

AUTOSPORT

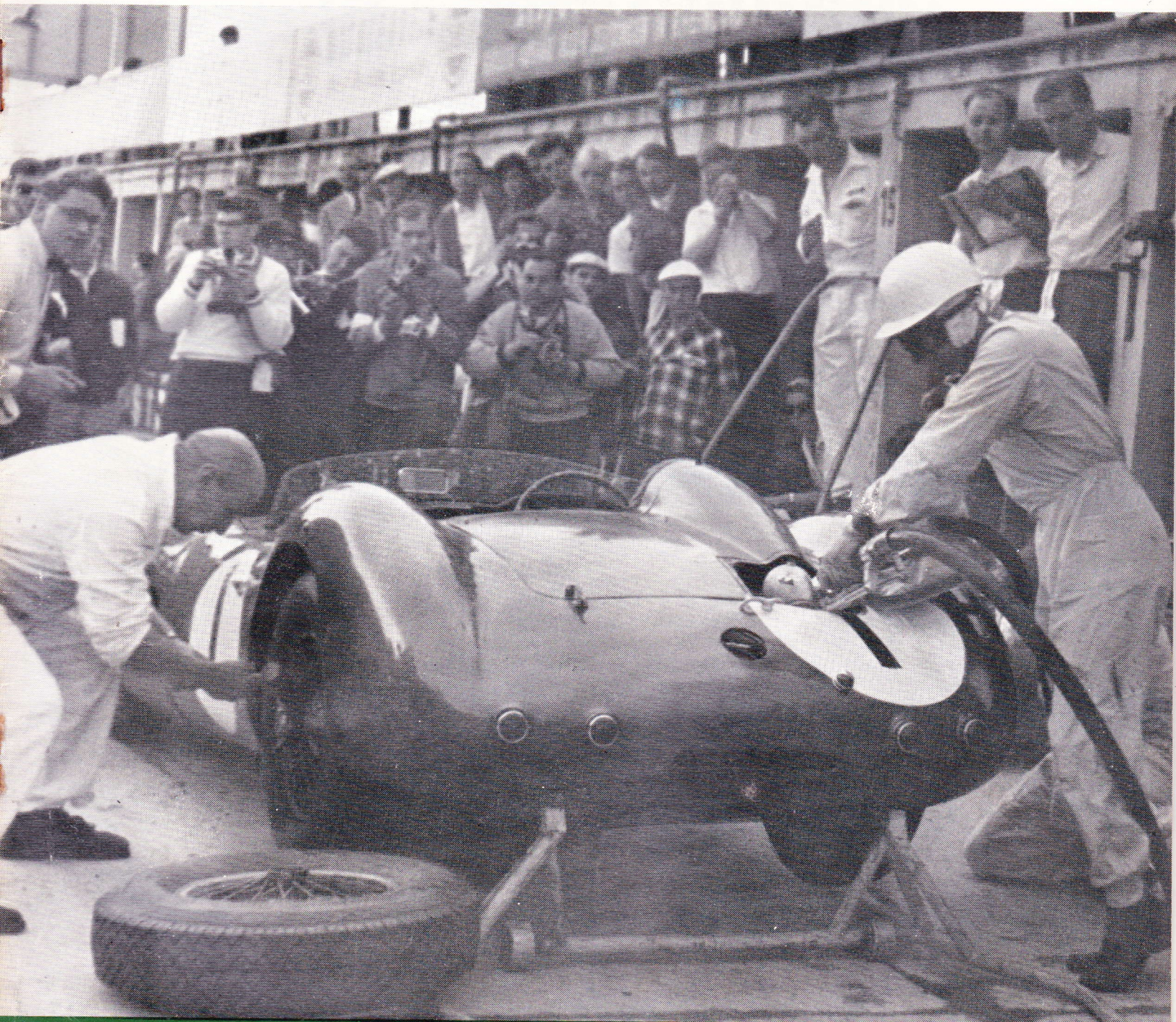
JUNE 12, 1959

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EVERY FRIDAY
Vol. 18 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY

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

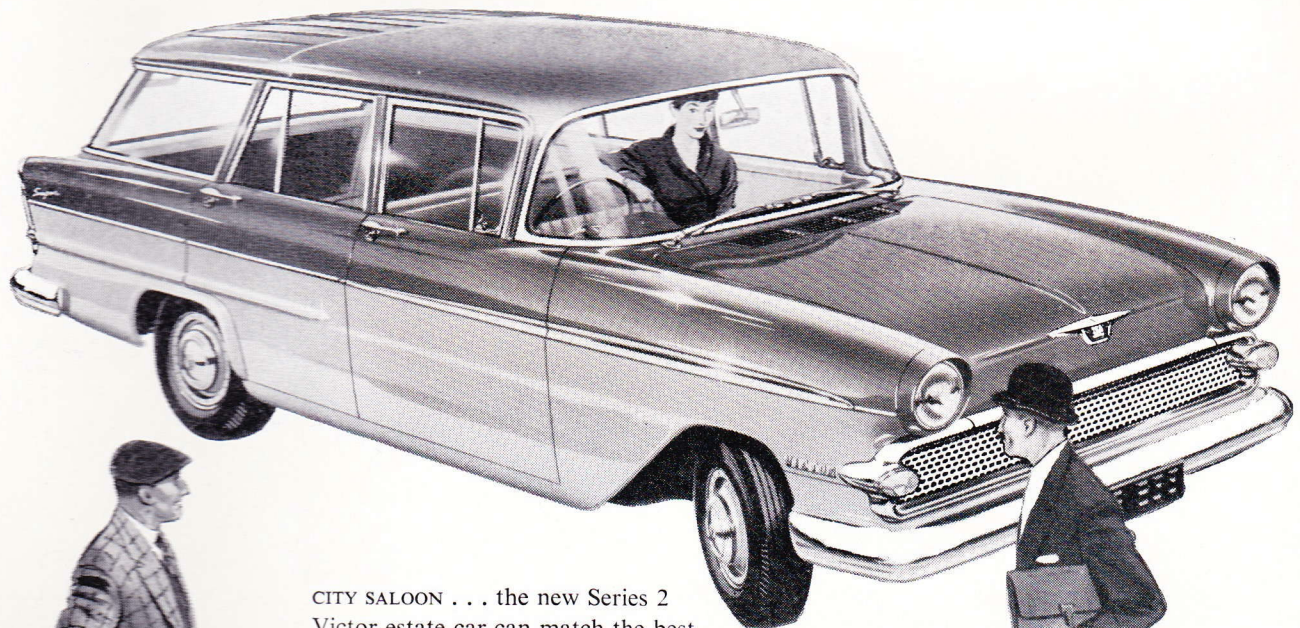


IN THIS ISSUE

NÜRBURGRING 1,000 KMS. RACE—FULL REPORT AND PICTURES : JOHN BOLSTER TESTS
THE HUMBER SUPER SNIPE : CLUB RACING AT GOODWOOD, OULTON PARK AND SILVERSTONE

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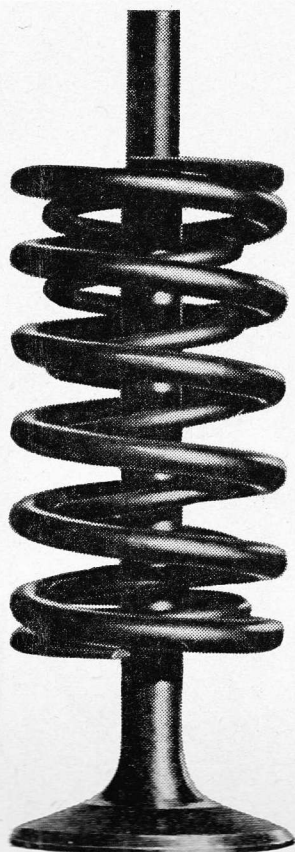
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VALVE SPRINGS

Effect on performance

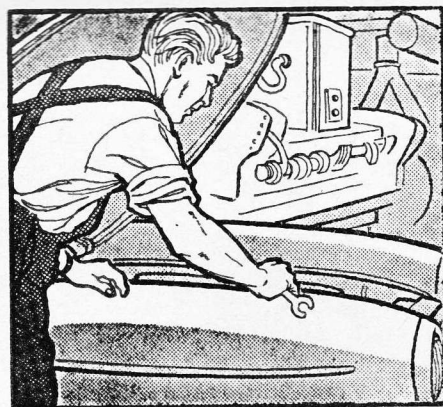


Engine speeds Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

Valve Temperature The average temperature of an exhaust valve head is approximately 700°C; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce At high revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.



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Get away from it all in an

AUSTIN HEALEY SPRITE

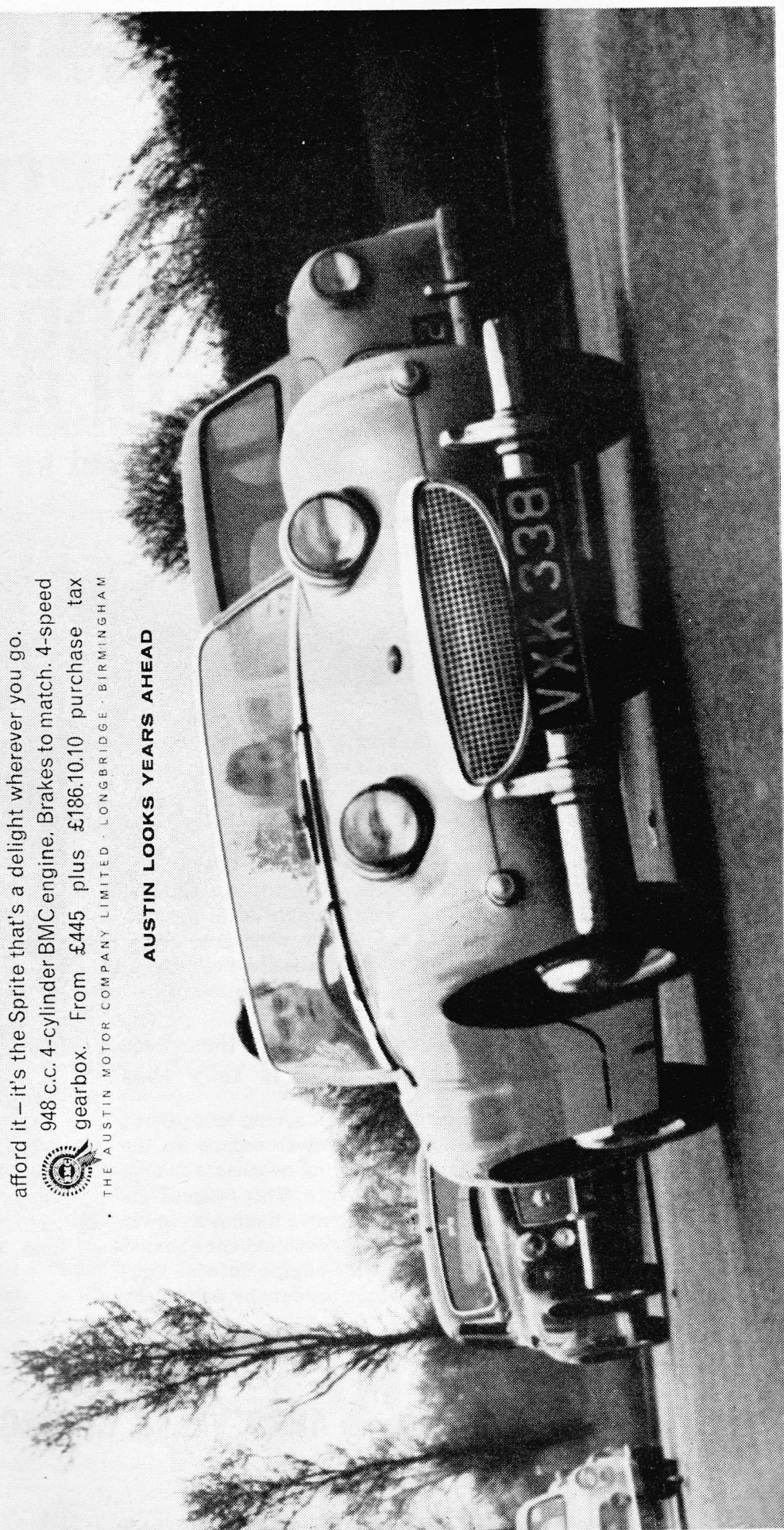
Leave them all behind! Head for the open road where the Sprite can come into its own. Fast away—just feel it hug the road. A swift change down through the corner and you're away again. For the sheer joy of *driving*—and being able to afford it—it's the Sprite that's a delight wherever you go.

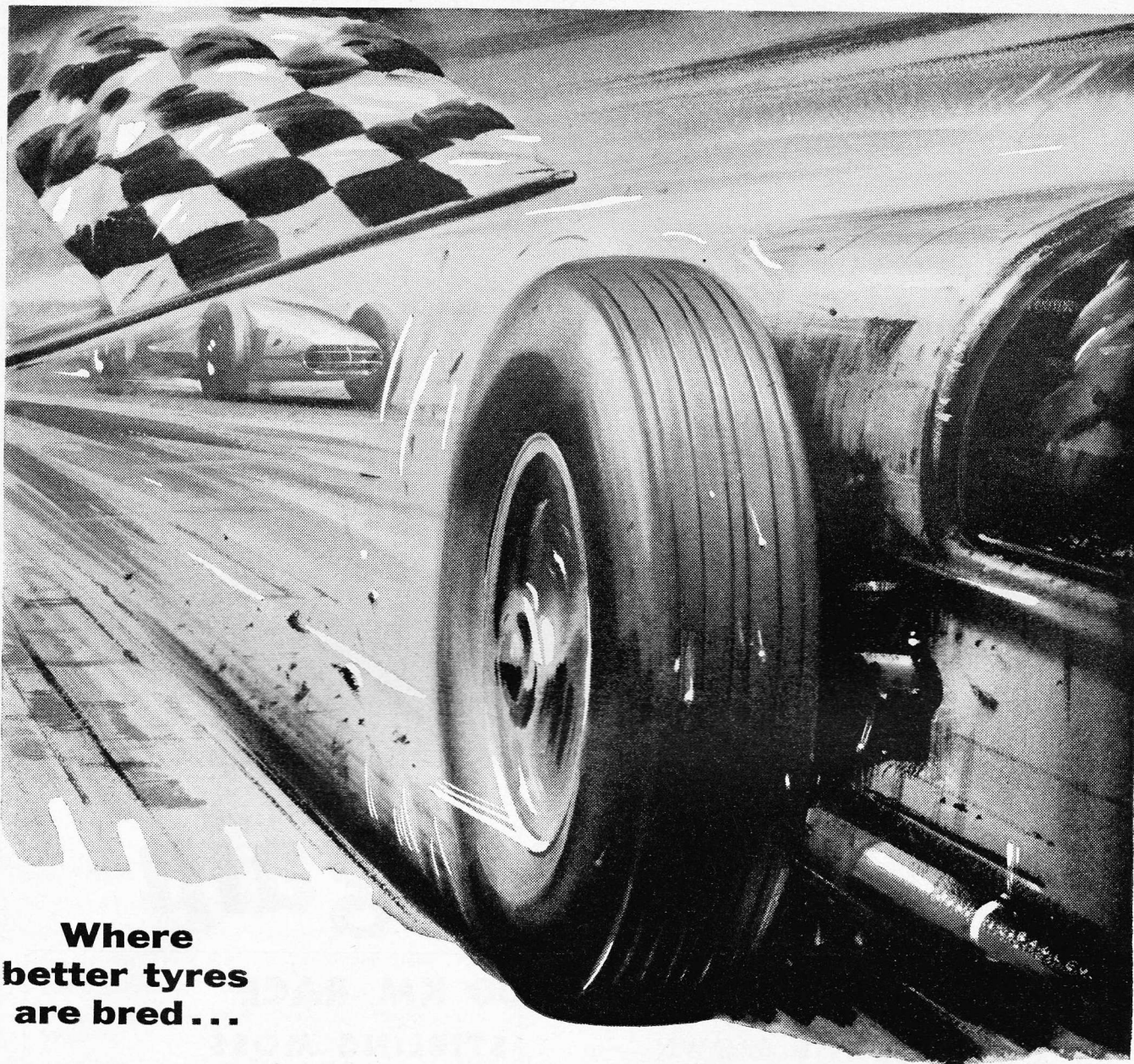
948 c.c. 4-cylinder BMC engine. Brakes to match. 4-speed gearbox. From £445 plus £186.10.10 purchase tax



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The INDIANAPOLIS 500 MILE RACE

*Won again
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Firestone

1st RODGER WARD

135.857 m.p.h.

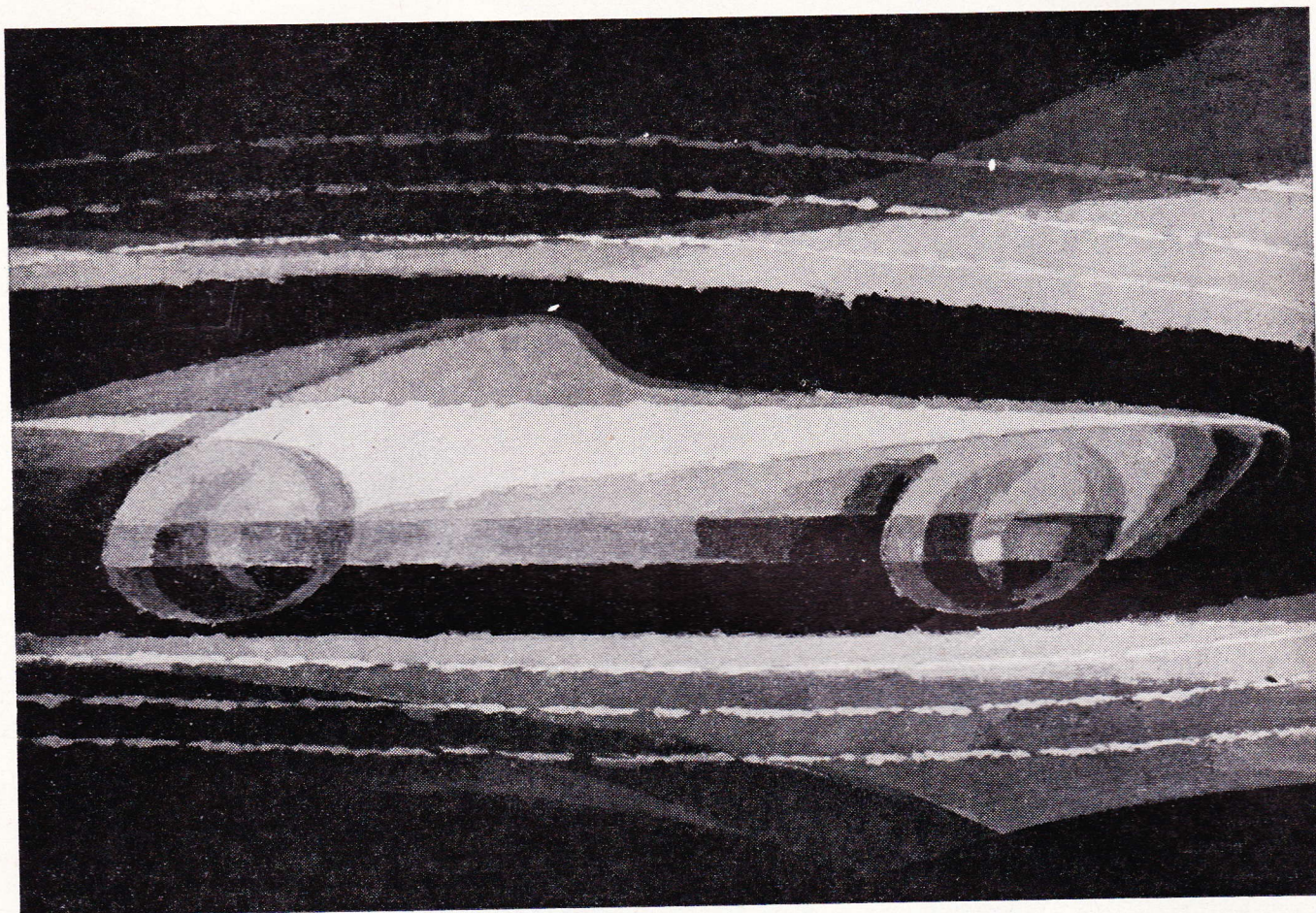
2nd JIM RATHMANN

3rd JOHNNY THOMSON

4th TONY BETTENHAUSEN

This year and for the 36th time Firestone tyres were fitted to the winning car in the classic Indianapolis 500 mile race. The great brick and asphalt track of Indianapolis is the fiercest of tyre proving grounds where Firestone have acquired a vast knowledge of tyre construction for the ultimate benefit of the motoring public. Firestone victories bring you road safety!

all on Firestone tyres



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1st

DAVID BROWN
ASTON MARTIN

STIRLING MOSS
JACK FAIRMAN

ALSO **Up to 2000 c.c. 1st, 2nd and 3rd PORSCHE**
 Up to 750 c.c. 1st D.B.

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Using BP Super Plus and BP Energol Motor Oil

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



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 18 No. 24

June 12, 1959

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Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

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EDITORIAL

SPECIAL SERIES—FINIS!

THE new Appendix C and J amendments, now confirmed by the C.S.I., have outlawed the special series Touring and Grand Touring cars in all International events. This means that many touring cars now appearing regularly in British events will not be eligible to take part in any event which has an International permit. Also, G.T. machines will require to have the specifications of the types of car now accepted in the AUTOSPORT Series-Production Sports Car Championship. In other words, factories will no longer be able to produce very special vehicles, nor will entrants be allowed to use any performance-improving equipment other than the normal changes permitted by the regulations. This should make International motoring sport more competitive for private owners, and will place a premium on careful and knowledgeable preparation, rather than on the ability to obtain special bits and pieces. It will, however, encourage the factories themselves to offer cars for sale in standard form with greatly enhanced performance. Whilst it may be regretted that certain "super-tuned" cars will not be seen next season in International events, there is no reason to ban them altogether from National fixtures. It is obvious that many modifications completed on standard cars have been very successful, and some have actually been incorporated by manufacturers for subsequent series-production machines. Nothing improves the breed like competitions, and one feels that ingenuity should always be encouraged, and that individuals and concerns specializing in certain items of equipment should be given opportunities to prove their theories in actual competitive events. As regards the sports car categories, one could see amendments coming for some time. A compromise between sports and G.T. types was bound to come and more latitude is given to entrants in Appendix C, owing to the acceptance of prototype and pre-production vehicles. Again, the dropping of the 3-litre limit will probably encourage the entry of U.S.A.-built cars, and may even persuade Detroit to abolish the existing ban on competitions by American stock-car manufacturers.

There can be no doubt that the revised regulations seek to encourage the construction of what may be described as more reasonable road cars, rather than out-and-out sports-racing machines. Grand Touring races as such do not make much appeal to the motor-racing public in general, and in effecting this compromise, the C.S.I. has done the best it could to maintain sports-car racing as an international spectacle.

Revisions of this nature must be welcomed and they have been confirmed at precisely the right moment.

OUR COVER PICTURE

MEN AT WORK: For the third year in succession an Aston Martin has won the Nürburgring 1,000 kms. race. In this picture Stirling Moss is refuelling the car while a mechanic changes a wheel. Jack Fairman waits on the pit counter to take over.



NÜRBURGRING

7th JUNE, 1959

**Third successive victory
on Avon tyres**

in the

1000 km SPORTS CAR RACE

DAVID BROWN

ASTON MARTIN

DBRI

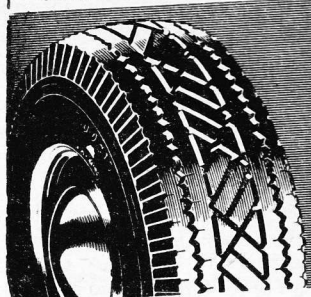
New lap record
89.1 m.p.h.

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**1st
on**



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



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

AVON

to-day's

leading
tyres

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

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

SPORTS NEWS

AUTO UNION WINS ACROPOLIS

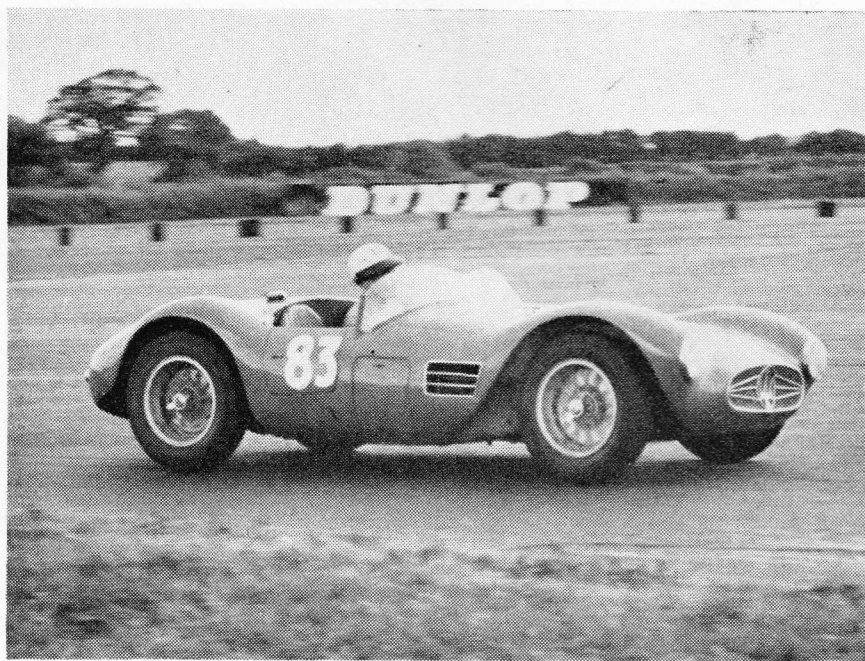
Victory for Levy/Wencher in Difficult Greek Rally—Only 34 Finish out of 83 Starters—Coupe des Dames for Annie Soisbault/René Wagner (Triumph)

THE Acropolis Rally, one of the last of the purely sporting events, proved to be extremely arduous, largely owing to adverse weather conditions in the mountains. The British representatives were early out of the running, the Pat Moss/Ann Wisdom Austin-Healey crashing, and the John Sprinzel/Dick Bensted-Smith M.G. "Twin Cam" was also eliminated as a result of an accident. Ann Wisdom was taken to hospital with injuries which, fortunately, were fairly slight. The Grant/McCaldin Rapier was a non-starter, owing to difficulties in getting the car to Athens in time for the start.

Levy and Wencher won by some superb driving with their Auto Union in the special stages, which consisted of 258 kilometres of closed roads, with average speeds required of up to 80 k.p.h. Their total penalties were 2 mins. 45 secs., against the 4 mins. 18 secs. incurred by the runners-up, Walter/Nathan (Porsche).

The Rebetez/Rouselle Lloyd 600 surprisingly defeated the 4CV Renaults in the 750 c.c. category. Auto Unions were 1-2-3-4 in the 1,000 c.c. class; Apostolides (Alfa Giulietta) won the 1,300 c.c. section from the Skoda "445" of Rhallides. Volvos, as usual, dominated the 1,600 c.c. category, headed by Andersson/Carlsson. Monte Carlo winner Coltelloni, this time accompanied by Desrosiers took the 2-litre class, and that invariably successful Greek crew of Pesmazoglou/Chronides (Chevrolet) captured the big car section.

After the retirement of the Moss/Wisdom car, and Walter Schock's Mercedes-Benz, Annie Soisbault and René Wagner won the over 1,600 c.c. G.T. class with their TR3A Triumph, and also took the Coupe des Dames, giving them joint second place in the current Ladies' Euro-



RARE BIRD to be seen at a British club race meeting is H. R. Jones's 2-litre sports Maserati. Mr. Jones, an American, competed at the Eight Clubs Silverstone meeting with the car and drove very well.

pean Championship with Pat Moss and Ann Wisdom.

The "Acropolis" was extremely well organized, the A.C. of Greece having mobilized every possible official, under the able direction of M. Canellopoulos.

REGS. for the Liège-Rome-Liège Rally will be published on 15th June.

LOTUS ENGINEERING are lending Border Reivers an Elite for Le Mans. Drivers will be Jim Clark and either Alan Stacey or John Whitmore.

JACK FAIRMAN is to present prizes for road safety at a function organized by the Worthing Motor Club on Saturday, 13th June.

ELECTRONIC rev-counters are becoming increasingly popular and another new instrument has recently come on the market. This is the K-L Cirscale electronic engine revolution counter, which has been developed by the Key-Leather Co., Ltd., of 5 Urswick Road, London.

E.9. Made for both four- and six-cylinder engines, a claimed accuracy of plus or minus 2.5 per cent. under the worst conditions and within one per cent. under ideal conditions is available at maximum deflection at 6,000 r.p.m. The indicator, which has a 3¼-inch dial, giving a scale length of 6¼ ins., is made for operation with 12-volt ignition systems and costs 17 gns. for the four-cylinder model and 19 gns. for the six-cylinder model.

AN important addition to the international calendar is the Grand Prix of Watkins Glen in the United States. There will, on 4th October, be events for Formula 1 and Formula 2 machines.

ENTHUSIASM department. Bill de Selincourt, who was competing at the Nürburgring last Sunday in the Fitzwilliam team of M.G.As, took time off from practice there to fly to England on Saturday to drive at the B.A.R.C. Goodwood meeting, where he gained a first and a second. He then flew back to Germany in time for the race on Sunday!

B.A.R.C. G.P. FLIGHTS

Rheims. Depart noon, Thursday, 2nd July, from Gatwick Airport. Arrive Rheims at 1.35 p.m. Return Monday, 6th July. Return fare £14 15s. Self-drive cars and hotel accommodation can be arranged on request.

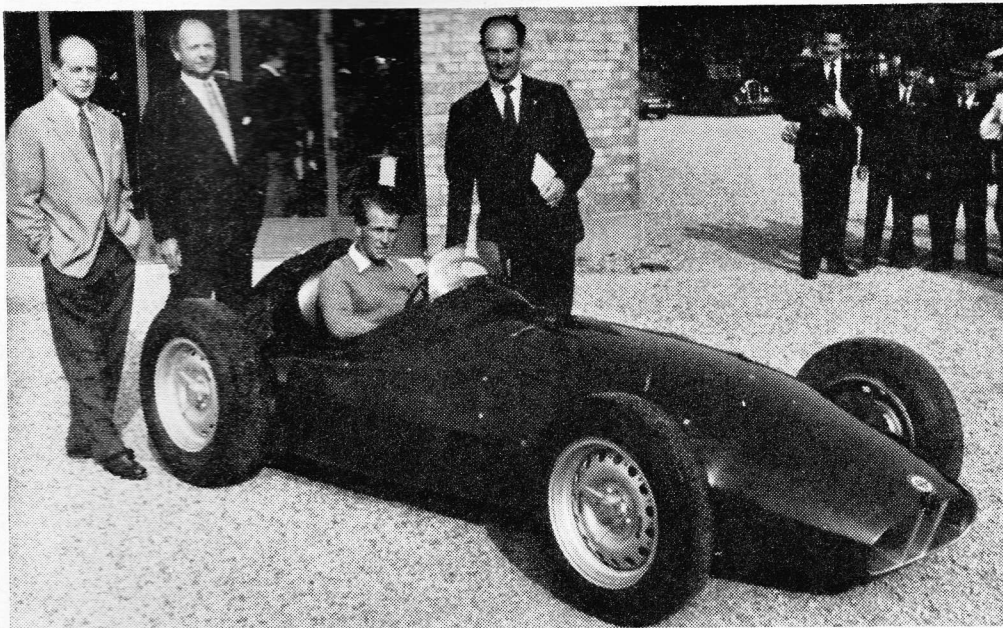
Aintree. London to Liverpool on 18th July. Return fare £7 including transport to and from airports.

Berlin (for Avus G.P.). Leave Gatwick 30th July. Return 2nd August. Return fare £29 10s. Competing cars can also be flown to Berlin. Passengers will use Hermes aircraft and cars Sky-masters.

All enquiries should be directed to Britavia Travel, Ltd., 62 Brompton Road, London, S.W.3.



DESIRABLE collection representing 22 makes of British cars was at Lime Rock, Connecticut, recently for trials by the American Press.



DEBUT of the 2½-litre B.R.M. was at Bourne in September, 1955. Peter Berthon, Raymond Mays and Alfred Owen are seen with the late Peter Collins, who drove the car at the Oulton Park International meeting a few weeks afterwards.

SUPREMACY OF THE "FOURS"

Zandvoort 10th Victory in 12 Grandes Épreuves Since January 1958 for British Four-Cylinder Cars

FROM time to time various technical writers have "proved" that the four-cylinder engine is completely obsolescent in Grand Prix racing, and that "sixes" or "eights" are bound to achieve domination. I must say that a long time is elapsing before their theories regarding multi-cylinder power-units fit the facts which they so carefully assured readers were bound to prove them right. During the 10 Championship races held in 1958, only the British and French Grands Prix were won by cars having more than four cylinders, i.e., the six-cylinder Ferrari. Buenos Aires and Monaco went to the Cooper-Climax "four", whilst the remainder were taken by the four-cylinder Vanwall.

Monaco this season was won by Cooper-Climax, whilst at Zandvoort yet another "four" joined the ranks of G.P. victors—the B.R.M. Surely there is something significant in all this? Why did Tony Vandervell's technicians go all out for the "four"? Why did B.R.M., after having concentrated on a V-16 car, adopt and modify a Tresilian four-cylinder design? Why did Coventry Climax, with its long history of successful engine construction, have Wally Hassan and his men develop a "four"? Why is Indianapolis dominated by a four-cylinder engine which Dr. Vicente Alvarez has shown in his intensely interesting *Harry Miller Saga* was designed years and years ago by Harry himself? Why has Lance Reventlow, with the U.S.A.'s top technicians at his call, decided to use a four-cylinder unit in the F1 Scarab?

It seems to me that one can only go by results, and that the modern British "four" has shown a marked superiority over the Italian "sixes". The David Brown cars, it is true, are "sixes", and it is rather early to forecast whether or not they will eventually defeat the four-cylinder machines.

Something of the same sort of thing occurred in Formula 3 racing. Many

experts were convinced that the Continental, multi-cylinder racing motor-cycle engines would overwhelm the Norton "double-knocker", but the reverse happened. Experimental "fours" were produced, but in every case they were

By GREGOR GRANT

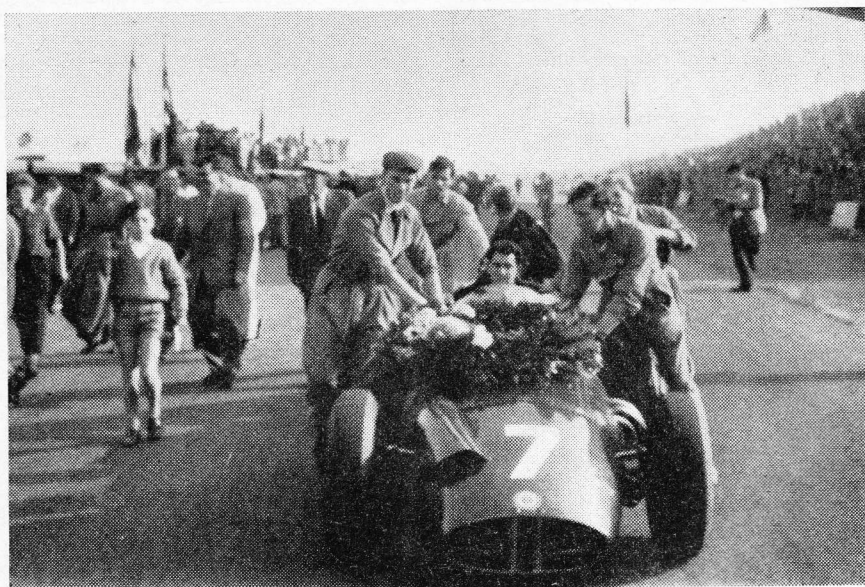
completely outclassed by the big "single"—so much so, that 500 c.c. racing gradually became practically a one-make, one-engine contest. It is true that the introduction, and success, of multi-cylinder units would undoubtedly have added a great deal of interest to this class of

racing—but in order to do this, they would have had to power race-winning cars.

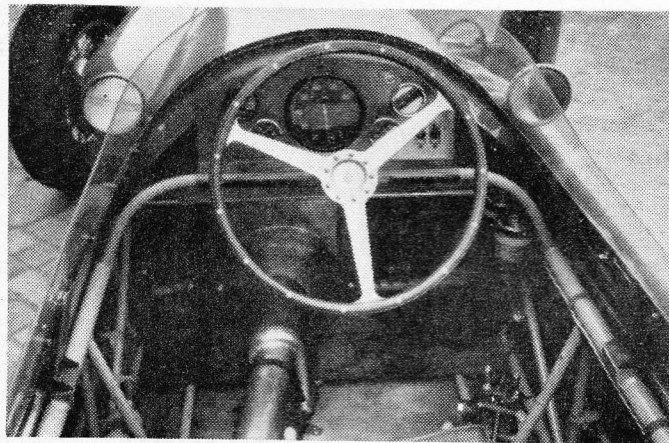
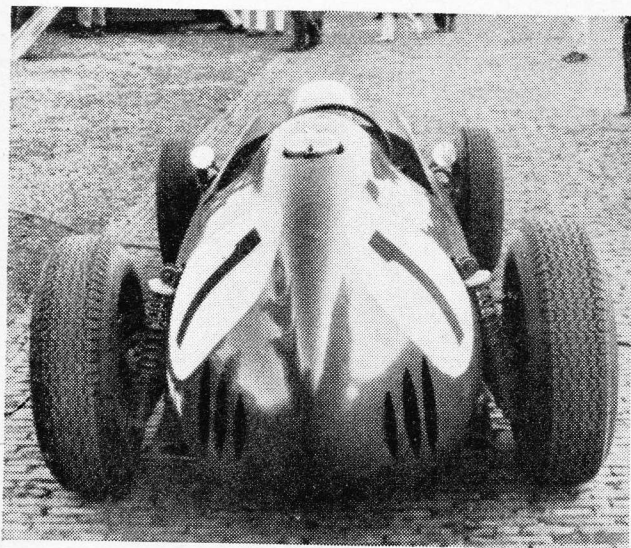
Anyway, I would prefer to have the experts fight it out amongst themselves, and produce evidence of how the "multis" ought to have won!

To return to Zandvoort; the more one thinks about it, the more one is convinced that British automobile engineering received a great deal of much-needed prestige in the Benelux countries as a result of the B.R.M. and Cooper-Climax successes.

In point of fact, Bonnier's great win received almost unprecedented publicity in the national newspapers of many countries. What was even more significant is that many of the Owen cars' severest critics were loudest in acclaiming the victory. There is one thing I would like to point out, and I believe it to be most important. Throughout the long years of disappointments and failures, I have never heard one single word of criticism by the B.R.M. technicians and mechanics of Raymond Mays, Peter Berthon or Tony Rudd. The average motor racing enthusiast may not realize it, but Berthon was seriously, in fact almost fatally, injured in a road accident some time ago. His medical advisers were doubtful of his ability to carry on with his job. When the worst was over, his friends urged him to take a long convalescence and forget about motor racing. Peter steadfastly refused and, despite being a very sick man, worked unceasingly on



PROUD MOMENT for the men of Bourne, when they pushed the laurel-wreath-bedecked B.R.M. past the admiring crowds at Zandvoort.



FERRARI (left). The hybrid F2/F1 car driven by Behra.
ASTON MARTIN (above). Cockpit showing the redesigned gear change (bottom right).

the problems that faced the men of Bourne. It was the sort of courage shown by fighter designer Mitchell, when he devoted all his energies, in the face of serious ill-health, to the perfecting of that aeroplane which inspired the R.A.F. to win the Battle of Britain—the Spitfire.

Now success has come to Peter Berthon—a man who stuck to his beliefs and, although sometimes wrong, eventually saw his much-maligned machine win a Grand Prix against the strongest possible opposition.

Raymond Mays has, of course, come in for the major share of criticism. Yet, one must never forget that it was he who began the move to have a British Grand Prix car which would challenge the Continentals. In the early days, his tremendous enthusiasm received for him the necessary backing, which gradually dwindled when the V-16 car failed to achieve its promise. It was a sad day for him when B.R.M. was announced as being for sale. However, the intervention of Alfred Owen saved the name, and although his enthusiasm was begin-

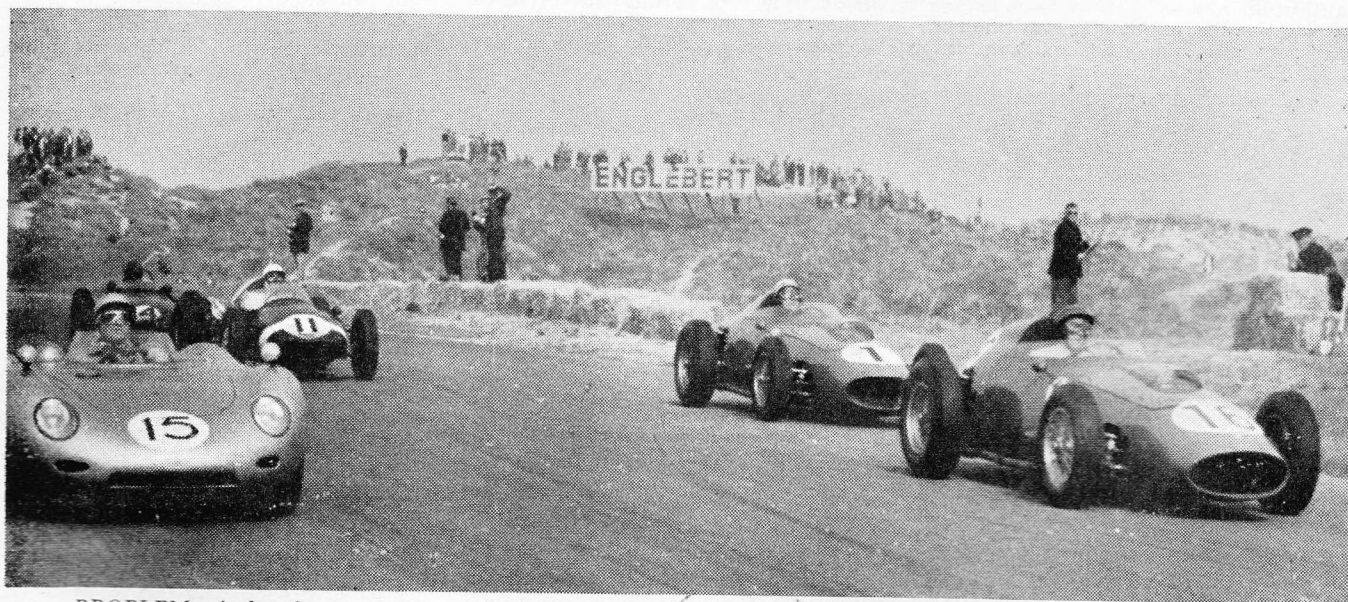
ning to show distinct signs of evaporating at the failure of his cars to win a *grande épreuve*, he carried on with his support. The announcement that the B.R.P. would race B.R.M. was regarded in many circles as a portent that the racing organization at Bourne was on trial. Now that the ambition has been achieved, his own men have been given sorely needed confidence, and the experiences of a decade or so of failures can now be turned into a saga of success. Make no mistake about it. B.R.M. has retrieved itself in no uncertain manner, and from now on there will be no looking back!

Stirling Moss's poor start was thought by many people to have eventually caused his retirement. True, he was very definitely held up for many laps by Behra's Ferrari but, as at Monaco, he could not have been accused of caning his car once he started the pursuit of the leaders. That failure of the input shaft in the gearbox could have been happening gradually, and the blame cannot be placed at the door of the Pipbrook stable, despite the despondency of Alf

Francis after the race. Surely the fault must lie in the construction of the Italian five-speed gearbox itself.

Jack Brabham, with 15 points in the World Championship, is not exactly elated. The responsibility is tremendous, and in the remaining races he will be the most chased man on the circuits. Nevertheless, the popular Australian will receive the strongest possible backing from his team-mates, Masten Gregory and Bruce McLaren. Intensely loyal to Charles and John Cooper, Jack will always give of his best, and the Coopers themselves would be the first to admit that Brabham's very considerable technical skill has been invaluable in the difficult task of turning a Formula 2 machine into a Grand Prix bolide.

In conclusion, I would wish to congratulate the Dutch on their organization and friendliness to all concerned with the race. To B.P. go the thanks of many people for their hospitality in the marquee behind the pits, and to Syd Henson, of Ferodo, whose well-equipped caravan carries on the tradition of Alan Collinson's famed "Ye Olde Tea Shoppe".



PROBLEM of the slower cars is emphasized in this Zandvoort picture. De Beaufort's Porsche swings out wide, whilst Allison's Ferrari cuts in close. This undoubtedly prevents Behra (Ferrari), Moss (Cooper-Climax) and Graham Hill (Lotus-Climax), the overtaking drivers, from taking their proper line on the left-hander immediately following.

FORMULE LIBRE. *At the start of the penultimate event, John Dalton's Aston Martin DB3S takes a momentary lead from R. Carter's F2 Cooper and Peter Mould's Lister-Jaguar.*

THE weather was unkind to the Lancashire and Cheshire Car Club and the sun was a notable absentee during most of their race meeting at Oulton Park but —although it didn't shine much on the meeting as a whole—it shone metaphorically on the Hon. Edward Greenall, who won three of the seven races.

The first event on the programme was a half-hour high-speed trial and the Le Mans start took place under a bleak grey sky, heavy with the threat of rain. The contestants were sent off in four groups and, as the first group were flagged off, H. W. Ratcliffe made a very quick start in his Morris 1000, closely followed by E. Howell in his pretty H.S.R. 1,172 Special. Immediately after the start L. Panting overdid things at Old Hall Corner and spun his Renault



DAY OUT AT OULTON

Hon. Edward Greenall (Lotus) Scores a Hat-trick

Dauphine before he had even covered a couple of hundred yards. After 10 mins. or so R. W. Flewitt retired his M.G., which had been going very steadily, and almost at the same time J. P. Jaques's Austin-Ford came past the pits sounding rough. Next time round he came into the pits and stayed there for nearly 5 mins. before setting out again, still sounding decidedly unhealthy. G. M. Hopkinson, in his rapid A35, began to overhaul J. M. B. Wadsworth (Austin-Healey Sprite) who had started half a minute earlier and these two had quite a spirited duel until Hopkinson got ahead and began to draw away. There was little excitement during this trial but no less than 13 of the competitors managed to complete their allotted distances and qualify for awards.

Next on the programme was another half-hour high-speed trial and this time

the competition was a little keener as set distances, varying between 11 and 13 laps, were more difficult to attain. The competitors were set off in five groups and Manchester dentist Hennie ten Bruggen Cate in his A.C. made what must have been one of the fastest Le Mans starts of the day. At the end of the first lap W. R. Ross in a Healey Silverstone came round in close company with J. M. Clarke (Austin-Healey) and R. F. Clarke (750 Special). J. M. Bramall made a slow start and brought his Lotus into the pits, soon to retire into the paddock. Ten Bruggen Cate was going very fast and cornering very steadily, following the five Triumphs of R. H. Harris, E. Hodson, R. Grant, C. L. Smith and H. Thompson. During the next few laps he was fully occupied passing the Triumphs one by one. Bry Williams in a beautifully prepared blue

Cooper-M.G. was very quick, his little car on occasion making some of the more potent machinery look rather foolish. At the end of the half-hour it was found that he was one of the only three entrants to gain awards, the other two being W. J. Allday (Lotus Seven) and J. Jackson (Lotus VI).

The first race of the day was a seven-lap scratch race for 750 Formula and 1,172 Formula cars, with both classes running concurrently. Five of the 750s scratched, which unfortunately left only three runners in the class but the 1,172s came to the line in strength. Arthur Mallock (in his famous Austin-Ford Special) and J. Jackson (Lotus VI) led the field into the first corner. At the end of the first lap Mallock already held a secure lead followed by D. Hitches (Lotus) with Jackson a close third. Of the 750 brigade, J. Anziani was in the lead with E. Howell's 1,172 between his car and the other 750s of G. B. Toft and B. V. G. Martin. Mallock was still in the lead, with Hitches a close second, at the end of the second lap but Dave Rees had displaced Jackson in third position. These three held their positions for the rest of the race, with Mallock putting more and more distance between himself and Hitches on every lap. Rees kept a fairly constant distance behind Hitches but simply couldn't catch him. On the second lap Toft's 750 got past Anziani's but Anziani repassed on the third and these two had a splendid tussle for the duration of the race, passing and lapping one or two of the Ford-engined cars in the process.

A seven-lap scratch race for sports cars of unlimited capacity brought some more potent machinery on to the circuit. At the drop of the flag Malcolm Templeton, who had come from Ireland with his Lotus Fifteen, went into the lead and was followed into Old Hall Corner by the Hon. Edward Greenall (Lotus Fifteen) and Bernard Cox (Lola) travelling side by side. At the end of the first lap Templeton had a lead of



THREE QUICK ONES. *Malcolm Templeton's Lotus leads Peter Mould's Lister-Jaguar and the Hon. Edward Greenall's Lotus through Druid's Corner.*



TYRE HOWL. A pack of saloons and Grand Touring cars at Old Hall Corner just after the start of the closed car event. The noise they made would have turned any self-respecting banshee green with envy.

several yards and then came a pack of five cars all extremely close together. Peter Mould led this group in his Lister-Jaguar with Greenall, Cox, John Dalton (Aston Martin DB3S) and Colin Escott in John Broadhead's D-type Jaguar all close on his tail and going extremely quickly. As they came round for the second time Mould challenged Templeton for the lead going into Old Hall Corner but didn't quite make it. Mould tried again on the third lap, on the fourth lap and on the fifth lap his efforts met with success and he came through in the lead with Greenall established in second place and Templeton back in third. On the sixth lap it was Greenall's turn to take the lead with Mould practically breathing down his neck. John Dalton was a close third with Bernard Cox close up on his tail and followed in his turn by C. Murray's ex-Brian Naylor J.B.W.-Maserati being harried by Colin Escott in the Jaguar, with Keith Francis (Lotus) bringing up the rear of a bunch of drivers who were really trying very hard. Templeton had come to rest somewhere at the back of the circuit and was unable to restart. As they came round to take the chequered flag the first four places were unchanged but Murray had disappeared and Escott had moved up into fifth, taking the flag with Francis only feet from the Jaguar's tail.

A seven-lap scratch race for production and modified saloon cars was the next event on the programme. It was run in three classes: up to 1,192 c.c.; 1,193 to 1,900 c.c.; over 1,900 c.c. and Grand Touring cars. R. Grant and E. Hodson (Triumphs) and E. B. Wadsworth (Healey) were first away but at the end of the first lap it was Colin Escott's delightful little T.V.R. which came through in the lead, going like a rocket and getting farther away from the three TRs all the time. In fifth place champion cyclist Reg Harris's TR was going very quickly and gaining on the leaders to such effect that on the second lap he was in fourth place and on the third lap in third place behind Escott and Hodson. By the time they came round for the fourth time a sudden heavy squall of rain had started, driven almost horizontally by a strong wind. These appalling conditions had little apparent effect on the speed and corner-

ing of the remarkable little T.V.R. which went round the curves as though on rails to win by a considerable distance despite the best efforts of Hodson and Harris in second and third positions respectively.

The fifth event, another seven-lap scratch race, this time for sports cars of up to 1½ litres capacity, provided the Hon. Edward Greenall with his second victory of the day. Colin Escott was a shade faster off his mark as the flag fell but Greenall went into the first corner close on his tail, followed by Malcolm Templeton. Cedric Brierley, whose Elva had been troubled in practice by carburation difficulties, brought his car straight into the paddock at the start. At the end of the first lap Escott and Greenall came through in that order and already considerably ahead of Bernard Cox in third position. Templeton was fourth with Keith Francis a good fifth and W. N. D. Bloor's Lotus was running very close to his tail. At the end of the second lap Greenall was in the lead with Escott travelling in close company. There was a considerable gap between these two and Bernard Cox (in third place), who had pulled out quite a lead from Keith Francis. Templeton had dropped back to eighth place and the engine of his Lotus Fifteen was sounding very rough. The field was spreading out and right at the back E. Whitworth's lonely Austin-Healey Sprite was going very quickly but was quite out-classed by the other cars, all sports-racing devices. Third time round and Escott was closing on Greenall, but the pair of them were getting farther and farther away from Cox, who was all on his own, far ahead of Francis in fourth place. T. J. Threlfall (Lotus Eleven) was in fifth place and just lapped the Sprite as he came out of Deer's Leap. Escott spun off at Old Hall Corner, narrowly missing a large tree, but with the help of a marshal he managed to get away again in fifth place. Worried by the possibility that the spin might have damaged his rear suspension, a close inspection of the rear end while in motion caused him to spin off again at Island Bend, which effectively put paid to his chances of re-establishing himself among the leaders. This robbed the race of most of its interest and Greenall won without any further challenges being

made. Cox in second place was a long way behind, Francis in third was also out on his own and G. Pitt presented no real threat to T. J. Threlfall's fourth place. Templeton in sixth place was struggling along with an obviously sick Lotus and was being hard pressed by W. N. D. Bloor. As Greenall crossed the line to win he lapped Whitworth's Sprite for the second time.

The next event was a seven-lap scratch race for sports cars of up to 2 litres but excluding cars powered by Bristol, Connaught, Coventry Climax, Ferrari, Maserati, Porsche and Stanguellini engines. On a drying track the whole field got away together and entered the first bend in a tight-knit bunch. Mallock came through in the lead with Peter Anders's Lotus, D. Hitches's Lotus and ten Bruggen Cate's A.C. Ace all trying hard in the next three places. Second time round, and Mallock had a considerable lead, Anders was secure in second place, Hitches was third, ten Bruggen Cate was fourth, while Bry Williams's Cooper-M.G. and V. F. Gardner's Ford Ten-powered Cooper were fighting for fifth place. Anders was closing the gap on the third lap but still had a long way to go and Hitches was unchallenged in third place, ten Bruggen Cate was in fourth place and Dave Rees had passed V. F. Gardner and Bry Williams for fifth place. Anders gained rapidly on Mallock on the fourth lap, got past on the fifth and lost the lead again on the sixth lap but the order behind these two

(Continued on page 766)

First Half-Hour High-Speed Trial. The following cars qualified: A. C. Hicks (Fiat); B. V. G. Martin (Austin-Martin); H. W. Ratcliffe (Morris); G. M. Hopkinson (Austin A35); P. Grant (Healey Sprite); J. White (Ford); R. W. Toft (T.S.750); M. J. Cowburn (A.C.750); E. Howell (H.S.R.); K. D. Jones (Austin A35); R. Graveley (Morris); A. Scoble (Ford Zephyr); J. M. B. Wadsworth (Healey Sprite).

Second Half-Hour High-Speed Trial. The following cars qualified: B. Williams (Cooper-M.G.); W. J. Allday (Lotus VII); J. Jackson (Lotus VI).
7-lap Scratch Race for (A) 750 Formula Cars, (B) 1172 Formula Cars. Event A: 1. J. Anziani (A.C. 750), 74.66 m.p.h.; 2. G. B. Toft (T.S. 750); 3. B. V. G. Martin (Austin-Martin). Event B: 1. M. R. Mallock (Austin 1172); 2. D. Hitches (Lotus); 3. D. Rees (Austin-Rees). Fastest lap: Mallock, 74.96 m.p.h.

7-lap Scratch Race for Sports Cars (unlimited): 1. Hon. E. G. Greenall (Lotus XV), 81.39 m.p.h.; 2. P. Mould (Lister-Jaguar); 3. J. Dalton (Aston Martin). Fastest lap: Greenall, 88.53 m.p.h.

7-lap Scratch Race for Production and Modified Saloon Cars (a) up to 1,192 c.c., (b) 1,193-1,900 c.c., (c) over 1,900 c.c. and Grand Touring Cars: Event 4 (a): 1. K. D. Jones (Austin A35); 2. G. Boxall (Austin A35); 3. G. M. Hopkinson (Austin A35). Event 4 (b): 1. C. A. Pashley (Simca); 2. H. Brierley (Sunbeam); 3. P. Brennan (Riley). Event 4 (c): 1. C. G. Escott (T.V.R.), 68.21 m.p.h.; 2. E. Hodson (TR3); 3. R. H. Harris (TR3). Fastest lap: C. G. Escott (T.V.R.), 72.45 m.p.h.

7-lap Scratch Race for Sports Cars up to 1,500 c.c.: 1. Hon. E. G. Greenall (Lotus XV), 75.66 m.p.h.; 2. B. J. Cox (Lola); 3. K. M. Francis (Lotus XI). Fastest lap: Greenall, 76.93 m.p.h.

7-lap Scratch Race for Sports Cars up to 2,000 c.c.: 1. A. M. R. Mallock (Austin), 72.22 m.p.h.; 2. P. D. Anders (Lotus); 3. D. Hitches (Lotus). Fastest lap: P. D. Anders, 74.35 m.p.h.

7-lap Scratch Race for Formula Libre: 1. R. S. Hart (Cooper F2), 80.79 m.p.h.; 2. J. Dalton (Aston Martin); 3. B. J. Cox (Lola). Fastest lap: Hart, 82.83 m.p.h.

"Daily Mirror" Trophy Race. 15-lap Scratch Race for Sports Cars (unlimited): 1. Hon. E. G. Greenall (Lotus XV), 82.34 m.p.h.; 2. P. Mould (Lister-Jaguar); 3. J. Dalton (Aston Martin). Fastest lap: C. G. Escott, 84.52 m.p.h.



JOHN BOLSTER TESTS THE

HUMBER SUPER SNIPE

A Six-seater Quality Car of Good Performance

SOME time ago, I carried out a road test of the Humber Hawk. The car appealed to me at once by reason of its attractive appearance, and I found that it was a roomy vehicle with good handling qualities, which was capable of covering the ground quickly and in an effortless manner. Now, a new Super Snipe has been added to the range, which is really a de luxe version of the Hawk powered by an efficient six-cylinder engine.

The previous model of the Humber Super Snipe was a large-engined car of considerable performance that was popular for many years. The latest type is much lower and more compact, while still offering notable comfort for four or five people and the possibility of accommodating six. It is also quite moderate in its thirst for fuel, in which respect it is greatly superior to its predecessor.

Of great technical interest, the six-cylinder engine sets the character of the car. It is a "square" unit, with a bore and stroke of 82.55 mm. (2,651 c.c.), and looks very massive for a "two-point-six". The crankshaft is in four main bearings, and the lateral chain-driven camshaft operates the inclined valves through pushrods and rockers. It is the inclination of the pushrods in relation to the cylinder bore axis that permits the desirable location of the valves in the hemispherical combustion chambers.

As supplied for this luxury car, the engine is deliberately tuned for smoothness and economy rather than for the ultimate in b.h.p. output. With one Stromberg downdraught carburetter, single valve springs, and a compression ratio of only 7.5 to 1, the power output is more than adequate for a saloon at 112 b.h.p. This is, indeed, sufficient to give the Super Snipe a higher maximum speed than most cars of its calibre.

A 9 ins. Borg and Beck clutch transmits the drive to a three-speed gearbox, to which a Laycock-de Normanville overdrive may be fitted. There is synchromesh on all forward gears, and the lever is on the steering column. A Borg-

Warner automatic transmission may be specified if desired. The Hardy-Spicer open propeller shaft is in two parts, with a central steady bearing. The semi-floating hypoid rear axle has a ratio of 4.55 to 1.

The combined body and chassis is independently sprung in front on wishbones and helical springs, with an anti-roll bar. The steering gearbox is of the Burman recirculating ball type, and power assistance is optional. Behind, one finds semi-elliptic springs, and the dampers are telescopic all round. The Girling two trailing shoe brakes are operated via a hydraulic servo.

The car is by no means lightly constructed. The body is well equipped and finished, and has many practical details. Such things as the way in which the

HANDSOME. Like all Rootes Group cars the Humber is very pleasing to look at and has no Italian influence in its clean lines.

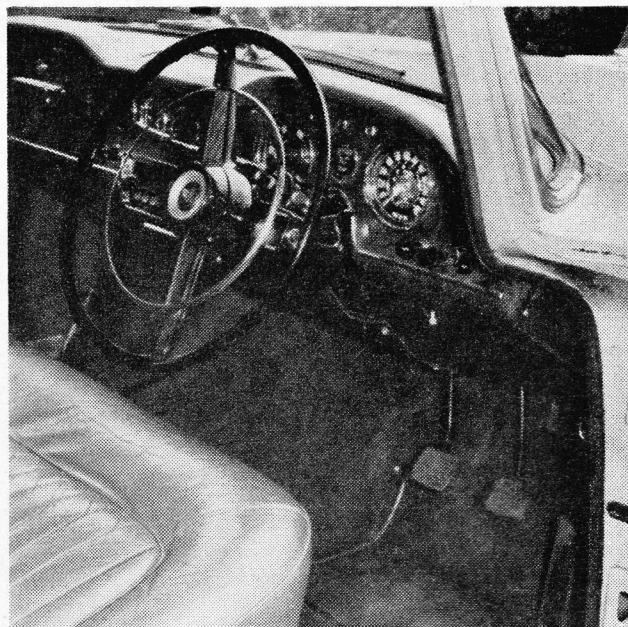
doors and the boot lid close denote the quality of the Humber. Although it is an ideal family vehicle, it is very much the director's car, with just that extra luxury that stops short of excessive opulence. Here is a machine that is restaurants in the West End, and its thoroughly at home outside the better capacity for speed, though considerable, is one of those things that is taken for granted.

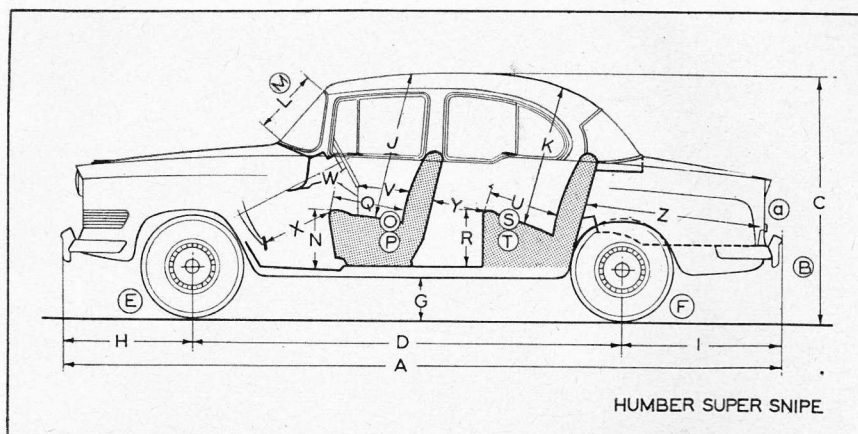
As one enters the Super Snipe, no contortions are necessary, and the field of view from all seats is good. The engine starts easily irrespective of temperature, and runs very smoothly. It is not a notable "slogger", preferring to do its work in the middle revolution ranges, but it will trickle along slowly on top speed or accelerate steadily on that ratio. For the man in a hurry, all five gears are there to be used. By five gears I mean the normal three, plus overdrive

second and overdrive top. Overdrive second is particularly useful, being equivalent to a normal fairly high third speed. In accelerating from a standstill to 60 m.p.h., the overdrive saves 1.6 seconds.

It is most interesting that, by stopwatch timing, the maximum speed was identical on top and overdrive top gears at 95.7 m.p.h. However, valve bounce was taking place on the direct drive, and the engine was obviously at its limit, whereas on the overdrive the car was as quiet as at more normal touring speeds. Thus, the Laycock-de Normanville unit is a most valuable contribution to the performance of this car. Again, when one is accelerating on second speed, to apply the overdrive at peak revs. usually overcomes the opposition.

★
"THE ATTRACTIVE interior furnishing of the car gives a sense of well-being, and everything about it pertains to the carriage of quality",
says Bolster.
★





Dimensions

- | | |
|--|---|
| A Overall length, 15 ft. 4½ ins. | P Width between arm rests (front seats), 4 ft. 5½ ins. |
| B Overall width, 5 ft. 9¼ ins. | Q Depth of front seat, 1 ft. 7 ins. |
| C Overall height, 5 ft. 1 in. | R Height of rear seat, 1 ft. 2½ ins. |
| D Wheelbase, 9 ft. 2 ins. | S Overall width of rear seat, 4 ft. 11½ ins. |
| E Front track, 4 ft. 8½ ins. | T Overall width between arm rests (rear seat), 4 ft. 6½ ins. |
| F Rear track, 4 ft. 7½ ins. | U Depth of rear seat, 1 ft. 6½ ins. |
| G Ground clearance, 7 ins. | V Steering wheel to seat squab, 1 ft. 1½ ins. |
| H Front overhang, 2 ft. 8½ ins. | W Steering wheel to seat cushion, 7 ins. |
| I Rear overhang, 3 ft. 6½ ins. | X Seat to pedals, 1 ft. 4 ins. |
| J Front headroom, 3 ft. 2½ ins. | Y Rear leg room between front and rear seats, 11 ins. |
| K Rear headroom, 3 ft. | Z Depth of luggage compartment, 3 ft. 6 ins. |
| L Depth of windscreen, 1 ft. 4½ ins. | AA Width of luggage compartment door, 3 ft. 8 ins. |
| M Overall width of windscreen, 4 ft. 7 ins. | |
| N Height of front seat, 1 ft. 2½ ins. | |
| O Width of front seat, 4 ft. 3½ ins. | |

The Super Snipe is a pleasant car to handle when driven reasonably. If taken right to the limit, however, it cannot be "thrown about" with quite the same carefree abandon as can the Hawk. This is no doubt due to the extra weight of the six-cylinder engine, which is carried rather far forward. As a result, the rear end feels a little light during fast driving without passengers on wet roads. Normally laden, the car does not feel so nose-heavy, and if the steering is not particularly light on sharp bends, the power-assisted version would certainly overcome this.

Easy and effortless fast cruising is a particular forte of this car. It does not become extravagant on fuel at the higher speeds, and is well insulated from road noise. The suspension represents a good compromise, and gives a comfortable ride to all the passengers under most conditions. The angle of roll remains moderate unless corners are taken with exceptional enterprise.

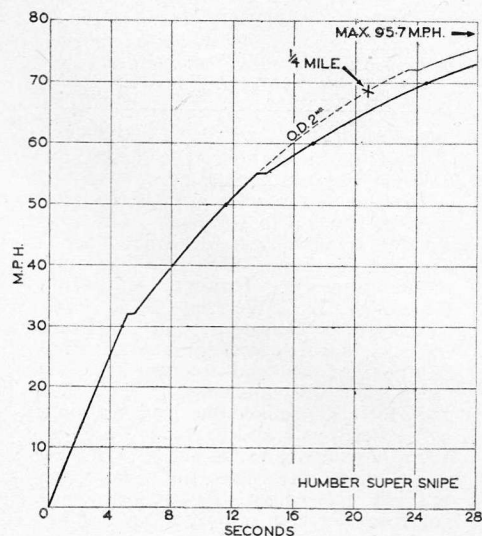
As a town car, the Humber gains

greatly in having a synchronized bottom gear. Without the overdrive, the absence of a fourth speed would be noticed, but the combination of an all-synchromesh three-speed gearbox with the electrically selected extra pair of ratios works out very well indeed. Furthermore, a three-speed change on the steering column is usually better than a four-speed in this position. In traffic, it is convenient to stay in second gear, using the overdrive whenever the opportunity offers.

The servo-assisted brakes have full mastery over this large car. As is usual with the trailing shoe design, they show no change in response when heated up by hard driving, remaining progressive at all times.

The minor controls and instruments are particularly well arranged, and the fuel gauge, which is calibrated in gallons and litres, is quite accurate—a rare virtue.

(Continued on page 766)



Acceleration Graph

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Humber Super Snipe saloon, price £1,410 14s. 2d. including P.T. Extra: Laycock-de Normanville overdrive, £70 16s. 8d. including P.T.

Engine: Six cylinders, 82.55 mm. x 82.55 mm. (2,651 c.c.). Pushrod-operated inclined valves. Compression ratio 7.5 to 1. 112 b.h.p. at 5,000 r.p.m. Stromberg downdraught carburetter. Lucas coil and distributor.

Transmission: Borg and Beck 9 ins. single dry plate clutch. Three-speed gearbox with synchromesh on all ratios, plus Laycock-de Normanville overdrive operating on 2nd and top gears. Ratios: 3.542 O/D, 4.55, 5.707 O/D, 7.339, and 12.769 to 1. Hardy-Spicer divided propeller shaft. Hypoid rear axle.

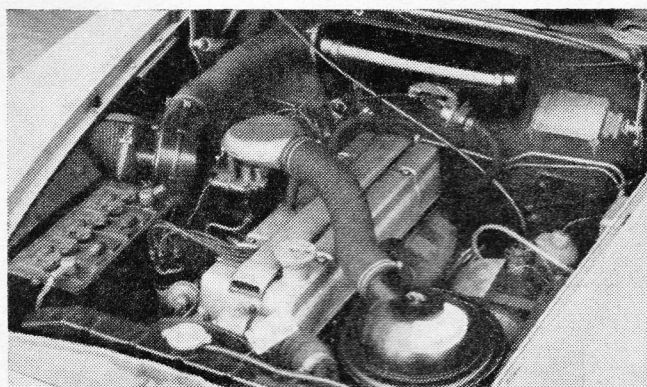
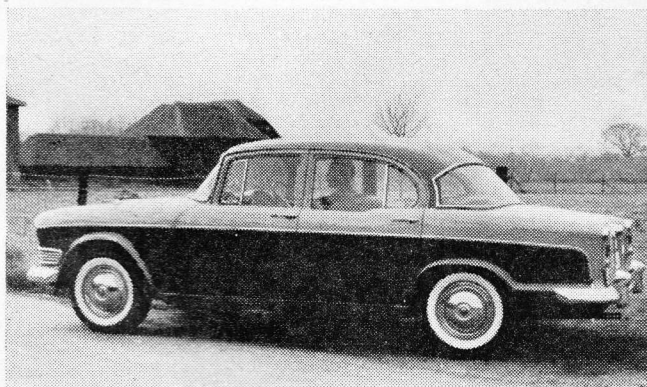
Chassis: Combined body and chassis. Independent front suspension with helical springs, wishbones, and torsional anti-roll bar. Burman recirculating ball steering gear. Rear axle on semi-elliptic springs. Armstrong telescopic dampers all round. Girling trailing shoe servo-assisted brakes with 11 ins. drums, total lining area 168 sq. ins. 6.70 x 15 ins. tyres on bolt-on disc wheels.

Equipment: 12-volt lighting and starting. Speedometer. Water temperature and fuel gauges. Ammeter. Clock. Self-parking windscreen wipers and washers. Heating and demisting. Cigar lighter. Flashing direction indicators. Radio (extra).

Dimensions: Wheelbase, 9 ft. 2 ins. Track, front 4 ft. 8½ ins., rear 4 ft. 7½ ins. Overall length, 15 ft. 4½ ins. Width, 5 ft. 9¼ ins. Turning circle, 38 ft. Weight, 29 cwt. 3 qrs.

Performance: Maximum speed (overdrive or direct top), 95.7 m.p.h. Speeds in gears: O/D 2nd, 72 m.p.h.; 2nd, 55 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 20.8 secs. Acceleration: 0-30 m.p.h., 4.8 secs.; 0-50 m.p.h., 11.8 secs.; 0-60 m.p.h., 15.8 secs.; 0-70 m.p.h., 22 secs.

Fuel Consumption: 21 m.p.g.



"THE BODY (left) is well-equipped and finished," says Bolster, "and has many practical details." THE POWER UNIT (right) is a "square" unit with a bore and stroke of 82.55 mm. (2,651 c.c.) and is of great technical interest.

LOTUS AT MADGWICK: Bill de Selincourt drove a splendidly judged race in his Lotus Eleven to win the first event of the day.

THIS report must, of necessity, be short and to the point, so we'll omit the preliminaries and get started.

The day began with a 10-lap scratch race for cars up to 1,100 c.c. This provided a splendid win for Bill de Selincourt in his Lotus Eleven. First time round and D. Howard led from L. Jacobsz, J. F. Westcott, G. K. Lambert and de Selincourt (all in Lotus Elevens), Jacobsz moved into the lead on the next lap and for two laps the order remained unchanged. Lap five and Howard regained the lead but spun off at Fordwater and retired. De Selincourt now made his attack and moved into third spot, to be second on lap seven and first on lap eight. And so he romped home to win comfortably from Jacobsz and G. K. Lambert.

Event two was a five-lap handicap race for closed cars. On scratch was J. H.



Interesting B.A.R.C. Goodwood

J. H. Gaston (Sprite) wins two events

Gaston in his fantastic little Sprite. Lap one and the order was G. P. Howard (VW), R. Jankel (Ford), M. J. Griffen (VW), A. J. S. Bullen (Tornado) and D. Stevenson (A35). Gaston was last but one. By lap three Jankel was in the lead from Stevenson and Bullen. Gaston was seventh and going through the field like a dose of salts. So much so that by lap four he gained the lead. Jankel was second, third Stevenson, fourth Bullen and fifth B. A. Knight (A35). Gaston won by 15 secs. from Stevenson and Jankel. Knight had a spectacular prang at the chicane when his A35 turned end over end and became very much a prototype. Knight was strapped in and escaped with bruises and a grazed elbow. But for his seat belt it might have been a very different story!

Next we had the 10-lap Marque scratch race with a Le Mans start. Chris Lawrence (Morgan) had this all his own way, leading from start to finish. Behind him there was a fine battle for second place

between Bill de Selincourt and Sid Hurrell (TR3s). Bill was second on lap one but Sid passed him and held him off until lap six when de Selincourt moved ahead and stayed there. Fourth was M. B. McKee (TR3) after a fine scrap with C. D. Hextall (TR2).

This means that Lawrence and de Selincourt now share the lead for the "Freddie Dixon" Trophy with 14 points each. Hurrell has 13.

Event four was a five-lapper for sports cars and proved to be another Gaston benefit. He won by five seconds from K. W. Mackenzie (also Sprite) and E. A. W. Martin (Lotus-Ford).

Likewise Event 5 was a walkover for Steve Ouvaroff in the very fast Willment-Climax. Second was J. F. Westcott (Lotus-Climax), after a fine battle with L. Jacobsz, also Lotus mounted.

The second five-lap handicap race was a wonderful affair, the first four cars finishing within two seconds of each other. First after a splendid drive was

Results

Event One. 10-lap Scratch Race (A), for non-supercharged cars up to 1,100 c.c.: 1, R. W. de Selincourt (Lotus-Climax), 83.44 m.p.h.; 2, L. Jacobsz (Lotus-Climax); 3, G. K. Lambert (Lotus-Climax). **Fastest lap:** de Selincourt, 85.21 m.p.h.

Event Two. 5-lap Handicap Race (A), for closed cars: 1, J. H. Gaston (Austin-Healey Sprite), 72.58 m.p.h.; 2, D. Stevenson (Austin A35); 3, R. Jankel (Ford). **Fastest lap:** Gaston, 74.10 m.p.h.

Event Three. 10-lap Marque Scratch Race (Le Mans type start): 1, C. J. Lawrence (Morgan Plus 4), 79.08 m.p.h.; 2, R. W. de Selincourt (Triumph TR3); 3, S. A. Hurrell (Triumph TR3). **Fastest lap:** Lawrence, 81.36 m.p.h.

Event Four. 5-lap Scratch Race (B), for non-supercharged cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.: 1, J. H. Gaston (Austin-Healey Sprite), 73.12 m.p.h.; 2, K. W. Mackenzie (Austin-Healey Sprite); 3, E. A. W. Martin (Lotus-Ford). **Fastest lap:** Gaston, 74.61 m.p.h.

Event Five. 5-lap Scratch Race (C), for non-supercharged cars up to 1,500 c.c.: 1, Count Stephen Ouvaroff (Willment-Climax), 84.28 m.p.h.; 2, J. F. Westcott (Lotus-Climax); 3, L. Jacobsz (Lotus-Climax). **Fastest lap:** Ouvaroff, 86.22 m.p.h.

Event Six. 5-lap Handicap Race (B): 1, M. H. Barker (Alton-Jaguar), 79.09 m.p.h.; 2, D. Wagner (G.S.M. Dart); 3, R. M. Shepherd-Barron (Alfa Romeo G.S.V.). **Fastest lap:** D. Howard (Lotus), 81.97 m.p.h.

Event Seven. 5-lap Handicap Race (C): 1, S. J. C. Hill (Peerless), 72.58 m.p.h.; 2, Miss Rosemary Massey (Jaguar XK 150); 3, J. P. Williams (Lotus Elite). **Fastest lap:** Williams, 76.87 m.p.h.

Event Eight. 5-lap Handicap Race (D): 1, S. Chitty (TR3), 71.90 m.p.h.; 2, H. W. G. Elwes (Sprite); 3, Mrs. K. Howard (Lotus). **Fastest lap:** Mrs. Howard, 76.73 m.p.h.

M. H. Barker (Alton-Jaguar). Only 1.2 secs. behind him came D. Wagner in the new South African car, the G.S.M. Dart. R. M. Shepherd-Barron was third 0.4 sec. behind Wagner in his Alfa Romeo, and fourth, 0.6 sec. behind the Alfa, was J. P. Williams (Elite).

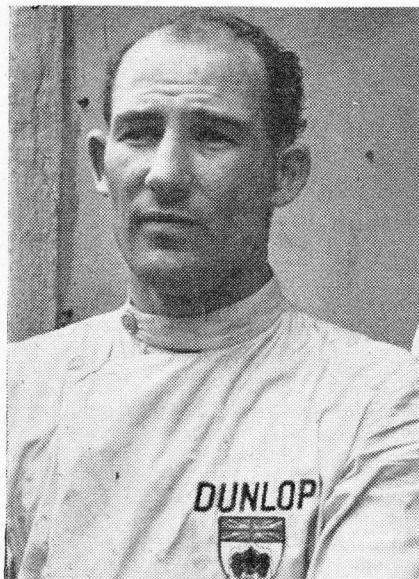
Event seven was another handicap, this time for closed cars. S. J. C. Hill drove his Peerless through the field in fine style to win by 23.2 secs. from Miss Rosemary Massey (XK 150) and J. P. Williams (Elite). Poor Shepherd-Barron was disqualified for infringing the "no-spinning" rule. A pity, this, for he would have been second.

Finally we had a five-lap handicap race for almost anything. This was led from start to finish by Mrs. Mary Wheeler (TR2), who had 50 secs. start on

(Continued on page 766)



NEWCOMER from South Africa: D. Wagner hustles the little G.S.M. Dart round Woodcote as M. H. Barker (Alton-Jaguar) passes him into the lead in Event Six.



Stirling Moss's 1,000 Kilometres

Brilliant Aston Martin Victory by Moss/Jack Fairman — Moss Sets New Sports Car Lap Record
Lumsden/Riley (Lotus Elite) Win 1300 c.c. G.T. Class—Campbell-Jones/Horridge (Lotus) Win 1100 c.c. Class

STIRLING MOSS, Jack Fairman and a lone Aston Martin took on the full might of the Ferrari works team on Sunday in the A.D.A.C. Nürburgring 1,000 kms sports car race—and beat them. They beat them with a combination of utterly superlative driving and superb strategy allied to a very fine motor car indeed.

The race must go down in history as an unrivalled demonstration of supremely skilled high-speed driving. Moss and Fairman between them defeated not only the Ferraris but also a very strong Porsche challenge. But it was no walk-over victory. Moss drove the car for the initial spell and built up a simply tremendous lead which amounted to something like half a lap—half a lap of the tortuous, hazardous Nürburgring, the most difficult circuit in the world. In the course of his meteoric progress he broke the lap record three times. Until Sunday the sports car record for the circuit stood

to his credit at 9 mins. 43.1 secs. His seventh lap on Sunday, however, was accomplished in 9 mins. 41 secs.—more than two seconds better—and more was yet to come. On lap nine he went round in a shattering 9 mins. 33 secs.—a speed

BY MARTYN WATKINS
Photography by Francis Penn

of over 143 k.p.h. (88.86 m.p.h.) and, on lap 11, recorded 9 mins. 32 secs.—143.5 k.p.h. (89.17 m.p.h.). During the first half of the race he was lapping steadily in under 9 mins. 40 secs., and in fact beat last year's record on no fewer than 16 occasions.

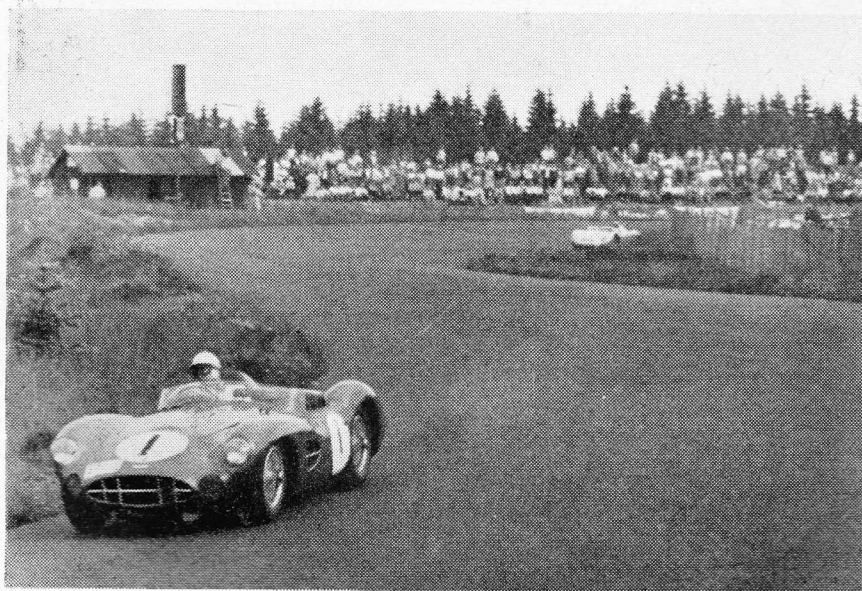
In spite of this, twice the Aston lost the lead—and twice Stirling Moss rose to the occasion, regained first place and made the Ferraris eat his dust. Even if the car had not won the race, Moss

would have deserved all the laurels in the world.

Practice had given an indication that this was to be a fast race. Conditions were absolutely ideal—although many drivers would have welcomed a lower temperature—and by the end of the first day's practice four cars had bettered 10 minutes on their best laps. By 3 p.m. this achievement stood to the credit of Moss alone with 9 mins. 49.5 secs. (139.2 k.p.h.), but later, as the sun's heat lost its fierce intensity, he improved to 9 mins. 43.1 secs. (140.8 k.p.h.)—as near as matters on the Nürburgring to equaling his record. Jean Behra, sharing one of the three works Ferraris with Tony Brooks, recorded 9 mins. 55.2 secs. (137.9 k.p.h.). Edgar Barth, in a works Porsche 1500 RSK, recorded 9 mins. 58.1 secs. (137.2 k.p.h.) but the biggest surprise was administered by Graf von Trips, in a 1600 RSK works Porsche, who lapped at amazing speed to record 9 mins. 40.5 secs.—a speed of 141.3 k.p.h. and well inside the official lap record.

These were the only drivers to better 10 mins. on Friday, but Umberto Maglioli (Porsche 1600 RSK) came very near it with 10 mins. 2.9 secs. (136.1 k.p.h.), while next quickest was the private Aston Martin of Graham Whitehead and Brian Naylor, which the former took round in 10 mins. 7.1 secs. (135.2 k.p.h.), Brian being very little slower. Phil Hill, who had gone off the road in private practice the day before in the Ferrari he was to share with Olivier Gendebien, recorded a best lap of 10 mins. 7.2 secs. and the 1,100 c.c. Lola, racing abroad for the first time in the hands of Eric Broadley and Peter Ashdown, was credited with 10 mins. 11.6 secs.—but not even Broadley and Ashdown, neither of whom had seen the circuit before, really believed this!

ALREADY well ahead, Stirling Moss's Aston Martin leads Hans Herrmann's Porsche and Graham Whitehead's Aston Martin into the South Turn after the start.



LAST CHANGE—and Stirling leaves the pits to set off on his victorious chase of the Ferraris.

Davis having gone off the road in the car, and on lap six the Ecurie Ecosse Lister-Jaguar disappeared from the lap chart and was later reported as having crashed when the rear suspension collapsed. Masten Gregory, the driver, was unhurt. The Lister-Jaguar shared by Peter Blond and Michael Taylor came to the pits, its bonnet loose, and Paul Fletcher's M.G.A stopped with a broken half-shaft near the Karusselle.

On the seventh lap Stirling Moss set the first of his new records with a time of 9 mins. 41 secs. (141.3 k.p.h.) and extended his lead to over a minute. On the same lap Ashdown, in the Lola, recorded a terrific 10 mins. 38 secs. (128.9 k.p.h.). The order of the leaders now was Moss, Gurney, Hill, Whitehead, Herrmann and Barth.

Farther back a tremendous battle was going on for seventh place between Tony Brooks (Ferrari) and von Trips (Porsche), with Tony getting even closer to the German car. On lap eight, at the Pflanzgarten, the Ferrari drew ahead. On the ninth lap Stirling did it again—another new absolute sports car record for the circuit with a time of 9 mins. 33 secs., his lead over Gurney growing to 1 min. 21 secs.! On the same lap Bill de Selincourt, driving a Fitzwilliam M.G.A with R. Carnegie, stopped his car with gasket trouble—a great disappointment after Bill had flown out to Germany the day before, having won one race and finished second in another at Goodwood on Saturday!

At the end of 10 laps Stirling Moss, in the Aston Martin, led by more than 1½ mins., and the American Gurney still held second place in the third works Ferrari. In third place was the Ferrari of Phil Hill, with a steadily widening gap, now standing at 42 seconds, between him and Graham Whitehead's Aston, which was being rapidly caught by Herrmann's Porsche. The 3-litre Scuderia Centro-Sud Maserati of Cabral and Pinto came to the pits for a change of driver and the Lotus of Tim Parnell and David Buxton was retired with a broken chassis. The 2-litre Ferrari of Cabianca and Scarlatti also retired.

Saturday's short practice period saw several improvements on these times, most notable being Jean Behra's best lap in 9 mins. 37 secs. (142.3 k.p.h.), which gave him conclusively the "pole" position in the Le Mans start line-up. Von Trips remained second fastest, with no improvement on his best time of the previous day, and Stirling Moss did not go out again in the Aston, although he covered a few laps in a new and very hush-hush Maserati. Dan Gurney, sharing the third works Ferrari with Cliff Allison, was credited with a 9 mins. 40.7 secs. lap (141.4 k.p.h.), and Phil Hill improved to 9 mins. 44.2 secs.

Race day dawned to bright, warm sunshine and the top positions as the cars lined up for the start were: Behra/Brooks (Ferrari); von Trips/Bonnier (Porsche); Moss/Fairman (Aston Martin); Gurney/Allison (Ferrari); Gendebien/Hill (Ferrari); Maglioli/Herrmann (Porsche); Barth/de Beaufort (Porsche); Gregory/Ireland (Lister-Jaguar).

The engine of the von Trips/Bonnier Porsche 1600 had given trouble on the previous day, and in the interests of reliability a new, but 1,500 c.c., engine had been fitted. This car was given to Edgar Barth and Carel de Beaufort, while von Trips and Bonnier took over Barth's 1500 RSK. A great deal of midnight oil had been burned in the Lola pits as well, and this car, too, had had an engine changed. In the G.T. category, the Lotus Elite of Peter Lumsden/Peter Riley was well placed in the line-up after a series of niggling problems had received attention during practice—this car also making its first Continental appearance. British enthusiasts were kept informed of the state of the race by an English commentary, given by Anthony Marsh.

At 9 a.m. the starter's flag dropped, and the first-stint drivers scuttled across the track.

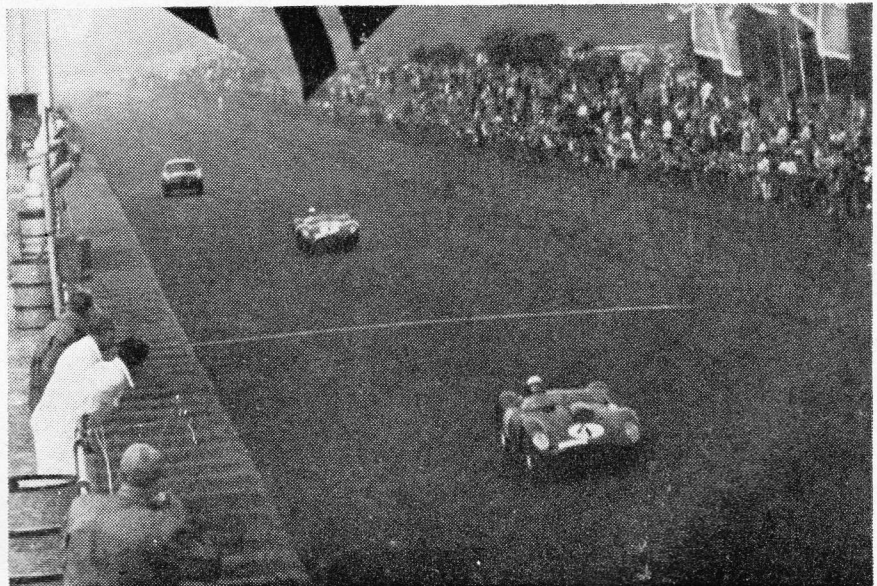
Stirling Moss made his usual, brilliant start, hotly pursued by one of the Porsches. The cars streamed round the South Turn and as they passed behind the pits the order was Moss (Aston Martin), Herrmann (Porsche), Whitehead (Aston Martin) and Hill (Ferrari). Whitehead was already uncomfortable, the oil-filler cap having opened, smothering him in oil before he could close it. At the

Bergwerk corner—rather more than half-way round the course—Moss led the race, followed by Gurney (Ferrari), Hill, Herrmann, Whitehead and Brooks (Ferrari). A little farther on—at the Schwalbenschwanz—Whitehead had taken fourth place from Herrmann. As the field streamed past the pits Moss had a 15 seconds lead over Gurney, followed by Hill, Whitehead, Herrmann and Barth (Porsche) who had passed Tony Brooks into sixth place. Moss's standing lap was covered in 10 mins. 17.6 secs. (133 k.p.h.). Leading the 16 G.T. cars was the 250 Ferrari of Beurlys and Blaton, while the little Lola, in the hands of Peter Ashdown, was holding 11th place overall, easily first in its class.

At the end of two laps Moss had a 19 seconds lead, and after three laps this had grown to 30 seconds, the order of the first six remaining unchanged. On the fourth lap, which Stirling covered in 9 mins. 47 secs. to pull out a lead of 38½ seconds, came the first British casualty, when Bob Hicks, driving the Lotus 1100 he shared with Chris Power, ran out of road near the Hatzenbach—just after the North Turn—and inverted the car, suffering from reported leg injuries which were fortunately not serious.

On lap five the Osca of de Tomaso/Colin Davis came to the pits to retire.

THE END IN SIGHT—as the leaders stream past the pits the Moss/Fairman Aston, with Moss up, closes up on Phil Hill's leading Ferrari.



STUDY in high-speed smoothness—Tony Brooks takes the Ferrari he shared with Jean Behra very fast down to Adenau.

Class leaders at this point were Moss, in the 3-litre category. The 2-litre class was led by Hans Herrmann (Porsche), and Edgar Barth, in a similar but smaller car, the 1,500 c.c. group. Peter Ashdown's Lola was still at the head of the 1100s, and the DB of Laureau and Armagnac led the 750 c.c. class. Among the G.T. cars, the Beurlys/Blaton 250 Ferrari led the 1,600-3,000 c.c. group, and the Walter/Strähle Porsche the 1,600 category. In the 1,300 c.c. class the Zagato Alfa Romeo of Schultze and Mahle was being pressed for the lead by the Lumsden/Riley Lotus Elite.

On lap 12 Dan Gurney brought the second-place Ferrari into the pits to hand over to Cliff Allison. The Lola came in, too, and Ashdown handed over to Eric Broadley.

Then came the news: on his 11th lap Moss had again broken the lap record—this time improving on last year's figures by no less than 11 seconds to record 9 mins. 32 secs.—a speed of 143.56 k.p.h. (89.16 m.p.h.).

On the 12th lap came another blow to British hopes—the second Ecurie Ecosse car, the Ron Flockhart/Jock Lawrence Tojeiro, disappeared from the lap chart, having crashed after Ron had attempted to avoid a major hazard of the race—a small, slower car. Graham Whitehead, in fourth place in his Aston Martin, came into the pits and Brian Naylor took over.

The Ferrari pit now became the scene of intense activity as Phil Hill and Tony Brooks drew in together for wheel and driver changes, the fresh drivers being, respectively, Olivier Gendebien and Jean Behra. On lap 14, the Porsche of von Trips disappeared when a rear wheel came off. Somehow or other the German driver got it back on and drove it to the pits! On the same lap Brian Naylor pulled in and took off his crash hat—the end of the race for the private Aston. The gear lever had broken off.

The Lotus of David Piper and Keith Greene was at the pits with starter trouble, the car restarting after the



battery had been borrowed from the retired Parnell/Buxton car.

Stirling Moss, lapping steadily in well under 9 mins. 40 secs., had by now established a lead of over five minutes, ahead of Barth (Porsche), Cliff Allison, Gendebien and Behra (Ferraris). On lap 17, with a lead of nearly 5½ minutes, Stirling came into the pits—to simply tremendous applause. Jack Fairman took over after a pit stop lasting 1 min. 17 secs.—refueling and wheel changing making up the time in a very brisk stop. As he left it began to rain steadily.

By lap 19, Jack led the race by 5 mins. 20 secs., with Gendebien now in second place, Allison third and Behra—catching the British Ferrari driver fast—fourth. Fifth was the Porsche of Maglioli, with de Beaufort's Porsche right behind. On the 20th lap the gap between the leading Ferrari and the Aston had narrowed to 5 mins. 5.6 secs. It was still Ferraris in second, third and fourth places but Behra was now third, having passed Allison. By lap 21 the leading Ferrari was nine seconds closer and on lap 22 the Aston's lead had shortened to 4 mins. 10 secs. The Ferraris of Gendebien and Behra remained second and third but Maglioli's Porsche had overtaken Cliff Allison's Ferrari!

Then—on the 23rd lap—came moments

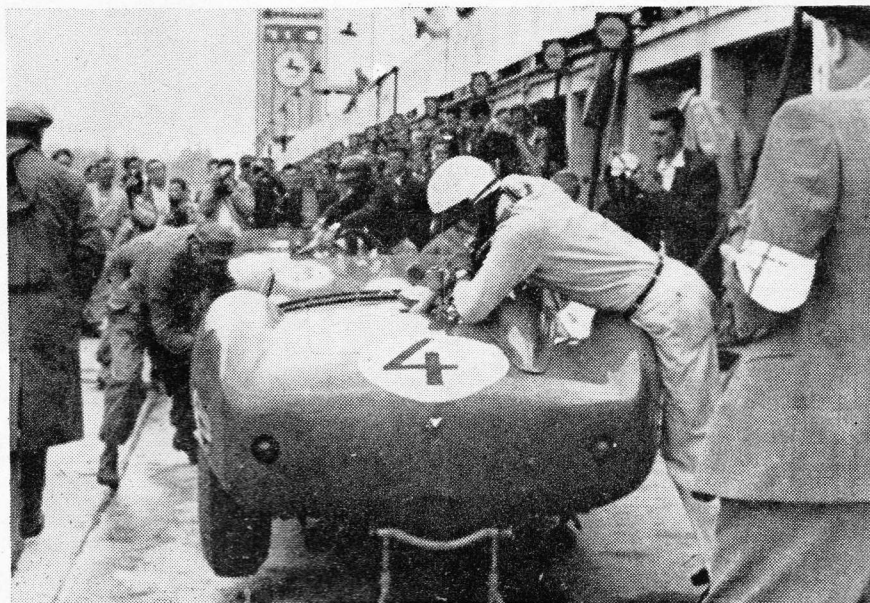
of real anguish for Moss, the Aston team and every British enthusiast at the circuit: Jack Fairman was late! Agitation grew intense as the seconds ticked away. Gendebien came through—leading the race in the Ferrari. Then came Behra, then came a long gap. Finally, 1 min. 15 secs. behind the Frenchman, Jack appeared, coming into the pits with the tail of the Aston crumpled. It seems that just as he entered a corner a slow car pulled across in front of him, causing the Aston to spin off. Working frantically, Jack had dug the car free with his bare hands and motored back to the pits. There, after a very quick check on the car, Stirling leapt in and set off on a chase which will never be forgotten by anyone who saw it.

As the leaders reached the Pflanzgarten on lap 24, Stirling caught Maglioli and took third place—1 min. 9½ secs. behind the leading Ferrari of Gendebien, having caught up 20 seconds on a damp track. Allison's car had been taken over by Gurney. On lap 25 Moss was 47.8 secs. behind Gendebien. At the pits, the Lola, which had been leading the 1100 class, was disqualified for receiving assistance after leaving the road.

The privately entered Lister-Jaguar of Michael Taylor and Peter Blond had gone off the road, Taylor sustaining only slight arm injuries. The Centro-Sud Maserati appeared to be brakeless, shutting off and changing down for the South Turn at the pits.

By the 26th lap Moss was 22 seconds behind Behra and only 29.6 secs. behind Gendebien. The two Ferraris were trying everything they knew and on lap 27 Behra took the lead between Bergwerk and the Pflanzgarten. As the leaders passed the pits Moss was 12½ seconds behind Gendebien and 17 secs. behind Behra, and on lap 28 he took second place from Gendebien, passing him on the downhill swoop into Adenau. At the pits he was 11 secs. behind Behra. Next time round Behra and Gendebien called at the pits together as Moss swept past into the lead, and there followed simply fantastic pit work as both Ferraris had all four wheels changed, took on oil and fuel and were away with fresh drivers—Brooks and Hill. The cars arrived together and left together, the stop on

THE FANTASTIC Ferrari pit-stop—Olivier Gendebien and Tony Brooks move as one man as both cars have wheels changed, fuel tanks filled—all in 65 secs!



TAKING the second placed Ferrari through the Karussell is Phil Hill, who shared the car with Olivier Gendebien.

Seven seconds later Stirling was away—19 secs. behind Hill—and set out to get the Aston in front again. After the next lap Hill was only 12 secs. ahead—and after the next, 5 secs.! With the race drawing to its closing laps the hunt was on in earnest and on lap 38—six laps from the end—Hill passed the pits only 2½ secs. ahead of Moss. On the South Turn Stirling closed right up, and the two cars entered the North Turn with the front of the Aston only inches behind the Ferrari's tail. Hill swung wide—and Moss was through!

Five laps from the end of the race, Moss streaked past the pits 5½ secs. ahead of Phil Hill, who led Brooks by just over 2 mins. Fourth was the Herrmann/Maglioli Porsche, then Cliff Allison's Ferrari. On lap 41 Stirling was 22 secs. ahead and as they came past for the last time the lone Aston Martin crossed the line 41 secs. ahead of the first of the Ferraris.

And that was the result of the 1959 1,000 Kilometres—one of the most stupendous races of all time.

Results

1. **Stirling Moss/Jack Fairman** (Aston Martin), 44 laps, 7 h. 33 m. 18 s., 132.8 k.p.h. (82.5 m.p.h.); 2. **Olivier Gendebien/Phil Hill** (Ferrari), 7 h. 33 m. 59 s.; 3. **Tony Brooks/Jean Behra** (Ferrari), 7 h. 36 m. 45 s.; 4. **Umberto Maglioli/Hans Herrmann** (Porsche), 44 laps; 5. **Dan Gurney/Cliff Allison** (Ferrari), 43 laps. **Fastest lap: Moss**, 9 m. 32 s., 143.56 k.p.h. (89.16 m.p.h.).

Class Results

Sports cars, 2,001-3,000 c.c.: 1. **Moss/Fairman**; 2. **Gendebien/Hill**. **1,500-2,000 c.c.:** 1. **Maglioli/Herrmann**; 2. **P. Rodriguez/Leo Levine** (Porsche). **1,101-1,500 c.c.:** 1. **H. Walter/A. Heuberger** (Porsche); 2. **Graf von Trips/J. Bonnier** (Porsche). **751-1,100 c.c.:** 1. **J. Campbell-Jones/J. Horridge** (Lotus); 2. **J. Lefebvre/W. Monaco** (Lotus). **351-750 c.c.:** 1. **G. Laureau/P. Armagnac** (D.B.); 2. **R. Faure/G. Leroy** (Stanguellini).

Grand Touring cars, 1,601-3,000 c.c.: 1. **J. Beurlys/A. Blaton** (Ferrari 250 G.T.); 2. **C. Bianchi/L. Blary** (Ferrari 250 G.T.); **1,301-1,600 c.c.:** 1. **H. J. Strähle/A. Walter** (Porsche Carrera); 2. **Dr. H. Busch/Baron A. Pucci** (Porsche Carrera). **1,001-1,300 c.c.:** 1. **Peter Lumsden/Peter Riley** (Lotus Elite); 2. **R. Moser/H. Friedrichs** (Alfa Romeo G.S.V.).

SUPPORT for the works Aston ended when the private entry of Graham Whitehead/Brian Naylor retired. Naylor swings the car through the Karussell.

each car having lasted a tremendous 1 min. 5 secs.! Yet even this could not prevent Stirling from leading by 2 mins. 22 secs. on the next lap, the order now being Moss, Brooks, Hill, Gurney and

moved up into fourth place behind Tony Brooks. Next time round Jack was only 48½ secs. ahead of Hill, and he received the "come in" signal. As he drew into the pits on the next lap Hill led.



Maglioli, with Hill rapidly catching Tony Brooks.

On lap 31 Phil Hill took second place from Tony Brooks—and Stirling's lead increased by eight seconds. Third place, ahead of Maglioli's Porsche, was held by Dan Gurney, suffering from a slipping clutch and losing half a minute a lap to the flying Moss. The Barth/de Beaufort Porsche dropped out of the race, leaving the lead in the 1,500 c.c. class to the Seidel/Carroll Shelby car. The 1,100 c.c. category was led by the Lotus of John Campbell-Jones and the French Lefebvre/Monaco Lotus.

On lap 33 Stirling brought the Aston to the pits for a driver change, the car having a 2 mins. 43 secs. lead. Jack Fairman went out in the car after fuel had been taken on and when he left he was 1 min. 47 secs. ahead. Gurney came to the pits and as Allison took over the car the Maglioli/Herrmann Porsche

STRONG THREAT came from Porsche, for which the Maglioli/Herrmann car finished fourth. Maglioli follows the crowd at the banked turn.



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Nürburgring 1000 km. Sports Car Race

1st David Brown ASTON-MARTIN

Stirling Moss & J. Fairman

(Subject to official confirmation)

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**Anti-Fade Brake Linings
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RACING DEBUT: A. J. D. Sim's Yimkin modified Triumph Herald showed impressive road-holding qualities but seemed to lack speed.

To accommodate 190 entries, ranging from a 300 c.c. Goggomobil to a C-type Jaguar, in one race meeting is a mammoth task in itself; to produce exciting racing with such varied ingredients and maintain the interest for 7½ hours is even more so; to keep strictly to a tight time schedule in the process without any frayed nerves, in weather which was unspeakably foul, shows organizing ability of the highest order. On all these counts the Eight Clubs covered themselves with glory last Saturday when Flaming June suddenly became more like flaming February. A special word of commendation must go to handicapper Charles Bulmer who produced not only good handicapping but close scratch racing from a most unlikely assortment of vehicles.

In such a long programme, consisting of two 40-minute blinds, seven handicap



Anniversary Silverstone Race Meeting

Excellent Organization Triumphs Over Adversity—
Electrons and Dauphine-Gordinis Among the Race Winners

racers and eight scratch races, there was far too much incident for the usual detailed report and one can only sketch in a few of the highlights. Thanks to the appalling conditions, spins were the order of the day but there were no really serious accidents. The worst befell D. T. Sinett-Jones, whose 16/80 A.C. finally got away from him at Woodcote and rammed the bank at high speed, to the grave detriment of the front end of the elderly car but without damage to the driver. The most amusing must stand to the credit of C. J. Green who, in process of winning a handicap race with his Electron Minor, entered Woodcote for the last time at an impossible speed, had the inevitable accident and took off once more in the direction of the chequered flag with the battered remains of a

BOTTOM END TORQUE: Some very fine human acceleration figures were obtained at the Le Mans start of the second high-speed trial.

marker drum firmly lodged beneath the belly of his car, emitting a huge shower of protesting sparks. In general, Woodcote Corner gave rise to more than enough excitement for a normal day's motor racing but one gathered that Barclay Inglis, commentating from the doubtful security of his beautiful Jaguar at Becketts, was virtually surrounded by gyrating machinery for most of the meeting.

In view of the galaxy of gilhooleys which graced the day's racing, when scarcely a lap went by without somebody getting out of control, one must compliment Gordon Lee (C-type Jaguar) and H. R. Jones (Maserati) who, equipped with the most potent machinery on the circuit when conditions were at their worst, staged a splendid race without ever looking like coming unstuck.

May the Eight Clubs have better fortune with the weather for their future meetings. They deserve it.

DAVID PRITCHARD.

Provisional Results

All races over five laps of the club circuit (1.608 miles per lap).

Handicap: 1, G. J. Butcher (Singer 9), 52.76 m.p.h.; 2, R. D. Jennings (Dauphine-Gordini); 3, A. E. Barnett (Lagonda Rapier).

Handicap: 1, M. Thorburn (Dauphine-Gordini), 60.37 m.p.h.; 2, I. Campbell (Hillman); 3, L. Rowe (Austin).

Scratch (1172 Formula): 1, B. R. Hart (Terrier), 71.12 m.p.h.; 2, A. R. Wershat (Lola); 3, D. H. Parker (Nimbus).

Scratch: 1, G. Lee (Jaguar "C"), 66.02 m.p.h.; 2, H. R. Jones (Maserati); 3, R. A. V. Staples (A.C. Ace).

Handicap: 1, T. P. Bennett (Electron-Climax), 67.84 m.p.h.; 2, P. Burston (Lotus VI); 3, G. Lee (Jaguar "C").

Handicap: 1, F. M. G. Collins (Electron Minor), 58.73 m.p.h.; 2, G. W. Burne (TR2); 3, D. T. Sinett-Jones (A.C. 16/80).

Scratch: 1, R. D. Jennings (Dauphine-Gordini), 57.72 m.p.h.; 2, K. P. Burrage (Hillman); 3, I. Campbell (Hillman).

Scratch: 1, A. J. D. Sim (Yimkin), 61.51 m.p.h.; 2, J. Woolfe (Jensen); 3, W. B. Pinckney (Healey Silverstone).

Scratch: 1, D. C. T. Bennett (Electron-Climax), 62.44 m.p.h.; 2, J. Kenyon (Jaguar); 3, J. Venn (Austin-Healey).

Scratch (750 Formula): 1, J. G. W. Marsh (Speedex), 56.09 m.p.h.; 2, J. N. Lancaster (Austin); 3, J. M. Clark (Austin).

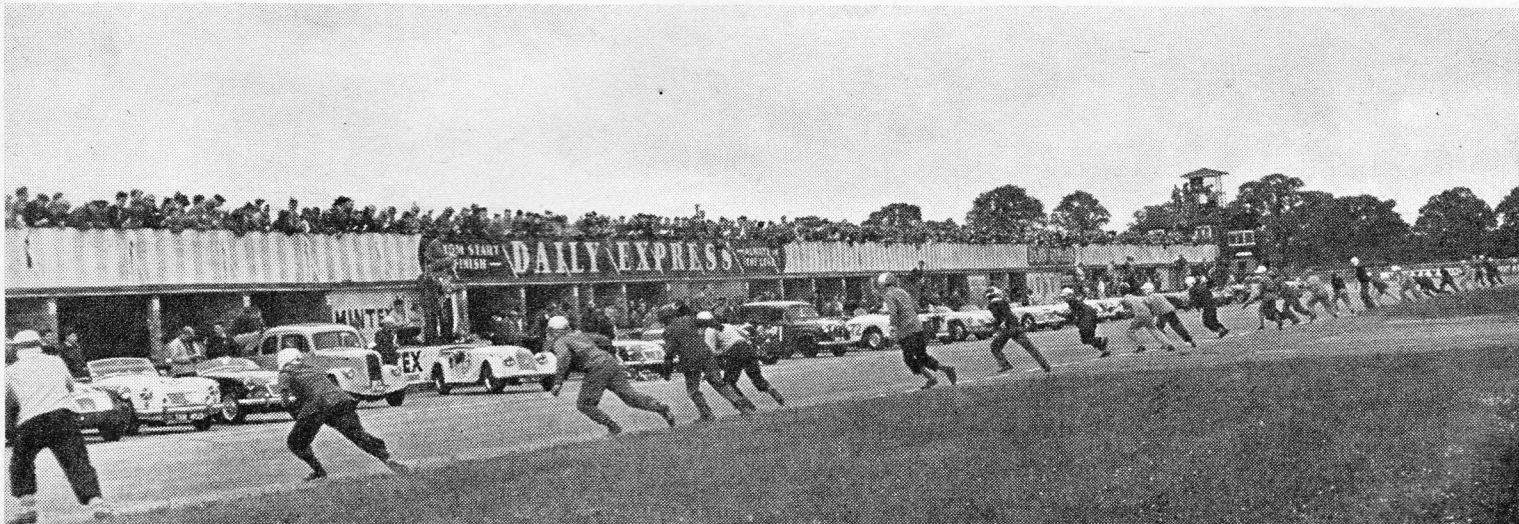
Handicap: 1, J. M. Noble (A40), 58.47 m.p.h.; 2, A. J. D. Sim (Yimkin); 3, C. P. Tooley (M.G.A.).

Handicap: 1, C. J. Green (Electron Minor), 59.26 m.p.h.; 2, J. G. W. Marsh (Speedex); 3, M. Reid (M.G.A.).

Scratch: 1, C. K. Bond-Smith (A35), 57.77 m.p.h.; 2, M. A. A. Lewis (A35); 3, F. M. G. Collins (Electron Minor).

Scratch (1172 Formula): 1, G. J. Rac (Rae-Ford Special), 58.83 m.p.h.; 2, J. J. Cottrell (Lotus); 3, J. Ball (Lotus).

Handicap ("Motor Sport" Trophy Qualifier): 1, G. Lee (Jaguar "C"), 55.94 m.p.h.; 2, J. Woolfe (Jensen); 2, M. A. A. Lewis (A35).



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

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Club News

By MARTYN WATKINS

ARRANGEMENTS have been made for members of the S.E. Centre of the B.A.R.C. to visit the Montagu Motor Museum at Beaulieu, Hampshire, on 21st June. Rendezvous will be the Fox Inn, M.R. 182/080057, on the A27 between Worthing and Arundel, at 10.30 a.m. A picnic lunch should be taken. Members wishing to visit the museum should apply to J. C. Checkley, St. Moritz, Church Street, Willingdon, near Eastbourne, Sussex, before 18th June. . . . The Furness O.M.C.'s "Festival Rally" will be held on 20th-21st June. Clubs forming the Northern Arm of Car Clubs are invited. Entries (£1) to David J. Day, Rylands, Myrtle Terrace, Dalton-in-Furness, by 16th June. . . . The B.M.R.C.'s members' race meeting will take place on 28th June at 2.30 p.m. at Charterhall. Entries (£1 per event) close on 20th June and should be sent to Dr. L. Jamieson, 1 Park Villas, Wallsend, Northumberland. . . . Robin Richards will give a talk to members of the London M.C. at their Club Night at the Paviour's Arms, Page Street, S.W.1, on 23rd June. . . . The Cemian M.C.'s Knowland Trophy Driving Tests will be held at the R.E.M.E. Drivers' Training Route, Aldershot, at 11 a.m. on 28th June. The following have been invited: Lagonda A.C., Harrow C.C., Craven M.C., London M.C., N.L.E.C.C., Hants and Berks M.C., East Surrey M.C., American D.C., B.A.R.C. and Herts County A. and Ae.C. Entries (25s.) close on 19th June and should be sent to K. D. Rubens, 94-98 Petty France, London, S.W.1. . . . The Crittall C.C.'s Night Navigational Rally will be held on 28th-29th June. Regs. from D. Murphy, 5 Broad Road, Braintree, Essex.

Bolster—continued

A great deal of trouble must have been taken in the design of the seats, for they are very comfortable for long journeys. The attractive interior furnishing of the car gives a sense of well-being, and everything about it pertains to the carriage of quality. One feels that this Super Snipe is a worthy successor to the Humbers of the vintage years.

The new Humber is far from being a sporting car, but it has an engine that would do justice to a speed model. It could be very easily developed to give a great deal of power, and its construction appears to be sufficiently massive to withstand a considerable increase. In standard form, however, it makes a large luxury car travel at a considerable velocity and, unlike some British units, it should run on Continental petrol without complaint.

Oulton Park—continued

showed no significant change, except that Rees's Austin-Rees nipped past ten Bruggen Cate's far more powerful A.C. going into Old Hall Corner, a piece of work which earned him a cheer from the crowd. Mallock won by a short distance from Anders, followed by



IMPRESSIVE Le Mans-type start for the second section of the half-hour high-speed trial at the Lancs and Cheshire Oulton Park race meeting last Saturday.

Coming Attractions

- June 13th. Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
- 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.
- June 27th. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
- M.C.C. Silverstone Race Meeting, near Towcester, Northants. Start, 10.30 a.m.
- June 28th. Club Lotus, 750 M.C. and 250 M.R.C. Trio Race Meeting, Brands Hatch, near Farnham, Kent.
- B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leicestershire.
- Cemian M.C. Driving Tests, R.E.M.E. Drivers' Training Route, Aldershot, Hants.

Hitches, Rees, ten Bruggen Cate and Bry Williams, whose Cooper-M.G. had put up a noble fight against the A.C.

The seventh event, a seven-lap *Formule Libre* race, saw Stuart Dodd make a magnificent start and come through in the lead at the end of the first lap, followed by John Dalton's Aston Martin DB3S and R. Carter's Formula 2 Cooper. Dodd's Formula 2 Cooper had increased its lead at the end of the second lap and the next two places remained unchanged. Stanley Hart, son of former speedway ace Oliver Hart, had brought his F2 Cooper through into fourth place after making a poor start, with George Nixon's similar car close behind it. Hart moved into third place on the third lap just before Stuart Dodd's car appeared to go sick, letting Dalton through to a short-lived lead which he soon lost to the 19-year-old Hart, who came through in the lead on the fourth tour, never to lose it. Dalton maintained his second place but Dodd dropped out, while Bernard Cox's Lola, Peter Mould's Lister-Jaguar,

W. E. J. Allen's F2 Lotus and R. Carter's F2 Cooper were hotly contesting the next few places.

The last event of the day was the *Daily Mirror* Trophy race, a 15-lap scratch event for sports cars of unlimited capacity. The Hon. Edward Greenall showed his intention of racking up his third victory of the day by taking an immediate lead, which he maintained and increased throughout the entire 15 laps. Bernard Cox took his Lola through in second place, Peter Mould's Lister-Jaguar was third, John Dalton's Aston fourth and Colin Murray's Maserati fifth for the first four laps until Colin Escott's Lotus Eleven supplanted the Maser. on Clay Hill. On the fifth lap Cox spun, dropped to sixth position for a lap and then retired.

Dalton had maintained a steady fourth place for 12 laps and moved up to third with the Maserati's disappearance. Colin Escott had come right up through the field to take fourth place, gaining places here and there until he was in a position to challenge Dalton. He gained a little on the Aston each lap but didn't manage to catch it, despite the cheers of the rather partisan crowd. Greenall was hardly in the same race and drove impeccably to get his hat-trick, seemingly without effort. Until this meeting he had not recorded a win during the season, but on this showing he will not have long to wait for another. It was a good day's racing all round, but definitely one to be remembered for the performances of the Hon. Edward Greenall and Col. Arthur Mallock, who won five out of the eight events between them.

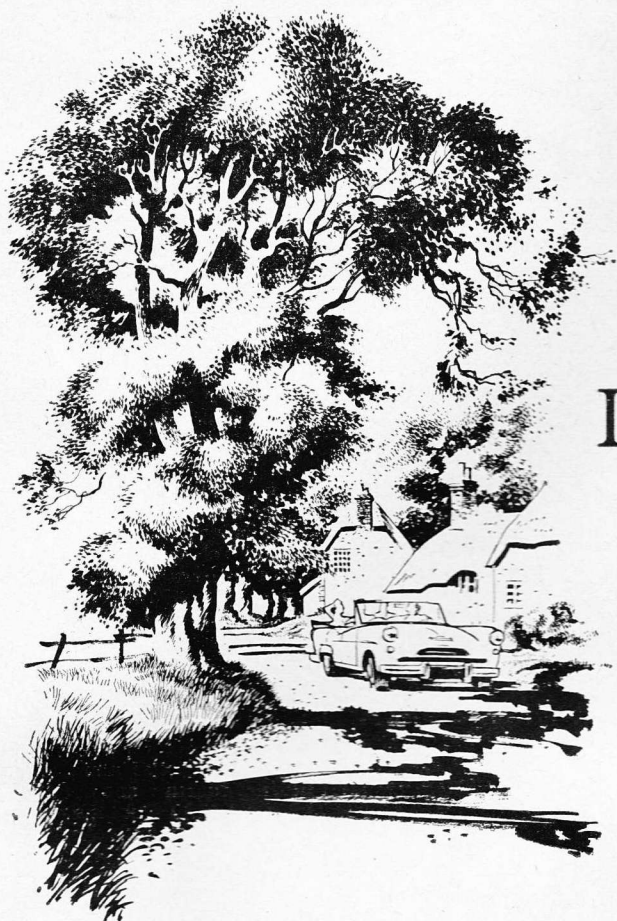
MICHAEL DURNIN.

Goodwood—continued

the next man. Second, after a fine drive, was S. Chitty (TR3) and third H. W. G. Elwes (Sprite). On the last lap Mrs. Wheeler gave us a heart attack by spinning at Woodcote. For this she was disqualified. So S. Chitty won in his TR3, H. W. Elwes was second in his Sprite and third, after a very fine drive indeed, was Mrs. K. Howard in her Lotus. She also made fastest lap at 76.73 m.p.h.

And with that a very enjoyable meeting came to an end—in a downpour!

CHRISTOPHER NIXON.



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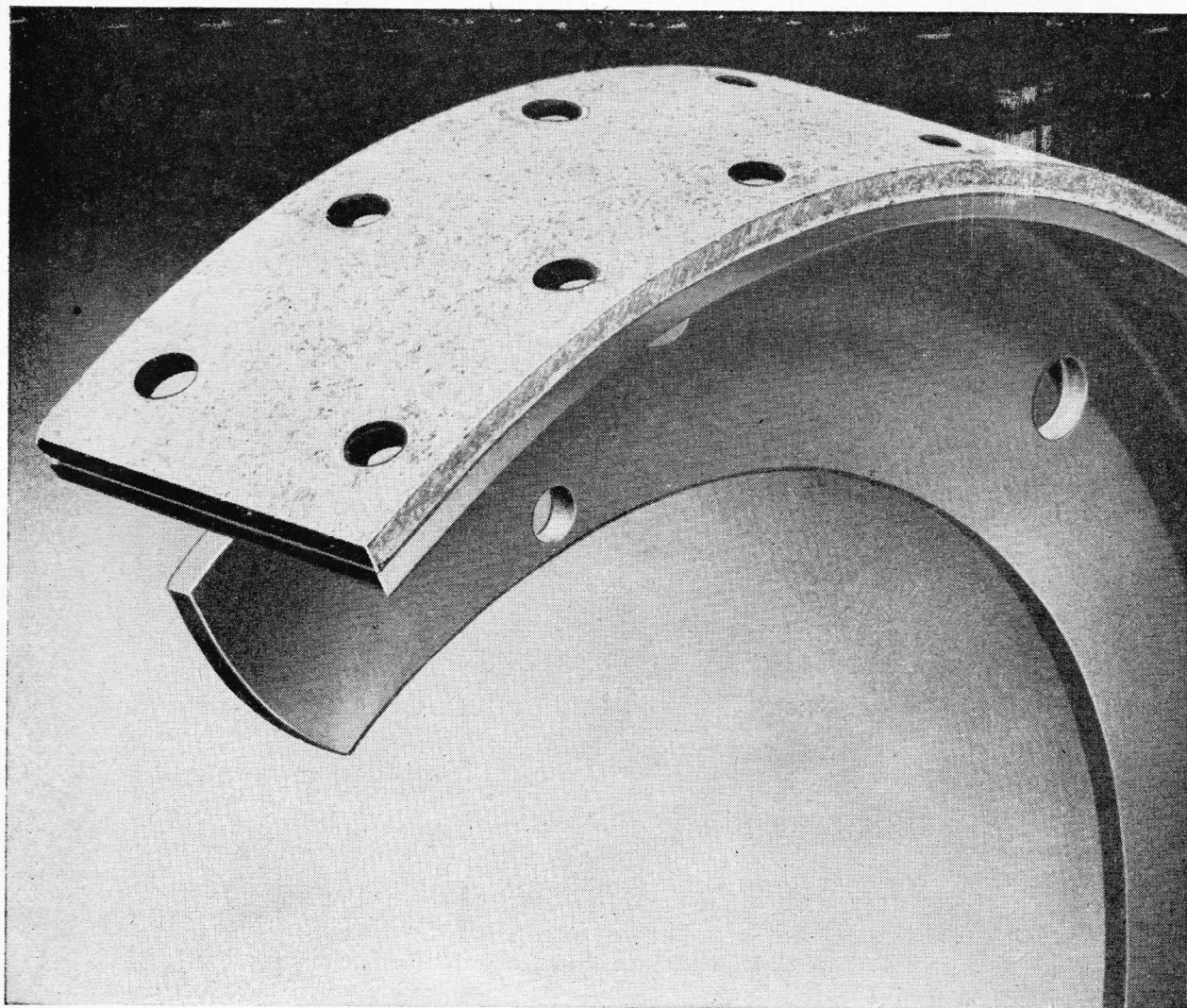
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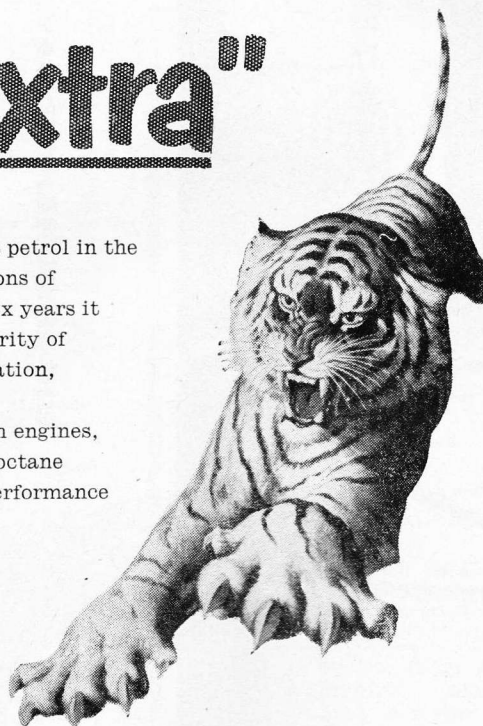
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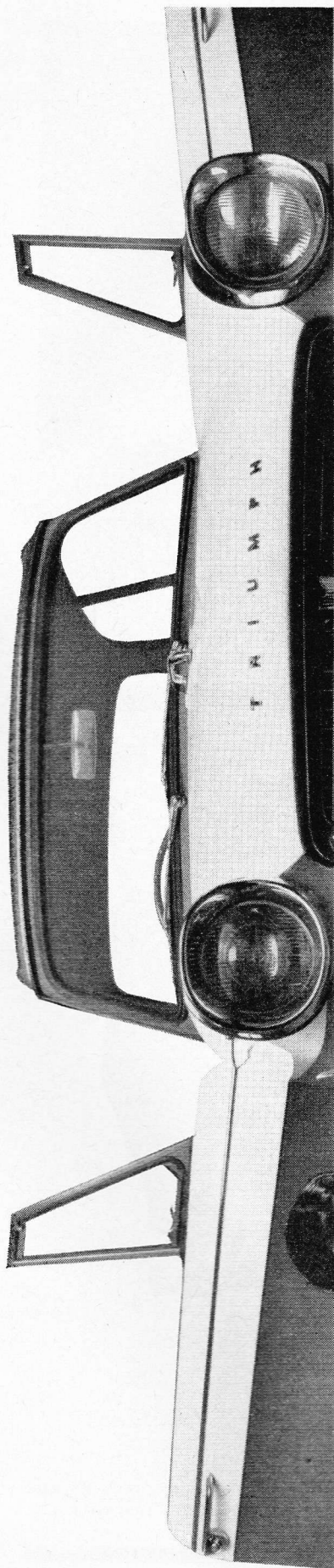
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(Continued overleaf)

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TC, 1948, P.N.O., heater, 37,000, 16 ins. rears, washers. £335.—PARK 6531.

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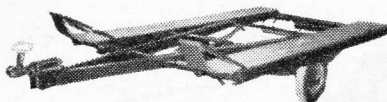
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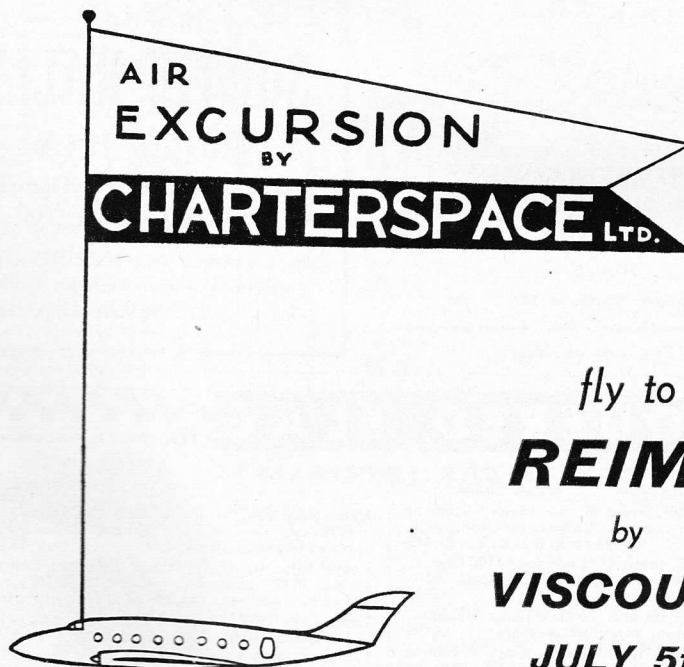
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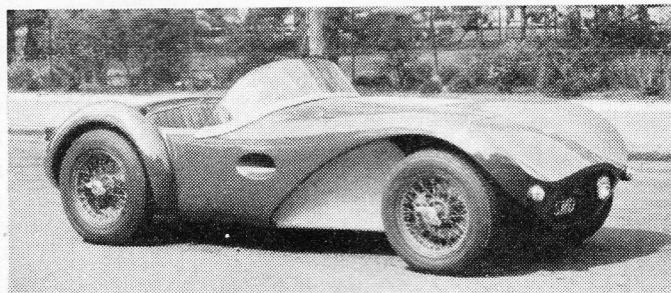
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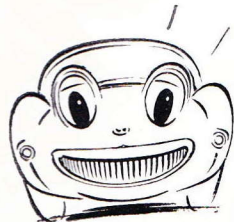
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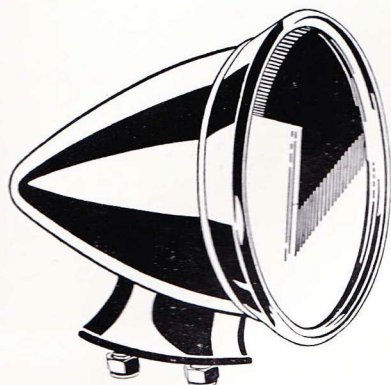
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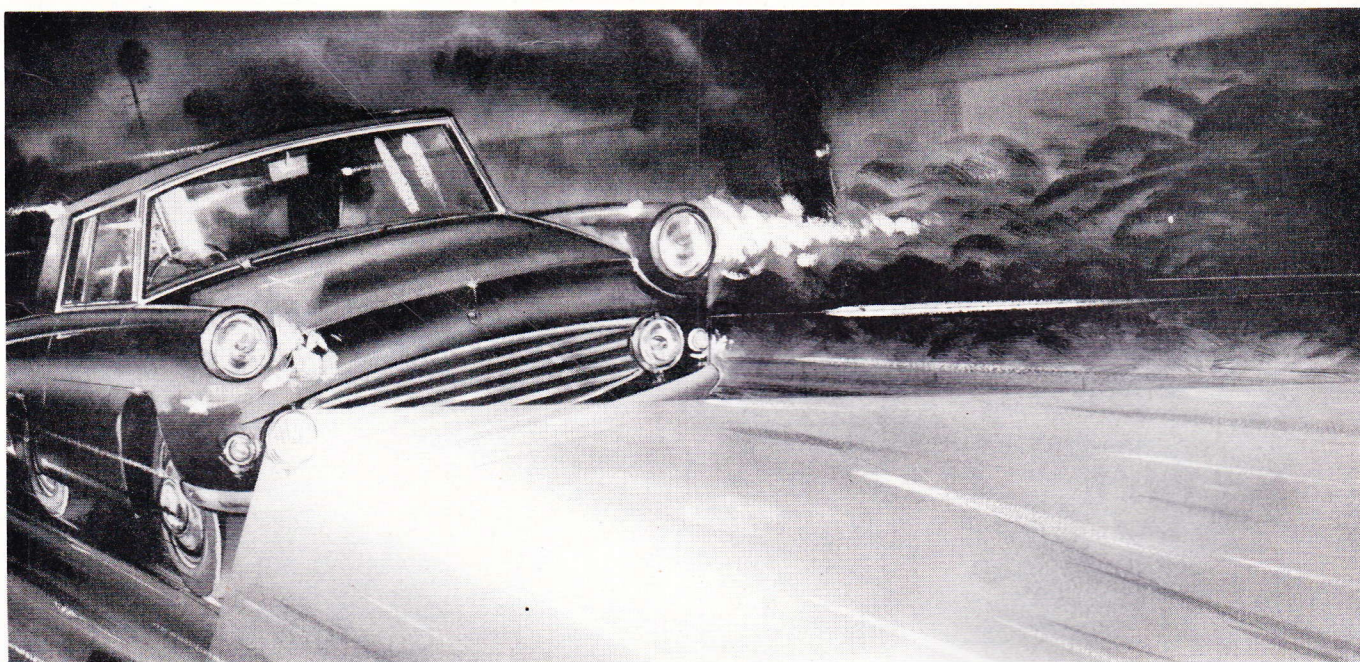
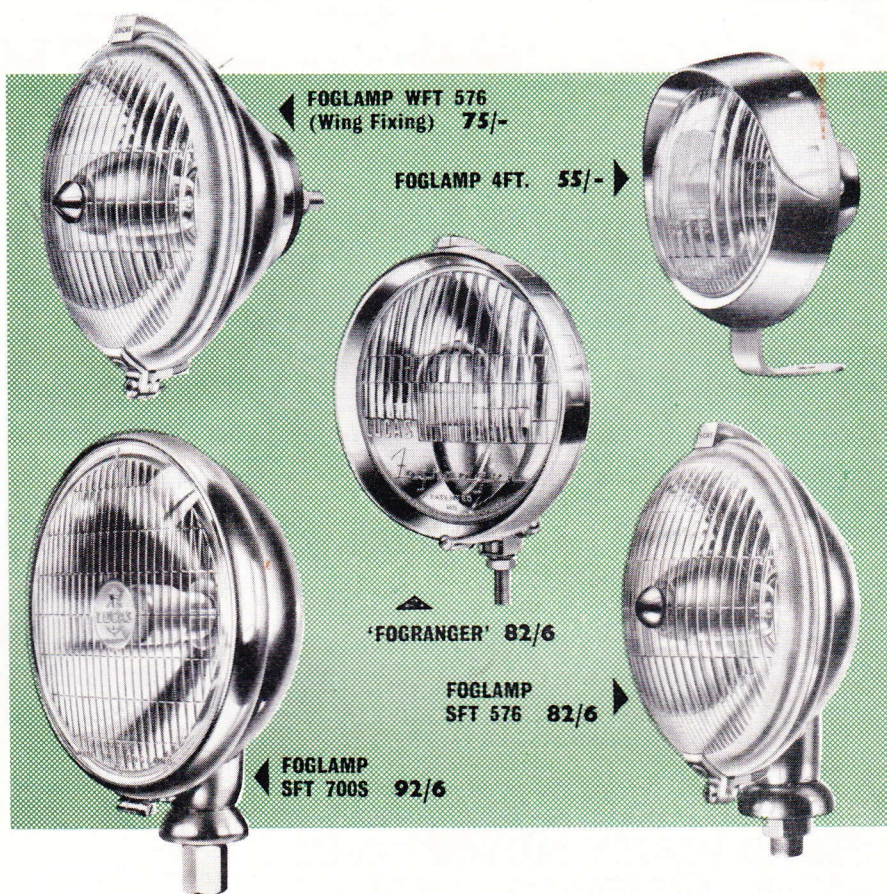
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