

AUTOSPORT

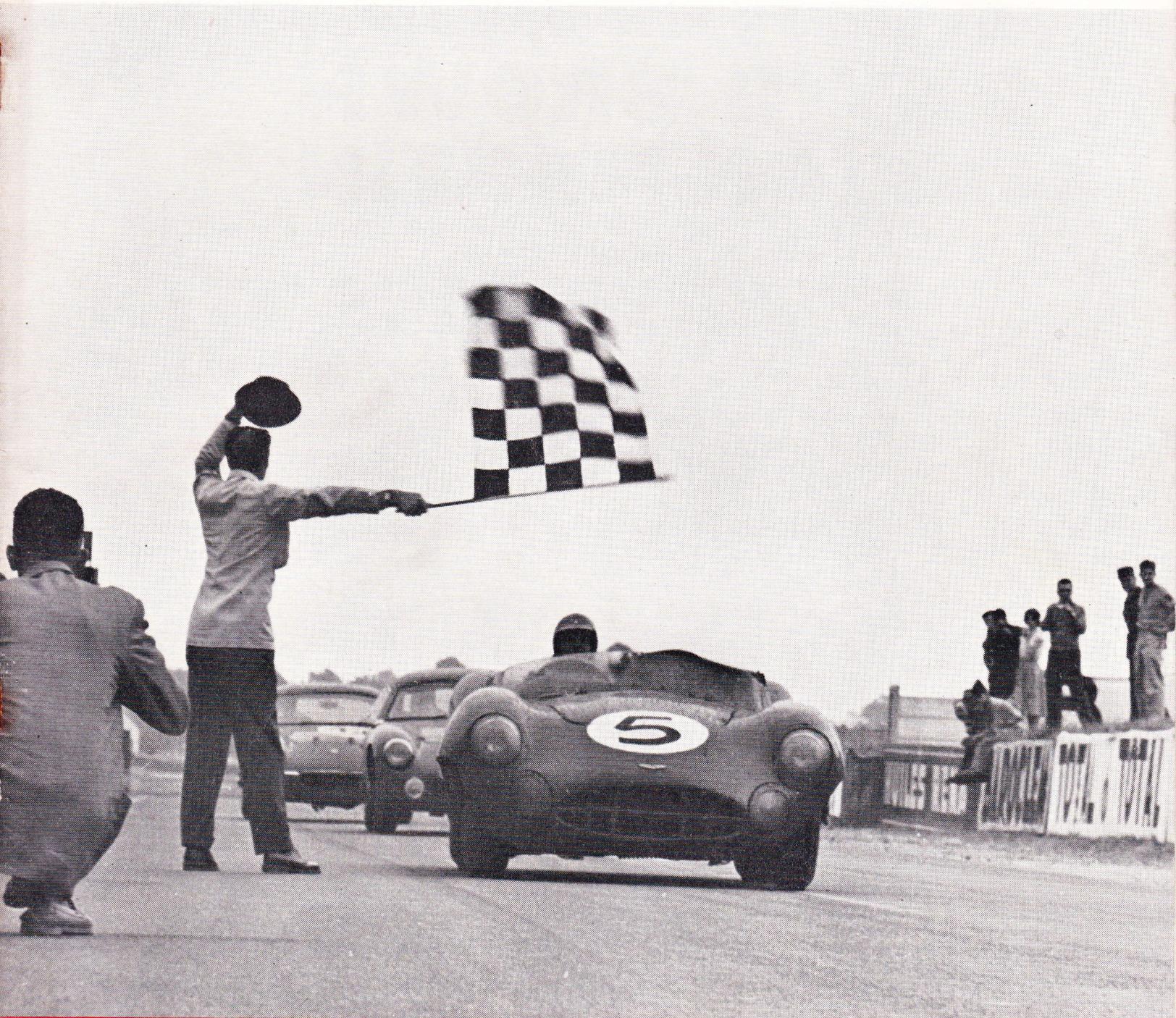
JULY 3, 1959

1/6

EVERY FRIDAY
Vol. 19 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

LE MANS REVIEWED — THE NEW AUSTIN-HEALEY "3000"
JOHN BOLSTER TESTS THE FORD FAIRLANE — CLUB RACING

LE MANS



Sweeping triumph for

DAVID BROWN



By Appointment to
His Royal Highness the Duke of Edinburgh
Motor Car Manufacturers
Aston Martin Lagonda Limited

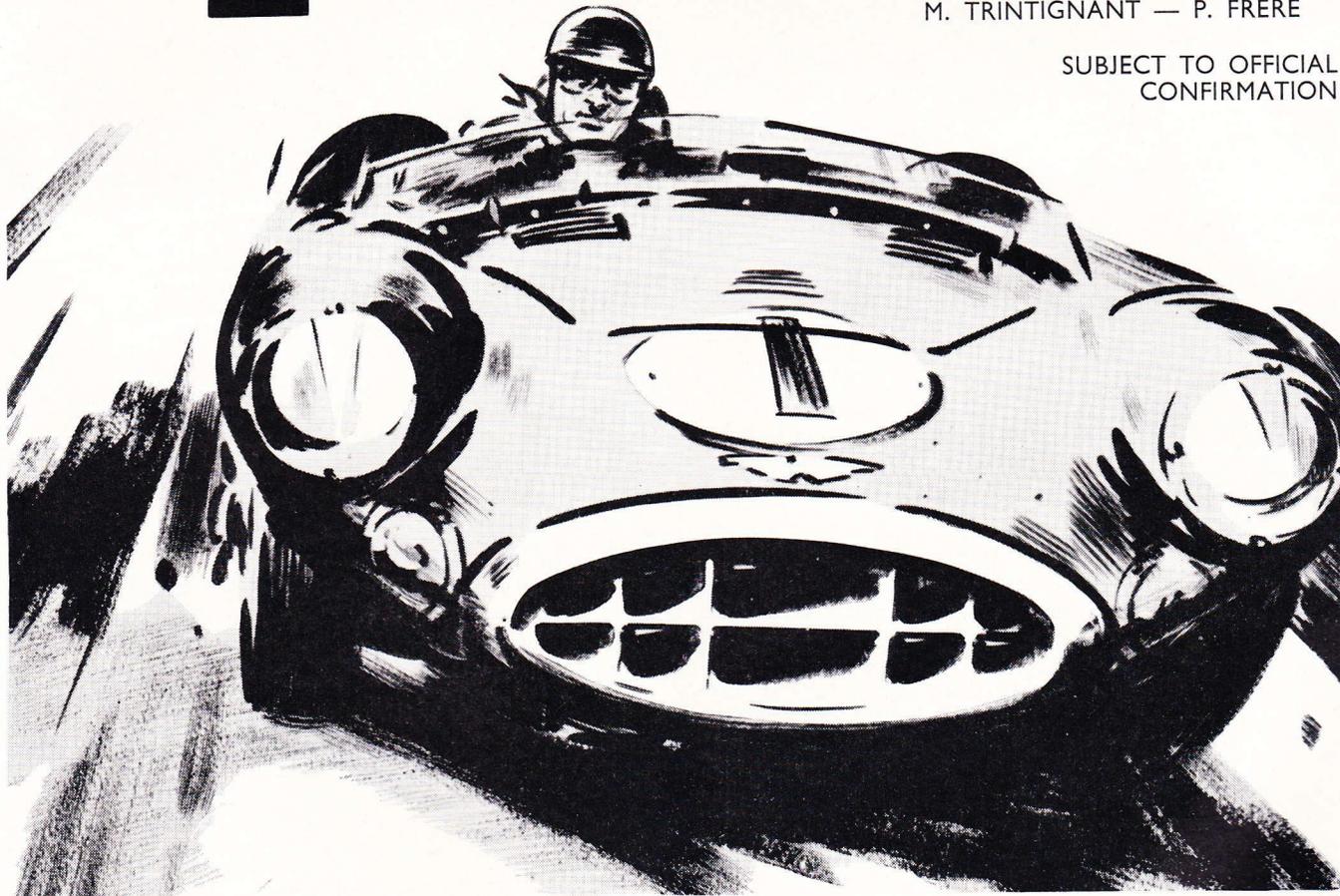
1st ASTON MARTIN

R. SALVADORI — C. SHELBY
(Average 112.5 m.p.h. — 2701 miles — New 3-litre records)

2nd ASTON MARTIN

M. TRINTIGNANT — P. FRERE

SUBJECT TO OFFICIAL
CONFIRMATION



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

IMPORTANCE OF THE TOURIST TROPHY

WITH the complete eclipse of Porsche at Le Mans, the R.A.C. Tourist Trophy at Goodwood next September has gained greatly in importance from the Sports Car Constructors' Championship point of view. Fortunately for Ferrari, the third place G.T. car was entered by the officially-recognised Equipe Nationale Belge, therefore 4 points can be claimed. This makes the position; 1, Ferrari 18 pts.; 2, Aston Martin 16; 3, Porsche 15. With participation of all works teams practically certain, the B.A.R.C. have no option but to organise the T.T. to the full 1,000 kilometres, or 6 hours distance as required by the C.S.I. for full scoring in a Championship event. An event such as this will undoubtedly attract record crowds to Goodwood, and will also pose a problem for the organisers as regards the numbers of cars permitted to start. The size of the circuit and the limited pits accommodation automatically restrict the number of cars, and obviously factory-entered or factory-sponsored entries will receive priority. It may be necessary to impose qualifying speeds on other applicants, as is done in the Grands Prix of Monaco and Italy. Whether or not this will be by categories, or by general classification, is a matter which will have to be considered by the organisers. Obviously, the factory team cars would have to be "seeded", although this is not done at Monza nor at Monte Carlo. Paying spectators have every right to expect to see top-line drivers in top-line cars, and it would not be a very pleasant position should qualifying speeds be imposed which, through minor troubles were not attained by entrants concerned in the Championship. The only other solution would be to restrict entries entirely by invitation, and nominate a certain number of reserves.

VICTORY IN THE ALPS

WITH six out of the ten Coupes des Alpes gained in the "Alpine", Great Britain has increased tremendously the prestige of her touring cars, for the entire unpenalised half-dozen which completed the very arduous 2,400 miles event were neither sports, nor Grand Touring machines. Three Ford Zephyrs were driven by Cuth and John Harrison, Peter Riley/Alick Pitts and Edward Harrison/Bill Fleetwood; a couple of Sunbeam Rapiers by Peter Jopp/Les Leston and Paddy Hopkirk/Jack Scott, whilst the remarkable little Triumph Herald was a private entry in the hands of Ian Lang and "Tiny" Lewis. It was the first International event for the all-independently-sprung Herald, and to gain a coveted "Coupe" was indeed a superb performance. Meanwhile both Fords and Sunbeams maintain a reputation for toughness and reliability which has been entirely due to a development programme which takes into account the lessons learned in these important road events.

OUR COVER PICTURE

WELL DONE, SIR! Carroll Shelby, driving the car which he shared with Roy Salvadori, takes the flag at the end of the classic Grand Prix d'Endurance at Le Mans. Their magnificent drive in the Aston Martin brought well-merited success to David Brown after years of unflagging effort.

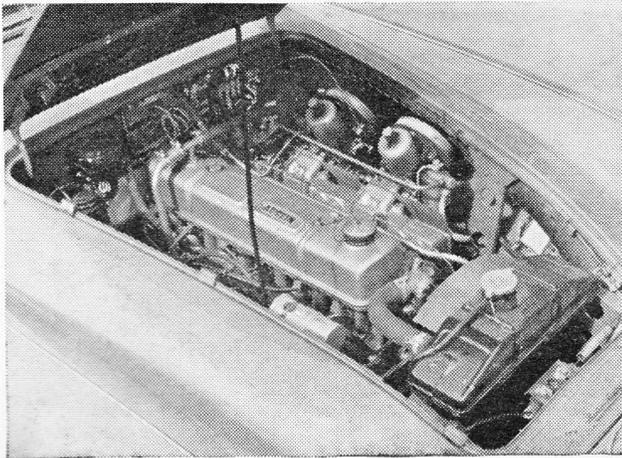
Photograph by Louis Klemantaski

SPORTS NEWS

A 3-LITRE AUSTIN-HEALEY

New "3000" Model Introduced with Disc Brakes

THE popular Austin Healey 100-Six has been supplanted by the "3000", which is fitted with a 2,912 c.c. (83.36 x 89 mm.) six-cylinder engine, developing 124 b.h.p. at 4,600 r.p.m., on a compression ratio of 9.03 to 1. Whilst general construction on both 2-seater and occasional 4-seater models closely follows the 100-Six, Girling 11½-ins. disc brakes are fitted on the front wheels as standard with 11 x 2½ ins. drums at the rear.



LATEST VERSION of the B.M.C. "C"-type power unit is fitted to the Austin-Healey 3000 and produces 124 b.h.p. at 4,600 r.p.m. (left). The new bore and stroke dimensions (83.36 mm. by 89 mm.) give a capacity of 2,912 c.c. There is no change (below) in the car's appearance although its performance is greatly improved.

Donald Healey introduced the car during a press party given by B.M.C. at Cap d'Antibes, where another sports car was also presented which will be announced later. A road-test, mainly in the mountainous "Monte-Carlo Rally" region, revealed that the machine retains most of the characteristics of its predecessors, but the greatly increased torque of the new

engine gives it a much superior all-round performance to that of the smaller-engined models. The engine also appears to be much smoother than formerly.

A few stop-watch times were taken on the main Nice road. Standstill to 60 m.p.h. occupied 10.8 secs, whilst 0-100 could be achieved in 32.2 secs. In overdrive third, about 85 m.p.h. was realized, and just over 106 m.p.h. in overdrive top. Fuel consumption worked out at approximately 18 m.p.g. overall on French "Super". This grade produced pronounced pinking and a tendency to overrun, not experienced with the better-grade British fuels.

Braking was powerful, although "mountain-dicing" appeared to affect the rear drum brakes, which required considerable adjustment to bring the system back to its normal efficiency. One would infer from this that although front brakes

do accept the major part of braking stresses, the rear must also be considered: therefore for competition work discs all round would seem to be advantageous, and could be offered as an extra. The usual objection is the difficulty of incorporating an efficient hand-brake, but surely B.M.C. engineers could devise a simple form of transmission unit?

Handling is satisfactory from a vehicle with rigid rear axle and semi-elliptic springs, and there are no apparent vices. The gear-change is good, and overdrive in third and top gears is surely a very fine investment.

Taking it by and large, the installation of the bigger engine has resulted in a sporting vehicle which does everything with less effort than did its predecessor. The standard of finish is high, and no one can argue that the Austin-Healey is not one of the more handsome machines on the market to-day. G

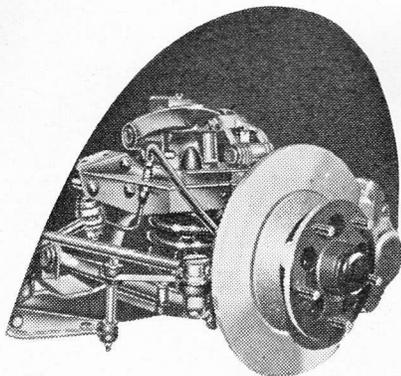
NEXT September, at Bonneville, Stirling Moss will attempt to achieve 250 m.p.h. with the specially-streamlined version of the 1,500 c.c. version of the "Twin-Cam", which at present holds the International Class E record. The car will be fitted with a Shorrocks supercharger, as will a special Austin Healey Sprite, which will also attempt new class records in the hands of Phil Hill, including several long-distance records.

SUNDAY'S International Two Hours Race for G.T. cars has attracted some of Europe's most accomplished drivers of this type of machinery, from U.S.A., Sweden, Belgium, Denmark and Western Germany. Amongst the familiar names are Braun (Porsche Carrera), Warren King (Alfa Conrero Spider), Bengston (Porsche 1600), Croisier (Alfa Conrero), and de Mol (Alfa Conrero).

The Dutch team to face Great Britain in Round One of the "Autosport" World Cup will comprise:

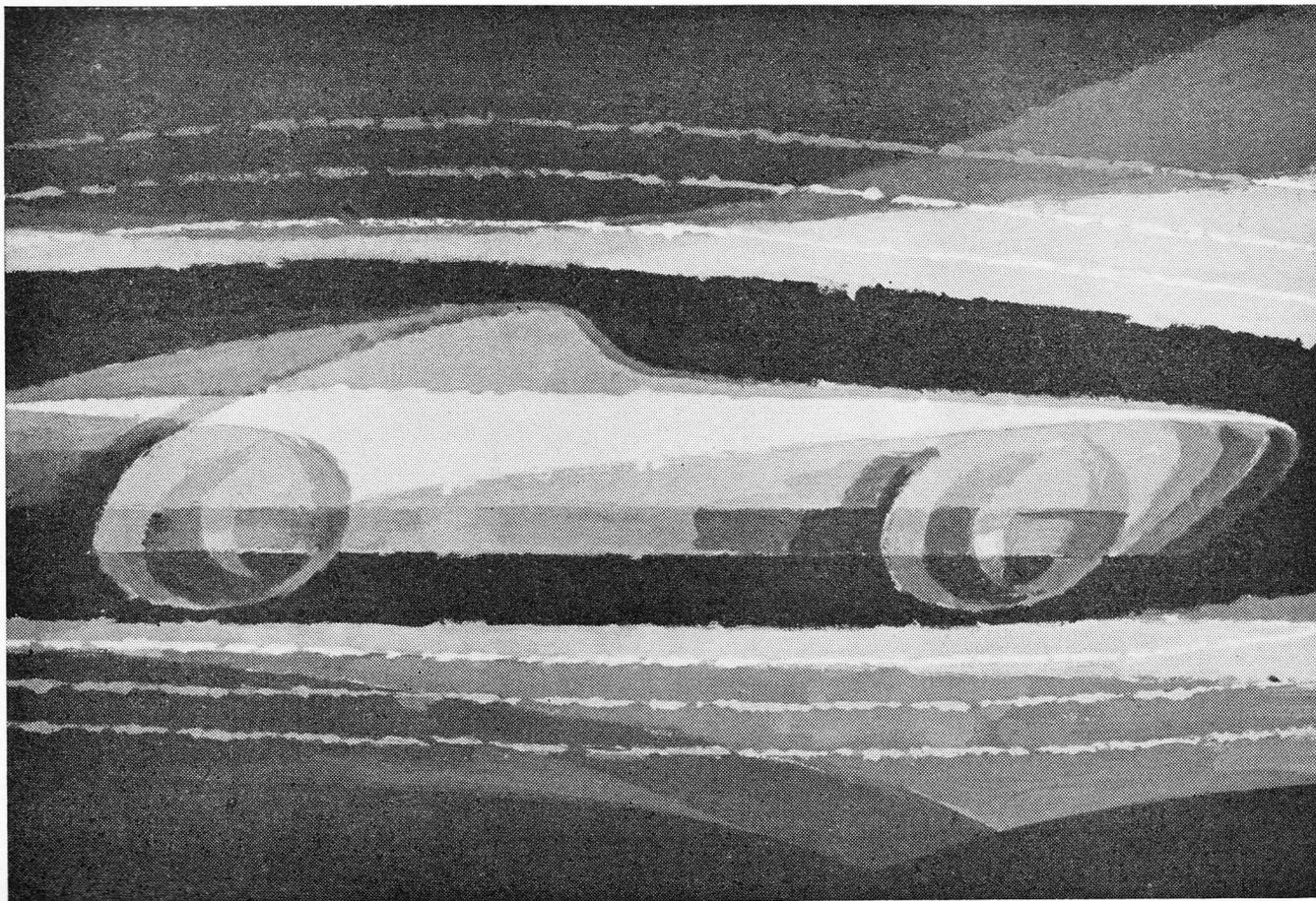
Hans Vetter (M.G. Twin-Cam): A. D. Bouwmeester (M.G. Twin-Cam): "Rake" (M.G.A.): Van Djik (Porsche 1600): Hans Blonk (Porsche 1600); and "X". British team is, of course: Pat Fergusson (Elva Courier): Gil Baird (Elva Courier): Brian McCaldin (M.G. Twin-Cam): Alan Foster (M.G. Twin-Cam): Jimmy Clark (Lotus Elite): Graham Warner (Lotus Elite). Reserve, Roy Bloxam (M.G. Twin-Cam).

The return match will be at the B.R.S.C.C. International Meeting, Brands Hatch, on 29th August.



DISC BRAKES by Girling are featured on the front wheels of the Austin-Healey 3000. They have 11½ inch-diameter discs and twin calliper cylinders compressing the friction pads situated on each side of the disc.





BP Wins Again

General Classification

LE MANS

1st DAVID BROWN ASTON MARTIN	R. SALVADORI and C. SHELBY
2nd DAVID BROWN ASTON MARTIN	P. FRERE and M. TRINTIGNANT

Index of Performance

1st D.B. PANHARD	COTTON and CORNET
2nd DAVID BROWN ASTON MARTIN	SALVADORI and SHELBY
3rd DAVID BROWN ASTON MARTIN	FRERE and TRINTIGNANT

Thermal Efficiency Trophy

1st D.B. PANHARD	CONSTEN and ARMAGNAC
-------------------------	-----------------------------

(subject to official confirmation)

All using BP Energol Motor Oil

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



LE MANS 24 HOURS

**1ST DAVID BROWN
ASTON MARTIN**

R. Salvadori . C. Shelby

**2ND DAVID BROWN
ASTON MARTIN**

M. Trintignant . P. Frere

— and Ferodo First in 3 classes —

**3 LITRE CLASS 1ST DAVID BROWN
ASTON MARTIN
Salvadori . Shelby**

**2 LITRE CLASS 1ST A. C. BRISTOL
Whiteaway . Turner**

**1 $\frac{1}{2}$ LITRE CLASS 1ST LOTUS ELITE
Lumsden . Riley**

Results subject to official confirmation

Fit race-proved

FERODO

Anti-fade Brake Linings

Disc Brake Pads

FERODO LIMITED : CHAPEL-EN-LE-FRITH

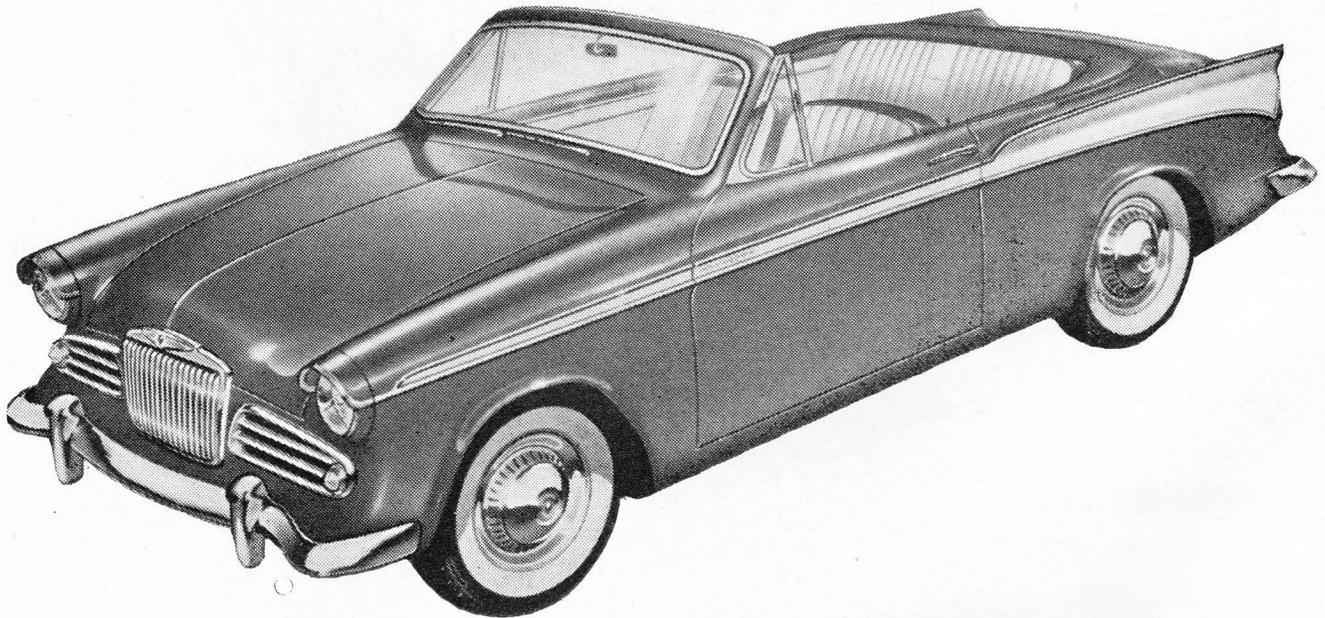
A Member of the Turner and Newall Organisation

Ferodo First

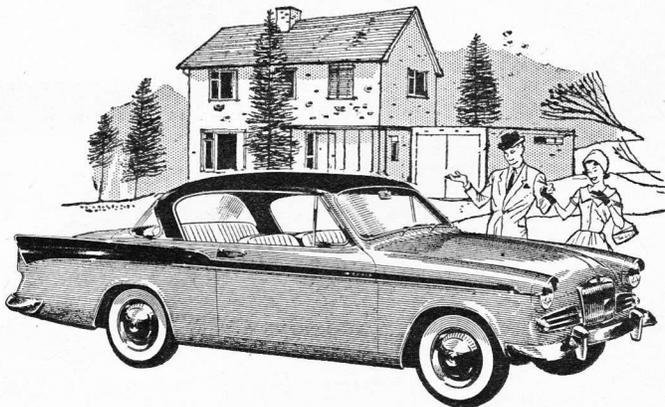


SUNBEAM RAPIER

gives you *individuality...*



Plus performance, comfort, economy and style



Men are enthusiastic about the power-plus 1½ litre 'Rallymaster' engine that gives an exciting performance... has made the Sunbeam Rapier so outstandingly successful in Rallies. It's a dream to drive with its vivid acceleration and high-cruising speed... feather-light steering and perfect road-holding... all this with the safety of large 10" brakes.

Women are enthusiastic about the dazzling good looks of the Sunbeam Rapier... exceptional comfort to make light of the miles. Stylish interior with rich carpeting — luxurious foam rubber seating. Wide choice of contemporary colour schemes.

Everybody's enthusiastic about owning the *individually styled* Sunbeam Rapier.

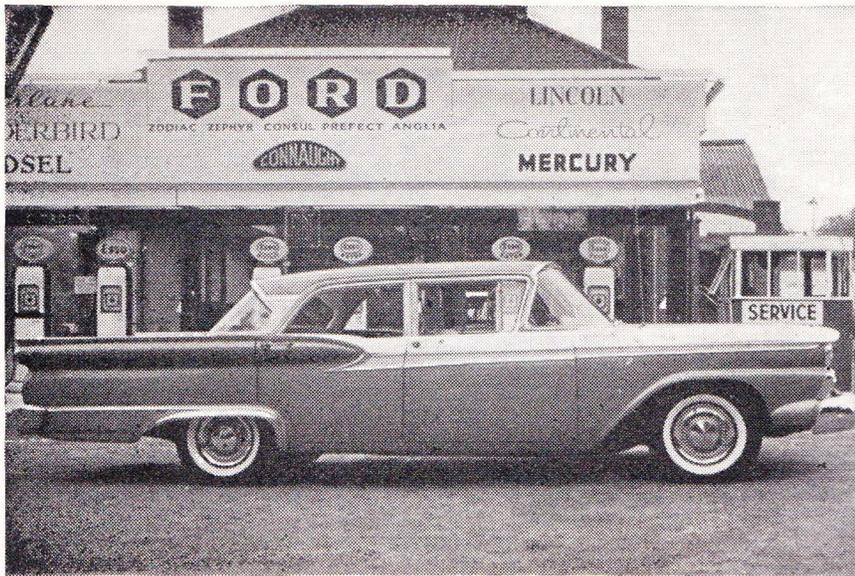
SALOON £695 (plus P.T. £290.14.2)

CONVERTIBLE £735 (plus P.T. £307.7.6)

Whitewall tyres, overdrive on 3rd and 4th gears available as extras.



A product of **ROOTES MOTORS LIMITED**



IMPOSING is almost the only way to describe the massive bulk of what Bolster considers to be one of the best-looking American cars.

French "super" petrol, but perhaps I ought to take a Fairlane to Paris in the interest of science.

This efficient and compact power unit is attached to a fluid torque converter and three-speed automatic gearbox. There are two "drive" positions on the control quadrant, one of which cuts out first gear altogether and gives record speed starts. This is ostensibly for wet roads, but in practice most people will use it all the time, in the pursuit of the smoothest possible operation.

The propeller shaft has no central bearing, but is entirely vibrationless nevertheless. The brake drums virtually fill the wheels, and the hydraulic operation is assisted by a vacuum servo. The body is extremely wide, and the complete absence of blind spots in the exceptional window area gives all the passengers the sort of view that one obtains from an open car.

JOHN BOLSTER TESTS THE

Ford Fairlane Sedan

A Luxurious Touring Car with Infinite Luggage Space

I REGULARLY receive a few letters from readers who are interested in the latest American cars. I have, from time to time, driven these machines, but many of them tend to be too unwieldy for European conditions in general, and British roads in particular. However, I recently decided to investigate the Ford Fairlane, partly because it has much firmer suspension characteristics than have the majority of automobiles from the U.S.A., and also for the perfectly sound reason that I regard it as the best-looking vehicle from that country.

Accordingly, I travelled down the Portsmouth Road to Connaught Engineering, where Alan Brown handed me an immaculate primrose and white saloon. I at once took a liking to it because there was so little chromium plating about it. Bright work there was, of course, but it was largely in stainless steel, which is at least functional. It was a *big* car, with that long, low look—monstrous handsome, egad sir.

The Fairlane has a separate chassis frame, as is common in the States, but the pressed steel body reinforces it. The front suspension incorporates long and

extremely rigid wishbones, with ball joints for the stub axles. There is a torsional anti-roll bar, and the suspension medium is vertical springs, while the steering box is of the recirculating ball type. The optional power-assisted steering was not fitted to the test car. At the rear, the hypoid axle is on semi-elliptic springs.

The engine is a V8, with a single camshaft in the middle of the V to operate the pushrods of both blocks, and is very much over-square. The double-venturi downdraught carburettor is located inside the large circular air cleaner to reduce the height of the installation to a minimum. This V8 is actually available in three sizes, giving respectively 200, 225, and 304 b.h.p., the last on 100 octane fuel. My car had the 225 b.h.p. unit, and was without any sign of pinking on a compression ratio of 8.9 to 1, on ordinary medium grade petrol. I should imagine that one could just about get away with

On taking one's seat, one finds that all the controls are well placed, and the all-round visibility can only be described as superb. The hand brake has been deleted in favour of a second foot brake, which can be locked on. The engine starts at once under all conditions, provided that the throttle is opened a little in hot weather. The idling speed is quite low, but there is just a suspicion of "creep" on occasion.

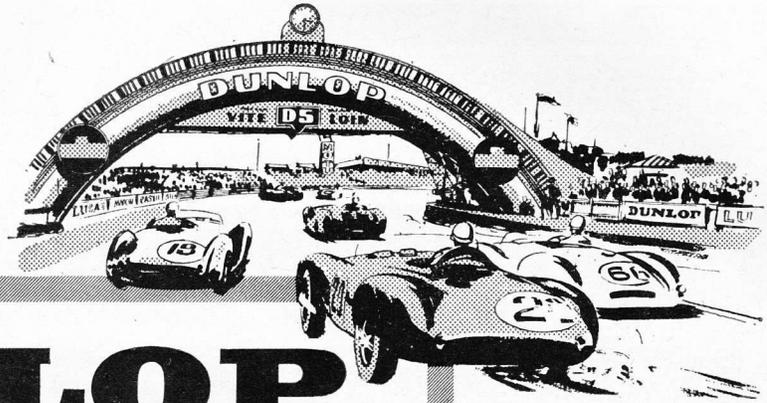
This power unit has an extremely attractive "personality". It is always very quiet, but somehow one can just "feel" it enough to know what it is doing. The automatic transmission is so adjusted that, if the accelerator is kept pressed to the floor, quite high revolutions are obtained before a change up occurs. Second speed on this gearbox is at least as fast as third on most four-speed machines, and the kick-down permits it to be used for ultra-rapid overtaking.



HEAD-ON the Ford Fairlane's double headlamps and enormous grille—though common practice in the States—are still unusual in this country.



REAR—or perhaps it should be stern—view is, to conservative British tastes, a trifle unfortunate in style but is not entirely distasteful.



DUNLOP

WINS AT LE MANS

INDEX OF

PERFORMANCE

1st. D. B. PANHARD

L. CORNET – R. COTTON

Also **3rd** in General Classification
and 3 out of 4 Class Winners

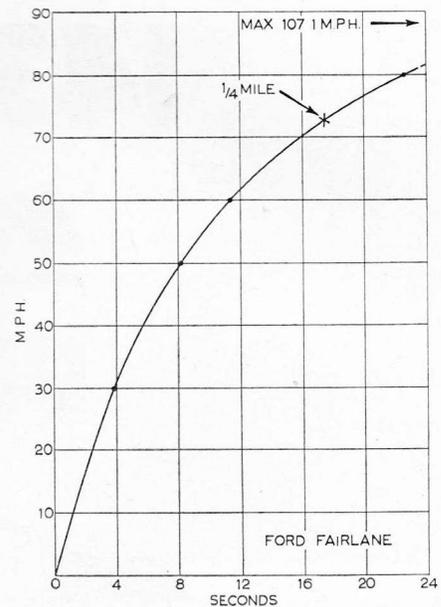
Subject to Official Confirmation.

DUNLOP

TYRES – *for Endurance!*



IMAGINE parking this huge machine in London's West End! However, comfort and visibility are of an extremely high order and judging the width of the vehicle is not difficult.



Acceleration graph.

Bolster—continued

There is a delightful feeling of unlimited power being available at all times. At its timed maximum speed of 107.1 m.p.h., the big car felt as though it was merely dawdling at a fraction of that speed. The speedometer was duly impressed, however, its needle going right past the 120 m.p.h. mark and disappearing somewhere behind the dashboard, whence it returned as I slowed down to 100 m.p.h. or so.

The acceleration is underlined by the time of 17.4 sec. for the standing quarter-mile. A time of 22 sec. is usual for quite a fast medium-sized saloon, but what is most remarkable is the complete absence of wheelspin. Many cars of only 50 or 60 b.h.p. are cursed with wheelspin and axle tramp on the getaway, and it would certainly appear that Fords know a lot about semi-elliptic springs and their correct location.

If the tyres are run at the recommended pressure, a very luxurious ride is obtained, but at the expense of tyre scream on sharp corners plus moderately heavy steering. A few pounds extra completely transforms the car, the steering then becoming remarkably light

and most delightfully responsive. As the springs themselves are by no means soft, and they are also well damped, the car is found to be exceptionally controllable with these moderately increased tyre pressures, and few would complain of the slightly harder ride. I entered several quite appreciable curves at more than a genuine 100 m.p.h., and the big machine slid under perfect control with remarkably little rolling of the body.

American cars have the reputation of being under-braked. It must be stated, straight away, that the Fairlane has much better brakes than any other transatlantic machine which I have yet tried. Under normal conditions, the brakes are light to operate, powerful, and progressive, their size being ample for the weight of the car. Yet, it is possible to forget that this luxury saloon is not a sports car, and to indulge in the sort of driving that calls for frequent hard braking from three-figure speeds. Then, the brakes must inevitably become very hot, but total fading never occurs. Instead, the operation simply becomes slightly uneven and less progressive, as an indication that one is driving rather violently. For the very fast driver, it would be easy to fit air scoops to the

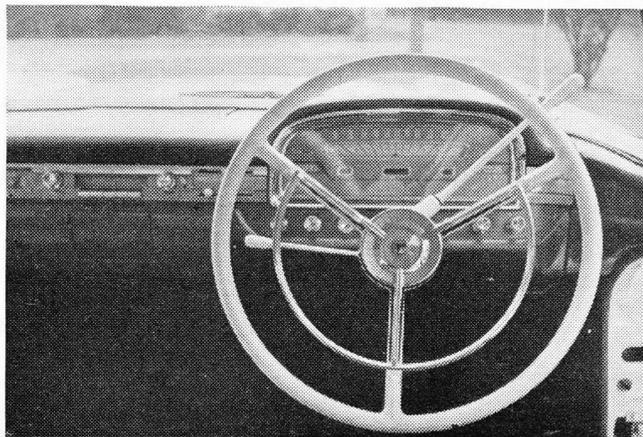
back plates of the brakes for additional cooling.

Although the cornering power is naturally somewhat reduced on wet and slippery roads, the car still remains eminently controllable. One sets the transmission to give second gear starts, and no time is lost in wheelspin at the traffic lights. The steering gives plenty of "feel" under these conditions, and while its ratio is such that very quick corrections are not easily achieved, the car is very slow to skid and a sudden breakaway is never experienced. The steering characteristic is an understeering one, becoming practically neutral at the higher speeds.

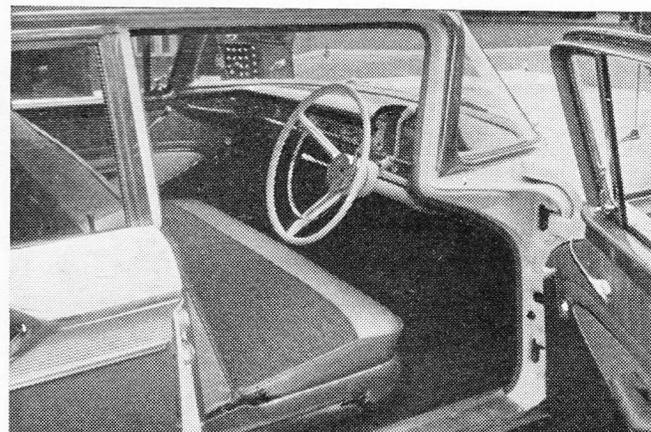
As a luxurious family touring car with almost infinite luggage space, the Fairlane must be rated very highly. The parking problem may occasionally obtrude, but I can honestly say that the size of the car never worried me. This is partly because the bonnet is so low that the width of the body can never be misjudged.

Cars of this type and size are common currency in the U.S.A., but in England the Fairlane is indeed spectacular. To say that it created a sensation would be to make the understatement of the year,

(Continued on page 850)

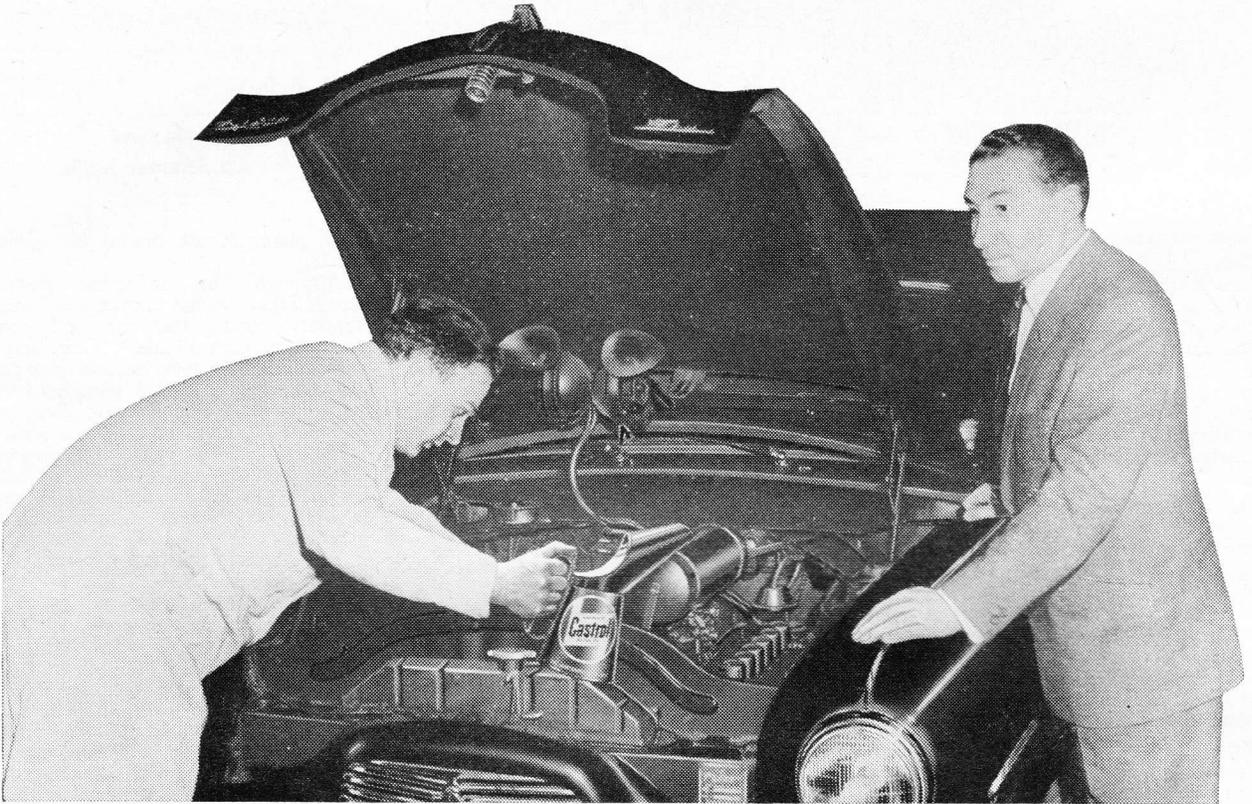


INSTRUMENTS and controls are well placed and the all-round visibility can only be described as superb, with an almost complete absence of blind spots.



BUT for the fact that the hand-brake has been discarded in favour of a lockable foot-brake, controls are conventional. The engine always started at once.

143,485 miles *without overhaul* using **Castrol**



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

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

Don't take chances—always ask for

CASTROL

by name

The oil proved to
give minimum engine wear



CLOSE STRUGGLE in the saloon car race between Ernie Allan (Riley 1.5) and Pat Melville's Volvo. After a race-long scrap the Swedish car won the class—but only just.

MOTOR racing in the North-east of Scotland has suffered several severe setbacks in the past and the Aberdeen and District Motor Club (perhaps the most active club in the North) have been hard pressed to keep the sport alive. After the loss of their popular track at Crimond it seemed that the sport was destined to die through lack of a suitable circuit. It says much for the tenacious enthusiasm of the club—and, in particular, of Clerk of the Course Charles C. Wright—that they have secured an even better circuit at Edzell Aerodrome than they have ever had before.

Edzell is situated in the Howe of the Mearns, some 38 miles from Aberdeen and 33 miles from Dundee, within fairly easy reach of all Scotland's major cities. It is set amid quite the most beautiful

ABERDEEN AND DISTRICT MOTOR CLUB'S INAUGURAL MEETING AT EDZELL

Stan Hart (Cooper F2) sets Lap Record at 95.6 m.p.h.

surroundings of any track in Britain and the three-mile circuit itself has what R.A.C. Competitions Manager Dean Delamont described as "probably the finest surface of any circuit in the country". It is extremely fast (the lap record stands at 95.6 m.p.h.) and it seems likely that "the ton" will be achieved at the club's next meeting.

The Clerk of the Course opened the circuit with a fastish lap in a TR2 to begin a most ambitious and full programme which included seven races for cars and five for motor cycles. The first car event was for sports cars of up to 1,500 c.c. and brought a mixed bag of Lotuses, Sprites etc., to the line. Jim Mackay and G. L. Crozier, both in Lotus Elevens, were first away and disappeared into Denstrath Bend (a tightish right-hander) with Mackay a little ahead. The Curtis Smith Racing Team's Connaught ran a bearing on the line, but the rest of the field got away to a fine start. At the back of the circuit Douglas Bertram made a bid for the lead, passing Mackay and Crozier shortly before the entrance to Mains Bend, a sweeping right-hander which tightens up on itself after the apex

of its first part. Such impetuous manoeuvres seldom go unrewarded and Bertram struck a straw bale, bounced over another and landed with the nose of his Lotus Eleven in a ditch. The car looked a bit tatty, but the driver escaped unhurt. At the end of the first lap Mackay came through with Crozier and J. L. Romanes close behind him, a gap and then F. S. Tinning and D. J. Hodgeton close together. The first five were all in Lotus Elevens, but in sixth place A. H. B. Craig's very pretty little Cooper-M.G. was going quickly and steadily, although sadly outclassed by the Lotuses. Mackay had a considerable lead by the end of the second lap, Crozier and Romanes were scrapping for second place and the rest of the field were already falling far behind. On the third lap the leaders lapped R. G. Bell's very slow 750 special, on the fourth they passed Louis Forbes' modified Sprite and the race degenerated into a procession, with Mackay getting farther and farther away from his pursuers.

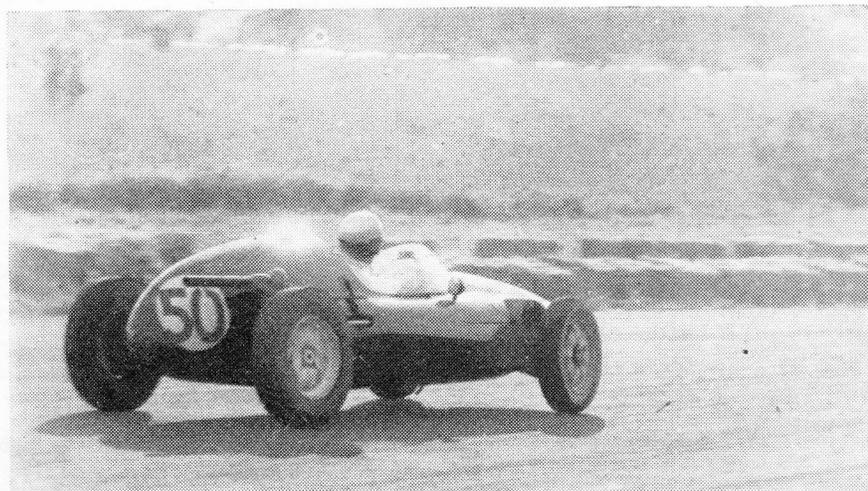
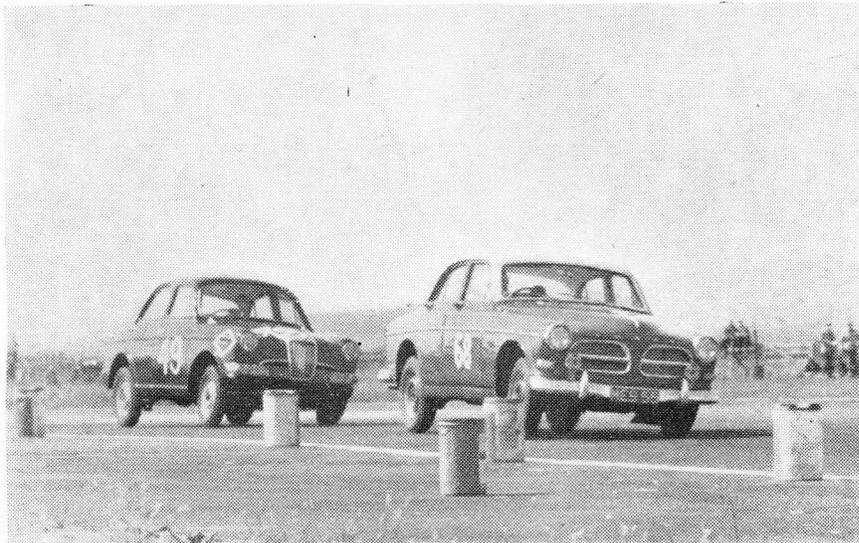
The next event was a five lap race for production saloons with classes for cars below and above 1,600 c.c. There was a good entry and the field got off in a tight

bunch, with much jockeying for position. After the first lap G. F. Dolby's 3.4 Jaguar had a secure lead, which he proceeded to maintain and extend to win as he pleased. Andrew Walker's XK140 was in second place, then came J. Ewart's Chevrolet Corvette a little ahead of J. Murphy (Ford Zephyr) Pat Melville (Volvo) and Ernie Allan, who were all dicing most enthusiastically with each other. A. Smith (Riley) had a bit of a moment at Chapleton, which spoiled his chances in the smaller class. At the end of the second lap Dolby was farther ahead of Walker, who in turn was getting well away from Ewart's Corvette, which was lurching and swaying through the corners in a most awe-inspiring manner. The main straight at Edzell is seven-eighths of a mile in length and is broken by a chicane called Dickson's Tangle (in honour of Tommy Dickson) in the form of a "twitch" right-then-left, a third of the way along. The speed with which Ewart negotiated this in his Chevrolet was almost as amazing as the degree of roll which he achieved. In the smaller class the Melville-Allan duel continued for the duration of the race, with the Volvo a little ahead, and provided the main interest in what was without a doubt one of the day's better events.

The third event for cars was for sports cars of any capacity and saw a Tojeiro-Bristol, a Maserati, a Lister-Jaguar, an Austin-Healey 100S and two Lotus Elevens sharing the front of the grid. Dickson and Romanes were first off in their Lotuses, getting well away on initial acceleration, but Gray Mickel's Aston Martin DB3S was very slow. At the end of the first lap Dickson had an impressive lead, Colin Murray (Maserati) had taken over second place from Romanes and the rest of the cars were well spread out along the circuit. Well back, Mickel's Aston and W. A. Palmer's Lotus were having a scrap and right at the end R. Ross Will (Healey Silverstone) and A. K. McCosh (4½ Bentley) were both trying very hard to relegate each other to last place. The leaders held their places throughout the race, each secure and unchallenged in position, well clear of each other and of

(Continued on page 837)

RECORD HOLDER Stan Hart lapped the new circuit at 95.6 m.p.h. Here he is well on his way to winning the Formule Libre event.





at LE MANS

Outright Winner

DAVID BROWN

ASTON MARTIN

1st



2nd

* (Roy Salvadori - Carroll Shelby) *(Maurice Trintignant - Paul Frere)*

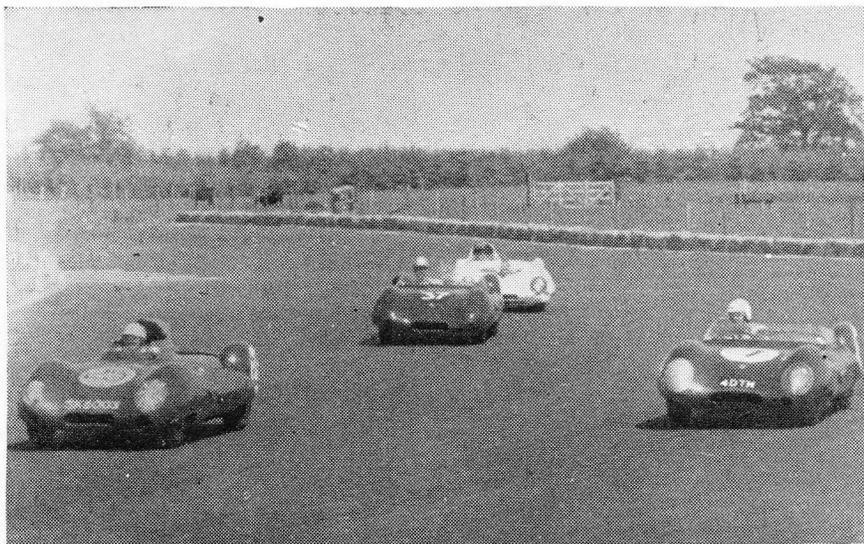
* 2701.9 miles at 112.5 m.p.h. — New 3-litre records

won on

(Subject to official confirmation)

AVON

to-day's *leading* tyres

**Edzell—continued**

the rest of the entry. On the fourth lap Dickson came past the pits giving the "thumbs down" sign, but whatever malady he suspected did not seem to have any notable effect on his car's speed.

At this stage of the proceedings a bit of a contretemps arose as, due to some misunderstanding, it was announced that during the interval spectators would be able to cross the track and visit the paddock and tea tent. They did—hundreds of them—and the pit marshals had a major task on their hands to clear the pit area in time for the next event.

This should have been for racing cars of up to 1,500 c.c. but, as only three cars in that class were able to start, the organisers invited Tom Dickson and J. L. Romanes to join the race in their Lotus Elevens. As the flag fell there were five cars on the line: the two Lotus sports cars, one Cooper F2 (Stan Hart) and Anthony Brooke and W. E. J. Allen in Lotus F2 cars. Hart, Allen and Romanes got away together, but Dickson and Brooke both lost their gears and thereafter retired with defective boxes. There were three cars left on the three mile circuit. At the end of the first lap Hart had the lead, followed (but not closely) by Romanes and Allen. Allen passed Romanes on the second lap and got well away from him but he couldn't get anywhere near nineteen-year-old Stan Hart, who drove beautifully to win at 93.2 m.p.h. As a race the event had nothing to commend it but it certainly provided an exhibition of Hart's excellent driving.

A seven lap race for production sports and Grand Touring cars brought an interesting assortment of cars to the line and provided a clear cut victory for J. B. G. Campbell in his well-known M.G.A. Twin Cam. He took the lead right from the start and was immediately challenged by K. D. Fraser in a similar car. They completed their first lap well ahead of the rest of the field, engaged in a spirited and exciting struggle for the lead. S. R. G. Ross (TR) was in third place some distance back, but well ahead of W. V. Tatters (Lotus Seven) in fourth. Well back, in ninth place D. I. Robertson in a Coventry-Climax-powered Fairthorpe began to

FULL OPPOSITE LOCK. Julian Sutton, winner of the Grand Touring race, holds his Austin-Healey in a slide at Mains Bend.

motor very fast and had made up three places by the end of the second lap. The struggle between the two "Twin-Cams" continued unabated, with Campbell in the lead by feet, constantly threatened by Fraser. On the third lap their positions were reversed and Fraser came past in the lead with Campbell slipstreaming him. Robertson's little yellow Fairthorpe had moved right up into third place and was gaining inexorably on the leaders, but still a considerable distance behind him, although keeping ahead of K. W. Moore (M.G.A. "Twin-Cam") in fourth place. On the fifth lap Robertson spun on the exit from Dickson's Tangle, mounting the wide grass verge and revolving like a top in a most spectacular manner, damaging his front and rear suspension units and doing extensive damage to the car's glass-fibre front panels on a bale. On the sixth lap Campbell passed Fraser again and the latter brought his car into the pits with a broken rotor arm. Campbell won by a distance, followed by Moore's Twin-Cam and Ross's Triumph, after working harder for his win than anyone else had to throughout the day. W. V. Tatters brought in his Lotus Seven in fourth place to win the up to 1,300 c.c. class, slightly ahead of G. Dryden in a similar car.

The next event was a five lap race for production sports and Grand Touring cars of over 2,000 c.c. and was a complete procession. Julian Sutton (Austin-Healey) took an immediate lead, followed by W. A. Thomson (Austin-Healey) and G. F.

LOTUSES 1, 2, 3, 4. Jim Mackay, the eventual winner, holds the inside line in the opening lap of the 1,500 c.c. sports car race. Douglas Bertram, here lying second, ran out of road 50 yards later.

Dolby (Jaguar 3.4) and that order was maintained for the duration of the event. These three finished about half a mile ahead of W. C. Mackay's Austin-Healey in fourth place.

The last event on this crowded programme was a *Formule Libre* event and it also lacked some of the excitement of the earlier events. Stan Hart (Cooper F2) led from start to finish, putting more and more distance between himself and W. E. J. Allen (Lotus F2). There was, however, a most enjoyable scrap between G. L. Crozier (Lotus) and Colin Murray (J.B.W.-Maserati) for third place. For the first two laps Crozier held third place, well ahead of Murray, but well behind Allen; on the third lap Murray really got his foot down and began to overhaul Crozier hand over fist. As they came past the line for the third time he was challenging the Lotus and eventually got past out on the back leg of the circuit. Crozier, intent on regaining his place pressed Murray quite hard for the next couple of laps but, when they began to lap the slower cars, he lost ground and had to content himself with a fourth.

The Aberdeen club have long enjoyed an enviable reputation for the friendliness of their officials and for the unique atmosphere which they manage to bring to their meetings. A marquee dance after

(Continued on page 850)

RESULTS

Sports Cars up to 1,500 c.c.: 1, J. Mackay (Lotus) 90.8 m.p.h.; 2, G. L. Crozier (Lotus); 3, J. L. Romanes (Lotus).

Production Saloon Cars up to 1,600 c.c.: 1, W. P. S. Melville (Volvo) 71.5 m.p.h.; 2, J. C. E. Allan (Riley); 3, K. D. Fraser. **Over 1,600 c.c.:** 1, G. F. Dolby (Jaguar 3.4) 81.8 m.p.h.; 2, A. Walker (XK 140); 3, J. Ewart (Chevrolet).

Sports Cars of any Capacity: 1, T. Dickson (Lotus) 93.1 m.p.h.; 2, C. Murray (Maserati); 3, J. L. Romanes (Lotus).

Racing Cars up to 1,500 c.c.: 1, S. Hart (Cooper F2) 93.2 m.p.h.; 2, W. E. J. Allen (Lotus F2); 3, J. L. Romanes (Lotus Eleven). **Fastest Lap:** Hart, 95.6 m.p.h. (circuit record).

Production Sports and Grand Touring Cars
(a) **Up to 1,300 c.c.:** 1, W. V. Tatters (Lotus) 72.5 m.p.h.; 2, D. G. Dryden (Lotus); 3, A. G. Pediani (A.-H. Sprite); (b) **Up to 2,000 c.c.:** 1, J. B. G. Campbell (M.G.A. "Twin-Cam") 75.7 m.p.h.; 2, K. W. Moore (M.G.A. "Twin-Cam"); 3, S. R. G. Ross (Triumph). (c) **Over 2,000 c.c.:** 1, J. A. Sutton (Austin-Healey) 85 m.p.h.; 2, W. A. Thomson (Austin-Healey); 3, G. F. Dolby (Jaguar 3.4). (a) and (b) run concurrently.

Formule Libre: 1, S. Hart (Cooper F2) 93 m.p.h.; 2, W. E. J. Allen (Lotus F2); 3, G. Murray (Maserati).





LES VAINQUEURS. Roy Salvadori (left) in the DBR1, and Carroll Shelby (above).

THE DRAMA OF THE SARTHE

by Gregor Grant

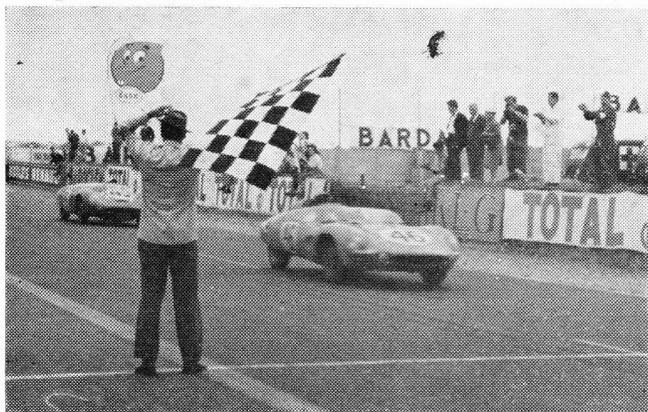
Photography by George Phillips and Theo Page

AS reported in last week's issue, the 1959 Vingt-Quatre Heures du Mans resulted in a resounding victory for David Brown's Aston Martins, the 4,347.9 kilometres being only 49.208 kilometres from the absolute distance record (Flockhart/Bueb (Jaguar), in 1957, and 295.183 kilometres greater than Ferrari's previous 3-litre record. The Trintignant/Frere car also was outside the record, and the Index-winning DB Panhard of Consten/Cotton beat the 1957 Lotus 750 c.c. record. Mike Hawthorn's lap record of 3 min. 58.7 sec. with the 4.1 Ferrari remained unbeaten, but Behra in the 3-litre car returned 4 min. 0.9 sec. (201.161 k.p.h.).

There is little doubt that the ultimate result of the race depended to a very large extent on the usual, opening "Grand Prix", when Stirling Moss set such a hot pace with his Aston Martin, and tempted the entire Scuderia Ferrari

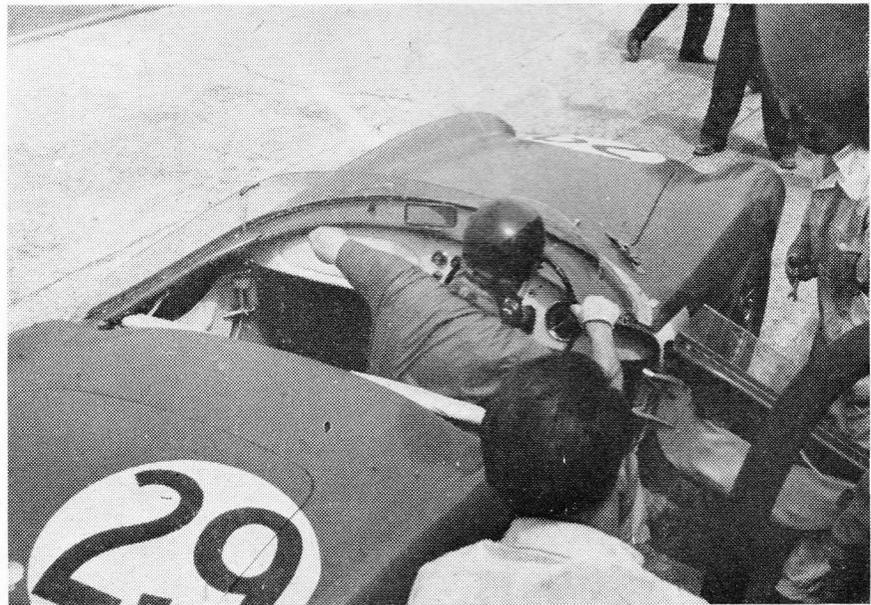
team to go after him, with their much faster cars. Stirling was driving well within the car's capabilities, and when Behra, going absolutely flat-out went ahead, S. Moss merely let him go. Gendebien and da Silva Ramos also went rather quicker than need be, which suited Aston Martin's book to a T, particularly when the Ramos car was retired. The exit of the Moss/Fairman car with a somewhat peculiar malady said to have been caused by the break-up of the air-box, was a blow to Reg Parnell and his men, but the two remaining cars were well-placed and running like trains. At quarter-distance the chief threat seemed to come not from Ferrari, but from the two "Ecurie Ecosse" cars which were then 2nd (Gregory/Ireland (D-type), and 4th (Flockhart/Lawrence (Tojeiro), but engine trouble intervened in both cases.

Act 2 of the drama began with the elimination of the Behra/Gurney car, and the pressure brought by last year's winners Gendebien/Phil Hill on the Aston Martins, and the steady advance of the Porsches. The 1,600 c.c. cars had, earlier on, been hard put to it to stay with Jim Russell's astonishingly quick Cooper-Monaco 2-litre, and must have been relieved at the exit of the very speedy 2-litre Ferrari. Poor Jim had wretched luck to be in a crash involving the already abandoned Aston Martin of Whitehead/Naylor, and his injuries are more serious than was at first announced. Incidentally the Aston did not catch fire, although both the Cooper and Faure's Stanguellini were completely burnt out, as was Vidilles' Lotus-Elite near Mulsanne, well away from the scene of the other conflagrations.



TRIUMPH FOR FRANCE. The little DB-Panhard (left) of Cornet and Cotton receives the chequered flag. The drivers congratulate each other (right) after their magnificent drive.

LET'S GO! *The Whiteaway/Turner A.C.-Ace has completed its pit stop and the driver leaps in to re-enter the fray.*



The drama continued when Gendebien and Hill took the lead and gradually increased it, till approaching the 20th hour, the car developed trouble after trouble till it was finally withdrawn.

The stage was now set for Act 3, the Aston Martin regularity contest. Tension was at a great height, and Bob Leapingwell who was helping Joe (Cordon Bleu) Waldron to feed the hungry men of Feltham, was heard to say: "How can I be expected to cook with my fingers crossed!". The Salvadori/Shelby car was using a great deal of oil, and both drivers were not feeling exactly 100 per cent. fit. Again, Trintignant had a badly burned foot, and one felt that Henry Taylor should have been put in for a stint.

Anyway things went according to plan, with no Porsches about which to worry, and the nearest Ferrari—a G.T. car, many, many laps in arrears.

Now what about the other British cars? The Jaguar-powered machines all went out with engine trouble, and a couple of the Triumphs had their fans make contact with the radiators. The Jopp/Bolton car reached 7th place, when oil pump failure caused the big ends to go. The Border Reivers Lotus Elite did many laps with the starter Bendix drive engaged, and pit stops resulted in prayers that the few remaining teeth on the fly-wheel would engage. The Stacey/Greene "750" seemed set to win the Index when trouble intervened. Ken Rudd's AC Ace, complete with standard wind-screen, went like clockwork to cover 3,683.838 kilometers at an average speed of 153.493 k.p.h.—a really magnificent effort on the part of Ted Whiteaway and Jack Turner. The French would have liked to have seen the Lund/Escott M.G. Twin-Cam finish, but it appeared to have jammed itself in two gears at once. An earlier collision with a large dog had not made their passage any easier.

As usual there was plenty of gaiety round the pits establishments. Le Club Soixante-Douze was run with great aplomb by KLG's Herve Coatalen, with assistance from Duncan Hamilton, Tim Seccombe, John Bremner, Tim Hedley and others. Next door Alec and Mary Ulmann had a Sebring HQ, where most of the U.S.A. contingent congregated from time to time.

Progress sheets were despatched with great celerity from the "electronic brain" operated by IBM of France, but one wishes that someone would ensure more accuracy on the giant scoreboard which serves the public.

All in all it was a memorable Le Mans which may be the last in which we shall see true sports-racing cars. The new CSI rules will operate next year, and one can expect a fairly large representation of G.T. machinery with outsize engines running as prototypes—which makes it all seem rather absurd!

LE MANS NOTES

The Osca "750", driven by the Rodriguez brothers was not the rear-engined type . . . Porsche are considering using disc brakes on the RSK and Super 1600 models . . . Amedee Gordini spent a great deal of time in the Lotus pits during practice—studying the Elite . . . Lofty England was much in evidence at the Lister depot . . . Wilkie Wilkinson's "square" engine in Ecurie Ecosse's Tojeiro lasted longer than the other works-prepared Jaguar power-units . . . Curious that no 750 c.c. Coventry-Climax engine has gone as well as the 1957 "lash-up" which won the Index of Performance for Lotus.

THE RETIREMENTS

Laps	Drivers	Car
9	Chancel/Laureau	DB Panhard
21	Patthey/Calderari	Aston Martin DB4
21	Gethner/Carveth	Ferrari
23	Taylor/Sieff	Lotus 750
30	Dashwood/Wilks	Frazer-Nash
32	R. Rodriguez/P. Rogriguez	Osca
35	Hurrell/North	SAAB
35	Bolton/Rothschild	Triumph
37	Reyillon/Dieu	Stanguellini
41	da Silva Ramos/Allison	Ferrari
47	Bianchi/de Changy	Ferrari
52	Hansgen/Blond	Lister-Jaguar
52	Whitehead/Naylor	Aston Martin DBR1
53	Faucher/Lafargue	DB Panhard
58	Faure/Guyot	Stanguellini
63	de Tomaso/Davies	DB Panhard
64	Cabianca/Scarlati	Ferrari 2000
70	Moss/Fairman	Aston Martin
70	Gregory/Ireland	Jaguar "D"
78	Herrmann/Maglioli	Porsche 1600
79	Russell/McLaren	Cooper-Monaco
83	Laroche/Terbut	Osca
105	Vidilles/Malle	Lotus Elite
108	Martin/Kimberley	Ferrari
114	Sanderson/Dubois	Triumph
119	G. Hill/Jolly	Lotus "2 1/2"
121	Bueb/Halford	Lister-Jaguar
129	Behra/Gurney	Ferrari
137	Flockhart/Lawrence	Tojeiro-Jaguar
156	Stacey/Greene	Lotus 750
168	Barth/Seidel	Porsche 1500
169	Bartholoni/Jaeger	DB Panhard
179	Masson/Vinatier	DB Panhard
182	Bonnier/Von Trips	Porsche 1600
185	Lund/Escott	M.G. Twin-Cam
186	de Beaufort/Heins	Porsche 1500
229	Kerguen/Lacaze	Porsche 1500
240	Hugus/Erickson	Porsche 1500
245	Jopp/Stoop	Triumph
263	Gendebien/Hill	Ferrari

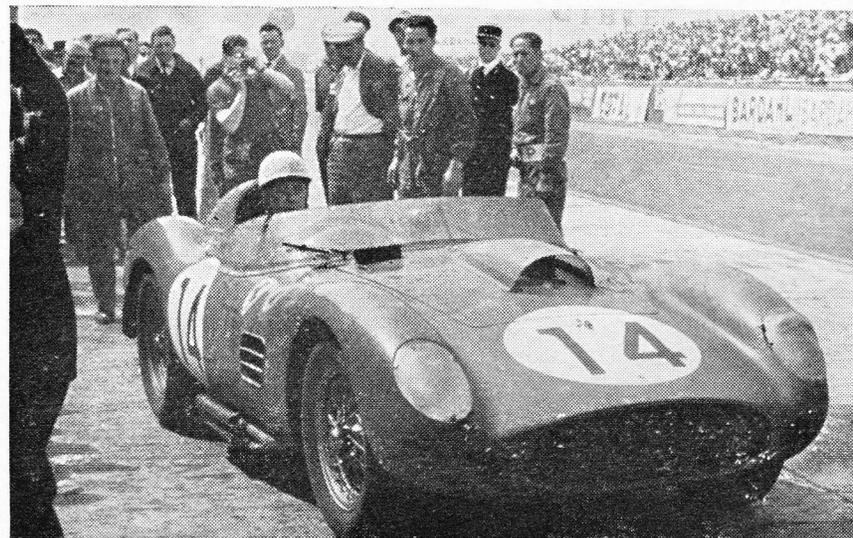
BRIEF SUMMARY

Positions of First 20 Each Hour

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	4	12	12	12	12	5	5	5	5	14	14	14	14	14	14	14	14	14	14	14	5	5	5	5
2	14	4	4	4	3	3	12	14	14	14	5	5	5	5	5	5	5	5	5	5	6	6	6	6
3	12	14	14	3	4	5	6	12	6	6	6	6	6	6	6	6	6	6	6	6	11	11	11	11
4	15	15	3	5	5	8	1	1	12	31	31	31	31	36	37	37	37	37	37	37	18	18	18	18
5	3	5	5	8	1	1	1	1	14	6	31	36	36	36	37	11	11	11	11	11	16	16	16	16
6	8	3	8	1	8	6	8	8	8	37	37	34	34	11	18	18	18	18	18	20	20	20	20	
7	30	8	15	6	6	14	31	31	36	8	34	37	37	18	16	16	16	16	16	27	27	29	29	
8	5	1	6	14	14	31	36	36	37	34	11	11	11	16	20	20	20	20	20	29	29	41	41	
9	6	6	1	32	32	24	34	19	11	11	8	18	18	20	35	35	35	35	35	41	41	46	46	
10	1	2	7	31	31	36	19	37	34	18	18	16	16	16	35	27	27	27	27	46	46	42	42	
11	2	7	2	24	24	34	37	11	18	16	16	20	20	27	29	29	29	29	29	42	42	45	45	
12	7	10	32	34	19	19	11	34	30	20	20	35	29	41	41	41	41	41	41	45	45	44	44	
13	23	32	31	7	36	37	30	30	19	35	35	27	27	41	46	46	46	46	46	49	49	49	49	
14	10	31	24	2	34	11	16	18	16	27	27	29	29	53	42	42	42	42	42	55	55	55	55	
15	32	24	10	36	37	30	18	16	20	29	29	41	41	46	33	33	33	33	33	45	45	44	44	
16	31	34	34	37	11	18	20	27	30	41	53	53	42	45	33	33	33	33	33	55	48	48	48	
17	24	23	36	19	30	16	35	35	35	41	53	46	46	33	49	49	49	49	49	48	48	48	48	
18	34	36	37	11	19	20	25	25	25	53	46	33	42	45	44	44	44	44	44	44	44	44	44	
19	19	37	23	23	20	35	27	27	29	46	33	42	33	49	48	55	55	55	55	55	55	55	55	
20	17	11	19	16	16	27	29	29	41	45	45	45	45	44	55	48	48	48	48	48	48	48	48	

HOUR-BY-HOUR positions chart (left) for the leading 20 cars. On the right is a list of cars appearing on the chart.

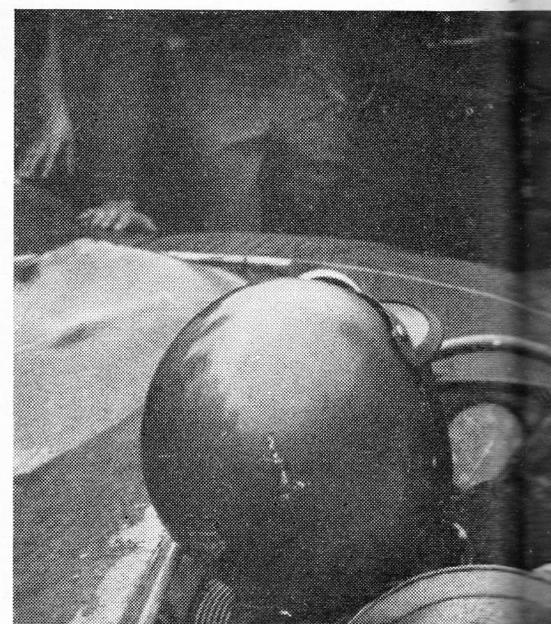
1, Bueb/Halford (Lister). 2, Hansgen/Blond (Lister). 3, Gregory/Ireland (Jaguar). 4, Moss/Fairman (Aston Martin). 5, Salvadori/Shelby (Aston Martin). 6, Trintignant/Frere (Aston Martin). 7, Whitehead/Naylor (Aston Martin). 8, Flockhart/Lawrence (Tojeiro-Jaguar). 9, Bianchi/de Changy (Ferrari). 10, Beurlys/Helde (Ferrari). 11, Behra/Gurney (Ferrari). 12, Gendebien/Hill (Ferrari). 13, Allison/da Silva Ramos (Ferrari). 14, Grossman/Tavano (Ferrari). 15, Pilette/Arentz (Ferrari). 16, Martin/Kimberley (Ferrari). 17, Fayen/Munaron (Ferrari). 18, Cabianca/Scarlati (Ferrari). 19, Russell/McLaren (Cooper). 20, Jopp/Stoop (Triumph). 21, Whiteaway/Turner (AC Ace). 22, G. Hill/Jolly (Lotus 2.5). 23, Bonnier/Von Trips (Porsche). 24, Herrmann/Maglioli (Porsche). 25, Lund/Escott (M.G. Twin-Cam). 26, Barth/Seidel (Porsche). 27, Kerguen/Lacaze (Porsche). 28, de Beaufort/Heins (Porsche). 29, Hugus/Erickson (Porsche). 30, Lumsden/Riley (Lotus Elite). 31, Clark/Whitmore (Lotus Elite). 32, Consten/Armagnac (DB Panhard). 33, Bartholoni/Jaeger (DB Panhard). 34, Masson/Vinatier (DB Panhard). 35, Cornet/Cotton (DB Panhard). 36, Stacey/Greene (Lotus 750). 37, Geneste/Guirad (DB Panhard). 38, Nottorp/Bengston (SAAB). (The above cars are featured in the accompanying chart).

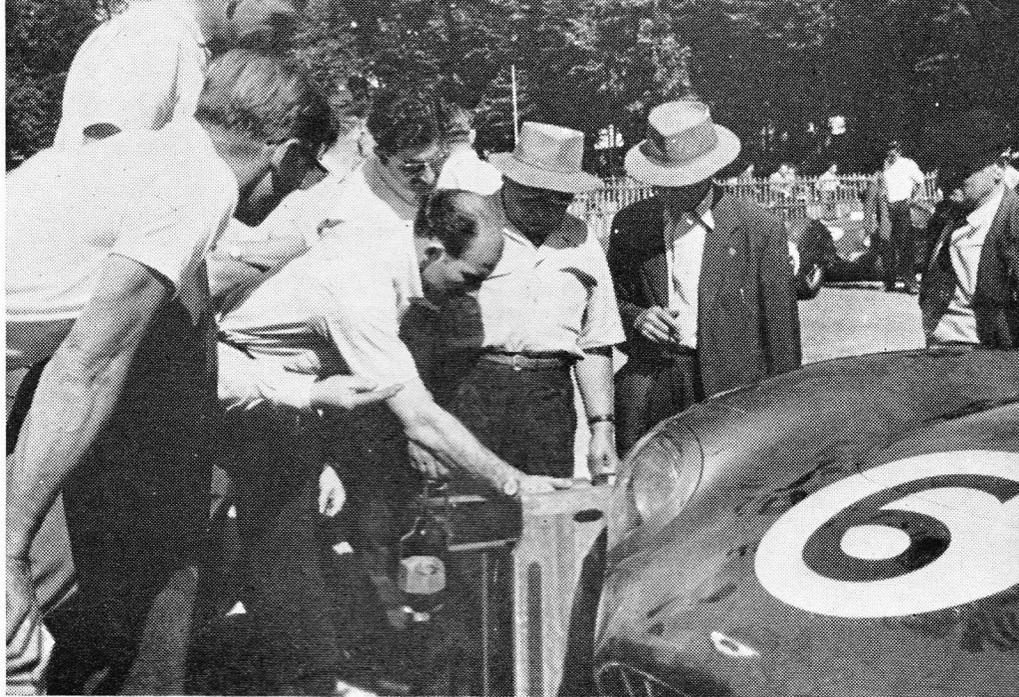


LOOKING BACK

Photography by George

MR. AND MRS. David Brown (above) keep an anxious watch on the two leading Astons. On D.B.'s left is Eric Thompson. FAST AMERICAN, Walt Hansgen (Lister-Jaguar) leads the Grossmann/Tavano Ferrari through the Esses (Top left). OLIVIER GENDEBIEN (left centre) takes the Ferrari away from its final pit stop. PORSCHEs at Maison Blanche (bottom left). The Barth/Seidel car leads its sister car through the notorious bend.

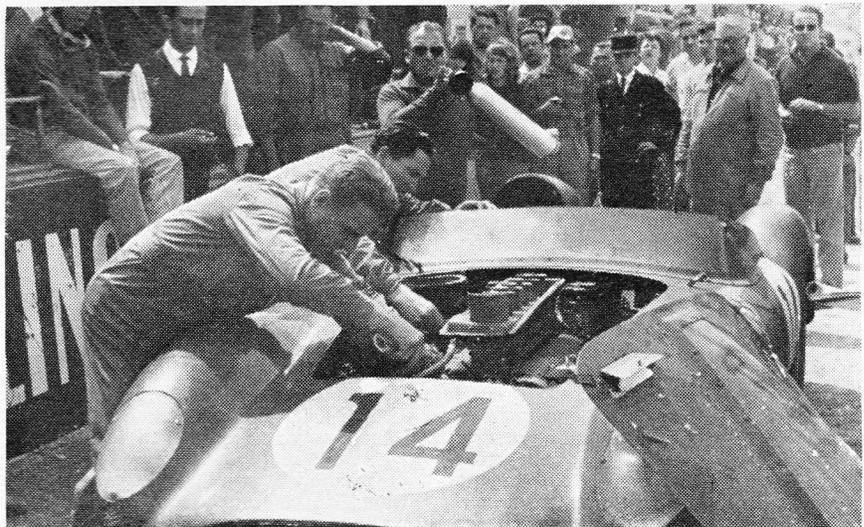




CK ON LE MANS

ge Phillips and Theo Page

I'M IN CHARGE! Stirling Moss and Paul Frère check the weight of number 6 Aston during scrutineering (top right). *FINAL EFFORT* (centre right). The Ferrari mechanics work frantically on the ailing Gendebien/Hill machine, while Olivier waits on the pit counter. *SCOTTISH SANDWICH* (bottom right). Innes Ireland (D-type Jaguar) leads Graham Hill (Lotus) and the Flockhart/Lawrence Tojeiro through the Esses. *WELL DONE BOY!* It is five past four by Roy's watch as he congratulates Carroll Shelby (below)



WINNING POWER-UNIT. The well-proved six-cylinder engine of the Aston-Martin DBR1.

to function. The speed was there and reliability will come, but the roadholding at high speeds was not particularly impressive.

Preparation was again to the fore with the lone and very standard A.C. entry. When one saw Ken Rudd in the pits, it was certain that the mechanical side had not been neglected, and the A.C. put up a demonstration of high-speed reliability that should sell many of these delightful cars. The M.G. had its front end damaged when it was in collision with an Alsatian dog, which is a genuine case of bad luck, but its subsequent gearbox trouble was surprising, as this has the reputation of being a very rugged gearbox.

Le Mans is a very specialised race, and although the smooth surface of the circuit eases suspension problems, extreme controllability is vitally necessary. This is because any race which embraces cars of greatly varying speed potentials

WELL, David Brown's Aston Martins have done it at last, and how pleased we all are. Theirs was a sweeping victory which had all the correct ingredients, and luck simply did not enter into it. The cars were fast and superbly prepared, with nothing new or untried about them. Everybody in the team was thoroughly experienced and knew his job. Above all, the drivers were of the highest calibre and completely disciplined.

There was certainly no lack of competition with eleven Ferraris on the starting line, and the maximum speed of the three "works" Italian cars was considerably higher than that of the British. With disc brakes and Dunlop tyres, the Ferraris were indeed formidable, and their twelve-cylinder engines were fundamentally less highly stressed than the Aston Martin and Jaguar "sixes" of similar capacity. Their roadholding on fast corners was not impressive, but in all other respects they seemed ideal cars for Le Mans. It is not generally known that two types of engines were used in the Ferrari team cars, a new model with bigger carburettors and more valve overlap appearing in two of the machines. The older type of power unit was given to last year's winners.

A curious feature of the Ferraris was their appetite for water, about one-and-a-half gallons usually being added at each pit stop. The air-cooled Porsches certainly did not have this disability, but every other sort of breakdown or disaster seemed to haunt them. The utter failure of the German cars, with such divers maladies as a dropped valve, a broken crankshaft, a broken clutch withdrawal finger, and a derangement of the gear-change, was the most unexpected feature of the race. The Porsches were extremely fast, had exceptional roadholding, and only their drum-type brakes were open to suspicion. Yet, there is really no such thing as luck in motor racing, and one feels that Von Hanstein will be quick to improve the preparation of these cars, for they have always been utterly dependable in long-distance races.

The failure of the Jaguar-engined cars was perhaps easier to understand. In 3-litre form, this power unit has never been so successful as in the 3.4 and 3.8-litre sizes. In two cases, the sudden arrival of a connecting rod through a large "window" in the crankcase was

THE TECHNICAL ASPECTS OF LE MANS

by John Bolster

a cause of wrecked engines, and one can only assume that there are design limitations which render the unit unreliable at sustained high revolutions. In the bigger sizes, the Jaguar engine gives its power at lower revs., and the reliability factor is then very good. Nevertheless, Innes Ireland's drive in the D-type will long be remembered as an epic.

The 2½-litre Lotus was enormously impressive, but in fact the car stood no chance. A machine as fast as this needs two really good drivers, and Graham Hill's partner simply lacked the necessary Le Mans experience. Furthermore, the car had been prepared too hurriedly, and even its own sponsors had little faith in it for this reason. Long and meticulous preparation is the only answer if one wants a car to race for 24 hours. In proof of this, one needs only to examine the DB-Panhards, which probably won more money than the Aston Martins in taking the Index of Performance and Thermal Efficiency prizes. The DB is an old and almost crude design, and its big two-cylinder engine is very highly stressed. Yet René Bonnet's team of mechanics have an absolute mastery of the art of preparing a car for Le Mans, and the little blue "two-bangers" were ready to take over when the 750 c.c. Lotus lost its water and retired.

The very fast Triumphs were full of technical interest. The twin overhead camshaft 2-litre engine is largely constructed of light alloy, and is indeed appreciably lighter than the normal pushrod unit although it has five main bearings instead of three. This is a really massive looking power unit, and it has been necessary to raise the level of the bonnet top to accommodate it. The chassis is some six inches longer than standard and the body, although very "TR" in shape, is actually of fibreglass with an exceptionally fine finish.

Two of the cars were eliminated by unseemly contact between fan blades and radiators, but the third, having had its fan removed, was all set to win the 2-litre class when the oil pump ceased

must contain many emergencies, especially when night driving is added to the hazards. Then there is the problem of finding a sufficient number of really good drivers—a problem which has so far proved insoluble and leads to many "incidents" every year.

Few people realise the immense strain on the drivers of winning at Le Mans at today's speeds. I interviewed Carroll Shelby for the B.B.C. immediately after the race, and I have never seen a man so utterly weary. That he consented to walk the whole length of the pits to my microphone when he was almost dropping with fatigue is something for which I am enormously grateful. Truly, as a test of men and machines there is nothing quite like *Les Vingt Quatre Heures*.

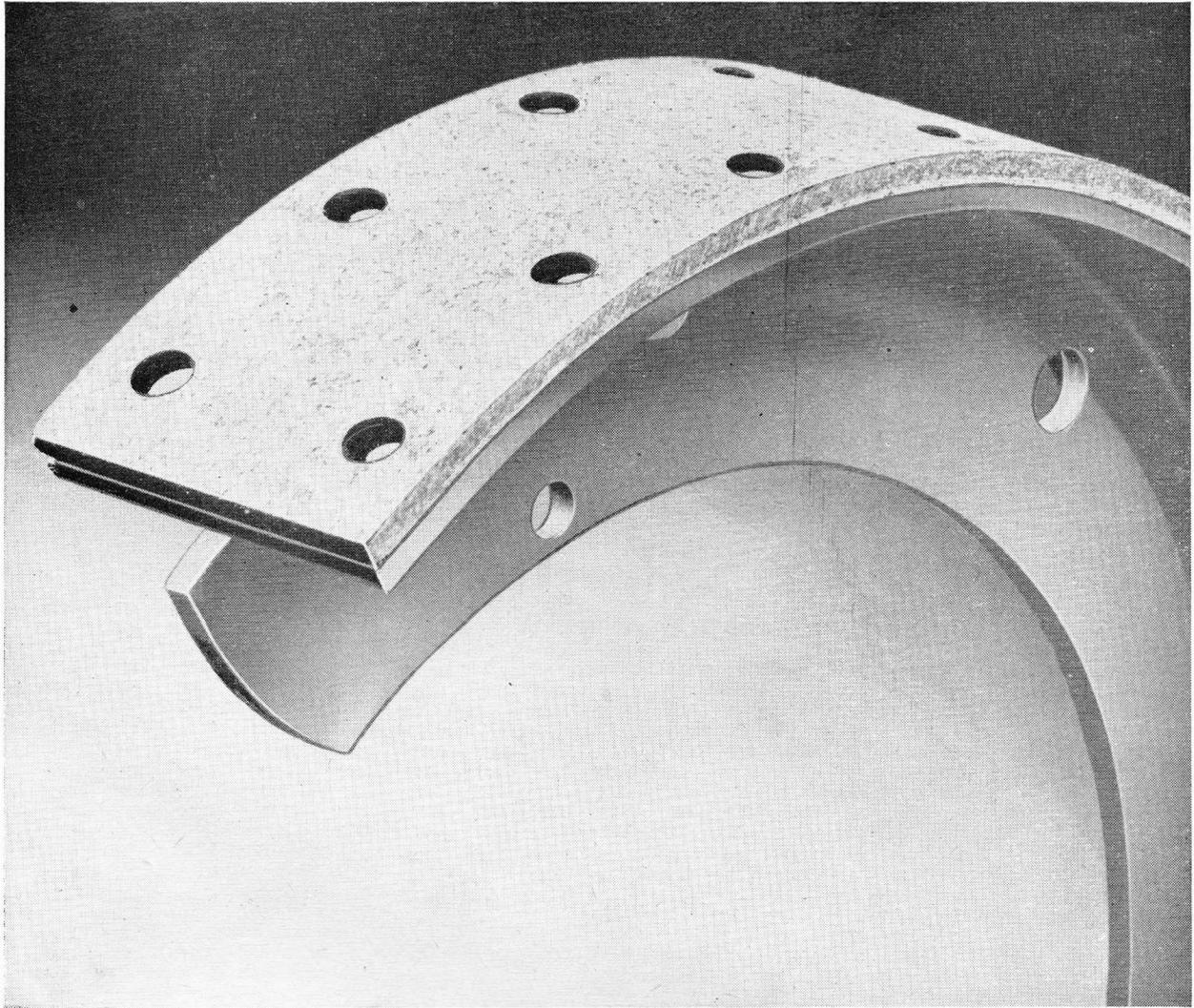
RESULTS GENERAL CLASSIFICATION

1.	*Salvadori—C. Shelby (Aston Martin)	4.347 km.	900†	181-163
2.	M. Trintignant—P. Frere (Aston Martin)	4.337 km.	559	180-752
3.	Beurlys—Helde (Ferrari)	4.001 km.	601	166-733
4.	Pilette—Arents (Ferrari)	3.991 km.	447	166-310
5.	Grossmann—F. Tavano (Ferrari)	3.964 km.	491	165-187
6.	L. Fayen—Munaron (Ferrari)	3.954 km.	691	164-779
7.	*Whiteaway—J. Turner (A.C.)	3.684 km.	838	153-493
8.	*P. J. S. Lumsden—P. Riley (Elite)	3.636 km.	084	151-504
9.	Cornet—Cotton (D.B.)	3.485 km.	447	145-227
10.	J. Clark—J. Whitmore (Elite)	3.461 km.	086	144-212
11.	*B. Consten—P. Armagnac (D.B.)	3.337 km.	352†	139-056
12.	S. Nottorp—Bengston (SAAB)	3.130 km.	973	130-457
13.	De Lageneste—Guiraud (Stanguellini)	2.970 km.	473	123-770

* Class Winners. † Class Distance Record.
Fastest lap: Behra (Ferrari) 4m. 0.9s. 201-161 k.p.h. (125 m.p.h.).

INDEX "ENERGETIQUE" (Fuel Consumption)

1.	Consten—Armagnac (DB Panhard)	1.339
2.	Lumsden—P. Riley (Lotus Elite)	1.243
3.	Salvadori—Shelby (Aston Martin)	1.226
4.	Trintignant—P. Frere (Aston Martin)	1.218
5.	Clarke—Whitmore (Lotus Elite)	1.124
6.	Whiteaway—J. Turner (A.C.)	1.123
7.	Cornet—Cotton (DB Panhard)	1.110

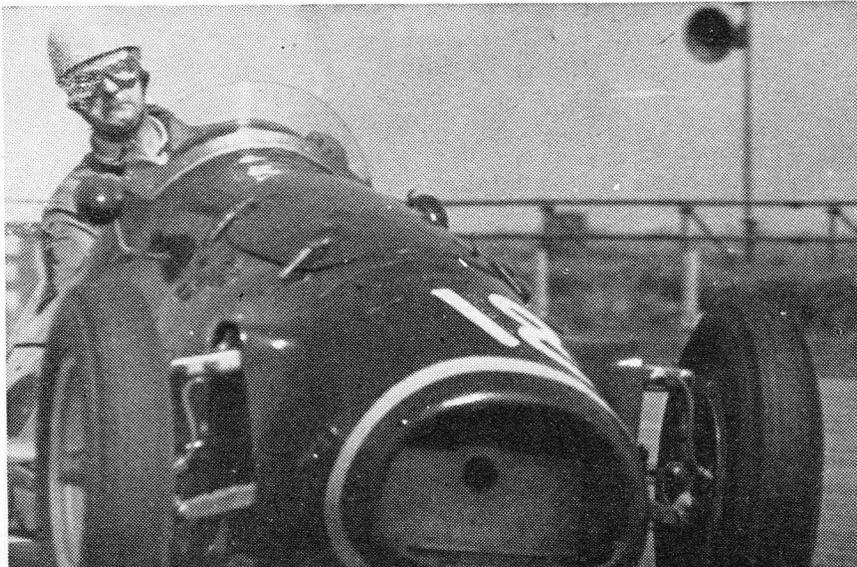


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Midlands M.E.C. Silverstone

Fine Weather For A Fine Meeting

SATURDAY, 20th June brought the Midlands Motoring Enthusiasts Club to Silverstone for their eleventh annual race meeting. It also brought to the same circuit the traditional M.M.E.C. weather, and the full programme of ten races was run off in brilliant, scorching sunshine. This is always one of the most enjoyable club race meetings, and the glorious day merely provided the finishing touch.

First event on the programme was a ten-lap scratch race for 1500 c.c. sports cars, which on the face of it looked like being a victory for Lionel Mayman in his Lotus. Sure enough, Lionel led after the first lap by a comfortable distance from similarly-mounted Tom Threlfall, and by lap two had increased his lead. But alas for Mayman, on the third lap Threlfall came round in front, a rear hub having fractured on Lionel's car, causing him to spin and depart from active participation. For the rest of the race it was all Threlfall, who crossed the line nearly three-quarters of a minute ahead of A. P. Belcher (Lotus 1100) and J. Van Sickle's Lotus-Ford.

Race two was a most confusing five-lap sports car handicap, in which credit laps were spread among the field with gay abandon, making any sort of coherent lap-scoring quite impossible. At the end of the affair it seemed that J. Woolfe's "C"-type won at 75.81 m.p.h., some ten seconds ahead of R. A. Lovett's Ford-engined Scorpion, with K. L. Spellman's Austin-Healey Sprite in third place.

Race three was something of a demonstration by A. J. D. Sim, who led all the way in his 948 c.c. Yimkin in an event which was for two-seater open cars up to 1000 c.c. and saloon cars of any capacity. At the end of the first lap Sim led by some nine seconds from J. K. Moore's D.M.G., but by lap two

second place had been taken by Bernie Rodger's Yimkim - modified 2.2-litre Peerless. Some most exciting cornering by the Peerless retained second place and at one time reduced the gap between first and second men to seven seconds, but Sim was merely touring, and as soon as he realised he was being followed he turned on the taps again and, without very much effort, opened up a ten-second lead to win by that margin at an average speed of 68.47 m.p.h. Third man home was H. W. G. Elwes, who drove his Sprite very fast and very capably.

Another sports car handicap over five laps followed this, the same difficulties applying from my point of view. The winner turned out to be Tom Threlfall, in his Lotus 1100, at an average of 69.48 m.p.h. Second was M. V. Mackie ("D"-type Jaguar), only decimals of a second behind, and third was the Yimkin-Peerless, this time driven by S. J. Hill who was extremely fast through Copse

FINE CLOSE-UP provides a study in concentration—and front suspension—as John Horton takes his Connaught on a tight line through Copse.

and commendably neat. The other main feature of the race was the manner in which Arthur Mallock in his enormously quick Ford Special rushed around simply eating up Lotuses!

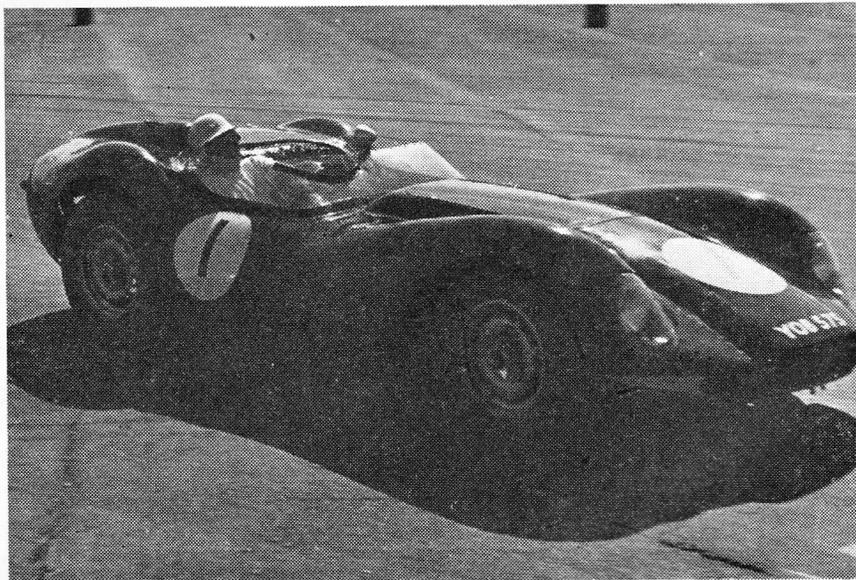
Then came a ten-lap racing car handicap—racing cars, for the purposes of the exercise, being a term to include sports machines. So far as accurate lap-charting was concerned, the usual difficulties with handicap races seemed to apply, and apart from the fact that there was a good deal of exciting motor-racing, the only concrete facts to emerge were a win for Peter Ellis (Cooper 500), some 20 seconds ahead of Peter Mould (Lister-Jaguar), with Geoff Richardson's Formula 1 Connaught in third place.

The sixth race was an eight-lapper for 500 c.c. cars, which produced an enterprising chase of Philip Robinson (Stuart-Cooper) by Peter Ellis (Cooper). Victory went to Robinson by a clear margin, leading Ellis by some thirteen seconds to win at 75.45 m.p.h. with P. A. Luke (Cooper) in third place, some 25 seconds down.

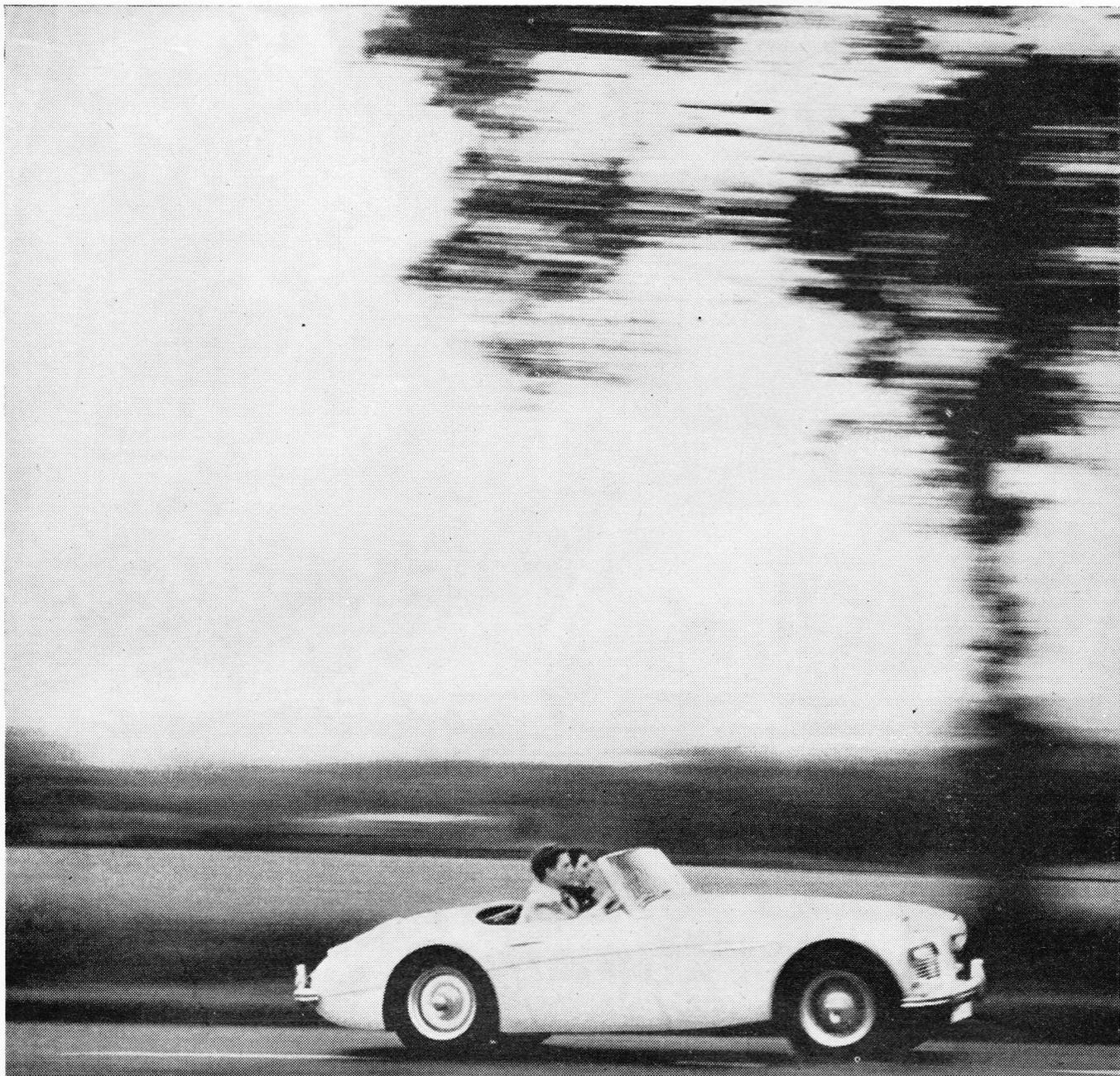
Now came the main race of the day, the 20-lap scratch event for unlimited capacity sports cars. As last year, the race was Peter Mould all the way—only the car was different. His Lister-Jaguar was in front at the end of the first lap, leading M. V. Mackie's "D"-type and L. W. Keens's Lotus. His second lap was enough to put him something approaching five seconds ahead. Keens was passed by J. Woolfe ("C"-type) on lap four and on lap six Woolfe moved up past Mackie into second place, 6½ seconds behind Mould. But on the same lap the black flag was hung out for the "C"-type and Woolfe withdrew from the race for unknown reasons—a great pity, for a "C"-type has seldom gone so well since the days when John Bekaert used to drive one!

During this episode, Keens had been closing up to reopen battle with Mackie's "D"-type, and on lap seven passed him to take second place—now nine seconds

(Continued on page 846)



SWINGING through Woodcote in impeccable style goes Peter Mould in his 3-litre Lister-Jaguar, well in the lead and on his way to winning the main race of the day.



Bigger engine, higher compression, disc brakes

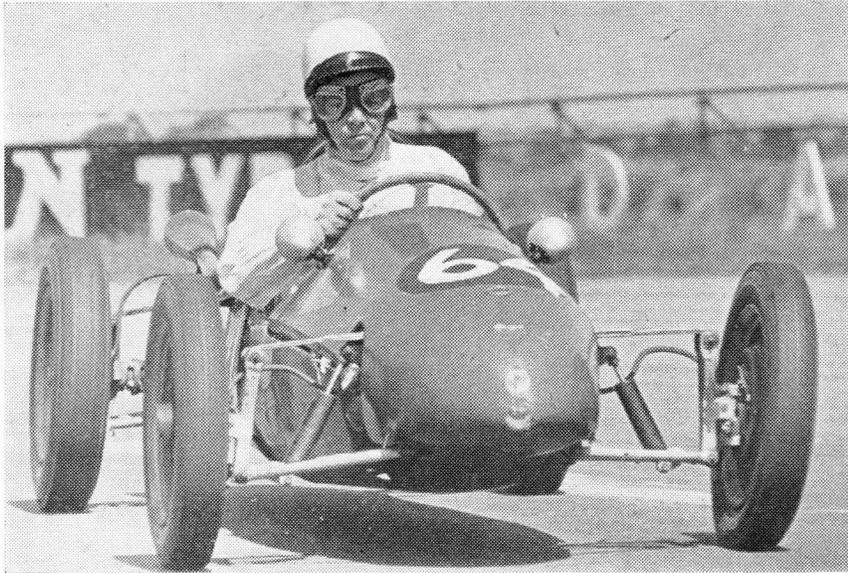
NEW AUSTIN HEALEY 3000

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Midlands—continued

behind Mould. Mackie was not, understandably, especially keen on this and on lap eleven—by which time Peter Mould's lead had extended to fifteen seconds—re-took second spot. So it stayed for a space, then, on lap fourteen it was Keens back in second place, Mackie was temporarily passed by D. W. A. Chamberlain (Cooper-Jaguar) but eventually finished third.

By the end of the race Mould was 28 seconds ahead of Keens, and won at 80.04 m.p.h. Keens led Mackie home by just short of one second and Chamberlain took fourth place only decimals behind.

Race eight was ten laps scratch for *Formule Libre*. Again it was Peter Mould who led from the start in his Lister, but on lap two he was passed by Geoff Richardson F1 Connaught who was thereafter untouchable in spite of stiff opposition from the Formula 2 Coopers of Brian Whitehouse and R. M. Carter. Bad luck, which never comes singly, came in duplicate for Stuart Dodd, who was well-placed in his F2 Cooper on lap one but had to make a pit-stop and eventually retired with a jammed gearbox. Earlier in the day he had lost all the water from the cooling system when a drain-tap broke.

Richardson went on to win in his own time, merely touring round to maintain a four second lead over Whitehouse, who finished second, eight seconds ahead of Carter, with Peter Mould fourth. The Connaught's winning speed was 83.36 m.p.h.—what a shame it will be if this very fine car does not compete in the Grand Prix meeting. One has a strong feeling that it will be more than a match for the Centro-Sud Maseratis!

Then came a ten-lapper for 1100 c.c. sports cars, won comfortably by Tom Threlfall after a brief scrap in the opening laps with A. P. Belcher and L. W. Keens. Threlfall eventually led Belcher home by five seconds, with Keens third, at an average speed of 79.15 m.p.h.

A ten-lap handicap for sports cars completed the day, victory going to

BECKETT'S DUEL between Tom Threlfall's very fast —and well-driven Lotus 1100 and the "D"-type Jaguar of M. V. Mackie—each of them determined to get round first!

Searles's A.C.-Bristol at 73.21 m.p.h., six seconds ahead of Woodley's Lotus. Third was Lovett's TR2.

A most enjoyable day out in the sun, this, and the whole thing ran very smoothly in spite of interruptions from a broadcasting medium which nearly turned the Press officers' hair grey. But the officials, Ron Eades and Derek Wareham, coped admirably nevertheless. Criticism? I seem to remember saying last year that, good as it is, there are too many handicap races at this meeting. I'm sure competitors would rather do without them, and from the Press point of view—the fewer the better!

MARTYN WATKINS.

RESULTS

1500 c.c. Sports Cars Scratch: 1, T. Threlfall (Lotus) 78.10 m.p.h.; 2, A. P. Belcher (Lotus); 3, J. Van Sickle (Lotus).

Sports Car Handicap: 1, J. Woolfe ("C"-type Jaguar) 75.81 m.p.h.; 2, J. E. Lovett (TR2); 3, K. Spellman (Austin-Healey).

Open Two-seaters and Saloon Cars: 1, A. J. D. Sim (Yimkin) 68.47 m.p.h.; 2, B. Rodger (Peerless); 3, H. W. G. Elwes (Sprite).

Sports Car Handicap: 1, T. Threlfall (Lotus) 69.48 m.p.h.; 2, M. V. Mackie ("D"-type Jaguar); 3, S. J. Hill (Peerless).

Racing Car Handicap: 1, P. R. Ellis (Cooper-Norton) 73.79 m.p.h.; 2, P. Mould (Lister-Jaguar); 3, G. Richardson (Connaught).

Racing Cars up to 500 c.c.: 1, P. Robinson (Cooper) 75.45 m.p.h.; 2, P. R. Ellis (Cooper); 3, P. A. Luke (Cooper).

IN A HURRY through Cope is M. Blakemore, his Cooper-Norton 500 drifting well during the 500 c.c. race which was won comfortably by Philip Robinson.

Twenty-lap Scratch race for unlimited Sports Cars: 1, P. Mould (Lister-Jaguar) 80.04 m.p.h.; 2, L. W. Keens (Lotus); 3, M. V. Mackie ("D"-type Jaguar).

Formule Libre: 1, G. Richardson (Connaught) 83.36 m.p.h.; 2, B. Whitehouse (Cooper F2); 3, R. M. Carter (Cooper F2).

Sports Cars up to 1100 c.c.: 1, T. Threlfall (Lotus) 79.15 m.p.h.; 2, A. P. Belcher (Lotus); 3, L. W. Keens (Lotus).

Sports Car Handicap (final): 1, E. Searles (A.C.-Bristol) 73.21 m.p.h.; 2, M. Woodley (Lotus); 3, J. E. Lovett (TR2).

G.P. OF EUROPE

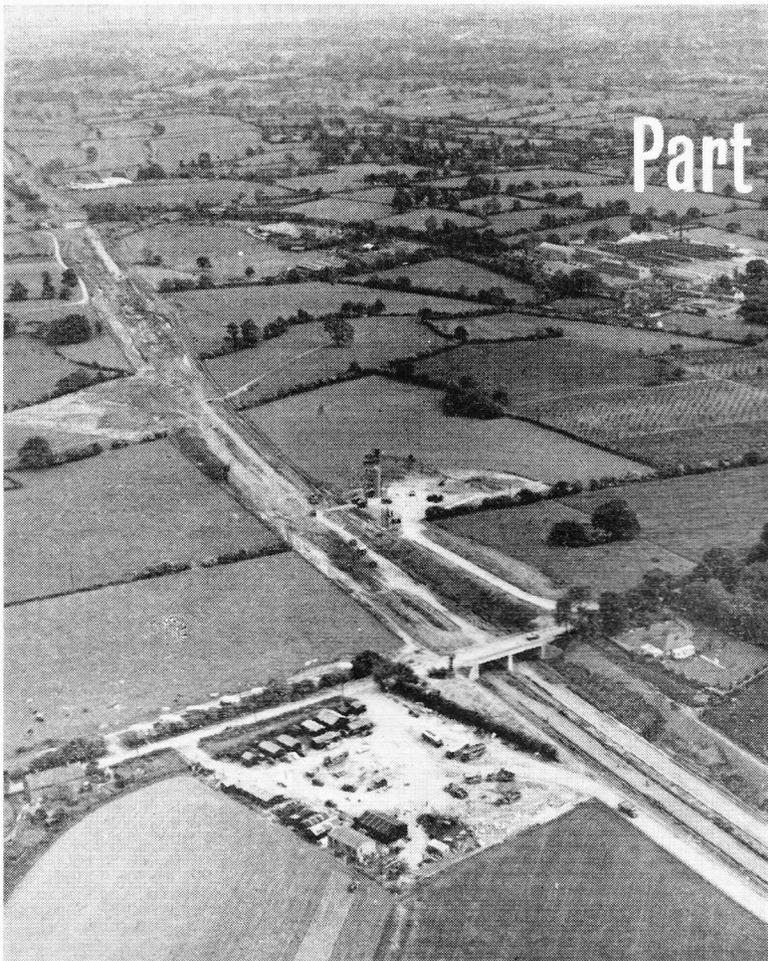
THE decision of Aston Martin not to take part in Sunday's G.P. d'Europe was not altogether unexpected. Roy Salvadori now drives Tommy Atkins's Cooper-Maserati, and Brabham drives the new streamlined Cooper, and a similar body will be used in the F2 race. Stirling Moss has finally decided to drive the B.R.P. B.R.M. The Bourne entries include Bonnier and Schell, although another car may be found for Flockhart. Works Coopers will be driven by Brabham, Gregory, and Gregory, with Trintignant in one of Rob Walker's entries. Ferrari will have Brooks, Behra, Hill and probably Allison, although the last-named may be reserved for the F2 race. Graham Hill and Innes Ireland will be in Team Lotus, and another possibility is Halford in the C-type Connaught. Scuderia Centro-Sud's new Cooper-Maseratis should be ready, but no drivers are so far named. Ian Burgess might well be given a wheel, and Scarlatti is also a probable. Provisional entry list:

B.R.M.—Moss, Bonnier, Schell.
Ferrari—Brooks, Behra, P. Hill, Allison.
Cooper-Climax—Brabham, Gregory, Trintignant, McLaren.
Cooper-Maserati—Salvadori, X, X.
Lotus-Climax—G. Hill, I. Ireland.
Connaught—Halford.

Chief threat may come from Tony Brooks, who may put Ferrari back on a winning streak, just as Mike Hawthorn did a year ago. However B.R.M., with Moss aboard, cannot be under-rated on such a fast circuit.

GORDON SHANLEY is in hospital following a disc operation—the result of a war wound.





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Vehicle equipment will be as important to the success of modern motoring as the new motorways themselves. Take dampers, for instance. The higher average speeds attainable will call for greater stability, not only for comfort, but more significantly, for safety. That is where the new Girling C.S.V. Damper fits in to this pattern of road development, for it gives a remarkable level of consistent efficiency throughout its long life on road surfaces of every kind.

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SET A NEW STANDARD OF CONSISTENT EFFICIENCY



RECORD BREAKER. John Bekaert drove his Lister-Jaguar to great effect, breaking the Aintree club circuit record three times, settling finally for 86.32 as his new record.

A TROPICAL heat wave greeted the B.A.R.C. Club meeting at Aintree on Saturday, 20th June, where our old friends Geoff Sykes and "Mac" put on one of those intimate top-line events for the genuine clubman. Consisting of some five scratch events and a similar number of handicap races, each over a distance of seven laps, the meeting really catered for the variety of "makes" which composed the eighty plus entry.

Proceedings opened with a scratch race for 500 c.c. cars which was rather a gift to J. Pitcher (Beart-Norton). However second place provided a grand scrap between A. J. Norton (Cooper-Norton) and W. C. Harris, on the Flather-Norton. Lap after lap they passed the pits side by side, till on the last tour Norton got through at Beechers to cross the line some three seconds to the good.

Aintree in a Heat Wave

John Bekaert (Lister-Jaguar) Dominates B.A.R.C. Meeting

The first handicap proved a "known" fact, i.e., that no one can give Jim Hacking (Elva Courier) one credit lap in seven. Time after time the handicappers have been misled by this "jovial giant". On this occasion, even though he visited the grass on lap two at Country Corner, he was still three seconds too fast for scratch man J. Bekaert on the Lister-Jaguar despite the latter's tour in 1.09.4 which constituted a new course record. Third home was D. Howard (Lotus-Climax).

Handicap B again proved a win for the limit man, R. A. Lewis (A35) but only by 0.6 of a second from E. Dobson (Lotus-Ford), with C. J. Lawrence (Morgan Plus Four) in third position.

In Handicap C, J. S. Goddard Watts' Coupe Berkeley was far too fast and really caught out the handicappers. Off limit, the little car buzzed round to record an easy win by ten seconds from E. C. Booth (Fraser-Nash) and G. D. Hill (Elva-Ford). Hacking put paid to his



chances by a first lap spin at his identical spot at Country Corner, and J. Bekaert (Lister-Jaguar) again lowered the course record, this time to 1.08.8 seconds!

Out came the baby saloons for handicap D: hordes of A35s plus the odd Morris 1000, etc., plus E. B. Wadsworth's Denzel off the scratch mark. The A35s had it, G. Boxall having the legs over R. A. Lewis and K. D. Jones. In fact the marque took the first seven places!

Handicap E brought out the "other" saloons which, ranging from G. Tyrer's DB4, off scratch, to Berkeley "Bill" again. Although rehandicapped, the latter still found enough steam to win again from H. Brierley's Rapier and J. White's Anglia to the tune of some six seconds—an indecently fast little car!

Event Seven was a scratch race for 1,100 c.c. cars, i.e. the Climax jobs, and was a gift to L. I. Bramley (Lotus), who won by nine seconds from R. W. de Selincourt and A. B. Rees on similar cars,

Bramley setting up a new class record with a time of 1.10.8 seconds.

Event Eight was for non-supercharged cars to 1,000 c.c. o.v.h. and 1,200 c.c. side-valve and produced a win for N. Moores, driving a special which rejoiced in the peculiar name of Longbacon! Second and very close indeed came E. Dobson (Lotus-Ford). Third but some distance in arrears was J. V. Brownlee (Healey Sprite).

Event Nine, a "Marque" affair, proved that a Morgan Plus Four, properly handled, is still capable of dealing with TRs, Austin-Healeys and "Twin-Cam" M.G.As, C. J. Lawrence so going to the tune of nine seconds over R. W. de Selincourt (TR3) and P. J. Doyle (TR3A).

(Continued on page 850)

Results

F.3 Scratch race: 1, J. Pitcher (Beart Cooper), 79.33 m.p.h.; 2, A. J. C. Newton (Cooper Norton); 3, W. G. Harris (Flather Norton). **Fastest lap:** Pitcher, 80.66 m.p.h.

Handicap "A" for Sports Cars: 1, J. P. Hacking (Elva), 63.19 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, D. Howard (Lotus-Climax). **Fastest lap:** Bekaert, 85.07 m.p.h.

Handicap "B" for Sports Cars: 1, R. A. A. Lewis (A35), 59.34 m.p.h.; 2, E. Dobson (Lotus Ford); 3, L. J. Fagg (Morgan). **Fastest lap:** Mrs. K. Howard (Lotus Climax) 78.09 m.p.h.

Handicap "C" for Sports Cars: 1, J. Goddard Watts (Berkeley), 64.06 m.p.h.; 2, E. C. Booth (Fraser Nash); 3, G. D. Hill (Elva Ford). **Fastest lap:** J. Bekaert (Lister-Jaguar) 85.81 m.p.h.

Handicap "D" for Closed Cars: 1, G. Boxall (A35), 67.07 m.p.h.; 2, R. A. A. Lewis (A35); 3, K. D. Jones (A35). **Fastest lap:** Jones, 71.82 m.p.h.

Handicap "E" for Closed Cars: 1, J. Goddard Watts (Berkeley), 70.05 m.p.h.; 2, H. Brierley (Sunbeam); 3, J. White (Ford). **Fastest lap:** G. Tyrer (Aston Martin DB 4), 77.07 m.p.h.

Sports Cars up to 1100 c.c.: 1, L. Bramley (Lotus Climax), 81.86 m.p.h.; 2, R. W. de Selincourt (Lotus Climax); 3, A. B. Rees (Lotus Climax). **Fastest lap:** Bramley, 83.39 m.p.h.

Non-supercharged Cars up to 1000 c.c. o.v.h. or 1200 c.c. s.v.: 1, N. Moores (Longbacon) 71.97 m.p.h.; 2, E. Dobson (Lotus Ford); 3, J. V. Brownlee (A-H Sprite). **Fastest lap:** Dobson, 74.17 m.p.h.

Marque Scratch Race: 1, C. J. Lawrence (Morgan) 74.33 m.p.h.; 2, R. W. de Selincourt (TR3A); 3, P. J. Doyle (TR3A). **Fastest lap:** Lawrence, 75.69 m.p.h.

Unlimited Sports Cars: 1, J. Bekaert (Lister-Jaguar) 84.55 m.p.h.; 2, L. Bramley (Lotus-Climax); 3, G. Ashmore (Jaguar "D"). **Fastest lap:** Bekaert, 86.32 m.p.h. (Outright record for Club circuit).

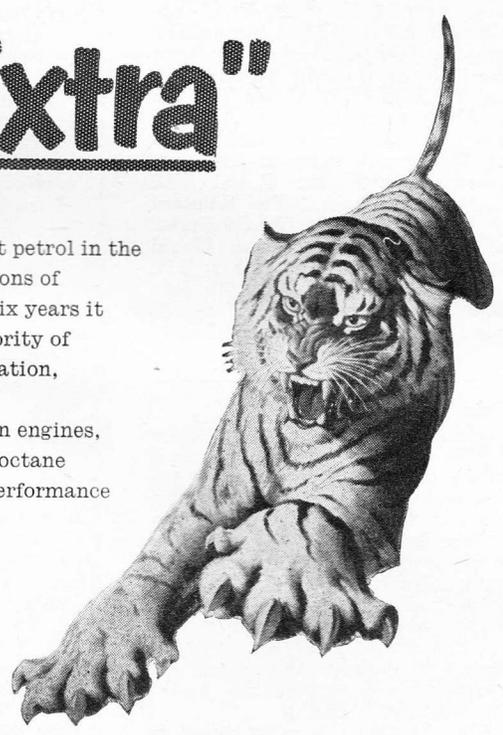
MARQUE WINNER. Chris Lawrence won the Marque sports car race at Aintree. Winning these races have become something of a habit with Chris and his quick Morgan.





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FINEST PETROL IN THE WORLD

Club News

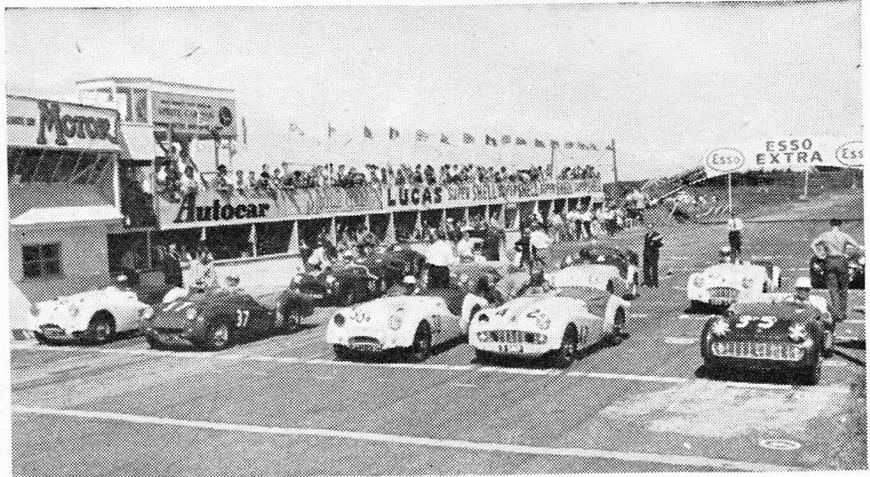
By MARTYN WATKINS

THE Northern Centre of The B.R.S.C.C. are running a restricted race meeting at Rufforth Airfield. Regs. may be had from the Secretary, G. L. Johnson, 58 Holborn Street, Woodhouse, Leeds 6. . . . The West Hants and Dorset C.C.'s next natter and noggin will be held at the New Forest Hall, Brockenhurst. Members wishing to attend should ring R. J. Waters, (Bournemouth 25409) before 8th July. . . . The Allard O.C.'s Concours d'Elegance will be held at the Anchor Hotel, Shepperton-on-Thames, Middx. at 8 p.m. on 14th July. . . . Three events on The B.R.S.C.C.'s calendar. On 3rd August there is a national meeting at Brands Hatch, starting at 11 a.m. Regs. may be had from Mick Syrett, B.R.S.C.C., 6 Buckingham St., London, W.C.2. A week later, on the 8th August there will be a closed race meeting at Silverstone, starting at 1.45 p.m. Regs. may be had from Mick Syrett. Finally on 29th August the Club will hold its International race meeting at Brands Hatch, starting at 2 p.m. Regs. once again from Mick Syrett. . . . The North of Scotland Branch of The Foxes' M.C. will stage their Elgin-Scottish 24 hour Motor Car Rally on 25th/26th July. This is open to club members and those of R.A.C. recognised clubs in Scotland. The start will be at 8 p.m. from Cooper Park, Elgin and Municipal Car Park, South Inch, Perth. Entries (£3 3s.) close on 15th July and should be sent to A. E. Wedge, 76 Lossiemouth Rd., Bishopmill, Elgin, Morayshire, Scotland. . . . Regs. are now available for The Hants and Berks M.C.'s Great Autumn National Hill Climb on 8th August. They can be had from A. H. S. Fountain, 51 Matlock Rd., Caversham, Reading. The event starts at 2.30 p.m. and counts towards the R.A.C. Hill Climb Championship. . . . The Romford Enthusiasts' C.C.'s closed Weald Sprint Meeting will be held at North Weald Aerodrome, Essex on 26th July at 2.30 p.m. Entries (20/-) close on 19th July and should be sent to C. A. Pelling, 40 Squirrels Heath Rd., Harold Wood, Essex.

Ford Fairlane—continued

and it always collected a crowd when parked. As a purely personal matter, I must admit that I found its appearance attractive, and the four headlamps are also functional, giving more light and less dazzle than is usually the case. The interior of the car is well finished and the upholstery comfortable, while the well-known juke box effect is entirely absent from the dashboard, which carries very few instruments. The heating and ventilation are efficient, but the vacuum-operated windscreen wipers are inadequate for high speed driving.

The Ford Fairlane 500 is an attractive big car which is particularly pleasant to drive. On roads that permit continuous flat-out motoring, it will give little more than 12 m.p.g., but on more gentle journeys a surprising 20 m.p.g. is available. It may not be everybody who wants a car of this calibre, but if keeping up with the Joneses is the object of the exercise—go buy a Fairlane!



TRIUMPHS and still more Triumphs! A fine selection of the marque, some with the modified nose treatment, lines up on the Snetterton grid for the Alick Dick Trophy race at the E.C.M.C. meeting.

Coming Attractions

July 4th. Rheims 12 Hours (GT) and Rheims Cup (F2) Races, Rheims, France.

R.S.A.C. National Hill-Climb, Rest-And-Be-Thankful, near Arrochar, Argyllshire.

July 5th. European and French Grand Prix, Rheims, France. (F1). Autosport World Cup International Series-Production Sports Car Race, Zandvoort, Holland.

July 11th. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

Herts County A. and Ae. C. National Hill-Climb, Westbrook Hay, near Watford, Herts. Start, 2.30 p.m.

Lothian C.C. Hill-Climb, Bo'ness, near Grangemouth.

July 12th. Rouen G.P., Rouen, France. (F2, S).

July 18th. British Grand Prix, Aintree, near Liverpool. (F1, 2, S).

Edzell—continued

Friday night practice and another after the meeting itself gave all concerned a chance to get to know each other and the whole spirit of the meeting was such as to make all the competitors determine to come back. Perhaps the organisation of the meeting left something to be desired in some respects, but the club had to work against time to organise their first meeting at the circuit—which many drivers consider to be the finest in the country—and to attend to the many facets of their organisation which went to make the day such a success. Special tribute is due to Charlie Wright, the Clerk of the Course, and Miss Noreen Garvie, the Secretary of the Meeting, who have borne the brunt of the work without which none of this would have been possible.

MICHAEL DURNIN.

A NEW American racing equippe, the Fifth Avenue Racing Team, of New York, will be over here shortly to compete in British and Continental events with two F2 cars, a Cooper and a Lotus.

The drivers are J. Haynes and S. Wilder. All their racing activities will be handled by Dan Raley.

THE German G.P. will take place at Arus, Berlin, on 2nd August.

THE Used Car Show will be held in the Grand Hall, Olympia, from 26th September until 10th October. The show is promoted by Pall Mall Exhibitions Ltd., 35, Norfolk Street, W.C.2.

CAMBRIDGE Engineering have recently produced a very useful little booklet on special building. This can be had for 2/6d., post free, from Cambridge Engineering Works, Cambridge Road, Kew Green, Surrey.

TO Doreen and Les Leston a new addition to the Leston range—one Kimberley Harriet (Kim).

JIM Russell was stated to be comfortable after two minor operations, but the second degree burns may take some time to heal.

WORKS Coopers in the British G.P. will be driven by Jack Brabham, Bruce McLaren and Masten Gregory.

THE Taunton M.C.'s Autocross has been granted a National Permit. This is believed to be the first time a National Permit has been granted for such an event.

Aintree—continued

Last came sports cars unlimited, which as expected proved an easy victory for the Lister-Jaguar of J. Bekaert, who stormed home fourteen seconds in front of L. I. Bramley's Lotus, again lowering the course record, this time to 1.08.4 seconds. In turn, Bramley dealt with the 1,100 c.c. class record to the tune of 1.10.2 seconds. Third home was G. Ashmore in a "D" type Jaguar. Unfortunately in this event came the day's only prang. On lap one, J. C. Brierley spun the Elva going in to Country Corner, was rammed amidships by A. B. Rees in a Lotus Climax, both cars finishing up on the grass in a swirl of dust and both being badly damaged, although the drivers were unhurt.

FRANCIS PENN.

ULSTER A.C.'s

Long Kesh Race Meeting

THERE is little doubt that the Long Kesh airfield, near Lisburn, where the Ulster Automobile Club held a race meeting on 13th June, is a "natural", for it combines most types of bends, straights, hills and dips around the 2.6 miles of perimeter tracks to make it a first class driver's course.

Unfortunately, however, the surface in places is not all that it might be and this contributed largely to the fact that some of the fastest cars were forced to retire, for several reasons, after a few practice laps.

Nevertheless thousands of spectators, who had travelled from all over Ireland for the event, witnessed some exciting racing in brilliant weather conditions, which turned the usually deserted airfield into a miniature Silverstone for the afternoon and sent the landlord of the beer marquee off for reinforcements after stocks took a severe punishment during the first few hours of opening.

Star of the day was Paddy Hopkirk, the young Belfast driver who handled his Speedwell-converted Austin-Healey Sprite with considerable verve to win the open handicap event for the Champion Trophy for the second year in succession.

The nearest approach to the lap record, held by Bill Bradshaw with his A.C.-Bristol, was made by Brian Bleakley in his Ford-engined special with a Willment head, who returned a lap speed of 79.65

m.p.h. during the final of the handicap race.

The meeting started with the first heat of the Open handicap which saw Sammy Moore (Sprite) take the chequered flag from Maurice Acheson ("Twin-Cam" M.G.A.), with Tommy Allen in his single-seater M.G. TD in third place.

Earlier Malcolm Templeton had been forced to withdraw his 1,500 Lotus-Climax with suspension trouble while the same fate also caused Robin Rennicks in the 648 c.c. Leprechaun to drop out near Tower Bends, after he had been moving up through the field very rapidly.

Austin-Healey Sprites driven by Hopkirk and Peter Carter filled the top positions in the second heat with Alex. Jameson (498 c.c. J.A.P.) holding off Bleakley for third place.

In the final Hopkirk got down to serious business immediately and after catching Allen, to whom he was giving a 20 seconds start, took the lead near the half-way stage and went on to cross the line well ahead of his nearest rival.

Moore, who had been holding second place with another Sprite, suddenly found Alex. Jameson's J.A.P. filling an unhealthy portion of his driving mirror as the cars tore down the straight to the chequered flag. Try as he could, Moore was unable to hold off the strong challenge and was just pipped by a wheel-length over the line in an exciting finish.

The Production Sports Car Handicap gave Hopkirk his second victory of the afternoon when he scraped home in front of Stanley Porter's Porsche, the latter having lost several seconds as a result of over energetic driving on the last bend.

Porter had more success in the Closed Car Handicap which he won by almost a minute from Colin Carter in an M.G.A. Coupe with Robin McKinney bringing his 2,580 c.c. Aston Martin—previously owned by world champion motor cyclist John Surtees—into third place, after starting on the scratch mark.

The only real scratch race of the day, which was run in conjunction with the production sports car event, was that for 1,172 c.c. Fords which was led for the first few laps by John Crossle until the car was forced to draw into the pits with overheating troubles. Norman Henderson then took over the lead and went on to win from Jackie Davidson, with George Duncan third.

BRIAN WADDELL.

RESULTS

Open Handicap, Heat One: 1, S. Moore (A.-H. Sprite) 68.63 m.p.h.; 2, M. Acheson (M.G.A. "Twin-Cam") 73.79 m.p.h.; 3, T. Allen (1,250 c.c. M.G.) 66.49 m.p.h. **Heat Two:** 1, P. B. Hopkirk (Speedwell Sprite) 71.55 m.p.h.; 2, P. S. Carter (A.-H. Sprite) 67.82 m.p.h.; 3, A. D. Jameson (498 c.c. J.A.P.) 70.89 m.p.h. **Final:** 1, P. B. Hopkirk 73.18 m.p.h.; 2, A. D. Jameson 73.47 m.p.h.; 3, S. Moore 70.71 m.p.h.

Production Sports Cars Handicap: 1, P. B. Hopkirk (Speedwell Sprite) 73.10 m.p.h.; 2, C. S. Porter (Porsche) 71.82 m.p.h.; 3, M. Acheson (M.G.A. "Twin-Cam") 75.63 m.p.h.

1,172 c.c. Ford-engined Scratch: 1, N. Henderson 73.77 m.p.h.; 2, J. Davidson 72.83 m.p.h.; 3, G. A. Duncan 71.50 m.p.h.

Closed Car Handicap: 1, C. S. Porter (Porsche) 71.91 m.p.h.; 2, C. B. Carter (M.G.A. Coupe) 67.98 m.p.h.; 3, R. C. McKinney (Aston Martin) 73.39 m.p.h.

LE MANS

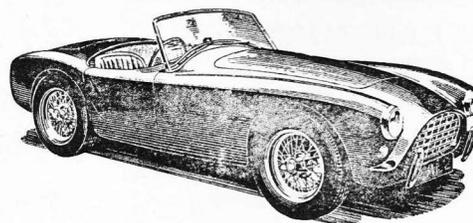


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VMF 63. Works team DB2 Le Mans 1950. Small mileage with one owner. Pippbrook maintained. £875. Eric Thompson, Bramley 2103.

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1959 A35. Downton Stage 3 plus, ex Geoff Hopkinson. 2,700 miles only. Hand built engine, with big valve head, Downton manifold, 10.8 pistons. H4 carburettors, electric pump, special distributor and coil. Balanced crank and rods, lightened flywheel. Comp. clutch, close ratio box. Fully modified suspension and brakes, 4.8 axle. Dunlop 6P tyres on Sprite wheels. Tachometer, oil and water gauges, belt, etc. Maintained in racing condition by Austin dealers and sold to be mechanically perfect in every respect. Body unblemished in dark green. £650, or would be fitted with brand new Stage 2 engine at £600.—Woodyatts of Malvern Worcestershire. Tel. 390/391.

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SS100 2½ litre, red. Recent engine overhaul and new tyres. P100's, blue spot. Exceptional condition. £305.—Bradstock Motors, Ltd., Chase Road, Epsom 5696.

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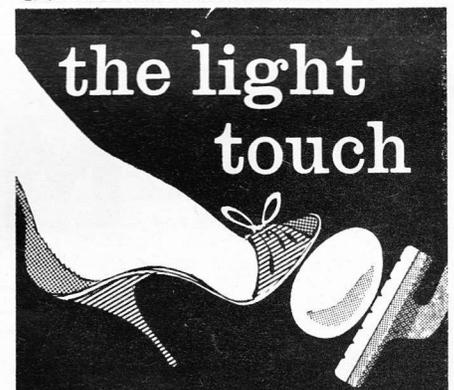
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Monday July 6

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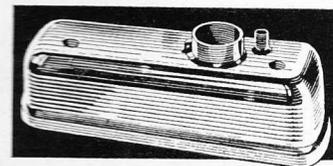
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COOPER Norton Mk. X 500 racing car, short-stroke featherbed twin cam petrol engine, disc brakes, long-range tanks, first class mechanical condition, body, etc., as new, spares and trailer. **£575** the lot. H.P. available. Below.

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1957 Lister-Jaguar car virtually as new having covered under 2,000 miles. Latest chassis modifications. Discs. Immaculate condition. Appendix "C". **£1,200.** N. Hillwood, 275 Hale Lane, Edgware, Middx. EDGware 5067 and evenings STOnegrove 9379.

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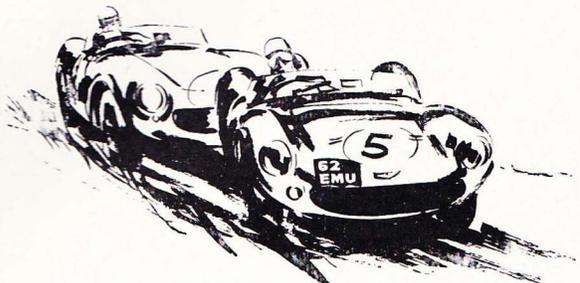
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