the tyres, and at once changed my opinion. The steering became quite light, and the whole "feel" of the car improved. For driving at extremely high speeds it is always advisable to use higher tyre pressures than normal, and I was advised that, as I would be covering a considerable distance at over 130 m.p.h., I should use pressures of 45 lb. (rear) and 40 lb. (front) for that part of the test. Subsequently, I found that the car could be driven normally in surprising comfort with these hard tyres.

A word about the maximum speed. A velocity of 132.3 m.p.h. is obviously beyond the needs of the average owner, and is indeed of only academic interest. It would, however, be possible to travel appreciably faster on racing tyres, when a maximum speed of over 135 m.p.h. would almost certainly be recorded. For a road test, though, it is naturally correct to take the performance figures on the tyres that are fitted as standard. I therefore did this, even though a higher maximum speed figure could have been achieved by making a tyre change.

Of much more value than the maximum speed is the tremendous acceleration. To cover a standing quarter-mile in 15.8 secs., or to accelerate from a standstill to 100 m.p.h. in 20 secs. is to unleash a surge of power that the average motorist can hardly visualize. These figures would be expected of a sports-racing car, but to obtain them from an extremely comfortable and well-equipped closed vehicle is an astonishing experience. The engine makes little sound, the gears are silent, and there is no ostentatious crackle from the exhaust. This Jaguar may be compared with any luxury car or town carriage on the score of silent running and mechanical refinement.

On a long journey, the feeling that the car is never fully extended and always has a reserve of power makes this a most untiring machine to drive. When overtaking has to be carried out, the manoeuvre may be completed in the minimum time and distance. Truly a great reserve of performance is one of the most attractive luxuries of motoring.

The Jaguar XK 150S is a very remark-

THE CAR has a sporting appearance yet is entirely suitable for formal occasions (right).

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Jaguar XK 150S fixed head coupé. Price £2,065 including P.T. Limited slip differential, £42 10s. extra.

Engine: Six cylinders 83 mm. x 106 mm. (3,442 c.c.). Inclined valves in light alloy head operated by twin chain-driven overhead camshafts. Compression ratio 9 to 1. 252 b.h.p. at 5,500 r.p.m. Three SU carburettors. Lucas coil and distributor.

Transmission: Specially strengthened Borg and Beck 10 ins. single dry plate clutch. Four-speed gearbox with synchromesh on upper three ratios and central remote control, plus Laycock-de Normanville overdrive. Ratios: 3.19 (O/D.), 4.09, 4.95, 7.16 and 12.2 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Box-section frame. Independent front suspension by wishbones and torsion bars. Rack and pinion steering. Rear axle on semi-elliptic springs. Girling telescopic dampers. Dunlop brakes with 12 ins. discs all round, vacuum servo assisted. Centre lock wire wheels, fitted 6.00 x 16 ins. Dunlop RS4 tyres.

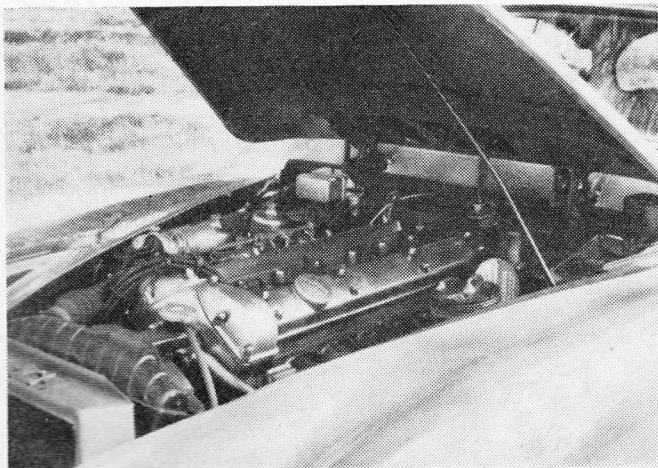
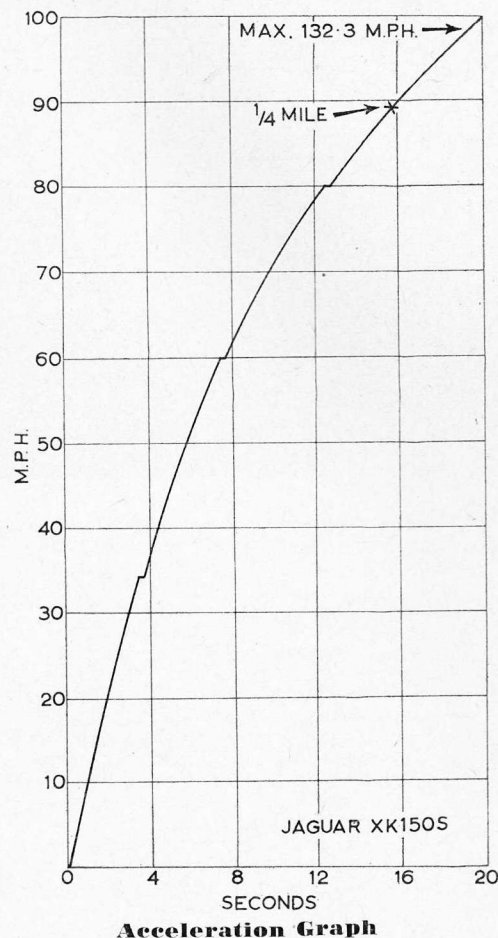
Equipment: 12-volt lighting and starting. Speedometer, rev.-counter, oil pressure and water temperature gauges, ammeter, fuel gauge, clock, cigar lighter, self-parking windscreen wipers and washers. Heating and demisting.

Dimensions: Wheelbase, 8 ft. 6 ins.; track, 4 ft. 3½ ins.; overall length, 14 ft. 9 ins.; width, 5 ft. 4½ ins.; turning circle, 33 ft. Weight, 28½ cwt.

Performance: Maximum speed 132.3 m.p.h. Speeds in gears: Direct top, 115 m.p.h.; 3rd, 88 m.p.h.; 2nd, 60 m.p.h.; 1st, 34 m.p.h. Standing quarter-mile, 15.8 secs. Acceleration: 0-30 m.p.h., 3 secs.; 0-50 m.p.h., 5.8 secs.; 0-60 m.p.h., 7.4 secs.; 0-80 m.p.h., 12.4 secs.; 0-100 m.p.h., 20 secs.

Fuel Consumption: Driven hard, 18 m.p.g.

able car. It combines extreme performance with perfect manners to a quite exceptional degree, and it has a sporting appearance that is yet entirely suitable for the most formal occasions. Being a Jaguar, it is really hardly necessary to remark that it represents outstanding value for money.



THE ENGINE is one of the marvels of the age, and makes little sound. Over 250 b.h.p. is developed at 5,500 r.p.m.



THE ONLY VIEW that other drivers are likely to have of the Jaguar XK 150S—a sleek and shapely tail.



AUTOSPORT, JUNE 5, 1959

OVERALL WINNER: Ray Carter hurls his XK S.S. through the chicane. He and co-driver Craig Hill finished three laps ahead of the second man home.

Leavens. After 16 laps it was only 20 seconds behind the Jaguar and already way out ahead in its class. Then suddenly Shaw's TR2 with fibreglass body blew up spreading oil all over the approach to the chicane. The car was later driven, despite the marshals' protests, rather thoughtlessly through the chicane spewing oil all over the track; this did nothing to make matters any easier for the rest of the boys and there were a number of gilhooleys due to the oil; fortunately none proved serious.

Jim Duncan in a beautifully prepared TR3 was having a rare old dice with Oliver Clubine in one of the fast Twin

BRILLIANT sunshine, good organization with the right sort of pre-race publicity and over 8,000 paying customers, made Canada's first sortie into professional sports car racing a decided success at Harewood Acres on 9th May. The C.R.D.A. (Canadian Racing Drivers' Association) gambled on raking in enough "lolly" at the gates to pay \$4,200 in cash awards. They limited their entry to invitation only and got a satisfying response from top Canadian drivers and some of the better American men too. However, due to date switching of championship events in the U.S., some invited U.S. drivers failed to turn up at the last moment so the race became almost an all-Canadian affair.

The dicing lost but little because of this and the overall winners were Ray Carter and Craig Hill in their big XK S.S. Jaguar at the respectable average of 72.5 m.p.h. in an elapsed time of 4 hours 14 minutes 58 seconds for 500 kilometres. The car went like a train and after the first 30 minutes never looked like being headed. The race was divided into four classes, up to 1,500 c.c., modified over 1,500 c.c., modified and under and over 1,600 c.c. production. Fred Hayes collected the loot in the over 1,600 c.c. production class with his Austin-Healey after a very consistent solo drive. Klaus Bartels and Francis Bradley shared a Porsche coupé to win the small production class. The big XK S.S., of course, won the over 1,500 c.c. modified and despite many vicissitudes Don Whitehead and Harry Lucas won the under 1,500 c.c. modified with their Coventry Climax-engined special.

By far the "rortiest" piece of machinery on the starting grid was a spanking new 300S Maserati hot off a plane from Italy and driven by John Cook of Detroit. The likeliest winners of the race were any of three Lotuses but Harry Entwistle's 2-litre Mark XV broke its frame in practice and that was that.

As is usual in Canadian sports car racing, the end of the first lap saw a Chevy Corvette see-sawing its way through the chicane with the rest of the pack at its heels. The XK S.S. was left on the line but quickly began threading its way through the field. Another lap and things began to happen. Dennis

THE C.R.D.A. 500 KILOMETRES

Canada's First Professional Endurance Race

Coad came through with the little Mk. 9 Lotus out front. Hugh Sutherland's 100S Healey was already beginning to sound like a bucket of bolts; then Cook and the 300S Maserati paid a swift and spectacular visit to the scenery at the "S" bend after the pits. Bartels' 1600S Porsche coupé became involved in a battle with Jordan's Alfa Romeo for many laps. The Alfa heeled over to an alarming angle on the bends but kept its front wheels firmly on the ground. On the other hand the tail seemed to be wagging the dog in the case of the Porsche. Despite this the Porsche started pulling away at the rate of perhaps 1 sec. per lap. Then the Alfa went sick and dropped out. Disaster then struck the leading Lotus. This hard-worked little 1,100 c.c. machine which has won so many races over the past three or four years at Harewood started showing signs of tiredness in the suspension department and the big Jag. went in to the lead, never to lose it for the rest of the race. The M.G. Twin-Cam of Ed. Leavens was going like a train and was lying well up, sounding and looking as if it had been beautifully prepared and being driven with élan by

Cam A types, both drivers enjoying themselves thoroughly. Alas, Clubine's car began to go off colour and lost all interest in the results. Alas, too, George Chisholm's Twin Cam began to go sick as well so everything depended on Ed. Leavens to uphold the honour of the Octagon and Abingdon. Around the 50-lap mark cars began to come in for fuel and possible tyre changes. Some pits were efficient, some were a joke. The leading Jaguar made a short stop, took on fuel, didn't need tyres and Craig Hill took over from Ray Carter. Bartels' Porsche came in with a flat tyre and was away in 61 seconds with Bradley aboard, a full gas tank and a new wheel on—Fred Hayes came in with the class-leading Austin-Healey, but had to go out again while his pit crew went looking for oil! Then began a pantomime with the big Corvette which kept on dashing in for various adjustments and wheel changes. However, the hard-working pit crew's sublime effort was away at the other side of the track where they went in a Chev. truck to remove the back axle from the truck and put it into the Corvette in 45 minutes flat!

The Maserati kept on coming in too.



HUGH SUTHERLAND waits patiently behind the finishing line in his crippled Austin-Healey for the winner to finish.

Cook was finding it quite a handful as it was not a suitable car for a 2.3-mile aerodrome circuit. However, the car was firmly in second place and, for a while, looked as if it might become a menace to the leading Jaguar. The Mk. 3 Elva of Bill Bradley had been pushing the Jag. for some time after the Lotus threat faded but a broken cam-follower ruined a fine drive at about half-distance—so it went on. With about 100 laps completed disaster struck the remaining Twin Cam "A" type and Leavens was seen pushing in from the chicane with a dud fuel pump. The time lost in changing the offending unit cost poor Leavens about four laps and Bradley's progress in the Porsche Super, which never missed a beat, was such that class victory was a virtual certainty for Porsche. A front wheel in Hugh Sutherland's 100S Healey collapsed and ruined the front end. However, Hugh is nothing if not determined. He got the thing back to the pits and jury-rigged a broken stub axle so that he could sit on the line to drive across and class as a finisher.

Towards the end the XK S.S. came in for some fuel, still with plenty of rubber on its Firestones and set off again two laps ahead of Cook in the Maserati.

He came in, too, to remove some of the Maserati's underwear that had started dragging. Fred Hayes stopped again for fuel and suddenly found himself in fourth place behind Don Whitehead's Elva-ish looking Climax Special which, despite cooling bothers, had been driven fast and effectively throughout.

Shortly after 4.30 it was all over. Ray Carter sailed through with 135 laps completed to collect the lion's share of the lolly. The Jaguar's victory was well deserved; the car ran like a train throughout, and though not the ideal vehicle for Harewood was well driven by two level-headed young men, Messrs. Carter and Hill from Hamilton.

Half the field fell by the wayside in the long grind. C.R.D.A. proved several things. First, that good drivers can put



★
CLASS WINNERS
... (above) Francis Bradley at speed in his 1,600 c.c. Porsche Super with which he and Klaus Bartels won the up to 1,600 c.c. production car class. ... **AND THEIR REWARD!** (right) Bartels and Bradley pose with Miss C.R.D.A. (sorry, no phone numbers given!)



★
LUCKY MAN: Bill Sadler and Miss C.R.D.A. provide some pre-race ballyhoo to amuse the spectators. Sadler's car did not, in fact, compete in the race.

on a good show. Secondly, that if you promote an event properly, sufficient cash customers will turn up to make it pay, and thirdly, that endurance races show that even outstanding machines are like old soldiers, if you race the things often enough, eventually they fade away, particularly in 500 kilometre events.

Results

Overall: 1, Ray Carter/Craig Hill (Jaguar XK S.S.), 135 laps; 2, John Cook (Maserati 300S), 132 laps; 3, Don Whitehead/Harry Lucas (Climax Special), 128 laps; 4, Fred Hayes (Austin-Healey), 127 laps; 5, Jim Duncan/Bryan Rowntree (TR3), 126 laps; 6, Klaus Bartels/Francis Bradley (Porsche), 124 laps. **Under 1,500 c.c., modified:** 1, Don Whitehead/Harry Lucas; 2, Bill Bradley (Elva Mark 3); 3, Jerry Polivka/Murray Wallace (Lotus Mark 2). **Over 1,500 c.c., modified:** 1, Ray Carter; 2, John Cook; 3, Geoff Low (Sadler-TR). **Under 1,600 c.c., production:** 1, Klaus Bartels/Francis Bradley; 2, Craig Fisher/John Nicolaidis (DKW Monza). **Over 1,600 c.c., production:** 1, Fred Hayes; 2, Jim Duncan/Bryan Rowntree; 3, Dick Ecklund/Milt Schafer (Austin-Healey).

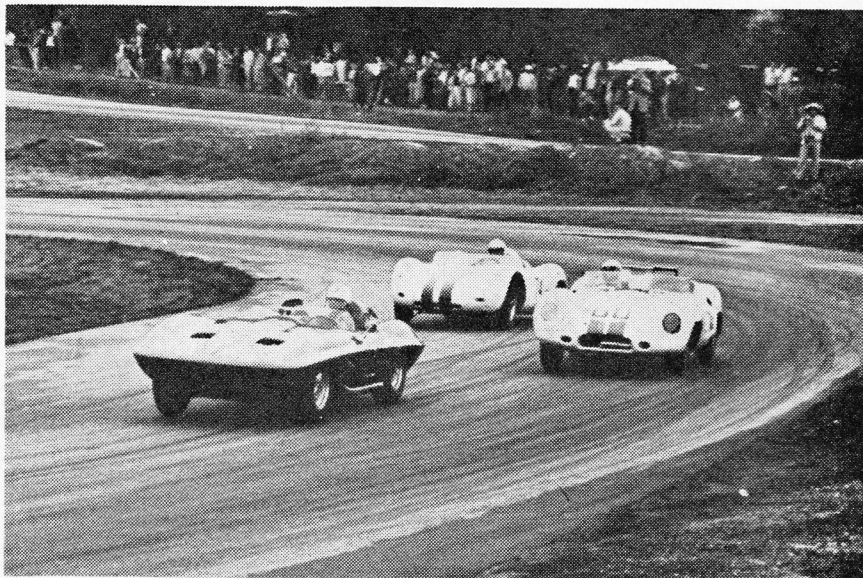
★
ANN WISDOM was injured in Greece during the Acropolis Rally last week when the Austin-Healey she shared for the event with Pat Moss was involved in a crash on streaming wet roads. Pat was apparently unhurt, but Ann was taken to hospital. John Sprinzel's M.G. was also eliminated in a crash.

RAZOR EDGED: Dick Thompson in the Stingray, a special-bodied Chevrolet Corvette, is about to lose his lead to Don Sessler (Porsche) the eventual winner, and Walt Hansgen (Lister-Jaguar).

DON SESSLAR won the President's Cup with the fantastic performance of the new Porsche RSK. On the wet course Sessler spun off on his first lap and could not regain the track until all the other drivers had passed him. Despite this set-back his Porsche steadily overhauled one big car after another until he achieved the lead in the 15th lap of this 35-lap race.

Walt Hansgen, twice previous winner, took a close second place in a Cunningham Lister-Jaguar while another Porsche, an RS driven by Roger Penske, was third.

The President's Cup Race is an annual fixture of the Washington Region of the S.C.C.A. and a victory in this earns important National points. It is run on the tortuous two-mile artificial road circuit at Upper Marlboro, Maryland, about 25



CONTEST FOR THE CUP

The 1959 President's Cup Races at Marlboro, U.S.A. Story and Pictures by Ozzie Lyons

miles from Washington D.C. Except for the inaugural event in 1954 won by Bill Spear on his 4.5 Ferrari, every subsequent President's Cup has been taken by a Jaguar-powered car. In 1955 it was Sherwood Johnston in a D-type (race not held in 1956), in 1957 Chuck Wallace handed over his D-type to Walt Hansgen who went on to win and share the honours with his team mate. In 1958 Hansgen repeated aboard Briggs Cunningham's Jaguar-engined Lister.

On Saturday, preceding the Cup race day, there were six qualifying races of five laps each, to accommodate some 150 cars ranging across the classes from H, I, J, K Production through B, C, D, E, F Modified. On Sunday morning a 10-lap race for Novices had to be held in two sections to handle about 45 new drivers. Formula 3 cars performed on both days in races restricted to that category.

The Marlboro Course is a twisty, narrow road circuit with a lap length of two miles and incorporating seven definite turns and two chicanes. It was built by the "Lavender Hill Mob" in 1954 and was based on an old track racing oval to utilize existing grandstand and spec-

tator facilities. The inactive portion of the old oval serves as a marshalling grid on which cars can be assembled, then paraded around to the starting line in position to begin their race without delay.

A colossal tangle with serious consequences to at least four fast cars occurred at the start of the last qualifying race. For no clear reason, all cars from their actual start in front of the grandstand are required to make one complete circuit of the old oval before entering the road section. In this instance Windridge in a Lister jumped out in front and was tailed by Hansgen in another Lister with, of course, the entire field of big cars close behind. Hansgen began a slow spin and was smashed broadside by a Ferrari. A dozen cars desperately evaded the revolving pair but Bob Holbert, in the centre lane, had to slam on his brakes. One car, reported to be an Austin-Healey, ran up and over the left side of Holbert's RSK smashing the bodywork extensively. A spanking new Ferrari with Bill Kimberly crashed into the mêlée with heart-breaking results. Personal injuries were at a minimum but this little pile-up involved over \$50,000 worth of machinery and instantly elimi-

nated several potent contenders from current competition.

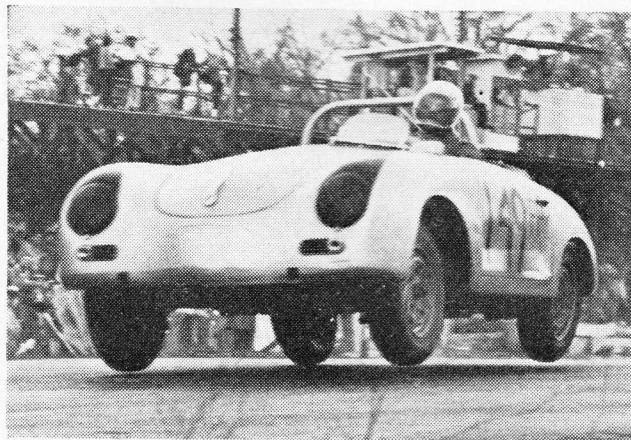
When the warning gun barked next afternoon for the Cup race, Hansgen occupied a rear spot on the grid. Three abreast at the front were Fred Windridge (Lister with an ex-Scarab engine), Don Sessler (Porsche RSK, fresh from Sebring), and Dick Thompson (Stingray, a special bodied Corvette). Next were Roger Penske (Porsche RS) and Alan Connell (Ferrari 250TR), followed by Augie Pabst (Ferrari TR), Chas. Kolb (Maserati 200S) and Newton Davis (Porsche RS). Eleven more cars included Listers, a Lotus, and four Ferraris.

Tex Hopkins performed his familiar starting gymnastics and the field blazed away to a clean start with Thompson in the Stingray leading the RSK. At the hairpin Sessler was going just too fast and had to allow his mount to graze on the pasture while he waited for the entire field to pass him by before there was space to re-enter the course. The crowd groaned at his plight but Don has the indomitable spirit of the real champion. From a very poor last position he struggled past every car on this narrow winding course and emerged in the lead on the 15th lap.

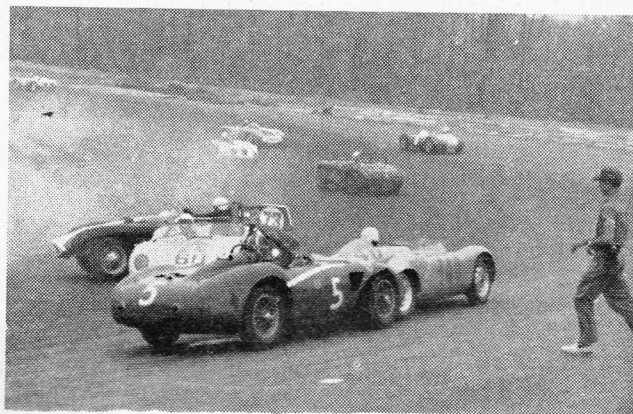
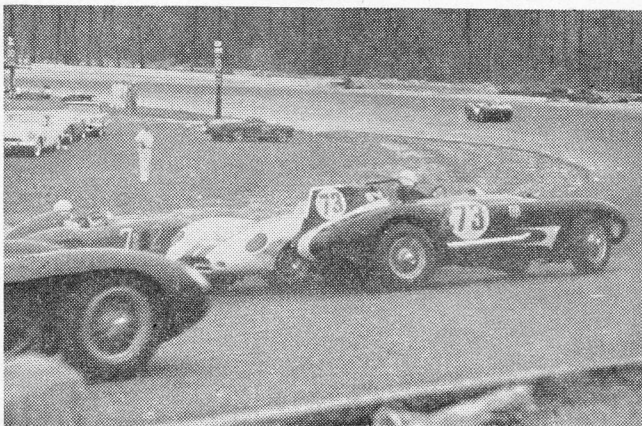
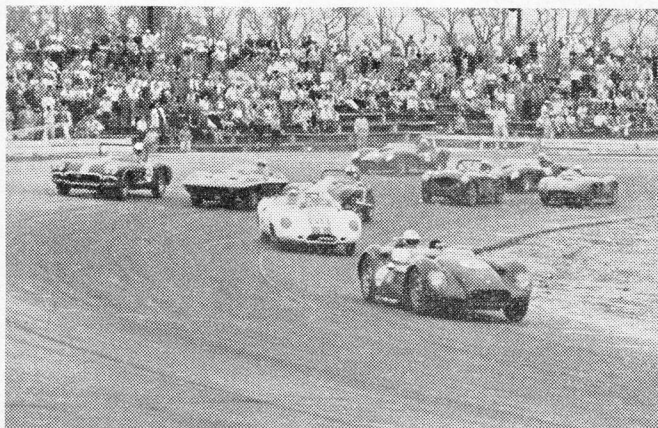
The pace throughout was furious. An intermittent drizzle of rain kept the surface slippery and the corners were treacherous with smears of mud from the verges. On the fifth lap the Windridge Lister passed Stingray for top listing and the Hansgen Lister climbed into third place. Sessler was still well back in the pack. A missed gear change let Stingray back into the lead but the brakes couldn't take the punishment and it gradually dropped out of the fight.

Spins-off were readily obtainable and almost everyone indulged. Sessler frequently passed one, and sometimes two, cars on a sharp corner. His rear wheels drifted out under constant control and recovered a straight line with never a bit of over-correction. We were witnessing a talented conductor in a superb vehicle. Despite the rain, pit crews and public alike climbed atop trucks and parked cars to watch the spectacle.

Then a long trail of blue smoke spewed out from the ex-Scarab engine and Windridge abandoned the black car along the back straight. Now Hansgen was number one—but Sessler was right behind



★
AIRBORNE PORSCHE: Harry Blanchard, winner of one of the supporting races, "takes-off" as his Porsche enters the new road section where the track joins the old banked oval.
★



CAUSE AND EFFECT. (1) Immediately after the start of the race, Windridge (Lister-Scarab) leads Walt Hansgen's white Lister-Jaguar into the first corner. Hansgen already looks unstable and (2) he spins, collecting No. 273, a glass fibre-bodied Ferrari special. The field arrives (3) and Hansgen collects another Ferrari (No. 5), belonging to Bill Kimberly, which in turn shunts Holbert's RSK Porsche which was also hit by an Austin-Healey. The aftermath (4) and 50,000 dollars worth of machinery is left forlorn on the track. Bill Kimberly throws his hands up in an attitude of disgust.

him. Walt used every bit of skill and every ounce of power at his considerable command. Don passed him going through the chicane but the white Lister pulled ahead again on the straight. Approaching a turn the Porsche could brake much later than the big car but would lose ground coming out of the curve. A few nip and tuck circuits and Sessler slipped (literally) out in front of Hansgen. The rain subsided and the drying track permitted lap times to improve. The RSK flashed through the tight turns and built up a lead of about 12 seconds over the Lister. The spectators stood on their benches, climbed over fences, and hung from the trees. Then another shower of rain enforced a little tempering of Sessler's pyrotechnics and Hansgen closed the gap to perhaps three seconds. Suddenly the man in the purple suit was waving the chequered flag and the contest was finished. Sessler went across the line followed closely by Hansgen and Roger Penske. The third place car was a durable Porsche RS formerly campaigned with much success by Bob Holbert. As Sessler completed the victory lap General Curtiss LeMay, U.S.A.F., walked up to present him with the big silver bowl and the Cup classic was over for this year.

Highlights from the rest of the day's programme include the still amazing performance of the Fiat-Abarth twin-cam coupés. In pouring rain Ray Cuomo and E. Pupulidy exhibited perfect control through every bend combined with impressive urge in the short straights. A sleek open OSCA was about the only other car to press them. They finished

in close order; Cuomo (Abarth), James Eichenlaub (OSCA) and Pupulidy (Abarth), with Howard Hanna in a modified DB coming up a strong fourth.

In the event for F and G Production cars, as might be expected, the grid was loaded with 32 vehicles. Harry Blanchard, in his Porsche RS took an early lead. The real battle was for second place between Thomas Payne, ultimately successful, and Bruce Jennings, both in Porsche Carreras. Top honours in Class G went to the Alfas of John Guthrie, C. A. Stoddard, and Robert Stewart.

Some 28 cars entered the lists for E Production and G Modified competition. Frank Baptista in an Elva IV got away to a tremendous start but he lost it on the first curve. Charlie Kolb in a Cooper-Climax took over and was hotly disputed by Art Tweedale upholding the Elva reputation with his red MK. IV. Tweedale emerged triumphant to lead the field down the home stretch. Alas, he executed a magnificent spin right in front of the stands and had to settle for second to Kolb. Top spot in E Production went to Arch Means in his A.C.-Bristol. Another A.C.-Bristol was driven by Pete Harrison so exuberantly as to spin off course four times in less than two laps. Means, himself, had experienced a bit of drama on Saturday when his A.C. climbed the wooden retaining wall in front of the grandstand and continued along the embankment for many yards before resuming the roadway.

The Formula 3 event was set for 17 laps and eight Coopers managed to bang away from the marshalling area and scream over the starting line in a flying

start. Mike Wood and Lex duPont alternated in the lead until Mike drifted into the tall grass. Lex circled in lonely glory until the very last lap when he too spun out and walked away. Across the finish line appeared Kahmer, Richards, Haynes, Alderman and Lyles. Col. Moore had retired early.

The spectators' sympathy clearly lay with the Chevrolet Corvettes in the race for B, C and D Production. No fewer than nine of these big jobs rumbled over the starting line and Jim Jefford's purple No. 1 led all the rest. But back among the "foreign" cars Louis Hatcher was driving a modest Jaguar XK 150S. After the first lap Hatcher was seventh; after the third lap Hatcher was sixth; and etc.; until, on the 12th lap, Hatcher was second. In the fine rain Jeffords was pushing his car to its utmost but he had the wrong tyres or something. On the 13th lap Hatcher was first and had no apparent difficulty staying there for 12 more laps and the chequered flag.

The two-day meet generated a tremendous amount of interesting competition. Much of the Sunday racing was done in the rain or at least on a wet surface. Just as a skid pan develops driving skill, a slippery turn brings out the cornering ability of both car and driver. And it enables a driver to keep "on the limit" at a lower actual speed and with less personal danger. It was stimulating to observe the splendid performance of many new cars which are essentially road sport cars and are mass produced for everyday use. This would have been far from the true situation five or six years ago.

FORMULE LIBRE duel was fought out between T. Taylor (Cooper) and J. Clark (Lister-Jaguar), victory going to Taylor after a splendid drive.

seconds. This amount Pitcher could not quite make up, crossing the line only 6.6 seconds in front of Robinson who was therefore declared the winner.

Event 2 was over 10 laps for sports-racing cars up to 1,500 c.c. Again the start was very "edgy" but this time no one was "cautioned". For the first two laps it was L. Bramley (Lotus), B. J. Cox (Lola) and D. M. Bertram (Lotus). On lap two, Bramley spun at York Hairpin and dropped two places, while by lap five only four seconds separated the three cars with the Lola just ahead. Lap seven and it was down to two seconds with Bramley back in the lead, but on the ninth tour Cox pulled out all the stops to win by four seconds, whilst Bertram passed Bramley either on the line or at the most feet before it! A wonderful race! Retirements included R. J. Bloor (Lotus), R. H. Smith (Connaught) and J. M. Bramall (Lotus).

Next came the *Daily Mirror* Trophy for series production sports and G.T. cars over 1,600 c.c., incorporating a Le Mans start. This was a well-fought battle between the Austin-Healeys of J. Blumer and T. Lanfranchi, who, giving a grand exhibition of sports car driving, never more than yards apart, finished in that order with only 1½ seconds separating them. Third man home was E. J.

New Course Record at Rufforth

Second Successful B.R.S.C.C. Meeting

THE R.A.F. Station at Rufforth, near York, looks like becoming one of the most successful of the many aerodrome circuits yet tried in the North. Here by courtesy of the Air Ministry, *vide* those two stalwart and enthusiastic supporters, Group Captain Gill, D.S.O., and Wing Commander Symonds, the B.R.S.C.C. (Northern Section) on Saturday, 30th May, organized their second race meeting.

An entry of 118 cars, a fine but dull day, seven hand-picked races run smack on time, firm but courteous organization, must be successful and so thought the very large crowd of spectators who witnessed an afternoon of somewhat spectacular racing intermingled with some close finishes.

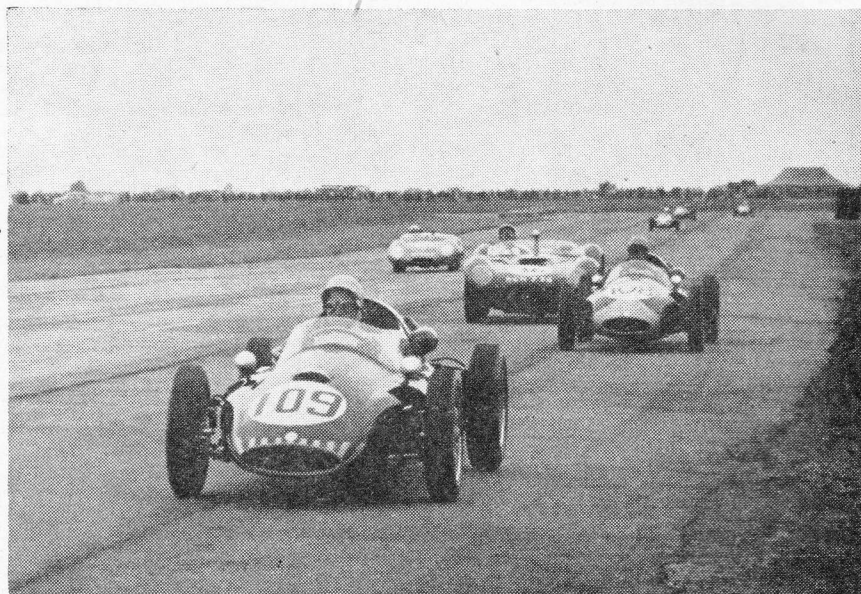
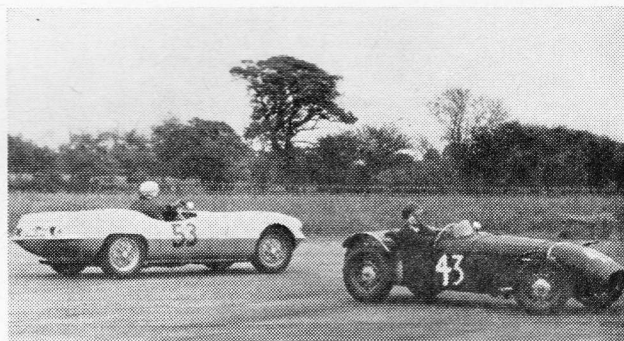
Rufforth measures some 2.1 miles in length, and for those who have not yet been there, starts some two-thirds of the way down the main straight of some 1,400 yards, at the end of which is York Hairpin. This is rather narrow and needs to be taken in two "bites". Then comes some 900 yards, full bore, to swing first right then through a sweeping left-hander, separated by some 250 yards and named Foss and Grange respectively. Next comes Boundary, another very fast left-hander, followed by some 250 yards down to Becketts Hairpin, this time of the wide, non-stop variety. Then the course runs straight again for some 600 yards to a fast right-hander at Runway to rejoin the main straight.

Width is ample and the surface is of good tarmac, though somewhat bumpy in places. The track is well marked by oil drums with ample braking signs, and since the last meeting a small grandstand now faces the start area.

The meeting started with a 10-lap event for 500 c.c. racing cars. From the flag it was J. Pitcher, P. Robinson, G.

Gartside and P. Proctor, all on Cooper-Nortons. Lap two and Gartside was out with universal trouble and J. Denley with a burnt clutch, Proctor immediately moving to second spot and J. S. Cordingley to fourth. Unfortunately both Pitcher and Cordingley had jumped the start and had incurred a penalty of 10

PASSING the spinning Lotus-Ford of G. Dobson at York Hairpin is J. P. Hocking (Elva Courier).



FIRST LAP of the last race of the day, the 16-lap formule libre event. Leading at Becketts is T. Taylor, with the F2 Cooper of Tim Parnell right behind him and pursued by J. Clark.

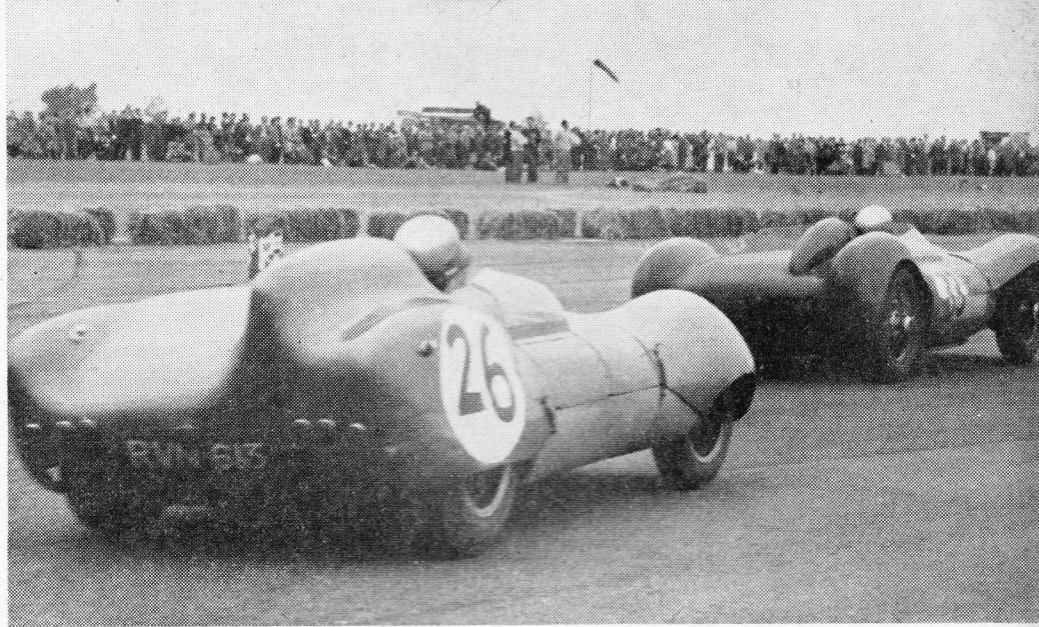
LONG SCRAP in the formule libre event went on between L. Bramley's Lotus and C. Murray's J.B.W.-Maserati, which ended on the last lap when Murray spun.

Mitchell (A.C.-Bristol) who had taken that position from J. Sutton's Austin-Healey on lap two and held it!

Event 4, the Northern Sports Cars Trophy race, was over a similar distance and for production and G.T. cars, but on this occasion of under 1,600 c.c. capacity. This race was nearly as good value as its predecessor, as from the flag it was M. Wayne (Elva Courier), T. L. Burgess and J. Heppenstall with twin-cam M.G.As, and for the first three laps so they stayed. Lap four, and at York Hairpin Burgess made his bid, passed Wayne but immediately went into a spin and took to the grass, then recovered to hold his second place to the end. Third man home was E. Dobson (Lotus-Ford), after a grand scrap with E. P. Foden (Alfa Giulietta) in which first one and then the other was in front.

The next event was for sports cars unlimited, over 16 laps. This was rather a gift for Border Reivers' J. Clark whose Lister-Jaguar contained far too many "horses" for the Lotus 1100s which provided the main opposition. The big car toured home some 27 seconds in front of L. Bramley (Lotus-Climax). Very unlucky was D. M. Bertram who, in a similar car, held second place until virtually the last corner of the last lap when he was forced out with overheating troubles. It was rather a pity that J. Blumer, down to drive the Ensoll "D"-type Jaguar, did not appear, as Lotuses, however well driven—and they were—cannot give away that much "litreage". Incidents in this race were first-lap spins at Becketts by H. Thompson (TR3A) and D. M. Pownall (Lotus).

Next came the saloons, over eight laps, and in four classes were two dozen of 'em. First round it was the 3.4 Jaguars of P. Bolton and P. G. Walton, followed by M. J. Kingham (Zephyr), G. Wood (Jaguar), then, believe it or not, the A35 of the one and only K. D. Jones (and how your Northern Editor would like to try that little car!). Walton took Bolton, Kingham and Wood stayed put; E. B. Wadsworth (Healey) passed the A35, and so they finished! D. J. Smith (VW) seized it



and spun it at Becketts, whilst P. Proctor and J. Wood on Rapiers had the time of their lives, well back but fighting out every inch of the way.

Last race of the day was for *Formule Libre* cars, over 16 laps, for the *Yorkshire Evening Post* Trophy, and brought out a host of Cooper and Lotus Formula 2 cars and, of course, the Lister-Bristol. Lap 1 at Becketts and it was T. (Trevor) Taylor (Beart-Cooper 2) by feet from T. Parnell (Cooper 2), then Clark, Bramley (Lotus-Climax) with the Hart Cooper F2 hedging and ditching down

the grass verge. Lap two and Clark took Parnell and R. M. Carter (Cooper F2) passed Bramley, and so these four stayed to the finish though the first pair were considerably ahead. Taylor won by three seconds after a superlative drive, his car sounding "just perfect". On his 13th tour he smashed G. Nixon's old record of 77.14 m.p.h. with a time of 1 min. 31.4 secs. or, in m.p.h., 82.71.

In the background a fantastic scrap was under way between C. Murray (J.B.W.-Maserati) and L. Bramley (Lotus), who passed and repassed all the way until the last lap when Murray overdid it at Becketts. Altogether a day to remember!

FRANCIS PENN.

Provisional Results

Scratch Race for cars up to 500 c.c.: 1, P. Robinson (Cooper-Stuart-Robinson), 72.89 m.p.h.; 2, J. Pitcher (Beart-Cooper-Norton); 3, P. Proctor (Cooper-Norton). **Scratch Race for cars up to 1,500 c.c.:** 1, B. J. Cox (Lola), 77.14 m.p.h.; 2, D. Bertram (Lotus); 3, L. Bramley (Lotus). **Scratch Race for Series Production Sports cars and G.T. cars over 1,600 c.c.:** 1, J. Blumer (Austin-Healey), 70.72 m.p.h.; 2, T. Lanfranchi (Austin-Healey); 3, E. J. Mitchell (A.C.-Bristol). **Scratch Race for Series Production Sports cars and G.T. cars up to 1,600 c.c.:** 1, M. Wayne (Elva), 65.96 m.p.h.; 2, T. L. Burgess (M.G.A.); 3, E. Dobson (Lotus-Ford). **Scratch Race for unlimited Sports-Racing cars:** 1, J. Clark (Lister-Jaguar), 77.28 m.p.h.; 2, L. Bramley (Lotus); 3, C. Murray (J.B.W.-Maserati). **Scratch Race for Modified Production Saloon cars, overall:** 1, P. G. Walton (Jaguar), 66.67 m.p.h. **Class A:** 1, K. D. Jones (A35), 60.84 m.p.h. **Class B:** H. R. Vincent (Wolsley), 59.28 m.p.h. **Class C:** M. S. Kingham (Zephyr), 64.55 m.p.h. **Scratch Race for Racing and Sports-Racing cars:** 1, T. Taylor (Cooper F2); 2, J. Clark (Lister-Jaguar); 3, T. Parnell (Cooper F2).

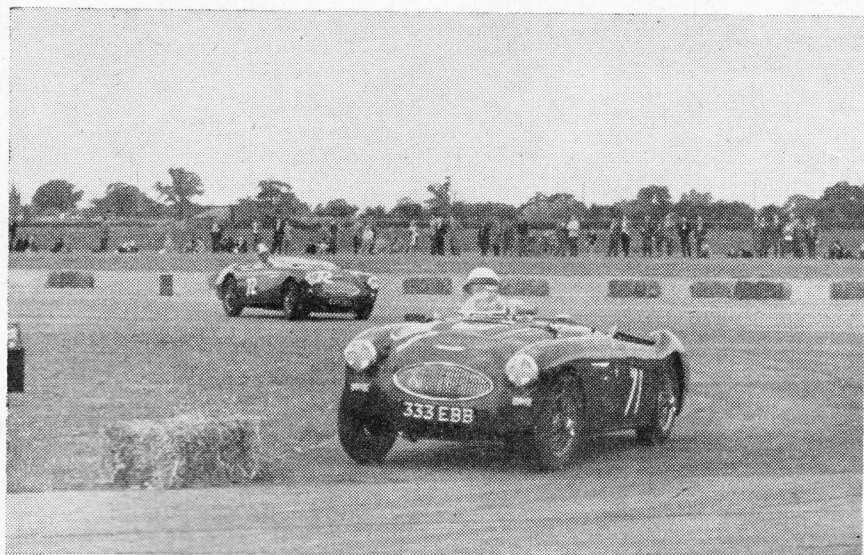
THE RACING CAR SHOW

PLANS are now finalized for the British Racing and Sports Car Club's Racing Car Show at the Old Hall of the Royal Horticultural Society, Westminster, London, S.W.1, during the first week in January 1960. The show will be open to the public daily from 10 a.m. to 9 p.m. from 2nd January to 9th January (excluding Sunday, 3rd January) and will feature the main exhibit of contrasting competition cars, including, it is hoped, the cars of the 1959 champions. Anyone who is interested in exhibiting should contact the Exhibition Manager, 347 Goswell Road, London, E.C.1.

THE H. & B. REV-COUNTER

MARKETED in Great Britain by Alexander Engineering Co., Ltd., the Hartmann and Braun electric tachometer is noted for its extreme accuracy. In addition to the standard 6,000 r.p.m. model, a racing 8,000 r.p.m. unit has been introduced. These H. & B. instruments are very simple to fit, and, in the case of racing engines, must save the power required for the take-off drive of the normal mechanical r.p.m. indicator. One advantage is that there is absolutely no "swing back": whatever the engine speed, the needle remains stationary. H. & B. tachometers can be supplied for engines with any number of cylinders, and there are also models for cars which do not have coil ignition. Cost of the instrument is £19 10s.

WINNER of the Daily Mirror Trophy race was J. Blumer, who leads A. Lanfranchi into York hairpin. Lanfranchi finished in second place.



TOP MAN: Joe Bonnier, who drove a magnificent race to give B.R.M. its first grande épreuve victory.

cost him vital fractions of a second per lap. Jack Brabham took the lead and held it for four laps, but he too experienced partial loss of a ratio and thereafter had to play second fiddle to the B.R.M.

Fourth man was Innes Ireland (Lotus-Climax)—a magnificent effort for his very first Grand Prix. Scuderia Ferrari were completely outclassed, all being "doubled" by the leaders, after Tony Brooks had retired with an oil leak. The two Aston Martins were both eliminated with engine troubles, Carroll Shelby having a highly spectacular spin when the power-unit seized. Fortunately the popular Texan escaped unhurt.

The race was held in glorious weather, and was watched by H.R.H. Prince Bernhard and Princess Irene. Another royal spectator was the Duke of Kent.

* * *

PRACTICE opened on Friday afternoon, with a full turn-out of cars. B.R.M. presented an extra machine for training, whilst Ferrari were playing about with a somewhat mysterious vehicle, the engine size of which varied from 1,800 c.c. to 2,200 c.c., according to whom one was talking. All Ferraris had low-level exhaust pipes as seen at Monaco. The Scuderia were also trying out 15 ins. wheels, with "700s" on the rear.

Jean Behra's car appeared to be the F2 machine with the 2.5-litre engine installed. This is said to be about 1 cwt. lighter than the F1 machine. The Lotus entries were beautifully turned out, a great deal of time and trouble obviously having been spent on making them 100 per cent. raceworthy. The new Aston Martins were also presented in showroom condition—a feature of the entire line-up, with the possible exception of the experimental Ferrari which kept having bits cut off, or added to it.

Best time of the session went to Stirling Moss (Cooper-Climax) with 1 min. 36.8 secs., followed by Joe Bonnier (B.R.M.), 1 min. 37.6 secs., the Ferraris of Jean Behra and Tony Brooks (1 min. 37.8 secs. and 1 min. 38 secs.), and Innes Ireland's Lotus-Climax with 1 min. 38.4 secs. Carroll Shelby did 1 min. 40.2 secs. with the Aston Martin, with Roy Salvadori 0.8 sec. slower.

On Saturday morning conditions were slightly better, in that the wind had dropped considerably. Moss got down to 1 min. 36.2 secs., but Bonnier knocked 0.2 sec. off this. Graham Hill (Lotus-

JOY DAY FOR B.R.M.

Joe Bonnier's Fine Victory at Zandvoort—Cooper-Climaxes Second and Third—Complete Eclipse of Ferrari—Moss's Luck Still Wretched

BY GREGOR GRANT

Photography by GEORGE PHILLIPS

It was indeed a proud day for the men of Bourne last Sunday, when Joakim Bonnier brought his B.R.M. over the line, to win the Grand Prix of the Netherlands, after an immaculate drive. All the heartaches and disappointments of the past decade were forgotten, and, so soon as the chequered flag fell, the B.R.M. mechanics danced a crazy jig round Raymond Mays and Peter Berthon. It was a well-merited win for Alfred Owen's car, fought out with the fastest cars and drivers in modern G.P. racing.

As a spectacle, the race was as thrilling as any. Bonnier was ever in the forefront, staving off fierce challenges from the fast Cooper-Climaxes of Masten Gregory and Jack Brabham. Finally he was overtaken by Stirling Moss in the Walker Cooper-Climax who held the lead for three laps, only to retire with a broken bearing in the gearbox—one on the input shaft. It was very bad luck for Moss, and the crowd's sympathy was with him. During the opening stages, it was apparent that he was being baulked by Behra's Ferrari, and gradually fell farther and farther back, till he was about 26 seconds behind Bonnier after 23 laps. Once past the Frenchman, Stirling gained over 3 seconds a lap, and soon got to grips with Gregory, Brabham and Bonnier in that order.

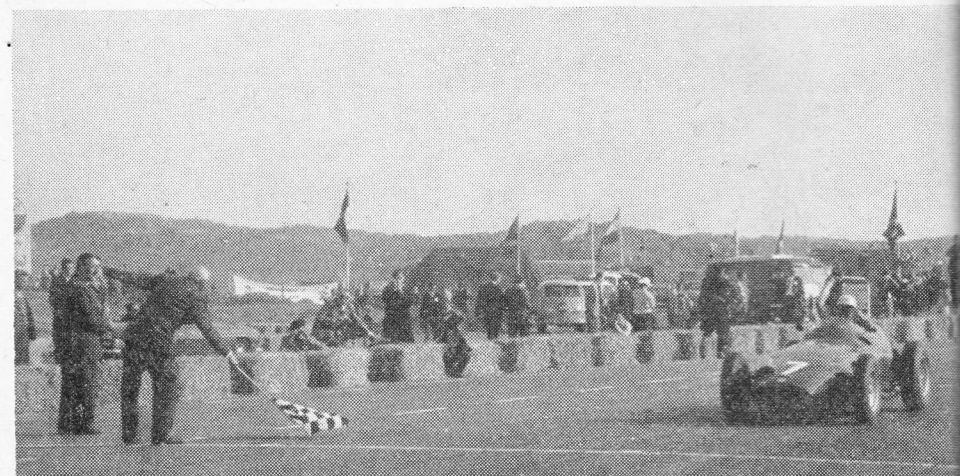
During his pursuit of Bonnier, Moss set up a new circuit lap record of 1 min. 36.7 secs.—96.99 m.p.h. Curiously enough, the race average speed was down on the Vanwall's figures for 1958.

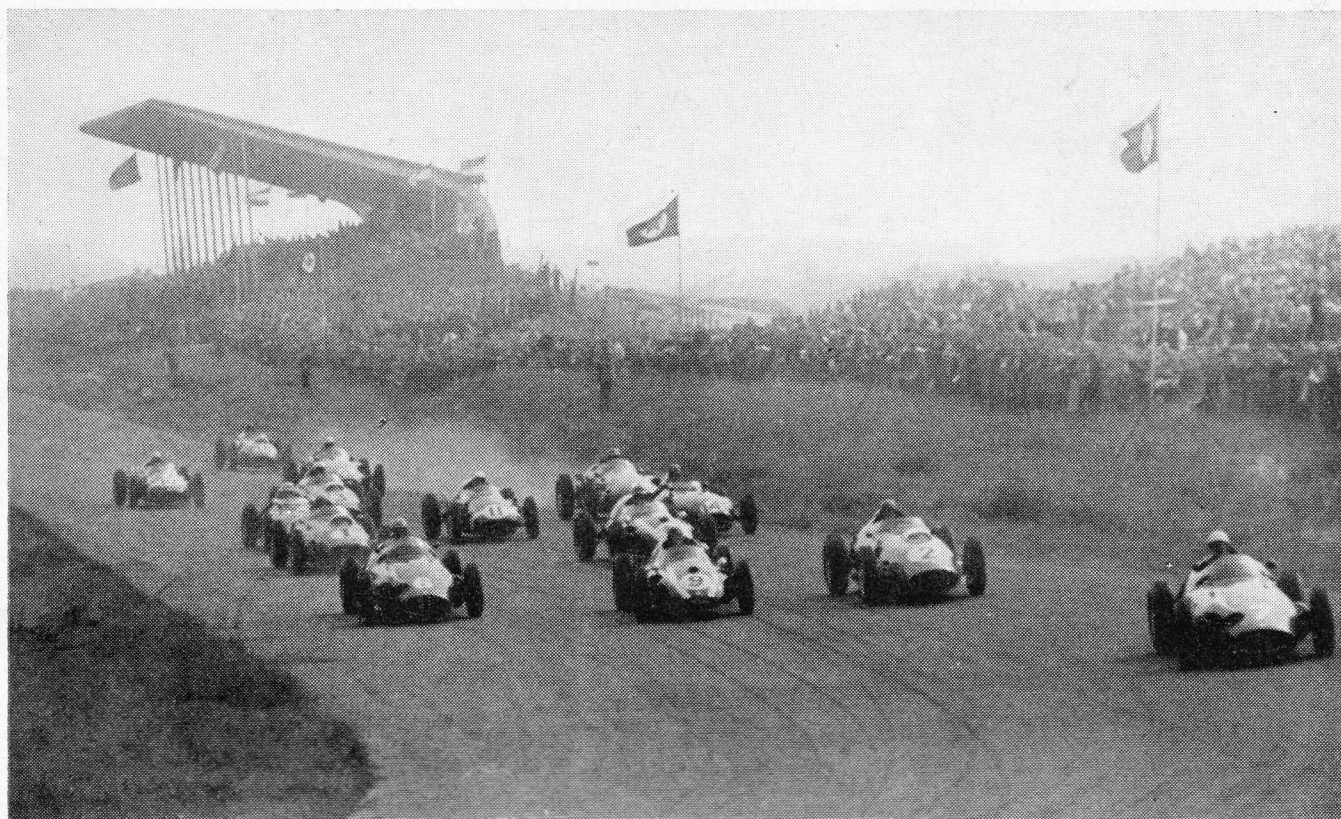
Brabham's second place gives him a clear lead in the World Championship of Drivers, with a total of 15 points from two races. Cooper-Climax have amassed 14 points in the F1 Constructors Championship. In third place came Masten Gregory, who led the race for 10 glorious laps, till a dodgy second gear



WINNING GRIN (above) from Bonnier, after his first Grand Prix success.

AT LAST (right)—the chequered flag for B.R.M. in the Dutch G.P. at Zandvoort.





TARZAN CORNER; just after the start, with Bonnier's B.R.M. leading and, close behind (r. to l.) Brooks (Ferrari), Gregory (Cooper-Climax) and Schell (B.R.M.). Moss is in Cooper-Climax No. 11, between Brabham (Cooper-Climax) and Behra (Ferrari).

★

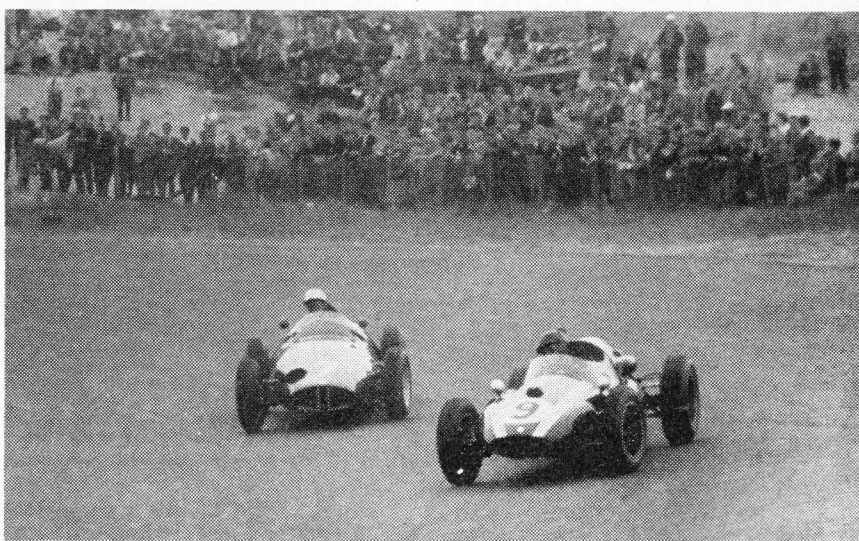
INITIATIVE: Masten Gregory (Cooper-Climax) seizes the lead from Bonnier at Tarzan on lap two.

Climax) did an excellent 1 min. 36.7 secs., and Behra returned 1 min. 36.6 secs. with the hybrid Ferrari—1.3 secs. faster than Brooks.

Stirling did not turn out for the afternoon training, spending most of his time watching others perform at various parts of the circuit. Jack Brabham returned a 1 min. 36 secs., to share best time with Bonnier, and Masten Gregory on the second works car did 1 min. 37.6 secs. Ferraris circulated for many laps, mechanics trying various tyre pressures and damper settings without getting much improvement. Cliff Allison put in quite a number of laps on a spare car. The Aston Martins did not appear, Shelby and Salvadori having done 1 min. 38.5 secs. and 1 min. 39.7 secs. respectively during the morning's training.

Some of the drivers were anxious concerning tyres, and Bonnier thought he would have to stop and change wheels. However, Dunlop's Vic Barlow convinced him that the covers would last, and the Cooper brigade also decided to go through non-stop.

Just before the race, a round-robin was sent to all entrants from Scuderia Ferrari via the organizers, requesting permission to include a fourth car—a buckshee effort for Cliff Allison to gain more G.P. experience. No objections



were forthcoming, and Allison duly took his place in the impressive parade of drivers, all driven round the circuit in immaculate Mercedes-Benz 190SLs, each of which carried the drivers' names in large letters. Moss had a tremendous reception from the big crowd. He has obviously taken the place of the great Juan Manuel Fangio as a race favourite, and a certain draw-card.

The start was delayed for about 15 minutes to await the arrival of the royal visitors, the line-up being as follows:—

Starting Grid

Stirling Moss (Cooper-Climax)	Jack Brabham (Cooper-Climax)	Joachim Bonnier (B.R.M.)
1 m. 36.2 s.	1 m. 36.0 s.	1 m. 36.0 s.
Graham Hill (Lotus)	Jean Behra (Ferrari)	
1 m. 36.7 s.	1 m. 36.6 s.	

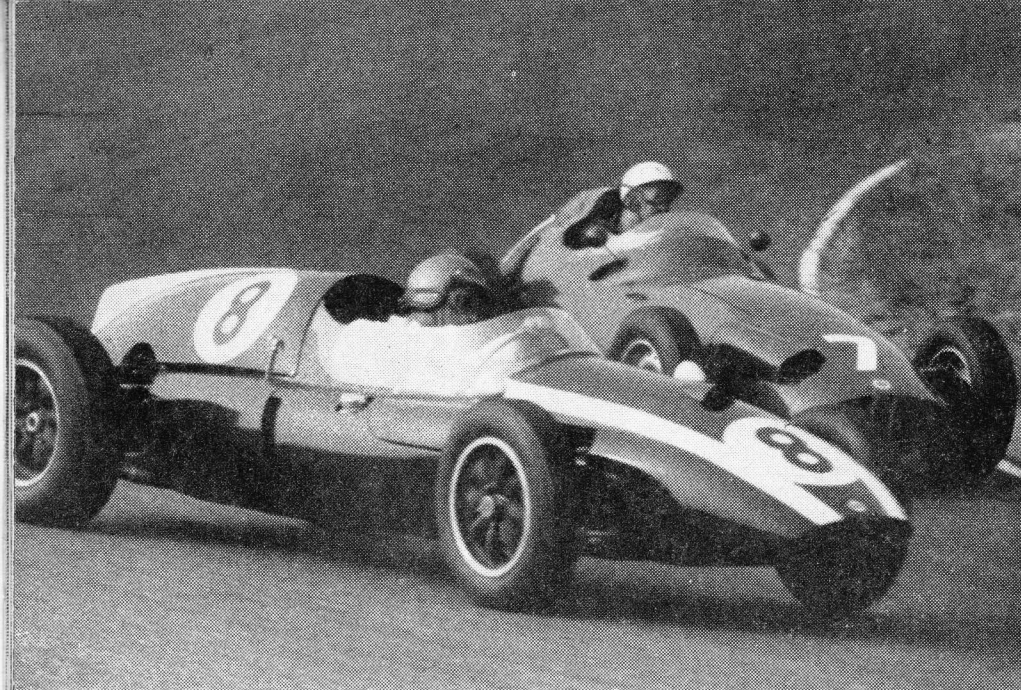
Tony Brooks (Ferrari)	Masten Gregory (Cooper-Climax)	Harry Schell (B.R.M.)
1 m. 37.9 s.	1 m. 37.6 s.	1 m. 37.3 s.

Carroll Shelby (Aston Martin)	Innes Ireland (Lotus)
1 m. 38.5 s.	1 m. 38.3 s.

Roy Salvadori (Aston Martin)	Phil Hill (Ferrari)	Maurice Trintignant (Cooper-Climax)
1 m. 39.7 s.	1 m. 39.2 s.	1 m. 38.7 s.

Cliff Allison (Ferrari)	Carel Godin de Beaufort (Porsche RSK)
	1 m. 44.5 s.

As the drivers got ready, the pit staff made last-minute checks on their equipment. Reg Parnell produced brand-new boards in the Aston Martin pit, on which were lettered SAL and SHE. Prince Bernhard arrived in his black Ferrari, with police escort, and immediately the five minutes horns were sounded. All was bustle and activity on the grid. As



CUT-IN by Bonnier (above) at the Pits Hairpin gives him the lead once again from Jack Brabham.

zero hour approached the crowd became strangely silent. Engines burst into life. K.N.A.C. president van Haaren raised the flag, and the back rows began to crawl forward. Then with a shattering roar the 15 cars shot away, with Masten Gregory making a fantastic start from the third row, accelerating towards Tarzan Corner in pursuit of Bonnier's B.R.M. Stirling Moss got away comparatively slowly, then had to brake hard to avoid one of the Ferraris, being fairly well back in the traffic jam as the pack rounded the right-hander, de Beaufort's RSK Porsche bringing up the rear.

All eyes were on the swinging right-hander at Huzarenvlak, which leads on to the pits straight. Two dark green cars came into view—Bonnier's B.R.M., chased by Gregory's Cooper-Climax. The American snatched the lead at Tarzan. Behind came Brooks, Schell, Brabham, Behra, Graham Hill, Moss and Ireland—all nose-to-tail and side-by-side. Lap 2 and it was still Gregory, with the B.R.M. inches behind. Brabham took Schell and had closed up on Brooks, whilst Graham Hill and Moss were both trying to get past Behra.

Next time round and Brabham was in third place, with a most remarkable jumble going on behind, featuring Brooks, Schell, Behra, G. Hill, Moss and P. Hill, the latter having taken Innes Ireland. Not far behind came Trintignant, the Aston Martins of Salvadori and Shelby, Allison's apparently small-engined Ferrari, and de Beaufort's Porsche.

Gregory and Bonnier were hard at it in front, stalked by the purposeful Brabham, and the extraordinary dog-fight going on behind. Lap 4 and Salvadori's Aston Martin came into the pits with steam blowing up from the engine; the new F1 contender was sadly pushed into the dead park, and Roy joined the spectators.

Masten Gregory really was going, but Bonnier was pushing him harder and harder all the time. Behra passed Schell into fifth place, and Graham Hill did likewise on lap seven. One tour later, and the Lotus had been whipped smartly past Brooks, who was taken next time round by Moss. The pattern now

evolved into the duelling Gregory-Bonnier, the watchful Brabham, and a triangular battle being fought by Behra,

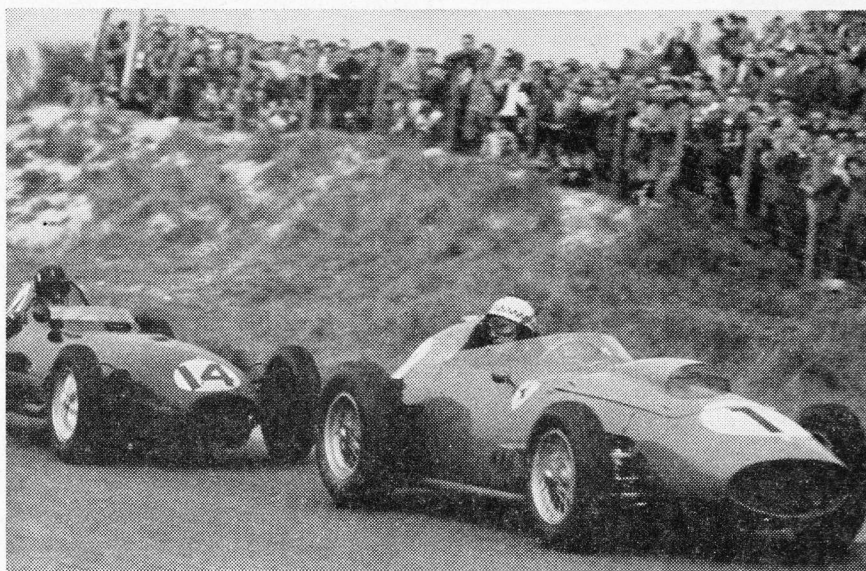
Hill and Moss. Then came another group of Brooks, Schell, P. Hill, Ireland and Trintignant, tailed by Shelby in the surviving Aston Martin.

The 12th lap, and Bonnier took command, whilst Brabham also came into the reckoning as a threat to Gregory. Hill and Moss were trying everything short of flying over Behra's head to get past, but the Frenchman wasn't being particularly co-operative. With the hot pace being set in front, Moss was actually losing ground through no fault of his own, as was Graham Hill. Now Tony Brooks was in trouble, with oil spraying from somewhere. He slowed right down, dropping back to 10th place. The leaders had already "doubled" de Beaufort who was showing every possible courtesy to the faster drivers. Masten was losing ground to Jack Brabham, his gearbox seemingly playing up at the tight bends of Tarzan and the pits, and his team-mate went into second place on the 15th lap, just before Bonnier lapped Allison's Ferrari.

Moss and Hill were becoming more and more desperate, indulging in fist-



GOINGS ON—(above) Moss trying hard to get past Behra and (below) Behra seems to hear Graham Hill (Lotus-Climax) yelling to give him room to pass.

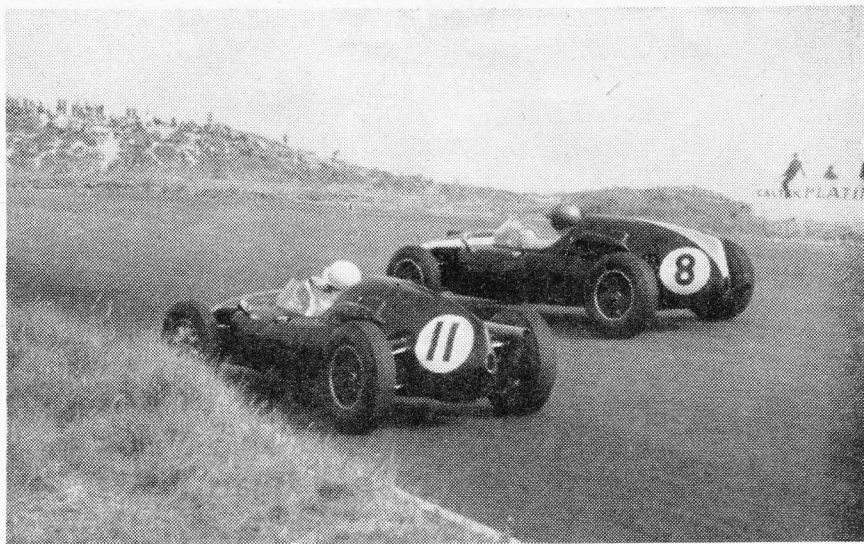


shaking, and one could almost hear them yelling at Behra to let them through. The position must have been heart-breaking to a driver of Moss's calibre, knowing full well that Bonnier and Brabham were getting away every lap. The crowd also realized it, and fervent Dutchmen started to shake *their* fists at Behra, as did Alf Francis in the Rob Walker pit.

With 15 laps covered, the position was:—

1, Bonnier (B.R.M.), 24 m. 56.1 s., 151.341 k.p.h.
2, Brabham (Cooper-Climax), 25 m. 3.9 s.
3, Gregory (Cooper-Climax), 25 m. 5.8 s.
4, Behra (Ferrari); 5, G. Hill (Lotus); 6, Moss (Cooper-Climax); 7, Schell (B.R.M.); 8, Ireland (Lotus); 9, Trintignant (Cooper-Climax); 10, P. Hill (Ferrari); 11, Brooks (Ferrari); 12, Shelby (Aston Martin); 13, Allison (Ferrari); 14, de Beaufort (Porsche).

Jack Brabham now went into the attack, determined to come to grips with Bonnier. This had the effect of putting Moss even farther behind, as he could



ADVANCE (above) of Stirling Moss to second place as he pips Brabham just after the Pits Hairpin.



CROWDING Behra's Ferrari (above) are Bonnier and Moss, disputing the lead. The Italian car was about to be "doubled".

IN FRONT (right) Moss has just taken Bonnier for the lead, both cars having lapped Behra.

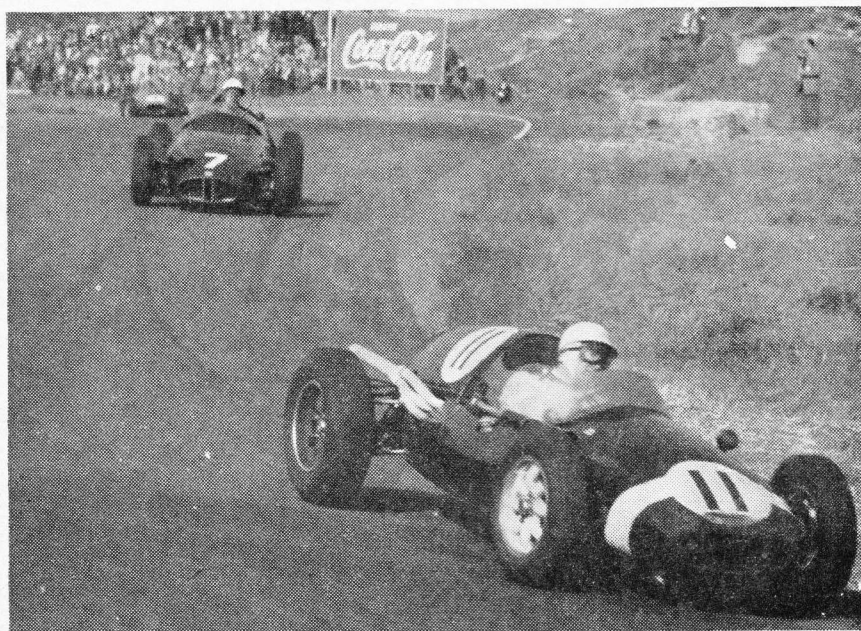
do nothing whatsoever about reducing the leeway till Behra decided to forget his role of "mobile chicane". Stirling and Graham were actually having to brake for corners which they would normally take without using the stoppers. After a mild shunting match, both Moss and Hill managed to get past the Ferrari. Then Graham found smoke coming from somewhere, and, mindful of his Monaco experience, stopped somewhere to investigate. This was on the 25th lap, and when he restarted he had lost a full lap and had dropped to 12th place. At the same time, Shelby, who had been gaining a little on Phil Hill, had his engine go solid on him at Hondenvlak. Round and round spun the Aston, going on to the sand with the front wheels teetering on the edge of quite a sizeable drop, finishing up back

on the circuit. A more-than-somewhat shaken Texan climbed out, and set off to walk back to the pits.

Meanwhile Brabham had caught up with Bonnier, and Moss began to travel at a tremendous pace after having been let out of the "Maranello compound". Hand-timing showed him to be more than 3 seconds a lap quicker than when he was behind Behra, so there could be no argument of his not having been held back.

On the 29th lap, Brabham took Bonnier for the lead, and Moss had moved up to third place in front of Gregory. Schell was now doing a fist-shaking act behind Behra—eager to have a go at the leaders. One also watched the progress of Innes Ireland, who was moving up to join Behra and Schell.

Brabham held off Bonnier till lap 33, when Joe suddenly did a quick "Moss-like" grass-cutting act at the pits hairpin, just as Jack took it wide. Both cars all but touched, but Bonnier had the advantage as they disappeared over the rise. Harry Schell eventually managed to take



A BRILLIANT first Grande Épreuve was driven by Innes Ireland, who took fourth place with his Lotus. Here he duels with Maurice Trintignant's Cooper.

With a dozen laps to go, surely the B.R.M. could pull it off this time! Bonnier had the race in his pocket—if nothing happened to halt his progress. Brabham could do nothing, nor could Gregory. It was only a matter of "wait and see".

These last few laps seemed endless to the anxious men of Bourne. So often in the past had almost certain victory turned to defeat. Mays, Berthon, the technicians—all stood silent as Joe acknowledged his position each time round. Then he was eased off gently. Not too much, for he was obviously in the groove. The big crowd was with him. A B.R.M. victory in Holland would be very popular. Photographers took their positions for the finish. Mr. van Haarem unrolled the chequered

Behra for fifth place, and, like Moss, began to make up lost ground. It was now Innes Ireland's turn to watch the tail-end of the Ferrari.

On lap 38, Bonnier "doubled" Phil Hill's Ferrari, and one tour later he handed out the same treatment to Brooks. The Ravenna Horse hung its head, for Behra was really struggling to hold on to sixth place against the eager Innes Ireland. Trintignant made a brief pit stop to complain of a sticking throttle and to have his rear dampers adjusted; he dropped to 11th place, a full lap behind the leaders. Tony Brooks was getting slower and slower; when oil sprayed on to his rear tyres he decided to call it a day, and the car was retired on the 43rd lap. Graham Hill also halted at his pit, and dropped a couple of places.

The Stirling Moss pressure was on with a vengeance, and it was only a matter of time before he would catch Brabham and then challenge Bonnier for the lead. At 45 laps the race order was:—

- 1, Bonnier, 1 h. 25 m. 6.2 s.
- 2, Brabham, 1 h. 25 m. 10.3 s.
- 3, Moss, 1 h. 25 m. 11.8 s.
- 4, Gregory; 5, Schell; 6, Behra; 7, Ireland; 8, P. Hill (1 lap behind); 9, Trintignant (1 lap); 10, G. Hill (1 lap); 11, Allison (2 laps); 12, de Beaufort (3 laps).

On the 48th lap, Brabham came through with Moss looking for the opportunity to pass, which he did so at Tarzan Corner. Bonnier was now some 6 seconds in front, still driving as relaxed as ever—the B.R.M. sounding crisp and clean. Harry Schell failed to reappear, his B.R.M. having had to be abandoned with a seized second gear. This was bad luck, as the car was going really well and "Arree" definitely had a chance to catch Masten Gregory.

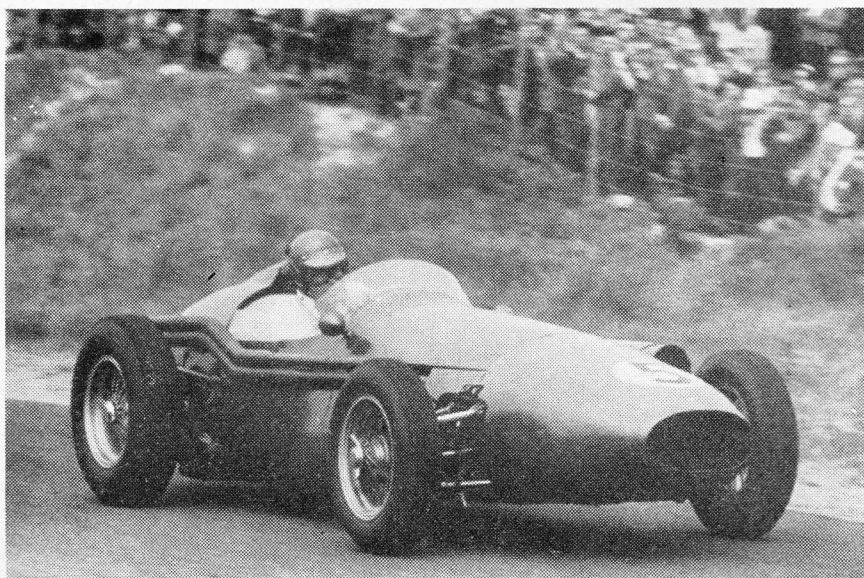
Relentlessly Stirling Moss closed on Joe Bonnier—a second here, a second there—Grand Prix driving at its best. Brabham, with no second gear at all now, just had to let him go. On lap 59, Moss had closed right up, and both he and Bonnier were on the point of

"doubling" Behra. They did so, and Stirling immediately flashed into the lead, Bonnier pulling over to let him through. Now came the supreme test for the Swedish driver; would he try to re-take Moss, or would he remain calmly behind? Sensibly he chose the last-named course. Behra now had another shock, when Innes Ireland snapped past his Ferrari to take fifth place, and began to pull away. However, looking at the behaviour of the Maranello car on the bends, it was possible that the Frenchman's earlier efforts had been due to concentrating on keeping the car on the road.

It looked as though Moss was going to win the motor race. Everything he did made G.P. driving look simple, but Bonnier was not losing all that much ground. For three laps the blue Cooper-Climax led the race, but on lap 63 Bonnier came through on his own. Then came Brabham, just as Stirling coasted into his pit. A bearing in the five-speed, Italian-made gearbox had failed, and once again the gremlins had taken over. As he climbed out of the car, everyone sympathized with him, and the cheers which greeted him were a tribute to a master driver.

ENGINE TROUBLE put both Aston Martins out of the race, Carroll Shelby (right) narrowly escaping an unpleasant crash when his car's engine seized on lap 26.

PROCESSION (below) is led by Graham Hill (14) and Tony Brooks (2), followed by Moss (11) and Schell (6).



SLOWER CARS—Cliff Allison (16) and de Beaufort (15) give way at the Hairpin to Behra, Moss and Graham Hill.

flag. One could sense drama in this attempt to break the hoodoo which has surrounded the Owen cars in the *grandes épreuves*.

Suddenly it was all over. Sweden's Bonnier crossed the line with his arm raised in a victory salute. Then there was pandemonium in the B.R.M. pit. The day for which they had toiled so long had arrived, and everyone connected with B.R.M. could hold up their heads and say: "Well, it takes a good car to win a Grand Prix." Everyone congratulated everyone else. Sweden's flag was hauled up the circuit flagstaff, and over the P.A. came the unfamiliar strains of that country's national anthem—the first time it has ever been played for a Grand Prix winner.

There remained the celebrations—and how B.R.M. celebrated that night in the popular Bouwes Hotel at Zandvoort, with Mr. and Mrs. Stanley of the Owen Organization playing host. John Huguenholtz, Zandvoort Circuit manager, said a few words, to which

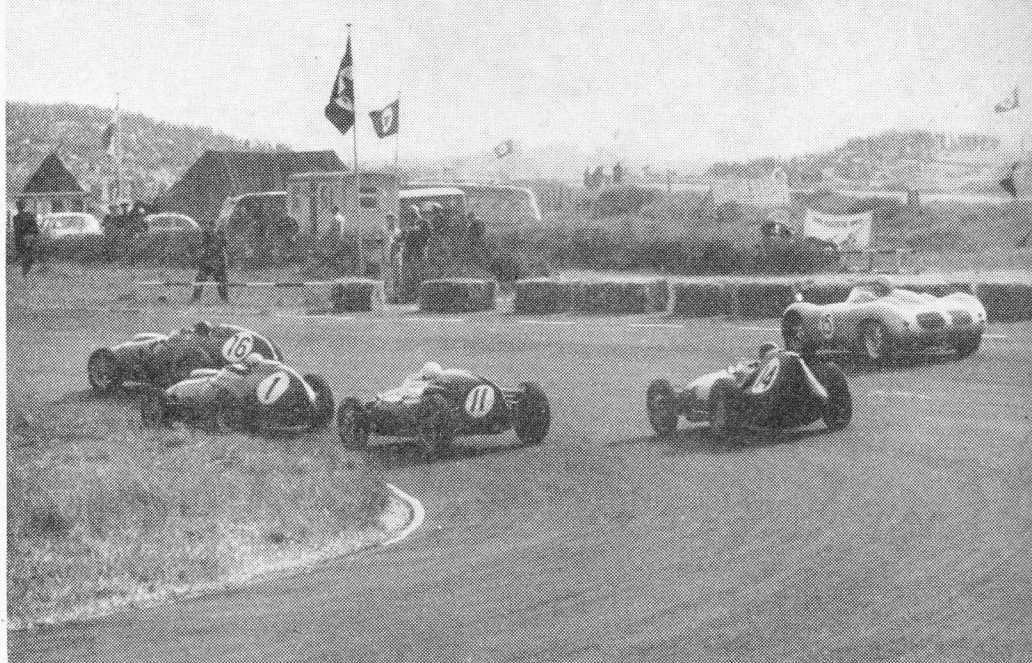
Raymond Mays replied. Huguenholtz earlier had a bit of a problem, as the timekeepers had announced that Bonnier, Moss and Gregory had all shared fastest lap with 1 min. 37.2 secs.—and there was only one trophy. However, it was subsequently discovered that Stirling had done 1 min. 36.7 secs., so the award went to him.

Result

1. Joakim Bonnier (B.R.M.), 2 h. 5 m. 26.8 s., 150.406 k.p.h. (93.46 m.p.h.).
 2. Jack Brabham (Cooper-Climax), 2 h. 5 m. 41.0 s.
 3. Masten Gregory (Cooper-Climax), 2 h. 6 m. 49.8 s.
 4. Innes Ireland (Lotus-Climax), 1 lap behind.
 5. Jean Behra (Ferrari), 1 lap behind.
 6. Phil Hill (Ferrari), 2 laps behind.
 7. Graham Hill (Lotus-Climax), 2 laps behind.
 8. Maurice Trintignant (Cooper-Climax), 2 laps behind.
 9. Cliff Allison (Ferrari), 4 laps behind.
 10. Carel Godin de Beaufort (1.6 Porsche), 7 laps behind.
- Fastest lap:** Stirling Moss (Cooper-Climax), 1 m. 36.7 s., 156.09 k.p.h. (96.99 m.p.h.). New circuit record.

Retirements

- Lap 4: Roy Salvadori (Aston Martin), engine.
 Lap 26: Carroll Shelby (Aston Martin), engine.
 Lap 43: Tony Brooks (Ferrari), oil leak.
 Lap 47: Harry Schell (B.R.M.), gearbox.



Lap 63: Stirling Moss (Cooper-Climax), transmission bearing.

AT A GLANCE Race Leaders

- Lap 1: Bonnier (B.R.M.).
 Laps 2-11: Gregory (Cooper-Climax).
 Laps 12-29: Bonnier.
 Laps 30-33: Brabham (Cooper-Climax).
 Laps 34-59: Bonnier.
 Laps 60-62: Moss (Cooper-Climax).
 Laps 63-75: Bonnier.

The World Championship

	Pts.
1. Jack Brabham (Cooper-Climax) ...	15
2. Joakim Bonnier (B.R.M.) ...	8
3. Tony Brooks (Ferrari) ...	6
4. Maurice Trintignant (Cooper-Climax) ...	4
5. Masten Gregory (Cooper-Climax) ...	4
6. Innes Ireland (Lotus-Climax) ...	3
7. Phil Hill (Ferrari) ...	3
8. Bruce McLaren (Cooper-Climax) ...	2
9. Jean Behra (Ferrari) ...	2
10. Stirling Moss (Cooper-Climax) ...	1

Formula 1 Constructors' Championship

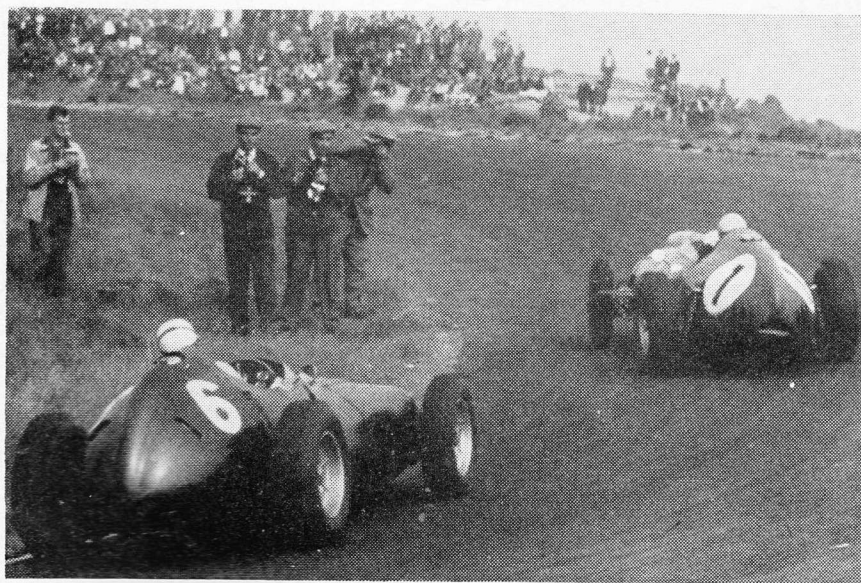
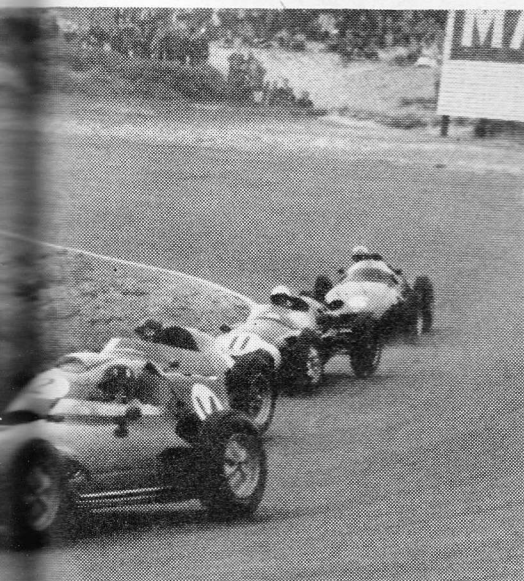
	Pts.
1. Cooper-Climax ...	14
2. B.R.M. ...	8
3. Ferrari ...	8
4. Lotus-Climax ...	3
5. Aston Martin ...	0
6. Maserati ...	0

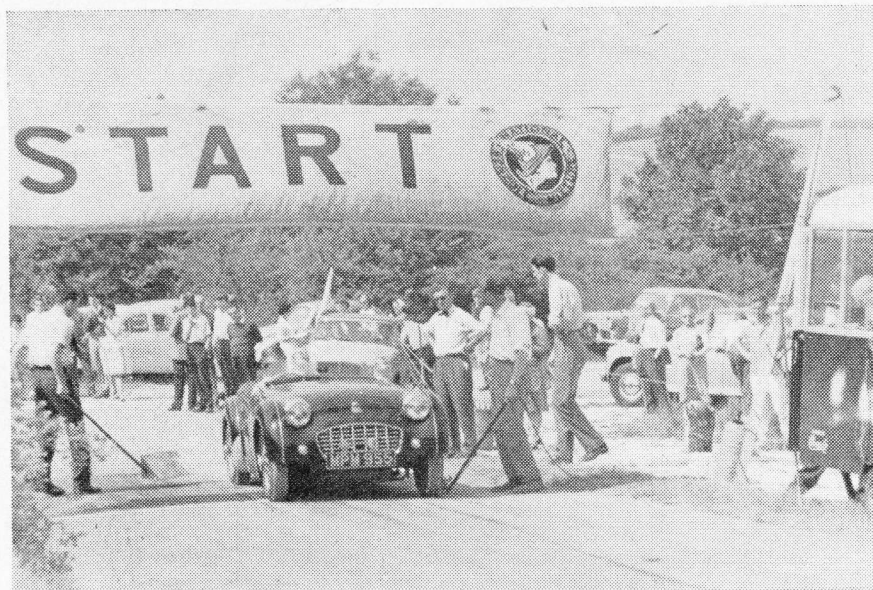
THE British Racing Partnership have engaged Chris Bristow to drive for them during the remainder of 1959 and the whole of 1960. His first appearance in the Partnership's Cooper-Borgward will be in the Formula 2 race at Rheims on 5th July.

PAULINE MAYMAN has now practically fully recovered from her accident at Prescott and would like to thank all those who have sent messages during her convalescence. A holiday in Spain has worked wonders and she hopes to be motoring again within a week or two.

GIRLING disc brakes are now available on Morgan Plus 4 models, but only when the car is fitted with wire wheels. The supplementary cost for front disc brakes, including wire wheels when specified on a new car, is £42 10s., plus purchase tax of £17 14s. 2d.

GEARBOX TROUBLE caused the retirement of Harry Schell's B.R.M. after a long duel with Jean Behra's Ferrari, which leads him here.





Held at Bo-Peep Hill last Sunday, the B.A.R.C.'s Firle Hill-Climb proved to be a most enjoyable and successful day. The sun shone brightly and warmly, a fine entry of 100 cars turned up, and, best of all (from the B.A.R.C.'s point of view, anyway), a very large number of spectators turned up to watch. A new course record was set up by Patsy Burt, who made a remarkable climb in her Cooper-Climax to record 26.57 secs.

Each competitor had two runs up the hill and the first man up was T. W. Gillard (Berkeley Coupé) whose best time was 35.84 secs., beating the class record by nearly 20 secs. Nobody else had entered this class so he didn't have to try very hard to win.

D. Syvver won class B in his beautiful little DKW, recording 36.14 and 35.79 secs. (New class record.) Second was Fred Marriott (Morris Minor) with 36.29 and 36.02 secs., and third J. Parkinson (Austin) with 37.91 secs. Class C was a Riley benefit, J. R. D. Ruston (Riley 1.5) being fastest with 36.85 secs. and R. C. C. Palmer in a similar car returning 38.48 and 37.93 secs. to make second fastest time.

S. T. Rees easily won class E with his Raymond Mays modified Ford Zephyr, setting up a new class record with a best time of 32.95 secs. A very good time was put up by R. Cooper in his Riley. He recorded 35.47 and 36 secs. to gain second place.

The class F record also took a beating, J. W. Dunster rushing up the hill in his 3.4 Jaguar to record 31.93 and 30.70 secs. M. Bull in his splendid 3.9-litre Allard was second with 34.68 and 34.49 secs.

Class G should have had the two Alfa Giuliettas of R. M. Shepherd-Barron and W. Jones competing, but unfortunately they were not able to compete, the Ferodo people not having relined their brakes in time. However, the class record was again beaten, by nearly 2 secs., D. Richmond getting his Austin Special up in 33.21 and 32.97 secs. H. A. Appleby showed marked consistency in gaining second place, returning 35.25 and 35.22 secs. on his two runs.

There were three Twin-Cam M.G.As in class H and since their opposition was in the shape of a Hillman Minx, a

Sunbeam Rapier, a VW, a Riley and two other M.G.s, they had it all their own way. W. G. F. Swayne was fastest with

Results

B.T.D.: Miss Patsy Burt (Cooper-Climax), 26.57 s. **Fastest Sports Car:** A. M. Park (Tojeiro), 27.09 s. **Fastest Saloon Car:** J. W. Dunster (3.4 Jaguar), 30.20 s. **Fastest Lady:** Miss Patsy Burt. **Class A, Series and Modified Production Touring Cars, up to 500 c.c.:** 1, T. W. Gillard (Berkeley), 35.84 s. **Class B, Series and Modified Production Touring Cars, 500-1,300 c.c.:** 1, D. Syvver (DKW 1000), 35.29 s. **Class C, Series and Modified Production Touring Cars, 1,300-1,600 c.c.:** 1, J. R. D. Ruston (Riley 1.5), 36.85 s. **Class D:** No entries. **Class E, Series and Modified Production Touring Cars, 2,000-2,600 c.c.:** 1, S. T. Rees (Ford Zephyr), 32.95 s. **Class F, Series and Modified Production Touring Cars, over 2,600 c.c.:** 1, J. W. Dunster (3.4 Jaguar), 30.70 s. **Class G, Special and Grand Touring Cars, 500-1,300 c.c.:** 1, D. Richmond (Austin A35), 32.97 s. **Class H, Special and G.T. Cars, 1,300-1,600 c.c.:** 1, W. G. F. Swayne (M.G.A. Twin-Cam), 32.03 s. **Class I, Special and G.T. Cars, over 2,600 c.c.:** 1, D. L. Buss (TR2), 30.74 s. **Class J:** No entries. **Class K, Special and G.T. Cars, over 2,600 c.c.:** 1, P. Farquharson (Allard), 27.82 s. **Class L, Sports Cars, up to 750 c.c.:** 1, V. N. Hood (Austin), 33.23 s. **Class M, Sports Cars, 750-1,100 c.c.:** 1, J. J. Richards (Lotus Seven), 27.97 s. **Class N, Sports Cars, 1,100-1,500 c.c.:** 1, V. D. Clark (M.G.), 31.10 s. **Class O, Sports Cars, 1,500-2,000 c.c.:** 1, J. G. Tallis (Frazer-Nash), 29.12 s. **Class P, Sports Cars, over 2,000 c.c.:** 1, A. M. Park (Tojeiro), 27.09 s. **Class Q, Racing Cars:** 1, R. P. Heatley (Spl.), 29.92 s.

New Course Record at Firle

Patsy Burt (Cooper-Climax) Sets Up New Record

Second was R. A. Levett (Ausford) with 31.22 secs. and third L. B. L. Harding (M.G. Special) with 31.36 secs.

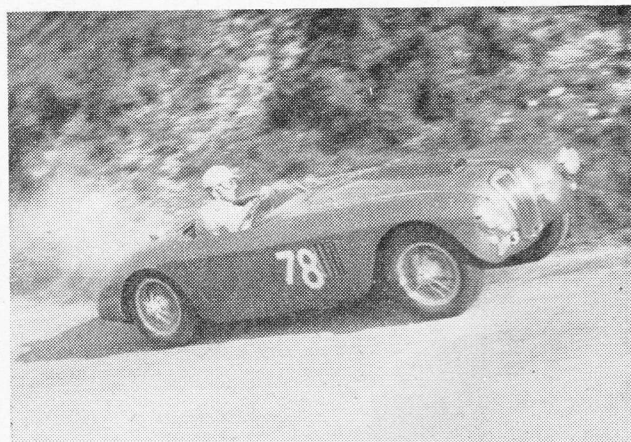
Class O provided a good win for J. G. Tallis in his lovely Frazer-Nash. He recorded 29.58 and 29.12 secs. to beat R. Dilley (Frazer-Nash), 30.39 and 30.10 secs. and D. Monro (A.C.-Bristol), 30.90 and 30.54 secs.

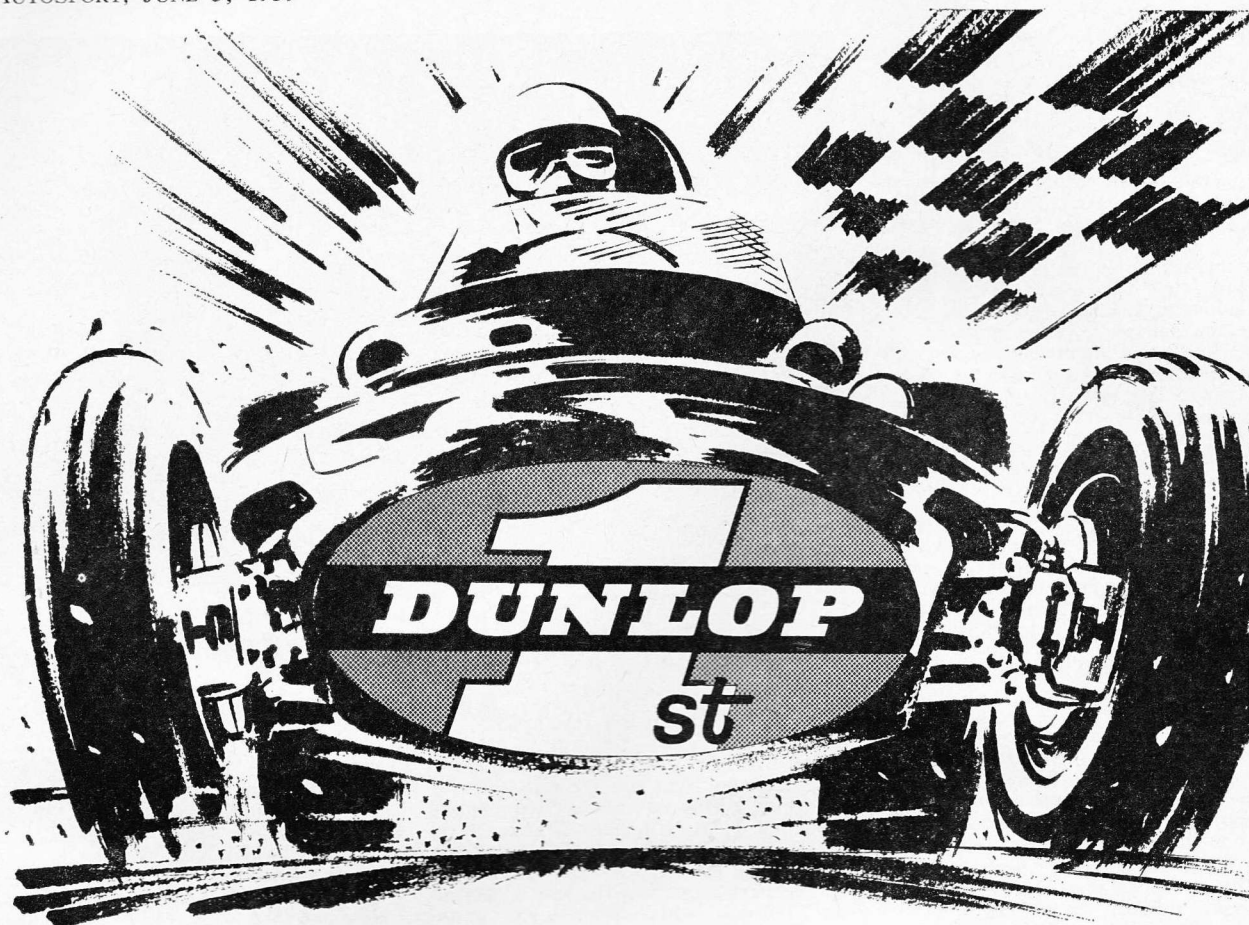
Alastair Park gained yet another class win in class P with his very fast Tojeiro, recording 27.57 and 27.09 secs. to beat his own class record. Second was M. H. Barker with his home-made Alton. This car, which he reckons took him over 3,000 hours to build, has a cooking Jaguar engine in it and is undoubtedly very fast but is rather handicapped by its solid rear axle. However, Barker managed 28.56 and 28.41 secs. to beat Shiela Park in her husband's Tojeiro. Shiela recorded 28.79 secs. on her first run but made a poor start on the second and could only manage 29.62 secs.

Finally we come to class Q. Here Patsy Burt reigned supreme and fairly hustled up the hill to set up a new

(Continued on page 738)

FAST BEAUTY: R. Dilley is seen here clipping the verge in his lovely Frazer-Nash Targa Florio on his second run.





MONACO GRAND PRIX 1st, *2nd, 3rd

AND NOW

DUTCH GRAND PRIX

***1st**

J. BONNIER — B.R.M.

AND

2nd & 3rd

(Subject to Official Confirmation)

DUNLOP
TYRES

*** ALSO FITTED WITH DUNLOP DISC BRAKES**

CPH/MS9/111A

WINNER of the pre-1940 racing car class was F. Harrison (F.H.N. Special) who recorded 37.40 secs. among the cars restricted to 1½ litres or below, to beat R. H. Moore.

THE Westmorland Motor Club's main event of the year, the Barbon hill-climb, took place on Saturday, 23rd May.

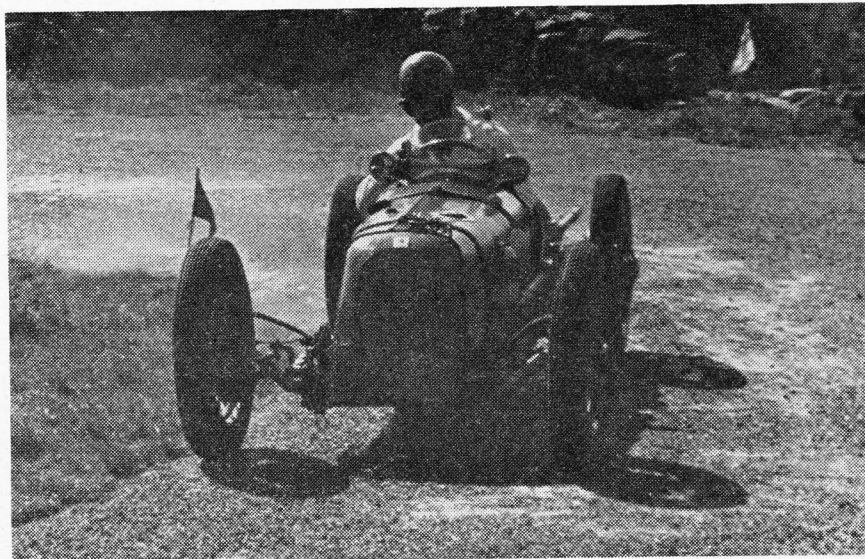
Situated on the slopes of a magnificent parkland, the hill, which is of good metalled surface, measures half a mile in length, has an average gradient of some 1 in 12 and commences in the village of Barbon itself. A short straight leads into a 90-degree left-hander, then a long looping left-hand curve leads up to the 1 in 8 right-hand hairpin turn, the course finishing some hundred yards later, practically in the front garden of the Manor.

An enormous entry of over 100 cars, an extremely hot and sunny day which brought in its wake an influx of spectators, somewhat overtaxed club officialdom. A late start, plus non-existent spectator control around the hairpin—so much so that, at no more than 20 yards past the finish line, small children crossed and recrossed the track in search of ice cream at will—were severe "blacks", the only barrier to this latter behaviour being a single rope placed much nearer to the track than the regulations allow! How racing was permitted to continue under such conditions I, for one, will never know!

The event started with sports cars up to 1,250 c.c. which produced a dozen or so "mixed" tiddlers, the fastest of which was J. P. Baldam, whose Turner ascended in 38.03. Second was J. B. Pemberton in a similar car with a time of 40.38, and third, R. D. McElroy (M.G.) in 40.56.

Next came sports cars up to 1,500 c.c. which included a special award for the best time made by a pre-1940 car. Easily the fastest in this class was a T.V.R. coupé in the hands of J. F. Cookson with a time of 38.04. Second was J. A. Grice (Frazer-Nash), whose time of 39.00 took the Aston Martin Trophy, third being J. M. Richmond (M.G.A.) in 39.76.

Class 3, for sports cars up to 2,000 c.c., drew the day's largest entry, finally



Jim Berry (E.R.A.) Fastest At Barbon Hill-Climb

going to P. M. Bradley (Morgan Plus 4) with a magnificent run in 34.31, soundly thrashing a horde of TRs! Second place went to T. R. Clapham (Frazer-Nash) in 35.98. TRs took third place when R. W. Bell recorded a time of 36.09.

The next event was for sports cars up to 3,000 c.c. which went to J. Sutton (Austin-Healey) whose time of 36.31 was too much for the Aston Martins of P. R. Proctor, 37.09, and D. Mason, 38.62.

Sports cars unlimited produced only three entrants, the fastest of which was D. A. Harrison (Frazer-Nash/Alvis) with a time of 35.20, a little too fast for N. C. Taylor (Jaguar), 39.61.

Sports/racing cars up to 1,250 c.c. was an easy win for F. S. Tinning whose ex-Blumer Lotus-Climax rocketed up to the tune of 33.76—B.T.D. to date! Next came a similar car in the hands of R. A. Palmer in 35.43.

Class 7, sports/racing cars up to 1,500

c.c., brought but two entrants, R. H. Smith (Connaught), 37.07, and A. K. Howarth (1098 Howarth Spl.), 37.32.

Next came sports/racing cars over 1,500 c.c. which was taken by J. Randles (Lister-Bristol) in 34.12, just a shade too fast for P. H. Chapman whose big Mercury Spl. took 34.17. Third in this class was W. Goodwin ("D"-type Jaguar) in 34.34.

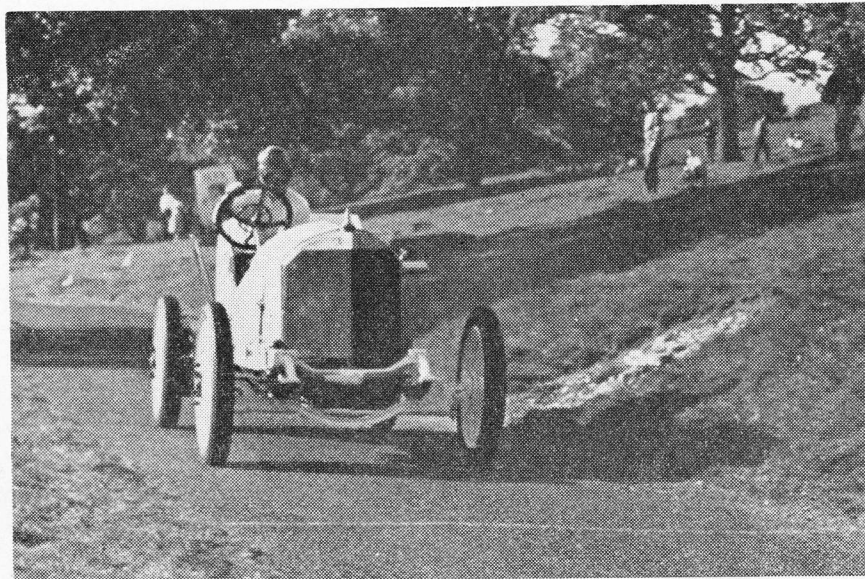
Vintage Sports cars now made their appearance in two classes, the first up to 1,500 c.c., and produced climbs by H. Spence (Lea-Francis) in 38.91 and W. L. Winder (Frazer-Nash) in 44.31. The second class was for any capacity, being taken by S. R. Loxton (Invicta) with a time of 39.08. Second—and what a magnificent second—was H. L. Halkyard, whose 1912 Mercedes powered by some nine litres "boomed" up in 44.26, decimating Bentleys and Sunbeams in the process!

Now for the racing classes, first of which was for 500 c.c. cars. This produced a fine run by J. S. Cordingley (Cooper) in 33.24 to "lead to date", second being T. G. Wilson (Cooper) whose time was 34.21.

Racing cars, pre-1940 and confined to under 1,500 c.c., was taken by F. Harrison's well-known F.H.N. which recorded a time of 37.40. Second was the Norris Spl. in the hands of R. H. Moore, time 38.30.

Racing cars, pre-1940 but unlimited, produced only two entries but out of these came the day's fastest run when Jim Berry, with the 2-litre E.R.A. Spl., roared up in 32.84, just missing the all-time record of 32.18 secs., set up by C. A. N. May way back in 1956 with a Cooper-J.A.P. Second in this class was the Bugatti of K. Neve with a run in 37.57.

FRANCIS PENN.



A SPLENDID BEAST! H. C. Halkyard storms up to the finish in his 9-litre 1912 Mercedes-Benz, decimating Bentleys and Sunbeams in the process of making second class b.t.d.

Mobil winners

INDIANAPOLIS

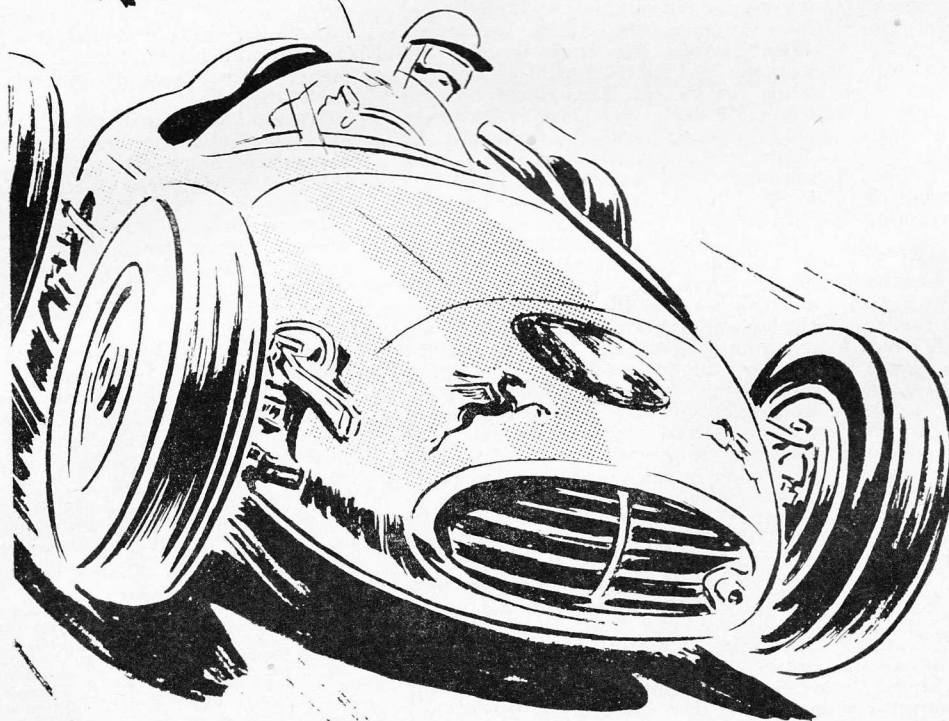
500



1st..... ROGER WARD LEADER CARD Special
135.857 m.p.h.

2nd JIM RATHMANN SIMONIZ Special

3rd..... JOHNNY THOMPSON RACING ASSOCIATES Special



NINTH SUCCESSIVE WIN ON MOBILOIL

All on Mobiloil



TOP CONTENDER for the Championship of Ireland is Ulsterman John Crossle in his 1172-engined Crossle-Ford. He led the 1172 race from start to finish. There is quite an imposing collection of machinery behind it in the paddock.

RECORDS crashed at the second Ulster race meeting of the 1959 season on Saturday, 23rd May, at Kirkistown, Co. Down, when Malcolm Templeton driving his new Sports 1500 Lotus-Climax, knocked a complete second off the previous best lap time for the airfield circuit.

The old record, established by Templeton at the March meeting, organized by the 500 Motor Racing Club of Ireland, stood at 1 min. 11.6 secs., an average speed of 76.79 m.p.h., but the Lotus driver equalled this on several occasions during the open handicap event, going on to set up the new record of 77.88 m.p.h. during the *formule libre* race, the last event on the very full programme.

Templeton had a most successful out-



Records Fall At Kirkistown

Malcolm Templeton (Lotus) cuts a second off his own circuit record

ing for he won both the major races of the day—the general handicap, during which he took the chequered flag in his heat and the final after starting on the scratch mark, and the *formule libre* event.

In brilliant sunshine racing started with the saloon car handicap which brought a variety of machines to the grid, from John Robb's 5,420 c.c. Allard to Brendan Curran's Austin A40. The only non-starter was Peter Kramm from Dublin, whose Riley 1.5 had parted company with its nearside front wheel during practice.

With an allowance of a lap and 30 secs., W. Beattie (Volkswagen) led the field the first time past the starting area, followed by Brendan Devine in a similar car, but after a few laps they were overhauled by N. Conn (1,296 c.c. Simca) who led the remainder of the race, in fact, until the last lap.

Farther back, the traditional Riley 1.5 battle was being fought out between Archie Phillips and Bob Harkness while Colin Carter (M.G.A Coupé) and Robin McKinney, who started on the scratch mark with his 2,580 c.c. Aston Martin, were both returning good lap times, and pulling up on their handicaps.

By this time the Allard had been forced out with gearbox trouble while Donald Marshall (Speedwell A35) found a sudden lack of oil pressure through bearing trouble and pulled off the course.

On entering the last lap, Carter stormed into the lead and went on to win from Conn, who just managed to hold off McKinney by slightly over a second.

John Crossle in the Crossle-Ford led from start to finish in the race for 1,172 c.c. side-valve engined cars, which is one of the most popular forms of racing in Ulster during the present day. This is the second car which Crossle has built and, indeed, is now the number one local contender for the 1,172 c.c. Ford Championship of Ireland, which will be held at Kirkistown in June, and which, at present, is held by John Turvey (Lotus-Ford).

Turvey's car, which is now the property of Tommy Allen of Belfast, held second place behind Crossle for the first few laps of the race, but had to pull into the pits when the engine overheated. After Norman Henderson dropped out with the ex-Freddie Smyth Special, the battle for second place rested between Denis Graham and Jackie Davidson, both driving identical cars built by Tommy Graham. Graham (the driver), however, won the honours when he finished five seconds ahead of his rival, Crossle holding on to first place.

Three classes were grouped together on the Le Mans-type grid for the production sports car race, with three main awards, one for the Triumph—Austin-Healey—M.G.A Twin-Cam boys, one for the normal 1,489 c.c. M.G.As and the third for the up to 1,000 c.c. cars. Positions on the grid, irrespective of class, were determined on practice times so it was no wonder that many people were surprised, to say the least, when they saw Paddy Hopkirk in the much-modified Austin-Healey Sprite nosing his way in between the Triumphs.

At the fall of the flag R. Hume (Triumph) was first away, followed by Hopkirk and then the Acheson brothers, Maurice and Douglas—one in a Triumph and the other in a "Twin-Cam". Through the twisty "colonial" section of the course Hopkirk held grimly to his second place but the top speed of the Sprite was just not enough to hold off the Achesons up the half-mile straight.

Hume eventually won the race from Douglas Acheson in another Triumph, while the Twin-Cam finished third and Wilkins, in fourth position, snatched a .8 sec. lead over Hopkirk, who won his class easily.

The hard-worked Sprite was on the grid again for the next race—the first heat of the open handicap—which Hopkirk won from Alex. Jameson (489 c.c. J.A.P.) with John Pringle coming through from the scratch mark in his ex-Moss F1 Cooper-Climax to third place.

The second heat, however, proved to

be slightly faster for Templeton, M. Acheson and Charles Eyre-Maunsell in his Rapier-engined Stubia, who filled the first three places, were also the first three home in the final, although Acheson and Eyre-Maunsell had switched positions.

For the *formule libre* race only five cars faced the starting flag, the others having suffered trouble of some description in earlier races. The drivers to watch seemed to be Templeton and Pringle, but on the first lap it was Hector Graham with his 1,098 c.c. Cooper who was showing a clean pair of heels to the rest of the field.

Graham's lead was shortlived, however, for first Templeton and then Pringle passed him along the straight to take over the leading places, the little Cooper suffering from fuel starvation.

Templeton now got down to serious business and on the fourth lap equalled the old record, took off .8 sec. on the fifth lap and went on to set up the new lap record of 1 min. 10.6 secs. on the sixth lap.

Pringle, on the other hand, was being clocked at 120 m.p.h. through the flying kilo while the Lotus was only reaching about the 118 m.p.h. mark, but Pringle, it was discovered, was driving without third gear, and suffering a considerable handicap on acceleration.

Jack Slater (1,098 c.c. Lotus-Climax) was now in third place and these were the positions in which the cars reached the finishing line.

BRIAN WADDELL.

Results

Saloon Car Handicap: 1, C. B. Carter (M.G.A Coupé), 60.74 m.p.h.; 2, N. Conn (Simca), 55.76 m.p.h.; 3, R. C. McKinney (Aston Martin), 63.65 m.p.h. **Fastest lap:** McKinney, 65.46 m.p.h.

1,172 c.c. Ford Scratch: 1, J. Crossle (Crossle-Ford), 65.42 m.p.h.; 2, D. E. Graham (Ford Special), 65.21 m.p.h.; 3, J. Davidson (Ford Special), 64.82 m.p.h. **Fastest lap:** Crossle, 67.05 m.p.h.

Triumph, Austin-Healey, M.G.A (Twin-Cam): 1, R. Hume (Triumph), 64.91 m.p.h.; 2, D. Acheson (Triumph), 63.67 m.p.h.; 3, M. Acheson (M.G.A Twin-Cam), 63.55 m.p.h. **Fastest lap:** Hume, 66.89 m.p.h. **1,489 c.c. M.G.A race:** 1, C. B. Carter (M.G.A Coupé), 60.72 m.p.h.; 2, S. C. Allen (M.G.A), 60.25 m.p.h. **Up to 1,000 c.c. Sports Cars:** 1, P. B. Hopkirk (Austin-Healey Sprite), 62.06 m.p.h.; 2, P. S. Carter (Austin-Healey Sprite), 57.82 m.p.h.

General Handicap: 1, M. Templeton (Lotus-Climax), 75.05 m.p.h.; 2, C. W. Eyre-Maunsell (Stubia), 65.20 m.p.h.; 3, M. Acheson (M.G.A Twin-Cam), 65.08 m.p.h.; 4, P. B. Hopkirk (Austin-Healey Sprite), 63.33 m.p.h.

Formule Libre: 1, M. Templeton (Lotus-Climax), 75.69 m.p.h.; 2, J. R. Pringle (Cooper-Climax), 73.92 m.p.h.; 3, J. S. Slater (Lotus-Climax), 72.04 m.p.h.

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Club News

By MARTYN WATKINS

It seems that a Derbyshire association of motor clubs is to be formed by all R.A.C. recognized clubs—to combat threats to their interests by non-recognized clubs. It is felt that so many clubs are promoting rallies and other events in the county that the common routes are being "over-worked".

An association of this sort is not, of course, a new idea, but it is less common to have as the definite reason the fact that tennis clubs and so on are spoiling things for the enthusiast. From this aspect, however, it is a little difficult to see exactly what can be achieved in the way of preventing this from happening, for an Association of this type would appear to be effective only through the R.A.C. when conflicting routes and dates can be dealt with through the central governing body. How this can be achieved when the irritant, if that is the word, owes no allegiance to that body is difficult to see, and perhaps an approach by the Association to the police authorities, distasteful though it may be, is the only solution.

However, whatever method may be chosen to achieve the end of the nuisance value possessed to ourselves and to the lay public, one feels that one can but wish them luck in Derbyshire. It's a knotty problem.

THE East Surrey M.C.'s closed treasure hunt will take place on 7th June starting at 1.45 p.m. from Ye Olde Leather Bottle, Warlingham. . . . The S.W. centre of the **B.A.R.C.** hold their Southampton *Concours* on 12th July at Mayflower Park, Southampton. Judging starts at 2 p.m. Entries should be sent to H. Jackson Seed, Civic Centre, Southampton. . . . The **West of England M.C.** will be holding their "Tour of Devon" Rally on 4th-5th July. This is a restricted event and is open to members of clubs affiliated to the Association of S.W. Car Clubs. The start will be from the Exeter Service Station, Middlemoor, Exeter-by-Pass, at 11 p.m. Entries close 29th June and should be sent to C. W. Bartlett, 79 Hill Barton Road, Exeter. . . . The **Oxford M.C.** and the **Oxford University M.D.C.** will be holding a joint closed Navigation Rally on 5th June, starting from Kings Arms Hotel, Holton-cum-Studley, at 7 p.m. . . . **Darlington and District M.C.** are to hold a speed hill-climb at Catterick Camp, Yorkshire, at 2.30 p.m. on 7th June on behalf of the Association of North-eastern and Cumberland Car Clubs. . . . The **Circle C.C.** have a driving test meeting at Mill Green Camp, Hatfield, on 14th June. The tests will be held on hard standing, starting at 11.45 a.m., and invited clubs are: B.A.R.C., Harrow C.C., M.G.C.C. (S.E.), Herts County A and Ae.C., West Essex C.C., 750 C.C., T.E.A.C., Advertising A.C., Hants and Berks M.C., Verulam A.C. . . . **Stockton and District M.C.** are to have their closed to club Price Cup rally on 14th June. Start will be from the Town Hall at 10.15 a.m. and the event will cover about 120 miles. Entries close on 10th June and should be sent to Mrs. J. Barnes, 23 Melrose Avenue, Bellingham.



EMBLEMS OF SUCCESS: Paul Steiner, well-known rally driver and club enthusiast, poses with his Simca, the car with which he has enjoyed a successful season so far. The car has the Flash Spl. engine and a floor-mounted gear-lever.

. . . The new hon. general secretary of the **Melton Mowbray C.C.** is Mr. G. A. Morrison, 28 Park Road, Melton Mowbray, Leics. . . . The **Riley Register's** Coventry Rally will take place on 4th-5th July. Further details from Mrs. M.

Coming Attractions

- 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.
- Sunbac Ragley Park Hill-Climb, Ragley Park, near Alcester.** Start, 2 p.m.
- June 7th.** A.D.A.C. 1,000 kms. Race, Nürburg-ring, Germany (S).
- Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Gloucestershire.** Start, 1.30 p.m.
- Thames Estuary A.C. Sprint, Brands Hatch, near Farnham, Kent.** Start, 10.30 a.m.
- June 14th.** Eastern Counties M.C. National Race Meeting, Snetterton, near Thetford, Norfolk.
- Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester.** Start, 1 p.m.
- London M.C. Driving Test Meeting, Warley Barracks, Brentwood, Essex.**
- June 20th-21st.** Le Mans 24 Hours Race, France.
- June 20th.** B.A.R.C. Race Meeting, Aintree, near Liverpool.
- Midlands M.E.C. Race Meeting, Silverstone, near Towcester, Northants.**
- Aberdeen and D.M.C. Race Meeting, Edzell, Kincardineshire.**
- June 21st.** B.A.R.C. Hill-Climb, Brunton, near Collingbourne Ducis, Wiltshire. Start, 2.30 p.m.
- U.H.U.L.M.C. Driving Tests, Heston Aerodrome, Middlesex.** Start, 11 a.m.

Walden, 31 Rollaston Road, Radford, Coventry. . . . Mallory Park will be the venue for a **B.R.S.C.C.** national race meeting on 28th June. Secretary of the meeting is Nicholas Syrett, 6 Buckingham Street, London, W.C.2, and entries close on 15th June. . . . The **Chiltern C.C.'s** 15th Touring Rally will be held on 13th/14th June. This event is open to members of clubs forming the Association of Central Southern Motor Clubs. Starting points are the A30 Road House, on the A30, six miles short of Basingstoke, and the Ace Café, North Circular

Road, on A406, Willesden, Middlesex. Entries (£2 2s. plus 30s. for watch) close on 9th June and should be sent to Miss S. Janes, 25 Amersham Road, High Wycombe, Bucks. The event starts at 7 p.m. . . . The **Bristol M/C. and L.C.C.** is running a rally and reliability trial for Veteran and Edwardian cars on 4th July. Members of the V.C.C. are invited to compete. Entries (20s.) close 15th June and should be sent to R. A. Wood, 22 Monkton Road, Hanham, Bristol. The same club's Summer Rally will be held on 18th/19th July. The following clubs have been invited: B.A.C., Burnham-on-Sea, Cirencester, Dowty, Hereford, London, Newport, South Wales, Stroud and Worcester. (Entries 30s.) to A. Denman, 12 Falcondale Road, Bristol. . . . The **London M.C.'s** Hard Standing Driving Tests will take place on 14th June at Warley Barracks, Brentwood, Essex. This is a closed event. Entries (25s.) close on 6th June and should be sent to P. J. Adams, 18 Westmorland Road, North Harrow, Middx. . . . Two **B.A.R.C.** meetings, both at Goodwood. The first, on 27th June, begins at 2 p.m. Entries close 13th June and should be sent to H. J. Morgan, B.A.R.C., 55 Park Lane, London, W.1. The second meeting is on 11th July. Entries close on 27th June and should be sent to H. J. Morgan as above. . . . The **N.L.E.C.C.'s** closed Point-to-Point will be held on 14th June. Entries (10s.) close on 8th June and should be sent to G. Bance, 11 Bath Road, Reading, Berks. On the same day, the **Shenstone and D.C.C.** hold their closed driving tests and sprint, starting at 12 noon at Curborough, near Lichfield. Entries close on 8th June and should be sent to J. W. Rowley, Emery Bros., Ltd., Victoria Rolling Mills, Lichfield Road, Birmingham, 6.

BLOWERS

WE are advised that the telephone number of Shorrock Superchargers, Ltd., is now Wednesbury (Staffs) 1764.



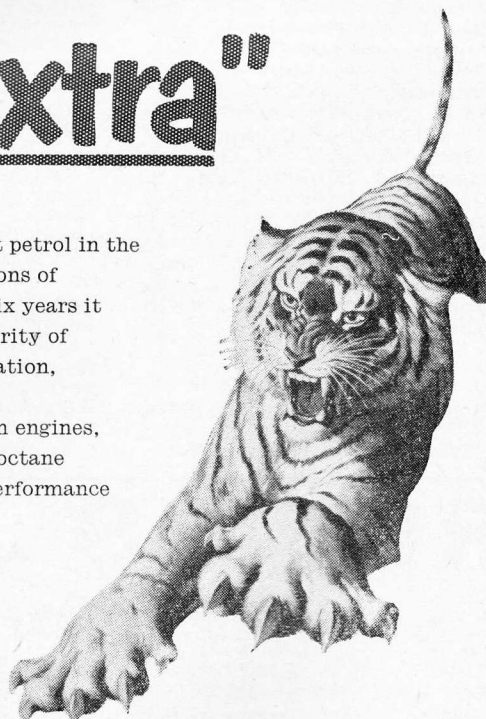
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FINEST PETROL IN THE WORLD



VINTAGE BENTLEYS IN BELGIUM

ON Tuesday, 26th May, several members of the Bentley Drivers' Club, led by its President, Stanley Sedgwick, drove their vintage Bentleys over a measured mile and kilometre on a new stretch of Autoroad near Antwerp. Six miles of dual carriageway were closed by arrangement with the Belgian Government, through the Royal Automobile Club of Belgium.

One of the main objects of the exercise was to see whether or not Forrest Lycett could improve upon the figures which Trintignant set up last year in a Facel Vega, *i.e.*, 139.895 and 140.186 m.p.h. for the flying kilometre and flying mile respectively. It reflects great credit on both Forrest Lycett, the owner and driver, and Don McKenzie, who prepared the car, that the 8-litre Bentley achieved mean speeds over these distances of 141.131 and 140.854 m.p.h. Thus, Forrest Lycett's 30-year-old Bentley has regained the Belgian National Class "B" records for the flying mile and flying kilometre (it already holding these records for the standing start distances). The Facel Vega still holds the Belgian "Gran Turismo" Class "B" record, as Forrest Lycett's car was running stripped.

The second fastest vintage Bentley of the day was Stanley Sedgwick's Speed Six which covered the measured mile and kilometre at 127.818 and 127.897 m.p.h., the former in the hands of its owner and the latter when driven by George Burton whose own 4½-litre Bentley was unable to take part. Stanley Sears drove his immaculate ex-Birkin 4½-litre supercharged Bentley through the distances at over 125 m.p.h. and Oliver Batten's 8-litre recorded 123 plus. Perhaps the star turn was Harold Pounds, who put his 4½-litre light-alloy bodied two-seater through the mile and kilometre at over 119 m.p.h. Harry Rose achieved 109 m.p.h. in his unblown 4½-litre Team Car and David Llewellyn was disappointed by just failing to achieve a mean average speed in both directions of 100 m.p.h.; nevertheless, 98½ m.p.h. in a 3-litre Bentley was a remarkable effort. Considerable assistance was rendered by Dunlops, who made special racing tyres, and Esso, who supplied fuel.

INDIANAPOLIS

RODGER WARD won the Indianapolis 500 miles race at a record average speed of 135.875 m.p.h. He was driving a Leader Card Special. Second was Jim

Rathmann (Hopkins Special) and third Johnny Thompson (Racing Association Special). Thompson also made fastest lap at 145.419 m.p.h. A fully illustrated report will appear in a future edition.

NEW 1960 SPORTS CARS REGULATIONS

THE C.S.I. met in Monte Carlo during the period of the G.P. to discuss the new Appendix C and J regulations which had been framed during the March meeting in Geneva (see AUTOSPORT, 27th March). All previous decisions were confirmed and a few paragraphs were made even more stringent:

The minimum width for windcreens (100 cm. up to 1,000 c.c. and 110 cm. over 1,000 c.c.) has now to be at least this width for a height of 25 cm. (as in the existing Appendix C). The seats must be of similar dimensions, symmetrically placed and at the same height. The dimensions from the lower point of the driving seat to the top of the windscreen, through the axis of the steering wheel, must be at least 80 cm. (31½ ins.) vertically (to stop the recessed type of windscreen). The capacity of the fuel tank is now 80 litres up to 1,600 c.c. (instead of 1,500 c.c.) and 100 litres over 1,600 c.c. The ground clearance need not be more than 12 cm. (4½ ins.), but this rule applies now to every car both in the G.T. and sports classes. Similarly the turning circle which was previously 13 metres (42 ft. 7 ins.) is now increased to 44 feet 2 ins. (13.5 metres), but is compulsory on every vehicle. The way to measure both these requirements is explained: one must be able to drive the car over a piece of wood of 80 cm. width and 12 cm. height. And the car must be able to turn round between two walls or painted lines parallel and 13.5 metres apart. Two master cylinders in the braking system will be necessary from 1st January, 1960, for the sports cars and from 1st January, 1961, for the G.T. cars homologated after that date.

The Appendix J now has four groups of cars: Normal touring cars; improved touring cars; Grand Tourisme; and sports cars. For the cars of the first group, apart from the modifications which are now already allowed, one may fit such accessories not fitted on the standard car (and which will not improve the actual performance of the car) such as windscreen washers, rev. counters, thermometers, average speed indicator, etc. Rebore clearance: 0.6 mm. (¼ in.).

For the second group, the following

supplementary modifications are allowed: (a) free choice of spring rate in suspension, valves and clutch; (b) finishing, polishing, lightening up of all standard components without addition of metal; (c) reinforcement of the braking system provided the dimensions of the drums or the discs are not changed; (d) fitting of stabilizing bars; (e) rebore clearance 1.2 mm. (½ in.).

For the third group, Grand Tourisme, all the above modifications are permitted and therefore there are no more standard G.T. cars.

Apart from making most of the existing sports cars obsolete without extensive modifications, these regulations sound the death knell of the "special" touring cars often prepared by the factories, such as the indecently fast Dauphine Renault or the "all alloy" 403 Peugeot special which is at the moment driven with great success by Roger de Lageneste in many Continental rallies.

GERARD CROMBAC.

Firle—continued

course record with 26.57 secs. in her F2 Cooper-Climax. R. P. Heatley won the class in his special with 29.92 secs. He only made one run, during which he oiled a plug so he decided not to make a second climb when it became obvious that he had won the class. Second was J. F. R. Bedford (Monaco) with 31.69 and 32.76 secs.

And that was it. A thoroughly enjoyable day's sport with no accidents. The only incident of the day was caused by the ambulance. One of the crew became ill so the ambulance came tearing down the hill to take him home. Unfortunately the start banner was a bit low and the ambulance collected it as it went under. Luckily no one was hurt, but the driver wasn't very popular!

CHRISTOPHER NIXON.

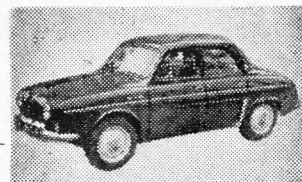
THE date of this year's Tourist Trophy race at Goodwood has been changed from Saturday, 26th September, to Saturday, 5th September. This change in the date of the oldest of the world's classic races has been made possible by an alteration in German international plans and the running of the German Grand Prix at the Berlin-Avus track instead of the Nürburgring on 2nd August. This has resulted in the original date for the Avus race becoming vacant.

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1951 (JUNE) DELLOW (Sports) 1,172 c.c. Tuned engine, only two owners, never used in competition. Tonneau, new hood and tyres. Taxed, insured for year. £250. H.P. possible.—Telephone: North Weald, Essex 373.

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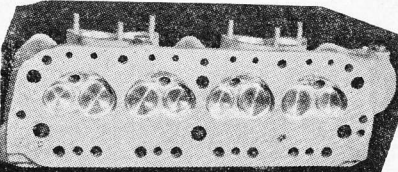
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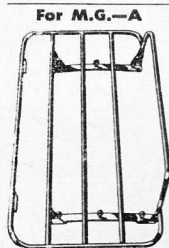
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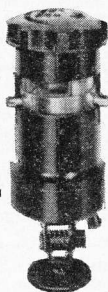
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