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# AUTOSPORT

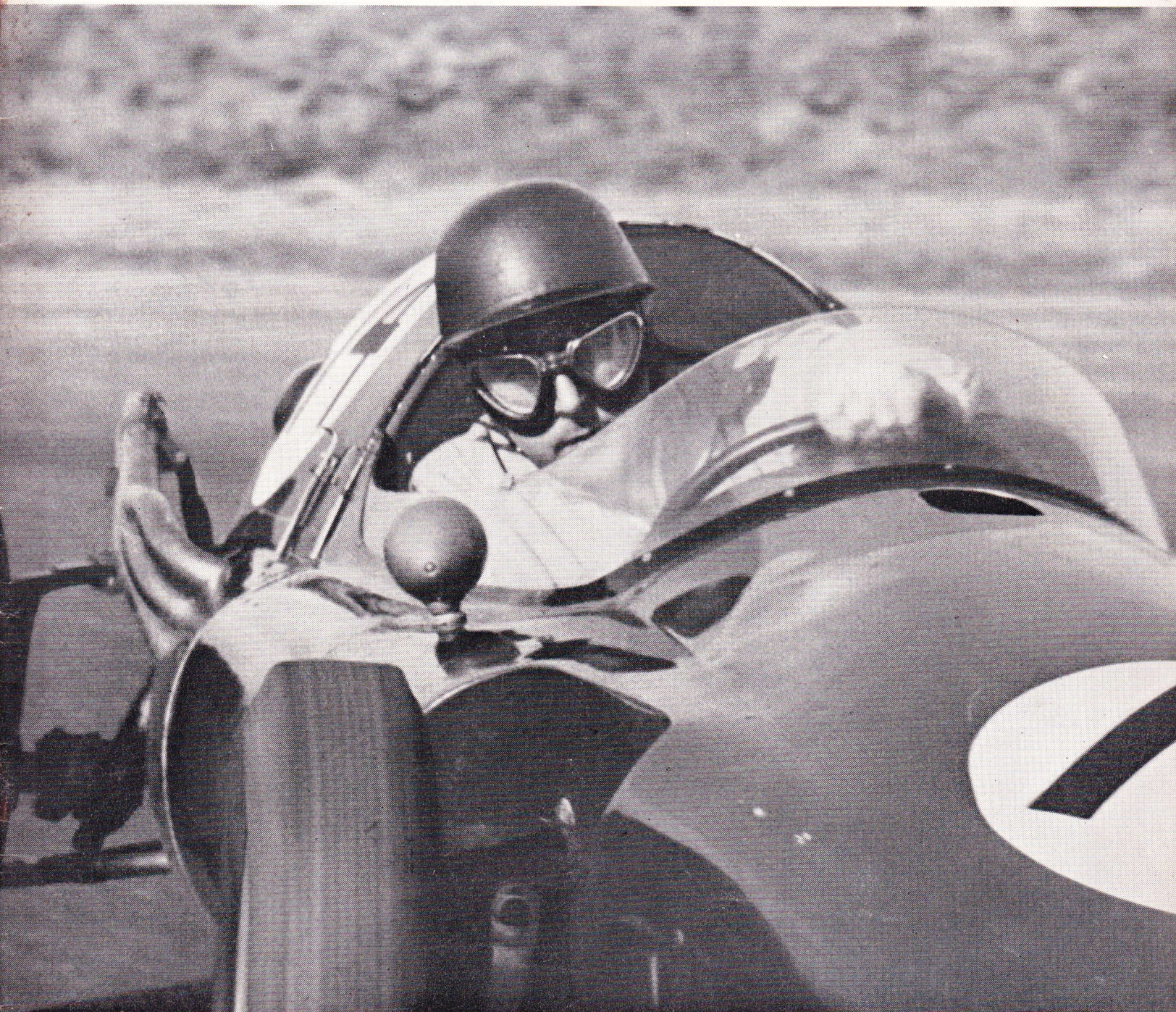
JULY 17, 1959

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EVERY FRIDAY  
Vol. 19 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY

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

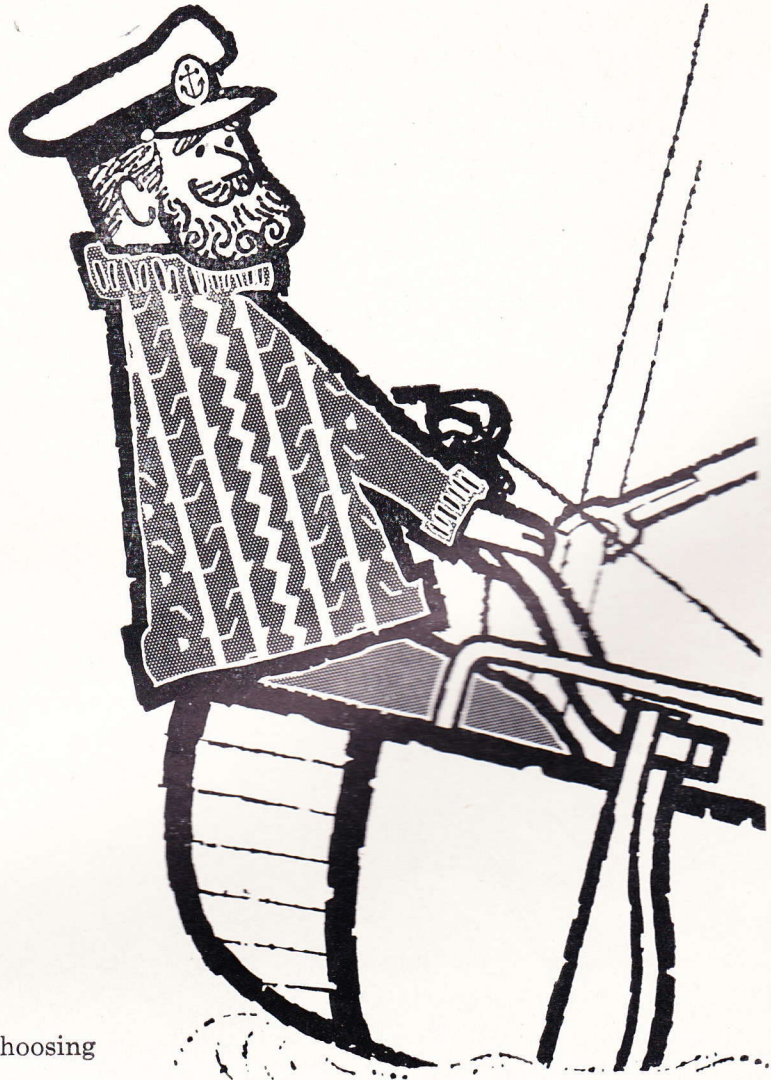


## ***IN THIS ISSUE***

PREVIEW OF THE BRITISH GRAND PRIX — RHEIMS REVIEWED  
CLUB RACING AT GOODWOOD, SILVERSTONE AND BRANDS HATCH



## 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.



# PIRELLI EXTRAFLEX

Pirelli yield the highest possible  
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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Published Every Friday by AUTOSPORT

159 Praed Street, London, W.2

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

General Manager **PETER BAYLEY**

Advertisement Manager **NORMAN H. BIGSBY**

Annual Subscription **£4 9s. 0d.**

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

Direct from the Publishers or all Newsagents  
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## EDITORIAL

### BRITISH GRAND PRIX

TO Aintree tomorrow come the works Formula 1 teams from Ferrari, B.R.M., Cooper-Climax, Lotus-Climax and Aston Martin for the 14th British Grand Prix, and the third to be organised by the B.A.R.C. Sixteen of the entries are "seeded"; in other words, the drivers do not have to qualify at stated speeds, which is the case for the remainder, each of whom have to fight for the eight additional places on the starting grid. The B.A.R.C. has decided to limit the number of starters to 24, and although F2 drivers are also invited, there is no F2 race as such. The Grand Prix carries the four-cylinder versus "multi" argument a stage further, now that the V-6 Ferrari has won its first *grande epreuve* of the year. The score now stands at: the "fours", 11 victories; "multis", 3. This is from January, 1958, when Cooper-Climax scored that surprise victory in the hands of Stirling Moss at Buenos Aires. Aintree is very definitely a Stirling Moss circuit, and whether or not he will be seen in Cooper-Climax or B.R.M., the World's Number One must be regarded as the first favourite. If the remaining Championship events in Portugal, Casablanca and Sebring are run, in addition to the confirmed races at Avus and at Monza, then Moss still has a chance of that title which has so far eluded him. However, Jack Brabham, Tony Brooks and Joakim Bonnier are in the strongest position, with 19, 14 and 8 points respectively from the three *grandes epreuves* so far run. Brabham has a fine record of consistency, and the Australian is being heavily tipped for Championship honours, despite the ever-increasing threat from Tony Brooks in the powerful Ferrari team. Along with Brabham's progress go the hopes of John and Charles Cooper, that their cars will emulate Vanwall in 1958, and carry off the World Championship for Formula 1 constructors.

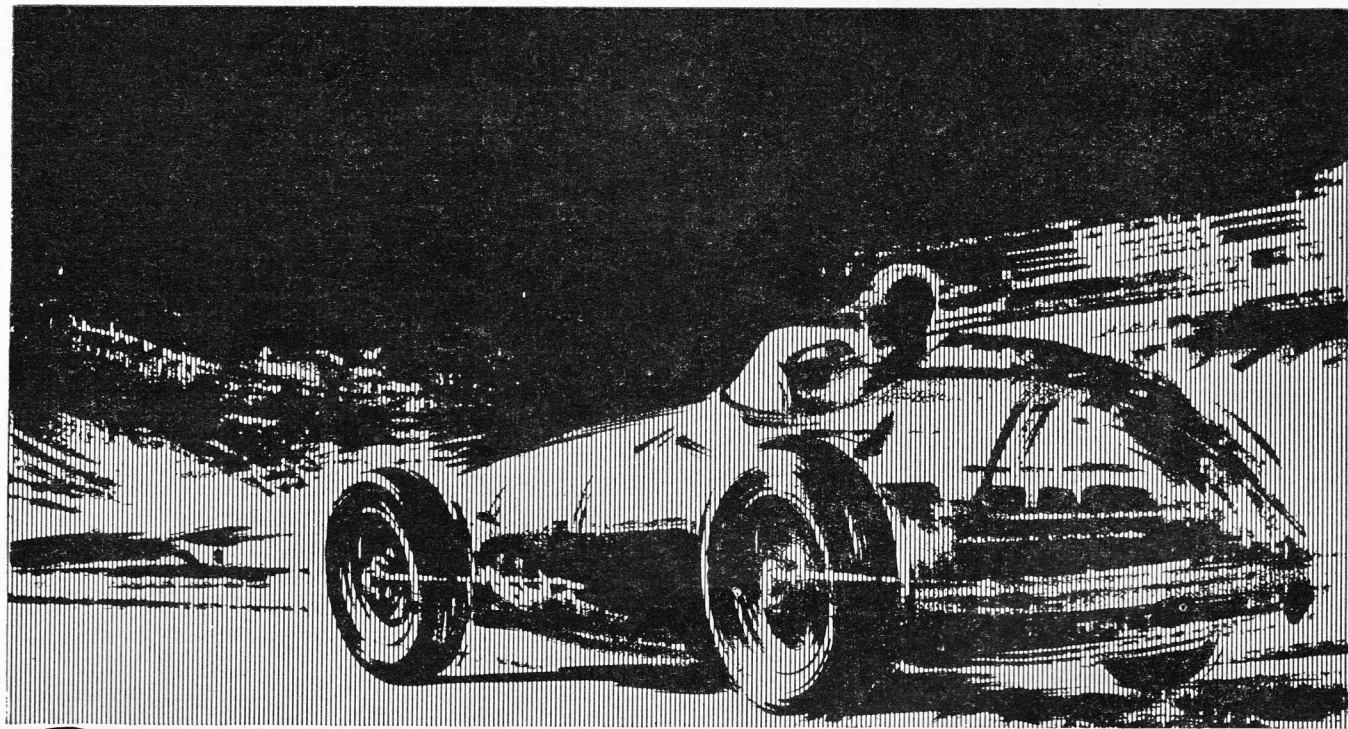
### SPECIAL SERIES TOURING

ALTHOUGH the C.S.I.'s new regulations are inclined to confuse competitors, it should be emphasised that whilst the special series touring cars are "outlawed" in International events, they are perfectly acceptable to run in the Grand Touring Improved Series categories. It may be recalled that this type of racing was introduced last October at Snetterton, prior to the AUTOSPORT Three Hours event, and was an immediate success. For the 1960 Championship, the organising panel will have to consider the inclusion of special series touring cars to run with the G.T. cars at present eligible. This would mean that certain "very hot" saloons might be permitted next season, and would certainly add interest to the competition particularly in the larger classes when the 3.4 Jaguars might be seen in action. The question of prototypes in World Championship sports-car racing is also one that puzzles intending entries, according to how the amended regulations are interpreted. We await fully ratified regulations, putting it down clearly what cannot and what can be done.

### OUR COVER PICTURE

**MAN AT WORK.** Jack Brabham (Cooper), who currently leads the Drivers' World Championship with 19 points may well strengthen his position with the British Grand Prix, for which he is a strong favourite. Due to an Italian metalworkers' strike there will be no Ferrari representation.  
Photograph by Patrick Benjaffel.





# SHELL AGAIN!

## GRAND PRIX D'EUROPE

1st FERRARI C. A. S. Brooks

2nd FERRARI P. Hill

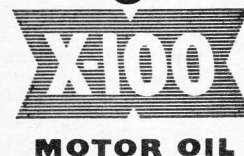
4th FERRARI O. Gendebien

*Subject to official confirmation.*

All using Shell X-100 Motor Oil  
and Shell Fuel



# YOU CAN BE SURE OF





"A-BOMB"; the Austin A40 driven by Pat Moss/Ann Wisdom in the Alpine Rally was the leading British car until its retirement with gearbox trouble on the third day.

## AINTREE ENTRIES

### Revised Lists

#### The British Grand Prix (Start 2.30 p.m.)

**Aston Martin:** Roy Salvadori, Carroll Shelby.  
**B.R.M.:** Stirling Moss, Joakim Bonnier, Harry Schell.  
**Cooper-Climax:** Jack Brabham, Masten Gregory, Bruce McLaren.  
**Cooper-Climax (Walker):** Maurice Trintignant.  
**Lotus-Climax:** Graham Hill, Innes Ireland, Alan Stacey.  
**Vanwall:** Tony Brooks.  
**Cooper-Maserati (Centro-Sud):** Ian Burgess, Von Trips or Hans Herrmann.  
**Cooper-Maserati (Atkins):** Jack Fairman.  
 (The above are "seeded" entries.)  
**Connaught "C" (Fisher):** Bruce Halford.  
**JBW-Maserati:** Brian Naylor.  
**Cooper-Climax (Atkins):** X.  
**Maserati (Centro-Sud):** J. Bayardo or F. d'Orey.  
**B.R.M.:** Ron Flockhart.

#### Formula 2 cars

**Beart-Cooper-Climax:** Trevor Taylor.  
**Cooper-Borgward (B.R.P.):** Ivor Bueb  
 Chris Bristowe.  
**Cooper-Climax (Alan Brown):** Michael Taylor, Peter Ashdown.  
**Cooper-Climax (Gilby Eng):** Keith Greene.  
**Fry-Climax:** Michael Parkes.  
**Cooper-Climax:** W. F. Moss.  
**Cooper-Climax (Parnell):** Henry Taylor.  
**Lotus-Climax:** Denis Taylor.  
**Lotus-Climax:** David Piper.

#### International Sports-Car Race (Start 12 noon) (Over 2 litres)

**Aston Martin DBR1:** Graham Whitehead.  
**Lister-Chevrolet:** Mike Anthony.  
**Lister-Jaguar:** Ivor Bueb, Bruce Halford, John Bekaert, Jim Clark, Peter Mould.  
**Lister-Jaguar (Ecurie Ecosse):** Masten Gregory.  
**Tojeiro-Jaguar (Ecurie Ecosse):** Ron Flockhart.  
**Jaguar "D":** Chris Escott; Maurice Charles, Mike Salmon.  
**Cooper-Maserati:** Roy Salvadori.  
**Lotus-Climax:** Graham Hill.  
 (1,400-2,000 c.c.)  
**Lotus-Climax:** Innes Ireland, Alan Stacey, D. Graham, Michael Taylor, Hon. Edward



## SPORTS NEWS

Greenall, David Piper, G. Pitt, L. I. Bramley, David Buxton.  
**Willment-Climax:** Count Steve Ouvaroff.  
**Cooper-Monaco:** Chris Bristowe.  
**Cooper-Climax:** Jack Brabham.  
**JBW-Maserati:** Colin Murray.

#### Notes on the Cars

**B.R.M.:** Four cylinders, twin o.h.c., 2 D/C Weber carburettors, 5-speed gearbox, de Dion rear axle (helical springs), 285 b.h.p.  
**Vanwall:** Four cylinders, twin o.h.c., fuel injection (Bosch), 5-speed gearbox, de Dion rear axle (helical springs), 280-290 b.h.p.  
**Cooper-Climax:** Four cylinders, twin o.h.c., 2 D/C Weber carburettors, 4-speed gearbox, all-independent springing, 260 b.h.p.  
**Cooper-Maserati:** Six cylinders, twin o.h.c., 3 D/C Weber carburettors, 5-speed gearbox, all-independent springing, 270 b.h.p.  
**Aston Martin:** Six cylinders, twin o.h.c., 3 D/C Weber carburettors, 5-speed gearbox, de Dion rear axle (helical springs), 270 b.h.p.

**STIRLING MOSS**, competing in the Bleriot anniversary race, recorded 2 hrs. 45 min. 56 sec. from Marble Arch to the Arc de Triomphe—an average speed of 70 m.p.h. He travelled by Renault Dauphine and Silver City Airways Super Freighter.

**Lotus-Climax:** Four cylinders, twin o.h.c., 2 D/C Weber carburettors, 5-speed gearbox, all-independent springing, 260 b.h.p.

**Connaught:** Four cylinders, twin o.h.c., 2 D/C Weber carburettors, 4-speed gearbox, de Dion axle, 240 b.h.p.

#### On the Air

**B.B.C. Television**  
 2.15, 3.30, 4.5, 4.35 p.m.  
 (Commentators: Robin Richards, John Bolster.)  
**Light Programme**  
 2.25, 3.00, 3.55, 4.20 p.m.  
 (Commentators: Eric Tobitt, Rodney Crouch, Anthony Marsh.)

### MOSS'S DOUBLE

**PRIOR** to taking off for the "Daily Mail" London-Paris race on Monday, Stirling Moss won both races at Rouen-Essarts last Sunday. In the F2 race he led with his Cooper-Borgward from start to finish, to average 96.89 m.p.h. for the 142 miles event. He also made fastest lap at 100.99 m.p.h. Second and third places went to Cooper-Climaxes, driven by Harry Schell and Masten Gregory respectively. Brabham was in second place, but went out at half-distance with oil-pipe trouble. Innes Ireland escaped with minor abrasions when his Lotus-Climax overturned.

In a new "spider web" 2-litre Maserati, Moss also dominated the sports car race, winning at 95.18 m.p.h. for the 130 mile distance. Alan Stacey (Lotus-Climax) was second, and made fastest lap at 98.54 m.p.h. Innes Ireland was third, followed by three other Lotus-Climaxes.

**TICKETS** for the Avus races are available from Charterspace at 30s. for the sports car race on 1st August and £3 17s. for the German G.P. on 2nd August. Seats are in the centre of the front row of the main grand-stand and applications should be made to G.P. Box Office, 29 Windsor Street, Uxbridge. (Uxbridge 2400.)

### BANK HOLIDAY CHAMPIONSHIP

**ALL** classes in the Autosport Championship will be eligible to run at Mallory Park (Notts. S.C.C.) on 2nd August, and at the B.R.S.C.C. meeting at Brands Hatch on 3rd August.

**AGAIN** beating the works cars, Cuth Harrison, competing as a private owner, won his second Coupe des Alpes in the Alpine after a brilliant performance in this arduous event.







A. Palmer (Lotus-Climax) leads the field at Lodge in the 1,300 c.c. Sports Car Race.

Lodge but soon relinquished the lead again when a missing engine forced him to slow. This left Hart an easy winner, with C. G. Escott (Lotus) firmly in third place. Again spins reared their ugly heads, this time it was J. M. Bramhall (Lotus) at Esso and M. J. Ledbrook at Lodge.

The next event was over five laps for 1,172 c.c. sports cars and was easily taken by B. Hart in the Terrier, which was notching up its ninth successive win! Second was P. D. Anders and third, W. J. Allday, both Lotus equipped. If more is not heard of Mr. Terry's brainchild your Northern Ed. will eat his Rusky Hat! The little car sounded and looked tip-top!

A seven lap event for sports cars up to 1,500 c.c. gave Edward Greenall (Lotus 1500) his first win of the day, the greater engine capacity proving too much for the

AFTER a blazing hot week, the weather Gods decided: "Enough!", for on Saturday, 11th July the rains came and stayed at Oulton Park where the Mid-Cheshire Motor Club entertained some hundred and twenty genuine clubmen and their varied mounts.

The fun and games started at an early hour, when, in practice, D. M. Young driving a Chinook Special, lost the lot at Knicker Brook and landed upside down in the small but quite deep left-hand lake, the car slowly submerging out of sight! A competitor who was following was more than somewhat shaken when a very muddy and evil-smelling "Excalibur" slowly emerged from the centre of the "pond". Also during the same session, G. J. Bolam crashed his very pretty Austin down Deers Leap, the driver escaping with cuts but the car remained embedded in a large tree trunk!

The meeting started to time (the rain had stopped but the track was very wet) with a half-hour speed trial in which only one competitor qualified, namely A. G. Belcher (Morgan) who, driving extremely well, completed thirteen laps at an average speed of 71.59 m.p.h. This event was further enlivened by the performance of G. S. Wood (TR3A) who on his last tour spun wildly at Old Hall Corner, rammed the bank hard and completely demolished the already "Vintage Scarred" Castrol sign.

Next came a race for 750 c.c. cars over five laps which provided "an all the way" scrap between J. S. French (Simplicity) and P. A. Cross (Austin) with victory just going to the former. Third man home was C. W. Fetherstonhaugh (F.W. Special).

Event four was for sports cars up to 1,350 c.c. and was "A piece of cake for Cox" whose Lola, beautifully handled, was far too fast for the Lotuses of C. J. Escott and K. M. Francis, the place men. Unfortunately during his tour B. J. damaged third gear on Lola and, although entered in several more events, was not seen again. This time, Esso Bend was the scene of the incidents, W. J. Allday spinning his Lotus but continuing and A. D. Bennett (Ford) who was, unfortunately, injured when his car left the track.

*SIMPLICITY, driven by Jack French, leads at the start of the 750 Formula Race.*

## A VERY WET OULTON

The Hon. E. Greenall gains two wins at the Mid-Cheshire M.C.'s Race Meeting

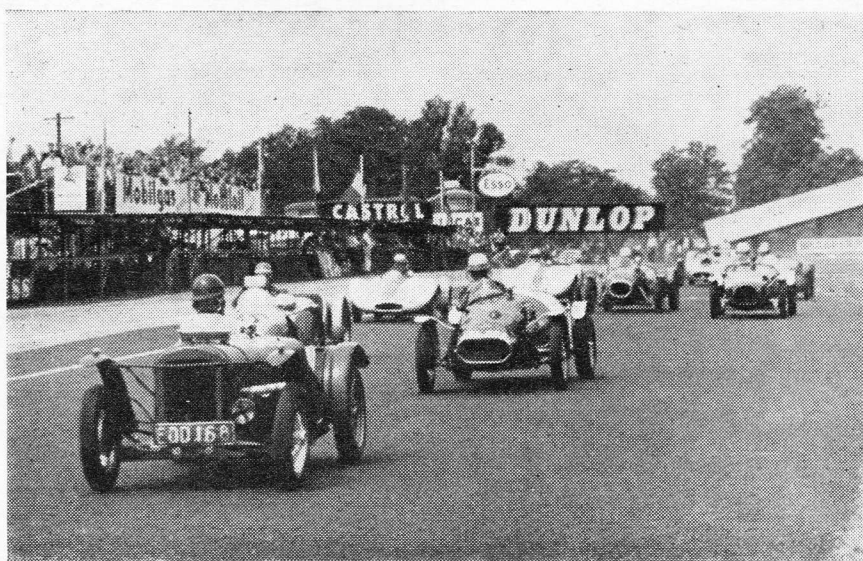
A further half-hour speed trial, this time for closed cars, produced a win for J. McKechnie (A.C.-Bristol) who averaged 69.6 m.p.h. for his thirteen tours. Qualifying plaques went to a further fifteen drivers. Not so, however, to the intrepid but somewhat erratic conductor of an open Morris 1000 who somehow managed in the course of a spin at Lodge to drive straight up the bank on the inside, frightening marshals to death and nearly reaching the spectators' enclosure.

Events three and five, which were run concurrently, were over fifteen laps for 500 c.c. racing cars and for *Formule Libre*. Taking the foremost first it was P. A. Simpson (Cooper) who led all the way from M. Blakemore (Cooper). Third, but some distance behind, came C. Welch similarly mounted. In the *Formule Libre*, it was R. S. Hart (Cooper II) for the first six laps, then the superior power of G. N. Richardson's Formula I Connaught told, he closed, passed at

smaller Lotuses of C. G. Escott (who seemed doomed to be the eternal second!) and K. M. Francis the place men. Again the spin came from Bramhall (who really should know better), this time at Lodge!

Next came closed cars, over seven laps, but sub-divided into classes of 1,000 c.c., 1,500 c.c. and those over. The "baby" race was won by an extremely fast and well driven Berkeley in the hands of M. J. Telford, who, although hounded by the A35s of K. D. Jones and J. Cuff, was still in front at the flag. In the fifteen hundred class, C. G. Escott, this time in a T.V.R. took R. Vincent (Elite) on the last lap with E. P. Foden (Alfa) a close third. The bigger class saw J. McKechnie an easy winner. He had been mixed up in the T.V.R.-Elite duel but had stayed out in front to gain an overall victory. Second man home in this class, but some distance behind was A. W. Hobson (TR3).

(Continued on page 89)





SUNDAY, 12th July, saw the B.R.S.C.C. once more on their home circuit with a 13-race programme strictly for their own members. The weather on the whole was good but a sudden heavy storm made life very difficult for the field in the *Formule Libre* race and, when the track was drying out, produced endless excitement in the final for the sports cars up to 1,100 c.c., the class in which there is normally more cut-and-thrust racing than the average constitution can stand.

The early events were somewhat professional, being heats which were building up to the sterner contests later on in the programme. The first heat for the half-litres did not extend Philip Robinson and Jack Newton unduly, although they set a speed which, curiously enough, was repeated twice during the succeeding three races and was by no means discreditable. Steve Foreman got well clear of a four-cornered farrago which was raging behind the leaders but there was still a fierce struggle for fourth place

The first Marque race, which turned out to be for Sprites and Berkeleys with one Electron Minor, was a truly tremendous affair. Practically the whole field was on the move before the flag fell but the Stewards evidently decided that they could not penalise everyone and turned a blind eye. Clare's Berkeley led the first lap but promptly fell ill and Peter Jopp's Sprite took over. This car too could not stand the pace for more than one lap without a breather and Pieris took command. Meanwhile Fred Marriott, who is more familiar at the wheel of a Morris Minor, was bringing his Sprite up for the kill and took a lead at the half-way mark which he was never to lose. At this stage Jon Goddard Watts brought his Berkeley into second place with some very spirited driving. On the eighth lap everything seemed to happen at once on Clearways and the cars which had the smallest accidents gained the places, those who followed the Berkeley to the chequered

flag being D. Brown, Peter Jopp, D. Pieris and S. P. Guneratne, all in Sprites.

The next race was for sports cars powered by the 1,172 c.c. Ford engine, but not to the 1172 Formula. Brian Hart scored his customary impeccable win with the Terrier, followed by P. A. Coleman in a Mk. I Elva and R. Johnson in a Lotus VII, who made steady progress through the field. P. D. Gardiner, in the Waddup Special, went extremely well but was plagued with what looked like fuel starvation and was robbed of a place.

The 500 c.c. final was Philip Robinson all the way, pursued by Jack Newton and Gordon Jones. Only John Pitcher and John Mew, with the incredibly-fast J.A.P.-engined car, could live with the leaders but Meharey, Desoutter and Gartside had a grand private battle farther back, with the rest nowhere.

The second Marque race brought out Jack Sears with the first appearance of the new Austin-Healey 3000, although the car was his own familiar vehicle with the big engine installed. Incredibly, the opening lap was led by W. Llewellyn in an XK 120, which held resolutely on to second place after Jack had taken the lead. Michael McKee, driving a TR3 this time, also bought himself a secure third place on lap 2 and was followed home by R. Stelfox in a similar car and Mike Reid in a very swift push-rod M.G.A. Some way behind these five there was a lovely battle between Sidery-Smith and Prophet in Austin-Healeys.

The race for the big saloons was the most dramatic of the day. David Haynes led initially with the Zephyr but gave place to Simon Hill with the Peerless after three laps, only to retire to the paddock five laps later. Meanwhile, there was a terrifying struggle between Les Leston's Riley and John Young's Prefect going on just behind and Gay was coming through the field like a whirlwind with the other Peerless. Willy Blydenstein was always there or thereabouts with the Borgward and John Turner was doing great things with the Ballamy-Anglia which is now so well known. On the last lap but one it was Peerless first and second when Gay saw fit to try an impossible manoeuvre at Paddock Bend to wrest the lead from his team-mate and had the most hideous accident, from which he miraculously emerged without even breaking his glasses. Simon Hill was so horrified by what he saw in his mirror that he went back across the grass to see how bad it was, leaving Les Leston to win from the Ballamy Ford, Blydenstein and Young. There were no finishers in the over-1,600 c.c. class.

The *Formule Libre* race brought out three of the new Elva Juniors which were not as fast as we had hoped but were good enough to get first and second in their class. The race as a whole, run on a waterlogged track, was a gift for Bob Hicks in the Formula 2 Lotus, followed by the C-type Jaguars of Gordon Lee and John Woolfe. Richard Shepherd-Barron did extremely well to finish fifth overall in his Giulietta.

The final for the 1,100 c.c. sports cars was run on an extremely slippery track and had a spin in almost every lap. Ian Raby, on the second row, was obviously determined to be in a considerably better position by the time the flag fell and, to that end, moved into the gap in the front rank when there were still seconds to go. Once more the Stewards did not

(Continued on page 89)

## B.R.S.C.C. At Home

### Endless Excitement At Brands Hatch Meeting

right up to the end, from which Gordon Gartside emerged in front of Desoutter and Willmott.

The first heat for the 1,100 c.c. sports cars started as a breath-taking race but Chris Threlfall quickly established himself in an untouchable position, holding off the strong challenge of Mike McKee in the latest Elva and letting the rest fight it out behind him. Prior, Hicks and Hine fought hard for the honour of third place but did not change their order in the process.

The result of the second heat for the half-litres was never in any doubt, John Pitcher and Gordon Jones running away from the rest of the field, with Dick Butterworth secure in third place from the third lap onwards. John Mew and Gerry Meharey were next up with J.A.P.-powered cars, which does them great credit and shows that, with the J.A.P.s on alcohol and the Nortons on petrol, 500 c.c. racing no longer suffers from undue domination by the double-knockers.

The second heat for the 1,100 c.c. cars started the fashion in spins, though in a fairly restrained manner. Chris Steele had no difficulty in winning the race but Ian Raby and Mike Anthony had a grand scrap for the other places. The man who caught the eye was L. W. Keens in a Lotus II, who started from the back row of the grid and ran the race solid in fourth spot.

Next came one of those splendid saloon car races for shopping vehicles under one litre, in which eleven of the fourteen starters were A35s. However, a new star is in the ascendant and Chris Threlfall showed that a three-cylinder two-stroke which is giving away 200 c.c. can show the Austins the way round. The only man who could hold on to his SAAB was G. Boxall of the Cambridge Racing Team but he unfortunately put his car in the woods two laps from the end. Robin Bryant drove an excellent and unspectacular race to land second place when Boxall departed, followed by Bob Jennings in the Rudd Dauphine, who might well have been one place higher if he had started trying sooner.

#### RESULTS

**Event One. 500 c.c. Racing Cars (Heat 1)—7 laps:** 1, P. Robinson (Stuart-Cooper), 70.38 m.p.h.; 2, A. J. C. Newton (Cooper); 3, S. Foreman (Cooper). **Fastest lap:** Robinson, 71.54 m.p.h.

**Event Two. Sports Cars up to 1,100 c.c. (Heat 1)—7 laps:** 1, C. H. Threlfall (Tojeiro), 70.38 m.p.h.; 2, M. B. McKee (Elva V); 3, R. N. Prior (Lotus XVII). **Fastest lap:** Threlfall, 72.23 m.p.h.

**Event Three. 500 c.c. Racing Cars (Heat 2)—7 laps:** 1, J. Pitcher (Beart-Cooper-Norton), 68.47 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, R. H. Butterworth (Cooper-Norton). **Fastest lap:** Pitcher, 70.63 m.p.h.

**Event Four. Sports Cars up to 1,100 c.c. (Heat 2)—7 laps:** 1, C. Steele (Lotus XI), 70.38 m.p.h.; 2, I. Raby (Cooper); 3, M. Anthony (Elva V). **Fastest lap:** Steele, 71.77 m.p.h.

**Event Five. Touring Cars up to 1,000 c.c.—10 laps:** 1, C. H. Threlfall (SAAB), 61.07 m.p.h.; 2, R. Bryant (Austin 35); 3, R. D. Jennings (Renault Dauphine). **Fastest lap:** Threlfall, 62.52 m.p.h.

**Event Six. Marque Sports Car Race (A)—10 laps:** 1, F. W. Marriott (Austin-Healey Sprite), 61.64 m.p.h.; 2, J. Goddard Watts (Berkeley B105); 3, D. Brown (Austin-Healey Sprite). **Fastest lap:** Brown and P. M. Jopp (Sprite), 63.95 m.p.h.

**Event Seven. Ford-engined Sports Car Race—10 laps:** 1, B. R. Hart (Terrier II), 64.66 m.p.h.; 2, P. A. Coleman (Elva); 3, R. Johnson (Lotus VII). **Fastest lap:** Hart and Coleman, 66.63 m.p.h.

**Event Eight. 500 c.c. Racing Cars (Final)—10 laps:** 1, P. Robinson (Stuart-Cooper), 70.43 m.p.h.; 2, A. J. C. Newton (Cooper); 3, G. M. Jones (Cooper). **Fastest lap:** Robinson, 72.47 m.p.h.

**Event Nine. Marque Sports Car Race (B):** 1, J. G. Sears (Austin-Healey 3000), 63.90 m.p.h.; 2, W. Llewellyn (Jaguar XK 120); 3, M. B. McKee (Triumph TR3). **Fastest lap:** Sears, 65.07 m.p.h.

**Event Ten. Touring Cars over 1,000 c.c.—10 laps:** 1, L. Leston (Riley 1.5), 61.25 m.p.h.; 2, J. Turner (L.M.B. Ford); 3, W. B. Blydenstein (Borgward). **Fastest lap:** A. Gay (Peerless), 64.88 m.p.h.

**Event Eleven. Formule Libre Race (Class A) Racing Cars:** 1, M. Anthony (Elva Junior), 58.66 m.p.h.; 2, S. Bloor (Elva Junior); 3, B. R. Worth (H.R.G.). **Fastest lap:** Anthony, 60.32 m.p.h. **(Class B) Sports Cars:** 1, N. R. Hicks (Lotus F2), 61.21 m.p.h.; 2, G. Lee (Jaguar XK120C); 3, J. Woolfe (Jaguar XK120C). **Fastest lap:** Woolfe, 62.87 m.p.h.

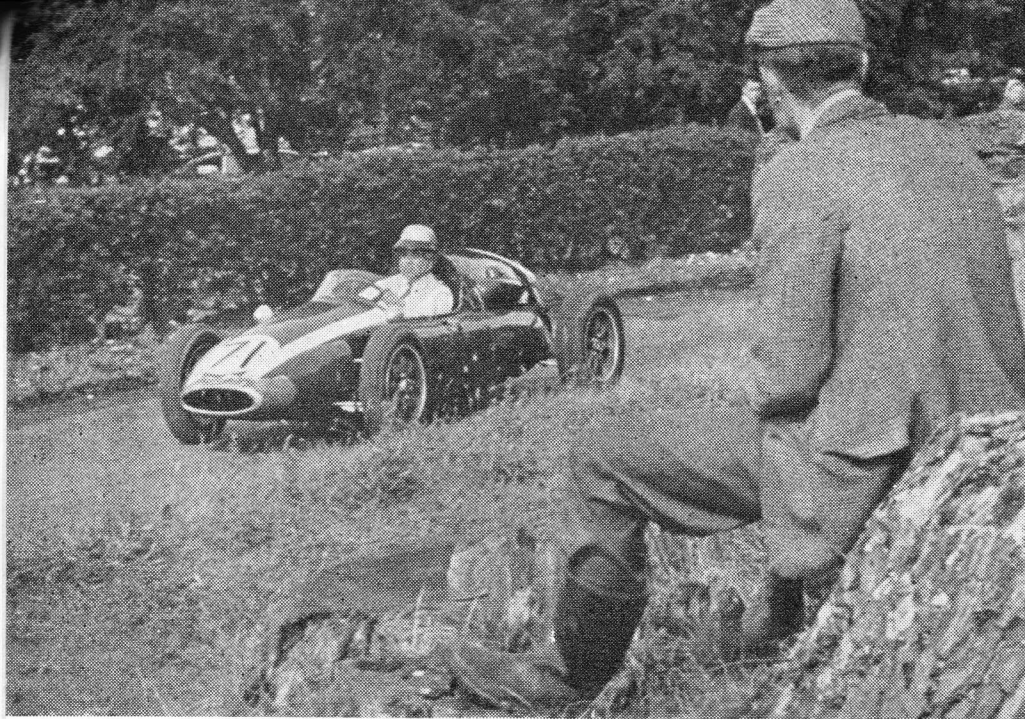
**Event Twelve. Sports Cars up to 1,100 c.c. (Final)—10 laps:** 1, I. Raby (Cooper), 61.07 m.p.h.; 2, M. B. McKee (Elva); 3, N. R. Hicks (Lotus XI). **Fastest lap:** L. W. Keens (Lotus XI), 62.70 m.p.h.

**Event Thirteen. Winners Invitation Handicap:** 1, B. R. Hart (Terrier II), 70.19 m.p.h.; 2, J. Turner (L.M.B. Ford); 3, F. W. Marriott (Austin-Healey Sprite). **Fastest lap:** N. R. Hicks (Lotus F2), 72.23 m.p.h.



AUTOSPORT, JULY 17, 1959

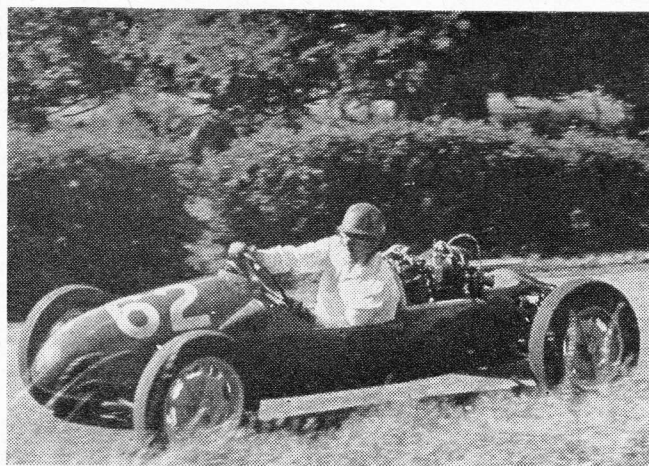
JERSEYMAN Arthur Owen (left) sorts out his gearbox under the eyes of a vigilant marshal and (below) CLASS WINNER Edward Lewis takes his royal blue Lotus Elite through the first bend.



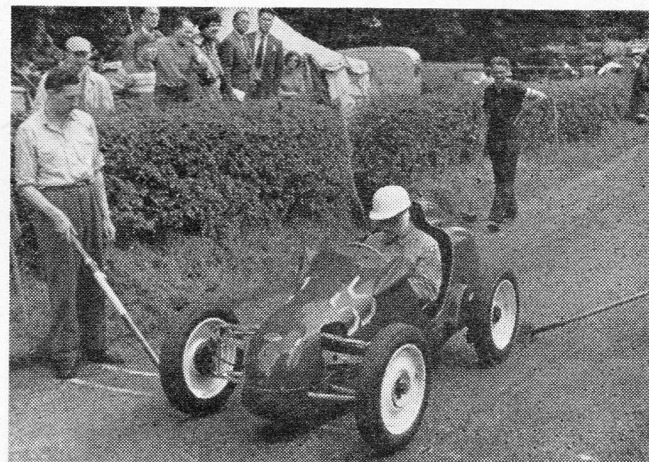
## Rain And Shine at Westbrook Hay

D. Boshier-Jones Makes B.T.D. At Well-Organised Herts. County A. & Ae. C. Event

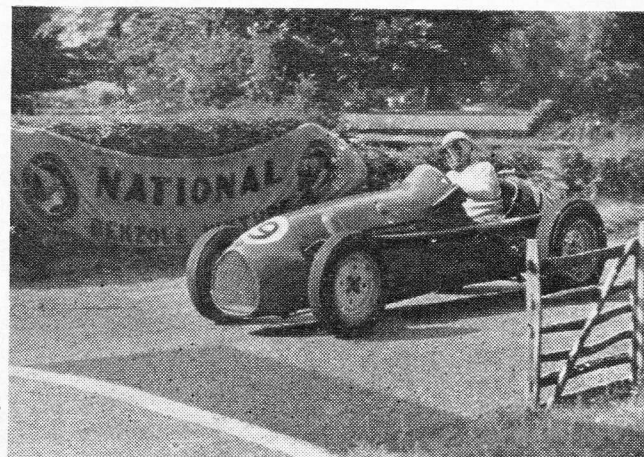
*Photography by Bruce Edwards*



**LEANING INWARD**, Mike Hatton shows the power available from his interesting J.A.P.-powered Cooper.



**TINY.** J. Beaford's diminutive special, powered by a 500 c.c. J.A.P. engine, displays considerable wheel-spin as it crosses the line.



**IMMACULATE STYLE** exhibited by Jim Berry, as, foot hard down, he brings his E.R.A. Special towards the finishing line.



**GOOD TIMING** kept delays to an absolute minimum. Here T. Smith (Sprite) awaits his turn to make his second run.



*HIGHLIGHTS of the day's racing were the wonderful dices between Lord Strathcarron (Sprite) and Jon Goddard-Watts (Berkeley B105) who are here seen at Woodcote.*

THE thirty-seventh B.A.R.C. members' meeting at Goodwood was club racing at its very best. Everything about the meeting was most enjoyable—the racing, the weather, the organisation and, last but by no means least, the excellent commentary.

The first event of the day was a 10-lap scratch race for sports cars of up to 1,100 c.c. and brought an almost all-Lotus field to the line. M. J. Webb made a particularly good start in his old central seater Cooper-Climax, coming up with a rush from a lonely position on the back line of the grid. Alas, his start was of no avail and at the end of the first lap he was well back. Jack Westcott (Lotus Eleven) came through with a good lead, R. W. de Selincourt's similar car was in second place and E. L. Hine was third in yet another Lotus. This order continued unchanged until the seventh lap when Tony Maggs

### 37th B.A.R.C. MEMBERS' MEETING

## A GOOD DAY AT GOODWOOD

Chris Lawrence wins another Marque race

in the Equipe South Africa Lotus passed Hines at Lavant. Westcott was well away with a clear lead but on the eighth lap Maggs began to turn on the pressure, threatening de Selincourt and passing him on the last lap to take a fine second place.

The second event was a five-lap handicap for closed cars and, strangely enough, there were no 3.4 Jaguars although, at the start, the crowd were delighted to see a little red 1938 Ford 10 leaving a 2.4 on initial acceleration! This device, driven by R. Menday, was bought for £50 and has since been fitted with an L.R.G. i.o.e. cylinder head, a Marshall supercharger blowing at 10 lb. per sq. in. and a set of Ballamy suspension units fore and aft. At the end of the first lap Alan Foster, in V. W. Derrington's M.G. Magnette, was securely in the lead, a position he never lost. D. J. Duncan (TR3) went very quickly from well back, coming through the field in a manner splendid to behold to take a well-earned second while J. M. Noble in the Octagon Stable A40 did well to get a third.

Third on the programme was a 10-lap marque scratch race and provided Chris Lawrence with another victory to add to his impressive total in this form of racing. Lawrence was first away from the Le Mans start, closely followed by de Selincourt and there was little between them as they vanished into Madgwick. Sid Hurrell was left on the line when his TR3 refused to start, but, despite a considerable delay, he had managed to pass five cars by the end of the first lap, by which time Lawrence had established a clear lead, followed by de Selincourt, and with M. Reid's M.G.A. in third place. After two laps P. G. Fletcher had passed Reid to take third spot and these places were maintained until the finish, the main interest centring around Sid Hurrell's meteoric progress through the pack which brought him to fourth place on the fourth lap but wasn't quite quick enough to allow him to really challenge the leaders,

due to the distance which he lost at the start.

The fourth event was a five-lap scratch race for cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v. K. W. Mackenzie took his Austin-Healey Sprite into an immediate lead but lost it when he slid wide at Woodcote letting the rest of the field through with E. A. W. Martin (Lotus-Ford) in the lead. Paddy Gaston (Sprite) took the lead in the second lap and John Venner-Pack passed Martin for second place on the last lap. The best feature of this race, however, came from farther back, where Lord Strathcarron (Sprite) and Jon Goddard-Watts (Berkeley B105) had a most spirited duel which lasted throughout the race from first lap to last.

The next event, a five-lap scratch race for sports cars up to 1,500 c.c. saw a sight many people have been eagerly awaiting—Chris Lawrence in a Lotus Eleven. Unfortunately, after making a fine start, he ran out of road at Lavant on the first lap and took no further part in the proceedings. At the end of the first lap Peter Arundell (Lotus-Climax) was in the lead followed by Tony Maggs in a similar car. On the last lap G. K. Lambert in yet another Lotus came through from third place to supplant Maggs and that was how it finished.

There was a very mixed field for the next event, another five-lap handicap race—until most of the competitors had their handicaps virtually eliminated when F. W. Marriott spun his Sprite at Woodcote Corner on the first lap and caused a bit of a hold-up. For the first three laps A. G. L. Huggins (TR2) and F. O. Munns (A.C. Ace) held first two places until they were passed by P. G. Fletcher's M.G.A. Fletcher maintained and increased his lead but no one else managed to get past Huggins and Munns, perhaps in part due to Miss Rosemary Massey (Jaguar XK 150) who, although faster than any of the other cars along the straights, was lamentably slow through the corners and succeeded in



slowing down many cars with slower maximum speeds but potentially faster lap times.

The penultimate event was a third five-lap handicap. At the end of the first lap the cars came streaming through almost in the order in which they had been sent off, with B. G. Smith (TR2) in the lead, followed by P. Hahn (M.G.A.) and Miss Massey. Further back in the field, M. Bowling was driving his Austin-Healey 100S very quickly and had moved up to challenge Miss Massey on the second lap, passed her on the third, and went through to take the lead on the fourth. On the third lap S. Chitty (TR3) got past Miss Massey but was taken by J. P. Williams (his erstwhile immaculate Lotus Elite now patched with aluminium and masking tape following an off-course excursion earlier in the day). Bowling was quite uncatchable and increased his lead for the rest of the event, providing one of its two most interesting spectacles, the other being the splendid sight and equally stirring sound of E. W. Cuff-Miller in his wonderful old 4½-litre Lago-Talbot.

Winding up the programme was a fourth five-lap handicap race which was led from start to finish by G. V. Coles in his pretty little re-bodied M.G. J4. At the end of the first lap D. Brown's Sprite was in second place, followed by J. V. Brownlee in another of the 13 little Austin-Healeys entered for the event. Brownlee held second place until the last lap, when he was passed by Mrs. Kathleen Howard's Lotus-Climax which had come through the field very quickly from the scratch mark. Lord Strathcarron and Jon Goddard-Watts again provided a great deal of entertainment during this event with a spirited renewal of their earlier duel, Goddard-Watts driving his little Berkeley very well and simply throwing it flat out into every corner, but making little impression on the flying peer. At the finish Coles still held a considerable lead, but was being fast overhauled by Mrs. Kathleen Howard.

It was an excellent day's sport and many interesting cars, a lot of fine driving and some slick organisation made it all most enjoyable. The stands were almost empty and it is a great pity that more people do not appreciate what wonderful value these B.A.R.C. members' meetings have to offer.

MICHAEL DURNIN.  
(Results on page 89)



# A SPLENDID A.M.O.C. SILVERSTONE

## J. Freeman Wins St. John Horsfall Trophy Race

THE splendid thing about the Aston Martin Owners' Club is that at all their meetings, whether one is there to spectate or compete, one is assured of a most enjoyable day, come rain or shine. A friendly, easy-going atmosphere prevails and the organisation is invariably as slick as a Feltham pit stop.

There is no "big business" attitude in club racing, or there shouldn't be, the idea being that anyone who so desires should bring his car along and race for the fun of it, without thought for financial reward and public acclaim. And this is where the A.M.O.C. scores so heavily, for it puts the interests of the competitor and spectator alike before those of itself, and if this ideal be the criterion of club racing, then many younger clubs could hardly do better than to look at the A.M.O.C. to learn how to run a successful motor club.

\* \* \*

The 10th St. John Horsfall Race Meeting was run off with surprising success at Silverstone last Saturday. I say surprising advisedly, for at one stage of the morning it looked as though the whole meeting would have to be called off, so appalling were the conditions. Luckily, however, by noon the rain had stopped and the thick mist that had enfolded the countryside earlier on had disappeared. Although the track was very wet indeed it was decided that racing would take place, but the G.P. circuit was completely flooded between Club Corner and Abbey Curve.

The morning's rain had severely curtailed the practice sessions so the first event, a half-hour regularity trial, was scrubbed and the 30 minutes were used for practice.

Race one was a five-lapper for cars up to 1,300 c.c. and was won in fine style by J. M. Edwards who drove his Lotus Super Seven very well indeed on an extremely slippery track. Edwards led from the word "go" and by lap three led by the length of the pit straight. Second was J. M. Sim in his Yimkin and third J. Elwes (Sprite). The race for 750 c.c. Formula cars was won by A. K. Day (Austin Spl.) and he was followed home by A. Butcher in a similar car.

This event was followed by the Arthur Bryant Memorial Trophy Race in the shape of a 10-lapper for David Brown Astons. Unfortunately both Graham Whitehead and John Dalton were unable to appear and so the field was reduced to five. The race was close-fought and the battle was won on the last lap. The track was drying now which caught one or two people out, I. M. Gillett (DB2/4 Mk. 3) taking to the grass as he came out of Copse on the first lap. Gillie Tyrer thoroughly enjoyed himself in his DB4, driving very well and grinning hugely for the entire 10 laps! Mike Bond drove 62 EMU very tidily, but was not altogether happy on the still slippery surface. The eventual winner was W. E. Wilks in his now positively ancient DB2, ex-team car XMC 76. Wilks drove a beautiful race and his line through Copse was a joy to behold. Second, after a good but unspectacular race was H. W. Epps and third Gillett (both Mk. IIIs).

With this race over Carroll Shelby hopped into the Le Mans-winning DBR1 and did several laps of the club circuit, to the delight of the spectators. The noise this car made as Carroll changed down for the corners was splendid! Incidentally, the Aston was brought to the circuit on a brand new open transporter. This is powered by a 3-litre Aston Martin engine, has a four-speed gearbox and all-independent suspension! And a very fast job it is too. We passed it, DBR1 up, on the way home and it certainly doesn't hang about!

Race Three was the United States Air Force Trophy, a 10-lap affair for cars up to 1,500 c.c. This proved to be a runaway victory for R. M. Carter, who drove his F2 Cooper very nicely—no fireworks but no nonsense either! Second, after a stirring drive, was Arthur Mallock (Austin Spl.) and third was L. Gibbs in a Lotus Eleven.

Now we come to the big race of the day—the St. John Horsfall Trophy Race. This was a most entertaining event and proved to be a triumph for the handicappers. On scratch was J. Freeman (Spa Special) and he worked his way through the field in a splendid manner. He was 12th on the first lap, seventh on the third, fourth on the sixth, second on the eighth and went into the lead on the ninth. It was fitting that the winner should drive a Spa Special for it was at the famous Belgian circuit that "Jock" Horsfall scored two of his finest successes just after the war.

In second place came Leslie Marr in his beautifully turned out G.P. Aston. This car is in mint condition and it was wonderful to see this lovely piece of machinery in action, rather than in a museum somewhere. Leslie drove superbly and he and the car delighted the crowds by finishing so well up. D. Elwell-Smith (International) was third and D. W. Chamberlain (Speed Model) was fourth. S. Lownds would undoubtedly have won the cup for the prang of the day, had there been one, for at the end of the first lap he came hurtling down towards Woodcote, tried to make the corner but lost it on the wet road. The car went inexorably towards the ditch on the outside of the track, this ditch being about a foot deep in water! There was a tremendous splash, a cloud of steam, and there was Mr. Lownds almost afloat in his Mark II, with water up to the hub caps! The driver was quite unhurt although somewhat damp, and the car was hauled out after the race apparently none the worse for its cold bath.

By Race Five the track had dried out considerably and the sun actually came out to help, to everyone's delight. The race was a procession for the entire five laps. Alan Wershat (Lola) went straight into the lead and was followed by J. Read (Lotus), Arthur Mallock (Austin Spl.) and J. M. Edwards (Lotus). This was in fact two races in one, the first being a scratch race for sports cars up to 1,500 c.c. and the second a scratch race for 1,172 c.c. Formula cars. Wershat of course won the latter, with Mallock second and I. Tollady (Lotus) third.

Fourth was P. J. Chapman and fifth Chris Nicholson (Lotus Seven) who would undoubtedly have done better but for a suspect big-end. The sports car race was won by Read with Edwards second and Sim (Yimkin) third.

The last race but one provided a splendid win for A. P. Chaffey in, or rather on, his 3-litre Bentley. This was the Elwell-Smith Trophy race, a 10-lap handicap event. Leslie Marr in the G.P. car led for five laps but was then displaced by Chaffey, then Elwell-Smith (International), and then I. Mann (Ulster) and C. W. Minchin (Mk. II). So Elwell-Smith won his own Trophy for the second year running, and Chaffey won the race for Bentleys.

The final race of the day was a 10-lap scratch race for sports cars over 1,500 c.c. This was an exciting dice won by a hairsbreadth by Gordon Lee in his very fast C-type Jaguar. Second was Mike Bond (DB3S). These two had a stirring duel for the entire race but the Aston just couldn't get past the Jaguar. Both Lee and Bond drove very well and the issue was in doubt until the very end. Third, only a little way behind, was D. W. Chamberlain (Cooper-Jaguar) who kept a watching brief, waiting to see if one or both of the leaders would make a mistake. Some way behind this trio came J. O. Coundley in his D-type. Coundley drove with great verve but couldn't get to grips with the leaders.

This event was followed by two half hour regularity trials and then the day's sport came to a close. And an excellent day it had been. The commentators were well-informed and interesting, the racing was generally exciting and totally free from any serious prangs, the organisation, as I have said, was excellent and credit and thanks must go to all concerned. Thanks also to the Club's Press Officer, John Linforth, who was always there when he was wanted with the answers to our questions. Full marks A.M.O.C.—a splendid meeting. Here's to the next time.

CHRISTOPHER NIXON.

### RESULTS

**Race 1. Five-lap scratch race for cars up to 750 c.c. and from 750-1,300 c.c.—750 c.c. class:** 1. A. K. Day (Austin Spl.), 53.06 m.p.h.; 2. A. Butcher (Austin Spl.); 3. M. Ferrari (Fiat). **750-1,300 c.c. class:** 1. J. M. Edwards (Lotus Super Seven), 63.00 m.p.h.; 2. A. J. Sim (Yimkin); 3. J. Elwes (Sprite). **Fastest lap:** Edwards, 65.34 m.p.h.

**Race 2. The Arthur Bryant Memorial Trophy:** 1. W. E. Wilks (DB2), 63.60 m.p.h.; 2. H. W. Epps (DB2/4 Mk. III); 3. I. M. Gillett (DB2/4 Mk. III). **Fastest lap:** G. Tyrer (DB4), 67.33 m.p.h.

**Race 3. The United States Air Force Trophy:** 1. R. M. Carter (Cooper-Climax), 67.20 m.p.h.; 2. A. M. Mallock (Austin Spl.); 3. L. Gibbs (Lotus Eleven). **Fastest lap:** Carter, 62.28 m.p.h.

**Race 4. The St. John Horsfall Trophy:** 1. J. Freeman (Spa Special), 67.04 m.p.h.; 2. L. Marr (G.P. Aston Martin); 3. D. Elwell-Smith (International). **Fastest lap:** Freeman, 69.91 m.p.h.

**Race 5. A Five-lap scratch race or Sports Cars up to 1,500 c.c.:** 1. J. Read (Lotus Eleven), 69.82 m.p.h.; 2. J. M. Edwards (Lotus Super Seven); 3. A. J. D. Sim (Yimkin). **1172 Formula cars (run concurrently with the sports cars):** 1. A. Wershat (Lola), 70.27 m.p.h.; 2. A. Mallock (Austin Spl.); 3. T. Tollady (Lotus Seven). **Fastest lap:** Wershat, 72.48 m.p.h.

**Race 6. The Elwell-Smith Trophy:** 1. D. Elwell-Smith (International); 2. I. Mann (Ulster); 3. L. W. Minchin (Mark II). **10-lap handicap race for Bentleys:** 1. A. P. Chaffey (3-litre), 62.76 m.p.h.

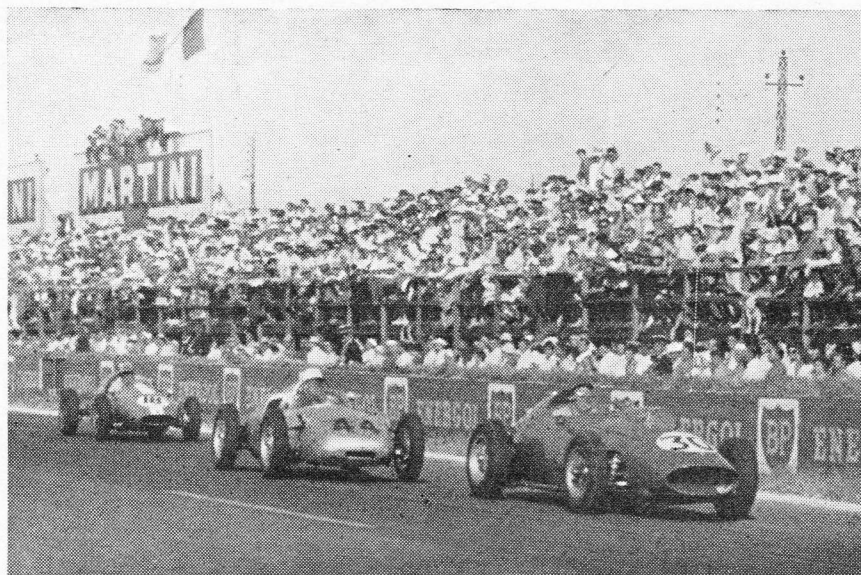
**Race 7. 10-lap scratch race for sports cars over 1,500 c.c.:** 1. G. Lee (C-type Jaguar), 77.07 m.p.h.; 2. M. Bond (DB3S); 3. D. W. Chamberlain (Cooper-Jaguar). **Fastest lap:** Lee, 79.8 m.p.h.



**EXCITING SCRAP:** *Cliff Allison (Ferrari), Joakim Bonnier (Porsche) and Harry Schell (Cooper-Climax) enjoyed a tremendous free-for-all, which ended with the retirements of Allison and Schell.*

THE 25-lap Coupe de Vitesse race for F2 cars, which followed the G.P. of Europe, emphasised the complete driver superiority of Stirling Moss in Rob Walker's Cooper-Borgward. Jean Behra's blue Porsche, driven by Hans Herrmann was a shade faster, and on several occasions drew well away. However, on that difficult swerve past the pits, the virtuosity of Moss was always evident, and the young German could not match the fantastic speeds achieved by Stirling. Then the inevitable happened; Herrmann took to the escape road at Thillois with failing brakes, and from then on Moss was on his own, the Porsche holding second place.

On the second lap Masten Gregory (Cooper-Climax) took the lead from Moss, but was overtaken by both Stirling and Herrmann next time round. Behind a tre-



## Rheims Review

### The Coupe de Vitesse Won by Stirling Moss

*All F2 Records Broken — Rheims Notes*

mendous free-for-all developed featuring Harry Schell (Cooper-Climax), Joe Bonnier (Porsche), Roy Salvadori (Cooper-Climax) and Cliff Allison (Ferrari), tailed by the Cooper-Borgwards of Ivor Bueb and Chris Bristow and Henry Taylor's Cooper-Climax.

With Moss and Herrmann going neck-and-neck in front, and Schell giving his rivals no peace, the race became more and more exciting. George Wicken (Cooper-Climax) started the series of retirements by stopping at Thillois. Then Brabham shunted Bueb, the latter retiring at the pits. Burgess glided in with a silent motor; then Gregory abandoned at the pits, to be joined by Salvadori whose 3rd lap was announced as being in the almost unbelievable time of 2 min. 28.7 sec.—200.983 k.p.h. This was later amended and 2 min. 33.7 sec. by both Moss and Herrmann went down on record as the fastest.

Allison eventually forced his way past Schell, then gave way to Bonnier; Brabham started to come through after taking both Trintignant (Cooper-Climax) and Bristow, only to retire after 14 laps. With 15 gone, the position was:

1. Moss, 38m. 56.7s. 191.849 k.p.h.
2. Herrmann, 39m. 00.1s.
3. Bonnier, 39m. 12.8s.
4. Allison, 39m. 14.8s.
5. Schell, 39.33s.
6. Trintignant, 39m. 44.1s.
7. Von Trips, 40m. 12s.
8. H. Taylor, 40m. 12.2s.
9. Davis, 40m. 19.9s.

Then Schell stopped briefly for a drink and a bucket of water, then finally retired completely exhausted. Allison's engine blew up at Muizon, which put Trintignant into fourth place. Behind, von Trips in a works Porsche was being given no peace by Henry Taylor, and a long way behind came Innes Ireland in the sole surviving Lotus, followed by Lucien Bianchi (Cooper-Climax).

Herrmann vainly tried to get near Moss again, but Stirling was in complete command, and crossed the line some 12 secs. ahead of the German car. Von Trips and

Henry Taylor had practically a photo-finish.

#### Result

1. **Stirling Moss** (Cooper-Borgward). 1h. 04m. 54.2s. 191.864 k.p.h.
  2. Hans Herrmann (Porsche). 1h. 05m. 06.8s.
  3. Joakim Bonnier (Porsche). 1h. 05m. 52s.
  4. Maurice Trintignant (Cooper-Climax). 1h. 06m. 25.1s.
  5. W. von Trips (Porsche). 1h. 06m. 51.7s.
  6. **Henry Taylor** (Cooper-Climax). 1h. 06m. 51.8s.
  7. **Innes Ireland** (Lotus-Climax).
  8. Lucien Bianchi (Lotus-Climax).
  9. **Colin Davis** (Porsche). 10. **Jack Lewis** (Cooper).
- Fastest lap: Moss and Herrmann, 2m. 33.1s. 195.207 k.p.h. (new F2 record).

**RHEIMS NOTES:** Every car in the G.P. d'Europe was on Dunlop tyres. . . . Unofficial electrical timing on the Soissons straight indicated that Brabham's aerodynamic Cooper-Climax reached 190 m.p.h. Others speeds were Flockhart's B.R.M., 188 m.p.h., Brooks's Ferrari, 186 m.p.h. and Moss's B.R.M., 178 m.p.h. . . . Several spectators had to be given first-aid for heat prostration. . . . Signora Ferrari paid a surprise visit to the Shell pit after the race. . . . TV plans were completely upset by a strike of French electricians. The B.B.C. did sound reports via public telephone boxes. . . . Rob Walker's staff was amazed at the incredible stamina shown by Trintignant, pushing his car to the line in the G.P., then starting again in the F2 event despite cuts on his head from stones. . . . Bruce McLaren also had a badly cut face. . . . Jack Brabham's incident with Ivor Bueb was due entirely to the Australian being overcome by the intense heat. . . . Scuderia Centro-Sud turned up with a smart new transporter. . . . In order to get a report and pictures in last week's issue in view of the present printing dispute, George Phillips was flown back to England immediately after the race by Charterspace Viscount: Thompson, i.e. the aircraft party also brought copies of the preceding issue for distribution at the circuit. . . . Peter Hampton was seen around in his new GT 250 Ferrari. . . . There were no less

than eight Facel-Vegas in the paddock car park. . . . The way photographers get pushed around at Rheims is no credit to the A.C. of Champagne who must give the police orders to that effect. . . . Tony Vandervell intends to make a full return to Grands Prix in 1960. . . . French circles say that Moss may drive the new 2.8 Maserati in next year's sports-car races. . . . Ferrari team chief Taroni and Jean Behra had a monumental row after the prize-giving following comments made by the Frenchman that Gendebien's car had a twisted frame.

#### GRAND PRIX D'EUROPE

##### Full Results

1. **Tony Brooks** (Ferrari). 50 laps in 2h. 01m. 26.5s. 205.079 k.p.h. (127.44 m.p.h.) (Race record).
  2. Phil Hill (Ferrari). 2h. 01m. 54s.
  3. **Jack Brabham** (Cooper-Climax). 2h. 03m. 04.2s.
  4. Olivier Gendebien (Ferrari). 2h. 03m. 14s.
  5. **Bruce McLaren** (Cooper-Climax). 2h. 03m. 14.2s.
  6. **Ron Flockhart** (B.R.M.). 2h. 03m. 32.2s.
  7. Harry Schell (B.R.M.). 47 laps. 8. **Stirling Moss** (B.R.M.). 42. 9. Scarlatti (Maserati). 41. 10. da Silva Ramos (Maserati). 40. 11. D'Orey (Maserati). 40. 12. Trintignant (Cooper-Climax). 36.
- Fastest lap: Moss, 2m. 22.8s. 209.387 k.p.h. (130.21 m.p.h.) (record)

#### RHEIMS TECHNICALITIES

OF recent years, Grand Prix racing has tended to veer away from the tough contests of old. Airfield and round-the-houses circuits have rendered the sheer maximum speed of the cars a rather secondary consideration, and cornering, braking and acceleration have been the prime requisites.

At Rheims (or Reims) we have just seen a Grand Prix that was won on maximum speed, and we have also seen an epic battle that equalled any of the early races for toughness. By the end of the race, the Ferraris had covered many miles at over 180 m.p.h. Two of them were eliminated with piston trouble, but the first and second cars showed absolute reliability under conditions of unspeakable heat. For this kind of racing, the multi-cylinder engine must have an edge over the "four". At the present stage of the art, the four-cylinder engine has a splendid combination of qualities that makes it all but invincible up to 1,500 c.c. For a 2½-litre Grand Prix engine, how-



**Rheims Technicalities—continued**

ever, the individual cylinders are really too big.

Four-cylinder engines, although technically inferior and, in a sense, obsolete, will continue to win Grand Prix races on circus-like airfields and the "tighter" circuits, because they have "punch", and they can be mounted in small, light cars. The traditional straight six-cylinder engine, which is exemplified by the Maserati, may result in a chassis that is too long for today's contests. The six-cylinder Ferrari engine, which has its bores located in V formation in a light alloy block, is ideal because it is short and compact.

Yet, the V-6 is a designer's nightmare, and presents all sorts of problems. For a firm with limited resources, its development would take far longer than that of a "four", and as the present formula is on the way out, it is unlikely that anybody will try to copy Ferrari. I am by no means convinced that the V-6 is better than a conventional four-cylinder in the 1½-litre size, and whether we like it or not, the future of Grand Prix racing hangs on this smaller power unit.

It was most impressive to watch the Coopers racing wheel to wheel with the Ferraris, and the low frontal area of this design is worth many horsepower in the engine. Both Masten Gregory and Maurice Trintignant were able to lap faster than the Ferraris in the early stages, but these drivers were later overcome with the heat. It is not a criticism of the Cooper to say that it has a hot cockpit under these conditions, for it may be

years before a race is run again in such heat. Yet, I expect that John Cooper has already started making sketches with a view to keeping his drivers cool. The cars themselves showed splendid reliability, and the gearboxes have now been developed to the point where they will stand a Grand Prix race, but they must then be rebuilt before the next contest. Meanwhile, a new and stronger gearbox is in the offing for the tremendous torque of the Coventry-Climax engine puts an immense load on this component.

It is interesting that the new streamlined body which Jack Brabham was testing did not work out well and was removed during the practice period. The maximum speed of the car was increased, and the Cooper might well have been on an equality with the Ferraris, but the cornering power was reduced on the fast curves. It would appear that, at extremely high speeds, some lift was being developed, and that the front wheels were not carrying enough weight. Apparently, a hot air outlet beneath the car was considered to be the culprit, but nothing could be done in the time available. One preserves an open mind, but Mercedes-Benz, Connaught and others have tried and abandoned streamlined shells of recent years.

A very unpleasant feature of the race was the way in which the road surface melted in the heat, releasing many large stones. The battered appearance of the cars was pathetic, and many of the drivers had badly cut faces, while goggles were being smashed repeatedly. In the past, when this trouble used to be extremely prevalent, some drivers, such as

Segrave, had small aero screens of wire mesh, which could be folded away when not required. Something of this kind might have been useful at Rheims.

Many radiators were battered and leaking as a result of this bombardment of stones, and in at least one case a wire guard had been penetrated. It was not until the race was well under way that the road broke up, and so one cannot blame the pit personnel for failing to foresee this trouble. I am sure that "Toto" Roche will carry out a thorough examination, and that he will take steps to see that no repetition will be possible on this superb circuit.

Those who followed the race by means of the B.B.C. broadcasts may be interested to hear how these were carried out. There was a complete strike of all the French technicians, and this at once put the television coverage out of action. However, we managed to carry out sound broadcasting from an ordinary public telephone box. The quality of reproduction was unavoidably low, but we got our messages over without a hitch. Having run up and down in front of the pits to collect information, I then had to race under the tunnel and up endless flights of steps to the tribune of the Press. Here I squeezed into a telephone box with Eric Tobitt, who was almost in a state of collapse due to the intense heat. I think that it was right that we should suffer just a small part of the agony that the drivers were enduring, and we were thus able to put some real feeling into our descriptions of the conditions.

JOHN V. BOLSTER.

## Sun Shines at Charterhall

### J. Whitmore (Lister-Jaguar) Wins Two Races

SCOTLAND'S frugal but none the less enjoyable motor racing season creeps on, and on Sunday, 5th July, the Winfield Joint Committee staged their second race meeting of the season at Charterhall. The previous Sunday the Border Motor Racing Club's event had been

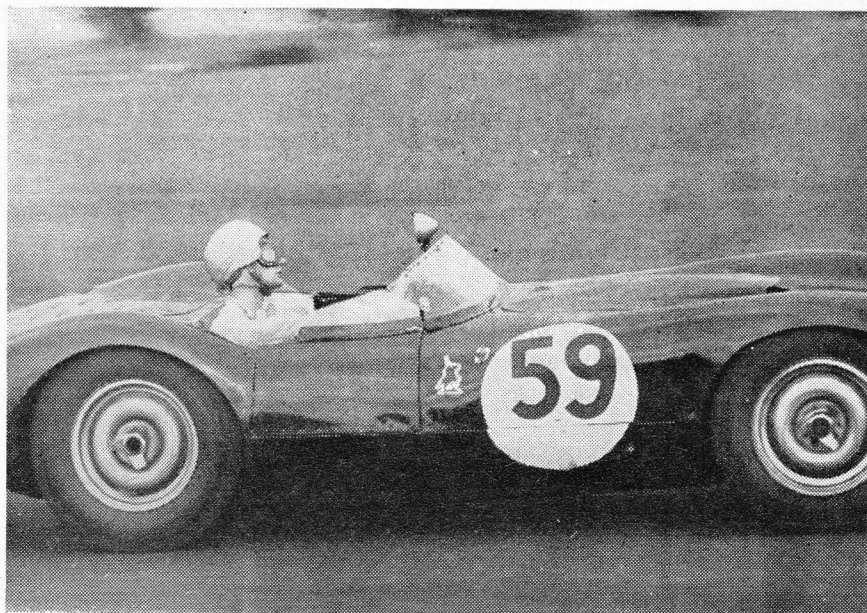
rained off but at the W.J.C. event the sun shone for most of the afternoon and there was some really fine racing. With their star driver Jim Clark over at Zandvoort for the *Autosport* production car race with their Lotus Elite, Border Reivers invited Clark's co-driver at Le

Mans, John Whitmore to come to Scotland and drive the team's Lister-Jaguar. He and Border Reivers' "sassenach" Richard Shepherd Barron drove up together in the latter's Alfa Romeo and at the end of the afternoon's racing each had won every race he had entered—a successful meeting.

Opening race was an all embracing "Grand Touring" race which had everything from a Downton-modified A35 pick-up to Candlish's Jaguar XK120C. All told there were 37 starters in this race and the first corner proved to be a replica of Flodden field in modern guise. Candlish pulled away from everyone else but Brian McAdam and Bill Thompson in their Austin Healey 100S's were neck and neck for second place. After being baulked at the start Shepherd Barron (Alfa Romeo) weaved through the field dragging John Milne (M.G.A. "Twin Cam") behind him. In the tiddlers class Jimmy Blumer's fantastic A35 pick-up was well up but the Berkeleys were leading the class despite some forceful driving by Spender in his Alexanderised Sprite. Indeed Ian Loudon Cox in his bright yellow B105 Berkeley was quite well up the field.

When the flag came down the Alfa and the M.G.A. Twin Cam were well in among the Jaguar XKs fighting for fifth place.

Event two was for sports cars with a separate class for Climax-engined cars. All the Climax cars were Lotus save for Averil Scott Moncreiff's Cooper. In the "others" class there was a wide variety



**FIRST TIME OUT** in a big sports car, John Whitmore (Lister) goes on his way to winning one of his two races.



*DRIVERS in the Austin-Healey battle are Bill Thompson and Brian McAdam. Below, two Berkeleys (Louden-Cox and Preston) lead the Lotuses.*

with Smith's Connaught a likely winner. When the flag came down there was the usual rush for the front and Lew Bramley (Lotus Eleven) was off to a flying start with David Bertram, John Romanes, Gordon Crozier and David Hodgeton in hot pursuit. Robin Smith's Connaught retired when the car caught fire and Korczynski in his Lotus Eleven was leading the non-Climax class from Craig's superbly turned out Cooper-M.G. and Shepherd Barron's Alfa Romeo. Again the Berkeleys impressed and Mike Preston and Ian Louden Cox were having a set-to with the Lotus Sevens of Dryden, Dobson and Tatters. On the seventh lap a brake pipe sheared on Craig's Cooper-M.G. and he was out and Korczynski had the unpleasant task of stopping his Lotus when a steering arm broke. This left Shepherd Barron out in front for his second class win of the day.

The racing car class was split into a 500 c.c. and an Unlimited section. John Whitmore (Lister-Jaguar) jumped into an early lead but, glancing over his shoulder at the first bend, Lew Bramley (Lotus) nipped through to lead for a few yards. On the next lap Bramley bumped the tail of the Lister and later came close to bumping some of the other cars which did not endear him to the majority. En-soll in the D-type spun on lap three and then Crozier and Miller in Lotus and Lister respectively went among the cans at Lodge. Whitmore was a comfortable winner at 81.5 m.p.h. The 500 c.c. class was won, but only just, by P. Simpson on his Cooper who was fractionally ahead of Guy Wilson's Cooper.

Last race of the day was big sports cars and there was quite a turnout. Once again John Whitmore shot into the lead and held it comfortably but Colin Murray was really motoring his J.B.W. Maserati in second place. Frank Elliot's Lister retired and was followed into the paddock by Tom Candlish (Jaguar C-type). Both Ritchie (Saltire) and Scott Wallace (XK120) spun and Milne (M.G.A. Twin Cam) after a slow start motored through the field to finish a creditable sixth.



All told it had been a good meeting with some close racing. However, there were not too many spectators about to enjoy it which was a great pity. It is interesting to note that this was the first time that John Whitmore had ever driven anything larger than his Lotus Elite!

GRAHAM GAULD.

#### RESULTS

**Grand Touring Cars up to 1,000 c.c.:** 1, I. G. Louden Cox (Berkeley), 63.2 m.p.h.; 2, M. J. Telford (Berkeley); 3, J. Blumer (A35 Pick-up).

**1001 to 2,000 c.c.:** 1, R. M. Shepherd Barron (Alfa-Romeo Giulietta SV), 68.6 m.p.h.; 2, J. E. Milne (M.G.A.T.C.); 3, G. Wilson (Triumph).

**Over 2,000 c.c.:** 1, T. Candlish (Jaguar XK120C), 72.7 m.p.h.; 2, J. B. McAdam (Austin-Healey 100S); 3, W. A. Thompson (Austin-Healey 100S).

**Sports Cars up to 1,300 c.c. Climax:** 1, L. Bramley (Lotus), 81.0 m.p.h.; 2, D. M. Bertram (Lotus); 3, J. L. Romanes (Lotus).

**Up to 1,500 c.c. other than Climax:** 1, R. M. Shepherd Barron (Alfa-Romeo Giulietta SV), 68.5 m.p.h.; 2, W. V. Tatters (Lotus VII); 3, I. G. Louden Cox (Berkeley).

**Racing Cars up to 500 c.c.:** 1, P. Simpson (Cooper); 2, T. G. Wilson (Cooper); 3, K. E. Yendall (Cooper).

**Over 500 c.c.:** 1, J. Whitmore (Lister-Jaguar), 81.5 m.p.h.; 2, L. Bramley (Lotus); 3, C. Murray (J.B.W.-Maserati).

**Sports Cars over 1,500 c.c.:** 1, J. Whitmore (Lister-Jaguar), 81.7 m.p.h.; 2, C. Murray (J.B.W.-Maserati); 3, A. R. Miller (Lister-Jaguar).

#### MOTOR RACING AT NEWCASTLE

FOR the first time in a motor race meeting is to be held virtually on Newcastle's "doorstep"—at Ouston Aerodrome, on Saturday 8th August.

Organised jointly by the Border Motor Racing Club and the Newcastle and District Motor Club, this meeting will provide the North East with an opportunity of seeing motor racing without the need for travelling to Scotland or Yorkshire. The nearest full scale meetings to have been held previously were at Charterhall, just over the Scottish border.

Although still in use by the R.A.F., Ouston is being made available to the organisers and it is estimated that more than 30,000 people can be accommodated quite easily.

The course to be used for racing comprises runways and perimeter tracks. A complete lap is one and a half miles. The start and finish line will be roughly on the half-way mark of the main straight. From the start the cars go down to a right-handed bend and then down the back section. This includes a number of bends and curves before the cars come down to another sharp right-handed turn on to the straight. It is expected that the larger cars will be able to achieve speeds of well over 100 m.p.h. on this straight.

#### DISC-BRAKED ROVERS

THE Rover Company announce that all Rover 3-litres now being delivered are equipped with Girling disc brakes on the front wheels as standard equipment.

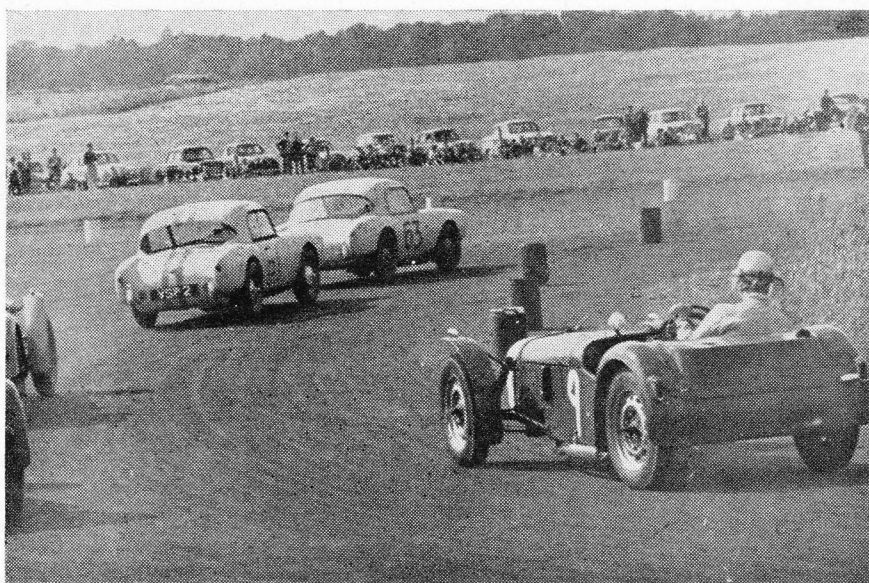
The braking system is a servo assisted hydraulic type all round with calipers at the front and leading and trailing drum brakes at the rear. The normal Rover handbrake is retained.

For those customers who already own Rover 3-litres a disc brake conversion scheme will become available. Details of this scheme may be obtained through Rover distributors and dealers.

The prices of the Rover 3-litres now being sold with disc brakes are:

Rover 3-litre Saloon, synchromesh box: Basic, £1,210; Purchase Tax, £505 5s. 10d. Total £1,715 5s. 10d.

Rover 3-litre Saloon, automatic transmission: Basic, £1,315; Purchase Tax, £549 0s. 10d. Total £1,864 0s. 10d.







AS the proud and enthusiastic owner of one of the first 3-litre Rovers to go into circulation on the roads of Britain, I am glad to say that the makers of the car have been able to give even me a real surprise, and a new thrill. I had previously owned a series of four Rover "105s", and I honestly could not see how, at or anywhere near its price, the makers could improve on this car in anything other than minor details.

Well, they have certainly done it. Rover fans all over the world, their appetites whetted by rumours of a new model in the offing, had a long wait for the 3-litre's public debut last September; and many of them are having another long wait for the fulfilment of eagerly-placed orders. If ever a car were worth waiting for, this is it. With the special opportunities which I have for sampling current cars of every type and nationality, I can say with absolute sincerity that there is nothing to touch the 3-litre Rover in the under-£1700 bracket (tax included) today.

One might sum it up as an upper-class automobile at a middle-class price. It is fast, with a higher maximum speed than the great majority of family motorists would ever wish to use. It is economical on fuel (relative to its weight and carrying capacity) and has the special merit that its "thirst-curve" does not make a startling upswing when the full performance potential is used. Driven as a "racing car" the consumption is 19/20 m.p.g., and at considerably lower speeds, making full use of the overdrive, and cruising around 70 m.p.h., I have done a test run giving figures of 24/25 m.p.g. It is handsome—if you like the kind of sober good-looks which are essentially British, and no poor imitation of a foreign theme. It is luxurious to a degree that is outside the experience of many people who pay more for their transport. All the qualities—plus others that I shall put down as they come into my head—add up to a pervasive charm that is as hard to describe as it is irresistible.

As the final "credit" in the ledger, I would add this: The Rover Company, not content with a specification that it bristles with good and ingenious points, take pains to eliminate the bad ones. To do so sounds obvious enough, but how many manufacturers mar basically sound designs by such little idiocies as obscuring an important instrument behind a wheel

spoke, carpeting a floor in such a way that it cannot easily be swept out, or positioning a window-winder so that it barks the knuckles?

With frequent commitments at faraway Continental destinations, usually in connection with the B.R.M. racing programme, my prime requirement in a car is that it shall be fast in the broadest sense, (not merely capable, that is to say, of spectacular but brief speed bursts), safe, and reliable at any speed within its scope, and comfortable and quiet enough to enable driver and passengers to cover distances of seven or eight hundred miles in one day without having to take the next day off for rest and recuperation. Demonstrably, the 3-litre meets these needs, in a manner which I find constantly reminding me, as one who has owned many modern Bentleys, of these first cousins to "The Best Car in the World."

In matters of steering and general roadability, advanced technical terminology does not come easily to me, but I do know that this 3-litre, with its widened track, laminated torsion-bar front springing, and ingenious bonded-rubber substitute for normal shackles at the rear end of the rear semi-elliptics, holds the road in an exemplary way. In my opinion the steering of the car is exceptionally light for a car of its weight. The impression one gains, in spite of the retention of a live back axle, and the usual penalty this entails in terms of unsprung weight, is that the road wheels follow the slightest surface irregularity as though pinned down by a weight far in excess of the Rover's ton and a half (dry).

This characteristic of the suspension would account for many of the virtues that the car does in fact possess: e.g. tenacious braking (more of that anon), the ability to maintain high cornering speeds almost regardless of surface roughness, and a sense of isolation of the hull and its occupants from nether shocks and shake-ups. The car's structure is a com-

*WHAT LOOKS RIGHT is right! The Rover is indeed lovely to look at and the Italian influence in its design is immediately apparent.*

promise between the separate-chassis and unitary principles; the main hull being compositely built, and having attached to it, with rubber abutments, a sub-frame carrying the engine and front suspension units. This allows of a lower floor than would normally be possible with the conventional type of chassis frame, and gives many of the advantages of the chassis frame in respect of an accident to the front of the car, in that engine, suspension and steering relationship are controlled by the sub-frame, which is easily replaceable. When I first inspected this lay-out, and before having driven the 3-litre, I was a little dubious, suspecting a lack of stiffness at the junctions between the two elements. In practice, however, the car gives a feeling of tremendous tautness, with less suggestion of flex in

## THE FINEST ROVER OF ALL

Raymond Mays views the latest  
disc-braked car from Solihull

the frame than most rivals based on a fully-fashioned chassis. In-built rigidity is important, of course, not merely from the handling point of view, but also as insurance against the development of body creaks and rattles in hard service; and here the 3-litre easily maintains the makers' tradition of lasting silence.

One would have to be unlucky in one's encounters to become involved in misadventures with the 3-litre Rover, but it is nevertheless reassuring that the car's wings are detachable units, and thus relatively inexpensive to repair in the event of shunts. This 3-litre is quite one of the most docile and gentle cars to handle that I have ever driven, and its capabilities can be fully enjoyed by a driver who does not wish to extend the car.

The Rover Company paid me the compliment of equipping my car with the braking system which is now standard on the 3-litre, consisting of discs at the front and drums at the back, both by Girling. For these no praise is too high, and it is impossible to conceive that "discs-all-round" treatment could bring any improvement. For my own interest, and because the makers wanted an independent opinion based on the hardest usage, I have repeatedly made "crash" stops from an indicated 100 m.p.h. Under this punishment the brakes have never squealed, locked, developed fade, or pulled a handbreadth out of a straight line. Pedal pressures are extremely light too. With 10,000 miles now on the clock, the front brake pads have plenty of life left, and even at the speeds at which the car was driven it appears from measurement that the pads would have lasted for 20,000 miles.

I have not had an opportunity to time the car for maximum speed, but the speedometer needle has often been round to the point on the dial that would signify 105 m.p.h. (100 is the highest actual calibration); and, it being Rovers' policy to shun excessive "flatter", I consider



it probable that a genuine century has been topped. This, of course, would not be an unreasonable assumption, with 115 b.h.p (gross) harnessed to a car of moderate height and what appears a quite good aerodynamic shape.

Like most owners, and prospective owners of Rovers, however, I am not so much concerned with flat-out maximum so long as I can cruise effortlessly and tirelessly at speeds in the 85 to 95 m.p.h. region. Crossing France *en route* for this year's Geneva Motor Show, and sharing the driving with my manager, Henry Coy, we did better than that, keeping the needle between "90" and "100" for much of the journey. Our best one hour average was 76 m.p.h., between Rheims and Troyes, and I have quite often put 60 miles into the hour on Continental journeys.

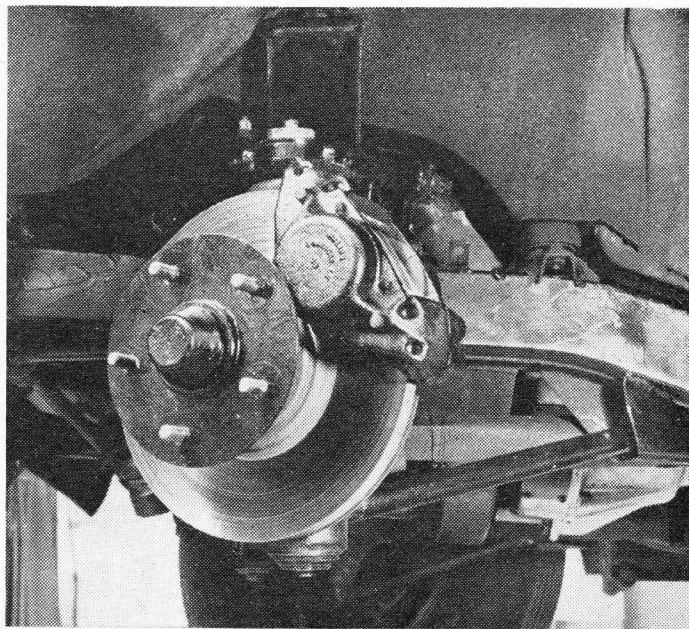
On a more recent journey to Monte Carlo, in connection with the Grand Prix there, the Rover put up some really staggering performances. Before leaving Bourne I fitted a set of experimental type India tyres, and I set off with the intention of really thrashing the 3-litre and the tyres, to see what would happen.

My usual route from London to Lausanne, just short of 600 miles, was done in the first day, at a very high average speed. During this run I came across two different makes of car, both considerably faster in maximum speed than the Rover, but on the hilly, twisty sections of the road running towards Dijon I was able to overtake and leave these cars purely through the amazing road-holding qualities of the Rover around corners with a bumpy surface. From Lausanne to Beaulieu-sur-Mer, our headquarters for the Monaco Grand Prix, I travelled by Grenoble over the Route Napoleon to Digne, and over the Alpes Maritimes to the Mediterranean coast. Here again my average speed was extremely high but, as always on this Rover, my journey's end was reached with no fatigue, and no backache whatsoever, owing chiefly to the perfect padding of the driving seat, and the way in which the steering wheel, and for that matter all the controls, virtually fall into one's hands.

At Monte Carlo the car was used merely for backwards and forwards journeys to the circuit and the garage, plus a few runs into the lower and higher Corniche, where again I was able to test the 3-litre's cornering abilities and the brakes.

My return journey is worthy of a little more detail. As I was travelling alone there was nothing to interfere with my determination to make this a real test run. I left Beaulieu at 6.45 a.m., and other than stops for petrol, my first port of call, for a really fantastic luncheon, was at the Pyramid Restaurant, Vienne. After leaving Vienne I had one short break for an orange juice and cassis at Chatillon, and again, other than petrol stops, I drove straight through to my night's destination at Rheims. With detours, of which there were several, the mileage was 612, and this I covered in a running time of 10 hours 10 minutes. From Rheims I set off the following morning to catch the Townsend Ferry at Calais, and, with the detour after St. Quentin, the mileage of 178 was covered in exactly 2 hours 41 minutes. During this spell, on the very fast roads north

**GIRLING DISC BRAKES** are fitted on the front and proved to be utterly reliable for repeated crash stops made by Mays. Life of the brake pads would appear to be in the region of 20,000 miles.



of Rheims, I covered one stretch of 40 miles in exactly 30 minutes, another 50 miles was covered in 39 minutes, and for several kilos. on end the speedometer was consistently reading past the 100 m.p.h. mark. I realise that it is most unlikely that anyone except an experienced driver of high-speed machinery would attempt these speeds with safety, but I can with truth say that I observed all the danger spots and speed limits with real care.

On the 3-litre, Rovers give an option between automatic transmission or a normal synchromesh gearbox with Laycock Overdrive. My car has the latter, which is particularly suited to the good pulling power of the enlarged engine (torque for the 3-litre is quoted as 164 lb. ft. at 1,500 r.p.m., compared with 138 lb. ft. at 1,750 for the smaller unit). Although no longer the height of fashion the long-stroke engine—77.8 by 105 mm. in this case—deserves full credit for lusty pulling, witness the fact that I have formed the habit of flicking into overdrive at speeds as low as 50 m.p.h., except when maximum acceleration is needed.

The Rover version of the Laycock system has two features which appeal to me; one is a kick-down switch for getting back into normal top in a hurry without moving a hand from the wheel rim; the other is a throttle switch (nothing new, of course), as a safeguard against manual down-shifts out of overdrive whilst on the over-run, with consequent snatch.

To revert for a moment to engine performance: one must pay tribute to the Rover's absolute lack of vibration, regardless of speed or load. Mention of this characteristic recalls that the new unit, although sharing such features as overhead inlet and side exhaust valves with Rovers' smaller sixes, is virtually a brand new design, exemplified by its use of a seven-bearing crankshaft and roller tappets.

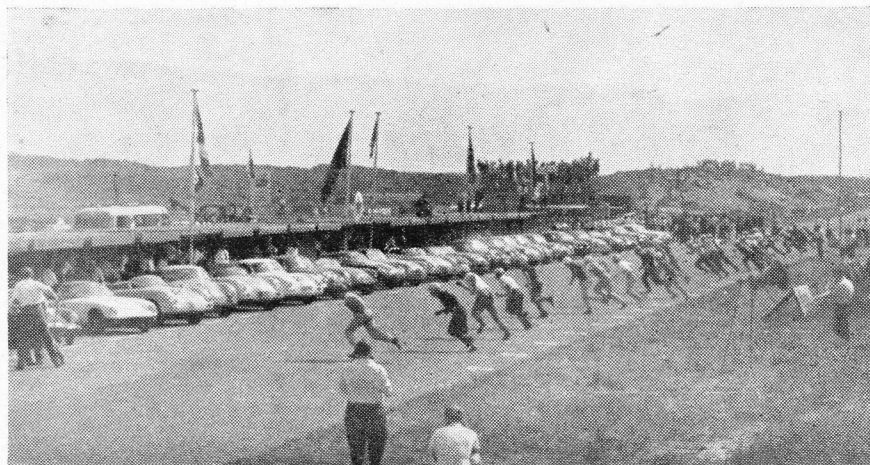
On every score except one very minor one—a badly placed windscreen washer pedal—all the controls and interior appointments are excellently thought out and executed. The central gear lever is

placed exactly where the hand drops on to it naturally. The relative positions of the gear lever and the long-stemmed overdrive switch (the latter projects from the left-hand side of the steering column cowl) are perfect for "playing tunes" on these inter-related controls. The lever-type switches for the head lamps and the flashers (on the right of the column), have a beautifully delicate and responsive touch, and are of different lengths to avoid any possibility of muffed fingering.

The heating and ventilating arrangements are thorough in the extreme. Breaking away from normal practice of today, the driving compartment side windows do not have a pivoting triangular pane; instead, all four winding windows are topped by horizontal louvres, and these, for my money, have distinct advantages, both as regards rain exclusion, and genuine no-draught ventilation. Independently controlled by driver and front-seat passenger are two separate vents in the corners of the sponge rubber anti-crash roll that sweeps right round the top of the dash; and these ventilators can be regulated to direct cool, fresh air either into your face or over your head, the latter stream circulating throughout the whole of the interior of the car, thus keeping the atmosphere round the face fresh, even when the interior heaters are working. Another neat feature is the combining of two functions in the main heater control lever; moved vertically in its slot it takes care of the hot/cold transition; whilst the system's booster is brought into action by simply pulling the same lever towards you. Under the fascia panel there is a full-width tray for personal oddments, and, below it, two additional cold-air vents with "pull-out and twist" regulators, that enable cooling blasts to be directed at the feet of the driver and his companion.

Since I owned my first Rover, a "14", back in war-time days, the Solihull firm has produced many fine cars. But they are going to have to do some hard thinking before they build one to beat this superb 3-litre.





## The Autosport "World Cup" Meeting

Disastrous Day for British Team  
Splendid Performance by Dutch Drivers

AT Zandvoort on Sunday, 5th July, the first round in the contest for the AUTOSPORT World Cup took place within the 60-lap International G.T. race which formed the climax of the three-race meeting organised by the Nederlandse Autorensport Vereniging. It was indeed a sorry day for the British contingent whose hopes, after the trials and tribulations of Saturday's practice, were high. We had by far the fastest cars in the race in the shape of the Lotus Elites driven by Jimmy Clark and Graham Warner, which had both comfortably broken 2 mins. (the only ones to do so) with something in hand; the Dick Jacobs *équipe* had done a wonderful job of rebuilding the rear suspension of the two M.G. Twin-Cams after the scrutineers had taken exception to the Jacobs mods., and the cars were going really well; Pat Fergusson was quietly confident of his Courier and deeply in love with the circuit, and David Dixon's Twin-Cam, driven by Brian McCaldin, seemed to be going satisfactorily. Only Gil Baird was in any trouble at the end of the practice session, with an elusive misfire, although the suspension of his Elva was completely *au point* once more. It was therefore with pleasurable anticipation that we awaited the fall of the starter's flag which would send the field off on its 156-mile journey, at the end of which we felt we had a reasonable chance of an outright win and an acceptable bag of points in the match-race with the Dutchmen. How disastrously wrong we were will emerge shortly; suffice it to say at this stage that the outright winner of the race was H. Koch of Germany with a Porsche, and that the World Cup is almost certainly destined for a journey to Holland, the wonderfully consistent Dutch team having established a lead which puts them in a virtually impregnable position for the return match at Brands Hatch.

**FIRST CARS AWAY**—the Le Mans start was welcomed by the Dutch as a spectacle, but proved an indication of the fate of the British team.

### Practice

In the searing heat of Saturday, practising went on from 10 a.m. until 6 o'clock in the evening, with an hour's break for lunch. It was evident that some of the Germans and Americans were very fast but the British Elites had the measure of everything engaged in the G.T. race and, in any case, our chief concern was the capabilities of the six Dutchmen. There was quite a bit of foxing going on by both sides and it was difficult to assess the true potential of the two teams but, taking it by and large, there was every promise of an interesting contest on the morrow; the opposing Porsches were lapping at just about the speeds which we had expected but the M.G. Twin-Cams of Han Vetter and Adrian Bouwmeester were rather faster than we had hoped, and extremely well driven.

\* \* \*

The heat on Sunday was not, apparently, quite so intense as it had been the previous day but, to the great chagrin of the N.A.V., it was sufficiently overpowering to drive the crowds to the beach in preference to the circuit. The Dutch took their disappointment very

**MEN RUNNING**—the flag is down and the 156-mile race is on—the first round in the AUTOSPORT World Cup series.

philosophically but were obviously somewhat taken aback by the unhealthy condition of their balance sheet.

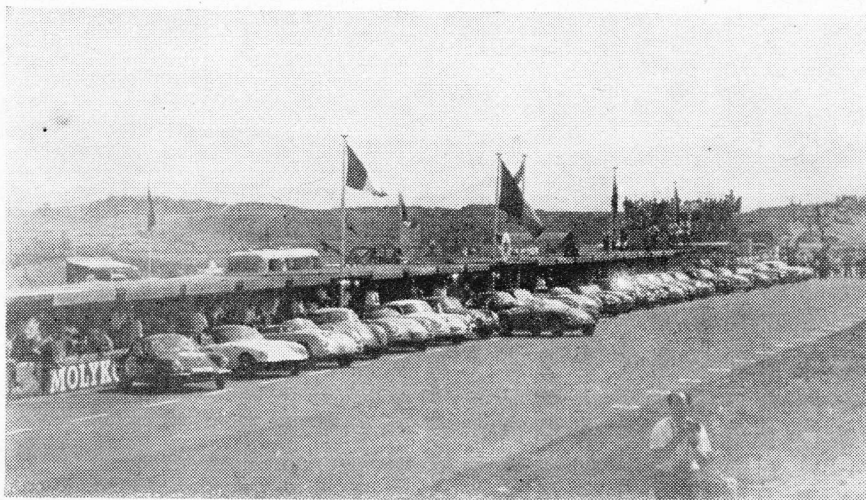
### The National Races

Two Dutch National races preceded the "Two Hours," the first of which was a twelve-lap affair for two classes of touring cars and one of sports cars. F. G. de Vogel's Porsche took an immediate lead and seemed all set for victory until half distance, when it emitted an ominous cloud of smoke and blew up on the far side of the course. This let in the M.G.A. of O. Rosenblatt, which had been going very well indeed; however, as the flag was held ready at the end of the race, this car coasted slowly over the line to victory and pulled straight into the pits. The sensation of the race was the speed of the little 750 c.c. S.A.A.B. driven by H. van Zalinge, the local two-stroke expert, who had suffered a broken crankshaft in practice, had a new one flown from Sweden overnight and fitted it in time for the race, in which he then finished fifth overall.

The second National race, over fifteen laps, was for one class of sports cars and two of sports-racing cars. This was completely dominated by Rob Slotemaker in his Hironde; this is a fabulously fast car and Rob knows Zandvoort as Jim Russell knows Snetterton. The sensation was again provided by this man van Zalinge who appeared with another Hironde fitted with a 900 c.c. D.K.W. engine; this car was a perpetual thorn in the side of no less a vehicle than a 300 S.L. In the opposite sports-racing class there was a splendid, and very popular, performance by B. Laming in an old 2.3 Bugatti chassis which now carries a 2-litre B.M.W. engine; in the sports class H. Kiviet with an Aston Martin DB2/4 won a race-long duel with a Chevrolet Corvette driven by R. van Nispen, who was eventually goaded into overdoing it on the Paddock Hairpin and letting the Aston through. These two races were thoroughly good value.

### The International Race

The regulations for the "Two Hours" demanded a Le Mans start and two compulsory pit-stops, at each of which 5 litres of fuel had to be added to the tank in use from a sealed can. The British team had no cause for self-reproach in the





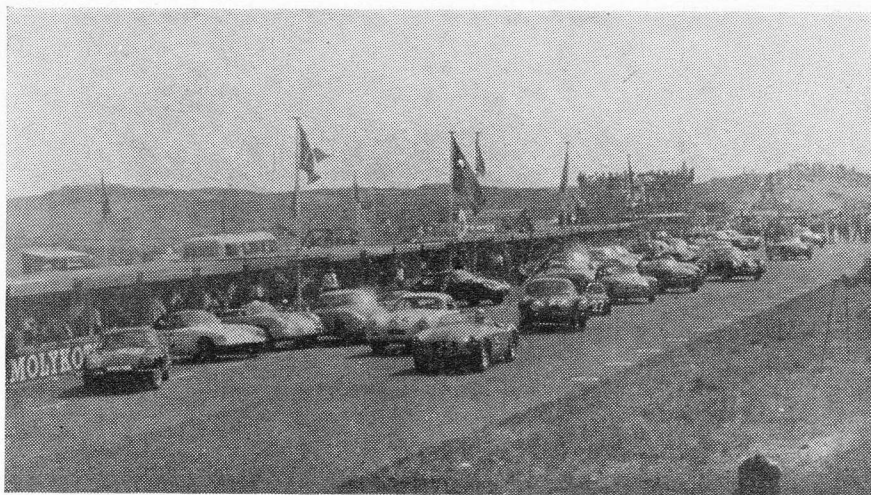
*THE FIELD is already leaving behind the visitors—all seven of our cars started, and four refused to fire in time for anything but a bad start.*

matter of pit-work, though there was also some very slick refuelling done by the Dutch and the Germans. The Le Mans start, on the other hand, pleased the Dutch immensely as a spectacle but was a slight foretaste of the way things were to go for the British. At the last moment the Swedish M.G. Twin-Cam was removed by the officials as it was leaking oil; this was very bad luck for driver Lars Tisell, who had worked like a beaver to replace a piston which melted in practice. It was a blessing to Roy Bloxam, however, for it allowed him to join in the race after all. There were therefore seven British cars in the line-up, though Roy of course could still not score for the team, more was the pity as it turned out. Of these seven, four refused to burst into immediate life; the two Elites fluffed their way along for the first quarter of a mile and the McCaldin M.G. got away more than half a lap late, only after strenuous efforts by owner Dixon in pushing it.

At the end of the opening lap the field was led by G. J. F. van Dijk with the Porsche 1600 S, hotly pursued by Alan Foster in the Twin-Cam. Next time round the M.G. led, going great guns; a lap later it was drawing away. On the fourth lap it limped in at the tail of the field with a piston gone. It was then that we learned that the official fuel was 92 octane, which is *not* the normal diet for these cars; this had not manifested itself in practice as there was still an appreciable amount of the home product in the tanks. With the departure of Alan Foster the race was led by Koch in the German-entered Porsche, who made his pit-stops at 12 and 22 laps and won unmolested once the Elites were eliminated.

Jimmy Clark came through to the front on lap 7 and, at 10 laps, Graham Warner was up behind him. Graham made his first pit-stop at 16 laps, losing only one place in the process, and took the lead on lap 23. Two laps later Pat Fergusson, who had been going beautifully and had got up to fifth place before refuelling, called at the pits to find out why his brakes were not up to scratch; the answer was an oil-seal, so all he could do was carry on and hope for the best.

At 29 laps Jimmy Clark brought the



#### RESULTS DUTCH NATIONAL RACES

**Touring Cars up to 1,000 c.c.:** 1, H. van Zalinge (SAAB 93), 110.503 k.p.h.; 2, A. D. v.d. Woerd (D.K.W. F93); 3, K. Neiroop (Dauphine-Gordini). **Fastest lap:** van Zalinge, 113.837 k.p.h.

**Touring Cars up to 1,600 c.c.:** 1, M. Huisman (Volvo P.V.), 109.908 k.p.h.; 2, C. Bruinsma (Borgward Isabella); 3, A. Groenewegen (Fiat 1100). **Fastest lap:** Huisman, 111.896 k.p.h.

**Sports Cars up to 1,600 c.c.:** 1, O. Rosenblatt (M.G.A.), 113.111 k.p.h.; 2, C. v.d. Leden (Alfa-Romeo); 3, J. Groen (Porsche 1600). **Fastest lap:** F. G. v.d. Vogel (Porsche), 117.652 k.p.h.

**Sports Cars over 1,600 c.c.:** 1, H. Kiviet (Aston Martin DB 2/4), 118.362 k.p.h.; 2, R. van Nispen (Chevrolet Corvette); 3, J. Kolff (Alfa Romeo Super Sprint). **Fastest lap:** Kiviet, 121.243 k.p.h.

**Sports Racing Cars (expected lap times over 2 min. 7 sec.):** 1, B. Laming (Bugatti G.P.), 111.482 k.p.h.; 2, L. J. W. Amptmeyer (Simca Rensport); 3, W. Blankvoort (M.G. LS Rensport). **Fastest lap:** Laming, 115.581 k.p.h.

**Sports Racing Cars (expected lap times under 2 min 7 sec):** 1, R. Slotemaker (Hirondelle Rensport), 131.144 k.p.h.; 2, Hans Tak (Mercedes 300 SL); 3, H. van Zalinge (Hirondelle Rensport). **Fastest lap:** Slotemaker, 135.500 k.p.h.

**International 60-lap Race:** 1, H. Koch, Germany (Porsche), 119.923 k.p.h.; 2, G. J. F. van Dijk, Holland (Porsche 1600 S); 3, Karl Braun, Germany (Porsche).

**The Match Race:** 1, G. J. F. van Dijk, 24 (Porsche 1600 S) (Ned.), 118.650 k.p.h.; 2, W. Poll, 18 (Porsche 1600) (Ned.); 3, Ad Bouwmeester, 14 (M.G. Twin-Cam) (Ned.); 4, Pat Fergusson, 10 (Elva Courier) (G.B.); 5, J. E. Alofs, 6 (M.G.A.) (Ned.); 6, Han Blonk, 4 (Porsche 1600 S) (Ned.). **Fastest lap:** Graham Warner (Lotus Elite) (G.B.), 132.759 k.p.h. (2 points). **Team totals:** Netherlands 66 points, Great Britain 12 points.

**Tailpiece:**—A friend who indulges in doggerel in his bath summed it all up thus:—

"Elsie Elva, lush Twin-Cam,  
Her Lotus was Elite  
Until she met a Dutchman  
With a Porsche, named Piet."

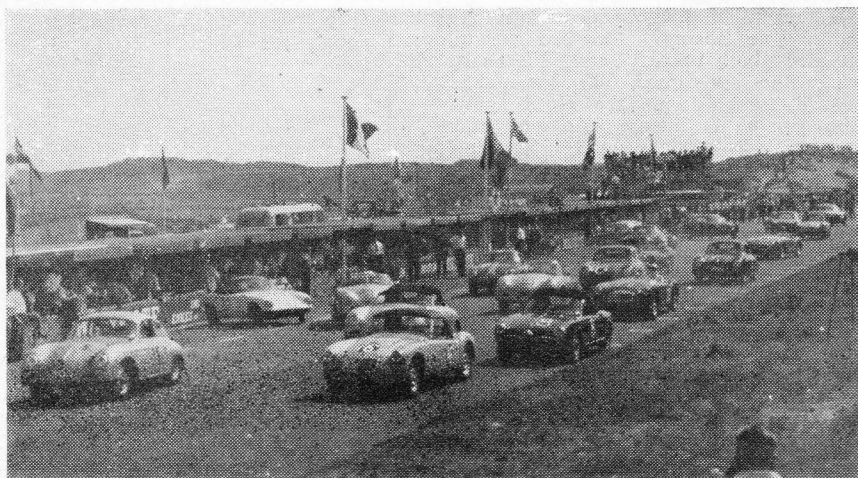
Elite into the pits with horrible noises coming from it and an aura of heat round the back end which could be felt from ten feet away despite the high ambient temperature. Some oil poured into the back axle promptly sizzled into smoke and so another British car was out.

On lap 34 trouble struck at the opposition for a change when poor Han Vetter went off the road at the entrance to the straight and turned over; he was happily unhurt but unable to do any more racing. At 35 laps Gil Baird, who had been in trouble from every conceivable cause—throttle control coming adrift out in the country, carburetter needle dropping out of the piston, plugs cooking up and so on—came in with every symptom of violent contact between a valve and a piston; exit British car number three.

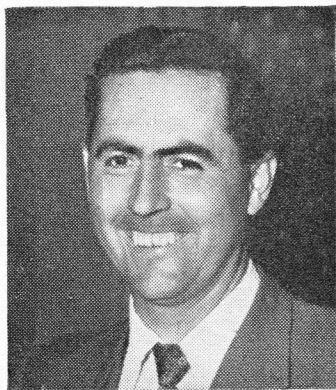
At 40 laps I did a check on the relative positions of the teams and announced that, if only we could hold the places we occupied at that time, we would score 42 to the Dutch team's 34, with the fastest lap still to count; Graham Warner was leading by over a lap and Pat Fergusson was in third place (in the match-race only), with Dutchmen secure in all the other places. Knowing the way the fates were treating us, I should never have done it. No sooner had I announced the result of my researches than Pat Fergusson came in for a complete check on his car which, among other things, had no really usable brakes and a water temperature of 230 degrees; three Dutch cars went ahead of him while he was stopped despite visiting the pits themselves. In response to urgent pleas he went back into the race to do his best, and a very good best it turned out to be, but our hopes of a majority of the points were already fading. Then, on the 45th lap, came the final blow. Going flat out through the fast curves at the back of the circuit, at well over the ton, Graham Warner's Elite suddenly went out of control and turned over three times. Miraculously, Graham climbed out without a scratch and told the official on the telephone that he thought a tyre must have burst. This message reached us in the pits and his mechanics manfully set

(Continued on page 89)

**AT THE END** of the opening lap Alan Foster was challenging the leader. But the two Elites fluffed for the first quarter-mile and McCaldin's M.G. had to be push-started.







Jack Brabham  
(Cooper-Climax)  
19 points



Tony Brooks  
(Ferrari)  
14 points



Phil Hill  
(Ferrari)  
9 points



Joakim Bonnier  
(B.R.M.)  
8 points

THE British Grand Prix at Aintree on Saturday is the fourth round in the Drivers' Championship of the World, and in the Formula 1 Constructors' contest. At present Jack Brabham (Cooper-Climax) leads the former with 19 points, as against the 14 amassed by Tony Brooks (Ferrari), and 9 by Phil Hill (Ferrari). Coopers lead the manufacturers' competition with 18 points, followed by Ferrari (14) and then B.R.M. (8). It is ironic that Stirling Moss, easily the greatest driver racing today, should be well down the table with 2 points, gained for fastest laps at Zandvoort and at Rheims.

Stirling Moss has finally decided to drive a B.R.M., but owing to an Italian metal workers' strike, no Ferraris will appear. Moss must be first favourite, for Aintree is one of his happy hunting grounds and no one can touch him as regards saving vital seconds on the swerves and twists of the difficult Northern circuit. Both makes have good power-weight ratios, superb handling and ample power for this type of course. Bracketed with Moss as a possible winner is Jack Brabham, whose driving has improved immensely during the past year or so, and who also likes the Liverpool circuit. The Australian drives with his head, and his technical ability results in perfectly tuned engines, for he has gained a reputation for having

"magic fingers", particularly where carburettor settings are concerned.

Coopers have a fine all-round team, with the meteoric Masten Gregory and the remarkably consistent Bruce McLaren to back up their budding World Cham-

## BRITISH GR

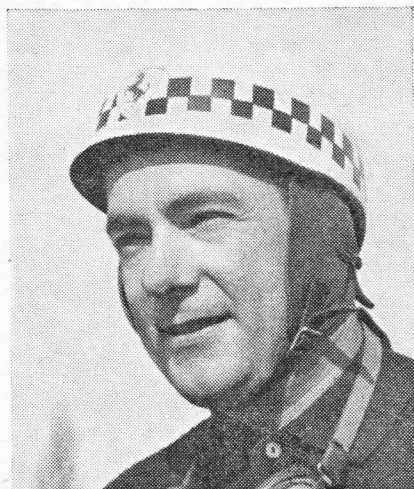


JACK BRABHAM  
— COOPER

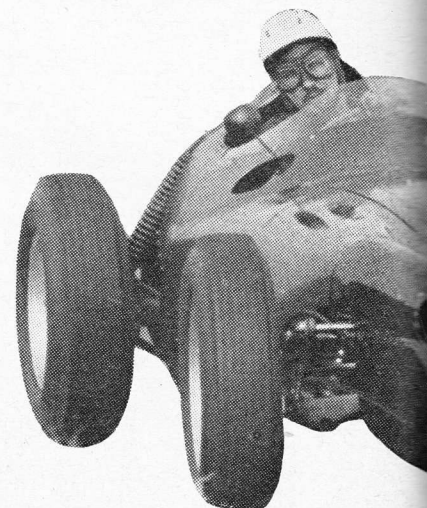
pion. One must also consider Maurice Trintignant, the "first gentleman of motor racing". Le Petoulet is driving better than ever, and, as was shown at Rheims, possesses all the courage and stamina needed for the most exacting of all sports.

To return to B.R.M., the marque was unlucky at Rheims. Smashed goggles retarded both Schell and Flockhart, whilst the last-named, like Moss, had linkage trouble with the clutch gear. Ron, driving in intense pain with only one eye, was getting round in 2 mins. 25 secs.; had he not been injured, I believe he would have finished much higher than sixth, and might even have given Phil Hill a run for second place. Anyway, gone are the days of "poor B.R.M.". The Owen cars are beautifully turned out examples of modern Grand Prix machinery. Bonnier will be all out to atone for his Rheims mishap, and as was seen at Zandvoort, can be relied on to deal successfully with his rivals when the battle becomes intensified.

Ferrari's forfeit has been Tony Vandervell's gain. The new car which was pre-

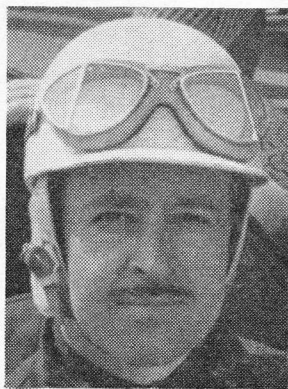


Jean Behra  
(Ferrari)  
2 points



JOAKIM  
— B





Maurice Trintignant  
(Cooper-Climax)  
4 points



Masten Gregory  
(Cooper-Climax)  
4 points

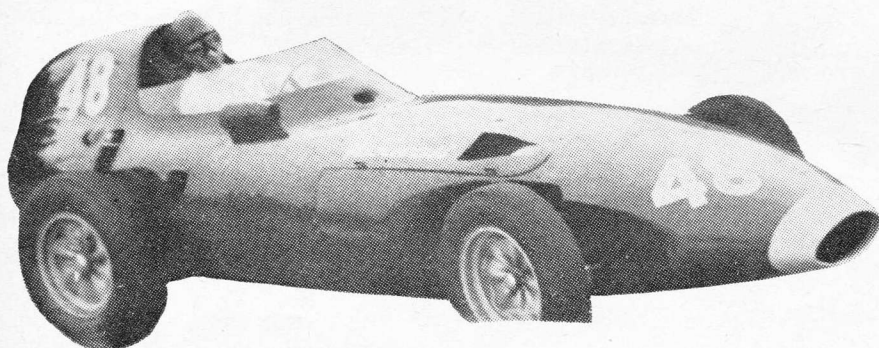


Bruce McLaren  
(Cooper-Climax)  
4 points



Innes Ireland  
(Lotus-Climax)  
3 points

# GRAND PRIX



TONY BROOKS  
— VANWALL

pared for, and turned down by Moss to drive at Rheims, has been given to Tony Brooks, one of the favourites to win the World Championship. In the meantime, both Jean Behra and Phil Hill are left without a drive, although either one of

J.B.W.-Maserati. Several F2 cars have also been invited, including Cooper-Borgward, Cooper-Climax, Lotus-Climax and Fry-Climax. The first 16 entrants mentioned are "seeded", and the remaining eight places go to those who make the fastest qualifying laps.

The first British G.P. to be held at Aintree was on 16th July, 1955, and resulted in a Mercedes-Benz 1-2-3-4. Moss won by a fifth of a second from Fangio at 86.47 m.p.h., and made fastest lap in 2 mins. 0.4 sec. (89.7 m.p.h.). The second Aintree G.P. on 20th July, 1957, was also the G.P. of Europe, and proved to be a triumph for the Brooks/Moss Vanwall, which won at 86.80 m.p.h. Stirling made fastest lap in 1 min. 59.2 secs. (90.60 m.p.h.). Driving the Cooper-B.R.M., he established a new record lap on 18th April this year in the "200", with 1 min. 58.8 secs. (90.91 m.p.h.). Behra (Ferrari) won at 88.76 m.p.h., after the faster British cars had been eliminated with various troubles.

Aintree is, of course, a specially-built road circuit contained within the world-famous horse-racing venue, scene of the classic Grand National. It has exceptional spectator facilities, including a vast grandstand and a superb natural vantage point on the banking of the Railway Straight. The paddock is now inside the

(Continued on page 82)

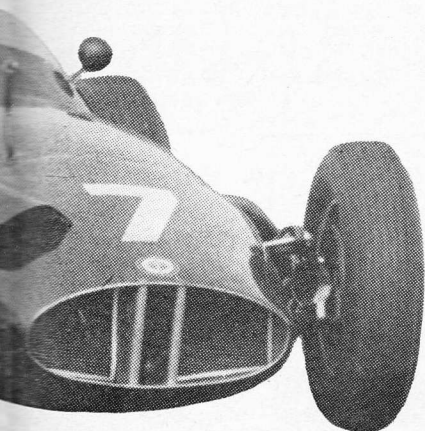
them may make a last-minute appearance in a Cooper-Climax.

The new Vanwall is considerably lighter than the 1958 F1 Constructors' Championship-winning machine, and it is said that the latest engine has more torque than its predecessor which should make it a formidable contender at Aintree. Bosch fuel injection is still retained, and mechanically there are only minor changes, mostly in the use of metals such as titanium.

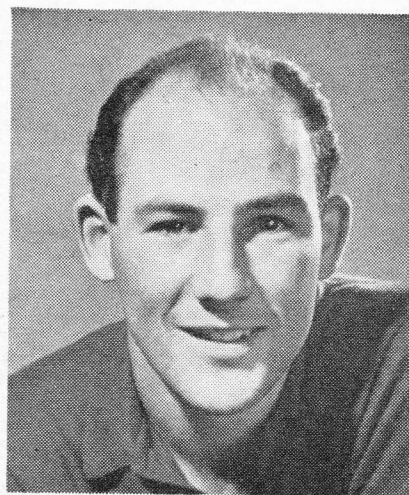
Aston Martins will be watched with great interest, and there is little doubt that much was learned at Zandvoort. Roy Salvadori and Carroll Shelby are both capable of going extremely quickly, and the superb road-holding of the Feltham cars cannot be overlooked. It is also likely that more power has been found for the six-cylinder engines.

Team Lotus had trouble at Rheims, but preparation has improved immensely since the start of the season. Their three drivers, Graham Hill, Innes Ireland and Alan Stacey, will be very fast at Aintree, and given reliability might quite well produce a shock for the more-favoured entries.

In addition to the above, a couple of Scuderia Centro-Sud Cooper-Maseratis will be driven by Ian Burgess or Hans Herrmann/Von Trips; Jack Fairman is in Atkins's similar machine, whilst Bruce Halford may be seen in the recently-completed but unraced Connaught C-type, and Brian Naylor is down to drive his



BONNIER  
R.M.



Stirling Moss  
(B.R.M.)  
2 points





Dennis Druitt  
(B.P.)



Reg. Tanner  
(Esso)



Jimmie Hill  
(Castrol)



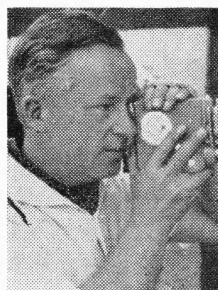
Ray Wood  
(Lucas)



Peter Jones  
(Lodge)



Brian Turle  
(Shell)



Syd Henson  
(Ferodo)



Charles Russell  
(Girling)



Denis Herrick  
(Armstrong)



Harold Hodgkinson  
(Dunlop)



Dick Jeffrey  
(Dunlop)



Bob Aston  
(Mintex)

# THE BACK ROOM BOYS

THESE MEN ARE NEVER IN THE LIMELIGHT, BUT  
WITHOUT THEM MOTOR RACING WOULD NEVER SURVIVE

by Gregor Grant

BEHIND the scenes in Grand Prix racing there is an army of technicians of all kinds, advisers, mechanics, trade representatives and others without whose help cars would never get to the starting line. The men who represent the components manufacturers and the oil companies are of considerable importance, for it is their job to appreciate and supply all the needs of entrants and drivers. This is only part of their work, for they must pass information back to their own factories which is used for development purposes. Many of these men are technical experts in their own right, but, in the main, they are chosen for their ability to carry out efficiently liaison work. This entails their presence at all major race meetings, together with a specially-chosen staff of experts who have been trained in motor racing matters.

During practice sessions the trade folk are very busy indeed. For example, the tyre men have to ensure that there is a plentiful supply of racing covers of various sizes, suitable for different conditions. The sparking plug representatives are required to stock many grades, and may also be called upon to solve problems. They, in turn, have to work closely with the men connected with ignition and carburettor concerns. Brakes have their particular specialists, whose knowledge of linings must be infallible. There are also suspension experts who may be called upon completely to modify existing damper arrangements often requiring a good deal of machine work and so on. The fuel and oil men are also kept busy,



JOHN MORGAN, Secretary of the B.A.R.C., and Ian Gordon, Press Secretary — prominent officials, at today's Grand Prix.

for a Grand Prix needs a prodigious quantity of racing-grade fuel and carefully-filtered and prepared lubricants.

Taking it by and large, the ordinary racegoer does not quite appreciate that motor racing is Big Business. The components and oil companies spent vast sums of money in direct support of racing, and without them it would be difficult, if not impossible, to carry on with International events. Again, the annual expenditure in success advertising amounts to very large sums, for not only do those concerned regard motor racing as a means of development, but also as of immense publicity value.

So next time you see those vans in the paddock carrying the names of familiar products, think of the thousands of miles which are travelled each year by the trade folk, in order to attend the major events in Europe.

## British G.P.—continued

circuit, having been moved from its former position near the main entrances. The company which controls Aintree is directed by Mrs. Mirabelle Topham, and organisation of the Grand Prix is delegated to the B.R.A.C. by the R.A.C.

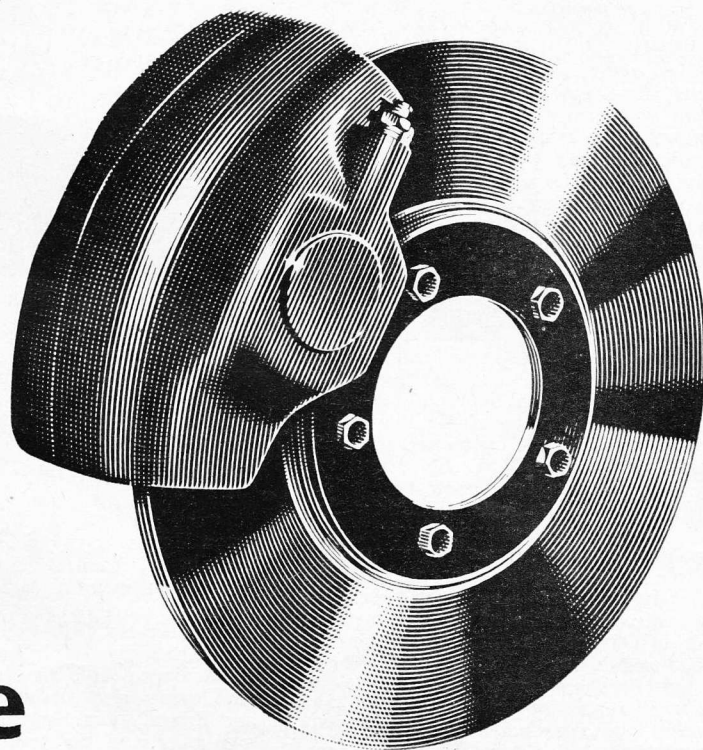
This is actually the 14th British Grand Prix, two having taken place in pre-war days at Brooklands, and nine at Silverstone, from 1948 to 1954, 1956 and 1958. It will be preceded by an International sports-car race, in which will appear Jaguar, Lister-Jaguar, Tojeiro-Jaguar, Ferrari, Maserati, Lotus, Lola, Cooper and Aston Martin.

(Continued on page 84)



# TODAY'S BIGGEST MOTORING NEWS

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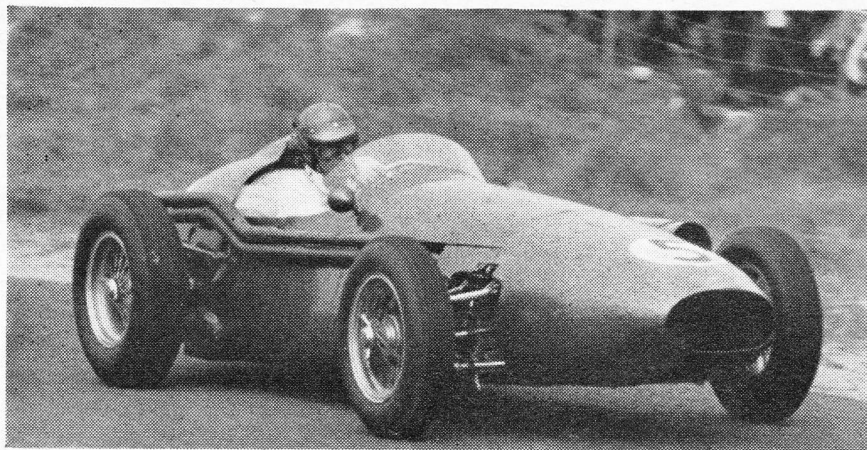
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all gained their experience in amateur sports car events sponsored by the S.C.C.A. It was only when they came to Europe that they took the professional ticket, but behind that lay many years of hard striving for recognition. When they came to Europe they had, more or less to start again, for in the eyes of European racegoers they were practically unknown.

Both Ivor Bueb and Ian Burgess are products of the 500 c.c. school—a school which also gave us the late Peter Collins

(Continued on page 86)

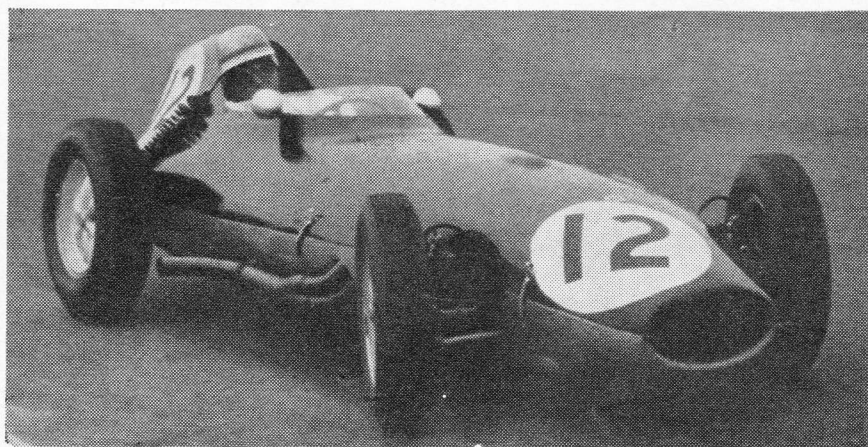
**LE MANS WINNER** Carroll Shelby (left) will be in a works Aston. Innes Ireland (below) makes only his second G.P. appearance in a works Lotus.

## THE DRIVERS . . .

**T**HERE is no hard and fast rule as to how people become racing drivers, and there is no guarantee that works drives await young men who show exceptional ability. The temperament required for Grand Prix racing is not possessed by everyone, and it is obvious that team managers are wary of putting expensive equipment in the hands of comparatively inexperienced drivers. Now where do they get that experience? In practically every case it has been obtained at the driver's own expense, or, if he is fortunate enough, from the backing of his parents or of interested parties.

Stirling Moss, for example, began serious racing with 500 c.c. cars, and made a name for himself in Formula 3, before he was taken up by the late John Heath for the H.W.M. F2 team, and then by Jaguars for sports car racing. The way to full-scale Grand Prix racing for Moss was long and almost heart-breaking, entailing the construction of a couple of unsuccessful Cooper-Alfas, then a privately-financed Maserati his performances in which led first to membership of Officine Maserati, then Mercedes-Benz and thence to Vanwall and others.

Jack Brabham came to G.P. racing via Australian midget-car events on dirt-tracks, local races and speed events in a privately-owned Cooper-Bristol F2 car, and then a trip to Europe where, in order to continue racing, he had to work many long hours as a mechanic. Fortunately his ability was recognised by Charles and John Cooper, and nowadays he is a works driver. Tony Brooks, on the other hand, is purely a product of club racing, and gained his experience in Healey Silver-



stone and Frazer-Nash sports cars before he was "discovered" by John Wyer of Aston Martin, given drives for Connaught, and finally became a Vanwall team driver and then a member of Scuderia Ferrari. Roy Salvadori is another club-trained driver, but his G.P. experience was due to the backing of Sid Greene, who nominated him to drive his Maseratis. British club events also produced Jack Fairman and Brian Naylor, the latter financing his own efforts to the present day, just as Bob Gerard did in all the years he did G.P. racing. From club events also emanated Graham Hill, Innes Ireland and Alan Stacey, all of whom have come into the big time via 1,100 c.c. sports car racing.

The Americans Phil Hill, Masten Gregory, Carroll Shelby and Dan Gurney



Carroll Shelby  
(Aston Martin)



Roy Salvadori  
(Aston Martin)



Harry Schell  
(B.R.M.)



Bruce Halford  
(Connaught)



Ron Flockhart  
(B.R.M.)



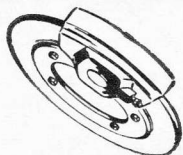
Ian Burgess  
(Cooper-Maserati)



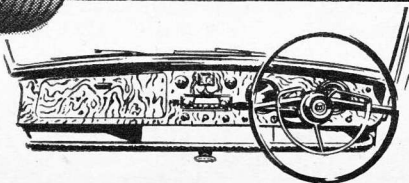
Jack Fairman  
(Cooper-Maserati)



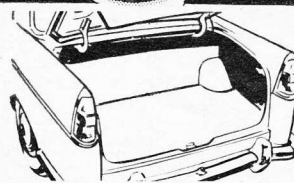
# Now comes the finest Wolseley of all



*Servo-assisted Lockheed brakes, disc-type on the front, 10 in. x 3 in. drum-type on the rear.*



*The handsome polished wood fascia, with soft-trimmed top, includes a locking glove box.*



*With counter-balanced lid, the boot is extra wide, the spare wheel is separately housed.*

The famed combination of Wolseley engineering and Farina styling now produces this luxury six, undoubtedly the finest Wolseley of all. The 6-99 is designed expressly for the owner who, with due regard to the economics of motoring, seeks a car in which good taste is reflected to his credit and in which he will find satisfaction and the enjoyment of fine performance.

Leading features include: New 2.9 litre, six-cylinder, O.H.V. engine, twin carburettors. New all-synchromesh, 3-speed gearbox with built-in overdrive, equivalent to 5 forward gears (automatic transmission optional extra). Extra comfortable seating, sprung seat backs and Dunlopillo seat cushions. "Zerotorque" door locks. Full luxury equipment. Twelve Months' Warranty and backed by B.M.C. Service.

With Overdrive £885 plus £369. 17. 6 P.T.

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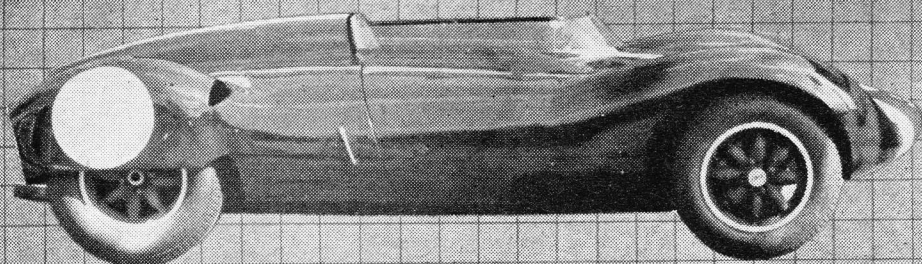
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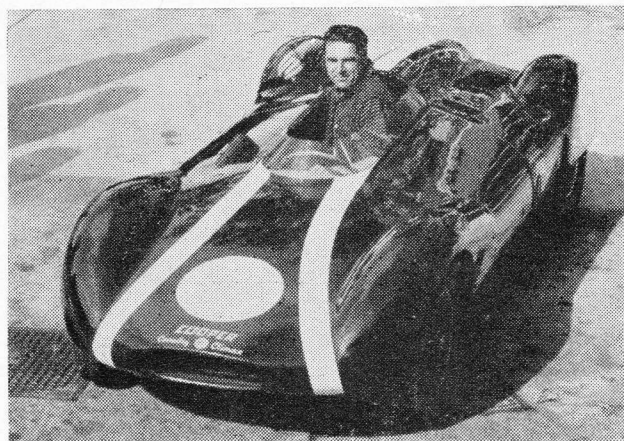
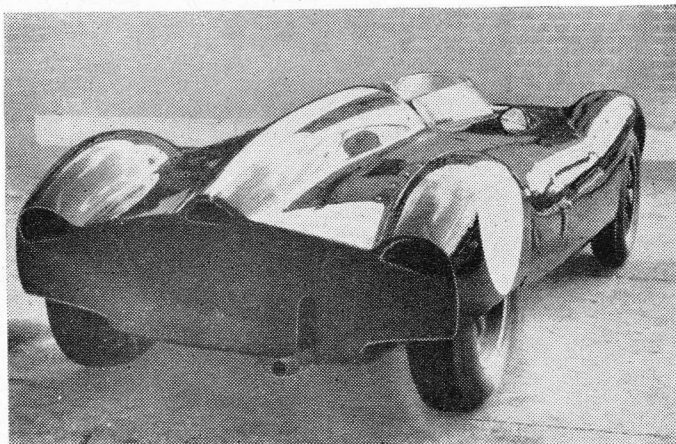
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**BUY WISELY—BUY WOLSELEY**





**AERODYNAMIC**—Three views of the special aerodynamic Cooper-Climax which was prepared for, but did not run at Rheims in the Grand Prix of Europe. Driven by Jack Brabham in practice, it achieved nearly 190 m.p.h. down the Soissons straight. In the picture below, John Cooper is seen with the car.



#### British Grand Prix—continued

and the late Stuart Lewis-Evans. Harry Schell started around 1947 in 1,100 c.c. single-seater Cisitalias then joined up with Gordini. Later he raced Maseratis, did speed hill-climbs and rallies, before being accepted as a full-time professional, subsequently driving for Vanwall, Officine Maserati, Scuderia Ferrari and B.R.M. Jean Behra also came to G.P. racing via Gordini, but prior to that he was motorcycle racing Champion of France. Maurice Trintignant is another Gordini man, but in his earlier days raced Simcas. Joakim Bonnier began his career in Swedish saloon and sports car events, mainly rallies and hill-climbs. His entry to G.P. racing came through a privately-owned Maserati, and then drives with the Centro-Sud organisation. Bruce McLaren impressed New Zealand sports men so much with his natural ability that he was financed for a trip to Europe, and this likeable youngster is now a fully-fledged works driver for Cooper. Olivier Gendebien came to racing via the more difficult European rallies, which led to long-distance sports car racing and finally Formula 1 drives first for the Belgian national stable, and then for Scuderia Ferrari. Ron Flockhart entered racing with a J.P.-Vincent "1,000", then acquired an early-type E.R.A., his achievements with which led to association with B.R.M. He is also a fully-qualified engineer, and has been of untold value to B.R.M. as a test-driver—a quality which has also made Jack Fairman a useful man for several racing marques. Bruce Halford has had plenty of F1 experience with privately-owned Maseratis, and with Lister-Jaguars in sports car events. Von Trips and Hans Herrmann came to G.P. racing via Porsches in German national events.

Occasionally Grand Prix drivers are discovered almost overnight, such as occurred with the great Mike Hawthorn, and also that genius Berndt Rosemeyer in pre-war days, who handled the most difficult of all Formula 1 cars, the super-charged Auto-Union, like a veteran, after just a few hours at the wheel.

However, it is safe to say that the way to Grand Prix racing is through effort. Budding F1 drivers may have to give up almost everything else in order to be recognised, and they must also have a certain amount of luck. The day of the wealthy amateur has passed, and, with very few exceptions, the Grand Prix driver of today has gained his place as a result of a considerable amount of experience in other spheres of the sport.

#### CEMIAN MOTOR CLUB KNOWLAND TROPHY 1959

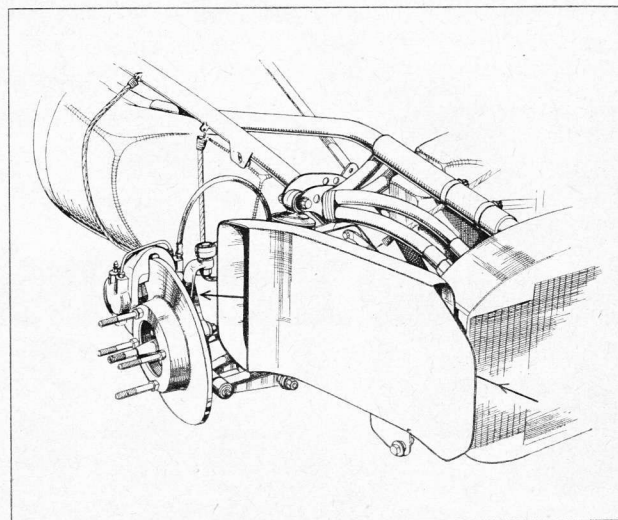
28th JUNE

**D**ESPITE the constant presence of a lot of nasty-looking clouds, sunny weather blessed this restricted driving test meeting. 42 starters turned up at Eelmoor Plain near Aldershot to try their skill at seven varied and interesting tests. The first test, a Cemian special, was laid out round the 250 Club racing circuit and divided into four sections. The catch was that not only did overall time count for marks but also heavy penalties were in-

curred for difference in time between section one and section three. Thus, passengers equipped with two stop-watches were essential accessories! After lunch six more tests of a more conventional nature were attempted. Time permitted everyone to have two runs, the best time counting. A notable feature of this event is the Handicap Award. Handicap marks were allotted by the organisers before the start on an empirical basis according to the known performances of various makes of cars. Thus a well-driven car of any make stood a good chance of winning on handicap. And so it was, for the award went to R. Greaves' Sprite. The winner outright was Tony Bray in his, as ever, immaculate T.E.S.T.1 driven needlessly to say, as ever, immaculately. The full results are given below.

**Winner:** A. Bray (T.E.S.T.1). **Best Cemian:** D. Lewis (TR2). **Class Awards:** J. G. Fenwick (M.G.A.); A. Michaels (M.G.A.); K. Lane (M.G.A) Coupe; J. Shelford (TR2). **Winner on Handicap:** R. Greaves (Sprite). **Awards of merit:** P. C. White (Prefect); E. G. Brooker (Hillman Minx); E. Effer (Morris 1000); B. E. Shorter (V.W.).

*A Theo Page drawing of the special ducting on the aerodynamic Cooper to cool the disc brakes. It is alleged that this caused excessive "lift" on the front-end at speed, making handling difficult.*





# CORRESPONDENCE

## POINTS FOR THE CHAMPIONSHIP

HAVING a tremendous enthusiasm for Grand Prix racing I am strongly inclined to put forward a blunt and to-the-point argument concerning Stirling Moss's apparent inability to finish a Formula 1 race. Stirling's ability as a driver is unquestionable, but in his last four (excluding Caen) races he has been forced to retire when a very fair percentage of Coopers have finished, including his stable mate Maurice Trintignant, i.e., Monaco-Zandvoort.

It can hardly be considered pure ill-luck for Stirling each and every time and just simply good fortune for Jack Brabham that the latter has amassed 15 pts. in the World Championship.

The late Mike Hawthorn won the World Championship on consistently finishing second and several fastest lap times. At Rheims he proved his worth by winning comfortably from even the great Juan Manuel.

In 1956 the "Farnham Flyer" led fields of the world's greatest drivers piloting the new B.R.M. until he retired an extremely temperamental machine. During last year's World Championship he drove more carefully possibly from his experiences with the Owen cars.

At Monaco Jack Brabham let Stirling go quite happily knowing he was a secure second, but when Brooks lurked dangerously close, Jack responded with a magnificent record lap which proved he wasn't absolutely on the limit early on.

Exactly the same applies at Zandvoort with Joakim Bonnier content to let Stirling go. Due to being baulked by Jean Behra, Stirling had excellent reason to pull out all the stops, although he pulled perhaps a fraction too hard. If Brabham at Monaco, and Bonnier at Zandvoort had attempted to pass Stirling, perhaps they might have overtaken their cars—but they didn't.

It was mentioned that Jean Behra was possibly "belting" his car at Monaco: perhaps if Jean Behra had read the report of the race he would feel surreptitiously degraded. Let's not be biased, what is good enough for a French driver should be good enough for a British driver.

If only we could have Ascari, Farina, Fangio and Froilan Gonzalez again it would be a case of British drivers playing second fiddle to some of the greatest ever masters.

In conclusion, I would like to say what a wonderful magazine you issue, and in particular reports on *Grandes Epreuves*.

L. F. HILL.

R.A.F., ST. MAWGAN, CORNWALL.

## ASTONS AT LE MANS

I HAVE only just come across an article in your issue of 19th June by Christopher Nixon, describing Aston Martin's post-war attempts to win at Le Mans. In this article it is stated:

"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 DB2s, designed by Frank Feeley. Two of these cars had a 2-litre (78 mm. by 102 mm., 1,950 c.c.) engine, and the third was powered by the 2.6-litre engine which W. O. Bentley had designed for the Lagonda."

Nearly all the statements in this paragraph are incorrect. The chassis of all three of the DB2s was, in fact, designed by Claude Hill, formerly Technical Director of Aston Martin and now Chief Engineer of Harry Ferguson Research, Ltd. He also designed the 2-litre engine with which two of the cars were powered. (This engine was not the one Christopher Nixon described, which had been superseded; it was one of 82.5 mm. by 92 mm.). It was the bodies of the cars which Frank Feeley designed.

JOHN T. BRAITHWAITE.

STRETTON-ON-DUNSMORE, NR. RUGBY.

## MARSHALS

THANK you for publishing the photo of the three goon marshals at Nottingham S.C.C. Silverstone meeting.

With all that the British Motor Racing Marshals' Club are doing and all that the established clubs have done, one would not think it possible to see this sort of thing today at a motor race run by an experienced club.

Your caption surely should have had a question mark at the end of it.

DUDLEY CORAM.

DITCHLING, SUSSEX.

The Editor is not necessarily in agreement with opinions expressed.

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# Club News

By MARTYN WATKINS

THE Bolton National Rally, organised by the Bolton-le-Moors C.C., is scheduled for 15th-16th August. There will be starting points at Bolton, Stoke-on-Trent and London and the finish will be at Alton Towers, Uttoxeter, Staffs. Regs. for this event, which does not count towards the R.A.C. Rally Championship, may be had from D. J. Pilling, 2 Horrocks Fold Avenue, Sharples, Bolton, and the closing date for entries is 5th August . . . **Bristol M.C. and L.C.C.** will have their Goram National Race Meeting at Whitchurch Aerodrome, Bristol, on 1st August over a 1.2 miles circuit. There are to be classes for most cars and regs. may be had from T. J. Pyper, Colstone Hall, Bristol, 1, who must have all entries by 22nd July . . . **West Hants and Dorset C.C.** Roke Down Autocross, to which the 750 M.C., Bristol M.C. and L.C.C., M.G.C.C., B.A.R.C., Yeovil C.C. and the Taunton M.C. are invited, takes place at Roke Down, off the Bere Regis—Dorchester road. Entries for the event, which starts at 2.30, must reach Mr. B. Woodfield, 46 Williams Road, Queens Park, Bournemouth, Hants., by 21st July . . . the **750 M.C.** "Snetterton 750" race meeting will be held at Snetterton on 2nd August. Invited clubs are Maidstone and Mid-Kent M.C., A.M.O.C., Mid-Cheshire M.C., S.U.N.B.A.C., M.C.C., Lancs. and Cheshire M.C., Peterborough M.C., and West Essex C.C. and regs. may be had from P. K. Dawe, "Hollydene," Beadles Lane, Oxted, Surrey, to whom entries must be sent by 18th July . . . the **250 M.R.C.** are to hold a closed race meeting on 2nd August at Eelmore Plain, Aldershot, Hants., on 2nd August. Racing starts at 1.30 p.m. and enquiries should be addressed to H. A. Budd, 45 Hollywood Road, London, S.W.10 . . . the **Land Rovers O.C.** are to hold a closed trial at Baddingsill, West Linton, near Edinburgh, on 9th August. There will be several observed sections and tests and the meeting starts at 2 p.m. Entries, which close on 3rd August, should be sent to Mr. T. E. Blackadder, "Highfield," Arnothill, Falkirk . . . the **Sussex C.C.** are to promote the Central Southern Inter-Club driving test meeting at 11 a.m. on 16th August at Warren Camp, Crowborough, Sussex. The meeting is open to members of the Central Southern Association of Motor Clubs and entries must be sent to C. Sheldon, 15 Sunninghill Avenue, Hove, by 9th August . . . **Birmingham Young Conservatives M.C.** are to hold a closed driving test meeting at Perton Aerodrome, Wolverhampton, on 19th July. Entries should be sent to A. J. Prescott, 61 Edenbridge Road, Birmingham 28, before 18th July . . . the **West Essex C.C.'s** National Benzole Trophy Race Meeting will take place on 9th August. The following clubs have been invited: B.A.R.C., B.R.S.C.C., Eastern Counties M.C., Snetterton M.R.C., 750 M.C., and the Jaguar D.C. The event starts at 2 p.m. and entries should reach J. Holmes, 160 Hermon Hill, South Woodford, London, E.18, by 27th July.



EMPHASIZING THAT "Motor racing is dangerous" the commentator's new Herald shows clearly what a small pebble can do when flung up by a speeding car. Fortunately this was the most serious accident of the day at Westbrook Hay.

## Coming Attractions

- July 18th. British Grand Prix, Aintree, near Liverpool. (F1, 2, S).**
- July 25th. Bugatti O.C. Interclub Hill-Climb, Prescott, near Cheltenham, Glos.**  
V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.  
Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey, C.I.
- July 26th. Bugatti O.C. Interclub Hill-Climb, Prescott.**  
**Caen G.P. (F1, 2, 3), Caen, France.**  
**Bari G.P. (F1, 2, S), Bari, Italy.**  
Romford Enthusiasts C.C., Sprint, North Weald Aerodrome, Essex, 2.30 p.m.
- August 1st. Jaguar D.C./Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants.**
- August 2nd. German G.P. (F1, F2), Avus, Berlin.**  
Nottingham S.C.C. Race Meeting, Mallory Park, nr. Hinkley, Leics.  
750 M.C. Race Meeting, Snetterton, nr. Thetford, Norfolk.

. . . the **West Cornwall M.C.'s** Trengwainton Hill-Climb will be held at Madron, near Penzance on 3rd August. There are to be classes for most cars and invited clubs are: Midland A.C., B.A.R.C., Burnham-on-Sea M.C., Bristol C. and L.C.C., West Hants and Dorset C.C., M.G.C.C., Hants and Berks M.C., 750 M.C. and Jaguar O.C. Regs. are available from B. L. Ellis, 7 Merlin Place, Mousehole, Penzance, to whom all entries should be sent by 28th July. . . **Border M.R.C.** and **Newcastle and District M.C.** are to hold a race meeting at Ouston Airfield, Heddon-on-the-Wall, on 8th August, commencing at 2 p.m. Regs. are available from Dr. L. Jamieson, 1 Park Villas, Wallsend, Northumberland, to whom entries should be sent before 30th July. Invited clubs are: Berwick D.M.C., B.A.R.C. (Yorks), B.R.S.C.C. (N. and N.W.), Cumberland S.C.C., Darlington

D.M.C., Durham A.C., Hartlepool D.M.C., Kings College M.C., Northumbrian M.C., Yorkshire S.C.C. . . . Brands Hatch will, as usual, be the venue for the **London M.C. Annual Sprint Meeting** on 16th August. Entries will be limited to 100 and the lists may be closed before 7th August should they be oversubscribed. Secretary of the meeting is F. Dennis Dent, 8-12 Minerva Road, London, N.W.10. . . **Liverpool M.C.'s** traditional August Bank Holiday driving test meeting will be held in the grounds of the Dunlop Rubber Co. at Speke, Liverpool at noon. This is a Flathead Star event and open to Liverpool M.C. and Hagley D.M.C., North Staffs M.C., B.A.R.C., Wirral Hundred M.C., Rhyl D.M.C., Morecambe C.C., M.G.C.C., Bolton-le-Moors C.C., Lancs. and Ches. C.C., and Manchester University M.C. Entries must reach Harold Gadd, 37 Hollytree Road, Woolton, Liverpool, by 27th July.

## First National Autocross Meeting

ON August Bank Holiday Monday, 3rd August, for the first time in the county town of Somerset, there will be a Cavalcade of Motoring from the 1890's to the present day. This is being organised by the Taunton Motor Club in conjunction with their Annual Autocross, which has this year been granted a National Permit. This National Permit will make history in this sphere of the sporting world, as this is the first ever to be issued by the R.A.C. The Autocross will take place on a 22-acre field of billiard top smoothness, and the parade will include veteran, Edwardian and vintage cars led by a Silver Band and followed by the competitors, who, throughout the afternoon will be competing for the £150 cash awards given away on the day in this country's first National Autocross.



**A TRIO OF M.G.A.s**—and all of them different. Leader is Mike Reid, the car with the modified nose treatment is Paul Fletcher and M. H. J. Flux is in the coupé.

#### Zandvoort—continued

out across the sand-dunes carrying spare wheels, a jack and a "clouter" to see if it was possible to get the car back into the race. Their efforts were in vain, as closer inspection revealed that a hub casting had fractured top and bottom, so that was that. With the McCaldin car never having given of its best (it was short of over 1,500 revs. throughout) and Roy Bloxam, who was doing a magnificent job with a car whose handling left a lot to be desired, unable to score, Pat Fergusson was our only contestant. He picked up one place but then had only five laps left in which to regain three-quarters of a lap from Ad Bouwmeester, an impossible task with any car. So the race ran out, with the Dutch team led home by van Dijk, whose wonderful drive gave him second place in the race as a whole, and Pat Fergusson netting ten points for his fourth place in the match-race; our only other score was two points for Graham Warner's fastest lap in 1 min. 53.7 sec. which, three years ago, would have done credit to a Grand Prix car. The Dutch team richly deserved their win and we offer our hearty congratulations while wishing, nevertheless, that we still have even an outside chance of turning the tables on them next month.

DAVID PRITCHARD.

#### Oulton Park—continued

The last event of the day was for unlimited sports cars, over seven laps. The retirements of the only cars fast enough to menace Greenall's chances (i.e., Cox's Lola and Mould's Lister) somewhat spoiled what could have been a fine scrap. As it was, Greenall cantered home to an easy win, Escott the eternal second just hadn't enough steam, and G. H. Breakell in another 1,100 c.c. Lotus came third.

A grand club meeting, well organised, but marred by rain on an already greasy track which provided far too many spins!

FRANCIS PENN.

**THE** West Essex C.C. race meeting on 9th August, although now downgraded from national status, will still count for points in the Autosport Championship.



#### HERTS COUNTY A. & Ae.C. WESTBROOK HAY

##### RESULTS

**Sports Cars**—Class A: R. Jennings (Dauphine-Gordini), 34.97 sec. Class B: J. Playford (Lotus), 29.03 sec. Class C: E. Lewis (Elite), 31.16 sec. Class D: F. Tiedeman (Millicent), 31.93 sec. Class E: P. Cottrell (Lotus), 28.70 sec. Class F: A. Park (Tojeiro), 27.86 sec.

**Group 2 (Racing Cars)**—Class G: J. Welton (Cooper), 28.81 sec. Class H: M. Cleaver (Cooper-J.A.P.), 30.49 sec. Class I: D. Boshier-Jones (Cooper-J.A.P.), 26.58 sec. Class J: G. Keylock (Cooper), 26.61 sec. Class K: D. Hull (E.R.A.), 26.75 sec.

**R.A.C. Hill-Climb Championship—Special Run:** D. Boshier-Jones (Cooper-J.A.P.), 25.46 sec. **B.T.D.:** Boshier-Jones, 25.46 sec. **Best Time by members of promoting club:** D. Good (Cooper-J.A.P.), 25.74 sec.

#### Brands Hatch—continued

look and he got away with it, though it is doubtful if it would have made any difference if he had not crept up on the start. He led unmolested from beginning to end, with Mike McKee, Bob Hicks and Chris Threlfall locked in mortal combat behind him. Remarkably, the fastest lap was made by L. W. Keens, who distinguished himself by having two spins in one lap after his earlier promise. He should be worth watching when he can keep his car pointing the right way.

Finally, there was a five-lap winners' handicap in which very short odds would have been laid against Brian Hart in the Terrier, who duly won in fine style. Gordon Lee's C-type retired with, again

apparently, fuel-feed trouble, Bob Hicks made the fastest lap and Ian Raby was fourth behind the incredible Ballamy-Anglia-Upright and Fred Marriott's Sprite. A fine piece of handicapping to conclude a day of splendid racing.

DAVID PRITCHARD.

#### B.A.R.C. GOODWOOD

##### RESULTS

**Sports Cars up to 1,100 c.c.:** 1, J. F. Westcott (Lotus-Climax), 84.64 m.p.h.; 2, T. Maggs (Lotus-Climax); 3, R. W. de Selincourt. **Fastest lap:** Westcott, 86.40 m.p.h.

**Five-lap Handicap for closed cars:** 1, A. T. Foster (M.G.), 65.61 m.p.h.; 2, D. J. Duncan (TR3); 3, J. M. Noble (A40). **Fastest lap:** J. P. Williams (Lotus Elite), 76.87 m.p.h.

**Marque Scratch Race:** 1, C. Lawrence (Morgan), 79.53 m.p.h.; 2, R. W. de Selincourt (TR3); 3, P. G. Fletcher. **Fastest lap:** Lawrence, 81.36 m.p.h.

**Cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.:** 1, J. H. Gaston (A-H Sprite), 72.17 m.p.h.; 2, J. L. Venner-Pack (A-H Sprite); 3, E. A. W. Martin (Lotus-Ford). **Fastest lap:** Venner-Pack, 74.23 m.p.h.

**Sports Cars up to 1,500 c.c.:** 1, P. J. Arundell (Lotus-Climax), 83.08 m.p.h.; 2, G. K. Lambert (Lotus-Climax); 3, T. Maggs (Lotus-Climax). **Fastest lap:** Arundell, 85.04 m.p.h.

**Five-lap Handicap Race (B):** 1, P. G. Fletcher (M.G.A. t.c.), 76.84 m.p.h.; 2, A. G. L. Huggins (TR2); 3, F. O. Munns (A.C.). **Fastest lap:** Fletcher, 78.98 m.p.h.

**Five-lap Handicap Race (C):** 1, M. Bowling (A.H. 100S), 75.0 m.p.h.; 2, B. G. Smith (TR2); 3, J. P. Williams (Lotus Elite). **Fastest lap:** D. Howard (Lotus-Climax), 82.92 m.p.h.

**Five-lap Handicap Race (D):** 1, G. V. Coles (M.G. Spl. s/c), 69.90 m.p.h.; 2, Mrs. K. Howard (Lotus-Climax); 3, J. V. Brownlee (A-H Sprite). **Fastest lap:** Mrs. Howard, 78.12 m.p.h.

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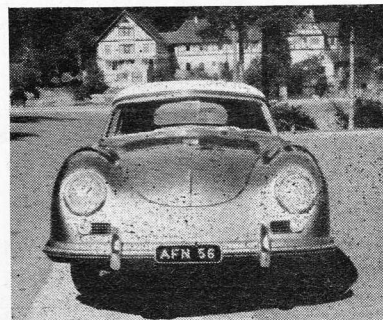
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**TUNING AND RACING SPECIALISTS**  
The new B95 with Royal Enfield 692 c.c. Super Meteor engine available for early delivery—see and try our demonstration car. Spares, etc., in stock for all models. Open 8.30 a.m.—7 p.m. weekdays, 10 a.m.—7 p.m. Sundays.

**MANTLES GARAGES, LTD.,**  
Henlow Garage,  
Henlow Camp, Beds.  
Tel.: Henlow Camp 233.

### BRISTOL

**TYPE 400**, regd. November, 1950. Very clean car. New tyres, 100 per cent mechanical order. Taxed year. No exchanges. £525.—Knowles Automobiles, Biews Street, Birmingham, 6. Aston 3704.

### B.S.A.

**BASIL ROY, Ltd., B.S.A. (Scout Model)** spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANgham 7733.

### CITROEN

**CITROEN ID.19** saloon, first reg. Sept. 1958. Low mileage. DS front seats and carpets, one owner. £1,215.—Bolton of Leeds Ltd., 120 Albion Street, Leeds 1. Tel.: Leeds 36036.

### CONNAUGHT

**1767** c.c.'s B.R.G. Good condition, very fast, hood sidescreens.—Phone BLEwbury 220 (Berkshire).

## SPECIAL ANNOUNCEMENT FOR

# Classified Advertisers

All Classified advertisements for the issue of July 24th MUST reach this office by A.M.

## Monday July 20

### CONTINENTAL CARS

**RICHARDS AND CARR, LTD.,** for new and used Renault, Simca, Pugeot, Fiat, Citroen.—132 Sloane Street, S.W.1. SLOane 6165.

### COOPER

**1957 F2 COOPER** Climax, 1,220 c.c., single cam. In mint condition. Reasonable offers considered.—de Selincourt, Burnham 406.

**1959** 2-litre Cooper Monaco sports 2-seater. Taxed year. Chris Bristow, signing up with B.R.P. recently, finds it difficult to use this car again this season. Offers round £2,600. Car will be raced at Aintree July 18th. Chris Bristow, Luxury Cars Garage, 186 Atkins Road, Clapham Park, S.W.2. TULse Hill 1051.

## BASIL ROY LTD

ESTABLISHED OVER 35 YEARS

of London for NEW CARS



MAIN LONDON DISTRIBUTORS.  
RETAIL DEALER FOR  
**MORRIS M.G.**  
**ROVER RILEY**  
**STANDARD TRIUMPH**  
**FORD**

New cars available—  
Ford Squire—Norwich blue.....List  
Standard 10 Estate—Phantom grey. List

### Second Hand Cars

Rover "90" 1955. Fitted with hand operated clutch and throttle, suitable for disabled person ..... £795  
1955 Morgan Plus 4 2-seater. Vanguard engine, one owner ..... £525  
1937 Rover 16 sports saloon, good condition, taxed ..... £85  
1957 Lambretta LD model, fully equipped ..... £125

PERSONAL EXPORT, SELF-DRIVE  
GUARANTEED REPURCHASE  
FACILITIES AVAILABLE

161 Gt. Portland Street, W.1  
LANgham 7733/4/5



**ELVA**

ELVA in course of construction, including space frame with undertray, pedals, etc., I.F.S. rear axle, brakes R & P steering, crossflow radiator, 100E engine and gearbox, all new and unused. £410 the lot.—E. L. Hobbs, 181 High St., Egham, Surrey. Egham 2415.

**FIAT**

FIAT 1400B, first reg. Aug. 1957, one owner. Dark Blue, exceptionally good condition. £675.—Bolton of Leeds Ltd., 120 Albion Street, Leeds 1. Tel.: Leeds 36036.

1955, October, 1100. Immaculate condition, 25,000 miles. Heater, washers. £470.—30 Station Ave., Walton-on-Thames. Tel.: 24488.

**FORD**

ZODIAC 1958, green/mushroom. Immaculate. Radio. New tyres. 15,000 miles. Sanderstead 1575.

**FRAZER-NASH**

1953 TARGA FLORIDA, 142 b.h.p. ZF diff. Two axle ratios, Borani wheels, full weather equipment, load of spares, very fast and safe. Cost £3,369, we ask £1,050. H.P. and exchange.—Jones' Garage, Syston, Leicester. Syston 2257.

**GOGGOMOBIL**

BUY your Goggo from Main Distributors London and Middlesex. New and used Goggomobils for immediate delivery. Spares and Service.—Mansell & Fisher, 93-95 Old Brompton Road, London, S.W.7. KNIghtsbridge 7705.

**H.R.G.**

1950 H.R.G. Bargain. Hood, tonneau, £290.—H. H. Phelps, 35 Cornwall Gardens, London, S.W.7. Tel.: WEStern 2625 or REGen 4864.

**JAGUAR**

C TYPE JAGUAR. One of the last to be made. Immaculate body work. Excellent mechanically. Full road equipment. £895

2.4 JAGUAR, 1956. Black, red interior. Absolute outstanding condition, 21,000 miles. Radio. Taxed. £995

2.4 JAGUAR, 1956. Grey, red interior. 28,000 miles. Excellent condition. £985

XK 140, 1957. F.H.C. One Owner. Radio. Spotlights. Overdrive. Taxed. 24,000 miles. This car has to be seen to appreciate the condition. £1045

1955 MK VII M Type. Black. Red interior. Genuine. 30,000 miles. Bargain at £645

MAURICE CHARLES MOTORS LTD.

32 Dorchester Avenue,  
CARDIFF  
Telephone: Cardiff 35437

D TYPE JAGUAR cylinder head complete, offers—Tel. POPesgrove 3770.

XK120 1951. Silver, C-Head, 9-1 Pistons, leadbronze bearings, 2in-Carbs, close ratio gears, 3.77 axle, Mintex linings. Competition screen, suspension, clutch assembly. Very fast car. £575.—Contact or see at: Lt. A. Semenou, Jr., c/o Evergreen Service Station, Stanway, Colchester, Essex.

1956 Model Jaguar XK140. The Special Equipment hardtop model, with C-type engine, racing clutch and Koni dampers, this very potent machine is fitted with w/wheels, H.M.V. radio, heater, screenwash, spots, etc. and is in perfect condition, both bodily and mechanically. Capable of 25 m.p.g. and 130+ m.p.h. in complete safety, with anti-fade racing linings. £965 o.n.o.—Hunt, Chester Road, Hazel Grove, Cheshire. STEpping Hill 3620.

1950 JAGUAR XK120. Red, hard and soft top, Michelin X tyres, heater. Exceptional mechanical condition. £475. Terms. Exchanges.—Wayside Garage Ltd., Ruster, Sussex. Tel.: 218.

JAGUAR XK 140 Roadster, 1955, B.R.G. 36,000 miles, spoke wheels, heater, new hood, fog lamps. Immaculate. £745.—W. M. B. Smith, Footscray 5200.

JAGUAR 3.4, first reg. Oct. 1957, disc brakes, overdrive. £1,395.

JAGUAR 2.4 special equipment saloon, first reg. Jan. 1958, one owner. Overdrive, off-white. 9,000 miles only. £1,425.—Bolton of Leeds Ltd., 120 Albion Street, Leeds 1. Tel.: Leeds 36036.

1951 XK120, with detachable hard-top, very good condition, £425, or 1952 Mark VII, very good condition, £375. Will sell either one, or exchange for best Rochdale G.T. offered.—Phone ENTerprise 2700 (business), TUDOR 8718 (home) or write: 84 Elmshurst Crescent, E. Finchley, N.2. No dealers, thank you!

DICK PROTHEROE'S 1958 Competition 3.4 Jaguar in road trim. Over £250 competition extras. Ideal for saloon car, racing or ultra-fast road car. £1,495. Full particulars—County Motors, Husbands Bosworth, Nr. Rugby. Tel.: Husbands Bosworth 251.

1954 D.H. Coupe (not roadster), black, immaculate, 2 careful owners, 39,000 miles, Ace turbo discs, luggage rack and other extras. £640.—Bradstock Motors, Ltd., Chase Road, Epsom 5696. FAIRlands 6283.

**JOWETT**

JAVELIN 1949, cream. Series III engine. Radio, heater. Recent engine overhaul. Good tyres. £285.—Bradstock Motors, Ltd., Chase Road, Epsom 5696. FAIRlands 6283.

**KIEFT**

1954 KIEFT Sports-Racer. Stage II Climax. Tested Bolster Autosport Jan. 14th, 1955. Works rebuilt suspension, new clutch, etc. £550.—Ring FLAxxman 7707 after 6.30 p.m.

**LAGONDA**

1939 LAGONDA LG6. Complete overhaul by Davies 25,000 miles ago, recently repainted two shades of grey. Possibly the nicest example available. £325. Terms. Exchanges. Wayside Garage Ltd., Ruster, Sussex. Tel.: 218.

**LANCIA**

1955 Lancia Gran Turismo. Ivory, excellent condition throughout. 45,000 miles. Radio, heater. £1,420.—Fry's, Lee High Road, Lewisham, S.E.13. LEE Green 3434.

**LOTUS**

DICKSON Motors (Perth), Ltd., (Racing Division) Offer for Sale—Lotus XI Series 2 "Le Mans". Powered by 1,100 c.c. Climax engine. Very highly tuned and 100 per cent condition throughout. Ready to race. Write, phone or call.—Dickson Motors (Perth), Ltd., Crieff Road, Perth. Tel.: Perth 3892/3.

LOTUS VI, highly tuned, E93A Unit, rack and pinion steering. Very fast, ready to race. £400 o.n.o.—Box 3216.

SUPERTUNE, Ltd., Lotus Specialists, Tuning, race preparation, service, repairs—2a Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.

£650. LOTUS Mark XI Club (Ford 100B engine). Unraced. Sell or exchange.—Box 3220.

LOTUS Mk. XI CLUB, 1957. Immaculate condition, bodwork spotless. Climax engine, stage III or will convert stage I for road. £775 o.n.o.—A. R. Aubrey, "Cotterstock," How Lane, Chipstead, Surrey. Tel.: Downland 3742.

1958 LOTUS Mk. XI Series II fitted 10.5/1, Stage IIA Climax unit. An immaculate car which has been little raced and is offered for sale due to a change of plans. Extras include: Tail fin, hood and iron, several part-worn tyres. Finished in spotless polychromatic blue and fitted new set R5 Dunlops. £1,100 or part exchange road going sports car.—G. D. Beedie, Woodside, North Road, St. Ives Hunts. Tel: St. Ives 3187 or 2250 evenings.

MK. XI Lotus le Mans, Series II, Stage III, Climax. May 1958. Condition as new, never bumped. Seven races only. Lap record Catterick circuit. Meticulously maintained by racing mechanic. £1,000 including trailer. Terms available.—J. E. Burgess, Manor Close, Stokesley, Yorkshire. Tel.: Home Stokesley 433, office Middlesbrough 3981.

**M.G.**

MGA 1956, green, low mileage, one owner; many extras; in excellent condition, £695.—Walters Garage, Parkstone, Dorset. Tel. Parkstone 705.

VERY fast 1957 M.G.A. Coupe, Radio, Heater, pale blue, Michelin Xs, genuine 100+ m.p.h.; must sell.—Maidenhead 346.

THOMSON'S hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, half-shafts, crown-pinion sets, and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.

M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

TOULMIN Motors.—The most comprehensive range of M.G. spares in the country for every model M.G. Order your new car or spares from the Specialist. — 343 Staines Road, Hounslow, Middx. Hounslow 2238-3456.

U.M. HAVE the largest stock of M.G. spares in the country outside of the M.G. factory—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.

M.G. MAGNETTE, first reg. June 1956, one owner. An exceptional car at £695.—Bolton of Leeds Ltd., 120 Albion Street, Leeds 1. Tel.: Leeds 36036.

(Continued overleaf)

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New Twin-Cam M.G. White/red upholstery. immediate delivery List Price  
1958 M.G.A. Fixed head coupe. Mineral blue and grey. low mileage £875  
1958 M.G.A. Green, heater, beautiful condition throughout £799  
1957 M.G.A. White/red, wire wheels, radio, heater, luggage rack tonneau cover £755  
1956 M.G.A. Green and grey. Radio luggage carrier, wing mirrors, low mileage £715  
1954 M.G. T.F. Wire wheels, heater, tonneau cover, etc. in really superb condition £595  
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1954 M.G. T.F. Green/green, in superb condition £565  
1954 M.G. T.F. Red/beige £565  
1953 M.G. T.D. Black red, luggage carrier. A really perfect specimen £475  
1953 M.G. T.D. Red red, luggage carrier, etc. £465  
1952 M.G. T.D. Red beige £455  
1951 M.G. I.D. Red/red £445  
1947 M.G. T.C. Green/green, fitted with special body £270  
1949 M.G. T.C. Black and red, excellent condition £355

1954 Morgan Plus 4. Red £445

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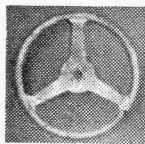
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★ READY TO FIT TO YOUR CAR—FIT IT YOURSELF OR LET US  
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HOLES OR SLOTS IN SPOKES 10/- EXTRA. SEND TO:—

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126 Rusholme Road,  
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MANCHESTER, 13

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**B.M.C. ENGINE CONVERSIONS**

A.40. Minor, A.35. Sprite.  
Stage II & Stage III. H.C. Piston Valve  
Camshaft.

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"RED CROSS" COMPETITION  
SPRINGS FOR B.M.C., CLIMAX, FORD  
100E ENGINES.

SPEEDWELL DISTRIBUTORS FOR LANCs. &amp; CHESHIRE



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41 HIGH ST., WORTHING

Worthing 7773/4

New Aston Martin Mk. III D/H.  
Elusive Blue, at List.

New Aston Martin Mk. III  
Special Series Saloon.  
Desert White, at List.

1959 May, DB Mk. III D/H. O/D  
3,000 miles, Elusive Blue

1958 Sept., DB Mk. III Saloon  
7,000 miles. Radio. O/D B.R.G.

New Porsche 1600 Super, at List  
New Austin-Healey 3000, at List  
New Austin Healey Sprite, at List

1958 Jan., M.G.A., Black. Radio  
Many other extras. One owner.  
£845.

1957 June, T.R.3. Black. O/D. H/  
top. Disc brakes, fog lamps. One  
owner. £795.

All cars are fully serviced and  
guaranteed. H.P., Insurances and  
Part Exchanges effected.

## Classified Advertisements—(continued)

**WANTED** — P.B. Crankshaft.—Harper, 277,  
Haunch Lane, Birmingham 14.

**M.G.** P-type. Mistral fibreglass body. Com-  
pletely stripped. Taxed and insured.  
Good reason or quick sale. Spare engine, will  
separate.—MacCallum, 114 Lennard Road,  
Beckenham, Sydenham 4703.

**1956 SERIES M.G.A.** Twin spots, Tonneau  
chrome rack, windscreen washer, heater,  
mechanically first-class, uses no oil. Blue with  
grey interior, excellent. Taxed December. £695  
or Morris Minor 1000 Convertible accepted in  
part payment.—5a South Rd., Bishops Stortford.  
Tel.: Bishops Stortford 1638.

**M.G.** T.B. Tickford. Red, very good condition.  
Offers invited, seen week-ends, Leeds  
area.—Ring Horsforth 3718.

**T.A.** TICKFORD coupe (Dec. 1938). Pale blue,  
dark blue upholstery. Recent £70 over-  
haul on engine, clutch, steering, etc. This rare  
and pretty car is in particularly 10 per cent  
condition throughout. Be quick at—£235. Bradstock  
Motors Ltd., Chase Road, Epsom 5696. FAIr-  
lands 6283.

**M.G.** 1955 Magnette. Black with red uphol-  
stery, excellent condition. £660.—Jarvis  
& Sons Ltd., Morris House, Morden Road,  
S.W.19. LIBerty 8221.

**1500** TF 1955. 29,000. Perfect, taxed for year.  
£595. H.P. and exchanges.—Jones'  
Garage, Syston, Leicester. Syston 2257.

**1957** Magnette. Steel blue. H.M.V. push  
button radio. Heater. Leather uphol-  
stery. 21,600 miles. Michelin X rear tyres. Per-  
fect condition. £850.—Fry's, Lee High Road,  
Lewisham, S.E.13. LEE Green 3434.

## MORGAN

**BASIL ROY, Ltd.**, Main London Distributors.  
Official spare parts stockists. Service and  
repairs. Sales enquiries for overseas visitors or  
purchasers invited.—161 Gt. Portland Street, W.1.  
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**MORGAN** Plus 4 cars. Prompt delivery of  
these cars. Spares for the same huge stocks  
of 4/4 and 3-wheeler spares.—F. H. Douglass,  
Morgan Specialists, 1a South Baling Road, Baling,  
W.5. BAling 0570.

**MORGAN** PLUS FOUR, 1955, to full racing  
specification. This car is now being modified  
at the Morgan works and will be available in six  
weeks. The car is also available with disc brakes.  
Price according to specification.—Alexander En-  
gineering Co., Ltd., Haddenham (Nr. Aylesbury),  
Bucks. Tel. 345.

## MORRIS MINOR

**POWERPLUS** Minor 1000, twin-carburettor  
engine conversions provide phenomenal per-  
formance with economy and reliability.—Write,  
call or phone: Wicliffe Motor Co., Ltd., Morris  
Distributors, Stroud, Glos. Phone 1670-1-2-3.

**1958 MORRIS MINOR** 1000 convertible with  
Stage 1 Alexander conversion. High  
back axle ratio. Low mileage. £585.—Alexander  
Engineering Co., Ltd., Haddenham (Nr. Ayles-  
bury), Bucks. Tel. 345.

## PEUGOT

**PEUGOT** 403 saloon, first reg. July 1957, one  
owner. Suede Green. £825.—Bolton of Leeds  
Ltd., 120 Albion Street, Leeds 1. Tel.: Leeds  
36036.

## RACING CARS

**I. E. RABY**—buys, sells, exchanges—500s; 1100s;  
1500s sports or racing cars. Exporting. Hire  
Purchase. Empire Cars (B'ton), Ltd., 85 Preston  
Road, Brighton 21713.

**COOPER** F2 in immaculate condition, twin-cam  
1,500 c.c. Climax engine, raced once since  
rebuild. Fitted latest type gearbox with Z.F. Diff.  
and disc brakes. R.5s. Perfect—For quick sale  
£1,475.—Chronicle Motors Limited, 18/22  
Brighton Street, Wallasey. Telephone Wallasey  
2288.

**COOPER** Mk. X, Short Stroke Norton (not  
conversion) many spares, including Gearbox,  
Clutch, Half Shaft, Magneto, etc. £475, o.n.o.  
—S. Bloor, 3 Ainsdale Close, Oldham. Main  
7486.

**EX** Don Parker Kieft 500. Double knocker  
Norton long stroke. Beart maintained. Com-  
pletely overhauled. Unraced this season. Re-  
quires conversion to petrol. No reasonable offer  
refused.—MILdenhall 3235.

**WANTED**—Formula II Cooper. Full details  
and price to—Maurice Charles Motors Ltd.,  
32 Dorchester Avenue, Cardiff. Tel.: Cardiff  
35437.

**£185** o.n.o. Formula III Kieft. Jap engine,  
overhauled and fully tuned, bills avail-  
able. Rear inboard disc brake, De-Dion rear,  
I.F.S., This car is in excellent condition and is  
ready to race.—Inquiries to 8 Cavendish Parade,  
Clapham, London, or 'phone TULse Hill 5900.

**LOTUS** 1955 Mk. VIII Aerodynamic, 1,468  
c.c. T.F. M.G. engine, Lotus tuned. De  
Dion rear end, Alfin brakes, wire wheels, Dun-  
lop racing tyres, full screen and hood, 120  
m.p.h. plus. £550 o.n.o.—Orsett Garage and  
Service Station, Stamford Road, Orsett, Essex.  
Orsett 257.

**EX-ALEXANDER** team car. One of the fastest  
Sprites in the country. Only raced three  
times, placed each time. Fitted with aerodyna-  
mic steel hardtop, large brakes, suspension  
mods., close ratio gears, oil cooler, etc. The  
engine may be had in various stages of tune-up  
to full racing specifications to suit the customer's  
choice. Disc brakes and wire wheels will be  
available shortly. Price according to specification.  
—Alexander Engineering Co., Ltd., Haddenham.  
Bucks. Tel.: 345.

**SUPERB LISTER BRISTOL** (BS4 engine).  
Discs, De Dion, etc., new condition or ex-  
change ordinary car, cash adjustment either way.  
—Elliott, 6 The Avenue, Middlesbrough. Tel.:  
89626.

**KIEFT** J.A.P. Fast ex-Gordon Jones, Martin  
Wills. Ready to race. £110.—Bradstock  
Motors, Ltd., Chase Road. Epsom 5696.  
FAIrlands 6283.

## RILEY

**1958** (July) RILEY 1.5 saloon, 6,000 miles,  
still under guarantee. £785.—Alexander  
Engineering Co., Ltd., Haddenham (Near Ayles-  
bury), Bucks. Tel. 345.

**RILEY** 2½, 1949. Mileage about 47,000. Heater  
and windscreen washers. In really excellent  
condition and regularly maintained. Two new  
tyres and brakes recently relined. Best offer  
over £315 will secure.—Telephone: Office hours,  
LONDON Wall 6876 or FREmantle 2944 after  
7 p.m.

## SALMSON

**1949** R.H.D. Drophead 4-seater, 2-door,  
grey, 1,750 c.c., twin overhead cam  
engine, Cotal gearbox, radio, heater, 3 spots,  
new hood and tyres. A very beautiful car.  
£135.—Bradstock Motors, Ltd., Chase Road.  
Epsom 5696. FAIrlands 6283.

# THE CHEQUERED FLAG

(MIDLAND), Ltd.

## THE MIDLANDS ONLY SPORTS-CAR SPECIALISTS

**Austin-Healey 1957, 100/6.** Hard and soft  
tops, overdrive, wire wheels, radio, heater,  
tonneau, washers, ice blue/ivory. £945

**TR3A 1958.** Rear seat, heater, washers.  
Primrose with black £895

**Austin-Healey 1957 100/6.** Overdrive, wire  
wheels, heater, tonneau, washers, red and  
black £845

**M.G.A., 1957 Roadster.** Radio, heater, 'X'  
tyres, tonneau, washers, blue £845

**TR3 1957.** Overdrive, heater, tonneau, 'X'  
tyres, luggage rack, discs, washers, spots,  
undersealed, B.R.G. £795

**Jaguar XK120 1954.** F/H coupe, heater,  
Rimbellishers, grey and white £645

**Austin-Healey 100, 1954.** Overdrive, heater,  
tonneau, spots, electric washers, black. £635

**Swallow Doretta 1954.** 1,991 c.c., heater,  
spots, 'X' tyres, tonneau, red £635

**Morgan 1957 4/4 Series II.** 1,172 c.c., 2-  
seater. Full and half tonneau, heater,  
maroon £545

**TR2 1954.** Heater, tonneau, spots, Michelin  
'X' tyres, ivory £545

**M.G. TD 1951.** 1,250 c.c., 2-seater, Mk. II  
unit, many extras, black £465

**Ford Mistrel 1957.** Glass fibre, 2-seater,  
tubular chassis, red £395

**Ford Rochdale 1958.** 100E unit. Aquaplane  
mods., wood rimmed steering wheel, etc.,  
etc., ivory £395

**Berkeley 1957.** 328 c.c. Excelsior. Luggage  
rack, wing mirrors, red £345

**M.G. TC 1947.** 1,250 c.c., 2-seater, red £325

**M.G. TA 1937.** 10 h.p., 2-seater, spots,  
demister, recent bills for £150, blue £145

Hours of Business 9 a.m. to 7.30 p.m., or by appointment.

Sunday viewing 10 a.m. to 4 p.m.

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Immediate Competitive Hire Purchase and Insurance.

Saloon cars, motorcycles and scooters taken in part exchange.

THE CHEQUERED FLAG (MIDLAND) LTD., 5-11 Arkwright Street, Nottingham

(ADJOINS MIDLAND STATION)

TELEPHONE: NOTTINGHAM 89282/3



## SPECIALS

**1957** Ford 10 Special, coachbuilt aluminium body, all-weather equipment, £200 o.n.o.—Reeve, Langley School, Norwich.

**POTENT** Singer Fibreglass Special. Twin carbs, hyd. brakes. M.G.A. rad. Hood and tyres in excellent condition. Taxed for year. Attractive and fast. £220.—“Dunelm”, Hall Road, Wallington, Surrey. Wall. 1687.

**AUSTIN** Seven Special 1956. Blue, Ford 8 engine, full electrics, aero screens, Tonneau, lab tank, mechanically and bodily good. £110 o.n.o.—45 Middle Drive, Rednal, Birmingham (weekends).

## SPORTS CARS

**KINGSTON MOTOR SALES (T. & S.), LTD.**  
Directors: R. A. Sanson, E. H. Thomson.

**New TR3A.** Powder blue ... List

**1958 Volkswagen de luxe.** one owner, green, fitted anti-roll bars ... £665

**1958 A35.** 2-door saloon, one owner, low mileage ... £525

**1957 Hillman Estate.** Grey and cream, one owner ... £565

**1956 TR2.** White. 29,000 miles excellent example ... £625

**1954 TR2.** Black, red leather interior, fitted with wire wheels, heater, rad. blind, luggage grid, windscreen washers, undersealed ... £560

**1954 M.G. TF.** Black, green upholstery replacement engine fitted 1958, heater ... £545

**1918 Buick.** Tourer, one titled owner, offers over £50

One only. New 1958 Iso, shop soiled, reduced to £145.

Hire Purchase. Insurance.

Motor-cycles and Scooters taken in part exchange.

**43-51 Richmond Road,  
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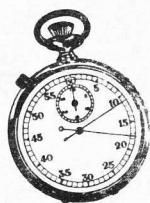
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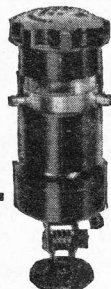
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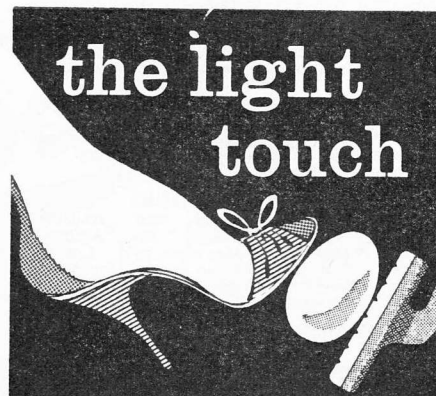
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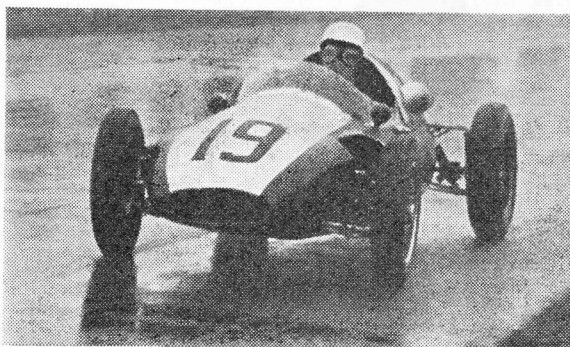
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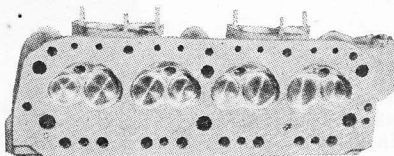
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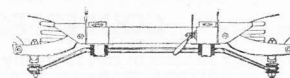
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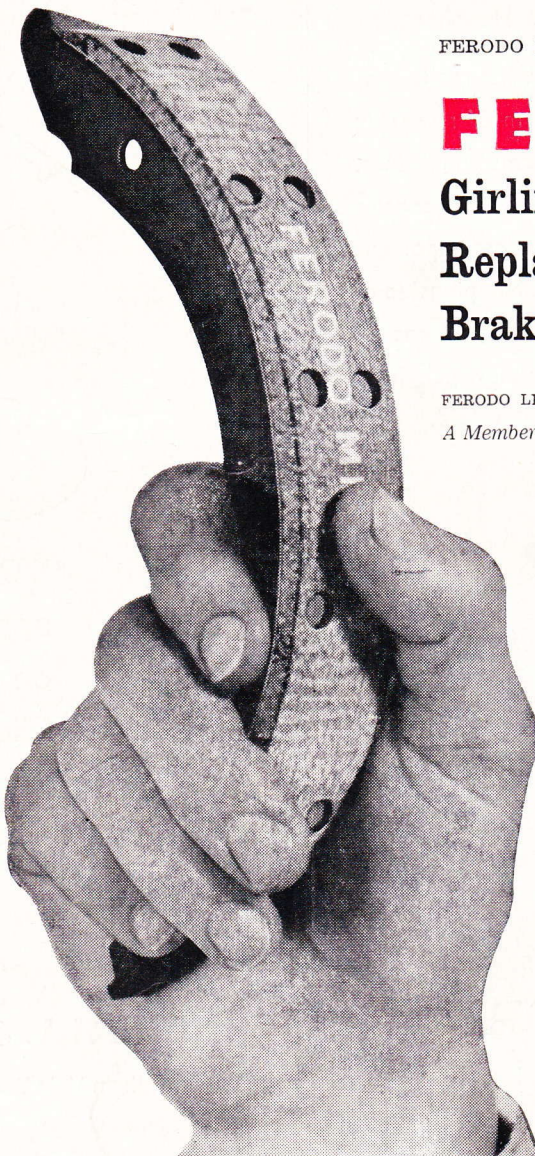


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