

AUTOSPORT

AUGUST 7th, 1959

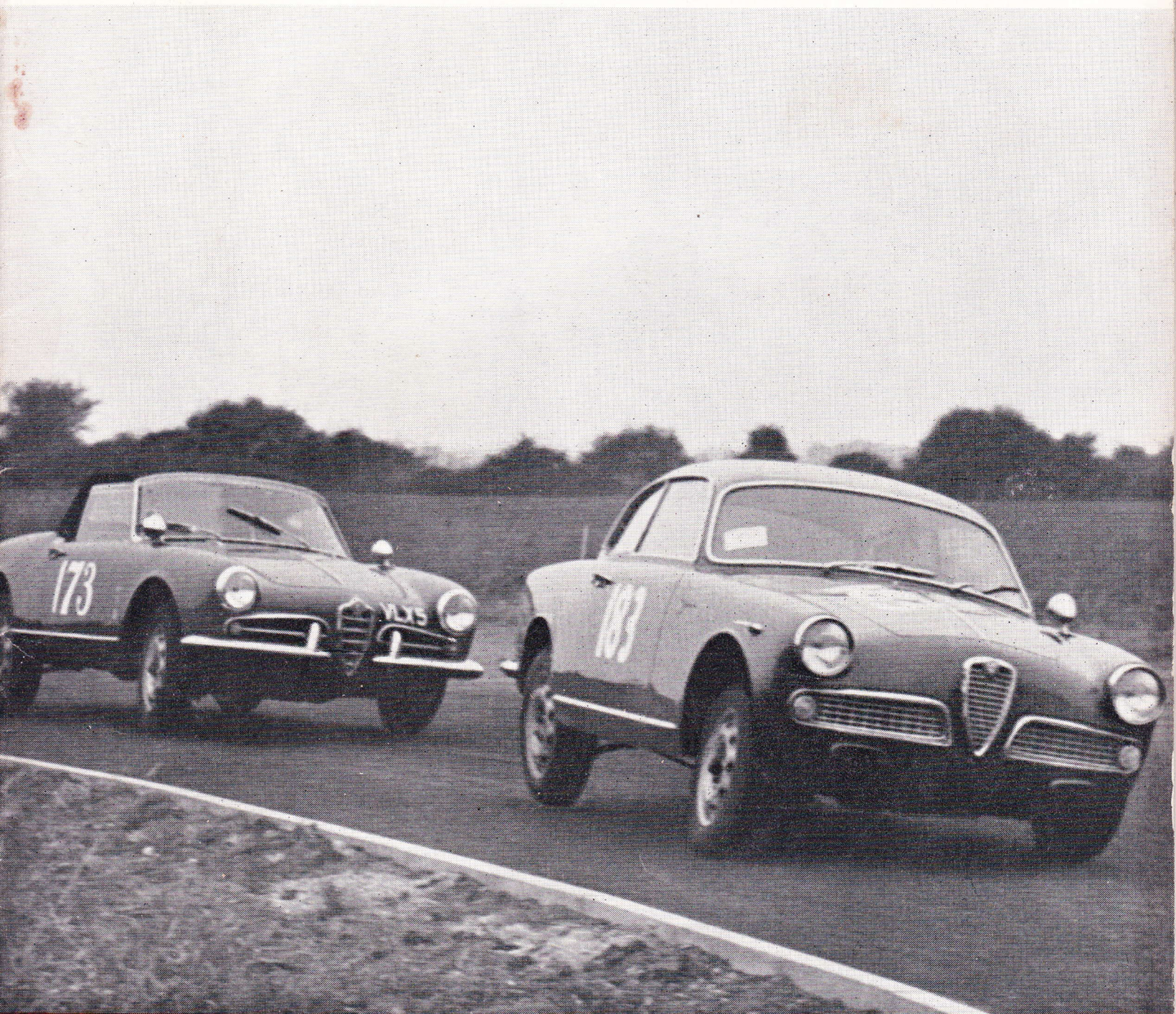
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EVERY FRIDAY

Vol. 19 No. 6

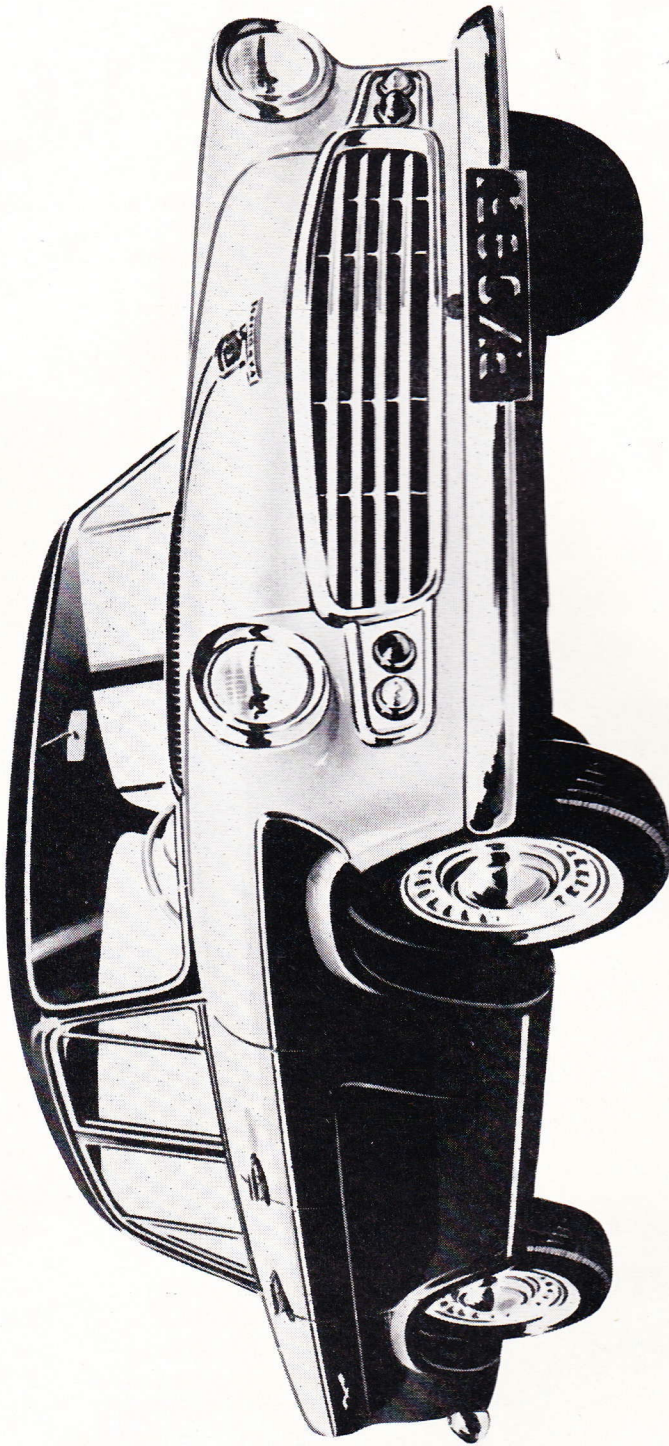
BRITAIN'S MOTOR SPORTING WEEKLY

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



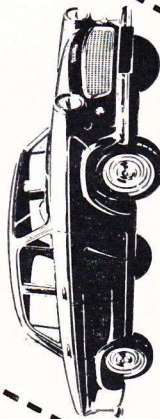
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GERMAN GRAND PRIX — FORMULA ONE PROGRESS REPORT
JOHN BOLSTER TESTS THE N.S.U. PRINZ — CLUB RACING



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

BLACK WEEK-END

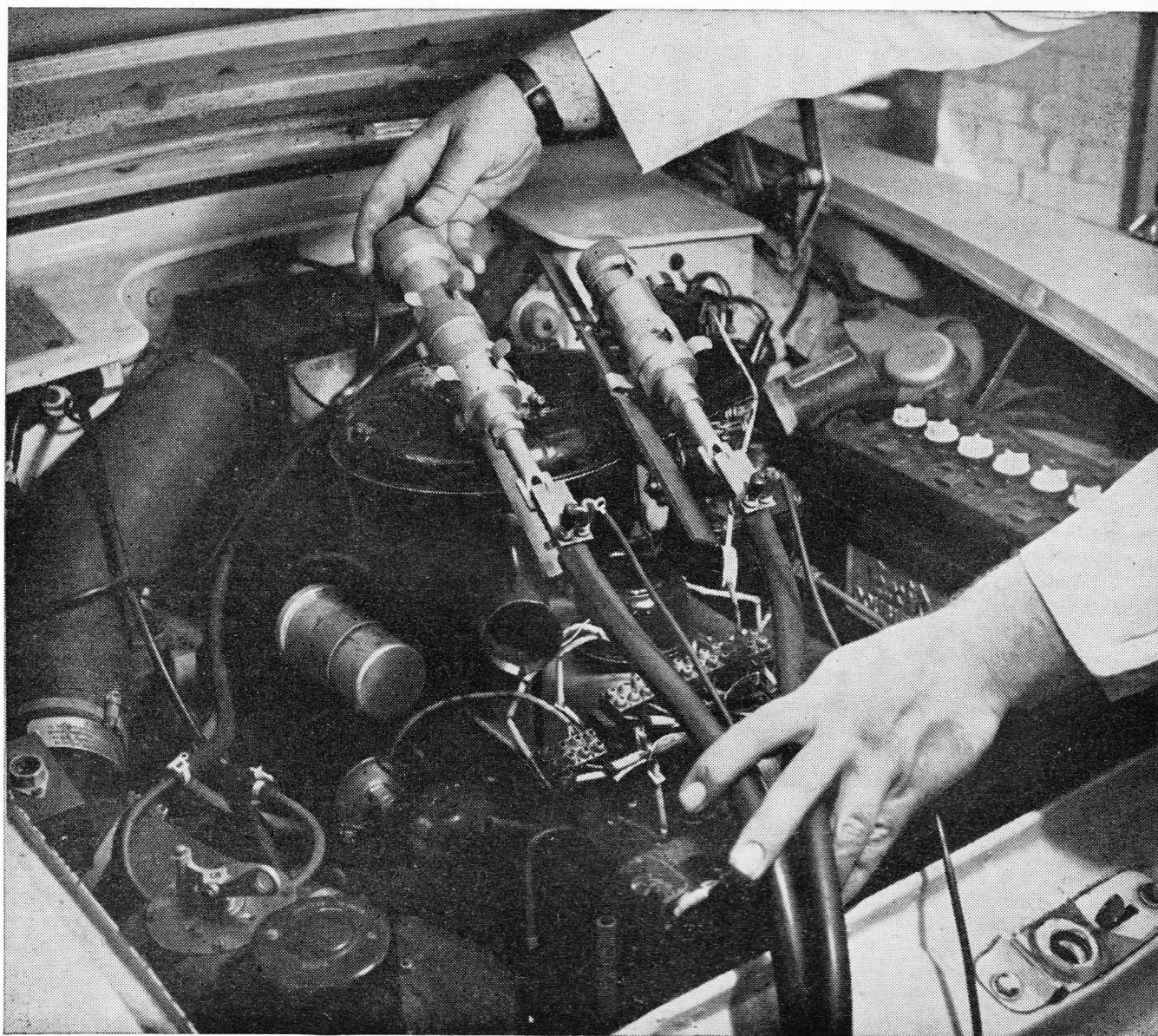
THE loss of Ivor Bueb and Jean Behra was tragic, and cast a gloom over the entire motor-racing fraternity. Popular "Ivor the Driver" succumbed to grave injuries received in an F2 race at Clermont-Ferrand a week before Avus, whilst Behra was killed instantaneously when his Porsche crashed during a relatively unimportant sports-car race the day before the Grand Prix. Bueb came to racing via the 500 c.c. movement. His courage was a byword, and he received the admiration of everyone when he coolly stepped into the Jaguar immediately following the Le Mans disaster in 1955, going on to share the winning drive with Mike Hawthorn. It was Ivor's first important International race. He was also a skilled rally-driver, being a member of the Sunbeam works team. Behra was formerly a motorcycle champion before joining Gordini, and his bravery and tenacity were bywords in the world of racing. He drove for the majority of top-line teams, including Maserati, B.R.M., Porsche and Ferrari. "Jeannot" had survived several spectacular crashes which would have persuaded others without his determination to give up the Sport entirely. It is ironic that his life should have been so needlessly thrown away on that notorious North Curve, where the smooth, brick-faced surface becomes a death-trap when it is wet.

GERMAN GRAND PRIX

IT is to be hoped that Avus's claim to have staged the fastest-ever race in the grandes epreuves will not be disputed. Flat-out dashes up and down an autobahn, with a highly-dangerous banked section at one end, cannot possibly be in keeping with the idea behind Grand Prix road-racing. Track-racing and road-racing are entirely different in conception, and attempts to combine them both have not been conspicuously successful in the past. The organizers must have a trifle anxious, especially when the event was split into two separate heats, and the use of aerodynamic bodywork enclosing wheels banned altogether. It is realized that the AvD wished to give Berliners the opportunity to watch modern G.P. racing and incidentally put the circuit into some use financially. However when a circuit is so intensely disliked by entrants and drivers, its future for Grand Prix racing must necessarily be in the balance, and cannot offer substitution for the magnificent Nurburgring in the Eifel Mountains, nor the Solitude circuit near Stuttgart—both proper road venues. Nevertheless Scuderia Ferrari proved conclusively that they have built the fastest and most reliable machine for this type of racing, and have given Tony Brooks a chance to dispute the issue with Jack Brabham for the Drivers' Championship of the World, and with Cooper-Climax for the F1 Constructors' award.

OUR COVER PICTURE

TWO OF A KIND: The Alfa Romeos of Chris Meek and Bruno Ferrari display their superlative road-holding as their drivers take them through Sear Corner at Snetterton—the leading car with one lifting rear wheel! The two cars were competing at the recent Vanwall Trophy Meeting at the fast Norfolk circuit.



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WHAT'S GOING ON IN THE PICTURE?

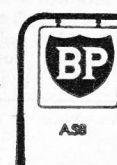
This apparatus — technical name 'sonic clearance volume gauge' — is usually referred to as the 'Whistle', because of its noise. The whistle measures the carbon formation in an engine combustion chamber with extreme accuracy by means of sound waves. It's used by BP scientists to ensure that BP Premium Petrols will produce the least possible carbon formation in your cylinders.

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SPORTS NEWS

"AUTOSPORT" CHAMPIONSHIP TABLES

THE GENERAL CLASSIFICATION			
(After six rounds)			
Posn.	Driver	Class	Points
1.	J. H. Gaston	A	36*
2.	F. R. Gerard	A	36
3.	J. R. Stoop	D	32*
4.	J. P. Fergusson	C	29*
5.	M. Wayne	C	29
6.	W. E. Needham	E	28
7.	E. R. Protheroe	E	28*
8.	J. G. Tallis	D	24
9.	J. H. D. Whitmore	B	23*
10.	Sir Gawaine Baillie	D	23
11.	E. J. B. Mitchell	D	22
12.	J. G. Sears	E	19
13.	J. McKechnie	D	18
14.	B. A. M. Gilbert	A	17
15.	K. W. Mackenzie	A	16
16.	R. A. Staples	D	14
17.	A. G. W. Belcher	D	13
18.	G. Baird	C	12
19.	R. M. Shepherd-Barron	B	11
20.	A. C. James	E	10
21.	C. R. Hanson	C	10
22.	A. J. Nurse	A	9
23.	J. Goddard-Watts	A	9
24.	I. L. Taylor	D & C	9
25.	J. Clark	B	8
26.	R. Vincent	B	8
27.	C. Meek	C	8
28.	A. Lanfranchi	D & E	8
29.	P. H. Sutcliffe	D	8
30.	C. R. Wood	A	7
31.	T. Entwistle	C	7
32.	C. P. Tooley	A	6
33.	Mrs. Cherry Wagner	B	6
34.	A. McKechnie	A	5
35.	K. P. Tomei	A	5
36.	M. C. Bowling	E	4
37.	N. Green	E	4
38.	D. G. Dixon	C	3
39.	R. A. Hudson	E	3
40.	M. H. Clare	A	2
41.	R. G. Falconer	A	1

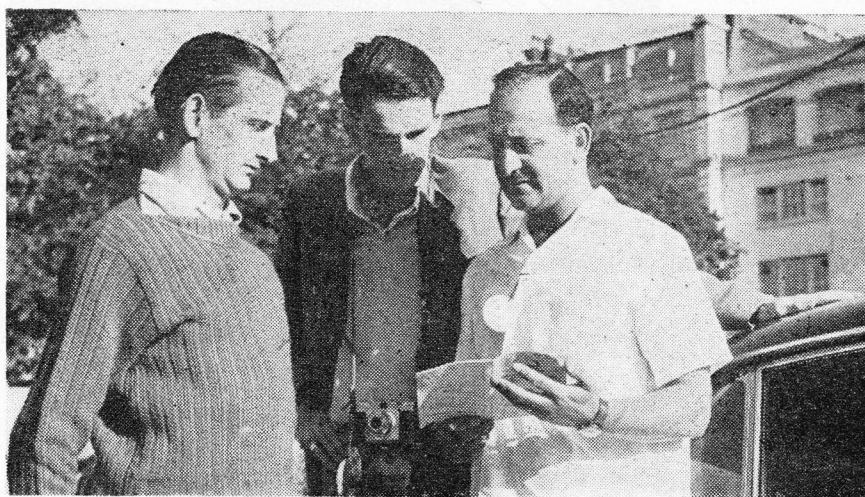
*denotes Class leader.

TEAM POSITION (after six rounds)

Team Sprite	58
Elva Courier	49
Huddersfield M.R.C.	30
Turner Team	27
Ecurie Chiltern	26
Team Triple "S"	21

CLASS POSITIONS

A			
(Up to 1,000 c.c.)			
1.	J. H. Gaston (Sprite)	36	
2.	Bob Gerard (Turner)	36	
3.	B. A. M. Gilbert (Turner)	17	
4.	K. W. Mackenzie (Sprite)	16	
5.	A. J. Nurse (Turner)	9	
6.	J. Goddard-Watts (Berkeley)	9	
7.	C. R. Wood (Sprite)	7	
8.	C. P. Tooley (Sprite)	6	
9.	A. McKechnie (Sprite)	5	
10.	M. H. Clare (Berkeley)	2	
11.	R. G. Falconer (Turner)	1	
B			
(1,001-1,300 c.c.)			
1.	J. H. D. Whitmore (Elite)	23	
2.	R. M. Shepherd-Barron (Alfa Romeo)	11	
3.	J. Clark (Elite)	8	
4.	R. Vincent (Elite)	8	
5.	Mrs. Cherry Wagner (Dart)	6	
C			
(1,301-1,600 c.c.)			
1.	Pat Fergusson (Elva)	29	
2.	M. Wayne (Elva)	29	
3.	Gil Baird (Elva)	12	
4.	A. C. James (MG)	10	
5.	I. L. Taylor (MG)	9	
6.	C. Meek (Elva)	8	
7.	T. Entwistle (MG)	7	
8.	K. P. Tomei (Elva)	5	
9.	D. G. Dixon (M.G.)	3	
D			
(1,601-2,000 c.c.)			
1.	Dickie Stoop (Frazer-Nash)	32	
2.	J. G. Tallis (Frazer-Nash)	24	
3.	E. J. B. Mitchell (AC-Ace)	22	
4.	J. McKechnie (AC-Ace)	18	
5.	R. A. Staples (AC-Ace)	14	
6.	A. G. W. Belcher (Morgan)	13	
7.	P. H. Sutcliffe (Frazer-Nash)	8	
E			
(Over 2,000 c.c.)			
1.	Dick Protheroe (Jaguar)	28	
2.	Sir Gawaine Baillie (Corvette)	23	
3.	Jack Sears (Austin Healey)	19	
4.	C. R. Hanson (Austin Healey)	10	
5.	A. Lanfranchi (Austin Healey)	8	
6.	M. C. Bowling (Austin Healey)	4	
7.	N. Green (Austin Healey)	4	
8.	R. A. Hudson (Austin Healey)	3	



INTREPID TRIO (l-r) John Webb, AUTOSPORT's Christopher Nixon and Alec Harris are seen just before their record-breaking run to Paris in the Daily Mail Air Race. Rabid enthusiasts, they are studying a Sandown (horse) race card!

BEFORE Bank Holiday week-end, after six rounds, Bob Gerard (Turner) and Paddy Gaston (Sprite) were joint leaders, each with 36 points. In fourth place were Pat Fergusson and M. Wayne, both in Elvas, and joint leaders in Class C. Their 29 points were three behind the total amassed by Dickie Stoop and his veteran Frazer-Nash.

Qualification for the Three Hours final at Snetterton on 10th October is four events, but the best six results obtained by each competitor will count for scoring prior to the final. In the Team Trophy, it is the total number of points amassed, irrespective of the number of starts. The Sprite team led the Elvas with 58 points, against the 49 achieved by last year's winners.

Only five points separated Dick Protheroe (Jaguar) and Sir Gawaine Baillie (Corvette) in the big car class, with Jack Sears just four points behind the Chev. John Whitmore (Elite) had 12 points lead over Dick Shepherd-Barron (Alfa Romeo). This class has suffered owing to the number of starters rule, which has, on several occasions, made them unable to claim full points. This week-end events were held at Mallory Park and Brands Hatch, and the remaining qualifying event will be at Silverstone on 9th August (West

Essex C.C.) and at Oulton Park on 26th September (Mid-Cheshire C.C.)—a total of ten events staged during the season, plus the all-important "Three Hours".

Owing to the final of the "Autosport" World Cup series, between Holland and Great Britain at Brands Hatch on 29th August, it was not possible to organise Championship race.

The Brands Hatch events comprise two 21-lap heats, and the teams are as follows:—

HOLLAND

Ad Bouwmeester (M.G. Twin-Cam).
Han Vetter (M.G. Twin-Cam).
J. Alofs (M.G.A.).
Sjrs van Dijk (Porsche 1600S).
Han Blonk (Porsche 1600S).
Wim Poll (Porsche 1600S).

GREAT BRITAIN

Jim Clark (Lotus Elite).
Graham Warner (Lotus Elite).
Pat Fergusson (Elva Courier).
Gil Baird (Elva Courier).
Brian McCaldin (M.G. Twin-Cam).
Alan Foster or Roy Bloxham (M.G. Twin-Cam).

At present the Dutch team lead by 66 points to 14 points, after their sweeping Zandvoort victory, but the British boys hope to turn the tables on the tricky Brands Hatch circuit.

MONOPOSTO CHAMPIONSHIP

PLACINGS for the Auto-Moly Challenge Trophy for Monoposto Register cars are as follows, being based on points awarded at Brands Hatch and the Alder-shot sprints:—

1. F. J. Tiedeman (Millicent), 7 points; 2. C. Scott-MacArthur (Saxon), 5 points; 3. S. R. Waine (Opus), 2 points.

We regret that this trophy has previously been referred to under an incorrect name and would like to make it quite clear that it is Auto-Moly (Charham Products, Ltd.) which has offered the trophy.

JACK FAIRMAN put up fastest time of the day recently on the reaction tester at the Ministry of Transport Exhibition at Devonshire House. His time of .27 secs. to stop a car from 30 m.p.h. is the first to approach the record of .25 secs. set up by his Aston Martin team-mate, Stirling Moss, two years ago, on the same machine at Earls Court. The average driver takes .7 secs.

SHELSLEY SPECIALS

SHELSLEY Walsh Hillclimb is not what it was, and much of the old-time glamour has gone. Many enthusiasts have no idea of the magic that Shelsley used to possess, when famous drivers travelled from all over the Continent to do battle with the British experts. A great deal of the atmosphere came from the "Shelsley Specials"—those entirely one-off creations that were built specifically for this one event and were, in fact, supreme in Basil Davenport's heyday. So popular were they that a magnificent challenge trophy was presented for this class of car.

Tradition evidently means nothing, and at the last meeting the Shelsley Specials Cup was awarded to a slightly modified Lotus! In spite of at least one objection, this award has been allowed to stand. I am almost ashamed now that my name appears as a previous holder of the trophy.

JOHN V. BÖLSTER.



AUTOSPORT, AUGUST 7, 1959

"A WELL-CONSTRUCTED car of attractive appearance" is how Bolster describes the N.S.U. Prinz.

children's seat at the rear is adequate for two adults on short journeys or one for quite long distances. The nose of the car contains a surprisingly roomy luggage boot.

Naturally, the car is independently suspended front and rear by wishbones and swing axles respectively. The latter are of extremely rugged construction, with widely spaced pivot points. The steering is by rack and pinion and there are helical springs and telescopic dampers all round. The rear-mounted engine is in unit with the gearbox and differential, and as the all-gear drive permits the crankshaft to be parallel with the swing axles, the assembly is extremely compact.

The engine is a side-by-side twin which is cooled by a centrifugal blower mounted on the flywheel; it delivers through sheet metal ducting which encloses the cylinder block. The combined dynamo and

JOHN BOLSTER TESTS

THE N.S.U. PRINZ

IN all the Continental countries, small cars with two-cylinder, air-cooled engines are now accepted as normal for economical motoring. Produced by the largest factories, they are cheap to buy and easy to service, while providing useful family transport. In England, some fairly basic air-cooled cars, usually with three wheels, have been offered, but none of the big manufacturers have been attracted by the two-cylinder saloon.

I have had a good deal of experience of these cars, both in England and abroad, and have found them to be more suited to the Continent than to our crowded highways. Most of them will cruise surprisingly fast, but they lack the necessary acceleration for overtaking. Nothing is more tiring than to drive an under-powered car in England, and so our smallest models are relatively large and elaborate. Now, a two-cylinder, air-cooled car has been produced which must make us revise some of our ideas.

The N.S.U. Prinz has a capacity of only 583 c.c., but it embodies the engineering features of much bigger cars. Such things as an overhead camshaft engine with a light alloy head, large ribbed brake drums, and (on the Prinz II as tested) synchromesh on all four gears, would be regarded as advanced or even an expensive sports model. To place the car accurately, it is best to quote a few prices in Swiss Francs, as this is a free market with no discriminatory tariffs. Among the air-cooled cars, the Goggomobil costs 3,760, the Fiat 500 3,850, and the Citroen 2CV 4,890 Swiss Francs. The N.S.U. Prinz I costs 4,500 and the de luxe Prinz II 4,950, while the cheapest

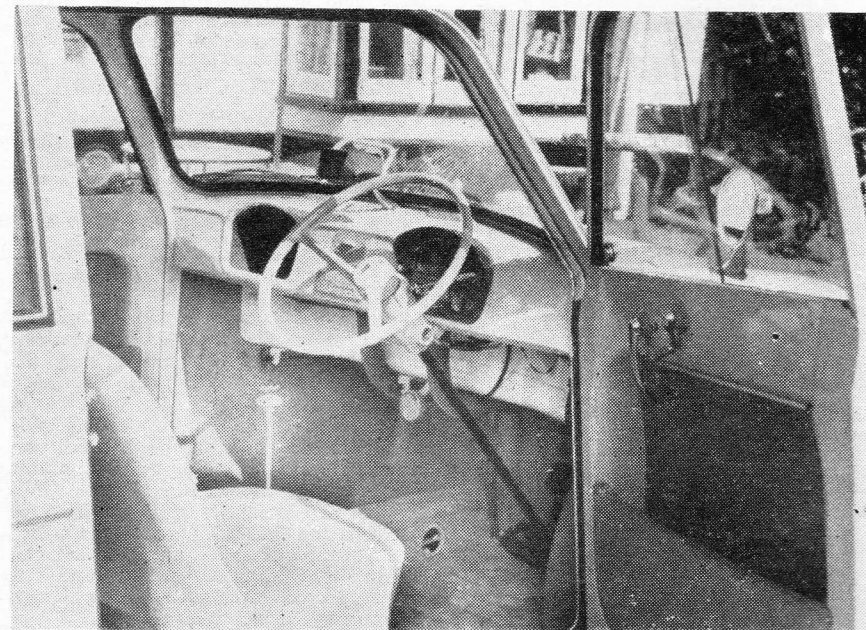
conventional cars are the Renault 4CV at 5,000, the Fiat 600 at 5,250, and the Austin A35 at 5,850 Swiss Francs.

Thus, the Prinz is by no means cheap for a "twin", but it has a performance which puts it right up among the more lively machines. Indeed, on a day's march it can easily keep up with typical saloons of double its capacity. Instead of being under-powered for England, it is in many ways ideal for our conditions, for its small size pays dividends on crowded roads and solves many a parking problem.

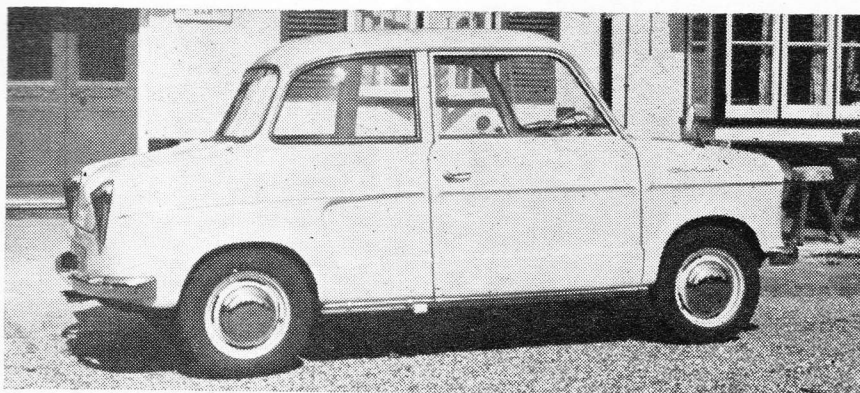
The N.S.U. Prinz has a pressed-steel saloon body of pleasing shape. It has a large window area for its size, and the

starter incorporates the contact breakers for the two coils, and these parts, together with the sparking plugs, carburetter and fuel pump, are outside the ducting and instantly accessible. The clutch is mounted on the flywheel, and drives the gearbox through a pair of helically toothed gears.

The single overhead camshaft is driven by rods and eccentrics as was that of Parry Thomas's Leyland Eight, not to mention the 6½- and 8-litre Bentleys. Rockers operate the inclined valves, but the compression ratio is deliberately kept low to permit the use of the cheapest petrol. The Bing downdraught carburetter has a barrel-type throttle like



THE CONTROLS are simple and well placed. The four-speed gearbox has synchromesh on all four gears. Note the deep pocket in the door.



ALTHOUGH not strikingly beautiful the little Prinz has very pleasing lines. There is a very large window area making visibility good.

that of the Senspray and early Solex instruments.

On the road, the Prinz at once impresses by reason of its rapid acceleration. The close-ratio gearbox is well synchronised on all four speeds and third in particular is a splendid gear that can be used right up into the fifties. The clutch tends to be fierce, yet it can also be made to slip if racing changes are essayed. The short, central gear lever is convenient and light to operate. Reverse cannot be accidentally engaged, and first can always be found instantly at rest or with the car moving.

The road-holding is very good, and though there is a modicum of oversteer the car is exceptionally controllable, the very "quick" steering giving the driver great confidence. The ride is fairly firm, and the pitching over certain types of corrugation reminds one that the wheelbase is short. The brakes are immensely powerful and the machine remains completely steady when they are applied. All the controls are light in action, but the seats are too hard for comfort on a long journey.

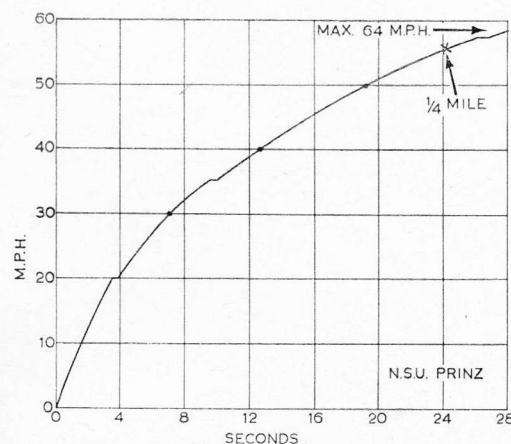
The engine is so smooth that it can only be identified as a "twin" at very low speeds. The complete absence of mechanical noise abundantly justifies the fairly elaborate system of valve operation. The very hardest driving cannot overheat the engine, and under slightly favourable conditions of wind and gradients one may travel happily at over 70 m.p.h.

From the above, the N.S.U. would appear to be an almost ideal small car,

but at the present stage of development there are some points that require criticism. First and foremost, the cooling fan is too noisy. It makes a high-pitched whistling noise which is tiring on a long run, and blends with the hum of the transmission to produce a sonic level above the average. With a mechanically quiet and well-silenced engine, this defect is all the more noticeable, and it is to be hoped that the blower will be suitably modified. One must also criticise the carburation, which is perfect for hard driving but uneven at the slowest speeds.

Finally, I hated the reserve petrol tap which took the place of a proper gauge! Impurities had evidently collected in the bottom of the tank, and when I had to go on to reserve they were pumped into the carburetter. The resulting breakdown proved the excellence of the tool kit and the good accessibility of the carburetter and fuel pump, but I am cured for ever of wanting a reserve petrol tap on my car.

I am sorry to have to criticise these points, for the Prinz is an outstanding car. It proves that a "twin" of modern design can be quite fast enough for the average user, and that if one handles it like a miniature sports car it can be the greatest possible fun to drive. My figure of 45.5 m.p.g. includes much London traffic and some enjoyable flat-out motor-ing. I think that the average owner can rely on touring at 50 m.p.g. on the cheapest petrol. Various brands were tried, but the performance was unaffected and the engine could never be made to pink or run-on.



Acceleration graph.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: N.S.U. Prinz II saloon, price £604 16s. 2d. including P.T.

Engine: 2-cylinders 75 m.m. × 66 m.m. (583 c.c.) air-cooled. Single overhead camshaft driven by connecting rods and eccentrics, operating inclined valves in hemispherical combustion chambers. Compression ratio 6.8 to 1. 24 b.h.p. at 4,800 r.p.m. Bing downdraught carburetter. Ignition by twin coils and contact breakers.

Transmission: Single dry plate clutch. Gear drive to 4-speed all-synchromesh gearbox with central remote control lever, ratios 4.52, 6.39, 10.0 and 18.74 to 1. Gear drive to differential and swing axles.

Chassis: Combined body and chassis with central backbone forming heater duct. Independent front suspension by wishbones and helical springs. Rack and pinion steering. Independent rear suspension by swing axles and helical springs. Telescopic dampers all round. Lockheed hydraulic brakes in ribbed 7 in. × 1½ in. drums. Bolt-on disc wheels fitted 4.40 in.—12 in. tyres.

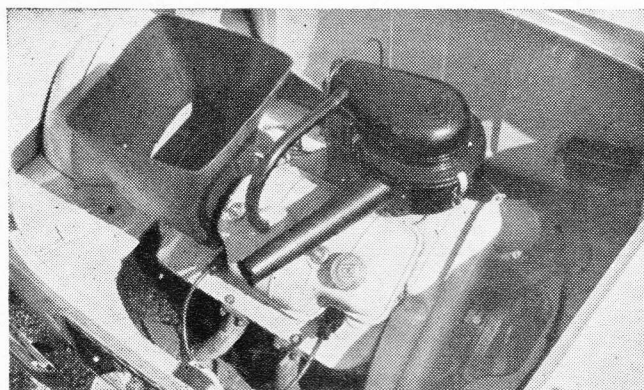
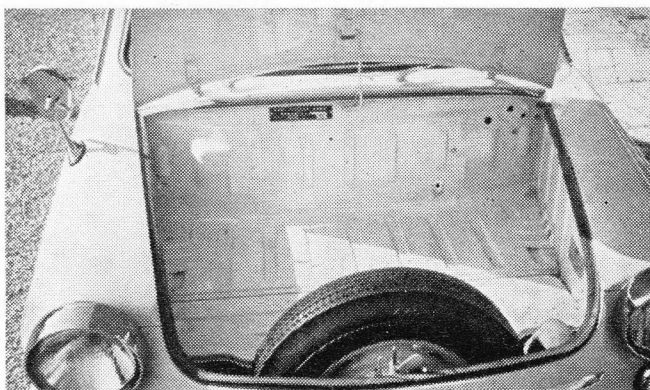
Equipment: 12-volt lighting and starting by combined starter and generator. Speedometer. Warning lamps. Reserve petrol tap. Flashing indicators. Heating, demister and ventilation system.

Dimensions: Wheelbase 6 ft. 6½ in. Track 3 ft. 11½ in. Overall length 10 ft. 3½ in. Width 4 ft. 8 in. Weight 9½ cwt. Turning circle 28 ft.

Performance: Maximum speed 64 m.p.h. Speeds in gears: 3rd 57 m.p.h., 2nd 35 m.p.h., 1st 20 m.p.h. Standing quarter-mile: 24.1 sec. Acceleration: 0-30 m.p.h. 7 sec., 0-40 m.p.h. 12.9 sec., 0-50 m.p.h. 19.2 sec.

Fuel Consumption: Driven hard 45.5 m.p.g.

The N.S.U. Prinz is an extremely well constructed small car of attractive appearance. It is particularly easy to service, and the chassis has only two lubrication points. It is a thoroughly practical little machine to which one could become very attached. If there are a few points calling for criticism, it would be true to say that none of them reflect on the soundness of the basic design.



A BONNET full of nothing! (left) with the engine in the back, luggage space is in front of the driver and there is a surprising amount of room. THE LITTLE two-cylinder (583 c.c.) o.h.c. engine gives out 24 b.h.p. at 4,800 r.p.m.



FERRARI BENEFIT AT AVUS

Italian Cars 1-2-3 In German G.P. – Win for Tony Brooks In Fastest-Ever Grande Epreuve – Tragic Accident to Jean Behra

By GREGOR GRANT

Photography by FRANCIS PENN

THE German Grand Prix at Avus last Sunday was a complete victory for Ferrari, the marque finishing 1-2-3 at the end of the two 30-lap heats. Tony Brooks's winning average speed was 231.1 k.p.h. (143.6 m.p.h.) and he also set up a new Avus circuit record of 2m. 4.5s., 240 k.p.h. (149.14 m.p.h.) to make it the fastest-ever *grande epreuve*. Into second and third places came the Americans Dan Gurney and Phil Hill, followed by Maurice Trintignant in Rob Walker's Cooper-Climax, Joe Bonnier (B.R.M.), Ian Burgess (Cooper-Maserati) and Harry Schell (B.R.M.) in that order. Only seven out of the 15 starters completed the event.

On the whole the race was completely pointless, and the notorious "wall of death" known as the North Curve was scarcely in keeping with the character of a modern road-racing Grand Prix circuit. The organization came in for a great deal of criticism, particularly during the training when drivers and mechanics had the greatest difficulty in getting into the circuit at all. True, during the first heat when Masten Gregory (Cooper-Climax) battled with the Ferraris, the crowd were thrilled, but there was a sameness about the continual dash up and down the autobahn and the negotiation of the banked curve, which tended to make it rather boring towards the end.

Best practice time was made by Brooks, with 2m. 05.9s., followed by Moss (2m. 06.8s.), Gurney (2m. 07.2s.) and Brabham (2m. 07.4s.). Cliff Allison did 2m. 05.8s. with an experimental Ferrari, but was not credited with this for the starting grid, the car being a training vehicle. Porsche withdrew von Tripp's car in deference to Behra's death, and Ian Burgess was given a drive in the Centro-Sud Cooper-Maserati. In point of fact, no less than 13 of the 15 starters had got under Fangio's 1955 Mercedes-Benz record of 2m. 13.4s.

Starting Grid			
Brooks (Ferrari)	Moss (Cooper-Ci)	Gurney (Ferrari)	Brabham (Cooper-Ci)
2m. 05.9s.	2m. 06.8s.	2m. 07.2s.	2m. 07.4s.

LINE AHEAD: The winning Ferrari team, Dan Gurney, Tony Brooks and Phil Hill, during their high-speed demonstration. Brooks won both heats to carry off the Grand Prix.

Gregory (Cooper-Ci)	P. Hill (Ferrari)	Bonnier (B.R.M.)
2m. 07.5s.	2m. 07.6s.	2m. 10.3s.
Schell (B.R.M.)	McLaren (Cooper-Ci)	G. Hill (Lotus-Ci)
2m. 10.3s.	2m. 10.4s.	2m. 10.8s.
Trintignant (Cooper-Ci)	Ireland (Lotus-Ci)	Herrmann (B.R.M.)
2m. 12.7s.	2m. 14.6s.	2m. 11.4s.
	Burgess (Cooper-Mas)	Allison (Ferrari)
	2m. 18.9s.	

An enormous crowd had gathered to watch Berlin's first World Championship race. Just before the start Gurney's Ferrari was rushed to the paddock to have a damaged wheel changed. The event was nearly 30 minutes late in starting, when Tony Brooks made a magnificent getaway, chased down the autobahn by Bonnier and Moss. Candidly, the spectacle of tightly-bunched cars hurtling round the "wall of death" was more frightening than thrilling, with Brooks, Moss, Brabham and Bonnier almost wheel-to-wheel. However, next time round Moss was missing; he drove straight into the pits with a repetition of the gearbox failure which eliminated him at Zandvoort.

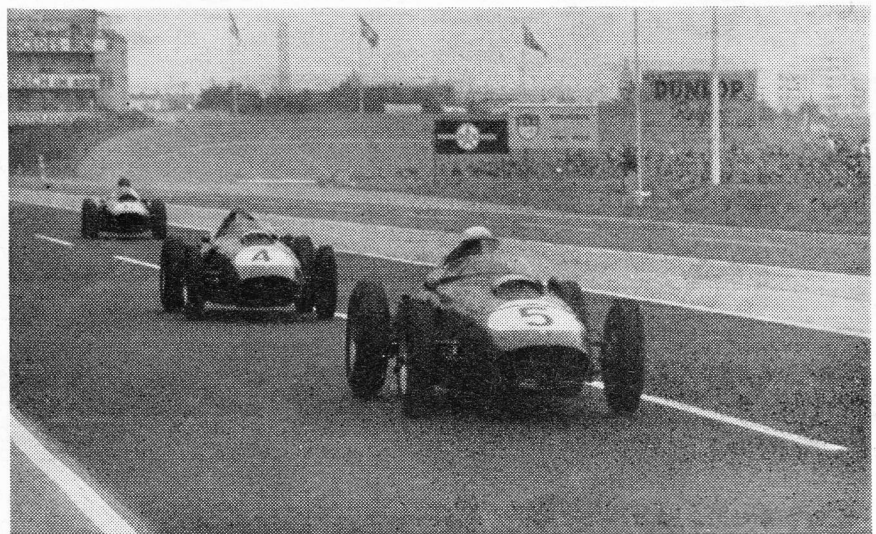
Masten Gregory scorched into the lead, crowded by Brooks, Gurney, Brabham and Phil Hill. The front of Gurney's car

WALL OF DEATH: Brooks (Ferrari), Moss (Cooper-Climax), Gregory (Cooper-Climax), McLaren (Cooper-Climax), Bonnier (B.R.M.) and Gurney (Ferrari) on the opening lap of Heat I.

was slightly altered in shape; Allison drove slowly into the pits to retire, and Ireland stopped with gear-changing troubles on his Lotus. Meanwhile Gregory, Brooks, Gurney, Brabham and Phil Hill were circulating at around 145 m.p.h., the first-named giving the Ferraris no peace at all. Gradually Brabham and Hill dropped back, leaving the trio to fight it out in front. Behind a separate race had developed featuring Bonnier, Schell, Trintignant, Graham Hill, McLaren and Herrmann all chopping and changing places each time round. Hill's Lotus went out with gear-changing difficulties.

Gregory's fierce struggle with the Ferraris really made the race. Slip-streaming the red cars for most of the time, he now and then darted in front just to show them what the Cooper could do. Lap 15, and Brabham's clutch disintegrated on the North Curve. Nine laps later and the interest went out of the race when Gregory put a rod through the side of his engine going down the autobahn to the South Curve. Brooks led the Ferrari procession home, followed by Bruce McLaren who cleverly slip-streamed Gurney to get away from his group and take a well-earned fourth place. Schell and Trintignant had a photo-finish, the verdict going to the B.R.M., by the proverbial horse's nose.

Only nine cars lined up for the second heat, with McLaren in the front row along with the Ferraris. Bruce out-accelerated the red cars, but when the field re-appeared at the North Curve, Phil Hill was in the lead, followed by Bonnier, Brooks, Gurney, McLaren and Trintignant. Brooks shot ahead; Bonnier dropped back, and McLaren came through to split the Ferraris. Alas Coopers' hopes were dashed when Bruce's clutch packed up at the entrance to the "wall of death". Herrmann crashed spectacularly with the B.R.P. B.R.M., the car being completely wrecked. The German was taken to hospital with bruises and cuts. Harry Schell had clutch trouble, and made several pit-stops, letting Ian Burgess into sixth place with the Centro-Sud car. Bonnier and Trintignant scrapped merrily for several laps for fourth place, whilst the Ferraris



CHASE: Tony Brooks (Ferrari) being hard-pressed by Masten Gregory (Cooper-Climax) in Heat 1. The American gave the Ferraris no peace until engine failure forced him out after 24 laps.

sailed on their way, each driver leading in turn. Bonnier stopped to change a plug, but held his fifth place. Schell eventually stopped near the finishing line, ready to push his car over.

Then it was all over. Brooks took the chequered flag, followed by Phil Hill and Dan Gurney, the last-named taking second overall on aggregate. "Petoulet" scored a valuable three points for Coopers in the Constructors' Championship. Brooks' win and fastest lap gives him 23 points in the World Championship.

RESULT

Heat I

1. Brooks (Ferrari) 1h. 03m. 17.6s. 237.6 k.p.h. (147.6 m.p.h.).
2. Gurney (Ferrari) 1h. 03m. 18.9s.
3. Phil Hill (Ferrari) 1h. 04m. 18.9s.
4. McLaren (Cooper-CI) 29 laps.
5. Schell (B.R.M.) 29.
6. Trintignant (Cooper-CI) 29.
7. Bonnier (B.R.M.) 29.
8. Herrmann (B.R.M.) 29.
9. Burgess (Cooper-Mas) 28.

Heat II

1. Brooks (Ferrari) 1h. 06m. 14s. 217.2 k.p.h.
2. Hill (Ferrari) 1h. 06m. 14.3s.
3. Gurney (Ferrari) 1h. 06m. 14.6s.
4. Trintignant (Cooper-CI) 1h. 06m. 32.4s.
5. Bonnier (B.R.M.) 29 laps.
6. Burgess (Cooper-Mas) 28.
7. Schell (B.R.M.) 20.

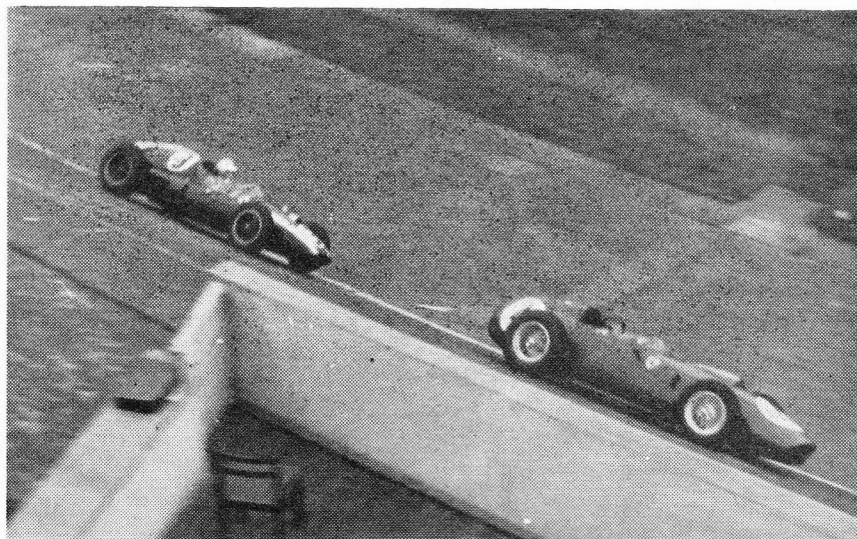
Aggregate

1. Brooks 231.1 k.p.h. (143.6 m.p.h.); 2. Gurney; 3. Hill; 4. Trintignant; 5. Bonnier; 6. Burgess; 7. Schell.

Fastest lap: Brooks, 2m. 04.5s., 240 k.p.h. (149.14 m.p.h.).

World Championship

1. Brabham 27 pts.; 2. Brooks 23; 3. P. Hill 13; 4. Bonnier 10; 5. Trintignant; 6. Moss and McLaren 8.5; 8. Gurney 6; 9. Gregory 4; 10. Ireland and Schell 3.



F1 Constructors' Championship

1. Cooper-Climax 29; 2. Ferrari 24; 3. B.R.M. 15; 4. Lotus 3.

The Autosport Championship Results from Mallory Park, Sunday, 2nd August

Class A

- | | | | |
|----|----------------|--------|--------|
| 1. | J. H. Gaston | Sprite | 8 pts. |
| 2. | F. R. Gerard | Turner | 6 pts. |
| 3. | K. W. McKenzie | Sprite | 4 pts. |
| 4. | C. P. Tooley | Sprite | 3 pts. |
| 5. | A. McKechnie | Sprite | 2 pts. |
| 6. | C. R. Wood | Sprite | 1 pt. |

Class B

- | | | | |
|----|--------------------|------------|--------|
| 1. | J. H. D. Whitmore | Elite | 8 pts. |
| 2. | J. Clark | Elite | 6 pts. |
| 3. | R. Vincent | Elite | 4 pts. |
| 4. | R. Shepherd-Barron | Alfa-Romeo | 3 pts. |

Class C

- | | | | |
|----|-----------------|---------------|--------|
| 1. | J. P. Fergusson | Courier | 8 pts. |
| 2. | C. Meek | Courier | 6 pts. |
| 3. | W. E. Needham | M.G. Twin-Cam | 4 pts. |

- | | | | |
|----|----------------|---------------|--------|
| 4. | J. H. V. Cross | M.G.A. | 3 pts. |
| 5. | T. Entwistle | M.G.A. | 2 pts. |
| 6. | A. C. James | M.G. Twin-Cam | 1 pt. |

Class D

- | | | | |
|----|-------------------|-------------|--------|
| 1. | E. J. B. Mitchell | Ace-Bristol | 8 pts. |
| 2. | P. H. Sutcliffe | Frazer-Nash | 6 pts. |
| 3. | J. McKechnie | Ace-Bristol | 4 pts. |
| 4. | A. Lanfranchi | Frazer-Nash | 3 pts. |
| 5. | R. A. V. Staples | A.C. Ace | 2 pts. |

Class E

- | | | | |
|----|---------------------|--------------------|--------|
| 1. | E. R. Protheroe | Jaguar XK 120 | 4 pts. |
| 2. | Sir Gawaine Baillie | Chevrolet Corvette | 3 pts. |
| 3. | C. R. Hanson | Austin-Healey | 2 pts. |

Results from Brands Hatch, Monday, 3rd August.

Class A

- | | | | |
|----|----------------|--------|--------|
| 1. | J. H. Gaston | Sprite | 8 pts. |
| 2. | C. P. Tooley | Sprite | 6 pts. |
| 3. | K. W. McKenzie | Sprite | 4 pts. |
| 4. | M. B. Baring | Sprite | 3 pts. |
| 5. | R. G. Falconer | Turner | 2 pts. |

Class B

- | | | | |
|----|-----------------------|------------|--------|
| 1. | J. H. D. Whitmore | Elite | 8 pts. |
| 2. | R. M. Shepherd-Barron | Alfa-Romeo | 3 pts. |

Class C

- | | | | |
|----|-------------|---------------|--------|
| 1. | K. P. Tomei | Courier | 6 pts. |
| 2. | C. Meek | Courier | 4 pts. |
| 3. | A. C. James | M.G. Twin-Cam | 2 pts. |

Class D

- | | | | |
|----|------------------|---------------|--------|
| 1. | C. J. Lawrence | Morgan Plus 4 | 6 pts. |
| 2. | R. A. V. Staples | A.C. Ace | 2 pts. |

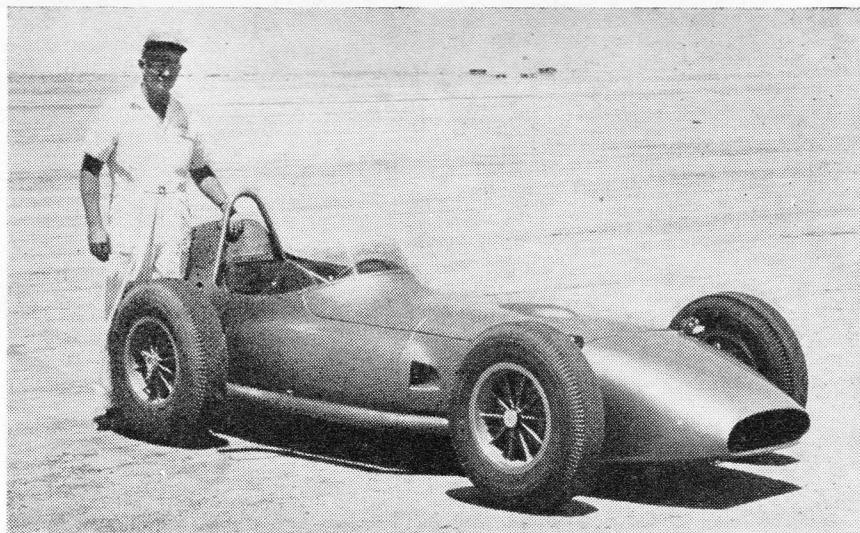
Class E

- | | | | |
|----|---------------------|--------------------|--------|
| 1. | E. R. Protheroe | Jaguar XK 120 | 8 pts. |
| 2. | J. G. Sears | Austin-Healey 3000 | 4 pts. |
| 3. | Sir Gawaine Baillie | Chevrolet Corvette | 3 pts. |

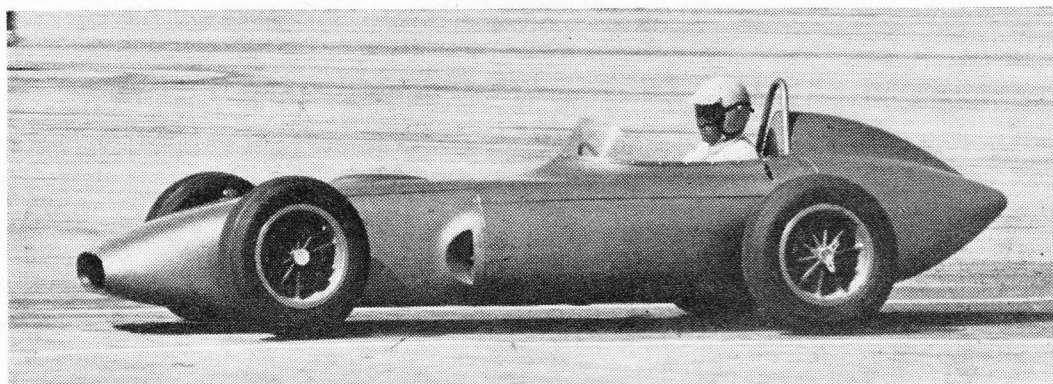
Overall Placings after 8 rounds—best 6 count

Points scored from best six placings Championship leaders

- | | | | |
|-----|---------------------|-----|----|
| 1. | J. H. Gaston | ... | 46 |
| 2. | F. R. Gerard | ... | 42 |
| 3. | E. R. Protheroe | ... | 40 |
| 4. | J. H. D. Whitmore | ... | 36 |
| 5. | J. R. Stoop | ... | 32 |
| 6. | J. P. Fergusson | ... | 29 |
| | M. Wayne | ... | 29 |
| | Sir Gawaine Baillie | ... | 29 |
| 9. | W. E. Needham | ... | 28 |
| 10. | J. G. Tallis | ... | 24 |
| 11. | J. G. Sears | ... | 23 |
| 12. | E. J. B. Mitchell | ... | 22 |



★
SCARAB: (Right) Lance Reventlow trying out the very workmanlike Scarab Formula One machine, which may be ready for racing this year. (Above) Chuck Daigh demonstrates the ultra-low build of this interesting American challenger for Grand Prix honours.



WHEELSPIN AND SPRAY as J. P. Chapman's Chapman Mercury storms away from the start on his way to a class win.

RRACING and sports models, vintage and modern production saloons, from Britain, France, Germany and Italy, gave a wider variety of interests than usual when 26 invited clubs competed for the Inter-Club Challenge Trophy team event, organized by the Bugatti Owners' Club at Prescott last week (Sunday, 26th July).

This, the seventh of the series, introduced a new Club name to the list of winners—the Northampton and District Car Club which, running with a pre-war Aston Martin, a Sprite and a 803 c.c. Ford saloon, snatched victory by a mere two points from the South Wales Automobile Club (Triumph, Rapier and Lotus), with the Surrey Sporting Motor Club (Austin 750 c.c., Austin 948 c.c. and Lotus) another two points further behind.

Although heavy rain handicapped the racing machinery slightly more than had been anticipated, nevertheless the finish was close enough, following two runs by each team of three cars, for the handicappers to feel that their job had been well done.

Bugatti O.C. hosts at

PRESCOTT INTER-CLUB CHALLENGE

contested by twenty-six clubs

The Scratch team, Sheffield and Halamshire, which included Reg Phillips who put up the fastest time of the day in his Fairley, and J. P. Chapman, who won his class in his Chapman Mercury, finished eighth with 322.75 points (the best gross of the day), while another low handicap team, the Vintage Sports Car Club, with a handicap of 5.8, came in fifth only six points behind the winners.

As in previous years practice was fol-

lowed by an individual competition to show form on which the handicappers could base their assessment of each Club. In addition the organizers had a card-index system showing what competitors had done in previous years. The regulations also included a proviso that anyone improving on his individual competition time by more than a certain (and unquoted) percentage would have his handicap readjusted. But this was never re-



quired, and all the stops were pulled out by everyone from the beginning.

P. Johnson, the Liverpool reserve, ran off the road in practice, and there was some delay to the start while the ambulance returned after taking him to hospital with bruises to his leg.

Cars were organized in classes according to engine size and irrespective of type, and not surprisingly the up to 1,100 c.c. class went to three Coopers, while Lotus had a similar success in the 1,500 c.c. class.

Reg Phillips, driving with his usual vigour put up the fastest time of the day in his run, but before the team event started the Hill was immersed in a down-pour—the first rain in the area since May!

The advantage was with the saloon cars with good handicaps. They had little wheelspin, whereas the drivers of the racing machines had to exercise caution, and many were going up some nine seconds slower than they would normally have done.

W. H. Summers, in a supercharged Austin Healey Sprite, gave an impressive display for Cambridge University and with good performances from his two team-mates, J. M. Clarke (Austin Healey) and M. W. Villar (Triumph), they went into an immediate lead, but only a narrow one, for aided by a spirited run by J. A. Shutler the Invictas came up almost level. Almost immediately the International trio from Hereford (a Porsche, Simca and Herald) took over a slight advantage.

Tyrer in his Porsche went up so well for Liverpool that considerable support was given to the supporters of rear-engined cars for adhesion, but almost as impressive were the two Mercedes of T. A. Roberts and D. R. Barthel, which,

(Continued on page 171)



PASTORAL SCENE in the paddock. The Morgan team, in the foreground, is lined up with almost military precision.



ALASKA HIGHWAY ROAD TEST

THE SECOND ANNUAL ALASKA HIGHWAY ROAD TEST

Story and Pictures by Rose Munroe

AS usual the ever-changing wilderness road offered a wide variety of test conditions for the contestants in the second Alaska Highway Road Test.

The 232-mile section of black top leading from Fairbanks, Alaska, towards the Canadian border had accumulated many more corrugations as a result of frost action during the winter, many of the bumps forming effective launching ramps for a fast moving car. The series of curves occurring where the road follows the bank of the Tanana near the Richardson Roadhouse were especially hazardous because of bumps which could easily catapult a speeding car completely off the road and down the bank.

The 1,241 miles of dirt which extends southward through the Yukon Territory and into British Columbia was considerably smoother than it had been during last year's run. A series of local showers dampened many areas sufficiently to retard the formation of chatter bumps without drenching it enough to cause chuck holes to develop.

Some sections of this normally semi-arid region had not been so favoured, however, and the stifling dust infiltrated the cars and so coated the faces and hair of the drivers that they looked like old men. Loose gravel, soft shoulders and slippery clay made each of the thousands of curves a challenge.

THE WINNING Volvo team (l.-r.), Cole Cooper, George McNeal, Bob Ruth (mechanic) and Jim Miller (Sponsor). Cooper's car had already covered 60,000 miles before the rally.

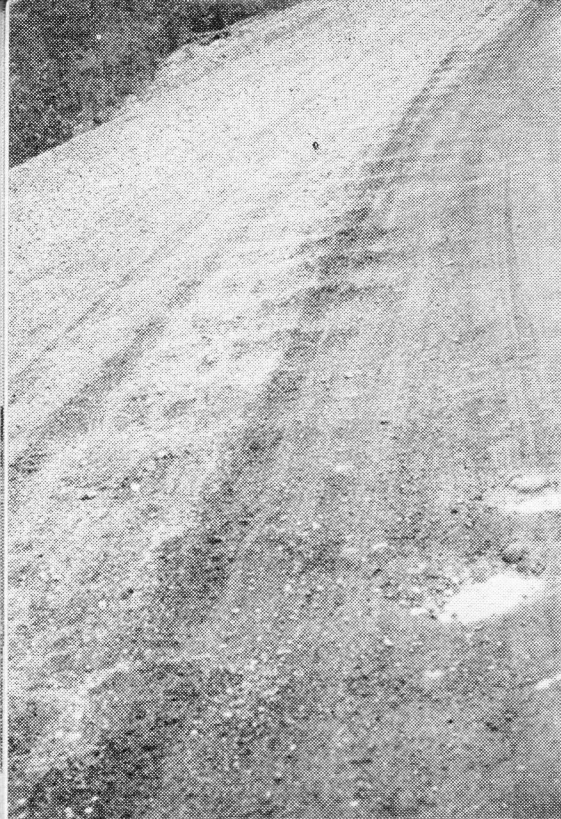
The 50 miles of macadam which has recently been completed at the southern end of the Highway to accommodate the newly developed oil industry in the Peace River area has a delightful succession of curves and a few long fast straights.

The contestants began the 3,046-mile non-stop run as "Buzz" Brazeau, State

Athletic Commissioner and Fairbanks King of Sports, waved the green flag in Fairbanks.

A Volvo, sponsored by the Volvo Sales and Service of Fairbanks and owned and driven by Cole Cooper with George McNeal as co-driver, gained a five-minute lead on the A. & B. Sales-sponsored





A SAMPLE of surface conditions to be found on the Alaska Highway.

Sprite of Joe Usibelli of Usibelli, Alaska, and Gene Haldy of Fairbanks. This lead varied from 5 to 15 minutes for more than 900 miles.

The first tyre trouble of the run, a rock puncture on the Volvo led to an interesting discovery—no jack! This dilemma was solved in a very ingenious manner. They laid the spare on the ground and backed the flat on the spare, thus raising the axle. A rock was placed under the axle to hold it up, after which they dug the sand from under the spare and proceeded with the change!

At Mile 873 the exhaust pipe of the Volvo broke just past the manifold. The hot exhaust gasses blasted against the toe board causing the rubber floor mat to smoke, much to the discomfort of the occupants.

A see-saw battle began at about Mile 570 when Haldy, cheered on by Canadian gas station operators, forced the smaller Sprite into the lead. Then at Mile 564 the Sprite ran out of gas, and the Volvo went by as they were transferring fuel from a five-gallon reserve can to the tank.

At Mile 313, the Volvo broke a rear sway bar bracket and limped in to Fort Nelson (Mile 300), where a stop was made to have it welded. This delay enabled the Sprite to regain the lead.

At Mile 249, the Sprite went into a slide while rounding a turn, hit soft mud at the side of the road and flipped over its nose and landed upside down. Thanks to safety belts and helmets, the drivers escaped without injury except for a slight facial cut suffered by Haldy. The Sprite suffered little damage except the windscreen was gone.

After righting the car with the help of passing motorists, they returned to Fort Nelson where they hoped to get a windscreen. None was obtainable. Fred Frederickson, manager of the Fort Nelson



HERE COMES THE WINNER. The Volvo (the first of this make to be sold in Alaska) is seen here in full cry near the Salcha bridge on the return leg.

Hotel and a member of the Northern Alberta Sports Car Club of Edmonton, learning of their plight, made every effort to locate a piece of Plexiglass for them. He also provided a doctor who gave them a check up. The doctor proved to be Richard F. Hedgewood, who, incidentally, is also the only patent Rolls-Royce mechanic in that part of Canada. After much lost time and still with no windscreen, the Sprite team continued to Dawson Creek.

Meanwhile, the Volvo had regained the lead, reached Dawson Creek and was on the return leg of the journey. At Mile 392, it again broke the sway bar bracket. Ironically, although they were within sight of a welding shop, it was after hours and no welder could be found. Consequently, they were forced to wait eight hours for the shop to open.

Another long delay faced the Volvo team when they reached the Canadian border only to find it closed and they waited the rest of the night. They completed the remainder of the run without incident and arrived in Fairbanks 76

hours after leaving, thus making it two in a row for Volvo—last year's test was won by John Bostic and Wally Craig in a 1958 Volvo.

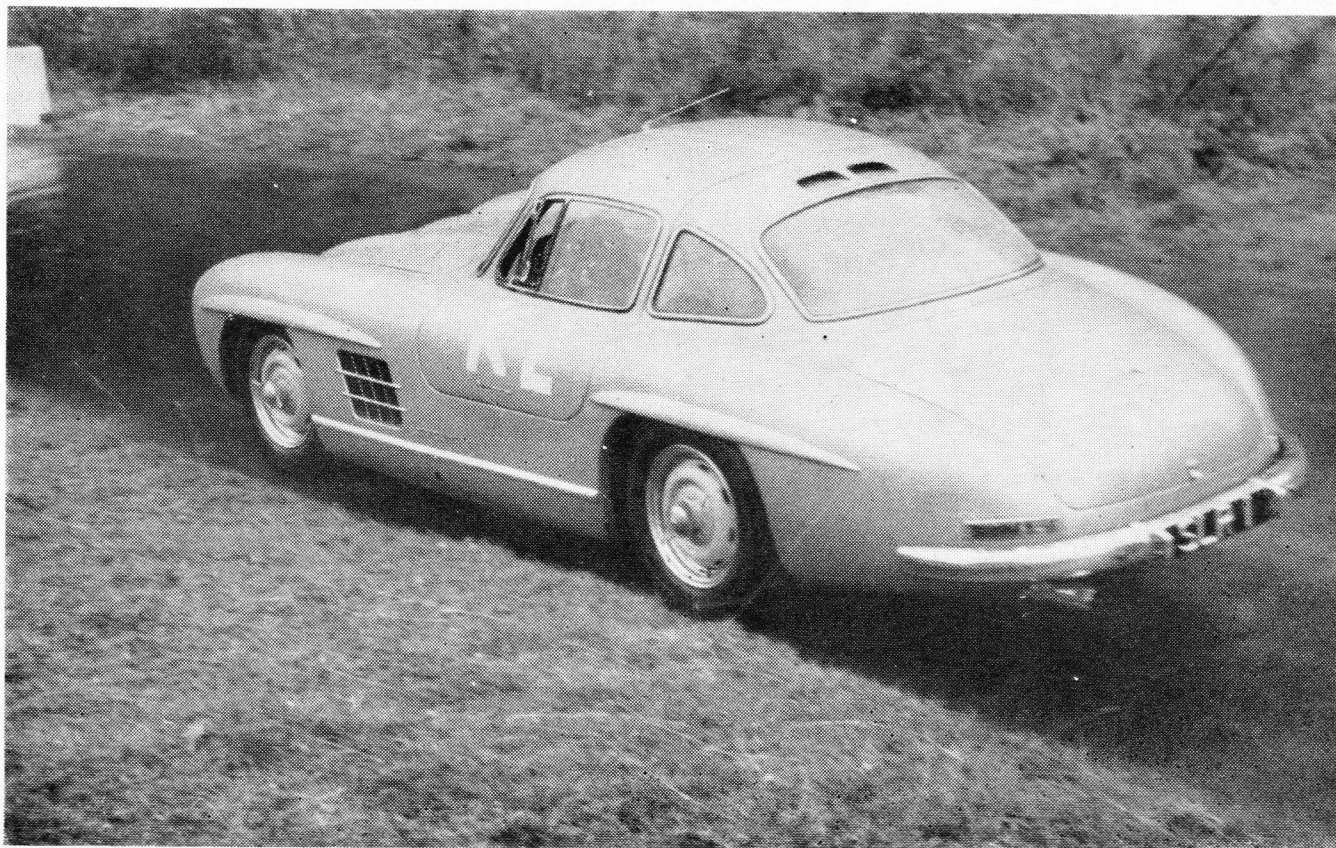
When Usibelli and Haldy reached Whitehorse on the return leg, they tried again to find a replacement windscreen as they were chilled to the bone. Here they met Stan McCowan, President of the Yukon Automobile Club, who treated the boys to a hot meal and then removed the plastic from one of his storm windows, which they used to fashion into a windscreen.

Shortly after they crossed the Canadian border, they stopped to aid a motorist who had been injured when his car left the road and rolled over, and lost considerable time while Joe took the man to Scotty Creek Lodge.

Both teams felt that they had participated in a thrilling adventure and were high in praise for the stamina of their cars, which showed little evidence that they had just completed a test which encompassed a wide variety of weather and road conditions.



TROPHIES for second place are displayed on the bonnet of the Usibelli/Haldy Sprite. Notice the gold nugget to the right of each star.



IMPRESSIVE IN THE WET was D. R. Barthel's intriguingly-numbered Mercedes-Benz 300SL.

Prescott—continued.

with J. Broad's Porsche, made up the Mercedes-Benz Club team.

Northampton, who admittedly had the advantage of handicap, but whose cars were handled extremely well, put themselves comfortably into the lead on the first runs, and by subtracting half the handicap (leaving the other half to be subtracted from the second runs), the situation appeared to be Northampton in the lead with 160 points, followed by North Cornwall (162), South Wales (163), Sheffield (164), Surrey (164), Welsh Counties (164), Cambridge (165), Here-

ford (165), Invicta (165), Vintage (166) and Mercedes (166)—these figures not being taken to decimal points.

Conditions were better for the second runs, and so were the times, but the pattern was almost the same as in the first round. Cambridge went into the lead with a net total of 322.80 points, only to yield to Herefordshire with 321. But again Northampton shot forward with a net total of 315.08 seconds, having improved on their previous time by 6.68 seconds, and leaving those to follow with a very stiff task.

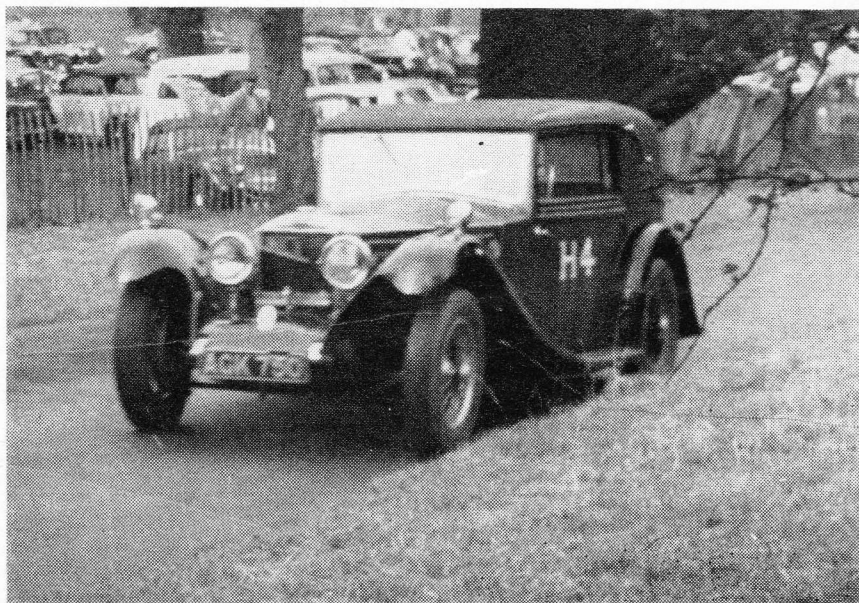
South Wales put in a spirited burst, and

improved on their time by nearly nine seconds, but it was not quite good enough; Surrey, too, made a gallant effort, also with an improvement of nine seconds, but Northampton just had the edge.

RESULTS

Inter-Club Challenge Trophy team event: 1, Northampton & District Car Club (Handicap 64.2), net total 315.08 points; P. Wright (Ford), R. Chamberlain (Aston Martin), R. W. Colton (Sprite). 2, South Wales Automobile Club (Handicap 34.2), net total 317.67 points: G. Rees (Triumph), S. H. Ashcroft (Sunbeam Rapier), P. H. G. Cottrell (Lotus). 3, Surrey Sporting Motor Club (Handicap 29.2), net total 319.10 points: J. G. Sutton (Austin), A. R. Aubrey (Lotus), F. W. Marriott (Austin). 4, Herefordshire Motor Club (Handicap 58.2) net total 321.51. 5, Vintage Sports Car Club (Handicap 5.8), net total 321.79. 6, North Cornwall (Handicap 31.4), net total 322.45. 7, Cambridge University Automobile Club (Handicap 43.4), net total 322.80. 8, Sheffield and Hallamshire (scratch), net total 322.75.

Individual Competition. Class 1 (up to 1,100 c.c.): 1, M. S. Hatton (Cooper) M.M.E.C., 45.52 secs.; 2, P. J. Gaskell (Cooper) Hagley, 45.72 secs.; 3, P. W. Hughes (Cooper) Shenstone, 46.09 secs. **Class 2 (1,101 c.c. to 1,500 c.c.):** 1, G. H. Breakell (Lotus) Bolten le Moors, 47.14 secs.; 2, J. J. Cottrell (Lotus) Newport, 50.00 secs.; 3, P. D. Anders (Lotus) Wirral 100, 51.32 secs. **Class 3 (1,501 to 2,000 c.c.):** 1, R. W. Phillips (Fairley) Sheffield & Hallamshire, 43.69 secs.; 2, G. H. Keylock (Cooper) Dowty 46.83 secs.; 3, P. H. G. Cottrell (Lotus) South Wales, 48.27 secs. **Class 4 (2,001 to 3,000 c.c.):** 1, T. A. Roberts (Mercedes) Mercedes Benz, 51.68 secs.; 2, J. M. Clarke (Austin Healey) (Cambridge University), 53.12 secs.; 3, W. A. Taylor (Caesar Special) V.S.C.C., 53.30 secs. **Class 5 (over 3,000 c.c.):** 1, J. P. Chapman (Chapman Mercury) Sheffield & Hallamshire, 54.76 secs.; 2, J. A. Shuter (Invicta) Invicta Section, V.S.C.C., 58.29 secs.; 3, A. F. Rivers Fletcher (H.W.M. Jaguar) Newport, 58.52 secs. **B.T.D.,** R. W. Phillips (Fairley) 43.69 secs. **Fastest Vintage:** K. Moore (Morris) Liverpool, 50.66 secs.



A SPIRITED RUN by J. A. Shuter in his Invicta brought its reward with a second place in the big sports car class.

JERSEYMAN Bill Knight (Cooper 498 c.c.) won the small racing car class and was only just beaten in the up to 750 c.c. racing class.

RECORDS come, records go, and on Friday, 24th July, no less than eight records were smashed in the Bouley Bay International Hill-Climb. Just how fast one can drive a car up Bouley Bay is anyone's guess—every year a fraction of a second is clipped off the record and this year was no exception. D. Boshier-Jones (Cooper 1,100 c.c.) knocked off 0.2 sec. to establish a new record of 51.0 secs. for this tough climb. Local driver M. E. Daghorn equalled the local hill record and broke his own record in the 1,001 c.c. to the 1,100 c.c. class by chasing up Bouley with his Mark IV Cooper 1,098 c.c. in 53.0 secs.—a wonderful performance with—dare we say—a vintage car.

P. Wakeham, after a stern tussle with Bill Knight, broke the under 750 c.c. racing car record with a time of 56.6 secs. This he achieved in his last run in the National Hill-Climb Championship, having been placed second to Bill Knight during the up to 500 c.c. class runs.

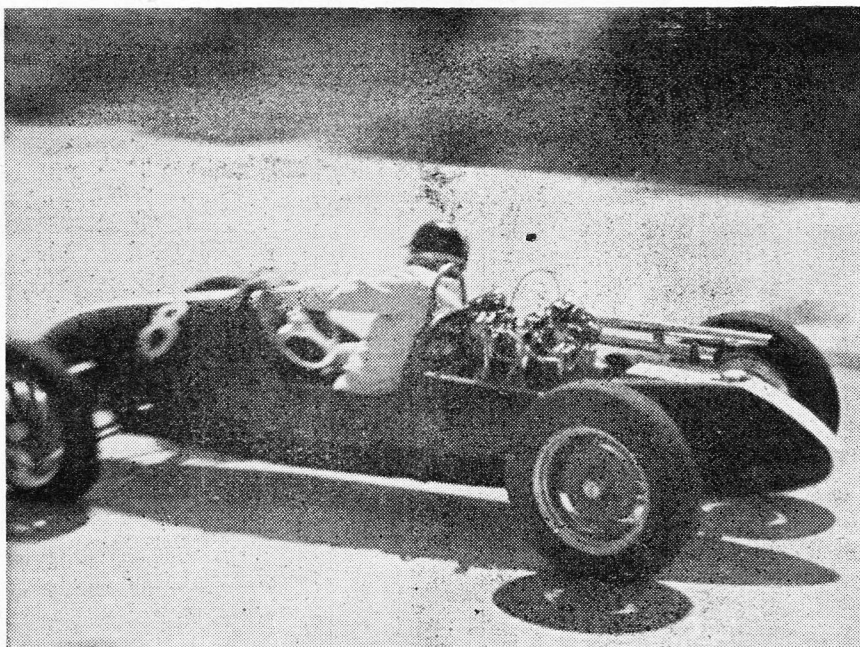
Records fall at

BOULEY BAY INTERNATIONAL HILL CLIMB

A new local 1,501 to 2,000 c.c. racing class record was well and truly established when A. Owen (Cooper 1,991 c.c.) clocked 53.8 secs., the previous best having been 62.3 secs. Miss P. Burt (Cooper 1,460 c.c.) took time off to break her previous record in the Ladies' Section by 0.6 secs., and now is the Lady Champion with a time of 56.6 secs. An Austin-Healey Sprite (948 c.c.) driven by G. Amy broke the local record for up to 1,000 c.c. sports cars by 1 sec., a new record of 68.6 secs. This very fine effort was rather dimmed by Hampshire driver Daniel Richmond who had a few extra b.h.p. under his bonnet than the standard Healey Sprite. He raced the little green

car right up to the top in 61.6 secs. P. Gatehouse clocked 60.8 secs. to put up a new local record for 1,001 to 1,500 c.c. sports cars. This he did in a Cooper-Climax 1,100 c.c.

Third fastest time of the day was shared by Arthur Owen and David Good from Berkshire. They both recorded their best time ever up the hill with 53.8 secs. Arthur recently crashed at Prescott Hill and his collar bones have just had enough time to become solid again. His was a most courageous effort. David Good's experience that day was most commendable for having clocked 53.8 secs. in his class. He had the misfortune to crash his Cooper 1,100 c.c. on the first



of his Championship runs and put the car out of action with a few defects—buckled wheel, cracked suspension and chassis and the front end bore no resemblance to what the makers had intended. David then obtained permission to drive Jim Berry's E.R.A. on the second run, although the gear lever was on the "wrong side" for David. He ripped up Bouley Bay in 64.2 secs. David Good is still second to Boshier-Jones in the 1959 Hill-Climb Championship although obtaining only 3 points at Bouley. Two newcomers at Bouley Bay drove under the name of "Fifth Avenue Racing Team". Both, needless to say, came from America. Jim Haynes is the Formula 3 (500 c.c.) champion of "Americas Sports Car Club", whilst Steve Wilder is technical editor of the American magazine *Sports Cars Illustrated*.

Steve "sure had trouble". Only 15 yards from the chequered banner he decided to climb the hedge and that was that. Very disappointing for he really had been moving all the way.

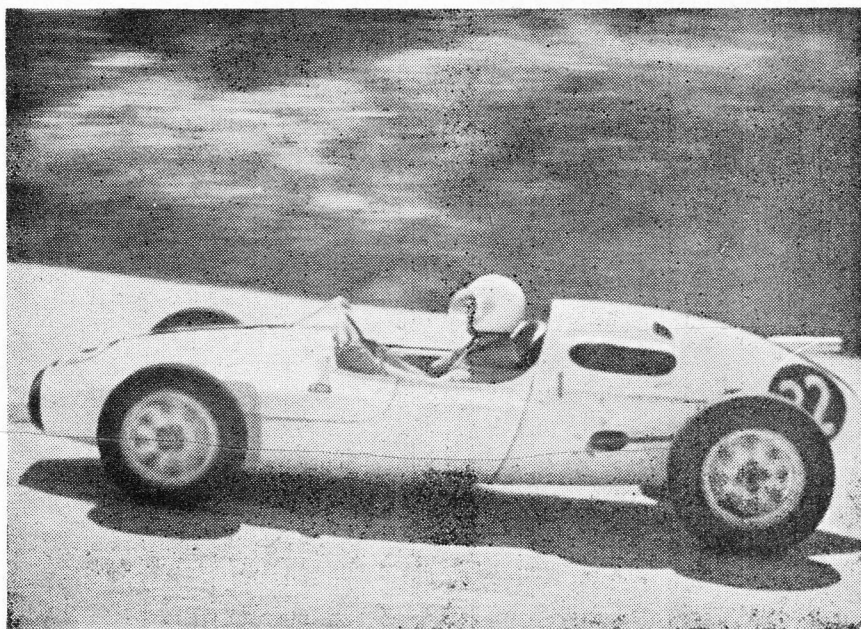
Jim Haynes improved considerably on his practice time of 61.6 secs. to record his best time of the day with exactly 58 secs. in his Cooper-Climax 1,500 c.c.

A fine performance was put up by J. Randles from Stoke-on-Trent, who clocked 59.8 secs. with his Lister-Bristol, the longest car on the hill.

It was an exciting day's sport. Bright sunshine and a gentle breeze, the aroma of dope and burnt rubber, particularly from R. Alluto's XK 140 Jaguar which established a new record for the longest skid mark at Radio Corner.

D. Boshier-Jones collected the Jersey Challenge Trophy for B.T.D. and 11 valuable points for the National Hill Championship. With a total of 51 points he's way out in the lead this year. M. E. Daghorn collected 9 points to place second at Bouley, although David Good is second with a total of 38 points in the overall position.

E. LE GAILLARD.



VISITOR FROM AMERICA, Jim Haynes is F3 champion of the American Sports Car Club. He took third place in his class with his F2 Cooper-Climax.

HARD LUCK. David Good had the misfortune to crash his Cooper 1100 on his first Championship run, but retains his second place overall. **NEW RECORD** for lady competitors was set up by Miss Patsy Burt (Cooper F2) (below).

RESULTS

Jersey Challenge Trophy (B.T.D.): D. Boshier-Jones (Cooper 1,100 c.c.), 51.0 sec.

Water's Edge Trophy (Second B.T.D.): M. E. Daghorn (Cooper 1,098 c.c.), 53.0 sec. **Third B.T.D.:** A. Owen (Cooper 1,991 c.c.) and D. Good (Cooper 1,100 c.c.), 53.8 sec.

The Frosty Cup (B.T.D. Lady Competitor): Miss P. Burt (Cooper 1,460 c.c.), 55.4 sec.

The Hellyar Trophy (B.T.D. Local Comp.): M. E. Daghorn (Cooper 1,098 c.c.), 53.0 sec.

New Records:

D. Boshier-Jones (Cooper 1,100 c.c.), 51.0 sec. (Previous Record: D. Boshier-Jones, Cooper 1,100 c.c., 51.2 sec.)

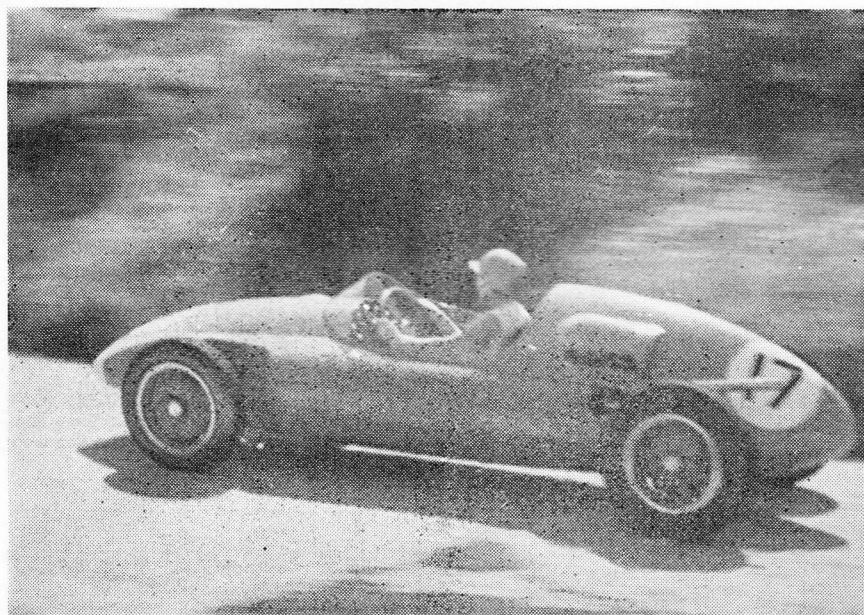
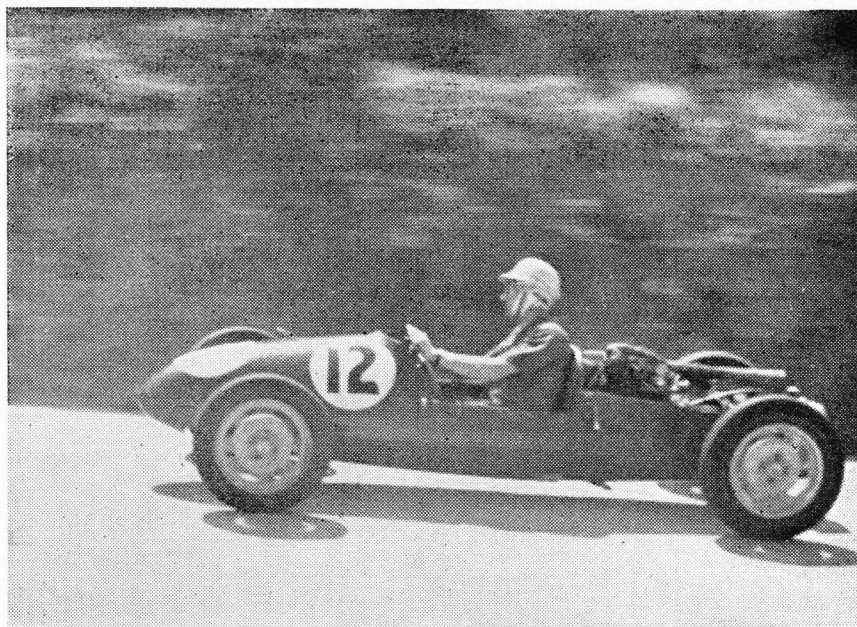
M. E. Daghorn (Cooper 1,098 c.c.), 53.0 sec. (Equal Local Hill Record (F. Le Gallais I.G.S. 3,442 c.c.) and new 1,001-1,100 c.c. Class Record. Previous Record: M. E. Daghorn, Cooper 1,098 c.c., 53.2 sec.)

P. Wakenam (Cooper 499 c.c.), 56.6 sec. (New Local under 750 c.c. Racing Car Class Record. Previous Record: D. W. Knight, Cooper 498 c.c., 57.4 sec.)

A. Owen (Cooper 1,991 c.c.), 53.8 sec. (New Local 1,501 to 2,000 c.c. Racing Car Class Record. Previous Record: D. Vardon, Connaught, 62.3 sec.)

Miss P. Burt (Cooper 1,460 c.c.), 55.4 sec. (New Ladies Record. Previous Record: Miss P. Burt, Cooper 1,460 c.c., 57.2 sec.)

G. Amy (Austin-Healey Sprite 948 c.c.), 68.6



sec. (New Local up to 1,000 c.c. Sports Car Class Record. Previous Record: R. Varney, Austin Turner 800 c.c., 69.6 sec.)

P. Gatehouse (Cooper-Climax 1,100 c.c.), 60.8 sec. (New Local 1,001 to 1,500 c.c. Sports Car Class Record. Previous Record: L. Pallot, M.G. TC, 67.2 sec.)

Sports Cars up to 1,000 c.c.: 1, D. Richmond (Healey Sprite 948 c.c.), 61.6 sec.; 2, G. Amy (Healey Sprite 948 c.c.), 68.6 sec.; 3, D. Watts (Healey Sprite 948 c.c.), 68.8 sec. **1,001 to 2,000 c.c.:** 1, J. Randles (Lister-Bristol 1,971 c.c.), 59.8 sec.; 2, P. Gatehouse (Cooper 1,110 c.c.), 60.8 sec.; 3, J. Rudd (Frazer-Nash 1,971 c.c.), 61.2 sec.

Racing Cars up to 500 c.c.: 1, W. D. Knight (Cooper 498 c.c.), 57.4 sec.; 2, P. Wakeham (Cooper 499 c.c.), 57.6 sec.; 3, J. Bonhomme (S.A. Special 498 c.c.), 60.4 sec. **501 to 1,100 c.c.:** 1, D. Boshier-Jones (Cooper 1,100 c.c.), 51.0 sec.; 2, D. Good (Cooper 1,100 c.c.), 53.8 sec.; 3, M. E. Daghorn (Cooper 1,098 c.c.), 54.2 sec. **1,101 to 1,500 c.c.:** 1, Miss P. Burt (Cooper 1,460 c.c.), 55.4 sec.; 2, G. H. Keylock (Cooper 1,500 c.c.), 57.2; 3, J. Haynes (Cooper 1,500 c.c.), 58.0 sec. **1,501 to 2,500 c.c.:** 1, A. Owen (Cooper 1,991 c.c.), 54.8 sec.; 2, J. Berry (E.R.A. 1,960 c.c.), 58.2 sec.; 3, W. Nicholson (Orlebar Special 1,991 c.c.), 64.4 sec.

National Hill-Climb Championship Entrants: 1, D. Boshier-Jones (Cooper 1,100 c.c.), 51.0 sec., 11 points; 2, M. E. Daghorn (Cooper 1,098 c.c.), 53.0 sec., 9 points; 3, A. Owen (Cooper 1,991 c.c.), 53.8 sec., 8 points; 4, D. Henderson (Cooper 1,098 c.c.), 54.2 sec., 7 points; 5, Miss P. Burt (Cooper 1,460 c.c.), 55.4 sec., 6 points; 6, P. Wakeham (Cooper 498 c.c.) and G. H. Keylock (Cooper 1,500 c.c.), 56.6 sec., 9 points; 8, D. Good (E.R.A. 1,960 cc.), 64.2 sec., 3 points.

NOSTALGIC PILGRIMAGE TO WINFIELD

The annual pilgrimage to Winfield for the sprint run jointly by the Berwick & District Motor Club and the Border Motor Racing Club is always a nostalgic event, but it is sad to see the runways of this once thriving track deteriorating so badly that racing is never likely to be held there again. Almost from the first race meeting held at Winfield—the first in Scotland—Border Reivers have had name in the prize list and it was fitting that young Jim Clark should carry on the tradition by winning three classes, while the founder "Jock" McBain and Jim each also gained a second—both, incidentally, second to other Reivers entries!

There was, however, a disappointing entry list this year, with but 38 cars entered—although most of them were

entered in more than one class. Andrew Cowan set the ball rolling in the Touring Cars (unmodified) class with his Rapier but his friend Aitken Young almost gave him a run for his money with his Hillman Minx. Amongst the modified touring machinery George Percival's potent Anglia was more than a match for Charlie Harrison's Riley 1.5, and Johnny Somervail tried so hard in his M.G. Magnette that he finally inverted it at the chicane—fortunately without any injury and the car was back on all four wheels well within the minute. Surprisingly for Scottish events, Mike Telford's Berkeley wasn't quite able to better David Thompson's Sprite time in the smallest G.T. category and in the 1000-2000 class the John Brown TR3 shared second equal place with Jim Clark's Porsche to Jim's Elite, the Elite in turn only being bettered by

the Lister-Jaguar, although in the 1500 Sports class John Romanes's four-Amal Lotus-Climax equalled its time of 36.4 secs. In the big G.T. class, Julian Sutton drove his usual heart-stopping but fast way in the "Normal" Austin-Healey to beat Bill Thompson's 100S model. About half-way through the afternoon rain started to fall and this rapidly lengthened the time taken to get to the finishing line, but in the Racing car class Jim managed to put up F.T.D. at 34.3 secs. before it was really wet, and Jock McBain's cunning was still apparent in the big Sports Car Class where, although unable to equal his protégé's time he put up a very creditable second-fastest time of the day considering that he hasn't competed for two years or more.

IAN SCOTT WATSON.

MAN OF THE DAY was John Pringle, seen here in the ex-Moss Argentine G.P.-winning Cooper-Climax.

Monaghan in a Volkswagen, by five seconds from Des. Cullen (Dublin) who drove a grand race in the surprisingly fast N.S.U. Prinz.

Next event was a 20 lap Handicap, the victor being John Moore of Dublin in a Triumph TR2 with an average of 64.34 m.p.h.

Colin Carter (Belfast)—M.G.A. Hardtop and Joe Flynn (Dublin) in an open M.G.A. had an entertaining scrap, but as Flynn's brakes started to fail Carter pulled away to finish second. Arthur O'Leary of Mallow was third in the 1,089 TRS, with Flynn fourth. A very good performance was put up by Mick Webb of Carrick-on-Suir who finished fifth in his M.G.A. only three seconds behind Flynn. This was Webb's first road race. In really hard luck was the limit man J. Gale in his 1089 Fiat Special whose

AFTER four years absence, motor racing returned to Dublin's famous Phoenix Park on Saturday, July 25th, 1959, when the Irish Motor Racing Club staged four excellent races over the new 2½ miles "Mike Hawthorn Circuit."

This circuit which takes in approximately half of the old Grand Prix circuit, was approved by Mike when he visited

IRISH M.R.C.'s SHORT CIRCUIT RACES,

PHOENIX PARK, DUBLIN

Story and Pictures by Brian Foley



IRISH JIG as performed by Dickie Barrett (A35) (above) as he spins at Dublin Corner. He was third in the saloon car race.

Dublin last January to appear at an Irish Motor Racing Club Film Show in aid of the Central Remedial (Polio) Clinic. In memory of the late World Champion, the I.M.R.C. named the circuit after him.

The programme opened with a new event for the South, a Saloon Car Handicap for cars up to 1,600 c.c. Scratch man in this ten-lapper was Jack Scott in a Borgward Isabella, who was conceding one lap and 1½ mins. to the limit men John Moore and Charlie Norton who were driving Saloon and Coupe versions, respectively, of the tiny 293 c.c. Goggo-mobile.

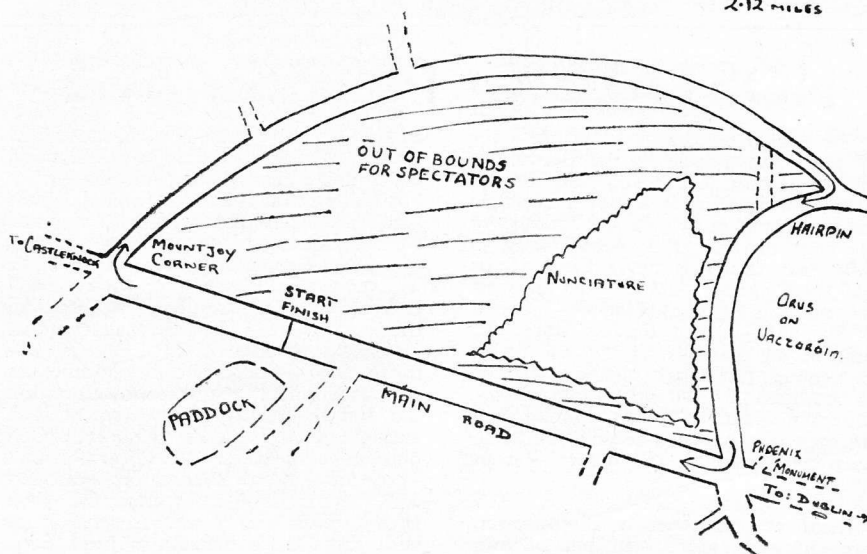
A hectic battle featuring Charlie Maunsell (Belfast) in a Hillman Minx, Richard Harkness (Belfast) in a 1.5 Riley and Dubliner Scott in the Borgward kept the large crowd on their feet. Scott beat the Belfast pair, and at an average of 58.98 m.p.h., he was the fastest finisher, but could do no better than seventh on handicap. Victory went to Circuit of Ireland Rally winner, Kevin Sherry of

engine cried "enough" when in the lead with only three laps to go. Notable non-starters in this race were Hopkirk and Moore who did so well at Dunboyne recently in their Sprites. Bob Jameson the Dunboyne victor, suffered the cruel luck of a split differential housing in his Berkeley, only a hundred yards from the start.

The next race, another twenty-lapper, brought out the faster brigade. Jack Slater was a non-starter, his Lotus being still hors-de-combat, following his Dunboyne prang. Winner of the previous race, John Moore gave his TR to Frank Bigger, of Monte Carlo Rally fame. Triumph drivers Kevin Monks, Dan McAllister and Bigger held the lead for more than half the race, until Monks

IRISH MOTOR RACING CLUB HAWTHORN CIRCUIT

2.12 MILES



COLIN MURRAY (J.B.W.-Maserati) passes **Malcolm Templeton** (Lotus) at Dublin Corner in the race for the fastest ten drivers.

stopped on his twelfth lap to have his loose exhaust system repaired. He later restarted but a spin at Dublin Corner certainly put him out of the running. On lap 17 Pringle in the ex-Moss Argentine G.P. winning 2.2 litre Cooper-Climax passed McAllister, Acheson (Lotus) and Crossle (Crossle-Ford) to go into the lead. On the last lap Templeton (Lotus) got by Acheson to take second place behind Pringle. Acheson was third, Bradshaw in the A.C.-Bristol was fourth and next up were Crossle and McAllister. Colin Murray the only "foreigner" could not bring his J.B.W.-Maserati on to the leader board from the scratch mark, but had the consolation of sharing the fastest lap with Pringle at 1 min. 40 secs., a speed of 76.50 m.p.h.

Last event on the programme was a special Invitation Ten-Lapper for the ten fastest drivers. Murray and Pringle shared the scratch mark, and proceeded to thrill the crowds with a hectic place-swopping dice which resulted in them sharing fastest lap at 1 min. 38 secs., an average of 78.06 m.p.h. Pringle recorded his second win of the day by beating Murray by four seconds, having gone into the lead on the penultimate lap. Joe Flynn of Dublin gained a creditable third place in his ex-Redmond Gallagher 1½-litre Simca-Gordini. Limit man, McAllister was fourth in his TR2, and Norman Henderson, who drove Tommy Allen's Lotus-Ford in place of his 1,172 Ford "Delta-Wing" Special, finished fifth, and Bill Bradshaw was sixth in the A.C.-Bristol. Organization of the meeting was absolutely tip-top, and a special word of thanks must go to the Handicapper, for producing such close finishes. The weather was glorious and the very large crowd of spectators would have done justice to a World Championship race. Certainly the men of the Irish Motor Racing Club can look forward to more happy days of racing in the Phoenix Park.

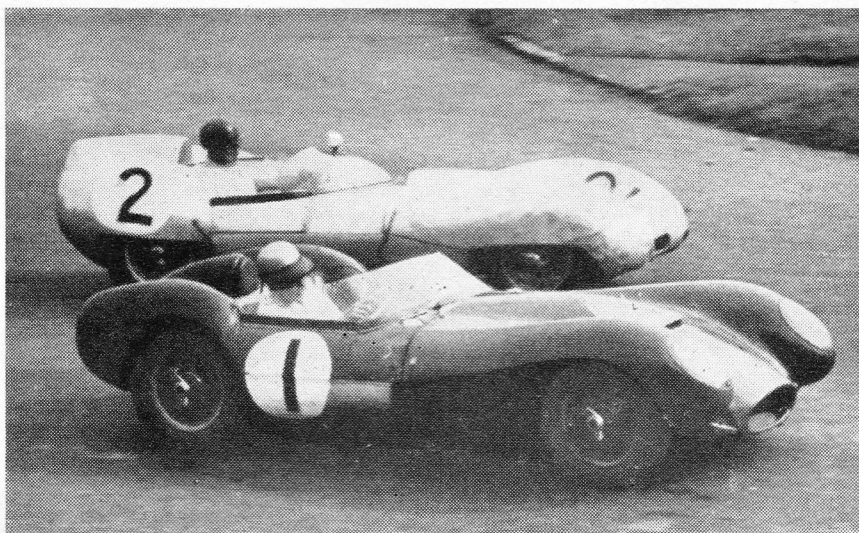
RESULTS

Race A: Saloon Car Handicap up to 1,600 c.c.: 1, K. Sherry (1192 Volkswagen) 57.34 m.p.h.; 2, D. Cullen (583 N.S.U. Prinz); 3, R. Barrett (948 Austin A35).

Race B (20 laps: 42.5 miles): 1, J. Moore (1991 Triumph) 64.34 m.p.h.; 2, C. B. Carter (1489 MG); 3, A. O'Leary (1089 TRS).

Race C (20 laps: 42.5 miles): 1, J. R. Pringle (Cooper-Climax) 74.48 m.p.h.; 2, M. Templeton (1475 Lotus); 3, D. Acheson (1089 Lotus).

Race D. Invitation race for ten fastest drivers: 1, J. R. Pringle (2014 Cooper-Climax) 75.66 m.p.h.; 2, C. Murray (1984 J.B.W.-Maserati); 3, J. J. Flynn (1488 Simca-Gordini). **Fastest lap:** J. R. Pringle and C. Murray, 78.06 m.p.h.



BALLYHEEN OPEN HILL-CLIMB

by Brian Foley

After the excitement of the racing, and the exemplary organization of the I.M.R.C.'s Phoenix Park meeting, the Open Hill Climb at Ballylanean, Co. Waterford, run by the young Carrick-On-Suir Motor Club, the following day, was rather an anti-climax.

This was the Carrick Club's first Hill Climb and perhaps it is not very fair to be too critical, but an event does get rather boring for competitors and spectators alike when there are long delays between runs, and when several drivers compete in the same car. One particularly box-like Special was driven by three drivers, each of whom had three runs. This meant that that particular car went up nine times, and to add to the boredom it made nine descents. The "boys", I am sure had great fun, but the spectators certainly were not amused.

A good entry of circa thirty cars turned up, and among them were several drivers from the previous day's Phoenix Park meeting. Joe Flynn of Dublin in the 1½-Litre Simca-Gordini set up B.T.D., with Stan Ryan (Dublin) 497 Cooper-J.A.P. and the exuberant Mick Webb (Carrick-On-Suir) M.G.A. second and third on scratch. The Open Handicap was won by Miss Edna Penston of Dublin in a Volkswagen.

Official results were not available at

the Prize Giving but as soon as they come to hand they shall be printed.

Two incidents occurred at the event which could have ended unhappily. Don Hunter of Dublin badly bent his blown M.G.A. and at almost the same spot, but on the opposite side of the road, Stan Delicato inverted the brutal Vanguard Special. Both drivers were unhurt.

RESULTS

B.T.D.: J. J. Flynn (1,490 c.c. Simca-Gordini), 47.3 sec.

Open handicap: 1, Miss E. Penston (Volkswagen), 40.6 sec.; 2, J. A. O'Keefe (1172 Ford Spl.), 42.6; 3, G. King (1496 Riley Spl.), 43.0.

Open Scratch: 1, J. J. Flynn (1490 Simca-Gordini), 47.3 sec.; 2, W. S. Ryan (497 Cooper-J.A.P.), 49.6; 3, M. Webb (1489 M.G.A.), 57.0.

1,300 c.c. Saloons Scratch: 1, G. O'Brien (Volkswagen), 54.6 sec.; 2, T. Burke (Volkswagen), 56.1; 3, P. O'Flynn (D.K.W.), 56.6.

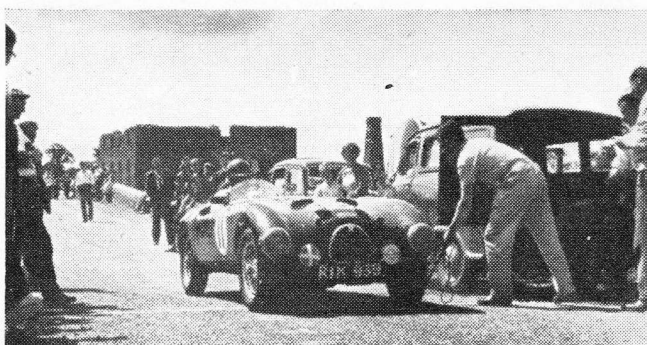
1,250 c.c. Open Car handicap: 1, J. A. O'Keefe (1172 Ford Spl.), 42.6 sec.; 2, T. Brett (1125 Breancy Spl.), 44.1; 3, J. Brett (1125 Breancy Spl.), 44.6.

1,300 Saloons handicap: 1, M. J. Sargent (1172 Ford), 43.5 sec.; 2, T. Power (Renault Dauphine), 43.6; 3, A. Sargent (1172 Ford), 46.7.

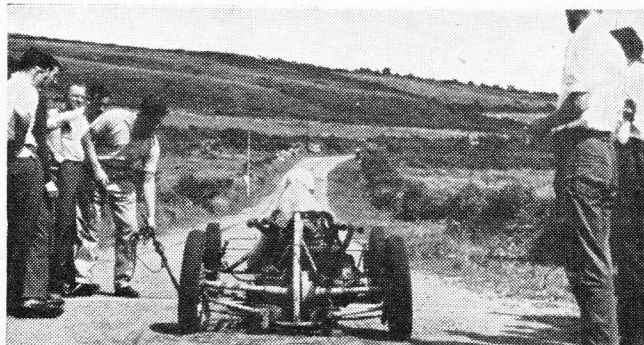
Over 1,250 c.c. handicap. Racing, Sports, Specials: 1, G. King (1496 Riley Spl.), 43.0 sec.; 2, M. Webb (1489 M.G.A.), 46.2; 3, C. B. Carter (1489 M.G.A.), 47.1.

So large is the entry for the "Autosport" Championship races at Snetterton on 9th August, organized by the West Essex C.C. Ltd., that the promoters have decided to stage two separate events, one for Classes A, B and C, and the other for Classes D and E. There will be separate awards for all categories.

Secretary of this meeting is John Holmes, 12 Worcester Gardens, Ilford.

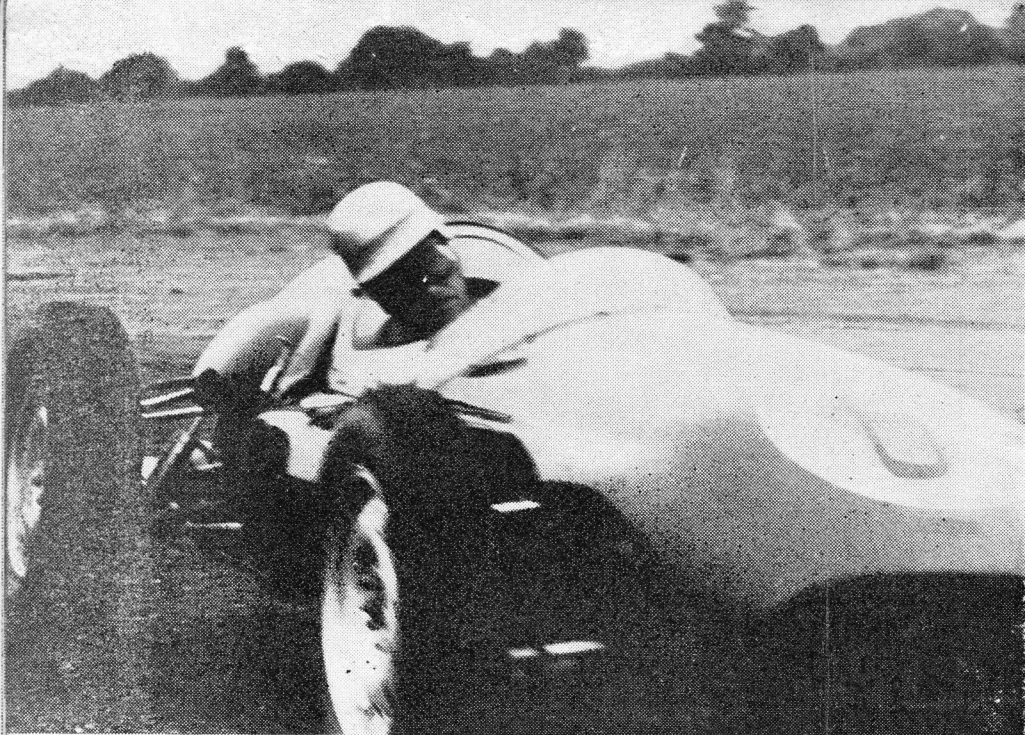


RARE BIRD. The 1½-litre Gordini, Joe Flynn up, is seen here at the start of the hill. Flynn made B.T.D.



REAR VIEW of an unusual car. It is Eamonn O'Connor's 1,172 Ford Special. Note transverse mounting of the engine.

WINNER of the Vanwall Trophy race, winner also of the Formule Libre race, and holder of a brand-new lap record at Snetterton, Brian Naylor holds his J.B.W.-Maserati into a bend.



The Vanwall Trophy Meeting

Brian Naylor Sets New Snetterton Lap Record –
Day of Close Finishes Culminates with Dead Heat

THE Snetterton Motor Racing Club gave us a wonderful day's sport last Sunday in the course of which the circuit record fell to Brian Naylor, driving his J.B.W.-Maserati in the *Formule Libre* race. He got round the course in a time of 1 min. 41 secs. to raise Jim Russell's speed of 96.05 m.p.h., established with the Cooper Monaco, to 96.24 m.p.h. Jim is still in hospital at Norwich as a result of the injuries he received in his unfortunate accident at Le Mans last month, but he lent his Formula 2 Cooper to Michael McKee for the day. The engine of this car suffered lubrication trouble in practice and Jim's brother Peter rushed back to Downham Market for a spare engine, which their hard-working mechanic installed in the paddock in time to get the car to the line for the last race but one—a very fine effort which fortunately got the recognition due to it. Michael then drove a superb race in the hottest car he

has yet handled and, although he could not get on wheel-to-wheel terms with the Formula 1 machine, there is little doubt that his continued proximity inspired Brian Naylor to his record-breaking effort.

The day opened with a 10-lap race for the first three classes in the AUTOSPORT Championship in which Malcolm Wayne was a thought too eager to get his Courier off the line and incurred the statutory one minute penalty. This did not, however, affect the results in his class, since he finished second to Bill Needham's M.G.A. Twin-Cam well over a minute ahead of his nearest rival. These two lay second and third in the race overall behind (need one say it?) John Whitmore's Elite from the second lap onwards. Class B was once again no more than a trio of cars, so that John Whitmore, Richard Shepherd-Barron and Cherry Crisp, who is now Mrs. Donald Wagner, can score

only half points for their pains. In Class A the leading Sprite team of Paddy Gaston, Ken McKenzie and Chris Tooley finished second, fourth and fifth, but only just. Paddy and Ken suffered gearbox failures and Chris got oil in the clutch. This spoilt a lovely scrap between Gaston and Bob Gerard, whose Turner was unmolested for the last two laps and won the class in comfort. C. R. Wood's Sprite went very well for third place.

The 1,100 c.c. sports car race was terrific, and was remarkable even before the start for the fact that the field contained four Lotus Seventeens, the fastest of which were in the third row of the grid. Chris Steele spun his chances away at the hairpin on the opening lap and a bitter struggle developed between Mike McKee in the Mk. V Elva, Peter Arundell in the Lotus XI and Ian Raby in the Cooper. On the fourth lap McKee also lost it at the hairpin and the other two were joined by David Bertram, Tom Threlfall and John Brown, two more Lotus and an Elva Mk. IV. Michael Taylor's Lotus XVII could not live with the leaders, Prior's car retired after four laps and Keith Greene's sister model left the line half a minute behind the field and could make no impression, finishing behind his Mk. XI of last year now in the hands of Martin Wills. Peter Arundell held on to his lead despite the furious onslaughts of Raby in the Puddle Jumper and the other three finished in the order given above. There was considerable excitement on the last lap but one when the Victoria, driven by J. H. Saunders, suddenly became enveloped in smoke half way round Coram Curve. The driver was completely blinded but he kept his head magnificently, spun the car harmlessly under the brakes, climbed on to the tail and steered to the edge of the track, where a small fire was quickly extinguished by the marshal. The oil filter had come adrift and sprayed oil on to the exhaust pipe, but no apparent damage resulted.

The second AUTOSPORT Championship race got off to a beautiful start and a wonderful battle quickly developed at the head of the high-speed procession featuring Gawaine Baillie's Corvette, Dick Protheroe's XK120, Dick Stoop and John Tallis in Frazer-Nashes and Jack Sears in the Austin-Healey which now has the new three-litre engine. This lasted until the eighth lap, when the Corvette smote the bank hard at the hairpin and dropped to third. John Tallis' old Le Mans Rep, which had been going gloriously, then went on to five cylinders and also dropped two places but Dickie Stoop made an all-out effort with the other Nash and finished just one fifth of a second behind Protheroe in a final rush for the line. John Mitchell and John McKechnie bracketed Tallis with their Ace-Bristols in Class D and Team Triple "S", out in force once more, completed the picture with Peter Sutcliffe's Nash in Class D and the Austin-Healeys of Bob Hudson and Dick Hanson in Class E. A. G. W.



LEADING Gerry Ashmore's D-type is Peter Mould (Lister-Jaguar), who won the 3-litre class in the big sports car race.

VAST Chevrolet Corvette, driven by Sir Gawaine Baillie, takes the bend before the Esses in spectacular style.

Belcher's Morgan, which had been going very well, disappeared one lap from the end.

Next came the Vanwall Trophy race itself, a 20-lap event for racing cars, in which the mechanical casualties were high. Jim Russell's Cooper was still having its replacement engine installed and Jimmy Shields from Rhodesia was another absentee after his blow-up at Edzell, but the newly-arrived Fifth Avenue Racing Team from New York made an impressive début with Lotus and Cooper in the hands of Wilder and Haynes respectively. Brian Naylor took an immediate lead which he never lost and Geoff Richardson got the old Connaught ahead of Brian Whitehouse to lie second until half distance, when the car began to lose its crisp note and gradually fell back in the field. David Piper's 2.2-litre Lotus sounded dreadful on its warming-up lap and started the race almost exactly two laps in arrears, but then showed what it might have done by fighting furiously with Naylor's J.B.W.-Maserati. Keith Greene had no better fortune with the Cooper than he had in the sports-car race with the Lotus (father Sid was in no mood to comment afterwards!) and Ian Burgess, last year's winner, was a non-starter. George Wickens, who had been in gear-box trouble in practice, went out after six laps, Bob Gerard's Cooper-Bristol was never in form and failed to make half distance and the Fry driven by Michael Parkes, after battling merrily with Chris Summers in the Cooper, appeared to lose its handling properties. As in a previous race at this circuit, however, the man of the hour was undoubtedly Dennis Taylor in the Lotus, who forged steadily up through the field to finish second ahead of Brian Whitehouse in the Cooper.

In the race for the big sports cars which followed, David Piper got his revenge with a Lotus XV, taking the lead from Bill Moss and Peter Mould in Lister-Jaguars of 3.8 and 3 litres respectively at the half-way mark and winning handsomely. Bill Lacey brought Brian Naylor's J.B.W.-Ferrari into second place behind Peter Mould and ahead of Mike Salmon, who was short of one cylinder in the early stages, in the 3-litre class, and Gerry Ashmore brought his D-type home behind Piper and Moss in the unlimited class. It is not at present explained why Piper's Lotus should be shown as the winner of the class for cars over 3 litres in the official results, but there it is.

Saloon and G.T. cars next took the field, Graham Warner's Elite being a regretted absentee after melting a piston in practice, a possible legacy of running on sub-standard fuel at Zandvoort. There was not a great deal of interest in the outcome of the race as a whole, since there was nothing which could challenge John Whitmore's Elite, but Chris Meek, Bruno Ferrari and Richard Shepherd-Barron provided a fine spectacle with three Giuliettas, dicing hard all the way and crossing the line in a continuous streak of red. D. Pieris was a lonely

CLASS WINNER in his AUTOSPORT Championship event, Dick Protheroe leads Dick Stoop—as they came through nearly every lap.



RESULTS

Event 1. Classes (a) up to 1,000 c.c. (b) 1,001-1,300 c.c. (c) 1,301-1,600 c.c. Autosport Championship. Class (a) up to 1,000 c.c.: 1, F. R. Gerard (Turner), 75.16 m.p.h.; 2, Sqn.-Ldr. J. H. Gaston (Sprite); 3, C. R. Wood (Sprite). **Fastest lap:** Gaston, 76.05 m.p.h. **Class (b) 1,001-1,300 c.c.:** 1, J. Whitmore (Lotus Elite), 78.05 m.p.h.; 2, R. M. Shepherd-Barron (Alfa Romeo Giulietta); 3, Mrs. Cherry Wagner (G.S.M. Dart). **Fastest lap:** Whitmore, 80.06 m.p.h. **Class (c) 1,301-1,600 c.c.:** 1, W. E. Needham (M.G.A. Twin-Cam), 76.22 m.p.h.; 2, M. Wayne (Elva Courier); 3, A. James (M.G.A. Twin-Cam). **Fastest lap:** Needham, 77.49 m.p.h. **Event 2. Sports cars up to 1,100 c.c.:** 1, P. J. Arundell (Lotus Mk. XI), 86.71 m.p.h.; 2, I. E. Raby (Cooper); 3, D. M. Bertram (Lotus Mk. XI). **Fastest lap:** Arundell, 89.17 m.p.h. **Event 3. Class (d) 1,600-2,000 c.c. (e) over 2,000 c.c. Autosport Championship:** 1, J. Stoop (Frazer-Nash), 81.12 m.p.h.; 2, E. J. B. Mitchell (A.C.-Bristol); 3, J. G. Tallis (Frazer-Nash). **Fastest lap:** Stoop, 82.23 m.p.h. **Class (e) over 2,000 c.c.:** 1, D. Protheroe (Jaguar XK 120), 81.14 m.p.h.; 2, Sir G. Baillie (Chevrolet Corvette); 3, J. Sears (Austin-Healey 100/6). **Fastest lap:** Baillie, 82.37 m.p.h.

Event 4. The Vanwall Trophy Race: 1, B. Naylor (J.B.W.-Maserati), 92.16 m.p.h.; 2, D. Taylor (Lotus F2); 3, B. Whitehouse (Cooper F2). **Fastest lap:** Naylor, 93.46 m.p.h.

Event 5. Sports Cars over 1,100 c.c. Class (a) 1,101-3,000 c.c.: 1, P. Mould (Lister-Jaguar), 86.77 m.p.h.; 2, W. Lacey (Ferrari); 3, M. Salmon (Jaguar D). **Fastest lap:** Lacey, 89.34 m.p.h. **Class (b) over 3,000 c.c.:** 1, D. Piper (Lotus), 88.65 m.p.h.; 2, W. Moss (Lister-Jaguar); 3, G. Ashmore (Jaguar D). **Fastest lap:** Piper, 90.67 m.p.h. **Event 6. Saloon and Grand Touring Cars.** 1, J. Whitmore (Lotus Elite) 78.06 m.p.h.; 2, C. Meek (Alfa Romeo); 3, R. M. Shepherd-Barron (Alfa Romeo). **Fastest lap:** Whitmore 80.59 m.p.h. **Event 7. Formule Libre.** 1, B. Naylor (J.B.W.-Maserati) 93.39 m.p.h.; 2, M. B. McKee (Cooper F2); 3, S. Wilder (Lotus Climax F2). **Fastest lap:** Naylor, 96.24 m.p.h. **Event 8. Saloon and Grand Touring Class (a) 1,301-2,000 c.c.:** 1, E. J. B. Mitchell (A.C.-Bristol) 78.47 m.p.h.; 2, J. McKechie (A.C.-Bristol); 3, S. Hurrell (Triumph TR3). **Fastest lap:** Mitchell 80.19 m.p.h. **Class (b) over 2,000 c.c.:** 1, Sir G. Baillie (Jaguar 3.4) and D. Protheroe (Jaguar XK 120), 80.88 m.p.h.; 3, J. G. Sears (Austin-Healey 100-6). **Fastest lap:** Protheroe, 82.23 m.p.h.

fifth in the lone Sprite and J. A. B. Taylor led the little saloons comfortably at the end in the Cambridge Racing Team's A35. Peter Riley drove another of these beautifully turned-out cars, to his huge delight.

As already recorded, Brian Naylor won the *Formule Libre* race from Mike McKee. Brian Whitehouse lay third just behind McKee until the last lap but one, when something vital let go at Coram
(Continued on page 184)





COOPERS, with their considerable experience in 1500 c.c. competition, are no doubt already preparing for 1961.

have spent many sleepless nights over this problem. The current Grand Prix Formula had a wonderful record of safety at a time when sports car racing was cursed with a high accident rate. Then, for no apparent reason, these serious crashes took place. It just seems that a sudden series of accidents may follow a good period, and indeed such things have happened in the past under other formulae. Very fast, light cars can only be handled up to their absolute limit by a mere handful of drivers, and the lower-powered machines will certainly reduce the advantage which these supreme pilots hold. Yet I must again emphasize that these very fast 2½-litre cars are not dangerous when driven by the merely very competent conductors who will never be superb.

It has been agreed that, by reducing the superiority of the golden boys, the general standard of racing will be improved. There is something in this, and closer competition may well make the contests more exciting from the public point of view. Yet, the achievement of

FORMULA ONE PROGRESS REPORT

by John Bolster

AFTER all the tumult which the announcement of the 1961 Formula caused, there has been an unnatural silence. The proposed Inter-Continental Formula for 3-litre cars seems to have come to nothing, and it would now appear that the much-reviled 1,500 c.c. limit, with its even more unpopular minimum weight clause, will in fact come into force. It is therefore worth while examining the situation under the current 2½-litre classification, and to try to forecast what the new racing will be like.

By far the most important aspect to consider is that of safety. If anything can be done to make Grand Prix racing safer for the drivers, we must do all that is in our power to encourage it. Some of the subsidiary clauses do show that the governing body had safety very much in mind, and that is all to the good. Yet, the main conception of the new Formula will not make for safer racing.

It has always been the case that extra engine power has made cars safer to handle. In the hands of a driver of Grand Prix calibre, an over-powered car can hardly exist. Conversely, an under-powered car may be intrinsically dangerous for two reasons. In the first place, it may "run out of engine" in the middle of a drift, than which there is no more certain way of entering the corner. Secondly, it encourages a "keep flat at all costs" style of driving, and risks may be taken during overtaking to avoid cutting out momentarily. It may take an

under-powered car the best part of a lap to get up to speed again, and so the limitation of horsepower is always a bad thing.

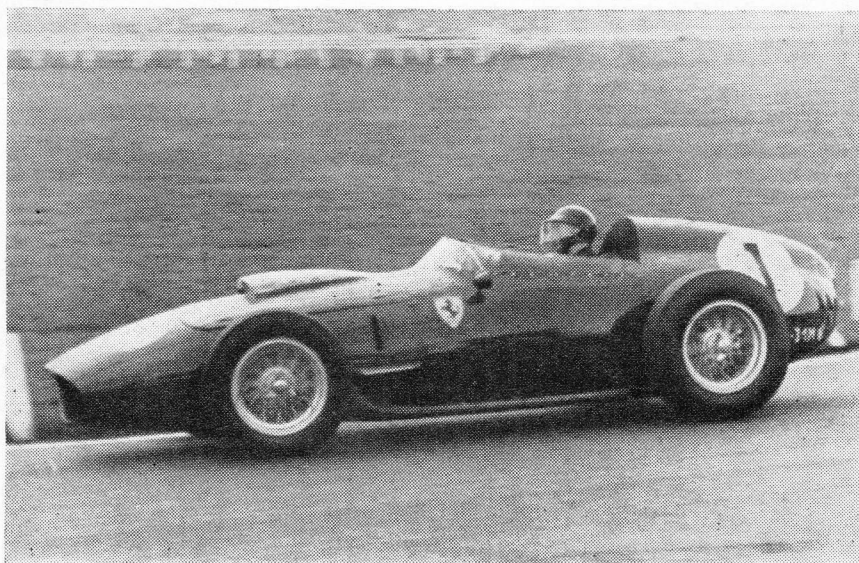
The object of reducing the size of the engine may well be to limit maximum speed. If a lower speed ceiling would reduce the danger, we must accept it at once, but all indications are to the contrary. It might appear that sheer speed must in itself be dangerous, but I think it is fair to say that none of the very regrettable accidents which have caused us so much concern resulted from an elevated maximum speed.

Those of us who have lost close friends

the current formula, in repeatedly putting several different makes of car on the front row of the starting grid, must not be forgotten. The absolute superiority of any one make always results in dull racing, however fast it may be, and we have seen some very boring processions in the past. By comparison, some of the races which we are now seeing are almost unbearably exciting, I find.

In spite of these stupendous battles on the circuits, all is not well with Grand Prix racing. The much simpler and cheaper cars that we have nowadays were

(Continued on page 180)



FERRARI have given considerable thought to the new formula this season, having tried their 1½-litre engine in a Formula 1 chassis.

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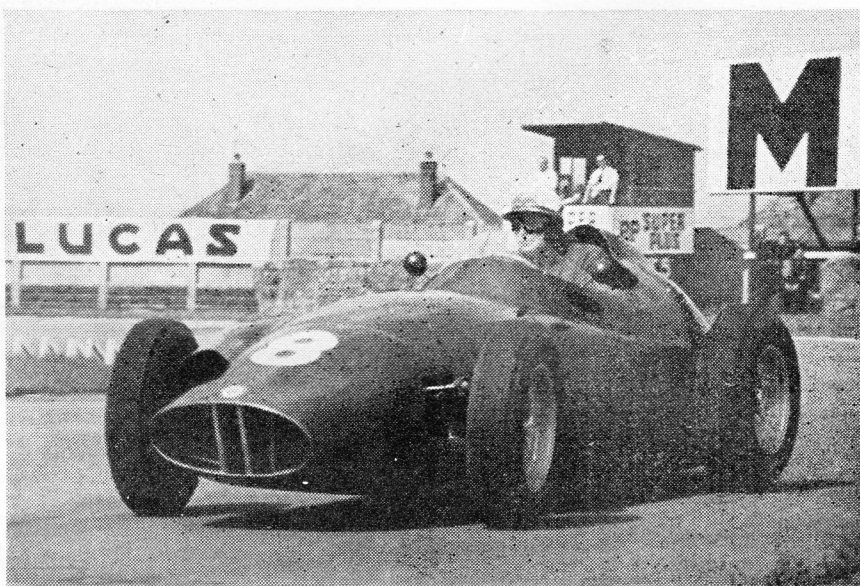


supposed to reduce the cost of the sport. Nevertheless, race organisers are having to pay out more starting money than ever. In the past, racing didn't have to pay because the cars were built by big manufacturers, who charged the whole thing up to advertising. Nowadays, all the firms that race are small, and the sport must be run on a business footing if they are to survive. Too many fixtures have had to be cancelled, and the financial structure is far too precarious.

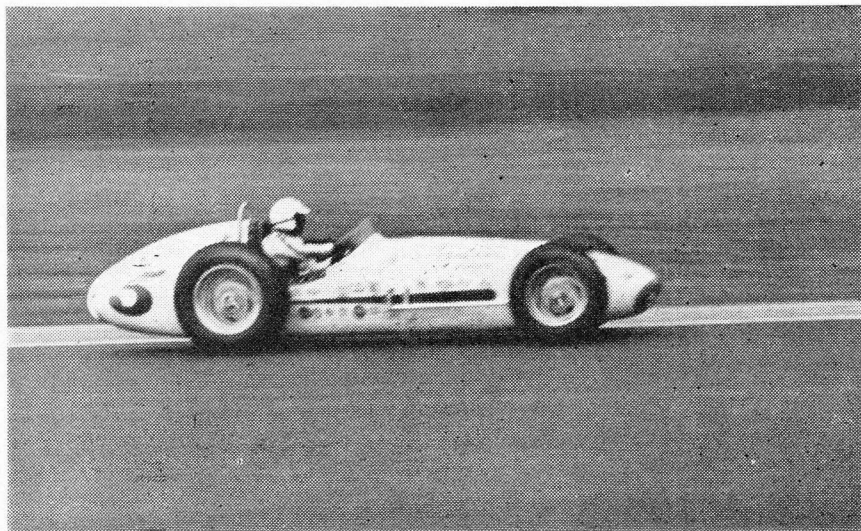
In some countries, the public do not support Grand Prix racing as they did in the past, in spite of the homeric battles that are being waged. That is simply because it is not sufficiently international. If racing became a British monopoly, it would do just as much harm as did the German domination before the war. Again the situation is desperately precarious, for if Enzo Ferrari were to withdraw he would virtually kill Grand Prix racing.

It is absurd that France, the country which invented and developed Grand Prix racing, is no longer represented on the starting grids. Her motor industry is healthier than ever before, but Billancourt is no more interested than Coventry in the prestige that motor racing in the

grand manner must bring. It appears that the new regulations will result in serious German participation, but we



B.R.M. (above), having at last achieved success, may well decide to produce a 1½-litre machine. None of the American machines (left) come anywhere near the specifications required but Reventlow may provide the cars if he thinks it worthwhile.



were longer, refuelling would still probably not be necessary until the tyres had to be changed. In any case, a race without pit stops may be easier for the spectators to follow.

Formula I for 2½-litre cars is giving us the best racing which we have ever seen, but the situation is precarious, as I have explained above. Perhaps I should conclude by asking myself a few questions in summarising the position.

Will the 1961 Formula make racing safer? No, quite the contrary.

Will it make racing cheaper? No.

Will racing under the new Formula be just as spectacular? At first, no. Later, probably yes.

(Continued on page 184)

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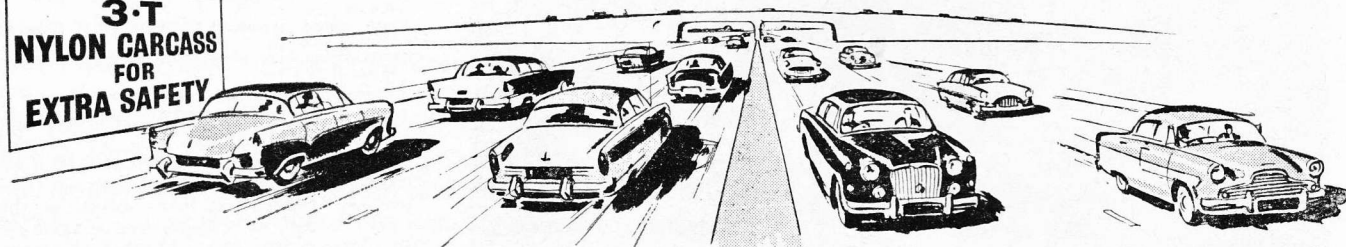
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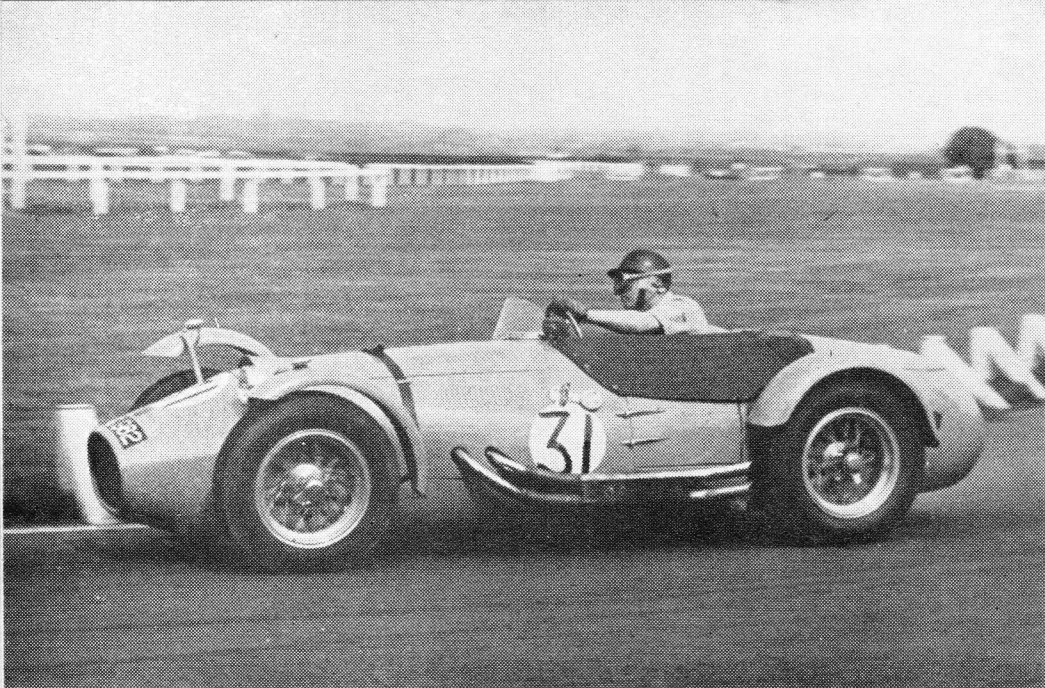
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GOODYEAR

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TIE for B.T.D. was gained by Phil Scragg in his H.W.M.-Jaguar. His time of 29.2 secs. was equalled in a fine drive by J. C. Brierley in an Elva-Climax.



The B.A.R.C. Aintree Sprint

P. Scragg (H.W.M. Jaguar) and J. C. Brierley (Elva-Climax) share B.T.D.

AS an anti-climax to the recent Grand Prix at the same venue, the B.A.R.C. North-Western Centre, on Saturday, 25th July, entertained some 60 competitors at their Aintree sprint meeting.

Starting at the exit to the Melling Crossing, a measured half-mile ran down to, and round, Tatts Corner, finishing some hundred yards past the main timing box.

As the weather was extremely hot, quite a large crowd of spectators gathered on Tatts Terrace to watch the "antics"; no other word can be used to describe the weird "line" and even more peculiar gyrations caused by the many who approached Tatts at speeds which would have petrified the Grand Prix "maestros"!

The programme announced that competitors would run in pairs, but the R.A.C. Steward took one look, then used

one of Mr. Shaw's expressions! Just as well too!

Of the very few who gave perfect exhibitions of polished driving, the classes produced some highlights. Class 1, for touring cars up to 1,300 c.c., was a straight fight between the A35s of J. Cuff and K. D. Jones, who scored with 36.2 and 36.4 secs. respectively. Another good time in this class was made by J. H. Parkin (Dauphine) with a run in 37 secs.

Class 2 (touring cars 1,301 to 1,900 c.c.) showed the T.V.R. of J. C. Turner to be just too fast for H. J. O'Connor Rorke's Volvo, times being 36.6 to 37.4 secs.

Class 3 was for touring cars of 1,901 c.c. and over. Here G. Tyrer's Aston Martin DB4, perfectly handled, with a time of 30.8 secs., was much too fast for a hoard of Jaguars, Allards, Zodiacs, etc., the best of these being G. H. Parkes whose 3.4 clocked 33.4 secs.

Class 4 (sports cars up to 1,000 c.c. O.H.V. and 1,200 c.c. side valve) went to J. F. Dickinson's Lotus-Ford with a run in 35.6 secs. Second was J. B. Pemberton's Turner with a time of 36.6 secs. The remainder of the class, entirely composed of Austin-Healey Sprites, did not distinguish themselves. Class 5, for sports cars 1,001 c.c. to 1,500 c.c. was dominated by the Elvas of E. Dobson and G. D. Hill with times of 32.6 and 32.8 secs. Next fastest in this very big class was R. Vincent's Elite, which recorded 33 secs. Class 6 was for sports cars 1,501 c.c. to 2,700 c.c., and was taken by P. Bradley's very fast Morgan with a run in 32 secs. Next came J. T. Littler's Cooper-Bristol with 32.6 secs.

Class 7, for sports cars over 2,701 c.c., contained only one entrant, P. Scragg, with an H.W.M.-Jaguar. Scragg, in a magnificent run, tied for B.T.D. with a time of 29.2 secs. His second run was a shade slower, in 29.9 secs. Class 8, for sports-racing cars up to 1,500 c.c., produced the other tie for B.T.D. when J. C. Brierley, with the Elva-Climax, recorded a similar time. Again, his second run was slower, being accomplished in 30.4 secs.

Class 9 was for sports-racing cars over 1,500 c.c., and again one competitor only came to the line. A very fine run came from B. Williams, whose Lotus produced the third time under 30 secs. when he clocked 29.4 secs.

Although most of the organisation was good, more attention must be paid to time. A start nearly an hour late is just "not on", while there was much too much delay between classes.

FRANCIS PENN.

RESULTS

Best time of day: P. Scragg (H.W.M. Jaguar) and J. C. Brierley (Elva), 29.2 sec.

Touring cars up to 1,300 c.c.: J. Cuff (A35), 36.2 sec.

Touring cars 1,301-1,900 c.c.: J. C. Turner (T.V.R.), 36.6 sec.

Touring cars over 1,901 c.c.: G. Tyrer (Aston Martin), 30.8 sec.

Sports cars up to 1,000 c.c. o.h.v. or 1,200 s.v.: J. F. Dickinson (Lotus Ford), 35.6 sec.

Sports cars 1,001-1,500 c.c.: E. Dobson (Elva), 32.6 sec.

Sports cars 1,501-2,700 c.c.: P. Bradley (Morgan), 32.0 sec.

Sports cars over 2,701 c.c.: P. Scragg (H.W.M. Jaguar), 29.2 sec.

Sports/racing cars up to 1,500 c.c.: J. C. Brierley (Elva), 29.2 sec.

Sports/racing cars over 1,501 c.c.: B. Williams (Lotus), 29.4 sec.

AINTREE PRIZE MONEY

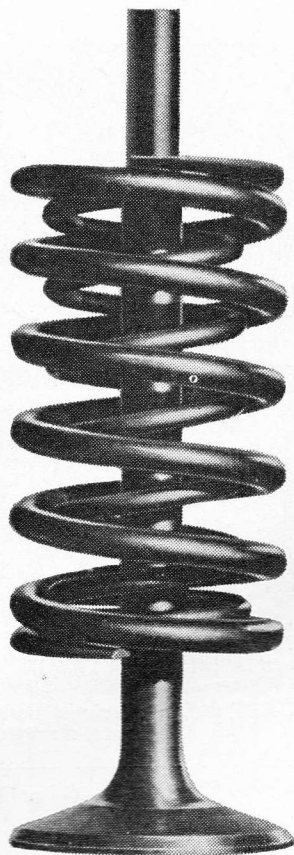
IN our issue of 24th July we referred to the prize fund for the Gold Cup meeting at Oulton Park on 26th September as "the largest ever offered in the entire history of British motor racing". In fairness to Mrs. Mirabel Topham, director of the Aintree Automobile Racing Co. Ltd., it should be pointed out that in 1957 the total amount of prize money paid out was £6,588, making this the largest sum ever made available. Again, this year, first place in the British Grand Prix produced 2,500 guineas and a £100 Trophy, whereas first prize at Oulton Park will be £2,000.

FINE DRIVE in a fine car to win the over 1,901 c.c. touring class was achieved by Gillie Tyrer (Aston Martin DB4).



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Club News

By MARTYN WATKINS

AN autocross, jointly promoted by the B.A.R.C. (Yorks section), East Yorkshire C.C. and Yorkshire S.C.C. will be held at Warfedale Grange Farm, Harewood Bridge, near Leeds at 2.00 p.m. on 16th August. The course is undulating but non-damaging and there will be classes for all. Entries, from members of the organising clubs, should be sent to R. J. Wilson, "Woodland", Gildersome, near Leeds before 10th August.

SNETTERTON—continued

Curve in a manner rather reminiscent of the earlier incident involving the Victoria but with less alarming results.

The final race was for the larger saloon and G.T. cars and produced that exciting rarity, an official dead-heat. Gawaine Baillie led initially with the 3.4 Jaguar, very closely followed by Dick Protheroe in his newly-acquired "second" XK120, which looks just like the Ancient Egyptian model but is the ex-Ferodo test car. There seems to be little to choose between them as regards speed. Dick snatched the lead at Riches Corner at the beginning of the second lap and held it, apparently securely but by only a few lengths, until the final run up to the flag, when Gawaine Baillie made a superhuman effort and brought the saloon car alongside as they crossed the line. In another sphere of racing the judges would no doubt have called for a photograph but, in the absence of this facility, they declined to differentiate between the cars and the victory was shared. Third in the unlimited class and in the race as a whole came Jack Sears.

DAVID PRITCHARD.

PROGRESS REPORT—continued

Will more drivers be able to win Grand Prix races? Yes.

Will racing become more truly international? Possibly.

Will the new Formula kill Grand Prix racing? No, but it will do little to save it.

For the rest, the most important task is to study safety. I think that the new



MAN IN A HURRY is J. McKechnie, really going close and trying hard as he pushes his A.C.-Bristol through a bend at Snetterton.

Coming Attractions

August 8th. B.A.R.C. Members' Race Meeting, Oulton Park, nr. Tarporley, Ches.

B.R.S.C.C. Closed Race Meeting, Silverstone, nr. Towcester, Northants, 1.45 p.m.

Hants and Berks M.C. National Hill-Climb, Great Auclum, 2.30 p.m.

Border M.R.C./Newcastle M.C. Race Meeting, Ouston, nr. Newcastle.

August 9th. West Essex C.C. Race Meeting, Snetterton, nr. Thetford, Norfolk.

Karlskoga Race Meeting, Sweden. (F3, S, T.)

August 15th-16th. Roskilde Ring Races, Denmark (F3, S).

August 15th. Seven-Fifty M.C. National Six Hours Relay Race, Silverstone, nr. Towcester, Northants. Start, 1 p.m.

August 16th. London M.C. Sprint, Brands Hatch, nr. Farningham, Kent.

August 22nd. B.A.R.C. National Race Meeting, Crystal Palace, Sydenham, London, S.E.19.

August 23rd. Grand Prix of Portugal. Vintage Sports Car Club Hill-Climb, Prescott, nr. Cheltenham, Gloucestershire.

Thames Estuary A.C. Hill-Climb, Stapleford, nr. Chigwell, Essex. Start, 1.30 p.m.

wrap-around crash helmets must help in this respect. Fireproof one-piece overalls should be worn by all drivers, though some of them have been stiffer than untreated garments. Above all, nobody should ever race who is even slightly

below par, suffering from any serious worry or anguish, or who has not been sleeping well or is tired for any other reason. Motor racing may be dangerous at the best of times, but for an unfit man it is deadly.



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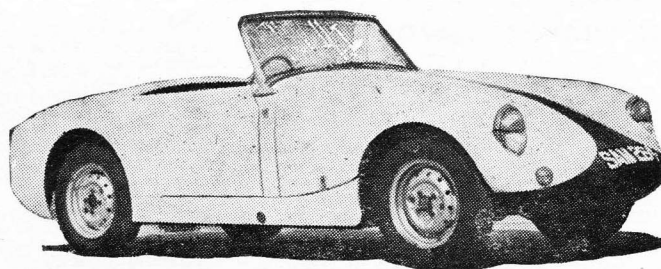
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ACE-BRISTOL 1959 sports two-seater in white with black interior and fitted discs, bumpers, etc. Absolutely indistinguishable from new and offered with a guaranteed genuine total mileage of approximately 2,000. Opportunity at £1,925. Terms. Exchanges.—Rudds, 41 High Street, Worthing 7773/4. The leading A.C. distributors. Demonstrations at your address by appointment. Early or immediate deliveries. Literature by return.

ACE, late 1954 (1955 model), gunmetal, condition excellent, X tyres, Alfins, heater, radio. £775.—Levy, 36 Mayville Road, Liverpool, 18.

ALLARD

ALLARD sports 2-seater, Michelin X, new Mercury unit developing 150 b.h.p. £285. Also o/h exhaust valve gear for V8 and alloy high comp. heads.—PADDINGTON 6140, 9-6 p.m., or call 29 Winchester Street, S.W.1.

ALVIS

1948 ALVIS TA 14, shooting brake. First class order and appearance. £195.—Slough 23754.

Woodyatts of Malvern offer:

1955 "Grey Lady" saloon. Silver grey with red leather. One owner, 32,000 miles only. New tyres. Immaculate throughout. £775

1955 "Grey Lady" Tickford Coupe. Dark green with beige leather. One owner, 39,000 miles. New tyres. Immaculate throughout. £785

Belle Vue Garage, Malvern, Worcestershire. Tel.: 390.

RUDD'S

41 HIGH ST., WORTHING

Worthing 7773/4

AUTOMOBILE DISTRIBUTORS

AUSTIN-HEALEY BN6. Two-seater six-port, 1959 sports in white/red. Disc brakes on all wheels. Special series 146 h.p. Laystall balanced engine. Wire wheels, overdrive, etc., etc. One owner, low mileage. £1,100

AUSTON MARTIN. Mk. III drophead coupe in elusive blue. Overdrive. New at List

M.G.A. Black sports, two-seater with green leather, radio, heater, etc. Very beautifully maintained specimen 1958 at £845. Demonstrations in London: evenings

M.G. Magnette sports saloon in leaf green/green leather. Michelin tyres, taxed, serviced and guaranteed. £795. Buyer may have extended demonstration by arrangement

RENAULT. Dauphine 1959, low mileage, one owner, standard saloon in Marlin blue. £699. Another. 1958 Rudd tuned with lowered suspension, £675. Ferlec example in new condition at £585. Demonstrations in London area: evenings, business hours. Self-drive hire demonstrators free for buyers

TR3. HARDTOP, sports coupe with discs, overdrive and other extras. Exceptional opportunity at £795. Terms. Exchanges

PORSCHE. 1959 Super Coupe in white/red. New at List

WANTED. Well maintained sporting carriages, particularly A.C. Ace, Acecas, Aston Martin DB2-4, Austin-Healey, all models. Renault Dauphines, Porsche, M.G., etc. Buyer calls by appointment

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

ASTON MARTIN

RUDD'S of Worthing offer a low mileage 1958 drophead coupé in elusive blue and fitted overdrive. £3,150.—41 High Street, Worthing 7773/4.

1936 ASTON MARTIN, Ulster engine Engine thoroughly reconditioned. Radiator retubed by makers. Dynamo rewound. Magnets reconditioned by Scintilla. Brake lining and cables renewed.—Box 3240.

DB-4 (1955), completely modified with DB3S head, manifolds, etc. Just resprayed red. Derrington wheel, Michelin Xs, wireless, flasher, spots. Maintained regardless of cost. £1,490. Also once used 40 mm. Webers plus manifold, £110.—Enquiries: Walton-on-Thames 2406.

£285 1939 Aston Martin 2-litre 2/4 sports. Three owners only from new, excellent history, very well maintained in B.R.G., with green upholstery and vinyl hood. Particularly nice specimen of this fine thoroughbred.—Alan Baker, Baker & Roger, Hudsons Garage, Darkes Lane, Potters Bar, Middx. Potters Bar 4232, or HATfield 3861 any time.

AUSTIN

1957 AUSTIN A35 de luxe, Stage 3 Downton, special camshaft, just rebored. Very fast. 0-60 under 14 seconds. Radio, rev. counter. £525.—Market Garage, Brook Street, Tring 2049.

AUSTIN-HEALEY

AUSTIN-HEALEY SIX, 1959, series BN6 two-seater in ivory/red with discs all round, overdrive, heater, wire wheels and 147 h.p. Rudd-tuned engine. Special suspension and other extras. £1,100. Terms. Exchanges.—Rudds, 41 High Street, Worthing, for Healeys in the South. Demonstrations of the latest model 3000, complete with all our modifications, including 155 h.p. engine.

AUSTIN-HEALEY 1954, immaculate condition, all extras. £600.—Gabbiani, 1 Bedford Gardens, W.8.

£595. 1955 Austin-Healey 100, as new, twin spots, wire wheels, o'drive, heater, etc. Taxed Dec. Exchange. Terms.—Brown, 126 Marsden Road, Burnley. Tel.: 4336.

1955 AUSTIN-HEALEY 100S. Fast, safe and reliable. Must sell. Hence price £850. Telephone Bradford 41755 (business hours).

AUSTIN-HEALEY 100-Six BN4 1958, one owner, B.R.G. Makers optional extras include six-port head, overdrive, wire wheels, heater, tonneau, luggage rack. £1,050. Any M.G.A. taken in part exchange. Part exchanges a pleasure.—S. H. Richardson & Sons, The M.G. Specialists, Colnbrook 2258.

AUSTIN-HEALEY 100 BN1 1955, ice blue, two owners. Extras include Le Mans head, overdrive, heater, tonneau. £635. Any M.G. taken in part exchange. Part exchanges a pleasure. H.P. terms.—S. H. Richardson & Sons, The M.G. Specialists, Colnbrook 2258.

AUSTIN-HEALEY 100 BN1, 1954. Le Mans engine, disc brakes on all wheels, high ratio axle, overdrive, zip tonneau and all usual refinements. Phenomenal performance with fantastic stopping power. Just recellulosed immaculate B.R.G. £635.—Alan Baker, Baker & Roger, Hudsons Garage, Darkes Lane, Potters Bar, Middx. Potters Bar 4232, or HATfield 3861 any time.

BENTLEY

1935 BENTLEY Mulliner bodied sports saloon. Black and grey. Owner acquired Consul. £275 o.n.o.—Merlin Engineering, 2b Charlwood Street, S.W.1. VICTORIA 1820.

BENTLEY Le Mans Speed-6. B.R.G. Entered and won two Bugatti Concours 1959. Competitor V.S.C.C., Prescott, 23rd August. Latest extra 20 b.h.p. head. Perfect condition. Price £750.—Nock's Brickworks, Holly Lane, Birmingham, 24.

BERKELEY

THE new B95 and B105 models with 692 c.c. Royal Enfield twin four-stroke engine, now available for early deliveries. Also 1959 492 c.c. Excelsior three-cylinder, two-stroke, 1,500 miles only. £565.—Surrey Distributors: The Surrey Car Co., 44 Richmond Road, Kingston (KINGSTON 6340 and 7660).

SPECIAL ANNOUNCEMENT FOR

Classified Advertisers

All Classified advertisements for the issue of August 14th MUST reach this office by A.M.

Monday Aug. 10

BERKELEY SPORTS CAR CENTRE 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

BRISTOL, January 1953, 401, fitted special engine. Recent £300 overhaul. Mechanically perfect. Coachwork immaculate. Fitted expensive Motorola transistor radio. Hire purchase. Exchanges. £877.—A. J. Nurse, Sibley's Garage, Edward Road, Birmingham, 12. Phone: Calthorpe 2945.

B.S.A.

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

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Depicting most of the latest sports cars is now available. Manufactured by Sandersons, it has a warm mushroom background with the cars outlined in crimson. It is suitable for the home, club, or motor showrooms. price 12s. 6d., plus 1s. 6d. p. and p. Available from "Dept. W"

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OF LEEDS LTD.

FOR **FORD**

Peugeot 403, July, 1957. Suede green, one owner. £825
Rolls-Royce Silver Wraith, 1st Jan., 1948. Partition. £1,400
Fiat 600, 1955. Mid-green. £405
TR2 hardtop, 1955. British racing green, overdrive, heater. £595
Austin-Healey BN.1, off-white, blue upholstery. Overdrive. £585
Ford Zodiac automatic, grey/blue. One owner. June, 1957. Heater. £795
Ford Consul, July, 1956, Black, heater. £635

120 Albion Street, Leeds, 1.

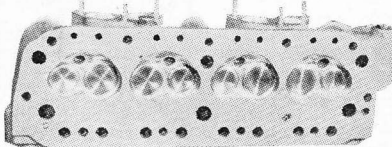
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V.W. DERRINGTON KINGSTON 5621/2 LTD

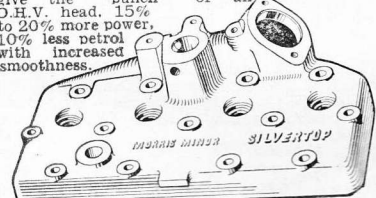
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Cyl head kit less valves & springs £58 10 0
Assembled with valves and springs. 68 10 0
9-1 Flat top H/C Pistons, complete set 8 10 0
L/A Push Rods, light cam followers, set 5 0 0
L/A cast Rocker covers, polished 8 0 0
L/A Ram Pipes, developed max. power 1 12 6
Extractor Exhaust Manifolds 17 10 0
L/A Flywheels, steel faced 14 10 0
High Torque Clutch Assembly 3 0 0
Cold Air Intake Box (M.G.—A) 3 10 0
Camshafts, high lift, overshaft 14 0 0
Anti-Roll Bars, from 4 17 6
Laycock Overdrive Units (Magnette) 82 0 0
"SILVERTOP" L/A HEADS for S.V. engines give the "punch" of an O.H.V. head, 15% to 20% more power, 10% less petrol with increased smoothness.



Morris or Morris 8, series I & II, Ford 8 & 10 (spigol dynamo), £9 (platform dynamo), £9/10/-, Morris 8, series E, £10, Minor £10/10/-, Hillman Minx, Talbot 10, £11, ALTA for Austin 7, £7.

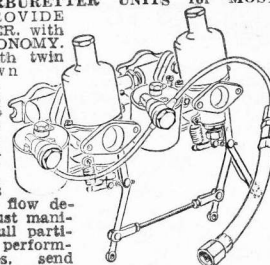
ALTA O.H.V. Conversion Head for MORRIS MINOR S.V., nearly doubling power output, £48/10/-.

WILLMENT "POWERMASTER" kit for 100E, 50 B.H.P. at 5,000 R.P.M. on single carb., £57/10/-.

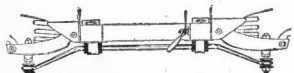
RAYMOND MAYN LIGHT ALLOY HEADS for Mk. II CONSUL and ZEPHYR, 90 and 135 B.H.P., £75 & £120.

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In tempered spring steel, hard rubber, bushed, minimum or no drilling needed.
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"VARIFLO" adjustable piston type SHOCK ABSORBERS, for A.30, 35, Ford, Minx, Minor 1000, Riley 1.5, Standard 8 & 10, Sprite, Triumph, Wolseley 1500 (rear only) £5-5-0 pair.

Open 9-6, Sunday 9-1. Postage or carriage extra

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

FORD

1958 MODEL (Nov., 1958) Ford Zephyr Mk. II saloon in Newark grey. Fitted full Raymond Mays conversion. Overdrive, radio, underseal, spot, fog and reverse lamps, rev. counter and other equipment. Three new tyres just fitted. This car is in superb order throughout, fantastic performance, never raced or rallied. £875. H.P. and part exchange welcomed.—Moore's Weybridge, Ltd., 70 Baker Street, Weybridge, Surrey. Phone 3801.

1958 (REG'D Nov. 57). New Anglia d/l., heater, mileage 17,500, one careful owner. £535.—Jarvis & Sons Ltd., Morris House, Morden Road, S.W.19. LIBerty 8221.

FULLY modified Ford Anglia de Luxe, 1956 model (21.12.55). Will out-perform latest Zephyr, genuine 95 m.p.h. and 30 plus m.p.g. £250. Extras: Elva o.h.v. head with specially tuned large choke Zeniths and Servais ex man. Laycock overdrive second and top with special balanced propeller shaft. Roll bar, panhard rod, rad. rods, Konis, laminated screen, S.U. pump, instruments, washers, fog, heater Recent recon. engine, gearbox, Mintex linings and almost new Avons. One owner. No competition use, black, immaculate. £485. H.P. available.—Farley, BARnet 5993.

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.

HILLMAN

HILLMAN MINX drophead coupé, 1956, very clean, excellent tyres, cellulose maroon. £497 10s. 0d.—A. J. Nurse, Sibley's Garage, Edward Road, Birmingham, 12. Phone:

JAGUAR

JAGUAR XK 140 Hardtop, July 1955. Black with green interior. One owner. 28,000 miles, 9:1 compression ratio, 2 inch S.U. carbs., cold air box, lead-bronze bearings, extra 12-gallon fuel tank, disc wheels with three-car hub caps, Halda, oil temperature gauge, radio, heater, Drok, two-inch exhausts, undersealed, new Michelins, brake booster, winner of class at Jaguar Car Club Concours last month. £895.—W. M. B. Smith, Footscray 5200.

1954 XK 120 drophead coupé, a perfect, low mileage specimen open to any inspection. Special equipment includes H/C head, dual exhausts, racing linings, spot, screen washers, heater, Roadspeed white wall tyres, etc. Re-sprayed regal red, grey leather interior. Exchange for almost new Austin-Healey Sprite or sell at £630 o.n.o.—Pacey, SUN-2603 (Hendon, N.W.4.).
XK 120 1951. Black, 9,000 miles since £200 overhaul, including XK 140 engine and suspension mods. Clean potent car. £465 o.n.o.—GRAngewood 2495.

Jaguar 2.4 1958. Special equipment model, Old English white with red upholstery, overdrive. One owner, 9,000 miles only. £1,425

Jaguar 2.4. Special equipment model, battleship grey/red interior, overdrive. Superb condition. £995

Jaguar 3.4. Special equipment model, Sherwood green/tan upholstery. Disc brakes. A specimen car. £1,395

Jaguar 3.4. Special equipment model, pearl grey/dark blue upholstery. Disc brakes, wire wheels, overdrive, close-ratio gearbox, many other extras—cost over £2,000. £1,495

Jaguar Mk. VIII. Automatic. Cornish grey/mist grey, grey upholstery, radio, heater. Immaculate condition. £1,145

BOLTON OF LEEDS LIMITED,

120 Albion Street, Leeds, 1.

Tel.: 36036.

JOWETT

1954 JOWETT JUPITER, one previous owner, 30 m.p.g., recent new engine, new hood, tonneau, tyres. Radio, heater and many extras. £470. Wanted A.C. Ace.—Evenings, week-ends, 104 Arterial Road, Southend-on-Sea.

LANCIA

1939 APRILIA, immaculate, silver and blue, engine overhauled, Nardi two carb. manifold, Marchal's, Xs, tele-controls, excellent maintenance record. £275 o.n.o.—Isleworth 2351.

(Continued overleaf)

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1958 TR3A, white, red upholstery, in truly magnificent condition £845

1957 TR3, wire wheels, overdrive, hard top, soft top, heater, luggage rack. In fact everything you could possibly put on it £745

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1955 TR2, with overdrive, heater and many other extras. Red £550

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1958 M.G.A. Fixed head coupe. Mineral blue and grey, low mileage £875

1958 M.G.A. Green, heater, beautiful condition throughout £799

1956 M.G.A. Green and grey. Radio, luggage carrier, wing mirrors, low mileage £715

1954 M.G. TF. Wire wheels, heater, tonneau cover, etc. In really superb condition £595

1952 M.G. TD. Red/beige £465

1951 M.G. TD. Red/red £445

1947 M.G. TC. Green/green, fitted with special body £270

1949 M.G. TC. Black and red, excellent condition. Choice of three from £355

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- £1,575 1959 model 3.4 Jaguar saloon, grey, discs, low mileage, one owner, as new.
- £1,025 1959 Rapier convertible, beige with white streak, all extras, overdrive, seat covers, mint.
- £650 1952 XK120, hardtop, white wall tyres, wireless, heater. We consider this car to be the finest 120 in existence.
- £635 Austin Healey July 1955, one owner, original guarantee. Red, new tyres, in perfect condition throughout.
- £595 Austin A35 1958, blue, showroom condition throughout, Yimkin conversion, new tyres, a perfect specimen.
- £575 TR2 1954. Red, hardtop, Michelin X, overdrive, heater, wireless, immaculate.
- £545 1954 TR2. B.R.G., leather upholstery, specimen condition.
- £450 Lotus Mk. VI. Ex-Mr. Anthony car. Highly tuned 1,500 M.G. T.F. unit, hydraulic brakes, Alfin drums. B.R.G., an immaculate example.
- £425 H.R.G. 1949. This car has been completely rebuilt by H.R.G.s. Bills for £150. At present we have completely stripped and respraying this car in B.R.G.
- £445 Nash Healey. Ivory, radio, heater, this very rare motor car excellent throughout.
- £375 M.G. T.C. Black, green upholstery. All new tyres. A perfect example.
- £200 1937 4½ litre Bentley with shooting brake body, mechanically 100 per cent, new tyres.

All above cars are open to R.A.C. and A.A. inspection.

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Classified Advertisements—(continued)

LEA-FRANCIS

1947 LEA-FRANCIS 14 h.p. saloon, heater, radio.—Lammy Bank, Summerseat, Bury. Ramsbottom 2500.

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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., Crief Road, Perth. Tel.: Perth 3892/3.

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

LOTUS VI, 1,172 c.c. engine and gearbox, rebuilt in May. Fully modified and in excellent condition. £445 o.n.o.—Belton, Hilltop, Bishops Waltham, Nr. Southampton.

LOTUS Mk. VI, excellent condition, tuned 1,172, C.R. gears, 4.7 axle, full weather equipment. £375.—14 Elm Avenue, Watford Heath, Herts. Phone: Park 7373 day time.

MARK IX. 7 DPU. Ex-Peter Ashdown. Climax 1100, Stage II, de Dion axle. Recently overhauled. Can be seen Oulton, 8th August. £720 or minus engine.—Wilson, Neston 1779 (Wirral).

LOTUS XI. Ford engine, unregistered, unraced, last finishing touches needed. £550 or offer. Riverside 2526.

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. £950 including trailer. Terms available.—J. E. Burgess, Manor Close, Stokesley, Yorkshire. Tel.: Home Stokesley 433, office Middlesbrough 3981.

M.G.

REBUILT TA, fitted TC front suspension, engine, vynide hood, resprayed, bills for £180 shown. First £245 secures.—Darby, 49 Mafeking Avenue, London, E.6.

1953 (APRIL) M.G. TD, stone grey, red upholstery. Fitted many extras, including radio, heater, Michelin X, tonneau, etc. Will satisfy the scrutiny of the most discerning enthusiast. £495.—Peveril Garages, Ltd., 18 Friargate, Derby. Telephone: Derby 48284.

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.

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.

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.

1955 (June) TF 1,500 c.c., extras, £555. attractive condition. Exchange. Terms.—Brown, 126 Marsden Road, Burnley. Tel.: 4336.

1955 MAGNETTE, black/red upholstery, ex. cond. £625.—Jarvis & Sons Ltd., Morris House, Morden Road, S.W.19. LIBerty 8221.

Woodyatts of Malvern offer:

1949 TC. Cream with red leather. Engine overhauled, new tyres. In quite exceptional condition throughout, with new hood and side-screens. £365

1947 TC. Choice of two, black and green. One with new tyres and recon. engine. £315. Other good order throughout, with several extras and good tyres. £290

Belle Vue Garage, Malvern, Worcestershire. Tel.: 390.

A-TYPE sports two-seater 1958 immaculately maintained in black with green leather and fitted radio, heater, luggage rack, etc. £845.—Rudds, the M.G. agents, 41, High Street, Worthing 7773/4.

MAGNETTE 1957. Exceptionally well-maintained sports saloon. Demonstrations in London daily. £795. Terms. Exchanges.—Rudds, M.G. agents, 41 High Street, Worthing 7773/4.

M.G. MAGNETTE 1958, 5,500 miles, blue/red upholstery. As new. One owner. £995. Choice of nine M.G.s from £650. Choice of 80 other M.G.s from £100. Part exchanges a pleasure. H.P. terms.—S. H. Richardson & Sons, The M.G. Specialists, Colnbrook 2258.

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. LAngham 7733.

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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, disc brakes. £895

Austin-Healey 1957 100/6. Overdrive, wire wheels, heater, tonneau, washers, red and black. £895

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

M.G.A. 1957. Blue, radio, heater, 'X' tyres, tonneau, washers. £795

TR3 1957. Beige/red, hardtop, radio, heater, overdrive, 'X' tyres, tonneau, washers, discs. £745

M.G.A. 1956. White, 'X' tyres, washers, rack, etc. £695

Austin-Healey BN2 1956. Radio, heater, 'X' tyres, overdrive, etc., unmarked, ice blue. £675

Austin-Healey BN1 1955. Black/red, o'drive, wire wheels, heater, tonneau. £655

Austin-Healey BN1 1955. Red, spots, heater, overdrive, washers, etc. £645

Jaguar XK120 1954. F/H coupe, heat-r. Rimblishers, grey and white. £645

Swallow Doretto 1954. 1.991 c.c., heater, spots, 'X' tyres, tonneau, red. £635

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TR2 1955. White/black, hard top, washers, heater, 'X' tyres. £625

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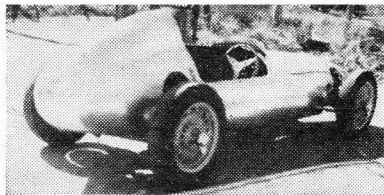
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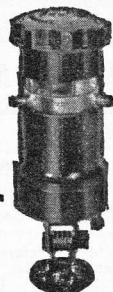
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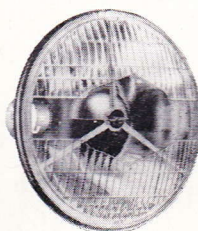
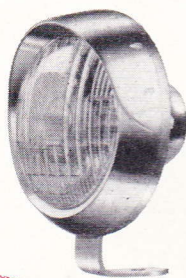
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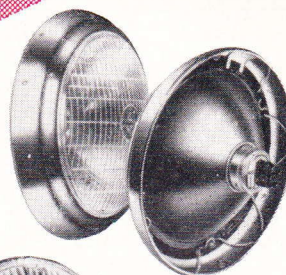
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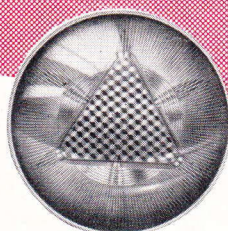
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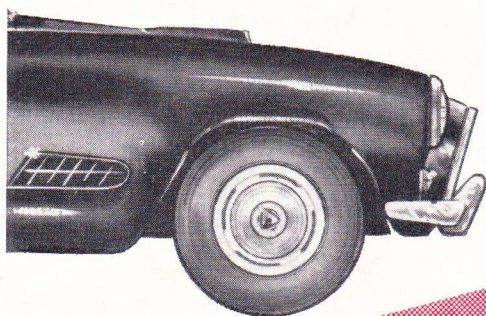
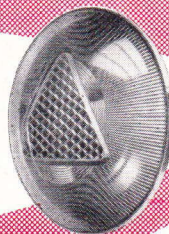
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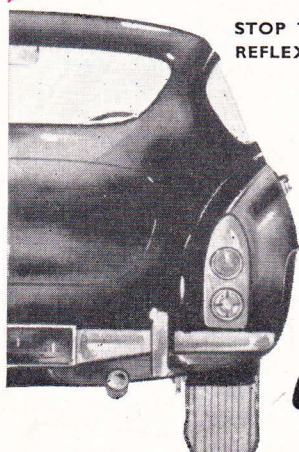
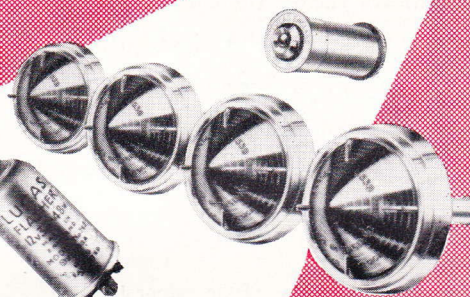


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