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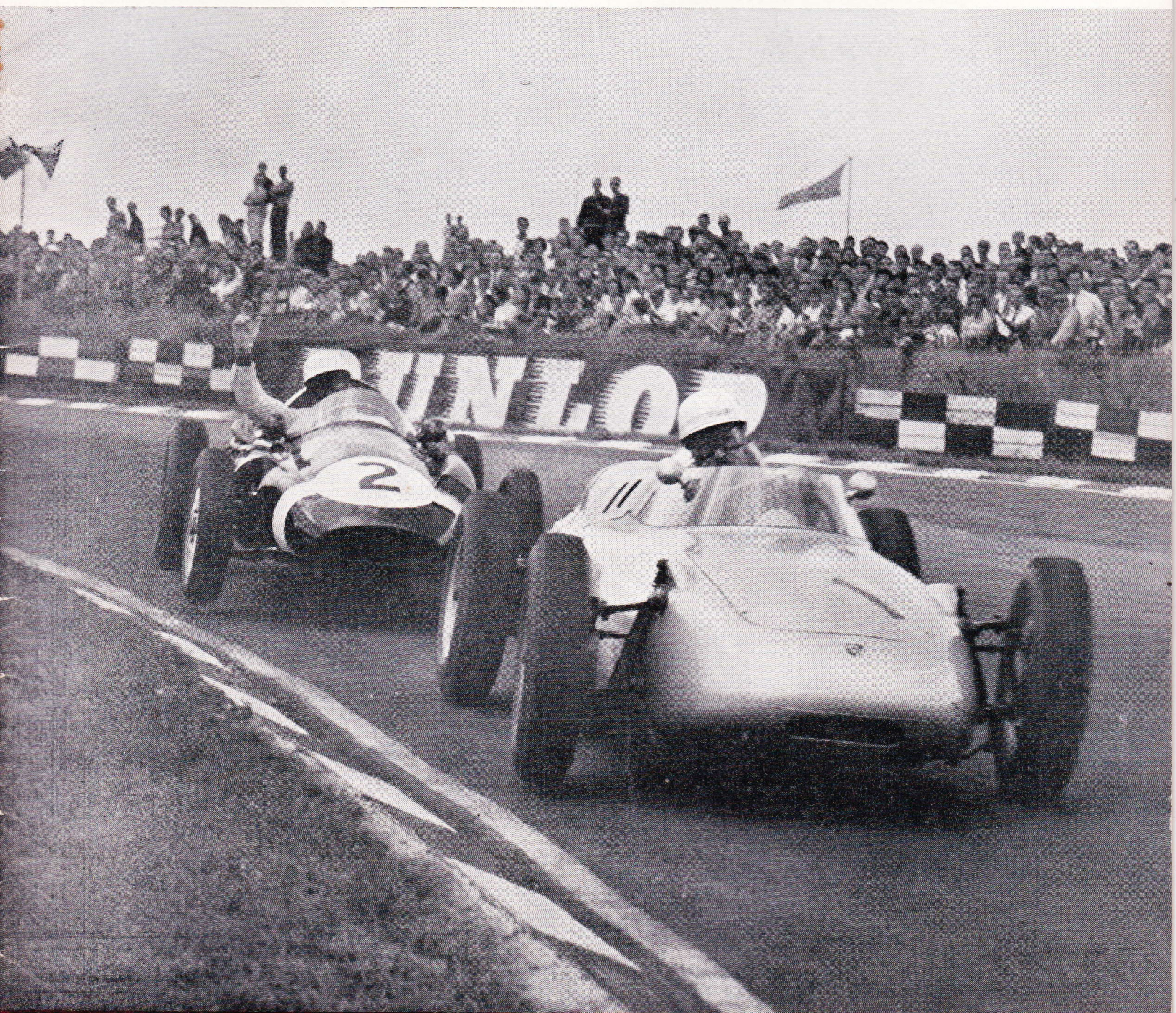
SEPTEMBER 4, 1959

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EVERY FRIDAY
Vol. 19 No. 10

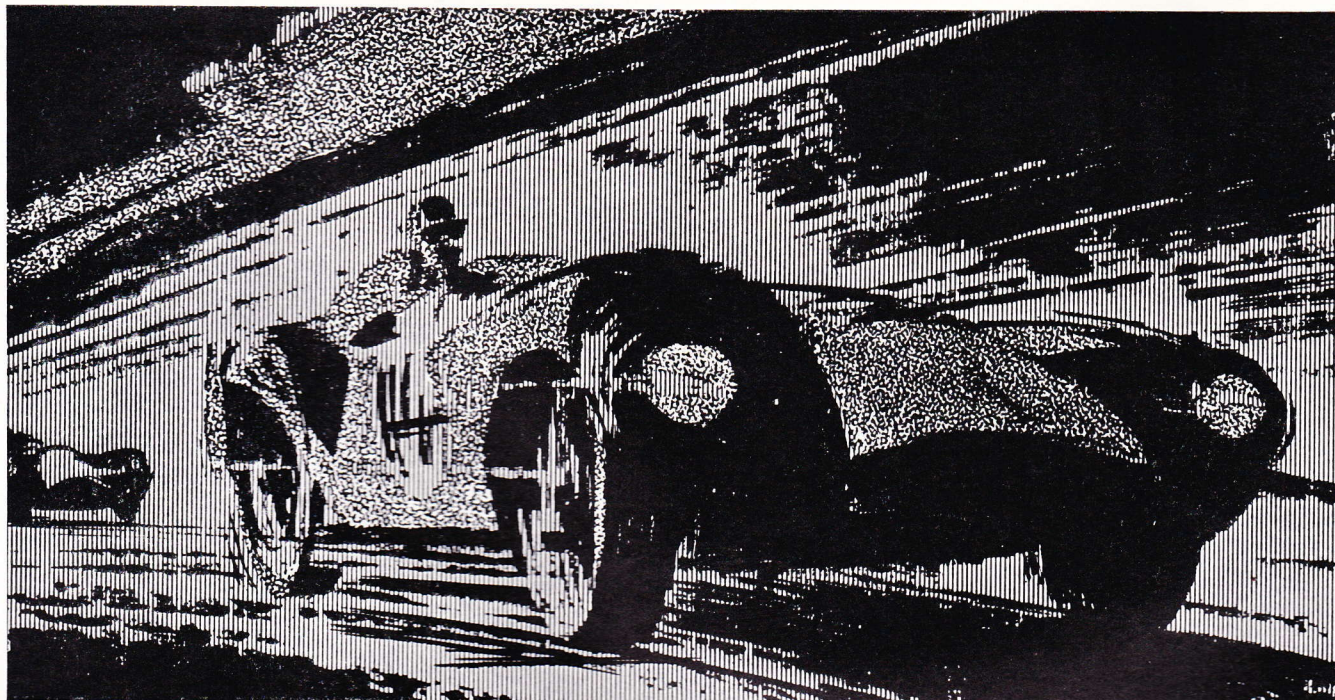
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

BRANDS HATCH INTERNATIONAL—FULL REPORT AND PICTURES
TOURIST TROPHY PREVIEW : CLUB RACING AT AINTREE AND KIRKISTOWN



SHELL AGAIN!

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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 19 No. 10

September 4, 1959

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADDington 7673

Advertising Department

PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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EDITORIAL

THE TOURIST TROPHY

GOODWOOD on Saturday will decide the destination of the 1959 World Championship for Sports Cars, won on every occasion since its introduction by Automobili Ferrari of Maranello. This year's R.A.C. Tourist Trophy, organized by the B.A.R.C., will be a three-make struggle for the title, the interested parties being Ferrari, Aston Martin and Porsche, all of whom will be at full strength on a circuit which is hard on cars, tyres and drivers. It promises to be a great race, one which the Aston Martins will start with confidence after their fine victories at Nürburgring and Le Mans, to say nothing of their wonderful record in all long-distance races held on the Sussex circuit. Unlike Le Mans, no Grand Touring cars will be represented, the event being strictly limited to sports-racing machines—rather a curious state of affairs for an event which carries the classic title of the Tourist Trophy. Nevertheless the types of car which will be seen are those which attract the paying public, a major consideration with promoters, particularly as this class of racing also brings top-line Grand Prix drivers to the starting line. All-in-all it is an expensive business to put on such an event with its large quota of prominent drivers, and it reflects great credit on the *News of the World* that the proprietors have seen fit to give financial assistance to ensure that the world's oldest motor race has the status of a full-scale Championship event.

THE WORLD CHAMPIONSHIP FOR DRIVERS

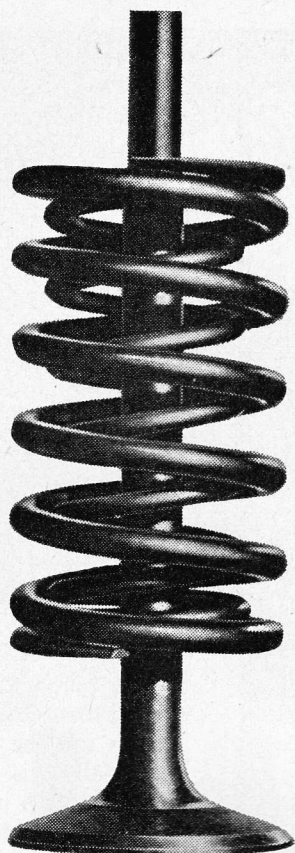
THE Stirling Moss victory at Portugal makes the destination of the World Championship for Drivers more uncertain than ever. As it stands at the moment, only Monza and Sebring remain to be run, although there are vague rumours that Casablanca may be held at the end of the year. If the Moroccan race is not held, then the title will go for the best five performances. This would mean that no less than five drivers could win, namely Jack Brabham, Tony Brooks, Stirling Moss, Phil Hill and Masten Gregory—an Australian, two Englishmen and two Americans. Favourites of course are Brabham and Brooks, with 27 points from four results and 23 from three results respectively. The Ferrari driver will doubtless be tipped for Monza, where he won last year with a Vanwall, but despite the experience of Scuderia Ferrari at Sebring in sports car events, the general impression is that Sebring is eminently suitable for the Cooper-Climax. Again, the masterly Moss must come into the reckoning, for he can outdrive any driver on any circuit if his car stays in one piece—and the Cooper-Climax may be a lot faster at Monza than people believe.

OUR COVER PICTURE

MOVE OVER, JOE! Stirling Moss (Cooper-Borgward) waves energetically at Joe Bonnier (Porsche) who is leading him through Paddock Bend during the Kentish "100" trophy race at Brands Hatch. Joe didn't move over, but he did proceed to out-distance Moss in a convincing demonstration of his prowess and of the speed and stability of the F2 Porsche.

VALVE SPRINGS

Effect on performance



Engine speeds Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

Valve Temperature The average temperature of an exhaust valve head is approximately 700°C; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce At high revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.



For performance and petrol economy, valve springs need to be replaced regularly — always as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve spring made.

TERRYS

AERO VALVE SPRINGS

The Experts' Choice

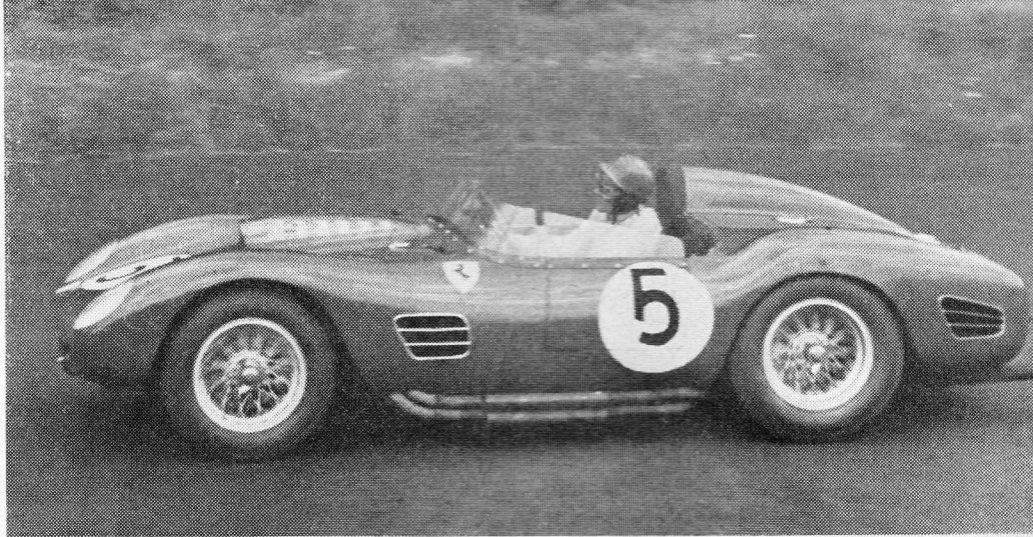
HERBERT TERRY & SONS LIMITED, REDDITCH, ENGLAND



FERRARI (right) will field a strong team of four cars, three of 3 litres and one of 2. PORSCHE (below) are running three machines, two of 1.6 litres and one of 1.7.

TOMORROW sees the 24th edition of the R.A.C. Tourist Trophy Race, taking place, as it did last year, at Goodwood. This is the final event counting towards the World Sports Car Constructors' Championship. If anyone has any fear that the race, now of six hours' duration, will be a rather boring procession, as it was last year, he should think again and then look at the Championship table and the entry list. Ferrari have 18 points, Aston Martin 16 and Porsche 15, and all three marques are fielding full teams in a desperate bid for the Championship.

Scuderia Ferrari have entered no fewer than four cars, three 3-litre machines and a 2-litre. The big cars will be driven by Tony Brooks and Olivier Gendebien, Phil Hill and Dan Gurney and Cliff Allison and G. Cabianna. Da Silva Ramos will not now be in the team. The 2-litre car will be driven by Giorgio



TOMORROW'S TOURIST TROPHY

Three-cornered Battle Expected Between Ferrari, Aston Martin and Porsche

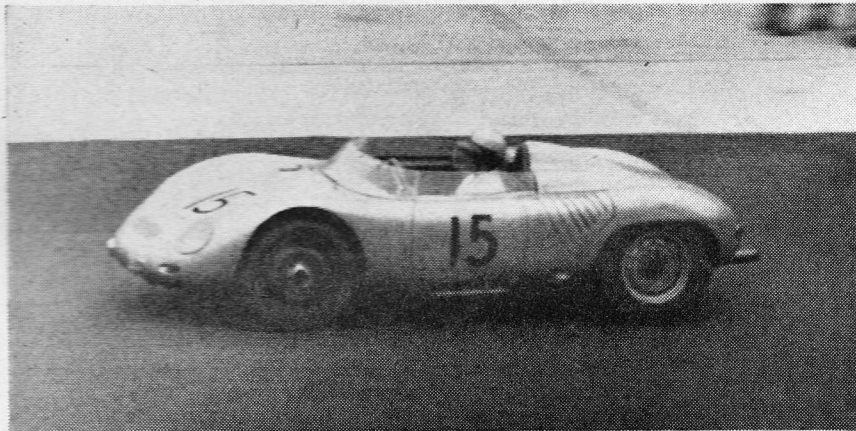
Scarlatti and another driver not yet chosen.

This is the first appearance in England of the phenomenal Dan Gurney, who has shot to stardom with the rapidity of a "rock 'n' roller", if he'll pardon the comparison! His experience, compared with the rest of the Grand Prix men, is very limited and his wonderful performances for Ferrari this season would seem to indicate an enormous potential ability.

David Brown has entered three DBR1 Aston Martins, to be driven by the same team of drivers which appeared at Le Mans so successfully. The Feltham team has had a great deal of success at Goodwood, having won all three "Goodwood Nine Hours" races and the shortened Tourist Trophy last year in which Stirling Moss set up a new sports car lap record in a DBR1 of 93.3 m.p.h. The team will be ably backed up by Graham Whitehead and Henry Taylor in the former's DBR1.

Porsche are entering the fray armed with two 1.6-litre cars and a 1.7 machine. Chris Bristow and Hans Herrmann will drive the latter vehicle while Umberto Maglioli and Edgar Barth, and Taffy von Trips and Joe Bonnier will handle the others. This a very strong team and all six drivers can be guaranteed to give a good account of themselves. The cars,

(Continued on page 312)



ENTRY LIST

2,000-3,000 c.c.

C. A. S. Brooks/O. Gendebien (3.0 Ferrari)*, P. Hill/D. Gurney (3.0 Ferrari)*, C. Allison/G. Cabianna (3.0 Ferrari)*, S. Moss/J. Fairman (3.0 Aston Martin)*, R. Salvadori/C. Shelby (3.0 Aston Martin)*, M. Trintignant/P. Frère (3.0 Aston Martin)*, A. G. Whitehead/H. Taylor (3.0 Aston Martin), J. F. Dalton/Hon. E. G. Greenall (3.0 Aston Martin), R. Flockhart/J. Bekaert (3.0 Jaguar D)*, M. Gregory/J. Clark (3.0 Tojeiro-Jaguar)*, P. Blond/J. Sieff (3.0 Lister-Jaguar).

1,100-2,000 c.c.

G. Scarlatti/X (2.0 Ferrari)*, C. Bristow/H. Herrmann (1.7 Porsche)*, U. Maglioli/E. Barth (1.6 Porsche)*, W. von Trips/J. Bonnier (1.6 Porsche)*, J. Brabham/B. McLaren (2.0 Cooper Monaco), M. J. C. Taylor/C. Martin (2.0 Lotus), T. Dickson/N. Sanderson (2.0 Lotus), D. R. Piper/B. Halford (2.0 Lotus), G. Hill/A. Stacey (2.0 Lotus)*.

ASTON MARTIN, having won this race twice before, are out for their third victory and also their third Championship win this season—and their first Championship!

Up to 1,100 c.c.

K. A. Greene/T. Marsh (1.1 Lotus)*, I. Ireland/J. Chamberlain (1.1 Lotus)*, P. Ashdown/A. Ross (1.1 Lola)*, P. D. Gammon/R. N. Prior (1.1 Lola)*, B. Cox/C. Escott (1.1 Lola)*, M. McKee/X (1.1 Elva)*, C. Threlfall/J. C. Brierley (1.1 Elva)*, J. Brown/D. Taylor (1.1 Lola)*, J. Campbell-Jones/X (1.1 Lotus), P. J. Arundell/J. F. Westcott (1.1 Lotus).

N.B.: * denotes works entry.

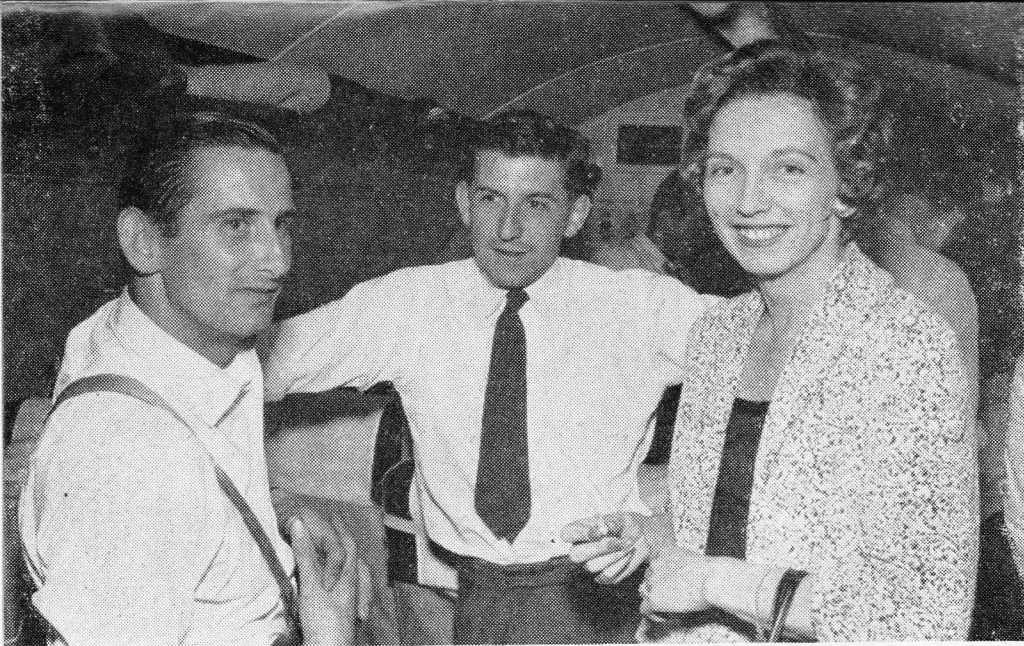


SPORTS NEWS

ORGANIZERS (left) of the Britavia trip to Lisbon were on hand to see things ran smoothly. They are (l. to r.) John Webb, Alan Foster and Mrs. Norma Gould.

RIVAL CONCERNS: (below, left) Ronnie Noble of the B.B.C. and Nevil Lloyd (clutching AUTOSPORT) of I.T.A. relax and inspect a reel of film.

ANOTHER CARD SCHOOL! Busy playing poker are AUTOSPORT's Editor (Queen, King and Jack of Spades, Jack and nine of Hearts!), Alan Foster, Graham Warner and Alan Brinton.



NEW SPEEDWELL PROJECTS

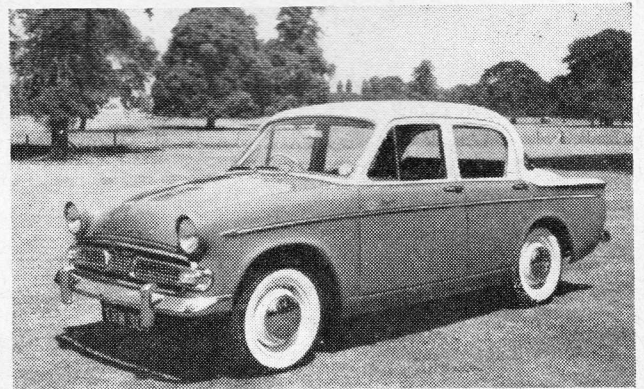
FRANK COSTIN is now working with the development team at Speedwell Conversions on several new projects. Among these is the exciting new coupé body for Speedwell's own version of the Healey Sprite, already in part production in the form of a streamlined bonnet.

For the Liège-Rome-Liège Rally, Speedwell are preparing a Sprite which will be used by John Sprinzel and Stuart Turner, and this car carries the new "Costin" shape in place of the standard bonnet. Tests have shown a substantial reduction in under bonnet temperatures in addition to the more obvious advantages of lightness, streamlined shape and ease of engine access. The car is fitted with the new ultra-close ratio gearbox, and Speedwell's latest production version of the 948 c.c. B.M.C. engine—named the "Clubman 60".

NEW LOOK (right) for the Hillman Minx, which now boasts tail fins, a more powerful 1½-litre engine and "Easidrive" automatic transmission—the first mass-produced light car to be so equipped.

★

BELOW: The new Rover "100" replaces the "105" with a 2.6-litre engine similar to that fitted in the 3-litre, with the Rover "80", a 2½-litre version replacing the "60", it completes Rover's 1960 range.



WEDDING bells will sound on Saturday for Porsche driver Emerson Griffith and Sheila Walker.



FOR its race meeting on 19th September the Ulster Automobile Club has carried out a number of important changes to the Long Kesh airfield course including the shortening of the lap distance to 1.8 miles. This now eliminates certain of the rough surface sections which drivers have complained about at recent meetings. The Newry and District Motor Club has announced that its meeting at Cranfield on 5th September will not take place. The disused airfield where the races are held has not been made available to the club this year.

WHILE Reg Parnell was in Lisbon for the Portuguese Grand Prix, fire broke out at his home, Wallfield House Farm, Findern, Derbyshire. Damage amounted to an estimated £10,000.

ALL ABOARD! The passengers embark at Gatwick (right). Amongst those seen here are (l. to r.) Katie and Stirling Moss, Graham Hill, Bruce McLaren, Roy Salvadori and Carroll Shelby (behind McLaren) and Innes Ireland. "I CAN'T GET ANY REVS!" says Stirling (below) as he tries out the seating position of the "Hermes".

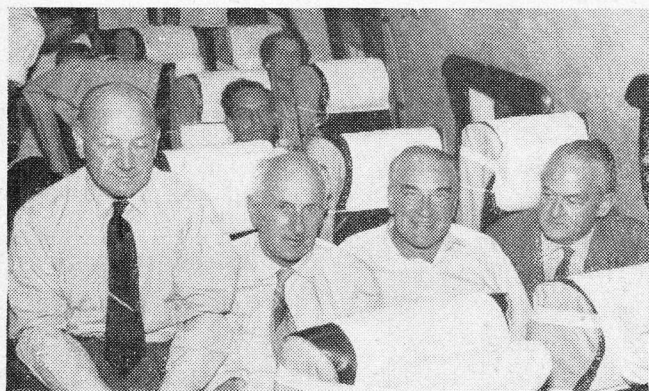


To LISBON— by BRITAVIA

George Phillips was on hand to photograph many of the personalities of the Grand Prix Circus as they flew to Lisbon



THE SALVADORI-SHELBY gin-rummy game (left) has been going all season! Here Bruce McLaren referees. Also in the picture are Peter Garnier of The Autocar and Alan Dakers of Aston Martin. **SLEEPING BEAUTY:** Katie Moss and Graham Hill keep an eye on Innes Ireland. Behind them are Bruce McLaren and his parents.



THE FOUR "POPS": (left) Many of the drivers' parents went along for the trip. Here is a quartet of fathers. From left to right are Messrs. Chapman, McLaren, Moss and Brooks. **THE DUNLOP BOYS** were there in force. Seen here are Dick Jeffreys, Ernie Mitchell and John Roberts.

PIT and PADDOCK

THE MARATHON DE LA ROUTE

IN a year when entries in International Rallies are generally down, it is significant that Liège-Rome-Liège, the Marathon of the Route, which is the toughest rally in the Calendar, has not only held, but increased its entry.

The entry of 110 crews includes Continental "works" teams from DKW, Renault and SAAB, and, from this country, "works" teams from B.M.C., Triumph and Sunbeam.

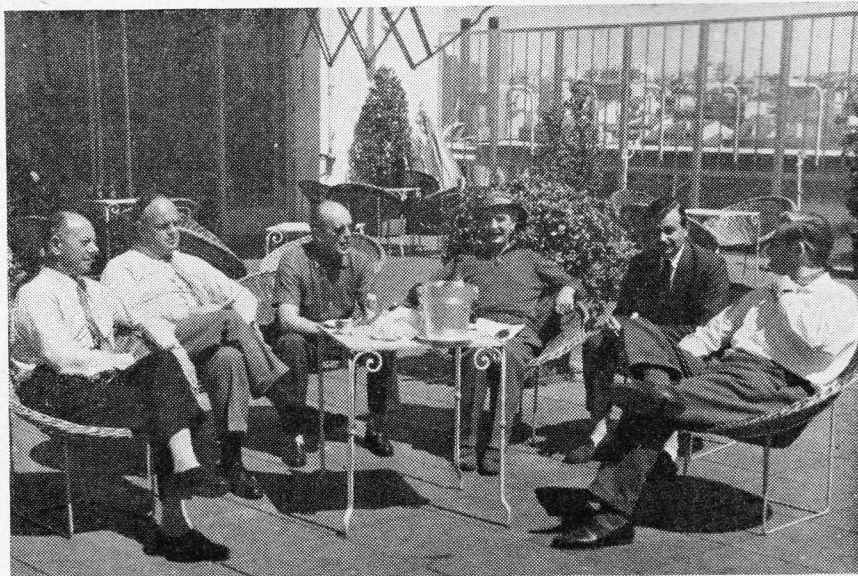
All the rally experts figure in the entry list, headed by previous winners, Hebert/Consten (Alfa Romeo) and Willy Mairesse (Renault Dauphine), and including such "stars" as Coltelloni, winner of the Monte and the Adriatic, again on a Citroën, Carlsson, winner of the Midnight Sun, again on a SAAB, the DKW experts led by the current Rally Championship leader, Hans Wencher, Feret/Monraisse, Vinatier/Masson (Renaults), Guiraud, de Lageneste (Peugeots), Buchet/Strähle and Reip/Rebetz (Porsches) and Annie Soisbault/Renee Wagner (Triumph).

The route runs non-stop for 3,200 miles, taking 92 hours, through Belgium, Germany, Austria, Italy, Yugoslavia and France, to start and finish at Spa.

The British representation is stronger than ever before, consisting of, B.M.C.: four Austin-Healey 300s: Gott/James; Sears/Garnier; Riley/Jones; Burgess/Croft Pearson. One Austin A40: Pat Moss/Ann Wisdom. Rootes: three Sunbeam Rapier: Jopp/Leston; Hopkirk/Vard; Ray/Cotton. Triumph. four TR3s: Ballisat/Bertaut; Slotemaker/Boottz; Soisbault/Wagner; Dubois/de Pierpoint.

British private owners competing are, Austin-Healey Sprite, Sprinzel/Turner and Powell/Jones; Ford Zephyr, King/Sproton; M.G.A., Vicat Cole/Mainz; Triumph, the Army Team of Holmes/Aspland, Papworth/X, Allen/Comerford, and Bill Bennett (using his class-winning Alpine car), with Cyril Corbishley, and Hodson/Grant.

JOHN GOTT.



LISBON LINE-UP: Racing personalities relaxing in the sun are (l.-r.) Raymond Mays, Geoffrey Edwards, Peter Berthon (Owen Organization), Gregor Grant, Ken Downing and Peter Spiers (Owen Organization).

CASTLE COMBE CIRCUIT

MRS. K. R. THOMAS, the owner of the above, asks us to state that, with reference to the mention made in last week's issue by the Blackfriars Club, no arrangements have yet been made regarding 1960 and Castle Combe Circuit except for the usual M./C. Meetings.

PETER GAMMON would like to hear from anyone intending to race Production Sports Cars in 1960 as he would very much like to form a team of these cars for serious racing at the more important race meetings. Those interested may contact him at 214 Epsom Road, Merrow, Guildford, Surrey, or telephone Guildford 5756 (home); 67788 (office) for full details.

FOR the year 1st August, 1958, to 31st July, 1959, Jaguar production reached a record high level of over 20,000 units of which well over half were exported.

THERE has been a new addition to Don Parker's "equipe"—a baby girl, Carol Susan—who Don reckons to be the "prettiest baby in the world". Length, 21 inches; weight (dry) 7 lbs. and with dark hair.

TO commemorate the 50th anniversary of Henry Ford's Model T, "The World's Most Universal Car", the Montagu Motor Museum is sponsoring a Rally for Model Ts of every type, from 1909 to 1927, at Beaulieu on Sunday, 20th September, 1959.

Competitors' cars will assemble by noon on the day, and a cocktail party will be held in the Rally Paddock, adjoining the Museum, from 12.15 to 1 p.m. At 2 p.m. a *concours d'élégance* will be held, in which the following awards will be made: *The Ford Cup*: for the best competing vehicle, irrespective of age and type. *The Martini Cup*: for the best black (or nickel) radiator model. *The Montagu Cup*: for the best brass radiator model. *The Historic Commercial Vehicle Club's Trophy*: for the best commercial vehicle.

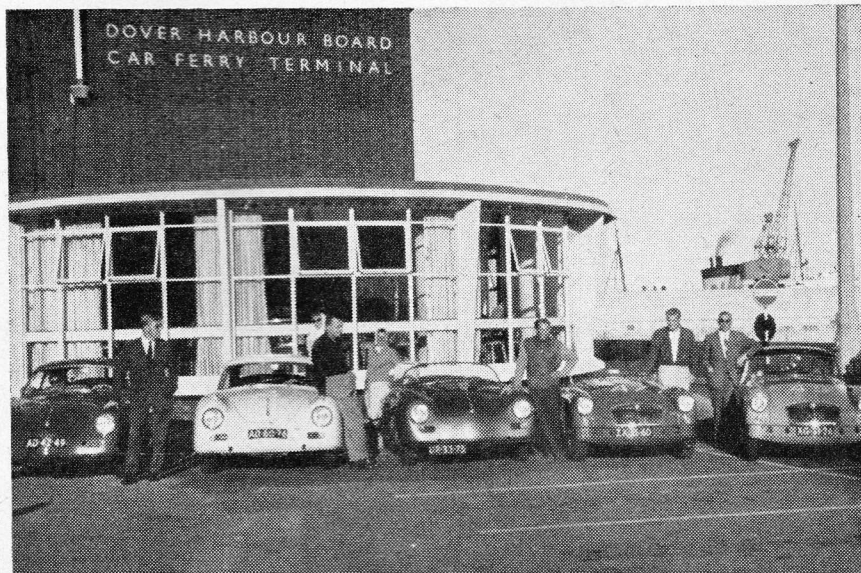
At 4 p.m. there will be a Grand Parade of cars, weather permitting, after which Lady Montagu will present the prizes. Part of the Domus restaurant will be set aside for competitors and their friends.

It is hoped that all owners of road-worthy Model Ts will congregate at Beaulieu to do homage to the car that changed the habits of a generation.

BRIGHTON SPEED TRIALS

ORGANIZED by the Brighton and Hove M.C. in co-operation with Brighton Corporation, the Brighton Speed Trials start at 9.30 tomorrow morning at Madeira Drive, Brighton. The afternoon session begins at 2 p.m. Prices of admission are 2s. 6d. and 5s.

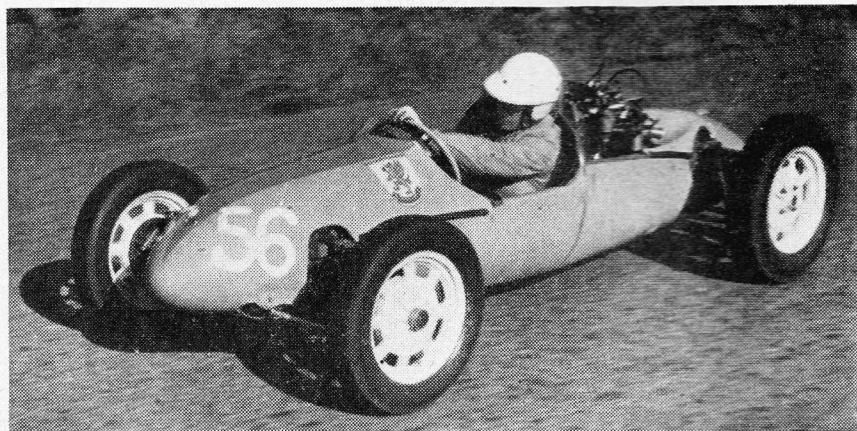
JUST ARRIVED: Some of the Dutch World Cup team are seen here at Dover en route for Brands Hatch. They are (l.-r.) W. Poll, G. van Dijk, F. de Vogel, A. Bouwmeester and J. Zwart.



CHAMPION AGAIN: David Boshier-Jones in characteristic attitude as he prepares to swing his Cooper into one of the sweeping bends.

DAVID BOSHIER-JONES has now made certain of retaining his British Hill-Climb Championship for the second year in succession with his 1,100 c.c. Cooper-J.A.P., by winning all seven climbs so far this season which count towards the title.

The most recent success scored by the young Newport driver was at Craigantlet, on the outskirts of Belfast, where, in returning the fastest time of the day, he broke the two-year-old hill record which previously stood to the credit of Dick Henderson from Shenstone in a similar car. Boshier-Jones now joins the ranks



CRAIGANTLET HILL-CLIMB

Ulster A.C. Championship Event Won by D. Boshier-Jones

of famous Craigantlet record holders who, in the past, have included Earl Howe (Mercedes), E. R. Hall (M.G.), Raymond Mays (E.R.A.), Sydney Allard (Allard) and Ken Wharton (Cooper and E.R.A.).

Heavy rain during early afternoon practice threatened to restrict speeds but, to the delight of officials and spectators along the wind-swept course, the sun broke through at the start of the main ascents and the road dried quickly giving excellent weather conditions for the climbs.

The prospect of collecting points towards the Sports Car Championship also made the trip worth while for several other cross-channel competitors, among whom the fastest in the up to 1,500 c.c. class was Ray Fielding who took his 1,460 c.c. Cooper-Climax up in a time of 76.15 secs. followed by J. J. Richards whose 1,098 c.c. Lotus-Climax returned 78.97 secs.

P. Scragg was fastest in the over 1,500 c.c. class with a time of 74.01 secs. with his H.W.M.-Jaguar. In doing so he won the over 1,300 c.c. open class for cars other than racing or supercharged in which second place was taken by Malcolm Templeton's 1,500 c.c. Lotus-Climax in 75.95 secs.

Times throughout the day generally improved considerably on the second official ascent and it was on this, with an excellent climb in 98.35 secs. that Brian Finn won the closed production car class up to 1,250 c.c. with his Speedwell-con-

verted Austin A35. Second place went to Alan Marshall in a similar car which was used last year by Paddy Hopkirk to win the class.

Esdale Dowling again demonstrated his supremacy in the medium production closed car class, taking his Hillman up in 96.34 secs., followed very closely by J. C. Du Moulin, from Blackrock, whose 1,290 c.c. Simca clocked 96.81 secs.

Although there were only two entries for similar cars over 1,750 c.c. the competition was nevertheless very keen with John Robb (5,420 c.c. Cadillac-Allard) getting the decision by 0.7 of a second over Robin McKinney's DB2 Aston Martin.

For the first time the organizers, the Ulster Automobile Club, introduced a class for its enthusiastic vintage car members, to be run on a handicap basis. Victory here went to H. G. Conway in his supercharged 2,300 c.c. Bugatti, whose handicap of 22 secs. gave him a nett time of 67.82 secs. Second place went to W. C. McVeigh in his beautifully prepared 2,500 c.c. Lancia Lambda with a handicap of 36 secs. and a nett time of 70.03 secs.

Templeton had little difficulty in carrying off the production sports car class up to 1,500 c.c., but a private battle was waged between several Austin-Healey Sprites for second place, with the verdict going to Paddy Hopkirk in a climb of 89.02 secs.

Driving in his silver jubilee Craigantlet hill-climb Stanley Proter crowned his day

by winning the production sports class over 1,500 c.c. with his 1,582 c.c. Porsche in 76.87 secs., to be followed home by Kevin Monks whose Triumph TR3 recorded 78.96 secs. on the second ascent after spinning his car off the course on his first attempt.

The driver who gave the spectators—and himself—the biggest thrill of the day was David Archibald whose hill-climbing only lasted for about 200 yards. It was while entering the first bend that his Caprice Special—once better known on the hill in the hands of Cris Lindsay as the Nufor—spun wide and struck the bank, tearing off one of the front wheels in the process.

This put paid to Archibald's challenge in the open car event over 1,300 c.c. In the below 1,300 c.c. section of the same event Richard's Lotus-Climax was followed by the Tommy Graham-built Willment-Ford Special, expertly handled by Brian Bleakley to return a time of 81.01 secs. after the car had been missing badly on the first climb. Into third place

(Continued on page 312)

Results

Best time of the day: D. Boshier-Jones (1,100 c.c. Cooper), 1 m. 8.74 s. (new hill record).

R.A.C. British Hill-Climb Championship: 1, D. Boshier-Jones (1,100 c.c. Cooper) 1 m. 9.32 s.; J. Berry (1,960 c.c. E.R.A. s/c), 1 m. 12.81 s.

Unsupercharged closed production cars up to 1,250 c.c.: 1, B. J. Finn (948 c.c. Speedwell Austin), 1 m. 38.35 s.; 2, A. M. A. Marshall (948 c.c. Austin), 1 m. 39.88 s. **Over 1,250 c.c. and up to 1,750 c.c.:** 1, J. E. Dowling (1,494 c.c. Hillman), 1 m. 36.34 s.; 2, J. C. Du Moulin (1,290 c.c. Simca), 1 m. 36.81 s. **Over 1,750 c.c.:** 1, J. Robb (5,420 c.c. Allard), 1 m. 33.29 c.c.; 2, R. C. McKinney (2,580 c.c. Aston Martin), 1 m. 33.99 s.

Handicap open to vintage and post-vintage thoroughbreds: 1, H. G. Conway (2,300 c.c. Bugatti s/c), 1 m. 29.82 m. (handicap 22 s.); 2, W. C. McVeigh (2,500 c.c. Lancia Lambda), 1 m. 46.03 s. (handicap 36 s.).

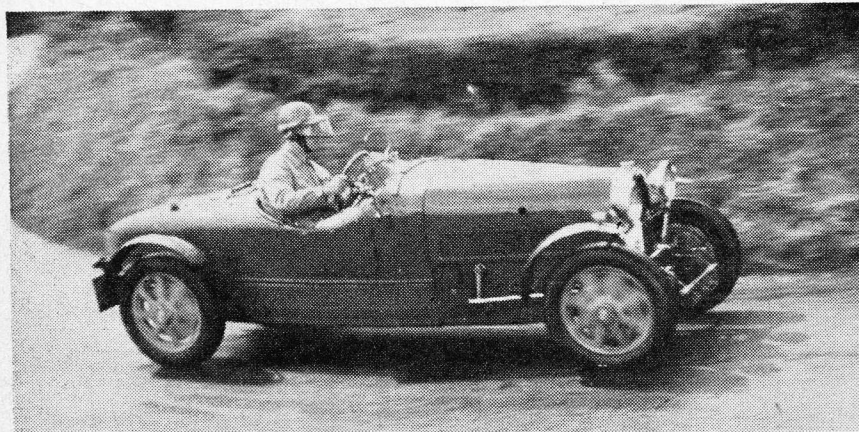
Handicap open to all cars complying with Appendix "J": 1, S. H. M. Logan (1,192 c.c. Volkswagen), 1 m. 42.44 s. (handicap 30 s.); 2, J. K. McNinch (1,498 c.c. Riley), 1 m. 43.37 s. (handicap 25 s.).

Unsupercharged production sports cars up to 1,500 c.c.: 1, M. Templeton (1,500 c.c. Lotus-Climax), 1 m. 15.95 s.; 2, P. B. Hopkirk (948 c.c. Speedwell Sprite), 1 m. 29.02 s. **Over 1,500 c.c.:** 1, C. S. Porter (1,582 c.c. Porsche), 1 m. 26.87 s.; 2, K. B. Monks (1,991 c.c. Triumph), 1 m. 28.96 s.

Open to all cars other than racing, up to 1,300 c.c.: 1, J. J. Richards (1,098 c.c. Lotus-Climax), 1 m. 18.97 s.; 2, B. Bleakley (1,172 c.c. Willment-Ford), 1 m. 21.01 s. **Over 1,300 c.c.:** 1, P. Scragg (3,442 c.c. H.W.M.-Jaguar), 1 m. 14.01 s.; 2, M. Templeton (1,500 c.c. Lotus-Climax), 1 m. 15.95 s.

Open to all cars, unlimited capacity: 1, D. Boshier-Jones (1,100 c.c. Cooper), 1 m. 8.74 s.; 2, J. R. Pringle (2,014 c.c. Cooper-Climax), 1 m. 11.44 s.

PREMIER: For the first time the Ulster A.C. ran a vintage and p.v.t. class, run on handicap. Winner was H. G. Conway in his 2,300 c.c. supercharged Bugatti.



MONZA: Here, reflected in a large pool of water, the late Eugenio Castellotti flashes round the banking in one of the Lancia-Ferraris.

racers for sports cars, saloons or go-karts. Let us consider a few basic facts.

The Grand Prix car has the best road-holding that current knowledge makes possible. Immensely rapid technical strides are being made as a result of racing development, and all these lessons are applicable to the production car of tomorrow. A good road circuit resembles a normal road very closely, and so the racing car and the touring car are on common ground. Suspension, steering, brakes, tyre treads, all these things and many more are developed by Grand Prix racing. Even more important is the reserve of technical knowledge which is being accumulated, and an engineer who has tackled the problems of road racing will always design a better production car as a result, probably without realizing that he is making use of his racing background.

Conversely, the touring car will never be used on anything resembling a banked track. The current Grand Prix car, built for road racing, is entirely unsuitable for track racing. The reason is simply that, on entering a banked curve, the effective weight of the car is greatly increased by centrifugal force. It would not be difficult to redesign the chassis to take care of this, but where would that be getting you? Having spoilt the suspension one would then ruin the engine, concentrating on the top end performance, and a few of the gears could be thrown away too. The resulting car would win any track race, and it would also be a bastard contrivance, unfit to bear the name Grand Prix. It would be a design exercise from which nothing useful could be learned.

The peculiar dangers of track racing must also be considered. Theoretically, a banking could be so shaped that a car would simply run round "in the groove", finding its own height. In practice, this has never been achieved, and the act of entering or leaving a banking is always a somewhat hazardous business. To race on a banked track in the rain is perilous in the extreme. Brooklands meetings used to be cancelled for rain, and the Americans do not race on wet tracks. I have "lost" a car on the banking at Montlhéry, and I now realize that to drive fast on this track in the wet is not tough or clever—it's just plain suicide. I love Paris, but the view of it that you catch for a moment over the top of the banking is one I would rather not see again. If anybody, from the safety of his armchair, tries to prove to me that track racing in the rain is theoretically

JOHN BOLSTER DISCUSSES

RACING ON BANKED CIRCUITS

THE recent Avus race has focused attention on banked tracks, and an examination of the whole position is therefore not out of place. This short article will endeavour to examine the problem from a technical point of view, and as far as possible will remain above the current "political" controversies.

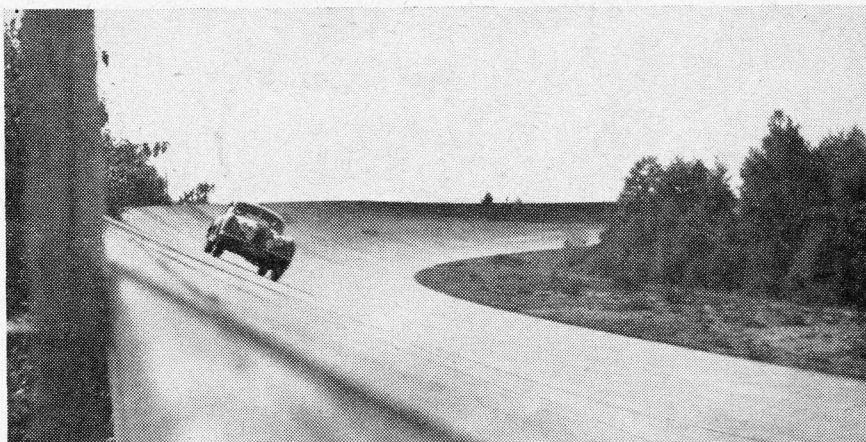
The banked track is an indispensable piece of equipment for the development of production cars. Watch the Citroëns and Renaults circulating at Montlhéry every day, and you will cease to marvel at the long engine life and low fuel consumption of these two makes. Road circuits are utterly useless for many of the extremely accurate tests which manufacturers must carry out, because the human element is too greatly involved. Again, the banked track is ideal for the running-in and preliminary tuning of racing cars, and the "clean cut", with a coast back to the pits on a dead engine, may be much better carried out than on any circuit with corners.

Banked tracks are invaluable for this work, and personally I would make even more use of dear old Brooklands, if it

still existed, than I do now of Montlhéry. Yet, the track should be regarded simply as a laboratory, and to use it for racing ought to be recognized for the absurdity that it is. Track research is of the same calibre as the work that is carried out on the test bench, and is not a spectacle for the public gaze.

It is true that the racing of really fast cars round a banked curve is extremely spectacular, but then so is stock car racing. The point is that a Grand Prix car is just as unsuitable for either of these forms of contest, and to allow this sort of circus to count for the World Championship is as silly as including

MONTLHÉRY is a banked circuit that Bolster uses quite frequently for testing purposes. This picture shows the record-breaking XK 120 at speed during its historic run.





safe, I may be tempted to forget my invariable courtesy and perfect manners!

A similar state of affairs on a smaller scale may be witnessed on any main road corner that has been "super-elevated", to use the jargon of the trade. Many a county surveyor has spent thousands of pounds of the taxpayers' money in "improving" the roads, and then wonders why the accident rate goes up instead of down. To analyse the behaviour of a car on a banked corner is somewhat complex, but in general the pressure

A LARGE CROWD watches a high-speed battle between Juan Manuel Fangio and Stirling Moss in the Mercedes-Benz "Silver Arrows" during the 1955 Italian G.P. at Monza.

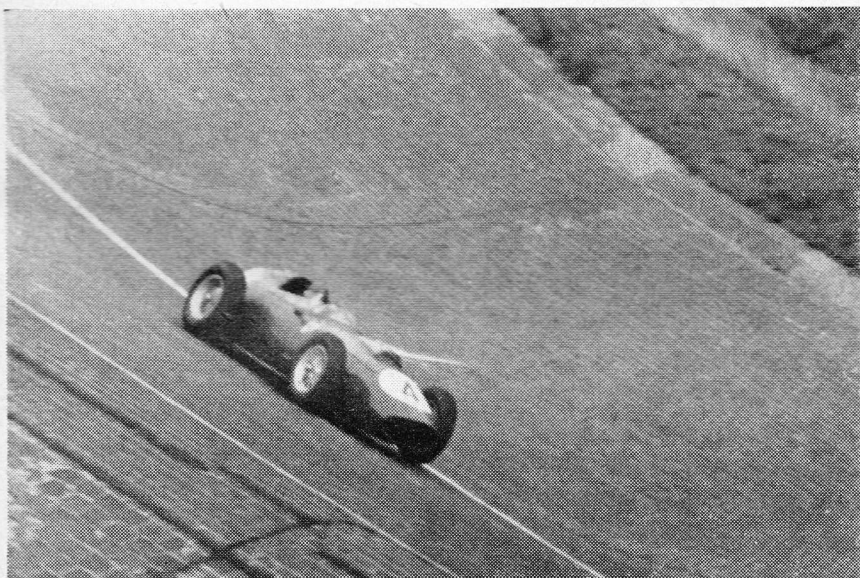
permits the cars to be more highly stressed for a longer period. In fact, the stress reversals that braking, changing gear, and accelerating involve are much harder on the mechanism than a flat-out "blind". After all, a gear ratio may be chosen to limit the revs if desired. In

fact, no new or unexpected mechanical troubles were experienced at Avus, I am told.

The bother with the Coopers had nothing to do with the form of circuit that was used. The cars of Brabham and McLaren had new, wider quick-change pinions fitted between the clutch and the gearbox, and these broke up. There is known to be some whip in the shafts, and this was sufficient to make the new, wide teeth run out of line and eventually fail. The cure is simply to revert to the old, narrow gears until the deflection is cured, as it will be when the new box comes along. Incidentally, the slipping clutch which slowed Jack Brabham after half-distance at Rheims was due to the gearbox being over-filled from the reserve tank.

At least the old boggy of tyre trouble has been licked. Dunlops, with their infinite knowledge of very high-speed work, can supply the right tyre for the job in hand with absolute certainty. Thus, one of the worst hazards of banked track racing has been eliminated, but other dangers remain.

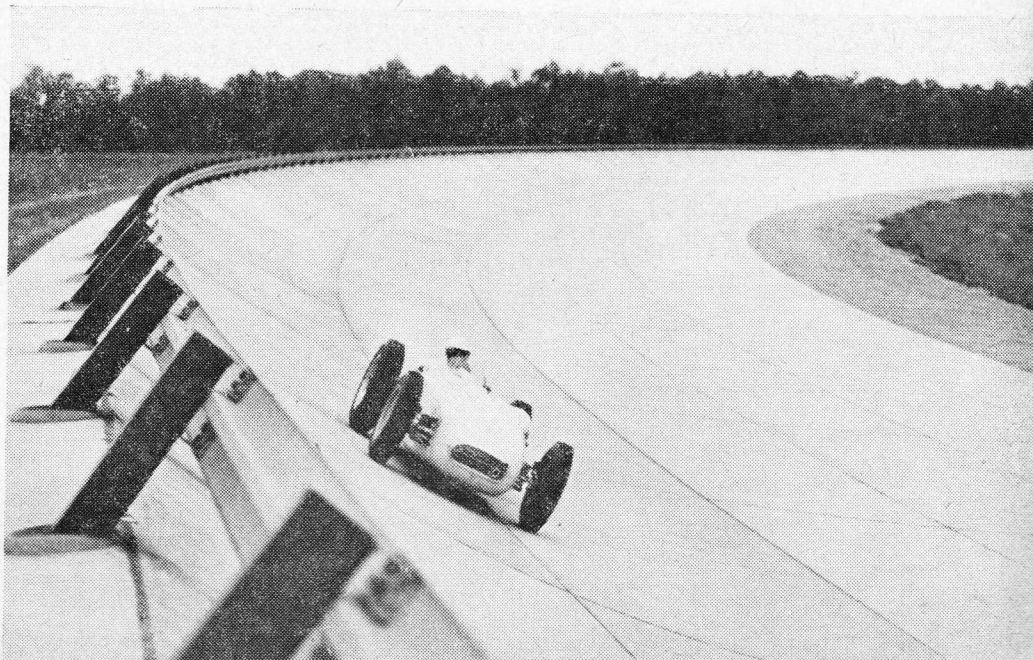
When my friend, Benoit Musy, went over the top of the banking at Montlhéry, I was standing with "Fon" de Portago. "I shall never race on this track again," cried Fon, and of course he was completely right. Let us never race on any banked track again, least of all with Grand Prix cars. Grand Prix racing is the only real racing, compared with which everything else fades into insignificance. Above all, it must be kept free from circus stunts, and it must retain its traditional road racing character or die.



THIS YEAR'S German G.P., held at Avus, proved unpopular with the drivers and produced no new mechanical troubles. The winner, Tony Brooks, is seen above in the Ferrari. BANKED CIRCUIT racing is very popular in the States and very high speeds are attained. Sam Hanks is seen at right setting a new closed circuit lap record of 182.554 m.p.h. at the Chrysler Corporation Proving Grounds, Detroit.

generated by centrifugal force may increase its cornering power up to a point. Past that point, or if anything happens to upset the apple cart, the car may break away with extreme suddenness, and nothing can stop it from spinning or running out of road. I am glad to see that some of the latest roads have less acute banking of the corners than was fashionable a few years ago.

It has been suggested that racing on banked tracks is valuable because it



Tony Brooks looked, and was, most unhappy. Both he and his car were decidedly having an off-day, and he became more or less a fixture at the tail of the procession with the Portuguese driver Cabral, who, wisely, did not attempt to drive above his capabilities.

Looking Back on Lisbon

Photography by George Phillips

Stirling's driving was, of course, something at which to marvel. He did a spot of pressing-on during the opening laps, but thereafter appeared to tour round. It was very fast touring, however, and he turned in lap after lap at well over 96 m.p.h., saving his gearbox wherever possible. He was terribly relieved to see that Brabham was OK,

[illegible][illegible]

AMERICANS ABROAD: Dan Gurney and Phil Hill are seen having a quiet chat during a practice session. Gurney is undoubtedly the discovery of the season, his first on the Continent.

★

HALLMARK OF A GENIUS: (Centre) After his 2 mins. 2.8 secs. practice lap Stirling's rev-counter tell-tale needle was at a mere 6,700 r.p.m.!

and it was thanks to his shouted information to the pits that Betty Brabham was able to set her mind at rest.

The Portuguese did everything possible to help, and there was a complete absence of the red-tape and disorganization which made Avus so miserable for drivers and mechanics alike.

B.R.M. had problems in straightening out Bonnier's car, but thanks to Portuguese Dunlop representative Charles Laidley, proper tracking equipment was made available. Richard Reid of B.P. Portugal, and his wife, gave an informal luncheon to race folk on the Friday before the race—it coincided with Raymond May's birthday!

Visitors to Portugal were able, for the first time, to rent self-drive cars. Ex-racing driver "Taso" Mathieson was in charge of arrangements at Lisbon and supplied a fleet of brand-new, white Dauphines.

Jack Brabham returned via Britavia, on which company's Hermes were loaded three Coventry-Climax engines to be prepared in England for Monza.

It now transpires that the famous "Bonnier's Bar" at the auto estrada hair-pin was also operated by Bernard Cahier. Both were seen on Sportsview's excellent TV film of the race, supplying refreshment and dousing hot drivers with cold water.

THE WORLD CHAMPIONSHIP— MATHEMATICIANS FORWARD!

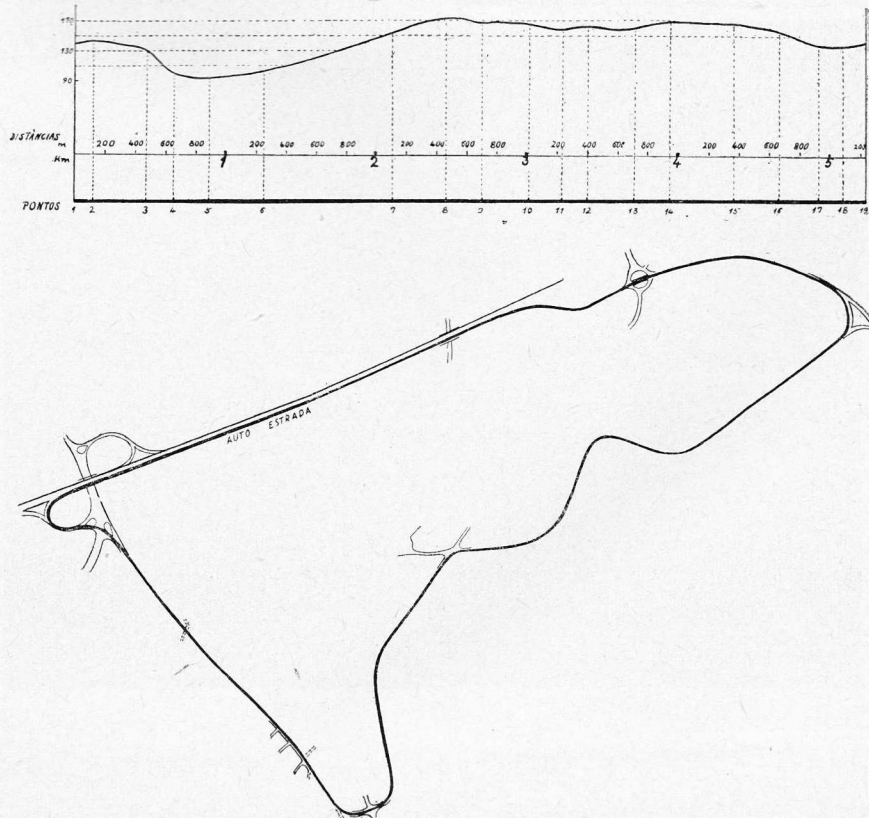
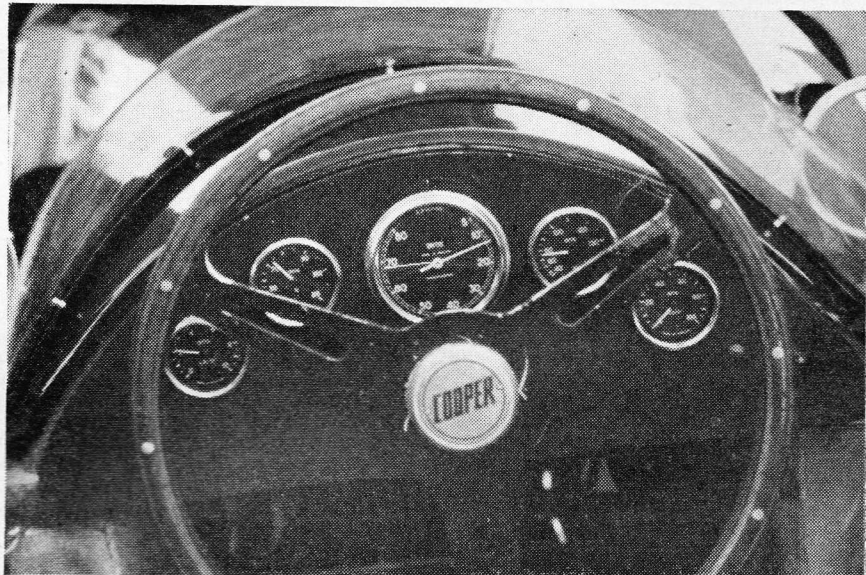
IF Casablanca does not take place (it has already been announced as cancelled) then the title will go to the best 5 results out of the 8 races. Brabham has scored 27 from 4, Brooks 23 from 3, Moss 17.5 from 4, Phil Hill 13 from 3, and Trintignant 12 from 4.

Brabham's score is made up of $9 + 6 + 4 + 8$, Brooks's $6 + 8 + 9$ and Moss's $1 + 1 + 6.5 + 9$. Permutation experts are required to work out the possible result at the end of the series. For instance, if Brabham collects maximum points at Monza and Sebring (18) his total will be $9 + 6 + 8 + 9 + 9 = 41$. Should Brooks do this, his total will be $9 + 8 + 6 + 9 + 9 = 41$. Moss's maximum could be $9 + 6.5 + 9 + 9 + 1 = 34.5$.

However, supposing none of the three scores any points in the remaining events and Phil Hill takes the maximum. His total would then be 29. Trintignant, doing the same would collect 26, so therefore cannot beat Brabham's total. Bonnier, can also total only 26, as could Bruce McLaren, but Masten Gregory can amass 28.

Anything can happen in motor-racing and the Championship at present lies
(Continued on page 312)

MAP of the Monsanto circuit (right) with gradient scale.



NEW CHAMPION: Edgar Barth at the wheel of the Porsche RSK in which he has won every Championship climb except Gaisberg. Although there is still one event to be run Barth has already amassed enough points to secure the Mountain Championship.

RAIN and mist, coupled with Barth's need of only one or possibly two points to win the International Mountain Climb Championship outright, produced some curious results in the fifth event of the series at Gaisberg, Austria, on 16th August. The meeting was won by Ernst Vogel of Austria driving an RSK Porsche, second was Heinrich Walter of Switzerland (RSK), and third, rather surprisingly, was Josef Greger of Germany in a Porsche Carrera. Fourth, more surprising still, was von Trips, last year's champion, in an RSK. Seidel came fifth in a second Porsche Carrera and sixth, most surprising of all, was a Fiat Abarth. Seventh, well down the list, was Edgar Barth (RSK) who has won all the previous championship climbs in Europe this year. This placing brought him no points at all, but as it



Gaisberg Mountain Climb

**Barth Clinches the Mountain Championship
but B.T.D. is set by a Formula Junior Car**

turned out, none was needed. Walter, his closest rival, is still nine points behind, and with only one more event to come, in which the maximum award for a win is eight points, Barth cannot be overtaken. Barth therefore succeeds von Trips as this year's Mountain Champion, and the winning car, again, is a Porsche. The last note of surprise at Gaisberg concerned the fastest time of the day. Normally this goes to Porsche, almost by definition. On this occasion, however, it went to a Formula Junior car which on its best run was one and a half seconds faster than Vogel or, on both climbs, nearly 14 seconds quicker in aggregate.

The meeting came at the end of a disastrous week in Austria when a large part of the country was flooded, and Salzburg, which is nearby, lost one or two bridges over the Danube. On the Gaisberg there were no bridges to lose, but one period of 40 hours' continuous rain left its mark on the hill in the shape of a layer of mud which effectively covered the road. Thursday, Friday and Saturday, which were to have been devoted to practice, saw instead some frantic efforts by the local council workmen to clear at least part of the course. By Saturday mid-day this they had succeeded in doing: by then eight and a half kilometres were, to use the opera-

tive word, navigable. On Sunday the meeting took place as planned, between the villages of Gnigl and Judenbalm. In view of the appalling conditions there were bound to be accidents, and the two that occurred were, fortunately, minor ones.

The championship is limited to Appendix "C" cars of not more than 1,500 c.c. capacity, and the 1,500 c.c. sports car section was composed, as usual, of RSKs driven by Barth, Vogel, Walter, von Frankenburg, and von Trips, the latter making a welcome return to hill-climbing. Making up the class was an RS Porsche piloted by Losinger (Switzerland). There were no 1,100 c.c. sports cars, Spyghiger of Austria for once being absent with his Osca, so that the rest of the championship drivers came from the Grand Touring classes. In the 750 c.c. section were several Fiat Abarths, the fastest being Italian driven; the 1,300 c.c. category produced Giuliettas and a Porsche; and in the 1,600 c.c. class was Greger in a 1500 Porsche Carrera, Seidel similarly mounted (at Trento, Italy, and Freiburg, Germany, Seidel competed in an RSK), and also Günther. In the big G.T. class (too large to be eligible for the championship) Hans Stuck again was prominent in his BMW 507. The Formula Junior section produced, among others, Mitter in the fast DKW-Mitter, Malz in one of the two Auto Unions Hartmann, and von Doery of the Argentine in a Stanguellini—at Freiburg von Doery, like Seidel, brought an RSK.

Each championship competitor was to have two runs up the hill, both to count in aggregate, and on Sunday morning, in pouring rain and thick mist, the first car set off. So dense was this mist that, even with headlamps on, it was possible to see each car only for brief moments, for just long enough to identify it. Rest-And-Be-Thankful in its foulest mood could hardly have done better. In the circumstances no driver was happy,



CLASS WINNER: Herbert Schultze (Alfa-Romeo Zagato) won the G.T. class for cars up to 1,300 c.c. but was nearly 15 secs. slower than Fabi (Fiat-Abarth) who went tremendously fast to win the 750 c.c. G.T. class in 12 mins. 14.6 secs.

GRAND TOURING: Hans Stuck won the class for G.T. cars of over 1,600 c.c. in his BMW 507 recording a time of 11 mins. 54.1 secs. and was placed sixth overall after a very creditable drive.

Vogel—who has a reputation for wet weather driving—being the least affected of the championship competitors. His first run was completed in 5 mins. 51.6 secs., almost eight seconds faster than Walter who, knowing he had to win this event to have a chance of beating Barth for the championship, tried hard and recorded 5 mins. 59.5 secs. Greger was next fastest in the Porsche Carrera, followed by the RSK of von Trips who clearly was taking no unnecessary risks (6 mins. 2.9 secs.). Barth, presumably not expecting competition from the Carreras of Greger and Seidel, let alone a Fiat Abarth, and counting therefore on fourth place (3 points), went up in leisurely fashion—comparatively speaking—to record 6 mins. 26.7 secs. After the sports cars came the Formula Juniors, not of course eligible for the championship, and the DKW-Mitter caused a shock when it sped up in 5 mins. 39.2 secs., easily the fastest time up to then.

For the second round the weather lifted a little, and times were much improved. Vogel again was the fastest championship driver (5 mins. 37.4 secs.), regaining temporarily the day's fastest time, and Walter knocked 22 seconds off his previous time to be only .1 of a second slower than Vogel. Greger, who has been easily the fastest G.T. driver in any class up hills this season, was third, and von Trips, fourth, reduced his time to 5 mins. 43.9 secs. Barth recorded 5 mins. 54 secs. The Formula Junior cars then left, and Mitter, again enjoying the advantage of greater visibility though now to a lesser degree, was 3.3 seconds quicker than before, recapturing from Vogel the day's best time.



In the last mountain climb at Freiburg, Mitter had been the fastest in practice of the Formula Junior cars, but in competition had been beaten by Malz in the Auto Union Hartmann. Now, at Gaisberg, he was on aggregate time over 66 seconds faster, which must have been satisfying. In the conditions, the largest cars of all, the 3-litre G.T. models, had no advantage at all. Thus Hans Stuck's aggregate time of 11 mins. 54.1 secs., sixth best in overall placing, was particularly creditable. It was over half a minute faster than Wollanek's 300SL.

O. T. WALL.

Results

Championship Drivers Overall Placing: 1, Vogel

(RSK), 11 m. 29 s.; 2, Walter (RSK), 11 m. 37 s.; 3, Greger (Porsche Carrera), 11 m. 42.7 s.; 4, von Trips (RSK), 11 m. 46.8 s.; 5, Seidel (Porsche Carrera), 12 m. 9.1 s.; 6, Fabi (Fiat Abarth), 12 m. 14.6 s.; 7, Barth (RSK), 12 m. 20.7 s.

Class Results, Grand Touring: 750 c.c.: 1, Fabi (Fiat Abarth), 12 m. 14.6 s. **1,300 c.c.:** 1, Schultze (Alfa Romeo), 12 m. 39.3 s. **1,600 c.c.:** 1, Greger (Porsche Carrera 1500), 11 m. 42.7 s. **Over 1,600 c.c.:** 1, Stuck (BMW 507), 11 m. 54.1 s.

Sports Cars: 1,500 c.c.: 1, Vogel, 11 m. 29 s.; 2, Walter, 11 m. 37 s. 3, von Trips, 11 m. 46.8 s.; 4, Barth, 12 m. 20.7 s.; 5, von Frankenburg, 12 m. 39.4 s. (All cars RSKs.)

Formula Junior: 1, Mitter (DKW-Mitter), 11 m. 15.1 s.; 2, Malz (Auto Union Hartmann), 12 m. 21.5 s.; 3, von Doery (Stanguellini).

B.T.D.: Mitter (DKW-Mitter), 5 m. 35.9 s. **International Mountain Climb Championship, Placings at end of Fifth Round:** 1, Barth, 24 points; 2, Walter, 15 points; 3, Vogel, 12 points; 4, Seidel, 11 points; 5, Spychiger, 6 points.

BOLTON LE MOORS NATIONAL RALLY

THE Bolton-le-Moors Car Club have been running rallies since 1954, in which year the entry was exactly seven! Last year the maximum permitted entry, i.e., 120 competitors, was reached. Now people will say, "Ah, yes, but wasn't there an A35 Saloon de Luxe to be won?" Sure, but there wasn't this year, although this was much against the wishes of the "Bolton Boys". Yet again the subscription list was well over-subscribed!

How come? Easy. Apart from the prize list which descended from a "seventy-fiver for the top man" down to a one pound premium for the 21st, there was promised and fulfilled first class organization, a good route, a hard night section which would keep navigator and driver fully employed, no chassis breakers (if the route was adhered to), a leisurely return to breakfast and early results. What more?

There were three starting controls, at Bolton, Stoke-on-Trent and at London. All these converged on a central meeting point at Prees Heath, from where the rally proper started at 11 p.m. on the Saturday. Here tragedy struck early on, when news was received of a bad crash involving the car carrying one of the Clerks of the Course and his father, a club steward, en route from Bolton; a

quick switch saved the situation. Also competitor No. 1, D. Seigle Morris, who had broken his TR, was allowed to substitute a standard A35, with which, to the amazement of all and sundry, he won his class!

The route from Prees Heath ran westwards via Whitall, Cockshutt, by-passing Chirk, through Llanarmon, New Mills, Llanfyllin, ending the night navigation section at Myddle, a total distance of 160 miles involving some 26 checks.

No incidents of any kind were reported except for a slight delay caused by baulking at check No. 9 when one or two cars were unable to climb a very steep "brow", but clearance was soon effected. One hundred and one cars completed the course, this number seeming high, but as no clean sheets were in evidence it would seem to be in ratio with the quality of the entry!

The marshalling was of a very high standard and although this event did not count for the R.A.C. Championship, the general opinion of those competitors approached was to the effect that the upgrading to National Status was well deserved!

FRANCIS PENN.

Results

1, D. H. Holland (Morris Minor); 2, J. Sprinzel (Sprite); 3, D. C. Astle (TR3A); 4, D. Seigle Morris (A35); 5, A. W. Hobson (TR3); 6, Mrs. P. Mayman (Morgan); 7, J. Waddington (A40).

Class Winners: T. Gold (Sprite); D. Seigle Morris (A35); A. W. Hobson (TR3); and A. Pontin (Sunbeam). **Ladies' Award:** Mrs. P. Mayman (Morgan). **Team Award:** D. C. Astle and M. Sutcliffe.

THORNABY

ABOUT 40 cars took part in a combined car and motor-cycle race meeting put on by the Middlesbrough and District Motor Club at Thornaby R.A.F. Station, near Middlesbrough, on Sunday, 9th August.

Fastest driver at the meeting was Jimmy Blumer in the Border Reivers' Lister-Jaguar, who set up the fastest lap of the day at 87.24 m.p.h.—exactly six m.p.h. faster than the fastest motor-cycle. Blumer came straight from his triple success at Ouston the previous day, where he also set the circuit record.

The meeting was closed-to-club for car drivers but several well-known North-Eastern drivers took part. Blumer won the main car event—the racing and sports-racing, over 500 c.c. race—and there were other victories for Gillie Tyrer and the Hon. D. N. Weir.

Results

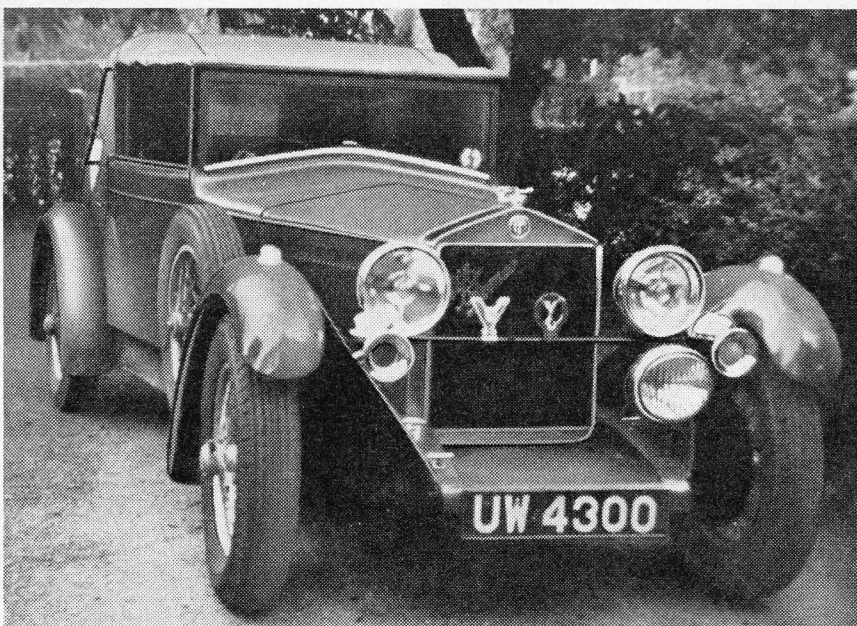
Sports Cars up to 1,500 c.c.: 1, Hon. D. N. Weir (Lotus 1172); 2, J. Astbury (M.G.A.); 3, C. E. Jarman (Sprite). **Production Closed Cars up to 1,900 c.c. and over 1,900 c.c. and Sports Cars over 1,500 c.c., run concurrently:** 1, G. Tyrer (Aston Martin DB4); 2, J. Snowden (Jaguar 3.4); 3, R. G. Harrison (Austin-Healey); 4, J. Astbury (M.G.A.); 5, G. A. Percival (Elva-Anglia). **Racing and Sports-Racing, over 500 c.c.:** 1, J. Blumer (Lister-Jaguar); 2, A. Owen (Cooper-Climax); 3, A. Ensoll (Jaguar D-type).

LABOUR OF LOVE: The grand old Alfa was sought out and restored by the author. The car cost £1,000 in 1929, which immense cost was justified by the extremely high quality of its materials and craftsmanship.

THE car which forms the subject of this article, is an Alfa Romeo 17/85 1,750 c.c. six-cylinder twin camshaft unsupercharged Gran Turismo, Series III. This was first registered in 1929, and has the engine and chassis number 0212551.

Just after the war the car was owned by a friend of mine, but it passed into other hands and it was not until 1952 that I learned it was languishing in a garage with a broken con-rod. As I had always admired the car I sought it out and eventually it was towed to its new berth.

Inspection of the engine revealed that either a con-rod had broken first allowing the piston to smash an inlet valve and guide or an inlet valve had fractured and fallen into the cylinder. I was unable to decide which, but in any case the main thing was to repair the damage.



ALFA ROMEO 1750 GRAN TURISMO

A classic car rescued and rebuilt by J. F. Harriman

I decided straight away to thoroughly overhaul the engine and the wisdom of this decision was borne out as time went on.

The cast iron cylinder head required a new valve guide to replace the broken one, six new exhaust valves to replace the existing ones which had been "bodged" up with stellite and one new inlet valve. Other replacements were a new con-rod and three sets of big-end shells which had been rotating and were nearly cut in half by the dowel pins. These were all obtained from Messrs. Thomson and Taylors whom I found to be most helpful and always ready to answer my queries.

The cylinder block, of cast iron with an integral water jacket round the upper

part of the cylinders, was re-sleeved to standard (65 mm. bore by 88 mm. stroke) and six new pistons were obtained. At the same time the crankshaft was reground and the five main bearings and the big-ends were remetalled. All new water pipes were fitted and also a new impeller and shaft in the water pump. Oil in the radiator was traced to a leaking oil transfer tube in the front end of the cylinder block. There are two of these tubes which pass through the water space to feed the two camshafts with oil. The faulty one was resoldered and gave no further trouble. A new bearing was fitted to the lower end of the vertical drive shaft at the back of the engine and this completed the major work on the engine. Incidentally it is not pos-

sible to drop the sump without removing the engine as a chassis cross-member passes under the rear of it.

Perhaps the most interesting feature of the engine is the method of valve adjustment. Each valve has a fine thread upon its stem with two diametrically opposite keyways. The tappet head screws directly on to the top of the valve and mates with a somewhat similar keyed piece which slides on the keyways beneath it. The tappet head is serrated on its underside and the lower piece (on which the twin valve springs bear) on its upper face. Rotation of one relative to the other gives a vernier adjustment to the valve.

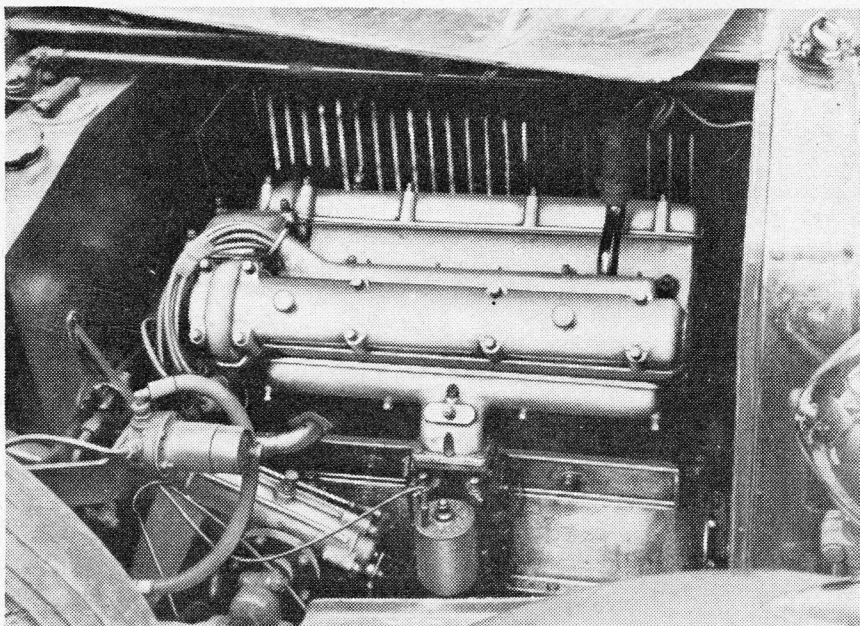
Another interesting feature is the hot-air supply to the carburetter. This is an Italian Zenith with twin choke tubes fed from a single float chamber. Between the carburetter and the engine is a short duct which is normally open to atmosphere. A small trap-door, however, operated from a control on the steering column can be set so as to draw hot air from a shroud round the exhaust manifold via two pipes which communicate with a chamber formed around the lower portion of the cylinders.

There is also a water heated hot-spot in the induction manifold.

A cross shaft at the rear of the engine carries the Bosch dynamo (with built in cut-out and voltage control) at one end and the oil and water pump at the other end. No dip stick is fitted but a float level indicator alongside the oil filler cap. Unscrewing this cap opens a valve which prevents the sump being overfilled.

The original autovac in the scuttle tank had been disconnected and an S.U. pump fitted drawing petrol direct from the rear tank. The only other change from original is a Lucas contact breaker assembly replacing the original Bosch one, and a Fram oil filter which I fitted.

(Continued on page 312)



POWER UNIT: The 1,750 c.c. twin-cam engine of the Gran Turismo produced 55 b.h.p. at 4,400 r.p.m. which, when new, was guaranteed to propel the car at 75 m.p.h. and it still returns 22 m.p.g. on "pool" petrol.

HAPPY MAN! Jack Brabham receives the trophy from Harry Schell after his brilliant win in the Cooper-Climax. Dean Delamont (with pipe) of the R.A.C. looks on.

EIGHT races provided the large crowd present at the Brands Hatch International meeting with some of the finest racing of the season. All tastes were catered for but most of the interest in this first class and slickly organized meeting was concentrated on the two events which were run off in stages—the Kentish "100" Trophy race and the AUTOSPORT World Cup race, which saw the first visit of a Dutch racing team to this country.

THE first event of the day was a 10 lap race for touring cars of over 1,300 c.c. and, from the word go Jack Sears took an immediate lead in the Equipe



Brands Hatch International

Brabham Wins Kentish Hundred : World Cup Goes to Holland

By **MICHAEL DURNIN** and **CHRISTOPHER NIXON**

Photography by **George Phillips**

Endeavour Jaguar 3.4 and was never headed. Sir Gawaine Baillie made a most tremendous start from the back of the grid and carved through the field, using the track and the grass with splendid impartiality. On Pilgrim's Rise he took his big car past Jeff Uren's Ford Zephyr (now fitted with the new Nichols suspension stabilizer—diagonal anti-roll bars linking the front wheels with their opposite rear wheels) into third place and on Clearways he passed D. B. Haynes's Ford to take second spot.

At the end of the first lap, therefore, the order was Sears (Jaguar), Baillie (Jaguar), leading the big car class, closely followed by the Fords of Haynes and Uren in the up to 2,600 c.c. class while farther back W. B. Blydenstein was going very well in his Borgward Isabella to lead the up to 1,600 c.c. cars.

On the third lap Uren passed Haynes

to move into third place and he set up a new class record of 1 min. 10.8 secs. on the fifth, but this was not enough to catch Baillie who was trying hard to overhaul Jack Sears. This more or less settled the placings in the big car classes, as the order never changed again but, in the 1,300-1,600 c.c. class there was quite a dice in progress for second place, behind Blydenstein. The three 1.5 Rileys of Les Leston, Peter Jopp and A. S. Hutcheson were hard at it, with Hutcheson passing the other two on the seventh lap. Shortly after this Leston retired and Peter Pilsworth (Riley 1.5) passed Jopp into third place, which decided the other class.

This event was followed by the second round of the AUTOSPORT World Cup. The first round was run off at Zandvoort a little while ago and the British team suffered numerous mechani-

cal maladies and were soundly thrashed by the Dutchmen. Now we were on home ground but to win the cup the British team had to take the first five places in each 21-lap heat and make fastest lap in one. Quite a tall order!

The British team comprised three Elites, two M.G.As and an Elva Courier. The Dutch boys had four M.G.As and three Porsches.

Straight into the lead went Jimmy Clark in the Border Reivers Elite, closely followed by the similar cars of Whitmore and Warner. Then came J. P. Fergusson (Elva), G. van Dijk (Porsche 1600S), W. Poll, similarly mounted and H. Vetter (M.G. Twin Cam).

On lap five the differential housing of Whitmore's Elite broke away from the bodywork and he had to retire. This left only five cars in the British team and although they held the first four places the fifth was firmly in the hands of Poll, who was driving brilliantly. Not being content with this position he began to close on Alan Foster (M.G.A) and made many splendid attempts to get by but couldn't quite succeed.

So at roughly half distance the order was Clark, Warner, Fergusson, Foster and Poll (all three very close together), van Dijk, Bouwmeester and Vetter (the last two in M.G. Twin Cams).

The order remained constant until lap 18 when Foster got past Fergusson. Warner was now making a determined bid for the lead for some reason, running the risk of blowing up or bending the car and thus losing the team valuable points. He very nearly did this too, going into Kidney Bend too fast and losing control of the car. Fortunately he did not hit anything and continued on his way still in second place for the remaining two laps.

So Clark won easily having driven a very sensible race and the Dutch team now had 71 points to our 41.

HAPPY MEN! The Dutch team, winners of the AUTOSPORT World Cup, grin happily as Mrs. Betty Brabham presents the trophy to their star driver, Wim Poll.





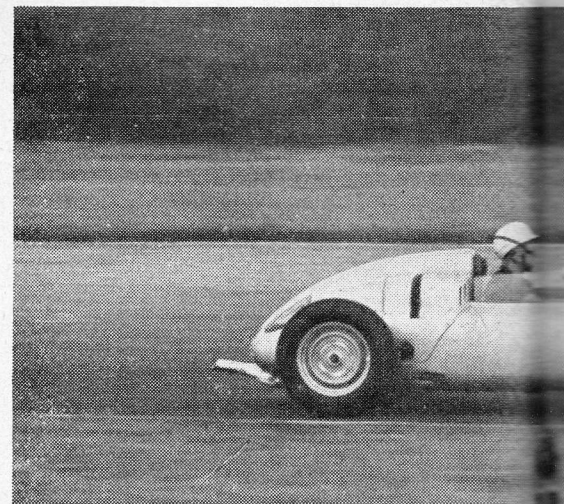
The Kentish "100"

THE Kentish "100" Trophy Race for F2 cars was the main event of the day. This 103-mile race was run off in two heats of 42 laps each and saw no less than 10 currently competing Grand Prix drivers among the field of 16 who qualified from over 40 entrants. The event was particularly interesting in that four different marques occupied the first four grid positions and, later, the first four places—a Cooper-Climax, a Lotus-Climax, a Cooper-Borgward and a Porsche. It will be noted that three of these cars favour rear-mounted engines which, with rumours of more rear-engined Grand Prix cars to come, may well prove to be a portent for the 1½-litre Formula 1 which will become operative in 1961.

Stirling Moss (Cooper-Borgward), Jack Brabham (Cooper-Climax) and Graham Hill (Lotus-Climax) shared the front row of the grid, with Joe Bonnier (Porsche) and Chris Bristow (Cooper-Borgward) in the line behind them. At the drop of the flag Brabham made an electrifying start and got well away from Moss and Hill. By the time he had got to Bottom Bend he had a clear two seconds lead and was fast increasing it. Bristow moved up a couple of places and at the end of the first lap the order was Brabham, Bristow, Hill, Moss, Salvadori (in the Atkins' Cooper-Climax), Innes Ireland (Lotus) and Masten Gregory (Cooper-Climax). This order was dramatically changed on the second lap when Bristow spun on the first part of Kidney Bend, causing Moss and Hill to take evasive action, which put them well on to the grass verge, which they both

briskly drove along before rejoining the race some places in arrears. Moss dropped right back to eighth place but only Salvadori and Bruce McLaren (Cooper-Climax) managed to get ahead of Hill. Bristow rejoined the field well back and in fact only a couple of hundred yards separated him and Brabham who on the third lap had six seconds lead from Salvadori in second place.

Moss began to drive very quickly indeed, having quite a stirring battle with Bonnier for seventh place and waving his fist as he went. On the fourth lap he managed to get past Bonnier despite the Porsche's superior speed and any advantage it may have derived from its six-speed gearbox. On the fifth lap he passed Ireland and began to close on Hill who, in his turn, was challenging Bruce McLaren for third place. On the seventh lap, while Brabham was driving his car through the corners at incredible angles and closing fast on Bristow, Hill and Moss closed right up on Salvadori and McLaren and quite a battle raged until Hill passed McLaren at Kidney Bend. Later Moss also got past while, further ahead, Brabham succeeded in lapping Bristow. On the ninth lap Salvadori, who had been driving very steadily in second place, missed a gear coming out of Paddock Bend and in the resulting hiatus dropped back to fifth place and got going again a short distance in front of Bonnier. Brabham had increased his lead to 16 seconds but Moss, who had been five seconds behind Hill, began to drive at a great pace, on one occasion going wide on to the grass at Druid's and generally sliding his corners at most fantastic angles while gain-



DOWN THEY GO: (Left) Streaming out of the towards the bottom bend with Jack Sears's 3.4 The clean lines of Bonnier's very fast Porsche along the bottom straight. **CLOSE ORDER:** as Stirling

Event One. Touring Cars over 1,300 c.c.: Overall Winner: J. G. Sears (Jaguar 3.4), 64.86 m.p.h. **Class Results:** **Class A—1,300-1,600 c.c.:** 1, W. B. Blydenstein (Borgward Isabella), 62.17 m.p.h.; 2, A. S. Hutcheson (Riley 1.5); 3, P. J. Pilsworth (Riley 1.5). **Fastest lap:** Blydenstein, 63.05 m.p.h. **Class B—1,601-2,600 c.c.:** 1, J. M. Uren (Ford Zephyr), 62.47 m.p.h.; 2, D. B. Haynes (Ford Zephyr). **Fastest lap:** Uren, 63.59 m.p.h. (new record). **Class C—over 2,600 c.c.:** 1, J. G. Sears (Jaguar 3.4), 64.86 m.p.h.; 2, Sir G. Baillie (Jaguar 3.4). **Fastest lap:** Baillie, 66.23 m.p.h.

Event Two. Great Britain v. Holland (2nd Round): 1, J. Clark (Lotus Elite), 66.84 m.p.h.; 2, G. Warner (Lotus Elite); 3, A. T. Foster (M.G.A Twin-Cam); 4, J. P. Fergusson (Elva Courier Spyder); 5, W. Poll (Porsche 1600S); 6, G. van Dijk (Porsche 1600S). **Fastest lap:** Clark and Warner, 68.26 m.p.h.

Event Three. Kentish "100" Trophy (Part One): 1, J. Brabham (Cooper-Climax), 77.36 m.p.h.; 2, G. Hill (Lotus-Climax); 3, S. Moss (Cooper-Borgward); 4, J. Bonnier (Porsche); 5, B. McLaren (Cooper-Climax); 6, R. Salvadori (Cooper-Climax); 7, I. Raby (Cooper-Climax); 8, M. Gregory (Cooper-Climax). **Fastest lap:** Brabham, 78.87 m.p.h. (new lap record for Formula 2 cars).

Event Four. Farnham Trophy: Overall Winner: G. Hill (Lotus-Climax), 74.58 m.p.h. **Class A—over 3,000 c.c.:** 1, J. Clark (Lister-Jaguar), 71.51 m.p.h.; 2, M. Charles (Jaguar D); 3, M. Anthony (Lister-Chevrolet). **Fastest lap:** Clark, 73.42 m.p.h. **Class B—1,501-3,000 c.c.:** 1, G. Hill (Lotus-Climax), 74.58 m.p.h.; 2, D. Piper (Lotus-Climax); 3, A. Stacey (Lotus-Climax). **Fastest lap:** Hill, 76.18 m.p.h. **Class C—1,101-1,500 c.c.:** 1, J. Whitmore (Tojciro-Climax), 70.51

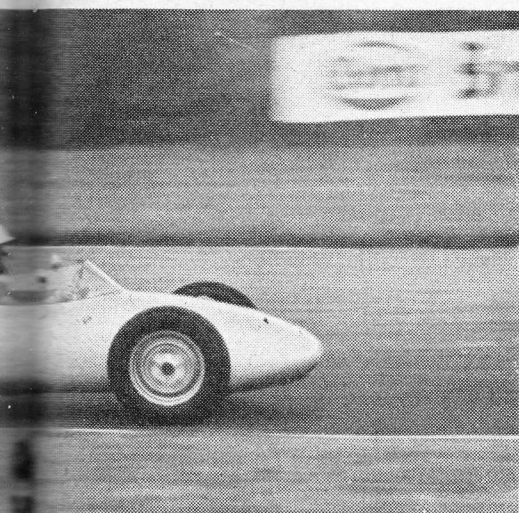
ing visibly on Hill. However, the leaders were well spread out and at this stage most of the interest was further back in the field where Ian Raby in his unusual looking Hume-Climax and Innes Ireland were having quite a duel, Raby eventually passing and getting well away from Ireland.

At the half-way mark, Jack Brabham had a long lead from Graham Hill who in turn was nearly five seconds in front of Moss. McLaren was in fourth place followed closely by Bonnier and Salvadori until on the 22nd lap Bonnier came past McLaren, lapped Bristow and set

FIRST LAP—second heat. The cars are seen here in varying angles of drift as they scream through the bottom bend with Brabham leading Moss, McLaren, Gregory, Hill, Salvadori and Bonnier.

Photo: John Topham





up the hill and down the hill, the big saloons rush in the lead. BEAUTIFUL: (Centre) well shown in this photograph, as he rushes Joe Bonnier has the inside line at Paddock get past.

m.p.h.; 2, S. G. Young (Parson-Maserati).
Fastest lap: Whitmore, 72.23 m.p.h.

Event Five. Touring Cars up to 1,300 c.c.: 1, J. H. Williamson (Austin A40), 64.75 m.p.h.; 2, L. Adams (Austin A35); 3, G. Boxall (Austin A35); 4, R. Bryant (Austin A35); 5, J. A. B. Taylor (Austin A35); 6, J. E. Wheeler (Austin A35).
Fastest lap: Williamson and Shepherd (A40), 66.04 m.p.h. (new record).

Event Six. Kentish "100" Trophy (Part Two): 1, J. Brabham (Cooper-Climax), 77.28 m.p.h.; 2, G. Hill (Lotus-Climax); 3, J. Bonnier (Porsche); 4, S. Moss (Cooper-Borgward); 5, M. Gregory (Cooper-Climax); 6, R. Salvadori (Cooper-Climax); 7, I. Raby (Hume Cooper-Climax); 8, M. McKee (Cooper-Climax). **Fastest lap:** Hill, 78.87 m.p.h. (equals the course record for Formula 2 cars).

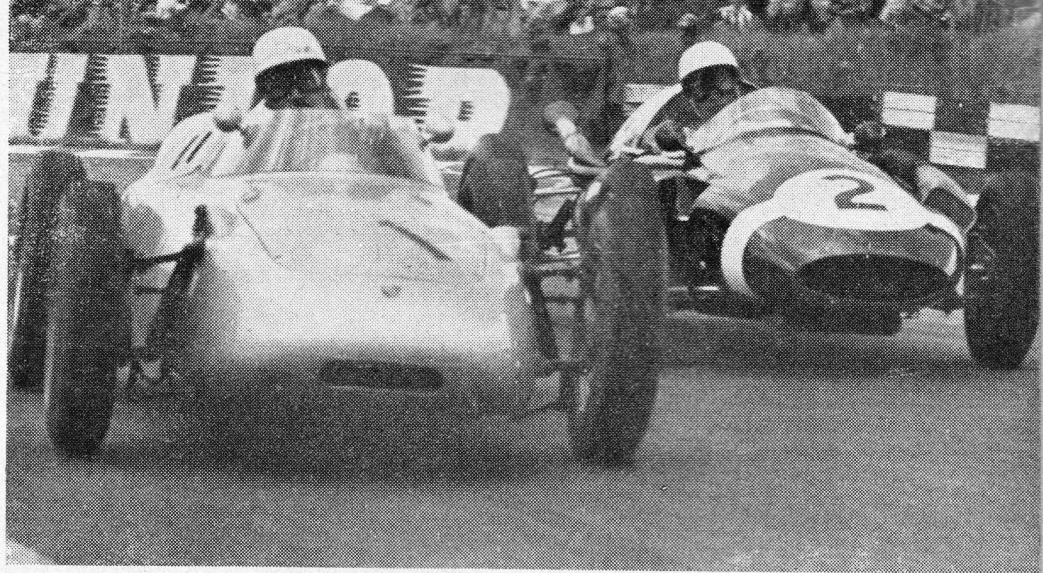
Aggregate Result of The Kentish "100" Trophy: 1, J. Brabham (Cooper-Climax), 77.32 m.p.h.; 2, G. Hill (Lotus-Climax); 3, S. Moss (Cooper-Borgward); 4, J. Bonnier (Porsche); 5, R. Salvadori (Cooper-Climax); 6, M. Gregory (Cooper-Climax).

Event Seven. Rochester Trophy: 1, P. Gammon (Lola), 74.46 m.p.h.; 2, P. Ashdown (Lola); 3, G. Hill (Lotus XVII). **Fastest lap:** Ashdown, 77.23 m.p.h. (equals the record for 1100 sports cars).

Event Eight. Great Britain v. Holland: 1, G. Warner (Lotus Elite), 66.14 m.p.h.; 2, J. Clark (Lotus Elite); 3, W. Poll (Porsche 1600S); 4, A. Foster (M.G.A. Twin-Cam); 5, J. P. Fergusson (Elva Courier Spyder); 6, G. van Dijk (Porsche 1600S). **Fastest lap:** Warner, 67.84 m.p.h. **Points Total:** Holland 75; Great Britain 66.

out after Moss in most determined fashion. This order was maintained until the end of the race, with Moss slowly closing on Hill but without sufficient speed to catch him. Farther back in the field, Raby was going very well in seventh place, but far behind Salvadori. On the last lap Innes Ireland spun violently at Bottom Bend, got going and spun again at Kidney Bend, a fractured oil pipe having caused his rear wheels to be bathed in lubricant. Brabham took the chequered flag at the end of the first part of the race at an average speed of 77.36 m.p.h., 18 seconds ahead of

FIRST LAP—first heat. Bristow leads Hill, Moss, Salvadori, McKee, Ireland, Bonnier, McLaren and Gregory through Paddock Bend. On the next lap, however, Bristow spun at Kidney.



Hill, who was almost two seconds in front of Moss and 20 seconds in front of Bonnier in fourth place.

Later in the day the Formula 2 cars again came forth for a final 42 laps to complete the Kentish "100". Moss's Cooper had cracked one of the rear wishbones in the first stage but this had been welded during the interval and he was obviously impatient to get going again. He made no mistake this time and although Brabham made his usual superb start Moss was well up with him and the pair vanished down the slope into Paddock Bend going neck and neck. The rest of the field all got off with the exception of George Wicken whose Cooper-Climax faltered on the line and was retired.

Brabham was in the lead as the cars came into sight again on Pilgrims' Rise. Moss was at his heels, while McLaren, in third place but slightly behind, headed Gregory, Hill, Michael McKee (driving Jim Russell's Cooper-Climax), Roy Salvadori and Joe Bonnier. The order did not change (except that Salvadori passed McKee) until on the fifth lap Moss spun very slowly at Kidney Bend and dropped back to seventh place shortly before Graham Hill passed Bruce McLaren into second place coming out of Clearways. Brabham was again building up a very considerable lead and on the sixth lap the whole length of the Bottom Straight lay between him and Hill. On the seventh lap Moss had regained sufficient ground to make an unsuccessful attempt to pass Bonnier at Clearways. It was obvious that the Porsche was faster on the straight than Moss's Cooper-Borgward and that it was, if anything, even

more stable on the corners; only Moss's superb skill was enabling him to challenge Bonnier. On the 10th lap Brabham had built up 4.5 seconds lead from Hill and was increasing it on every lap. Moss's challenges were encouraging Bonnier to greater speed and on the 11th lap he passed Salvadori in front of the grandstand. Moss passed Salvadori on the next lap coming out of Bottom Bend while Alan Stacey, who had been in 11th place, retired his Lotus with suspension trouble.

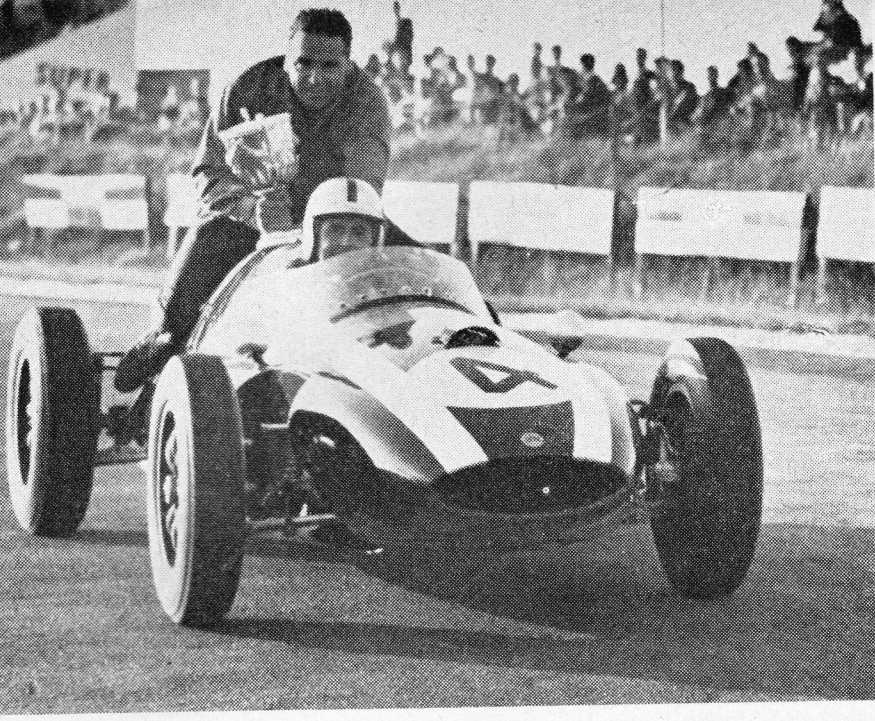
Bonnier began to close on Masten Gregory who had been occupying fourth place behind McLaren and for the next four laps Gregory, Bonnier and Moss had a most monumental dice which culminated with all three cars completing their 14th lap side by side. Bonnier got past on Pilgrims' Rise and on the next lap Moss also passed Gregory at the same place and went on to pass Bonnier on Clearways on the 16th lap.

Hill began to turn on the taps and was closing rapidly on Brabham while Moss and Bonnier were briskly moving up to challenge McLaren's third place. On the 19th lap Brabham was signalled by his pit and increased his speed, maintaining and perhaps widening the distance between himself and Hill. Bonnier re-passed Moss on the Top Straight and it became obvious that he was not only outdistancing him but was rapidly catching McLaren. The first five men were by this time out on their own and leaving Masten Gregory behind but harried by Roy Salvadori and Ian Raby. On the 24th lap Brabham lapped Ian Burgess (Cooper-Climax) and Chris Bristow retired with mechanical maladies.



LAP OF HONOUR: Jack Brabham grins happily as he does his victory lap with John Cooper on the back of the car, clutching the booty!

Photo: John Topham



Graham Hill was again overhauling Brabham and had narrowed the gap between them to 2.8 seconds. Bonnier began to harry McLaren, trying repeatedly to pass him until on the 29th lap he got past on the finishing straight. Salvadori was trying hard to get past Masten Gregory but although he nearly managed on several occasions he never quite made it. Moss began to move up very fast on McLaren and several times tried to pass him during the next three laps, eventually taking him on Kidney Bend on the 35th lap, but McLaren's Cooper had evidently shot its bolt and he retired as they reached the pits, to make a fitful and unsuccessful attempt to rejoin the race a lap later.

In his efforts to catch Jack Brabham, Hill lapped in 56.6 seconds (a speed of 78.87 m.p.h.), equalling the course record for F2 cars which the Australian had set on the fifth lap of the first stage, but he could make little impression on the race leader. Bonnier was increasing his lead over Moss and it seemed that the Cooper-Borgward was slowing. Bonnier lapped Mike McKee, who had been driving very steadily and very sensibly (as befits Jim Russell's prize pupil), but Moss seemed very little quicker than McKee's silver Cooper although he got past it on the 41st lap. As he came past the pits the Borgward engine coughed and misfired several times but it picked up again later in the lap.

Brabham went on to win by 3.4 seconds from Graham Hill, whose Lotus-Climax had gone uncommonly quickly, and Bonnier, after a most convincing

drive in the Porsche which was making its British debut, was some 21 seconds behind Hill but seven seconds in front of Moss.

Brabham and Hill obviously took the first two places in the race, Moss by virtue of his 42.8 seconds lead at the end of the first stage over Bonnier, had third place on aggregate by only 9.6 seconds, with Salvadori 22 seconds behind in fifth place.

The Kentish "100" Trophy was, all in all, a most exciting and worthwhile event and goes far to show that those pessimists who have gloomily

★

TO HOLLAND, for a year at least, goes the AUTOSPORT World Cup (right). JIM'S AWAY! Jimmy Clark leads the field out of the bottom bend on the first lap of the second heat of the World Cup race. Following are Ferguson, Poll, Foster, van Dijk, Warner, Vetter and Bouwmeester.

★

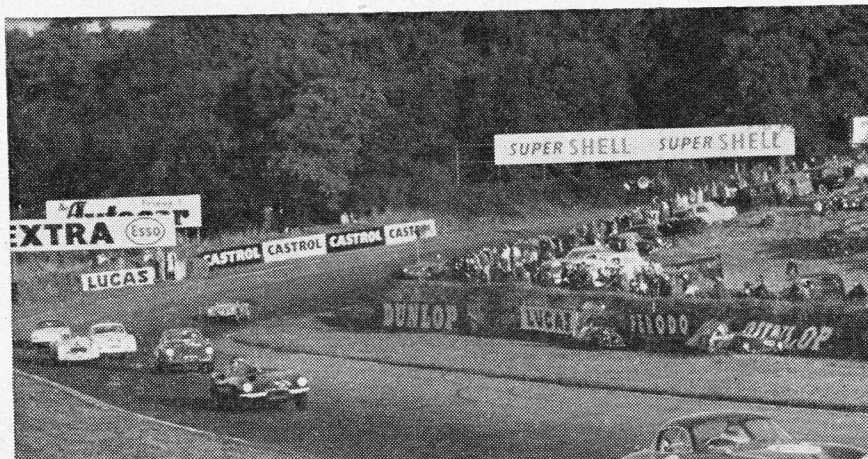


round at impossible speeds and suicidal angles. From the word go we saw what we have now come to expect from this type of race—a monumental dice between the A40s of Shepherd and Williamson. These two left the field standing and went rocketing round with about six feet between them.

Behind this pair came Len Adams, G. Boxall and John Sprinzel (A35s). Positions remained unaltered until lap six when Sprinzel slowed letting R. Bryant (A35) into fifth place. Sprinzel retired on the next lap.

Then on the very last lap we had drama. The two A40s, very close to-

(Continued on page 309)



CASTROL WINS

AT BRANDS HATCH

"AUTOSPORT" WORLD CUP RACE

1st J. CLARK (LOTUS-ELITE)

SPORTS CAR RACE
(OVER 3000 c.c.)

1st J. CLARK (LISTER-JAGUAR)

TOURING CARS OVER 1300 c.c.
CLASS B 1601-2600 c.c.

1st J. M. UREN (FORD ZEPHYR)
(Subject to Official Confirmation)

Follow the experts
ALWAYS ASK FOR

CASTROL

by name



BEAUTIFUL: Gillie Tyrer, although he couldn't do better than sixth place against a stiff handicap, gave a perfect display of immaculate driving in his DB4 Aston Martin.

A GAIN the British Automobile Racing Club brought cheer and sunshine to their Aintree Members' Meeting, held on the Club Circuit, where on Saturday, 29th August, organizers "Geoff and Mac" put on one of those informal but "smack on time" smooth events for which they are so well and justly renowned.

A well selected programme of five handicap and four scratch races, each over seven laps, catered for all tastes and attracted an entry of over 80 varied entrants. Whilst handicap racing is favoured by few, mainly because an event in which both credit laps and plus or minus seconds rear their ugly heads is difficult to follow and at times downright impossible, nevertheless, credit must be given to the handicappers who did a good job, the results in the main showing neither fear nor favour!



B.A.R.C. Aintree Members' Meeting

New Class Records Fall to Hon. E. G. Greenall (Lotus)

and J. C. Brierley (Elva)

For this meeting, the Press Caravan on the main straight was forsaken, and residence was taken up with Hugh Clapp, "doyen" of Northern observers, in his box high above Country Corner, a tight left-hander and possibly one of the most difficult corners on the entire Aintree Circuit. It was all it had been cracked up to be, everything happened!

First on the list was a handicap for closed cars, which really would appear to be the tale of four Aston Martins; the first, No. 1, H. S. Ladd (DB2), spun at Country and was seen no more, the second, No. 2, D. Howard (DB2/4), even with a handicap of plus 25 seconds couldn't make the first six. The third, No. 3, ought to have spun but didn't as on each and every tour he approached Country far too fast, locked on the brakes and just, but only just, got round; he, H. W. Epps (Mk. 3), came in third!

The fourth, one G. Tyrer, in a magnificent DB4 gave a perfect display of immaculate driving to finish sixth; he incidentally was off scratch. While all this was in being, R. J. Bloor in an indecently fast A35 "walked" home followed by J. C. Turner (T.V.R.) in second spot.

Next was a handicap for sports cars. This one produced no fireworks, G. H. Breakell (Lotus-Climax) working his way through the field from way down to take the flag by two seconds from J. B. Brierley in a Cooper-M.G.

A handicap for sports cars was a piece of cake for K. W. Yeates whose Lotus Bristol was never headed for six out of the seven laps. R. P. Sturgess with a well driven XK 120 was second.

Then there was a handicap for sports cars in which occurred a chapter of incidents one of which could have been

rather dangerous. From the box at Country, the whole corner cannot be seen, the reason, a large and protective earth bank recently erected! Lap 1 and J. D. Golding (Fairthorpe), nearly out of view, half spun, the offside wheels dug and the car went end over end finishing on top of him, upside down on the inside grass verge. Had not a spectator yelled, this incident might not have been seen and quickly remedied. The car was not too badly damaged but the driver suffered a dislocated shoulder. Next lap, in the middle of all this confusion, I. G. Harrison-Hansley did the same spin, only just stopping before the Fairthorpe. During all this, which included flags of all nations, ambulances, etc., D. Wilson in a Toucan built up a three seconds lead, to win from J. B. Brierley (Cooper-M.G.).

Event 5 was a handicap for marque
(Continued on page 312)

Results

Handicap Race for Closed Cars: 1, R. J. Bloor (A35), 57.50 m.p.h.; 2, J. C. Turner (T.V.R.); 3, H. W. Epps (Aston Martin). **Fastest lap:** G. Tyrer (Aston Martin), 76.08 m.p.h.

Handicap "A" for Sports Cars: 1, G. H. Breakell (Lotus-Climax), 80.81 m.p.h.; 2, J. B. Brierley (Cooper-M.G.); 3, T. Entwistle (M.G.). **Fastest lap:** Breakell, 82.69 m.p.h.

Handicap "B" for Sports Cars: 1, K. W. Yeates (Lister-Bristol), 73.28 m.p.h.; 2, R. P. Sturgess (Jaguar); 3, G. D. Hill (Elva). **Fastest lap:** Hill, 75.30 m.p.h.

Handicap "C" for Sports Cars: 1, D. Wilson (Toucan), 73.90 m.p.h.; 2, J. B. Brierley (Cooper-M.G.); 3, Lord Dunleath (Frazer-Nash). **Fastest lap:** Hon. E. G. Greenall (Lotus), 85.07 m.p.h.

Handicap "D" for Sports Cars: 1, R. P. Sturgess (Jaguar), 71.92 m.p.h.; 2, W. R. Brooks (Triumph); 3, E. C. Booth (Frazer-Nash).

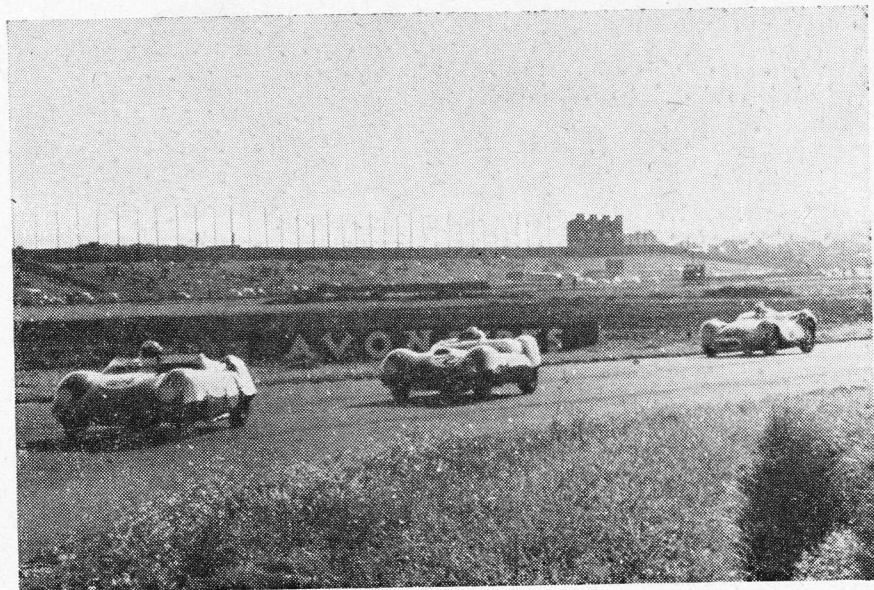
Sports Cars up to 1,100 c.c.: 1, J. C. Brierley (Elva-Climax), 82.00 m.p.h.; 2, K. M. Francis (Lotus-Climax); 3, W. N. Bloor (Lotus-Climax). **Fastest lap:** Brierley, 83.86 m.p.h.

Marque Sports Car Race: 1, J. Sutton (Austin-Healey), 74.46 m.p.h.; 2, P. J. Doyle (Triumph); 3, K. N. Aitchison (Austin-Healey). **Fastest lap:** Sutton, 76.08 m.p.h.

Cars up to 1,000 c.c. o.h.v. and 1,200 c.c.: 1, N. Moores (Longbacon), 72.08 m.p.h.; 2, J. F. Dickinson (Lotus-Ford); 3, H. W. Elwes (Austin-Healey Sprite). **Fastest lap:** Moores, 73.08 m.p.h.

Unlimited Sports Cars: 1, Hon. E. G. Greenall (Lotus-Climax), 84.00 m.p.h.; 2, J. C. Brierley (Elva-Climax); 3, G. H. Breakell (Lotus-Climax). **Fastest lap:** Greenall, 85.56 m.p.h.

COUNTRY CORNER: And J. C. Brierley (Elva-Climax), the Hon. E. G. Greenall (Lotus-Climax) and S. J. Diggory all trying hard at one of the most difficult points of the course.



Brands Hatch—continued

gether, went roaring round for the last time, Shepherd in the lead. At the end of the bottom straight though he went straight on, on to the grass and retired with engine trouble. Exactly the same thing happened on August Monday at exactly the same time and place! Bad luck indeed. So Williamson found himself in the lead (and what a lead—26 seconds!). Second was Adams and third Boxall with Bryant fourth and J. A. B. Taylor (A35) fifth. Both Shepherd and Williamson set up a new lap record with the unbelievable time of 67.6 secs. (66.04 m.p.h.). This is only two seconds slower than Tommy Sopwith's Class D record with a 3.4 Jaguar! Incredible, isn't it!

In the 1,100 c.c. class of racing a serious situation is beginning to raise its head. The situation is this: in any 1,100 c.c. race nowadays one is bound to find a couple, or maybe three Lolas entered, and as you well know this means that they will inevitably finish ahead of all the other cars. This being so, the various journalists who come to report the race are now being sorely tempted to down their pens and make for the bar in order to sink a few pints of good clear ale while the race is in progress, for the Lolas are so much faster than anything else that one begins to wonder whether the rest of the field is in the same race. The only incentive to stay and watch is the truly fantastic exhibition of the little cars' roadholding properties.

There were two Lolas entered for the 15-lap Rochester Trophy with Ashdown and Gammon driving. They went straight into the lead (with Ashdown in the van)

followed by Graham Hill (Lotus XVII), Arundell (Lotus XI) and Keith Greene (Lotus XVII).

Hill put up a valiant fight but Ashdown and Gammon kept him at bay without trying very hard.

By lap seven the order was Ashdown, Gammon, Hill, then a long gap before Arundell (driving very well indeed), then another long gap before M. B. McKee (Elva), Keith Greene and Mike Taylor.

Then on lap eight Ashdown went all agricultural, running straight on at the end of the bottom straight and dropping to third place. So he set about catching Hill, passing him on the penultimate lap, having equalled the class lap record without apparently extending himself or the car.

The last race of the day was the second heat of the AUTOSPORT World Cup race. Jimmy Clark shot into the lead, closely followed by Fergusson (Elva) and Poll (Porsche). This man Poll is undoubtedly a very fine driver and was very quick to learn the intricacies of Brands. He held second place for four laps when Warner (Elite), who had made a bad start, passed him and began to chase Clark again. Behind this trio came Foster (M.G.A.), Fergusson, van Dijk (going very well indeed) and Vetter (M.G.A.).

The race now became somewhat of a procession, the only change coming on lap nine when Warner got past Clark, and from then on the order remained unchanged until the end of the race, the only real interest being Poll's excellent driving of the Porsche. It would be interesting indeed to see what he could

do with an Elite for he is surely a very fine driver.

And so the race ran out with the Dutch team firmly in the lead with 78 points to the British team's 65. It had been an interesting experiment and both teams are eager to repeat the venture next year, when we hope the cup will be brought back to Britain. But the Dutch boys' victory was a splendid one and they won't relinquish the trophy without a strong fight, I'm sure!

BRANDS HATCHINGS

BRIAN TURLE of Shell supplied all the Dutch competitors with fuel—free of charge. . . . Dick Jacobs of Mill Garage worked all night to repair Alop's M.G.A. after it dropped a valve in practice. The Dutch team were completely overwhelmed by this act of kindness. . . . After the race AUTOSPORT gave a party for the British and Dutch teams and the various trade representatives who gave so much assistance. AUTOSPORT's Editor made a speech to which the Dutch team manager replied on behalf of his team. The party was held at the Hill Top Hotel, Wrotham.

LAYSTALL ENGINEERING have recently acquired Borna Engineering (Bilston), Ltd., of Dixon Street, Wolverhampton.

SHELL-MEX AND B.P., LTD. have presented Duncan Hamilton with a painting to commemorate the announcement of his retirement from active motor racing. The painting by Roy Nockolds, shows Mr. Hamilton's Jaguar at the time it was lying second in the 1958 Le Mans race.

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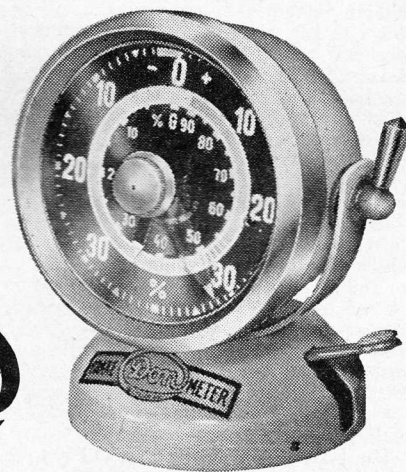
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WELL OFF: Paul O'Flynn always managed to get a rear wheel well clear of the ground on the Hairpin. The manoeuvre looked spectacular but he performed it on every lap and took third place overall in the main event.

OF all the Ulster race meetings of the year the one which arouses most interest in drivers and spectators alike is undoubtedly the Baird Memorial Trophy, held in honour of the late Bobby Baird who did much to foster the sport in the Province during the years following World War II.

Organized on a handicap basis by the 500 Motor Racing Club of Ireland, the event is open to any type of car from small saloons to large racing machines and has been won in previous years by competitors in nearly all classes.

BAIRD MEMORIAL TROPHY MEETING

500 M.R.C. of Ireland's Kirkistown Event

After a tremendous struggle between 49 drivers, this year the trophy has been carried off by a Triumph TR3 expertly handled by Ray Hume of Clady who has shot into the forefront of sports car racing in Ireland already with several important wins to his credit.

In the first of the three heats, out of which the top six drivers in each qualified for the final, H. G. Brown again proved the capabilities of his little 775 c.c. Brown-Austin Special by finishing 8.2 secs. ahead of Gerry Kinnane's G.R.M., at an average speed of 60.70 m.p.h. Third place went to Bob Harkness's Riley 1.5 driven in a very spirited fashion, while aircraft test-pilot Jock Eassie brought his Cooper-Ford into fourth place.

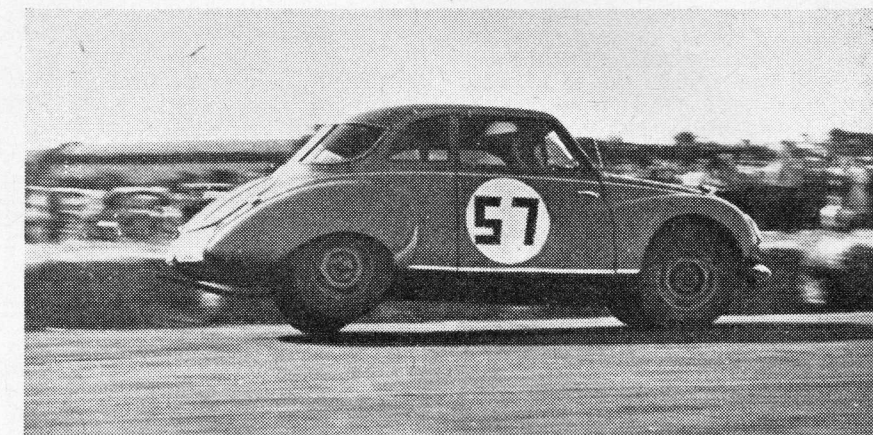
It was during this race that Alex Jameson thrilled the spectators at the hairpin when the rear wheel of his 498 c.c. J.P. sheared off while entering the bend, struck the straw bales and shot about 25 feet into the air. Luckily the car slid to a standstill while still on the other three wheels and a stub axle and the driver stepped out unhurt.

First past the flag in the second heat was a Singer Gazelle driven without front or rear screens by Victor Kerr who finished with a comfortable lead over Lord Dunleath's "Chain-Gang" Frazer-Nash. Among the first six who qualified for the final was the only lady competing for the trophy, Doris Bleakley, who was driving her husband's Willment Ford. Having considered that the handicapper was asking a little too much of her she decided not to run again and conserved her energies for the ladies' event later in the day.

The final heat went to Paul O'Flynn in his 896 c.c. DKW who managed to beat Paddy Hopkirk's Speedwell-Sprite by a car length with Hume taking a quiet third place.

A quick look at the times showed that, if all went well, Kerr's Singer should record a victory by several seconds in the final. Unfortunately, however, for the saloon driver, a tappet adjustment screw came loose early in the race and he was forced to pull into the paddock.

Interest now switched to Hopkirk's Sprite which was going very fast indeed and seemed to be closing the gap on the "Deek" quicker than in the earlier heat. About four laps from home, however,



Hume had closed right up on Hopkirk, having wiped off the Sprite's five-second start, to streak into the lead the next time round with obviously much more top speed on the straight.

Frantic "go-faster" signals from the pits were made to O'Flynn as he started out on his final lap still leading the field. The ultimate power was just not there, however, and first Hume and then Hopkirk nipped past to finish just a few yards ahead.

The closed car handicap saw a full complement of 20 cars on grid for the first time at Kirkistown ranging from John Robb's 5,420 c.c. Cadillac-Allard to a very fast NSU Prinz in the hands of Des. Cullen from Dublin. Victory here went to Kerr's Gazelle with the DKW second and the Riley of Bob Harkness taking third place.

John Crossle was again the master of the 1,172 c.c. Ford scratch race for he led from start to finish with his beautifully prepared Crossle-Ford. His winning margin, however, was not as great as in previous races for Jackie Black's Lotus never left the driving mirror of the leading car, finishing only a few seconds behind. Third place was held for some time by Jackie Davidson's Special but the engine went sick and Tommy Allen slipped through with his Lotus to occupy the position at the flag.

During the *Formule Libre* scratch race Malcolm Templeton came within a second of his own lap record with his 1500 Lotus-Climax. With John Pringle's Cooper-Climax suffering from gearbox trouble the Lotus driver was never forced to take his car to the limit and had little difficulty in winning yet another of these events.

Going incredibly fast Hopkirk's Speedwell-Sprite was first at the chequered flag during the combined sports car scratch race, beating a number of Triumphs, M.G.As and an Austin-Healey on his way.

For the opening laps the race was led by Kevin Monks in his Triumph but Hopkirk forged ahead mid-way through the 10-lap event leaving Monks to take the second place despite an exhaust pipe which trailed on the ground for the last few laps but which seemingly did not warrant the black flag procedure on behalf of the stewards of the meeting.

The best M.G.A in its class was a

coupé version in the hands of Colin Carter.

It was later announced over the P.A. that Hopkirk had been disqualified because his car did not conform with the specified regulations. Trying to reduce weight to a minimum for the Baird Memorial Trophy he had stripped the car of a number of components including the battery and this necessitated a push to get the car going on the Le Mans-type start which automatically ruled the Sprite out of the award list.

(Continued on page 312)

Results

Baird Memorial Trophy. Heat One: 1, H. Brown (755 c.c. Brown-Austin), allowance 2 laps 10 s. (13 m. 14.6 s.), 60.70 m.p.h.; 2, G. L. Kinnane (499 c.c. G.R.M.), allowance 80 s. (13 m. 22.8 s.), 68.49 m.p.h.; 3, R. Harkness (1,489 c.c. Riley), allowance 2 laps 25 s. (13 m. 23 s.), 58.81 m.p.h.

Heat Two: 1, E. V. Kerr (1,494 c.c. Singer), allowance 2 laps 70 s. (12 m. 54.6 s.), 57.53 m.p.h.; 2, Lord Dunleath (1,496 c.c. Frazer-Nash), allowance 1 lap 45 s. (13 m. 27 s.), 64.10 m.p.h.; 3, E. R. Allen (1,172 c.c. Lotus-Ford), allowance 1 lap 55 s. (13 m. 30 s.), 63.03 m.p.h.

Heat Three: 1, P. O'Flynn (896 c.c. DKW), allowance 2 laps 75 s. (13 m. 08.8 s.), 56.11 m.p.h.; 2, P. Hopkirk (948 c.c. Speedwell-Sprite), allowance 1 lap 65 s. (13 m. 09.2 s.), 63.91 m.p.h.; 3, R. Hume (1,991 c.c. Triumph), allowance 1 lap 60 s. (13 m. 10.2 s.), 64.25 m.p.h.

Final: 1, R. Hume (1,991 c.c. Triumph), 12 m. 56.4 s., 65.42 m.p.h.; 2, P. Hopkirk (948 c.c. Speedwell-Sprite), 13 m. 00 s., 64.68 m.p.h.; 3, P. O'Flynn (896 c.c. DKW), 13 m. 02.6 s., 56.57 m.p.h.; 4, H. G. Brown (755 c.c. Brown-Austin), 13 m. 17.2 s., 60.49 m.p.h.; 5, G. L. Kinnane (499 c.c. G.R.M.), 13 m. 18 s., 68.90 m.p.h.; 6, Lord Dunleath (1,496 c.c. Frazer-Nash), 13 m. 23.4 s., 64.40 m.p.h.

Closed Car Handicap: 1, E. V. Kerr (1,494 c.c. Singer), allowance 1 lap 50 s. (14 m. 44.4 s.), 57.58 m.p.h.; 2, P. O'Flynn (896 c.c. DKW), allowance 1 lap 55 s. (15 m. 11.8 s.), 55.49 m.p.h.; 3, R. Harkness (1,489 c.c. Riley), allowance 1 lap (15 m. 12 s.), 59.12 m.p.h.

1,172 c.c. Ford Scratch: 1, J. Crossle (Crossle-Ford), 13 m. 45.8 s., 66.58 m.p.h.; 2, J. Black (Lotus-Ford), 13 m. 56.4 s., 65.73 m.p.h.; 3, T. Allen (Lotus-Ford), 14 m. 02 s., 65.30 m.p.h.

Formule Libre Scratch: 1, M. Templeton (1,495 c.c. Lotus-Climax), 12 m. 00.6 s.; 2, J. R. Pringle (2,014 c.c. Cooper-Climax), 12 m. 21 s., 74.20 m.p.h.; 3, J. S. Slater (1,098 c.c. Lotus-Climax), 12 m. 49.2 s., 71.48 m.p.h.

Sports Car Race: Triumph-Austin-Healey Scratch: 1, K. Monks (1,991 c.c. Triumph), 14 m. 27 s., 63.43 m.p.h.; 2, D. P. B. McAllister (1,991 c.c. Triumph), 14 m. 28.6 s., 63.38 m.p.h.; 3, J. Pollock (2,664 c.c. Austin-Healey), 14 m. 41.4 s., 62.38 m.p.h.

1,489 c.c. M.G.A. Scratch: 1, C. B. Carter (M.G.A. coupé), 14 m. 48 s., 61.92 m.p.h.; 2, D. Wylie (M.G.A.), 15 m. 03 s., 60.89 m.p.h.

948 c.c. Austin-Healey Sprite Scratch: 1, S. Moore, 14 m. 58.2 s., 61.21 m.p.h.; 2, D. Brien, 14 m. 56.2 s. (nine laps), 55.21 m.p.h.

Ladies' Handicap: 1, Mrs. D. Bleakley (1,172 c.c. Willment-Ford), scratch (14 m. 30.2 s.), 64.67 m.p.h.; 2, Mrs. B. Corder (948 c.c. Austin-Healey Sprite), allowance 1 lap (15 m. 17.6 s.), 55.13 m.p.h.; 3, Miss F. M. Glenny (1,172 c.c. Ford Spl.), allowance 20 s. (15 m. 24.6 s.), 59.47 m.p.h.

CORRESPONDENCE

Club Racing

SPEAKING of minor Club events, mostly sprints and hill-climbs, recently to the Secretary of a well-known Club, I was surprised to find that he did not know why entries in the class for Sports Cars up to 2,000 or perhaps 2,500 c.c. continues to fall.

The reason surely is not hard to find: the vast majority of Clubmen use their TRs, Morgans, M.G.s or Austin-Healeys in day-to-day needs, competing when they can in a week-end "blind".

They enter, in all good faith, say a sprint at Brands, Stapleford, Snetterton, or elsewhere, and find that there are perhaps some 12 to 20 cars of similar "marque".

In the same class, however, are found possibly three or more cars having Bristol engines.

When they have competed in a few such events they become aware that if there are four Bristol-engined cars going it is a cinch that unless the drivers are a long way below usual Club standard they will finish first, second, third and fourth.

If only two are going they will probably finish first and second.

After a while our typical Clubman says: "There is no future here. I can break my neck trying, and bend my car, but I cannot match these Bristol-engined cars in a thousand years," and thus discouraged does not enter again.

He is, of course, quite right. The B.A.R.C., who have forgotten more about Motor Sport than most of us are ever likely to learn, specify the following cars as being eligible to compete on level terms in their celebrated "Marque" races:—

M.G.A., A.C. Ace (excluding Bristol-engined cars),
Morgan Plus 4, TR2, TR3, Austin-Healey 100 and 100-Six (excluding 100S).

It will thus be seen that even our really great "Marque" drivers—Lawrence, De Selincourt, Hurrell, and others—with their splendidly efficient machines are not expected to compete on level terms with Bristol-engined cars: but our little Clubman with his standard, or near-standard, car is.

Take a glance at a few recent results:—

Brands Hatch. Sprint up to 2,000 c.c.
1st: Aceca-Bristol. 2nd: Ace-Bristol. 3rd: Ace-Bristol. 4th: Ace-Bristol.
TR2s, TR3s, Morgans also ran.
Brands Hatch. Sprint and Speed Trial.
Both events—1st: Frazer-Nash replica.
14 assorted TRs, Morgans, Twin-Cams also ran.
North Weald. Speed Trial. 1,501 to 3,000 c.c.
1st: Lotus XI. 2nd: Lister-Bristol.
Also ran (a long way behind): TRs, Austin-Healeys, Aston Martin DBs, M.G.As, Jaguar 2.4.
and so on.

The answer is quite simple: give the little man with his production sports car a sporting chance to at least occasionally find himself in the placings. This can so easily be done if promoters will re-classify events thus:—

1. Up to 2,000 c.c. (or 2,500 c.c.) Production Sports Cars (to conform to B.A.R.C. definition of "Marque").
2. Up to 2,000 c.c. (or 2,500 c.c.) Sports Cars other than (1).

I am sure that the B.A.R.C. would not object to others learning from their wisdom.

By this means everyone would get a fair crack of the whip, and the Bristol boys (to whom all due respect) could do battle amongst themselves.

D. J. DUNCAN.

WELWYN GARDEN CITY,
HERTS.

Bouquet for Rob Walker

I AM sure that many readers will have been very glad to read the letter from Mr. Rob Walker in which he so clearly explained all that has been going on concerning his cars and why Stirling Moss has driven them on some occasions and not others.

It is precisely this sort of information which interests many followers of the sport and if it is withheld or confused we sometimes just can't make head nor tail of what the devil is going on and so we tend to get fed up or lose interest—which is bad for the sport. So will others please copy Mr. Walker's excellent example and try to keep us in the picture so we can understand what is cooking, please.

Good luck to Rob Walker, Stirling Moss and Alf Francis, and may the success which they deserve so richly soon come their way.

M. T. PACEY.

LONDON, S.W.19.

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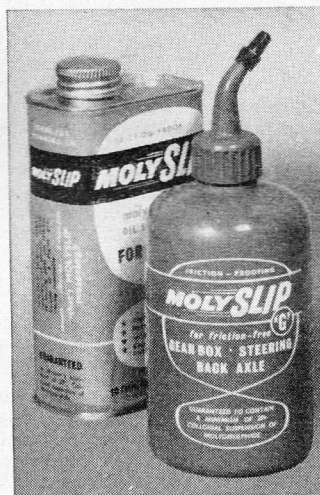
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Aintree—continued

sports cars. This one was all "spins" and should perhaps lead to a revival of the once well-known "Revolvers" Trophy, the mere shame of whose possession quickly stopped such antics. Those incapable of staying on the road included F. B. Williams (Lotus), P. Kennett (Morgan Plus 4) and S. J. Scrimgeour (Sprite). Meantime, R. P. Sturgess had an easy win with his XK 120 from W. R. Brooks (TR2).

Event 6 was a scratch race for sports cars up to 1,100 c.c. This was just all J. C. Brierley (Elva-Climax), who was a good 10 seconds faster than second man home, K. M. Francis on a Lotus, who, in turn, took the flag some five seconds in front of third place man, W. N. Bloor, similarly mounted.

A marquee race for sports cars off scratch followed. This brought out Healeys, TRs and M.G.A. cars in the main. The latter marquee which included Twin Cam and 1600s rather failed to impress and could not manage better than sixth position. J. Sutton (Healey) was first and P. J. Doyle (TR3) second.

Event 8 was a scratch race for sports cars up to 1,000 c.c. o.h.v. or 1,200 c.c.

Tourist Trophy—continued

too, are incredibly fast and one hopes they have regained the utter reliability that deserted them so completely at Le Mans.

These, then, are the main contenders for the Championship, but there are plenty of other interesting works entries from Ecurie Ecosse, Team Lotus, Lola and Elva.

The Scottish team have entered two cars, a Tojeiro-Jaguar, to be driven by Masten Gregory and Jimmy Clark, and a "D"-type which will be in the hands of Ron Flockhart and John Bekaert. The Scottish stable have not won a single race this season and they will undoubtedly make a determined effort to get one of their cars into the first three.

Lotus Engineering have three cars on the list, a 2-litre for Graham Hill and Alan Stacey and two 1100s, to be driven by Keith Greene/Tony Marsh and Innes Ireland/Jay Chamberlain. The Hornsey team's season has been noticeable for its lack of success too and they will be out for at least a class win.

Three works Lolas are entered, drivers

side valve. Expected to be a death fight between Sprites and Lotus-Fords it provided an easy win for N. Moores's "Long-bacon", an unpretty name for a very nicely made special, engined by B.M.C. J. F. Dickinson (Lotus-Ford) was second.

Last event was a scratch race for unlimited sports cars. This looked an easy one for E. G. Greenall's 1500 Lotus, but nearly wasn't. J. C. Brierley (Elva) jumped to the lead, was passed down Railway straight, repassed through Country when E.G. missed a gear, but the superior power of the bigger unit pulled away on the straights to win by six seconds. Third man home was G. H. Breakell (Lotus). During this battle both Greenall and Brierley broke the respective lap records for the 1500 class and 1100 class. Nice going! Spins again by W. B. Barton (Lotus) and D. Wilson (Toucan) at Club, the former retiring on his sixth tour.

The B.A.R.C. have a rule which disqualifies any driver placing all four wheels on the grass, or so I am told. If this spinning business goes on at its present rate it might be altered to include any driver whose rear wheels are leading!

FRANCIS PENN.

P. Ashdown/A. Ross, P. D. Gammon/R. N. Prior and B. Cox and C. Escott. If they last they should win the up to 1,100 c.c. class hands down.

Again, in the 1,100-2,000 c.c. class Jack Brabham shares the wheel of a Cooper Monaco with Bruce McLaren and this pair might well give the Porsches something to think about. This car, entered by John Coombes, has knock-on wire wheels, to facilitate tyre changes.

The main issue then should be between Ferrari and Aston Martin, and on paper it looks as if there will be a battle royal between these two teams, with the Porsches waiting to pick up the pieces, if any. Scuderia Ferrari have won the Championship every year since its inception and it would be fine indeed if the Feltham équipe could be the first to defeat the previously all-conquering red cars, but we can on no account overlook the Porsches. It will be a three-cornered battle and you can be sure that it will be much more exciting than last year's race.

CHRISTOPHER NIXON.

Craigantlet—continued

came the remarkably fast 775 c.c. Austin Special built and raced by H. G. Brown which carried off the overall handicap of the day with a handsome nett time of 52.09 secs., his actual time on the hill being 88.09 secs.

After a climb of 70.37 secs. during the first ascent in the open class Boshier-Jones went on to return 68.74 secs. during his next climb which now stands as the hill record. Dick Henderson's previous time was 69.26 secs. The local Bangor driver John Pringle with his 2,014 c.c. Cooper-Climax was the second fastest man of the day with a climb in 71.44 secs., while third place went to Jim Berry, of Rochdale, in his supercharged E.R.A. Special, clocking 72.7 secs. for the 1,833-yard hill.

Only Boshier-Jones and Berry took part in the official championship climbs which were run off at the end of the meeting when again the Newport driver was within the old record, returning 69.32 secs. There being little point in having a second climb in this class the new British champion returned to the bottom of the hill amid a terrific reception of cheering and programme waving from the crowds.

BRIAN WADDELL.

Lisbon—continued

between five men—Brabham, Brooks, Moss, P. Hill and Gregory, with Brooks favourite owing to the suitability of his Ferrari at Monza.

Although Coopers have a big lead in the Constructors' Championship, two wins in succession by Ferrari would give them 38 points (best of five), and if Coopers took a couple of seconds, they could only reach 36. Should Cooper win at Monza and be second at Sebring, their total would be 38. Ferrari doing likewise would reach 36. However, Cooper already have a second place, therefore an outright win at Monza or Sebring must give them the Championship. However, Aston Martin and B.R.M. could quite easily upset the applecart!

Baird Trophy—continued

The winner of the up to 1,000 c.c. class was then announced as Sammy Moore in his Downton-converted Sprite which suffered a considerable dent on the front during the start of the race.

In no ways detracting from some magnificent driving on behalf of Doris Bleakley when she won the ladies' race at an average speed of 64.67 m.p.h. in the Willment-Ford, it was unfortunate that the handicapping was slightly off for there was a gap of 47.6 seconds before the second car driven by Betty Corder crossed the line. Third place went to Frances Glenny in another Ford Special, the property of Denis Graham.

BRIAN WADDELL.

ITALIAN G.P.

TICKETS for reserved seats in the Main Grandstand (opposite the pits) for the Italian G.P. at Monza on 13th September may be had from Grand Prix Box Office, 29 Windsor Street, Uxbridge, Middlesex. The seats are £2 each and car park labels are also available, price 6s.

Alfa Romeo—continued

The four-speed gearbox is of course straight toothed and houses in its lower portion the compensating gear for the rod operated brakes. The hand brake is also mounted off this box. The clutch which is only about 7ins. diameter fits in a splined bell housing on the flywheel. It has six plates carrying 12 Ferodo discs and is operated by one large central spring.

The rear axle housing and torque tube are welded up from steel pressings and the latter terminates in a large steel ball carried in a phosphor-bronze housing at the rear end of the gearbox. The propeller shaft universal joint is also housed inside this ball.

The four-seater drophead body is, I believe, by Young and is of steel; the wings and bonnet are however of aluminium.

The car is not fast by present day standards, but is capable of about 75 m.p.h. at maximum revs, i.e., 4,400 r.p.m.

It steers beautifully and it is very difficult to make the tyres screech when cornering. The road holding is generally excellent although the ride is somewhat hard. Once the clutch and gearbox have been mastered (which takes a surprisingly short time), very fast changes can be accomplished and the acceleration of the car in the lower gears is excellent.

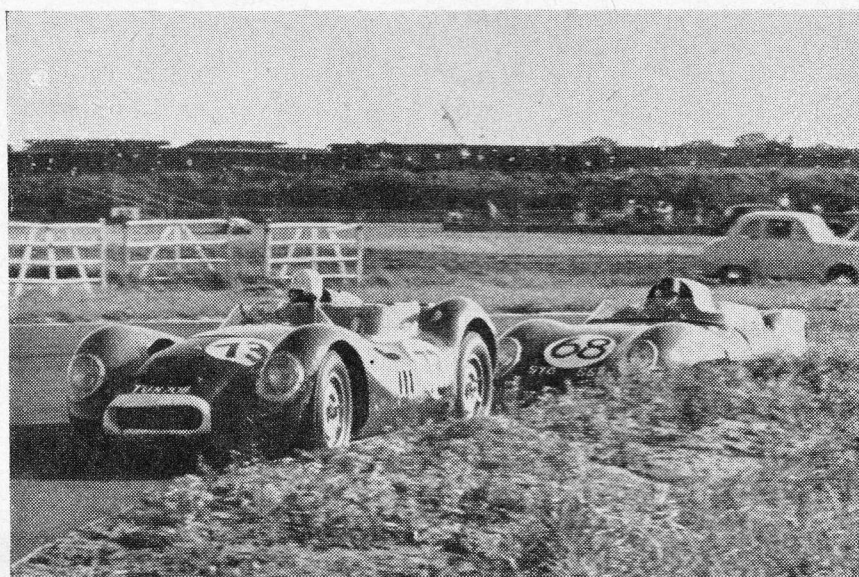
During the two and a half years I have had the car on the road it has never let me down and it is an instant starter on the coldest (or wettest) mornings. I have run mainly on "pool" petrol except for long runs, and it takes it very well giving about 22 m.p.g. Pinking can readily be cut down when climbing by the manual ignition control on the steering wheel.

I have thoroughly enjoyed owning this very interesting and well-bred old motor car and my only regret is that I could not savour it as it must have been in 1929 when it cost nearly £1,000, and must have been really something.

Club News

by CHRISTOPHER NIXON

REGS. are now available for the North Staffs M.C. Silverstone race meeting on 3rd October. There are no fewer than 14 events and invited clubs are Bugatti O.C., Peterborough M.C., B.A.R.C., Nottingham S.C.C., Maidstone and Mid-Kent M.C., 750 M.C. and B.A.R.C. Regs. and entry forms from J. H. Greenwood, Minster Mills, Walley Street, Biddulph, Staffs, who must have all completed entries before 19th September. . . . **Thames Estuary A.C.** annual dinner and dance will be held at the Queen's Hotel, Westcliff-on-Sea, on 9th October. Tickets (price 30s.) are available from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea. . . . **Healey D.C.** have a meeting at the White Horse, Chilgrove, after the Goodwood Club meeting on 26th September. All owners and drivers of Healey and Austin-Healey cars are invited. . . . The **Lancs and Ches C.C.** are to have a standard car trial starting from the Bull-I'-Th'-Thorn Hotel, Buxton, on 27th September. There will be classes for all cars and invited clubs are Knowldale C.C., Shenstone and D.C.C., Yorkshire S.C.C., Chester M.C., Rotherham and D.C.C., Sheffield and Hallamshire M.C., North Midland M.C., London M.C., Sunbac, and Liverpool M.C. Entries to J. A. Sivey, 10 Woodhall Close, Moor Lane, Woodford, Cheshire, who will close the list when 50 entries have been received or at latest on 21st September. . . . **Yorkshire S.C.C.** will promote the "Gunter Trophy" speed hill-climb at Castle Howard near York on 19th September. There will be classes for all cars and the meeting is open to B.A.R.C., East Yorkshire C.C. and members of the Association of Northern Car Clubs. Entries should be sent to R. J. Wilson, "Woodlands", Gildersome, near Leeds, before 16th September. . . . The **432 M.C.**, recently affiliated to the R.A.C., are to hold their first major rally on 26th-27th September. Details are available from the competitions secretary, A. G. Marston, 84 Delrene Road, Shirley, Solihull. . . . **B.A.R.C.** fifth Members' Meeting at Mallory Park will be held on 19th September. Entry forms are available from John Morgan, B.A.R.C., 55 Park Lane, London, W.1. . . . **West Essex C.C.'s** National speed



HARD ON HIS HEELS: G. H. Breakell (Lotus) follows the Lister-Jaguar of S. J. Diggory through Country Corner at the B.A.R.C. Members' Aintree Meeting.

Coming Attractions

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.

September 19th. Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants.

B.A.R.C. Race Meeting, Mallory Park, near Hinkley, Leicestershire.

Yorkshire S.C.C. Gunter Trophy Hill-Climb, Castle Howard, near York.

September 26th. Mid-Cheshire M.C. International Gold Cup Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

hill-climb will be held at Stapleford Aerodrome on 11th October. Regs are available from J. M. A. Edmondson, 160 Hermon Hill, South Woodford, London, E.18, and the entry list will close on 28th September. . . . **Thames Estuary A.C.** will have a sprint meeting at North Weald Aerodrome, near

Epping, Essex, on 16th September. The meeting is open to members of B.A.R.C., B.R.S.C.C., M.G.C.C. (S.E.), Romford Enthusiasts' C.C., West Essex C.C., Jaguar D.C., 750 M.C. and Club Lotus. There are to be classes for all cars and entries should be sent to S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea.

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RECORD ROUND-UP AT SHELSLEY WALSH

David Boshier-Jones Twice Breaks All-Time Hill Record—New Ladies' Record by Patsy Burt

THE "New Look" Shelsley Walsh certainly seems to appeal to the cash customer, though the 1 p.m. start was but poorly supported. What a day it was too! Hill records, class records, the lot.

The meeting opened as usual with the 500s—how noisy they seem these days—but on this occasion no one broke the magic 40 seconds barrier, nearest being J. B. Welton, with a run in 40.07. Second was Miss Pauline Brock, 41.32, and third, P. W. Hughes in 41.48. All were using the standard hill-climb equipment, i.e., Cooper.

Next came racing cars 501 c.c. to 1,500 c.c. which of course produced the cream of the hill-climb boys and girls, all bar one of the faster pilots using Cooper derivations. The run to end all runs as we thought came from David Boshier-Jones when with a time of 35.56 secs. he smashed Tony Marsh's class and hill record. Next came Marsh himself with a fine 35.84 secs. and then Dick Henderson complete with twin rears and a large puffer in 36.79. These three runs counting for premiers, the class went to D. R. Good, 36.93 secs., second was T. Marsh in the Motus, 36.95 secs., and third R. B. James, 37.01 secs., whilst Patsy Burt put in two fantastic tours in 37.92 and 37.63, both doing a bit of no good to her old ladies' record. Others who must have a mention in this class were Chris Summers who took the very lethal looking

Farley up in a splendid 37.59, and Reg Phillips whose large "rear end" caused the car to weave like one bereft of all steerage way!

Sports cars up to 1,500 c.c. now made their appearance and again a new class record was born. This time it was Ray Fielding with a very pretty Cooper two-seater who roared up to the tune of 39.07 taking .02 of a second off Tommy Sopwith's old class record. Second was J. J. Richards (Lotus) in 40.17 secs. and third E. Pantlin similarly mounted with a time of 41.12 secs.

After some four motor-cycle events came racing cars 1,501 c.c. to 2,500 c.c. This class was robbed of a lot of its interest when A. T. Norton's E.R.A. bumped its tail badly in practice. A fine job of all night work got it to the line for its second run with a jury rigged tank, but it was but a shadow of its real self; likewise Jim Berry, always good value, failed with mechanical trouble. The only bright side was the sight of the one and only Basil and the Spider; and two magnificent runs by F. A. Norris, the Alta Spl. making times of 37.70 and 37.96 secs. Second was A. Owen in a 2-litre Cooper-Climax in 38.40 secs. Next came sports cars 1,501 c.c. to 2,500 c.c. in which P. Cottrell's Lotus-Bristol took an easy first place with a run in 41.79 secs., second being W. G. Wilson (A.C.-Ace), 42.33 secs., and

NEW LADIES' RECORD went to Patsy Burt who drove her Cooper up the hill to record 37.63 seconds.

third Sir Clive Edwards (Cooper-Bristol), 43.82 secs.

Sports cars over 2,500 c.c. was enlivened when class record holder Phil Scragg spun neatly in the Esses touching neither bank! No mistakes in the second run though, the H.W.M.-Jaguar ascending in 39.85 secs. only .6 of a second out! Second was Phil Chapman in the big Mercury Spl. with a time of 40.23 secs.

Last came the event the crowds had waited for, two runs each for the 10 fastest contenders in the R.A.C. Hill-Climb Championship and magnificent were the times. Of those making clean runs, only one exceeded 38 secs.! First to hit the record book was Chris Summers whose Farley Spl. equalled the Shelsley Spl. record when he and it, both looking "horrible", reached the top in 36.63 secs. Then it was David Boshier-Jones, and he did it again! This time with 35.47 secs.—simply terrific! All eyes were on Tony Marsh—could he do it? First run was 35.82 and the second, putting all he knew into the job, 35.70. Perhaps the answer is weight, simply too much! Tony must diet!

Thanks M.A.C. for a wonderful day out, see you next year!

FRANCIS PENN.

Results

B.T.D.: D. Boshier-Jones (Cooper-J.A.P.), 35.47 s. (new hill record). **Fastest Lady:** Miss P. Burt (Cooper-Climax), 37.63 s. (new ladies' record). **Class 1, Racing Cars up to 500 c.c.:** 1, J. B. Welton (Cooper-Norton), 40.07 s.; 2, Miss P. Brock (Cooper-Norton), 41.32 s.; 3, P. W. Hughes (Cooper-Norton), 41.48 s. **Class 2a, Racing Cars, 501-1,500 c.c.:** 1, D. R. Good (Cooper-J.A.P.), 36.93 s.; 2, T. Marsh (Motus), 36.95 s.; 3, R. B. James (Cooper-J.A.P.), 37.01 s. **Class 2b, Sports Cars up to 1,500 c.c.:** 1, R. Fielding (Cooper-Climax), 39.07 s. (new class record); 2, J. J. Richards (Lotus-Climax), 40.17 s.; 3, E. Pantlin (Lotus-Climax), 41.12 s. **Class 3a, Racing Cars, 1,501-2,500 c.c.:** 1, F. A. Norris (Alta Spl.), 37.70 s.; 2, A. Owen (Cooper-Climax), 38.40 s.; 3, A. T. Norton (E.R.A.), 41.39 s. **Class 3b, Sports Cars, 1,501-2,500 c.c.:** 1, P. Cottrell (Lotus-Bristol), 41.79 s.; 2, W. G. Wilson (A.C.-Ace), 42.33 s.; 3, Sir C. Edwards (Cooper-Bristol), 43.82 s. **Class 4b, Sports Cars over 2,500 c.c.:** 1, P. Scragg (H.W.M.-Jaguar), 39.85 s.; 2, J. P. Chapman (Chapman-Mercury), 40.23 s.

TONY MARSH WINS AT GRAZ

THE Formula 2 race at Graz, Austria, on 23rd August, was won by Tony Marsh (Cooper-Climax) after a fierce battle with David Piper (Lotus), Lucien Bianchi (Cooper-Climax) and Ernst Vogel (RSK Porsche). Marsh eventually won by 12.5 secs. The circuit was on an aerodrome near Zeltweg.

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A LFA ROMEO 2.5-litre Super Leggera drophead coupé. Impressive car. £495. Terms, exchanges arranged.—"Spring Haven", Cherry Walk, High Salvington, Sussex. SWandean 713.

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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.

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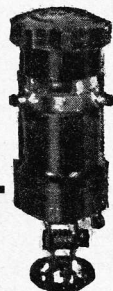
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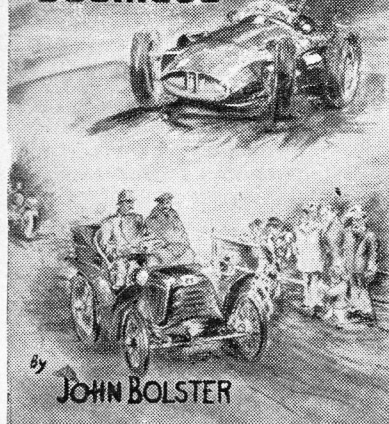
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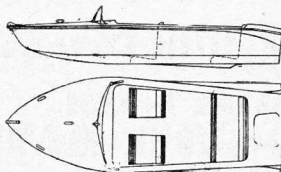
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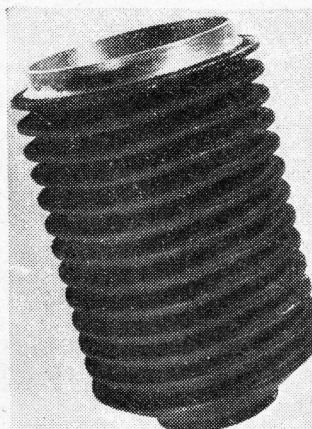


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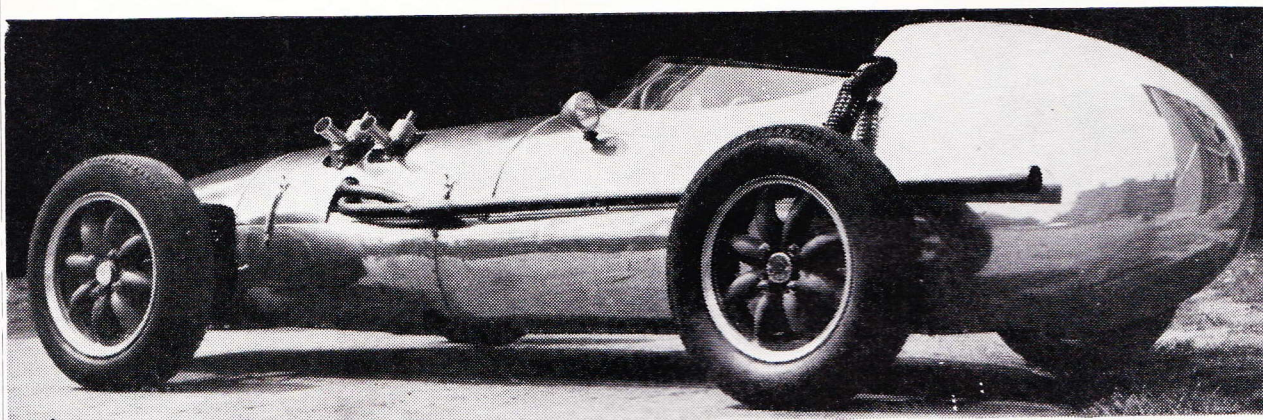
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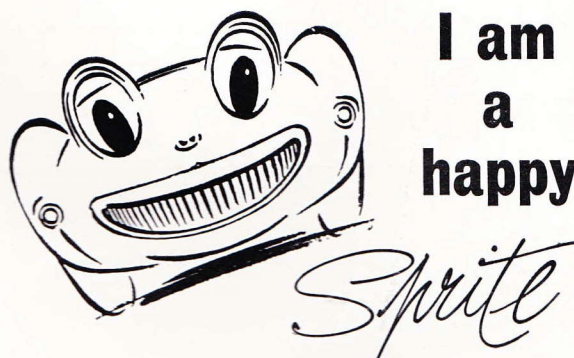
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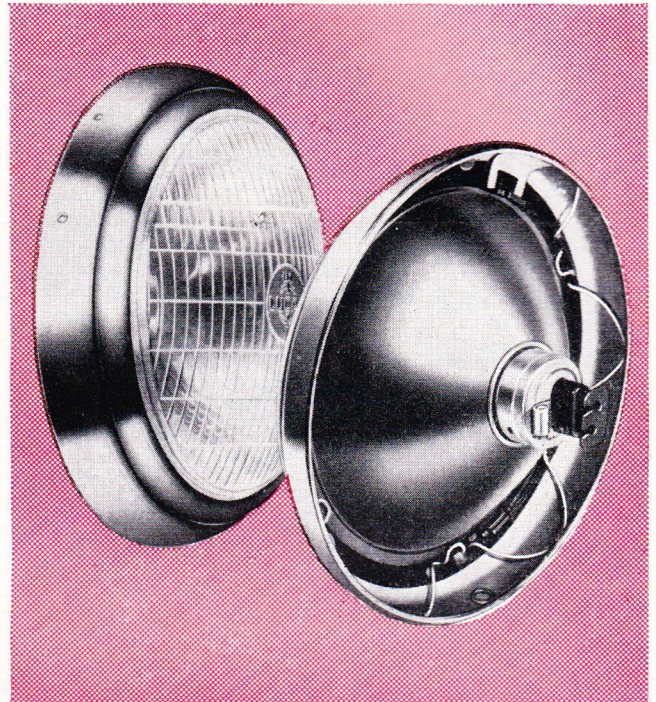
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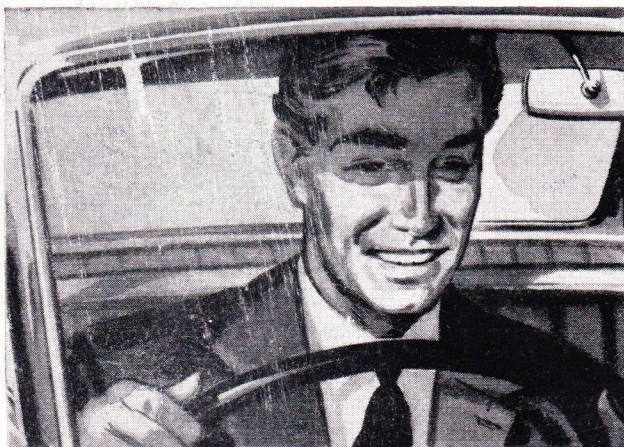


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