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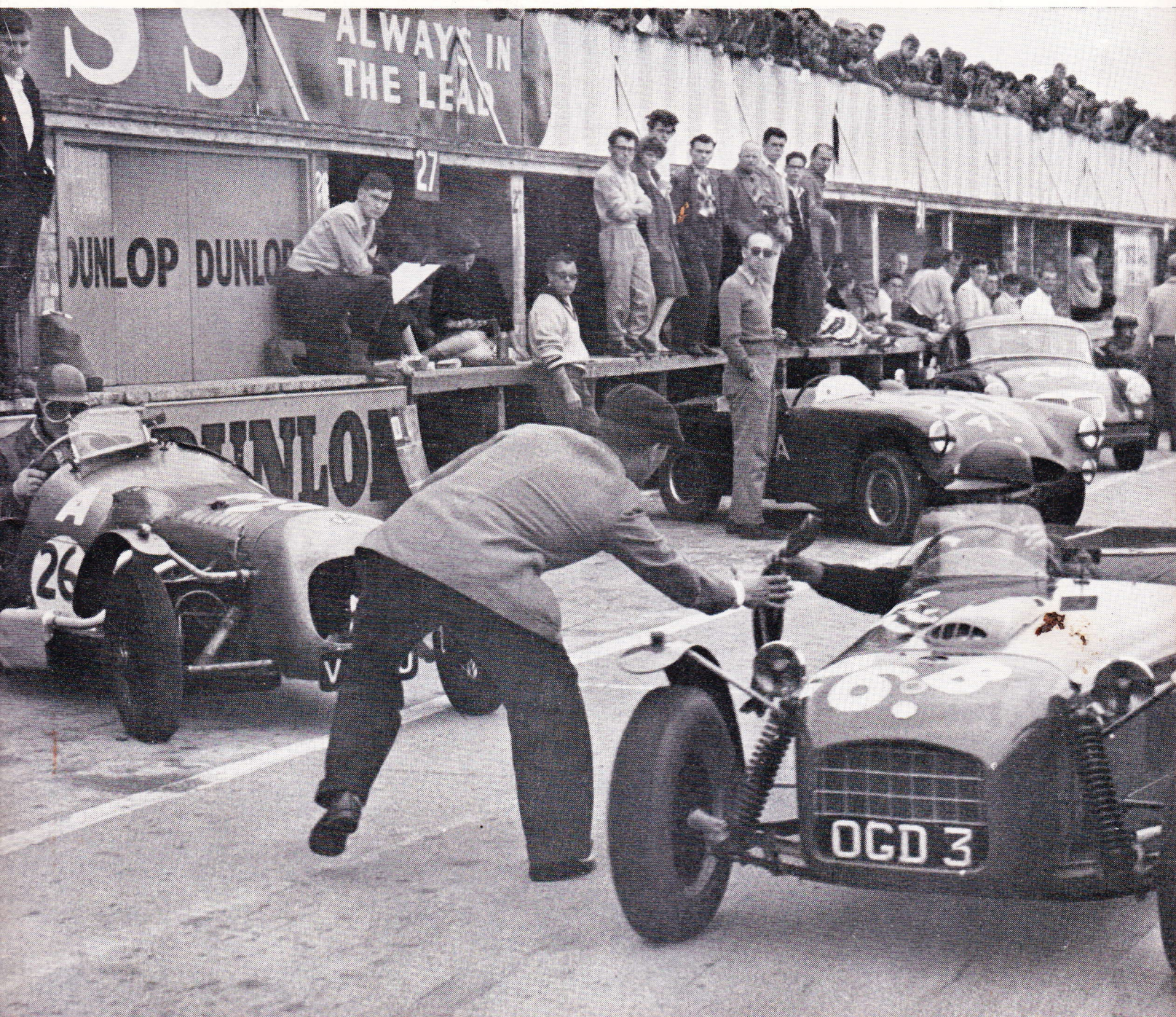
AUGUST 21, 1959

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EVERY FRIDAY
Vol. 19 No. 8

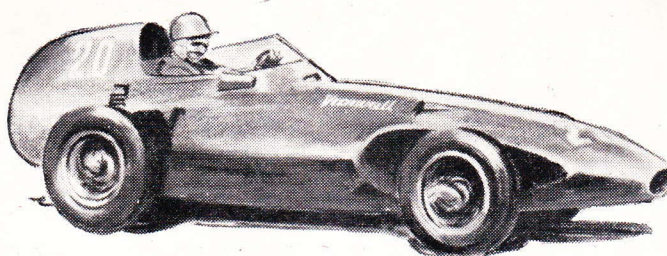
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE PORSCHE TYPE 718 RSK — THEO PAGE DRAWING
750 M.C. SIX HOURS RELAY RACE : CLUB RACING



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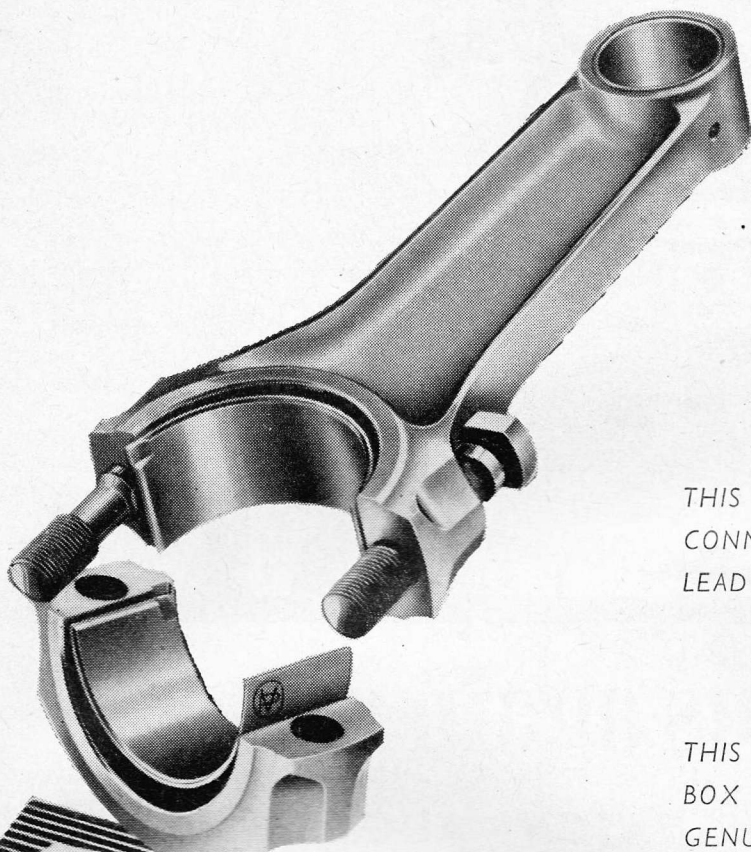
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Vol. 19 No. 8

August 21, 1959

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EDITORIAL

FORMULA JUNIOR

THE entry of Great Britain into the International Formula Junior category indicates that this class of racing will replace Formula 3 in the majority of events. Undoubtedly the 500 c.c. class has contributed a great deal, both in design and development, and to the encouragement of drivers. However, the sport itself has evolved into a one-make, one-engine contest despite efforts to introduce other makes and different power units. Clubmen now are showing more and more interest in the Monoposto plan, which must surely be a very low-cost form of single-seater racing. Formula Junior, on the other hand, requires far more professional equipment: this is only right, as it possesses full International status. On certain circuits it could provide every bit as exciting racing as Formula 3, with the added attraction of more varied makes. Nevertheless, there is always the danger that the fastest cars and the best drivers will be collected by profit-making syndicates, formed for the sole purpose of ensuring a monopoly and to obtain the highest possible amount of starting money. The idea of a "circus" is not one that appeals to the majority of racegoers. At least one International Formula Junior race, planned to take place on a British circuit, had to be abandoned because of unreasonable starting-money demands by the syndicate which appears to control most of the Continent's best F.J. drivers, and possibly owns the cars. Naturally every effort should be made to attract Continental drivers to British circuits, but in this new form of racing, "names" have yet to be made. It might be a good plan for this country's race promoters to get together and stage a sort of "temporada", when F.J. cars could compete on various circuits. In this way reasonable starting money could be paid (unearned), and public interest would be quickened. It is doubtful whether or not Formula Junior could ever be regarded as a major attraction, but on the other hand, as a racing drivers' nursery and a welcome addition to race programmes, it has a lot to offer. Similarly attractive is the Monoposto Register's formula, which is drawing ever greater interest from the ranks of club-racing men. It provides for single-seater racing cars of amateur design and construction and by a happy coincidence it is possible to build a car which will comply with both this and the International formula. It is doubtful, at the moment, whether or not such a machine would be outclassed by the products of the more experienced Continental designers, but our own professionally built F.J. cars are still suffering teething troubles and a well-constructed Monoposto Formula car would certainly add variety to any field.

OUR COVER PICTURE

ALL THE DRAMA of club racing with an international flavour can be found at the Seven-Fifty M.C.'s National Six Hours relay race at Silverstone, when pit stops, car and driver change, plus fast motor racing go on for six hours. Here, the manager of a mixed team of specials grabs the sash, which all cars must carry, from N. Lowe (Lotus-M.G.) to hand over to the waiting R. Lowe (R.L.M. Special).

REVISED MERCEDES-BENZ: The 220, 220S and 220E Mercedes-Benz now have power-outputs of 105, 124 and 134 b.h.p. (fuel injection) respectively. New body is much lower and better streamlined, and radiator is wider than the predecessors. Maximum speed of the 220SE exceeds 105 m.p.h.

BRANDS HATCH, 29th AUGUST Great Britain v. Holland in Final of "Autosport" World Cup—Moss and Brabham in F2 Race

THE B.R.S.C.C.'s International meeting at Brands Hatch on 29th August features the final of the 1959 AUTOSPORT World Cup for G.T. cars, between teams of six cars from Great Britain and Holland. The Dutch convincingly won the first round—a two hours race at Zandvoort on 5th July—but the British boys hope to turn the tables in the two 21-lap events which comprise the final round.

Illness of Han Blonk has caused a revision in the Dutch team, which now is:—

A. Bouwmeester (M.G. Twin-Cam); Han Vetter (M.G. Twin-Cam); J. Alofs (M.G.A.); W. Poll (Porsche 1600S); G. van Dijk (Porsche 1600S); F. de Vogel (Porsche 1600S Speedster). Reserve: J. Zwart (M.G.A.).

Great Britain

Roy Bloxam (M.G. Twin-Cam); Brian McCaldin (M.G. Twin-Cam); Pat Ferguson (Elva Courier); Gil Baird (Elva Courier); Graham Warner (Lotus Elite); Jimmy Clark (Lotus Elite). Reserve: John Whitmore (Lotus Elite).

The majority of leading F2 drivers will compete for the J. Davy Trophy. Entries include Stirling Moss (Cooper-Borgward), Chris Bristow (Cooper-Borgward), Jack Brabham (Cooper-Climax), Bruce McLaren (Cooper-Climax), Henry Taylor (Cooper-Climax), Graham Hill (Lotus-Climax), Innes Ireland (Lotus-Climax) and Joe Bonnier (Porsche).

Full details of this meeting will be given in next week's issue of AUTOSPORT.

INNES IRELAND is rumoured to be on B.R.M.'s list of possible drivers for 1960.



SPORTS NEWS

IVOR BUEB

MANY motor racing personalities attended the funeral service of Ivor Bueb at the City of London Crematorium, Ilford, on 11th August. Amongst those present were Brian Lister, Innes Ireland, Ron Flockhart, Mr. and Mrs. Henry Taylor, Dennis Taylor, George Wicken, Les Leston, Alfred Moss, Mrs. Katie Moss, Gregor Grant, Tommy Sopwith, Reg Tanner, Brian Turler, Dick Jeffrey, Oliver Sear, Ken Gregory, Chris Bristow, "Lofty" England, Duncan Hamilton, Charles and John Cooper, Graham Hill, Norman Garrad, John Bullock, John Eason-Gibson, Michael Taylor, the Rolls twins and several mechanics closely associated with the popular driver.

ASTON MARTIN DB4s will not, after all, be seen in the Tour de France. Grand Touring homologation has not been completed.

G.P. OF PORTUGAL

Sixth Round of World Championship
THREE Ferraris have been inscribed for the Grand Prix of Portugal at Lisbon on the Monsanto 3.5 miles circuit on Sunday—sixth round in the World Championship. Cooper-Climax, Aston Martin, B.R.M. and Lotus will be at full strength, whilst independents include Scuderia Centro-Sud. Provisional line-up is as follows:—

Ferrari: Tony Brooks, Phil Hill, Dan Gurney.

Cooper-Climax: Jack Brabham, Masten Gregory, Bruce McLaren.

Cooper-Climax (Walker): Stirling Moss, Maurice Trintignant.

Aston Martin: Roy Salvadori, Carroll Shelby.

Lotus-Climax: Graham Hill, Innes Ireland.

B.R.M.: Joe Bonnier, Harry Schell, Ron Flockhart.

Maserati: Fritz d'Orey.

Cooper-Maserati: Ian Burgess, X.

It will be noted that there are no less than four American drivers, the largest number ever to take part in a Grande Épreuve in Europe.

Portugal—Timetable

Friday, 21st.—3.30-4.15 p.m. Touring and G.T. Practice.

6.30 p.m. G.P. Practice.

Saturday, 22nd. 4 p.m. City of Lisbon Cup—Touring Cars.

5.15 p.m. Governor's Cup—G.T. Cars.

Sunday, 23rd. 5 p.m. 7th Grand Prix of Portugal.

On the Air—23rd August

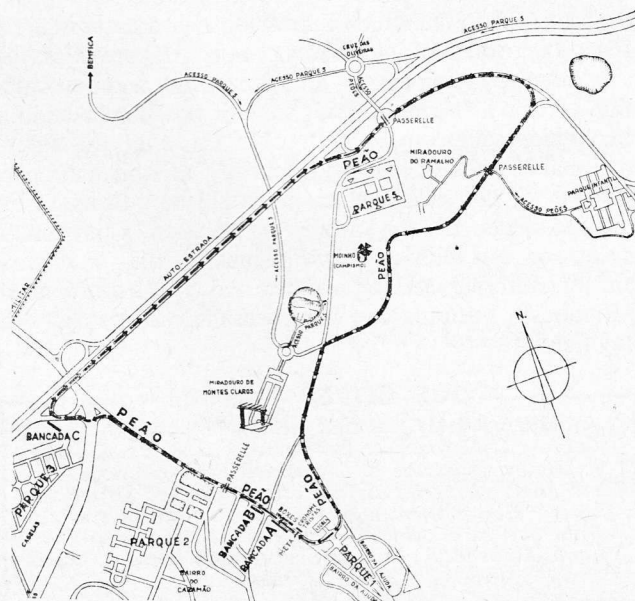
Radio Lisbon.—From 4.45 p.m. Commentaries in Portuguese.

British Forces Network (From Hamburg).—10.15 p.m. Summing up by Editor of AUTOSPORT.

JIMMY CLARK will probably drive for Ecurie Ecosse in the R.A.C. Tourist Trophy at Goodwood.

TIM PARNELL will shortly be seen in action again after his Brands Hatch accident on August Bank Holiday.

AN additional course commentator is needed for the Brighton National Speed Trials on 5th September, to assist as a relief announcer. Someone capable of giving a commentary on the cars at the start line, etc., and details of their performance is required, and anyone interested should contact the Brighton and Hove M.C., 296-7-8 Madeira Drive, Arches, Brighton 7, Sussex.



MONSANTO CIRCUIT: The 3.5 miles circuit, north of Lisbon, scene of Sunday's Grand Prix of Portugal.

STREAMING through Cascades go the 1100s, with A. Osbiston (Elva) leading from D. Randall (Lotus), W. N. Bloor (Lotus) and K. M. Loasby (Lotus). Bloor went on to finish third behind the Lotuses of Francis and Rees.

OULTON PARK, famous Cheshire home of motor racing, was at home on Saturday, 8th August, for the first time to the British Automobile Racing Club. The occasion, the first members' meeting, which attracted nearly a hundred assorted drivers and cars who occupied the lists during six well-chosen scratch races, each of 10 laps.

During practice occurred a couple of those incidents which although they do not make for good reading, at least somewhere have a moral! In the first, M. R. Bierrum lost his Lotus-Ford at the exit from Lodge Corner, the car turning over, partially pinning its conductor underneath and catching fire. Quick thinking and trained men had him out without more than slight injury! The second occurred to A. G. Woods whose 3.4 Jaguar broke a hub and lost a wheel when coming through Cascades, the driver holding the car perfectly!

Event 1, for sports cars up to 1,100 c.c., was led from start to finish by K. M. Francis (Lotus) followed at perhaps a hundred yards distance by A. B. Rees, similarly mounted. These two simply ran away from the rest of the field, third man home, W. N. Bloor (Lotus), being quite some distance in arrears. During this race E. Pantlin (Lotus), who was third on the road, was disqualified for having received a push start. R. G. Swanton (Lotus), who had been in the running during the first two laps, retired on lap six. K. Lyon (Lotus) spun at Old Hall and A. G. Wood (Lotus) retired on lap seven with a broken con-rod.

Event 2 was for closed cars up to 1,200 c.c. Of the eventual winner there was little doubt, J. C. Spender (Healey Sprite) leading for the first eight laps, losing the ninth to R. J. Bloor (A35), who finished second, and regaining the lead at Lodge to win by two seconds! A danger in the early laps, K. D. Jones (A35) was eliminated when his Austin overturned at Island Bend on the third tour; and with the retirement of J. Noble's A40 on lap four, A. J. Bullen brought the Tornado Typhoon, which is engined by Ford, into third spot. Other retirements included R. A. Ames (Healey) and S. A. Hurrell (SAAB).

Event 3 was a marque scratch race open to A.C., Healey, M.G., Morgan and TR cars. In this event, C. J. Lawrence, who is making a habit of this sort of thing, again showed his perfectly driven Morgan Plus 4 to be a match for the TR3 of R. W. de Selincourt, but on this occasion two seconds only separated them at the flag, after a grand scrap all the way! Third man home was S. A. Hurrell (TR3). Many were the retirements and diverse their ways!

Event 4 catered for non-supercharged cars to 1,000 c.c. All the way home a lone Lotus-Ford in the hands of J. F. Dickinson was "harried and worried" by a pack of Healey Sprites. The faster of these, driven by H. W. Elwes, actually led him on lap three but that was all. Dickinson getting home from Elwes by five seconds. J. C. Spender (Sprite) was third: S. P. Guneratne spun his Healey at Lodge causing damage to wheels and body, whilst retirements came from A. J. Bullen (Tornado Typhoon), K. C. Murdock and A. W. Watson on Lotus-Fords.

Event 5 was for closed cars over 1,200 c.c. For the first four laps P. Blond (2.4 Jaguar) held off concerted attacks from the Alfas of C. Meek and E. P. Foden; lap five and Blond dropped a

plug lead, a call at the pits relegating him to ninth spot. A great drive saw him finish sixth. Meantime, lap five saw Meek take a lead he was never to lose, and a TR3A in the hands of P. J. Doyle take Foden for second place. Two laps later Foden again dropped a spot when A. G. Wood (3.4 Jaguar) took him on the way into Lodge. In all a most exciting race!

Event 6, for unlimited sports cars, was a gift to Edward Greenall, whose 1500 Lotus was too powerful and too well driven to be troubled! For second place a grand scrap was on for nearly the entire distance between J. C. Brierley (Elva) and C. Murray (J.B.W.-Maserati) which only ceased when on lap nine the latter appeared to lose crash hat, steering way. Uncle Tom Cobley and all! Mere force of momentum carried him over the line to retain third spot.

This ended a race meeting delightful to behold and blessed with perfect weather. As for the organization, who could or would dare to criticize when all, repeat all, the Top Brass of the B.A.R.C. were in residence! In any case, it was perfection!

FRANCIS PENN.

Results

Event One. 10-lap Scratch Race for Sports Cars up to 1,100 c.c.: 1, K. M. Francis (Lotus), 80.74 m.p.h.; 2, A. B. Rees (Lotus); 3, W. N. D. Bloor (Lotus). **Fastest lap:** Francis, 82.01 m.p.h.

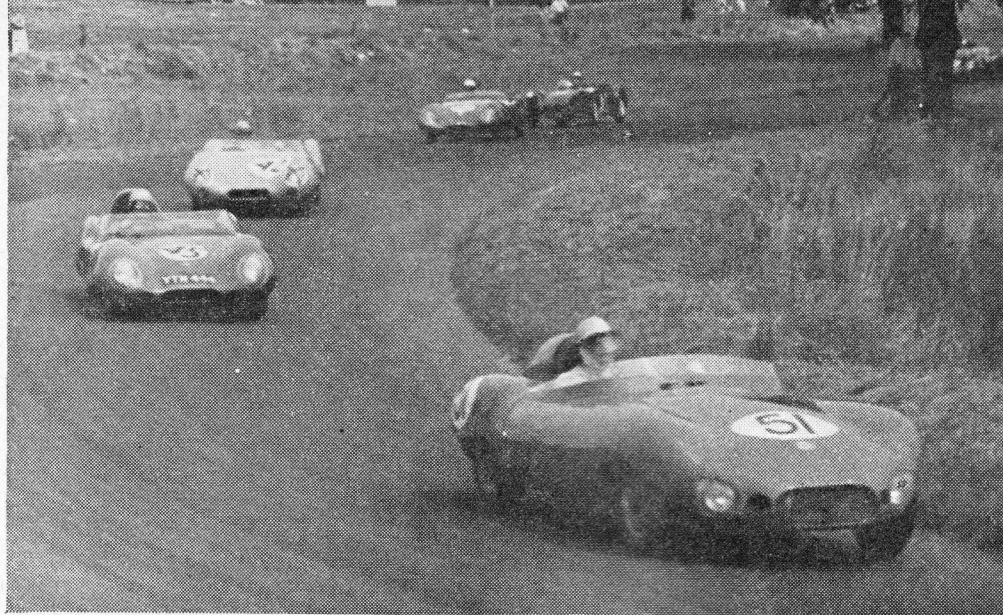
Event Two. 10-lap Scratch Race for Closed Cars up to 1,200 c.c.: 1, J. C. Spender (Sprite), 67.75 m.p.h.; 2, R. J. Bloor (A35); 3, A. J. S. Bullen (Tornado). **Fastest lap:** Spender, 69.22 m.p.h.

Event Three. 10-lap Marque Scratch Race: 1, C. J. Lawrence (Morgan), 75.80 m.p.h.; 2, R. W. de Selincourt (TR3); 3, S. A. Hurrell (TR3). **Fastest lap:** Lawrence and de Selincourt, 76.81 m.p.h.

Event Four. 10-lap Scratch Race 1, J. F. Dickinson (Lotus-Ford), 69.13 m.p.h.; 2, H. W. G. Elwes (Sprite); 3, J. C. Spender (Sprite). **Fastest lap:** Dickinson and A. W. Watson (Lotus-Ford), 71.61 m.p.h.

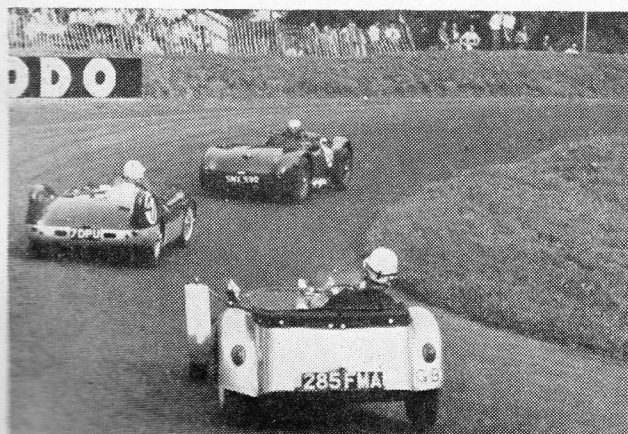
Event Five. 10-lap Scratch Race for Closed Cars over 1,200 c.c.: 1, C. Meek (Alfa Romeo Giulietta), 70.66 m.p.h.; 2, P. J. Doyle (TR3A); 3, A. G. Wood (Jaguar 3.4). **Fastest lap:** P. Blond (Jaguar 2.4), 71.51 m.p.h.

Event Six. 10-lap Scratch Race for unlimited Sports Cars: 1, Hon. E. G. Greenall (Lotus), 81.13 m.p.h.; 2, J. C. Brierley (Elva); 3, C. Murray (J.B.W.-Maserati). **Fastest lap:** Greenall 83.81 m.p.h.



B.A.R.C. At Oulton Park

Hon. E. G. Greenall (Lotus) Wins Unlimited Sports Car Event



★
LODGE: The Lister-Bristol of K. W. Yeates leads R. M. Wilson's Lotus 1100 in the tricky right-hander.
★

NAYLOR'S F1 J.B.W.-Maserati leads the Formule Libre race at Coram, with Mike McKee (Cooper) hot on his heels in second place.

Cooper, McKee demonstrated the soundest argument I have yet seen in favour of a racing drivers' school. Possibly the brightest of a lot of bright lads who go to school with Jim at Snetterton, he occupied second place after the first lap, behind Naylor and leading D. Graham (Lotus) and Bill Moss (Lister). On lap three Graham retired and Keith Greene (Cooper F2) passed Moss to occupy Graham's third place.

Naylor was using the enormous power of the Maserati's engine to build up a commanding lead—a lead, in fact, which was the commander of everyone and everything except McKee, who led comfortably in the F2 category and began to draw farther and farther ahead of Keith Greene, while the gap between him and Naylor narrowed remorselessly lap by lap. On lap four Albert Gay, driving an F2 Lotus under the colours of Ecurie Gay Yimkin, lost control of the car—understandably—when the clutch exploded, tearing a great hole in the side of the cockpit and causing injuries to Gay's feet and legs.

The chase went on, lap after lap. Greene and Moss, each holding second place in F2 and *Formule Libre* classes respectively, were quite content to sit there. But McKee now had Naylor in his sights and by lap 12 had closed right up on the leader, the two cars coming through Coram Curve and Paddock Bend with little more than a length separating them.

Whether or not McKee would have passed Naylor—a more experienced driver with a faster car—is doubtful. But Mike would certainly not have let him get away again but for the fact that the day's worst luck settled squarely on his shoulders. On lap 13 the power died away at Coram Curve and the Cooper rolled to a standstill on the grass, its engine dead for no stated reason.

From then on it was just a matter of time to the end of the race. Naylor won comfortably at 91.93 m.p.h., with Greene second overall and winner of the F2 class. Bill Moss, third overall, was

Fine Day's Racing At Snetterton

Brian Naylor (J.B.W.-Maserati) Wins Main Event

SNETTERTON on 9th August was once again the scene of a restricted race meeting run by the West Essex C.C.—the second offering from the club this season. As one expects from a club with the standing and reputation of the W.E.C.C. the organization was first class, the entry was excellent and the events, with few exceptions, close-fought. Machines ranging from 750 Formula cars through sports-racing and series production sports cars to F2 cars took part in seven races.

First on the programme was a five-lapper for 750 Formula machines for the Ashby Cup and although Roy Lee (L.R.M.) led from the start, Dave Rees (Austin-Rees) passed him somewhere on the back of the circuit and at the end of the first lap held an already secure lead, with Lee second and J. N. Lancaster (Austin Spl.) third. This order never changed, and apart from a minor duel for fourth place between Tony Cross and Mike Featherstonhaugh, which the former won, the race was something of a procession. By the last lap Rees led Lee by the length of the straight, while Lee was 27 secs. ahead of Lancaster. Fastest lap went to Rees in 2 mins. 14.4 secs.—a speed of 72.31 m.p.h. and two seconds quicker than Lee's former Formula lap record for the circuit.

Event 2 brought out the 1100s and saw what so far as I know is the first victory for the Lotus Seventeen, Keith Greene's version leading for the whole of the 10-lap distance to finish some six seconds ahead of W. D. Bertram's Eleven.

At half-distance the order, which had not changed since lap one, was Greene, Chris Steele (Lotus), Bertram and Tom Threlfall (Lotus). Greene was out on his own but a fine scrap was going on among the other three for second place. On lap six Bertram passed Steele and on lap

seven Chris, in a slowing car, was overtaken by Threlfall as well to be relegated to fourth place.

It was a very fast race, this one, with Keith Greene winning at 86.83 m.p.h. and recording fastest lap in 1 min. 48.4 secs. (89.67 m.p.h.)—not the record or anything dramatic like that, but nevertheless fast enough.

The next two races were each 10-lappers for the AUTOSPORT Championship brigade and David Pritchard described these last week. So I won't say anything except that they were probably the two best races of the day!

After these two came the main race of the day—the 15-lap *Formule Libre* event for the National Benzole Trophy. With Brian Naylor's F1 J.B.W.-Maserati in the field the result looked—and in fact was—a foregone conclusion, but it nearly wasn't so. Man of the race was undoubtedly the comparative newcomer Mike McKee. Driving Jim Russell's F2

A SAMPLE of the close racing in the AUTOSPORT Championship races: Bob Staples (A.C. Ace) harries McKee's Triumph through Coram in a dice that lasted until Staples had a hub fracture.



WINNER of the Formula 2 race run concurrently with the Formule Libre race, Keith Green (Cooper) passes Chris Martyn on the inside at the Esses during his pursuit of Michael McKee.

second in the Formule Libre class, well ahead of the Lister-Corvette of Ron Brightman, going rather better than the 5.7-litre monster usually does. Place men in the F2 class were J. Whitmore in a Tojeiro-Climax and South African Tony Maggs (Cooper 1,220 c.c. s/c). Fastest lap of the race went to Mike McKee in 1 min. 43.8 secs. (93.64 m.p.h.).

Things were a lot quieter and a lot less dramatic for the Falcon Trophy 1172 Formula race which followed. Brian Hart's amazing Terrier did it again, leading from start to finish to win by 14 secs. at an average speed of 77.14 m.p.h. from Alan Wershat (Lola) whose position also never altered. This, too, was a procession rather than a race, yet interest was maintained by the amazing speed of the Terrier. I suppose one ought to be used to it by now, but a fastest lap in 2 mins. 1.8 secs. from a Ford Special is still quite exciting! Third for six laps was D. Bennett's Ford Special, but the car was black-flagged off the circuit when the cycle-type front wings let go. This let M. F. Goodwin (Lotus Seven) up into the places.

Event six was the only handicap on



the programme and was a complete and utter victory for Bill Moss. A 10-lapper for Jaguar-engined cars, the limit man was R. I. Romain (3.4), who had the best part of a lap start on scratch man Moss. Last of the field to depart was Michael Salmon ("D"-type), who had 10 seconds start on the Lister.

Romain led for the first two laps, R. A. Gibson (XK 140) for the next three, and on lap six Moss got in front

and stayed there. Salmon got up to third place on lap seven and second on lap eight, to finish 29 secs. behind Moss. Winner's speed was 88.12 m.p.h., and his fastest lap 1 min. 48.8 secs. (89.34 m.p.h.).

Seventh, and last, event was a saloon cars 10-lapper. The 1,300 c.c. class was quite overwhelmed—a sort of habit—by the superbly prepared A35s of the Cambridge Racing team, Gerry Boxall leading team-mates Taylor and Whitaker home in decisive fashion. Boxall and Taylor were credited with exactly the same time, with Whitaker just 0.2 of a second behind them. If this sort of thing goes on cameras will have to be installed at the finish!

In the up to 2-litre category, J. Burrill-Holmes (Peerless) led A. S. Hutcheson's Riley 1.5 home by two seconds, both of them being well ahead of A. J. S. Bullen's Ford-engined Tornado. The big class went to S. Hill's 2.2-litre-engined Peerless, ahead of Malcolm Kingham's Ford Zephyr after a stirring chase.

That concluded the day's racing—another excellent W.E.C.C. Snetterton, and may there be many more like 'em.

MARTYN WATKINS.

Results

750 Formula Cars: 1, D. Rees (Austin-Rees), 70.46 m.p.h.; 2, R. D. Lee (L.R.M.); 3, J. N. Lancaster (Austin Spl.). **Fastest lap:** Rees, 72.31 m.p.h.

Sports cars up to 1,100 c.c.: 1, K. A. Greene (Lotus), 86.83 m.p.h.; 2, W. D. Bertram (Lotus); 3, T. J. Threlfall (Lotus). **Fastest lap:** Greene, 89.67 m.p.h.

Formule Libre: 1, B. Naylor (J.B.W.-Maserati), 91.93 m.p.h.; 2, W. F. Moss (Lister-Jaguar); 3, R. Brightman (Lister-Corvette). **Fastest lap:** Naylor, 93.46 m.p.h. **Formula 2 Class:** 1, K. A. Greene (Cooper), 88.48 m.p.h.; 2, J. Whitmore (Tojeiro); 3, T. Maggs (Cooper). **Fastest lap:** M. B. McKee (Cooper), 93.64 m.p.h.

1172 Formula Cars: 1, B. Hart (Terrier), 77.14 m.p.h.; 2, A. R. Wershat (Lola); 3, M. F. Goodwin (Lotus Seven). **Fastest lap:** Hart, 79.80 m.p.h.

Jaguar-engined Cars: 1, W. F. Moss (Lister-Jaguar), 88.12 m.p.h.; 2, M. Salmon ("D"-type Jaguar); 3, R. A. Gibson (Jaguar XK 140). **Fastest lap:** Moss, 89.34 m.p.h.

Saloon Cars, up to 1,300 c.c.: 1, G. Boxall (A35), 68.24 m.p.h.; 2, J. A. B. Taylor (A35); 3, B. O. Whitaker (A35). **Fastest lap:** Whitaker, 69.93 m.p.h. **1,301-2,000 c.c.:** 1, J. L. Burrill-Holmes (Peerless), 72.30 m.p.h.; 2, A. S. Hutcheson (Riley 1.5); 3, A. J. S. Bullen (Tornado). **Fastest lap:** Burrill-Holmes, 74.07 m.p.h. **Over 2,000 c.c.:** 1, S. Hill (Peerless 2.2-litre), 74.06 m.p.h.; 2, M. J. Kingham (Ford). **Fastest lap:** Hill, 75.58 m.p.h.

FOLLOWING A. Semenov's M.G.A into Riches Corner is Richard Shepherd-Barron's delightful and very successful Alfa Romeo.



★
LEADING Tony Maggs in the 1,220 c.c. blown Cooper, J. Woolf holds a slide in his C-type Jaguar.

★



WELL UP: A. F. Rivers-Fletcher takes the L.M.B.-Ford well up the banking on the way to a class-winning time of 24.63 secs.

THE Hants and Berks Motor Club can be justifiably proud of the first-class organization which did much to make their Great Auclum speed hill-climb one of the most enjoyable events on the calendar. The driving was of a very high standard, the weather was perfect, and the slick and expeditious way in which the event was run off made it a memorable day.

The saloon car class opened the day and R. H. Jones (Renault Dauphine) made a neat, but not very quick first climb in 27.52 secs. J. Epstein was next and got his A35 van up the hill in 27.19 secs. to the accompaniment of an alarming degree of body roll. R. O. Jennings (Renault Dauphine) made a fast, steady and very noisy climb in 25.72 secs—a time which he later improved to 25.05 secs. A. F. Rivers-Fletcher made his class-winning climb of 24.63 secs. in the fantastic L.M.B.-Ford on his second run, taking the car well up the banking in



GREAT AUCLUM HILL-CLIMB

Hants and Berks M.C. event dominated by D. Boshier-Jones

the process. A. P. Clark toured up in a 4½-litre Invicta but was followed by J. A. Shutler in his well-known Invicta in an incredible 25.27 secs., to gain third best time in the class.

J. J. Richards opened the class for sports cars up to 1,100 c.c. and recorded 22 secs. with his Coventry Climax-powered Lotus Seven in a steady and seemingly unhurried climb. Driving the same car, J. A. Playford replied with 21.86 secs. in a quicker but less neat climb. Richards, still looking as if he was just out for a week-end tour, cut the time down to 21.80 secs. with a delightfully neat and tidy climb, settling the issue and winning the class as Playford tried a little too hard on his second climb, ran out of road and smote a straw

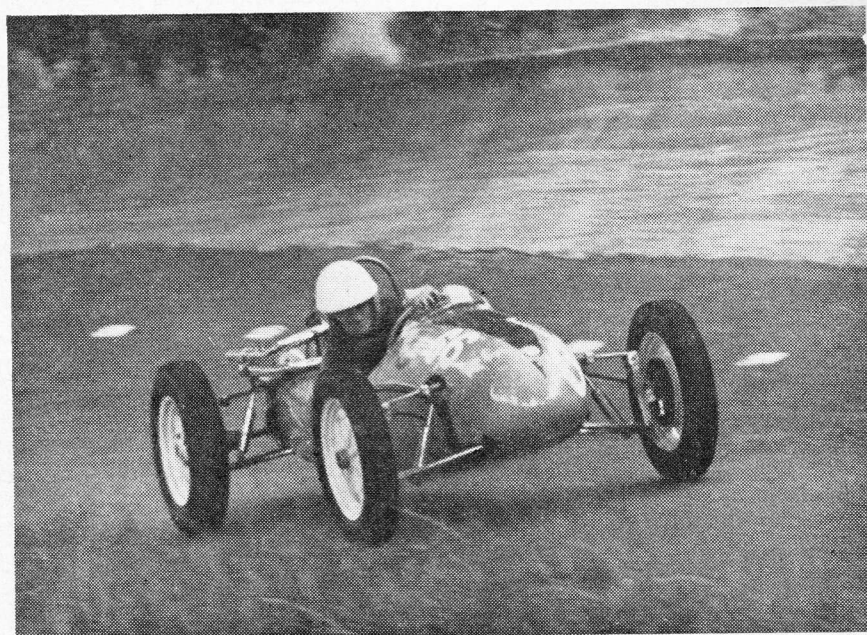
bale. Third place in the class was taken by N. Moores in his rapid but unlovely special "Long Bacon", a machine which looks like the issue of an illicit union of Lotuses, with an Eleven-like stern and Mark VI nose, but which nevertheless climbed the hill in a creditable 23.54 secs. W. H. Bloomfield made a fast but ragged climb in 24.39 secs., at one stage lifting one of his Lotus's wheels clear of the top of the banking.

Class Three, for sports cars 1,101-1,400 c.c. unsupercharged and up to 1,100 c.c. supercharged, was opened in most stirring fashion by Jon Derisley, who clipped 0.25 sec. off the record with a climb in 22.60 secs. Derisley took his Ford-engined Lotus Seven through the first banked bend very fast and on a line

which no one else had so far attempted, although Raymond Fielding later used the same technique to great effect. Derisley steered into the bend long before he arrived at it, simply rocketed through in a controlled slide with the power full on and, at a point well clear of the banking and close to the grass verge on the right-hand side, straightened up when he was in an ideal position for the second leg of the "Z", which he took close to the grass on the near side. G. Wilson was next, and took his Elite (complete with "L" plates) up rather slowly in 27.12 secs., a time which he later improved to 25.12 secs. J. Ball (Lotus) made two fast and tidy climbs in 23.33 secs. and 22.92 secs. respectively and Dennis Loveridge managed 23.67 secs. in Derisley's car, but even these fine climbs were somewhat overshadowed by Derisley's second effort, a meteoric 22.27 secs.

Sports cars 1,401-2,000 c.c. were next on the hill and J. N. Anstis (A.C.-Bristol) ascended in 24.52 secs. during his best climb.

(Continued on page 246)



Results

Saloon Cars: A. F. Rivers-Fletcher (L.M.B.-Ford), 24.63 secs.

Sports Cars up to 1,100 c.c.: J. J. Richards (Lotus-Climax), 21.80 secs.

Sports Cars, 1,101-1,400 c.c. unsupercharged, or up to 1,100 c.c. supercharged: J. Derisley (Lotus-Ford), 22.27 secs. (class record).

Sports Cars, 1,401-2,000 c.c. unsupercharged, or up to 1,400 c.c. supercharged: R. Fielding (Cooper), 21.72 secs. (class record).

Sports Cars over 2,001 c.c. unsupercharged, or over 1,401 c.c. supercharged: P. Scragg (H.W.M.-Jaguar), 22.70 secs. (class record).

Racing Cars up to 500 c.c.: G. Pashley (Cooper), 22.47 secs.

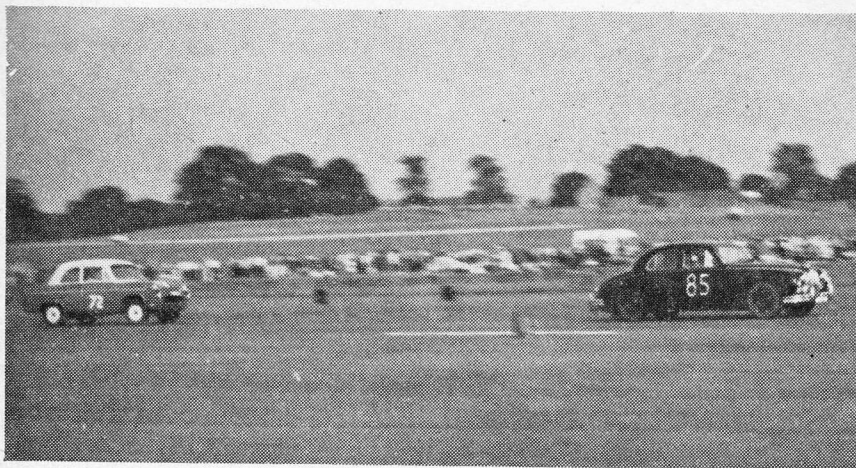
Racing Cars 501-1,100 c.c.: D. Boshier-Jones (Cooper), 20.56 secs. (absolute record).

Racing Cars 1,101-2,000 c.c.: Miss P. Burt (Cooper), 21.40 secs.

Racing Cars over 2,001 c.c.: A. F. Rivers-Fletcher (H.W.M.-Jaguar), 23.93 secs.

R.A.C. Hill-Climb Championship: D. Boshier-Jones (Cooper), 20.60 secs.

AUTOMATON: David Boshier-Jones broke the hill record with a climb of almost machine-like precision and perfection.



New Circuit At Ouston

Successful Meeting Run By Newcastle and D.M.C.
and Border M.R.C. at New Venue

A NEW circuit which is well surfaced, in pleasant surroundings and offering a course to suit everyone is a rare find in these days, but the Newcastle and District Motor Club and Border Motor Racing Club have made such a find at Ouston, near Newcastle, where they combined to put on the first race meeting on Saturday, 8th August.

The circuit is on the R.A.F. station but escapes the deadly flatness of airfield circuits by having a considerable change of gradient inside each 1.43-mile lap. It is on the top of a hill with a pleasant view in all directions and consists of a stretch of main runway and perimeter track which provides a good straight with a slight kink in the middle, a slowish bend on to the perimeter, a fast bend over a slope, a series of fast "esses" and a hairpin back on to the runway. All this has an excellent surface and none of the bends is uncomfortably tight, which meant that the fastest laps were at nearly 85 miles an hour and even the small saloons could get around at an average not 20 miles an hour less.

The organizers had a good day for the meeting with an entry of nearly 70 cars and about 10,000 people from nearby Tyneside turned out to see airfield racing for the first time in the area.

Best overall performance was that of Jimmy Blumer who drove four cars during the day, notched up three wins and was prevented from another certain win when the H.T. lead of his "hot-rod" A35 pick-up came off when he was leading by half a mile on the last lap.

The organizers had arranged the classes in what at first appeared to be a somewhat haphazard manner, but in fact they could not have been arranged better as although some of the cars looked odd alongside each other, all were of a very similar performance and this led to some lively dicing.

First event was for grand touring cars, up to 1,000 c.c. and specials, and what an array of small saloons, production sports cars and specials left the line!

However, at the end of the first lap M. J. Telford (Berkeley B105) was firmly in the lead followed by the Lotuses of Miss J. Hutchinson and C. B. Dawson with D. S. Thompson's Sprite

fourth. Dawson took the lady Lotuscar by the fourth lap and then set off after the Berkeley. Telford fought to keep the Berkeley in front, but it seemed to lose tune and Dawson took the lead on the eighth lap at the Cheeseburn turn before the runway straight. Telford could not regain his lead and finished second with Miss Hutchinson third and Thompson fourth. Jimmy Blumer on his first of five races could do no better than fifth with the much-modified Austin pick-up which now has centre-lock wire wheels.

Results

Grand Touring Cars, up to 1,000 c.c. and Specials: 1. C. B. Dawson (Lotus VI), 66.15 m.p.h.; 2. M. J. Telford (Berkeley B105); 3. Miss J. Hutchinson (Lotus VI). **Class results, Grand Tourers:** 1. M. Telford; 2. D. S. F. Thompson (Sprite); 3. J. Blumer (A35 Pick-up). **Specials:** 1. C. B. Dawson; 2. Miss J. Hutchinson; 3. P. A. Barrs (Barrs Ford Spl.). **Fastest lap:** Telford, 68.10 m.p.h.

Grand Tourers up to 2,000 c.c. and over 2,000 c.c.: 1. J. Blumer (Austin-Healey 100S), 76.55 m.p.h.; 2. J. Sutton (Austin-Healey BN1); 3. W. A. Thompson (Austin-Healey 100S). **Up to 2,000 c.c.:** 1. J. Brown (Triumph TR3); 2. T. G. F. Wilson (TR3); 3. D. J. Robertson (Fairthorpe). **Over 2,000 c.c.:** 1. Blumer; 2. Sutton; 3. Thompson. **Fastest lap:** Blumer, 81.20 m.p.h.

Sports Cars, under 1,100 c.c. and under 1,500 c.c. (S) (not Climax engine) and 500 c.c. Racing Cars: 1. G. L. Crozier (Lotus XI), 78.38 m.p.h.; 2. J. L. Romanes (Lotus XI); 3. P. A. Simpson (Cooper Mk. XI). **Classes under 1,100 c.c.:** 1. Crozier; 2. Romanes. **Under 1,500 c.c.:** 1. J. Blades (Lotus XI 1172); 2. A. H. B. Craig (Cooper-M.G.); 3. M. J. Telford (Berkeley B105). **500 c.c. Racing Cars:** P. A. Simpson. **Fastest lap:** Crozier, 81.71 m.p.h.

Touring Cars up to 1,000 c.c. and up to 1,300 c.c. (S): 1. A. Morley (Morris 1000), 61.68 m.p.h.; 2. G. Glenn (Ford Anglia); 3. F. Potts (Minor 1000). **Up to 1,000 c.c.:** 1. Morley; 2. Potts; 3. R. T. Fawcington (A35). **Up to 1,300 c.c.:** 1. Glenn; 2. P. N. Harrison (Prefect). **Fastest lap:** J. Blumer (A35 Pick-up), 64.39 m.p.h.

Sports Cars, up to 1,500 c.c. and over 1,500 c.c.: 1. J. Blumer (Lister-Jaguar), 81.42 m.p.h.; 2. J. L. Romanes (Lotus XI); 3. G. D. Palmer (Lotus XI). **Up to 1,500 c.c.:** 1. Romanes; 2. Palmer; 3. N. G. Ferrier (Lotus XI). **Over 1,500 c.c.:** 1. Blumer; 2. W. A. Thompson (Austin-Healey 100S); 3. J. B. McAdam (Austin-Healey 100S). **Fastest lap:** Blumer, 84.12 m.p.h.

Touring Cars, 1,000-1,500 c.c. and over 1,500 c.c.: 1. P. G. Walton (Jaguar 3.4), 69.93 m.p.h.; 2. F. S. Tinning (Jaguar 3.4); 3. G. A. Percival (Anglia). **1,000-1,500 c.c. class:** 1. Percival; 2. C. Harrison (Riley 1.5). **Over 1,500 c.c.:** 1. Walton; 2. Tinning.

Sports Cars, unlimited: 1. J. Blumer (Lister-Jaguar), 83.30 m.p.h.; 2. J. L. Romanes (Lotus XI); 3. G. D. Palmer (Lotus XI). **Fastest lap:** Blumer, 84.95 m.p.h.

CHASING F. S. Tinning's 3.4 Jaguar is G. A. Percival (Anglia). He did in fact get ahead, but was repassed and finished third in the touring car race.

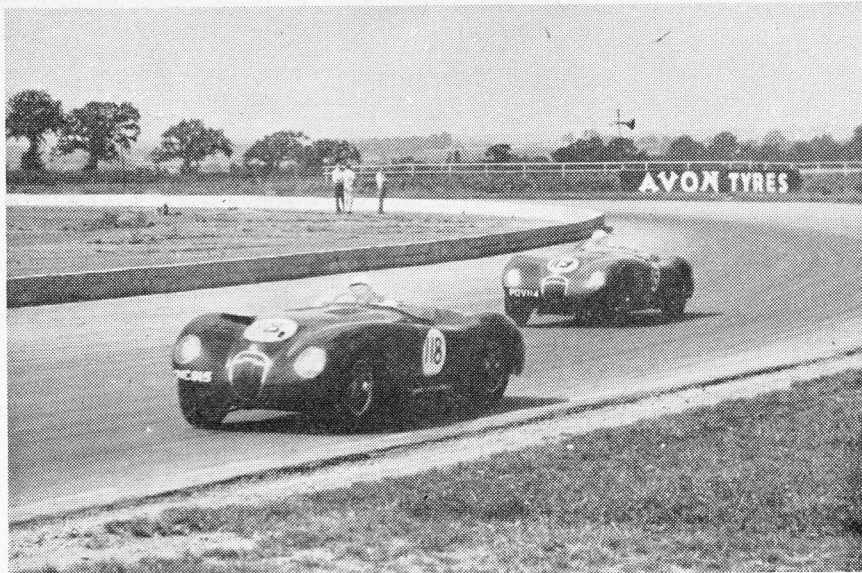
The next event was for larger grand tourers and saw four Austin-Healeys on the front line of the grid, backed up by other grand tourers of every description. The Healey of W. A. Thompson led from the fall of the flag but at the end of lap 1 Blumer in a Healey 100S was first—a position he held for the whole of the race. Phil Walton in his Monte Carlo Rally Jaguar 3.4 did very well in the early stages, keeping ahead of Gillie Tyrer's DB4 Aston Martin and many sports machines to hold third, then fourth place for several laps but later fell back. Julian Sutton in the B.N.1 Healey was second for the full distance. After Walton dropped back it looked as though B. Mackay would stay in third, but on the 11th lap he hit several marker drums just near the start and retired with one wedged underneath his Healey 100S. R. T. Fawcington (Jaguar XK 120) and J. Brown (TR3) had a wonderful dice for most of the race but Brown eventually went ahead to win the small-capacity class.

The 500 c.c. racing cars had suffered in practice and only two cars were fit to race, so they came out in the next event. This was for sports cars, under 1,100 c.c., and under 1,500 c.c. as long as they did not have Climax engines. From the fall of the flag J. L. Romanes shot into the lead and stayed there until about half-distance, when he was passed by G. L. Crozier in another Lotus XI. Crozier continued to pull away and won the race, with Romanes second and one of the 500s, the Cooper Mk. XI of P. A. Simpson, third. G. A. Percival in a very fast Elva-Anglia had quite a time chasing A. G. Pediani's Sprite but both finished down the field and Telford in the Berkeley beat them both for third in the 1,500 c.c. class.

The small touring cars came out next, and the field looked very similar to that for the first event. It should have been an easy victory for Percival's Anglia, but he was forced to retire with a loose exhaust pipe on the starting line. Jimmy Blumer in the pick-up shot into the lead and stayed there for 11 of the 12 laps, pulling out sufficient lead to be able to blow his horn and make derisive gestures at your correspondent, but as he came around to start his last lap the Austin sounded very sick and he retired—to find the trouble was a loose H.T. lead. A. Morley (Minor 1000) and G. Glenn (Anglia) fought hard throughout the race for second place with Morley managing to stay in front to the end.

Blumer was out again for the next race—sports cars up to and over 1,500 c.c.—in the Border Reivers Lister-Jaguar, originally entered by Jim Clark who was unable to be racing because of farming commitments. He led from the Lotuses of Romanes and G. D. Palmer for the whole race, the only changes in the first three being when Romanes took Palmer on the eighth lap. G. L. Crozier caused a spot of excitement when his Lotus caught fire after a fuel line broke, spraying fuel on the exhaust. He stopped and the car "brewed up" quite spectacularly but marshals soon put the fire out with foam extinguishers.

(Continued on page 235)



THE B.R.S.C.C.'s Silverstone Race Meeting on 8th August was a great success. There were only six races, the last of which was the 63-lap Commander Yorke Trophy Race for 500 c.c. cars. This event could have been terribly boring but as it happened it turned out to be most exciting and one of the best 500 c.c. races I have seen.

The day's dicing began with a 10-lap Marque Sports Car Race and this provided a convincing win for Simon Hill in the Peerless. He led from start to finish and was never challenged. There was a frightening accident on lap two when R. G. Biddulph lost control of his TR3 at Woodcote and ran backwards into a mobile A.T.V. camera at a considerable rate of knots. The cameraman stayed at his post until the moment of impact when he was thrown to the ground, the heavy camera seemingly falling on top of him. Miraculously he was not seriously hurt.

Second behind Hill all the way was J. Venn (Austin-Healey 100). R. Stelfox (TR3) held third spot until the ninth lap when R. J. Crosfield (M.G.A Twin-Cam) passed him.

On lap six D. M. D. Prophet (Austin-Healey 100) spun at Woodcote as did S. J. Scrimgeour (Sprite) three laps later. And many more people were to come unstuck here before the day was out.

This race was followed by a 15-lap *Formule Libre* race. Straight into the lead went David Piper in his Lotus with Ian Raby (F2 Cooper) hard on his heels. Third was Chris Summers in a similar car and fourth J. Ewer in his enormously powerful Lister-Chevrolet. On lap two J. Woolfe spun his rather battered-looking C-type at Woodcote, collecting an oil drum in the process.

On lap three Ewer was missing from his fourth place, L. W. Keens (Lotus) being there instead. Ewer eventually came round in ninth position where he remained until lap five when he retired with apparent fuel-feed trouble.

Raby was very close behind Piper but couldn't quite pass him. Then on lap 10 we noticed that the Lotus's bonnet was loose. The officials noticed it too

SOMETHING HE HADN'T FORE-SEEN! D. M. D. Prophet endeavours to bring his spinning Austin-Healey to a halt at Woodcote.

FINE B.R.S.C.C. SILVERSTONE MEETING

Tommy Bridger (Cooper-Norton) wins hard fought
Commander Yorke Trophy Race

and he was black-flagged. This let Raby into the lead, some way ahead of Summers who was in turn a few seconds ahead of Keens.

Race three provided the second win of the day for the Peerless, this time driven by Bernie Rodgers. D. J. Uren led for the first five laps in his 3.4 Jaguar but Rodgers then got by and went away from the bigger car. J. M. Young drove his very fast little Ford Prefect very well indeed and was in fourth place when he was forced to retire.

M. B. Everley finished third in his 2.4 Jaguar and G. K. Farmer (Zephyr) moved into fourth place on the last lap ahead of J. A. B. Taylor's A35.

The second Marque Sports Car Race was rather a procession. J. Turner leapt straight into the lead in his A.C.-Bristol, and was never headed. Second all the way was J. B. Wagstaff (Elite), who drove very well but couldn't quite stay with the 2-litre car.

E. Dobson (Elva Courier) held third

C-TYPES AT COPSE. P. J. Sargent rushes through hotly pursued by Gordon Lee in the Formule Libre race.

place for four laps but was then passed by G. Dempsey (A.C.-Bristol) and on lap seven by C. Ashmore (Austin-Healey 100-6).

Next we had a 10-lapper for sports cars up to 1,500 c.c. This provided a splendid win for L. W. Keens, who drove his Lotus very well indeed. At the end of the first lap he was 14th out of 15. By lap two he was eighth. Two laps later he was fourth and on lap six he went into the lead.

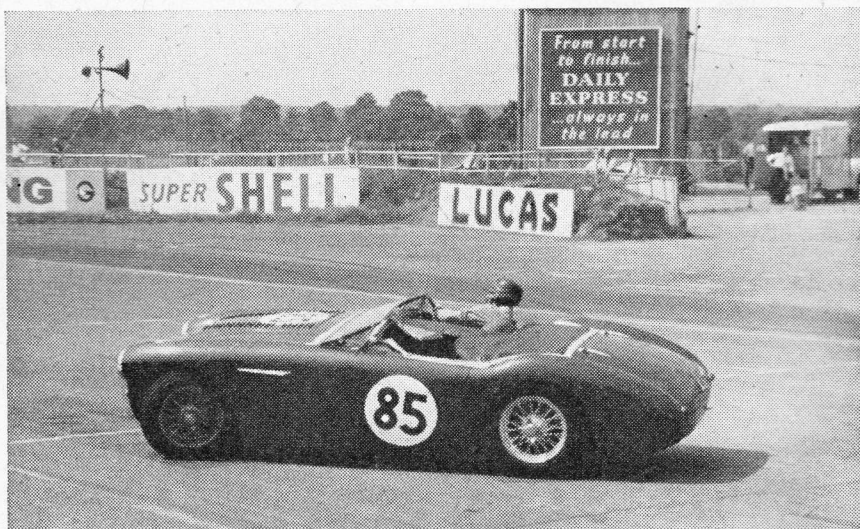
R. Crosfield (Lotus) led for the first five laps closely followed by Kerrison (Lotus) and Saunders (Victoria-Climax). And it was in this order that they finished behind Keens.

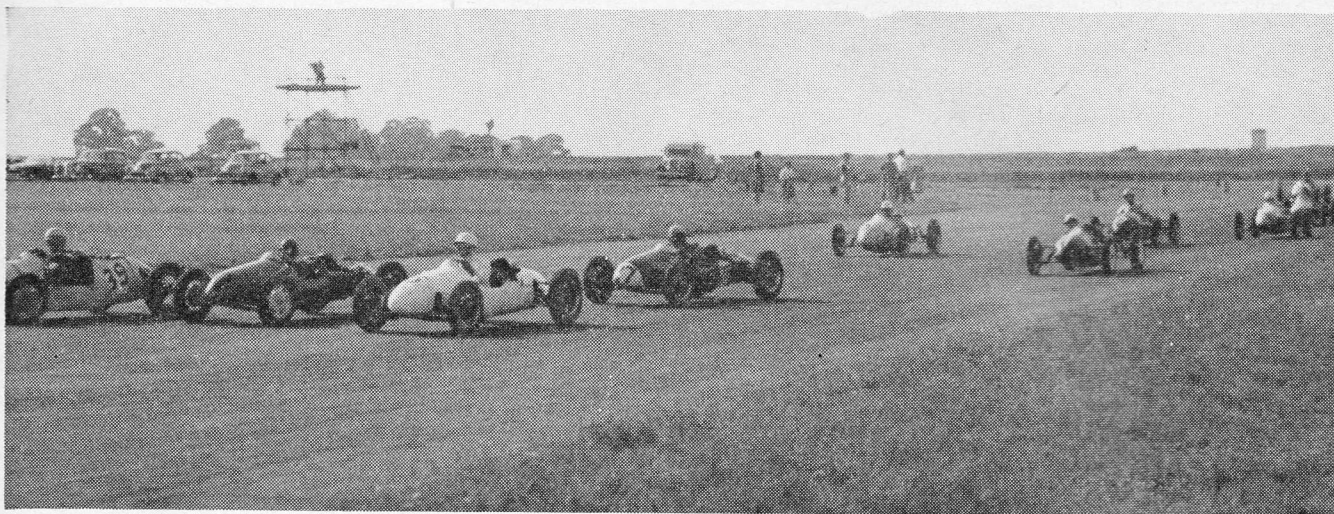
The last race of the day was the 63-lap Commander Yorke Trophy for 500 c.c. cars. It can be safely said that the public is rapidly losing interest in half-litre racing. I myself would not go round the corner to see these cars in

action and so the prospect of having to watch some 30-odd of them belting round the club circuit for something like 1 hr. 20 mins. did not exactly cause me to leap around in glee. However, it often happens that an event that one is not looking forward to in the least turns out to be very exciting and worthwhile. And so it was in this case. Far from being a boring procession the race was exciting from first to last and probably the best of its kind I have seen.

Straight into the lead went Tommy Bridger (Cooper-Norton), closely followed by Gordon Jones, Don Parker similarly mounted and J. Pitcher (Beart-Cooper-Norton).

Bridger and Parker rapidly drew away from the rest of the field and began a private dice of their own which was to last the entire race. After five laps the order of the first 10 was Bridger, Parker, Pitcher, Foreman (Cooper-Norton), J. Mew (Cooper-J.A.P.), P. Ellis (Cooper-Norton), A. J. C. Newton, P. W. Hughes





LIKE A SWARM of angry hornets the field rushes into Woodcote corner on the first lap of the Commander Yorke Trophy Race.

(Coopers), W. G. Harris (Flather-Norton) and L. Dupont (Cooper).

It was interesting to watch Bridger and Parker. Don's braking power was vastly superior to that of Bridger and he would close right up as they approached Woodcote but then the latter would pull away very fast as they went through Copse. The distance would be maintained through Becketts and then Parker would close again into Woodcote. And so it went on.

On lap 15, Foreman came into the pits but continued, as did E. G. Willmott (Cooper) on lap 21. Two laps later Parker managed to get past Bridger at Copse, but his lead was short-lived for Tommy repassed on the next lap.

With 25 laps gone the order was Bridger, Parker, Pitcher, Jones and Foreman. Behind this lot there was a terrific battle raging between Newton, Ellis, Luke and Gartside, this little quartet swapping places merrily as they hustled round.

J. Mew went past the pits spinning happily on lap 32, ending up on the grass. He then continued on his way in eighth place. A couple of laps later Pitcher came into the pits and retired. This was a great pity for he had driven a very smooth and steady race, holding third spot up to the time of his retirement. So the order now became Bridger, Parker (one lap ahead of the rest), Jones, Newton, Ellis and Luke.

On lap 42, Parker again passed Bridger only to be repassed at Becketts. Then Don rocketed by once more into Woodcote only to see Tommy snatch the lead again as they went through the bend. This had the crowd on its toes and very exciting it was too. Newton and Ellis were fighting hard as well, running very close together. Three laps later Parker did it again when Bridger missed a gear going past the pits. Tommy caught and passed his adversary at Becketts only to be repassed on the approach to Woodcote but Tommy took a closer line through the bend and led past the pits. Five laps later Parker scuttled into the lead once again at Copse but Bridger was back in front as they came down to Woodcote.

G. Holloway made a visit to the pits on lap 47 and then moved off again only to spin at Woodcote some five laps later.

Jones, Newton, Ellis, Gartside and

Mew were now locked in combat but Ellis was forced to retire on lap 56. A lap before Holloway again spun at Woodcote and coasted backwards into the pits to retire, his car covered in oil.

During the final five laps Bridger managed to get away from Parker and crossed the line 2.2 seconds ahead of him. It had been a splendid race, both Bridger and Parker having driven very well indeed. Third was Gordon Jones, fourth Newton, fifth Gartside and sixth Mew, the latter, incidentally, winning the J.A.P. race.

CHRISTOPHER NIXON.

Results

Event 1. Marque Sports Car Race (A). Overall Winner: S. J. C. Hill (Peerless), 70.12 m.p.h. Class Results. Class A—Up to 1,000 c.c.: 1, P. Jopp (Austin-Healey Sprite), 65.48 m.p.h.; 2, S. J. Scrimgeour (Austin-Healey Sprite); 3, G. D. Golding (Fairthorpe Electron). Fastest lap: Jopp, 67.31 m.p.h. Class B—1,001 c.c. to 1,600 c.c.: 1, R. J. Crosfield (M.G.A. Twin-Cam), 68.86 m.p.h.; 2, P. Keeling (M.G.A. Twin-Cam); 3, R. J. Randall (M.G.A.). Fastest lap: Crosfield, 71.20 m.p.h. Class C—Over 1,600 c.c.: 1, S. J. C. Hill (Peerless), 70.12 m.p.h.; 2, J. Venn (Austin-Healey 100); 3, R. Stelfox (Triumph TR3). Fastest lap: Hill, 72.36 m.p.h.

Event 2. Formule Libre Race (15 laps). Overall Winner: I. Raby (Cooper F2), 84.09 m.p.h. Class Results. Class A—Sports Cars: 1, L. W. Keens (Lotus-Climax); 2, G. Lee (Jaguar XK 120C); 3, P. J. Sargent (Jaguar XK 120 C). Fastest lap: D. Piper (Lotus), 86.66 m.p.h. (new lap record for 1,100 to 1,500 c.c. sports cars). Class B—Racing Cars up to 1,000 c.c.: 1, P. Jopp (Elva Junior); 2, P. J. Pilsworth (Elva Junior). Fastest lap: Pilsworth, 72.54 m.p.h. Class C—Racing Cars over 1,000 c.c.: 1, Ian Raby (Cooper F2), 84.09 m.p.h.; 2, C. Summers (Cooper F2). Fastest lap: Raby, 86.14 m.p.h.

Event 3. Saloon Car Race (10 laps). Overall Winner: B. Rodger (Peerless), 69.47 m.p.h. Class Results. Class A—Up to 1,000 c.c.: 1, J. A. B. Taylor (Austin A35), 64.19 m.p.h.; 2, R. R. Bryant (Austin A35); 3, J. E. Wheeler (Austin A35). Fastest lap: Taylor, 65.48 m.p.h. (new class lap record). Class B—1,001 c.c. to 1,600 c.c.: 1, P. J. Pilsworth (Riley 1.5), 61.23 m.p.h. Fastest lap: J. N. Young (Prefect), 67.47 m.p.h. (new lap record for 1,300 c.c. to 1,600 c.c. touring cars). Class C—Over 1,600 c.c.: 1, B. Rodger (Peerless), 69.47 m.p.h.; 2, D. J. Uren (Jaguar 3.4); 3, M. B. Everley (Jaguar 2.4). Fastest lap: Rodger, 71.47 m.p.h.

Event 4. Marque Sports Car Race (B) (10 laps). Overall Winner: J. Turner (A.C.-Bristol), 72.98 m.p.h. Class Results. Class A—Up to 1,600 c.c.: 1, J. B. Wagstaff (Lotus Elite), 72.50 m.p.h.; 2, E. Dobson (Elva-Courier Spyder). Fastest lap: Wagstaff, 73.84 m.p.h. Class B—Over 1,600 c.c.: 1, J. Turner (A.C.-Bristol), 72.98 m.p.h.; 2, G. Dempsey (A.C.-Bristol); 3, C. Ashmore (Austin-Healey 100S). Fastest lap: Turner, 74.22 m.p.h.

Event 5. Sports Cars up to 1,500 c.c. (10 laps). Overall Winner: L. W. Keens (Lotus-Climax), 77.95 m.p.h. Class Results. Class A—Up to 1,100 c.c.: 1, L. W. Keens (Lotus-Climax), 77.95 m.p.h.; 2,

K. C. Kerrison (Lotus-Climax); 3, J. Saunders (Lotus-Climax). Fastest lap: Keens, 81.76 m.p.h. (new lap record for up to 1,100 c.c. sports cars). Class B—1,101 c.c. to 1,500 c.c.: 1, R. Crosfield (Lotus-Climax), 77.62 m.p.h.; 2, R. J. Ellis (Lotus-Ford). Fastest lap: Crosfield, 80.18 m.p.h.

Event 6. Commander Yorke Trophy Race (101.3 miles—63 laps): 1, T. Bridger (Cooper-Norton), 74.06 m.p.h.; 2, D. Parker (Cooper-Norton); 3, G. M. Jones (Cooper-Norton); 4, A. J. C. Newton (Cooper-Norton); 5, G. Gartside (Cooper-Norton); 6, J. Mew (Cooper-J.A.P.). Fastest lap: Parker, 76.17 m.p.h. J.A.P. Class—32 laps: 1, J. Mew (Cooper-J.A.P.), 70.95 m.p.h.; 2, J. R. S. Parker (Cooper-J.A.P.); 3, A. C. Rodgie (Cooper-J.A.P.). Fastest lap: Mew, 73.28 m.p.h.

Ouston—continued

The touring car race, which came next, was a gift for Phil Walton and he led from start to finish. The scrap which had everyone on their feet here was for second position between F. S. Tinning in the 3.4 Jaguar and Percival's Anglia. Every lap the Jaguar would pull away on the straight, but on the curves and the esses Percival would keep his foot on the loud pedal and close right up again on Tinning by the hairpin. On one lap he did get past, to the applause of the crowd, but Tinning repassed and took second place by 50 yards.

In finishing third overall, Percival out-distanced his own class opposition, C. Harrison's Riley 1.5 and Jim Blumer who for this race had a Volvo 122S.

The last race—a 25-lapper—was for unlimited sports cars but only five cars came to the line. It was, of course, Blumer's race from beginning to end and during it he made the fastest lap of the meeting, getting round in 1 min. 0.6 sec. at 84.95 m.p.h. G. D. Palmer drove a very busy race, as after a duel with J. B. McAdam (Healey 100S) as to who should be last, he passed McAdam and started to chase D. G. Hodgeton (Lotus). On the 18th lap, Palmer forced his Lotus past Hodgeton on the hairpin and then started after second man Romanes but could make little impression here and ended third by only four seconds. The whole race stayed very tight with close racing in spite of the small field.

So ended the first Ouston meeting and as the spectators streamed away the drivers all seemed to agree that it was a meeting they had enjoyed on a circuit worth racing on. The organization was good, the meeting ran well to time with no delays and the full duplicated results were produced soon after the last race.

PETER CRAVEN.

HOME CAMP: Team manager Geoff Hollom leaps across with the sash as D. G. Groves takes over for the Southern 750 Formula team.

In the next half-hour David Buxton's Elite came back to the paddock on the end of a rope, its racing over for good. Apart from the failure which caused it to be towed in, it was immediately seized and cannibalized by Lionel Mayman, who used parts of the Elite to repair his transmission! A minor panic started in the Ulster pit when it was announced that Len Rowe, who had taken over from Lee when the latter's tyre burst, had dropped the sash. But it turned out that Rowe had simply lost control of a scarf which had promptly bailed out! A. J. S. Bullen's Tornado Typhoon began to boil, and came in steaming furiously.

By 2 p.m. the picture had changed and three teams now shared the lead with a total of 48.7 laps: these were the Fairthorpe Electrons, the M.G.C.C. M.G.As and the Octagon Stable's Healey Sprites. Fourth was the Morgan team, with 47.5 laps, and fifth the Southern 1172 Formula team—which included, by the way, R. W. Wickson's Buckler 90, which I have seen at every Six Hours for the past three years and possibly longer. In sixth place were the Octagon Stable's Twin-Cams.

The Morgan team was obviously intent on business, their pit manager taking life very seriously. In the field, so to speak, A. G. W. Belcher was getting his Plus Four through Becketts very fast and very neatly, while Roy Lee, in the perfectly original "Blood Orange" Ulster—the car with which Sammy Davis and the Earl of March won the 1930 Brooklands 500 Miles race—was repeatedly outcornering a Morris 1000 at Becketts! A. J. S. Bullen, of the Tornado team, stopped at the hairpin for adjustments, rejoining the race after a few minutes. R. Vincent was trying extremely hard with his Elite, cornering beautifully on a surface which was becoming something like an ice-rink with the combined deposits of oil and rubber. One of the 750 Formula cars was spilling fuel in large quantities and there was a certain degree of excitement at Becketts when Mackie's "D"-type Jaguar got on to the slipperiness, almost removing a couple of intrepid marshals before he recovered, and convincing officialdom of the need for the oil flag. Meanwhile, in the paddock, Maurice Charles's "D"-type was

The Six Hours Relay Race

Morgan Team Wins 750 M.C. Classic Event

By Martyn Watkins

Photography by George Phillips

BRITAIN'S longest motor race—and the nearest thing we have to Le Mans in this country—took place at Silverstone on Saturday, the day of the 1959 version of the Seven-Fifty M.C.'s classic national six hours relay race. There was a difference this year in that the usual 2½-mile "Birkett circuit" was not available, and instead the normal 1.6-mile club circuit was employed.

And thus it was that shortly before 1 p.m. there were lined up before the pits in Le Mans-style echelon the representatives of 21 teams, ranging from the "D"- and "C"-type Jaguars of the Jaguar D.C. team right through the whole gamut of Lotuses, TRs, Morgans, M.G.s, XK Jaguars, Sprites and specials down to the five impeccably presented Ulster Austin Sevens.

Precisely on the stroke of 1 p.m., Holly Birkett dropped the flag—and the Six Hours was on. Chris Lawrence, taking first stint for the Morgan team, was possibly the first actually to get under way, but before the cars went out of sight under the "Motor" bridge Maurice Charles ("D"-type) had got in front to lead for the Jaguar D.C. team. Behind them streamed Sid Hurrell, for the TR team, Lionel Mayman (Lotus) for the Climax brigade and David Buxton for the Elites. Behind came the rest of the 21 motor cars, all jostling and skirmishing in the Grand Prix that, as at Le Mans, opens the Six Hours.

At the end of the first lap Maurice Charles led the field, ahead of Chris Lawrence, Lionel Mayman and Eric Brown, whose immaculate XK 120 Jaguar is not all it seems and has, in fact, a "D"-type engine beneath that highly polished bonnet. One of the four-strong TVR coupé team spun at Becketts.

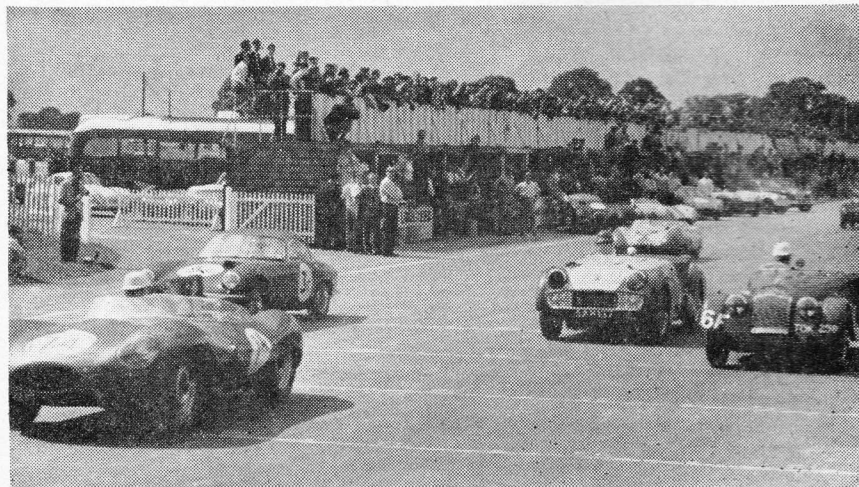
Charles was going like a rocket, trying hard to pull back the 66 credit laps of the Ulster Austins against his own team's allowance of nil. After three laps he had begun to lap the slower cars,

swallowing up first Roy Lee (Austin Ulster) and then one of the B.M.C. "A" team's A35 vans. Lee was having a tremendous dice with the van, closing up the gap and cornering as fast as anything else on the circuit—well, almost.

Within the first half-hour came the first casualty—Lionel Mayman, whose Lotus went out of the race for a spell with a broken Hardy-Spicer coupling. His replacement from the team went out and Lionel proceeded to wait for a replacement part. Just before 1.30 p.m. Roy Lee came slowly into the pits, a burst rear tyre having brought his fine run to an unexpectedly early end.

After 30 minutes of racing the lead—a precarious one—was held by the North-West centre of the Seven-Fifty M.C., with a team of 750 Formula cars. Only 0.1 of a lap behind them, however, came the big Jaguars as represented by Maurice Charles's "D"-type, while third equal with 23.8 laps were the M.G. Car Club's M.G.As and the Fairthorpe Electrons. Fifth were the Octagon Stable's M.G.A Twin-Cams, with a total of 23.7 laps, and sixth equal were the TRs, the Morgans and the XK Jaguars, with 23.6.

THE START: Maurice Charles (D-type) leads David Buxton's Elite, Sid Hurrell's TR and Chris Lawrence's Morgan away from the pits.



LEADING for much of the afternoon were the Fairthorpe Electrons. J. Green (Fairthorpe) leads R. Lowe's Special and A. Belcher's Morgan through Woodcote.

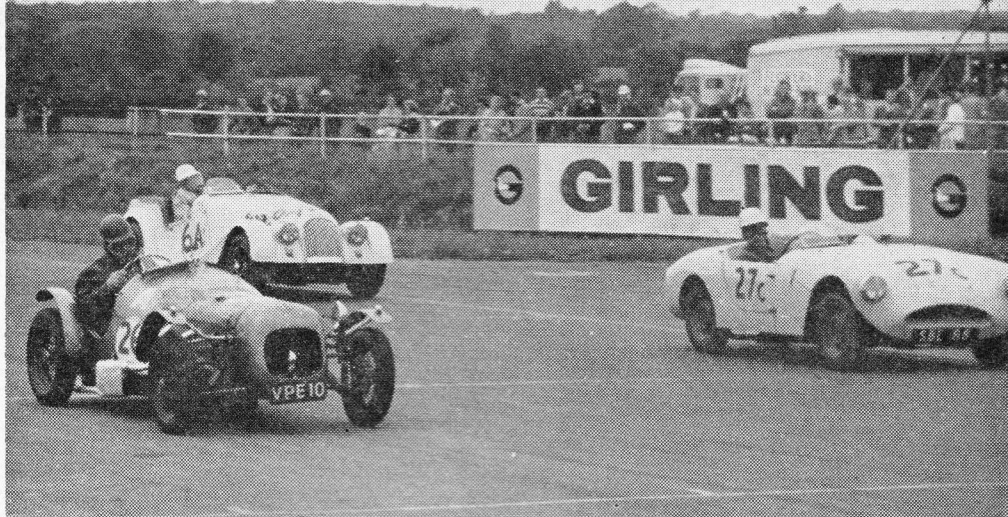
being examined, only to be retired when it was discovered that the trouble was not in the half-shaft but due to the fact that the back axle proper had cried enough.

At 2.30 p.m. the picture of the race as a whole had changed once again. Leading now were the Lotus Elites with 75.3 laps, well ahead of the Fairthorpe Electrons, with a total of 72.5. Still in the running, however, and holding third place were the Morgan Plus Fours, with a total of 72 laps. Fourth, with 71.5, were the M.G.C.C. M.G.As, while fifth equal were the Southern 1172 Formula and the Octagon Stable Sprites, J. L. Venner-Pack handling his little Healey extremely neatly and well.

Lionel Mayman was now back in the race for the Climax team, having repaired his Lotus, and was giving tremendous support to the well-driven Halselex of M. F. Braby. A series of misfortunes began to overtake the Octagon Stable's Twin-Cams, beginning when Paul Fletcher lost control and overturned his machine into the corn when trying to avoid a spinning Jaguar at Copse: luckily Paul himself was unhurt, apart from a shaking. John Gott took over, only to have a front suspension derangement at Woodcote after only a few laps which resulted in the loss of a front wheel. This left David Dixon and Geoff Dear to carry on—a marathon task with something like four hours of racing still to go.

By 3 p.m. an unexpected change had taken place among the leaders: the Fairthorpe Electrons, half-an-hour previously well behind the Lotus Elites, were now back in the lead with 97.3 laps—nearly two laps ahead of the Morgans, second now with 95.7. Third were the M.G.C.C. "A"-types and fourth equal, now, were the Octagon Sprites and the Southern 1172 Formula team. Jointly in sixth place were the TRs and the North-Western 1172 Formula team.

The TVR coupés were in trouble, and all their cars were in the paddock suffering from one malady or another. The sash sat in the pit, but their retirement did not become official until nearly 3.30 p.m., when 112 laps had been covered. R. A. A. Lewis, out now for the B.M.C. "A" team, was pushing his A40 up to



quite astronomical revs. Peter Sargent, his "C"-type currently upholding the honour of the Jaguar D.C. team, was well and truly in the groove, and his cornering at Copse was a joy to behold. Venner-Pack's Sprite, too, was holding the most magnificent drifts while Braby, out again for the Climax team in his Halselex, was still very fast and very neat.

Lewis's A40 began to smoke noticeably, although the car still seemed to be perfectly healthy. Now and again Wilf Owen-Roberts, in his Austin Ulster, was using a little more of the road at Copse than usual while J. Green (Fairthorpe Electron) was driving extremely well.

By 3.30 p.m. the Fairthorpes were still leading with a total of 121.2 laps, having gained a trifle on the Morgans which had only covered 119.3. Equal second were the Octagon Sprites; fourth were the M.G.C.C. M.G.As and the Southern 1172 Formula team had dropped to fifth place, sharing it at 118.3 laps with the Northern 1172 team and the TRs. The TVR team officially retired—the first complete team to do so.

Just before 4 p.m. David Dixon's Twin-Cam, part of the Octagon Stable team, retired with smoke pouring out after a few slow laps. Earlier in the day the car had been having work done on its valves. A. J. S. Bullen's Tornado arrived at Copse a little too quickly and disappeared over the hill towards Maggotts Curve on the grass, leaping from bump to bump.

Four o'clock—half-distance—arrived and still the Fairthorpe Electrons were

in the lead, by now with a total of 145 laps. In second place were the Morgans, a lap in arrears with a total of 144, and themselves a lap ahead of the M.G.C.C. "A"-types, with 143 laps. Fourth was the Southern 1172 Formula team (142.5) and fifth equal the TRs and the Northern 1172 Formula cars, with a total of 142 laps.

The position of the Electrons seemed assured, but the Morgan team was not prepared to let matters stay like this at all. Nor, for that matter, were the TRs particularly satisfied with the state of the poll and some very earnest motoring began.

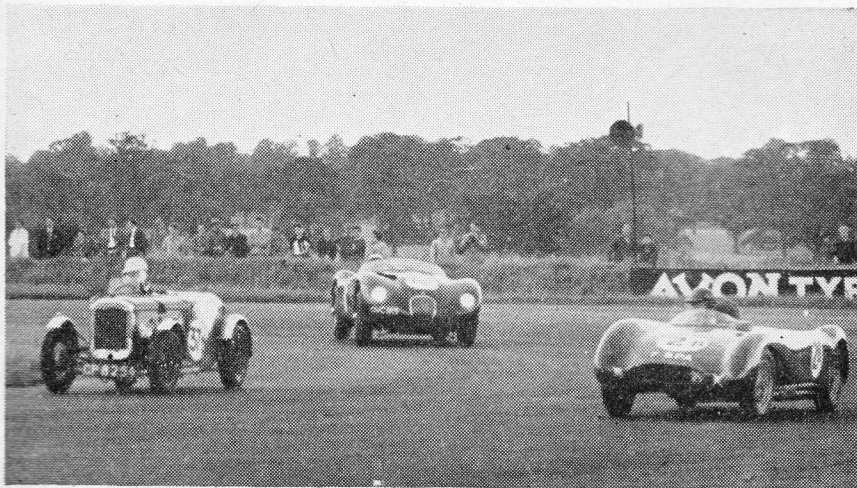
At Copse, A. Coakley's Lotus, of the Climax team, was well on its way out of the corner when the engine died—almost immediately picking up again, however. At Becketts, 20 minutes later, it died again, and some time was spent trying to make it come to life before it was realized that the trouble was a detached coil lead. Becketts was becoming really slippery now, and more than one driver found the back of his car trying to come out before the front.

By 4.30 p.m. it had become apparent that the Electrons had had their moment of glory. Now in the lead—by almost a clear lap—were the Morgans, with a total of 168.7, the Fairthorpes being second with 167.8. Third were the M.G.C.C. "A"-types and fourth equal with 165.7 laps were the TRs and the Northern 1172 Formula cars, their Southern rivals having dropped to sixth place with a total of 165.6.

In the next half-hour the picture changed again, for although the Morgans retained their lead at 5 p.m., in second place were the TRs, having come right up from fourth equal to challenge the Morgans' 191.3 laps with a total of 190.3. Third were the Southern 1172 Formula team, with 190, and fourth equal with 189.7 were the M.G.C.C. M.G.As and, sadly, the Fairthorpe Electrons. Sixth, having been rather shaken off by their rivals from the south, were the North-Western 1172 brigade. The other private race, between the North-Western and Southern 750 Formula teams and the Ulster Austins, was being led by the North-West with 185.3 laps, the Ulsters being second with 185 and the Southern centre trailing along with 171.3

(Continued on page 248)

HOLDING the inside line at Becketts is Roy Lee (Ulster), leading M. Braby (Halselex) and P. Sargent ("C"-type).





INDIANAPOLIS winner Roger Ward is seen here in his midget racing car in which he won the Formule Libre race.

not enough for the man from Indianapolis. His second lap was completed in a scorching 1 min. 4.6 secs.! And it will be a long time before anyone eclipses that.

The Formule Libre event was broken down into three races, two of 20 laps each and the final heat of 60 laps. Points for miles completed were carried over. All three races were hotly contested with Constantine beating Ward by 2 secs. in the first and Ward returning the compliment in the second. During the 20-minute interval between the first two races, Ward changed the gear ratio and weight distribution of the midget. Both races were completed in the identical time of 21 mins. 15 secs., and Constantine and Ward were tied for points when they lined up for the final race.

The Grid

Roger Ward (Midget)	George Constantine (Aston Martin)
Chuck Daigh (Maserati)	John Fitch (Cooper)

It will be a long time before drivers and spectators at Lime Rock, Connecticut, forget what a little midget car did to the grand prix and sports cars on Saturday, 25th July. Driving to victory in a 1.7-litre Offenhauser midget, Indianapolis-winner Roger Ward displayed exceptional talent. Midgets are built for oval courses and have no gear-boxes. Their brakes are practically non-existent. They have to be push-started. Yet Ward circled the 1.5-mile winding, hilly course with no apparent worry; he sped through the esses as if on rails, never varying his course, and he set a new course record. He finished with a total of 288 points and \$1,200.

This was United States Auto Club's Formule Libre Race and was being sponsored by *The New York Daily Mirror* with John Hearst spark-plugging his newspaper's interest. Bill Smythe was chief steward; George Rand represented the F.I.A.; and alternating on the public address system were the country's top masters of the microphone—Chris Economaki and Art Peck.

In other midgets were Duane Carter, Russ Klar, Tony Bettenhausen and Bert Brook. The remainder of the 20 cars were built for road racing. From Mexico came Pedro Rodriguez to pilot a Maserati 300S; from California were Lance Reventlow (Formula 2 Cooper) and Chuck Daigh (Maserati G.P.); and Loyal Katskee crossed the country from Omaha, Nebraska, to race a 3-litre Ferrari. George Constantine, known as the "King of Lime Rock" because of his many wins with the Aston Martin DBR2, was the pre-race favourite.

The day was dull and humid when the qualifying trials began. Constantine did two very fast laps: the first at 1 min. 6.5 secs. and the second in a breezing 1 min. 5.6 secs. to set a new lap record. Daigh did nearly as well, the 2.5-litre Maserati (which, incidentally, Fangio drove at Rheims last year) circling in

Ward Wins at Lime Rock

Sensational Victory in Midget Car

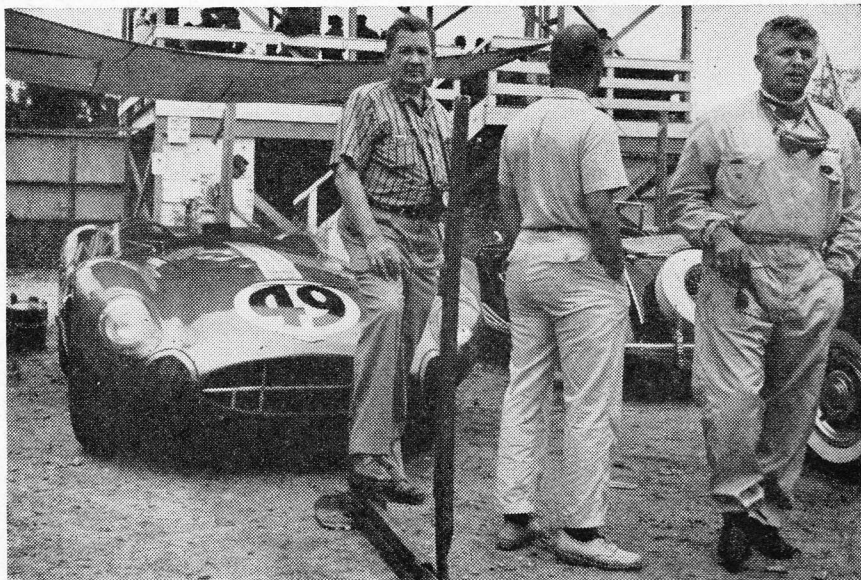
1 min. 6.9 secs. and 1 min. 6.2 secs. John Fitch, in the Monaco Cooper, was next at 1 min. 7.1 secs. and 1 min. 6.5 secs. Reventlow got his second run down to a quick 1 min. 7.8 secs.; and the Bettenhausen midget was next best at 1 min. 8.4 secs. However, all times were shattered when Ward's midget got on the course. He barrelled around twice and then raised a finger asking starter Terry Field for one more warm-up lap. He glided through the esses, disappeared behind the hill and reappeared at the top of the hill which leads to the main straight. Make no mistake about it, Ward was not loitering. Colonel Field raised his flag, the midget approached, the flag dropped and Ward was off to set a new qualifying-lap record at 1 min. 5.2 secs. Establishing a new record was

Story and Pictures by

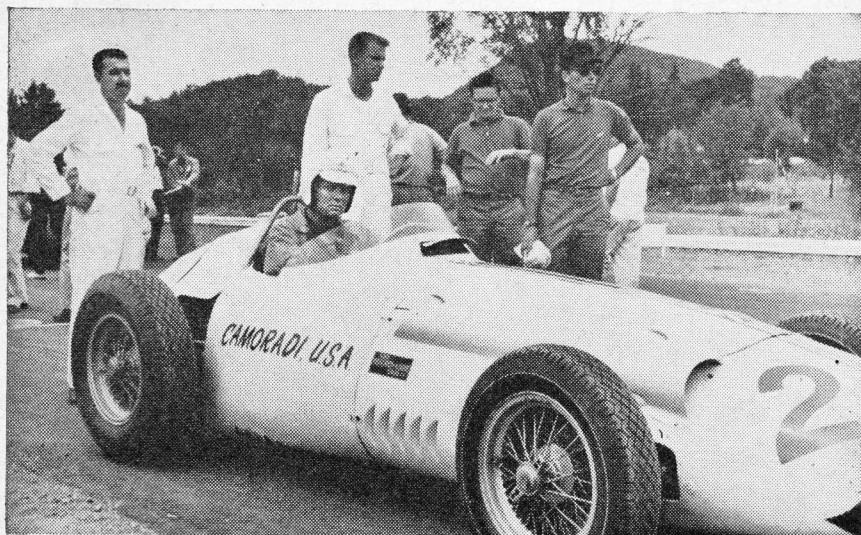
RUTH SANDS BENTLEY

Pedro Rodriguez (Maserati)	Lance Reventlow (Cooper)
Tony Bettenhausen (Midget)	Bob Colombosian (Lister-Bristol)
Richard Thompson (Sting Ray)	Bert Brook (Midget)
Denise McCluggage (Porsche)	Ray Saidel (Jomar)
Jocko Maggiamomo (Ferrari)	Loyal Katskee (Ferrari)
Duane Carter (Midget)	Bruce Boyle (Jaguar)
Gordon MacKenzie (Jaguar)	

The morning clouds had disappeared, the hills were solid people, trucks were busy giving midgets their push-starts, and the pace car moved up to the front of the line and glistered under the strong sun. The first two races, packed with excitement, served as appetizers for the



STANDING in front of the DBR2 before the race on Saturday morning are (l.-r.) Elisha Walker Jr., Paul O'Shea and George Constantine.



main event. Spectators were now eagerly anticipating the *entrée*.

The pace lap over, Constantine got through the main-straight turn ahead of Ward, but the midget was hounding the Aston, giving the green car no peace. Duane Carter got his push-start after the others had passed, and they were out of sight by the time his midget reached the asphalt. Still battling at the end of the lap, Constantine and Ward were followed by Daigh (Maserati), Fitch (Cooper), Rodriguez (Maserati), Reventlow (Cooper), Colombosian (Lister-Bristol) and Thompson (Sting Ray) in that top order. Rodriguez and Reventlow, who had duelled constantly in the previous races, were at it again and the Lister-Bristol was right behind. Fitch, who was fourth behind Daigh in the first two races, pulled into the pits on completing his fifth lap to fix a coil wire which had come adrift. Rodriguez advanced to fourth place; Fitch dropped to 14th. McCluggage (Porsche) who started in 11th place was now seventh. The pace was fast and the competition strong with the two leaders running dead even at times. By lap nine Daigh was making it a threesome, and the leaders were getting around the tricky little course at better than 80 m.p.h.

Daigh's Grand Prix Maserati took the lead right at the start-finish line as it completed its 11th lap. By lap 13, only 1 sec. separated Daigh, Constantine and Ward, and a little way back Reventlow and Rodriguez were continuing their ding-dong duel for fourth spot.

Constantine regained the lead on lap 15 and a mere second still separated the first three cars. The pace was torrid; excitement ran wild. On lap 16 a cloud of dust arose as Ward's wheels struck the road shoulder while passing Daigh. And then, in the esses, the midget slipped into first place.

John Fitch was driving the race of his life in the beautiful little Monaco Cooper, a car which seemed to be made to order for him. He was moving up constantly in an attempt to gain time lost in the pits. His cornering was superb. Bruce Boyle's D-type Jaguar came to rest on the course when its engine stalled; smoke began to pour from the right rear wheel of Constantine's Aston Martin; Daigh, outbraking Constantine, beat him through the first turn to reach second place; and the Porsche and Sting Ray of McCluggage and Thompson were

dicing. The dice lasted until a flying stone shattered the goggles of the distaff driver, who continued on to the end of the race losing only one place after her slow-down.

On lap 21 Constantine pulled into the pits. The Aston Martin was jacked up, examined and retired. A splendid race by a fine driver was over. Mechanic Rex Woodgate explained, "It was the only American component in the car. A bearing." With Constantine out of the race many thought a dull procession would be the outcome, but this was not so. Daigh pressed Ward lap after lap, regaining the lead as he completed lap 25; and Reventlow and Rodriguez were continuing their steady battle for third place, both driving extremely well. By lap 30 the leaders had lapped all but Reventlow. Next time around Rodriguez neatly unlapped himself, but soon saw the lead cars pass again. Fitch had climbed to fifth place.

Constantine had led from lap one to 10; Daigh from 11 to 14; Constantine from 15 to 16; Ward from 17 to 21; and Daigh, who now led, would keep the lead to lap 47, and points were piling up for him. Even though Constantine retired on his 21st lap, his carry over of points for winning the first race and placing second in the second race guaranteed him a nice monetary prize.

Daigh warded off Ward until lap 46 when the midget's pit crew displayed a "Go" sign. The car's length between the two fast-moving cars began shrivelling as the baby bolide increased its speed. Next lap the two passed as one, and on lap 48 the midget forged ahead and began pulling away. As the speed increased the pit crews worked harder. The short 1.5-mile course gave no rest to the blackboard carriers who hardly had time to change their pit signals.

The last few of the 60 laps saw much excitement. Daigh gave the Camoradi Maserati (so named because of an American racing team which is being organized by Lucky Casner of Miami) a stirring ride trying to catch Ward; Reventlow's Cooper began sounding rough and slowing; Fitch made a bid for third place but left the course briefly when the car he was overtaking went into a spin; Rodriguez pushed the accelerator hard to the floor, bringing the Maserati out of the spin in professional manner far beyond his 19 years; and Constantine stood at the finish line

SECOND man home, Chuck Daigh, moves to the starting grid in the ex-Fangio Maserati. Note the Goodyear tyres fitted to the car.

cheering his friends. What a pity he and the Aston Martin could no longer be in the race to make it a three-way battle to the finish. But the Ward-Daigh race was close all the way, with Ward getting the flag 4 secs. ahead of the Californian. And the Reventlow-Rodriguez duel also lasted until the fuel pump of the Cooper gave way a couple of laps from the finish. He continued slowly and received the chequered flag, finishing well up in the money (which he doesn't need anyway). Particularly outstanding was John Fitch who again finished fourth to make it three in a row.

Results

1, Roger Ward (Midget 1.7); 2, Chuck Daigh (Maserati G.P.); 3, Pedro Rodriguez (Maserati 300S); 4, John Fitch (Cooper Monaco); 5, Bob Colombosian (Lister-Bristol); 6, George Constantine (Aston Martin DBR2); 7, Lance Reventlow (Formula 2 Cooper); 8, Bert Brook (Offy Midget); 9, Richard Thompson, Jr. (Sting Ray); 10, Russ Klar and Tony Bettenhausen (Caruso Offy); 11, Jocko Maggiamo (Chevrolet-Ferrari); 12, Denise McCluggage (Porsche RS); 13, Ray Saidel (Formula 2 Jomar); 14, Loyal Katskee (Monza-Ferrari); 15, Gordon MacKenzie ("C"-type Jaguar with "D"-type engine); 16, Bruce Boyle ("D"-type Jaguar); 17, Duane Carter (Micro Lube Spl.); 18, Vic Meinhardt (Porsche RS) (was unable to start main event); 19, Harry Heuer (Bocar XP-5).

Class Placings. Over 2 litres: 1, Daigh; 2, Rodriguez; 3, Constantine. **Under 2 litres:** 1, Ward; 2, Fitch; 3, Colombosian.

NEW BRITISH FORMULA JUNIOR CAR

GRAHAM WARNER, managing director of "The Chequered Flag", has formed a company to build a new racing car.

The car, to be called the Gemini, is a development of the A35-engined Moorland Junior, which beat two Elvas to win the Formula Junior race at Brands Hatch on August Monday.

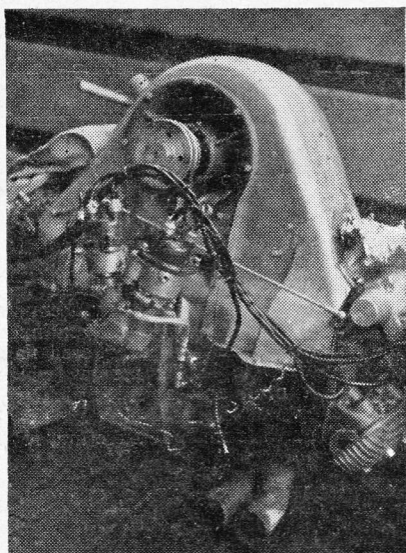
Announcing the formation of Chequered Flag Engineering, Ltd., to build and sell the Gemini, Graham Warner revealed that not only has he purchased the prototype, design rights and production jigs from which the Moorland was developed, but he has also secured the full time services of the designer.

Formula Junior, already highly popular in Italy, is beginning to spread to other parts of Europe. The Italians in particular hope it will provide them with future star drivers—just as 500 c.c. Formula 3 cars did for Britain.

Warner believes that because Formula 3 is dying fast in Britain and Formula Junior development in this country is behind that of Italy, urgent steps must be taken by organizations other than the top British racing car builders, who are, at the moment, more than preoccupied with their domination of Formula 1 racing.

He plans, therefore, to run a Gemini works team and to race on the Continent as well as at home. At least one member of the team will be drawn from his sports car sales staff. Other cars will be on sale generally at "less than £1,000".

So far the car has only been fitted with a BMC "A"-type engine of 48 b.h.p., but in this form it has lapped Brands Hatch in 64 secs. With a fully tuned 70 b.h.p. version of the same engine the car should lap the Brands track in nearly 60 secs.



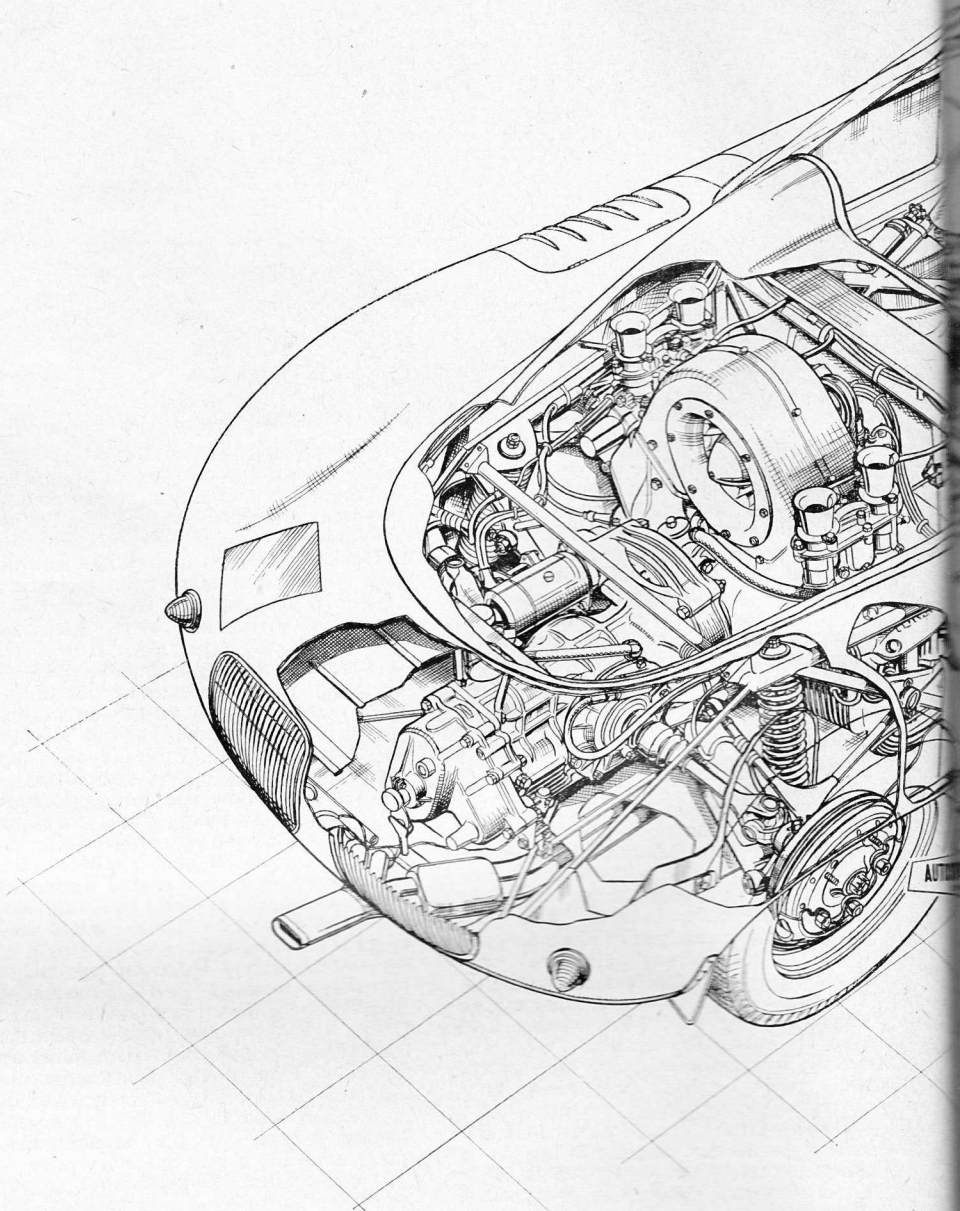
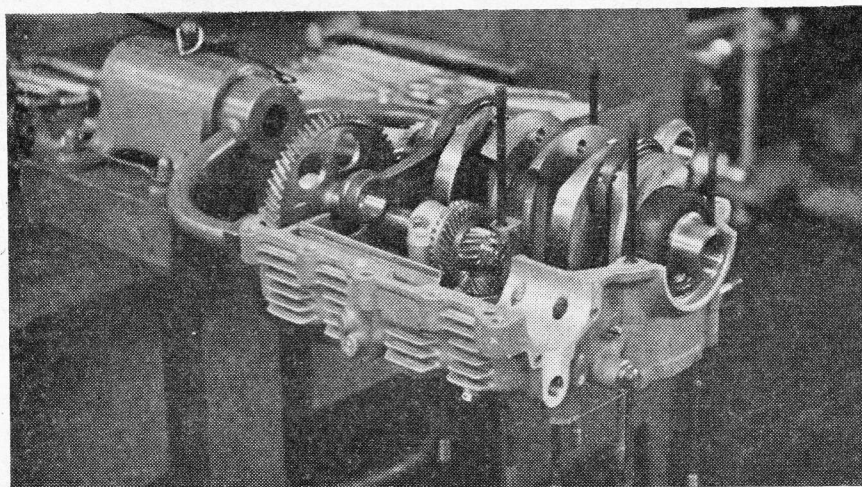
THE AIR-COOLED, four-cylinder engine for which Porsche is so famous.

SUBJECT of Theo Page's fine drawing is the Type 718 Le Mans RSK Porsche "1500", which is also fitted with the 1,587 c.c. engine. In 1½-litre form, the very efficient, air-cooled, horizontally opposed four-cylinder power-unit produces 165 b.h.p. at 8,000 r.p.m. on a 9.8 to 1 compression ratio. About 172 b.h.p. is claimed for the "1600" at the same engine speed. Maximum torque is 107.8 lb./ft. (14.9 mkg.) at 6,300 r.p.m. The normal RSK "Spider" gives 142 b.h.p. at 7,200 r.p.m., and 152 b.h.p. at 7,200 r.p.m. respectively.

The heavily finned light-alloy cylinder barrels are cast separately, with hard-chromium bores. Cylinder heads, also of light-alloy, are cast in pairs, with two valves per cylinder. Four separate overhead camshafts are employed, with a skew-drive to each cam-box, running through a tube integral with the head-casting. Dual helical springs are used.

Light-alloy is also used for the crankcase, which is heavily finned: dry sump lubrication is employed, the force-feed and scavenger pump assembly being driven by skew gears, at the base of the

MASSIVE, counter-balanced crankshaft, carried on three roller-bearings and one ball-bearing.



The Porsche

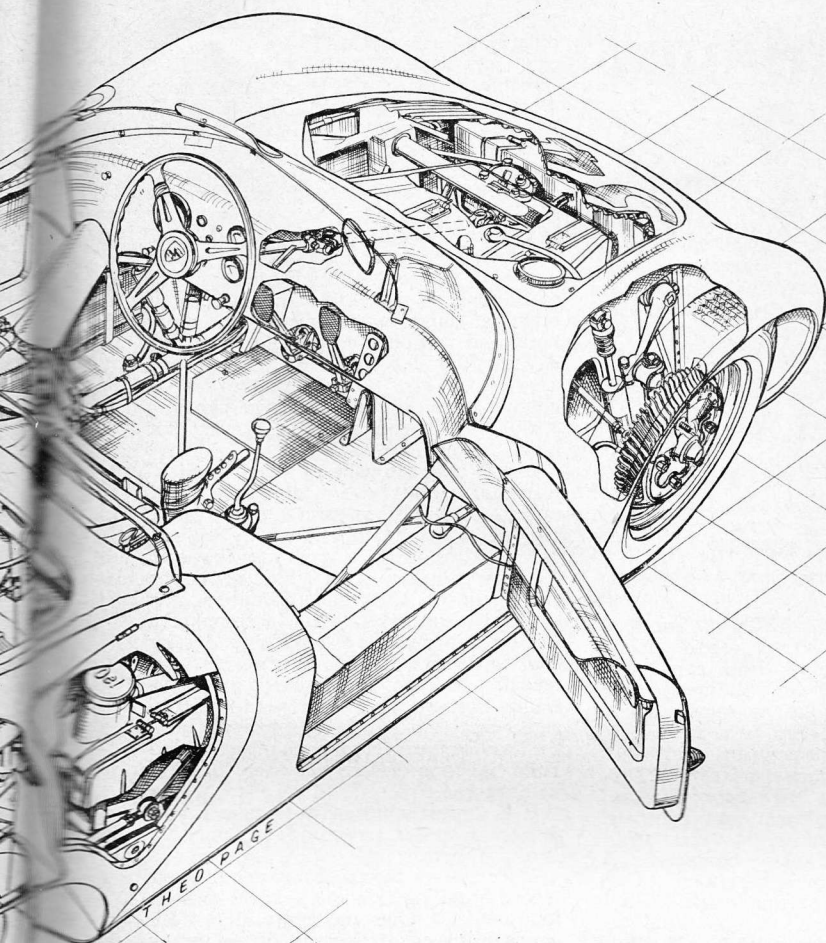
A Theo Page

Description

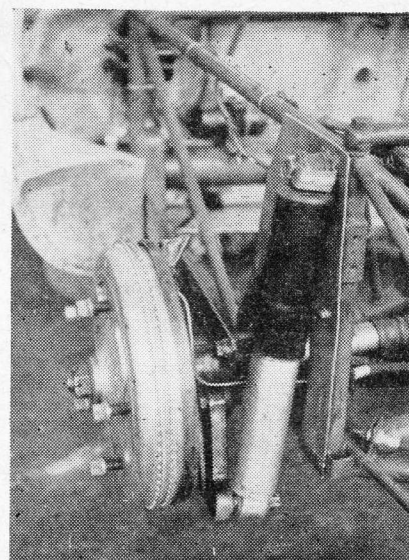
magneto drive. Two d/c Weber down-draught carburettors replace the Solex instruments formerly used.

The massive, counter-balanced crankshaft is carried on three roller-bearings and one ball-bearing. Twin Bosch distributors each have separate coils (there are two sparking plugs per cylinder).

Transmission is taken via a single-plate dry clutch to a five-speed gearbox built in unit with the differential assembly, the whole contained in an "Elektron" casting. Bottom gear is non-synchromesh,



AUTOSPORT CUT-AWAY
DRAWING OF THE
PORSCHE 1500 1959



REAR SUSPENSION on the Type 718 employs widely spaced wishbones in conjunction with helical springs and radius rods.

tion, carrying a light-alloy body. Fuel and oil tanks are carried in front, as is also an oil-cooler. Steering is ZF-Ross pattern. Front brake drums carry heavy, radial fins, but the rear are of the ribbed pattern. Wheels are bolted on to five studs.

Wheelbase is 6 ft. 10.8 ins., front track, 4 ft. 2.8 ins., and rear, 4 ft. 1.2 ins. Dry weight is given as 1,169 lb.

For cooling purposes a turbo-fan is mounted directly above the engine, contained in a lightweight pressing. The main cooling draught enters the engine compartment via cooling ducts from the nose, and warm air is expelled from louvres on both rear wings and on the tail. Four separate exhaust pipes converge on a single tail pipe of large diameter, which protrudes well past the tail-cowling.

It is a remarkable tribute to development through racing, that this incredibly efficient "flat-four" engine had as its forbear the push-rod power-unit of the Volkswagen, designed during the 1930s by Dr. Porsche.

VIEW from below of the well-known "wasp-sting" exhaust—a familiar sight to many drivers of other marques!

Type 718 RSK

the Cutaway Drawing

By Gregor Grant

but the four upper ratios are on the well-known Porsche system.

Rear suspension is a development of the former low-pivot swingle-axle layout, but on the "718" widely spaced wishbones are employed in conjunction with helical springs, and radius rods. Koni hydraulic dampers are contained within the springs. At the front, torsion bars and radius arms are used, with trailing arms and an anti-roll stabilizing bar. Duplex dampers are fitted.

The frame is of welded-tube construc-



Comparing The Vintages

The Oldest and The Latest in The M.G. Line

THE story of the M.G. has been told many times and each time, modified a little. In this article I am not commenting on the controversies which are said to exist among motoring historians as to the early story of the M.G. Car Company. My object is to compare the road performance of "Old Number One" and the latest car from Abingdon, the M.G.A Twin-Cam.

Recently the company kindly loaned me both cars and told me to bring them back when I had had enough. I drove the "Old No. 1" first, for about a week, covering 250 miles in varying conditions. This was further than any other driver had driven the car in over 20 years. "Old No. 1" is a bit of a film star these days and travels about the world in luxury. She had recently been shown in New Zealand and Australia and, a week before, had been on exhibition in Scandinavia.

During my trial, she was shown to the Bullnose Morris Club, who were very interested as they are preparing a detailed history of the Bullnose M.G.; as a result of representations from the club the car has been re-registered and the date "1923" on the plaque expunged. I had a lot of work to convince the secretary of the Bullnose Club, Lytton Jarman, that this was, in fact, the only and original M.G. He could not understand why this car was regarded as the first M.G., when it did not appear on the road until the 27th March, 1925. By this time the Morris Garages Company at Oxford had been fitting sports bodies on Bullnose Morris chassis for about

three or four years. However, Mr. Cousins, the works manager, and an old racing driver of the M.G. Company, said that as far as the early days were concerned, they definitely regarded "Old No. 1" as the first M.G. They realized that they were not getting anywhere merely by putting sports bodies on standard Morris chassis, so they designed and built a car which expressed their ideals. From this car, all other M.G.s are directly descended and, for 35 years, the path of the company has lain in competitive motoring.

By E. A. FERGUSON

The first M.G., like the Twin-Cam, has a standard engine with a special overhead valve mechanism. Both cars have engines of about the same cubic capacity and they are of about the same weight and dimensions. There is a similarity about the stiff suspension and the heavily damped, precise steering. The similarity does not end here because many of the instruments and controls are in the same position, 35 years later. Even today it would take a barrackroom lawyer to distinguish between the principles employed in the rear suspension.

Since the war I have made a hobby of driving Bullnose cars and have covered a fairly large mileage on most of the models built between 1912 and

1926. I was, thus, very receptive of the difference between M.G. No. 1 and the cars from which it was developed. To a sporting driver of the time it must have seemed phenomenal. But like the M.G. of today, first attention was given to braking and suspension. By Bullnose standards, the brakes are superb and the rear drums are fitted with twin leading shoes. In its day, it was claimed that "Old No. 1" could attain a speed of 80 miles per hour and although I never drove it flat out, I estimate that the speed which it would hold without bursting, today, was easily 65 miles per hour and it would cruise effortlessly all day at 50 miles per hour. It was not easy to be sure because the revolution counter was wildly optimistic, showing 8,000 revs. in top gear at 35 miles per hour.

It was only too easy to forget how old this car is and how primitive in some ways. The pistons are cast-iron, the big-end bearings lubricated by splash. Nevertheless, it was a great step forward.

Many people were delighted to see the car again on the road, including Mr. William Matthews who accompanied Cecil Kimber on the London to Exeter trial in 1925 when the car won a gold medal. A man approached me in a traffic hold-up near Fairford in Gloucester and told me that he had not seen the car for years and had helped to rebuild it, long before the war, after it had crashed.

It is almost a necessity to take a passenger in order to pump air pressure into the petrol tank. The system was used for years by the company in their record breaking cars and appears to have few merits. One passenger had both hands blistered at the end of a journey of 60 miles and commented ruefully, that he was not a rowing blue.

(Continued on page 244)

CORRESPONDENCE

Bouquets from Ireland

FOR several years past Irish motor sport has been sadly neglected in AUTOSPORT, despite the fact that in the interim the sport, particularly racing, has been thriving. It was therefore with great pleasure that I read the recent excellent reports of our Kirkistown, Long Kesh and Dunboyne meetings by your two very competent correspondents Brian Waddell and Brian Foley.

During the summer months we now have events almost every week-end. That the more important of these are increasingly attracting the attention of cross-channel competitors is manifest by the fact that 12 entered for the Ford Championship of Ireland meeting at Kirkistown and 15 for the National event run by the Leinster Motor Club at Dunboyne. Personally I think that the standard of race organization and driving at Irish meetings is very high indeed, and our circuits are certainly interesting if, perhaps, bumpy by English standards!

The frequent visits of English and Scottish competitors has done much to foster enthusiasm not only amongst spectators, but amongst drivers and special builders. Particularly is this the case with Ulster Ford specials which have become increasingly potent and ingenious.

As a result of these visits we have made many friends among visiting drivers, and we would like them to know what we're up to, just as we like to follow their exploits with interest in AUTOSPORT. So keep up the good work!

C. B. CARTER.

BELFAST, N. IRELAND.

Should be Framed!

I HAVE just picked up the copy of AUTOSPORT dated 24th July for a re-read—as I frequently do with my copies—and for the first time I noticed something which just must not go by unmentioned!

We are familiar with the first-class work of Francis Penn, and, of course, he is a well-known and very popular figure on our circuits, but I wonder how many of your readers have studied the cover photograph of Jack Brabham's G.P. win at Aintree which graces this particular issue?

This indeed is the master's touch!—Brabham. I seem to recall, didn't exactly hang about on that day and he certainly didn't cross the finish line at anything resembling a crawl!

The photograph, as clear as a bell in all its detail, catches the drop of the flag and Brabham's front wheels on the line!

To my mind this is perfection in photography!—as usual. Congratulations also due for the unbroken line of AUTOSPORT issues during the recent disturbances in the printing world. Keep it up!

JACK BANNISTER.

NEWCASTLE, STAFFS.

Commentator Wanted

WE are in need of one more course commentator, for the Brighton National Speed Trials on 5th September, to assist as a relief announcer. We would like someone who is able to give the usual running commentary.

Most of our usual team are already committed on 5th September and should this interest anyone, if he will contact the club at the address below, we would be very appreciative.

F. T. MARCHANT.

BRIGHTON AND HOVE M.C.,
296-7-8 MADEIRA DRIVE ARCHES,
BRIGHTON 7, SUSSEX.

More Correspondence on page 246

The Commander knows the pattern for plain sailing

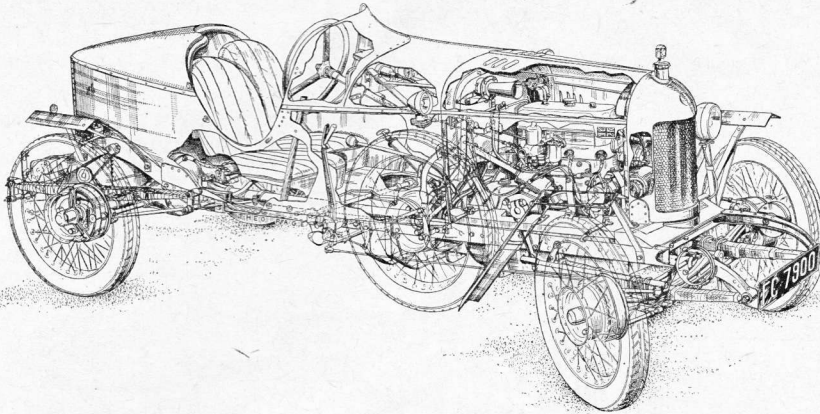


Are you all at sea when it comes to choosing car tyres? Best plan is to be a man of few words and simply say "PIRELLI EXTRAFLEX". There isn't a tyre to touch it for high mileage under everyday motoring conditions. The broad flat casing guarantees slow, even wear and the ribbed tread pattern gives tenacious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



PIRELLI EXTRAFLEX

Pirelli yield the highest possible
mileage for everyday motoring.



The M.G.s—continued

The Twin-Cam

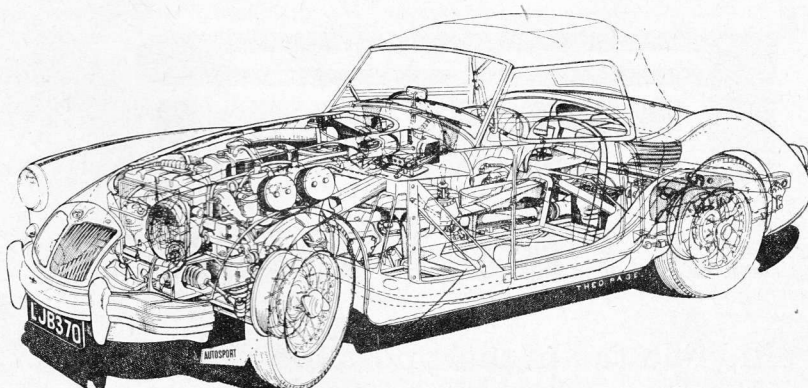
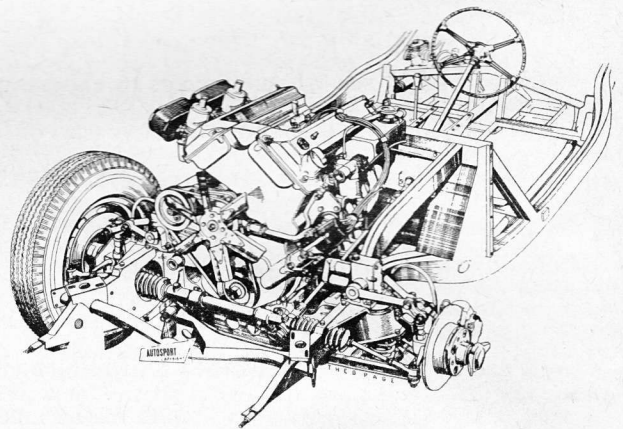
The change from "Old No. 1" to the Twin-Cam was not as dramatic as one might have thought. There was the same angle in the driving position and even the same difficulty in fitting the knees under the steering wheel. But it has five times the brake horse-power available for about the same weight. In spite of this the difference in maximum speed is not as great as one might have thought. If one assumes that "Old No. 1" could do a genuine 80 m.p.h. when new, then the Twin-Cam is only 35-40 m.p.h. faster. But it has a beautifully smooth and growing power curve. The benefits of the Twin-Cam engine are not felt until one reaches about 75 m.p.h. From there up to about 105 m.p.h. the speed mounts in a growing surge. It is very like the sensation of a fighter aircraft when full power develops half-way down the runway, just before take-off.

At high speeds the car is at its best. The stiffness disappears from the springing and it is possible to manoeuvre freely and to brake hard, even on damp surfaces. The petrol consumption on both cars is about the same but "Old No. 1" uses less oil. The Twin-Cam engine is a little thirsty on oil but this is inherent in the design of such engines. Many people asked what was, in fact, the advantage of the Twin-Cam shaft engine over the standard push-rod type. I found the simplest explanation was to begin by saying that the opening and closing of valve springs is a limitation on ultimate

engine speed. Where a car is fitted with overhead camshafts to the valve gear, the return pressure against the valve springs is as light as can be conceived. This allows much higher revolutions to be obtained before valve bounce sets in (assuming that the rest of the engine can stand up to the power generated).

The engine is rather noisy, it is a solid mechanical noise, and if you don't like that sort of thing it is as well not to go in for it. But for those who like fast cars, this is about the best thing at its price in the whole world today. It is delightfully supple and only the lightest touch on the brakes is needed to bring the speed down from 115 to 90 m.p.h. and, at the same time, to change into third gear before slowing right down for

★
ONLY DIFFERENCES between the Twin-Cam and the push-rod M.G.A are shown here (right).
★



THE BONES of the M.G.A can be contrasted with those of the first M.G.—the rear suspension principles are still similar.

BOTH the old and the new are of roughly the same weight and general dimensions. Theo Page's cutaway drawings show the hidden virtues of the 1925 model.

roundabouts. Most of the Twin-Cams produced have been exported to North America. It seems a pity that "Old No. 1" has not been widely exhibited there. I understand from the Bullnose Club that there is not a single Bullnose known to the club, in the United States. The many thousands of M.G. owners would probably be very pleased indeed to meet their cars' ancestor.

THE Four Roses Antique Foundation, in co-operation with the Antique Automobile Club of America, is sponsoring an antique car rally in New York City, 23rd August, to select an official United States entry in the annual London to Brighton Run.

First prize in the entry selection rally is sponsorship of the winning vehicle in the London to Brighton event, with all expenses paid by the Four Roses Antique Foundation.

MR. JOHN ADAMS has purchased Mike Hawthorn's Tourist Trophy Garage.

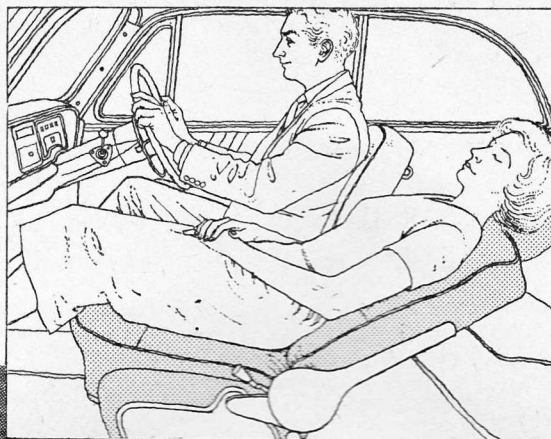
REGS. are now available for the Viking Rally. This event will be held from 18th-21st September inclusive.

WE are asked to point out that it was not, in fact, clutch failure which caused the retirements of Brabham and McLaren's Coopers at Avus. The trouble was caused by drive shaft failure.

A NEW GOLD TROPHY

FERODO, LIMITED, has commissioned Mr. Gerald Benney, Des.R.C.A., to design and make a new Ferodo Gold Trophy. The trophy is presented for the most outstanding British Commonwealth contribution to the sport of motor car racing each year. Last year the original trophy, made in 1953, was presented outright to Mr. G. A. Vandervell, who had won it for the third time. Mr. Benney, a Yorkshire-born goldsmith and silversmith, now working in London, is at 29 a Freeman of the Worshipful Company of Goldsmiths.

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at 80 mph!



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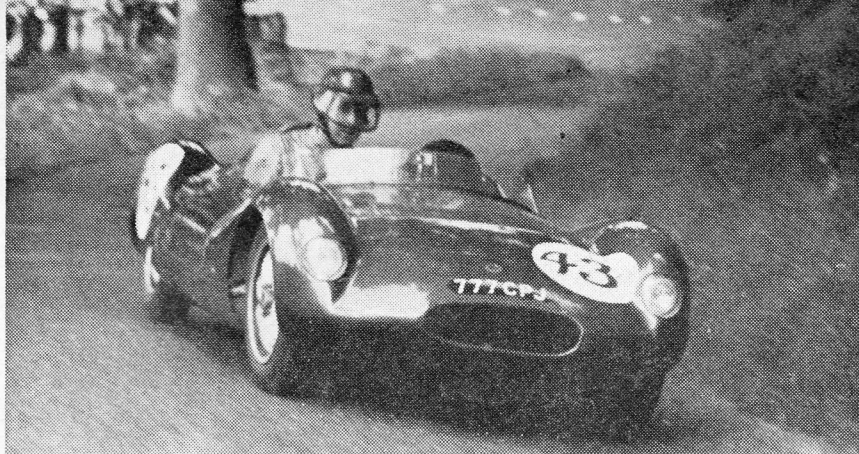
Please send me further details of the SIMCA range.

NAME.....

ADDRESS.....

CHRYSLER MOTORS LIMITED,

Simca Division, Kew, Surrey. Phone: Prospect 3456 (12 lines)



A NEW RECORD in the 1½-litre sports car class was set by Raymond Fielding (Cooper) whose long journey from the north of Scotland was not unrewarded.

Great Auclum—continued

Ray Fielding driving his very pretty "snow plough"-type Cooper, with a conventional driving position and twin head-fairings, went up steadily and very quickly in 22.06 secs. On his second run he chose a line remarkably like Derisley's and broke the class record with a very fine climb in 21.72 secs. Joshua Randles managed 23.67 secs. in his Lister-Bristol; W. S. Perkins, peering round the immense bulge in the bonnet of his Lotus-B.M.W., made a very neat climb in 22.78 secs. as his best effort and P. H. G. Cottrell (Lotus-Bristol) was remarkably consistent, recording 22.92 secs. on both his climbs.

The fifth class, for sports cars of over 2,000 c.c., was won by the first climb made. Phil Scragg's H.W.M.-Jaguar swept up the hill in 22.70 secs. at his first attempt, breaking the class record and setting a time which no one else in the class could equal, despite a good try by J. P. Chapman, who persuaded his immense Chapman-Mercury to storm up the hill in 22.87 secs., the engine sounding very crisp.

Among the Formula 3 cars G. Pashley's Cooper went very quickly to clock 22.62 secs. and 22.47 secs., his nearest rivals being R. J. Rumble (Cooper-Norton), 22.71, and M. R. Lovell, 22.67 secs.

It was from the next class, for racing cars of 501-1,100 c.c. that really fast times were to be expected—and we were not disappointed. David Boshier-Jones made a first run of 20.90 secs. in his 1,100 c.c. Cooper, displaying the steady and curiously unhurried style which characterizes the master. The next four contestants, all Cooper-mounted, were R. B. James, M. Hatton, D. R. Good and D. Henderson and they recorded 21.59, 21.86, 21.50 and 21.97 secs. respectively. On his second run Boshier-Jones drove in his accustomed manner except that he was obviously going considerably faster than before—this impression was borne out when a record-breaking time of 20.56 secs. was announced.

In the class for racing cars of 1,101-2,000 c.c. G. H. Keylock (Cooper) recorded a best time of 22.33 secs.,

and Patsy Burt (Cooper) in a couple of climbs which were examples of neatness in the grand manner clocked 21.6 secs. and 21.4 secs.—times approached only by Jim Berry who hustled his E.R.A. Special up in 21.73 secs. and 21.69 secs.

A. F. Rivers-Fletcher was the only starter in the class for racing cars over 2,001 c.c. and recorded 23.93 secs. in his H.W.M.-Jaguar, using the banking all the way in a style which, like the class, was all his own.

The last class of the day was for entrants in the R.A.C. Hill-Climb Championship, selected from the 10 fastest runs in respective class runs. The order of running in this class is determined by the entrants' previous times, the fastest running last. Ray Fielding, although he had qualified his Cooper for a championship run (and by a considerable margin) stood down in favour of the racing cars and did not take up his place.

G. H. Keylock (Cooper) made first run and climbed in 21.93 secs.; then Dick Henderson recorded 21.67 secs. in his Cooper. Patsy Burt reduced the time to 21.33 secs.; David Good did 21.28 secs. and then, last as befitted his B.T.D., David Boshier-Jones brought his time below 21 secs. again and in fact clocked 20.60 secs. Of the fastest drivers during the first runs only Keylock (21.80 secs.), and David Good (21.01 secs.) improved on their times and only Boshier-Jones got below 21 secs.—this time with 20.66 secs.

MICHAEL DURNIN.

Correspondence—continued

Stirling Moss and the Grandes Épreuves

I BEG to disagree with certain remarks made in your Editorial of 31st July regarding Stirling Moss and his choice of cars for *Grandes Épreuves*.

I think perhaps if I put down certain facts the matter will be seen in a different light. After Zandvoort Stirling came to me and said that he would like to try a car to see how it would go on the long straights as at Rheims. I felt that I had let Stirling down very badly with our gearbox failures at Monaco and Zandvoort: I still was not at all sure that it would not happen again and I was not prepared to take this responsibility. Also we were due to run in three Formula 2 races in a row, Rheims, Rouen and Clermont-Ferrand, all of which we won, and the car Stirling had been using in the Championships was really his F2 car and had to be converted back again. So I simply told him I was very sorry but I had not got a car for him for Rheims; I hoped to get a new one built in time for the British G.P. As subsequent events proved I think I was right because Maurice Trintignant broke his gearbox in our F1 car at Rheims, and Stirling would have been second in his B.R.M. had he not spun.

For the British G.P. I had had a new chassis built by Coopers for Stirling, and Coventry Climax had promised to lend him their test engine for the race, should all be well with it. Unfortunately Coventry Climax had some trouble on the test bed and when it was time for us to collect the engine for fitting we found it had blown up the previous day; so again Stirling had no choice but to drive the B.R.M. and again I think it was for the best as Maurice Trintignant lost second gear in the other car when he was lying third and he dropped to fifth whereas Stirling finished second and shared the fastest lap.

After the British G.P. Stirling Moss came to me and said, "I would like to drive your Cooper for the rest of the season unless something quite unforeseen turns out regarding the gearbox."

It is now well known that the gearbox broke down again at Avus, but at last I think we have found the trouble. We had

thought that a ball race was collapsing and the pieces damaging the gears, but on closer examination it has been found to be the other way round and that the gears have not been cut to the design and were as much as $\frac{1}{16}$ in. out and were not meshing properly. We are having as many of the more important ones as possible remade for Portugal, but there is not time to do them all so it is still a toss up if it will last, but they will all have been done in time for Monza.

It has been said that Stirling Moss is hard on a car, but this is absolute nonsense and I am sure all those for whom he has driven will tell you that Stirling takes it out of himself, not the car. People forget the times that he has won with no water, no clutch, no oil pressure. For example, no clutch throughout the Argentine G.P., no water and clutch slipping in the Aintree 200, no water or oil pressure in the Melbourne G.P., all of which races he won.

I find Stirling the least exacting, least complaining and easiest driver I have ever had and I have had a few. There might be one exception, Eric Thompson, but even he complained that his boss went to bed too late and made too much noise doing it keeping him awake!

I sometimes wish Stirling would complain more and we could improve the car for him. Because he will drive a car that other drivers would not look at and win with it. For example, the car he won the Lavant Trophy with at Goodwood had a badly twisted chassis and we did not find it out for a long time. The Cooper-B.R.M. with which he made the lap record at Aintree had no back brakes, the pads were not even touching.

It is well said that Stirling could win on a wheelbarrow, especially if Alf Francis is pushing it.

R. R. C. WALKER.

FROME, SOMERSET.

The Editor is not bound to be in agreement with opinions expressed by readers.

Club News

By MARTYN WATKINS

REGS. are now available for the **Morecambe C.C. Illuminations Rally**, an event which this year counts towards the B.T.R.D.A. Silver Star, and takes place on 12th-13th September. Regs. are available from A. H. Senior, 21 Richmond Avenue, Morecambe, to whom entries (limited to 75) must be sent by 8th September. . . . The **Forces M.C. Flarepath Rally** will be run 3rd-4th October over about 200 miles of metalled road. Invited clubs include London M.C., East Surrey M.C., B.A.R.C. and West Essex C.C. Regs. from Miss M. Myers, 46 Alpha Road, Surbiton, Surrey, who must have all entries by 25th September. . . . Snetterton will be the venue for **Romford Enthusiasts' C.C.'s September Sprint** on 13th September. There will be classes for all cars. Entries must reach C. A. Pelling, 40 Squirrels Heath Road, Harold Wood, Essex, by 7th September, and regs. may be had from the same source. Invited clubs are B.A.R.C., B.R.S.C.C., Club Lotus, Eastern Counties M.C., Jaguar D.C., M.G.C.C., 750 M.C., Snetterton M.R.C., Thames Estuary A.C., and West Essex C.C. . . . **Pembrokehire M.C.** have cancelled their Lydstep hill-climb, scheduled for 3rd October. . . . The **R.A.F.A.M.C. Battle of Britain Rally** will be held on 12th-13th September. It will be some 220 miles long and the start will be from near Chirk. Invited clubs are B.A.R.C., Bolton-le-Moors, Cavendish, Chester, Lancs and Ches, Liverpool, North Staffs, Rhyl and District, Warrington, Wirral Hundred and entries must be received by K. B. Picknett, 56 Croft Avenue, Bromborough, Cheshire, by 5th September (late fee until 9th) who will also supply regs. . . . **Land-Rover O.C.** Midland Sector have a social and sporting week-end at Norton Manor, Presteign, Radnorshire, on 5th-6th September and details may be had from G. C. Collins, 47 Chamberlain Crescent, Shirley, Solihull, Warwickshire. . . . The **Fiat 500-600 Club** will hold a gymkhana and driving test meeting at Heston Airport on 6th September. All Fiat owners are welcome. Entries may be had from M. Proctor, 145 Rivermead Court, Hurling-

ham, S.W.6. . . . **Sutton and Cheam A.C.** have now been affiliated to the R.A.C. and would be pleased to hear from anyone who would like to join. Hon. Sec. is I. G. Forrest, Fordwater, Cuddington Way, Cheam, Surrey. . . . **North Midland, Sheffield and Hallamshire, and Rotherham and District M.C.s** are jointly promoting a closed sprint meeting at Oulton Park on 12th September. Regs.

and entries from D. G. Bingham, 5 Brocco Bank, Sheffield, 11. . . . **Herts County A.Ae.C.** have a sprint meeting at Brands Hatch on 13th September. Invited clubs are B.A.R.C., B.R.S.C.C., 750 M.C., T.E.A.C., West Essex A.C., Jaguar D.C., North London Enthusiasts' C.C. Enquiries and regs.: M. A. Woodward, Merrymede, Pine Grove, Brookmans (Continued overleaf)



WHOOOPS! R. Vincent's Lotus Elite lifts a front wheel while cornering hard at Becketts ahead of Roy North (TR) in the Seven-Fifty M.C.'s national Six Hours Relay Race at Silverstone.

Coming Attractions

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.

September 5th. R.A.C. International Tourist Trophy. (S), Goodwood, nr. Chichester, Sussex.

Brighton and Hove M.C. National Brighton Speed Trials, Madeira Drive, Brighton, Sussex.

Sunbac Race Meeting, Silverstone, nr. Towcester, Northants.

September 6th. Snetterton M.R.C. Race Meeting, nr. Thetford, Norfolk.

Bentley D.C. Firle Hill-Climb, nr. Lewes, Sussex, 2 p.m.



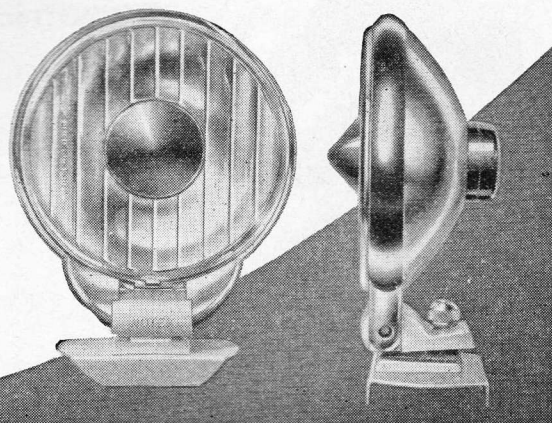
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Prices from 69/-



BERKELEY THREE-WHEELER. The newly introduced front-drive Berkeley three-wheeler is powered by the 328 c.c. Excelsior twin two-stroke air-cooled engine. Bodywork, of course, is fibreglass. A four-speed Albion gearbox is used and brakes are Girling hydraulic.

Six Hours—continued

By 5.30 p.m. the Morgans led still, now with 215 laps. The TRs had lost second place to the Southern 1172 Formula team, with 214.2, and had dropped to third equal, sharing 214 laps with the North-Western 1172 Formula team. Fifth equal were the Fairthorpes and the M.G.C.C. M.G.As. Another official retirement was the Octagon Stable team of Twin-Cams. The Ulster Austins had taken the lead in the 750 battle with 208.5 laps as against the North-Western team's 207.5 and the Southern team's 193.5.

By 6 p.m.—one hour to go—the TRs were back in second place, their total of 237.6 leaving them just one lap behind the leading Morgans. Third place was occupied by the Southern 1172 Formula team with a total of 237.5, ahead of the North-Western team with 236.7 laps.

The chase was on in real earnest by now. At 6.15 p.m. Hurrell, for the TR team, was 45 seconds behind Chris Lawrence, doing the last stint for the Moggies. Team managers were working frantically with stop-watches, lap charts and pit signals, and by 6.25 p.m. Hurrell was closing the gap at the rate of two seconds a lap. The race now was between the Morgans and the TRs, and with Hurrell lapping at something in the order of 1 min. 18 secs. the odds on a close finish were pretty good! A few more valuable seconds were gained when a "D"-type spun at Woodcote right in front of Lawrence's Morgan, slowing the latter a trifle. By 6.30 p.m. the Morgans were just 19 seconds ahead of the TRs and both well ahead of the Southern 1172 Formula team, in third place. The North-Western team was fourth while, among the Austins, the Ulsters still led from the North-Western and Southern formula teams. The Southern 1172 Formula team was, for the moment, represented by Wickson's faithful old Buckler, now losing water in large quantities and beginning to steam and sound a little breathless.

At 6.45 p.m. the Buckler came in, after steaming its way round for several laps. Eighteen seconds separated the Morgan and the TR, Hurrell and Lawrence trying equally hard, and now lying



equal first, both being credited with 274.1 laps, and only the few seconds separating them. Third were the Southern 1172 Formula team, staving off successfully the challenge from their Northern rivals who now lay fourth equal with the M.G. Car Club's M.G.As.

Still the battle went on, enlivened considerably when Roy Lee, finishing things off nicely in the "Blood Orange", entered Woodcote 20 yards behind Hurrell—who is himself no laggard—and came out of it 10 yards ahead!

As the closing minutes ticked away both Hurrell and Lawrence pulled out all the stops. But the Morgan could not be caught, and Lawrence still led by 19 seconds when, at precisely 7 p.m., Holland Birkett dropped the flag.

It was all over. By a lucky chance the Morgans crossed the line to finish, technically a lap ahead of the TRs. But technical points don't matter: when 19 seconds separate the winners after six hours of racing, then that has been a good motor race. And like all Seven-Fifty M.C. Six Hours relay races, it had been a good—a very good—race. The Southern 1172 Formula team finished third, with 285 laps, ahead of the North-Westerners with 284. Among the 750 Formula cars, the Ulsters had maintained their lead to finish ahead of

Results

1, **Morgan Plus Four Team** (A. G. W. Belcher, A. J. Blair, R. E. Meredith, P. H. G. Morgan, W. A. G. Goodall, C. J. Lawrence), 287 laps; 2, **TR Team** (S. J. C. Hill, B. C. Rodger, K. Briarley, S. Hurrell, R. North, C. Hextall, J. C. Quick), 286 laps; 3, **Southern 1172 Formula Team** (R. W. Wickson, T. M. Dore Dixon, R. Johnson, S. A. Milne, M. C. Forsdyke), 285 laps; 4, **N.W. Centre 1172 Formula Team** (J. G. Currie, Bernard Cox, R. F. Mitton, R. Davis, A. D. Bennett, 284 laps; 5, **Fairthorpe Electron Team** (D. C. T. Bennett, J. Green, M. E. Sond, P. Butt), 283 laps; 6, **XK Jaguar Team** (C. M. Clairmonte, R. A. Gibson, Miss R. Massey, E. Brown), 282 laps.

both the Formula special teams, with 280 laps compared with the North-Western team's 279 and the Southern team's 260. Bearing in mind the fact that Roy Lee, in the perfectly standard "Blood Orange" Ulster, had got his lap time down to 1 min. 34.6 secs., this is scarcely surprising!

It remained only for the winners, and their team manager, to be presented with their garlands by Mrs. Martyn Watkins and do a lap of honour.

Club News—continued

Park, Hatfield, Herts. . . . The Scott-Brown Memorial Trophy race meeting, a restricted event, will be held by the **Snetterton M.R.C.** at Snetterton on 6th September. Invited clubs are B.A.R.C., B.R.S.C.C., Eastern M.C. and Maidstone and Mid-Kent M.C. Regs. from Oliver Sear, Old Buckenham Hall, Attleborough, Norfolk, who must have all entries by 26th August. . . . The third Barbecue Rally of the **Cemian M.C.** will be held on 19th September. Regs. from K. D. Rubens, 94-98 Petty France, London, S.W.1, to whom all entries must be sent by 16th September. . . . **West Hants and Dorset C.C.** have a closed driving test meeting at Larmer Grounds, near Blandford, Dorset, at 2.30 p.m. on 23rd August. . . . The **B.A.R.C. (N.W. Centre)** are holding their autumn driving tests on 13th September as a restricted event. They will be held on Hooton Park Aerodrome and invited clubs are: Aintree C.C., Chester M.C., Knowldale C.C., Lancs and Ches M.C., Liverpool M.C., Manchester U.M.C., North Staffs M.C., North Wales C.C., Rhyl and District M.C. and Southport M.C. Entries close 9th September and should be sent to H. Turner, 5 Elgin Drive, Wallasey, Cheshire.



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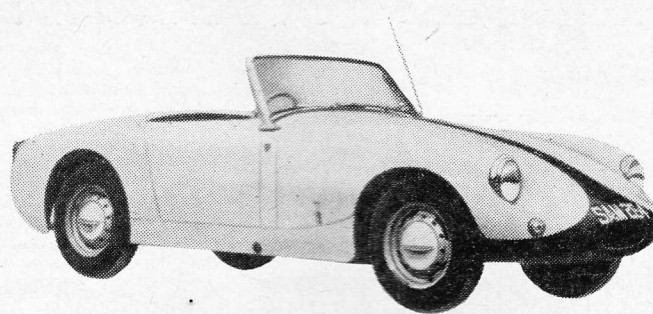
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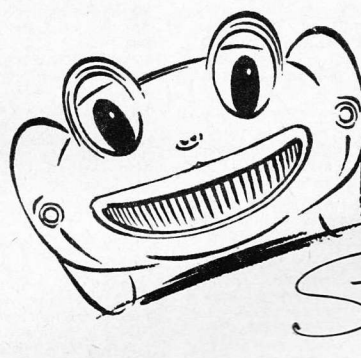
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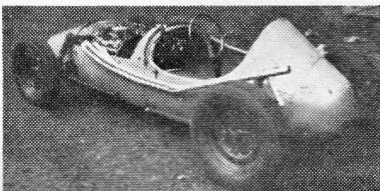
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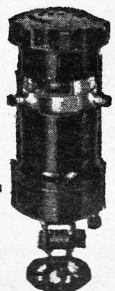
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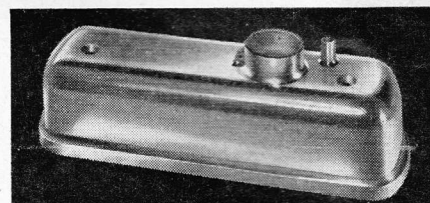
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from Brands Hatch Circuit, Fawkham,
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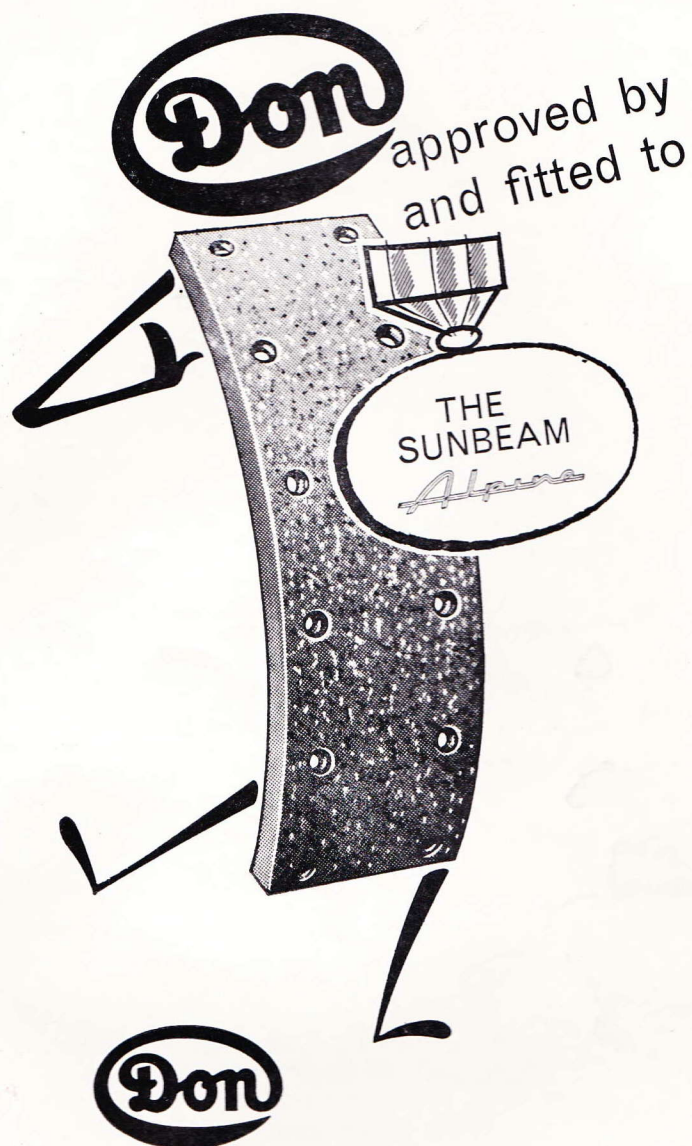
BRANDS HATCH

SATURDAY
AUGUST 29th

VETERAN CAR TRIAL

11.30 a.m.

RACING 2 p.m.



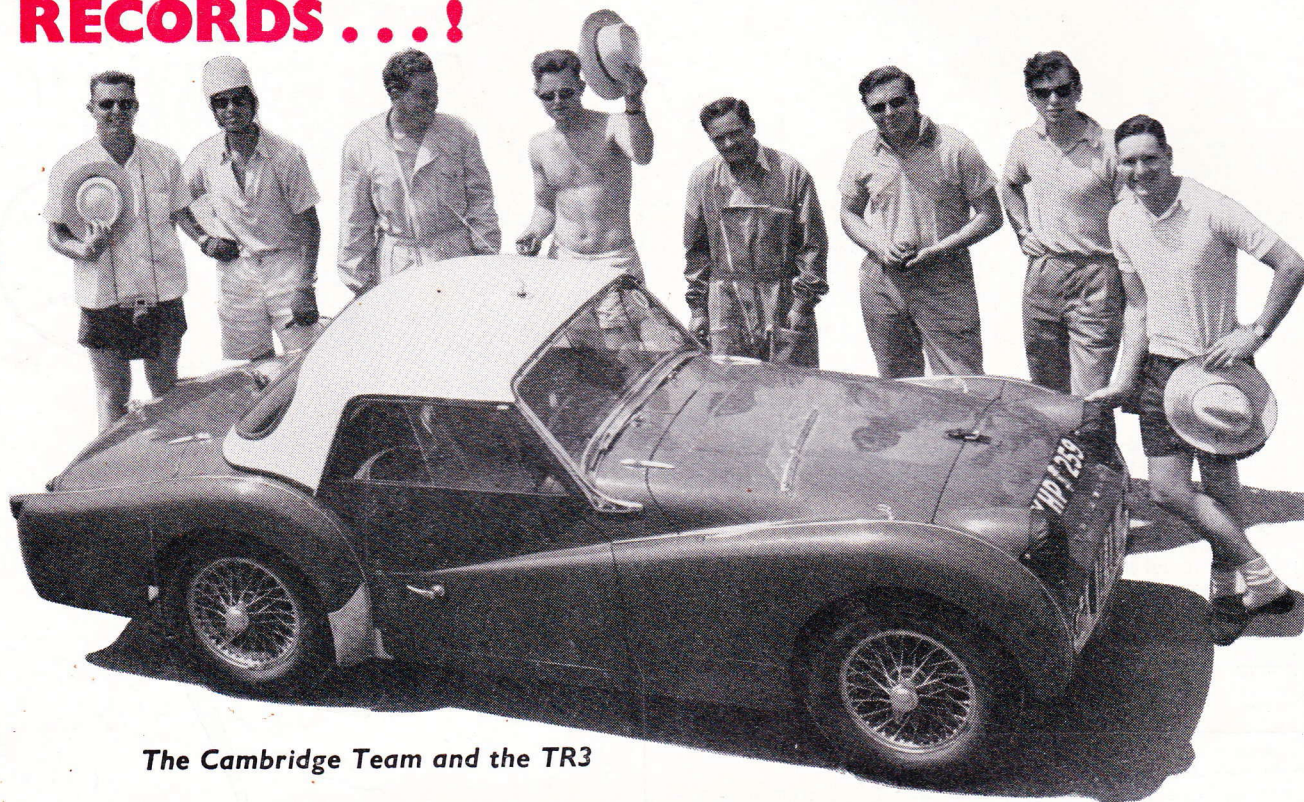
'DON' Brake Linings are approved
for use as original equipment on
the Sunbeam Alpine—Don friction
pads for the front wheel disc
brakes—Don Brake Linings for
the rear wheel drum brakes

SMALL & PARKES LTD

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London Office 251 Kingston Road, S.W.19.

TRIUMPH TR3 GAINS INTERNATIONAL CLASS "E" RECORDS!



The Cambridge Team and the TR3

A Triumph T.R.3. driven by a team from the Cambridge University Automobile Club set up the following International Class "E" (1,500 - 2,000 c.c.) records at The Monza Autodrome Circuit, Italy, during the week-ending 1st August.

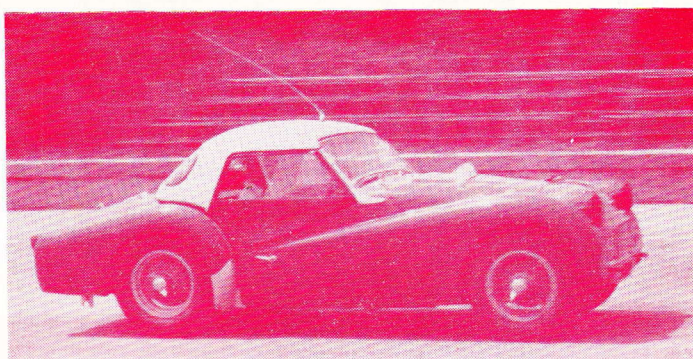
2,000 miles at 102.1 m.p.h.

5,000 miles at 102.5 m.p.h.

5,000 kilometres at 102.5 m.p.h.

10,000 kilometres at 102.6 m.p.h.

The records for one, two, three and four days were also broken.



The record-breaking TRIUMPH TR3 was fitted with

LUCAS

COIL IGNITION, LIGHTING & ELECTRICAL EQUIPMENT

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