

AUTOSPORT

SEPTEMBER 18, 1959

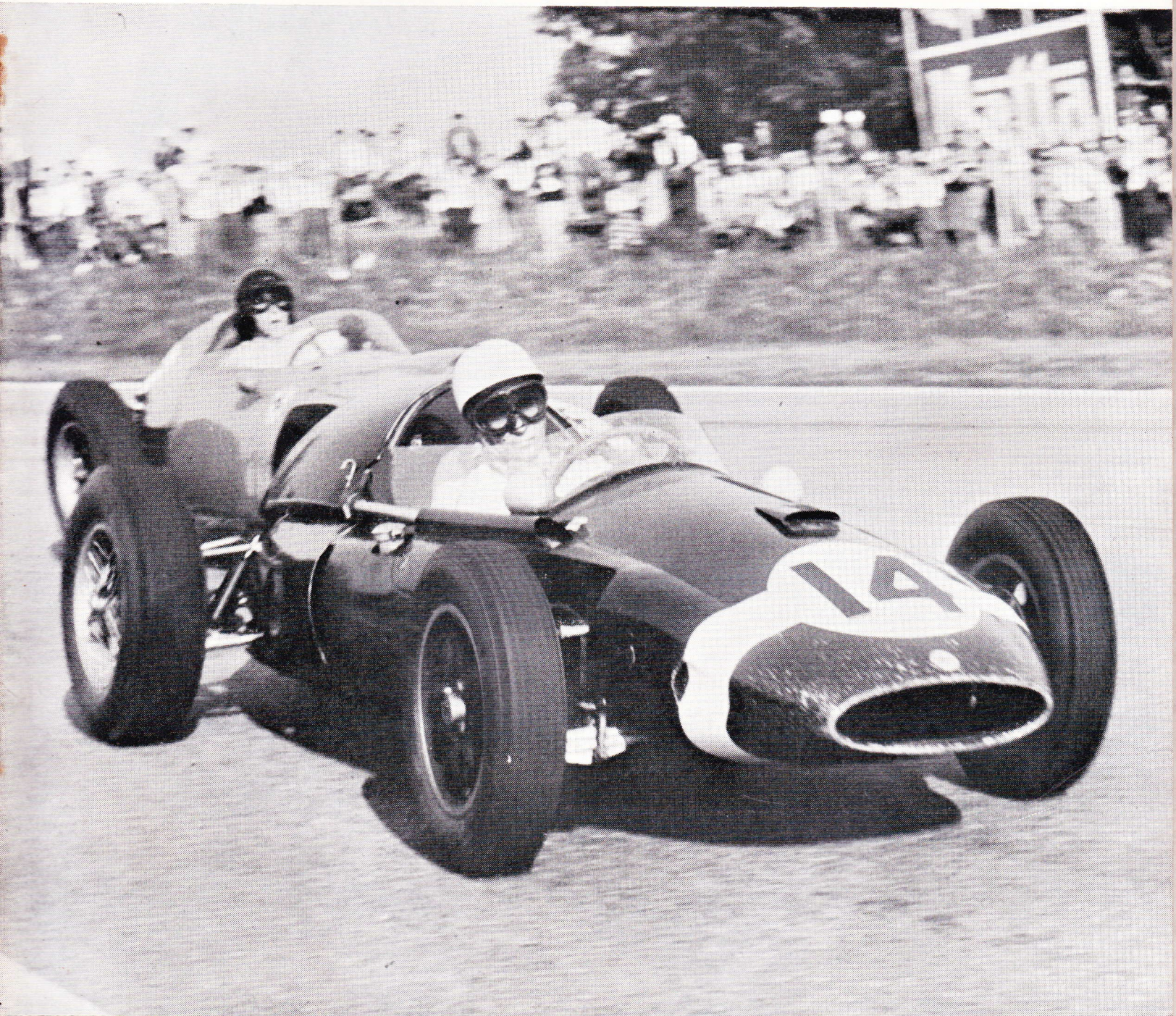
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EVERY FRIDAY

Vol. 19 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE ITALIAN GRAND PRIX — FULL REPORT AND PICTURES
THE "MARATHON DE LA ROUTE" : TOURIST TROPHY REVIEWED

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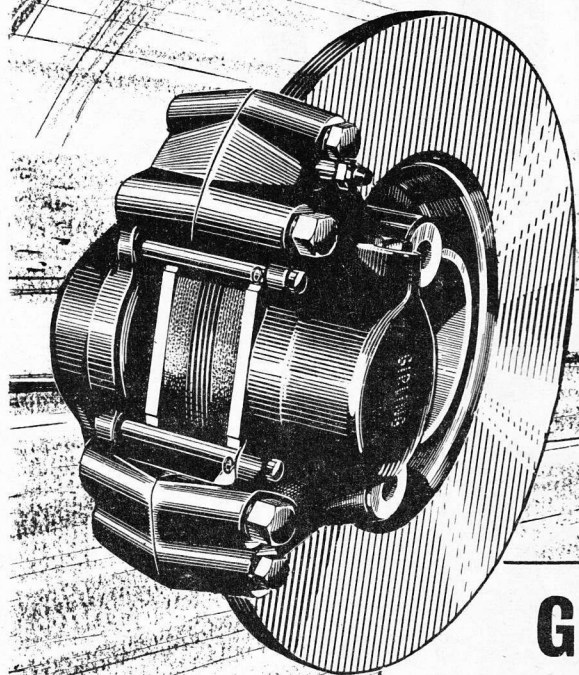
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GIRLING DISC BRAKES SUCCESSFUL AGAIN AT MONZA

ITALIAN GRAND PRIX

1ST

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COOPER

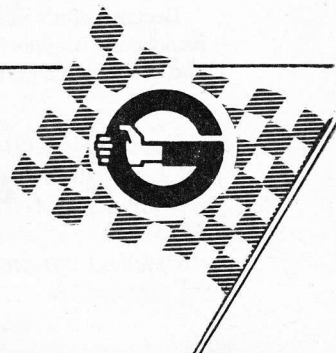
3RD

COOPER

ALL RESULTS
SUBJECT TO
OFFICIAL
CONFIRMATION

GIRLING

DISC BRAKES



THE BEST BRAKES IN THE WORLD

AUTOSPORT

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Vol. 19 No. 12 September 18, 1959

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CONTENTS

	Page
Sports News	356
Bugatti O.C. Prescott Hill-Climb	357
The "Jeans Gold Cup" Rally	358
Motor Enthusiasts Club Altidore Hill-Climb	359
North Country Racing at Thornaby and Catterick	360
Liège - Rome - Liège Rally Report	362
Tourist Trophy Review	364
Moss Wins Italian G.P.	366
Club News	372
Correspondence	374

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EDITORIAL

EYES ON SEBRING

STIRLING MOSS'S great victory at Monza makes it practically certain that the Grand Prix of the United States will take place as planned at Sebring in December. Brabham, Brooks and Moss all have a chance to carry off the title, to make a thrilling climax to a wonderful season of motor-racing. Sebring's Reggie Smith was at Monza, and informed AUTOSPORT that a full line-up of European cars will be on the grid, in addition to two Scarabs promised by the Reventlow organization. This will give motor-racing a tremendous fillip in the United States, and the performance of the Formula 1 cars will be closely studied by all American technicians interested in automobile racing. The fact that native-born drivers are playing a prominent part in Grand Prix racing will result in widespread publicity for all concerned, both in newspapers and on the air. It is to be hoped that the U.S.A. will make this event an annual affair, and that the necessary financial backing will be forthcoming for what is a most courageous effort on the part of Alec Ulmann and his associates. It is hard to believe that, only a few years ago, Sebring was a disused aerodrome near a Floridan small town, and it now has become the venue for the United States of America's first national Grand Prix. As drivers who have taken part in the 12 Hours race fully realize, Sebring has problems of its own, not the least of which is fairly rapid tyre wear and braking difficulties.

THE FOXING OF FERRARI

THAT Cooper-Climax success was due in no small measure to the unexpected non-stop runs by Moss and Brabham, when Scuderia Ferrari fully anticipated that both drivers would have to change wheels. The Maranello people could scarcely have counted on any of their drivers getting such a lead on Moss that there would be time for a change, and definitely must have planned their strategy on the Coopers having to come in. As the race went on, and Stirling and Jack continued to circulate, there were puzzled faces in the Ferrari pits. Anyway, it was a gamble that came off, and all concerned deserve the highest possible praise, particularly the Dunlop people who supplied the tyres, giving Ferrari equal advantage of their considerable experience, and being careful to inform them that the extra weight and additional power of the red machines would lead to much greater tyre wear than on the lighter and not-so-powerful British cars. It is also interesting to note that the B.R.M.s of Bonnier and Schell also went through non-stop.

Definitely tactics and race strategy played an extremely large part in this important victory, and that these were so vital is an indication of the closeness of G.P. racing today.

OUR COVER PICTURE

IMMACULATE driving brought victory to Stirling Moss at Monza, the combination of Moss and Cooper again proving unbeatable as it has done so often. Here he holds off a challenge from Dan Gurney (Ferrari) at the South Curve.

THE "AUTOSPORT" CHAMPIONSHIP RACES AT MALLORY PARK

THE AUTOSPORT Championship races were arranged in the same general pattern as at previous meetings and the contest for Class A opened the day's programme. Bob Gerard was, for once, an absentee from his home circuit, being, apparently, on holiday, and Paddy Gaston led unchallenged from start to finish. This win gives him his maximum of 48 points to carry into the final Three Hours race, the only driver so far to achieve this. In second place came his team-mate Ken Mackenzie after an enthralling struggle with John Venner-Pack, who was entered in neither the AUTOSPORT nor the Mallory Park Championship but provided wonderful entertainment and thoroughly enjoyed himself. Into fourth place from an initial sixth after an excellent drive came the third member of the leading Sprite team, Chris Tooley, followed by Mick Clare's Berkeley and the Turners of Barry Gilbert and Austen Nurse. "Doc" Shepherd, on his first appearance in a Sprite, went grass-cutting on the opening lap and retired shortly afterwards to survey his suspension with an unapproving stare. Despite a fifth place (which scores for fourth because of Venner-Pack) it was not the Berkeley's day. S. H. Handel missed a gear going into the hairpin of Shaw's Corner and over-revved the engine, which blew up most disastrously; not content with this, Clare's engine was destroyed by the fracture of a con-rod immediately after crossing the finishing line.

In the second race there were only two Elites from Class B which accordingly raced against the 1½-litre cars. Jimmy Clark got away into an immediate and commanding lead which was never threatened, but Bob Vincent took a couple of laps to get going in the other Elite, being headed by the Elva Couriers of Malcolm Wayne, Pat Fergusson, Gil Baird and Peter Tomei, in the middle of which was Bill Needham's Twin-Cam going gloriously. On the third lap Pat Fergusson was eliminated when a half-shaft went in Lake Esses, which was very uncomfortable for him and for Bill Needham who was in close attendance. By this time Bob Vincent had come well up and this retirement gave him fourth place. On the seventh lap he got past Bill Needham and, two laps later, Malcolm Wayne was also eliminated by a broken half-shaft. From there on there was little incident in the race but Needham fought back strongly despite a persistent misfire, without which he might well have repassed the Elite, and Gil Baird, whose car appeared to lack steam and had already given place to Peter Tomei's similar model, was seriously menaced by Entwistle's M.G.A. which twice got ahead. Each time, however, Baird managed to regain his place in the braking distance for Shaw's; the second performance of this manoeuvre came just before Jimmy Clark took the flag, so Gil secured fifth place by a length. J. H. V. Cross had an alarming slide coming out of the Devil's Elbow for the last time but somehow averted disaster.

In the race for the big cars there were five starters in Class D but only three in Class E, plus three more cars which are not entered in the current series. The

SPORTS NEWS

race was won in fine style by Dick Protheroe after his usual immaculate display with the XK 120, but the man of the hour was undoubtedly Tony Lanfranchi, who actually led the opening lap with his Le Mans Replica Frazer-Nash and never lost sight of the Jaguar's exhaust-pipe throughout the 20 laps; this was the more remarkable since the Jag. excelled itself by recording a best time of 61.4 secs., which is not much under 80 m.p.h. John Mitchell motored his Ace-Bristol steadily and well in third place throughout and Jack Sears held an unflurried second place in Class E with the Austin-Healey. John Tallis, with a new engine in his Frazer-Nash after his disastrous blow-up at Snetterton some time ago, had a splendid race with Sid Hurrell's TR3 which he just lost, and Bill Belcher's Morgan fought hard with Peter Sutcliffe's Frazer-Nash, a grand race which ended when the distributor

A. Lanfranchi	20
R. A. V. Staples	16
A. G. W. Belcher	

Class E.

E. R. Protheroe	40
Sir Gawaiie Baillie	29
J. G. Sears	26
C. R. Hanson	14

In the team contest the Sprites lead their nearest rivals the Couriers by 93 points to 62, which must by now make them odds-on favourites for the trophy.

Race Results

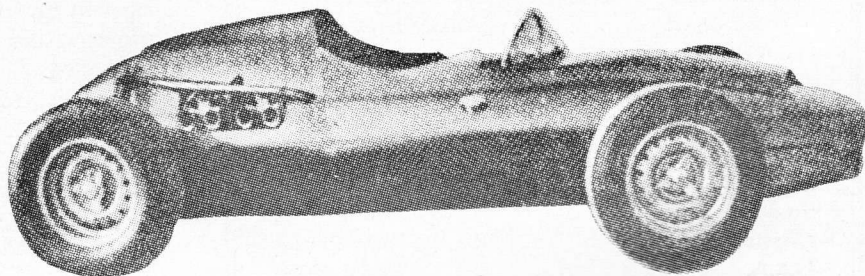
Up to 1,000 c.c.: 1, J. Gaston (Sprite), 72.21 m.p.h.; 2, K. W. Mackenzie (Sprite); 3, J. L. Venner-Pack (Sprite); 4, C. P. Tooley (Sprite); 5, M. H. Clare (Berkeley); 6, B. Gilbert (Turner). **Fastest lap:** Gaston, Mackenzie and Venner-Pack, 73.64 m.p.h.

1,001-1,600 c.c.: 1, J. Clark (Elite), 75.77 m.p.h.; 2, R. Vincent (Elite); 3, W. E. Needham (M.G.); 4, K. Tomei (Elva Courier); 5, G. Baird (Courier); 6, T. Entwistle (M.G.). **Fastest lap:** Clark, 76.90 m.p.h.

1,601-2,000 c.c.: 1, A. Lanfranchi (Frazer-Nash), 76.26 m.p.h.; 2, E. Mitchell (A.C.-Bristol); 3, S. Hurrell (TR3); 4, J. G. Tallis (Frazer-Nash); 5, A. Belcher (Morgan). **Fastest lap:** Lanfranchi, 77.39 m.p.h.

2,001 c.c. and over: 1, E. R. Protheroe (Jaguar), 76.59 m.p.h.; 2, J. Sears (Austin-Healey); 3, C. Hanson (Austin-Healey). **Fastest lap:** Protheroe, 76.16 m.p.h.

DAVID PRITCHARD.



REAR-ENGINED B.R.M. which appeared for the first time at Monza. The car did not race but during practice lapped at a more than creditable speed for a "first-timer".

AUSTIN-HEALEY SPRITE SHATTERS WORLD RECORDS AT UTAH

1,665 Miles in 12 Hours at 138.75 m.p.h.

AN experimental Austin-Healey Sprite at present attacking international speed and endurance records at the Bonneville Salt Flats, Utah, has already run for 12 hours at an average speed at 138.7 m.p.h. In the course of this marathon run the Sprite, known as EX 219, has established nine new international G Class (750-1,100 c.c.) records and 40 American class records. The drivers are Tommy Wisdom, Ed Leavens of Canada, and Gus Ehrman of U.S.A. EX 219 is now being prepared for an attack on the flying 10 miles record. By the time the record attempts finish next week it is almost certain that EX 219 will hold more class speed records than any other car built.

Beneath the streamlined body of EX 219 is a basically standard 950 c.c. Austin-Healey Sprite engine, supercharged to produce 86 b.h.p. at 6,000 r.p.m. The few special parts in the engine, such as pistons and valves, are the same as can be obtained from B.M.C. Service, Ltd., for competition tuning of the production Sprite.

The main records obtained so far are as follows:—

International and U.S.A.:—
12-hour—1,665 miles, average speed 138.75 m.p.h.
International:—
200 miles—138 m.p.h.
500 km.—138.85 m.p.h.
3 hours—139.38 m.p.h.
500 miles—137.72 m.p.h.
1,000 km.—138.39 m.p.h.
6 hours—139.09 m.p.h.
1,000 miles—138.55 m.p.h.
2,000 km.—138.86 m.p.h.

drive sheared on the 'Nash half a lap from home. As Sutcliffe rolled into the paddock to retire, R. A. Gibson had a terrifying slide with his XK 140 coming out of Lake Esses which carried him broadside into the railings guarding the paddock entrance. The car finished up on its side and caught fire but the flames were quickly extinguished by the marshals and the driver was unhurt.

With only one more qualifying round to go, at Oulton Park on the 26th of this month, the chief scorers in the five classes are as follows:—

Class A.	
J. H. Gaston	48
F. R. Gerard	42
K. W. Mackenzie	24
C. P. Tooley	21
B. A. M. Gilbert	19
A. J. Nurse	10
Class B.	
J. H. D. Whitmore	40
J. Clark	22
R. M. Shepherd-Barron	18
R. Vincent	
Class C.	
J. P. Fergusson	40
W. E. Needham	32
M. Wayne	30
C. Meek	18
K. P. Tomei	16
G. Baird	14
Class D.	
J. R. Stoop	36
E. J. B. Mitchell	33
J. G. Tallis	28
J. McKechnie	22

ON LINE: A. T. Norton in his immaculately prepared E.R.A. well on his way to making a time of 44.60 secs. This must surely be one of the most beautiful E.R.A.s extant.

RESULTS

Sports Cars up to 1,100 c.c.:

J. J. Richards (Lotus-Climax), 45.94 s. (New class record.)

Sports Cars, 1,101-1,600 c.c.:

R. Fielding (Cooper), 46.24 s.

Sports Cars, 1,601-3,000 c.c.:

P. H. G. Cotterell (Lotus-Bristol), 47.29 s.

Sports Cars, over 3,001 c.c.:

P. Scragg (H.W.M.-Jaguar), 46.58 s. (New class record.)

Racing Cars, 750 c.c. s/c. or 2,500 c.c. non s/c.:

Miss P. Burt (Cooper-Climax), 44.55 s. (New Ladies' record.)

Racing Cars, up to 500 c.c.:

M. M. Cleaver (Cooper-J.A.P.), 46.08 s.

Racing Cars, over 750 s/c. or 2,500 c.c. non s/c.:

R. W. Phillips (Fairley), 43.38 s. (New class record.)

Racing Cars (2 or 3 cyls.), over 500 c.c.:

D. Boshier-Jones (Cooper), 41.73 s.

Bugatti Handicap:

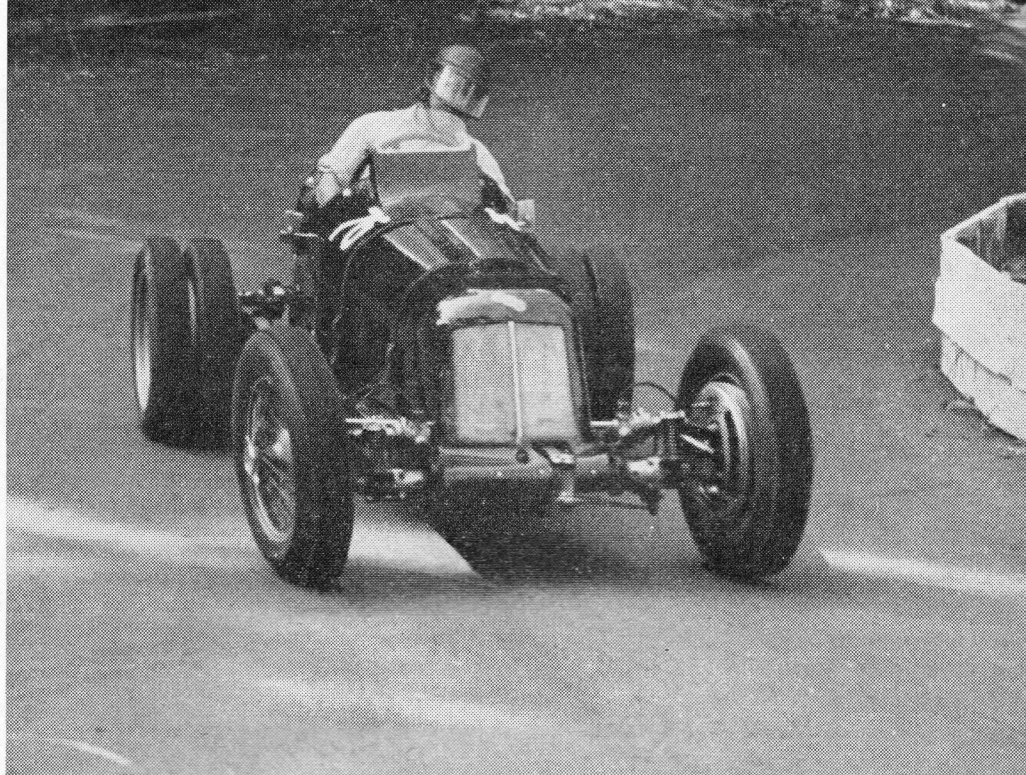
P. B. Bailey (Bugatti, 5,350 c.c.), 45.38 s.

Grand Touring Cars:

E. Lewis (Lotus Elite), 48.99 s. (New class record.)

R.A.C. Hill-Climb Championship:

1. D. Boshier-Jones (Cooper), 41.18 s. (Best time of day); 2. R. B. James (Cooper), 43.06 s.; 3. D. R. Good (Cooper), 43.34 s.



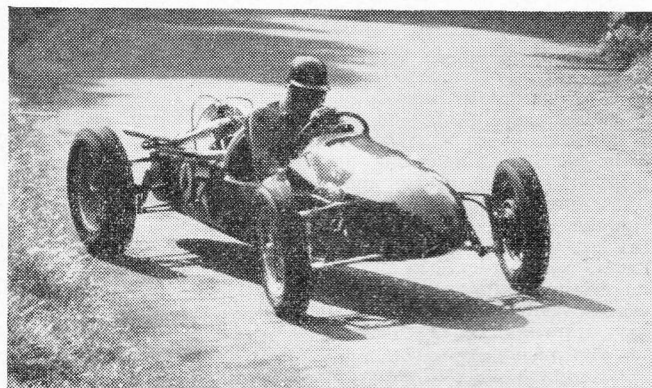
PRESCOTT HILL-CLIMB

D. Boshier-Jones Fastest at Bugatti O.C. "National"

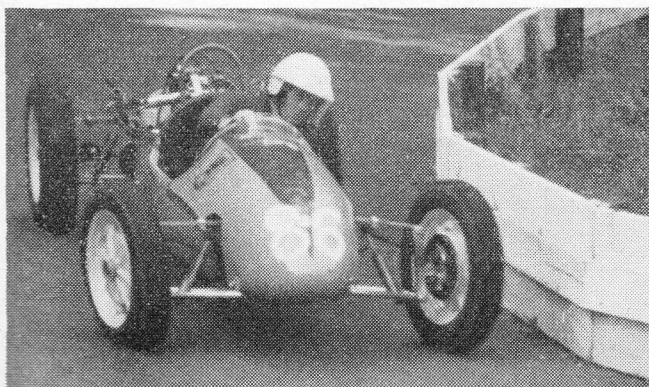
Photography by George Phillips



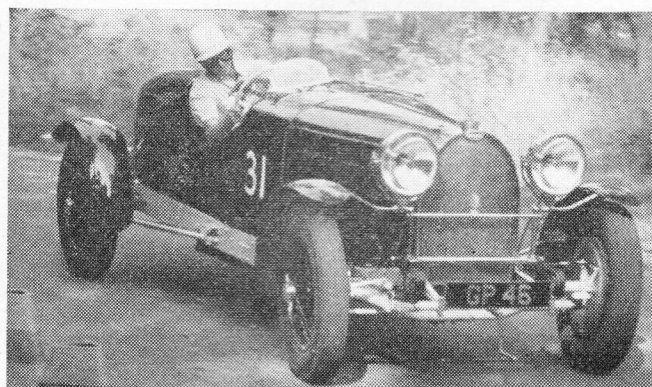
GRAND MANNER: Gillie Tyrer made fourth best time in the Grand Touring class with his Aston Martin DB4, recording a time of 50.81 secs.



STEADY! Although he went wide and nearly lost it M. E. Daghorn (Cooper) nevertheless went very fast to record 45.47 secs. on this run.



MAESTRO: David Boshier-Jones (Cooper) on his way to adding yet another Best Time of Day award to his impressive total. So far he has won every major hill-climb event.



PUR SANG: W. H. Bloomfield hard at work in his superb 5,350 c.c. Bugatti on a climb which (on handicap) recorded 46.01 secs. and gained him third place in the Bugatti event.



CHECKING OUT from the Liverpool start is the Riley 1.5 which Margaret and Helen Walker drove with great zest without, however, gaining a place.

The "Jeans Gold Cup" Rally

Premier Award Goes to J. R. Kirkham (Sprite)

Driving Tests Won by D. E. Naylor (Ford)

THE Liverpool Motor Club's classic B.T.R.D.A. star event, the Jeans Gold Cup rally, held over the week-end of 5th-6th September, resulted in a road tie between J. R. Kirkham (Sprite) and last year's runner-up K. C. Walker (TR3A), both losing 17 marks and the former winning the coveted trophy by a better performance in the Peter Reece/Barry Davies Memorial Driving Tests, of which more later.

Rather alarming, for an event of this stature, was the paucity of the entry, only 40 plus cars leaving the controls at the Liverpool, Ilkley and Stoke-on-Trent starting points. Now the reason for this could be three or more fold: (a) last year the Jeans, always a tough event, went "rough" in places—a slight attempt to emulate the Australian Redex event, which created loud howls of dismay from the TR brigade, as one after another of the low-slung cars suffered from broken exhaust pipes, brake connections, etc.; (b) the Jeans was the third big Northern rally to be run in under a month, the others being the Bolton-le-Moors and the L.A.C. Lancashire Cup; and (c) the late Indian summer, causing the roads to be "nightful" of travellers, warning the cautious to stay abed.

Taking the latter two first, the cure for (b) must be at the dates meeting of the Association of Northern Car Clubs. In (c) a close season including May to September for rallies could meet the case! and (a) this year's Jeans was very definitely on non-damaging surfaces all the way through! It avoided like the plague all forms of habitation and was tough only because the route plotters had taken, literally, the shortest distance between two points, which made most

experienced navigators "play safe", make distances longer than quoted, and raise their own average speeds! In other words, the Jeans was a grand try to emulate a continental event and as such should recapture its normal big entry.

The route proper started at the White Cross Inn, Longridge, nr. Preston, and led into Cumberland via Field Head, Cowkins, to the first passage control at Thornton Force. On by way of Gawthrop, Beck Foot and Helm to the second passage control at Carmel Fell. Through Blake Holme, Box Trees to take on fuel just after Whasdyke, next to Scales, Low Row, Eskin to the control at Whinlatter Pass. On via Hollins, How Hall, Hardknott, Atkinson Ground and Colton to the passage control at Arcadie to finish the night section at the Farmer's Arms at Lowick, a distance of some 220 miles.

When I tell you that this route included out-of-bounds points at Uldale, Spark Bridge, Carnforth, Sedgwick, Caton, Wennington, Lr. Bentham, Burton-in-Lonsdale, Millthorpe, High Bentham, Dent, Scorton and Slaidburn, with noise areas checked to within a half-mile radius of Over Kellet, Natland, Brookhouse, Ingletton and Gosforth—well, you can see that the organizers were really trying!

From here, an easy run of some 90 miles led back to the finish at Wigan, but *en route* came six driving tests which served a dual purpose; to decide, if required, a tie, and to allow competitors to compete for, on handicap, the Peter Reece/Barry Davies Memorial Trophy, the last two tests of which took place, before quite a crowd of spectators, at Burscough Aerodrome.

Rally incidents were but few. T. A. Good (Sprite) ran out of lights, R. H. Lamb (Renault) ran out of road and bashed the Dauphine's nose and then, just as promptly, was rammed in its rear! G. R. Monkman (Sprite) ran out of gears ere the final test, when well placed.

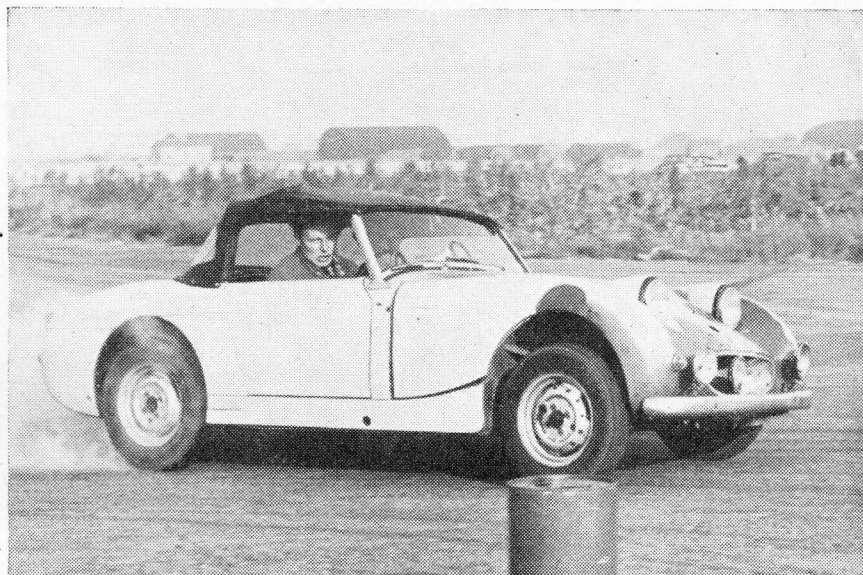
Also, but this one is to be taken with a grain of salt, in the region of Dent, was seen the Flying Dutchman, in the shape of a Teddy Boy equipped with an elderly but fierce Austin 16 who appeared and reappeared to wage war on competitors by trying to ram or sideswipe them, actually being successful on one occasion! When on being remonstrated with by my informant, he struck him out of the window and again disappeared! Ah well, everybody can't be keen on rallies, can they?

FRANCIS PENN.

Provisional Results

Best Performance in the Rally (Jeans Gold Cup): J. R. Kirkham (Sprite). **Runner-up ("Daily Courier" Cup):** K. C. Walker (TR3A). **Best Performance by an All-Lady Crew:** Mrs. P. Mayman (Morgan). **Best Performance by a Liverpool Motor Club Member:** J. R. Kirkham (Sprite). **Best Performance by a Member of the B.T.R.D.A.:** K. C. Walker (TR3A).

Peter Reece/Barry Davies Handicap Memorial Driving Tests: D. E. Naylor (Ford).



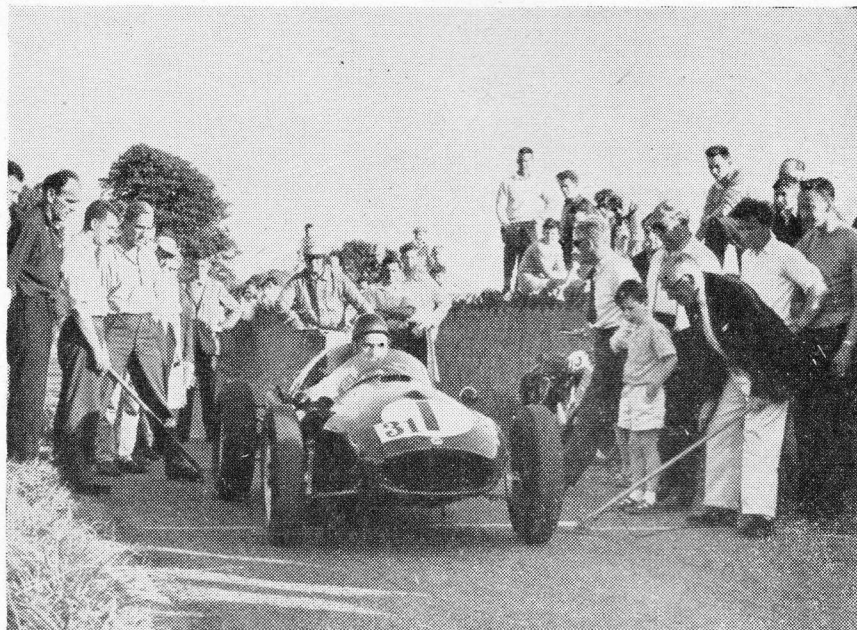
BEST PERFORMANCE was achieved by J. R. Kirkham. After a tie on the road section with last year's runner-up, he put up a better performance in the driving tests to win the coveted trophy.

B.T.D.: John Pringle (2.2-litre Cooper-Climax) made an ascent in 43.83 secs., carving some six seconds off his own record time, after a strong challenge from Robin Rennicks.

THAT happy breed, the Motor Enthusiasts Club, returned to picturesque County Wicklow on Saturday, 5th September, for their second annual hill-climb. The venue was once again the steep, 1,350 yards Altidore Hill, near Kilpedder. Unlike last year, this final event of the southern speed season was blessed with glorious autumn sunshine.

The entry list consisted of 33 cars, of which almost half were saloon cars. To add to the fun and games, 16 motor cyclists also took part.

Highlight of the day was the duel for b.t.d. between John Pringle, of Bangor, with his 2.2 Cooper-Climax, and Dubliner Robin Rennicks, with the 998 c.c. blown Leprechaun. On his first run, Robin rocketed up in 47.38 secs., to break Pringle's record set up last year at 49.2 secs. in the 1½-litre Cooper-Climax. Pringle immediately replied with a startling 45.21 secs., which he later reduced



Second Altidore Hill-Climb

Motor Enthusiasts Club's Successful Event

to 43.83 secs. This was b.t.d. and is approximately six seconds better than his record of last year, which was done in the rain. For his effort this year, Pringle's name will be the first to be inscribed on the magnificent Marsden Trophy. This trophy is an unusual three-handled, silver and wood tankard which was owned by one of the Guinness family over 50 years ago. It was presented by M.E.C. member Julian Marsden Carroll while the hill-climb was actually in progress, and it will be awarded annually for b.t.d.

As well as setting up a new record, John Pringle was first in the class for open cars over 1,300 c.c. Bill Bradshaw brought his extremely healthy-sounding A.C.-Bristol into second in this class, and Joe Flynn was third in the Simca. This car is the actual ex-Redmond Gallagher Gordini that won the 1½-litre class in the 1953 and 1954 Ulster T.T.s.

Robin Rennicks improved on his first

run of 47.38 secs., and his best time of 46.71 secs. was second best time of day. He also had an easy win in the class for open cars up to 1,300 c.c. Robin has had practically every known mechanical trouble this season with the highly temperamental Leprechaun, and even at Altidore the engine was not firing perfectly, especially away from the line. Second to Rennicks in this class was Stan Ryan in the 497 Cooper-J.A.P., almost 10 seconds slower, and third was John Gale in his 1098 Fiat Special. This car is basically a 1939 Fiat 508 c.c. A hot contender in this class was Frank Keane's DKW Special. Keane suffered the misfortune to have a plug blow out, and his very professional-looking Spyder was consequently out of the running.

The small saloon class went to Dickie Barrett in his A35 with a time of 64.60 secs., with Reggie Redmond hot on his heels with a climb in 65.45 secs. in his

five-year-old DKW. Reg Armstrong, the Eire N.S.U. assembler and an ex-Senior T.T. winner, piloted an N.S.U. Prinz into third place with a climb in 71.39 secs.

John de Moulin won the large saloon car class with his Simca Aronde, which ran minus bonnet and boot lids, and plus a healthy-sounding "Flash Special" engine. It is interesting to note that de Moulin, with a time of 64.88 secs., was slower than Barrett's A35 by 0.28 sec. Gar O'Brien was, as usual, deceptively fast and he made light work of finishing second to de Moulin. Third in this class was John Blennerhassett in his old-type Ford Zephyr.

The all-comers unlimited handicap was a saloon car benefit, with Reg Armstrong being top man in the little 583 c.c. N.S.U. Prinz. This car scored some outstanding successes this season, and this was its second major handicap victory, the first being Des Cullen's at Lisdoonvarna in the recent Corkscrew hill-climb. Gar O'Brien was second in his twin-carb. Volkswagen, and John de Moulin was third in his Simca "Flash".

BRIAN FOLEY.

Results

All-comers Unlimited Handicap: 1, H. R. Armstrong (583 N.S.U.), h'cap 34 s., 37.39 s.; 2, M. G. O'Brien (1192 Volkswagen), h'cap 28 s., 38.03 s.; 3, J. de Moulin (1290 Simca), h'cap 26 s., 38.88 s.

Racing and Sports Cars, up to 1,300 c.c.: 1, R. H. Rennicks (998 s/c Leprechaun), 46.71 s.; 2, S. Ryan (497 Cooper-J.A.P.), 56.03 s.; 3, J. Gale (1098 Fiat Spl.), 70.81 s.

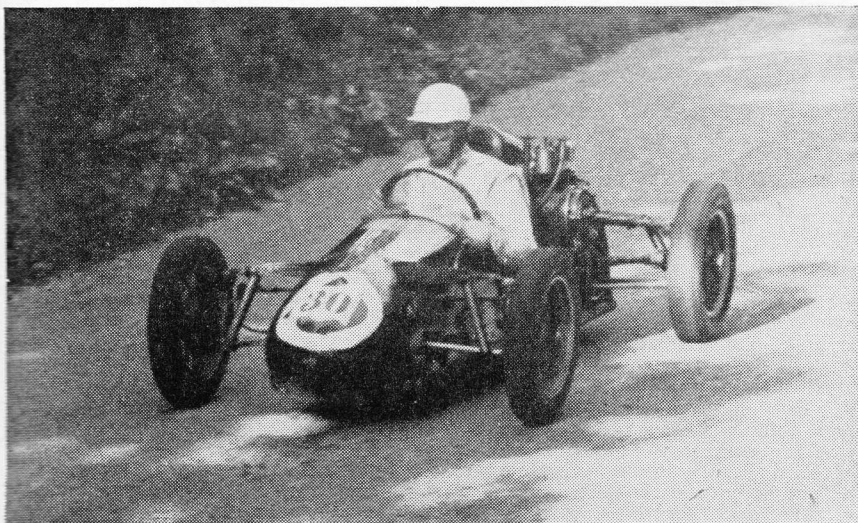
Racing and Sports Cars, over 1,300 c.c.: 1, J. R. Pringle (2014 Cooper-Climax), 43.83 s.; 2, W. E. T. Bradshaw (1971 A.C.-Bristol), 51.88 s.; 3, J. J. Flynn (1488 Simca-Gordini), 52.53 s.

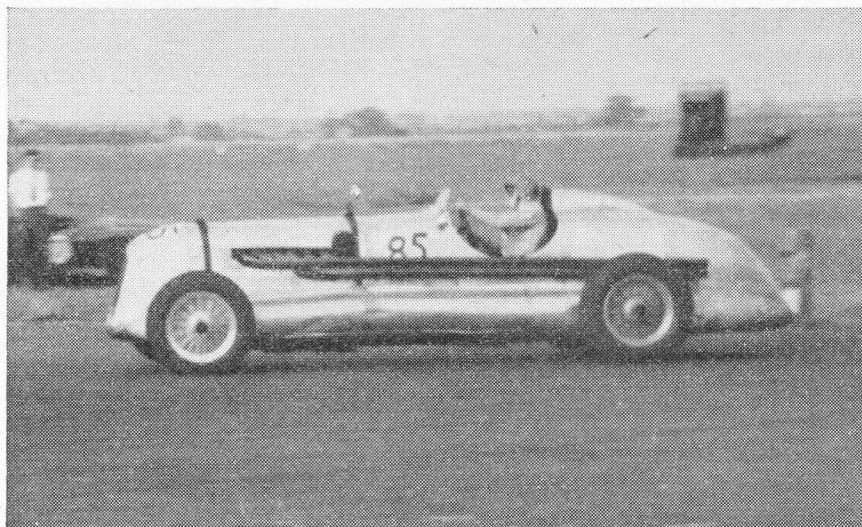
Saloon Cars, up to 1,100 c.c.: 1, R. Barrett (948 Austin), 64.60 s.; 2, R. Redmond (896 DKW), 65.45 s.; 3, H. R. Armstrong (583 N.S.U.), 71.39 s.

Saloon Cars, over 1,100 c.c.: 1, J. de Moulin (1290 Simca), 64.88 s.; 2, M. G. O'Brien (1192 Volkswagen), 66.03 s.; 3, J. Blennerhassett (2263 Ford), 70.34 s.

B.T.D.: J. R. Pringle (2014 Cooper-Climax), 43.83 s. (New record.)

TEMPERAMENTAL: Robin Rennicks's 998 c.c. Shorrock's supercharged Leprechaun is potentially one of the fastest hill-climb cars in Ireland, but was beaten on this occasion by the Cooper-Climax of John Pringle.





THE challenge from the hard-driving Scots from over the border is rapidly becoming too much for the drivers from the North of England and on 6th September the Scots once again took away prime honours at the race meeting held at Thornaby-on-Tees, co-promoted by the Darlington and District Motor Club and the Thornaby and Stockton branch of the Royal Air Force Association.

Gordon Crozier, from Dundee, a member of the Gordon-Nairn Racing Team, won the two fastest races in his Lotus XI after holding off a strong challenge from local driver Louis Bramley (Lotus XI) who put up the fastest lap of the meeting.

The meeting was the first all-car event to be held at the new circuit on the R.A.F. station at Thornaby. There was a mixed meeting at the venue four weeks previously at which Jimmy Blumer set a circuit record at more than 87 miles an hour, but no one could equal that. The circuit, 1.9 miles in length, consists of a straight away from the pits with a fast right-hand bend following, then a right-handed hairpin, a left and right S bend which leads immediately into a gradually tightening right-hander and the start of the straight again.

Although a Lister-Jaguar has got around faster, Crozier, backed up by Edinburgh driver D. J. Hodgeton, was fast enough to hold anything at the meeting and kept up a tradition started by J. Romanes, Jimmy Clark and other Scots at meetings at Rufforth, Ouston and other places this year in taking a lion's share of the awards over the border.

The organizers had laid on bags of publicity for the meeting and as a result had an entry of over 100 cars, and more than 20,000 people turned out from nearby Tees-side to watch the racing.

Racing was in 10 capacity classes, but several of the events consisted of two adjacent classes competing concurrently.

First event was for saloons with a good turn-out of 16 cars on the grid for the start. From the drop of the flag George Percival took a short-lived lead on acceleration, but by the first bend R. J. Bloor (A35) had got into a lead which he held throughout the event and finished first overall. Percival in his Anglia tried hard to catch Bloor but could not get near him and held an easy second position. John White (Anglia) and John Cuff (A35) fought

MONSTER: Keith Schellenberg urges the enormous Barnato-Hassan 8-litre Bentley through Paddock Bend.

some alarming cornering finished in that order.

The next race was for the larger production sports cars—those between 1,500 c.c. and 2,000 c.c. and over 2,000 c.c. run concurrently. On the fall of the flag Julian Sutton (Austin-Healey) and John Mitchell shot into the lead, but Jeremy Ropner (Jaguar C-type) soon caught them up and led at the end of the first lap. Sutton immediately began pressing Ropner hard and actually got past for a short time on the third lap only to lose the place as by the end of the lap Ropner again led and went on to win. Sutton tried hard to keep up with him for another two laps and got quite close but was then forced to retire with a broken petrol pipe union. E. C. Booth (Frazer-Nash) moved up to take third place from Mitchell and became second

Fine Racing at Thornaby

Two Wins for G. L. Crozier (Lotus)

Results

Saloon Cars, up to 1,000 c.c.: 1, R. J. Bloor (A35), 67.94 m.p.h.; 2, J. Cuff (A35); 3, J. Burgess (Gordini-Dauphine). **Up to 1,500 c.c.:** 1, G. A. Percival (Anglia); 2, J. White (Anglia); 3, G. Gardner (Anglia). **Fastest lap:** Bloor, 69.51 m.p.h.

Sports Cars, up to 1,000 c.c.: 1, W. Williams (Alexander Sprite); 2, D. S. F. Thompson (Sprite); 3, W. MacKay (Sprite). **Up to 1,500 c.c.:** 1, R. H. Smith (Connaught), 74.95 m.p.h.; 2, C. B. Dobson (Lotus VI); 3, J. Astbury (M.G.A.). **Fastest lap:** Smith, 77.09 m.p.h.

Sports Cars, 1,500-2,000 c.c.: 1, E. C. Booth (Frazer-Nash); 2, E. J. B. Mitchell (Ace-Bristol); 3, S. H. Newton (Triumph TR2). **Over 2,000 c.c.:** 1, J. V. Ropner (Jaguar "C"-type), 78.08 m.p.h.; 2, G. A. Yeoman (Jaguar XK 140); 3, J. Snowden (H.W.M.-Jaguar). **Fastest lap:** Ropner, 79.91 m.p.h.

Sports-racing Cars, up to 1,500 c.c.: 1, G. L. Crozier (Lotus XI), 82.89 m.p.h.; 2, L. Bramley (Lotus XI); 3, D. J. Hodgeton (Lotus XI). **Fastest lap:** Crozier and Bramley, 82.24 m.p.h.

Sports-racing Cars, over 1,500 c.c.: 1, E. C. Booth (Frazer-Nash), 77.25 m.p.h.; 2, F. Elliott (Lister-Bristol); 3, J. Mitchell (Ace-Bristol). **Fastest lap:** Booth and Mitchell, 78.98 m.p.h.

Sports-racing Cars, unlimited: 1, G. L. Crozier (Lotus XI), 82.99 m.p.h.; 2, J. V. Ropner (Jaguar "C"-type); 3, D. J. Hodgeton (Lotus XI). **Fastest lap:** L. Bramley (Lotus XI), 85.29 m.p.h.

500 c.c. Racing Cars: 1, G. Gartside (Cooper-Norton), 78.51 m.p.h.; 2, J. S. Cordingley (Cooper-Norton); 3, T. E. McLaren (Emeryson). **Fastest lap:** Gartside, 79.72 m.p.h.

very hard for third place overall and the Anglia led at the finish, both cars filling second positions in the capacity classes.

Second event brought out a number of production sports cars in the 1,000 c.c. and 1,500 c.c. classes, a few 1,172 powered Lotuses and, very out of place and hardly giving the "over-the-counter-racers" a chance, a 1½-litre sports-racing Connaught. Without any difficulty R. H. Smith and the Connaught ran away from the rest of the field to win by a large margin, and second place in the larger class was taken by C. B. Dobson's Lotus VI after C. L. Smith in the very fast 1,172 c.c. Austin Special retired.

There was some excellent dicing in the smaller class among a bunch of Austin-Healey Sprites in various stages of tune. Dr. I. W. Williams in an Alexander-modified version won without much effort, but second place was contested hotly throughout the race by D. S. Thompson and W. MacKay who after

on Sutton's retirement. Booth and Mitchell took the first two places in the under two-litre class with S. H. Newton's well-driven TR2 third, and in the over two-litre class Ropner won from G. A. Yeoman (XK Jaguar).

The first sports-racing event came next with 11 cars—mostly Lotuses—on the line. G. L. Crozier led from the start but on the second lap lost the lead to Louis Bramley. Working hard, Crozier regained the lead and went on to pull gradually away from Bramley and win. Third place was taken by D. J. Hodgeton (Lotus XI). A Lotus Elite driven by H. Lovejoy was slow to get going, but when he did, motored very nicely and cornered well, but was outclassed among the open cars.

The next event brought out only four cars—the Frazer-Nash of Booth, the Ace of Mitchell and Lister-Bristol of Frank Elliott and an Austin-Healey whose driver shall remain nameless because of the number of times he spun. Elliott ran out at the paddock bend on the first lap and Mitchell followed him through the bales, but both rejoined the race after letting Booth take the lead. Elliott got motoring again first and held on to second place, despite Mitchell's effort to take him which resulted only in Mitchell running out again. Booth won with Elliott second and Mitchell third and the rotating Healey bringing up the rear.

The main race—for the Battle of Britain Trophy—came next and was open to sports racing cars of unlimited capacity. All the cars which had been out previously came out again, plus Keith Schellenberg in the eight-litre Barnato-Hassan Bentley. His efforts to keep the car on the track were one of the highlights of the race, and although obviously a handful the Bentley went very quickly down the straight and managed to take fourth place. The lead was taken on the first lap by Gordon Crozier with Ropner's C-type second, but Louis Bramley soon got his Lotus into second spot. Bramley made a very hard effort to get past Crozier and closed right up

(Continued on page 377)

LINED UP on the front row of the grid for the sports-racing car event are E. C. Booth (Frazer-Nash), Frank Elliott (Lister-Bristol) and Peter Bolton (Ace-Bristol).

THE Darlington and District Motor Club became—they claim—the only motor club in the country to have put on two race meetings on two consecutive weekends in two different venues when, on Sunday, 13th September, they staged their meeting at Catterick Airfield which is alongside the Great North Road.

Only seven days previously they had, in conjunction with the Stockton and Thornaby R.A.F. Association, put on another meeting at Thornaby. Fortunately, the intervening week was what passed as a holiday for clerk of the course Joe Carter, and the preliminary organization went smoothly. Unfortunately, on the day it appeared that the organizing resources might have been strained too far, as both racing and practice were late in starting, but once running the lost time was made up and the meeting even ended ahead of schedule. Only this—and an indifferent loudspeaker system—marred the meeting, but some of the races tended to become somewhat processional.

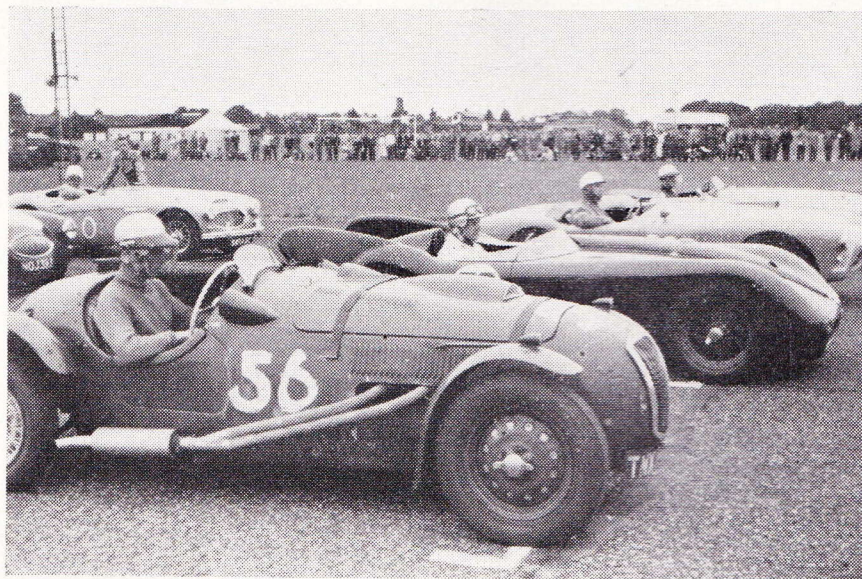
Once again the main event was a victory for a Scots Lotus driver, this time D. M. Bertram, of Edinburgh, but he had to fight hard for his victory, setting up the fastest lap of the meeting for the 1.6-mile course at 76.39 m.p.h. in so doing.

First race brought out the saloons, among them something of an unknown entity in the dark green A35 driven by R. Bryant and entered by Barwell Engineering. However, this machine took the lead on the fourth lap from J. R. Normanton's fast Speedwell-modified similar car and went on to win.

It transpired that Bryant's car is the "test bed" for Barwell's modification to the B.M.C. A-type power unit and may be the forerunner of a team. The car has the usual engine modifications, plus a gas-flowed head and underneath a veritable maze of anti-roll bars. Normanton finished second with J. Burgess in a Renault-Gordini third in the class for cars up to 1,000 c.c. Concurrently with this was run the race for 1,500 c.c. saloons which was won with ease by George Percival in his immaculately prepared Elva-Anglia, who took third position overall behind Normanton.

The larger saloons (over 1,500 c.c.), only two in number, raced concurrently with smallest sports cars who appeared next, and Edgar Wadsworth in his Healey was class winner. The sports cars up to 1,000 c.c. saw the first appearance on a Yorkshire circuit of the rapid Longbacon Special, and its pilot, N. Moores, showed the rest of the field a clean pair of heels, winning by several seconds after leading all the way. This car is very neatly finished and consists of a B.M.C. A series engine in a Lotus XI chassis. Second spot was filled by "Doc" Williams in his Alexander-Sprite who could not quite compete with the Longbacon but managed to hold off third man F. Snaith (Sprite).

H. Lovejoy's blue Lotus Elite made a copybook start in the 1,500 c.c. sports car race, accelerating cleanly from the grid into a good lead which he never lost. Never far behind, and finishing second, was E. Dobson in an Elva



... And Again At Catterick

Another Fine Darlington and D.M.C. Meeting

Courier and third place throughout the race was filled by N. Taylor in a fast 1,172 c.c.-powered Austin Special. Edgar Wadsworth's Denzel was fourth after passing several cars during the race.

The next event brought out the biggest production sports cars with the Bristol-engined cars of Peter Bolton (Ace) and E. C. Booth (Nash). Bolton took an early lead and led until the fall of the chequered flag with Booth in second position. Third position in the 2,000 c.c. class was taken by K. M. Nutter's Frazer-Nash. Concurrently with the 1,500 to 2,000 c.c. class was the over 2,000 c.c. class which was led by W. A. Thompson in a well-driven Austin-Healey who finished third overall to Booth. Second in the class was Gordon Chippindale in a Jaguar XK 120 and third J. L. Sennette's Austin-Healey.

Results

Saloon Cars, up to 1,000 c.c.: 1, R. Bryant (Barwell-A35), 60.31 m.p.h.; 2, J. R. Normanton (Speedwell-A35); 3, J. Burgess (Gordini-Dauphine). **Fastest lap:** Normanton, 62.20 m.p.h. **Up to 1,500 c.c.:** 1, G. A. Percival (Elva-Anglia); 2, C. Harrison (Riley 1.5); 3, J. Thorne (Anglia). **Over 1,500 c.c.:** 1, E. B. Wadsworth (Healey); 2, A. Scoble (Ford Zephyr).

Sports Cars, up to 1,000 c.c.: 1, N. Moores (Longbacon Spl.), 62.75 m.p.h.; 2, Dr. I. W. Williams (Alexander-Sprite); 3, F. B. Snaith (Sprite). **Fastest lap:** Moores, 64.75 m.p.h. **1,000-1,500 c.c.:** 1, H. Lovejoy (Lotus Elite), 66.16 m.p.h.; 2, E. Dobson (Elva Courier); 3, N. Taylor (Austin Spl.). **Fastest lap:** Lovejoy, 68.24 m.p.h. **1,501-2,000 c.c.:** 1, P. R. Bolton (Ace-Bristol), 70.07 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, K. M. Nutter (Frazer-Nash). **Fastest lap:** Bolton, 71.47 m.p.h. **Over 2,000 c.c.:** 1, W. A. Thompson (Austin-Healey); 2, G. F. Chippindale (Jaguar XK 120); 3, J. L. Sennette (Austin-Healey).

Sports-racing Cars, up to 1,500 c.c.: 1, L. Bramley (Lotus XI), 74.78 m.p.h.; 2, D. M. Bertram (Lotus XI); 3, D. Buxton (Lotus 1500). **Fastest lap:** Bramley and Bertram, 76.19 m.p.h. **1,500-3,000 c.c.:** 1, P. R. Bolton (Ace-Bristol), 70.88 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, F. Elliott (Lister-Bristol). **Fastest lap:** Booth, 72.73 m.p.h.

Sports-racing Cars, unlimited (20 laps): 1, D. M. Bertram (Lotus XI), 74.26 m.p.h.; 2, A. Ensoll (Jaguar D-type); 3, K. M. Francis (Lotus XI). **Fastest lap:** Bertram, 76.39 m.p.h.

Formula 3 Racing Cars: 1, J. Pitcher (Cooper-Beard), 70.00 m.p.h.; 2, G. Gartside (Cooper-Norton); 3, T. E. McLaren (Emeryson). **Fastest lap:** Pitcher, 70.94 m.p.h.

The race of the meeting followed. Labelled as being for sports racing cars of up to 1,500 c.c. it was mainly composed of Lotuses. Louis Bramley (Lotus XI) took the lead on the first lap with D. M. Bertram in a similar car following. By the end of lap 2 Bertram was pressing Bramley hard and the pair circulated for two laps very close together, but it was not until the fifth lap that Bertram in a terrific effort got through to snatch the lead. At first it appeared that Bramley was going to slack off, but at the end of lap 8 he was right at Bertram's heels. On the ninth lap he repassed Bertram and went on to win, with Bertram holding second spot only a few lengths behind. Third man was David Buxton in a 1,500 c.c. Lotus entered by Ecurie Europa. Notable in this race was C. L. Smith in the Austin Special driven previously by Taylor. He was down the field, but managed to keep his little car in front of Lovejoy's Elite for the whole race.

The class for sports racing cars up to 3,000 c.c. brought out no real sports racers, but the Frazer-Nash of Booth and Bolton's Ace-Bristol were there again, backed up by Frank Elliott's Lister-Bristol. Booth took the lead on acceleration away from the flag and led for three laps, until, in a heart-stopping moment, Peter Bolton got through on the inside at the paddock bend and went on to win. The race was peculiar in that this was the only change in position throughout the field after the first lap—every car holding the same position throughout the race.

The longest race of the meeting—20 laps—was for unlimited sports racers. The 3½ litres of Alan Ensoll's D-type Jaguar gave him enough urge to take the lead on acceleration from the start, but Bertram's Lotus was soon in front with Ensoll second, positions which this pair then filled for the whole event. Third for a time was Jimmy Blumer, who fell out first with throttle linkage trouble, cured that, rejoined and then went out with "a funny smell from the clutch". K. M. Francis gradually climbed into

(Continued on page 377)

GIANT KILLERS: Mairesse/Desse and Feret/Monraisse, the crews of the astounding Renault Dauphines which headed the Touring Category, seen with M. Garot of the Royal Motor-Union.

practice, the cars were started in rows of three at three-minute intervals. Promptly at 10 p.m., M. Garot waved off the first row of Ickx/Hendricks, SAAB, last year's winners, Hebert/Consten, Alfa Romeo TI, and Bill Bennett/Cyril Corbishley, Triumph. Not one of these crews was to finish.

The first real test came within an hour and a half—a section of 29 twisty kilometres from Mecher to Nocher, to be covered in 34 minutes. The time originally allowed had been only 29 minutes and the lateness penalty was increased to 15 minutes. Even so, the Corvette of the Franchesinis and the Ford Zephyr of King/Sproxtton were excluded for lateness and six crews were penalized. The most noteworthy of these were Keith Ballisat/Alain Bertaut, Triumph, and Tak/Groeneweghen, Porsche. The latter promptly retired—a most foolish action, for the Triumph crew, who persevered, finished sixth in their category. On this section Pilhatsch/Harteringer, VW, ran badly out of road, and the Gros Roussel/Leal Citroën broke its gearbox.

The run across Germany and Austria was easy, if tiring, but the organizers expected that the climb and descent of the 9,000-foot Stelvio, 40 km. to be covered in 48 minutes, would penalize all but the "aces", especially as some of the pass was under cloud and at the summit it was snowing viciously. They were undeceived, for 22 Touring cars and 28 Grand Touring cars were still unpenalized after the section, including the "works" Healey, Triumph and Sunbeam teams. Of the unsuccessful English crews, Holmes/Aspland, Triumph, were one minute late, Hodson/Grant, Triumph, Vicat-Cole/Mainz, M.G.A., and Powell/Jones, Sprite, were two minutes late, and Papworth/Raper, of the Army Triumph team were seven minutes late. Fastest time was made by the Austin-Healey 300 of Peter Riley/Rupert Jones, which was five minutes early, but it was noticeable that the Continental experts, such as Buchet and Consten, were concentrating on sparing their cars and getting in with a safe rather than a fantastic margin; beating "bogey" time carried no bonus points and crews were credited with the same zero penalty

THE "MARATHON DE LA ROUTE"

Toughest Event for Years Won by Strahle/Buchet (Porsche)

By JOHN GOTT

LIÈGE-ROME-LIÈGE will always be a unique event, because M. Garot of the Royal Motor-Union of Liège steadfastly refuses to depart from his simple formula that the Marathon de la Route can only be won by the car and crew which most nearly approaches the impossible schedule.

It is therefore the last of the great road-racing rallies, where time lost must be made up, for even a second's lateness can entail exclusion, and the strain of a continuous 90 hours on the road tests crews even more thoroughly than cars.

Appreciating this, M. Garot makes the crews' task as easy as possible, with a minimum of formality, no secret checks and a road-book which not only gives the route but shows exactly when one is likely to be late or to be excluded, the whole backed up by impeccable organization.

For the first time this year there were two categories, Touring and Grand Touring, but only one outright winner and no combined General Classification.

Buchet/Strahle, Porsche Carrera 1600, were the outright winners and, of course, G.T. category winners, but they were pressed all the way by the "Works" Dauphines of Regie Renault, which dominated the Touring category from start to finish.

The Marathon of 1959 will go down in rally history as the toughest rally of post-war years (perhaps the toughest rally ever run), for only 14 crews out of the crack entry of 97 finished, none, of course, unpenalized.

A wonderful performance was put up by Annie Soisbault/Renee Wagner to bring their "works" Triumph into fourth place in G.T. category and first place in its class, whilst Sunbeams, with Jimmy Ray/Mike Cotton, and Austin-Healey Sprites, with John Sprinzel/Stuart Turner, won well-earned class victories. No teams finished intact, and the teams of SAABs, DKWs and Volvos failed to finish a single car.

WINNERS ALL: Robert Buchet, Annie Soisbault, Renee Wagner and Paul Strahle (left to right) show little signs on arrival at Spa of the effects of their gruelling 90-hour run to victory in the toughest event for years.

Results

No Combined General Classification.
Best Performance: Strahle/Buchet (Porsche Carrera 1598).

Touring Cars: 1, Feret/Monraisse (Dauphine 845); 2, Mairesse/Desse (Dauphine 845); 3, Coltelloni/Marang (Citroën 1911); 4, Ray/Cotton (Sunbeam Rapier 1494); 5, Jouanneaux/Coquillet (Citroën 1911).

G.T. Cars: 1, Buchet/Strahle (Porsche Carrera 1598); 2, Estager/Dutoit (Porsche 1582); 3, G. Sander/W. Sander (Porsche 1582); 4, Mlle. Soisbault/Mme. Wagner (Triumph 1991); 5, Schottler/Raker (Porsche 1582); 6, Ballisat/Bertaut (Triumph 1991); 7, Riley/Jones (Austin-Healey 2912); 8, Sprinzel/Turner (Austin Spr 948); 9, Hanrioud/Sans (Peugeot 1290).

Class Placings (Touring Cars): 1,000 c.c.: 1, Feret/Monraisse (Dauphine 845); 2, Mairesse/Desse (Dauphine 845); 1,600 c.c.: 1, Ray/Cotton (Sunbeam Rapier 1494); 2,000 c.c.: 1, Coltelloni/Marang (Citroën 1911); 2, Jouanneaux/Coquillet (Citroën 1911).

G.T. Cars: 1,000 c.c.: 1, Sprinzel/Turner (Austin Spr 948); 1,300 c.c.: 1, Hanrioud/Sans (Peugeot 1290); 1,600 c.c.: 1, Buchet/Strahle (Porsche C. 1598); 2, Estager/Dutoit (Porsche 1582); 3, G. Sander/W. Sander (Porsche 1582); 4, Schottler/Raker (Porsche 1582); 2,000 c.c.: 1, Mlle. Soisbault/Mme. Wagner (Triumph 1991); 2, Ballisat/Bertaut (Triumph 1991); 3,000 c.c.: 1, Riley/Jones (Austin-Healey 2912).

Coupe des Dames: Mlle. Soisbault/Mme. Wagner (Triumph).

No teams finished; seven teams started.

Belgium, Luxemburg, Germany, Austria and Italy, 1,340 km./830 miles.
From 10 p.m., 2nd September, to 11.40 p.m., 3rd September.

Reverting to an old Marathon



SUCCESSFUL SUNBEAM: Jimmy Ray and Mike Cotton with the "works" Raper which won its class and finished fourth in the Touring category.

points whether they got in with five seconds or five minutes to spare.

The run to the Yugoslavian border, over the Aprica, Tonale, Mendola, Costalunga, Pordoi and Falzarego passes, was a tough one, especially as it rained heavily, which made the mountain roads diabolically slippery. This eliminated the Porsche of Clemens/Walter and the Sprite of Powell/Jones, both involved in accidents, fortunately without injury to their crews. A surprise retirement was that of the French Peugeot expert, Paul Guiraud, with mechanical troubles.

Yugoslavia, 1,470 km./910 miles. From 11.40 p.m., 3rd September, to 10.28 p.m., 4th September.

The difficulty of rallying in what is undoubtedly the most testing terrain in Europe is amply shown by the statistics. Seventy-eight crews (of whom 48 were unpenalized) entered Yugoslavia; 41 crews (of whom only eight were unpenalized) returned over that same border.

The penalties were chiefly incurred in the timed climbs over the Halamanli Pass between St. Rok and Obravac (38 km. in 38 minutes), and the Moistrocca and Predil Passes between Kranjska Gora and Predil (55 km. in 55 minutes), but the appalling roads, potholes, washboards, loose gravel and deep ruts put almost as great a strain on the cars as the continuous dust did on their crews. So tight was the schedule that it was impossible to risk stopping for food and the low-octane petrol was a perpetual worry.

Amongst the favourite crews eliminated were Consten/Hebert, Alfa Romeo, with shock absorbers broken away, Reip/Rebetz, Porsche (third last year), with engine troubles, Trautmann/Dupre, Citroën, as the result of an accident, as also was Dubois/Pierpoint, "works" Triumph. British victims were Raper/Papworth and Bennett/Corbishley, both with mechanical troubles on their Triumphs.

To compensate for this, the Austin-



Healey team alone retained four cars. Anny Spiers, then lying third in the Belgian rally championship, had retired her SAAB, leaving the Coupe des Dames to Pat Moss/Ann Wisdom, Austin A40, and Annie Soisbault/Renee Wagner, Triumph, who both acquired their first penalty points on the Predil section, where each crew was three minutes late.

The "clean" crews were Mairesse/Desse, Feret/Monraisse and Vinatier/Pichon, Renault Dauphines, Carlsson/Karlsson, SAAB, in the Touring section—a fantastic performance by cars of under 850 c.c., with no handicap allowance—and Buchet/Strahle, Sander/Sander and Estager/Dutoit, Porsches, together with de Lageneste/Greder, Peugeot, in the G.T. section.

The best British crews were Sears/Garnier, Burgess/Croft Pearson and Gott/James (Austin-Healey 3000s), and Jopp/Leston and Ray/Cotton, Sunbeam Rapiers, respectively one and two minutes late.

The return run over the Italian passes was, however, again to alter the position drastically.

Italy Return, 980 km./610 miles. From 10.28 p.m., 4th September, to 6.20 p.m., 5th September.

The organizers intended that the most difficult sections would be those over the Passo Duran, from Villa Dont to Agordo (20 km. in 24 minutes), and over the Gavia, from Ponte di Legno to San Caterina (30 km. in 36 minutes), but the run from Predil to Dont eliminated more crews than any other section in the whole rally, no less than four retiring and six being excluded for lateness. The main difficulty was that crews had to make up time lost over the Moistrocca (as much as 12 minutes in some cases), and that some crews were held up at level-crossings for as long as 14 minutes. In the frantic rush that ensued, and with crews fatigued by the rigours of Yugoslavia, it was all too easy to make the navigational mistake which would not have occurred if seconds to check the route had not been too precious to spare. The DKW team was decimated by the loss of Kühne/Wencher and Levy/Linzeburg, Renaults lost Vinatier/Pichon and Sunbeams Hopkirk/Vard, which left only two cars in each team. Austin-Healeys lost Gott/James, but still had three cars running so that the team prize could now only be won by either Healeys or Triumphs, the former leading on points lost. The last of the Army Triumph team, Allen/Commerfold and Aspland/Holmes, also went out at Dont, which, all in all, was a disastrous control for British hopes.

Seven crews did the Passo Duran on time, including the fantastic Dauphines (Mairesse/Desse being the fastest in 23 minutes), but the Porsche crews of Sander/Sander and Estager/Dutoit acquired their first penalties, so that the only cars still left "clean" were the two Dauphines, the SAAB of Carlsson/Karlsson, the Porsche of Buchet/Strahle and the extremely rapid G.T. Peugeot of de Lageneste/Greder. On the way to

(Continued on page 376)

SUPER SPRITE: John Sprinzel and Stuart Turner with the Speedwell Sprite which won its class and finished eighth in the G.T. category. The car has the Costin-designed nose.



TOURIST REVIEW

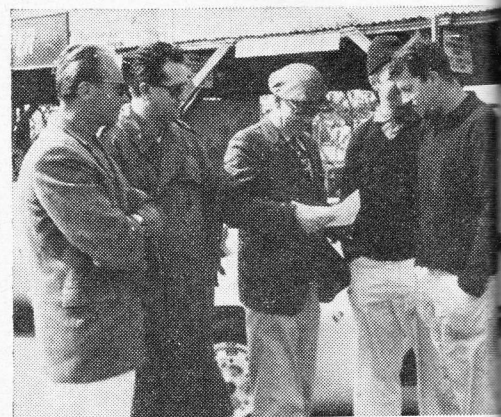
FROM the sports car racing viewpoint, 1959 must surely go down as David Brown's year. With three outstanding victories in Championship events, D.B.'s Aston Martins have brought the World Sports Car Championship to Britain for the first time, Ferrari and Mercedes-Benz (who won it in 1955) having held it abroad until now.

The title was in doubt until the last event, the Tourist Trophy, and here the Flyers from Feltham scored another splendid victory to clinch the Championship. Aston's other victories, of course, were at the Nürburgring 1,000 kms. race (their third in succession!) and Le Mans, where David Brown's lifelong ambition was finally, and brilliantly, realized. Now the Championship is his too. Let us hope these fine achievements will bring the honours they deserve. . . .

* * *

MANY of you who watched the race undoubtedly noticed that several of the drivers, led by Stirling Moss, ran for their cars before the starter had lowered the flag. This is perhaps explained by the fact that Stirling, who likes to get these things right, synchronized his watch with those of the timekeepers, and started his run at precisely 12 o'clock, a second or two before the flag fell. Seeing Stirling half-way across the track, most of the other drivers started to run too, Shelby and Gurney being perhaps the quickest on the up-take. But whereas Carroll made a splendid getaway, Dan's Ferrari stubbornly refused to start until almost half the field had gone by!

Whilst on the subject of this man Moss I must apologize for crediting him last week with a mere four T.T. wins. He has, of course, won five! The trouble is that he has won so many races so many times that when adding up the results one tends to overlook the odd victory here and there. Anyway, five it is. Sorry, Stirl!



PRE-RACE CHAT: Members of the official Porsche team (l.-r.: Edgar Barth, Umberto Maglioli, Hushke von Hanstein, Taffy von Trips and Joe Bonnier) discuss tactics before the start.

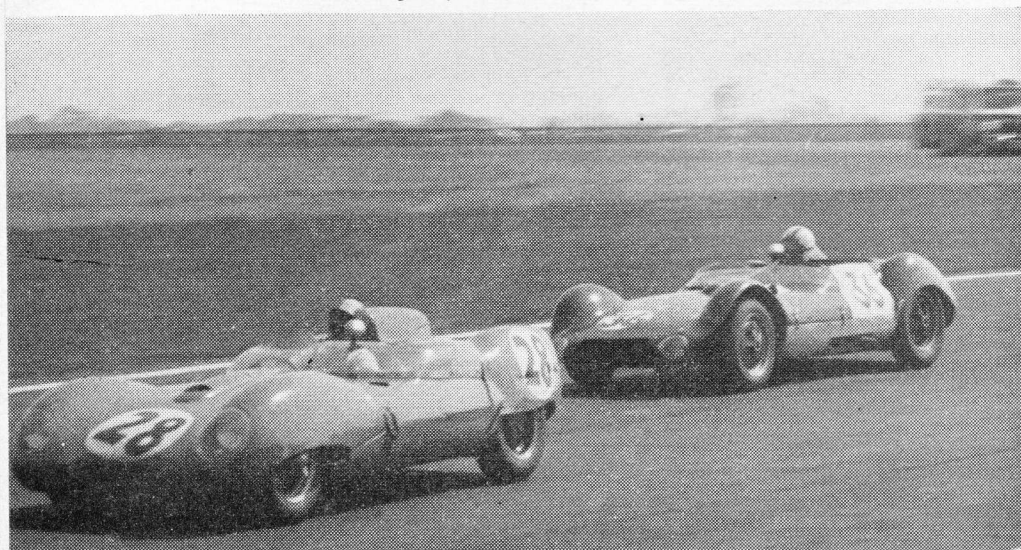


HI, PHIL! (above): Stirling waves nonchalantly to George Phillips as he drifts the Aston through Woodcote and on to victory.

FELTHAM'S FLARE-UP (below): A view of the fire from behind the pits. Note the coats hung over the partition and the assorted boxes lying about. On the right is the remains of the 50-gallon fuel tank and scaffolding.



FOLLOWING THE PIPER (below): Michael McKee (Elva) tucks in behind David Piper (Lotus) at Fordwater, early in the race.



TROPHY

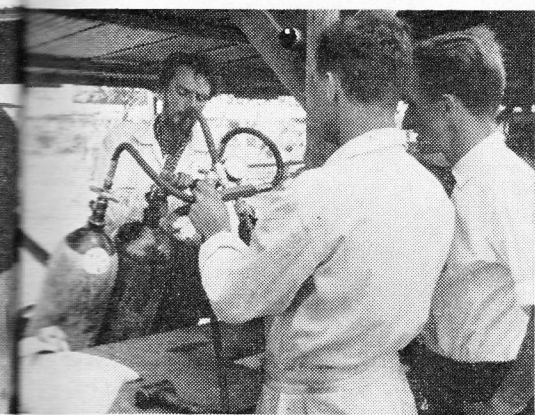
By Christopher Nixon

Photography by George Phillips

We have news of the two most serious prangs of the day. David Piper is up and about again. His face is patched up with plaster here and there but he is otherwise O.K. Masten Gregory is on the mend but it now transpires that he has broken a leg as well as his shoulder, and he is naturally out of racing for some time. Incidentally, he tells us that the steering broke on the Tojeiro, and in doing so, he thinks, fractured a brake pipe, for he tried to stop the car but the brakes failed completely—so he got out! When he got into the car to take over from Jimmy Clark, he took hold of the steering wheel and it moved towards him about two inches! This was rectified by Wilkie and his boys but obviously something came adrift again and at a very nasty moment too.

The Cooper-Monaco was plagued with front suspension troubles from the start. Eventually a bolt securing the stub axle sheared. This was probably caused by the extra weight of the knock-on wire wheels. Anyway, the car was out. A great pity, this, as it might well have given the Astons something to think about. But as Alan Dakers said before the race, "Let it win, we don't mind—so long as we're ahead of the Ferraris at the finish."

The red cars from Maranello were never really in the picture, although Dan Gurney did his best to get up amongst the leaders after his bad start. Driving brilliantly, he got through to third spot before being called in to hand over to Brooks. But his good work was to no avail for Tony found the car difficult to drive and had to make a couple of pit stops, thus slipping down the list. When he finally got a good car under him, Tony proceeded to go very, very fast and his epic chase of the completely unruffled Taffy von Trips will long be remembered. If he had had one more lap he might have achieved second place for Ferrari, but as they say, with "if" you can put Paris in a bottle. . . .

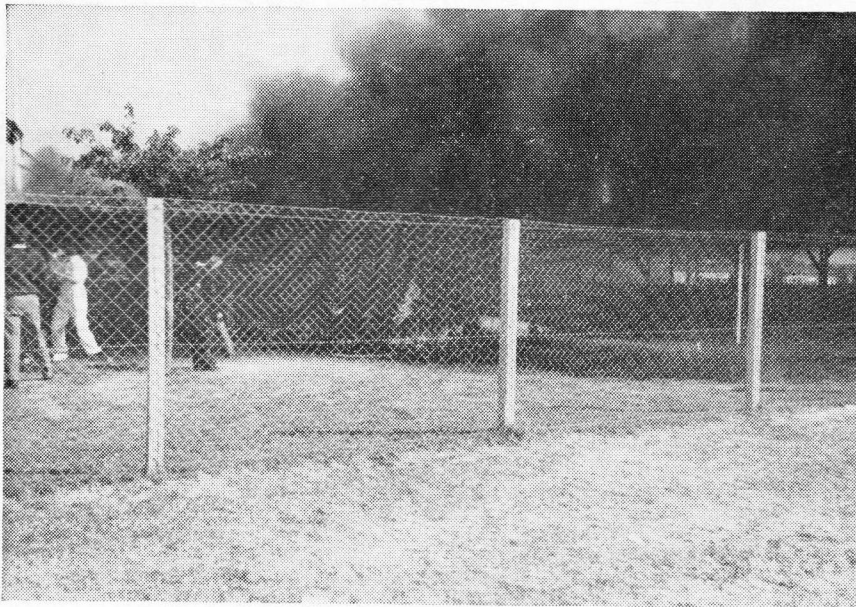


FELTHAM'S SECRET: Three of the Aston Martin mechanics check the air bottles which were used for the in-built jacking system on the cars.



OOPS! (above): Tony Brooks spins the Ferrari at Lavant on his first lap after taking over from Dan Gurney. Peter Blond (Lister-Jaguar) squeezes through the gap.

DENSE SMOKE (below) billows up from the Aston Martin pits. It was this that obscured the timekeepers' view from their box for a couple of laps.



CLASS WINNER (below) and sixth overall was the magnificent little Lola driven by Ashdown and Ross. Another Lola finished second in the class and the three machines carried off the team prize!



THE START: Jack Brabham (already out of the picture) and Stirling Moss (No. 14) left the Ferraris standing, but Phil Hill (No. 32) took the lead from Moss on lap two.

Hill set up a new Monza lap record. On the lap just before he stopped to change wheels he returned 1 min. 40.4 secs. (206.175 k.p.h.). Stirling's preoccupation with tyres obviously prevented him from attempting to lower the American's figures.

Only six cars failed to finish, and all three B.R.M.s saw the chequered flag, in seventh, eighth and 13th positions.

* * *
The new B.R.M. with "motore posteriore" was tried out by both Bonnier and Schell, using the engine which was originally in Stirling Moss's Cooper-B.R.M. Lap times were around 1 min. 45 secs.—fairly satisfactory for a completely experimental machine. Then Bonnier took out the familiar B.R.M. and knocked 0.2 sec. off Phil Hill's existing lap record, to realize 1 min. 42.7 secs., 201.567 k.p.h. (125.25 m.p.h.).

XXX GRAN PREMIO D'ITALIA

Stirling Moss's Great Victory with Rob Walker's Cooper-Climax at Monza — Ferrari Completely Foxed by Non-Stop Run—Sebring Will Now Decide World Championship

DRIVING an immaculate race, Stirling Moss won the 30th Grand Prix of Italy at Monza last Sunday with Rob Walker's Cooper-Climax, by 46.7 secs. from Phil Hill (Ferrari). Into third place came the World Championship leader, Jack Brabham, to give him a total of 31 points from five results. Tony Brooks went home empty-handed, after retiring on the first lap with clutch failure. Moss's victory gives him a total of 25.5 points, which means that he has a chance to snatch the title from Brabham at Sebring in December. Brooks can also just do it, provided his two rivals fail to score at all, and he wins and does fastest lap.

Scuderia Ferrari was completely foxed by the Walker pit, as it was reckoned that Moss would have to stop for tyres. For the first half of the race, Phil Hill did most of the leading, with Moss close behind, and then Dan Gurney, Jack Brabham and Cliff Allison in that order. Allison got ahead of Brabham, and it seemed that the Ferrari pressure was on. However, on lap 33, Hill came in to change his rear wheels, followed a lap later by Gurney, Allison on lap 36, and Gendebien on lap 38.

This left Stirling with a comfortable 46 secs. lead, and Hill with the job of catching the flying Cooper-Climax. Moss was not to be flurried. He had the situation weighed up, and was evidently determined to go through non-stop. Driving fast, but with his thoughts continually on saving rubber, he held his lead around 40 secs., and the American could do nothing whatsoever about it. Brabham also had to think in terms

of tyres, and was content to hold third place and not attempt to catch the Ferrari.

Undoubtedly Dunlops turned up trumps, although many prayers were said during the closing laps. Into

BY GREGOR GRANT

Photography by Publifoto, Milan

fourth place came Dan Gurney, followed by Cliff Allison, Olivier Gendebien, the B.R.M.s of Schell and Bonnier, Trintignant's Cooper-Climax and Shelby's Aston Martin.

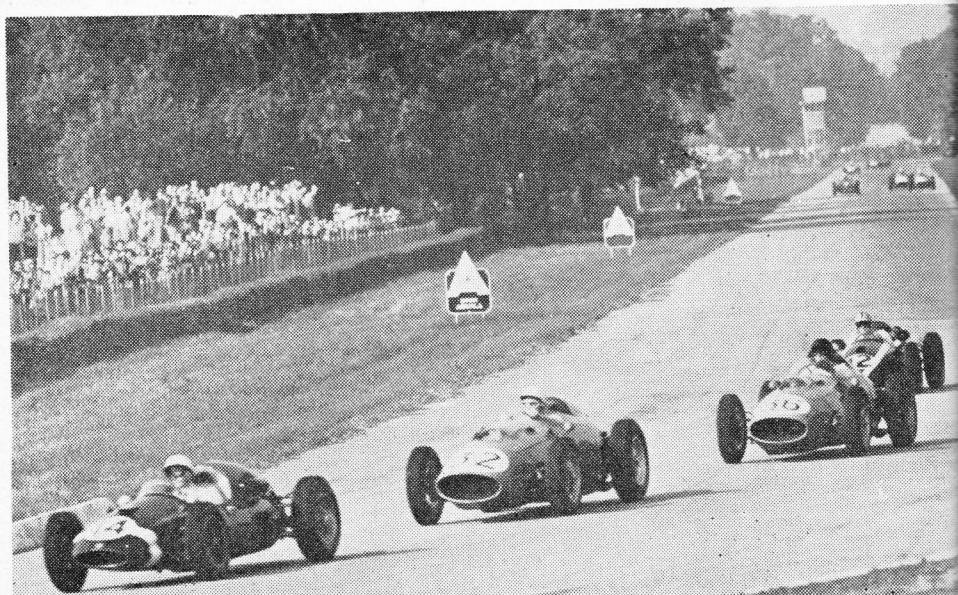
Lotus had yet another unhappy day, with Innes Ireland's car in continual trouble, and Graham Hill retiring on the second lap.

For the second successive year Phil

Harry Schell did 1 min. 43 secs., and Ron Flockhart 1 min. 44 secs.

Coopers were in rather a quandary following Masten Gregory's accident in the T.T. with the Tojeiro-Jaguar, and Giorgio Scarlatti was invited to complete the team. Jack Brabham did 1 min. 43.5 secs. (200 k.p.h.), but was not satisfied with the carburation. Scarlatti's inclusion in the Cooper team gave Colin Davis a drive in the Centro-Sud Cooper-Maserati in addition to Ian Burgess. Bob Said was due to practise with Pennington's Maserati-powered Tec-Mec, but the car never appeared. Giulio Cabianca took over Volontario's Maserati, and Jack Fairman was in Tommy Atkins's Cooper-Maserati. Scuderia Ferrari was at full strength, with Tony Brooks, Dan Gurney, Phil Hill, Cliff Allison and Olivier Gendebien.

On Friday the boys went out for



STIRLING LEADS: Moss's Cooper leads the Ferraris of Phil Hill and Dan Gurney (No. 36) and Jack Brabham's Cooper, well ahead of the rest of the field.

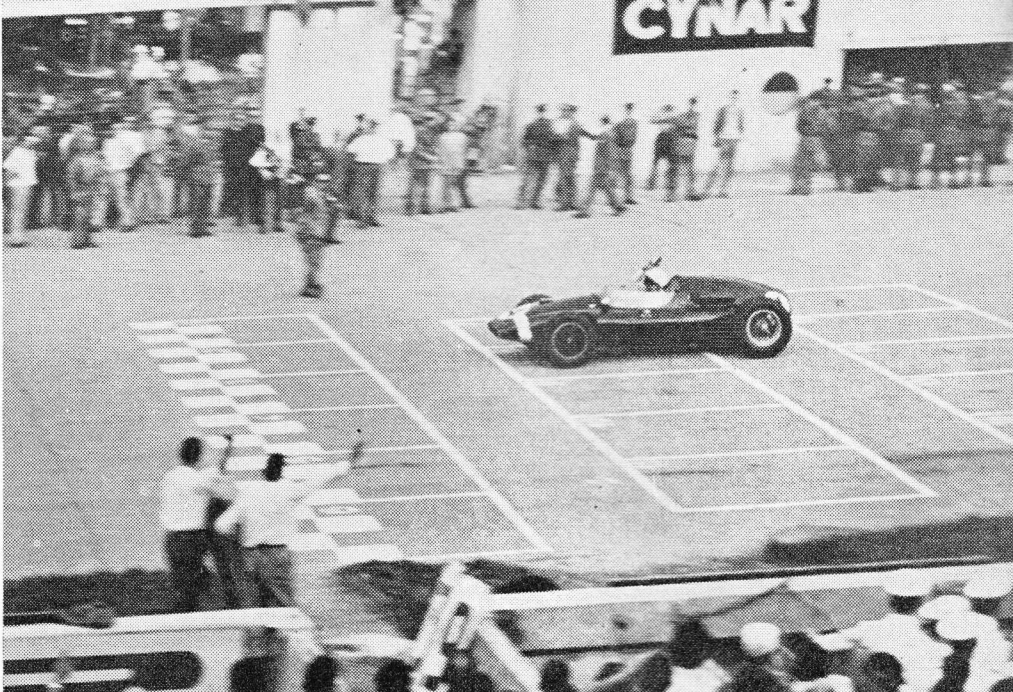
THE FINISH: Once again Stirling Moss and the Cooper proved to be an unbeatable combination, winning by 46.7 secs. after an immaculate demonstration of skill.

really serious training. Brabham did 1 min. 41.5 secs. (203.940 k.p.h.), and Tony Brooks realized 1 min. 40.8 secs. (205.357 k.p.h.) with the new 305 b.h.p., 86 x 71 mm. (2,465 c.c.) Ferrari. However, it should be recalled that Stirling Moss did a 1 min. 40.5 secs. during the 1958 training with the Vanwall.

Out went Stirling with the Rob Walker Cooper-Climax, to make the best time of the session with a sensational 1 min. 39.7 secs., 207.622 k.p.h. (128.9 m.p.h.). Then Brooks got down to 1 min. 40.1 secs. (206.793 k.p.h.), and Brabham followed with 1 min. 40.2 secs. Next best was Gendebien (Ferrari) with 1 min. 41.4 secs., then came Harry Schell (B.R.M.) with 1 min. 41.6 secs., Cliff Allison (Ferrari), 1 min. 41.8 secs., Phil Hill (Ferrari), 1 min. 42.1 secs., Scarlatti (Cooper-Climax), 1 min. 42.2 secs., and Dan Gurney (Ferrari), 1 min. 42.2 secs. Thus nine drivers were under Hill's 1958 lap record.

Roy Salvadori, with bandaged arm and burnt face due to the Goodwood fire, did 1 min. 45.8 secs., but Shelby's car suffered from intermittent misfiring and his best was 1 min. 48.4 secs. Innes Ireland did 1 min. 44.6 secs. with the Lotus, and Trintignant returned 1 min. 45 secs. with the second Walker Cooper-Climax. Tyre wear was worrying several entrants, and Stirling Moss made plans to use knock-off wire wheels on his Cooper-Climax at the rear, anticipating a change at around half-distance.

Saturday was another of those blazingly hot days with a cloudless blue sky. Scuderia Ferrari was out in earnest, and Brooks put himself on the front row with 1 min. 39.8 secs. Brabham did not improve on his 1 min. 40.2 secs., but Dan Gurney and Phil Hill did 1 min. 40.8 secs. and 1 min. 41.2 secs. respectively. Bruce McLaren (Cooper-Climax) achieved 1 min. 42 secs., 0.9 sec. faster than Graham Hill (Lotus).



This meant that the line-up was as follows:—

Stirling Moss (Cooper-Climax) 1 m. 39.7 s.	Tony Brooks (Ferrari) 1 m. 39.8 s.	Jack Brabham (Cooper-Climax) 1 m. 40.2 s.
	Dan Gurney (Ferrari) 1 m. 40.8 s.	Phil Hill (Ferrari) 1 m. 41.2 s.
Olivier Gendebien (Ferrari) 1 m. 41.4 s.	Harry Schell (B.R.M.) 1 m. 41.6 s.	Cliff Allison (Ferrari) 1 m. 41.8 s.
	Bruce McLaren (Cooper-Climax) 1 m. 42 s.	Graham Hill (Lotus) 1 m. 42.9 s.
Joakim Bonnier (B.R.M.) 1 m. 43.1 s.	Giorgio Scarlatti (Cooper-Climax) 1 m. 43.3 s.	Maurice Trintignant (Cooper-Climax) 1 m. 43.4 s.
	Innes Ireland (Lotus) 1 m. 43.5 s.	Ron Flockhart (B.R.M.) 1 m. 43.6 s.
Ian Burgess (Cooper-Maserati) 1 m. 44.6 s.	Roy Salvadori (Aston Martin) 1 m. 44.7 s.	Colin Davis (Cooper-Maserati) 1 m. 44.9 s.
	Carroll Shelby (Aston Martin) 1 m. 46.4 s.	Jack Fairman (Cooper-Maserati) 1 m. 49.4 s.
Giulio Cabianca (Maserati) 1 m. 51.5 s.		

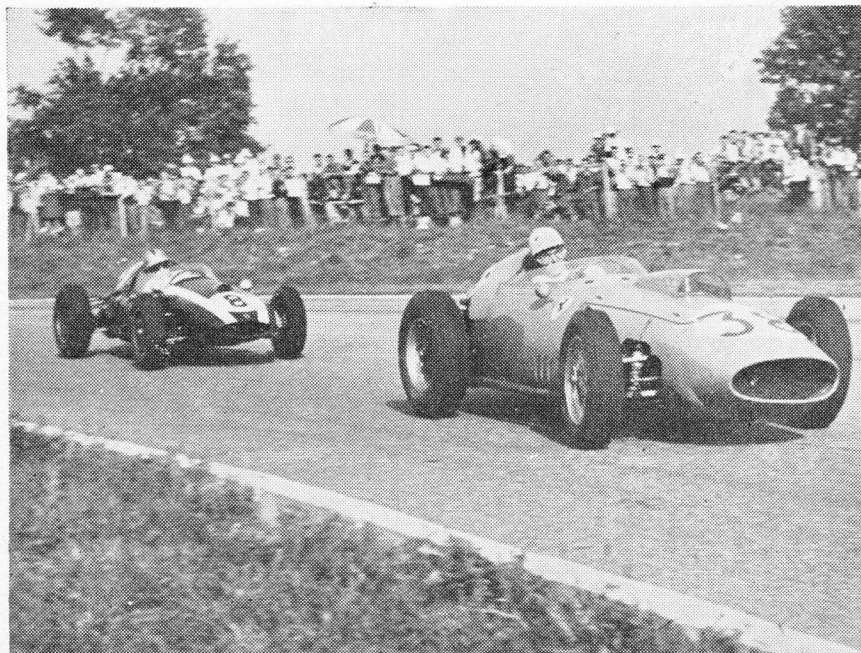
There was some sort of mix-up as regards who did which time; for instance, Gendebien's 1 min. 41.4 secs. was actually done by Cliff Allison, whilst Bruce McLaren undoubtedly did the 1 min. 43.3 secs. credited to Scarlatti. However, nothing was done to correct this.

The Grand Prix was preceded by several Gran Turismo races. In the 1,300 c.c. category, John Whitmore had a narrow escape when his Lotus Elite broke a hydraulic brake line at the South Curve on the third lap. He crashed badly, fortunately without personal injury, but the Elite was a complete write-off. Frank Francis was involved in a three-car mix-up with his Elite, all three cars being damaged. Richard Shepherd-Barron did well to finish sixth in his very standard SV Giulietta, against a variety of Zagato specials. The race was won by Gino Munaron (Zagato SV) at the very creditable speed of 156.727 k.p.h. Thiele (Fiat Abarth Zagato) and Potronieri in a similar car had a wheel-to-wheel scrap resulting in a near photo-finish, with the former taking the flag by one-fifth of a second at the remarkable speed for a "750" of 153.237 k.p.h. Largailli's Berkeley S500 hard-top completely dominated the 500 c.c. class, defeating a whole bunch of Fiat derivatives by some four laps to average 122.019 k.p.h. for an hour.

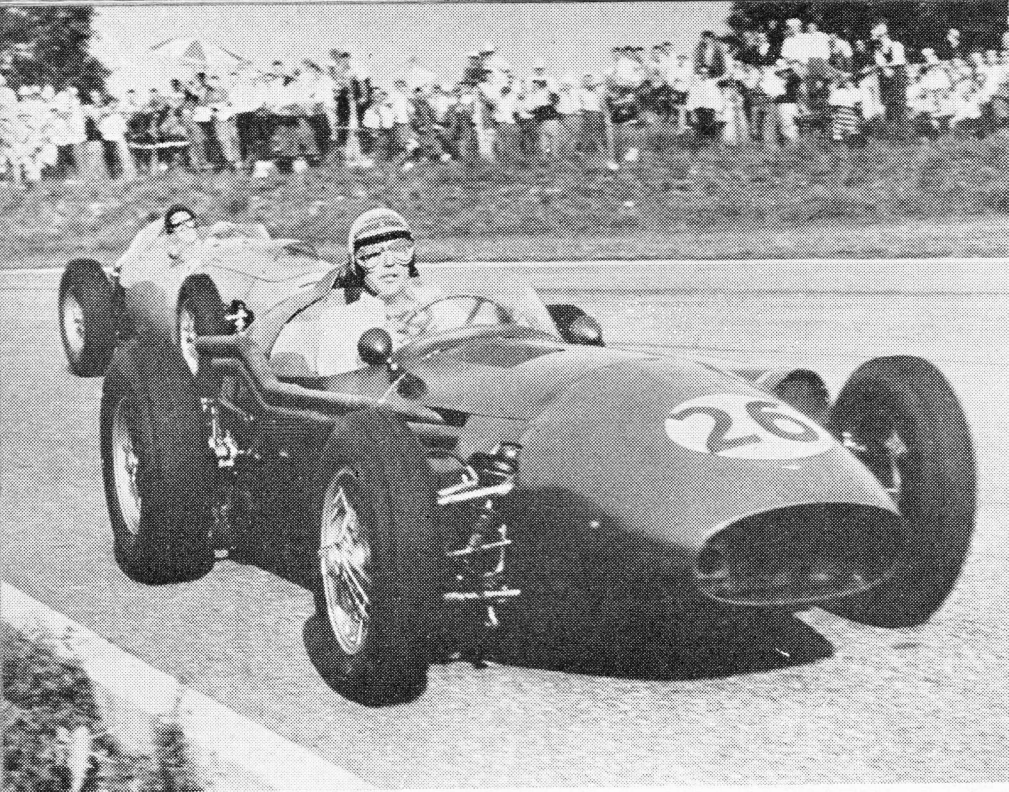
The larger-car classes followed, but after Fritz d'Orey blew his 250GT Ferrari, interest rather went out of the 3-litre class, which proved to be another victory for Thiele (250GT Ferrari), after Abate's similar car unaccountably slowed up. The 2-litre class saw a fierce battle between Elio Zagato (Fiat 8V Zagato) and Huschke von Hanstein (Porsche Carrera). Von Hanstein retired, leaving Zagato in complete command, followed at some distance by Buzzeta (Carrera). Thiele averaged 173.852 k.p.h. for the hour.

No sooner had the winners been acclaimed than swarms of motor scooters invaded the track, part of some gigantic

SLIPSTREAMING Olivier Gendebien's Ferrari is Bruce McLaren (Cooper) who drove well until his engine seized and he went off the road at the South Turn.



ASTON MARTIN AHEAD: A magnificent picture of Carroll Shelby's Aston leading Allison (Ferrari). The American driver finished in 10th place.



European rally, each section flying its national flag. Not long afterwards came a parade of BP midget cars, rather like Go-Karts with proper bodywork—delightful little toys which would be coveted by any schoolboy. They were propelled by busy-sounding two-stroke engines mounted in the rear, and driven by youngsters from 10-11 years.

Soon it became time for the all-important 30th Grand Prix of Italy. The huge stands began to fill up, and the vast car parks were crowded with cars from all over the world. In the paddock area were to be seen many well-known folk. From Daytona had come Bill France, and from New York *Sports Illustrated's* John Norwood. France has a plan to run a World Championship next season for saloon cars, and was discussing the project with C.S.I. representatives. Tony Vandervell was in close conference with designer Collotti, starting rumours that the Italian has ideas for a completely new Vanwall. Mr. and Mrs. David Brown were there, still smiling after the classic Aston Martin victory at Goodwood, and eager

to see how the G.P. cars would perform on their Monza debut.

The Dunlop folk were pleased to note that a fairly brisk breeze had sprung up, which would help to keep down track temperatures. They had a stack of spare tyres and wheels, as had Avon for the two Aston Martins.

As zero hour approached the cars were wheeled on to the grid, with Brooks's red Ferrari sandwiched between the dark blue and dark green Cooper-Climaxes of Moss and Brabham. It certainly was a true International entry—10 British drivers, three Americans, a Franco-American, an Australian, a New Zealander, two Italians, a Belgian, a Swede and a Frenchman. English is definitely the language of the *grandes épreuves* of today. Also there must have been a record number of British visitors to the track, to judge by the enormous selection of GB plates to be seen, as well as the large party which had come over by the Webb-Foster Britavia air-trip.

With the usual pomp and ceremony, the flags of the competing nations were

paraded by standard-bearers in light blue overalls. Moss caused some amusement by having a brightly hued umbrella covering the cockpit. According to the official programme, the B.R.M.s were entered by the "Over Racing Organization".

At the fall of the flag both Brabham and Moss left the Ferraris standing. Brooks seemed to falter, and the car hung back as the others rushed past. Jack Fairman stalled his engine, and had to be push-started. Down towards Curva Grande they swept, with Moss just ahead of Phil Hill and Brabham. Into Lesmo, and Moss was still in front, but Dan Gurney had closed up on Brabham. At the South Curve the order was the same, and as the leaders hurtled past the pits Hill was trying to take Moss, and Gurney was practically side by side with Brabham, just ahead of Harry Schell (B.R.M.), Gendebien (Ferrari) and Innes Ireland (Lotus). Scarlatti and Trintignant stopped at the pits with their Cooper-Climaxes, the latter getting away after a delay of over a minute.

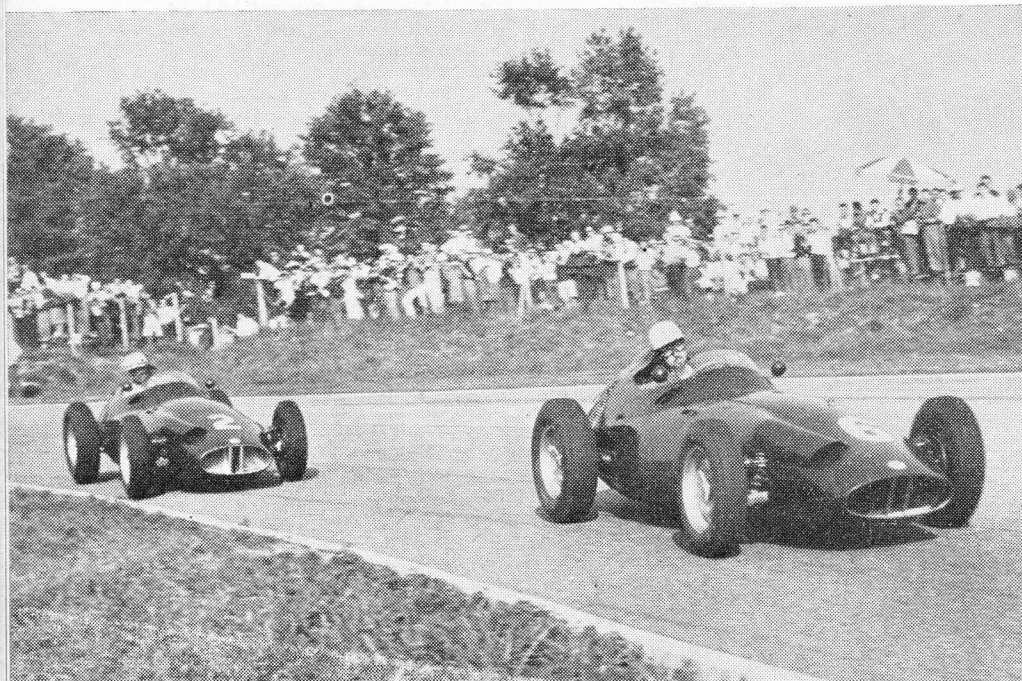
Hill took the lead, and Gurney scuttled past Brabham, but less than half a second covered the leading quartet, with Moss sitting right on the tail of Hill's Ferrari. Already the race had sorted itself out into two groups, with Gendebien, Schell, Ireland and Allison in the second division. Brooks did not appear again until he was seen walking despondently back to the pits, whilst Graham Hill packed up his Lotus with transmission failure.

Lap 3 and the order remained the same, but Schell managed to edge ahead of Gendebien, and Jack Fairman drew into his pit to sort out misfiring on the Atkins Cooper-Maserati just as Scarlatti re-started with the works Cooper-Climax. Next time round and Stirling was in the lead, crowded by the two Ferraris and by Brabham. Schell was re-passed by Gendebien, and McLaren had come right up on the tail of Allison's Ferrari. On the back straight out of Lesmo Phil Hill went in front just as Allison roared past Schell and Gendebien to take fifth place. Innes Ireland halted at his pit with complete disappearance of the rear brakes, and re-started at the end of the procession. With five laps on the board Hill had averaged 196.320 k.p.h., and led Moss by two-fifths of a second. It was Ferrari, Cooper, Ferrari, Cooper, Ferrari, Ferrari.

Moss cleverly slip-streamed Phil Hill's Ferrari, and Gurney had drawn away from Brabham. McLaren was tailing Gendebien, and the B.R.M.s of Bonnier and Schell kept close company, just ahead of Salvadori's Aston Martin. By seven laps Moss had "doubled" Cabianca (Maserati), in addition to Scarlatti, Ireland and Fairman, delayed by pit-stops.

Ten laps gone and Hill had raised the race average to 198.908 k.p.h. First new lap record-holder was Cliff Allison, whose eighth lap was covered in 1 min.

B.R.M.s TOGETHER: Joakim Bonnier leads team-mate Harry Schell on the Curva Grande, lying in seventh and eighth positions.



BRABHAM leads the pack, ahead of Hill, Gurney and Harry Schell.

42.3 secs. (202.346 k.p.h.). By 15 laps, the average had gone up to 199.293 k.p.h., and Allison had taken Brabham for fourth place. McLaren was now shadowing team-leader Brabham. On lap 17 came a new record as Moss returned 1 min. 41.8 secs. (203.330 k.p.h.), to bring him up again with Phil Hill. Twenty laps completed, and Hill led Moss by half a second; Allison had pulled well away from Brabham and McLaren. Ron Flockhart lost about a couple of laps when he stopped at the pits to have misfiring cured.

Moss led Hill for one lap, and Gurney moved up closer. Allison was getting well away from Brabham who was being slip-streamed by team-mate McLaren. Then followed Gendebien, Bonnier, Schell and Salvadori in that order, all the others having been "doubled" by the leaders. Then came a blow to Coopers; at the South Curve Bruce McLaren's engine seized up, and the New Zealander shot straight off the road on to the grass. He was quite unhurt, and the car was undamaged.

Out in front the fierce triangular contest continued unabated. Neither Hill nor Gurney could shake off Moss, who, at every possible opportunity, allowed the Ferraris to tow him along, with consequent saving of both fuel and tyres. Now and then the blue car would dart in front, only to tuck itself in behind Hill's machine on the back straight and past the pits.

By 25 laps the race average had gone up to over 200 k.p.h. Innes Ireland had given up the struggle to keep his Lotus in the race, and Fairman's Cooper-Maserati was in and out of the pits. Moss recorded new lap figures on his 26th tour with 1 min. 41.4 secs. (204.142 k.p.h.). Preparations were now evident in the Ferrari pits for wheel-changes. At 30 laps the order was:—

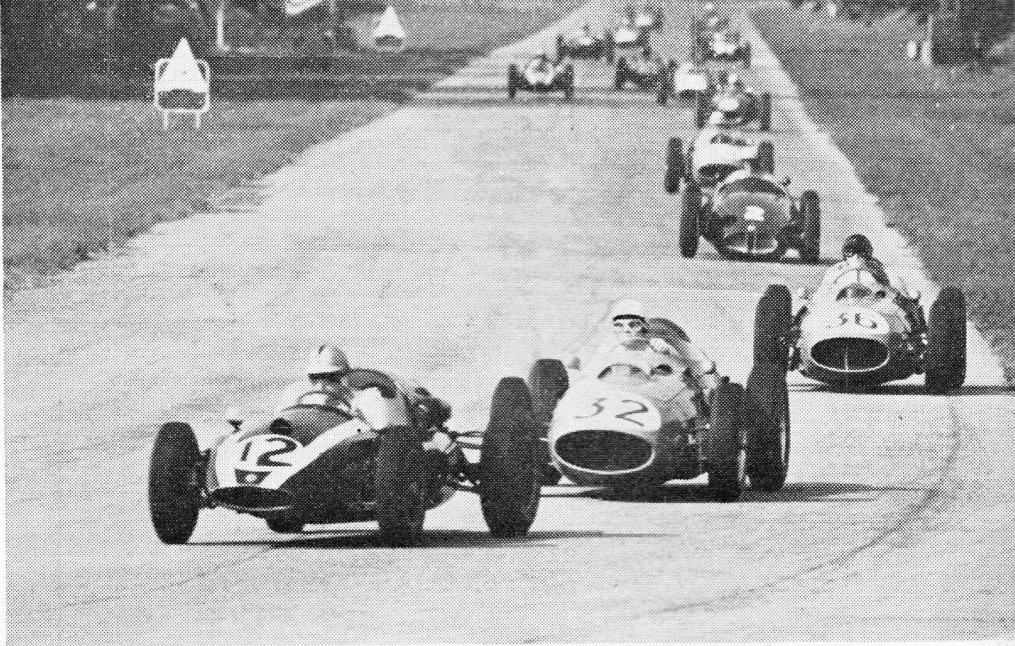
1. Hill (Ferrari), 51 m. 33.7 s. (200.730 k.p.h.).
2. Moss (Cooper-Climax), 51 m. 34 s.
3. Gurney (Ferrari), 51 m. 35.5 s.
4. Allison (Ferrari), 51 m. 44 s.
5. Brabham (Cooper-Climax), 52 m. 15.6 s.
6. Gendebien (Ferrari), 52 m. 25.2 s.
7. Bonnier (B.R.M.), 52 m. 52.2 s.
8. Schell (B.R.M.).
9. Salvadori (Aston Martin).

Phil Hill tried desperately to get some sort of lead over Moss, but the Cooper still sat in its Ferrari sandwich. Both drivers broke the lap record on their 32nd lap, but only Moss's time was announced, being given as 1 min. 41.1 secs. (204.747 k.p.h.). Later it was given out that Hill had achieved 1 min. 40.4 secs. (206.175 k.p.h.). The following lap Hill stopped at his pit, had both back wheels changed, and was off again in the excellent time of 29 secs. Two laps later and Gurney was in for all four wheels to be changed; this occupied about 58 secs., and dropped him down to sixth place, just ahead of Bonnier.

The entire position had changed, but Ferrari obviously expected that both Moss and Brabham would have to come in for more rubber. At 35 laps the race order was:—

1. Moss, 1 h. 00 m. 07.1 s. (200.909 k.p.h.).
2. Allison, 1 h. 00 m. 19.1 s.
3. Hill, 1 h. 00 m. 52.5 s.

LESIMO: Phil Hill (Ferrari) leads Harry Schell (B.R.M.), Moss (Cooper), Salvadori (Aston Martin) and Gurney (Ferrari) into the famous bend.



4. Brabham, 1 h. 00 m. 55 s.
5. Gendebien, 1 h. 01 m. 07 s.
6. Gurney, 1 h. 01 m. 11.8 s.

Allison was the next customer for tyres, and this gave Stirling a clear 46 secs. lead over Phil Hill. Then Gendebien came in for the treatment, and dropped back to a lap behind the leaders. Meanwhile Salvadori had managed to take Schell's B.R.M., and was visibly closing on Bonnier, whilst Carroll Shelby trundled round behind Trintignant. Both Aston Martins were putting up a brave show, but were scarcely quick enough to trouble the opposition. B.R.M. also seemed to lack steam, and were gradually being out-paced by the Coopers and Ferraris.

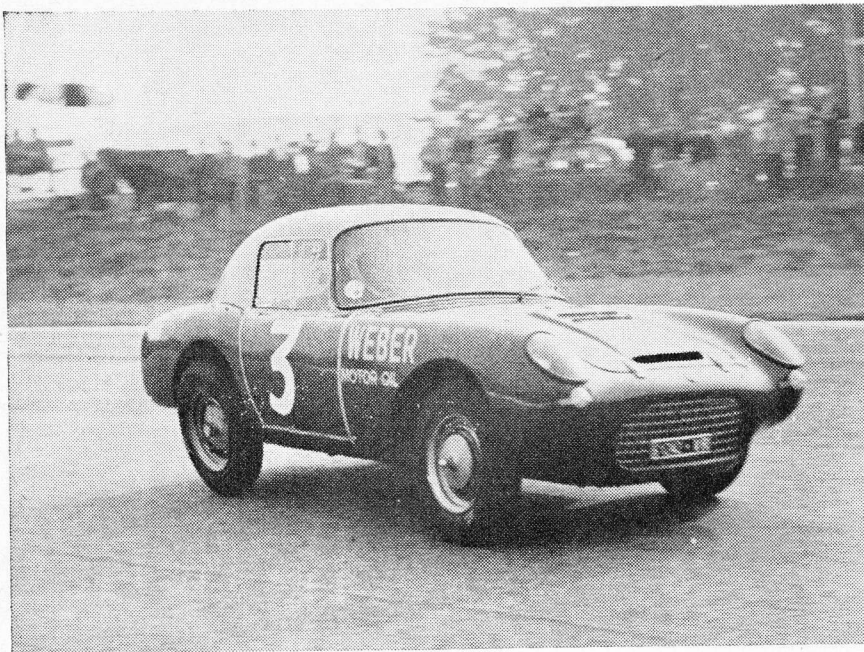
On the 45th lap Salvadori's fine run ended when he retired with transmission failure. Moss slowed ever so slightly, and Hill began to pick up a second here and a second there. Stirling had, by then, "doubled" his team-mate Trintignant, and gave the Frenchman a tow for many laps.

The Ferrari folk kept a close watch on the Cooper pits, to see whether or not any preparations were being made

for wheel changes. However, both Moss and Brabham gave almost indiscernible "thumbs-up" signals as they went through. At one time Brabham began to gain on Hill, and on the 55th lap there were only 6 seconds separating them. However, as the American put on the pressure to try to catch Moss, Jack started to fall back about 1 second a lap, but Gurney, in fourth place, was not lapping quite fast enough to threaten the Australian's third spot.

To the consternation of Ferrari, Moss came up to "double" Allison, and actually did so on the 57th lap. Two laps later and the Ferrari had re-passed, and Moss was in the remarkable position of using the slip-stream of a car which he had already overtaken to save his tyres and his fuel. Why Ferrari didn't tumble to this was something of a mystery, for it was definitely a gift horse to the wily Moss. Eventually Tavoni and Co. woke up, and urgent signals were given to Allison to slow down and let S. Moss, Esq., do his motor-racing without the assistance of Scuderia Ferrari. By then it was too late; Moss had snatched his opportunity while it lasted.





BERKELEY of Largaioili completely dominated the 500 c.c. class of the G.T. race, beating numerous Fiat derivatives by some four laps at an average speed of 122.019 k.p.h. for an hour!

Schell (B.R.M.), 70. 8. Joakim Bonnier (B.R.M.), 70. 9. Maurice Trintignant (Cooper-Climax), 70. 10. Carroll Shelby (Aston Martin), 70. 11. Colin Davis (Cooper-Maserati), 68. 12. Giorgio Scarlatti (Cooper-Climax), 68. 13. Ron Flockhart (B.R.M.), 67. 14. Ian Burgess (Cooper-Maserati), 67. 15. Giulio Cabianca (Maserati), 64.

Fastest lap: Phil Hill, 1 m. 40.4 s., 206.175 k.p.h. Monza record.

Retirements: Brooks (Ferrari), clutch, on lap 1. Graham Hill (Lotus), (transmission, 2 laps. Innes Ireland (Lotus), brakes, 20 laps. Jack Fairman (Cooper-Maserati), engine, 19 laps. Bruce McLaren (Cooper-Climax), engine, 23 laps. Roy Salvadori (Aston Martin), transmission, 45 laps.

BEFORE THE RACE, the rivals for the World Championship chat. Left to right are Jack Brabham, Stirling Moss and Tony Brooks, whose chances were rather spoiled by his retirement.

and Phil Hill was still around 40 seconds behind. The actual order at 60 laps, with 12 to go, was:—

1. Moss, 1 h. 43 m. 20.6 s., 200.303 k.p.h.
2. Hill, 1 h. 44 m. 01.4 s.
3. Brabham, 1 h. 44 m. 11.8 s.
4. Gurney, 1 h. 44 m. 38.4 s.
5. Allison, 1 h. 45 m. 05 s.
6. Gendebien, 1 lap behind.
7. Bonnier. 8. Schell. 9. Trintignant. 10. Shelby.
11. Davis (Cooper-Maserati). 12. Scarlatti.
13. Flockhart. 14. Burgess. 15. Cabianca.

It must have struck Ferrari that Moss had no intention of stopping for tyres, and that Hill was too far behind to do anything about the Cooper-Climax. Field glasses were constantly trained on the rear tyres of both Moss and Brabham, but there were no signs of undue wear. However, their supporters kept their fingers crossed, and didn't relax for a moment until the chequered flag fell to give Stirling Moss his second *grande epreuve* victory of 1959, and put him in the running for the Championship. Phil Hill was a gallant second, and Brabham was given a delirious reception by the Cooper people.

After Stirling had been given his victor's laurels, a huge wreath was hung round Brabham's neck, officials apparently believing that the Australian had clinched the world title.

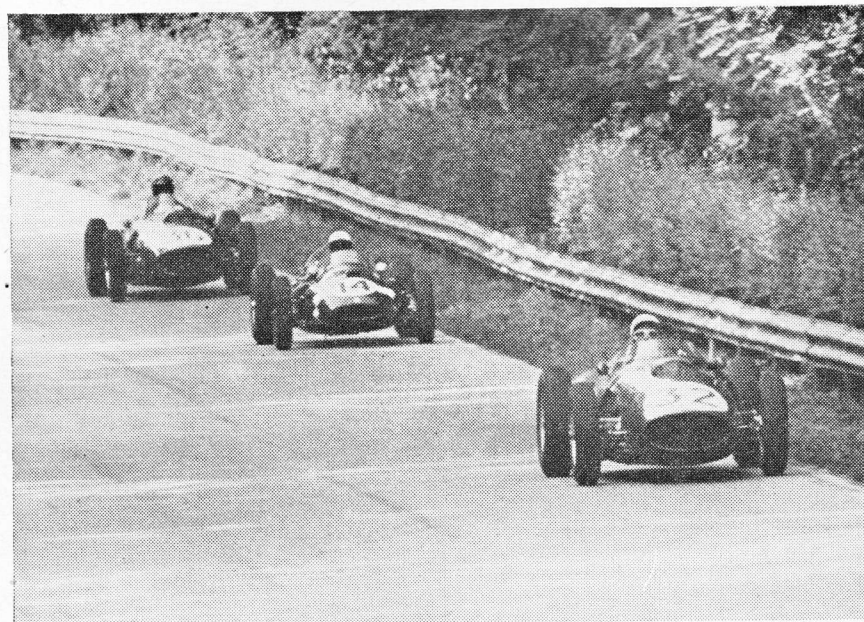
A few laps from the finish, Schell suddenly spurred past team-mate Bonnier to take seventh place behind Gendebien.

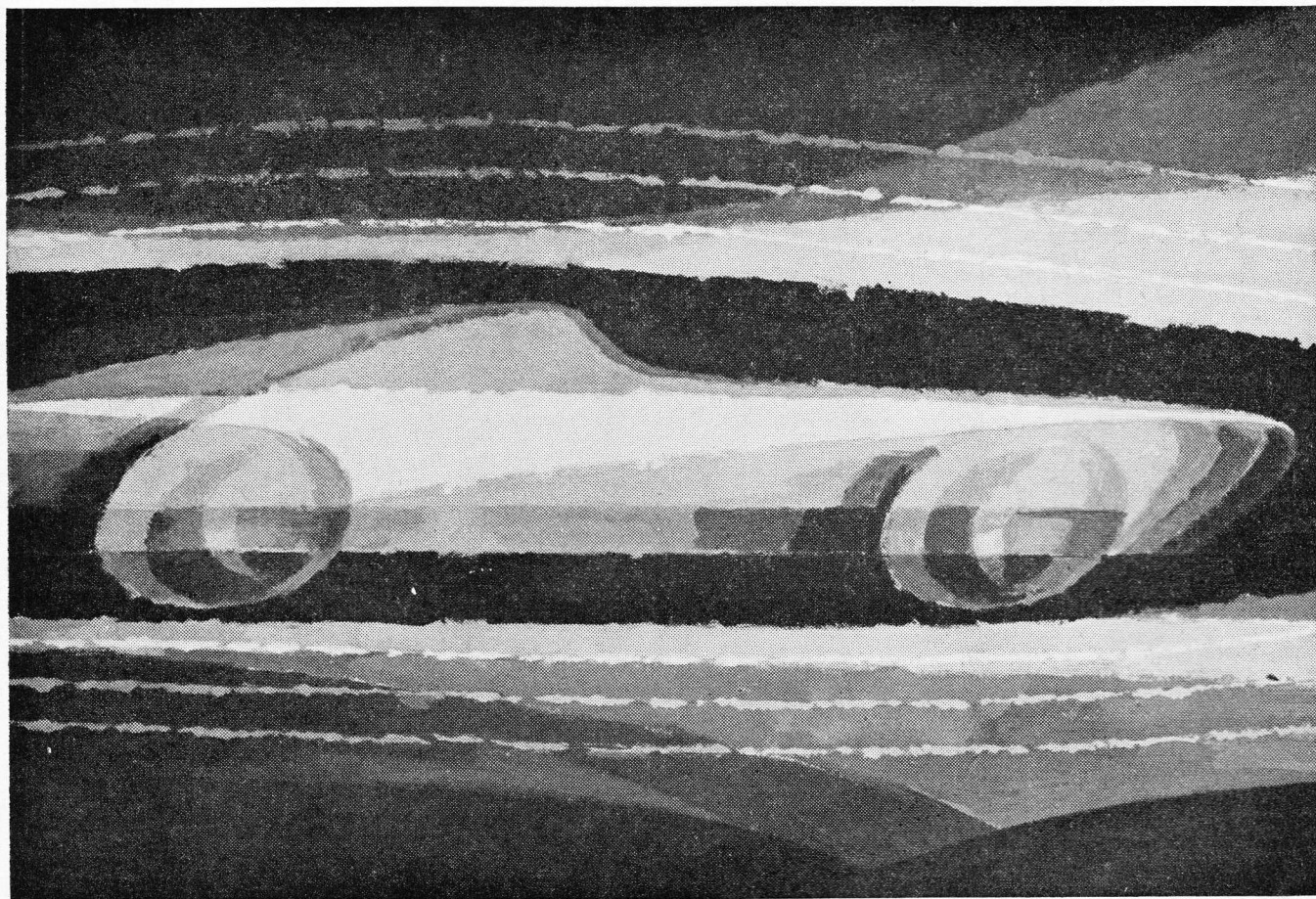
Whilst everyone made ready for the evening celebrations, Stirling Moss was already on his way to Malpensa airport en route for Utah and record attempts. Accompanying him were Phil Hill and Ken Gregory.

Results

1. Stirling Moss (Cooper-Climax), 2 h. 04 m. 05.4 s., 200.177 k.p.h.
2. Phil Hill (Ferrari), 2 h. 04 m. 52.1 s.
3. Jack Brabham (Cooper-Climax), 2 h. 05 m. 17.9 s.
4. Dan Gurney (Ferrari), 2 h. 05 m. 25 s.
5. Cliff Allison (Ferrari), 71 laps. 6. Olivier Gendebien (Ferrari), 71. 7. Harry

COOPER SANDWICH: Phil Hill and Dan Gurney (Ferraris) "surround" Stirling as the trio line up for a right-hander.





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Club News

By MARTYN WATKINS

THE Old Merchant Taylors' M.C. are having their seventh Fireworks Rally on 7th November. Entrants from notified clubs should send forms to G. Connelly, 98 St. Martin's Lane, London, W.C.2. . . . **West Hants and Dorset C.C.** present their fourth Bournemouth Rally on 24th-25th October. Regs. for this restricted 500-mile event are available from Mrs. J. Proctor, Greentiles, Hurn Road, Ringwood, Hants. . . . **Stockport M.C.** Regent Rally will be held on 7th-8th November. Clubs invited to this 200-mile event are: B.A.R.C., Cavendish C.C., Chester M.C., Glossop and D.M.C., Knowldale C.C., Lancs and Ches C.C., Liverpool M.C., North Staffs M.C., Sheffield and Hallamshire M.C. and Yorkshire S.C.C. Regs. are available from R. C. Goodchild, "Chalfont", 26 Dean Lane, Hazel Grove, Cheshire, who must have all entries by 26th October. . . . Glasgow and S.W. Scotland branch of the **Ecurie Ecosse Association** are to have a 60-mile Treasure Hunt on 20th September, starting from 14, Queen's Crescent, Glasgow, C.4, at 1 p.m. . . . **Shenstone and D.C.C.** Buxton Rally, an event qualifying for the B.T. and R.D.A. Silver Star, will be held on 17th October. Regs. are now available from M. F. Finnemore, 3 High Street, Sutton Coldfield, who must have all entries by 5th October. . . . **East Surrey M.C.** **Mid-Surrey A.C.**, **Surrey Sporting M.C.**, **Sutton and Cheam M.C.** hold their second Rocket Rally on 24th-25th October. Entrance is restricted to members of the organizing clubs and regs. are available from Mrs. J. M. Fillmore, 27 Lime Meadow Avenue, Sanderstead, Surrey, who must have all entries by 20th October. . . . **Assoc. of Central Southern M.C.s** hill-climb championship will be held at Harleyford Manor on 25th October. Regs. are available from E. P. Ellis, 23 Elmers Drive, Teddington, Middlesex, who must have all entries by 20th October. . . . Regs. will shortly be available from R. J. Wilson, "Woodlands", Gildersome, Nr. Leeds, for the Stone Trough Trial, organized by the **Yorkshire S.C.C.** and the **B.A.R.C.** Invited clubs are Hagley and D.M.C., Kentish Border C.C., Lancs & Ches C.C.,

MALLORY PARK

AT the B.A.R.C. race meeting at Mallory Park on 19th September, a combined race for Formula Junior and Monoposto Formula cars has been arranged. There is a total of 12 entries, of which eight are Monoposto Register machines; the remainder are four Elva Juniors.

This combination will provide an interesting comparison between professionally built racing cars and the low-cost, amateur-constructed Monoposto cars, which have, on average, cost between £300-£400. There are, of course, essential differences between the two Formulae: Formula Junior is international and, on the Continent, is supported by professional concerns. On the other hand, the Monoposto Register caters for the enthusiasts who race at minimum cost for the maximum fun.



IRISH PRINZ: Driving one of the Eire-assembled N.S.U.s in the Altidore hill-climb is Reg Armstrong.

Maidstone and Mid-Kent C.C., North Midland M.C., Peterborough M.C., Rotherham and D.M.C., Sheffield and Hallamshire M.C., Shenstone and D.M.C. **Hants and Berks M.C.** 13th annual night navigation rally will this year be on 3rd-4th October. Invited clubs are: 750

Coming Attractions

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

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

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

September 20th. 250 **M.R.C.**, **Singer O.C.** and **Lea-Francis O.C.** Sprint and Race Meeting, Eelmoor Plain, Aldershot, Hants. Start, 12 noon.

September 26th. **Mid-Cheshire M.C.** International Gold Cup Race Meeting, Oulton Park, near Tarporley, Cheshire (F1). Start, 1 p.m.

B.R.S.C.C. Race Meeting, Rufforth, near York.

September 27th. **West Hants and Dorset C.C.** Knott Cup Trial, Bovington Camp, near Wool, Dorset. Start, 10.15 a.m. (Military vehicles) or 12 noon (trials Formula cars).

October 3rd. **North Staffs M.C.** Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.

Aintree C.C. Race Meeting, Aintree, near Liverpool.

October 4th. **B.R.S.C.C.** National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.

Kentish Border C.C. Cannon Trophy Trial.

M.C., **Tunbridge Wells M.C.**, **Farnborough M.C.**, **Guildford M.C.**, **A.C. Owners' Club**, **Cemian M.C.**, **Harrow C.C.** and **Maidstone and Mid-Kent M.C.** Regs. and entry forms are available from J. A. Higginson, "Aylestone", Beech Lane, Guildford, Surrey, who must have all entries by 25th September. . . . The regs. for the **East Anglian M.C.'s** 10th annual Clacton Rally are available from E. S. Ridley, 1 Out Northgate, Bury St. Edmunds. This event, on 26th-27th September, starts from London, Norwich and Clacton-on-Sea. Invited clubs are **B.A.R.C.**, **C.U.M.C.**, **E.C.M.C.**, **King's Lynn** and **D.M.C.**, **London M.C.**, **Marconi A.C.**, **M.G.C.C.**, **Peterborough M.C.**, **S.C.C.O.N.** and **T.E.A.C.** . . . **Horsham and D.M.C.** and **L.C.C.** are holding their second autumn rally on 10th-11th October. The total distance is about 325 miles over good roads. Entries must reach D. J. Penn, 7 Parsonage Road, Horsham, Sussex, by 29th September and regs. may be had from the same source. The event is open to members of **B.A.R.C.**, **Brighton and Hove M.C.**, **Cemian M.C.**, **Civil Service M.A.**, **Guildford M.C.**, **Hants and Berks M.C.**, **West Hants and Dorset M.C.**, **Haslemere M.C.**, **London M.C.** and **Mid-Surrey M.C.** . . . The **Forces M.C.** will promote their Cotswold Rally, a restricted event, on 7th-8th November. Entries to Capt. E. Papworth, R.E.M.E., 3 Richmond Crescent, Slough, Bucks (who will also supply regs.), by 24th October. The event will be over some 480 miles, covered in five sections. . . . **Aintree C.C.** will promote their autumn race meeting on the Aintree club circuit on 3rd October. There will be classes for all cars and all member clubs of the Association of North-Western Clubs are invited. Regs. are available from G. F. Irving, 27 Stanley Street, Liverpool, 1, and all entries must reach him by 29th September. . . . **West Essex C.C.** are to hold a hill-climb at Stapleford Aerodrome on 11th October at 10.30 a.m. This is a National British meeting. Regs. are available from J. M. A. Edmondson, 160 Hermon Hill, South Woodford, London, E.18, and all entries must reach him by 28th September.

Ferodo First

ITALIAN GRAND PRIX

1st COOPER-CLIMAX

Stirling Moss

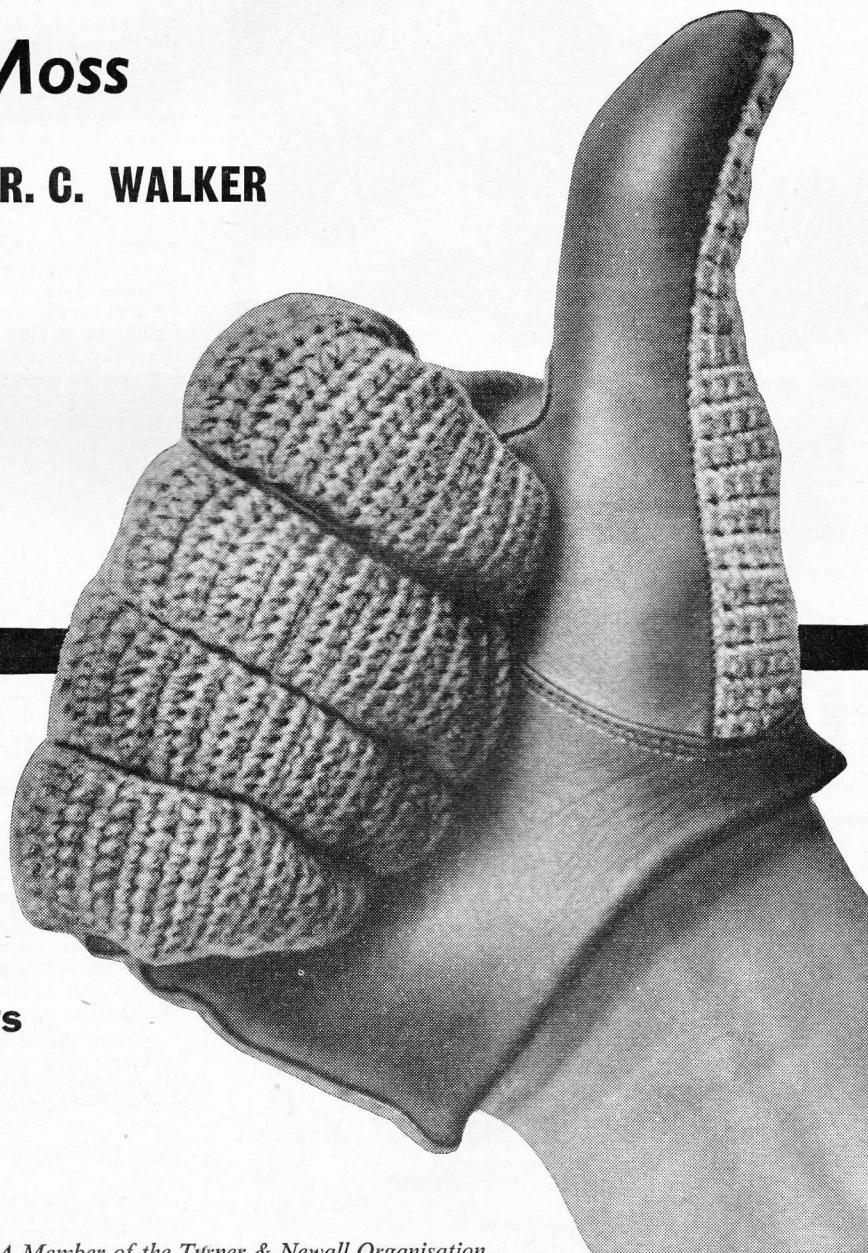
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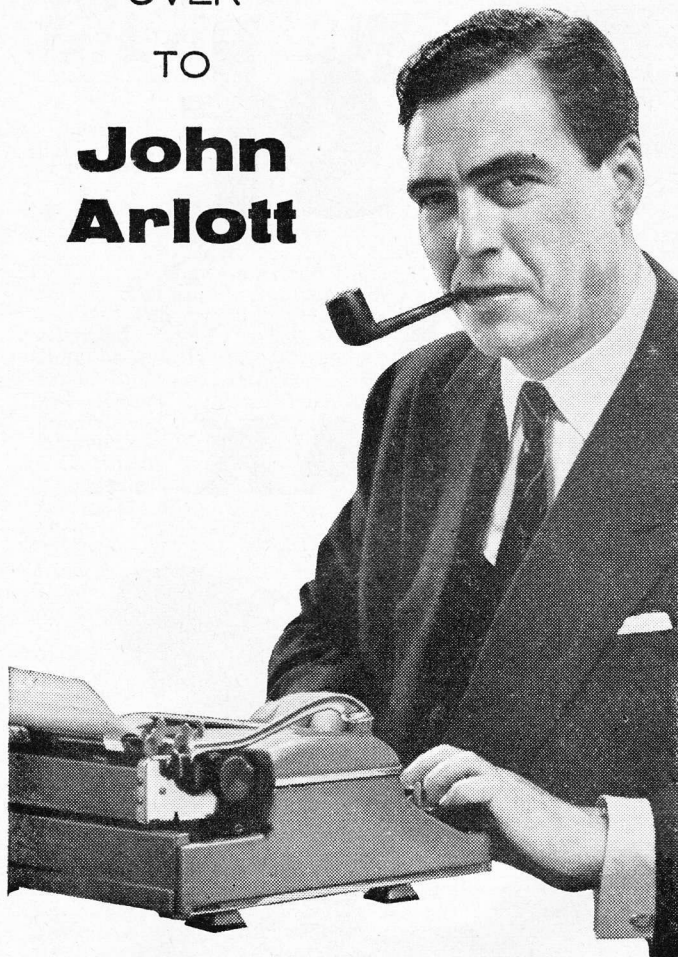
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CORRESPONDENCE

WE have been reading recently with regret of manufacturers being forced out of racing by the C.S.I. who seem to like changing formulae and regulations every few months at short notice. Only recently Brian Lister has given up racing because of the vagueness of next year's sports car regulations; Maserati were in a mix-up when the 3-litre limit was imposed just as they were sorting out the 450S; H.W.M., Connaught and Gordini got into financial difficulties and other firms such as Mercedes-Benz, Borgward, Jaguar and Alfa Romeo do not consider it worth while racing at the moment.

The C.S.I. should be disbanded and a new Union formed, consisting of representatives of manufacturers that participate regularly, representatives of Automobile Clubs that promote important international races and prominent racing drivers—retired and active. This Union would govern the sport in an acceptable way—after all, why should the C.S.I. impose all these demands and unacceptable new rules on the very people who provide the motor sport?

A "bank" should be operated by the Union whereby large and successful manufacturers could give money that could be distributed among the lesser manufacturers that might be having a hard time financially.

The types of cars should be changed. Single-seater racing cars would be like the present-day sports cars—racing in classes, which I suggest to be as follows: (A) up to 250 c.c.; (B) 251 to 500 c.c.; (C) 501 to 1,000 c.c.; (D) 1,001 to 2,000 c.c.; (E) 2,001 to 3,000 c.c.; (F) over 3,000 c.c. The equivalent of Formula 1 would be Class E, and Formula 2 Class D. The other classes would be used for club racing and *Formule Libre* events. An "Appendix" would be drawn up by the Union to define rigidly the single-seater racing car. Mine would have a self-starter, a roll-bar, a fuel tank of safety material, any type of bodywork and would use 100 octane petrol. The driver would be obliged to wear fireproof overalls. Could not a rib-shield be invented to prevent broken ribs as a result of heavy impact with the steering wheel? I would not enforce safety belts but let drivers choose for themselves. There would certainly not be a weight limit but the cars would have to be carefully scrutinized to make sure of no frailness of design that would lead to accidents.

Not forgetting the training ground of racing drivers, I would have a "Formula Junior" type of racing car which would be exactly the same as the previously mentioned model but using parts off production cars and production engines. I would also introduce a scaled-cost limitation ranging from £1,000 for the small jobs to £2,000 for the big ones.

Sports cars would be real sports cars. At least 100 must have been built and sold before the particular model would be allowed to race in any International event. Of course, modifications would be allowed but the Union would decide these. The same regulations would be applied to the Grand Touring and Touring cars. All sports cars would be open, Grand Touring cars closed and Touring cars four-seater family cars.

For Sports Car Championship races, a maximum capacity limit need not be enforced as the maximum speeds of the real "production" sports cars would be lower. It is unlikely that any manufacturer would produce a 10-litre special to win every race because it is hardly likely that he would be able to construct and sell 100 of them beforehand.

What about the manufacturers? Lotus could continue with single-seater racers and the Elite for one example. Other manufacturers, e.g., Lola, Cooper, Elva, Tojeiro, Aston Martin, Jaguar and Lister could at last build real sports cars or real racing cars.

I hope that I have covered everything fairly—I would like to know other people's views on the subject. I am 15, and, as I hope you have guessed, an extremely keen follower of motor racing, and always enjoy reading AUTOSPORT.

MICHAEL D. KETTLEWELL.

RUISLIP, MIDDX.

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

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The "Marathon"—continued

the Gavia, this car was involved in an accident and retired.

Thanks to a watch which erred on the side of the crews, the Gavia was not such a stopper as expected, 15 crews doing the section on time, including, of course, the four leaders. Mairesse was again fastest in 33 minutes, but he was driving his car unnecessarily hard.

The Gavia also settled the probable destination of the Team Prize, for Gerry Burgess (who had been suffering from punctures) spun out and was eliminated. This left the Triumph No. 1 team the only one with three cars still running. Pat Moss put up a magnificent performance to be "clean" and regain the minute which she had lost to Annie Soisbault on the Duran. John Sprinzel and Stuart Turner were also going extremely well on their Speedwell Sprite, and were in firm command of their class.

The Vivione was in the route, but it was in the middle of a long section and there was no need to hurry over it, for which the weary crews were very glad.

The long run across Italy to the French border, entered over the Col de Larche, gave crews a chance to recuperate for the gruelling tests ahead. Twenty-nine crews entered France, only 14 left it—the smallest number ever.

France and Belgium Return, 1,320 km./820 miles. From 6.20 p.m., 5th September, to 5.15 p.m., 6th September.

The Royal Motor Union had planned that the final decisive selection should be made on the Col d'Allos and the Col de l'Echarasson where the average expected was impossible and the sections were timed to the second, so that the winners were the crews getting closest to their target. However, forces outside the club's control introduced additional difficulties which eliminated half the crews still running.

English rally organizers who are all too prone to complain of outside interference have very little conception of the difficulties which their Continental colleagues have to contend with. A route must get approval from the Gendarmerie (the Government Police Force), from the Police of the towns through which it passes, from the equivalent of the Ministry of Transport and, in addition, from the local county authorities. Few of these agree with each other and all have the right of veto.

MM. Garot and Ickx planned to take crews from Digne to La Morte by the

straight and easy N.85. Having obtained the permission of the Gendarmerie and the Ministry of Transport, the Gap Police refused them passage through the town on account of a fair; this less than a month before the rally, when route-books were already in print. Alternative routes were hastily worked out but were refused clearance for one reason or another, final clearance of a route 18 km. longer than planned, but over more difficult roads and in the same time, being obtained under a week before the event started.

The net result was an incredibly difficult final night, which gave the rally tacticians (Les Vieux Renards), and the real fighters a chance to come into their own.

Buchet/Strahle pulled out all stops on the Col d'Allos to beat Mairesse/Desse for the first time on a climb, just at the moment when it really mattered. The SAAB of Carlsson/Karlsson dropped right back and the Triumphs of Slotemaker/Bootz (the fastest British car in fourth place), and Ballisat/Bertaut climbed up at the expense of the Sears/Garnier Austin-Healey, then lying eighth. In the bitter struggle for the Coupe des Dames, Annie Soisbault beat Pat Moss by almost two minutes. The finishing pattern was being set out.

The section from Digne to La Morte proved murderously difficult. Only Strahle/Buchet and the Renault "stars", Mairesse/Desse and Monraisse/Feret, made it on time, whilst the SAAB had to retire with a broken distributor arm, and the Jopp/Leston Sunbeam with brake troubles. B.M.C. hopes sank when the Moss/Wisdom crew acquired 23 minutes penalty to the six minutes of Annie Soisbault/Renee Wagner, and Sears/Garnier 25 minutes to the 12 and 18 minutes of Ballisat/Bertaut and Slotemaker/Bootz respectively. The Riley/Jones Healey, far back in the field through running out of road on the Predil, was, however, storming up and John Sprinzel did remarkably well with the Sprite to be only 14 minutes adrift. Even better was the performance of the sole Sunbeam survivors, Jimmy Ray and Mike Cotton, who lost only 12 minutes.

The climb of Col Luitel was not "on" for any crew, as it was partially under cloud, but Buchet/Strahle once more headed the field, just when it really mattered, to beat the Renaults by a minute.

This section saw the elimination of the last of the DKW team as Vomfell/Kling

were excluded for lateness, due to running out of petrol.

The section from Col Luitel to St. Jean-en-Royans, which included the stage of 24 kms. timed to a second, gave the Renaults their last chance to catch the flying Porsche, which now had a lead of over 1½ minutes over them. Once more Buchet/Strahle lost the least time, but Mairesse paid the penalty for unnecessary speed earlier on, as his hard-pressed gearbox gave him trouble, so that Monraisse/Feret beat him by a minute to take over the lead of the Touring category on the very last section of any difficulty.

The Porsche crew, who had driven a beautifully planned rally, however, had the Overall Best Performance (and the first prize of over £1,100), together with the lead in the G.T. category, very firmly "in the bag".

But back in the field, crews were having to face up to bitter disappointments. Sears/Garnier, Moss/Wisdom (by less than three minutes), Slotemaker/Bootz and Romedenne/Castadot, Porsche, were all excluded for lateness and Lhote/Khakert, Porsche, retired with mechanical troubles. As at the other controls where this had happened, it was noticeable that the British crews took this exclusion with good grace, in marked contrast to some foreign crews. This did not escape the notice of the officials, and it is pleasant to report that the sporting spirit of the British crews was generally applauded.

All that now remained was the easy run up through France to the riotous welcome at Spa, which the 14 survivors of the toughest rally for years had so truly earned.

The Dauphine is the only car to have won those "classics", the Monte, Tulip and Alpine (as well as a host of minor International events), outright. Cynics can say, with some truth, that the Monte can be won by luck and the Tulip and the Alpine by virtue of a favourable handicap.

The Marathon is the acid test; no luck, no handicaps and victory goes to the best crew on the best car. With a car of only 845 c.c., M. Landon flattened the Touring category opposition (the runner-up to the Dauphines, the Citroën of Coltelloni/Marang, lost 55 minutes to the nine minutes of the best Dauphine), and came within 1½ minutes of winning outright.

This astounding performance surely proved that the days of big cars in rallies are over.

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THE HILLMAN EASIDRIVE

MORE than two years ago, AUTOSPORT tested the Smiths automatic transmission and commented favourably upon it. Now, refined and developed in collaboration with the Rootes engineers, this gearbox is offered as an optional extra for the new Hillman Minx.

Briefly, the gearbox is a fairly normal layshaft type, of which bottom gear is in permanent engagement but runs on a free wheel. Second speed is engaged by automatic means through a blocking synchromesh, and top is direct. There are two electro-magnetic powder clutches, one for the direct drive and the other for first and second speeds. During changes from first to second, the top gear clutch engages or partially engages, thus providing a power-sustained change or "hot shift".

On the road, the Easidrive transmission is both pleasant and effective. The power losses are much less than those of a fluid drive, and in fact the efficiency is as high as that of a manually operated gearbox. I tested the new Hillman thoroughly over a varied itinerary, and was impressed with the silence and smoothness of the car and its transmission. The performance is more than adequate for a medium sized saloon.

An important feature of the Easidrive is the intermediate hold. Second gear may be held by manual selection up to 55 m.p.h., and this is useful for descending extremely steep hills, for example. Quite outstanding is the complete elimination of "creep", irrespective of the idling speed of the engine. Reverse is engaged by moving the lever to the end of the quadrant, and the starter cannot be operated unless neutral is selected, for reasons of safety.

The Easidrive transmission is particularly suitable for a small car because it does not waste horsepower. As the first "fully automatic" car of less than 1½ litres capacity, the new Minx should create a great deal of interest.

JOHN V. BOLSTER.

BLACKFRIARS M.C. are to arrange organized trips to the Continent for club members early next year at reduced rates. Two trips scheduled include visits to Brussels and Paris by coach and air and will take place from early March until the end of May. Cost is £14 10s. per person for each of the "long week-ends". Anyone interested should contact Mr. E. Pennells, Ground Floor, Unilever House, Blackfriars, E.C.4.

JOHN SPRINZEL and **Stuart Turner** are taking a works Triumph TR3A on the German Rally.

Thornaby—continued

on him, putting up the fastest lap of the race—and of the meeting—at 85.29 m.p.h. in so doing. But the effort was too much for the engine and Bramley retired on the next lap with a broken valve. Crozier held on to the lead until he registered his second victory and Ropner finished second after passing D. Hodgeton's Lotus. Among the many retirements during the 20-lap race was Julian Sutton whose Healey had been well placed. This time the trouble was broken spokes.

The meeting ended with a 10-lap race for 500 c.c. racing cars which Geoffrey Gartside won without much trouble, also putting up fastest lap.

So ended a pleasant, well organized meeting on a circuit which provided much variety and which most of the drivers said they liked driving on.

PETER CRAVEN.

BLACKFRIARS M.C. RACING CAR INSTRUCTIONAL SCHEME

WITH reference to the mention made in AUTOSPORT dated 4th September, regarding Castle Combe Circuit, the Blackfriars Motor Club wish to notify all future participants that it is intended to recommence the Scheme early in 1960 and give everybody a chance to have a go in a racing car on the track, and that notices will appear in the press announcing where the meetings will be held and the dates for the meetings, etc., for the whole of the 1960 season.

Catterick—continued

third spot and stayed there, and the later stages of the race were enlivened by beautiful spins from J. M. Brammall and F. S. Tinning.

Last race was for 500 c.c. racing cars, but by this time the overcast skies had become colder and the crowd—never very large—had thinned. It was a bit like the 10 little nigger boys—cars falling out all through the race, but J. Pitcher kept his lead long enough to win. Geoffrey Gartside moved up step by step to take second and enough people fell out to allow T. E. McLaren to take third place through sheer doggedness.

PETER CRAVEN.

LORD AND LADY MONTAGU leave in early October for South and Central Africa, where they will spend four months touring with several exhibits from the Montagu Motor Museum. In addition to exhibitions, Lord Montagu will give a series of lectures.

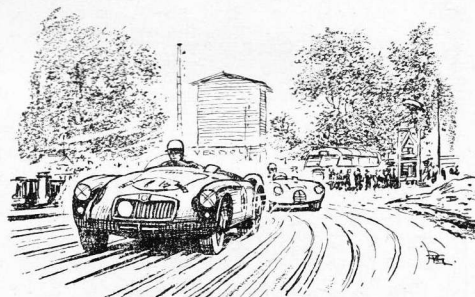
RECORD BID

MICKEY THOMPSON, of California, who is preparing to attack the world land speed record (existing speed 394.2 m.p.h.), has set up a new American car speed record of 330.512 m.p.h. At the time of going to press he was hoping to make his attempt on the land speed record on 15th September. His car, the Thompson Challenger, is powered by four Pontiac engines, each modified to produce over 500 b.h.p. They are mounted in the centre of the machine with one pair driving through the front axle and the other pair through the rear. Two Cadillac three-speed transmissions are mounted in two drive units in the front axle, with an identical set-up at the rear. The first gear change, from first to second, is made at 210 m.p.h., and from second to top at 315 m.p.h. Cockpit is behind the rear axle and a parachute device will be used to brake the car.

FIT FOR A KING!

THE delivery of a 3.4-litre Jaguar to H.R.H. Prince Charles of Luxemburg brings the total of Jaguars ordered by the Court of Luxemburg to four. In addition to the British Royal Family, Jaguar cars are now in use in 10 Royal Courts overseas!

PRICES of the Renault Floride in Britain have been announced. These are: convertible with three-speed gearbox, £840 plus £351 2s. 6d. P.T. (total: £1,191 2s. 6d.). Coupé with three-speed gearbox, £855 plus £357 7s. 6d. P.T. (total: £1,212 7s. 6d.). Extras: four-speed gearbox, £18 plus £7 10s. P.T. (total: £25 10s.). Detachable hardtop, £56 plus £23 6s. 8d. P.T. (total: £79 6s. 8d.). When the convertible has the hardtop in place, it is virtually indistinguishable from the fixed-head coupé.



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1958 (May) **AUSTIN A35**, green, Speedwell Stage II, 28,000 miles, one owner, fully instrumented and completely equipped for competition work. Maintained with utmost care, in excellent condition throughout, many extras.—Ring after 7 p.m., Colchester 2177.

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AUSTIN-HEALEY BN1, 1955, red, beautifully maintained throughout. New car enforces quick, cheap sale, hence £570.—Phone: Bromsgrove 2642 (Midlands).

AUSTIN-HEALEY 100/6, 1957, 2/4-seater, 20,000 miles only. Overdrive, heater, radio, reversing light, screen washers, tonneau, etc., in immaculate Pacific green with beige interior. No competition work. £845.—Carr, 41 Oxford Road, Southport 68705.

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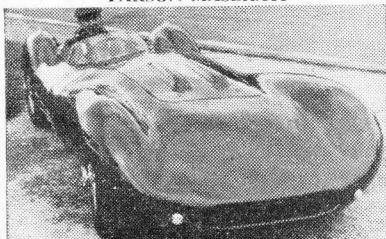
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BRITAIN'S BIGGEST FORMULA JUNIOR ENTRY EXPECTED AT BRANDS

BRITAIN'S biggest race so far for the Formula Junior category is expected at Brands Hatch, Kent, on 4th October.

Officials of the British Racing and Sports Car Club, organizers of the seven event programme, say interest in the Formula Junior category is rocketing—particularly in view of low prices being quoted for these fully equipped, scaled-down versions of Grand Prix machines.

As an example of this low cost factor, Graham Warner, of Chequered Flag, Ltd., recently announced that his Gemini Formula Junior car will sell for £985 in full racing trim. Formula Junior

machines are powered by production car engines (like the B.M.C. "A" type unit used in the Austin A40 and the Morris Minor).

Length of the Formula Junior race at Brands will depend on the number of entries, with a minimum of five laps for five cars and increasing by one lap per car. Other events include two 10-lap heats qualifying for a 15-lap final for Appendix "C" sports cars, a 10-lap scratch event for racing cars over 1,100 c.c. and sports cars over 1,200 c.c. supercharged or unsupercharged, 15 laps of 500 c.c. tussling, 15 laps for Appendix "J" touring cars in Category 1, Group 3, and a 10-lapper for production sports cars in classes up to and over 1,600 c.c.

Also included is an event for the winners of the Formula Junior and Formula 3 races.

Only 14 cars will be allowed to compete in the touring car race, which is in two classes—up to and over 1,600 c.c. These 14 will be picked from the maximum permitted entry of 20 on a basis of fastest practice times—as for the Monaco Grand Prix.

Total race distance for the day will be 100 laps—a distance of 124 miles.

Racing starts at 1.30 p.m. with a timed practice session on the previous day from 10 a.m. to 5 p.m. and an untimed session on race day from 10 a.m. to noon.

Entries for this meeting close on 18th September.

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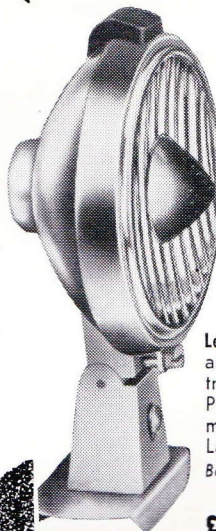
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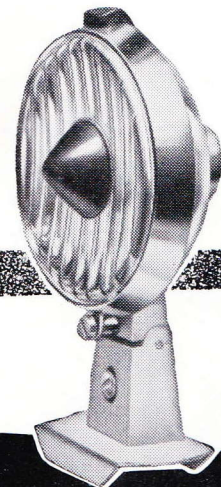
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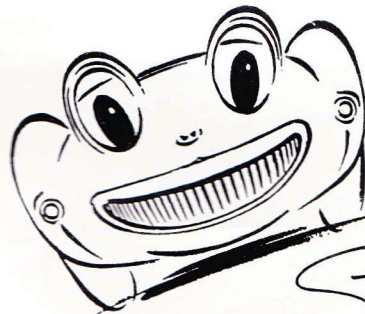
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