

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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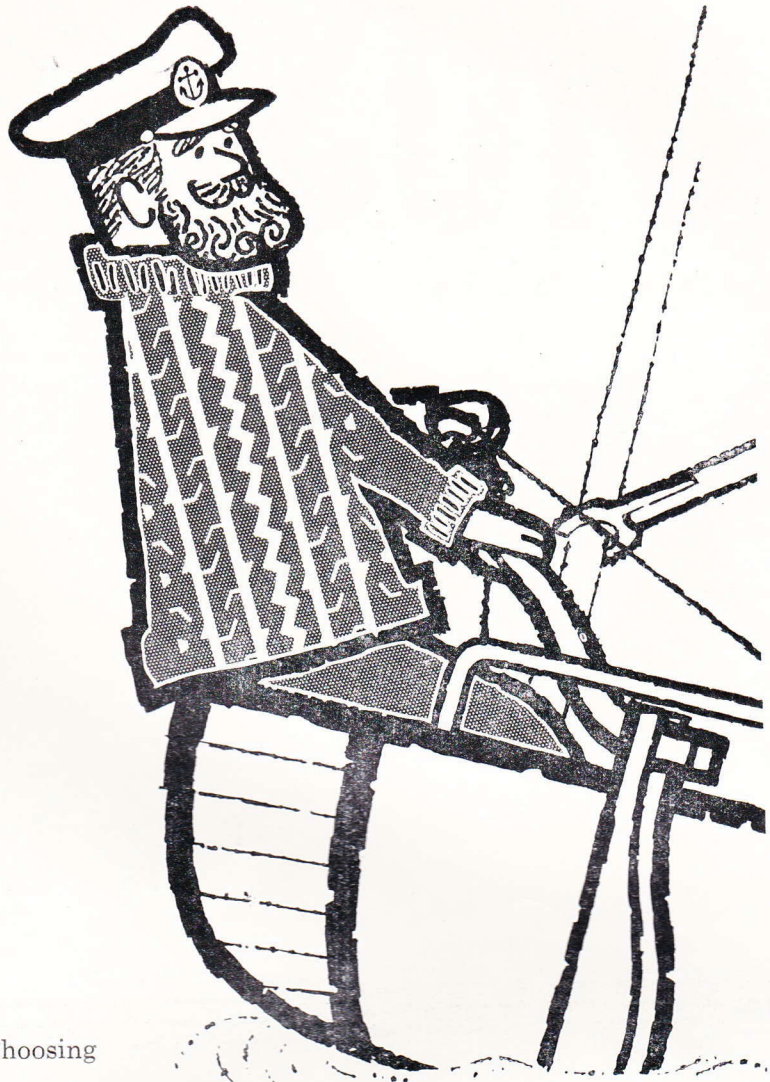
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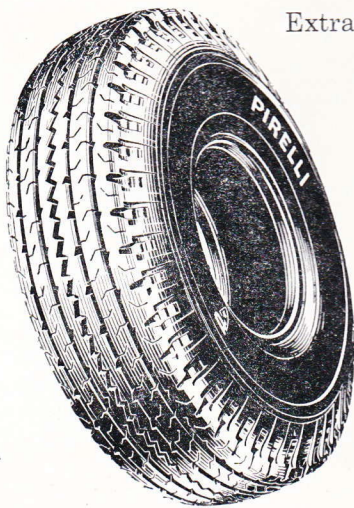
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WATERSPORT BY BOLSTER — LE MANS PREVIEW

The Commander knows the pattern for plain sailing



Are you all at sea when it comes to choosing car tyres? Best plan is to be a man of few words and simply say "PIRELLI EXTRAFLEX". There isn't a tyre to touch it for high mileage under everyday motoring conditions. The broad flat casing guarantees slow, even wear and the ribbed tread pattern gives tenacious grip, fore and aft. Like the Commander you'll find that Extraflex will reduce tyre costs and help to keep you safe in the most adverse conditions.



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mileage for everyday motoring.

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BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

LES VINGT-QUATRE HEURES

ONCE again the eyes of the motor-racing world are on Le Mans where the classic 24 Hours Race takes place on the Sarthe circuit. That Aston Martin victory at Nurburgring has certainly brought down the odds as regards Ferrari, who were generally regarded as hot favourites to win the Grand Prix d'Endurance. One must not, however, overlook the chances of Lister-Jaguar, "Ecurie Ecosse", Lotus and Porsche, although sheer force of numbers must make Ferrari more favoured than other marques. David Brown's ambition is to win this race—a success which has always eluded the Feltham machines. If preparation and confidence is anything to go by, then Aston Martins are in a better position than they have ever been. Still, Le Mans, like all motor races, is almost unpredictable, and the ultimate result is usually decided by a certain amount of luck—a thing with which Aston Martins have not been overblessed in the past.

THE GERMAN GAS TURBINE

CONSIDERABLE credence must be given to reports that Mercedes-Benz intend to re-enter motor-racing with a machine powered by a gas-turbine engine. Although it may be some years before such a car can be a commercial success, there can be no doubt whatsoever that enormous prestige will go to the first nation which presents a gas-turbine car in an International race. Behind the scenes all leading manufacturers in the world are continuing experiments with non-piston engines, and, sooner or later, one will be sufficiently advanced to be considered raceworthy. Realizing the technical achievements of Daimler-Benz and its associated companies, there is no reason to doubt that the reports in Continental newspapers are founded on fact.

MOSS AND NURBURGRING

THE implications of the threatened action against Stirling Moss as a result of Meyrat's accident are of vital importance to motor racing. AUTOSPORT has pointed out on many occasions the perils of permitting comparatively inexperienced drivers in slow cars to compete in the same event as experts in very fast machines. The organisers have cleared Stirling of all responsibility and the matter should end there.

OUR COVER PICTURE

Dan Gurney, in his first year as a Ferrari works driver, takes a tight left-hander on the Nurburgring. Although the singleton Aston Martin of Stirling Moss and Jack Fairman won at the 'Ring, the superior speed of the Ferraris must make them favourites at Le Mans this week-end.

SPORTS NEWS

AUTOSPORT and PRINTING DIFFICULTIES

During the next few weeks, periodicals will be drastically affected by the present printing dispute. This means that, in many cases, publication of journals may be delayed, or even abandoned. So long as is possible, "Autosport" will continue to be published, but it may be possible to do so only by reducing the number of pages, and losing a certain amount of topicality. It is to be hoped that our readers fully understand the position, and that normal publication will be resumed as speedily as possible.

RALLY CHAMPIONSHIP RALLY

WITH four rallies already over (the Monte, Sestriere, Tulip and Acropolis), Germany's male drivers are already in a comfortable lead. Herren Wencher and Levy of the 'works' Auto Union team are in first and second places, backed up by their colleague, Eikelmann, who shares third place with the 'Monte' winner, Paul Coltelloni. The consistent Gunnar Andersson, the reigning Champion, lies 5th, but he scores in almost every rally he enters and should gain excellent points in the Midnight Sun, which he won last year.

Britain's leading drivers are Peter Riley/Dickie Bensted-Smith and the Morley brothers who went so well in the Tulip, where they gained all their points, but they are well back in 7th place.

As far as the ladies are concerned, British drivers are lying first and second, but the current Champions, Pat Moss/Ann Wisdom, after a brilliant winning streak, have had a couple of failures and the firms of Soisbault/Wagner and Molander/Lundberg are breathing right down their necks. Anne Hall's consistency (she has finished 2nd in both the rallies in which she has competed), gives her a comfortable lead and she must be given a good chance in the coming 'Alpine', in which the B.M.C. pair will be at maximum effort to hold the title which they won last year.

Actual points are: **Men:** 1. Wencher, 28 pts.; 2. Levy, 20; 3. Eikelmann/Coltelloni 19; 5. Andersson/Karlsson, Thomas/Deliere 14; 7. Riley/Bensted-Smith, Morley/Morley 12; 9. Castellina/Frescobaldi, Gorris/Wiedouw 11; 11. Bailisat/Marvin, Surles/Piniers, Abate/Stardero 10. **Ladies:** 1. Anne Hall 12; 2. Pat Moss/Ann Wisdom, G. Molander/H. Lundberg, A. Soisbault/Wagner 8; 5. Nancy Mitchell, Pat Ozanne 6; 7. M. Kjerstadus/M. Holm, R. Texier/A. Archibault 4; 9. Mary Handley Page/Daphne Freeman, H. Humm/B. Vanson 3. (Crews who normally drive together shown thus, Moss/Wisdom).

THE ZANDVOORT "TWO HOURS"

THE International 2 Hours Race at Zandvoort on 5th July, for Grand Touring cars of up to 1,600 c.c., will see participation from Ger-



NEWCOMER announced this week is a shapely new B.M.W. coupe, described in a press hand-out as being a 2-seater powered by a 700 c.c. engine.

many, U.S.A., Belgium, France and Sweden, with teams of 6 cars each from Holland and from Great Britain, taking part in Round One of the "Autosport" World Cup for G.T. Cars. Return match will be at Brands Hatch on 29th August, at the B.R.S.C.C. International meeting.

As regards the "test matches", the scoring will be on a points basis, according to the placing achieved by Dutch and British entrants, irrespective of the race order in the general classification. The race is a scratch event, and points will be awarded as follows:—

Zandvoort: 1st., 24. 2nd., 18. 3rd., 14. 4th., 10. 5th., 6. 6th., 4. All finishing within two-thirds of the distance achieved by the winner, 2. Fastest lap, 2.

Brands Hatch: (For each 21-lap heat) 1st., 8. 2nd., 6. 3rd., 4. 4th., 3. 5th., 2. 6th., 1. Fastest lap of meeting, 2.

The "World Cup" will be held for one year by the nation which scores the highest number of points in the aggregate of both events. For 1959 the contest will be confined to Great Britain versus Holland, but next year other countries will participate in a knock-out contest, and other classes will be introduced.

The British team has been chosen from regular competitors in club events and in the "Autosport" Championship, who have put up good performances in 1,300 c.c. and 1,600 c.c. categories. The preparation and turn-out of vehicles has also been considered, as well as speeds achieved on various circuits. The team is as follows:—

Jimmy Clark
(Lotus Elite)—Scotland.
Brian McCaldin
(Elva Courier)—Ireland.
Alan Foster
(MG Twin Cam)—England.

Graham Warner
(Lotus Elite)—England.
Gil Baird
(Elva Courier)—England.
Pat Fergusson
(Elva Courier)—England.
Reserve.—Roy Bloxam
(MG Twin Cam)—England.
Non-driving Captain: Dick Jacobs.
Team Manager: David Pritchard
(“Autosport”).

WATERSPORT

THE week following the Grand Prix of Monte-Carlo, while the boys were gone to Pau, the little harbour was again buzzing with noise, while the Meeting "International Motonautique" was staged. The course set for this event was right inside the harbour round five buoys. There were races for outboards of all classes, inboard runabouts and "restricted racers". In the latter class, unfortunately only one Italian boat turned up and had to be content with lone efforts against the lap record. No British competitor was unfortunately present for this meeting, which is one of the most important of the speedboating season, and only one British engine was entered. This was a Coventry-Climax FWE 1216c.c. specially prepared by Keith Duckworth, of Cosworth Engineering. The engine was fitted in a fibreglass hull of Delettres design and built by Rocca, the whole combination being suitably christened "Lady Godiva". This boat was racing in the "European Runabout 02" class against strong opposition, steered by Autosport's correspondent Jabby Crombac. The race was in three heats and all three were won by René Milon, a former French champion, driving his Monocoque wooden hull which is propelled by an Alfa-Romeo Guletta sprint Veloce engine, modified by Conrero.



JOUR ET NUIT

The Magic of the Le Mans Grand Prix d'Endurance

- Ferrari Favourite For This Year - But Aston Martin May Do It At Last

by GREGOR GRANT

ON Saturday, at 4 p.m., the maroon will sound and the Vingt-quatre Heures du Mans will be on. It is not only Europe's longest sports-car race; it is also a carnival. From far and wide come the crowds; some with luxurious trailers, others to pitch simple tents around the circuit, but in the main, a multitude converging on Sarthe by all possible means of transport. The vast car parks see vehicles bearing plates from every conceivable country. Lordly Rolls-Royces sit side by side with carefully-tended vintage machines, and the inevitable redundant London taxi usually bearing its full complement of eager visitors from the Commonwealth.

The village has now become an institution, with its exhibits, restaurants, snack bars and the edifices built by publicity-minded concerns. At various points of the course one hears the raucous din of the fair-ground, the popping of rifles, the shouts of the crowds. Even when night descends on the circuit, there are thousands of people still watching the survivors circulate. Rain may drive them to seek shelter, and drivers become conscious of scores of glistening umbrellas, under which are the enthusiasts who form the real background to organized racing.

As dawn streaks the sky, thousands more stir. By the time the sun is up, crowds are returning to the circuit from the town of Le Mans, and the aroma of coffee pervades the atmosphere, as *petit déjeuner* is prepared. Normal activities are not forgotten either, and religious services are held in many parts of the course. Some who have been up all night, snatch a quick nap. Relief gendarmes and officials arrive in truck loads, and, if there is space, a few more aircraft land on the already crowded field. Behind the pits there is great activity; drivers and crews have to be fed, lap-scorers relieved for a short space of time, and the never-ceasing watch maintained on the cars. By now the giant scoreboard has a distressing number of red "X"s; the dead car park is becoming increasingly large, whilst in some pits folk anxiously await news of missing cars. At Mulsanne the signallers feel completely cut off from the main

IMPRESSIVE leader-board which keeps race-followers informed of the state of the race throughout the long hours of day and night.

centre of activity, although some may have managed to return with news of what is happening.

The big Press tribune, which has never been depopulated during the night, fills up again with sleepy-eyed journalists, photographers and commentators. The more experienced will have arranged for reliefs, whilst they spend a few hours in bed. Even at 8 a.m., the race has still 8 hours to go. As noon approaches, the stream of traffic increases. Everywhere there is litter; dropped newspapers, the inevitable paper bags and empty Gauloise packets. Queues form at the restaurants where price *fixe* meals are being served by the thousands, and countless bottles of wine are ordered and consumed. All the time, everyone is conscious of the drama being played out on the circuit. Suddenly an excited voice comes over the PA—the leader has stopped at his pit, and is about to be overtaken. There is a concerted rush to see what is happening, and the spaces in front of the tribunes soon become a packed mass of spectators.

Race-fever has now gripped the huge crowd, and progress is eagerly followed. A pall of smoke is seen rising from the direction of Mulsanne. Binoculars are raised; speculation is rife, and, should anyone fail to



appear, there is the wildest of speculation. It transpires that it is merely some farmer burning his rubbish, and everyone breaths freely again.

Slowly the clock hands move towards four-o'clock. One or two crippled cars have set out hopefully, attempting to cover the last lap within the time limit and so be classified. The leaders have already gone through, and their passage is recorded over the PA at every possible vantage point. Then off goes the maroon; the vingtquatre heures is over, and the chequered flag is out. Several cars pass, but the crowd awaits the winner. Glasses are focused on Maison Blanche, and there is a great cheer as he comes into view, swooping down the straight towards the pits and victory.

Scores of gendarmes have already taken up their positions to hold back over-eager onlookers. The successful drivers receive excited congratulations from their supporters, and tremendous cheers from the crowd as they move slowly up to the forked road past the tribunes, prior to taking up their places beside the timing box, where the victors are received.

Hundreds of photographers seize every possible vantage point away from the attention of the gendarmes, who are also making it difficult even for entrants and crews to get near their cars. The victors' laurel wreaths go to the winners of the Grand Prix d'Endurance and l'Indice de Performance. National anthems are struck up, and from then on confusion reigns as everyone tries to get near the cars. For some a long rest, but for the majority the celebrations which are part of the Le Mans scene. The race will be discussed in numerous post-mortems, and will provide material for the newspapers for many weeks to come. Apart from the bicycle Tour de France, le Vingt-Quatre Heures du Mans, is France's

ASTON MARTIN will this year be making a determined effort to capture the victory which has eluded the marque for so long, with their team headed by Stirling Moss—fresh from his magnificent victory at the Nurburgring.

WINNER of last year's race was the Ferrari of Phil Hill and Olivier Gendebien in the most appalling conditions—apparent in this picture of the leader towards the end of the race (below).



FAVOURITE for this year's event must be the reliable, fast Ferraris in the hands of Jean Behra, Cliff Allison, Phil Hill and others. Driving here is Cliff, "new boy" in the Italian team.

premier sporting contest. For another 50 weeks or so, the Sarthe town will resume its sleepy ways, a stop-over spot for tourists on their way down to the valley of the Loire and its chateaux, but otherwise a typical provincial community like scores of others which are only awakened when some exceptional event has the power to draw the crowds.

Now what about the 1959 race? Will the powerful Ferrari representation be challenged by Aston Martin, the various Jaguar-powered machines, and the incredibly rapid Porsches? As the 1958 winners, Ferrari must start favourites. They have a first-rate road-racing team in Jean Behra, Cliff Allison, Phil Hill, Olivier Gendebien, Dan Gurney and da Silva Ramos, not forgetting the sensational 2-litre car to be driven by Cabianca and Scarlatti, which may upset "Index" plans. Backing up the factory cars are several other 3-litres, including no less than four entered from U.S.A., plus two from Belgium and one each from Italy and Spain, making ten in all—a formidable collection of fast machinery. Presum-

INCREDIBLY high speed and impressive reliability was displayed last year at Le Mans by Porsche, and the threat from these cars cannot be discounted by any means this weekend. Here is Maglioli, who took fourth place in the 1,000 kms.

ably all will be fitted with Dunlop disc brakes, which can now be supplied by Automobili Ferrari, for both Testa Rossa and 250 GT types.

Aston Martin are making another determined effort to wrest the laurels which have so far eluded them in this classic race. Stirling Moss has agreed to drive for the Feltham marque, after his magnificent German victory. Tony Brooks is an absentee from Ferrari—at his own request—as the race was not included in his contract. Moss may also decide to be a spectator, but will undoubtedly put in some practice laps just in case!

David Brown's team probably includes Roy Salvadori/Moss, Maurice Trintignant/Jack Fairman and Paul Frere/Carroll Shelby, assisted by Graham Whitehead/Brian Naylor and the Swiss, Hubert Pothier/Calderari. With such a fine turn-out, one can only cross one's fingers and hope that the luck of the Feltham cars takes a turn for the better. If any team is capable of upsetting Scuderia Ferrari plans, Aston Martin is that team. The Nurburgring success was one out of the bag, and the Moss/Fairman achievement must be regarded as really outstanding.

The works Lister-Jaguar of Ivor Bueb/Bruce Halford must also be in the reckoning, as will be Briggs Cunningham's entry to be driven by Walt Hansgen and Ed Crawford, and the Belgians Lucien Bianchi and Crosier. "Ecurie Ecosse", still smarting under the 1958 early elimination, will be all out to retrieve themselves with the new "square-engined" Tojeiro-Jaguar (Ron Flockhart/Masten Gregory), and the revised D-type, Jock Lawrence and, probably Innes Ireland, if the latter is not with Lotus as indicated in advance details from l'A.C.O. As winners in 1956 and 1957, the Scotsmen must always be considered, and it must not be forgotten that the D-type Jaguar is still



entirely suitable car for Le Mans. The "Toj" will have superior acceleration, and should be faster if the roads are wet. Nevertheless D-type Jaguars have always been well to the fore on the billiard-table-like Sarthe circuit.

Surprise packet may be the 2.5-litre Lotus-Climax, with a power-unit which is virtually identical to that used in Grand Prix racing, modified, of course, to run on lower octane fuel. With its almost perfect aerodynamic shape and extremely small frontal area, this car should be very fast. Given reliability it could worry the 3-litre cars more than a trifle.

The winner should come from the cars already described, with the odds in favour of Ferrari. Yet, I am inclined to put my money on Aston Martin. Surely the bad luck that has accompanied them to Le Mans each year cannot last for ever. As everyone knows, it is David Brown's ambition to win the Grand Prix d'Endurance.

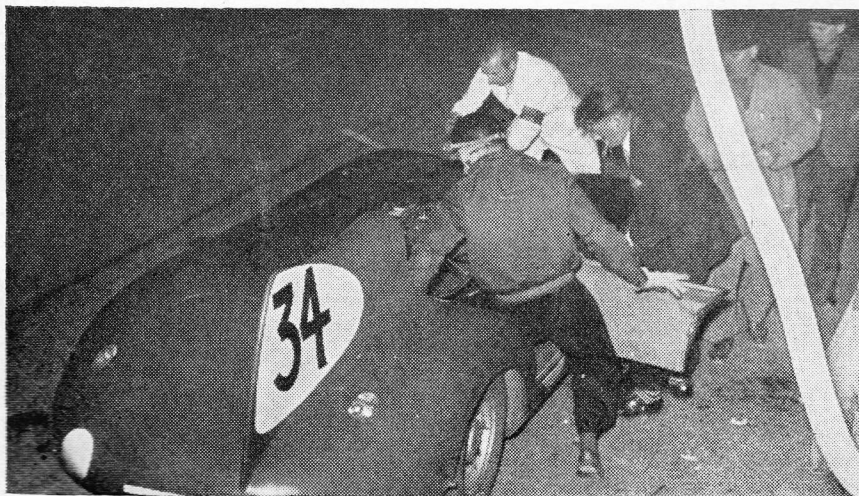
No one expects that the smaller-capacity cars will surpass the distance possible with the bigger machines, although in motor-racing anything may happen. The 2-litre Cooper-Climax Monaco will have

its work cut out to stay with the new 2-litre Ferrari, which has done some quite remarkable speeds during preliminary trials. This year the 2,000 c.c. category has far more contenders than it has had in previous years, and one must not overlook those 1,600 c.c. projectiles, the Porsches of Bonnier/Von Trips and Barth/Herrmann. Ranged against them will be the largely experimental Triumph TR3S team of Sanderson/Stoop, Bolton/Rothschild and Jopp/Dubois, with the new twin-o.h.c. engines installed, together with a couple of Ace-Bristols, a lone MG Twin Cam, and the very fast 2-litre Lotus-Climax with Alan Stacey named as first driver. If Ferrari, Cooper or Lotus last the distance with no-trouble runs, then one of them may win the Index of Performance.

Porsche are again to the fore in the 1½-litre category, with only the French-entered Cooper-Climax of Vidilles/Mahle to dispute the issue. Grand Touring machinery will be represented by the lone Lotus Elite of Ted Frost/John Lawry, and the very fast Conrero Alfa-Romeo Giuliettas from Switzerland. The smallest class will be the concern of Lotus-Climax, Osca, Stanguellini, SAAB, Fiat and DB-Panhard. A very interesting entry here is that of the Mexicans—the young Rodriguez brothers, Ricardo and Pedro.

The "Index" is the only chance of success for the blue cars of France, and although the twin-cylinder cars are not nearly as quick as Osca and Lotus, their reliability is a byword—especially at Le Mans. However, it will be interesting to watch the performance of the highly-developed Swedish SAAB two-stroke, and to compare its performance with the four-stroke cars. Triumph exponents Syd Hurrell and Roy North have one, whilst the other is a factory car from Sweden.

ALL the drama of a night pit-stop can be seen in this shot, as the driver leaps in while mechanics fasten the bonnet and a harrassed official seals the fastenings.





Watersport-by Bolster

The Technical Editor Tries Outboard Motor Boat Racing . . .

THE British Outboard Racing Club hold many meetings on Saturdays at Bedfont Lake, Feltham. I recently attended one of these, and found it a most enjoyable occasion. The racing is based on individual handicaps, and so efficient is the expert who handles the necessary calculations that boats of greatly differing performances may provide exciting finishes.

After the racing was over, I was offered a trial run in one of the fastest boats. This was a B Class outboard (up to 350 c.c.), and being a racing craft it carried only the driver. The hull was a Macrea, of Canadian design and British construction. Wooden hulls are almost universal, as fibreglass is too flexible, and the planing surfaces must not yield at all under heavy loading. The Macrea is a three-pointer, only touching the water at three points when planing, and a typical one weighs 100 to 120 lbs and costs £75.

The engine was a König, a German twin-cylinder two-stroke. It has a rotary inlet valve and crankcase compression, with a special König carburettor and a Bosch magneto. The compression ratio is $14\frac{1}{2}$ to 1 and the "dope" on which it runs is largely methanol and castor oil. The

fuel is carried in a tank in the hull, and is forced through the flexible pipe by pressure generated in the crank case. This light, simple power unit develops 38 b.h.p. at 7,000 r.p.m., which is equivalent to 108.6 b.h.p. per litre. Not bad for a simple deflector-piston two-stroke, one feels! The price is £198.

The boat is really tiny, and the driving position is somewhat daunting. One kneels on a cushion in the

SETTING OFF for his trial run is John Bolster, "mounted" on a Macrea 3-pointer racing hull powered by the König 350 c.c. twin-cylinder two-stroke outboard motor. Over 60 m.p.h. was achieved.

bottom of the hull, and the left hand operates the throttle lever. The right hand works the steering wheel, but at least one finger is crooked over a tubular rail which is just ahead of the steering wheel rim. This prevents the driver from inadvertently twisting the wheel when he is thrown almost out of the boat.

The water was very rough when I took my place on my knees—a most suitable attitude, I felt! A friend pulled the starter cord, and off I went. Once the hull was planing, directional stability almost vanished. I seemed to be bouncing across the water rather like a flat stone does when one plays "ducks and drakes". The gear ratio of 1 to 1 calls for a small, high-speed propeller, which runs normally at 7,000 r.p.m. in the water. On striking a choppy patch, the boat literally leaves the water and flies for a space, while the engine screams at 9,000 r.p.m. It usually comes down crooked and almost dives before momentarily levelling off in its crazy flight.

The driver is often clear of the hull altogether, simply trailing in the air on that finger that is hooked round the rail ahead of the steering wheel. The response to the steering is curiously vague, and if one shuts the throttle altogether there is very little control at all. From my brief experience, it seemed best to "brake" well before the sharp corners and then open up and skid round on full throttle. A gust of wind or a current of water may send the boat rocketing off course.

Crouched in that very small skimmer, with the König screaming behind, I got a perfectly marvellous impression of speed. I was, in fact, only travelling at 62 m.p.h., but it was much more exciting than 150

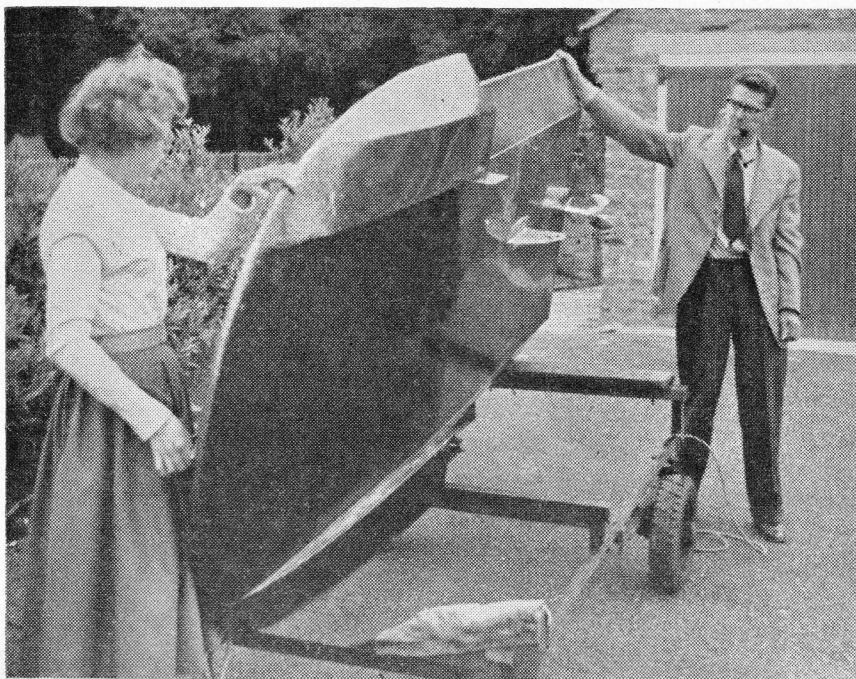


TYPICAL of the modern racing hydroplane is this hull, mounted on a trailer for easy transport from lake to lake, for race meetings for these craft take place all over the country.

UNDERWATER surface of a 3-pointer racing hull is displayed by a couple of enthusiasts.

m.p.h. on four wheels. It was rather like driving an almost uncontrollable car with no springs at 150 m.p.h. over a ploughed field, if you get my meaning. The sheer sensation of speed was so intoxicating that it was with the greatest regret that I finally drove back to the landing stage. I felt that I must not take the edge off that beautiful racing engine by going on and on until the tank was empty, but I do hope that I am asked to have another go.

In spite of feeling so "dicey", outboard racing is really a very safe sport. The compulsory wearing of protective helmets and life jackets sees to that, and so does the very strict scrutineering which the boats have to undergo. To avoid annoying local residents, compulsory silencers are fitted, and the cooling water is injected with the exhaust, which has an excellent silencing effect. Yet, the muted scream of high-revving two-strokes is still thrilling. A complete outfit can be bought very cheaply, and though the engines are of the high-output type, and therefore need constant attention, they can be maintained by the amateur in his home workshop.



This exciting sport is neither boating, motor racing, nor flying, but a combination of all three. If you want

to know more about it, write to the secretary of the B.O.R.C., M. D. Cowie-Smith, 13 Peacock Avenue, Bedfont, Feltham, Middlesex.

... And, Back on Dry Land, Tries a Connaught-Tuned Citroen ID19

THE Citroën 1D 19 shares with its more expensive sister, the DS19, the distinction of having the best combination of roadholding, riding, comfort, and controllability of any saloon car on the market. As is well known, the 1D is without the power steering, automatic clutch, semi-automatic gearchange, and servo brakes of the DS. Many drivers prefer this model, however, because it has a "do it yourself" transmission system.

I have recently been using—and incidentally greatly enjoying—an 1D that has been moderately turned by Connaught Engineering, of Portsmouth Road, Send, Surrey. This engine has an aluminium cylinder head with inclined valves and hemispherical combustion chambers, which has been machined to give a compression ratio of 8.5 to 1. In addition, the ports and manifolds have had their passages enlarged and improved, with the removal of all obstructions, and the carburettor setting has been altered. Stronger valve springs have been fitted; as has a special aluminium gasket, and the advance curve of the distributor has been modified. The cost of this work amounts to £75.

In addition, a Midland High Power Servo Unit has been fitted to the brakes. The brakes of the 1D employ similar inboard front discs and hub-mounted rear drums to the DS. However, the pedal is normally somewhat heavy in action, but some drivers find the "button" of the DS a little too sensitive. This conversion retains the full-size pedal of the 1D, but renders it much easier to operate. The price of the servo is £30 when fitted.

Although the improvement in performance is not vast when expressed in figures, it makes all the difference to the pleasure of handling the car. It seems smoother and quieter than the standard version, but there is just that extra punch for rapid overtaking. It is difficult to put into words the sheer fascination of handling this car on winding roads, and average speeds may be safely encompassed which would be impossible for many potentially faster machines.

In actual fact, some 2.5 secs. is saved in accelerating from a standstill to 60 m.p.h., and about 5 m.p.h. is added to the maximum speed. The timed maximum speed is now 91.8 m.p.h., and the time for the standing quarter-mile is 20.6 secs. Acceleration figures on a corrected speedometer are 0-30 m.p.h. 4.8 secs., 0-50 m.p.h. 11.8 secs., 0-60 m.p.h. 17.4 secs., and 0-70 m.p.h. 26 secs. Thus, the car is lively for a 2-litre 6-seater saloon.

The brake servo is a complete success, and renders the very powerful brakes quite light to operate. This is a conversion which any owner of an 1D 19 might well consider. For many drivers, the car which I have been using is preferable to a DS 19, as it has a little more performance than the latter, but has a normal clutch and an excellent synchromesh gearbox, while the "plain" steering is not objectionably heavy. The engine is now capable of extremely high revolutions, and indeed it is practically as fast in third gear as in top.

This Stage I Conversion will be adequate for most owners. However, a good deal more speed is available if one buys the DS19 cylinder head, and this is to form the basis of a

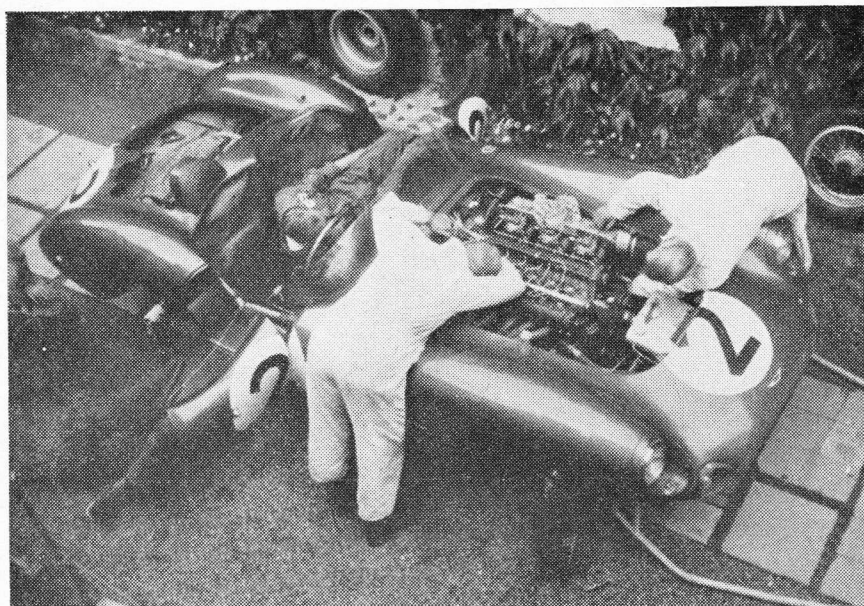
Stage 2 Conversion. The only difference between the two heads is that the DS has four separate inlet ports and the 1D has the whole lot running together inside the casting. Obviously, the DS head allows the Weber carburettor of that model to be used, but it also enforces the use of the complete DS ignition system, as the 1D distributor can no longer be mounted. Thus, this conversion is inevitably a fairly expensive one, but something like 100 m.p.h. plus Citroën roadholding should make an almost unbeatable combination.

Reverting to the car which I tested, it was found that there is no pinking on medium grade fuels, and that starting is instantaneous. The petrol consumption is always comfortably better than 20 m.p.g. It can certainly be stated that a Connaught-tuned Citroën is a most desirable car, and my thanks are due to Rodney Clarke and Alan Brown who lent it to me.

INDIANAPOLIS PIT STOP

With 55 to 75 gallon fuel tanks and pit stops becoming quite critical, several crews went to jet type pressurized refueling systems this year.

The pit stop record, however, was racked up by Paul Russo's crew. This crew used a platform jack, air powered, which contacted the entire belly pan of the car. Paul Russo had to aim for it, drive in directly over it, and as his wheels stopped a crew man flipped the switch and the car was lifted instantaneously. Russo's crew made one stop for fuel and four tyres in a total elapsed time of 19 seconds.



THE MAN AND HIS MACHINE. David Brown and the car he is pinning his hopes on this year, the Aston Martin DBR1, see at the left under a swarm of mechanics.

If at First You Don't Succeed

Aston Martin's Post-War attempts to win at Le Mans

by Christopher Nixon

MOST of us, I suppose, have a secret ambition that we would dearly love to see realised. The sort that you and I have might well be to own a DB4 or a 250 Ferrari, or to win a *Grande Epreuve*, or Le Mans. To suggest that a world famous millionaire might also have such a dream would appear a little odd, perhaps. But David Brown has one: he wants to see one of his cars win Le Mans.

Since 1947, when he took over the Aston Martin and Lagonda firms, he has made no less than ten attempts to win the *Vingt Quatre Heures du Mans*, and so far he has failed. This year marks the tenth anniversary of

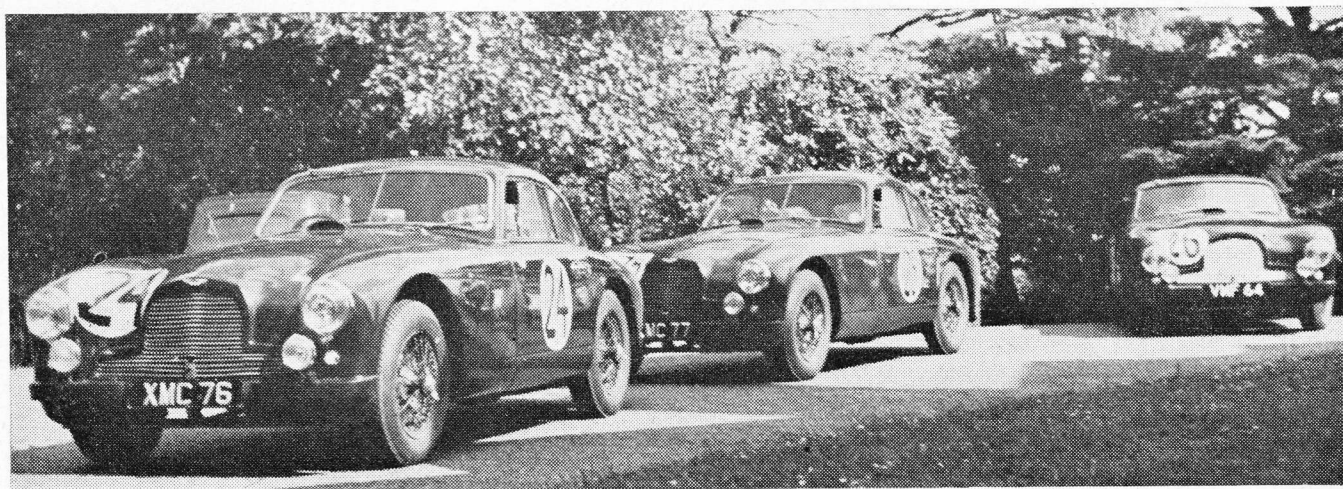
his efforts at this race and it is interesting to look back over the years and recall the fortunes, and misfortunes, of Aston Martin at the circuit de la Sarthe.

In the spring of 1949 David Brown announced that he was sending a team of three cars to Le Mans. The cars were to be the DB2's, designed by Frank Feeley. Two of these cars had the two-litre (78 m.m. x 102 m.m., 1950c.c.) engines and the third was powered by the 2.6 litre engine which W. O. Bentley had designed for the Lagonda. The drivers selected were A. W. Jones/N. Haines, Leslie Johnson/Charles Brackenbury (2.6 litre car) and Pierre Marachal/Lance Macklin. The

team manager was John Eason Gibson.

The race started off badly for Astons, the Johnson/Brackenbury car retiring after six laps with no water in the radiator. But worse was to come. On the Sunday morning poor Pierre Marachal lost control of the car at White House and overturned. The popular Frenchman was rushed to hospital but shortly succumbed to his injuries. It was afterwards discovered that a brake pipe had fractured with the result that all the fluid was lost.

The team was naturally shattered by this tragedy, but the Haines/Jones car was still in the race, although not without its troubles. It finally finished seventh overall and



READY TO GO. The three 1951 team cars about to leave Feltham for Le Mans. Reg Parnell/David Hampshire drove No. 24, George Abecassis/Brian Shawe-Taylor No. 25 and No. 26, "Old '64" was driven by Lance Macklin and Eric Thompson.

THE D.B.3 AT SPEED. Lance Macklin is seen here during the 1952 race. He and Peter Collins were in fourth place when they had to retire with one hour to go.

third in its class. The only other Aston to finish was the DB1 of Lawrie and Parker, which put up a commendable performance to finish 11th overall and fourth in its class.

This was not a very auspicious post-war début but the Feltham firm had learnt a lot and went home to prepare for next year.

Early in 1950 John Wyer was brought in as Team Manager and set about preparing his cars for Le Mans and the T.T. Once again there were to be three works machines, all DB2s, registration numbers VMF63, 64 and 65. The cars had been considerably cleaned up and lightened since the year before and were expected to be a lot quicker. Wyer in fact setting a target speed of 87.48 mph., 5 mph faster than last year's winning average!

The drivers selected were Reg Parnell / Charles Brackenbury, George Abecassis/Lance Macklin and Eric Thompson and Jack Fairman. Unfortunately Jack was involved in a crash in VMF 65 when on his way to the circuit and both man and machine were *hors de combat*. So the hack car was pressed into service and John Gordon found himself co-driving with Thompson. Not surprisingly the car couldn't stand the pace and was retired after a few hours with a broken crankshaft.

The two others cars, however, ran faultlessly to the end, the Macklin/Abecassis car finishing fifth overall and tying for 1st place on Index with a Monopole-Panhard. The Parnell/Brackenbury car was sixth overall and third on Index.

This was more like it. The unprepared hack car could hardly be expected to last the distance, but the performance of the other two was most encouraging, and Wyer and his



men went back to Feltham well satisfied.

Three DB2s appeared at Le Mans for the 1951 race—two new ones and the faithful VMF64. The cars had been considerably lightened again, some 300 lbs having been disposed of, and a new 3.27:1 rear axle was installed. The drivers selected were Parnell/Hampshire, Brian Shawe-Taylor / Abecassis and Macklin/Thompson.

This was the year of the superb Jaguar victory and this tended to overshadow the fine performances of the Astons. All three works cars finished, as did the two private ones of Jack Scott/Peter Clarke and "Mort" Morris-Goodall/Nigel Mann.

Highest placed of the five were Lance Macklin and Eric Thompson in the gallant VMF64. They finished a splendid third overall. Next came George Abecassis and Brian Shawe-Taylor in fifth position and then Reg Parnell and David Hampshire in seventh spot. The Goodall/Mann combination finished tenth and Clark and Scott 13th. Five started, five finished. A splendid achievement this, and probably

Astons' finest yet on the Sarthe circuit.

For 1952 the DB3 was announced. The car designed by Eberan von Eberhorst, was powered by the 2.6 litre, three Weber carburettor. Vantage power unit, and a five-speed gearbox was fitted. The body was of light alloy and clean and beautiful to look at, but was ruined by the enormous and hideous grille, resembling a giant waffle-iron.

The cars were to be driven by Parnell/Thompson, Macklin/Collins and Poore/Griffiths. The Parnell/Thompson car was very soon out with rear-axle maladies and later the Poore/Griffiths machine had to retire with a defunct water pump. With only one works car left in the running things were not looking so bright but Macklin and the "new boy" Peter Collins were driving well and managed to reach fourth place. However with about one hour to go the car came in with a very hot rear axle. Fresh oil was put in and the car went off again, but to no avail. The axle seized and the car was out.

The only Aston to finish was the private DB2 of Peter Clarke and Mike Keen, in seventh place. A fine effort this, and not the last time that a private car was to save the firm from complete failure.

In November 1952 David Brown decided that an entirely new car should be built for the coming season. And so the DB3S was born. By May of the following year the first prototype was being tested at Monza and the three Le Mans cars were completed only days before the race. In spite of hurried preparation the cars gave no trouble in practice. But they were flattering only to deceive.

The team this year comprised Reg Parnell, Roy Salvadori, Peter Collins, Eric Thompson, Dennis Poore and George Abecassis. But in spite of this formidable array of talent the cars met with no success whatsoever.

The first to retire was the Parnell/Collins car, which Reg crashed on lap 16. The clutch broke on the Abecassis/Salvadori machine after 74 laps and a water pump spindle



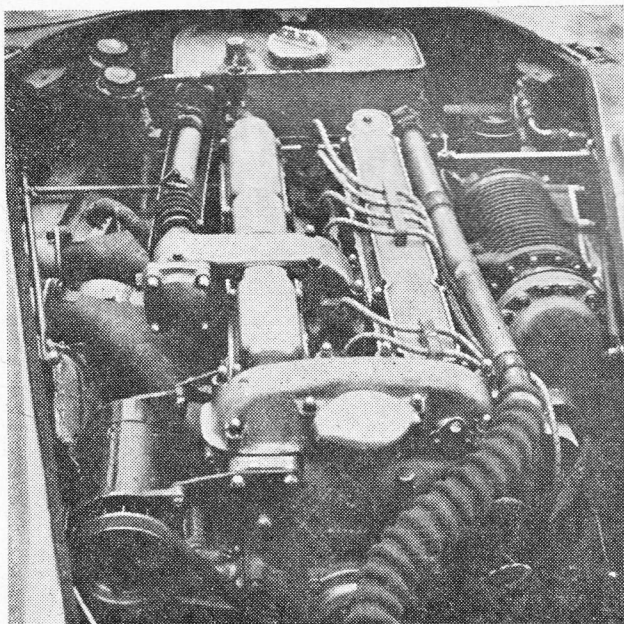
FIRST TIME OUT for the D.B.3S was at Le Mans in 1953, where they all retired. No. 25 is the Parnell/Collins car, No. 26, the Salvadori/Abecassis machine and No. 27 that of Poore and Thompson.

sheared on the Thompson/Poore car 108 tours later.

This complete debacle of the Feltham team can be put down to sheer lack of preparation, for having recovered from this shambles Astons won every race they entered after Le Mans.

But if 1953 was bitterly disappointing, then the next race must have brought the Feltham équipe's morale to an all-time low. Surely no one team has suffered so many misfortunes in any one race as did Aston Martin at Le Mans in 1954. Feltham were running five cars, four Astons and the ill-fated Lagonda, about which the less said the better.

The Astons were all 3S's. Parnell and Salvadori had the famous YMY 307, to which a Wade supercharger had been fitted. To every-



ILL - FATED. Shown above is the Whitehead/Stewart D.B.3S coupé which crashed at White House after 65 laps in the 1954 race. The similar car of Peter Collins and Prince Bira crashed at the same spot 73 laps later. **THE WADE - BLOWN** D.B.3S (left) of Parnell and Salvadori which lasted for 222 laps. As can be seen, the supercharger was very neatly installed.

The pairings were Collins/Frère, Salvadori/Walker and Brooks/Risely-Pritchard, the last two being newcomers to the team. After 59 laps the latter pair's car was retired with a broken dynamo belt. But the remaining two Astons combined to circulate very rapidly and in fact were as fast as anything else on the circuit from Mulsanne to Tertre Rouge, only their deficiency in maximum speed keeping them from being up amongst the leaders.

For some time Salvadori and Collins circulated together, well within their limits. Then after 111 laps Peter Walker had to retire when the car threw a rod. The Collins/Frère machine, however went on through the night and eventually finished a fine second after a splendid battle with the Valenzano/Musso 3-litre Maserati. The Italian machine could not stand the pace however and retired with gearbox trouble.

So at last Astons had gained a place, for the first time since 1951.

The 1956 race marked the last works appearance of the now considerably modified DB3S at Le Mans. Two of these cars were entered, to be driven by Stirling Moss and Peter Collins and Roy Salvadori and Peter Walker. A third car was the new DBR1/250, to be driven by Reg Parnell and Tony Brooks. This car was an entirely new departure for Astons, with its intricate space frame, brand new 2½ litre engine and a 5-speed gearbox mated to the back axle. This was obviously the shape of things to come.

body's amazement, this car lasted longer than any of the others, finally coming to a halt after 222 laps with a blown gasket.

Two of the cars had the new and pretty coupé bodies. But they weren't pretty for long. Jimmy Stewart crashed the car he was sharing with Graham Whitehead at White House. The car was almost completely demolished but somehow Stewart escaped with a broken arm. Bira (driving with Collins) also crashed at Whitehouse after 88 laps, making it a cosy twosome. This car was a write-off too. Bira miraculously getting out unhurt.

The Shelby/Frère car didn't last long either, an accident earlier on in the race resulting in a broken front wheel hub.

So Astons went home John Wyer in a state of nervous collapse and the rest of the équipe wondering why they had chosen motor racing as a career.

But you can't keep a good man down and next year D.B. sent Wyer and his men back to the Sarthe with one Lagonda and three new DB35's, now fitted with twin-plug heads and disc brakes.

This of course was the year of the tragedy and in spite of the fact that the Collins/Frère car finished second the équipe couldn't find much to sing about after the race.



RELAXING at La Chartre before the 1958 race are (left - right) Katie Moss (starter), Stuart Lewis-Evans, Maurice Trintignant, Roy Salvadori, Jack Brabham, Carroll Shelby and Stirling Moss.

The race was a 24-hour struggle between the Moss/Collins Aston and the Flockhart/Sanderson Jaguar. At the end the Jaguar led by a mere lap and an Aston finished in second spot for the second year running.

The Walker/Salvadori car was not so lucky. Just after five hours racing the starter jammed following a pit stop and time was lost on that. Then at 7.30 in the morning poor Peter Walker skidded under the Dunlop bridge and the car overturned. Walker was quickly hauled out from under the wreck and was rushed to hospital. He was not seriously hurt, however and recovered quickly.

The prototype ran well and noisily for 246 laps before a U.J. coupling on the De Dion axle broke. This car aroused a lot of interest and it was obvious that next season the hard-worked DB35 would be replaced by a new 3-litre machine, and it was.

The new DBR1/300 cars made a sensational debut at the start of the 1957 season, Tony Brooks and Roy Salvadori scoring a resounding one-two victory at Spa and then Brooks and Noel Cunningham-Reid annihilated the Ferraris and Maseratis at the Nurburgring. So the Feltham boys went to the Le Mans as confident as they had ever been. Now they really had a car that could beat the cream of the European opposition.

For the first time in seven years Reg Parnell was not in the team. After more than 21 years on the circuits he retired and succeeded John Wyer as Aston's team manager.

The three team cars comprised two 3-litre DBR1's and the brand new DBR2, a 3.7-litre machine. In practice this car proved disappointing and could only manage 4 mins. 22.6 secs. whereas Brooks and Salvadori recorded 4 mins. 6.5 and 4 mins. 11 secs. respectively.

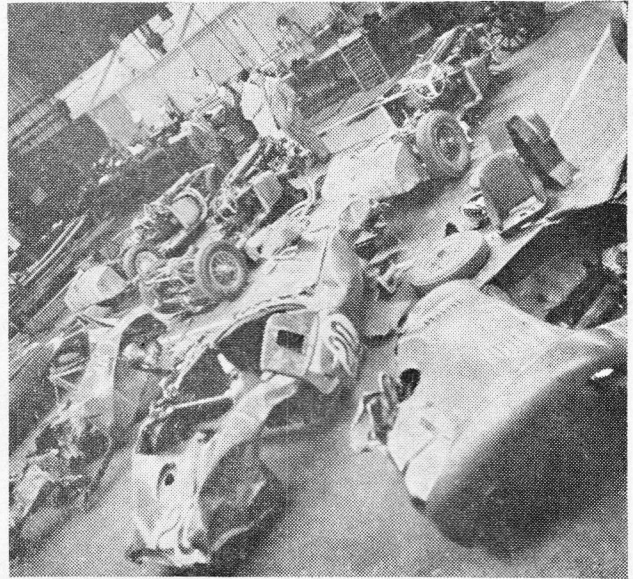
But this promise was not fulfilled. The 3.7 litre car, in the very capable hands of Peter and Graham Whitehead retired after 81 laps with its gearshift mechanism broken. The Salvadori/Leston DBR1 retired after 113 laps when an oil pipe fractured, but the car had been stuck in fourth gear for some time. The Brooks/Cunningham-Reid car lasted for 141 laps. Then poor Tony lost it at Tertne Rouge and the car turned over, Tony receiving a badly cut leg and bruises. At the time the car was in second place, Noel and Tony having driven a fast and intelligent race.

Once again Astons had failed to beat their Le Mans bogey, but in 1958, they were back again with three DBR1's and a very strong team of drivers. Stirling Moss led the team once again and was backed up by Jack Brabham, Tony Brooks, Roy Salvadori, Maurice Trintignant and Stuart Lewis-Evans.

Come race day and the green cars from Feltham were strong favourites. Surely his would be their year. For the second year in succession an

MOTOR RACING IS DANGEROUS.

The remains of the 1954 team are laid out for inspection at Feltham. The blown D.B.3S is on the extreme left, the Lagonda is on the extreme right (No. 7) and in between, believe it or not, are the two D.B.3S coupés.



Aston had won the 1000 kilometres race at the 'Ring and hopes, once again, were high.

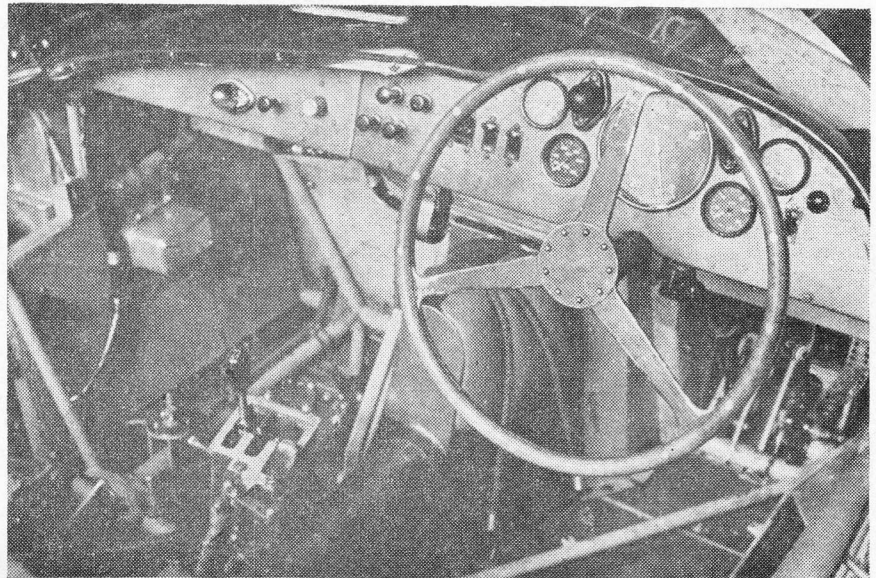
It was not to be, however. Moss led the race for the first two hours but then had to retire at Mulsanne when his engine blew up, and poor Jack Brabham found himself without a car to drive. But considering the appalling weather conditions this probably didn't upset him overmuch!

Then after three and three-quarter hours racing Stuart Lewis-Evans lost it under Dunlop bridge in the pouring rain. Mechanically the car was all right and Stuart was quite unhurt, but the headlamps were written off and so the car had to be retired. This meant that Roy Salvadori now had to cool his heels for the remainder of the race after he had driven so well earlier on.

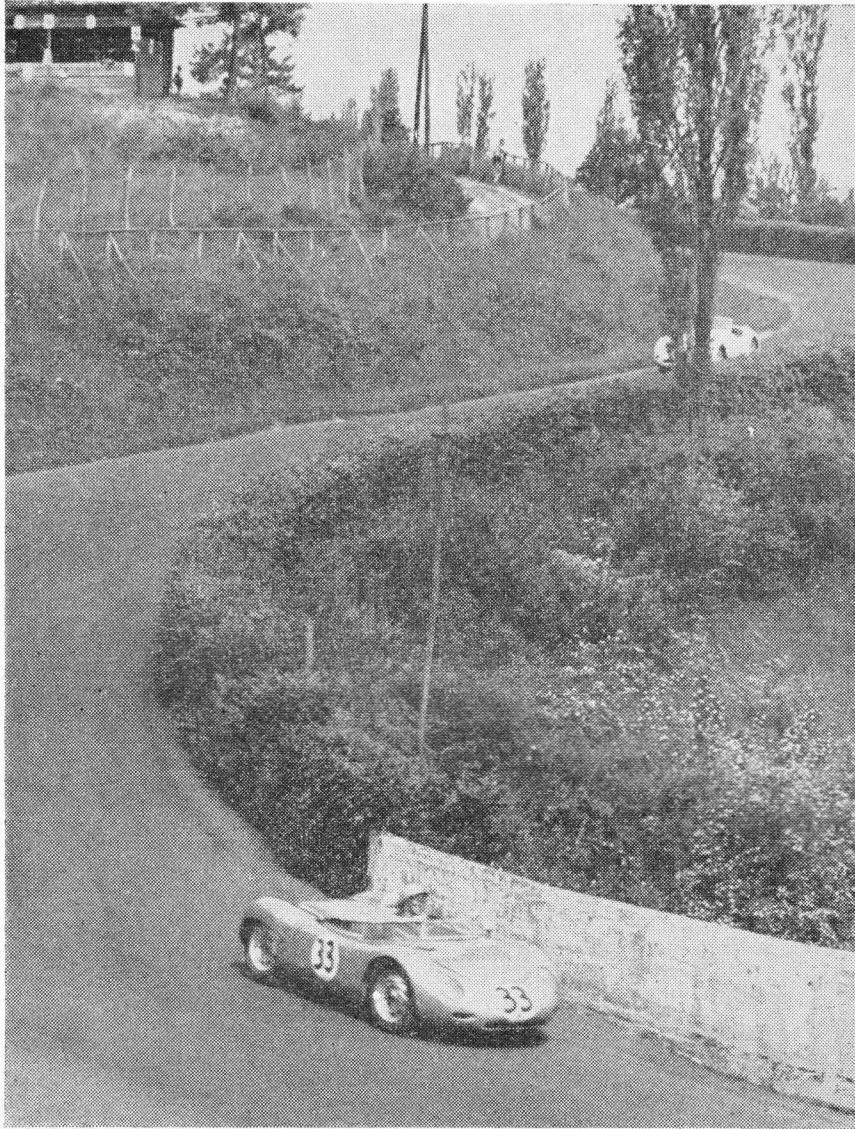
The sole surviving works car, in the hands of Tony Brooks and Maurice Trintignant continued through the night but at 6 a.m. on Sunday morning "Petoulet" came to a halt at Mulsanne with no transmission.

And so it was left to the gallant Whitehead brothers to hold the Aston honours in their own DB3S, the same car in which Collins and Frère finished second in 1955. Peter and Graham saved the day for Feltham by coming in a magnificent second, both drivers having driven faultlessly throughout the race.

So now we come to tomorrow's Le Mans. For the third successive year a DBR1 has won the 1000 kms. race, Moss the Magnificent "doing a Fangio" to bring home the bacon from under the noses of Ferraris and Porsche. Astons will go to Le Mans with three cars, a very strong team of drivers, bags of confidence and the determination to lay their Le Mans bogey once and for all. And David Brown will be in the pits for the 11th time since the war, hoping that this time his long-held ambition will be realised. British enthusiasts sincerely hope it will. But you can be sure of one thing—if it isn't, it won't be for want of trying!



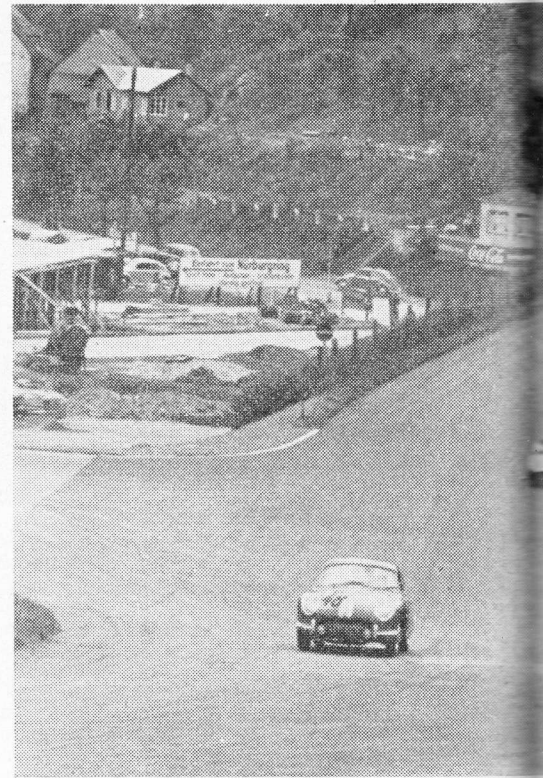
THE COCKPIT of the D.B.R1/300. The layout on the 1959 car is very similar except for the gear-change mechanism which is now located on the off-side of the transmission-tunnel.



BELGIAN PORSCHE (above). The Christian Goethals/Jean Romaine Porsche takes a close line at the sweeping Bergwerk curves, entering the short straight leading down to Kesselchen.

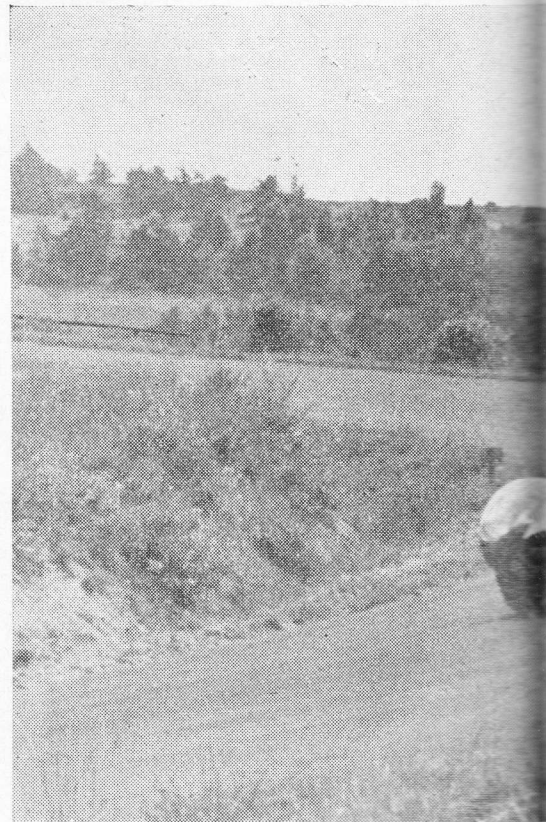
BACK END ROUND and Rodney Carveth brings his Testa Rossa Ferrari through into Aremberg, lined up for the next bend (below right).

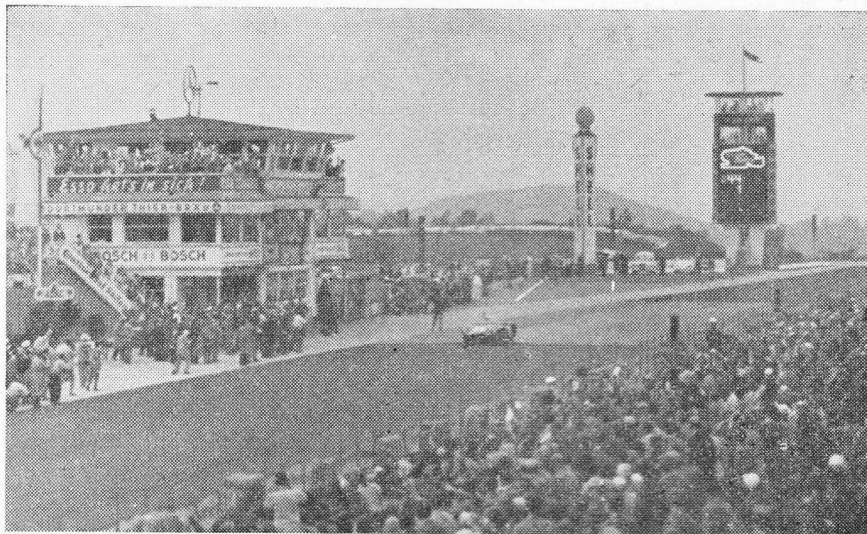
SPEED DIFFERENTIAL (below). Moss's Aston Martin sweeps past the Lotus of David Piper and Keith Greene on the back leg of the circuit—the only long straight on the 14½ mile course.



The 'Ring In

With Francis Penn's Camera
Nurburgring, scene of Stirling





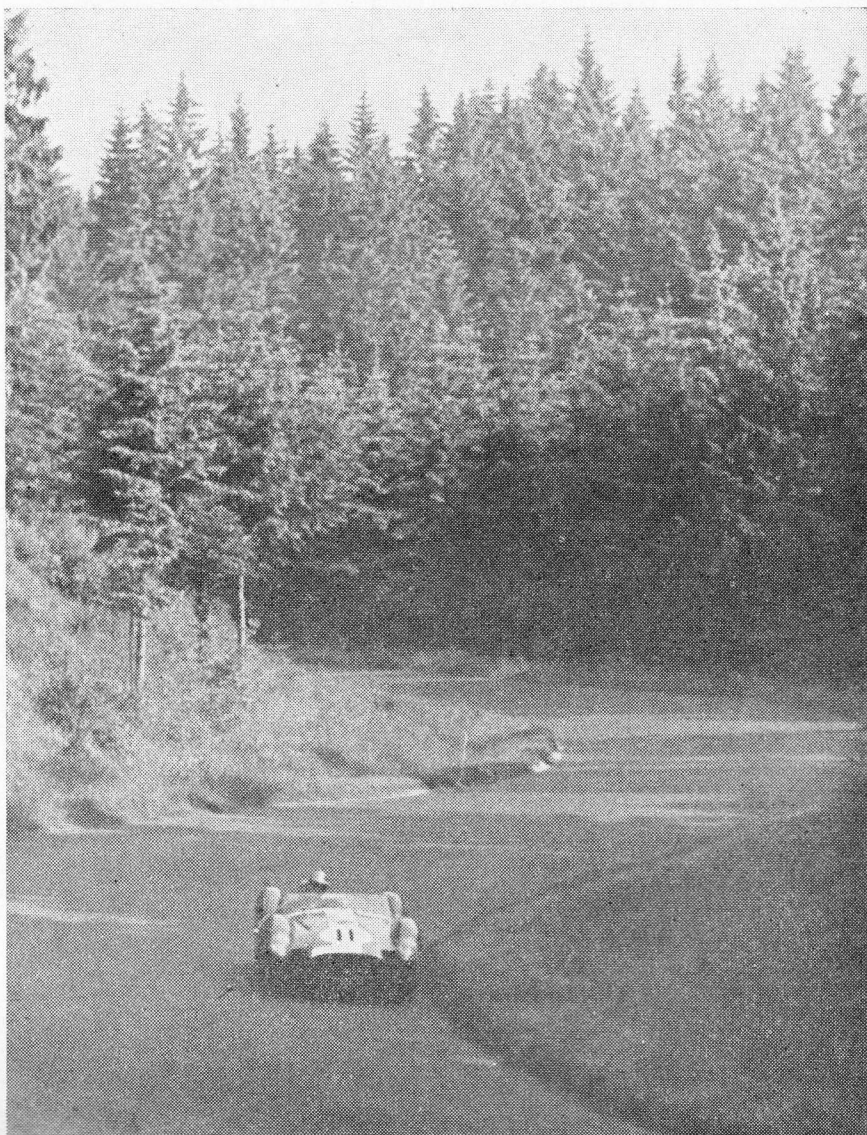
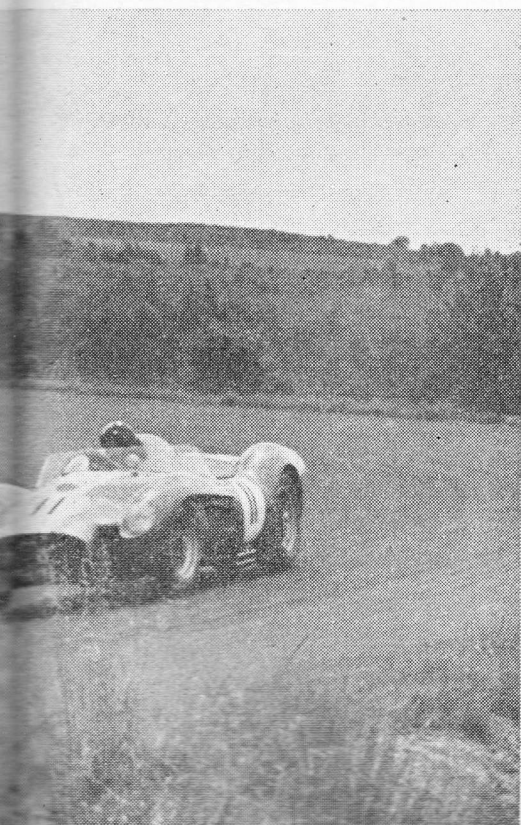
1000 KILOMETRES (above). Another victory for Aston Martin at the 'Ring as Moss takes the chequered flag after a most historic drive.

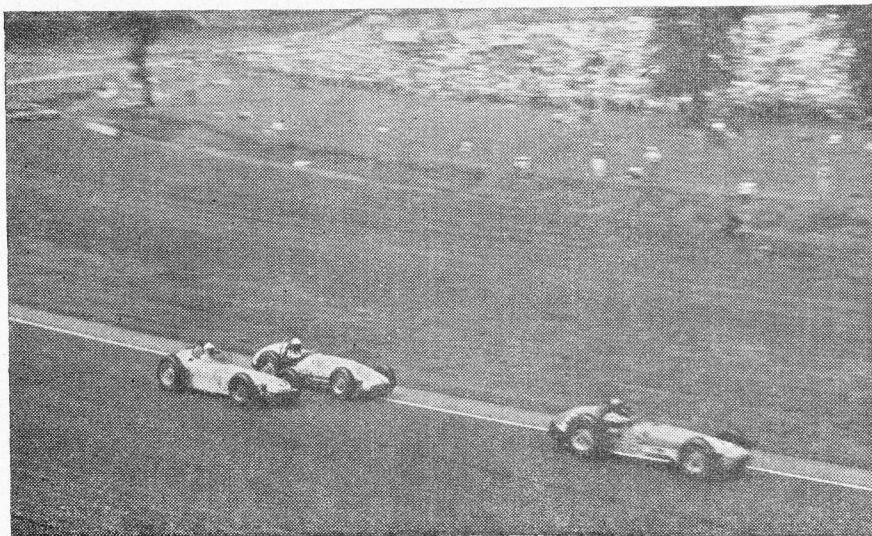
RED HEAD (below). A potent contender from the United States was the Ferrari Testa Rossa of Rodney Carveth and Gilbert Geitner. Here Rodney Carveth is seen carefully watching his line through Hatzenbach Curve.

FAST BEND (above, left). The D.B. of that redoubtable pair, Gerard Laureau and Pierre Armagnac takes a sweeping left-hander near the village of Adenau. They won their class.

n Retrospect

ra Around the 14½ Mile
g Moss's 1000 kms. Victory





Ward Wins A Good One

Indianapolis figures 500 miles Race

by Skip Lange

RODGER WARD, the former hard luck guy at the Speedway, turned in a record breaking 135.857 mile an hour performance to win the May 30 Classic at Indianapolis.

The "Flying W's" had a field day. Driver: Rodger Ward. Builder and chief mechanic: A. J. Watson. Owner: Bob Wilkie. With 106,850 dollars first place finishing money to split between them, this trio should not go hungry between now and next May.

Second, for the third time at Indianapolis, came Monza winner Jim Rathman at a speed of 135.601, just 23 seconds behind Ward. Another 30 seconds behind Rathman, in third place, came Johnny Thompson, this year's fastest qualifier and holder of the fastest lap in this year's race at 145.419 miles per hour. In all, it was a safe, fast, beautifully run race. A bit of a contrast with last year's edition.

The Month of May

The racers came home to Indianapolis for the month of May. While Daytona, Monza, and other names flash brightly in the racing world for their moment of the year, it is still Indianapolis that is "the big one." The first two weeks of May were warm, sunny, ideal for practice from the track's opening date on 1st May. An early leader in fast laps was Rodger Ward, who bettered the 140 mph mark on his first time out.

With 60 cars entered this year to vie for 33 starting spots, it soon became apparent that there were a lot more 145 mph cars than there were 145 mph drivers. Despite the ample practice time, the early fast laps were turned in only by Johnny Thompson, Eddie Sachs, Jim Rathman and Rodger Ward. Notably absent from the group was last year's winner, Jimmy Bryan. The long layoff (since Monza last year) had evidently taken the edge off the

winning team of Bryan, driver; and Salih, builder. Bryan was having trouble getting above the 30's in practice laps.

16th May was the first day of qualifications for this year's race. On the line at 11:00 A.M. for the first try was none other than Duane Carter. Carter, USAC Director of Competition until he was fired last winter, was staging a comeback after three years away from the driver's seat. In workmanlike fashion he carved out four laps at an average of 142.795, a speed which called for some head shaking on the first day, but was later to prove quite adequate.

Fast time for the first day, and for all qualifying sessions, was a 4-lap average of 145.908 turned in by Johnny Thompson in the Racing Associates Special. Thompson's 4-lap time was just a wink slower than the 145.975 record set by Dick Rathman in 1958. Thompson did set a new 1-lap Speedway record of 146.532 in his qualification attempt. Second fastest qualifier was Eddie Sachs at 145.425, while Jim Rathman, after two tries, had to content himself with a 144.433 average.

The other Rathman brother, Dick, put his car in pole position in the second row with 144.248. Promising rookie Bobby Grim qualified the Sumar Special, in which Pat O'Connor was killed last year, at 144.225 for middle position in the second row . . . and on Grim's right sat Rodger Ward at 144.035.

Tony Bettenhausen, last year's National Champion, provided an unplanned highlight to the first day's activities by demolishing the Ansted-Rotary Special just before qualifications started. Durable Tony didn't exactly walk away, but before the afternoon was out he was shopping for a new ride and did, in fact, qualify the Hoover Motor Express

DICING—Indianapolis style. Thompson, in the outside car, boxes in the leader, Ward, and both cars prepare to overtake the slower machine of Bob Veith on one of the corners of the "Indy" track.

Special just one week later at a tidy 142.721. This episode marked the 28th time in a 21 year career that Mr. Bettenhausen has been "on his head." Something of an international record, perhaps.

The remaining days of qualification underlined the problems that this year's drivers were having getting up the speed. Jimmy Bryan finally made it at 142.118. The Novis, the magnificent 8-cylinder supercharged monsters that can put out over 600 h.p. when properly fed, couldn't be coaxed out of the 130 mph range. They didn't make it. Paul Russo, long time Novi driver, jumped to the Bardahl Special and made it at 142.383. Slow man in the fastest 33 was Jim McWhitney at 141.215.

Among the other unfortunates was the Eldorado Maserati. Ralph Liguori qualified it at 136, a speed which had no chance of making the starting field.

Setting the Stage

This 43rd Annual 500 Mile Race set not only new records in speed and racing excitement, but also new records in showmanship and festivities. Spectators poured into Indianapolis from all over the country . . . all over the world . . . starting several days before 30th May. At noon on the day before the race, I drove away from the track past a double lane of cars, parked bumper to bumper, extending back a full two miles from just one of eleven main entrance gates to the Speedway. Just one manifestation of the tremendous pull that the "500" exerts.

Downtown on the evening before the race, through gaily decorated streets, moved a great parade complete with bands, floats, the queen, and many princesses. There was dancing in the streets, the Governor's invitational ball; and among elements, a consumption of distilled spirits considerably above average.

The Race

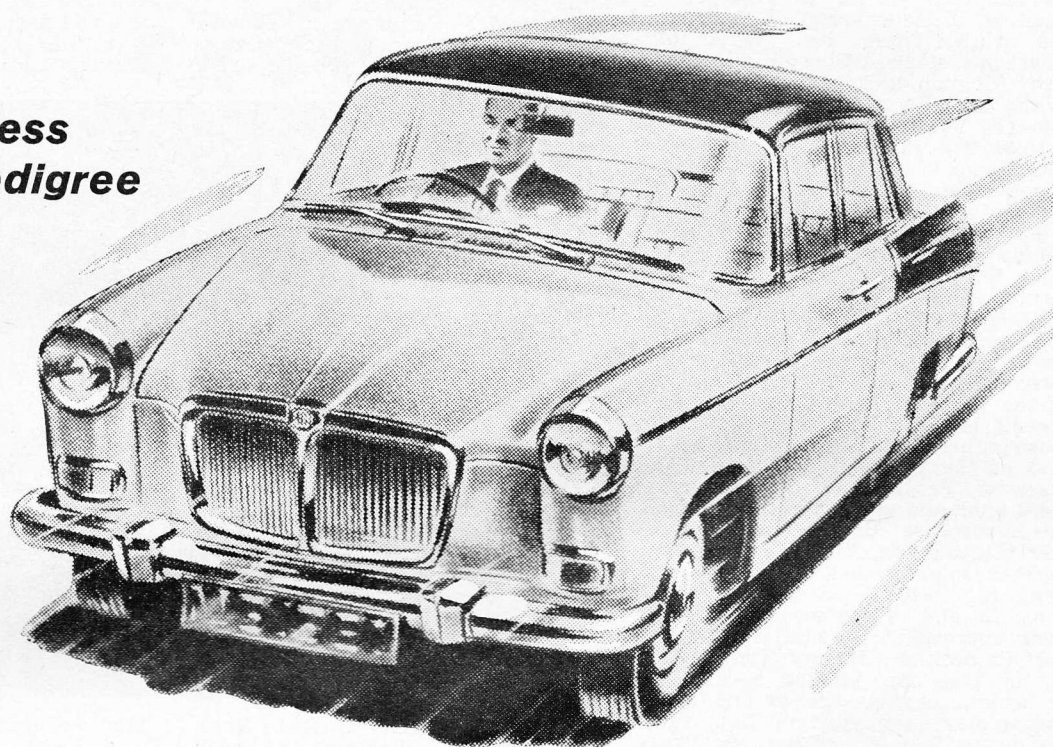
Race day dawned warm but with a threatening scatter of dark and building clouds much in evidence. Because cars leaving the garage area must run the gauntlet of about 100 yards through an open spectator area before reaching the safety of the pits, Speedway management had requested that all cars be in the pits by 7:30 in the morning. For a race starting at 11:00 A.M., this must seem a mite early, and I counted only 15 cars in the pits at the appointed early hour. The rest of them were in place not more than an hour later, however.

As Johnny Thompson's pink (something of a favoured colour around here) car was being readied for its roll to the pits, a crew member was confounded to find himself holding one *extra* Dzus fastener after all body panels had been fixed into position. Frantic was the search for

continued on page 792

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INDIANAPOLIS—continued

a spot for the surviving fastener. Great was the relief when it was discovered that this particular button had been replaced, shortly before, by a bolt.

At the pit wall, well before the race's start, car builder A. J. Watson had perhaps his worst moment of the day. Watson suddenly noticed that his car had developed a distinct and startling leak originating somewhere amidships. Damned if it wasn't lemon juice! Rodger's refreshments were leaking from a carefully mounted and taped thermos bottle.

The serious business got under way at 10:50 as all the cars were lined up in eleven rows of three on the track. After two years of disastrous starts. Speedway owner Tony Hulman had decreed a return to the old style "on the track" start, followed by two pace laps.

10:51. The Purdue University Glee Club sang the traditional "Back Home Again in Indiana," as thousands of multi-coloured balloons were released from the tent immediately behind the Tower Terrace.

At 10:53, Tony Hulman gave the formal command, "Gentlemen start your engines."

As crews signalled all cars started, former winner Sam Hanks pulled away at the head of the procession in the pace car, with Tony Hulman placing his best "hold your position" stare on his 33 starters from the back seat of the pace car. Did I say 33 starters? Pardon me. Bryan's car spluttered and died. Much pushing, much suspense. Bryan's car pushed off the track on the pit exit apron as mechanics worked frantically to bring it to life.

At the end of the second lap, the pack approached the starting line in perfect position. Johnny Thompson, in the pole car, jumped to a lead of several car lengths as the first row crossed the starting line and Thompson lead easily into the first turn. At the completion of the first lap Thompson led, followed by Ward, and Rathman. Bryan still stalled.

Thompson had extended his lead on the second lap and as the field swept by the second time, Bryan's car suddenly leaped to the fray.

Jimmy Bryan completed just three laps before returning to the pits, for good. Clutch trouble, plus a broken stud in the cam cover were listed as the reasons for retirement of Bryan's car. Jimmy Bryan and the builder of the winning car for the last two years, George Salih, walked slowly down the pit lane and out onto the grass on the inside of the southwest turn. "What do you say we watch this one, Jim?" said George . . . and they did.

By the sixth lap, Rodger Ward had moved up on Johnny Thompson and on the next lap Ward took the lead.

On the eighth lap, with Ward in front, Eddie Sachs was going at it hot and heavy in close company with Jim Rathman, Bob Veith, and Dick Rathman. As the group swept into the southwest turn Sachs overdid things considerably. A quick complete spin put him in the grass on the inside of the track and for an instant it appeared that he would

keep going with hardly a break in pace. Eddie's foot was too impatient, however, and in his effort to kick his car back onto the asphalt he became completely stuck, skidded backwards across the track to within inches of the wall, then blasted back down into the grass where he finally stopped to meditate upon the subject. With all of these gyrations taking place through dense traffic, it was almost enough to make a thinking man give it up.

As the yellow flag came out as a result of Sachs' contretemps, starter Bill Vanderwater did an excellent job of slowing down the field. By dint of enthusiastic flag waving, some finger shaking, and sundry scowls, Mr. Vanderwater showed that he meant business this year.

At the end of ten laps the order

*

RECEPTION — Indianapolis style. Almost buried beneath the enormous cup and a horde of photographers, reporters and radio commentators is Rodger Ward, his car and, almost hidden behind Ward, who salutes his wife in time-honoured manner, the car's builder A. J. Watson.

*



was Ward, Thompson, Dick Rathman and Pat Flaherty. Although Ward had been lapping at about 144 or better, the speed for the first ten laps was cut to 134.614 because of the yellow flag time brought about by Sachs' spin. As the course was cleared, Sachs' restarted, returned to his pits for four new tyres, and rejoined the race. He had lost seven laps, however, and was never again in contention.

Rodger Ward continued to lead until lap 18 at which point Jim Rathman took over. Moving up spectacularly during the early driving was Pat Flaherty, winner at Indianapolis three years ago. After scoring a fine win at Indianapolis in 1956, Flaherty had suffered serious injuries in a dirt track accident, and this was really his first "big time" return to competition. Flaherty had started in 18th spot on the grid, but took over first from Jim Rathman on the 31st lap. On the next lap it was Rathman in front. On the next lap Flaherty. On the next lap Rathman with Flaherty just edging in front of him as they went into the first turn.

Here was real wheel-to-wheel duelling of the sort that is not often seen anywhere. Both Flaherty and

Rathman were driving Watson built cars. On lap 35 it was Flaherty in front by inches, and on lap 36 Pat Flaherty and Jim Rathman came down the main straight dead even. This was the sort of battle that couldn't last long, and it didn't. Car No. 8, Len Sutton hit the wall in the south chute. His car was badly damaged but Sutton climbed out, unhurt.

Under the yellow light Thompson, Bettenhausen, Jimmy Daywalt, and Gene Hartley all made pit stops. When the green light came on again Rathman took the lead for one lap and then pitted. Flaherty held the lead until the 47th lap when he, too, had to come into the pit for tyres.

At this point . . . a spin by Chuck Weyant set another chain reaction

that could have led to a bad one. Jud Larson and Red Amick spun and bashed each other in trying to avoid Weyant's spinning car. Mick Magill flipped over Weyant, lit upside down, and slid clear across the track on his head. While Magill was seriously injured, quick action by track guards and firemen prevented any outbreak of fire, and with the help of drivers Larson and Amick, Magill's car was flipped right side up and the unconscious driver was released.

During the yellow light period caused by this accident, pit traffic was heavy. No less than 18 cars were in and out of the pits during this session.

At the end of 50 laps, 125 miles, the order was Thompson, Ward, Flaherty, Jim Rathman, and Dick Rathman. The average speed was 136.380 despite the frequent slow downs due to accidents. The green light came back on at the start of the 57th lap. Thompson held a comfortable lead, about 10 seconds, from the time of the four car accident until he was forced to make a pit stop on lap 85. As Thompson pitted, Ward took over first.

At this point a new and quite erratic score tower that had been erected shortly before this year's

continued on page 796



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Club News

By MARTYN WATKINS

The N.L.E.C.C. in conjunction with the Herts County A. and Ae.C. are staging an Allcomer's Rally on 18/19th July starting at 10.01 p.m. Entries (22/6d.) to G. Bance, 11, Bath Road, Reading, Berks . . . The Congleton and D.M.C.'s Dean Trophy Rally will be held on 4/5th July. Invited clubs are: Cavendish, Chester, Glossop, Lancs and Cheshire, Manchester University, M.G.C.C., Mid-Cheshire, Warrington, North Staffs, and Wirrall 100. The start is from Messrs. Simister Service Station, Tytherington, Macclesfield, Cheshire. Entries (25/-) close 28th June and should be sent to J. Grimason, 14, Westmoreland Terrace, Holmes Chapel, Cheshire . . . There will be a meeting of the Council of the Assn. of Midland Motor Clubs at 7.30 p.m. on 30th June at the Brandon Hall Hotel, Brandon, near Coventry . . . The 250 M.R.C.'s July Sprint Meeting will take place at Eelmoor Plain, Aldershot, Hants on 5th July at 1.00 p.m. The following Clubs have been invited: Berkeley Owners Brighton and Hove, Farnborough D.M.C., Gosport A.C., Guildford M.C., N.L.E.C.C., 750 M.C., Monoposto Formula Owners. Entries (30/-) close 27th June, and should be sent to E. C. Mulliner, 45 Hollywood Road, London, S.W.10 . . . The M.G.C.C.'s (S.E. Centre) Snetterton Speed Trial will be held on 28th June. Invited Clubs are: East Anglian, T.E.A.C., Herts County, Harrow, Circle, London, Cambridge University, Romford Enthusiasts, West Essex, and A.M.O.C. Entries (30/-) close 22nd June and should be sent to M. H. G. Bradstock, c/o University Motors Ltd., 7, Hertford Street, London, W.1 . . . The Aston Martin O.C.'s Tenth St. John Horsfall Race Meeting will be held at Silverstone on 11th July, starting at 12 noon. The following clubs have been invited: Bentley A.C., Club Lotus, 750 Club, V.S.C.C., Triumph O.C., B.A.R.C., M.G.C.C., Healey D.C., Jaguar D.C., and the Peterborough M.C. Entries close 29th June and should be sent to Mrs. Joan Bass, 32 Mosul Way, Bromley, Kent. . . The Herts County A. and Ae.C. are holding their National Speed Hill Climb at Westbrook Hay, near Hemel Hempstead on 11th July starting at 2.30 p.m. regulations may now be had from E. R. Sturt, Chandos Press, South Road, Edgware, Middlesex . . . Newport C.C. restricted driving tests, scheduled for 14th June, have had to be postponed until 9th August (subject to R.A.C. approval) . . . offbeat, but British enthusiasts in Germany will be interested to know that the R.A.F. Butzweilerhof M.C. are running their Sauerland Rally on 28th June. The start will be from the NAAFI car park of the Volkspark Cologne at 9.30 a.m. and regs. may



SUMMER MOTOR RACING at Goodwood: South African Cherry Crisp and Donald Wagner carry out final preparation on the G.S.M. Dart, a newcomer to the club circuits and a promising contender.

COMING ATTRACTIONS

June 20th-21st. Le Mans 24 Hours Race, France.
June 23th. 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, Suss.x. Start, 2 p.m.
M.C.C. Silverstone Race Meeting, near Towcester, Northants. Start, 10.30 a.m.
V.S.C.C. Seaman Trophy Race Meeting, Oulton Park, nr. Tarpolly, Cheshire.
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, nr. Hinckley, Leicestershire.
Cemian M.C. Driving Tests, R.E.M.E. Drivers' Training Route, Aldershot, Hants.
July 4th. R.S.A.C. Hill Climb. Rest and Be Thankful near Arrochar, Argyllshire.
July 5th. Winfield Joint Committee Race Meeting, Charterhall, nr. Greenlaw, Berwickshire.

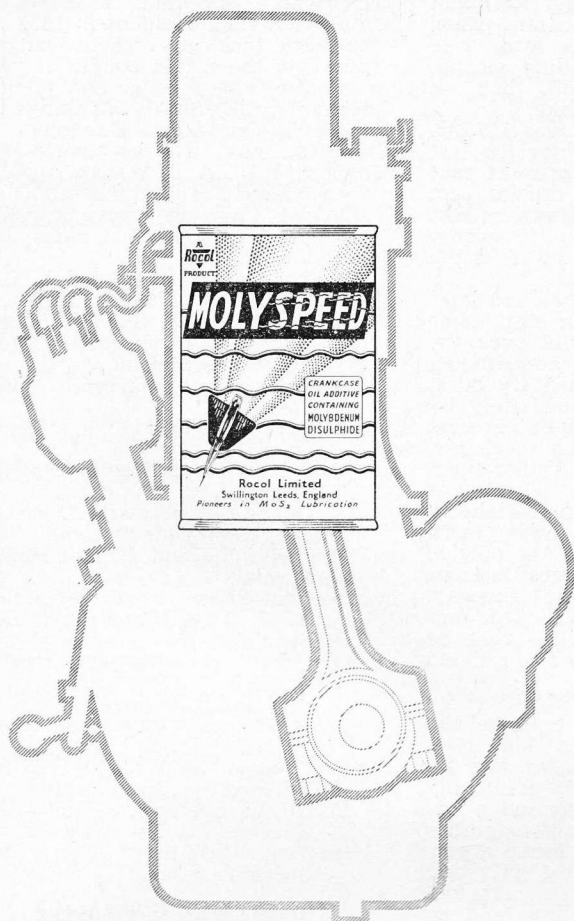
be had from the Secretary, R.A.F. Butzweilerhof M.C., R.A.F. Butzweilerhof, B.F.P.O. 19. Entries close 24th June . . . The Healey D.C. have formed a Scottish Centre and anyone interested in the club should contact William Mackay, 4 Kelvin Drive, Glasgow, N.W. . . . The R.S.A.C.'s Rest and Be Thankful national open hill climb is due on 4th July. This is one of the British Hill Climb Championship series and entries (which

close 25th June) may be had from A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow, C.2. . . . A Land-rover O.C. rally will be held at Haughton Hill, Upton Magna, near Shrewsbury on 28th June. Details from Gordon Collins, Social Secretary Landrover O.C. Midland Area, 47 Chamberlain Crescent, Shirley, Solihull . . . The Mid-Cheshire M.C. have a restricted race meeting at Oulton Park on 11th July. Invited clubs are: Aintree C.C., B.A.R.C., B.R.S.C.C., Bugatti O.C., Cavendish C.C., Chester M.C., Hagley and District L.C.C., Lancs. and Ches. C.C., 750 M.C. and S.U.N.B.A.C. Entries close 29th June and regs. may be had from J. H. S. Williams, 154 Park Road, Timperley, Cheshire . . . Another event in the Hill Climb Championship series is the Herts A. and Ae.C.'s Westbrook Hay Hill Climb on 11th July. Entries close 29th June (late entries until 6th July) and regs. may be had from E. R. Sturt, c/o Chandos Press Ltd., South Road, Edgware, Middlesex . . . Disabled Drivers M.C. Annual Rally will start at 11.30 a.m. at Stoke Mandeville Hospital, Aylesbury on 12th July . . . Falcon M.C.'s Observation Rally is on 14th June and their Autocross meeting, to which B.A.R.C., T.E.A.C., N.L.E.C.C., M.C.C., S.O.D.C., 750 M.C., Harrow C.C. and E. Anglian M.C. members are invited, will be on 12th July.

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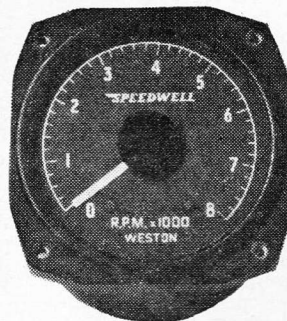
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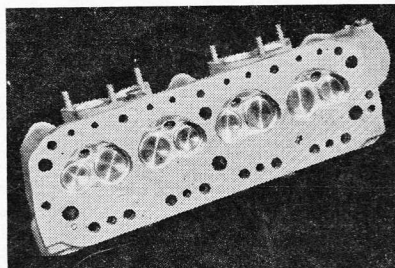
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INDIANAPOLIS—continued

erected shortly before this year's race proceeded to blow its electronic brain and list the average race speed as 199 miles per hour.

Following Thompson into the pits was Rookie driver Bobby Grim, who coasted down the pit lane anxiously signaling for driver relief. Grim had fallen prey to a strange injury. On a proceeding lap, upon hearing a violent engine racket; Grim had raised his arm high to signal following drivers that something was decidedly amiss. Caught by the wind, Grim's arm was forced backward, dislocating his shoulder. The car was out with a burned piston and Grim was carted off to hospital.

At 90 laps Ward led with Jim Rathman second, Pat Flaherty third, Johnny Thompson fourth, and Tony Bettenhausen up in fifth spot. The speed was now 137.680, a new track record for this distance.

Ten laps later, Ward still held first but Thompson had moved up to second. Average speed, given another ten laps of fast driving, had jumped up to an average of 138.039. On the 102 lap Rodger Ward was in the pits for 23 seconds, and out again without relinquishing his lead to Thompson.

At 120 laps the order was Ward, Thompson, Jim Rathman, Flaherty, and Bettenhausen . . . and the come-back guy, Duane Carter, had made his first appearance in the top ten by moving into position No. 8.

With Ward on his 121st lap, the yellow light came on again as Ray Crawford wobbled down the back straight and crashed into the wall on the northeast turn. Evidently mechanical failure had led to this accident resulting in three cracked ribs for Crawford, but no further serious injury.

At the start of the 135th lap, starter Bill Vanderwater opened the tap again by giving the green flag to Rodger Ward. Ward's lead on Jim Rathman, who had taken second when Thompson made another pit stop, was only six seconds.

Approaching the three-quarter mark of the race, both Ward and Jim Rathman had made two pit stops, and had one left to make. On lap-150, Rathman was in the pits

and out in 26 seconds, losing second place to Johnny Thompson. Tony Bettenhausen had advanced to fourth, and Paul Goldsmith was now in fifth. With one stop left to make, Ward had a lap and about four car lengths lead over Rathman who was at that point in third place, and about 50 seconds lead over Thompson who was holding second. Thompson, however, still had at least one pit stop to make.

The speed at 150 laps was 135.282. As has been the case for the last several years, it was apparent that pit stops would play a crucial part in the outcome of the day's racing. With the leaders all quite evenly matched, a few seconds saved in the pits could be just enough.

As Ward was completing 159 laps, a pit crewman on Dick Rathman's car fumbled, spilling fuel over the tail of the car and the hot exhaust pipe. There was a momentary burst of flame, squelched immediately by a fog of CO₂. Singed in the process were Dick Rathman, the mechanic, and the car which was thereupon retired.

Shortly after this pit fire, Flaherty got into trouble on the main straightaway; glanced off the outside wall and came to rest almost in front of the entrance to the pit driveway. Flaherty climbed from his car uninjured, and later admitted that he had simply gotten too tired to handle a car.

Meantime, Ward had signalled for a pit stop and this was to be the crucial one. Unaware of Flaherty's accident, Ward headed for the pit driveway only to find it practically blocked by Flaherty's car and a low truck which was starting to gather up the wreckage. Ward found a gap, however, nipped into the pits and was out again with tyres and fuel in 26 seconds. He kept his lead on Thompson and of course on Rathman.

Thompson made his last pit stop and the order was changed again to Ward, Jim Rathman, Thompson, Bettenhausen, and Goldsmith.

At 180 laps it was Ward by 23 seconds. The speed was a new record, 135.469. At 190 laps it was Ward by 20 seconds. At this point Ward was lapping right at 140 miles per hour. During the last ten laps it became apparent that Rathman

couldn't slice anything off Ward's lead, and Ward took the checkered flag at the completion of 500 miles at an average speed of 135.857. For the hard luck guy who had been trying since 1951 . . . the hard luck guy whose car had triggered the fatal Vukovitch accident in 1955 . . . the hard luck guy whose car had spun into the pits a couple of years ago killing the popular and talented mechanic, Clay Smith . . . things had changed. On May 30, 1959, the happiest guy in the world was Rodger Ward. A. J. Watson and Bob Wilke weren't far behind.

Official finishing positions of all cars completing the 500 miles were as follows:

1. Rodger Ward, Leader Card Special.
2. Jim Rathman, Simoniz Special.
3. Johnny Thompson, Racing Associates Special.
4. Tony Bettenhausen, Hoover Special.
5. Paul Goldsmith, Demler Special.
6. Johnny Boyd, Bowes Seal Fast Special.
7. Duane Carter, Smokey's Reverse-Torque Special.
8. Eddie Johnson, Bryant Heating Special.
9. Paul Russo, Bardahl Special.
10. A. J. Foyt, Dean Van Lines Special.
11. Gene Hartley, Drewry's Special.
12. Bob Veith, John Zink Special.
13. Al Herman, Dunn Engineering Special.
14. Jimmy Daywalt, Federal Engineering Special.
15. Chuck Arnold, Hall - Mar Special.
16. Jim McWhitney, Ray Brady Special.

INDIANAPOLIS NOTES

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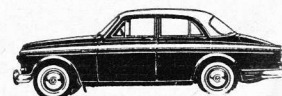
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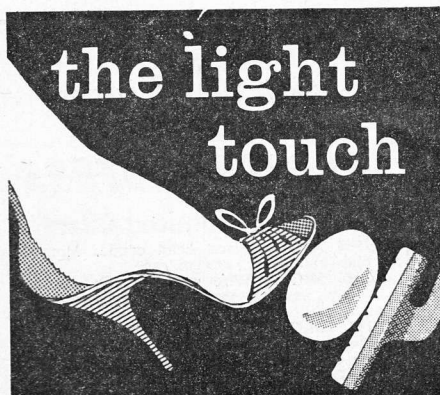
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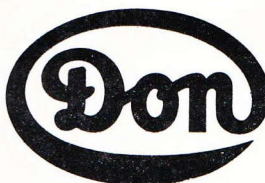
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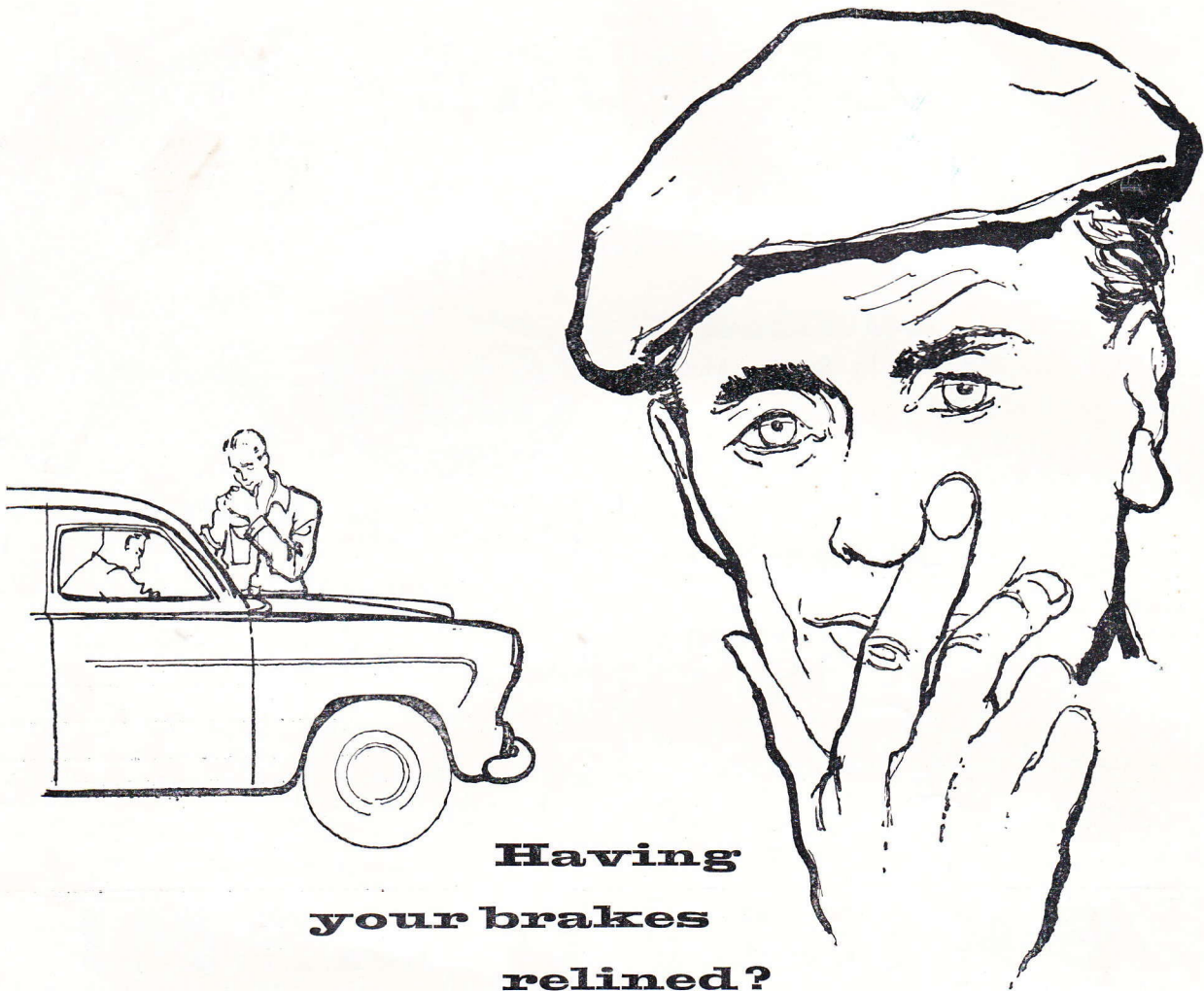
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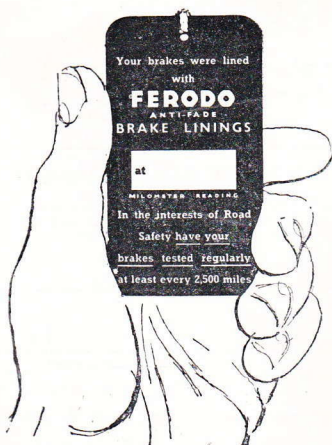
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