

AUTOSPORT

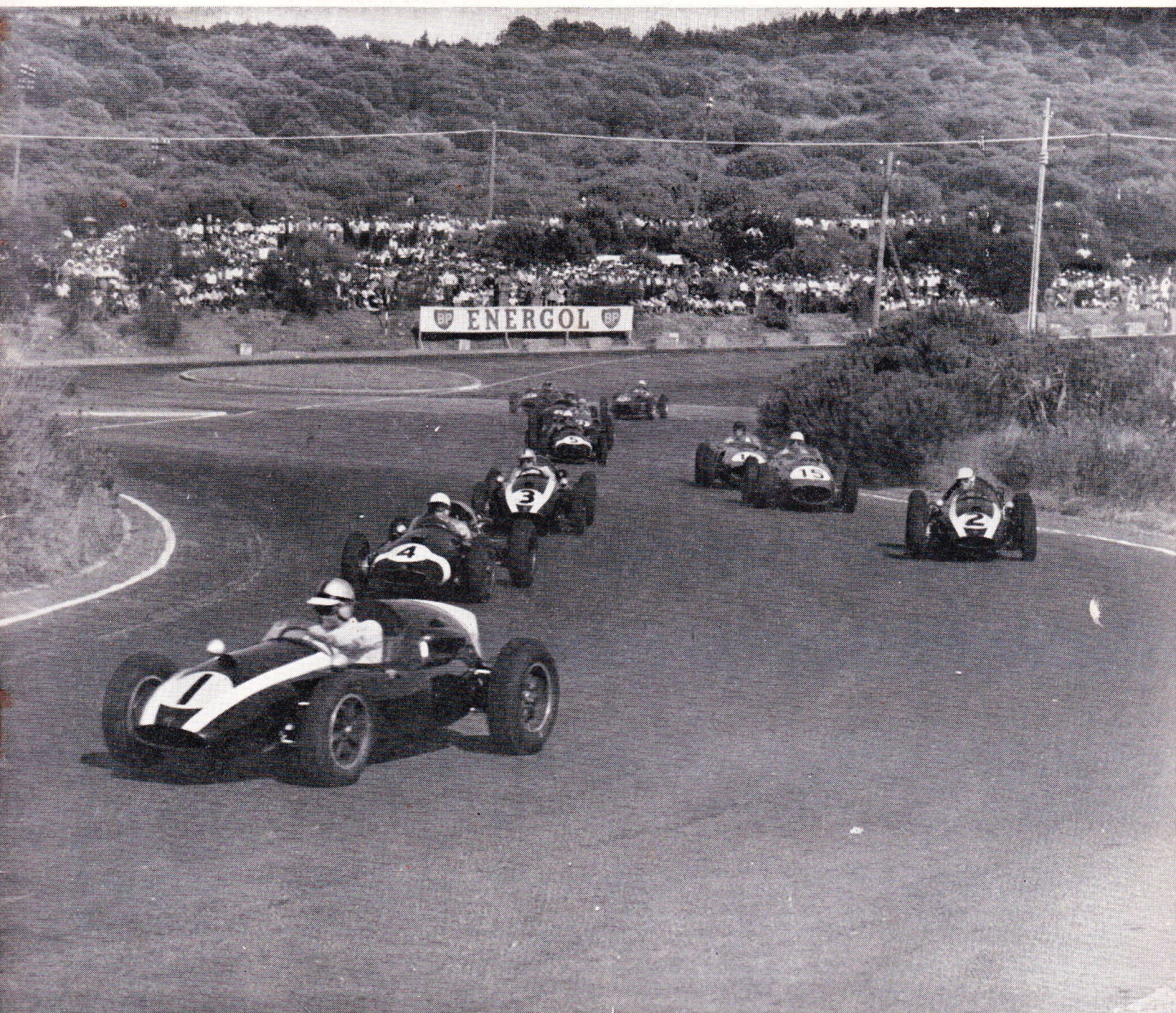
AUGUST 28, 1959

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EVERY FRIDAY
Vol. 19 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE PORTUGUESE GRAND PRIX—FULL ILLUSTRATED REPORT
NEW ALL-INDEPENDENT B.M.C. CARS—THEO PAGE CUT-AWAY DRAWINGS

AGAIN AND AGAIN A RALLY WINNER IN ITS CLASS

Monte Carlo Rally 1959

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

French Alpine Rally 1959

2ND IN GENERAL CATEGORY, ALPINE CUP

Coronation Safari 1959

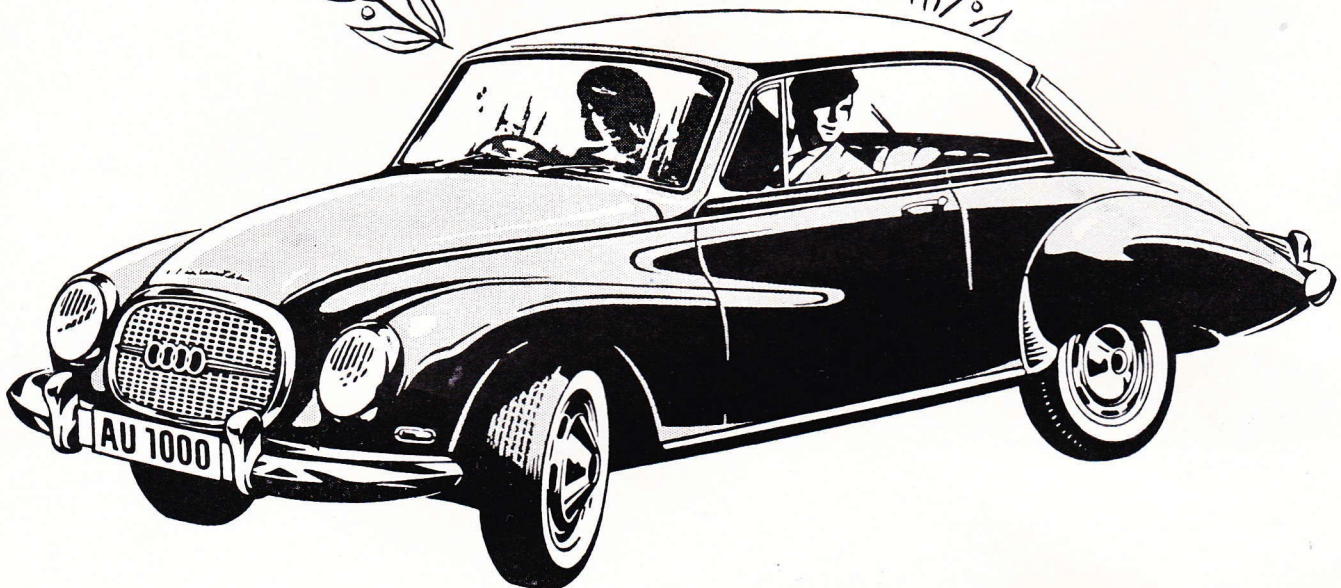
1ST, 2ND, 3RD IN CAR PRICE CATEGORY £675-£825

Acropolis Rally 1959

1ST, 3RD & 5TH OVERALL AND TEAM PRIZE

Sestriere Rally 1959

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CLASS (751 c.c. - 1000 c.c.)



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Vol. 19 No. 9

August 28, 1959

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EDITORIAL

THE MASTER DRIVER

STIRLING MOSS's performance in last Sunday's Grand Prix of Portugal was nothing less than sensational. Driving Rob Walker's Cooper-Climax, Moss not only won at 95.32 m.p.h., set a circuit record of 97.30 m.p.h., but also "doubled" every other driver including second man Masten Gregory (Cooper-Climax) and Dan Gurney (Ferrari). With two grandes épreuves still to be run, Stirling now has a very outside chance of winning the World Championship, for neither leader Jack Brabham nor runner-up Tony Brooks was able to collect a single point. Although Scuderia Ferrari was outclassed on the very difficult Monsanto circuit by the Surbiton-built bombshells, Monza may favour the V-6 machines. Nevertheless the Cooper-Climaxes have shown surprising speed in every event this season, and Moss's virtuosity is something with which to reckon on a circuit which calls for supreme driving skill as well as a high maximum speed. One cannot forget that, in 1954, Stirling outdrove the great Juan Manuel Fangio and his Mercedes-Benz, with a Maserati, until his oil tank split. All-in-all, despite Jack Brabham's unfortunate crash, and Bruce McLaren's gearbox trouble, the Portuguese G.P. was a Cooper-Climax day, the marque finishing first, second and fourth, to give them 37 points in the 1959 Formula 1 Constructors' Championship, as against the 28 so far amassed by Ferrari, and the 18 by B.R.M. Once again Team Lotus failed completely, Innes Ireland retiring after three laps with a broken gear-selector mechanism and Graham Hill on his fifth lap following a crash also involving Phil Hill (Ferrari), due to some breakage or other which caused oil to be sprayed on the Lotus's rear tyres. Neither driver had the advantage of the first day's practice, the transporter having broken down en route, and just before the start of the race, Ireland's car was having a broken chassis frame welded!

A NEW ERA

THE introduction of the new B.M.C. small-capacity machines is a direct challenge to Continental manufacturers who, for so long, have dominated the market for light, economical family cars as represented by Citroën, Renault, Fiat and others. Alex Issigonis's brilliant design is a complete departure from previous B.M.C. practice, but its unorthodoxy is the result of sound engineering knowledge, complete with years of testing. Economical running coupled with fine road-holding and a useful performance make the two cars very attractive propositions for all classes of road-user. Naturally they will bring modern motoring to many thousands of people, and will also tend to increase the fast-growing tendency for families to run more than one car. It should be pointed out that the designer's Morris Minor has been one of the world's best-selling light cars.

OUR COVER PICTURE

FIRST LAP of the Portuguese Grand Prix at the "Roundabout"—Jack Brabham leads the field, but Stirling Moss, in second place, is fast overhauling him. Behind Moss are McLaren, Gregory and Phil Hill.



Wins again at

BRANDS HATCH—AUG. 3rd

Kingsdown Trophy

1ST GRAHAM HILL LOTUS-CLIMAX

Lewis-Evans Trophy

1ST T. BRIDGER COOPER-NORTON

Series Production Car Race up to 1600 c.c.

1ST J. WHITMORE LOTUS-ELITE

and Winner of Class B

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

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

Series Production Sports Cars

1ST G. R. PROTHEROE JAGUAR XK120

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

(Subject to official confirmation)

All using GOLDEN ESSO EXTRA

exactly the same superb petrol you can buy from your local Esso Dealer

THE W.R.E. MASERATI. This is a British-Italian project powered by a 2-litre, four-cylinder Maserati engine. The disc brakes are by Girling and the body has been made by Williams and Pritchard.

THE "AUTOSPORT" CHAMPIONSHIP

General Classification at the end of the ninth round.

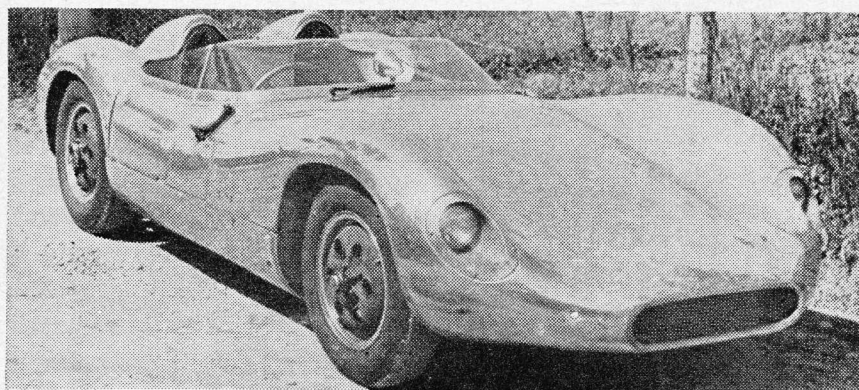
Posn.	Driver	Class	Score
1.	J. H. Gaston	A	46*
2.	F. R. Gerard	A	42
3.	J. H. D. Whitmore	B	40*
	J. P. Fergusson	C	40*
	E. R. Protheroe	E	40*
6.	J. R. Stoop	D	36*
7.	W. E. Needham	C	32
8.	M. Wayne	C	30
	E. J. B. Mitchell	D	30
10.	Sir Gawaine Baillie	B	29
11.	J. G. Sears	E	26
12.	J. G. Tallis	D	24
13.	J. McKechnie	D	22
14.	K. W. McKenzie	A	21
15.	R. M. Shepherd-Barron	B	18
	C. Meek	C	18
17.	C. P. Tooley	A	17
	B. A. M. Gilbert	A	17
19.	R. A. V. Staples	D	16
20.	J. Clark	B	14
	P. H. Sutcliffe	D	14
22.	A. C. James	C	13
	K. P. Tomei	C	13
	A. Lanfranchi	D & E	13
	A. G. W. Belcher	D	13
26.	R. Vincent	B	12
	G. Baird	C	12
	C. R. Hanson	E	12
29.	A. J. Nurse	A	9
	J. I. Goddard-Watts	A	9
	T. Entwistle	C	9
	I. L. Taylor	D & C	9
33.	C. R. Wood	A	8
34.	A. McKechnie	A	7
35.	Mrs. Cherry Wagner	B	6
	C. J. Lawrence	D	6
37.	J. Heppenstall	C	4
	M. C. Bowling	E	4
	N. Green	E	4
40.	R. G. Falconer	A	3
	M. B. Baring	A	3
	D. G. Dixon	C	3
	J. H. V. Cross	C	3
	R. A. Hudson	E	3
45.	M. H. Clare	A	2

* Denotes Class leader.

Position of the teams at the end of the ninth round.

1.	Team Sprite (Gaston, McKenzie, Tooley)	84
2.	Elva Courier (Baird, Meek, Wayne)	60
3.	Huddersfield M.R.T. (Mitchell, Heppenstall, Lanfranchi)	47
4.	Ecurie Chiltern (Dixon, McKechnie, McKechnie)	32
5.	Eq. Turner Team (Gilbert, Falconer, Nurse)	29
	Team Triple "S" (Hudson, Hanson, Sutcliffe)	29

Now that there is a slight lull in the progress of the Championship, we have an opportunity to examine the individual score sheets and ruminate on the possible shape of the final Three Hours at Snetterton on the 10th October. It is obvious, as our Managing Editor remarked the other day, that this year's Championship is leading up to what should be the finest final in the history of the series. With two more qualifying rounds to go there are four drivers who can, on paper, enter the final with maximum points. Taking Class A first, Paddy Gaston needs only one victory from the two remaining races to give him his maximum but, if Bob Gerard can defeat him in both, each will enter the final with 46 points. Whichever way it goes at Mallory and Oulton Park, on the 13th and 26th of next month respectively, the struggle between these two in



SPORTS NEWS

the final may well steal the show. John Whitmore, Dick Stoop and Dick Protheroe, the current leaders of Classes B, D and E, need two wins apiece in fields of at least five to achieve the maximum, but this is by no means impossible. Failing this, they will still be well in the running at Snetterton and, accordingly, reliability is going to be the essential factor in that great race. The remaining class leader, Pat Fergusson, has a potential maximum of 44 points if he wins his class at both the qualifying races but this, too, would constitute a considerable threat to the others. Taking it by and large, the destination of the premier award in this year's contest is likely to depend almost as much on what happens to "the other chap" as on any one driver's performance and eventual victory could well go to any of the 12 drivers currently at the head of the league. This being so, the Three Hours promises to be one of the most exciting races in the calendar and I, for one, am not taking any bets on the result. On the other hand, the Sprites must start hot favourites for the team award but, motor racing being what it is, there could still be a surprise result here. With a supporting race for Formula 1 cars and every prospect of a new lap record if the weather holds, Snetterton, 10th October, is a must for every enthusiast.

DAVID PRITCHARD.

BLACKFRIARS MOTOR CLUB RACING CAR INSTRUCTIONAL SCHEME

THE club wish to notify future intending participants that this scheme being held in conjunction with Motor Racing Enterprises, Ltd., Castle Combe, Wilts, is now fully booked for the remaining two meetings and it is therefore impossible to entertain further applications.

Owing to the overwhelming response and the tremendous success of the scheme it is the intention of the Blackfriars Motor Club and Motor Racing Enterprises, Ltd., to recommence the scheme early next year, when notices will appear in the press announcing the dates for meetings to be held.

For information of the advanced course of racing drivers held by Motor Racing Enterprises, Ltd., weekly throughout the year application should be made to 32 The Mall, Ealing, London, W.5.

B.R.M. are already working on a 1961 1½-litre G.P. car. Rumour has it that Peter Berthon has gone rear-engine-minded.

THE B.R.M., prepared by British Racing Partnership for the Owen Racing Organization, which crashed in the German Grand Prix at Avus on 2nd August, was unfortunately damaged beyond repair, and in view of the fact that so little of the Grand Prix season remains, it has been mutually agreed that the B.R.P./B.R.M. project should be abandoned.

THE TOURIST TROPHY

ENZO FERRARI has entered four cars for the Tourist Trophy. The three 3-litre cars will be driven by Tony Brooks/Olivier Gendebien, Phil Hill/Dan Gurney and Cliff Allison/Nano da Silva Ramos. The two-litre car will be driven by the Italian drivers Cabianna and Scarlatti.

The works Aston Martin team will comprise Stirling Moss/Jack Brabham, Le Mans winners Roy Salvadori and Carroll Shelby and Maurice Trintignant/Paul Frère.

Porsche have been very quick to spot the undoubted talents of Chris Bristow and have signed him up to drive one of their team cars. His co-driver is as yet unknown. The two other works cars will be in the hands of Taffy von Trips/Jo Bonnier and Edgar Barth/Umberto Maglioli.

The race is, of course, the deciding event of the Worlds Sports Car Manufacturers' Championship. At the moment Ferrari have 18 points, Aston Martin 16 and Porsche 15.

B.A.R.C. FLIGHT TO MONZA

THE B.A.R.C. are running a low fare flight to Milan for the Italian Grand Prix at Monza.

A 68-seater pressurized four-engined Hermes of Silver City Airways is being used for the flight, which has been arranged by John Webb and Alan Foster.

A few seats are left and details may be obtained from Britavia Travel, Silver City House, 62 Brompton Road, London, S.W.3. Tel.: KENSington 4567 (Mrs. Gould).

WEARING THE GREEN AGAIN

The only feature of AUTOSPORT which was interrupted by the printing dispute was our green cover: this week we proudly resume it to mark Stirling Moss's victory at Lisbon in the Portuguese Grand Prix.

Ferodo First

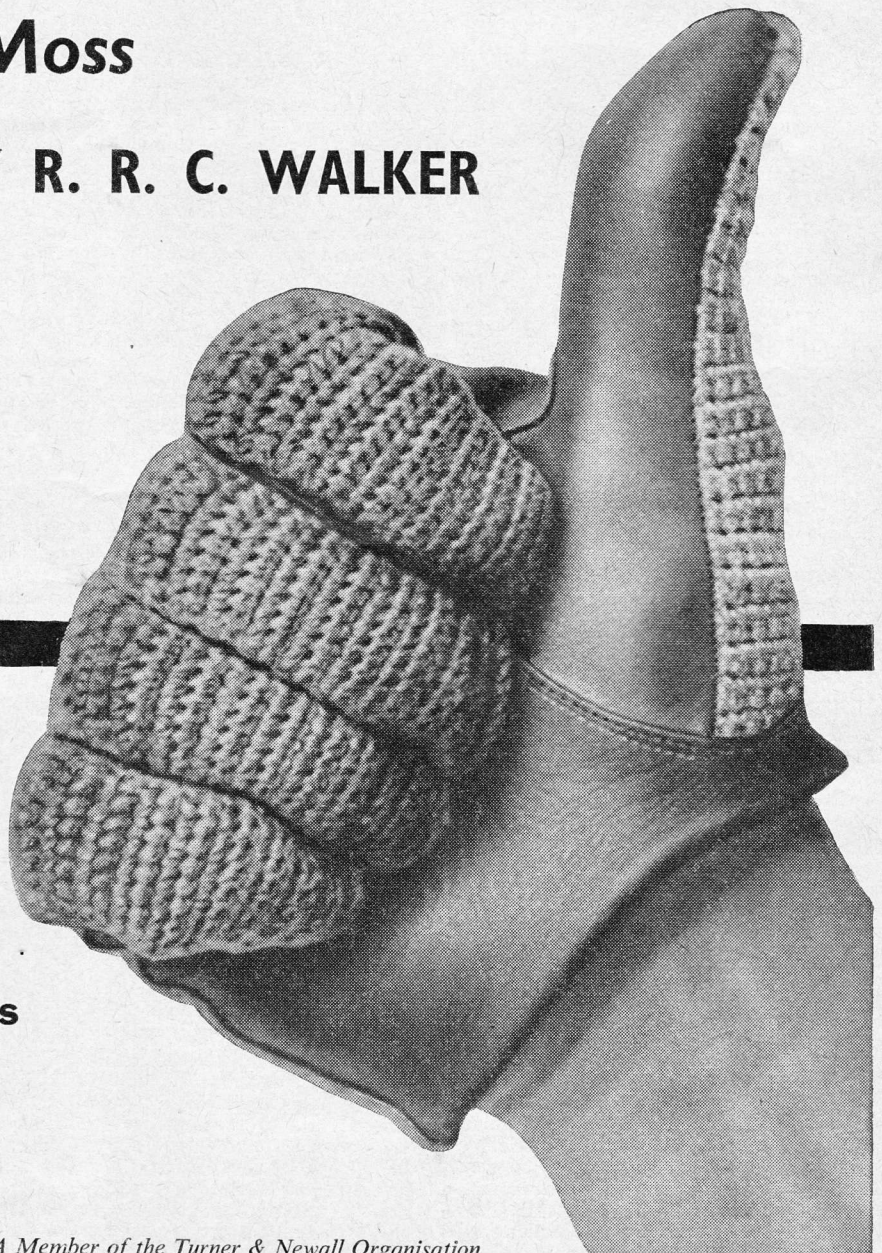
G.P. of Portugal

1st COOPER-CLIMAX

Stirling Moss

ENTERED BY R. R. C. WALKER

(Subject to official confirmation)



fit race-proved

FERODO

Anti-Fade Brake Linings

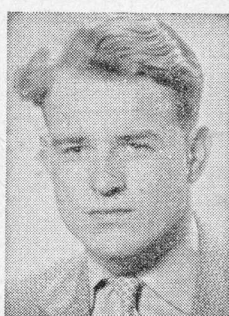
Disc Brake Pads



G. J. F. van Dijk



F. J. de Vogel



A. Bouwmeester



J. E. Alofs



W. L. Poll

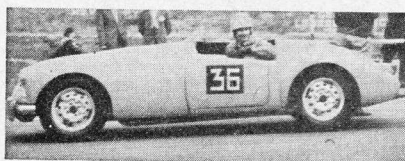
THE AUTOSPORT WORLD CUP at BRANDS HATCH

British Team out to Avenge First Round Defeat at Zandvoort

SATURDAY, 29th August, sees the first all-Dutch International team ever to race in Great Britain. Occasion is the second round and final of the AUTOSPORT World Cup for Grand Touring Cars, comprising two 21-lap heats of the tricky Kentish circuit. At Zandvoort on 5th July the British team suffered a crushing defeat, and they will have to do the same to the Dutchmen to have a chance of having their names engraved on the silver Challenge Trophy as first holders of the World Cup.

For the inception of the competition it was decided to limit cubic capacity to 1,600 c.c. and teams to six cars, with one reserve. The Dutch put their faith in Porsche and M.G., whilst Great Britain selected Lotus Elite, Elva Courier and M.G. Drivers were drawn partly from entrants in the current AUTOSPORT Championship, and from regular clubmen. The Dutch selected their most prominent amateurs taking part in events organized by the Nederlandse Autorensport Vereniging (NAV).

The British team includes Jimmy Clark of the "Border Reivers" in his Elite. Clark is recognized as one of the most promising of the younger drivers, and has put up many excellent performances in Lister-Jaguars and Lotuses. Graham Warner is prominent in G.T. racing with the "Chequered Flag" stable; he also will be in an Elite. David Dixon, a regular performer in AUTOSPORT Championship events, has the Irishman Brian McCaldin in his M.G. Twin-Cam. McCaldin has a fine record



Han Vetter

in road racing, and formerly raced M.G.s under the pseudonym of "T. Flack". Another "Twin-Cam" will be in the hands of Roy Bloxam, the car being maintained and prepared by Dick Jacobs, the team's non-driving captain. Bloxam has been doing exceptionally well in club races, and replaces Alan Foster of the original team. Pat Fer-

gusson, leader of the 1,600 c.c. category in the AUTOSPORT Championship, will be in his fast Elva Courier, and another Courier will be driven by Gil Baird who formerly raced a Lea-Francis-engined special in the old F2 events. Reserve is John Whitmore (Elite), another AUTOSPORT class-leader.

Unfortunately the Dutch will be without the services of one of their fastest drivers, Han Blonk (Porsche 1600S), who is convalescing after illness. His place will be taken by M.G. driver F. J. de Vogel, a regular Zandvoort performer. M.G. Twin-Cams will be driven by Ad Bouwmeester and Han Vetter, and an "A" by J. Alofs. Sijs van Dijk and Wim Poll will be in their very rapid 1600S Porsches, and reserve will be an M.G. "A" driver, J. Zwart.

For this event each heat will have the following scoring: First, 10 pts.; second, 7; third, 5; fourth, 4; fifth, 3; sixth, 2. Fastest lap in each heat, 1 point. With the Dutch team leading by 66 points to 14, the British will have to dominate both heats to win.

Advance Grandstand bookings for the Kentish Hundred meeting can be made with Brands Hatch Circuit, Ltd., Nr. Fawkham, Kent. Tel.: West Ash 331. Prices are as follows: Admission, 6s. (children, 2s.); Grandstand, 26s. (children, 22s.); Paddock, 26s. (children, 22s.); Car Park: Cars, 10s.; Combinations, 5s.; Motor-cycles, 2s. 6d.

A veteran car event will be staged at 11.30 a.m., and racing proper begins at 2 p.m.



Dick Jacobs



Gil Baird



Graham Warner



Roy Bloxam



Pat Fergusson



Jimmy Clark

LOLAS in line astern: Peter Gammon holds the lead in the final of the 1,100 c.c. race, followed by Peter Ashdown.

"Puddle-Jumper" Cooper, by the way, has gone to America.

Heat two followed, this time the Lola, that of Peter Ashdown, being at the back of the grid. He had not practised because the car had arrived from Sweden only on Thursday, and its preparation (following a Continental shunt with another car) had not been completed in time for practice. Nevertheless, Ashdown was third into the first corner behind Alan Stacey and Mike McKee in the new Mk. V Elva, which looks rather like a 2-seater version of their F.J. car. The Lola passed the Elva on lap three and after that Ashdown harried Stacey mercilessly, finally finishing second only decimal points of a second behind the Lotus. McKee was third, and both Stacey and Ashdown tied for fastest lap at a speed which would have been a record had Gammon not already set up a new one!

An invitation scratch race for pre-war cars followed, featuring a 2-litre Aston Martin, Cuff Miller's Lago-Talbot, Hayward's 1½-litre Maserati, four E.R.A.s (including Remus) and Goodhew's E.R.A.-Delage. Winner was Douglas Hull in the 2-litre E.R.A. by miles, ahead of Sid Day's E.R.A. which was well-driven, although much slower, into second spot. Third was Goodhew. Cuff Miller lay third for six of the 10 laps but retired.

A marque scratch race followed, which produced the expected win for Chris Lawrence and his staggeringly fast Morgan Plus Four. Bill de Selincourt (TR3) pursued him hotly all the way but lacked the speed to catch the flying Morgan, Lawrence's race being a demonstration of immaculate driving. Third, after a struggle with Mike McKee (TR3), was Sid Hurrell. Lawrence's fastest lap, accomplished in 1 min. 10.8 secs., is thought to be a circuit record for this class of car, but this was not confirmed. Whether or not this is so, however, his win gives him a most commanding lead for the Freddie Dixon Trophy, his score being 34 points against de Selincourt, (Continued on page 281)

Another One-Two for Lola

Peter Gammon Wins Main Event at B.A.R.C. Crystal Palace National

BRIGHT sunshine—in fact, perfect weather—greeted B.A.R.C.'s national race meeting at Crystal Palace on Saturday and the perfect conditions produced another 1,100 c.c. lap record and a race record for the class—both, naturally, going to a Lola.

An indication of the fireworks to come in the 1,100 c.c. race had been given in practice, when Peter Gammon (Lola) lowered the lap time to 1 min. 3 secs.—more than half a second quicker than Mike Taylor's official record with a similar car.

Of this, however, more anon, for the first race on the programme was for F3 machines. Gordon Jones (Cooper-Norton) led off the grid, having jumped the start for which he was penalized one minute. Leader at the end of the first lap, and throughout the race, was Don Parker. Jones sat in second place all through, but his penalty took him out of the running and second place was awarded to J. Pitcher, third on the road and six seconds behind Parker. Third was S. Foreman. Fastest lap went to Parker.

Then came the first heat of the 1,100 c.c. race. Peter Arundell (Lotus) led off the grid and for the first lap, but Peter Gammon (Lola) passed him on lap two and thereafter gave the crowd a demonstration of the enormous superiority of Eric Broadley's design by extending his lead by roughly three seconds a lap. On his seventh lap he circulated in 1 min. 3.2 secs., setting a new class record, but on the last tour he brought the time down to 1 min. 3 secs, as in practice, to establish yet another new record, and to win by some 20 seconds. Arundell remained second, and a splendid duel took place between Raby, Mike Taylor and A. B. Rees (Lotuses). Ian winning the third place battle. Raby's famous

Results

500 c.c. Race: 1, D. Parker (Cooper-Norton), 73.16 m.p.h.; 2, J. Pitcher (Beart Cooper-Norton); 3, S. Foreman (Cooper-Norton). **Fastest lap:** Parker, 74.69 m.p.h.

Sports Cars, up to 1,100 c.c. (heat one): 1, P. D. Gammon (Lola), 77.68 m.p.h.; 2, P. J. Arundell (Lotus); 3, I. E. Raby (Lotus). **Fastest lap:** Gammon, 79.43 m.p.h. (record).

Heat two: 1, A. Stacey (Lotus), 77.44 m.p.h.; 2, P. Ashdown (Lola); 3, M. B. McKee (Elva). **Fastest lap:** Stacey and Ashdown, 78.93 m.p.h.

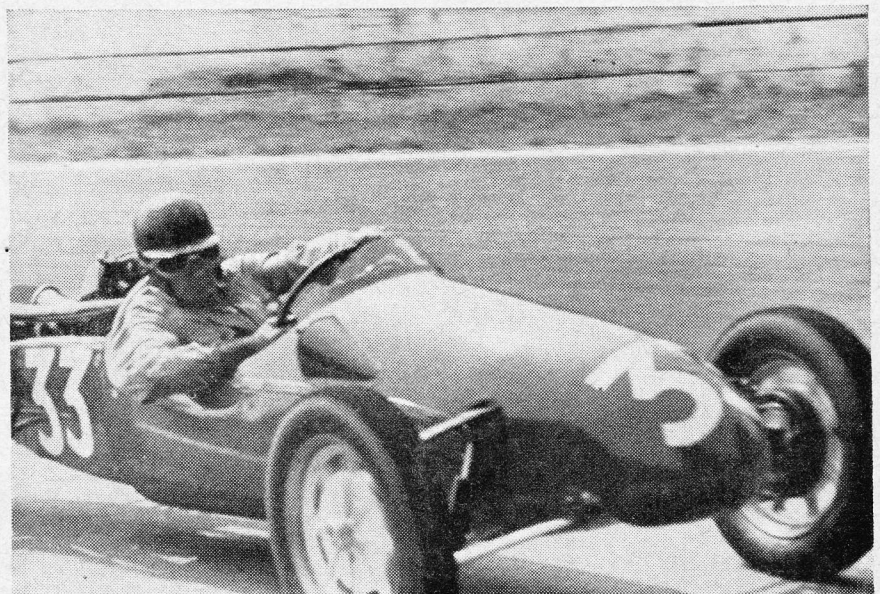
Pre-War Racing Cars: 1, D. H. C. Hull (E.R.A.), 69.99 m.p.h.; 2, S. I. Day (E.R.A.); 3, J. Goodhew (E.R.A.-Delage). **Fastest lap:** Hull, 72.31 m.p.h.

Marque Scratch Race: 1, C. J. Lawrence (Morgan), 68.91 m.p.h.; 2, R. W. de Selincourt (Triumph); 3, S. A. Hurrell (Triumph). **Fastest lap:** Lawrence, 70.68 m.p.h.

Unlimited capacity Sports Cars: 1, C. Bristow (Cooper), 78.65 m.p.h.; 2, D. Piper (Lotus); 3, M. J. C. Taylor (Lotus). **Fastest lap:** Bristow, 79.94 m.p.h.

Sports Cars, up to 1,100 c.c. (Final): 1, P. D. Gammon (Lola), 77.86 m.p.h.; 2, P. Ashdown (Lola); 3, A. Stacey (Lotus). **Fastest lap:** Gammon, 79.18 m.p.h.

GRIM DETERMINATION is shown by Don Parker, who—a habit which has lasted for about 10 years—won the F3 race.



CONGRATULATIONS! A crowd of admirers gather around the winner after the race. Kneeling beside the car is Rex Woodgate, who won the trophy for the best mechanic.

Connell's Ferrari! At the end of the first lap of the 1.85-mile course, the order was Windridge, Constantine, Hansgen, O'Shea, Forno, Sessler, Crawford and Holbert. Forno, Sessler and Crawford overtook O'Shea next time round and Hansgen moved into second spot. Hansgen was harrying Windridge and widening the gap between his Lister-Jaguar and Constantine's Aston Martin. Windridge was lapping consistently at 1 min. 25.5 secs.

By lap 10 of the 50-lap race, the leading trio had lapped two-thirds of the field, Windridge was 2.5 secs. ahead of

LEADING for more than half the race and receiving the chequered flag seven seconds ahead of Walt Hansgen (Lister-Jaguar), George Constantine (Aston Martin) won the Governor's Cup race at Montgomery, New York, on 9th August. The cup was given by Governor (and possibly candidate for President) Nelson A. Rockefeller.

Despite inclement weather, 171 drivers were at Montgomery to defend their class championship points in the national event of the Sports Car Club of America. The rain on Sunday morning undoubtedly kept many would-be spectators in bed, once they had taken a sleepy look out of their windows at the wet world, but some 10,000 stout souls sloshed around in the mud and were amply repaid by being privileged to watch Constantine's superb demonstration of driving in the Aston Martin DBR2.

During practice on Saturday, many of the drivers complained that they were not able to achieve the lap times of last year. Perhaps the chicanes were shaped a bit differently from last year; for whatever the cause, the times were not as fast. Walt Hansgen's last-minute spurt of speed in the Lister-Jaguar in an attempt to catch Constantine was very fast indeed, but his several laps at 1 min. 23.8 secs were nowhere nearly as fast as Chuck Daigh's fastest last year when he took the Scarab round in a scalding 1 min. 21.8 secs.

Rain fell constantly on Sunday but stopped just as the sports cars lined up

Montgomery In The Mud

George Constantine (DBR2) Wins Governor's Cup

STORY AND PICTURES BY RUTH SANDS BENTLEY

for the seventh and final race of the event, the Governor's Cup:—

The Grid

Fred Windridge (Lister-Corvette)	Gordon MacKenzie ("C"-type Jaguar)	E. D. Martin (Ferrari 3.8)
Paul O'Shea (Nisonger K.L.G. Spl.)	Walt Hansgen (Lister-Jaguar)	
Phil Forno (Lister-Jaguar)	Ed Crawford (Lister-Jaguar)	George Constantine (Aston Martin)
Gaston Andrey (Ferrari TR)	Jack Walsh (Lister-Bristol)	
Seymour Kaback (Lotus Fifteen)	E. F. Spicer (Maserati 150S)	Bob Holbert (Porsche RSK)
Denise McCluggage (Porsche RS)	Don Sessler (Porsche RSK)	
Alan Connell (Ferrari TR)	John Fitch (Cooper Monaco)	
Joseph Giubardo (Maserati 300S)	James Miller (Lester-M.G.)	
James Johnson (Ferrari TR)	Vic Meinhardt (Porsche RS)	

Windridge (Lister-Corvette) got going quickly at the drop of the flag and was first through the main-straight turn, followed closely by the roaring pack. Some were following *too closely* as noted by the bashed rear wing of Texan Alan

Hansgen, and Hansgen had the same edge over Constantine. But the margins dwindled, Constantine and Hansgen passing dead even on lap 12 and the Aston Martin moving into second spot on lap 13. Windridge, driving a fine race, could see Constantine approaching in his rear-view mirror. Each lap the fast green car got closer and closer, and then on lap 19 it edged past. But the Lister-Corvette repassed on the back straight. The pace was fast, the pressure great. This promised to be a really tight race. But then everything happened at once.

A clutch explosion in the Lister-Corvette brought the leading car to rest on the side of the main straight. Windridge escaped injury while bits of metal flew furiously in all directions. And at the same time Hansgen's Lister-Jaguar oiled up when the rings broke. No. 60 was out of the race. Forno moved into second place behind Constantine and Sessler (Porsche RSK), despite two pit stops, became third. A terrific battle for fourth place was going on between McCluggage (Porsche RS) and Fitch (Cooper Monaco) but came to an end when oil leaked on to the clutch of the Cooper.



THREE AGAINST ONE: Bob Grossman (Ferrari) leads the Corvettes of Harold Heck, Jim Jeffords and A. M. Forsyth during the fourth race, which Grossman won.

BRIGGS CUNNINGHAM'S *Formula Junior Stanguellini* created tremendous interest. Seen here with Ed Crawford in the cockpit are (l.-r.) Alfred Momo, Skippy Callinan, Mrs. Rex Woodgate, Lake Underwood, George Constantine, Rex Woodgate and Fred Windridge.

Forno pulled into the pits and handed his Lister-Jaguar over to Hansgen who found himself 1 min. 52 secs. behind the leader when he got going again. He began burning the pavement, making up anywhere from five to seven seconds per lap. Holbert was also on the move, passing Connell and nearing Miss McCluggage who was dicing with Johnson (Ferrari). Holbert's brand new Porsche RSK had been in the pits, but it was now going extremely well.

By lap 37 team manager Rex Woodgate was slowing Constantine whose lead seemed unassailable. Second-place Sessler was almost a lap behind and Constantine had just passed McCluggage to put her two laps behind.

Hansgen overtook Sessler to reach second place on lap 39, but he was still 1 min. 10 secs. behind the Aston Martin. Holbert passed McCluggage and then Sessler; and Andrey's Ferrari took a stupendous spin in the chicane, wiping out all of the hay bales and other markers but not injuring himself. The Ferrari continued on its way.

Hansgen was circling in spectacular fashion. With 10 laps to go he started clipping off seven seconds per lap as he set the fastest lap of the day in 1 min. 23.8 secs. Constantine, on the other hand, who had been slowed by his pit crew little realized that the Lister-Jaguar was closing in on him; had there been one more lap the two might have had a photo-finish. Bert Wheeler dropped the chequered flag on the Aston Martin exactly seven seconds ahead of the Lister-Jaguar.

Bad luck always seems to assail Hansgen at Montgomery. Last year a tyre blew on the Lister-Jaguar just four laps from the end of the Governor's Cup race, and his tyre change caused him to finish second then too.

Overall Results

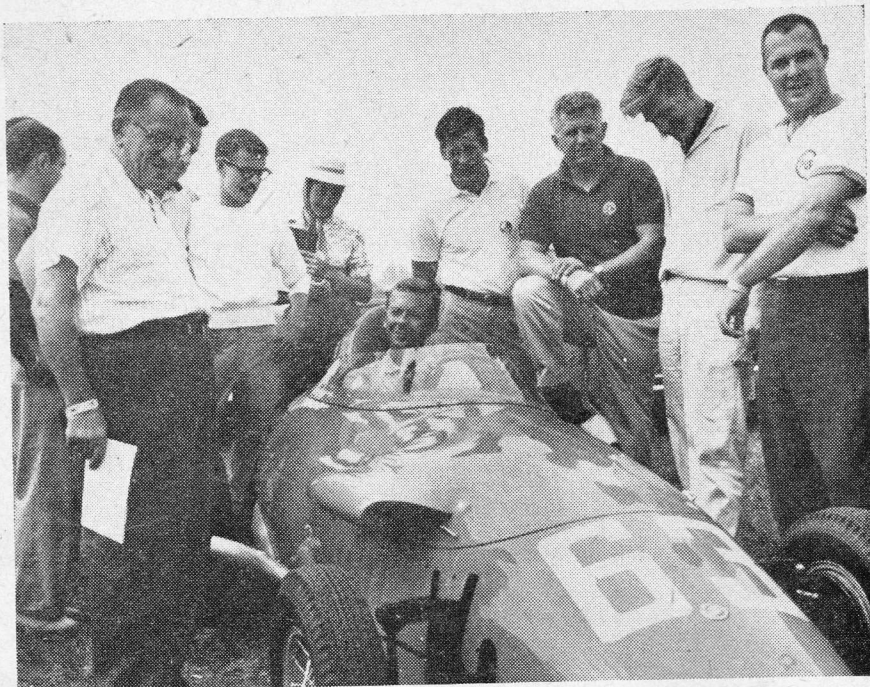
1, George Constantine (Aston Martin DBR2), 76.9 m.p.h.; 2, Walt Hansgen (Lister-Jaguar); 3, Bob Holbert (Porsche RSK), one lap behind; 4, Don Sessler (Porsche RSK); 5, Denise McCluggage (Porsche RS), two laps behind; 6, Alan Connell (Ferrari TR), three laps behind.

Class Winners. Class C (Modified): George Constantine, 76.9 m.p.h. Class D (Modified): Alan Connell, 73 m.p.h. Class E (Modified): Seymour Kaback, 72.8 m.p.h. Class F (Modified): Bob Holbert, 75.1 m.p.h.

The Gran Turismo race was run on Saturday, and Walt Luftman (Ferrari 250GT), at an average speed of 67.9 m.p.h., won the Franklin D. Roosevelt Jr. Cup. He won also Class 3. George Fogg took Class 2, and Ray Cuomo—in one of Roosevelt's Fiat Zagatos—Class 1. All races of the week-end, with the exception of the main event, were for 20 laps.

Thirteen Formula 3 cars, mostly Coopers, lined up for the second race on Saturday but, as usual, most of them failed to finish. The winner was William Gadwa at an average speed of 67.4 m.p.h.; and Paul Richards and James Merget, also in Coopers, were second and third.

In the eagerly awaited third race (which was the first race Sunday morning) Briggs Cunningham's new Stanguellini Formula Jnr. made its debut. Although Walt Hansgen was not running



the pretty little blue car for points and started last in a field of 27 cars, he finished second behind Frank Baptista who is leading Class G (Modified) in his Elva Mk. IV. Bob Bucher and Floyd Aaskov, each in a Lotus, were second and third overall and in their class. Denise McCluggage (Osca) won Class H (Modified).

Baptista averaged 65.5 m.p.h. From the way young men hung around the Cunningham pits all week-end admiring the little Stanguellini, this writer would say that's what they would like most to find under their trees on Christmas morning.

The race for Production Classes B, C and D saw a mad scramble on a slick course. The crowded field of Corvettes, Austin-Healeys, two Jaguars and one Ferrari roared around the course and into the chicane where Frank Dominianni had a phenomenal avoidance when his Corvette spun, ripping off its right front headlight amid a deafening traffic jam.

Harold Keck (Corvette) led Roy Tuerke and Jim Jeffords, both in Corvettes. Bob Grossman (Ferrari 250) was driving a waiting race, staying out of trouble. The rain was falling steadily and we were comfortably watching from the interior of our beautiful Humber Super Snipe, parked as closely as possible to the tricky chicane. Jeffords' "Purple People Eater" (the lavender Corvette which won its race at Montgomery last year) had a good battle with Keck's Corvette, eventually overtaking it. But the brakes on Jeffords' car were gone, and he was slowing noticeably. All the time Grossman was moving up from his 17th starting position, going much deeper than others into the chicanes before shifting down. Keck and Ben Moore (Corvette) passed Jeffords (who was now running with only high gear), and Grossman passed the trio to reach first place. He won Class C (Production) and the race at an average speed of 67.5 m.p.h. Keck, second overall, won Class B (Production) and Fred Spross (Austin-Healey) was Class D (Production) winner.

Race five brought out two young men who were tied at 80 points each for the

national championship: Ray Heppenstall (D.B. Coupé) and Paul Richards (Fiat Zagato). But lady luck failed to smile on one of the lads this time. The D.B. stalled at the start, and defending champion Heppenstall, in good sportsmanlike fashion, smilingly pushed his mount to the sidelines. Newsman John Hearst Jr., passing and seeing his team-mate in the pits, stopped next tour and handed his own D.B. over to Heppenstall. But Richards was far away and his lead for national points was clinched. Richards, the premier driver on the Fiat Zagato, brought yet another trophy to Team Roosevelt as he won Class I (Production) at an average speed of 57.2 m.p.h. Overall winner and Class G (Production) winner Norm Webb had a ding-dong battle for first place with John Kingsley and Herman Melotti throughout the race, and the three, all in Alfa Veloces, won in that order, with Webb averaging 61.9 m.p.h. William Lowerre (D-B Coupé) won Class H (Production) at 56 m.p.h.

At an average speed of 64 m.p.h., Harry Blanchard won Race Six by seven seconds from Frank Wagenhofer, who finished 11 seconds over Bruce Jennings. The three were piloting Porsche Carreras, and the race was for Production Classes E and F. Being a native of Montgomery, where he operates a foreign car business, Wagenhofer—a very fine driver—had the biggest fan club at the races.

The rear end of Harry Carter's A.C.-Bristol was hit in the first turn of the first lap dense traffic. Carter, who was last year's national champion for Class E (Production) (and who had a comfortable lead in his class this time too), was black-flagged on lap 11 for non-working tail lights. Pierre Mion, Jordan King and Charles Kurtz, all in A.C.-Bristols, went on to win Class E in that order with Mion averaging 62.95 m.p.h.

The shadow following the cars round the course was caused by Sherwood Johnston's helicopter, which must have startled the drivers when they glanced skyward and found the big bird hovering overhead at little better than bonnet level.

B.T.D. was made by Douglas Hull (E.R.A.), who set new vintage and E.R.A. records for the hill with a time of 44.17 secs.

A NEW vintage and a new E.R.A. record were set up by Douglas Hull at Prescott on Sunday, when, with the well-known 2-litre E.R.A., he climbed first of all in 44.95 secs., then, on his second run, in 44.17 secs., beating both John Broad's vintage record of 45.37 secs. and Ken Wharton's E.R.A. record for the hill.

As is usual at vintage events, skill and a strong desire to preserve fine machinery were present in large measure and only one car necessitated the attendance of the crash-wagon. The course was opened by John Morley, driving the rebodied ex-Birkin single-seater 4½-litre blower Bentley, the car which held—and still holds for that matter—the Brooklands lap record.

MARTYN WATKINS.

Results

Best Time of Day: D. H. C. Hull (E.R.A.), 44.17 s. (record).

Best Vintage Car: J. Berry (Bugatti), 47.05 s.

Best Sports Car: D. A. Harrison (Frazer-Nash), 49 s.

Best Edwardian Car: C. Clutton (Itala), 55.02 s.

Sports Cars up to 1,100 c.c.: J. S. French (Austin), 51.96 s.

1,101-1,500 c.c.: R. W. Ashley (Frazer-Nash), 51.29 s.

1,501-3,000 c.c.: A. K. Haworth (Bugatti), 49.70 s.

Over 3,000 c.c.: D. A. Harrison (Frazer-Nash), 49 s.

Racing Cars up to 1,100 c.c.: I. Richards (M.G.), 58.11 s.

1,101-1,500 c.c.: H. S. Clifford (Alta), 49.27 s.

1,501-3,000 c.c.: D. H. C. Hull (E.R.A.), 44.17 s.

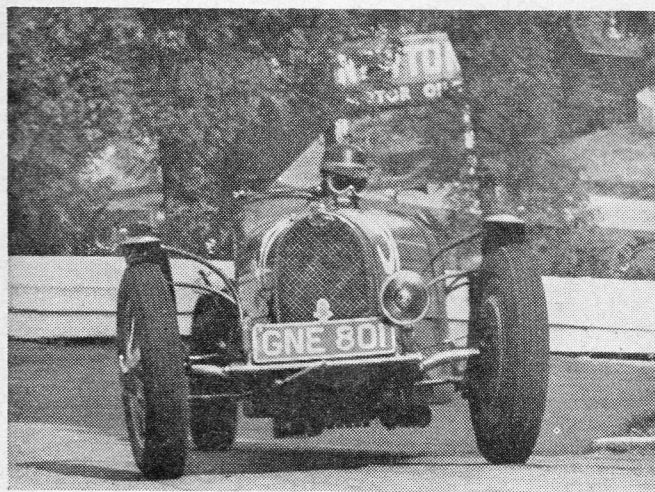
Fastest Vintage Car: J. Berry (Bugatti), 47.05 s.

Edwardian Handicap: 1. C. Clutton (Itala), 55.02 s.; 2. B. M. Clarke (Talbot), 67.14 s.

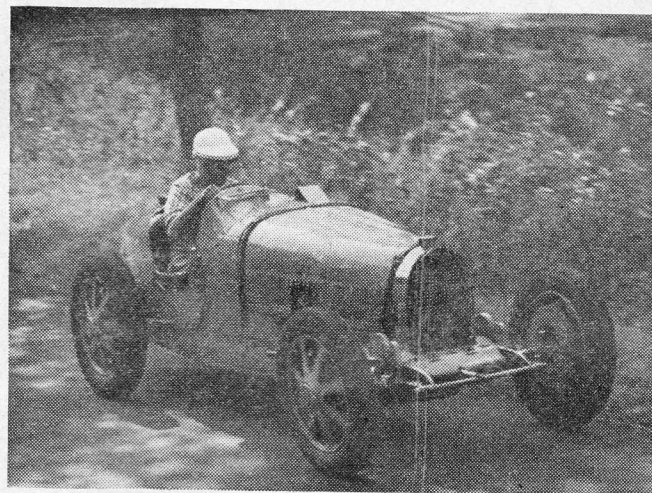


Vintage Prescott

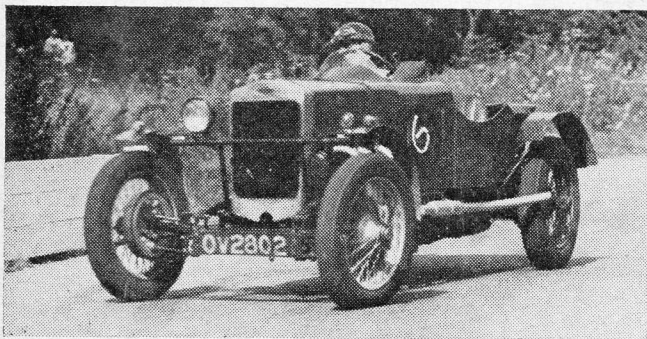
**Douglas Hull (E.R.A.) Sets New
Vintage and E.R.A. Records**



WINNER of the 1,501-3,000 c.c. sports car class, A. K. Haworth (Bugatti) throws his car into the Pardon hairpin.



FASTEST vintage car, the Bugatti of Jim Berry accelerates hard out of the Esses to record a time of 47.05 secs.



BEST CLIMB in the 1½-litre sports car class was made by R. W. Ashley (Frazer-Nash), who went up in 51.29 secs.



WINNER of the Edwardian handicap was Sam Clutton in the well-known 1908 G.P. Itala, who climbed in 55.02 secs.

NOT DESIGNED to be a glamour car, the new machine is exceptionally functional in every way. There can be no doubt about it. Alec Issigonis has designed another world beater!

at 5,500 r.p.m. on a compression ratio of 8.3 to 1. The pushrod-operated overhead valves and other mechanical details follow standard B.M.C. practice, but the driven plate of the clutch is on the "wrong" side of the flywheel, between it and the main bearing.

The clutch drives the input shaft of the gearbox through helically toothed spur gears, between which an idler wheel is mounted. The gearbox is a normal B.M.C. four-speed type, though it is located below, and parallel with, the crankshaft, running therefore in the engine oil. A pair of helically toothed spur reduction gears take the drive from the output shaft to the differential, which is offset in a horizontal plane. In effect, with the engine mounted across the front of the car, the differential comes just behind it, and the power is taken to the hubs by short universally jointed shafts. A stiff gear lever, which projects into the

B.M.C.'s BRILLIANT NEW BABY

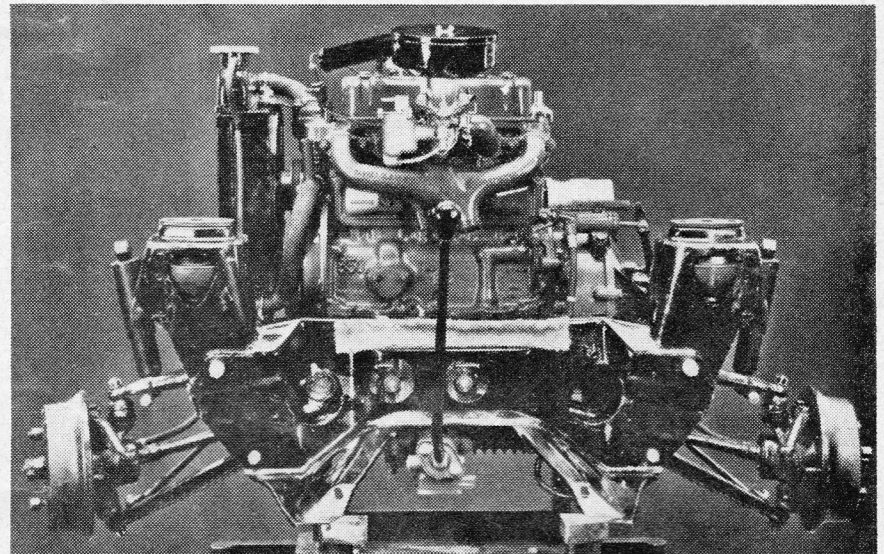
A Technical Appraisal by John Bolster

ALEC ISSIGONIS, that brilliant designer, has at last been given *carte blanche* to show us what he can really do. Shortly after the war, with very limited resources and the compulsory use of many existing components, he gave us the Morris Minor. Now, he has been let loose on a £10,000,000 project with instructions to produce the world's best economy car. The new B.M.C. baby, called Mini-Minor or Seven respectively by the two vast sales networks that are to handle it, is the result.

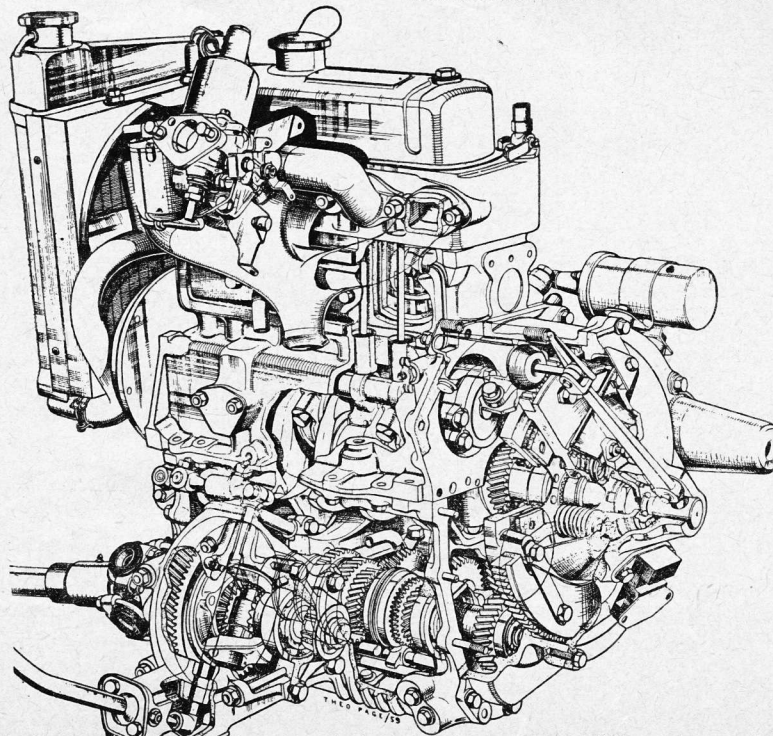
During the prototype stage, numerous cars were built with various engine arrangements. Air-cooled units, so popular on the Continent, were given an exhaustive testing and eventually discarded. AUTOSPORT has yet to test an air-cooled car which reaches typical British standards of refinement, and so it is not surprising that a water-cooled in-line "four" was finally adopted. However, by an ingenious piece of design work, the power unit and the transmission assembly has been made as compact as any "twin". Briefly, the engine is mounted across the front of the car, and the gearbox, which is in the sump, drives the front wheels.

The engine has the bore of the A-series

"Thousand", but a short-stroke crankshaft reduces the capacity to 850 c.c. The power output of this almost square unit is 37 b.h.p. (gross) or 34 b.h.p. (nett)



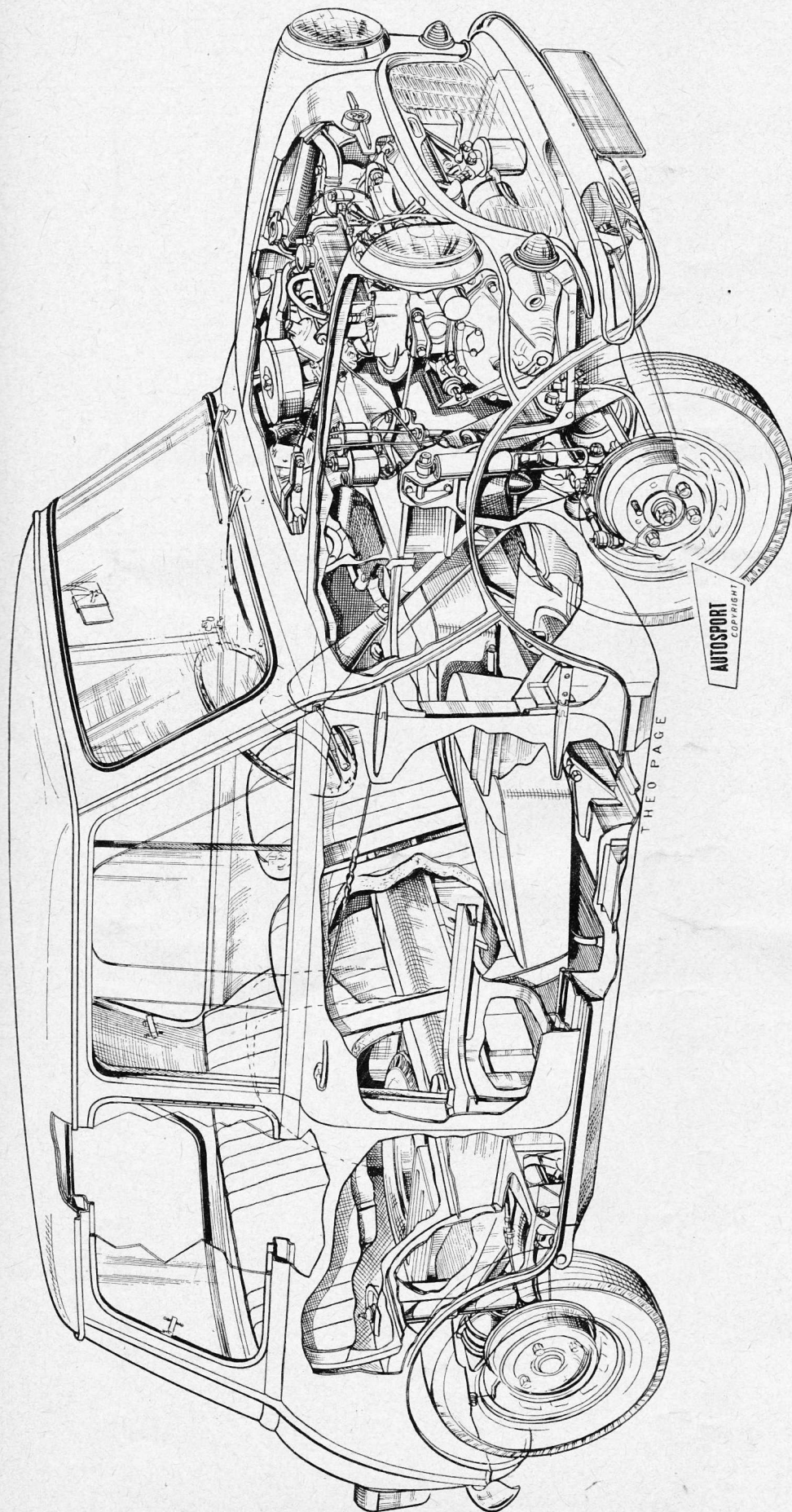
THE INGENUOUS LAYOUT of the engine and front suspension are clearly seen above while Theo Page's drawing (left) reveals the technicalities of the engine, clutch and gearbox.



centre of the cockpit, gives more precise control than the complex linkages which most f.w.d. cars employ.

As the fan is in the normal position on the engine, the radiator is on the left of the power unit, which renders it quite the most accessible assembly of any car at present produced. The engine and transmission group, complete with the unequal length wishbones for the front suspension, are carried on a small chassis which is bolted to the main pressed-steel body. The independent rear suspension aggregate is also carried on a similar little frame. These two units may be unbolted in the minimum of time, leaving the body entirely separate from the mechanical organs.

The independent rear suspension is by tubular trailing arms, which operate against rubber suspension units via bell cranks and tubular push-rods. The front rubber suspension units are directly above the top links, and there are tele-



THEO PAGE CUTAWAY DRAWING

location, has allowed an incredibly roomy body to be achieved, in spite of an overall length of only 10 ft. There is actually more room in the body than in that of the existing Morris Minor "1000", although the latter car is 2 ft. 4 ins. longer.

The body has two doors, and the front bucket seats fold for access to the rear compartment. There is a big parcel shelf right across the front of the car, large parcel compartments in the doors, similar ones on each side of the rear passenger space, and the usual shelf below the rear window. An incidental advantage of the independent rear suspension is the useful

scopic hydraulic dampers all round. The hydraulic brakes are hub-mounted, and have a generous area in relation to the weight of the car. A pressure limiting valve avoids rear wheel locking under extreme braking conditions. The rack and pinion steering gear is exceptionally "quick", and the 30 ft. turning circle is astonishingly small for a front-drive machine.

In order to avoid obstructive wheel arches within the body, the decision has been taken to employ extra small wheels; the tyres are of 5.20-10 ins. size, fitted to the usual bolt-on disc wheels. This, coupled with the unconventional engine

luggage boot, which is right inside the car, occupying the space normally wasted on the back axle. The boot lid forms the rear panel of the body, and may be hinged downwards to make an additional carrying platform in the open position. The number plate hinges out to remain visible under these conditions.

There is ample room in the body for four large men to travel for long distances in comfort. As the weight is only 11 cwt. 1 qr., the power to weight ratio is some 20 per cent. better than that of the Minor "1000", which is a lively enough small car. This has allowed the use of exceptionally high gearing, the

ratio being 3.7, 5.3, 8.1 and 13.6 to 1. Fundamentally, this must be a very economical and hard-wearing car.

The basic price of the standard model is £350, and of the de luxe £378 10s., which are increased by purchase tax to £496 19s. 2d. and £537 6s. 8d. respectively. The de luxe specification includes P.V.C. leather instead of cloth upholstery, windscreen washers, heater and bumper overriders. These prices prove, as AUTOSPORT has frequently pointed out, that the "all-independent" car, with the engine and transmission in one unit, is fundamentally cheaper to produce than the conventional type.



JOHN BOLSTER tries

THE MORRIS MINI-MINOR

WHEN I first examined the new B.M.C. 850 c.c. car, I knew at once that this would be by far the best machine that the Corporation has ever produced. Timed tests have convinced me that, for most of the journeys which I carry out, it is small physical dimensions which count. Here is a car which has all the Continental features, such as independent rear suspension, and which combines a really roomy four-seater body with an overall length some 2 ft. shorter than that of the conventional "babies".

At first sight, the car is not beautiful to look upon, its very short bonnet, small wheels on each corner, and lack of an overhanging nose or tail perhaps offending convention. Yet, one soon grows used to it, and the sheer good sense of its design appeals enormously. It is easy to enter through the wide doors, and even the rear seat gives lounging room for two six-footers.

On taking one's seat, all the controls are found to be well placed and the all-round visibility is excellent. One engages first gear with the pleasantly rigid central lever, and the clutch goes in smoothly. The first surprise is the acceleration, for this is a really lively small car. It fairly rushes up to 60 m.p.h. in third gear, the very light weight paying dividends here. Top gear is very high, and in consequence the cruising and maximum speeds are closely related.

I would say that the timed maximum speed would be at least 73 m.p.h., and the acceleration is certainly more brisk than that of the Minor "1000". Under-powered small cars are a menace in modern traffic, so this lively performance is a potent safety factor. Just as important is the fuel economy, and the 50 m.p.h. man may expect his 50 m.p.g., while the 40 m.p.h. potterer will revel in 57 m.p.g. motoring.

Quite the most outstanding feature is the suspension. In spite of the small wheels, the ride over atrocious road surfaces is superb, and the cornering power

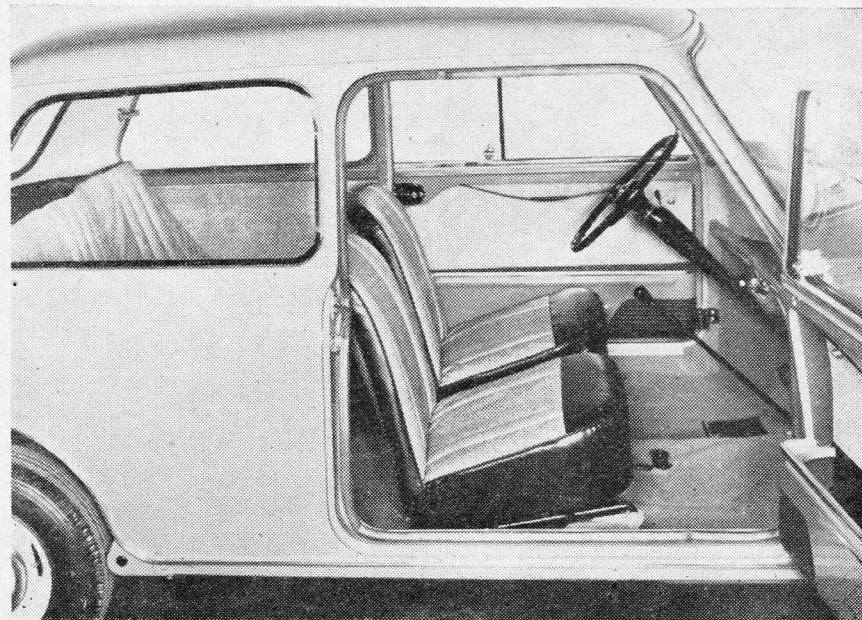
is phenomenally high for a saloon. There are no indications that the front wheels are driven, and corners may be taken fast on either the drive or the overrun. In spite of being so quick, the steering is very light. Really bumpy corners may be slid under full control in

PRETTY BABY: Although not conventionally beautiful the little car has a definite appeal and its design is a model of sheer good sense.

a manner that no car with a rigid axle could emulate.

The Mini-Minor is commendably quiet. As the car approaches, a slight hum from the gears can be heard, but this is scarcely noticeable inside the body. The rubber suspension is also very effective in preventing the transmission of road noises to the steel shell. As on all B.M.C. cars, the gearchange is first class. In spite of the moderate price, the Mini-Minor is well finished, and there is nothing cheap about it in the derogatory sense.

The professional tester is expected to bury all his own pet likes and dislikes when he tries a new model, and rightly so. Yet, perhaps I may be permitted to end on a slightly personal note. I have for long deplored the old-fashioned design of the typical British small car, and have had to go to the Continent for acceptable transport. Now, Britain has produced a really modern vehicle which can teach the Continentals a thing or two. I am so happy that at last patriotism may be combined with enjoyable motoring, and I have expressed my appreciation by signing an order form.



GREAT CAPACITY (above) of the luggage boot is due to the absence of a conventional rear axle. All the cases shown fit in quite readily.

WELL-FOUND: The interior is well finished and provides ample storage in door wells and parcel shelves.

BEST TIME of the day was made by Bernard Millbank who got his Lotus Eleven up the hill in 35.49 secs. at his best attempt. By dint of competing in several classes he contrived to have eight runs, including practice.

Results

Saloons up to 1,200 c.c.: R. D. Jennings (Renault Dauphine), 42.12 s.

Saloons, 1,201-1,600 c.c.: J. La Trobe (Volvo), 42.29 s.

Saloons, 1,601-3,000 c.c.: S. T. Rees (Ford), 43.08 s.

Saloons over 3,000 c.c.: W. A. Powell (Jaguar), 41.11 s.

Sports Cars up to 750 c.c.: B. A. Reed (Berkeley), 42.91 s.

Sports Cars, 751-1,200 c.c.: M. J. Crabtree (Lotus), 36.44 s.

Sports Cars, 1,201-1,500 c.c.: D. Wilson (Toucan), 38.93 s.

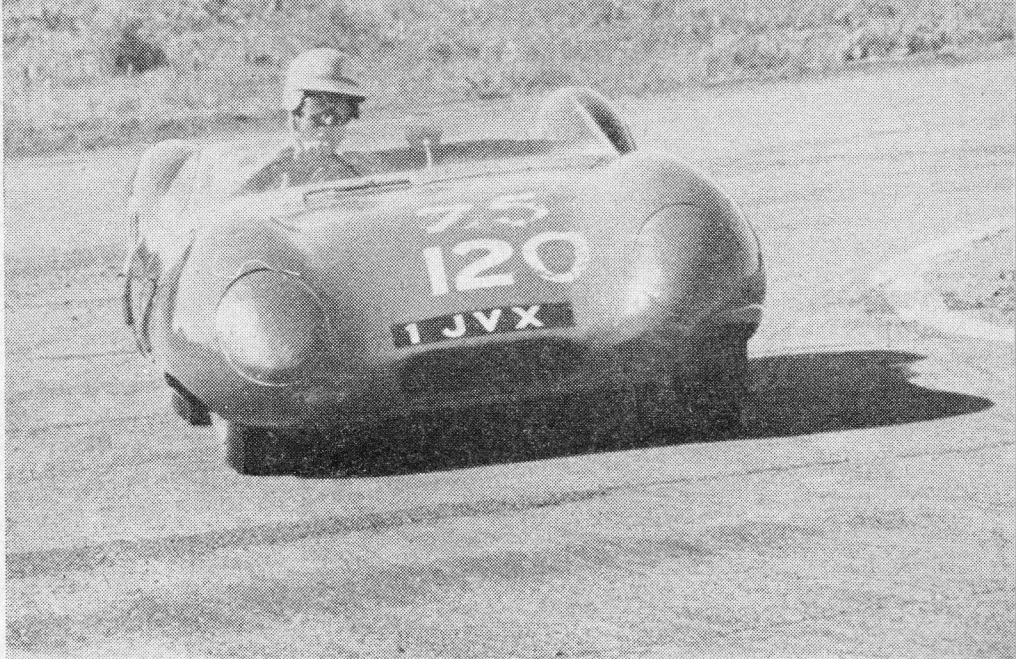
Sports Cars, 1,501-2,500 c.c.: J. Randles (Lister-Bristol), 37.39 s.

Sports Cars over 2,500 c.c.: D. Lewis (Jaguar "C"), 39.03 s.

Racing Cars up to 500 c.c.: G. Pashley (Cooper-Norton), 37.40 s.

Racing Cars, 501-1,500 c.c.: B. R. Millbank (Lotus), 35.49 s. (Best Time of Day).

Racing Cars over 1,500 c.c.: A. Owen (Cooper-Climax), 35.84 s.



STAPLEFORD HILL-CLIMB

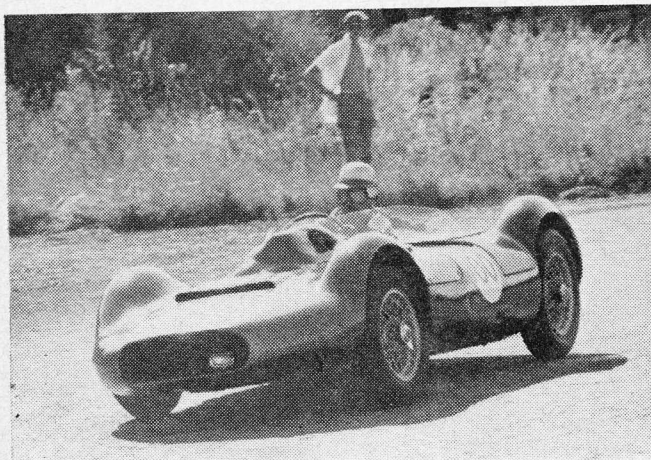
Thames Estuary A.C. Run Successful Meeting



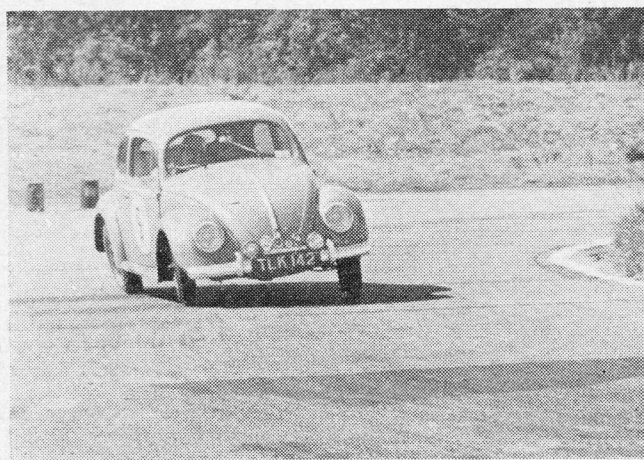
CLASS WINNER: J. La Trobe corners his Volvo 122S right on the limit and lifts an inside wheel well clear of the ground while making a climb in 42.29 secs.



BEAUTIFUL: D. Lewis's C-type Jaguar was immaculately prepared and was fitted with Borrani wheels. He won his class with a time of 39.03 secs.



GRIM CONCENTRATION: Displayed by Joshua Randles as he made a class-winning climb of 37.39 secs. in his much-raced ex-Scott-Brown Lister-Bristol.



FULL OPPOSITE LOCK: And with wheel-rims almost scraping the ground, S. Pemberton takes his Volkswagen through the first bend on his climb of 48.95 secs.

STIRLING MOSS, in his Cooper-Climax, on his way to victory. This road overlooks the channel into Lisbon Bay.

is no one else who can live with him when his car stays in one piece. It was a lesson in advanced driving, the superiority of Moss never being disputed.

Both Aston Martins finished, but lacked the speed essential to keep with the leaders. The young Portuguese driver Cabral was not outclassed with the Centro-Sud Cooper-Maserati, staying with Tony Brooks (Ferrari) for lap after lap. Nevertheless Brooks was in trouble right from the start with erratic brakes and a sick-sounding engine.

Team Lotus had a poor day, with Graham Hill piling up and Innes Ireland going out with gear-change problems, to say nothing about a broken chassis frame which was hastily welded before the start.

Stirling averaged 153.3 k.p.h. (95.32

The Grand Prix of Portugal

Stirling Moss (Cooper-Climax) Completely Dominates Drivers' Circuit—Masten

Gregory Drives His Greatest Race—Dan Gurney Saves Face for Scuderia Ferrari

By GREGOR GRANT

Photography by George Phillips

LAST Sunday's Grand Prix of Portugal saw Stirling Moss in irresistible form in Rob Walker's Cooper-Climax. He won more or less as he pleased—the only driver to complete the entire distance of 62 laps. He displayed real World Championship form, even taking time out to stop and have a quick drink and a cooling shower of water from Bonnier's crash-helmet after the Swedish driver had retired with fuel pump troubles, and had set up a sort of refreshment bar on the hairpin at the autostrada.

Quite candidly Moss was on his own, despite a strong challenge from the Cooper works team of Jack Brabham, Masten Gregory and Bruce McLaren, not to mention his team-mate Maurice Trintignant and Dan Gurney (Ferrari). Scuderia Ferrari was early in trouble when Phil Hill collided with Graham Hill after the Lotus driver had burst an oil radiator and spun round in front of the American. Brabham crashed and demolished a concrete electric-wire-carrying pole. Brabham was taken to hospital with a knee injury, but was released the same evening and immediately went to the Cooper garage to have a look-see at his rather bent machine.

This left Gregory securely in second place, but the Kansas man could do nothing about S. Moss, Esq. Then Bruce McLaren had to pack up with gearbox difficulties, and Maurice Trintignant (Cooper-Climax) had a set-to with Dan Gurney, only to stop to have a bucket of water thrown over himself. Even at 6 p.m. the temperature was over 95 degrees in the shade, and practically every driver availed himself of "Bonnier's Bar". Ron Flockhart (B.R.M.) was going like the proverbial clappers till gear-change difficulties slowed him. Harry Schell was in trouble with brakes, but carried on for a well-deserved fifth place behind Trintignant.

Moss's progress was meteoric, and before the end he managed to "double" both second man Gregory and third man

Gurney. He won at over 95 m.p.h., setting a new lap record for the Monsanto circuit of around 98 m.p.h., to bring him into the reckoning for the 1959 World Championship, with 17.5 points as against the 23 of Tony Brooks, and the 27 of Jack Brabham, neither of whom managed to add to their score.

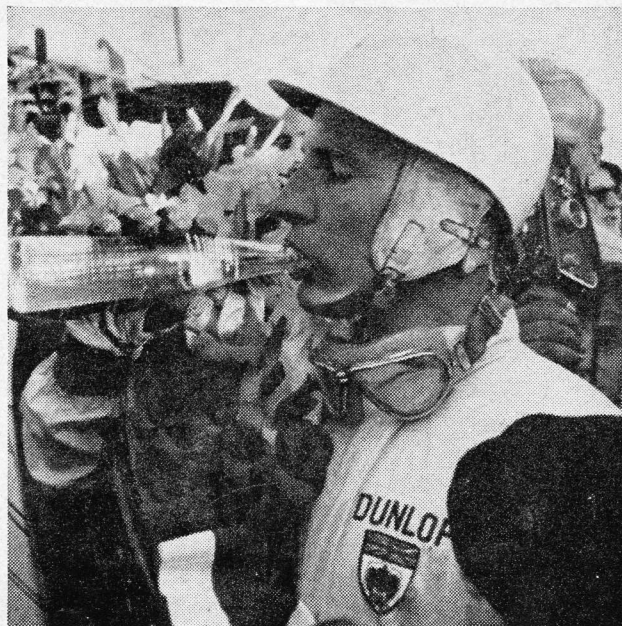
Gurney shunted his Ferrari during the closing laps, but held his third place despite a badly bashed front which rather interfered with the cooling arrangements. The young American certainly drove well and kept the red cars in the picture.

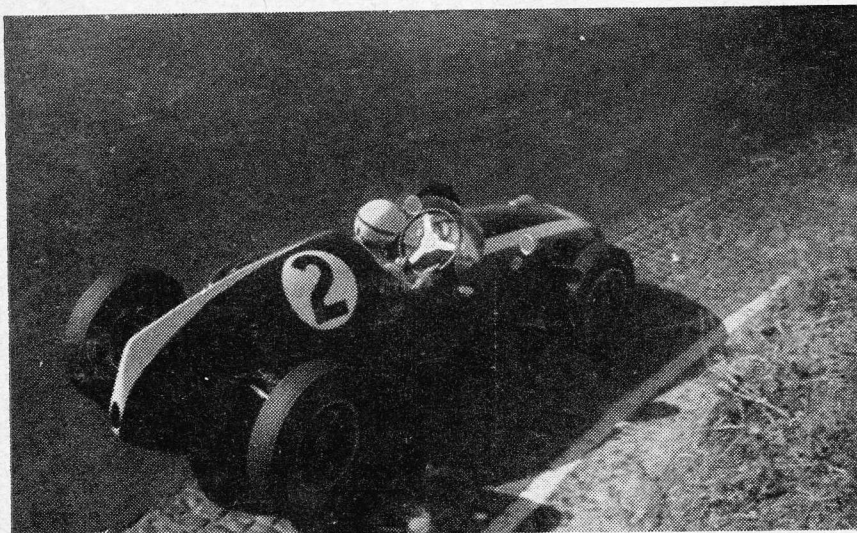
The circuit was a genuine road course which tended to sort out the men from the boys, and to provide Stirling Moss with the opportunity to show that there

m.p.h.), and tooled around for most of the race on his two highest ratios. Both Gregory and Gurney tried desperately to avoid being "doubled", but Moss took them as if they were driving with their brakes on. They are really top-grade G.P. conductors, but they would be the first to admit that Stirling is in a league by himself!

TEAM LOTUS was missing from the opening practice session on Friday evening, the transporter having had gearbox trouble en route. Training started at 6.30 p.m. after the wreckage of several locally entered G.T. cars had been removed from the circuit. Harry Schell (B.R.M.) nearly had the father and mother of all accidents on the turn just before the tribunes, when the Portuguese driver Cabral spun his Centro-Sud

★
THIRSTY WORK: Stirling drains a bottle of orangeade after his first grande epreuve win of 1959. He broke every Monsanto circuit record in the fastest race ever run in Portugal—a record previously held by him when he won in Oporto last year.
★





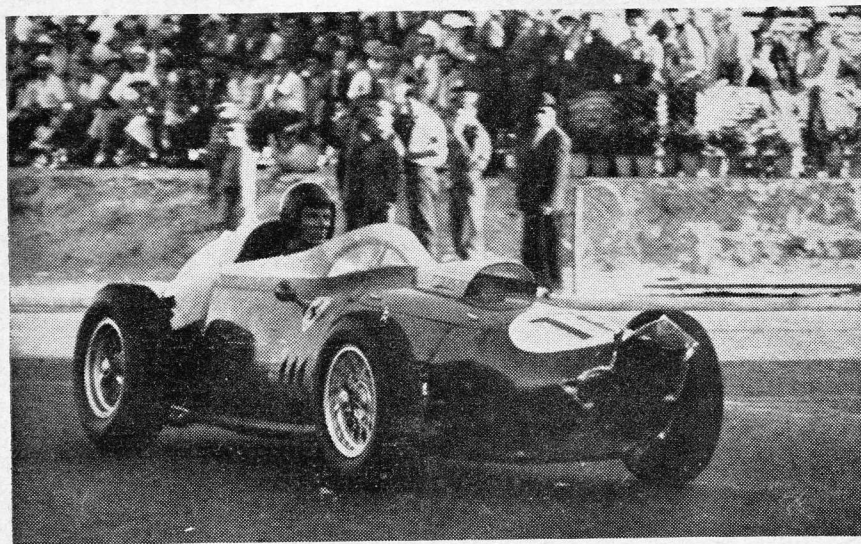
SECOND MAN: (above) American-born Masten Gregory hugs the cobble-stones at the hairpin on to the "Auto Estrada" with his Cooper-Climax.

HAIRPIN: (right) Schell (B.R.M.) followed by Salvadori (Aston Martin), Graham Hill (Lotus), Flockhart (B.R.M.) and Innes Ireland (Lotus) during the first lap.

Cooper-Maserati in the path of the British car.

Stirling Moss dominated the training with a remarkable 2 mins. 5.69 secs. in the Rob Walker Cooper-Climax. It was not until near the end of the session that others broke 2 mins. 10 secs., Masten Gregory (Cooper-Climax) returning 2 mins. 8.6 secs., and Jack Brabham (Cooper-Climax), 2 mins. 9.2 secs. As Tony Brooks commented laconically: "If John Cooper had been commissioned to design a circuit, he could not have done better than to produce the Monsanto succession of twists and turns."

The setting sun bothered drivers, calling for tinted goggles. Brabham taped on a skip to his helmet, and Brooks experimented with several anti-dazzle devices. Moss was content to shade his eyes with one hand, nonchalantly twiddling the wheel with the other.



THIRD MAN: Dan Gurney with his slightly-battered Ferrari during the closing laps.

Saturday's second and final session followed the national races. The Lotuses had arrived, but after just three laps Innes Ireland's gearbox broke, and he had to tour round for nine more in order to qualify. Graham Hill's car was misfiring as he tried to learn the circuit in rather less than one hour.

Brabham went round accompanied by the Ferraris of Brooks and Hill, and it must have been a shock for the drivers of the red cars when the Cooper-Climax passed them on the uphill straight. Moss's car had a bent engine cover caused when the catches came undone the previous evening. After returning 2 mins. 6 secs., Stirling came in to check damper settings and tyre pressures. When he was stationary, Brabham did 2 mins. 5 secs., and Masten Gregory, 2 mins. 6.8 secs. Bonnier (B.R.M.) was the fastest non-Cooper driver with 2 mins. 7.5 secs., and both Dan Gurney

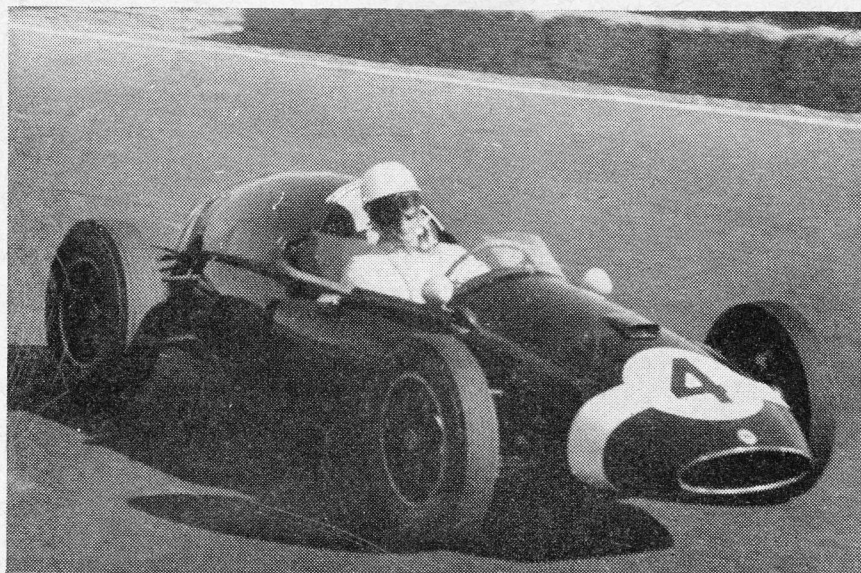
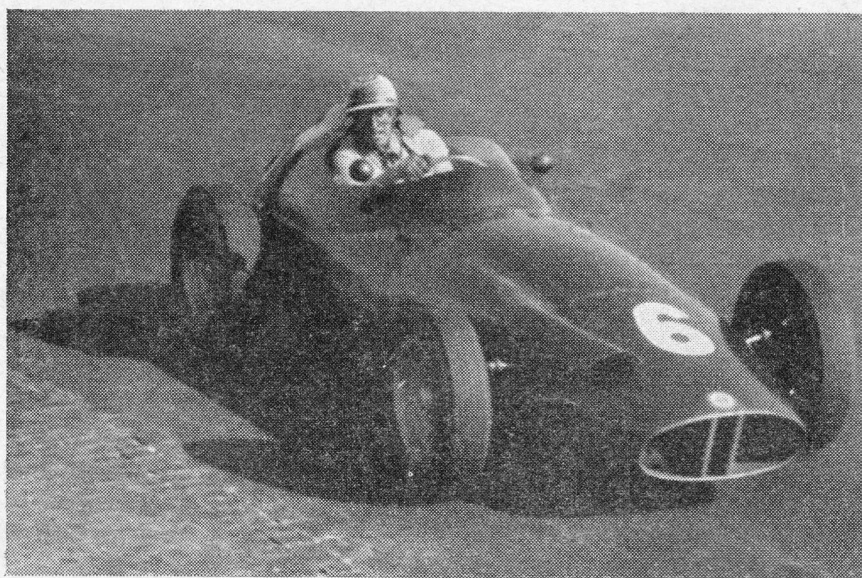
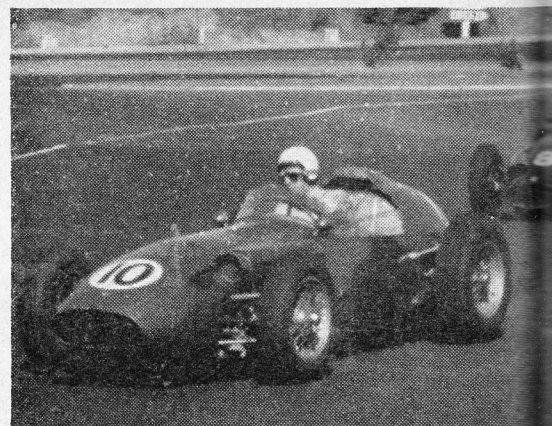
and Phil Hill of the Ferrari team managed to get under 2 mins. 10 secs. Then came real fireworks from S. Moss, Esq. One quiet lap, then suddenly he came down to 2 mins. 4.2 secs., then 2 mins. 3.9 secs., 2 mins. 3.0 secs. and finally 2 mins. 2.8 secs., a speed of 159.3 k.p.h. (98.99 m.p.h.).

Bruce McLaren, who had experienced gearbox bothers during the first session, was the next Cooper conductor to break 2 mins. 10 secs., to be followed almost immediately by Maurice Trintignant. Brabham wisely decided to do a lap with full tanks, and did a satisfactory 2 mins. 9 secs. Masten Gregory did likewise. Just as training ended, Carroll Shelby finished up in the straw bales with his Aston Martin on the Estrada dos Parcos. Bonnier had an almighty spin with his B.R.M., and the bales stopped him from diving down into a field. Both cars were announced as being repairable, and the drivers were uninjured. However, Flockhart took over Bonnier's car.

Most drivers would have liked a bit more practice, and Brooks stated that it



DUEL: (above) Dan Gurney (Ferrari) and Maurice Trintignant (Cooper-Climax) who travelled like this for more than half-distance.



TENSE: (top) Harry Schell looks very determined in his B.R.M. He finished in 5th place.

RELAXED: (below) Stirling Moss at the same point could be just touring on his lap-of-honour, rather than tearing round at over 95 m.p.h.!

was one of the most difficult circuits on which he had ever driven, and that the 62 laps would be more than a trifle fatiguing. Rob Walker announced that he had been unable to modify the gears on his cars, and that they could only cross their fingers and hope.

The glorious weather continued, and race day dawned to the usual blue skies and heat haze over the fascinating city of Lisbon. An army of police, aided by the military, was early in position, although the race was not due to start until 5 p.m., to give the Portuguese the chance to finish their Sunday lunch and the siesta. The 16 cars lined up as follows:—

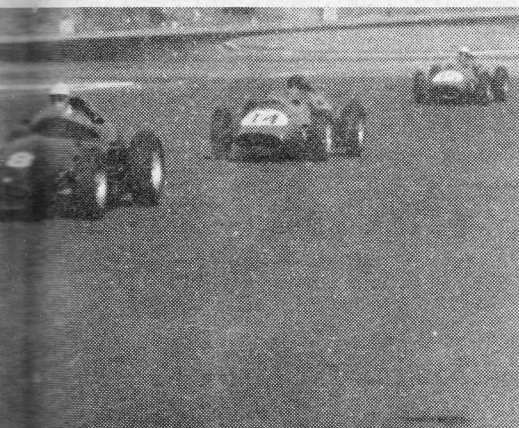
Starting Grid

Gregory (Cooper-Climax) 2 m. 06.33 s.	Brabham (Cooper-Climax) 2 m. 04.95 s.	Moss (Cooper-Climax) 2 m. 02.89 s.
Bonnier (B.R.M.) 2 m. 07.86 s.		Trintignant (Cooper-Climax) 2 m. 07.38 s.
McLaren (Cooper-Climax) 2 m. 08.2 s.	P. Hill (Ferrari) 2 m. 08.02 s.	Gurney (Ferrari) 2 m. 07.9 s.
Brooks (Ferrari) 2 m. 10.96 s.		Schell (B.R.M.) 2 m. 09.08 s.
Shelby (Aston Martin) 2 m. 13.58 s.	Salvadori (Aston Martin) 2 m. 13.38 s.	Flockhart (B.R.M.) 2 m. 10.98 s.
G. Hill (Lotus-Climax) 2 m. 15.55 s.		Cabral (Cooper-Maserati) 2 m. 15.25 s.
		Ireland (Lotus-Climax) 2 m. 18.47 s.

The temporary stands were packed to overflowing with a chattering, excited crowd, which also thronged every possible vantage point. It was a gay scene, with the atmosphere of a genuine Continental Grand Prix, in direct contrast to Avus three weeks earlier. Stirling Moss was obviously the favourite, and was loudly cheered when he appeared on the starting grid.

Hundreds of friendly police ringed the circuit. The hot weather produced plenty of colourful clothes, including dozens of really funny hats. Behind the pits a mule pulled a water-tank for the benefit of drivers and mechanics.

The start was efficiently given by Dr. Mario Madeira, on the count down from 10 seconds. However at three, Brabham and Gregory were already on the move, but Moss waited till the exact moment. Brooks was tardy in getting away, and the red Ferrari was the last to disappear from view down the hill from the main grandstands. The crowd chattered loudly, and an excited PA announcer yelled that Moss had over-



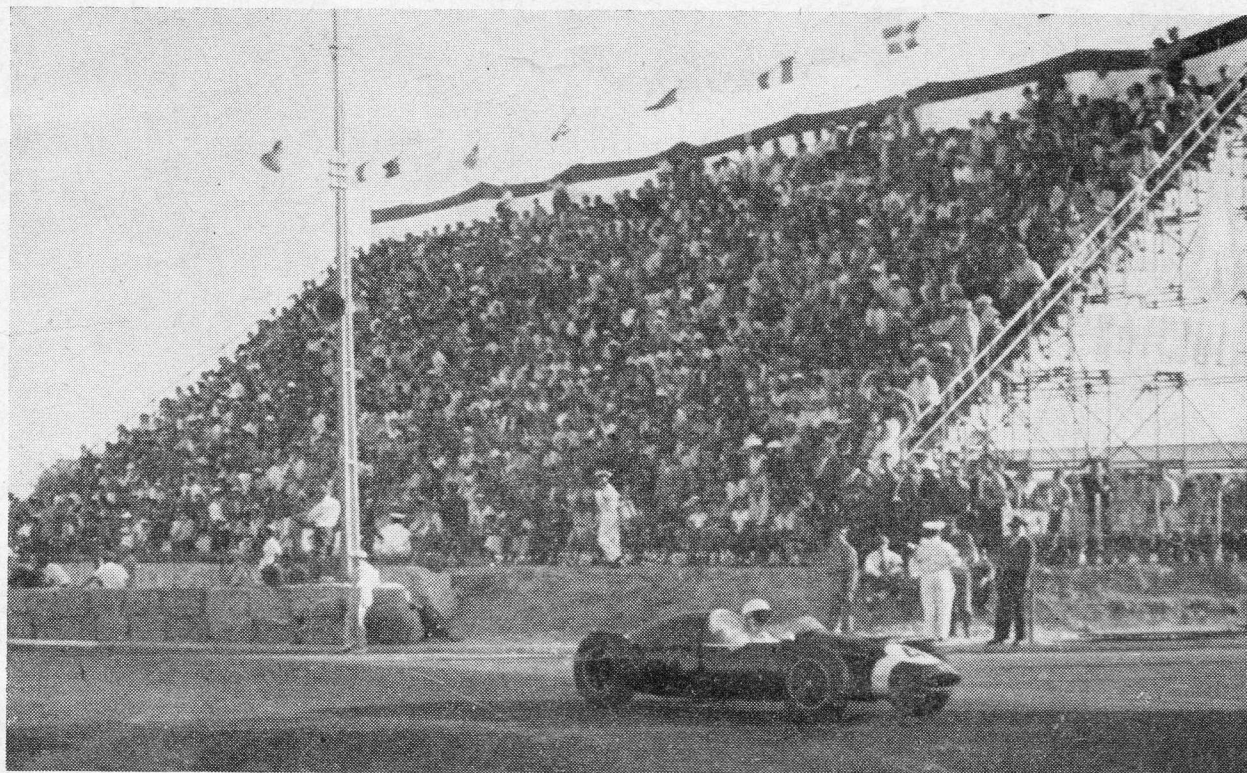
FOLLOW - MY - LEADER: (above) Salvadori (Aston Martin), Flockhart (B.R.M.), Brooks (Ferrari) and Cabral (Cooper-Maserati).

★

CARS ON THE ROOF-TOPS: (Top, right) Gurney (Ferrari) about to "double" Flockhart's B.R.M. on the road bend.

★

VICTORY: (right) Stirling Moss passes the crowded and very temporary grandstand after his great victory with Rob Walker's Cooper-Climax.



taken Gregory, McLaren, and Brabham in that order. Sure enough, round came Stirling in the lead, closely followed by Brabham, McLaren, Gregory and Gurney; then came Phil Hill, Trintignant, Schell, Shelby, Graham Hill, Salvadori and Flockhart; next group comprised Brooks, Ireland touring slowly trying to sort out his gears, Cabral and finally Bonnier whose engine seemed to be misfiring. Moss's standing lap was just 2 mins. 11 secs., 149.9 k.p.h.

Lap 2, and Stirling was already down to 2 mins. 5.8 secs., 155.6 k.p.h. He had pulled away from Brabham and McLaren. Phil Hill took to an escape road, dropping down to 13th place behind Brooks, who looked anything but happy. Trintignant was right on the tail of Gurney's Ferrari. Next time round Innes Ireland stopped unhappily at the pits, and stayed for some time trying to sort out his gears. Off he went again, but was seen no more. Meanwhile Shelby, Brooks and Phil Hill were tearing round in close company, just behind Salvadori and Flockhart.

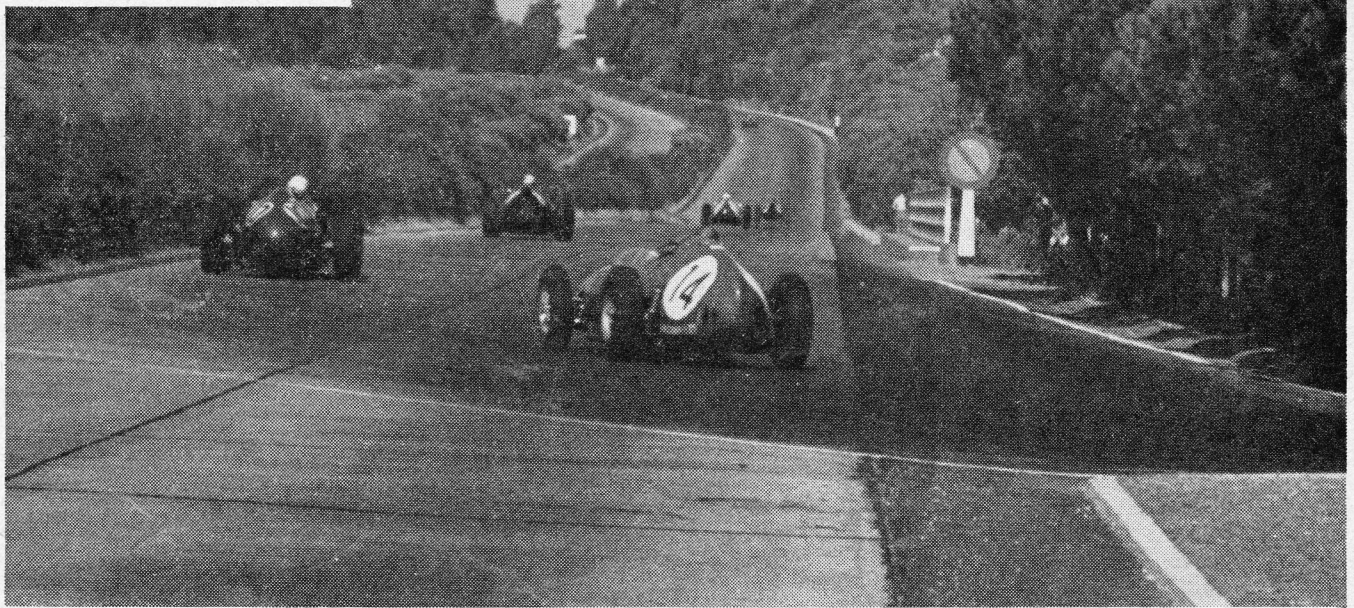
By lap 4, Stirling had 7 secs. lead over Brabham; Gregory was closing up on team-mate McLaren, whilst Trintignant and Gurney were doing a passing and repassing act all round the circuit, tailed by Schell and Graham Hill. Salvadori, Flockhart and Phil Hill battled merrily, but Brooks and Shelby had dropped back. Five laps completed and Moss was 9 secs. ahead; Phil Hill swooped past Salvadori and Flockhart, and closed up on Graham of the same name. Suddenly the Lotus's oil tank split, covering the rear tyres with lubricant. The unfortunate Graham went broadside and his car was well and truly rammed in its middle by the Ferrari. Both drivers were unhurt, but the cars were more than considerably bent. The American stalked back to the pits in a furious temper, without saying a single word to the Lotus pilot.

On and on went the amazing Mr. Moss, giving a display of driving skill that was an education in itself. Brilliant though Brabham and Co. were, they just could not hold Rob Walker's man. With

half-a-dozen laps covered, Stirling was 12½ secs. in front of the Australian, and Gregory was making his bid to pass Bruce McLaren. Ron Flockhart, going really well, began to close up on team-mate Harry Schell, whilst Roy Salvadori's Aston Martin seemed to be a match for Tony Brooks's Ferrari.

Jack Brabham had a terrifying moment at over 120 m.p.h. when a kid of about seven years dashed across the road in front of him. Only an almighty swerve saved a fatality, and Jack finished up in an escape road. This put Moss even further ahead, although Brabham had restarted without losing a great deal of time. Then Brabham had to do more avoiding when an official foolishly stepped into the road. Having lost his wallet containing about £50 on arrival in Lisbon, it was small wonder that Jack believed that the gremlins were after him.

Masten Gregory had displaced McLaren in third position by lap 8, just as Stirling "doubled" a slowing Bonnier. Gurney and Trintignant were still at it,



the young American doing quite remarkable things with his Ferrari, to offset the superior acceleration of Petoulet's Cooper-Climax. Bonnier came into the pits, restarted and came to a standstill at the hairpin with fuel pump failure.

Moss continued to pile up the seconds, at the rate of two to three per lap. After 20 tours he headed Brabham by no fewer than 35 secs., and the Australian was just a couple of seconds in front of Masten Gregory. McLaren took to an escape road, but still held his fourth place ahead of the duelling Trintignant and Gurney. By now Harry Schell had been "doubled" by the irrepressible Moss, and on the 21st lap it was Ron Flockhart's turn. The Scotsman had been doing really well, considering that his car was the one that Bonnier had pranged in practice, and had a slightly bent suspension.

When Moss had increased his advantage over Brabham to 40 secs., Brooks came into his pit complaining that the car just wouldn't go—nor stop! A brief consultation with Tavoni, and Brooks was off in last place.

On the 24th lap Stirling came through making urgent signals. The seconds passed, and there was no sign of Brabham. John Cooper anxiously waited in the pits, and Gregory went through making "spinning" signs. Next time round Stirling slowed right down in the pits area and shouted that Brabham had gone off the road but was O.K.

Apparently he entered the curve where Gonzalez crashed a few years ago—at Cruz das Olivieras—rather overdid things and crashed into a concrete telegraph pole. The car leapt into the air, and Jack was chucked out just before the impact. He rolled over and over in the road, then suddenly took to his heels as Masten Gregory came through, the American just missing his team-mate. Brabham had a severe bang on the knee, but was otherwise unhurt. He was taken to hospital for examination, but returned to his hotel later in the evening.

This left Masten Gregory as challenger to Moss, but Stirling just continued to build up another huge lead. It looked ever so easy the way Stirling did it, and to save the suspect gearbox, he was covering most of the distance in fourth and fifth gears. By half-distance (31 laps) he was 1 min. 8 secs. in front, and

AUTO ESTRADA: Brooks (Ferrari) and Salvadori (Aston Martin) chase Flockhart (B.R.M.) out of the hairpin on to the auto estrada.

neither Gregory nor McLaren could do a thing about it. Gurney at last got away from Trintignant, who was showing signs of fatigue. Actually the great heat was telling on the drivers, leading to the organization of "Bonnier's Bar". The Swedish driver had acquired bottles of fruit juice and quantities of water. Drivers stopped one after the other at the hairpin for a quick slug from a bottle, and were given a shower-bath from the enterprising Bonnier's crash-hat. Gregory was his first customer, followed soon afterwards by Moss. Trintignant called at his pit for a bucket of water to be chucked over him, and almost collected the straw bales on the opposite side of the pits as he accelerated away.

Position at Half-Distance

1. Moss (Cooper-Climax), 31 laps
2. Gregory (Cooper-Climax), 68 s. behind.
3. McLaren (Cooper-Climax).
4. Gurney (Ferrari).
5. Trintignant (Cooper-Climax).
6. Flockhart (B.R.M.), 30 laps.
7. Schell (B.R.M.), 30.
8. Salvadori (Aston Martin), 30.
9. Shelby (Aston Martin), 30.
10. Cabral (Cooper-Maserati), 29.
11. Brooks (Ferrari), 29.

Flockhart was having great difficulty selecting gears, and having covered several laps in the lower ratios, thought he was running low in fuel. Wisely he stopped for a top-up, but this dropped him from seventh to ninth place, behind Salvadori. Both Aston Martins were circulating steadily, but just didn't have the speed out of the bends.

Came another blow to the Cooper team when Bruce McLaren broke his gearbox after 38 laps. Dan Gurney moved up to third place, and only he and Gregory were on the same lap as Moss. Brooks went round for lap after lap with Cabral just behind him. Harry Schell, in fifth place behind Trintignant, signalled that his brakes were giving trouble. However, he appeared to forget about it, and went through quite happily afterwards.

With 45 laps clocked, Stirling was more than a minute and a half ahead of Masten Gregory. With only 17 laps left to go, it was quite on the cards that he

would "double" the entire field. Sure enough, on the 48th lap he caught and passed Dan Gurney, putting his lead over Gregory up to 1 min. 45 secs. Gradually the gap closed, and on the 56th lap the two Coopers were together. Next time round Stirling was in front and everyone had been lapped. Dan Gurney appeared with a badly bashed front-end, after colliding with the back of someone's car at the hairpin. However his third place was fairly safe, as Trintignant was about a lap behind.

To scenes of tremendous enthusiasm Stirling Moss took the chequered flag to score his first *grande epreuve* victory of 1959, and to prove conclusively that he is the greatest road-racing driver of today.

Result

1. Stirling Moss (Cooper-Climax), 2 h. 11 m. 55.41 s., 153.398 k.p.h. (95.32 m.p.h.).
 2. Masten Gregory (Cooper-Climax), 61 laps.
 3. Dan Gurney (Ferrari), 61.
 4. Maurice Trintignant (Cooper-Climax), 60.
 5. Harry Schell (B.R.M.), 59.
 6. Roy Salvadori (Aston Martin), 59.
 7. Ron Flockhart (B.R.M.), 59.
 8. Carroll Shelby (Aston Martin), 58.
 9. Tony Brooks (Ferrari), 57.
 10. Mario Cabral (Cooper-Maserati), 56.
- Fastest lap: Moss, 156.584 k.p.h. (97.30 m.p.h.). Circuit record.

Retirements

Bruce McLaren (Cooper-Climax), 38 laps, Gearbox.
Jack Brabham (Cooper-Climax), 24. Crash.
Joe Bonnier (B.R.M.), 10. Fuel pump.
Graham Hill (Lotus), 5. Crash.
Phil Hill (Ferrari), 5. Crash.
Innes Ireland (Lotus), 3. Gear-change mechanism fracture.

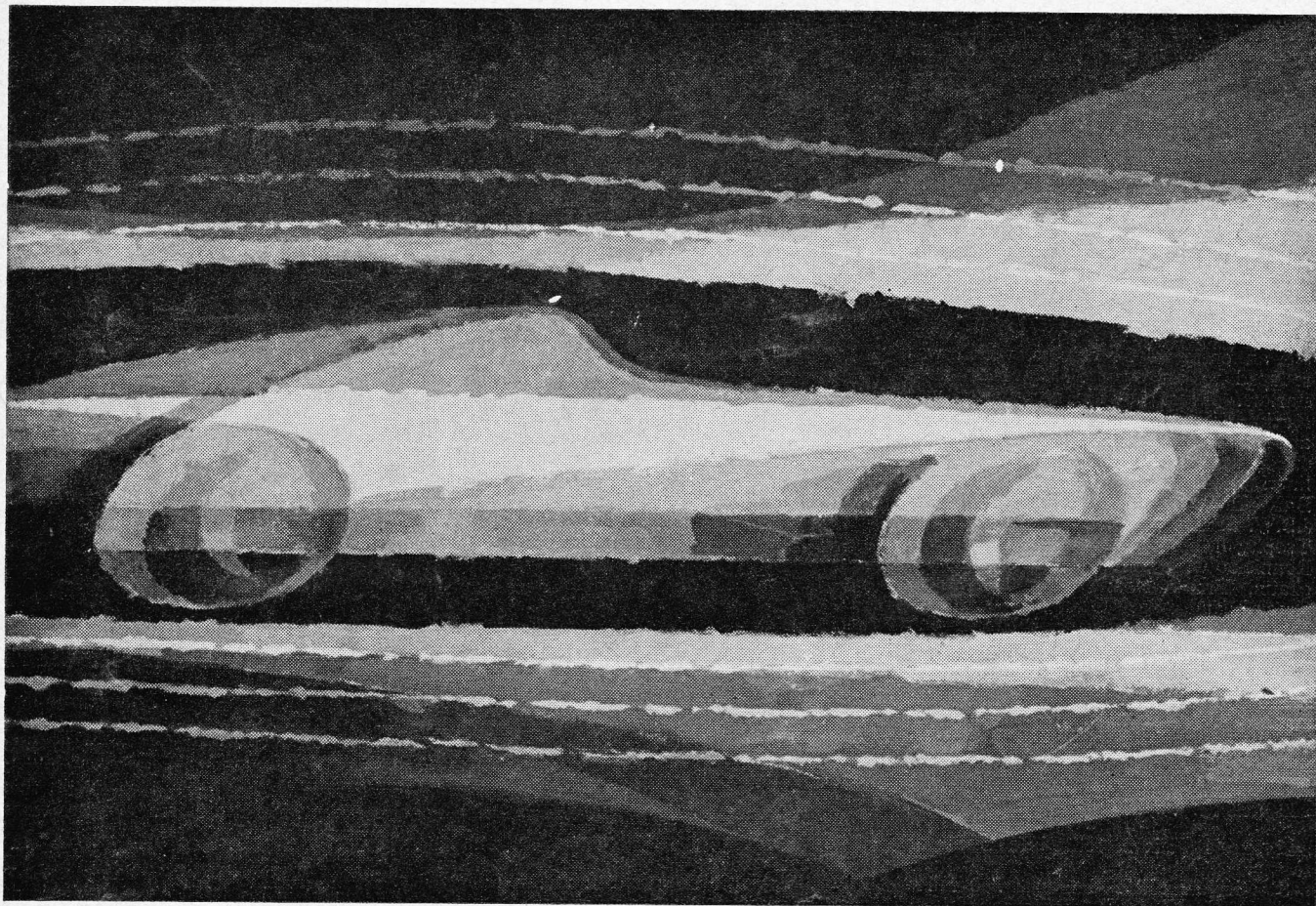
Fastest laps

1. Moss, 2 m. 5.07 s., 156.584 k.p.h.; 2. Brabham, 154.229; 3. Gregory, 153.805; 4. McLaren, 153.564; 5. Gurney, 153.180; 6. Trintignant, 152.940; 7. P. Hill, 150.878; 8. Flockhart, 150.449; 9. Schell, 149.075; 10. Brooks, 148.871; 11. G. Hill, 147.915; 12. Salvadori, 147.737; 13. Bonnier, 147.060; 14. Shelby, 145.077; 15. Cabral, 143.043; 16. Ireland, 129.327.

World Championship (After 7 Grandes Epreuves)

	Pts.	
1. Jack Brabham	27	(45)
2. Tony Brooks	23	(41)
3. Stirling Moss	17.5	(35.5)
4. Phil Hill	13	(31)
5. Maurice Trintignant	12	(30)
6. Dan Gurney	10	(28)
Masten Gregory	10	(28)
Joakim Bonnier	10	(28)
9. Bruce McLaren	8.5	(26.5)
10. Harry Schell	5	(23)
11. Innes Ireland	3	(21)
Olivier Gendebien	3	(21)

With Monza and Sebring to come, figures in parentheses depict maximum points—win and fastest lap—for each driver's best six performances.



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GRAND
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(Fastest Lap 97.2 m.p.h.)

(Subject to official confirmation)

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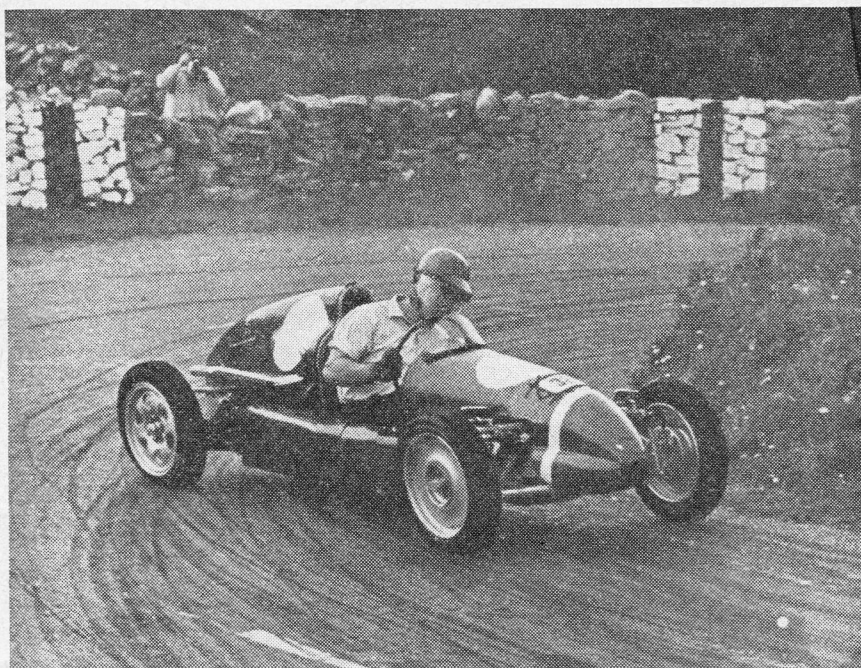
**For the BP Products that give your car response
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SLIDING but holding it is Stan Ryan of Dublin, who was third fastest overall in his 497 c.c. Cooper-J.A.P. and won the handicap class for sports or racing cars of unlimited capacity.

THE aptly named Corkscrew Hill at Lisdoonvarna, set amidst the rugged, rock-strewn countryside of County Clare on the Atlantic seaboard, was once again the scene of the energetic Limerick Motor Club's 10th annual hill-climb.

This year's Corkscrew Hill-Climb was held on Sunday, 9th August, and attracted an entry of 34 drivers, which was reduced to an even 30 by four non-starters. Most notable non-starter was Kevin Diffley (Dublin) who failed to appear with the big 2,663 c.c. Jaguar-engined Jirano. Other prominent Dubliners missing from the entry list were: Billy Lacy, who drove Brian Naylor's J.B.W.-Ferrari in the recent Vanwall Trophy Meeting at Snetterton, Robin Rennicks with the 998 c.c. s/c Leprechaun, Frank Keane with his DKW Special, and Nigel O'Flaherty with his Porsche Carrera. Keane is holidaying in Germany with the DKW Special, and O'Flaherty was married early this year



CORKSCREW HILL-CLIMB

Limerick M.C.'s Tenth Annual Event Story and Pictures by **BRIAN FOLEY**

and has, I believe, retired from motor racing.

Six drivers made the over 200 miles journey from Belfast, and among them was Hector Graham with the 1,250 c.c. Cooper-J.A.P., in which he set up a new record for the hill last year.

Promptly at 2 p.m. the first car set off on the practice runs. Only notable incident of the practice runs was when Hector Graham arrived a trifle too fast at one of the four hairpins and decided to motor on to the grass. The car was undamaged, but luckily Hector chose

the only hairpin which is not bordered by stone walls!

Class A, for saloon cars under 1,000 c.c., had seven starters consisting of two DKWs, two A35s, one Farina A40, one twin-carburetted Morris 1000, and an NSU Prinz. Also down to drive a Prinz was Reg Armstrong, the famous ex-Norton, Gilera, and NSU rider, but he did not appear. DKW exponents Reggie Redmond (Dublin) and Paul O'Flynn (Cork) were first and second in Class A, with Dickie Barrett (Tralee) third in his Speedwell A35. Redmond

was exactly one second faster, at 74.4 seconds, than he was last year in this class when he tied with Paddy Hopkirk who drove a Speedwell A35. With this one exception, all the scratch times were slower this year.

Class B, for saloons over 1,000 c.c. Scratch, was won by Stanley Porter (Killinchy) in his 1,582 c.c. Porsche with a time of 71.4 seconds. Colin Carter (Belfast) was second in his red M.G.A hardtop, and Gar O'Brien was third fastest in his Volkswagen. Largest vehicle in Class B was the gargantuan 5,420 c.c. Cadillac-engined Allard of J. Robb. The Allard's massive proportions, the comparative narrowness of the hill, and the uninviting stone walls that border the hill, prevented Robb from putting up a time fast enough to get into the prize-winning category.

(Continued on page 278)

Results

Saloon Cars under 1,000 c.c. scratch: 1, R. Redmond (896 c.c. DKW), 74.4 s.; 2, P. O'Flynn (896 DKW), 75.8; 3, R. Barrett (948 Austin A35), 76.0.

Saloon Cars over 1,000 c.c. scratch: 1, S. Porter (1,582 Porsche), 71.4 s.; C. B. Carter (1,489 M.G.A), 73.0; 3, M. G. O'Brien (1,192 Volkswagen), 75.6.

Saloon Cars unlimited c.c. handicap: 1, D. Cullen (583 NSU Prinz), 57.6 s.; 2, B. Finn (948 Austin A35), 59.4; 3, M. G. O'Brien (1,192 Volkswagen), 59.6.

Sports Cars under 1,500 c.c. scratch: 1, H. Graham (1,250 Cooper-J.A.P.), 62.2 s.; 2, J. J. Flynn (1,490 Simca-Gordini), 66.4; 3, W. S. Ryan (497 Cooper-J.A.P.), 67.6.

Sports Cars over 1,500 c.c. scratch: 1, W. E. T. Bradshaw (1,971 A.C.-Bristol), 68.0 s.; 2, D. F. B. McAllister (1,991 Triumph TR2), 71.4; 3, K. Monks (1,991 Triumph TR2), 74.6.

Sports Cars unlimited c.c. handicap: 1, W. S. Ryan (497 Cooper-J.A.P.), 57.6 s.; 2, P. S. Carter (948 Austin-Healey), 58.8; 3, J. J. Flynn (1,490 Simca-Gordini), 61.4.

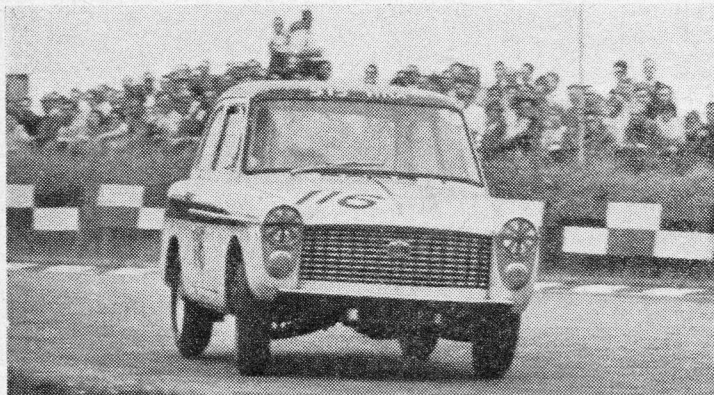
B.T.D. (Adare Trophy): H. Graham (1,250 Cooper-J.A.P.), 62.2 s.

Open Handicap (Imperial Hotel Trophy): D. Cullen (583 NSU Prinz).



ON THE LIMIT: Reggie Redmond won the under 1,000 c.c. saloon car class in his DKW. Here he takes one of the hill's many hairpins in exuberant style.

TWO NATIONAL WINS FOR ALEXANDER-CONVERTED A.40 . . .



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Record Smashed at Brands Hatch!

Finishing 27 seconds ahead of the rest of the field, the Alexander-Converted A.40 driven by Geoff Williamson set up a new touring-car class record at Brands Hatch on August Monday—with an average speed of 64.30 m.p.h.—one mile per hour faster than the performance of a well-known 3½-litre marque!

Outright Win at Crystal Palace!

Another success! Geoff Williamson, in the converted A.40 also won OUTRIGHT the 1,600 c.c. production touring car event at Crystal Palace on Whit Monday—making two wins, in only three outings, in Alexander Engineering's first racing season.

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M.G. Magnette III (1959 Farina); Magnette ZA and ZB (1958 on), £6 19s. 6d.
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SUCCESS: Colin Carter (M.G.A.) has collected an award at every Southern event in which he has competed this year. Here he lifts a rear wheel while on his way to second place in the class for saloons over 1,000 c.c.

Corkscrew—continued

The unlimited saloon car handicap was won by Des. Cullen (Dublin) in the 583 c.c. NSU Prinz, from B. Finn (Bangor), A35, and Gar O'Brien (Inistioge), Volkswagen. Cullen's time was 57.6 seconds, and he had a handicap allowance of 19 seconds.

Class D was for sports cars under 1,500 c.c. Scratch, and included in this class were Hector Graham's Cooper-J.A.P., Joe Flynn's Simca-Gordini, and Stan Ryan's 497 c.c. Cooper-J.A.P. They were the three fastest of the entire entry and finished first, second, and third in the above order. Hector had a hectic afternoon. On his first official run the filler cap sprung open and methanol splashed into his face. Graham was wearing neither goggles nor a visor, and he had to shut his eyes and slap tight the offending cap while braking hard for one of the hairpin turns. As rain threatened to fall, after the first runs, Graham was allowed to start his second run before the other drivers. On his second run, the Bangor man spun on the right-hander near the finish, and this put paid to his chances of lowering his record of 61.40 seconds set up last year, as a heavy shower of rain fell shortly after his spin, which left the road in too slippery a condition for record breaking. Graham's best time was 62.2 seconds, and as this was not bettered, he retained the Adare Trophy for B.T.D. for the second year running.

Joe Flynn brought the 1½-litre Simca-Gordini into second place in Class D with a climb in 66.4 seconds. A very creditable performance was put up by Stan Ryan (Dublin) who was competing in his second-ever hill-climb with the ex-Dave Whitren 497 c.c. Cooper-J.A.P. He was third fastest in Class F, and won the unlimited c.c. handicap for sports cars. His best time was accomplished



in 67.6 seconds. Ryan had a heart-stopping moment on his last run. A sharp stone struck his offside rear wheel and cut the valve away from the tube. As Ryan came out of the right-hander, near the finish, the little Cooper-J.A.P. commenced to slide all over the greasy road. The car was consequently off line for the left-hander following almost immediately afterwards. It shot up on to the grass bank on the left and continued along the bank for *circa* 20 yards. Luckily the car regained the road and, despite a flat tyre, Stan continued unperturbed over the last few hundred yards to the finish. His time on that run was 79 seconds!

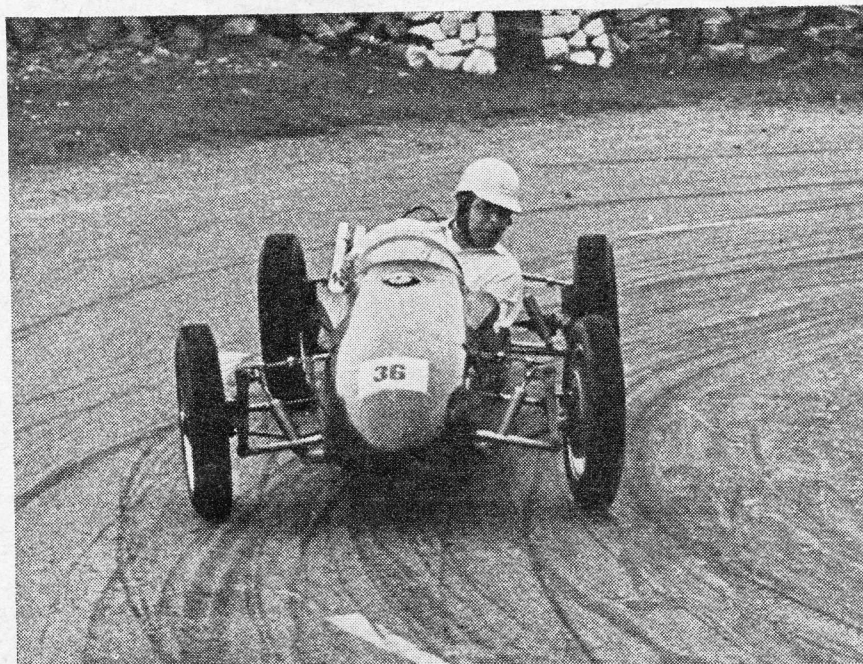
The large sports cars were catered for in Class E. This was won by Bill Bradshaw in his A.C.-Bristol from Triumph TR2 drivers Dan McAllister and Kevin Monks. His time of 68.00

seconds was slower than his winning time of 65.20 in the same class and in the same car in last year's event.

The Imperial Hotel Trophy for the open handicap was awarded to Dubliner Des. Cullen in the NSU Prinz. This was a highly praiseworthy effort as this is Cullen's first season at hill-climbing. The NSU he drove is a similar type of car to that recently road tested for AUTOSPORT by John Bolster. Stan Ryan in the Cooper-J.A.P. tied with Cullen for the open handicap, but the Trophy went to Des. as his second best run beat that of Stan's.

So ended another Corkscrew Hill-Climb, and a very enjoyable event it was. At the prizegiving held afterwards at the Imperial Hotel in Lisdoonvarna, Hector Graham thanked the Limerick Motor Club for staging one of the best organized hill-climbs this year, and his complimentary remarks were supported by Des. Cullen, the open handicap winner.

Needless to say, the Corkscrew Hill was not the only "Corkscrew" used by the motoring fraternity in Lisdoonvarna that day and night!



B. M.C.'s line-up for the Liège-Rome-Liège Rally will be as follows: Pat Moss/Anne Wisdom (A40), John Gott/K. James (Austin-Healey 3000), J. Sears/P. Garnier (Austin-Healey 3000), P. Riley/R. Bensted-Smith (Austin-Healey 3000), G. Burgess/S. Croft-Pearson (Austin-Healey 3000).

THE Rootes team for the Liège-Rome-Liège Rally (2nd-6th September) is as follows: Peter Jopp/Les Leston, Cecil Vard/Paddy Hopkirk and Jimmy Ray/Mike Cotton. They will be driving Sunbeam Rapiers.

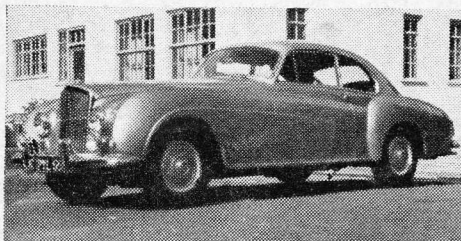
BEST TIME of the day, for the second year in succession, was set by Hector Graham in his 1,250 c.c. Cooper-J.A.P. His time of 62.2 secs. was, however, slower than the record of 61.40 secs. which he set last year.

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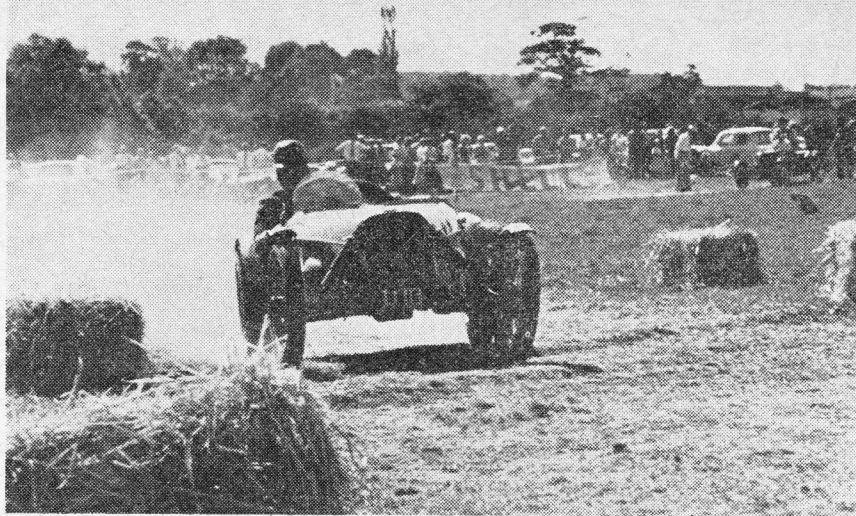
The AMC hope this event will become of major importance in the near future and are ensuring the highest standards of administration and organisation.

Invited Clubs:

B.A.R.C.	Aston Martin Owners Club
Circle Car Club	Blackfriars M.C.
East Surrey M.C.	Combined Universities M.C.
Lloyds M.C.	Mid-Thames C.C.
London M.C.	Mid-Surrey A.C.
750 C.C.	North London Enthusiasts' C.C.
Riley M.C.	Thames Estuary A.C.
Torbay M.C.	

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YORKSHIRE AUTOCROSS

N. H. Coates Makes B.T.D.

FOR many moons now, all the Associations of car clubs have been preaching the benefits of joint organization to provide fewer, bigger and better events.

This theory was proved to the hilt on Sunday, 16th August, when the B.A.R.C. (Yorks Centre), the East Yorkshire Car Club and the Yorkshire Sports Car Club amalgamated for the day to jointly promote an autocross, or, to the uninitiated, grass track racing against the clock!

Now any one of these top-line clubs is perfectly capable of running such an event on its own, but by a "get together" a meeting worthy of at least national status ensued.

The ingredients required to stage an autocross would appear to include the following: take an enormous field (provided in this instance by the Snowden Bros.), scatter liberally with a vast quantity and size of straw bales; rig up a theatre-type keyboard of lights and phones so that at least four cars can be on the circuit at once; devise a course of at least 999 yards 2 feet 11½ inches (this is essential) which must include at least nine diabolical adverse-cambered turns and one narrow bridge; advertise as smooth, beautiful and unarmful to any make of car, whereas in fact the terrain contains enough bumps, ruts and hummocks to cause a dayful of gasps from at least 3,000 bob-a-nob bods, as some 70-plus intrepid conductors control their air-to-ground hedge-hopping

mounts over four runs of two laps each —and you have it!

If that isn't enough, choose one of the hottest days of the year which is bound to create a smokescreen of thick and virulent dust which will blind one and all! Anyway, it was all great fun and a tremendous success, but next time couldn't the three greedy treasurers be content with 11d. per bod and use t'other coin for provision of a small wooden erection? After all, it was a very hot and thirst-making day! Enough.

The first class, for touring cars up to 950 c.c., was rather a gift to Ken Lee's very hot A35, who with a best run time of 2 mins. 24.8 secs. was nearly two seconds up on the next man, or rather woman, i.e., Miss V. Lincoln, whose similar car recorded 2 mins. 26.7 secs.

Class 2 was for touring cars up to 1,300 c.c., which proved J. White's Anglia, with a time of 2 mins. 21.2 secs., to be a shade quicker than J. K. Marriott's VW, whose best run was in 2 mins. 22 secs.

G. L. Thompson (Volvo) gained in the class for 1,900 c.c. touring cars with a run in 2 mins. 23.8 secs. Next best was B. W. Moss (Riley 1.5) with 2 mins. 26.5 secs.

E. D. Clark made no doubt about the unlimited touring cars class, his extremely potent Zodiac "cracking" a run in 2 mins. 21.5 secs. Next best came from a well-driven Mk. VI Bentley in

AUTOSPORT, AUGUST 28, 1959

ON HIS WAY to B.T.D., "Fur" Coates raises a dust storm with his very fast N.H.C. "80".

the hands of R. M. Bateman with a time of 2 mins. 27.5 secs.

Class 5 was for sports cars to 1,500 c.c. This was a Sprite benefit, because they were all faster than the remainder of the class which was in the main composed of M.G. and Lea-Francis, etc. First was P. J. Smith (2 mins. 16 secs. and second H. O. Holliday (2 mins. 16.7 secs.).

In the class for sports cars to 2,700 c.c., P. J. Sargeantson, with an M.G.A 1600, scored with a fine run in 2 mins. 14.4 secs. to beat J. Heppenstall's M.G.A "Twin-Cam", which recorded 2 mins. 15.8 secs.

The sports cars unlimited class was taken by G. F. Chippingdale (XK 120) with a run in 2 mins. 16.8 secs. Next best was J. Snowden (H.W.M.-Jaguar) who, with one run only, recorded 2 mins. 19.8 secs.

It was class 8, for specials, etc., which brought, as expected, Best Time of Day. N. H. ("Fur"), now known as "Dusty", Coates "hopped" home with a best run time of 2 mins. 10.7 secs., well and truly beating his old rival and friend R. J. Wilson who clocked 2 mins. 15.7 secs.

FRANCIS PENN.

Results

Class 1: K. N. Lee (A35), 2 m. 24.8 s.
Class 2: J. White (Anglia), 2 m. 21.2 s.
Class 3: G. L. Thompson (Volvo), 2 m. 23.8 s.
Class 4: E. D. Clark (Zodiac), 2 m. 21.5 s. Class 5: P. J. Smith (Sprite), 2 m. 16.0 s. Class 6: P. J. Sargeantson (M.G.A 1600), 2 m. 14.4 s.
Class 7: G. F. Chippingdale (XK 120), 2 m. 16.8 s. Class 8: N. H. Coates (N.H.C. "80"), 2 m. 10.7 s. B.T.D.: N. H. Coates.

REGS are now available for the Mid-Cheshire M.C.'s Oulton Park International Gold Cup meeting, to be held on 26th September.

Two films well worth seeing are now in the West End cinemas. *Iron Curtain Raiser* covers this year's Monte from Warsaw and "stars" Gregor Grant, "Pop" Jopp and many others.

The Rank Organization's latest *Look At Life* film is called *Kings of Speed* and concerns this year's British Grand Prix at Aintree, with Jack Brabham playing a leading role. Both these films are in colour.

Let's get acquainted!

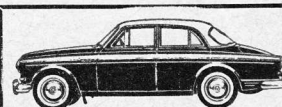
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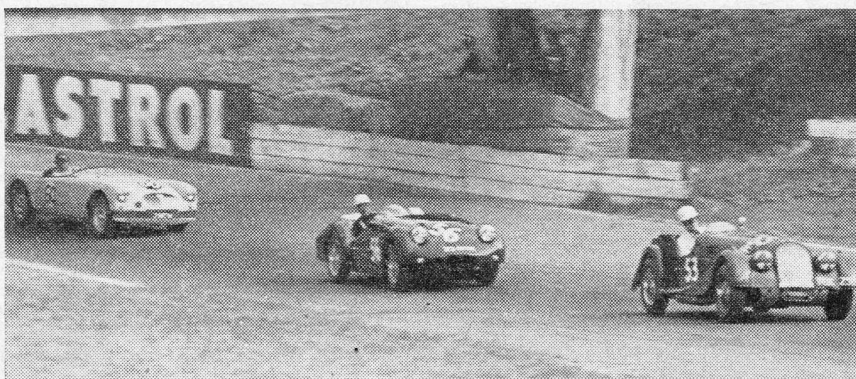
By MARTYN WATKINS

THE M.G.C.C. (S.E. Centre) is staging a speed trial at Brands Hatch on 6th September. The following clubs have been invited: A.M.O.C., Romford E.C.C., T.E.A.C., Harrow C.C., Hants and Berks M.C., London M.C., Sevenoaks and D.M.C., W.E.C.C., Circle C.C. and the Allard D.C. Entries (30s.) close 31st August and should be sent to M. A. G. Bradstock, c/o University Motors, Ltd., 7 Hertford Street, London, W.1. . . . On 26th September the B.R.S.C.C. are holding their first restricted race meeting at Rufforth R.A.F. Station. Entry forms are available from G. L. Johnson, 58 Holborn Street, Woodhouse, Leeds 6. Entries close 16th September. . . . The Windsor C.C. in conjunction with the 750 M.C. is running a Night Rally on 19th-20th September. Regs are available from P. W. Baldwin, 30 Paddock Heights, Twyford, Berks. . . . The Nottingham S.C.C.'s National Race Meeting will be held at Mallory Park on 13th September. Entries (£3 3s.) close 1st September and should be sent to A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. . . . Sunbac are holding a closed race meeting at Silverstone on 5th September. Racing begins at noon. . . . The Airdale and Pennine M.C.C.'s White Horse Rally will take place on 19th-20th September. The following clubs have been invited: B.A.R.C., De Lacy M.C. of Pontefract, East Yorkshire C.C., Huddersfield M.C., Ilkley and D.M.C., Knowldale C.C., Lincs A.C., Leeds U.M.C., M.G.C.C., Sheffield and Hallamshire M.C. Entries (30s.) close 11th September and should be sent to M. Grass, 28 Leafield Terrace, Bradford 2. . . . The Lancashire M.C. are holding a rally on 19th-20th September. The following clubs have been invited: Bolton-le-Moors, Lincs A.C., Liverpool M.C., Morecambe C.C., Waterloo and D.M.C., Southport M.C., St. Helens and Wigan M.C., R.A.F.A. (N.W. Centre) and Wirral 100 M.C.

Crystal Palace—continued

in second place with 26, and Hurrell, third with 21 points.

Following this was a 15-lapper for unlimited capacity sports cars. Rather afflicted by non-starters, the field eventually comprised three 2-litre cars and



three big 'uns, the former being the Cooper Monaco of Chris Bristow and the Lotuses of David Piper and Mike Taylor. The heavy metal comprised Bill

Moss's Lister-Jaguar and the "D"-types of Maurice Charles and J. O. Coundley. The race as a whole was a runaway win for brilliant Chris Bristow, who drove beautifully and was never troubled by the opposition. After a fine scrap with Mike Taylor, David Piper took second spot, sharing fastest lap with Bristow in 1 min. 2.6 secs. In the race within a race—for the big cars and small cars had a duel between themselves—Bill Moss was an easy "winner", finishing fourth overall.

Final event on the programme was the final of the main race, the August Trophy event for 1,100 c.c. machines. A sign of the more interesting racing we are seeing these days in this class was that there were three makes represented on the front rank: the Lolas of Gammon and Ashdown, McKee's Elva and Stacey's Lotus.

At the end of the first lap Ashdown led, in front of Stacey, Arundell (Lotuses) and Gammon. On lap two Gammon had dislodged Arundell for third place, on lap three he passed Stacey to lie second and thereafter the Lolas ran away in procession, drawing steadily away from Stacey's Lotus. At 17 laps, Gammon closed up on Ashdown and passed him on the start-finish straight to take the lead which he held to the end. Anyway, the finish saw Gammon lead Ashdown across the line to make it the expected one-two for the Bromley marque. Gammon crossed 2½ seconds ahead of Ashdown, who finished nearly four seconds ahead of Stacey.

MARTYN WATKINS.

Coming Attractions

August 29th. B.R.S.C.C. International Race Meeting and "Autosport" World Cup Race, Brands Hatch, near Farningham, Kent. Start, 2 p.m. (F2, S).

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

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

Huddersfield M.C. Invitation Driving Tests.

September 5th. R.A.C. International Tourist Trophy Race, Goodwood, near Chichester, Sussex.

Sunbac Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

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

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

Darlington and D.M.C. Race Meeting, Thornaby Aerodrome, near Middlesbrough.

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

M.G.C.C. Speed Trial, Brands Hatch, near Farningham, Kent.

September 13th. Italian Grand Prix and Inter-European Cup G.T. Race, Monza, Italy.

Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Gloucestershire.

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SPRITE 1958, 12,000 miles, B.R.G., extras? "The Lot". Taxed Dec. £595. Also 1955 BN1, £625, and 1954 BN1, h/top, £575. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

1956 BN2, Le Mans, red, 25,000 miles, hard top, overdrive, wire wheels, radio, spotlights, heater, Barwell head, high compression pistons, Derrington exhaust, etc. £675.—Gordon, The Mill, Kempston, Bedford. Kempston 2203.

1955 AUSTIN-HEALEY, fitted 2½ sports Lea-Francis engine, 115 m.p.h., Alfin brakes, Xs, Marchals, 1005 suspension, hard top, new hood, duo colour, heater, unique car. Originally cost £2,000, never raced. Offers around £700.—5 Mill Vale, Bromley. RAVenscourt 3770.

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

1935 BENTLEY sports saloon, immaculate throughout, 3½-litre. Nearest £325, original.—96 The Avenue, Wilton, Salisbury, Wilts.

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BERKELEY sports de luxe, 1958, 328 c.c. Excelsior twin, B.R.G., 8,000 miles, taxed. Beautiful condition. £370.—Ferndown (Dorset) 812.

THE new B95 and B105 models with 692 c.c. Royal Enfield twin four-stroke engine now available for early deliveries. Also 1958 (Oct.) Berkeley 492 c.c. de luxe, yellow, rev. counter, tonneau. £525.—Surrey Distributors: The Surrey Car Co., 44 Richmond Road, Kingston. (KINGston 6340 and 7660.)

1959 (May) BERKELEY B.95, green, 3,000 miles. £575.—Kingscote & Stephens, Ltd., London Road, Gloucester. Phone 21278-9.

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BMW COMPETITION 2-seater special, tube chassis, i.f.s., rack and pinion, 2L.S. Alfins, 2-litre tuned motor, three SUS, new battery and tyres, very attractive classic style body, fantastic acceleration. £165.—Ramsey, 97 Langley Way, West Wickham, Kent. Springfield 4552.

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FORD

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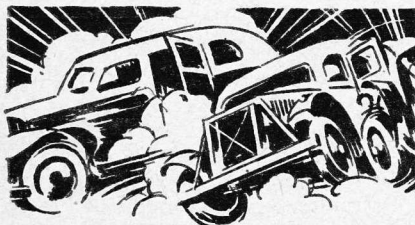
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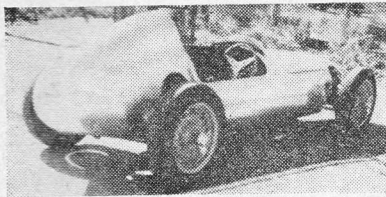
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(Continued overleaf)

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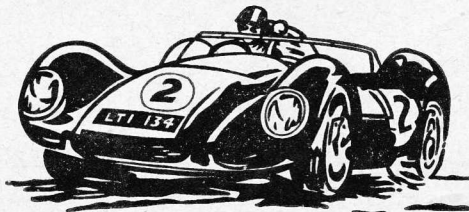
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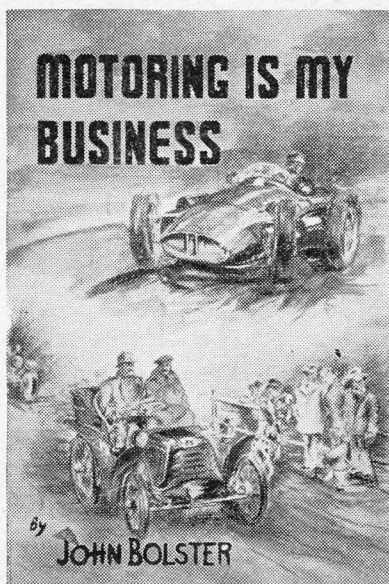
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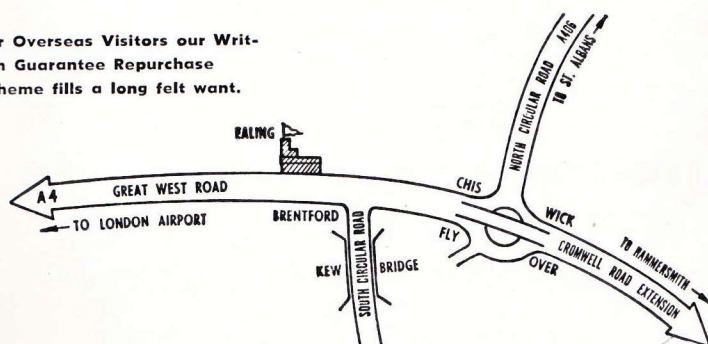
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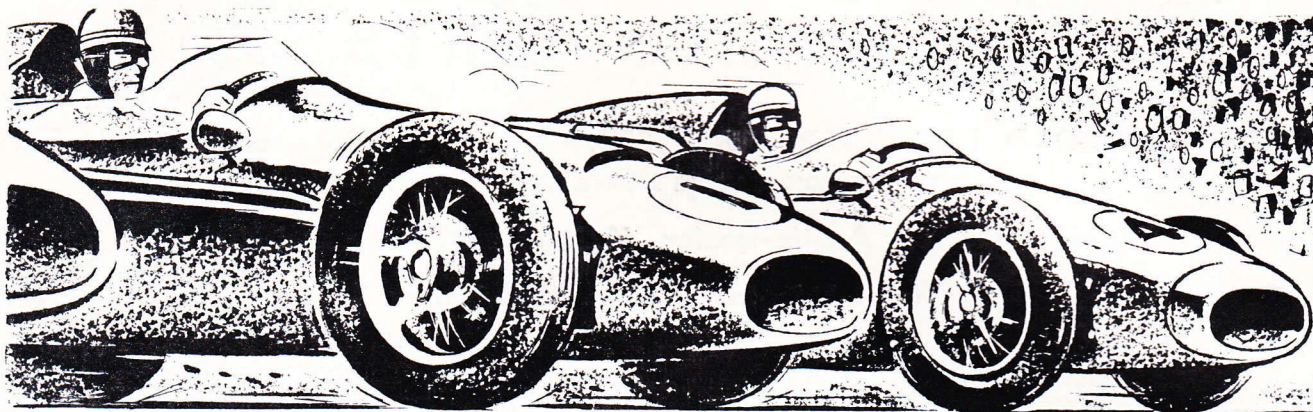
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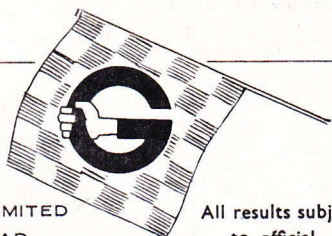
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