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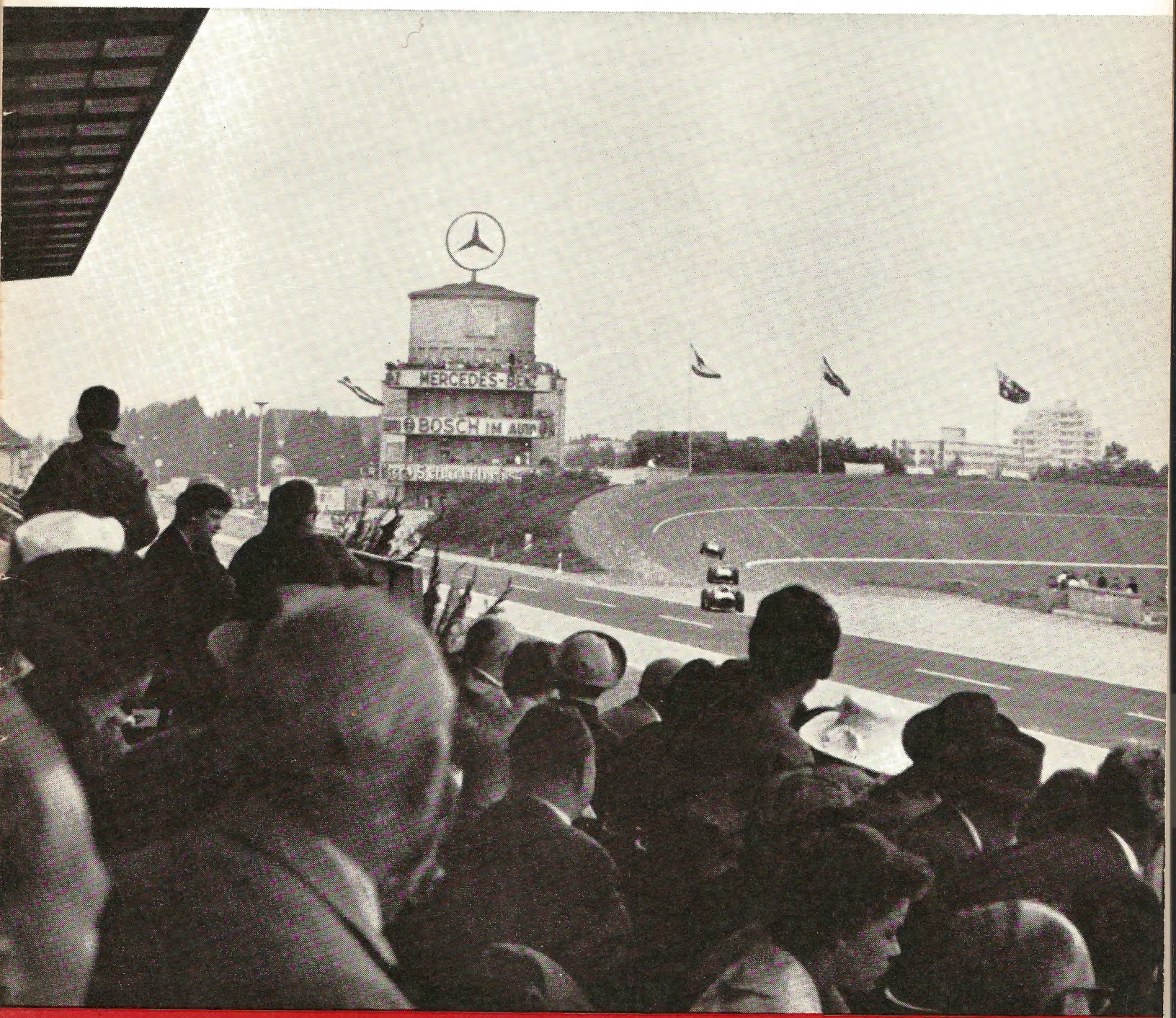
BRITAIN'S MOTOR SPORTING WEEKLY

AUGUST 14, 1959

CANADA
30 CENTS

EVERY FRIDAY
Vol. 19 No. 7

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



IN THIS ISSUE

GERMAN GRAND PRIX REVIEWED : GRAND PRIX DES AUVERGNES

CLUB SPORT AT SNETTERTON, BRANDS HATCH AND THE WEST COUNTRY

AGAIN AND AGAIN A RALLY WINNER IN ITS CLASS

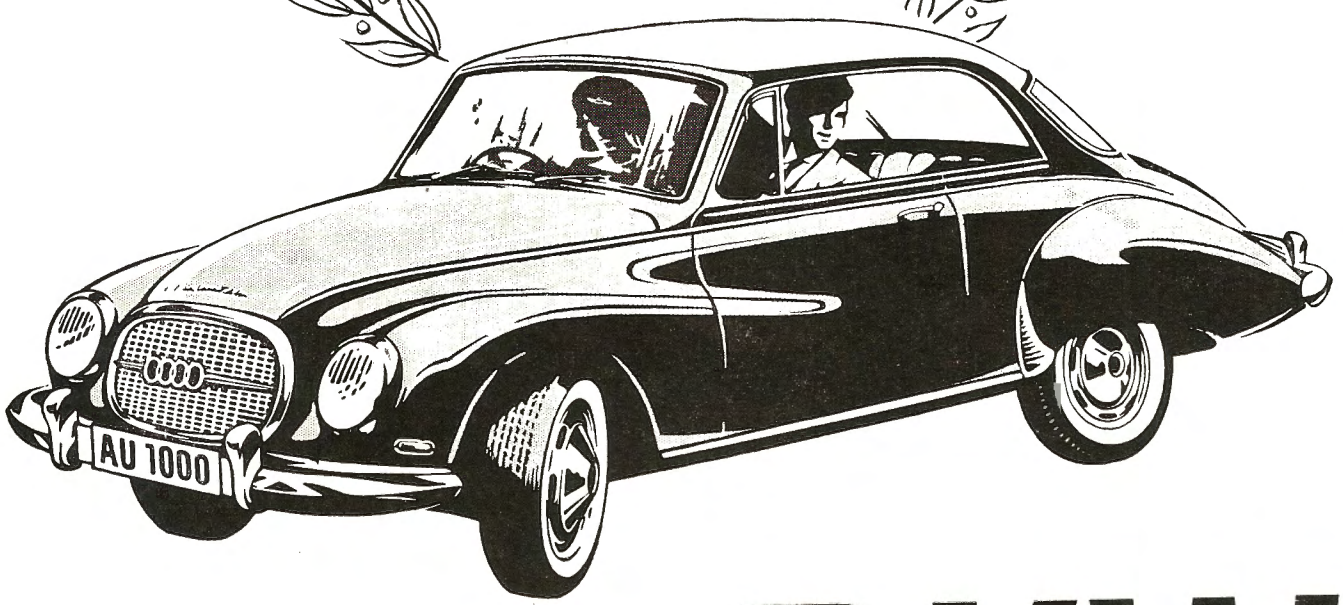
Monte Carlo Rally 1959
1ST & 3RD TOURING CARS UP TO 1,000 c.c. 7TH OVERALL

French Alpine Rally 1959
2ND IN GENERAL CATEGORY, ALPINE CUP

Coronation Safari 1959
1ST, 2ND, 3RD IN CAR PRICE CATEGORY £675-£825

Acropolis Rally 1959
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Sestriere Rally 1959
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—won on MINTEX

GERMAN GRAND PRIX - BERLIN

1st— FERRARI

2nd— FERRARI

(results subject to official confirmation)

3rd— FERRARI

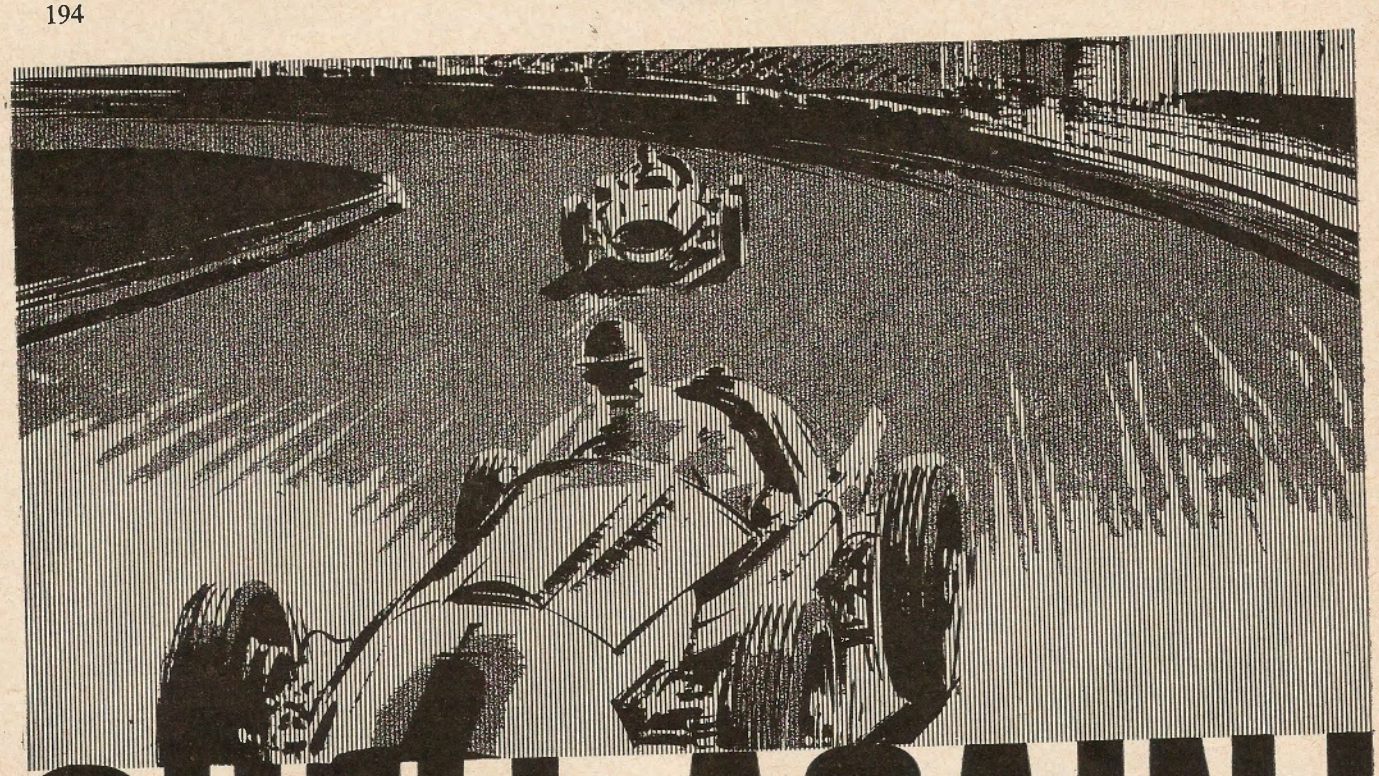
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won on MINTEX



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GERMAN GRAND PRIX

1ST FERRARI *C. A. S. BROOKS* **2ND FERRARI** *D. GURNEY* **3RD FERRARI** *P. HILL*

BRANDS HATCH

*John Davey Trophy for Formula II cars—***1ST COOPER-BORGWARD** *C. BRISTOW*

Wrotham Trophy for Sports Cars up to 1,100 c.c.

1ST LOLA *P. ASHDOWN** **2ND LOLA** *P. GAMMON**

Production Touring Cars up to 1,300 c.c.

1ST AUSTIN A.40 *G. H. WILLIAMSON**

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 7 **August 14, 1959**

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EDITORIAL

AVUS AFTERMATH

THERE is absolutely no justification for the extraordinary attacks on Stirling Moss by West German newspapers. To accuse the great British driver of deliberately breaking his car because he did not care for the Avus circuit is so utterly false as to be ridiculous. Like other drivers, Stirling was not reticent concerning the perils of the artificial course, and every sane person will agree that Moss's misgivings were not without sound reason. It should be noted that his comments were made *before* the distressing accident to Jean Behra, and not as a result of the fatality. During his entire motor-racing career, Stirling Moss has always driven in one way—to win. That his car broke down after one lap was entirely due to a mechanical fault, and had absolutely nothing to do with Moss's personal views on the suitability of Avus. This is not the first time these irresponsible newspapers have picked on British drivers, and one will not readily forget the vicious attacks on the late Mike Hawthorn following Le Mans, 1955, and alleged incidents in the Nürburgring 1,000 kilometres race. Only recently Stirling was the subject of attacks due to a fatality in the "1,000 Kilometres" involving a completely inexperienced racing driver. One's first idea is to ignore all comments in German publications, but on second thoughts it must be obvious that these comments are picked up by newspapers all over the world. The trouble is that motor-racing features are written up by "journalists" who know precisely nothing about the sport. Experienced West German motor sporting writers deplore the attitude adopted by the lay Press, but their readers can be counted in thousands as against the millions who take the daily newspapers. In Great Britain the motor sporting Press has a much larger readership, and that is why AUTOSPORT defends that fine sportsman Stirling Moss against unwarranted attacks which savour somewhat of "sour grapes".

B.M.C. AND APPRENTICES

THE British Motor Corporation were quick to reply to the editorial of 31st July, referring to John Lawry's inability to obtain leave to drive at Le Mans. The concern's spokesman states: "Consider that there are within B.M.C. getting on for 1,000 apprentices at any one time, each of whom has his own private problems and wants to take part, as young men do, in all sorts of athletics and sporting activities. This means that there are continual requests for additional leaves of absence which, to be fair to everyone, have to be refused. In this case no one stopped the young man driving at Le Mans, but he had to take his absence as part of his annual leave, and this he was not prepared to do". Fair comment, but it still seems as though B.M.C. do not care to encourage promising drivers!

OUR COVER PICTURE

COMING OFF THE BANKING on the North Curve at Avus are the three Ferraris, in line astern. The severity of the banking on this turn can be clearly seen —it is, in fact, impossible to walk up on foot.

CASTROL WINS AT BRANDS HATCH

TOURING CARS
(1301–1600 c.c. class)

1ST L. LESTON (RILEY 1.5)

(1601–2600 c.c. class)

1ST J. M. UREN (FORD ZEPHYR)

PRODUCTION SPORTS CARS
(over 2000 c.c. class)

1ST E. R. PROTHEROE (JAGUAR XK120)

(up to 1000 c.c. class)

1ST J. H. GASTON (AUSTIN-HEALEY SPRITE)

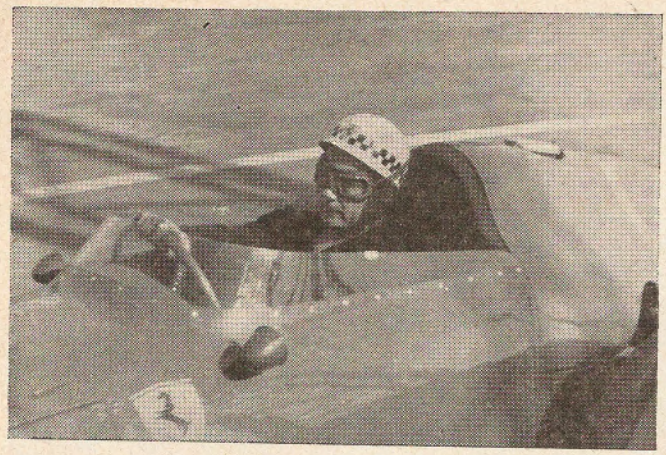
KINGSDOWN TROPHY
(over 3000 c.c. class)

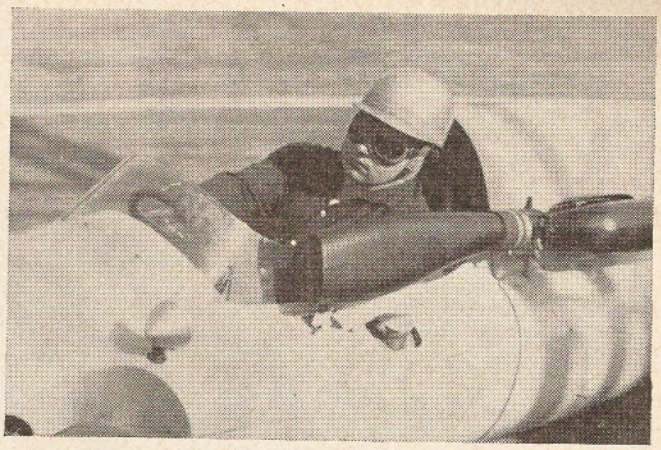
1ST M. ANTHONY (LISTER-CHEVROLET)

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JEAN BEHRA

THE little Frenchman with the indomitable courage was a professional racing driver, and came to the sport via motor-cycle racing, in which sphere he was Champion of France—a title he later assumed with four-wheelers. Probably Behra's greatest success was to win the 1952 Grand Prix of France at Rheims for Gordini—against the entire Ferrari team, including Ascari and Villoresi. Gordini gave him the opportunity to become a Grand Prix driver, and he was associated also with Maserati, B.R.M. and Porsche. This season he joined Scuderia Ferrari, but parted company from the Italian team a few days before he so tragically lost his life in an unimportant sports car event at Avus. Jean Behra will not readily be forgotten—particularly by the mechanics who almost worshipped him. Intensely patriotic, he continually sought to place his beloved country in the limelight, and whilst his efforts were not always crowned with success, he was a dedicated driver if ever there was one.

SPORTS NEWS

IVOR BUEB

BORN in London on 6th June, 1923, Ivor Bueb entered racing with a "one-off" 500 c.c. machine, and soon made his name as an F3 driver of exceptional skill. He joined the Cooper works team in 1955, the same year he gained the admiration of the entire motor sporting world by his courage in taking over the winning Jaguar immediately after the Le Mans disaster. As a long-distance sports car driver, Ivor Bueb was one of the best of all and he had a reputation for his uncanny ability in high-speed night driving. He was seen in F1 events with a Connaught, then in F2 racing with both Lotus and Cooper-Climax, and as a Lister-Jaguar works driver in sports car events. "Ivor the Driver" was also a first-class rallyman, being a member of the successful Sunbeam team. For 1959 he joined up with the British Racing Partnership, and with Brian Lister for sports car events. Both as a personality and a driver, Ivor Bueb will be sadly missed.

THE AUTOSPORT CHAMPIONSHIP

Bank Holiday Racing

AT two excellent meetings over the August Bank Holiday week-end the star performers were undoubtedly the leading Sprite team of Paddy Gaston, Ken McKenzie and Chris Tooley, whose squadron leader now heads the Championship table, only two points short of the maximum, and that fine driver Dick Protheroe who scored two of the hardest-fought and most richly deserved victories of his career. (For the benefit of those who are not familiar with the regulations, perhaps we should explain that, in the preliminary rounds which lead up to the final Three Hours race at Snetterton, competitors are marked on their six best performances; therefore, assuming that no qualifying race exceeds 40 miles in length, the maximum score which any driver can carry in to the final is 6 x 8 equals 48 points.)

Mallory Park, Sunday, 2nd August

THE first of the AUTOSPORT races at Mallory Park was for Classes D and E and was a tremendous spectacle. It also counted towards the local championship and contained some runners who were not engaged in our own. It was one of these, Julian Sutton, who led the entire field until the 17th of the 20 laps, doing things with an Austin-Healey which nobody believed possible; he then overdid it and rammed the bank at Shaw's Corner, but nevertheless finished fourth overall. Behind Sutton for the first four laps came the Ace-Bristols of John Mitchell and John McKechnie and the Frazer-Nash of Peter Sutcliffe, with Baillie and Protheroe fighting a desperate duel in the next two places. After two unsuccessful attempts to stay in front of the big American car through the Devil's Elbow, Protheroe took his Jaguar ahead entering Gerard's Bend at half-distance, passed the next two cars round the back of the circuit and went after the flying Mitchell, who was driving magnificently. With Sutton's mistake three laps later the leaders became Mitchell and Protheroe, followed by Baillie, and on the next lap Protheroe took the lead at Lake Esses and held it to the chequered flag and the enthusiastic cheers of the crowd. Gawaine Baillie found that he could do nothing about John Mitchell, who emerged from this exciting race with very great credit.

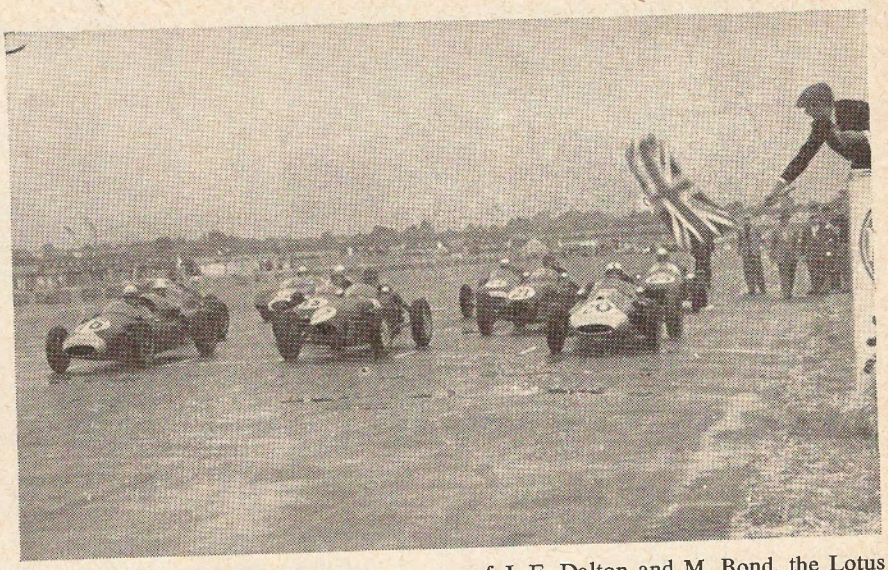
In the second race, Class B at last appeared in force and so qualified for full points. The anticipated battle between the Elites of John Whitmore and Jim Clark did not develop due to a first-lap stop by Jimmy to replace a plug lead which jumped off but this driver's exhibition of high-speed motoring during his climb from the rear of the field to an eventual second place was a joy to behold. Bob Vincent and Richard Shepherd-Barron finished but Cherry Wagner's G.S.M. Dart let her down at the half-way mark. Engaged in the same race were the Class C cars and Pat Fergusson, back in winning ways after missing one meeting, held second place behind Whitmore until two laps from the end, when Jimmy Clark came through. Next up in the class was Chris Meek, whose car has now taken to finishing races, for which his teammates can be grateful; Gil Baird's car was even more seriously damaged at Zandvoort than we feared and is still in pieces, while Malcolm Wayne's vehicle, which was doing very well behind Meek, dropped a valve-head just after half-distance. Bill Needham's consistent Twin-Cam came home in third place followed by J. H. V. Cross, who made a good recovery after a seventh-lap spin at the hairpin.

For once, the Class A race was not particularly exciting, the cars soon getting strung out round the circuit. Rain was falling, and the Sprites and Turners were remarkably stable although circulating at commendably high speeds. The Berkeleys had little chance to prove their worth under these conditions since Bob Jameson and Jon Goddard-Watts were victims of practice (con-rod and gearbox respectively) and Clare's car retired early on after a promising showing. Bob Gerard's Turner got tired after leading initially and the race was won by John Venner-Pack, whose Sprite is not entered in this series. Paddy Gaston was the first contestant home, then Bob Gerard, then Gaston's team-mates McKenzie and Tooley; this gave the leading team a healthy bag of points but they were to do even better the next day.

Brands Hatch, Monday, 3rd August

THE events at Brands had small fields but provided exciting racing. The first race of the day was for Classes A, B and C but, owing to lack of starters, B and C were combined to make one five-car race since the remaining two Class C cars, the Dick Jacobs "Twin-Cams" of Alan Foster and Roy Bloxam, are not entered in the series. The leading Sprite team brought off a 1-2-3,

(*Continued on page* 210)



THE FLAG DROPS and the cars are off on the first Formula 2 race to be held at Bristol M.C. and L.C.C.'s first meeting on their new circuit at Whitchurch Airfield. The eventual winner was Henry Taylor (Cooper), seen on the far left of the front row.

New West Country Circuit

Bristol M.C. and L.C.C.'s First Meeting at Whitchurch

A NEW racing circuit in the West was used for the first time last Saturday. On the disused airfield at Whitchurch, just south of Bristol, cars ranging from 500s to D-type Jaguars competed over a course which, though shorter than most, is full of interest for drivers and spectators.

Since the longest straight is not much more than 500 yards nobody has a chance to get moving very fast, and thus, given a share of luck, the best driver is likely to be the first man home. It was impossible to make a fair comparison of lap times because the track was dry only for the first and last races, but J. Pitcher's 53 secs. for the 1,870 yards (72.17 m.p.h.) would have wanted a lot of beating.

The enterprising Bristol M.C. and L.C.C. organized the event in conjunction with Bristol Corporation (who own the airfield) as part of the Goram Fair, and for a first attempt it was extremely well handled and well supported.

In the first race, for 500s, Don Parker (Cooper) spun off during the first lap, but he restarted and quickly worked up through the field to third place. There he remained, however. In holding him off Pitcher recorded the fastest lap of the day, but he in turn was unable to make any impression on P. Robinson (Stuart-Cooper) who led from start to finish.

Rain began as the second race, for grand touring cars in two classes, got under way. The winner of the over-1,600 class was Eddie Searle, in an A.C.-Bristol, who never lost the lead although T. G. Cunane, in a similar car, pressed him very hard at times. A non-stop battle between the M.G.As of G. N. Dear and M. Reid, both of the Octagon Stable, resulted in a win for the former in the up-to-1,600 class. Reid led by a few yards for nearly all the way, but Dear managed to pull out a bit extra and went past in the closing stages to win.

Lotuses took seven of the first eight places in the race for sports cars up to 1,500 c.c. E. J. Greenall, the winner, was never pressed, but behind him there was a lot of spirited dicing. The only intruder among the Lotuses was Ian Raby, in a Cooper, who passed from fourth place to second on lap four and stayed there. T. J. Threlfall and L. Bramley were neck-and-neck at times behind Raby, but Threlfall faded and Keith Greene came up to challenge Bramley, eventually beating him for third place.

Driving a Cooper entered by Tim Parnell, H. C. Taylor ran away with the Formula 2 race. He, like so many other winners, had difficulty only when it came to lapping the tail-enders. Parnell also entered the Cooper which Tim drove into third place behind Keith Greene, in a similar car.

Three cars dropped out after a multiple shunt on the first lap of the race for sports cars. The Connaught of R. H. Smith lost some of its bodywork, but nobody was hurt. The race was distinguished by a continuous dice for second place between the Aston Martins of J. F. Dalton and M. Bond, the Lotus of L. Bramley and the D-type Jaguar of Maurice Charles. Bramley was wasting his time, had he known it, for he was disqualified over a technicality. However, he finished in front of Dalton, who was awarded second place. Away in front of them all, increasing his large lead steadily, was David Piper, whose win in the green Lotus was perhaps the best drive of the day.

Don Parker, in a Jensen, won the last race, for production saloon cars. He easily held off a challenge from David Baker, in an Aston Martin, though the latter had no hope of winning because he had jumped the gun and was penalized a minute. Second overall, and winner of the up-to-1,600 class, was J. M. Noble, in an Austin A40.

Apparently Bristol Corporation has not yet decided what is to be the future of Whitchurch Airfield, but everyone in the West who is interested in motor sport will hope that racing will continue to be held there. This meeting was an excellent introduction.

J. R. L. ORANGE.

Results

500 c.c. cars (20 laps): 1, P. Robinson (Stuart-Cooper), 18 m. 29 s. (68.98 m.p.h.); 2, J. Pitcher (Beart-Cooper), 18 m. 52.4 s.; 3, D. Parker (Cooper), 19 m. 0.2 s. **Fastest lap:** Pitcher, 53 s. (72.17 m.p.h.).

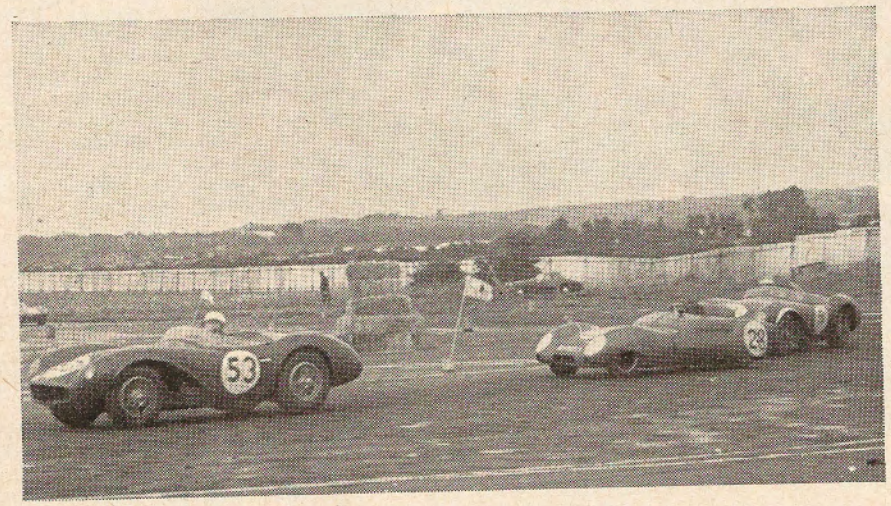
Grand Touring cars (20 laps): 1,601-2,000 c.c.: 1, E. Searle (A.C.-Bristol), 22 m. 2 s. (57.9 m.p.h.); 2, T. G. Cunane (A.C.-Bristol), 22 m. 6 s.; 3, J. McKechnie (A.C.-Bristol), 22 m. 37.8 s. **Up to 1,600 c.c.:** 1, G. N. Dear (M.G.A), 22 m. 43.8 s.; 2, M. Reid (M.G.A), 22 m. 44.6 s.; 3, H. H. Rowcliffe (Porsche), 19 laps completed. **Fastest lap:** Cunane, 1 m. 4.4 s. (69.40 m.p.h.).

Sports cars up to 1,500 c.c. (20 laps): 1, E. J. Greenall (Lotus), 21 m. 8.8 s.; 2, I. Raby (Cooper), 21 m. 15 s.; 3, K. Greene (Lotus), 21 m. 27.2 s. **Fastest lap:** Greenall, 58.8 s. (67.34 m.p.h.).

Formula 2 cars (25 laps): 1, H. C. Taylor (Cooper), 24 m. 8.2 s. (66.03 m.p.h.); 2, K. Greene (Cooper), 24 m. 41.2 s.; 3, T. Parnell (Cooper), 24 m. 41.6 s. **Fastest lap:** Taylor, 57.4 s. (66.64 m.p.h.).

Sports cars over 1,500 c.c. (20 laps): 1, D. Piper (Lotus), 18 m. 46.6 s. (67.9 m.p.h.); 2, J. F. Dalton (Aston Martin), 19.0 m.; 3, M. Charles (Jaguar), 19 m. 2 s. **Fastest lap:** Piper, 54 s. (70.83 m.p.h.).

Production saloon cars (15 laps): Over 1,600 c.c.: 1, D. Parker (Jensen), 16 m. 26 s. (59.39 m.p.h.). **Up to 1,600 c.c.:** 1, J. M. Noble (Austin A40), 16 m. 32.8 s.



CLOSE COMPANY: L. Bramley (Lotus) and John Dalton (Aston Martin) contest third place while pursuing Michael Bond's Aston Martin. Race leader David Piper was well ahead.



FIRST into the all-important first bend, J. Gunn's ex-Peter Harper Rapier shoots dust at H. J. Crates's Prefect. Gunn spun off here on his second run.

THE FIRST NATIONAL AUTOCROSS

Taunton M.C. Provide Some Excellent Racing

IF you can find enough people willing to drive in a dust-storm, a circuit laid out on grass will provide really excellent racing, as the Taunton Motor Club showed once again at their autocross meeting on Bank Holiday Monday.

Autocross driving is a specialized art. Everything depends on your being first into the first bend, for otherwise, according to whether the course is dry or wet, you will have dust or mud flung at you all the way. At this meeting a very few drivers managed to come from behind, but for the great majority the dice was lost or won on the first bend.

The cars are started in pairs, equally matched as far as possible, and two pairs run together for two laps about a quarter of a mile apart. For the second run the starting berths are changed, so that positional advantages are cancelled out.

This was the first autocross meeting to be granted a national permit, and nearly 100 drivers, in cars ranging from everyday saloons to fantastic specials, took part.

In the end it was a special that made fastest time of the day, though by only a small margin over a fairly ordinary sports car.

The class for small saloons was dominated by Geoffrey Turnbull, of Plymouth, in his two Dauphines, the standard one proving a bit quicker over this course than the one with Gordini modifications. Nobody beat Turnbull's 1 min. 36.4 secs.—though many looked faster and made more fuss—until the sports cars came out.

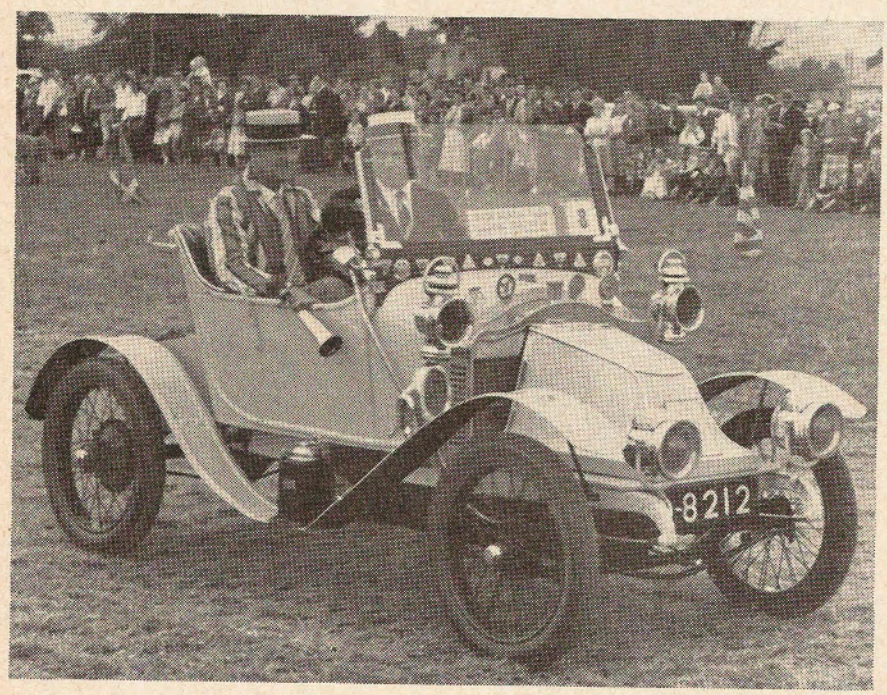
In this class were four Dauphines, four Heralds, and three Standards. Unfortunately Tiny Lewis's Herald was not available, and without this formidable rival Turnbull was more or less assured of winning. One of the Dauphines was driven, very well, by "Pop" Challice, who is 62.

Eddie Hunt, of Birmingham, won the class for bigger saloons in a Rapier which ran in the Tulip Rally. Hunt was not pressed very hard, but the second man in this class, A. F. Lefevre, also in a Rapier, had Leon Atyeo (Volkswagen) breathing down his neck all the time on both runs, and these two provided the best dice of the afternoon.

The youngest competitor, 18-year-old I. R. Hunter, drove the largest car—a Borgward—and brought it from behind to pip Stephen Tyce (Hillman) in 1 min. 40.6 secs., fourth best time in the class. Hunter's father drove the same car but could not equal this time.

David Gill, of Taunton, in his very fast Sprite, was best first time round in the class for small sports cars, but overdid it on the second run, spinning and hitting bollards. E. M. Chandler (London), also in a Sprite, won this class

(*Continued on page* 201)



Results

Saloons to 1,000 c.c.: 1, G. Turnbull, Plymouth M.C. (Renault Dauphine), 1 m. 36.4 s.; 2, G. Turnbull (Renault Dauphine Gordini), 1 m. 37.6 s.; 3, G. Mabbs, Bristol M.C. & L.C.C. (Standard), 1 m. 39.6 s.

Saloons, 1,000-1,500 c.c.: 1, E. Hunt, Birmingham (Sunbeam Rapier), 1 m. 37.4 s.; 2, A. F. Lefevre, Taunton M.C. (Sunbeam Rapier), 1 m. 39.8 s.; 3, L. Atyeo, West Hants and Dorset C.C. (Volkswagen), 1 m. 40 s.

Sports cars to 1,000 c.c.: 1, E. J. Chandler, London (Austin Sprite), 1 m. 33.6 s.; 2, D. Gill, Taunton (Austin Sprite), 1 m. 38 s.; 3, A. Moores, Liverpool (Turner), 1 m. 38.2 s.

Sports cars, 1,000-1,500 c.c.: 1, T. Pascoe, Taunton M.C. (Porsche), 1 m. 31.8 s.; 2, H. Rowcliffe, Taunton M.C. (Porsche), 1 m. 34.8 s.; 3, R. J. Rice, Ilfracombe (M.G.A), 1 m. 37.2 s.

Sports cars over 1,500 c.c.: 1, T. Bryant, West Hants and Dorset C.C. (Morgan), 1 m. 29.8 s.; 2, G. N. Dear, West Hants and Dorset C.C. (M.G.A) and E. Searle, Bristol M.C. & L.C.C. (A.C.-Bristol), 1 m. 30.8 s.

Specials: 1, J. R. Burry, West Hants and Dorset C.C. (Lilfo 1,172 c.c.), 1 m. 29 s.; 2, P. Cooper, West Hants and Dorset C.C. (Ford 1,172 c.c.) and J. Gunn, Birmingham (Lotus), 1 m. 31 s.

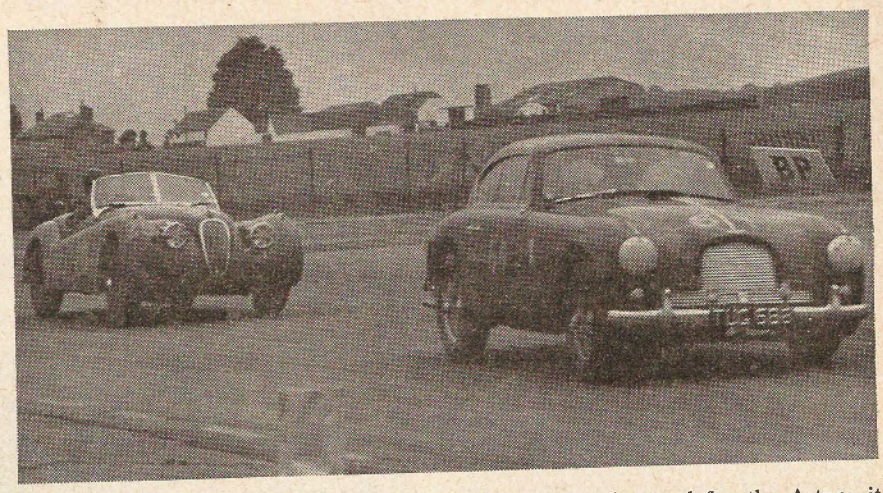
Team Prize: West Hants and Dorset C.C. (P. Cooper and J. R. Burry).

Best time of the day: J. Burry, 1 m. 29 s.

Best Woman Driver: Miss A. Knight-Bruce, Exeter M.C. (TR2), 1 m. 45.6 s.

Best veteran car in concours: A. C. Simons (1900 16 h.p. Daimler). **Best Edwardian car:** W. Vaux (1905 30 h.p. Daimler). **Best vintage car:** D. C. Dunphy (1929 Riley Nine Mk. IV tourer). **Rank Organization Challenge Trophy for film theme:** P. C. Allen (1899 Star).

LILAC COLOURED, this 1912 *Clement Bayard was driven in both Edwardian car parade and in the autocross by John Buncombe, a member of the organizing club.*



FIRST TIME OUT: but V. Lewis (Aston Martin) scored one win and a second place during the meeting. Here he leads J. P. Trew (Jaguar) through Woodcote.

Bentley and Jaguar Drivers' Clubs

SILVERSTONE RACE MEETING

Story and Pictures by
PATRICK BENJAFIELD

A GLOOMY, threatening sky, which during the fourth race unleashed its cold contents, and an unseasonably chilly wind cast a damper on proceedings at Silverstone on 1st August at the Jaguar and Bentley Drivers' Clubs joint meeting, a meeting that took from a scheduled 1 p.m. until an unscheduled 7.45 p.m., when the last race started.

The rain was partly responsible for the delays but part of the blame can be laid at the door of the officials for allowing Basil Mountfort to take his Bentley racing with a pair of front tyres I would not use for going up Guildford High Street. Admittedly Mountfort himself, being by no means inexperienced, should have known better, but having been passed by the scrutineers he proceeded to have the inevitable burst at Copse, luckily without involving anyone else. The result took quite a time to remove. The chief observer was not pleased with those tyres.

The meeting consisted of 12 handicap races, in many of which that horror the credit lap was as thick on the programme as pebbles at Eastbourne, and one scratch race, basically a Marque race. So if the report is disjointed please remember that credit laps and cameras don't mix, even when excellent help is at hand.

Race one was interesting in that it was the first time out for all the competitors. An assorted field of Jaguars and Bentleys with two Aston Martins went for a five-lap handicap, but there were three races in one. Overall A. E. Gibbins, limit man, had things his own way and finished with a hundred yards to spare, thus winning the Jaguar part. V. Lewis (Aston Martin DB2/4) pressed the second Jaguar man, J. P. Trew (XK 120), closely losing second place overall to him but winning the Aston Martin part. These two were closely followed by I. H. C. Colquhoun in his Bentley 3/4½ who won the Bentley part. All drove well and mostly steadily.

Race two was five laps handicap for all sorts of Astons. Limit man R. B. Pounds lost his lead on lap 3, D. Howard passing him on the straight to Woodcote, at which corner Howard was rather wild appearing to retard his speed by the simple expedient of going sideways. However, his tactics won him the race, from V. Lewis, in his second only event, and again in the "money", with I. M. Gillett third in his DB2. The vintage machinery was outclassed.

Race 3, another five-lap handicap, this time for Bentleys, had a large field. Mike Bradley in his indecently fast 3/4½ with such very standard touring bodywork, carved his way through the field on a track becoming damp through drizzle. He won quite handsomely from A. E. Baxter's 3-litre, who had a credit lap, and D. W. Llewellyn, also 3-litre. G. G. McDonald put in a lap at 71.12 m.p.h. to no avail.

Race 4 was for Jaguars and five laps with handicap. The rain really set in and played havoc with what would probably have been a well-worked-out one, and the scratch "C" types, etc., could not improve enough. Everybody treated Woodcote with the respect it deserved under the conditions, and R. A. Gibson finally succeeded in getting home in his XK 140 some seven seconds before R. P. Sturgess's XK 120 who was in turn only 1.4 secs. in front of M. B. Everley's 3.4. G. Lee, driving Michael Salmon's old "C" type, did a creditable fastest lap in these conditions of 69.74 m.p.h.

Race 5 was one of those things bristling with credit laps. Eight cars had them. There were no alarms or excursions round our way and all the Lagondas, for whom this handicap was, got home in the rain. Evidently D. C. Cumbers got there first in his 2-litre. Fastest lap went to L. S. Michael in his LG45R model, scratch man, but even he started from .05 sec.—from whom no one knows.

For the sixth race we visited Becketts and saw plenty of fun and games. It was still raining but easing, and the Jaguars spun. One car revolved so fast in the dip leading to the corner he was unidentifiable—we think it was J. D. Bates who subsequently did it again at Woodcote, and properly, but without damaging himself. Several others found Becketts not to their liking. In the beastly conditions R. H. Berwick got his XK 120 home first, followed by C. M. Clairmont, who did well all day. Rosemary Massey had a good steady drive into third place. P. J. Sargent's fastest lap of 66.08 m.p.h. in the "C" type was fine going.

Race seven was another combined affair for Bentleys and Aston Martins. Most of the Bentleys and two of the Astons suffered from the credit lap malady, so short of a slide rule it was difficult to follow. Conditions were still poor and M. J. Saw in his 3/4½ Bentley almost decided that the G.P. circuit had advantages over the tightness of the club course Becketts, going right round the said course barriers and rejoining afterwards. Of the two races run concurrently Mike Bradley again did it with his 3/4½ Bentley, and for the Astons it was R. B. Pounds in his immaculate old Le Mans model.

Event 8 was the only scratch race of the day, and from the point of view of the cars performing was reminiscent of the marque races often seen elsewhere.

Results

Event 1. Novices' Races 1, 2 and 3 for Aston Martin, Jaguar and Bentley Cars. Race 1: 1, V. Lewis (DB2/4), 64.93 m.p.h.; 2, R. G. Chamberlain (Aston Martin 2-litre). **Race 2:** 1, C. J. Mann (4½ Bentley), 60.78 m.p.h.; 2, I. H. C. Colquhoun (3/4½ Bentley); 3, M. J. Saw (3/4½ Bentley). **Race 3:** 1, A. E. Gibbons (SS100), 59.34 m.p.h.; 2, J. B. Trew (XK 120); 3, B. Mumby Croft (XK 120).

Event 2. Five-lap Handicap for Aston Martins: 1, D. Howard (DB2/4 Mk. II), 68.49 m.p.h.; 2, V. Lewis (DB2/4); 3, I. M. Gillett (DB2). **Fastest lap:** Gillett and Howard, 70.73 m.p.h.

Event 3. Five-lap Handicap for Bentleys: 1, M. J. Bradley (3/4½-litre), 67.69 m.p.h.; 2, A. E. Baxter (3-litre); 3, D. W. Llewellyn (3-litre). **Fastest lap:** G. G. McDonald (3/4½-litre).

Event 4. Five-lap Handicap for Jaguars: 1, R. A. Gibson (XK 140), 64.01 m.p.h.; 2, R. P. Sturgess (XK 120); 3, M. B. Everley (3.4-litre). **Fastest lap:** G. Lee (C-type), 69.74 m.p.h.

Event 5. Seven-lap Handicap for Lagondas: 1, D. C. Cumbers (2-litre), 49.17 m.p.h.; 2, J. M. Ried (Rapier); 3, C. S. Green (2-litre). **Fastest lap:** L. S. Michael (LG45R), 63.33 m.p.h.

Event 6. Five-lap Handicap for Jaguars: 1, R. H. Berwick (XK 120), 62.49 m.p.h.; 2, C. M. Clairmonte (XK 120); 3, Miss R. Massey (XK 150). **Fastest lap:** P. J. Sargent (C-type), 66.08 m.p.h.

Event 7. Bentley and Aston Martin Handicap. Bentleys: 1, M. J. Bradley (4½-litre), 62.30 m.p.h.; 2, H. P. Holden (3/4½-litre); 3, A. P. K. Chaffey (3-litre). **Fastest lap:** Bradley, 65.04 m.p.h. **Aston Martins:** 1, R. B. Pounds (Le Mans), 53.99 m.p.h.; 2, I. M. Gillett (DB2); 3, P. M. Sims (Ulster). **Fastest lap:** Gillett, 64.46 m.p.h.

Event 8. Ten-lap Scratch Race for M.G.As, Morgans, TR2s and 3s and Austin-Healeys: 1, P. D. Lench (TR2), 62.69 m.p.h.; 2, J. Heppenstall (M.G.A); 3, P. Keeling (M.G. Twin Cam). **Fastest lap:** Lench, 64.61 m.p.h.

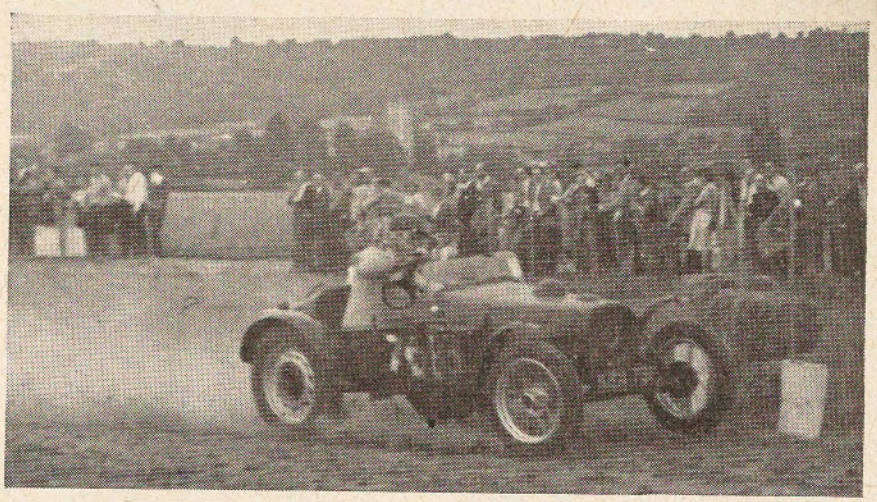
Event 9. "All Comers" 15-lap Handicap: 1, C. M. Clairmonte (XK 120), 66.77 m.p.h.; 2, I. M. Gillett (DB2); 3, S. J. Lawrence (3/4½-litre Bentley). **Fastest lap:** G. Lee (C-type), 74.03 m.p.h.

Event 10. Ten-lap Handicap for Jaguars: 1, C. M. Clairmonte (XK 120), 68.32 m.p.h.; 2, A. Hopkins (XK 150S); 3, R. D. Were (XK 150). **Fastest lap:** R. M. Milne (H.W.M.-Jaguar), 77.81 m.p.h.

Event 11. Ten-lap Handicap for Jaguars: 1, R. A. Gibson (XK 140), 71.53 m.p.h.; 2, R. F. Taylor (XK 120); 3, R. P. G. Sturgess (XK 120). **Fastest lap:** M. V. Mackie (D-type), 78.23 m.p.h.

Event 12. "All Comers" 15-lap Handicap: 1, R. A. Gibson (XK 140), 66.08 m.p.h.; 2, R. P. G. Sturgess (XK 120); 3, D. Howard (DB2/4 Mk. II). **Fastest lap:** Gibson, 72.36 m.p.h.

Event 13. "Motor Sport" Trophy Qualifying Race: 1, G. Lee (C-type), 77.31 m.p.h.; 2, M. V. Mackie (D-type) 3, R. F. Taylor (XK 120); 4, D. J. Uren (3.4 Jaguar). **Fastest lap:** Mackie, 80.18 m.p.h.



A SPIRITED RUN by Peter Cooper, here seen at the wheel of his Ford Special, just failed to equal J. R. Burry's b.t.d.

Autocross—*continued*

comfortably with a brilliant 1 min. 33.6 secs. at the second attempt.

Tommy Pascoe, of Taunton, warmed things up by taking his Porsche round in 1 min. 31.8 secs. on his second run in the class for sports cars up to 1,500 c.c. Porsches have a habit of seeming slow while getting along faster than most other things, and this was no exception. A fellow-member of the Taunton Club, Henry Rowcliffe, buttoned up this class for the Porsches by recording 1 min. 34.8 secs.

A tremendously spirited drive by last year's winner, Tom Bryant (Morgan) of the West Hants and Dorset Club, broke 1 min. 30 secs. for the first time. On his first run Bryant had set up 1 min. 32 secs., a time beaten by several others, and now he pulled out all the stops. When it was announced that he had done 1 min. 29.8 secs. he must have thought well of his chances, but an even better time was to come.

Eddie Searle, of Bristol, driving a Bristol-engined A.C., did a first run of 1 min. 30.8 secs. but was slightly slower next time. After a (for him) slow first drive Geoffrey Dear, Bryant's club-mate, motored very hard indeed and equalled Searle's best time in his M.G.A, and these two thus shared second place.

In this class Miss A. Knight-Bruce, one of the two very brave women competitors, recorded 1 min. 45.6 secs. in her TR2 to take the Ladies' Prize.

And so to the last class, for specials, in which J. R. Burry (Lilfo) had done 1 min. 30 secs. on his first run only to be beaten by Bryant. As the little orange car nipped in and out on its second run it was apparent that Burry had had something up his sleeve, and in fact he clipped a second off his earlier time and so became fastest of the day.

In conjunction with the autocross there was a parade and concours for veteran, Edwardian and vintage cars in which some splendid rarities were on view. Harry Rose's magnificently maintained 4½-litre Bentley, the car which was third at Le Mans in 1929, led the parade and took the Mayor of Taunton (Mrs. A. Unmack) for a drive round the course which she said she enjoyed enormously. Rose later did a demonstration run, "not pressing too hard". One shuddered to think what the dust was doing to that beautiful machinery.

Sir Jeremy Boles, the starter, presented each competitor with a plaque to commemorate the fact that this was the first national autocross.

J. R. L. ORANGE.

Bentley and Jaguar D.C.—*continued*

The rain had more or less ceased but the track was still bad. Nevertheless there was some good dicing. On lap 2 of the ten involved J. Heppenstall led at Becketts in his M.G.A. He was closely followed by P. D. Leuch (TR2) and P. Keeling (M.G.A Twin Cam). Next time round Heppenstall nearly lost the lot at Becketts and apparently he did spin when he next reached Copse. However, he was not done with yet. P. D. Leuch knew how to keep a TR2 on the island in the wet and went on to win but Heppenstall came back again to take second place from Keeling, who had passed him when he spun.

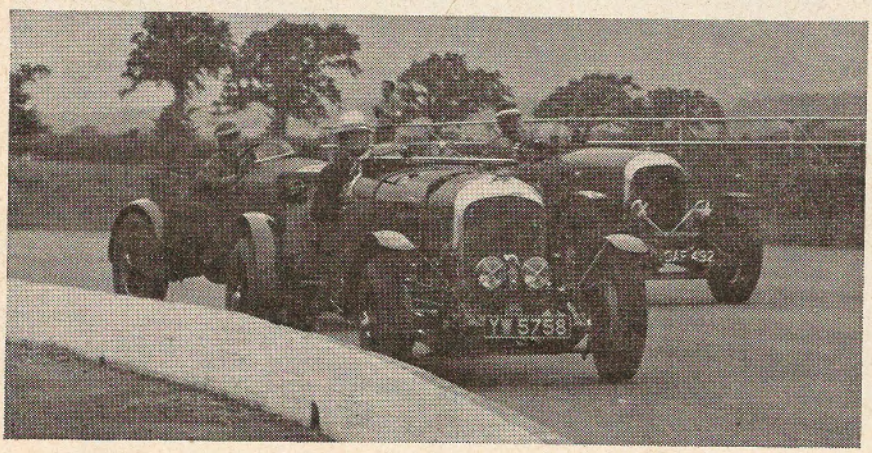
We now had 15 laps of "All Comers", and, forgetting non-starters, 14 cars with credit laps. This time it was Peter Keeling's turn to have one at Becketts. George Burton unfortunately had an imperial blow-up in his Bentley 3/4½, so far as I know the only one which boasts a de Dion rear, and C. M. Clairmont went on to win with two credit laps and 25 secs. start, but one must say that he knows that 120 Jaguar well.

A Jaguar handicap followed for 10 laps, apart from those credited with one and one with two. It seemed clear that Clairmont's XK 120 would do it yet again and so it proved. From lap seven it was clear that nobody would catch him. P. J. Sargent ("C" type) and J. B. Rodger ("D" type) had a really good dice throughout, but R. M. Milne in Michael Head's old Cooper-Jaguar, who seemed to take several laps to get "warmed up", really got going towards the end and put in fastest lap on a nearly dry track at 77.81 m.p.h.

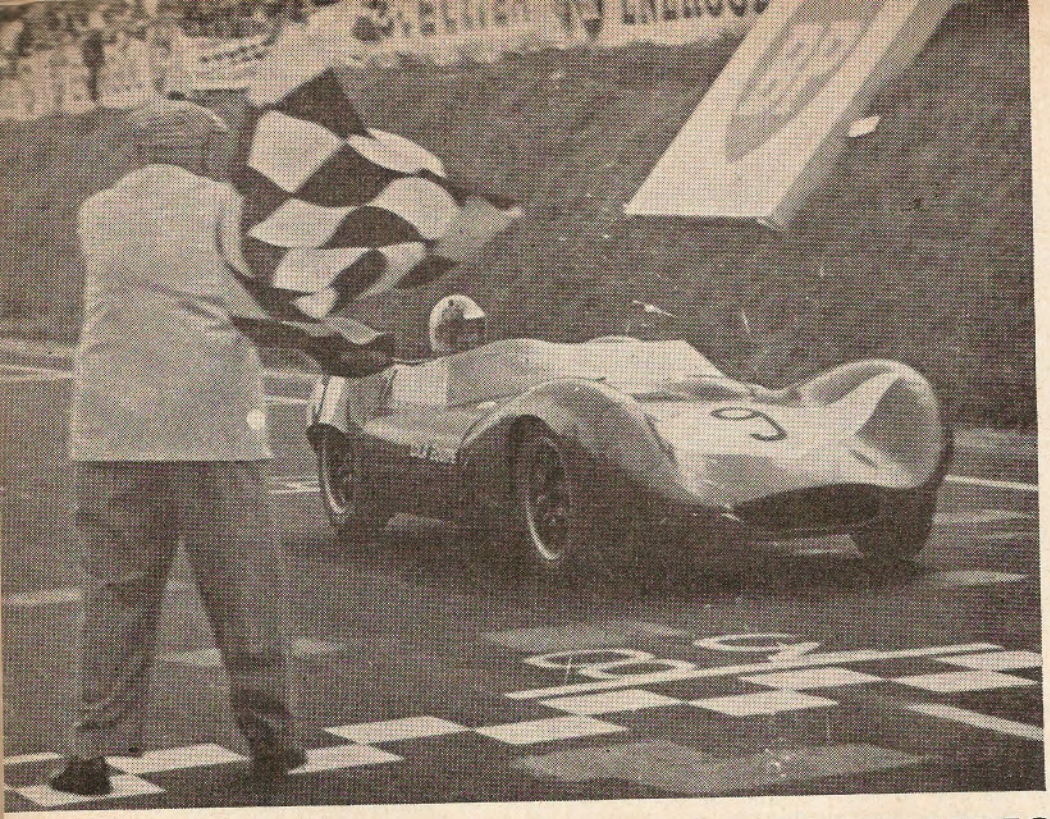
Next came more Jaguars for another 10-lap handicap. The track by now was dry "through the line" at Copse, and a dice developed between R. F. Taylor (XK 120) and R. A. Gibson (XK 140), both coming through the field. The latter won, but not before A. J. Hancock, in his interesting Silverstone Healey powered by a Jaguar engine, did it all wrong trying to pass two cars at Copse, and got on to the wet bit, with the inevitable result. M. V. Mackie and G. Lee really went racing, and the former managed to come up to third and do fastest lap.

Event 12 was a 15-lap "All Comers" handicap during which there was some really fierce racing. Limit man Chaffey held his lead in his very lively 3-litre Bentley for seven laps, but R. A. Gibson was coming through the field in his XK 140 from scratch like a knife through butter. Meanwhile a tremendous battle was going on between Mike Bradley in his 3/4½ Bentley and D. J. Uren's 3.4 Jaguar, which ended when Bradley's car seemed to go sick. Gibson was successful once again.

Last but not least on the programme was the *Motor Sport* Trophy qualifying race. Those eligible were the first two finishers in each race. Nineteen starters were announced as electing to run but after an interminable delay 10 were eventually sent off the line in a five-lap handicap. This, as might have been expected, was the best handicap of the day. J. M. Read (Lagonda Rapier) led from the limit for the first three laps, but the big cars were coming through the field rapidly and by lap 4 Russ Taylor was ahead in his XK 120. G. Lee was catching him fast in the "C" type, however, and his rival from scratch, M. V. Mackie, in the "D" type, was close up. And that was the way they finished.



A FINE SIGHT: the Bentleys of Harry Rose (4½), H. P. Holden (4½) and Mike Bradley (3/4½) going through Copse in a tight bunch.



FLAG FOR ASHDOWN—and yet another victory for the incredible Lola. The win was most convincing and thoroughly deserved, all opposition being outpaced.

GRAND PRIX DES AUVERGNES

Stirling Moss Dominates Clermont-Ferrand Race—Peter Ashdown's Triumph with Lola

Photography by M. L. Rosenthal

By GERARD CROMBAC

THE last of the series of four French Formula 2 races for the B.P. Trophy was once more a Stirling Moss benefit. He won all three races in which he took part for the Trophy and, as at Rheims and Rouen, he dominated the entire field on sheer driving skill with his Cooper-Borgward of the Rob Walker equipe. Pau, of course, went to Maurice Trintignant, in Walker's Cooper-Climax.

This was only the second race meeting to be staged at Clermont-Ferrand, and although pit and paddock arrangements are still fairly primitive, they were a vast improvement from 1958. The mountain circuit however is a perfect example of the road course, and Moss and others have declared that it must rank amongst "the best in the world".

As was to be expected, Moss occupied pole position on the starting grid on practice times. Next to him was Graham Hill's Lotus, rather suggesting that Chapman had at last got his F2 car sorted out. Anyway, a modification to the air-intake to the carburetters seemed to make a vast difference to power-output. A surprise occupant of Row One was Chris Bristow, in the B.R.P. Cooper-Borgward. The actual starting grid was as follows:—

Starting Grid

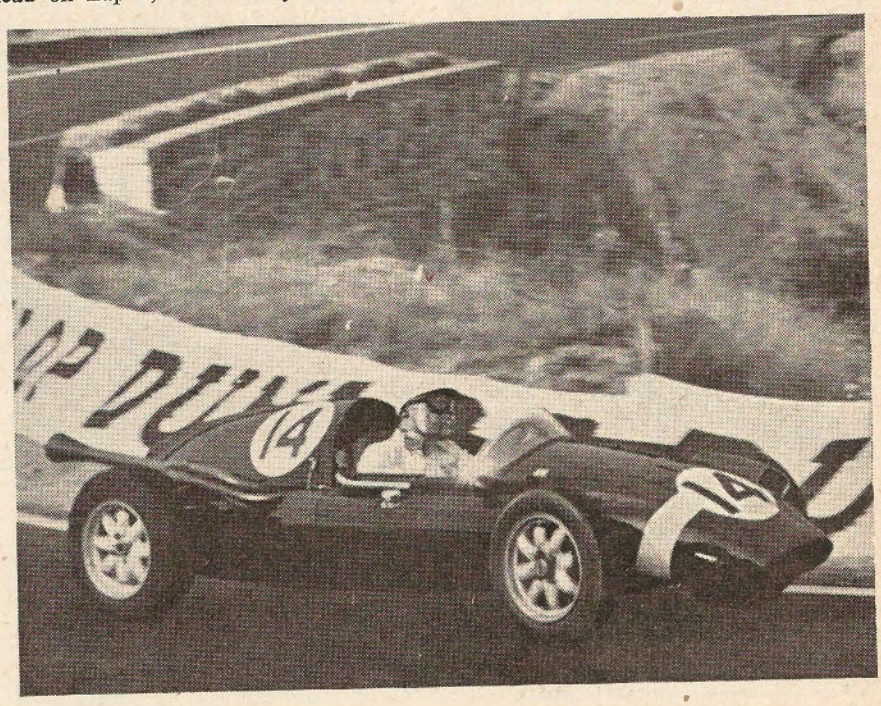
Bristow (Cooper-Borgward)	Hill (Lotus)	Moss (Cooper-Borgward)
Henry Taylor (Cooper)		Jean Behra (Porsche-Behra)
Masten Gregory (Cooper)	Trintignant (Cooper)	Gendebien (Cooper)
Ivor Bueb (Cooper-Borgward)		Bruce McLaren (Cooper)
Jack Lewis (Cooper)	Tony Marsh (Cooper)	Harry Schell (Cooper)
John Campbell-Jones (Hume-Climax)		Ian Burgess (Cooper)
Bob Hicks (Lotus)	André Pilette (Cooper)	Tim Parnell (Cooper)
Berney (Cooper)	De Beaufort (Porsche)	Bruce Halford (Lotus)

For the umpteenth time in races "Toto" Roche completely boxed up the simple art of dropping a flag to start a race, getting right in front of Moss and causing the Cooper-Borgward to be baulked. Chris Bristow seized the opportunity afforded by Stirling's temporary halt, and rocketed off the line to take the lead on Lap 1, followed by Moss and Henry Taylor, the latter driving most stylishly and determinedly. Behind came the two works-entered Cooper-Climaxes of the Alan Brown equipe, driven by Gregory and McLaren, Hill's Lotus (slowed at the start by a high bottom gear), Behra, Bueb, Gendebien, Schell—with a tired-sounding car—Parnell, Lewis and so on. Trintignant had a faulty fuel pump, Halford hadn't practised and also had gear-changing difficulties, whilst Marsh was trying to pressurize his tank by blowing into it after his fuel pump drive had fractured on the starting line.

After four laps, the works Coopers had dropped to sixth and seventh places. Behra had come up to third place ahead of Hill and Taylor, and although Bristow still led, he was in trouble with a blown head gasket, and dropped out on Lap 5. So it was now Moss-Behra-Hill. Trintignant and Marsh both called it a day. Berney retired; he was in motor cycle racer Collomb's Cooper, but the stewards had refused permission for him to start on the grounds of inexperience. Two cars were lying wrecked by the roadside. Poor Ivor Bueb had overshot a fast bend with his Cooper-Borgward, and had received injuries which subsequently were to prove fatal. Bruce Halford had punctured a tyre on his Lotus, escaping with slight injuries, mainly causing great discomfort when he sat down; the car itself was not too badly damaged.

Into the pits trundled Graham Hill with a burst oil-cooler. This was bypassed by a rubber pipe, but 3 mins. 36 secs. were lost and when Graham rejoined the race he was in last place. He started climbing back again and was eventually to finish "in the money".

Moss's lead was almost unassailable and Behra was dropping back. Then on Lap 16 with 10 to go, the blue Porsche disappeared and Henry Taylor moved up to second place with a substantial lead over the two "works" Coopers. In fifth



SMOOTHLY, surely, quickly—Stirling Moss swings his Cooper-Borgward through a hairpin during the F2 race, which he dominated throughout, building up an unassailable lead.



START of the Grand Prix des Auvergnes—and Toto Roche does it again. The manner in which Stirling Moss (left) is being baulked becomes readily apparent, while Chris Bristow (front row, right) seizes the opportunity to jump into the lead.

place was Gendebien, getting used to the Cooper-Climax, followed by Campbell-Jones going extremely well in the Hume-Climax. Then came Jack Lewis, Graham Hill, Bob Hicks, Tim Parnell, André Pilette and then Behra who had restarted after losing a couple of laps. De Beaufort was going very slowly with a sick-sounding engine, whilst Harry Schell had packed it up. Behra's bother was a fractured fuel pipe, and Schell's engine had cut out suddenly due to his faulty fuel pump, and he had been rammed from behind by Gendebien. Ian Burgess had broken his gearbox.

The race now became processional, chief interest being supplied by Hill who was rapidly catching up on Campbell-Jones. He took him for sixth place two laps from the end, going very fast in the process.

With two laps disadvantage, Behra's sole solace lay in fastest lap, put up by Moss on Lap 21 with 3 mins. 52 secs. Out went 3 mins. 50.1 secs. for the blue car, which was duly signalled to Stirling. Immediately the dark blue Cooper-Borgward circulated in 3 mins. 48 secs., which was to remain as fastest ever on the circuit.

Henry Taylor, driving superbly, held off Bruce McLaren, who was being urged on from the pits to try and get in front of a private entrant; the team had also played second fiddle to non-works cars at Rouen a fortnight earlier. However, it was Taylor's day, and the young Bedford farmer came second behind Moss, and ahead of both McLaren and Gregory.



JUST REWARD: Looking justifiably pleased and happy, Ashdown accepts a bouquet and (we hope) a salute before envious eyes after the sports car race.

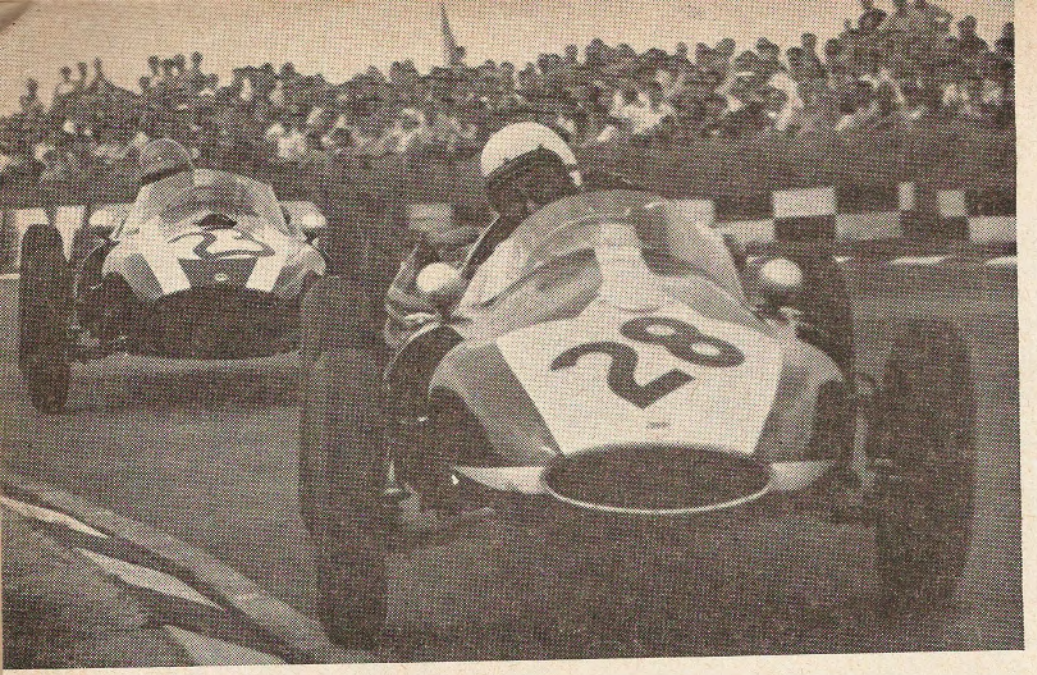


SUCCESS AGAIN FOR LOLA

THE curtain-raiser was a somewhat mediocre sports-car event, won most convincingly by Peter Ashdown and his Lola-Climax "1100", after Behra's Porsche had been eliminated with engine trouble. Nevertheless, Ashdown's victory was thoroughly deserved; he actually led the race for the first nine laps. The 1958 winner Innes Ireland (Lotus) was out of luck, losing six laps at the start with plug bother. Doug Graham's 2-litre Lotus failed to leave the line at all, whilst Bob Hicks (Lotus) ran a big-end.

Campbell-Jones drove well, but a couple of pit stops put him out of the running, and he was out-paced by the flying Lola. The field was made up with an assortment of out-dated Ferraris and Munaron's Osca which took third place. Apart from the wonderful display by Ashdown, highlight of the event was the somewhat astonishing lap record by Behra of 3 mins. 56 secs.

SPORTS CARS get away from their Le Mans start—Peter Ashdown, in the unbeatable Lola, has already left on his flawless high-speed run, during which he outpaced the opposition in spite of a determined effort by Campbell-Jones (Lotus).



IN PURSUIT: Roy Salvadori and Jack Brabham scream through a bend in full drifts in their vain chase of Chris Bristow during Heat One of the John Davy Trophy.

BRISTOW BRILLIANT AT BRANDS

Chris Bristow (Cooper-Borgward) wins main event in B.R.S.C.C. Bank Holiday Meeting

EVERY now and again there appears on the circuits a driver who, right from the start, gives the impression that he is destined for the highest honours the motor racing world can bestow. It was at Goodwood a decade ago that the late Mike Hawthorn burst into the headlines in the Cooper-Bristol. Of more recent times, Bruce McLaren has leapt into prominence with his magnificent drives in the Cooper team. And now a new name can be added to the list. The name is Chris Bristow.

On August Bank Holiday Monday, at Brands Hatch a crowd estimated at 50,000 saw Bristow win the John Davy Trophy for F2 cars. In doing this young Chris (he is 21) held off such fast gentlemen as Jack Brabham, Roy Salvadori, Bruce McLaren, Graham Hill and Innes Ireland and made it clear that if he can make the transition from Formula 2 to Formula 1 (which is no easy thing to do) then we have another potential World Champion.

* * *

THE B.R.S.C.C.'s Brands Hatch race meeting on 3rd August comprised 13 races, two of which were AUTOSPORT Championship events and which are dealt with elsewhere in this issue. So the first race to concern your scribe was heat one of the Wrotham Trophy, a 10-lapper for 1,100 c.c. sports cars.

When I tell you that Peter Ashdown was entered in a Lola you will immediately guess the result. And you will be right. Second, some seven seconds behind, was Graham Hill in a works Lotus Seventeen. Third was Chris Steele in his Lotus Eleven and fourth M. B. McKee (Elva V). The race was a procession from start to finish the only interest being provided by Mr. Ashdown who proved once again that if Lola wants first place, she gets it!

The next event was for Touring cars up to 1,300 c.c. and for nine of the 10 laps provided a superb battle for first place between Doc Shepherd and G. H. Williamson (A40s). Shepherd went straight into the lead and managed to hold Williamson off until lap nine when the little A40 blew up in a very big way indeed on the bottom straight. This let Williamson into the lead some 23 seconds ahead of J. M. Young's Prefect. Chris Threlfall was third after a spirited drive in the SAAB and G. Boxall of the Cambridge Racing Team was fourth in his A35.

May I say that heat two of the Wrotham Trophy had a Lola in it, and leave it at that? I suspect not! Peter Gammon went straight into the lead and stayed there as you would expect. Chris Threlfall held second place for seven laps but then overcooked it coming out of Paddock Bend and lost four places in the process. P. J. Arundell drove his Lotus Eleven neatly into second place followed by J. Brown in a Mk. IV Elva. Ian Raby in his Cooper made a magnificent start from the back of the grid and was in third place at the end of the first lap, closely followed by Brown who passed him at Paddock on lap four. Gammon won at a canter, 13.4 seconds ahead of Arundell.

Event five was an all too short five-lap handicap race for Veteran and Edwardian cars. Sir Francis Samuelson won this in fine style in his 1914 Sunbeam. Second was Sam Clutton in the G.P. Itala and third B. M. Clarke in his 1913 Talbot. Fourth was none other than John Bolster in his 1911 Rolls-Royce. The Technical Editor enjoyed himself immensely and was involved in a great scrap with S. J. Skinner (1913 Rolls-Royce), B. M. Clarke and Laurence Pomeroy (1914 Vauxhall). We were to have had a three-cornered battle between the three weekly motoring magazines, with Bolster representing AUTOSPORT, "Steady" Barker and Peter Riviere *The Autocar* and Laurence Pomeroy *The Motor*. This, I am sure, would have been an epic of the track, but unfortunately *The Autocar's* pair did not run. But J. V. B. beat Pomeroy!

Part one of the John Davy Trophy produced the surprise of the day, for spectators and drivers alike. Chris Bristow, driving the B.R.P. Cooper-Borgward, went straight into the lead and stayed there for the entire 25 laps, and neither Roy Salvadori, Jack Brabham nor Bruce McLaren could do anything to alter the situation, try as they might. And believe you me, they tried.

Salvadori held second place throughout ahead of Brabham and McLaren. Graham Hill (Lotus) held fifth place for 11 laps before having to retire with engine maladies. Bristow drove superbly and never looked like making a mistake. Jack tried hard to get past Roy but couldn't and Bruce McLaren in one of Alan Brown's Coopers was content to sit in fourth spot. Bruce's driving technique is almost a carbon copy of his Cooper team leader and he has obviously learnt an enormous amount from Jack in the past two seasons.

Behind this flying quartet came Ian Burgess (Cooper), driving well and without fuss. Then came H. C. Taylor (Cooper) followed by D. R. Piper (Lotus), N. J. Parkes (Fry-Climax) and Peter Ashdown (Cooper), all three fighting hard.

There was an unfortunate accident on the first lap in which Tim Parnell was injured. His Cooper overturned at Druids and he was rushed to hospital with two broken ribs and bruises. His condition is not serious.

So Bristow won by 4.2 seconds from Salvadori, Brabham and McLaren, and we wondered if Bristow would be able to repeat his magnificent performance in the second heat.

The Kingsdown Trophy was a 15-lap race for sports cars over 1,100 c.c., and was won by Graham Hill in a 2½-litre Lotus. Bristow went into the lead from the start in a Cooper Monaco but Hill passed him on lap four. Innes Ireland drove a splendid race to hold third spot for 12 laps before the Lotus gave up the ghost, letting S. G. Young in the Parson into his place.

Gordon Lee (C-type) had a race-long duel with Mike Salmon (D-type), eventually beating him by .4 second. Michael Anthony won the over 3,000 c.c. class in his Lister-Chevrolet, Hill won the 1,500-3,000 c.c. class and Young the 1,100-1,500 c.c. class.

Next we had the Lewis-Evans Trophy, a 10-lap race for 500 c.c. cars. This was more or less a procession, with Tom Bridger (Cooper-Norton) leading from A. J. C. Newton (Cooper-Norton) for seven laps until the latter was passed by Don Parker, who drove very fast from the back of the grid in his Cooper-Norton.

The John Davy Trophy was run in two parts, the man making the best aggregate time being the winner. In part two Jack Brabham went straight into the lead having fitted an anti-roll bar to the Cooper in the interval. He was followed by Salvadori and Bristow with McLaren fourth.

Right from the start Jack began to fling the Cooper into the corners, hanging the tail right out. Roy was right behind him, driving superbly and the two drove furiously in an effort to get away from Bristow. But Chris was driving very sensibly. He saw no future in trying to get past two drivers of equal ability, as are Jack and Roy. So he stayed some three seconds behind, knowing that if he maintained this distance

he was assured of the Trophy on aggregate.

Roy tried as hard as he knew how to pass Jack but so well matched were the two that he just couldn't make it. Poor Bruce McLaren retired on lap two as did Henry Taylor. This let Peter Ashdown into fourth place, which he maintained to the end. Ian Burgess was fifth and Bill Moss sixth.

So Brabham won by 1.4 secs. from Salvadori who was 2.4 secs. ahead of Bristow. This meant that Chris won the Trophy, Salvadori was second and Brabham third.

The final of the Wrotham Trophy was, need I say it, a Lola benefit, Ashdown and Gammon coming home one-two ahead of Hill (Lotus). The Lolas went straight into the lead followed by Arundell, Steele (Lotuses), Brown, McKee and Threlfall (Elvas). Hill was way back in 10th spot but by lap four he was seventh, moving up to third on lap seven. And so they finished, Ashdown, Gammon, Hill, Arundell and McKee.

The 10-lap race for Touring cars over 1,500 c.c. was won, not surprisingly, by Sir Gawaine Baillie in his 3.4 Jaguar. He led all the way. D. B. Haynes held second place in his Ford Zephyr for five laps but was then passed by J. M. Uren in his similar car. Les Leston drove his ridiculously fast Riley 1.5 into fourth place overall to win his class easily from W. B. Blydenstein (Borgward Isabella) and A. S. Hutcheson (Riley 1.5).

The last race of the day was a five-lap scratch race for Formula Junior and 500 c.c. cars. The race was won outright by Tommy Bridger (Cooper-Norton) from A. J. C. Newton and L. Dupont, similarly mounted. Fourth was P. A. Luke (Cooper-Norton) and fifth Ian Raby (Moorland Junior). This was a very good effort as Raby had never set foot in the car before the race. Raby won the Junior race from S. Bloor and P. J. Pilsworth (Elvas), some 4 m.p.h. slower than the 500s.

And so we all went home, the main topic of conversation being Chris Bristow. Chris is under contract to the British Racing Partnership for this year and next and one must applaud their quick action in signing him up. I feel sure (as must the B.R.P.) that he will be doing great things in the near future. Keep an eye on him!

CHRISTOPHER NIXON

Results

Event 2. Wrotham Trophy—Heat 1 (10 laps): 1, P. Ashdown (Lola), 74.38 m.p.h.; 2, G. Hill (Lotus XVII); 3, C. Steele (Lotus XI). **Fastest lap:** Ashdown, 76.18 m.p.h. New lap record.

Event 3. Touring Cars up to 1,300 c.c. (10 laps): 1, G. Williamson (Austin A40), 64.30 m.p.h.; 2, J. M. Young (Ford Prefect); 3, C. H. Threlfall (SAAB). **Fastest lap:** Williamson and D. G. Shepherd (A40), 65.45 m.p.h. New class record.

Event 4. Wrotham Trophy—Heat 2 (10 laps): 1, P. Gammon (Lola), 73.25 m.p.h.; 2, P. J. Arundell (Lotus XI); 3, J. Brown (Elva IV). **Fastest lap:** Gammon, 74.40 m.p.h.

Event 5. Veteran and Edwardian Handicap (5 laps): 1, Sir F. Samuelson (Sunbeam), 52.66 m.p.h.; 2, C. Clutton (G.P. Itala); 3, B. M. Clarke (Talbot); 4, J. V. Bolster (Rolls-Royce). **Fastest lap:** Samuelson, 56.79 m.p.h.

Event 6. John Davy Trophy for Formula 2 Cars (Part 1) (25 laps): 1, C. Bristow (Cooper-Borgward), 76.48 m.p.h.; 2, R. Salvadori (Cooper-Climax); 3, J. Brabham (Cooper-Climax). **Fastest lap:** Bristow 77.50 m.p.h.

Event 7. Kingsdown Trophy (15 laps): Overall Winner: G. Hill (Lotus-Climax), 74.40 m.p.h. **Class A—Over 3,000 c.c.:** 1, M. Anthony (Lister-Chevrolet), 68.23 m.p.h.; 2, G. Lee (Jaguar XK 120C); 3, G. M. Jones (Lister-Jaguar). **Fastest lap:** Anthony, 71.54 m.p.h. **Class B—1,501 c.c. to 3,000 c.c.:** 1, G. Hill (Lotus-Climax), 74.40 m.p.h.; 2, C. Bristow (Cooper-Climax); 3, M. Salmon (Jaguar D). **Fastest lap:** Hill, 76.44 m.p.h. New class record for sports cars over 1,900 c.c. **Class C—1,101 c.c. to 1,500 c.c.:** 1, S. G. Young (Parson Maserati); 2, J. Whitmore (Tojeiro-Climax).

Event 8. Lewis-Evans Trophy (10 laps) for 500 c.c. Racing Cars: 1, T. Bridger (Cooper-Norton), 70.30 m.p.h.; 2, D. Parker (Cooper-Norton); 3, A. J. C. Newton (Cooper-Norton). **Fastest lap:** Parker and Newton, 72.0 m.p.h.

Event 9. John Davy Trophy for Formula 2 Cars (Part 2) (25 laps): 1, J. Brabham (Cooper-Climax), 76.12 m.p.h.; 2, R. Salvadori (Cooper-Climax); 3, C. Bristow (Cooper-Borgward). **Fastest lap:** Brabham, 77.50 m.p.h.

John Davy Trophy—Aggregate Result (50 laps): 1, C. Bristow (Cooper-Borgward), 76.20 m.p.h.; 2, R. Salvadori (Cooper-Climax); 3, J. Brabham (Cooper-Climax); 4, P. Ashdown (Cooper-Climax); 5, I. Burgess (Cooper-Climax); 6, H. C. Taylor (Cooper-Climax).

Event 10. The Final of the Wrotham Trophy (15 laps) for sports cars up to 1,100 c.c.: 1, P. Ashdown (Lola), 74.80 m.p.h.; 2, P. Gammon (Lola); 3, G. Hill (Lotus XVII). **Fastest lap:** Ashdown, 77.23 m.p.h. New class record.

Event 11. Touring Cars over 1,300 c.c. (10 laps): Overall Winner: Sir G. Baillie (Jaguar 3.4), 63.41 m.p.h. **Class A—1,301 c.c. to 1,600 c.c.:** 1, L. Leston (Riley 1.5), 62.00 m.p.h.; 2, W. B. Blydenstein (Borgward Isabella); 3, A. S. Hutcheson (Riley 1.5). **Fastest lap:** Leston, 63.41 m.p.h. New class record for saloon cars from 1,300 to 1,600 c.c. **Class B—1,601 c.c. to 2,600 c.c.:** 1, J. M. Uren (Ford Zephyr), 62.41 m.p.h.; 2, D. B. Haynes (Ford Zephyr); 3, P. Blond (Jaguar 2.4). **Fastest lap:** Uren, 63.41 m.p.h. New class record for saloon cars from 1,601 to 2,600 c.c. **Class C—Over 2,600 c.c.:** 1, Sir G. Baillie (Jaguar 3.4), 63.41 m.p.h. **Fastest lap:** Baillie, 65.45 m.p.h.

Event 13. Five-lap Scratch Race for Formula Junior and 500 c.c. Racing Cars: Overall Winner: T. Bridger (Cooper-Norton), 68.98 m.p.h. **Formula Junior:** 1, I. E. Raby (Moorland Junior), 64.92 m.p.h.; 2, S. Bloor (Elva Junior); 3, P. J. Pilsworth (Elva Junior). **Fastest lap:** Raby, 67.64 m.p.h. **500 c.c. Racing Cars:** 1, T. Bridger (Cooper-Norton), 68.98 m.p.h.; 2, A. J. C. Newton (Cooper-Norton); 3, L. Dupont (Cooper-Norton). **Fastest lap:** Newton, 71.08 m.p.h.

[Results of Events 1 and 12 elsewhere.—ED.]

GERMANS ATTACK MOSS

Ridiculous Statements following Avus Race

CERTAIN German newspapers have made astonishing allegations regarding Stirling Moss and the Avus race. Our West German representative, Alan Bruce, has sent us translations of comments, one of which is so abusive and insulting that it could not be used in its present form.

The newspaper *B.Z. Berlin* asks if Moss's retirement after one lap was due to his dislike of the circuit, and depression following Behra's death. The article goes on to say: "The organizers paid very heavily for this man (Moss), considering that he did no more than a few training laps for this Avus race."

These comments are, of course, ridiculous—and one also recalls the attacks on the late Mike Hawthorn following the Le Mans disaster, and also alleged incidents at Nürburgring.

As everyone knows, Stirling Moss goes into a race determined to do his utmost to win. He never gives up trying, and to accuse him of deliberately retiring is disgraceful. The Cooper-Climax was eliminated after one lap when a bearing gave way on the output shaft from the Italian-built gearbox. As was seen on B.B.C. TV, Moss and Alf Francis made desperate attempts to get the car going again, and the look of disappointment on the great British driver's face was plain for all to see.

Stirling was perfectly justified in stating publicly that Avus was dangerous. All drivers agreed—and that was before Behra's accident. If ever an organization such as U.P.P.I. had a chance to do something, here it was. The best one can say is that it was a good thing that it did not rain during either of the 30-lap G.P. heats!

Here is an exact transcription of a radio interview with Stirling Moss, by Alastair McDougall, given on Friday, 31st July, at approximately 5 p.m. It was done in the "Fahrerlager" at Avus, and was transmitted from RIAS to BFN, Cologne. Alan Bruce's comments were made *before* Behra's accident.

A.McD.: "How is the Cooper lying on the corner—on the North corner with the banking?"

S.M.: "On the banking? Well, I don't know if it's any worse than anything else. It feels pretty ghastly, but I think that everything does. I don't know how the other cars are because I haven't been here for nine years, and so I have no comparison to draw, but I think perhaps it's as fast, which is really what matters, even if it's uncomfortable."

A.McD.: "Do you consider this a safe circuit, Stirling?"

S.M.: "No, I don't. It's very unsafe—it's very unsatisfactory—it's uninteresting—it proves nothing, and I think it's a great shame when in Germany they have one of the worst tracks in the world, and possibly one of the best tracks in the world, that they pick the one from the worst, and run it there."

"I suppose it's political and I think that I'm in with all the other drivers who agree with me that we think this is a very bad, unsatisfactory and untesting course as far as the drivers are concerned and not worthy of a world championship race."

Alan Bruce: "I would like to butt in here and say something. The dangers of the Avus and the drivers' almost universal dislike of it are very real. I drove on most of the lap in a little Berkeley Sports model which was quite sufficiently quick to get a good impression in miniature of some of the reasons. The so-called Südkurve, which joins the two legs of the Autobahn, has been widened by double width, but the surface changes three times which is bad on a dry day and would be a menace if wet—and it might well be wet! The pit facilities are about the worst in Europe. The Westkurve, which is a kind of 'wall of death banking', is paved with stone blocks and is quite rough indeed."

"Oh yes, it can be said that those who are responsible for shifting the German Grand Prix from the Nürburgring to the Avus have assumed a considerable responsibility."

STIRLING MOSS won the over 2 litres class in the Swedish Karlskooga sports car races, while Jack Brabham won the under 2 litres category. Both were driving Coopers.

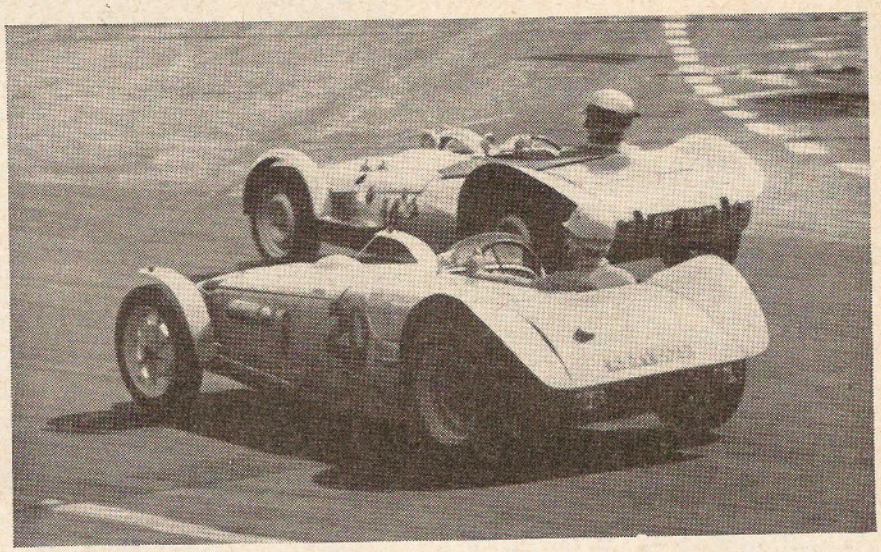
THE Editor of AUTOSPORT will do a summing-up of the Portuguese Grand Prix, which will be broadcast over British Forces Network at 10.15 p.m. on Sunday, 23rd August.

MOTOR sporting film by Christine Bruce Productions—"Iron Curtain Raiser" is being released for showing in all Odeon and Gaumont cinemas in the U.K. from 23rd August.

LES LESTON'S weekly "Grand Prix Gossip" feature can now be heard each Thursday at 8.45 p.m. on Radio Luxemburg.

JOHN SPRINZEL is driving a privately entered Sprite in the Liège-Rome-Liège.

THE well-known Italian firm's of Abarth and Siata have joined forces. But the merger will not affect production, which continues as previously for both concerns.



INVINCIBLE in 1172 Formula racing this season has been the beautifully prepared Terrier of Brian Hart. Here he passes the previous conqueror, Lola (No. 20), in the hands of Alan Wershat.

The Snetterton "750"

First-Class Racing from a Varied Entry

THE first-ever "Snetterton 750" meeting was held at the Norfolk circuit on Sunday, 2nd August, when the Seven-Fifty M.C. held the first of what is hoped to be an annual restricted race meeting there.

The programme contained nine races of which, naturally, the stress was on the club's own 1,172 and 750 Formulae and although the start was delayed through circumstances which were quite beyond the Club's control and, indeed, completely unforeseeable, the rest of the meeting was run off with commendable slickness for a "first-ever".

First race on the programme was a five-lap heat for the 1,172 Formula machines. It provided a runaway win for Brian Hart, driving Len Terry's brainchild, the Terrier Mk. II, which is at the moment invincible in this class of racing. At the end of two laps he held a precarious lead from Alan Wershat, driving Eric Broadley's old car which is now called Lola on the nose and Lolita on the scuttle. By lap three a considerable gap had opened up after Wershat had spun and by four laps Hart was well on the way to extending his lead to the winning one of 18½ seconds. His race average speed was 79.7 m.p.h.

Second race was the first heat of the 750 Formula race. A. C. Oldfield's machine was considerably faster than any of them and led all the way to win by nine seconds, at an average speed of 74.2 m.p.h., from J. W. Newstadt's special. Positions of the first four—Oldfield, Newstadt, S. W. Cooper and J. R. Blanks—never changed, but a most spirited dice went on for fifth and sixth places among a great gaggle of cars.

Next came heat two for the 1,172 Formula brigade, and included genuine drama right on the line when S. A. Goodwin had his goggles break on the line—with only seconds to go before the start! He leapt out of his motor-car to fetch a new pair, but couldn't get back in time and started half-a-lap in arrears. At the end of the first lap the leader was Frank Tiedeman. But on lap two he wasn't there—an oil pipe had let go—and the leader was Easterling, albeit shrouded in blue smoke. The portents were fulfilled, and on lap four J. R. D. Heseltine led to carry on to win. On lap four John Perry's M.G. "P" lost its bonnet and, indeed, the race was notable for the number of spins, shunts, retirements and other motoring maladies that befell the competitors.

Second heat for the 750s provided a walkover for Dave Rees. Roy Lee's car, running on a good three cylinders as a result of a blown gasket, led into the first bend from the start but subsequently turned his car round to lose several places, and after one lap it was Rees, Jem Marsh (Speedex) and Tony Cross. So the order remained until the fourth lap, when Roy Lee, who had been steadily climbing through the field at a rate which was quite unreasonable for a sick car, duelled briefly with Cross, passed him and sat in third place for the rest of the race.

Fifth race was for closed cars in three classes, up to 1,200 c.c., 1,201-2,000 c.c. and over 2,000 c.c. Overall winner in the most decisive manner was H. P. K. Dibley, whose Aceca-Bristol was never in danger of being caught and which crossed the line 21 seconds ahead of P. Smith's Austin-Healey 100-6, easily winning the 2-litre class as well. H. W. Epps, whose name we do not seem to have heard before, handled an Aston Martin extremely competently until he had to stop to replace an exhaust pipe on lap five, when he was in second place. J. A. Bracegirdle's T.V.R. Grantura, with Ford 1,172 c.c. engine, was most impressive, while A. J. S. Bullen's Tornado-Ford had no difficulty at all in keeping up with, and even harrying, J. Ford's TR3. Winners of the other classes were J. M. Noble (Austin A40) and Smith (Austin-Healey).

Next event was the 1,172 Formula final, which proved to be a repetition of the first-heat demonstration of the superiority of Brian Hart in the Terrier. At the end of the first lap he led Wershat by 200 yards and after two laps by as much as 13 seconds. Lap three was accomplished by Hart in the absolutely fantastic time of 2 mins. 2 secs.—almost unbelievable for a Ford special! He went on to win by 38 seconds from Wershat, who remained in second place ahead of J. J. Cottrell (Lotus Seven).

The 750 Formula final followed and once again Dave Rees was uncatchable. He led throughout the seven laps with Roy Lee, now with his engine working on all four cylinders, a consistent second place. Third at the end of the first lap was Jem Marsh, in the Speedex car, but it sounded rough. Third thereafter was Mike Featherstonhaugh in that very pretty car of his, but he was a long way behind Lee.

Out came the 1,100s for the next race with, as usual, a great mass of drivers running under the colours of the Jim Russell Racing Drivers' School, which uses Snetterton as its classroom. Two of these were involved in a starting line shunt, when C. Flower's Cooper gave a most ungentlemanly swipe to Miss Elizabeth Jones's similar machine.

Meanwhile John Read's Lotus was well away in the lead, pursued by the similar cars of Harrison-Hansley and G. Smith, in that order. Smith, in fact, topped the School in the race and looked commendably neat.

Finally, open cars up to 1½ litres and from 1½-3 litres came out for a race of their own in two classes. Here Alan Wershat came into his own with a win—albeit a narrow one, for this was easily the closest race of the day—from W. Southam's M.G.A after leading all the way. Second after the first lap was T. P. Hart's Lotus Seven, which was passed by Southam on lap five and finished third.

That brought to an end a most enjoyable meeting which, in the best traditions of club sport, was free of any sort of nasty taste. No protests, no arguments and plenty of ambitious motor-racing. We look forward to the next "Snetterton 750".

MARTYN WATKINS.

Results

Heat 1, 1,172 Formula: 1, B. R. Hart (Terrier), 79.7 m.p.h.; 2, A. R. Wershat (Lola); 3, J. J. Cottrell (Lotus Seven).

Heat 1, 750 Formula: 1, A. C. Oldfield (Austin), 74.2 m.p.h.; 2, J. W. Newstadt (J.W.N.-Austin); 3, S. W. Cooper (Austin).

Heat 2, 1,172 Formula: 1, J. R. D. Heseltine (Speedex E.S.T.), 74.2 m.p.h.; 2, D. C. Paul (Lotus Seven); 3, Capt. R. A. Hoyt (C.R. Special).

Heat 2, 750 Formula: 1, D. Rees (Austin), 70.4; 2, J. Marsh (Speedex); 3, R. D. Lee (L.R.M.).

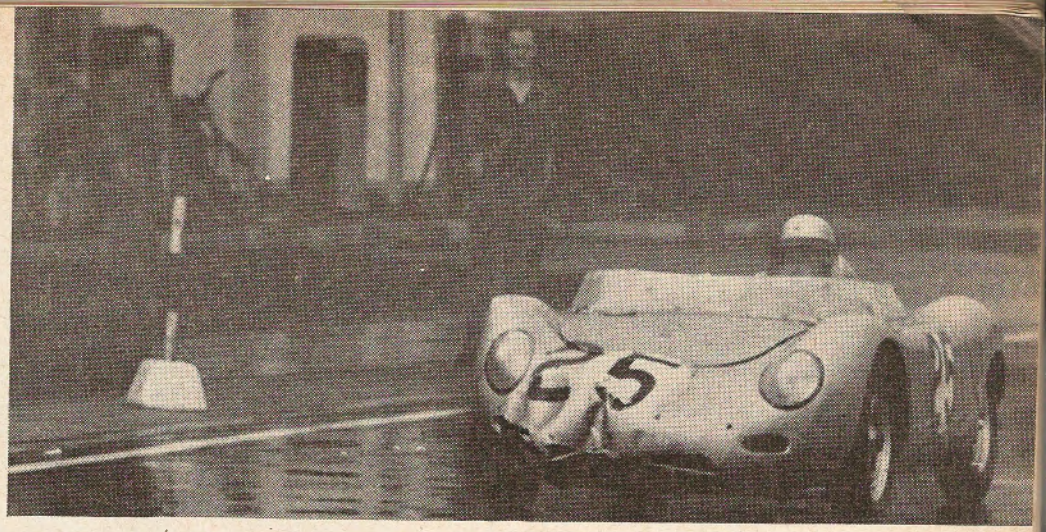
Closed Cars up to 1,200 c.c.: 1, J. M. Noble (Austin A40); 2, J. A. Bracegirdle (T.V.R. Grantura); 3, A. J. S. Bullen (Tornado). **1,201-2,000 c.c.:** 1, H. P. K. Dibley (A.C. Aceca-Bristol); 2, I. D. Burvill-Holmes (Peerless) 3, T. D. L. Rose (Peerless). **Over 2,000 c.c.:** 1, P. Smith (Austin-Healey); 2, H. W. Epps (Aston Martin).

Final, 1,172 Formula: 1, B. R. Hart (Terrier), 72.5 m.p.h.; 2, A. R. Wershat (Lola); 3, J. J. Cottrell (Lotus Seven).

Final, 750 Formula: 1, D. Rees (Austin), 68.0 m.p.h.; 2, R. D. Lee (L.R.M.); 3, C. M. Featherstonhaugh (F.W. Special).

Open Cars up to 1,100 c.c.: 1, J. Read (Lotus Eleven), 81.7 m.p.h.; 2, I. Harrison-Hansley (Lotus); 3, G. Smith (Lotus).

Open Cars, 1,101-1,500 c.c.: 1, A. R. Wershat (Lola), 77.2 m.p.h.; 2, W. Southam (M.G.A); 3, T. P. Hart (Lotus Seven). **1,501-3,000 c.c.:** 1, Miss P. Richardson (Daimler).



CRASH EXTRAORDINARY: Count de Beaufort rejoins the sports-car race with his Porsche, after diving over the top of the North Curve, and landing in the paddock area some 30 feet below! He was quite unhurt, but retired a few laps later.

Avus and its Ersatz G.P.

Move to Banked Circuit for Grande Epreuve an Error—Rain Would Probably have led to Abandonment of Race

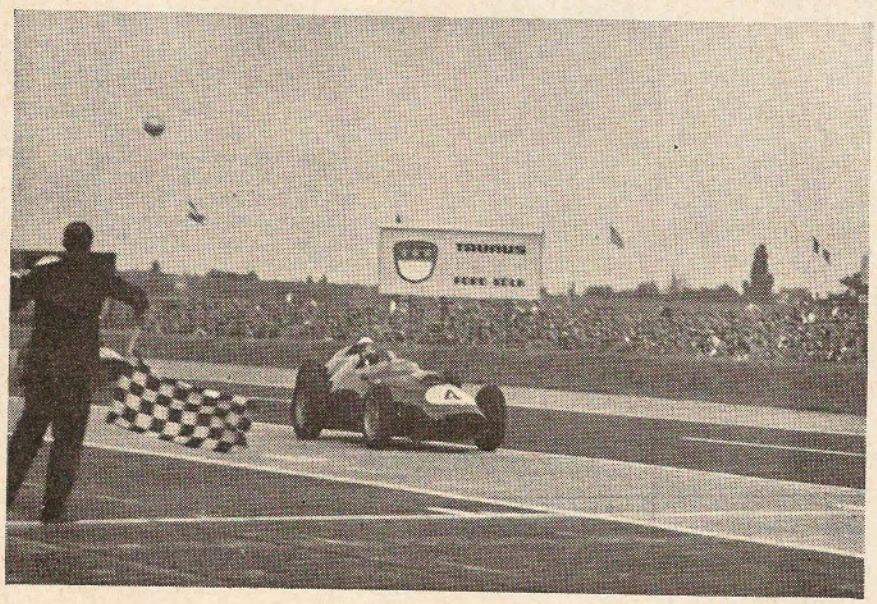
By GREGOR GRANT

IN pre-war days events such as the Avusrennen produced remarkably high speeds and were eminently successful from a propaganda point of view. Whilst the Germans made capital out of the achievements of Mercedes-Benz and Auto Union, the races themselves were more or less "gimmicks", and bore little or no relation to actual Grand Prix racing. Consequently it is extremely difficult to reason why the F.I.A. should have sanctioned a World Championship event which was, in effect, a direct contradiction of established Grand Prix practice.

First, the race was divided into two heats, each of 30 laps—an almost unheard-of procedure for Formula 1 racing to G.P. standards. Secondly, if it had been wet, the banked section would have become so dangerous that there was always the likelihood of an abandonment. Following Behra's fatal accident, public feeling was running fairly high, and it was highly unlikely that the A.v.D. would risk a repetition of that unfortunate affair. Thirdly, the organizers altered the rules to suit circuit conditions, banning the use of enclosed wheels in the F1 race. This was stated to be in the interests of safety, in order that excessive tyre wear could be quickly spotted. Yet very fast sports cars were allowed to run with normal bodywork. The reasons behind the decision may be sound enough, but it seems strange that an organizing club should be permitted to make its own regulations for a World Championship event!

Finally two Formula 2 cars were accepted in the original list, which had no chance whatsoever of disputing the issue with the F1 machines. This should have been obvious during the first period of training, when von Trips's fastest lap was 2 mins. 24.2 secs., getting on for 20 secs. a lap slower than the fastest of the Ferraris in a later practice session. After the Le Mans disaster in 1955 the Germans were loudest of all in proclaiming the perils of the speed differential. Yet in their own Grand Prix they permitted the entry of cars which would probably have been lapped at least four times in each heat by the F1 machines. It doesn't make sense!

Again, it is difficult to justify the inclusion of Herrmann with the B.R.P. B.R.M. It may have been the desire for good relations, but surely Ron Flockhart would have been a much more sensible choice? He has had plenty of experience of banked circuits (Monza with Ecurie Ecosse), and has driven B.R.M.s at racing speeds more than anyone else. Hans Herrmann may have been a fine driver in his Veritas and Porsche days, but has certainly not improved as a result of that serious training crash in the Mercedes-Benz at Monaco in 1955.



Fortunately from a spectacle point of view the tremendous duel between Masten Gregory (Cooper-Climax) and Tony Brooks and Dan Gurney in their Ferraris saved the race from being something of a procession. The exit of Stirling Moss after one lap was disappointing, and although Brabham kept with the leaders for several laps, one had the impression that the Australian was disliking this form of racing intensely. Without a doubt Gregory had Ferrari worried. He was using a 2.9 to 1 axle, and was getting every possible amount of r.p.m. available. He had the disadvantage of having to tackle two of the red cars, and there was a certain amount of hit-and-run at times—unavoidable when a hairpin bend is included at the end of a fast straight. He tried every possible way to take either Brooks or Gurney on the banking, and actually led on three separate laps. All in all it was a wonderfully courageous effort—but it was only a matter of time before something broke, which it did on lap 24. The hard-pushed engine gave up the struggle of keeping its end up with the immensely powerful V6 Ferraris. With Jack Brabham's clutch disintegrating after 15 laps, the three Ferraris had no further opposition, as Phil Hill had put a vast distance between his car and the second group comprising the B.R.M.s of Bonnier, Schell and Herrmann, and the Coventry-Climaxes of Trintignant and McLaren. The New Zealander followed Gregory's example in using the slip-stream of the faster Ferraris. When he was "doubled" by Brooks, he held on for several laps, and did the same when Gurney passed. This took him well away from his rivals for a creditable fourth place in Heat 1.

Ian Burgess (Cooper-Maserati) was the loneliest driver of all, except for Phil Hill. The Centro-Sud car went surprisingly well, but was not quite quick enough. Burgess told me that at times he felt as if he were the only driver in the race; then suddenly he had company—plenty of it—as first he was overwhelmed by the leaders, and later by the second group. His next view of the others was going down the autobahn when they were travelling in the opposite direction, then again that feeling of being all alone! Phil had scarcely any company after the departure of Brabham.

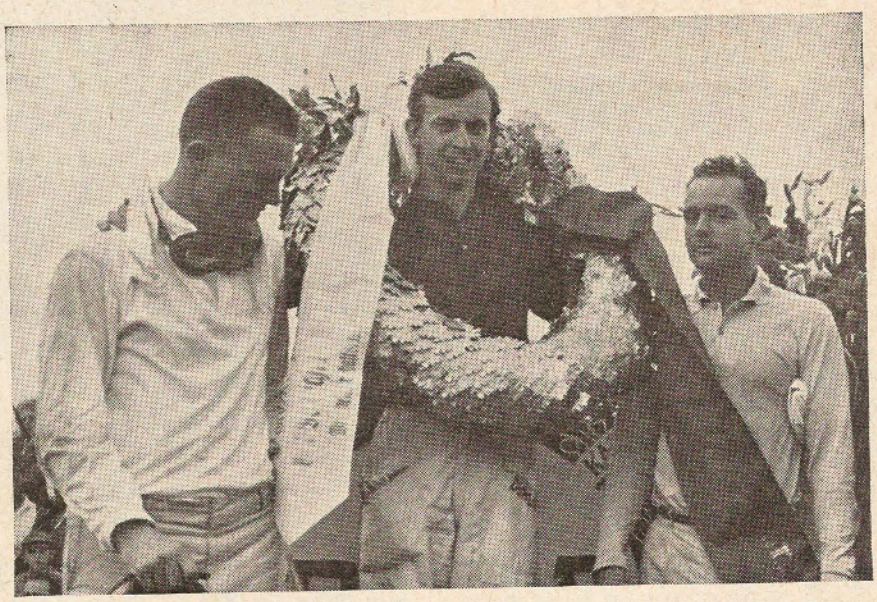
With the exit of Bruce McLaren, the second heat merely became a procession, all three Ferrari drivers being most careful not to get in each other's way. Although the lead kept changing, it was

BROOKS AGAIN: Tony Brooks (Ferrari) winning the German G.P.—his second grande épreuve *victory this year.*

pretty obvious that Tony Brooks would take the chequered flag first, and that the cars would finish in line ahead.

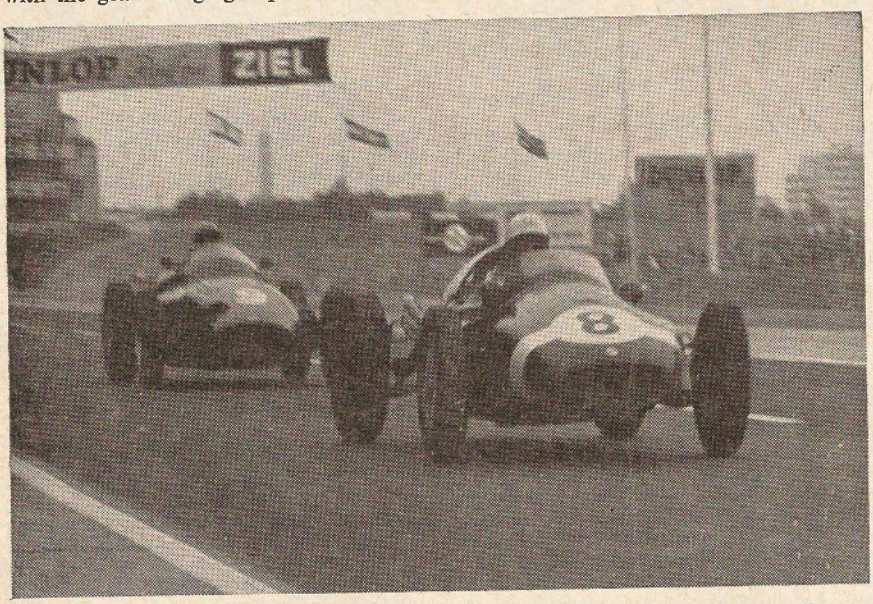
B.R.M. technicians were disappointed that about 500 r.p.m. were missing. The cars were steadiest of all on the "wall of death", but just didn't have the speed or power to get down to Ferrari times. The Cooper-Climaxes had serious clutch failures, this eliminating both Brabham and McLaren. Thanks to the wonderfully consistent Maurice Trintignant in Rob Walker's No. 2 car, Cooper-Climax added three points to their total in the constructor's championship. "Trint" was the only one who was not "doubled" in the second heat, and his battle with Bonnier was tremendously exciting. Harry Schell was going well till his clutch packed up; Hans Herrmann's crash was due to the breakage of an hydraulic pipe-line on the chassis frame.

Whilst Colin Chapman was enjoying a holiday cruise in the Mediterranean his Lotuses were in constant trouble, mainly with the gear-changing department.



FERRARI TRIO: (Above) Dan Gurney, Tony Brooks (with laurel wreath) and Phil Hill, immediately after their convincing 1-2-3 victory at Avus.

★



DUEL: (Left) Franco-American Harry Schell (B.R.M.) and Frenchman Maurice Trintignant, during their battle for fourth place in Heat 2.

The trip to Berlin was made memorable in the really luxurious flight arranged by John Webb and Alan Foster by Britavia "Hermes". Amongst the drivers who came were Stirling Moss, Jack Brabham, Bruce McLaren, Innes Ireland, Graham Hill, Cliff Allison and Graham Warner, with a large representation of trade, press and B.A.R.C.

The Berlin Hilton Hotel was the last word in comfort and magnificence—in direct contrast to the general seediness of East Berlin. The German B.P. and Dunlop organizations displayed fine hospitality to visiting Britishers, possibly prompted by Dennis Druitt and Dick Jeffrey. A surprise visitor to the race was ex-racing driver Leslie Brooke, who has left Central Africa to start business in Frankfurt. Mercedes-Benz were much in evidence, but one could get no definite statement from either Karl Kling or Artur Keser as to their future plans. Prevailing rumour is that they will return to Formula 1 by 1961, but whether a piston-type "1,500", or a gas-turbine is anyone's conjecture. I gather that chief problem will be drivers, and that there is general dismay at the paucity of material in West Germany itself of people who could eventually reach G.P. standard.

Stirling Moss will remain with the Rob Walker équipe for the remainder of 1959, and it is pretty certain that he will be with the Pipbrook organization in 1960. This means that he will drive the Cooper-Climax at Lisbon, Monza and Sebring. Naturally the failure of the Colotti five-speed gearbox has been disappointing, the weakness on the output side having cost Stirling his chances at Monaco, Zandvoort and now Avus. However, it was a gamble—a gamble that failed to come off. By next season Walker and his men should have the problem sorted out. Coopers also had troubles with the ZF box which appear to have been overcome. Now the clutch will require modification to accept what must obviously be a much greater power-output from the Coventry-Climax engine.

From all accounts the Monsanto circuit at Lisbon (3.5 miles) is a true road course. The long, uphill straight of about 1½ miles should suit the Ferraris, but against this must be balanced a selection of twists and turns eminently suited to Cooper-Climax and to the fine road-holding of B.R.M. The circuit has only been used for sports car racing, and therefore no useful comparison can be made. Gonzalez lapped here in 1954 with the big Ferrari at 85.87 m.p.h.

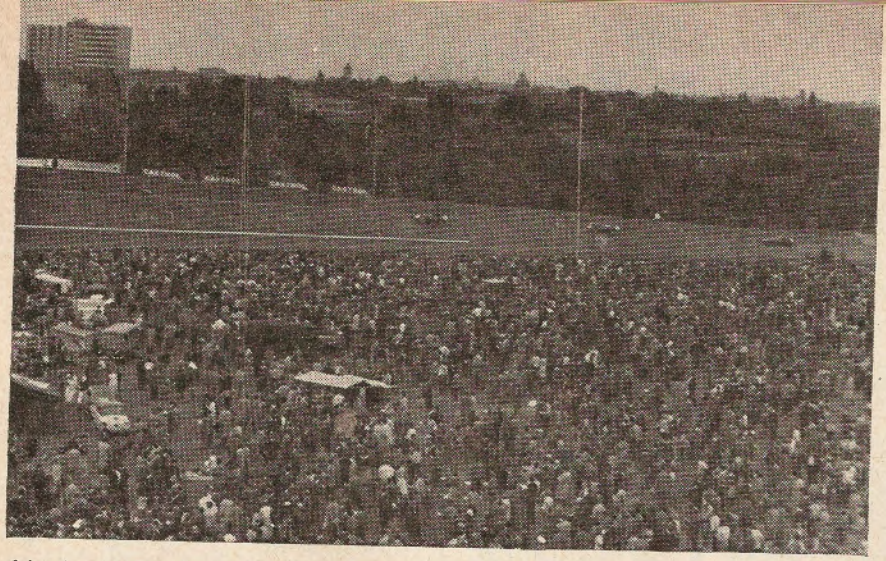
TO AVUS—VIA EASTERN GERMANY

By LESLIE BROOKE

WE set off from Frankfurt am Main, which is a pretty handy place to set off from to anywhere (if you will forgive my grammar), in our DKW on the Friday morning prior to the German Grand Prix. Naturally we took the autobahn as far as it went and that is just above Kassel. The autobahn is being extended from that town at the moment until, I imagine, it will eventually join up with the present one from Hanover to Berlin. I should think that it will be finished fairly soon. It is entirely in the interests of readers of AUTOSPORT that I write this article for at some time or other in the near future the fancy may take them to journey to Berlin by road.

Personally my advice would be to go by aeroplane for the disadvantages of having a car are twofold. First is that all your friends say "Hallo, old boy! I see you have a car here, thank heavens for that." Secondly, one uses up masses of expensive petrol losing one's way which makes me think that on the whole taxis would be infinitely cheaper.

However, let us press on, for in a short while after we have grappled with the narrow and heavily trafficked roads between autobahnen, we have another grapple coming—and that is with our



friends, the Russians. Whilst in Frankfurt I had been advised from two or three impeccable sources of authority that it was child's play to go through the Zone: that it was impossible to go through the Zone and that it could be difficult or that it wouldn't be. So as we advanced towards Helmstedt, the frontier, my feelings were a little mixed.

After waiting at the approach in a queue of some 200 cars, my impatient nature forced me to get out of the car to see what was happening. A German and I got into conversation, and after staring at my B.R.D.C. badge, informed me that I was English. I blushed modestly and admitted that I was. Whereupon he said "Go to the front of the queue and all will be well." I did this and walked into an office where a pleasant type of British official whom I have a sort of recollection was a naval C.P.O. said "Carry straight on through, sir," and waved me out. We then drove through a frontier post and were confronted by a perfectly uniformed young Russian soldier who looked as though he were about to launch into the fifth verse of the Volga Boatmen but much to my disappointment showed me to a parking place instead.

Encouraged by our German friend, we said we were English and were straightaway shown into a queue which looked rather like a first-night outside a West End theatre. As I detest the sight of suffering humans I never found out if there were actually people camping out near the front of it for I abandoned it right away and went into another room where there were only four or five other people. Here we were handed a fistful of forms asking the usual sort of things. The Christian name of one's father—which for some reason or another is always vital and usually comes about third down the list. We filled in these and belted to and fro from office to office and as everyone else was doing the same thing it rather reminded one of the relay races one was forced to perform on sports day at school before proud parents. The expressions on the faces of the competitors were very much the same too!

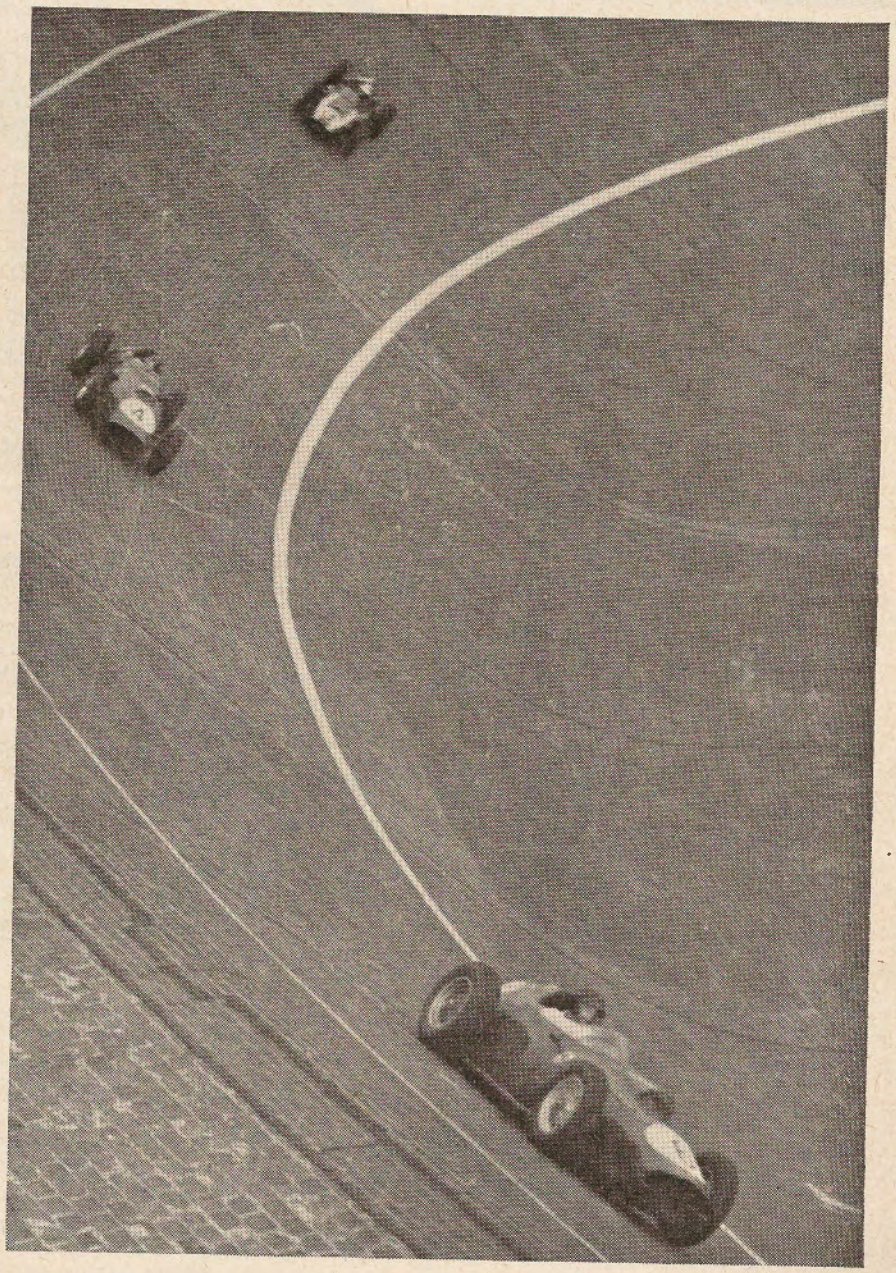
One at last came into an office where two officials who dealt with the competitors without further questions, though only in exchange for the princely sum of 10 DM. (19*s.*) would stamp a visa in your passport which incidentally allowed one to take 10 children with one —always provided that one could produce legal proof of ownership.

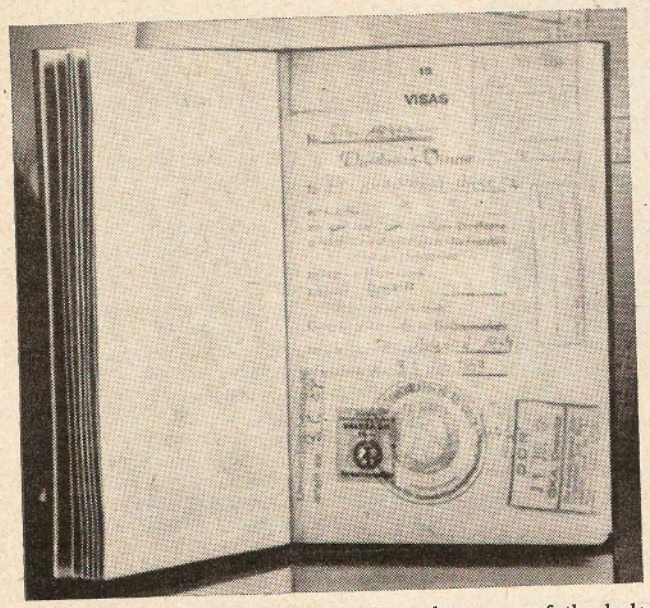
One very well-known British Motor Racing Correspondent, who, being a much travelled man, had his passport rather full of stamps, had to return again with his car all the way to Hanover just because there was not quite enough room in this document to stamp a visa. He then flew in via Berlin-Tempelhof Airport, Western Zone —no trouble!

We are now ready for the next move, Kiosk 19, if I remember correctly, where we are parted from a further five Marks this time for the use of the autobahn, one way only. We stagger out under a load of documents and dump same in car which subsides on to the rubber spring stop-blocks and drive away past an array of officials, and past a sign which informs us of the priceless advantages of the zone of democratic freedom which we are about to enter. We are not permitted, however, to enjoy this freedom for long, for it is tactfully suggested that we are travelling direct to Berlin, aren't we? We now pass through a final gate where all particulars and also the time are noted down in a large ledger. Then we are permitted to go.

By this time my wife has become faintly suspicious and just as I am saying

WALL OF DEATH: (Above) View from infield of cars entering the notorious North Curve. (Below) Gurney (Ferrari), Brooks (Ferrari) and Gregory (Cooper-Climax) seen on the very steep banking—impossible to climb on foot! At the other end of the two lengths of autobahn the South Turn is unbanked.





RUSSIAN ZONE VISA — note the different stamps for only one journey!

"Nonsense dear, and there, there" and so on, we are stopped about two kilometres farther on under a bridge where two more officials again note all our particulars and also the time. I was getting rather cross by now and didn't even care if two more officials later told us that we had either come in 175th in this race or had won it. After this things slackened off a little and apart from a gentleman in a forest watch-tower taking all car numbers, and several officials stopping anyone from going off the autobahn at the exit points we met no one else of authority. At the Berlin end the whole procedure put itself into reverse and unwound. Total time 2 hrs. 25 mins., plus driving time between frontiers.

On entering the Zone of Freedom one felt that it had distinct advantages. The workers, for instance, were not required to paint any of the notices on the autobahn, nor were they required to repair any of the holes which had appeared in the direction shields or to carry out any weeding at the side of the road or remove small trees which had grown up in front of signposts. I imagine they were all too busy printing forms for other workers to stamp at frontier posts. In fact, the Eastern Zone autobahn reminded me generally of the rather depressing sight of a disused runway on a war-time R.A.F. station.

Once back into the imperial way of life we came shortly to the great city of Berlin, which is fast being rebuilt into a modern town. Whilst I make no apologies for what the reader may take to be a few slight exaggerations, I would suggest that he allows himself a minimum of two hours for negotiating the frontiers and should regard himself lucky if he does it in as little as one or as many as three. Remember you still pay five marks on the way back—for use of the autobahn.

"Autosport" Championship—*continued*

Chris Tooley taking up the cudgels splendidly until his captain, Paddy Gaston, got into his stride. Ken McKenzie's car went sick two laps from home but he nursed it round to the finish. C. R. Wood's Sprite went out at two-thirds distance and Maurice Baring, who began to go quite fast towards the end with his Sprite, and R. G. Falconer (Turner) completed the class. The race as a whole was won yet again by John Whitmore with Peter Tomei a very creditable second in his Elva Courier; then came Chris Meek's Courier, finishing its third race and collecting ten useful points over the week-end; next was Richard Shepherd-Barron after a wonderful drive in the Alfa-Romeo, in the course of which he cleverly disentangled himself from all the Sprites. We much regret that owing to an error in transcription, the results published last week made no mention of Maurice Baring but included Alan McKechnie, who was not present.

As the runners in the race for the larger cars came round on their warming up lap something happened to the transmission of Dickie Stoop's Frazer-Nash, for it was towed away after the race. The departure of the 'Nash before it came under starter's orders left only five AUTOSPORT Championship entrants on the grid so, instead of two three-car races counting for half points, we had one five-car race by moving the two remaining class D runners up into class E, and everyone scored full value. At the fall of the flag Chris Lawrence's well-known Morgan, making its first appearance in this series, shot into a commanding lead, with Gawaine Baillie in the Corvette and Jack Sears in the Austin-Healey 3000 quite unable to worry it. Dick Protheroe made a very hesitant start but, by the fifth lap, he had got past Sears and was once more mixing it in the most exciting way with the Corvette. After several unsuccessful efforts to pass at Clearways he managed to get ahead of the monstrous vehicle at Druids on the tenth lap and set off after the Morgan which, by this time, seemed to have lost the edge off its brakes. It took Protheroe another six laps to get his Jaguar in front, which he finally did at Paddock by going right to the limit, to run out a worthy winner of a great race. Meanwhile, Jack Sears also managed to get past Baillie's Corvette and Michael McKee, who is not a contender in the Championship, drove a TR3 magnificently in fifth place. The A.C.-Ace of of Bob Staples was outclassed but by no means disgraced. DAVID PRITCHARD.

THE "AUTOSPORT" CHAMPIONSHIP

The complete table after eight rounds

IN the rush to go to press last week with the top twelve, the points scored at Mallory Park in Round 7 by Fergusson, Needham and Mitchell were unfortunately left out of the reckoning. The same 12 drivers lead the Championship, but in a different order as shown below.

Posn.	*Driver*	*Class*	*Score*
1	J. H. Gaston	A	46*
2	F. R. Gerard	A	42
3	E. R. Protheroe	E	40*
4	J. P. Fergusson	C	37*
5	J. H. D. Whitmore	B	36*
6	W. E. Needham	C	32
	J. R. Stoop	D	32*
8	E. J. B. Mitchell	D	30
9	M. Wayne	C	29
	Sir Gawaine Baillie	E	29
11	J. G. Tallis	D	24
12	J. G. Sears	E	23
13	J. McKechnie	D	22
14	K. W. McKenzie	A	20
15	C. Meek	C	18
16	B. A. M. Gilbert	A	17
	R. M. Shepherd-Barron	B	17
18	R. A. V. Staples	D	16
19	C. P. Tooley	A	15
20	J. Clark	B	14
	P. H. Sutcliffe	D	14
22	A. C. James	C	13
	A. G. W. Belcher	D	13
24	R. Vincent	B	12
	G. Baird	C	12
	C. R. Hanson	E	12
27	K. P. Tomei	C	11
	A. Lanfranchi	D & E	11
29	A. J. Nurse	A	9
	J. I. Goddard-Watts	A	9
	T. Entwistle	C	9
	I. L. Taylor	D & C	9
33	C. R. Wood	A	8
34	A. McKechnie	A	7
35	Mrs. Cherry Wagner	B	6
	C. J. Lawrence	D	6
37	M. C. Bowling	E	4
	N. Green	E	4
39	R. G. Falconer	A	3
	M. B. Baring	A	3
	D. G. Dixon	C	3
	J. H. V. Cross	C	3
	R. A. Hudson	E	3
44	M. H. Clare	A	2

The Position of the Teams after eight rounds

1	TEAM SPRITE		
	J. H. Gaston	46	81
	K. W. McKenzie	20	
	C. P. Tooley	15	
2	ELVA COURIER		
	G. Baird	12	59
	C. Meek	18	
	M. Wayne	29	
3	HUDDERSFIELD M.R.T.		
	E. J. B. Mitchell	30	41
	J. Heppenstall	0	
	A. Lanfranchi	11	
4	ECURIE CHILTERN		
	D. G. Dixon	3	32
	A. McKechnie	7	
	J. McKechnie	22	
5 eq.	TURNER TEAM		
	B. A. M. Gilbert	17	29
	R. G. Falconer	3	
	A. J. Nurse	9	
	TEAM TRIPLE "S"		
	R. A. Hudson	3	29
	C. R. Hanson	12	
	P. H. Sutcliffe	14	

W.E.C.C. SNETTERTON MEETING

9th August

Championship Results

Up to 1,000 c.c.: F. R. Gerard (Turner Sports 948), 73.78 m.p.h.; 2, Wing Cmdr. K. W. Mackenzie (Sprite 948); 3, C. P. Tooley (Sprite 948).

1,001-1,300 c.c.: 1, J. H. O. Whitmore (Lotus Elite), 80.54 m.p.h.; 2, D. Buxton (Lotus Elite); 3, R. M. Shepherd-Barron (Alfa Romeo Giulietta).

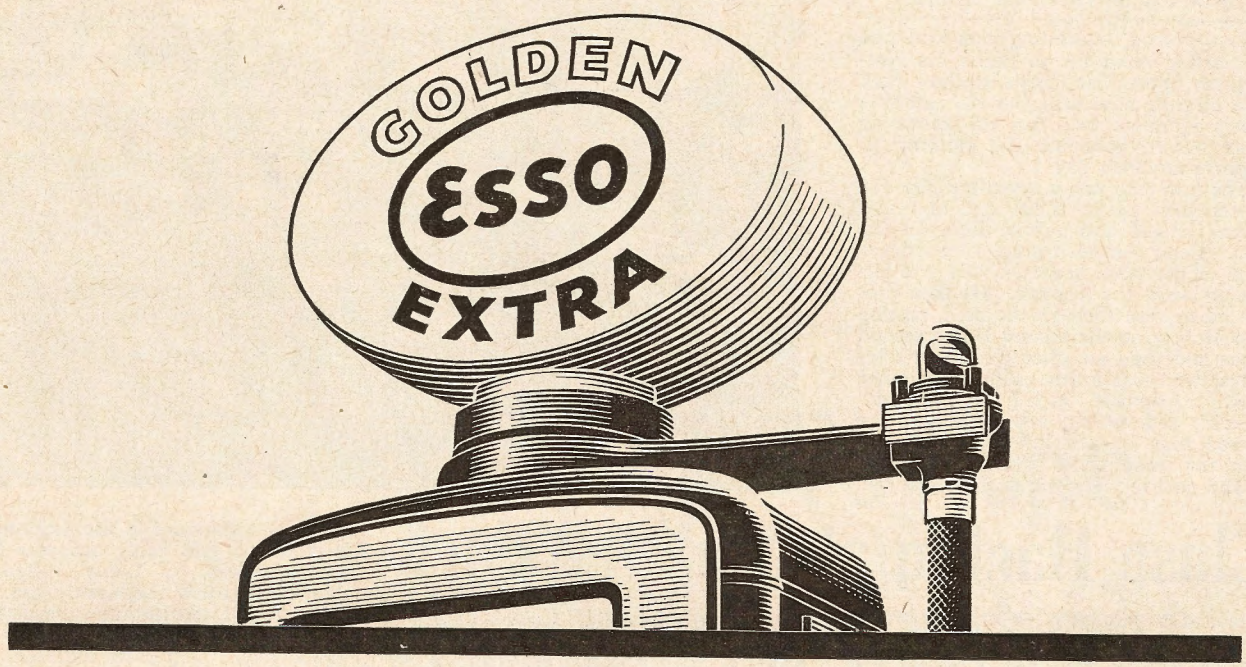
1,301-1,600 c.c.: 1, A. T. Foster (M.G.A Twin Cam), 79.39 m.p.h.; 2, R. F. Bloxam (M.G.A Twin Cam); 3, J. P. Fergusson (Elva Courier).

Fastest laps: Whitmore, Foster and Gerard.

1,601-2,000 c.c.: 1, J. R. Stoop (Frazer-Nash), 80.86 m.p.h.; 2, E. J. B. Mitchell (A.C. Ace-Bristol); 3, T. Lanfranchi (Frazer-Nash).

Over 2,000 c.c.: 1, R. Protheroe (Jaguar XK 120), 80.34 m.p.h.; 2, J. G. Sears (Austin-Healey 3000); 3, R. A. Gibson (Jaguar XK 140).

Fastest laps: Stoop, Sears and Protheroe.



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Kingsdown Trophy

1ST **GRAHAM HILL** ... ... LOTUS-CLIMAX

Lewis-Evans Trophy

1ST **T. BRIDGER** ... ... COOPER-NORTON

Series Production Car Race up to 1600 c.c.

1ST **J. WHITMORE** ... ... LOTUS-ELITE

and Winner of Class B

Class A 1ST **J. H. GASTON** ... ... AUSTIN-HEALEY SPRITE

Class C 1ST **K. P. TOMEI** ... ... ELVA-COURIER

Series Production Sports Cars

1ST **G. R. PROTHEROE** ... ... JAGUAR XK120

Class A 1ST **C. J. LAWRENCE** ... ... MORGAN

(Subject to official confirmation)

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SCOTS AWAY: Tom Dickson (Lotus) and Jim Clark get well away from the field on initial acceleration. Dickson went on to win as he pleased.

Close Racing at Mallory Park

Nottingham S.C.C. Run a Successful Meeting

GOOD racing, interesting cars and fine weather went far to make the Nottingham Sports Car Club's Mallory Park race meeting a success, but the fact that the programme was run off about an hour behind schedule did nothing to improve anyone's day.

The first race was a seven-lap heat for sports cars up to 1,200 c.c. and saw seven Lotuses and a lone Elva on the grid. Peter Arundell crept forward too soon at the start, hesitated, and was left behind when the flag fell. He then proceeded to rush through the field, passing Jim McKay on the second lap to second place and then set after Cedric Brierley (Elva) who was firmly established in the lead. Arundell began to overhaul Brierley and by the time he caught and passed him, on the last lap, both cars were far ahead of the field.

The next event was a similar heat and provided a runaway victory for Peter Gammon and Bernard Cox who took the first two places, their Lolas being far too fast for the other cars.

Another heat, this time for sports cars of over 1,201 c.c., was next and John Dalton took an immediate lead in his DB3S Aston Martin. He held this lead for four laps, despite Colin Murray's determined attempts to take his J.B.W.-Maserati to the fore. The 2-litre Maserati engine was too quick for the Aston however and Murray took Dalton on the straight on the fifth lap and never lost his lead, and although Dalton drove beautifully in an attempt to regain it, he could do no better than second.

In the next event (the second heat for the bigger sports cars) the most likely winner was eliminated when the gearbox of Brian Naylor's J.B.W.-Ferrari broke under torque on the start line. Tom Dickson took his 2-litre Lotus Fifteen into the lead and went on to win as he pleased with Jim Clark's Border Reivers' Lister-Jaguar a considerable distance behind in second place. An impressive sight during this event was the acceleration displayed by Sir Gawaine Baillie's vast Chevrolet Corvette which, however, did not appear to stop terribly well.

Throughout the day there were various races counting towards the AUTOSPORT Championship, but they are described elsewhere in this issue by David Pritchard.

Only five cars appeared for a 15-lap race for Vintage and historic racing cars. At the end of the first lap H. S. Clifford's 2-litre blown Alta led the field, with Sid Day's 1½-litre blown E.R.A. in hot pursuit. Day took the lead on the fourth lap and he and Clifford went on to win at a canter, soundly lapping everyone else as they went.

In the first seven-lap heat for the *Formule Libre* Brian Naylor made up for his earlier disappointment and had little difficulty in bringing his J.B.W.-Maserati F1 car first across the line, despite the best efforts of Tony Marsh, who drove his F2 Cooper-Climax to a well-merited second, and a fine drive by Steve Wilder, who gained third place in his F2 Lotus.

Tom Dickson took his Lotus Fifteen into an immediate lead in the next similar heat and held it until the superior speed of Henry Taylor's F2 Cooper-Climax overwhelmed it on the second lap. These two had quite a battle for the remaining laps but their positions never altered and they were both too quick for Jim Clark who held third place in the big Lister-Jaguar. Farther back in the field there was a wonderful dice in progress, in which most of the other drivers were participating. At one stage John Dalton (Aston Martin) led Colin Murray (J.B.W.-Maserati), Eric Pantlin (Lotus), David Buxton (Lotus) and the Hon. Edward Greenall (Lotus) into the Lake Esses in such a tight-knit bunch that it seemed that a prang was bound to result—not only was there no incident, but Colin Murray even found room to pass Dalton to take a fifth place which he never lost, although he was unable to catch Tim Parnell (Cooper-Climax F2) who was out on his own in fourth place.

No information was available prior to the start of a 15-lap handicap race for vintage and thoroughbred sports cars so, as far as spectators were concerned, the whole thing took on the character of a "15-lap blind" and the results were not apparent until they were officially announced some 30 minutes later.

The final for sports cars up to 1,200 c.c. again proved the current Lola superiority in the class. Cedric Brierley's Elva led at the end of the first lap but Bernard Cox in his Lola took the lead next time round, with Peter Gammon lying third. From fifth to 15th laps it was Lolas first and second, Gammon taking the lead on the 11th tour. On the 15th lap the body panelling on Cox's Lola came loose and he had to retire due to a broken clip, but Gammon was well ahead of Brierley and that was how they finished, with Peter Arundell's Lotus in third place.

The 20-lap final for the sports cars over 1,201 c.c. brought a splendid assortment of machinery to the line, the front row of the grid being occupied by two Lister-Jaguars, a Lotus Fifteen and Murray's J.B.W.-Maserati. Jim Clark pushed his Lister into an immediate lead, with Tom Dickson (Lotus Fifteen) almost literally breathing down his neck. These two pulled right away from the rest of the field, which was led by Peter Mould's 3-litre Lister-Jaguar, and had a race all on their own. Early on the third lap Dickson got through, passing Clark in front of the pits. On the fifth lap Mould retired, shortly after being passed by Doug Graham, driving David Buxton's Lotus, and Dickson and Clark went on to finish in that order, far ahead of the opposition.

The 20-lap *Formule Libre* final was quite a thriller. Henry Taylor, driving

(*Continued on page* 214)

Results

First Heat, Sports Cars up to 1,200 c.c.: 1, P. J. Arundell (Lotus-Climax) 82.10 m.p.h.; 2, J. C. Brierley (Elva-Climax); 3, J. McKay (Lotus-Climax). **Fastest lap:** Arundell, 84.97 m.p.h.

Second Heat, Sports Cars up to 1,200 c.c.: 1, P. D. Gammon (Lola-Climax), 84.68 m.p.h.; 2, B. J. Cox (Lola-Climax); 3, C. G. Escott (Lotus-Climax). **Fastest lap:** Gammon, 86.79 m.p.h.

First Heat, Sports Cars over 1,201 c.c.: 1, C. Murray (J.B.W.-Maserati), 80.37 m.p.h.; 2, J. Dalton (Aston Martin); 3, M. Bond (Aston Martin). **Fastest lap:** Dalton, 83.50 m.p.h.

Second Heat, Sports Cars over 1,201 c.c.: 1, T. Dickson (Lotus-Climax), 84.76 m.p.h.; 2, J. Clark (Lister-Jaguar); 3, P. Mould (Lister-Jaguar). **Fastest lap:** Dickson, 87.10 m.p.h.

15-lap Scratch Race, Vintage and Historic Racing Cars: 1, S. Day (E.R.A.), 74.21 m.p.h.; 2, H. S. Clifford (Alta); 3, A. G. Murray (E.R.A.). **Fastest lap:** Day, 76.18 m.p.h.

First Heat, Formule Libre: 1, B. Naylor (J.B.W.-Maserati), 84.42 m.p.h.; 2, A. E. Marsh (Cooper F2); 3, S. Wilder (Lotus F2). **Fastest lap:** Marsh, 86.79 m.p.h.

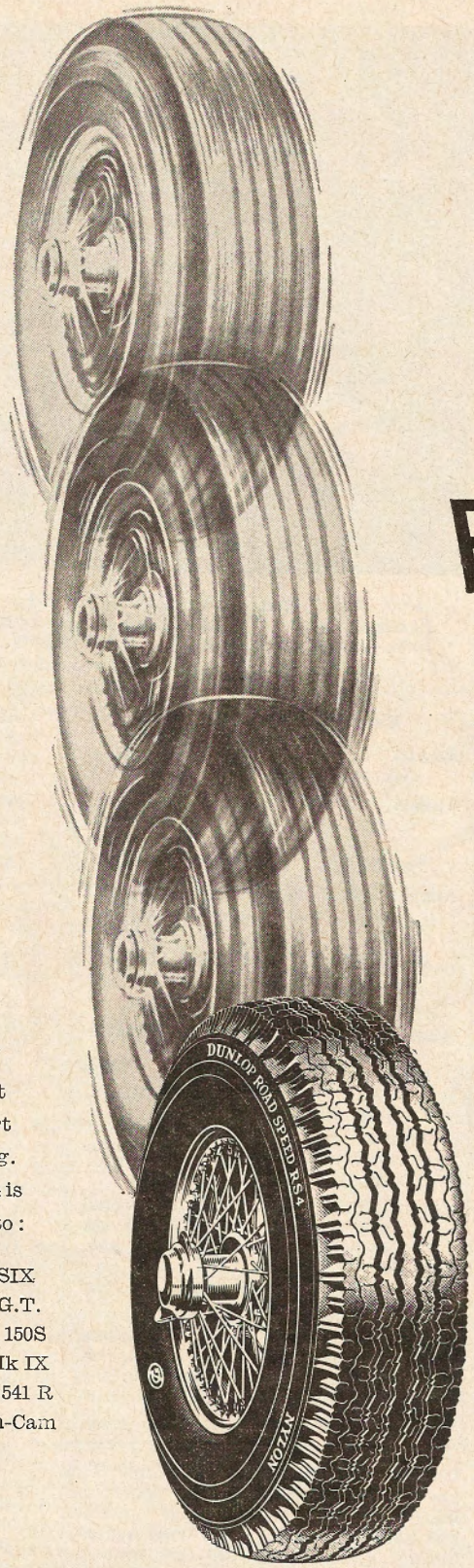
Second Heat, Formule Libre: 1, H. C. Taylor (Cooper F2), 84.82 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, J. Clark (Lister-Jaguar). **Fastest lap:** Taylor, 87.41 m.p.h.

Handicap Race, Vintage and Thoroughbred Sports Cars: 1, A. J. Gibson (Frazer-Nash), 69.81 m.p.h.; 2, B. E. Brown (Frazer-Nash); 3, C. W. Minchin (Aston Martin). **Fastest lap:** Brown, 71.89 m.p.h.

20-lap Final, Sports Cars up to 1,200 c.c.: 1, P. D. Gammon (Lola-Climax), 84.97 m.p.h.; 2, J. C. Brierley (Elva-Climax); 3, P. J. Arundell (Lotus-Climax). **Fastest lap:** P. D. Gammon and B. J. Cox, 87.10 m.p.h.

20-lap Final, Sports Cars over 1,201 c.c.: 1, T. Dickson (Lotus-Climax), 84.52 m.p.h.; 2, J. Clark (Lister-Jaguar); 3, D. Graham (Lotus-Climax). **Fastest lap:** Dickson, 88.04 m.p.h.

20-lap Final, Formule Libre: 1, B. Naylor (J.B.W.-Maserati), 85 m.p.h.; 2, A. E. Marsh (Cooper F2); 3, H. C. Taylor (Cooper F2). **Fastest lap:** Marsh, 87.73 m.p.h.



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Club News

By MARTYN WATKINS

THE **Yorkshire Centre of the B.A.R.C.** will hold its Autumn Sprint at Hudson Road Mills, Leeds 9, on 27th September. This closed meeting will start at 2 p.m. Entries (20*s.*) close 21st September and should be sent to G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9. . . . The **London M.C.'s** club night on 25th August will be held at the Country Club, Stanwell House, West Kingsdown, Wrotham, Kent. . . . The **Yorkshire S.C.C.'s** "Gunter Trophy" Hill-Climb will take place at Castle Howard, near York, on 19th September. Invited clubs are B.A.R.C. (Yorks Centre), East Yorks C.C. and members of the Association of Northern Car Clubs. Entries (20*s.*) close 14th September and should be sent to R. J. Wilson, Woodlands, Gildersome, nr. Leeds. . . . The **Motor Cycling Club** have invited the Bentley D.C., the V.S.C.C., the 750 M.C., the M.M.E.C. and the Wood Green D.M.C. to their Sprint Meeting to be held at Wellesbourne Mountford, near Stratford-on-Avon, on 12th September. Entries (25*s.*) close 31st August and should be sent to L. G. Eckett, 1 Holmdene Avenue, N.W.7. . . . The **N.L.E.C.C.'s** Film Show will take place on 21st August at The Nightingale, 349 High Road, Wood Green, N.22, starting at 2 p.m. . . . The **West Hants and Dorset C.C.'s** Members' Day will be on 23rd August. This closed meeting will comprise a series of driving tests starting at 2.30 p.m. Entry fee is 5*s.*, payable at the starting area. . . . The **Advertising M.C.'s** London-Devon Rally will take place on 9th, 10th and 11th October. The following clubs have been invited: A.M.O.C., Blackfriars M.C., B.A.R.C., Mid-Thames C.C., Mid-Surrey A.C., N.L.E.C.C., Circle C.C., Combined Universities M.C., East Surrey M.C., Lloyds M.C., London M.C., Riley M.C., 750 M.C., T.E.A.C., Torbay M.C. Regs. may be had from Mrs. E. Cooke, 126 Westbourne Terrace Mews, London, W.2. . . . The **Bedford and D.M.C.'s** "First Annual Rally" will take place on 22nd/23rd August, starting at Bideford, Launceston and Taunton. This is a restricted event. Entries (30*s.*) should be sent to Miss M. Fishwick, "Sunnybank", Chanters Road, Bideford, N. Devon, by 17th August. . . . The **Burnham-on-Sea M.C.'s** Speed Trial will be held at Marine Parade, Weston-super-Mare, on 10th October. The following clubs have been invited: Bristol M.C. and L.C.C., B.O.C., Dowty M.C., Hagley and D.L.C.C., London M.C., South Wales A.C., T.E.A.C., West Cornwall M.C., West Hants and Dorset C.C., Weston-super-Mare M. and M.C.C. Entries (40*s.*) close 1st October and should be sent to Hugh Pollard, Whitelawne, Wembdon Hill, Bridgwater, Somerset.

Mallory Park—*continued*

one of Tim Parnell's F2 Cooper-Climaxes, took the lead from Brian Naylor (J.B.W.-Ferrari) on Gerard's Bend on the first lap but was repassed on the Esses on the next bend. Naylor went on to build up a considerable lead, but on the sixth lap Taylor began to close quite quickly and was, in his turn, being fast overhauled by the incredible Tom Dickson in his 2-litre Lotus sports car. Dickson challenged Taylor at the Esses but had to drop back, he tried again at Shaw's Corner and on the next lap managed to pass Taylor on the Esses, only to suffer a mechanical derangement which resulted in oil spilling copiously on to the track. Taylor was back in second, but was being again menaced, this time by Tony Marsh, who began to drive very quickly indeed, and on the 11th lap the two were travelling nose to tail and making up very fast on the flying Naylor. Both cars tried to scramble past the Maserati-engined F1 car time and again, only to be defeated by its colossal acceleration. Marsh had been trying unsuccessfully to pass Taylor and Naylor at the same time for several laps, but changed his tactics and was rewarded when he got through to second place on the penultimate lap. Naylor won—but only just, Marsh and Taylor being only feet behind as they crossed the line. MICHAEL DURNIN.



JUST LIKE THE ROAD OUTSIDE! A soul-stirring traffic jam on Paddock Bend at Brands Hatch on Easter Monday, with G. Boxall leading John Young's Ford and J. A. B. Taylor's A35. The A40s of Williamson and Shepherd have just left!

Coming Attractions

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.

August 29th. B.R.S.C.C. International Race Meeting, Brands Hatch, nr. Farningham, Kent. Start, 2 p.m. (*F2, S*).

B.A.R.C. Race Meeting, Aintree, nr. Liverpool.

August 30th. *Midland A.C. National Hill-Climb, Shelsley Walsh, nr. Worcester.*

Huddersfield M.C. Invitation Driving Tests.

THE "AUTOSPORT" RACES AT SNETTERTON

ALTHOUGH there were good fields for the two AUTOSPORT races at the W.E.C.C. meeting on Sunday, a number of the cars engaged were not entered in the Championship, which again means that in the main the successful drivers can claim only half points.

The first race was for Classes A, B and C and was once more won outright by John Whitmore's Elite, after a faultless drive. He had some opposition in the shape of David Buxton's sister car, which led for the first two laps, but once Whitmore had got in front he had little difficulty in drawing away. He and Richard Shepherd-Barron were the only Championship entrants in Class B and were accordingly racing against the Class C cars, the first of which was Pat Fergusson's Courier. Alan Foster and Roy Bloxam, in the Dick Jacobs Twin-Cams, were going very well.

In the race for the bigger cars, Chris Lawrence's Morgan was driven by L. J. Fagg and was therefore not eligible for Championship points. This was extremely bad luck on the other four entrants, who were thereby held to half points. In Class E there were only three entrants, so they were in the same boat. Dick Stoop in the Frazer-Nash took an immediate lead with John. Mitchell next up, driving the Ace-Bristol extremely well. Third came Dick Protheroe, content to drive just fast enough to win the class.

THE SCORES

Class A: F. R. Gerard, 4; K. W. McKenzie, 3; C. P. Tooley 2. **Class B:** J. H. D. Whitmore, 8; R. M. Shepherd-Barron, 3. **Class C:** J. P. Fergusson, 6; J. Heppenstall, 4; K. P. Tomei, 2; M. Wayne, 1. **Class D:** J. R. Stoop, 4; E. J. B. Mitchell, 3; A. Lanfranchi, 2. **Class E:** E. R. Protheroe, 4; J. G. Sears, 3.

CORRESPONDENCE

Moss Again

I SHOULD have thought that Mr. P. B. Jones would not have made such a rash statement as to say that one would have to look back a long time before finding where Stirling Moss was outdriven. Surely at Rheims Tony Brooks outdrove Stirling in the European Grand Prix, considering the B.R.M. put up fastest lap but was unable to challenge the leader. What about Mike Hawthorn's Ferrari against Stirling's Vanwall in the French Grand Prix last year, or Juan Manuel Fangio?

Grand Prix pilots such as Jack Brabham, Tony Brooks and Graham Hill are of an ability practically on a par with that of Stirling Moss. One feels that Stirling would do well to "borrow" the acumen shown by "Petoulet", whose consistency is absolutely outstanding as proven recently in the German and British Grand Prix and last year at Monaco.

Mr. Jones asks what I would have said if Stirling Moss had driven the Vanwall at Aintree? Very little. If it is unreliable throughout practice how on earth can it motor well during a full scale Grand Prix? In any case, the Vanwall returned to racing at a most inopportune point in the season.

The fact must be faced that Jack Brabham and to a lesser degree Tony Brooks have both driven as well as Stirling during this year's World Championship: and don't forget how long Stirling has been driving in World Championship races in comparison to Jack Brabham and Bruce McLaren.

I have a thorough dislike for the popular Press, where motor racing is concerned. That is why so many of us buy a magazine as capable as AUTOSPORT.

L. F. HILL.

NEWBURY, CORNWALL.

Shoe-string Racing and H.P.

IN September, 1956, I bought for cash a new German miniature car from the London distributors.

When club racing was resumed in the spring of 1957 Rob Walker of the Pipbrook Garage, Dorking, agreed to "mend it if I broke it" while I was racing the car, and he invariably did so, free.

In August, 1957, I bought another model of the same make from the London distributors, trading in the first car in part exchange and entering into a hire-purchase agreement for the balance of the purchase price. This car was also backed for racing purposes by Rob Walker.

At the beginning of 1958 Rob Walker said that he would be too much involved with his Grand Prix commitments to back me during the coming season, so I thanked him for all the help that he had already so kindly given me, and I asked the concessionaire for the car, who is also the London distributor, if he would carry on the support that I should require if I were to continue to race the car. The concessionaire agreed verbally to give me the same support that I had had from Rob Walker.

In June, 1958, I rolled the car in practice for a sprint event and damaged it considerably. The concessionaire then repudiated his verbal agreement with me and failed to pay certain expenses that I had already incurred in racing the car on his behalf.

I informed the finance company concerned of the accident and the arrangements I had made with the concessionaire, and I asked them to make the required arrangements to cover the balance of the purchase price that was still outstanding to them. In the circumstances the finance company were most considerate towards me, and they duly repossessed the car.

Now, after 14 months of completely abortive correspondence between us, the concessionaire has presented me with a "statement" that purports to show that *I owe him some £26 odd!*

If you want to race on a "shoe-string" it should not be frayed.

Do not go motor racing in a car which is the subject of a hire-purchase agreement.

If you need a backer choose with care, and have a proper legal agreement, duly witnessed, with him.

So far it has cost me over £600 to learn these lessons.

PETER COLEBY.

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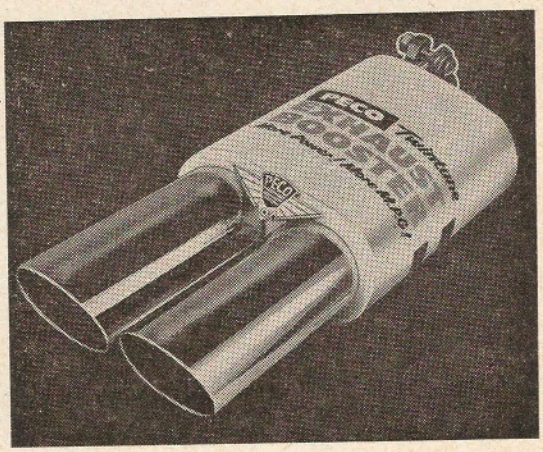
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"SPORTS CAR AND LOTUS OWNER"

A.30 Countryman	Without	With
0-30 m.p.h.	9 secs.	8.2 secs.
0-50 m.p.h.	36.4 secs.	29.8 secs.
Standing ¼ mile ...	28.4 secs.	27.8 secs.

"SPORTS CARS ILLUSTRATED"

1958 Ford Anglia	Without	With
0-30 m.p.h.	7.2 secs.	7.0 secs.
0-40 m.p.h.	12.6 secs.	11.2 secs.
0-50 m.p.h.	26.0 secs.	23.0 secs.
0-60 m.p.h.	37.0 secs.	29.0 secs.

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A completely new way to increase the performance of YOUR car. All the latest techniques in exhaust system engineering are now available to the motoring public at very little cost in a packaged "Bolt On" form. 'PECO' Conversion Kit consists of specially designed Peco Hi-performance straight-through type silencer, Twintune tunings units, long dual chrome exhausts, anti-vibration mountings, brackets, clips, etc., piping where necessary, all of heavy duty construction and designed to be ready to bolt into place. These systems give an even greater improvement than the booster alone.

STANDARD MODEL **52/6**
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(With chrome Tail Pipes)

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Picture shows conversion fitted to Vauxhall Victor.

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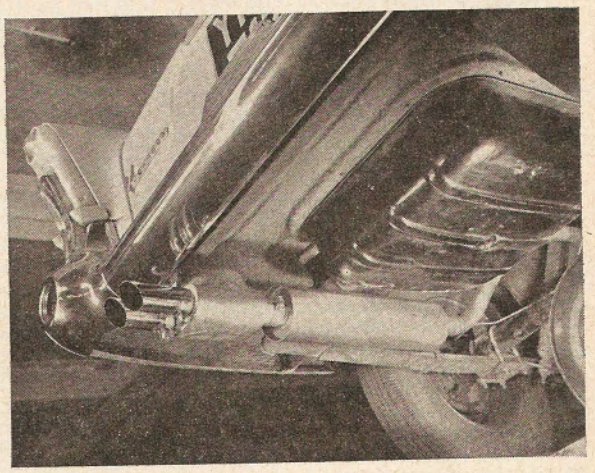
have been road tested and/or commented favourably by National Magazines and Papers.

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RILEY: One Point Five: Four Sixty Eight £6-19-6.
STANDARD 8 and 10 £6-19-6.
SINGER Gazelle £6-19-6.
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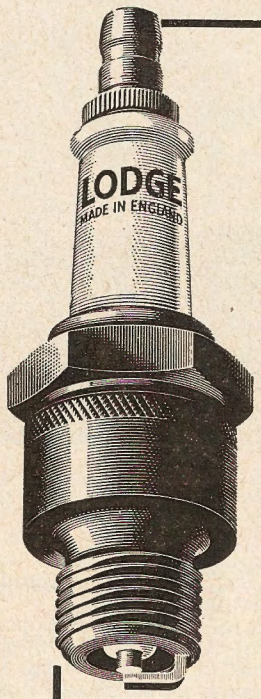
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2nd Roy Salvadori ... Cooper-Climax
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1st Jack Brabham ... Cooper-Climax

MONACO GRAND PRIX — May 10
1st Jack Brabham ... Cooper-Climax

PAU GRAND PRIX — May 17
1st M. Trintignant ... Cooper-Climax
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2nd Bruce McLaren ... Cooper-Climax

BRITISH GRAND PRIX — July 18
1st Jack Brabham ... Cooper-Climax
3rd Bruce McLaren ... Cooper-Climax

CRYSTAL PALACE — May 18
LONDON TROPHY
1st Roy Salvadori ... Cooper-Climax
(Entered by C. T. Atkins)
NORBURY TROPHY
1st Roy Salvadori ... Cooper-Maserati
(Entered by C. T. Atkins)

DUTCH GRAND PRIX — May 31
2nd Jack Brabham ... Cooper-Climax

EUROPEAN GRAND PRIX — July 5
3rd Jack Brabham ... Cooper-Climax
FORMULA II RACE
1st Stirling Moss ... Cooper-Borgward
(Entered by R. R. C. Walker)

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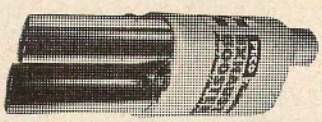


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De-Luxe Model (with long tail pipes) **65/-**



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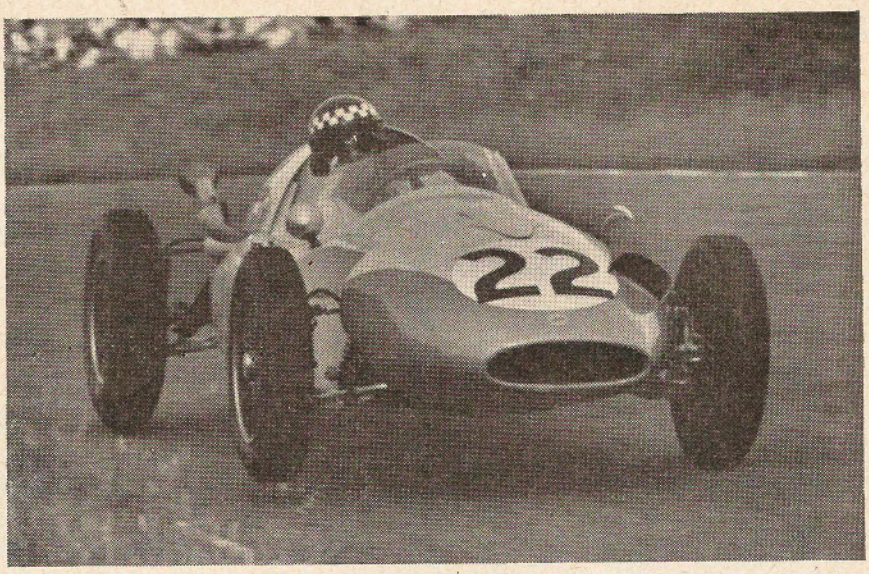
"Sports Cars Illustrated" tested a Ford Anglia with and without a PECO Twintune Booster. Results gave a 21% improvement in acceleration. The conversion however gives an even greater improvement than the booster alone!

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TWO-WHEELER: Chris Bristow lifts the two inside wheels of his Cooper-Borgward as he goes on his way to win the John Davy Trophy at Brands Hatch.

JOHN BOLSTER DESCRIBES HIS IDEAL:

WANTED: A BIG-ENGINED SMALL CAR

ALMOST ever since motoring began enthusiasts have been demanding a big-engined small car. The sheer luxury and ease of travelling behind a big engine cannot be duplicated in any other way, but for fast travel on crowded roads, or parking in London and Paris, the car of great length and width is out. Those of us who cross the Channel frequently prefer a small car because it is so much cheaper to transport. Yet we secretly hanker for those extra litres.

Let's face it, this article is only a pipe-dream, for the demand would never be big enough to make the large-engined baby car a commercial proposition. Yet even the best small cars fall short of the sort of luxury I want. For short journeys when one is feeling on top of the world, they are ideal, and the buzzing of their little engines as one flicks the gear lever to and fro only adds to the fun. On the other hand, the professional man who is probably tired and worrying about his work wants no noise and fuss on his long duty journeys. The clutch and gear lever cease to be the adjuncts of an amusing game and become a curse.

I have no wish to own a very fast car. They are much too tiring on long journeys among traffic, I find. I would like a quick, silent rush up to 100 m.p.h., but the actual maximum above that would not interest me. The performance of the late lamented Packard would suit me admirably. This was the smoothest and quietest car I have ever driven, and it would do its timed 110 m.p.h. It had a really effective fluid transmission, with no "jerkomatic" gear changes. I still cherish the memory of many long, fast journeys which I made in this car.

Yet the Packard was far too big, and was cursed with inadequate brakes. What is needed is the absolute silence of the Packard in a car as small as, or smaller than, an A35 or a Renault 750. Naturally, it would be ridiculous to try to put a 6-litre American engine in a baby European car, but there would be no need to go to such absurd lengths. In a car of this size, an engine of 2 litres capacity could give all the necessary performance, as long as the weight were kept down to 12 cwt.

For really luxurious motoring I feel that the lively and efficient four-cylinder engine is not admissible. Six or eight cylinders would be required to give real flexibility, and in either case the space limitations would demand that a Vee-type unit be designed. A very simple torque converter without any reduction gears would probably suffice, and an engine with such small cylinders would be happy to cruise at high revolutions, demanding no overdrive.

I have a personal preference for an engine that is turning over fairly fast at cruising speeds. Then, one has fierce acceleration for overtaking instantly on tap, without any "kick-down" gear-change. My 2-litre 12-cwt. car would in any case have such a reserve of power that it would never be flat out during normal journeys. As this is a pipe-dream, I would have a single overhead camshaft for each bank of cylinders, driven by connecting rods and eccentrics.

Naturally the engine and transmission would be in one unit. Whether you place the parcel in front or behind is a matter of indifference to me, but in this particular case I might fall for front-wheel drive. Then I could steal Mr. Citroën's patents and make myself a miniature DS19. Having experienced the combination of riding comfort and road-holding that this car provides I would not be willing to settle for less.

Our car begins to take shape as a 2-litre V8 with front-wheel drive and automatic transmission. It has independent suspension of its four wheels, with hydraulic suspension incorporating an automatic levelling feature. It is a very small car, and it is not excessively fast because its engine is tuned for flexibility and silent running. Extremely slow and steady idling at traffic blocks would be one of its most endearing features.

Having settled the rough mechanical outline, what of the body? A coupé with separate bucket seats and lots of luggage space is my ideal, but it must not feel too small and cramped inside, in spite of the moderate overall dimensions. Occasional or children's seats would be permissible, but this car is really for one or two people, travelling fast with lots of luggage in complete silence, and floating over the worst roads without any shock. Aerodynamic considerations would virtually settle the body shape, and I would be content if it were so, for the truly streamlined car is nearly always beautiful.

The shape of the seats would present no difficulty, for I would burgle a Porsche while the owner was not looking! As regards the interior decoration, I am going to say something that will make me really unpopular. I am tired of wooden dashboards, fillets and mouldings, holding that wood has no place in the construction of a modern car. I want crash padding everywhere, exactly as on the Volvo, and a dull finish should be adopted for any parts that could reflect in the windscreen. The instrument lighting must be carefully considered for the same reason.

The dials on the dashboard should be few, well separated and reasonably large. Really bold figures, instantly read, would be greatly appreciated. I tend to be long-sighted, which is common among those who drive far and fast, and I find that small figures on tiny dials are not easy to decipher at a quick glance. For lonely rides, a radio may be a godsend, and the silence that is such a feature of this car would help again here.

I would like disc brakes on all four wheels, which would certainly be of the racing, knock-on type. The special silent tyre treads that have been developed for luxury cars would naturally be specified. Wire gauze protectors inside the mudguards would avoid the rattle of stones and gravel that can be so disconcerting inside a car. Particular attention would be paid to the silence of the windscreen wiper and the heater.

Well, that is the specification of the car I want to buy—the car which will never be built. For those who want to keep up with the Joneses, the biggest possible chromium plated car is a "must". For those who want to race, lots of noise and gearchanging is the fashion. I don't even know the Joneses and I don't race on the public road, so I care for none of these things. I want a super-luxury "baby" that will fit in that gap between parked cars, and I am sad because nobody will make one for me.

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B.S.A.

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

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1949 LIGHT FIFTEEN, red, good condition, fast, heater. H.P. arranged. Bargain, £200.—McCulloch, 129 Brighton Road, Surbiton.

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DELAGE D8, 100 m.p.h., 1933 coupé two-door sports saloon, 29.4 h.p., engine No. 118, maintained regardless of cost. 1959 condition, two-tone chocolate/beige, tyres almost new, also spares worth over £100. Price £450. Must be seen to be appreciated.—G. Bennett, The Mill, Fremington, N. Devon. Phone: Fremington 269.

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H.R.G.

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(Continued overleaf)

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£445 Nash-Healey. Ivory, radio, heater, this very rare motor car excellent throughout.
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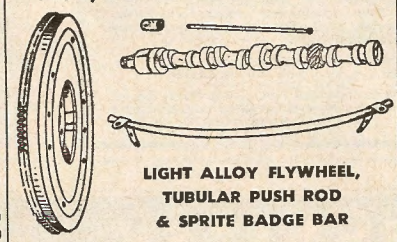
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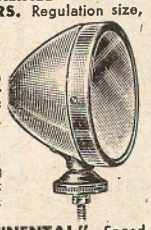
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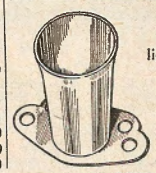
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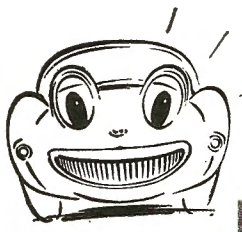
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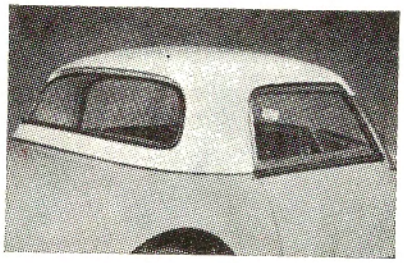
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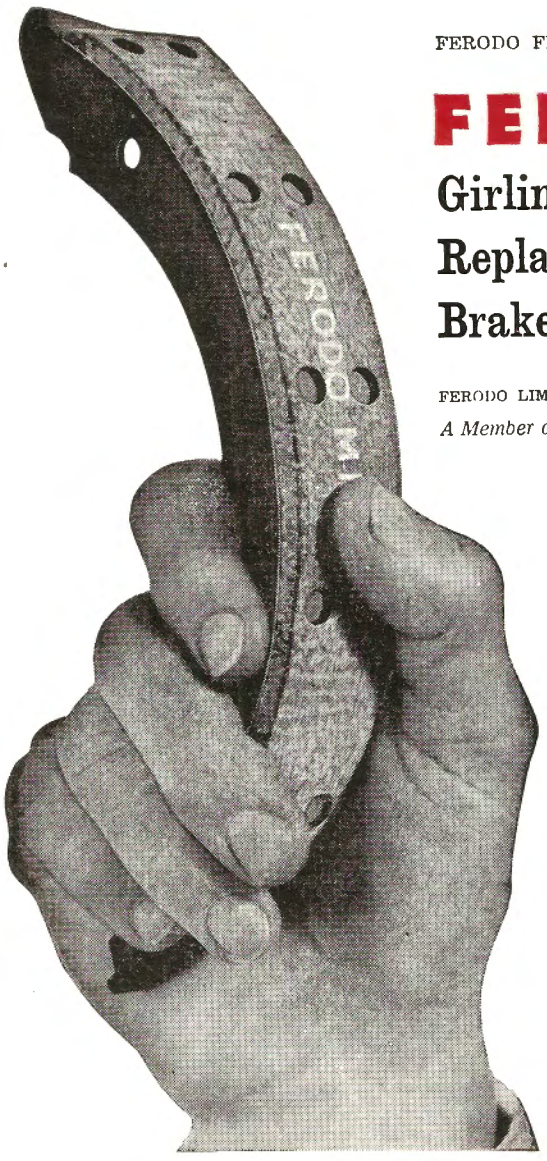
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