

# AUTOSPORT

OCTOBER 9, 1959

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BRITAIN'S MOTOR SPORTING WEEKLY

EVERY FRIDAY  
Vol. 19 No. 15

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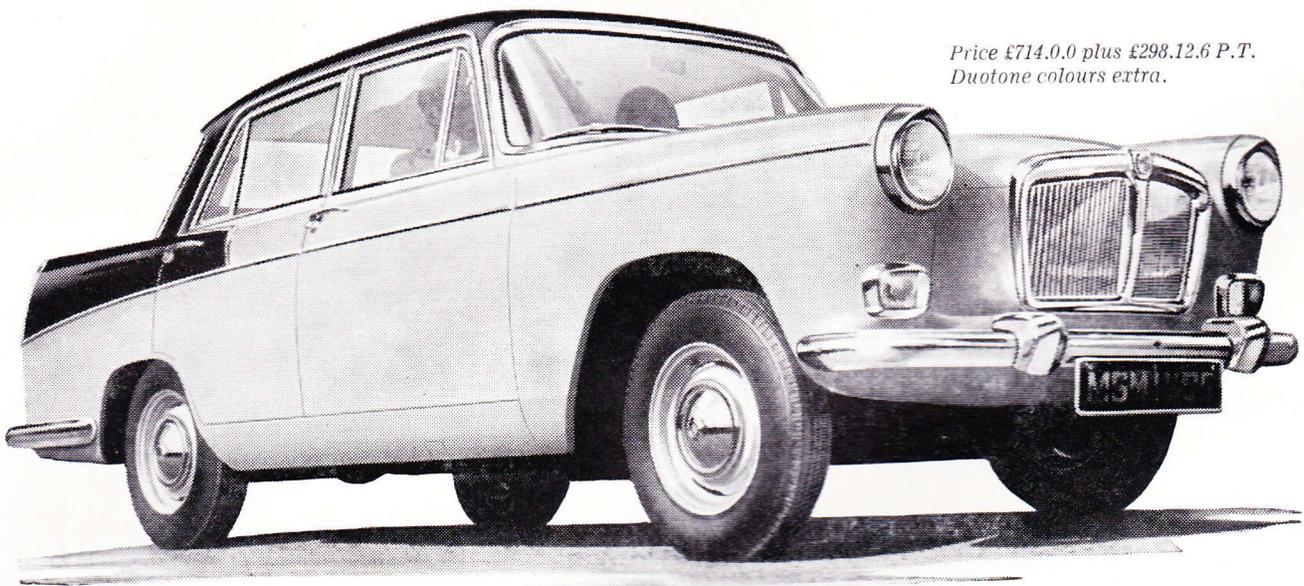


## IN THIS ISSUE

THE PARIS SALON - FULL REPORT AND PICTURES  
JOHN BOLSTER TESTS THE M.G.A 1600 : CLUB RACING

# for pace and prestige

Extra pace, readily available, is but one of a score of plus features which give the M.G. Magnette Mark III its special place among today's fine cars. With its "safety fast" tradition, it appeals to the owner who not only likes to move rapidly when it is safe to do so, but who prides himself on always driving with skill and polish. For such drivers, this thoroughbred sports saloon is a constant joy to handle, its twin carburetter engine providing sparkling third gear acceleration and really economical high speed cruising in top. Ask for a demonstration run.



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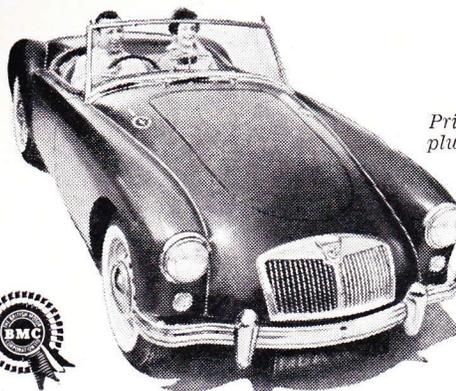
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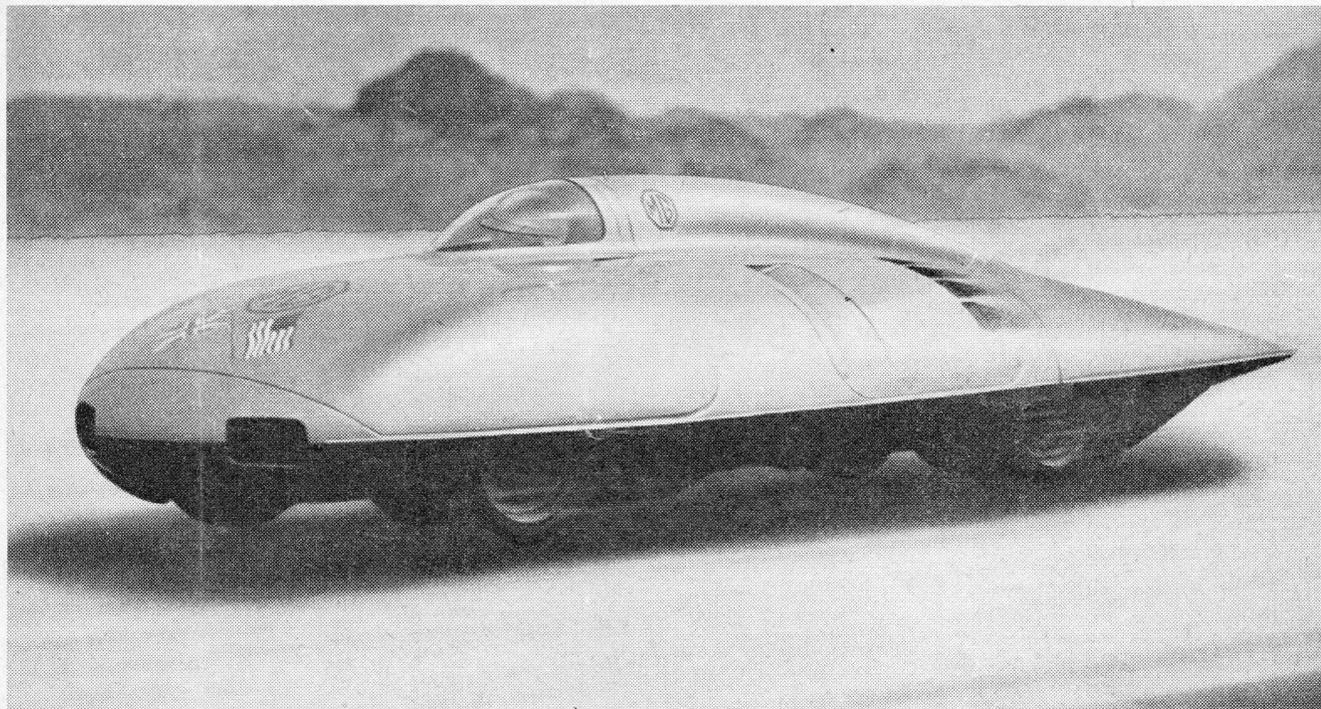


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# ONCE MORE M.G. BREAKS SIX WORLD SPEED RECORDS ON BP FUEL



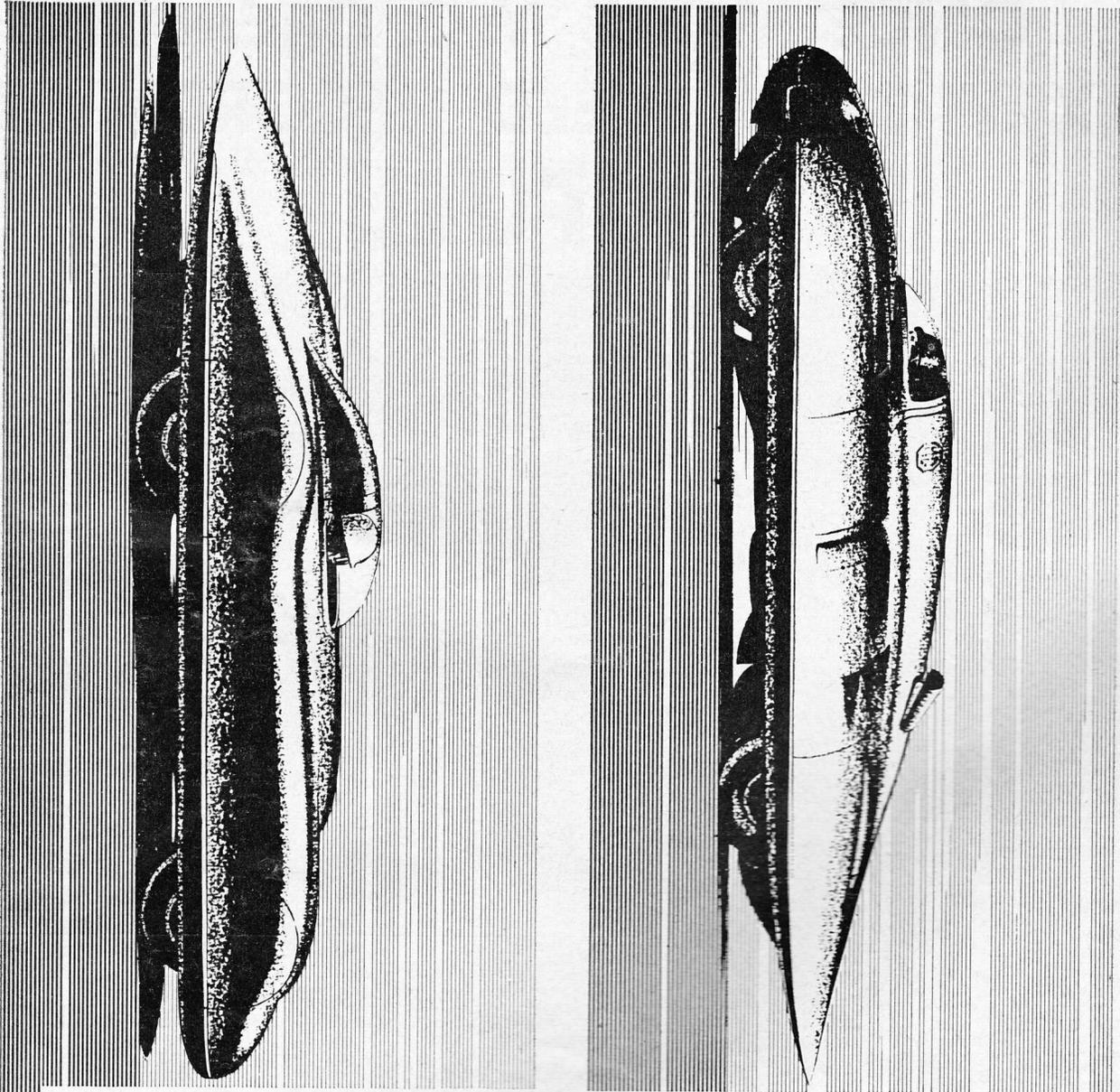
Using BP Fuel  
Phil Hill  
last Saturday  
broke the following  
world class  
'E' records for  
1500-2000 c.c. cars

<b>Flying kilometre</b>	<b>254.91 m.p.h.</b>
<b>One mile</b>	<b>254.53 m.p.h.</b>
<b>Five kilometres</b>	<b>232.97 m.p.h.</b>
<b>Five miles</b>	<b>238.36 m.p.h.</b>
<b>Ten kilometres</b>	<b>234.49 m.p.h.</b>
<b>Ten miles</b>	<b>191.03 m.p.h.</b>



*The place—Utah Salt Flats. The car—a Special M.G. . . .*

**Another triumph for BP FUEL**



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**CASTROL**  
**TO BREAK 21 WORLD RECORDS**

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*(Subject to official confirmation)*



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Vol. 19 No. 15 October 9, 1959

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## EDITORIAL

### THE "THREE HOURS"

TOMORROW'S big race at Snetterton is the culmination of the series of qualifying heats for the 1959 AUTOSPORT Series-Production Sports Car Championship and Team Trophy. These hotly contested races have provided wonderful sport for entrants and spectators alike, and have been welcomed by promoters as valuable attractions at meetings all over the country. In order to give spectators full value, the Snetterton M.R.C. is also putting on a race for formula cars, containing such names as "Driver of the Year" and World Championship leader Jack Brabham, Roy Salvadori, Graham Hill, Innes Ireland and other familiar Grand Prix conductors. However, it is the "Three Hours" which will provide the main attraction, the glamour of day and night racing bringing ever-increasing crowds to the Norfolk circuit. Who will win provides a real 64 dollar question, for no less than 15 drivers are in the running for what is now regarded as the most important title that can be gained with normal production cars—the AUTOSPORT Championship. The meeting, with its fairgrounds, fireworks displays, barbecues and so on, is the nearest approach to Le Mans in this country, and is now recognized as an important annual event. Naturally considerable organization is required, and it is thanks to the enthusiasm of Mr. Oliver Sear and his associates of the Snetterton club, that such a meeting is possible.

### A COVENTRY "TRIUMPH"

THE news that, for the first time, the Triumph TR3 heads the list of imported sports cars in U.S.A., must give great satisfaction to Mr. Alex Dick and the Standard-Triumph Motor Co., Ltd. Over 11,000 of these tough and reliable 2-litre machines were registered in U.S.A. during the past six months, a total which adds up to quite a considerable amount of dollars. The Triumph TR is an outstanding example of a car developed for purchasers by competitions, and to Mr. Ken Richardson must go a great deal of credit for realizing the dream of the ex-Triumph chief, Sir John Black, to produce a best-selling, over 100 m.p.h. sports car, at a competitive price. This entailed much perseverance and hard graft, and to evolve a vehicle, entirely British in design, construction and conception, which now leads in the most competitive market of all, is proof positive that regular participation in International rallies is now an essential part of the development programme of any motor vehicle intended for the export markets.

### OUR COVER PICTURE

*DRAMA AT SNETTERTON: The favourite—Ian Walker's Lotus Elite—has come to a stop at the pits during the 1958 AUTOSPORT Three Hours race and, while helpers work, precious minutes tick by in the darkness while the car is motionless.*



## AN EXCITING FINISH TO THE RALLY CHAMPIONSHIP?

As it now seems unlikely that the Portuguese rally will be run, the two final rounds, the German and R.A.C. Rallies, will almost certainly decide the destination of the 1959 Championships.

In the male Championship, "Papa" Wencher of the DKW team has been leading for most of the season, followed at a respectful distance by his "boys", Herren Levy and Kühne, and occasionally threatened by the "Monte" winner, Paul Coltelloni, who regularly wins his class but does not acquire many Championship points as his class is invariably a small one.

The Scandinavian rallies have, how-

ever, had an important bearing on the Championship and their "star" driver, Erik Carlsson of the SAAB team, whose most recent success was to win his class and finish second overall in the Viking, is within 2 points of Wencher. Both are running in the German and R.A.C. rallies and a desperately tight finish may be expected.

The actual points are: Wencher, 45; Carlsson, 43; Coltelloni, 33; Levy, 29; Kühne and Ingier, 28; Callbo, 27.

The best British driver, who is not really "in the hunt", is Peter Riley. He, too, has won his class in the last three Championship rallies in which he has

putting in many years of hard work, he was rewarded with a powerful beam of limelight when, racing with Mercedes-Benz, he began to build up success after success, both man and car taking equal parts. It should not be forgotten that Caracciola was racing when the world record stood at 150 k.p.h. and that with the advance of motor-car technology Caratsch advanced hand-in-hand with it. Even today his world record

ONE of the most exciting sports machines at the Paris Salon is the 1,600 c.c. Facel Vega Facellia, fully described in last week's issue. Top speed is 114 m.p.h.

## SPORTS NEWS

run, but, again, those classes have been small ones, and his consistent success has only brought him 20 points.

For the first time for several years, the British and B.M.C. monopoly of the Ladies' Championship looks like being broken.

Ewy Rosqvist and Anjta Rosqvist-Borg have had a wonderful run, winning the Ladies' Award in the Midnight Sun, Adriatic and Viking, so amassing 24 points. Next up is Annie Soisbault with 16 points, and then come Pat Moss/Ann Wisdom, the reigning Champions, with 14 points. The B.M.C. girls have had a bad patch recently but were back on form in the Viking, where they finished only 5 points behind the brilliant Swedish Volvo pair, in a very hot "field" of 6 ladies' crews.

Annie Soisbault ran in the Tour de France in preference to the Scandinavian rally, and won the Ladies' prize in the G.T. section with ease when the only other ladies' crew retired. This may, however, have cost her the Rally Championship, for if the Swedes win the German rally and the Portuguese rally is not held, then the Rosqvists will be unbeatable whatever happens in the R.A.C. Rally. If either the British girls or the Triumph driver wins the German, then the R.A.C. rally will be decisive.

JOHN GOTT.

### RUDOLF CARACCIOLA

Memories by Leslie Brooke

It is never easy to write an obituary about anybody—and more especially when that person is one so famous as the affectionately—and internationally—known Caratsch. Second only to Il Maestro, Caracciola has shone throughout his racing career with a persistent brilliance which belongs only to the very Great, in any sphere of life. The idol of many thousands of school-boys and adults alike, his driving and his quiet forcefulness made him a never-to-be-forgotten personality in the world of racing and elsewhere.

Best remembered by us at home in Great Britain, his startling performances at Donington before World War II stamped him immediately in our eyes as one of the Great. His fame carried him so far that thousands who had only heard of him and never seen his stylish performances on the track, still look upon him as one of the greater heroes of motor racing.

Let us for a moment fade away back into the past and look at just a few examples of this man's work. Born in July of 1901, Rudi Caracciola started, like many racing drivers, with motorcycle racing, his first notable success being in 1922 on the Circuit of Cologne. After changing over to motor-cars and

MARK 2 JAGUAR, announced last week, features detail refinements and can be had in either 2.4, 3.4 or 3.8-litre form. The 3.8-litre Mk. IX is unchanged.



*THE WELL-LOVED M.G.A has had a face lift and the engine capacity has been increased to 1,588 c.c. Disc brakes have been standardized for the front wheels.*

THE M.G.A is an old friend to the readers of AUTOSPORT. I tested the original prototype EX182 long before it was in production, and the 1,500 c.c. version of the car was tried in open and coupé form. Now, this well-loved model has had a face lift, and the engine has been stretched to the 1,600 c.c. class, which is a popular category for competition purposes. Disc brakes have been standardized for the front wheels, and the sidescrims now incorporate sliding windows.

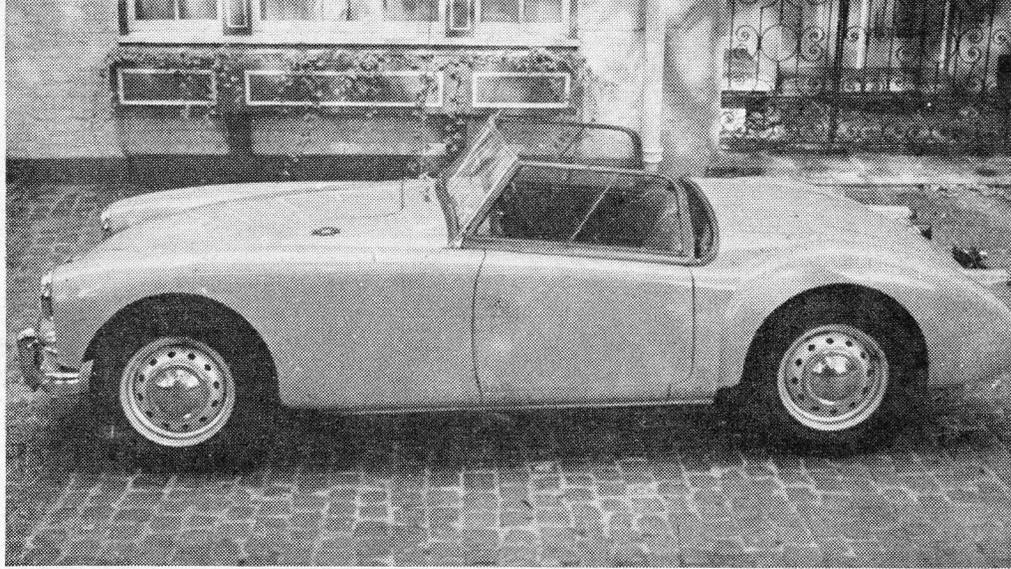
The M.G. is completely conventional. It has a rugged box-section frame, suspended in front on wishbones and helical springs, and the steering is by rack and pinion. The Lockheed hydraulic brakes

**JOHN BOLSTER TESTS**

are of disc type, 11 ins. diameter in front, and the rear 10 ins. drums are on a hypoid axle, suspended on semi-elliptic springs.

Based on the B.M.C. "A" series unit, the engine is a conventional four-cylinder with pushrod operated overhead valves. A small increase in the bore has put the capacity up from 1,489 c.c. to 1,588 c.c. A power bonus of some 6 b.h.p. has been secured, but more important is the raising of the torque curve in the middle range of revolutions. The twin SU carburettors are of the H4 size, and an 8 ins. Borg and Beck clutch is well able to handle the power output. The gearbox, with its traditional short remote control lever, gives a high third speed, which has for long been an M.G. feature.

The steel body has modern lines, and it is very solidly constructed. The driver and passenger sit right down inside it on their separate seats, divided by a very



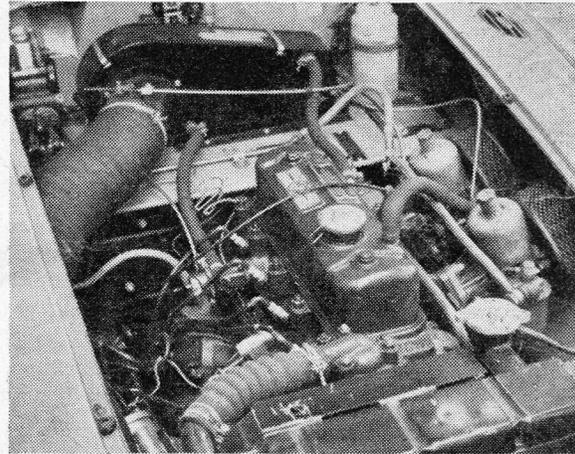
# The M.G.A 1600

## A Lively Two-Seater of Pleasing Performance

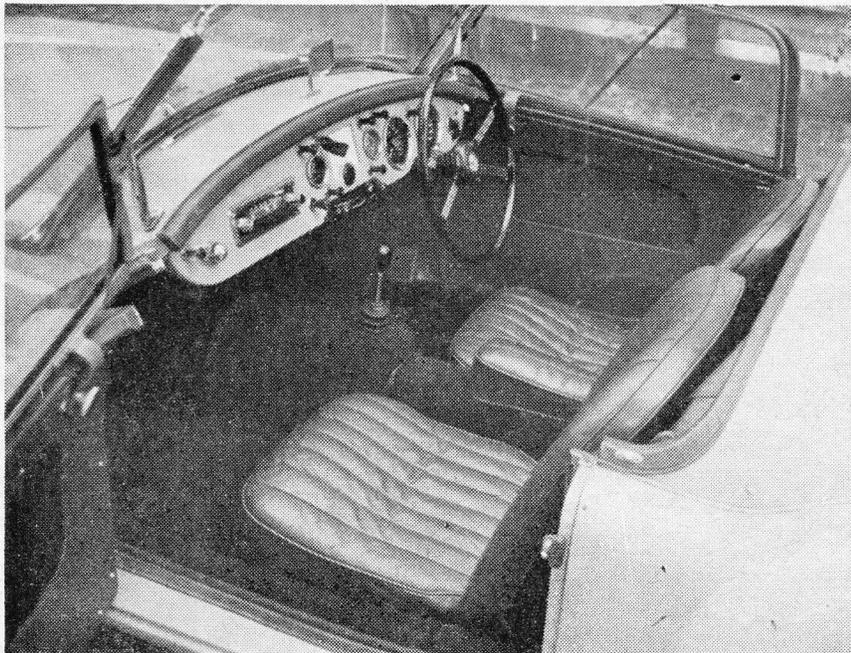
deep propeller shaft tunnel. The hood is attractive in appearance and folds neatly away behind the seats, this operation being best performed by two people. There is a good array of instruments, and the bumpers give real protection, the overriders being quite massive.

On taking over the car, one is at once impressed by the long, low appearance, the attractive finish, and the many practical details. Accessibility for normal maintenance is generally satisfactory, though this does not apply to the battery. Unfortunately, I must once again award a black mark to the luggage boot, which has insufficient capacity for normal touring unless one leaves the spare wheel behind.

As one expects of an M.G., the driving position is good. The gear lever is ideally placed, and the all-round visibility belies the low driving position.



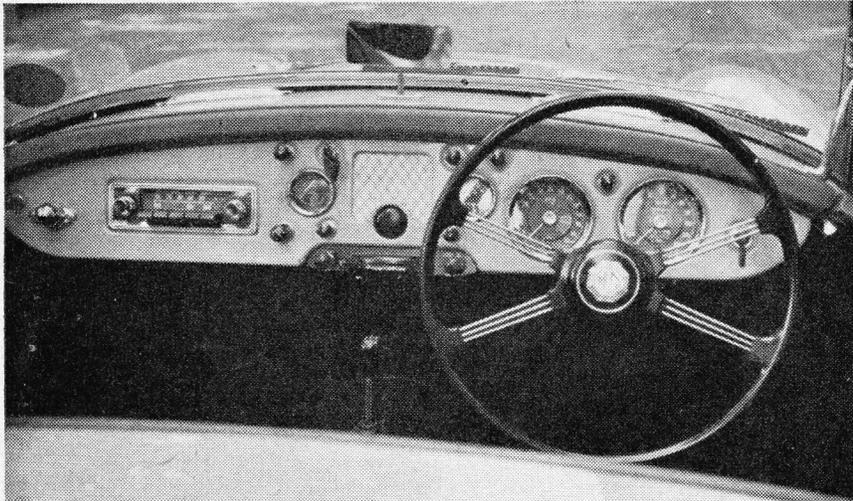
*CONVENTIONAL four-cylinder pushrod engine powers the car, with twin carburettors. LEFT: Driving position is good, the gear lever being ideally placed. Visibility is excellent.*



The seats are comfortable for long journeys, though a little better lateral location would be appreciated. The instruments are well situated and legible, and the pedal arrangement makes the best use of the limited space available.

The engine is an instant starter and pulls well almost at once. The extra torque of the slightly bigger unit renders the car more flexible, and one makes less use of the gear lever than formerly during normal touring. Considered as a fast touring car, the M.G. must be rated very highly indeed. The occupants are well protected and the machine is comfortably sprung. It covers the ground in an effortless manner, and useful average speeds may be maintained without any feeling of strain.

At low speeds the steering feels rather dead and is perhaps heavier than would be expected. At higher velocities, however, it comes into its own, being



delightfully accurate and affording a fine sense of control. The gearbox is a splendid component, and it would be hard to better the easy and precise operation of that short and rigid lever. The clutch is well able to cope with the bigger engine; the brakes also are entirely free from vice and cannot be made to fade.

The engine cruises at high speeds or revs happily on the indirect gears with equal aplomb. However, as the maximum speed of the car is approached it does go through a rough period when both noise and vibration become somewhat pronounced. The test car failed to reach a genuine 100 m.p.h., but with a smooth hard top that figure should be attained without difficulty. The hood is not ideally streamlined and tends to flap at high speeds, so the wind resistance must be fairly high.

The car is definitely livelier than its predecessor, and perhaps the acceleration figures scarcely do justice to the increase in performance. This is because there is a rather marked tendency for one rear wheel to spin at the getaway, even on dry concrete. It is, in fact, necessary to be well on the move before full throttle can be applied on first gear. When the speed begins to rise, however, the very real benefit of the powerful engine can be felt.

Although the M.G. is primarily a sports-touring car of the high speed variety, many amateur drivers will employ it for club racing. Accordingly, I drove the car to its limit on a racing circuit. Under these conditions it remains very controllable at all times, and it would take a clumsy driver indeed to run out of road. The cornering power is not outstandingly high by competition standards, the M.G. being somewhat heavily built for such capers. For the man who primarily wants a fast road car, and does the odd club event on the side, this machine will provide an acceptable compromise.

The very solidity of the car's construction is apparent to driver and passenger alike, and is somewhat reassuring under modern traffic conditions. The whole basis of the vehicle is its immensely rigid chassis, and this no doubt has a

*LONG, LOW appearance of the car and its attractive finish are immediately impressive on taking over the machine.*

*COCKPIT is well laid out, all instruments being easily readable. Curiously, no ammeter is fitted in spite of the full instrumentation.*

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** M.G.A 1600 sports 2-seater. Price £940 7s. 6d. (including P.T.). Radio and heater extra.

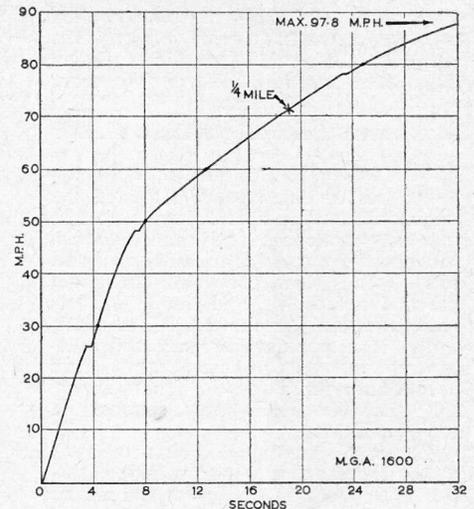
**Engine:** Four cylinders 75.39 mm. x 88.9 mm. (1,588 c.c.), pushrod operated overhead valves. Compression ratio 8.3 to 1. 78 b.h.p. at 5,500 r.p.m. Twin SU carburetters. Lucas coil and distributor.

**Transmission:** Borg and Beck 8 ins. clutch. Four-speed gearbox with synchromesh on upper three speeds and central remote control lever, ratios 4.3, 5.908, 9.52, and 15.652 to 1. Open Hardy Spicer propeller shaft. Hypoid rear axle.

**Chassis:** Box-section frame. Independent front suspension by wishbones and helical springs.

great deal to do with its accurate steering and controllability. The doors are wide, to give reasonably easy entry to the low car, and there are no outside door handles, it being necessary to slide the window forward and find the cord inside the door. The test car had pierced bolt-on disc wheels, but the knock-on type may be specified as an optional extra.

The M.G.A 1600 is a fast sports car



ACCELERATION GRAPH

Rear axle on semi-elliptic springs. Piston-type hydraulic dampers. Lockheed hydraulic brakes with 11 ins. front discs and 10 ins. rear drums with fly-off hand brake. Bolt-on disc wheels fitted 5.60-15 ins. tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev. counter. Fuel, oil pressure, and water temperature gauges. Flashing indicators. Heater and radio (extra).

**Dimensions:** Wheelbase, 7 ft. 10 ins. Track, front 3 ft. 11½ ins., rear 4 ft. 0½ in. Overall length 13 ft. Width 4 ft. 10 ins. Weight 18 cwt.

**Performance:** Maximum speed 97.8 m.p.h. Speeds in gears, 3rd 77 m.p.h., 2nd 50 m.p.h., 1st 26 m.p.h. Standing quarter-mile 19.2 secs. Acceleration: 0-30 m.p.h., 4.4 secs.; 0-50 m.p.h., 8 secs.; 0-60 m.p.h., 12.8 secs.; 0-80 m.p.h., 24.8 secs.

**Fuel Consumption:** 26 m.p.g.

that may almost be described as luxurious. It is lively, flexible, and a pleasure to drive, responding admirably to the proper use of that delightful gear lever but being perfectly willing to cooperate if one is in a lazy mood. It is, in fact, as practical a mode of everyday transport as many more staid vehicles, and its fade-free brakes, snappy acceleration and good road-holding are all important safety features.





PADDY GASTON



DICK PROTHEROE



BOB GERARD



DICK STOOP

At 4.30 p.m. on Saturday, 10th October, 30 drivers will leap into their cars for the start of the Three Hours Race, Great Britain's only event with day and night racing. This is the decider for the 1959 AUTOSPORT Series-Production Sports Car Championship, for which over a dozen qualifying rounds have been held at various circuits. Full of interest for spectators,

## The Favourites

the best results in five events will be taken into consideration.

Now Dick Stoop (Frazer-Nash) also has 44 points, and he may completely upset the appellation by winning the 2-litre class. On the 40-point mark are John Whitmore (Lotus Elite), Pat

itself, irrespective of the number of points scored. In 1958, first place went to John Lawrie (Lotus Elite), who was not actually concerned in the final destination of the Championship. Last year's team winners, the Turners, are out of the running for the 1959 title, which lies between Team Sprite (93 pts.), Elva Courier (68) and Huddersfield (Continued on page 473)

# The "Autosport" Three Hours Race

Tomorrow's Big Race at Snetterton Will Decide 1959 Championship—Fine Entry for Formula Race

this year a compulsory fuel stop has been introduced for each entrant, which will not give cars with fairly large tank capacities any advantage. Also, numbers will be illuminated on both sides of the cars, making for easier identification at night.

To ensure maximum safety, enormous quantities of "Scotch-lite" have been used to indicate the circuit width at all points, and the pit area is brightly lit. Spectators will be kept informed of the race progress by commentaries from John Bolster and Dennis Allen.

The "Three Hours" is actually several races within a race, for there are five classes in each of which points are scored, the resultant total being added to the score already obtained by competitors in their best four results in the qualifying heats. Thus the maximum obtainable would be 48 points, plus the 24 for a class win, making 72. As it stands, only Paddy Gaston (Austin-Healey Sprite) enters the contest with maximum points, but ex-Grand Prix driver Bob Gerard (Turner) has only 4 points less. As the points for the "Three Hours" are: 1st 24, 2nd 18, 3rd 14, 4th 10, 5th 6, 6th 4, and 2 for all finishers who complete over two-thirds of the distance covered by the winner, it is easy to see the fierce struggles which will take place in the various categories, not only for personal points, but for Team Championship scoring.

If Gaston defeats Gerard, he must win the title, no matter in which position the two leaders finish. Should Bob finish first, then the Championship will be his, and if he finishes in any other place above Gaston down to fourth position, then they will each have scored the same number of points, and



The AUTOSPORT Series-Production Sports Car Championship Trophy

Fergusson (Elva Courier) and Dick Protheroe (Jaguar XK 120), in the 1,300 c.c., 1,600 c.c. and over 2-litre classes respectively. In every category the leaders have close competition, and this should make for some of the best racing ever seen in an event of this type. Every year produces surprises, for the combination of day and night racing puts a premium on reliability, particularly in the electrical systems. It will be recalled that in 1958 the favourite went out with faulty lighting.

In addition to deciding the Championship, handsome awards are given by the Snetterton M.R.C. for the best placings in the general classification of the race

### The General Classification

1. Paddy Gaston (Sprite) ... ..	48* (A)
2. Bob Gerard (Turner) ... ..	44 (A)
Dick Stoop (Frazer-Nash) ... ..	44* (D)
4. John Whitmore (Elite) ... ..	40* (B)
Pat Fergusson (Elva) ... ..	40* (C)
Dick Protheroe (Jaguar) ... ..	40* (E)
7. E. J. B. Mitchell (A.C. Ace) ... ..	36 (D)
8. W. E. Needham (M.G. Twin-Cam) ... ..	32 (C)
John Tallis (Frazer-Nash) ... ..	32 (D)
10. Jimmy Clark (Elite) ... ..	30 (B)
Michael Wayne (Elva) ... ..	30 (C)
12. Sir Gawaine Baillie (Corvette) ... ..	29 (E)
13. Jack Sears (Austin-Healey) ... ..	27 (E)
14. K. W. MacKenzie (Sprite) ... ..	24 (A)
Chris Meek (Elva) ... ..	24 (C)
16. B. A. M. Gilbert (Turner) ... ..	22 (A)
17. Chris Tooley (Sprite) ... ..	21 (A)
J. Vincent (Elite) ... ..	21 (B)
19. T. Lanfranchi (Frazer-Nash) ... ..	20 (D)
20. R. Shepherd-Barron (Giulietta) ... ..	18 (B)
21. Peter Sutcliffe (Frazer-Nash) ... ..	17 (D)
22. K. P. Tomei (Elva) ... ..	16 (C)
R. A. V. Staples (A.C. Ace) ... ..	16 (D)
A. G. W. Belcher (Morgan) ... ..	16 (D)
25. Gil Baird (Elva) ... ..	14 (C)
C. R. Hanson (Austin-Healey) ... ..	14 (E)
27. Austin Nurse (Turner) ... ..	13 (A)
A. M. James (M.G.) ... ..	13 (C)
29. Jon Goddard-Watts (Berkeley) ... ..	11 (A)
30. T. Entwistle (M.G.) ... ..	10 (C)

### Reserves

1. I. L. Taylor (Triumph) ... ..	9 (D)
2. C. R. Wood (Sprite) ... ..	8 (A)
3. C. R. Green (Fairthorpe) ... ..	6 (A)
4. David Dixon (M.G. Twin-Cam) ... ..	3 (C)
5. M. B. Baring (Sprite) ... ..	3 (A)
6. R. G. Falconer (Turner) ... ..	3 (A)

\* Class leaders.

### Team Positions

1. Team Sprite (Gaston, MacKenzie, Tooley) ... ..	93
2. Elva Courier (Baird, Meek, Wayne) ... ..	68
3. Huddersfield M.R.T. (Mitchell, Heppenstall, Lanfranchi) ... ..	60
4. Turner Team (Gilbert, Falconer, Nurse) ... ..	38
5. Ecurie Chiltern (Dixon, J. McKechnie, A. McKechnie) ... ..	32
6. Triple S (Hudson, Hanson, Sutcliffe) ... ..	31

**FORMULE LIBRE DUEL:** Leading David Piper's Lotus, which set a new F1 lap record during the event, is Mike McKee's F2 Cooper at Paddock Bend.

from a lack of c.c.s over the Lotus, which definitely possessed superior urge out of the corners. Keith Greene had a furious dice with Brian Whitehouse (Cooper) for third place which ended on the fourth lap when Greene's car suffered a broken rear wishbone, leaving Brian with a secure third place ahead of the Connaught. On lap four Graham passed the Connaught before dropping out of the field a few laps later to let Ken Twisk (F2 Cooper) up into fourth spot, but Whitehouse was too far ahead to be worried. On lap seven McKee passed Piper and the two cars fought it out wheel for wheel, Piper drawing slightly ahead as they passed the pits but having to drop back for Paddock Bend. On the tenth lap Piper got in front of McKee at Kidney, but within a few yards McKee was back in front again in a splendid manoeuvre. On the same lap the Connaught dropped out, touring past the grandstand with a wobbling rear wheel which in fact fell off before Murdoch could reach the paddock.

On lap eleven the battle was over. McKee tried just that little bit too hard at Druids and turned the Cooper round, while Piper carried on unhindered to win by 3½ seconds from McKee. The sports car category was led home by Ian Walker (Willment) ahead of Peter Mould (Lister) and Gordon Lee ("C"-type Jaguar). Fastest lap was shared by Piper and McKee in 58.2 seconds—a new Formula 1 lap record for Piper, since McKee's car was of only 1½-litre capacity.

Formula 3 cars next appeared on the grid for a 15-lapper all of their own. For a moment it seemed that there might be a stranger in the camp, for the cars were followed round on the warm-up lap by Peter Jopp in his Elva Junior, but it appeared that he simply wanted to take photographs! The race was a runaway win for Tommy Bridger, who finished seven seconds or so ahead of Phil Robinson, who drove steadily and well but was unable to make any impression on the leader. Third was Gordon Jones and fastest lap went to

## Brands Hatch Season Ends

### First-Class Formula Junior Event

THE racing season proper at Brands Hatch came to an end on Sunday—although one must not forget that splendid Boxing Day fixture—with the B.R.S.C.C.'s national meeting. As a motor-racing occasion, however, it probably stands out more as the scene of the first really significant Formula Junior race we have yet seen in this country, a full field of cars displaying, for the most part, reliability—or as much as is needed for 12 laps of Brands Hatch—and speed. Of this, however, more anon, as they say.

First race on the programme was a 10-lapper for series-production sports cars. Pole position on the grid went to Chris Lawrence in his remarkable Morgan Plus Four, which shared the front row with the Lotus Elite of Edward Lewis, Alan Foster's M.G.A "Twin-Cam", entered, of course, by Dick Jacobs, and Peter Tomei's Elva Courier Spyder. Lawrence drew clear of the mêlée of the start to lead the field into Paddock Bend and at the end of the first lap was still out in front, hotly pursued by Graham Warner's Elite—both of them already well clear of Tomei's Elva, third, and Alan Forster's M.G. On lap two Foster passed Tomei for third spot and Tony Lanfranchi's Frazer-Nash, which had made a poor start, began to come through the field at a tremendous rate.

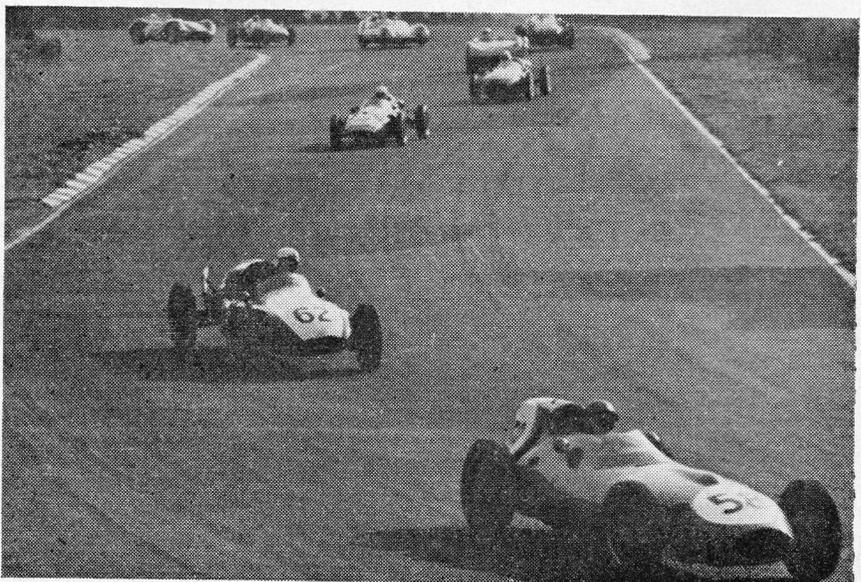
Lawrence continued to lead Warner until the fifth lap, when the latter's greater experience of the circuit began to tell. He passed the Morgan and then began to draw slightly ahead. At the back of the field a splendid battle went on between T. S. Petersen's TR3 and Peter Jopp, in Miss Rosemary Sears's Sprite, with the Triumph passing the smaller car on acceleration out of Clearways while the Sprite nipped in front at the start of the same corner. This dice lasted for nine laps, until Jopp finally got ahead and began to draw away.

**BOTTOM BEND:** David Piper leads the field on lap one, followed by McKee, Brian Whitehouse and Keith Greene, all in F2 Coopers.

Warner finally ran out winner by a couple of seconds from Lawrence's Morgan, each winning the up to and over 1,600 c.c. classes. Fastest lap went to Warner in 65.8 secs (67.84 m.p.h.).

Next came a 15-lap *Formule Libre* race which produced the Connaught "Dart" F1 car, driven by Peter Murdoch, a former F3 driver who has but recently emerged from the fastnesses of South Africa, where, it seems, he still holds 19 records. David Piper produced his F1 Lotus, Mike McKee had Jim Russell's F2 Cooper, while Keith Greene drove the Gilby Engineering F2 car. The sports car section, for which there was a separate category, produced Doug Graham (Lotus-Climax 2-litre), Ian Walker (1½-litre Willment-Climax) and the Lister-Jaguar of Peter Mould, among others.

Piper led the race from the start, with McKee in close attendance but suffering



**MORGAN THREE-WHEELER!** Chris Lawrence's Plus Four lifts its nearside front wheel as it leads Graham Warner's Elite out of Bottom Bend.

Bridger in 61.2 seconds (72.94 m.p.h.).

Then came the 12-lap Formula Junior race, for which 11 cars came to the line. The bulk of these were Elvas, including Chris Threlfall, in the Elva Racing Team's modified Hillman-engined car of 1,097 c.c.: this presumably means that it is built to the full weight restriction, rather than to the lighter limits allowed for those cars of less than 1,000 c.c., and as such would seem to be the only British car so far constructed to this section of the Formula. Ian Raby drove one of the Geminis, while the non-professional element was represented by C. Scott-MacArthur (Saxon) and A. E. Liddle (A.E.L.), whose B.M.C.-engined cars are also constructed to comply with the Monoposto Register's formula. Karel Zelenka's Virgo was the other non-professionally built (in the sense of quantity) car. At the end of the first lap Mike McKee (Elva) led from Bill de Selincourt (Elva) and Peter Pilsworth (Elva), with other Elvas fourth and fifth and Scott-MacArthur (Saxon) sixth. At the back of the field was a tremendous battle between the Elvas of R. H. Ham and Chris Threlfall and Raby's Gemini which lasted until Raby retired following a nasty noise from his car.

De Selincourt—who has, of course, already won a Junior race against Continental opposition at Cadours—began to close up on McKee, while a fight for third place began to develop between the Elvas of Chris Lawrence, Peter Pilsworth and Peter Jopp. On lap nine de Selincourt passed McKee but on the next lap the latter got back in front. On the same lap Threlfall retired the Hillman-engined car. Back-markers seemed to get rather in the way of de Selincourt and McKee was not seriously challenged for the remaining laps. On the last tour, however, de Selincourt put on a spurt and, in fact, McKee won by only 0.2 of a second. Third was Chris Lawrence, ahead of Peter Jopp, while Pilsworth finished sixth behind Scott-MacArthur after spinning at Clearways on the last lap. Average speed of the race was 69.97 m.p.h.; fastest lap went to de Selincourt in 62.4 seconds (71.54 m.p.h.)—the first Formula Junior record for the circuit.

Following this race came a rather tame 1,100 c.c. sports car race in which Graham Hill, in a works Lotus Seventeen, had things all his own way. Michael



McKee, who had an extremely busy afternoon one way and another, tried to keep up in a works Elva Mk. V but spun off in the process, and devoted the rest of the race to passing A. B. Rees, who finished a steady third in his Lola. This, as a matter of interest, must be the first time for a long period that a Lola has been defeated in an 1,100 c.c. sports car race, but to the best of my knowledge

#### Results

**Series Production Sports Cars:** 1, G. Warner (Elite), 66.51 m.p.h.; 2, C. J. Lawrence (Morgan); 3, A. T. Foster (M.G.A. "Twin-Cam"). **Class Placings (up to 1,600 c.c.):** 1, Warner; 2, Foster; 3, E. Lewis (Elite). **Over 1,600 c.c.:** 1, Lawrence; 2, T. Lanfranchi (Frazer-Nash); 3, R. A. Gibson (Jaguar XK 140). **Fastest lap:** Warner, 67.84 m.p.h.

**Formule Libre:** 1, D. R. Piper (Lotus), 74.75 m.p.h.; 2, M. B. McKee (Cooper); 3, B. Whitehouse (Cooper). **Fastest lap:** Piper and McKee, 76.70 m.p.h. (new F1 lap record).

**Formula 3:** 1, T. Bridger (Cooper), 71.31 m.p.h.; 2, P. Robinson (Stuart-Cooper); 3, G. M. Jones (Cooper). **Fastest lap:** Bridger, 72.94 m.p.h. **Best J.A.P.-engined Car:** G. F. Meharcy (Cooper).

**Formula Junior:** 1, M. B. McKee (Elva), 69.97 m.p.h.; 2, R. W. de Selincourt (Elva); 3, C. J. Lawrence (Elva). **Fastest lap:** de Selincourt, 71.54 m.p.h. (Formula Junior lap record).

**1,100 c.c. Sports Cars:** 1, G. Hill (Lotus), 72.08 m.p.h.; 2, M. B. McKee (Elva); 3, A. B. Rees (Lola). **Fastest lap:** Hill, 73.42 m.p.h.

**Touring Cars:** 1, G. Hill (A35), 62.04 m.p.h.; 2, L. Leston (Riley); 3, A. S. Hutcheson (Riley). **Fastest lap:** Hill, 63.95 m.p.h. **Up to 1,000 c.c.:** 1, Hill, 2, G. Boxall (A35); 3, J. A. B. Taylor (A35). **Over 1,000 c.c.:** 1, Leston; 2, Hutcheson; 3, P. Pilsworth (Riley). **Fastest lap:** W. B. Blydenstein (Borgward), 63.77 m.p.h. (new class record).

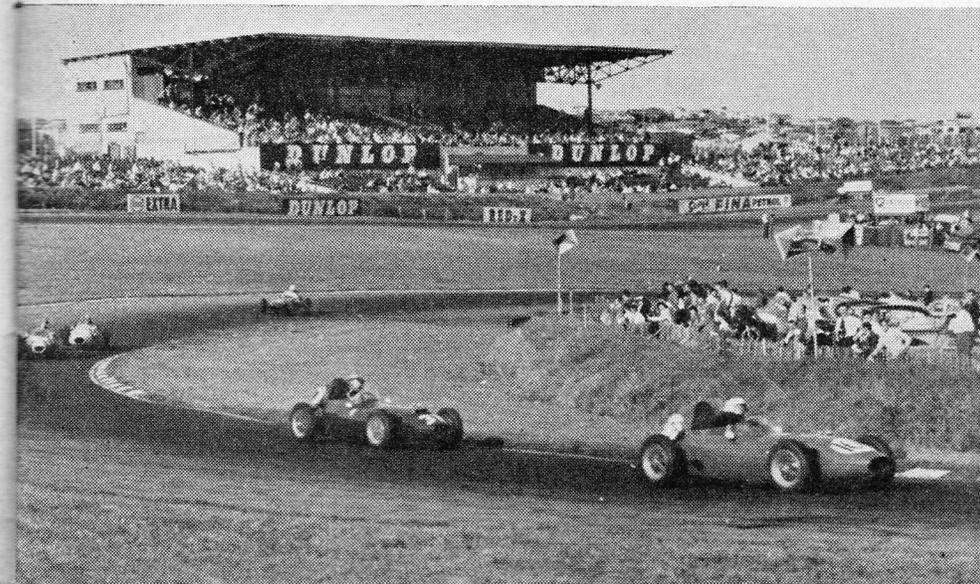
it was Rees's first outing in the car, and he is not, for that matter, the most frequent of visitors to Brands Hatch.

By contrast, the touring car race which followed was quite incredibly exciting and I for one hoped it would go on for ever! Leader at the end of the first lap was Malcolm Kingham (Zephyr) from A. S. Hutcheson's Riley, the similar machines of Les Leston and Peter Pilsworth, Billy Blydenstein's Borgward and Graham Hill's Speedwell A35. On lap two Hutcheson had dislodged Kingham while on the third lap—everyone, needless to say, was motoring right on the ragged edge all the time—Pilsworth went on to the grass at Kidney, rejoining the race some places in arrear and leaving the order as Hutcheson, Kingham, Blydenstein, Leston, Hill. On lap six Leston arrived very smartly in second place and began to close up on Hutcheson, while Graham Hill nipped very smartly past both Kingham and Blydenstein on Clearways to take third spot. Three laps later, Leston took the lead, and on lap twelve everything happened at once. Hutcheson went back into the lead, Leston dropped to third place behind Hill, and Blydenstein kept his Borgward ahead of Pilsworth. Kingham spun his Zephyr to complete the performance.

More of the grass was being used at Bottom Bend on most laps by the entire field than the circuit, and on lap thirteen Graham Hill's cheeky Austin took to the undergrowth. However, too many people had lost places like that, so Graham simply kept his foot down, and the little car rocketed along the grass, leaping from bump to bump, without any loss of velocity and retaining third place. Lap fourteen, and Hill went past. Leston on Clearways, having almost been forgotten about by the leaders, and on the last lap he passed Hutcheson at Druids and entered Bottom Bend between Leston and the erstwhile leader, a manoeuvre which so surprised both the Rileys that they both nearly went off. Leston recovered his presence of mind.

(Continued on page 473)

**FORMULA JUNIOR:** Mike McKee (Elva) leads Bill de Selincourt (Elva) into Kidney Bend in the significant Junior race, which McKee won.





*FORMULE LIBRE race: Under the eyes of a marshal the field moves off for its short duel—the event was restricted to only five laps.*

WITH a well-organized and thoroughly enjoyable programme of 14 races for a wide variety of cars, the North Staffs Motor Club once again rang down the curtain on a long season of Club meetings on the Silverstone circuit. In a day packed with incident, the only personal injury was sustained by Club Steward Lofty England, and this was happily slight; in the final practice session before the meeting opened an Austin-Healey driven by P. D. Shanks spun on Woodcote Corner and arrived sideways on at the paddock gate between the end of the pits and the timekeepers' box, where it damaged another Austin-Healey which was billed to do duty as the course car. The intervention of this parked vehicle undoubtedly saved Lofty England from serious consequences but, as it was, he suffered a painful and extremely frightening injury to his already damaged back. We are sure he will have the sincere sympathies of all followers of the sport and hope that, by the time this article appears in print, he will be fully recovered.

The day's racing opened with three five-lap handicaps for sports cars and it was a feature of the meeting that the handicapping, in the expert hands of Charles Bulmer, produced some of the closest finishes ever seen. In the first of the series Arthur Mallock, driving Jack French's Simplicity, was tipped to win but it was a Ford-powered Austin Special belonging to C. E. Smith and driven, according to the programme, by N. C. F. Taylor which came through with a rush on the final lap to snatch victory from John Venner-Pack's Sprite and Don Wilson's Toucan. At the start of the second race something vital broke in the transmission of John Dashwood's Frazer-Nash, which seemed on paper to have a fair chance of success, and the race was won by American C. F. Jones in an Austin-Healey which he handled very well. A creditable second was the vast 4.3 Alvis special of A. R. Charnock and third man home was P. D. Gardiner in the 1172 Waddup Special, which was later to suffer grievous damage at the moment of triumph. The third race produced an extraordinary accident and a breath-taking finish which included the first of two official dead-heats, this time for third place. The accident in question

## SILVERSTONE SIGN-OFF

North Staffs Meeting Brings Another Season to a Close

involved two Lotus-Climaxes which were, apparently, well clear of Becketts and storming down the straight. The car driven by L. J. Parvin suddenly veered across the track and charged into poor Len Gibbs, who seems to spend a large part of his racing life on the receiving end of other people's accidents, but is, nevertheless, always utterly charming about it! Len simply couldn't believe his eyes when he got a fleeting glimpse of the impending assault, and Jean Bloxam, who was right behind them in the DB3S, must have had the fright of her life. Lotus bodywork flew everywhere, which Jean somehow avoided, but both cars were repairable and raced again later on. It was said that Parvin had a tyre deflate. The end of the race saw four cars tearing round Woodcote in a solid bunch, headed marginally by Dickie Milne's well-driven H.W.M.; the judges awarded second place to Josh Randles in the Lister-Bristol and a bracketed third to C. Ashmore's Austin-Healey and scratch-man John Bekaert's big Lister-Jaguar; all four cars crossed the line with less than four-fifths of a second separating them.

The five-lap scratch races for the 1172 and 750 Formula cars followed and Alan Wershat scored a convincing win with Lola in the Ford race. There was a tremendous battle for the places featuring Gardiner's Waddup, Sim's Yimkin and Smith's Austin Special with Dagenham power unit, but Smith spun his chances away and left the other two to fight it out. Gardiner took the flag fractionally ahead of the Yimkin and immediately took his foot off the loud pedal; Sim, on full bore in an effort to beat his rival to the line, was unprepared for this manoeuvre and nudged the rear end of the Waddup, sending it spinning across the track into the front of the pits, which damaged the car severely. Fortunately the pit area marshals had kept this dangerous zone clear of people and no one was hurt.

The 750 race started with a grand

scrap between Jem Marsh in the Speedex and Arthur Mallock in Simplicity, in which Marsh just had the edge until the third lap, when a big-end went and Mallock was left with a huge lead. Tony Densham landed second place despite the superhuman effort of David Boorer, who entered Woodcote for the last time at an impossible speed and careered madly round the grass half way to the Motor Bridge; he was awarded third place although he was not remotely on the course at the moment of passing the chequered flag.

There was some slight delay before the start of the next race, a two-part affair for sports cars from scratch, while the Clerk of the Course and his entourage disposed of some errant sheep which had wandered on to the circuit. When success had attended their efforts

as shepherds extraordinary, the pack was sent on its way with A. P. Belcher in a fairly safe lead with the Lotus-Climax. This lasted until he reached Copse on the second lap, when the near-side rear wheel suddenly departed from the vehicle, which was condemned by the officials to remain disconsolately at the scene of its demise until the end of the meeting to avoid further delay. Graham Eden took over the lead with the Kieft-Climax and held it to the end in the face of a strong challenge from Martin Wills in his Lotus. Len Gibbs brought his somewhat battered Lotus into third place and the small class, in which there were only three runners, was won convincingly by John Venner-Pack in the Sprite, who passed several of the larger cars during his progress.

The 10-lapper for 500 c.c. racing cars brought forth the usual crop of retirements, 12 cars facing the starter and only six reaching the finish. John Pitcher's Norton engine holed a piston just after half distance leaving young John Fenning, who had been keeping well up with him, with such an enormous lead that he was able to tour in to the finish. The two J.A.P.-engined cars of John Parker and A. C. Rodgie fought a duel half a mile or more behind Fenning, from which Parker eventually emerged victorious.

The next race was a five-lap handicap qualifier for the *Motor Sport* Trophy final, the field being drawn from the successful contenders in the first three races of the day. Another last-minute victory went to the little Ford-engined Austin Special of Smith, whose driver on this occasion was put down in the official results as being A. Butcher. Since, however, Butcher's own car was in the same race and the driver of Smith's special should obviously have been the same as when the car qualified to run in this event, we have credited this victory to N. C. F. Taylor who, as far as we know, drove it in the opening race of the day. If we have done any-

**WOODCOTE CORNER:** Mrs. Jean Bloxam's Aston Martin leads Len Gibbs's Lotus before the latter was eliminated in a crash on the straight, when another car burst a tyre.

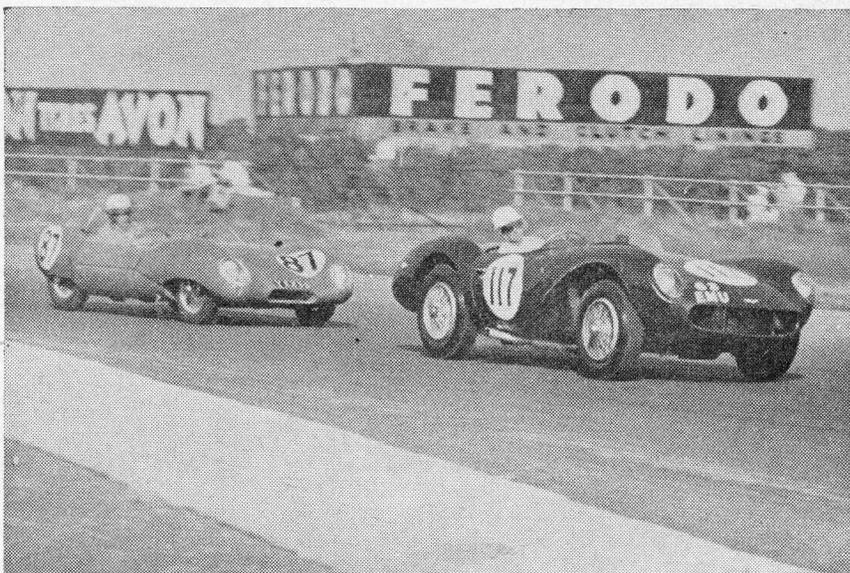
one an injustice, we apologise! There is, at any rate, no doubt that the places were filled by Alan Wershat and Brian Playford.

A five-lap scratch race for what one might term medium-sized sports cars gave Josh Randles an easy win with the Lister-Bristol. C. Ashmore, second on the opening lap in the Austin-Healey, tried just a little too hard and gave place to the Ace-Bristol of M. H. Spence, Lola in the gleeful hands of Brian Hart (who has sold the Terrier) and Don Wilson's Toucan. C. R. Jones spun the Austin-Healey prodigiously at Woodcote on the third lap and P. D. Leuch pioneered an alarming manoeuvre which was later copied by Gerry Ashmore in the D-type Jaguar; this consisted of spinning on the apex of Woodcote during the final rush to the line, stopping slap in the middle of the track just short of the line pointing the wrong way, and then restarting in a vicious power-slide which was intended to take the car across the line in the direction of the race but which, in each case, got out of hand and scared the life out of everyone in the start-finish area. It is not recommended as a way to win friends and influence people.

The *Formule Libre* race was unfortunately restricted to five laps only and John Bekaert, with immaculate judgment, took note of the now classic adage and drove just fast enough to win the motor-race. Trevor Taylor had a bad start in the Formula 2 Cooper but worked steadily through the field to second place, establishing a joint fastest lap with Ken Twisk in a sister car, who was third.

This was immediately followed by the scratch race for unlimited sports cars and a number of the field came out again, including Peter Mould, who had been eliminated from the previous contest by trouble with the interlock mechanism of the gear-change of his 3-litre Lister-Jaguar. After an initial burst of speed which took John Ewer's Lister-Corvette to the front as far as the entrance to Becketts, John Bekaert again took his place at the head of the field and, by the second lap, Peter Mould was going great guns just astern. On lap 4 the cylinder-head gasket of Bekaert's car, which had been showing signs of fatigue, gave up the ghost and the car was eliminated by mechanical breakdown for the first time this season. Peter Mould continued in the lead until the last corner when Tony Maggs, in the Tojeiro-Jaguar, came up with a tremendous rush, cut inside the Lister, slid right across the track onto the grass and tore past the line along the outfield. Again, the judges were kind and decided that he had, in fact, reached the end of the race but at precisely the same moment as had Peter Mould, who was still comfortably on the fairway; official result, a dead-heat. No sooner was this excitement over than Gerry Ashmore did his giant gillhooley and the track was full of phenomenal avoidances, Dickie Milne being credited with the next successful passage past the flag.

The final of the *Motor Sport* Silverstone Trophy was a triumph for Charles



### Results

**5-lap Handicap for Sports Cars:** 1, N. C. F. Taylor (Austin Spl. 1,172 c.c.), 68.65 m.p.h.; 2, J. L. Venner-Pack (Austin-Healey Sprite 948 c.c.); 3, D. Wilson (Toucan 1,487 c.c.). **Fastest lap:** Wilson, 74.02 m.p.h.

**5-lap Handicap for Sports Cars:** 1, C. F. Jones (Austin-Healey 2,660 c.c.), 68.43 m.p.h.; 2, A. R. Charnock (Alvis 4,300 c.c.); 3, P. D. Gardiner (Waddup Spl. 1,172 c.c.). **Fastest lap:** P. Fletcher (M.G. Twin-Cam), 73.46 m.p.h.

**5-lap Handicap for Sports Cars:** 1, R. M. Milne (H.W.M.-Jaguar 3,442 c.c.), 76.98 m.p.h.; 2, J. Randles (Lister-Bristol 1,971 c.c.); 3 (equal), C. Ashmore (Austin-Healey 2,660 c.c.) and J. Bekaert (Lister-Jaguar 3,781 c.c.). **Fastest lap:** Bekaert, 81.99 m.p.h.

**5-lap Scratch, 1172 Formula:** 1, A. R. Wershat (Lola), 72.25 m.p.h.; 2, P. D. Gardiner (Waddup Spl.); 3, A. J. D. Sim (Yimkin Mk. IV). **Fastest lap:** Wershat, 73.65 m.p.h.

**5-lap Scratch, 750 Formula:** 1, A. M. R. Mallock (Austin), 63.54 m.p.h.; 2, A. E. Densham (Molina Austin); 3, D. E. Boorer (Austin). **Fastest lap:** Mallock, 65.04 m.p.h.

**5-lap Scratch for Sports Cars: Up to 1,000 c.c.:** 1, J. L. Venner-Pack (Austin-Healey Sprite 948 c.c.), 68.59 m.p.h.; 2, H. W. G. Elwes (Austin-Healey Sprite 948 c.c.); 3, C. J. Green (Fairthorpe 948 c.c.). **Fastest lap:** Venner-Pack, 71.29 m.p.h. **Up to 1,600 c.c.:** 1, G. R. Eden (Kieft-Climax 1,098 c.c.), 76.37 m.p.h.; 2, M. Wills (Lotus-Climax 1,098 c.c.); 3, L. Gibbs (Lotus-Climax 1,098 c.c.). **Fastest lap:** Eden and Wills, 78.23 m.p.h.

**10-lap Scratch, 500 c.c.:** 1, J. E. Fenning (Cooper), 73.61 m.p.h.; 2, J. R. S. Parker (Cooper-J.A.P.); 3, A. C. Rodgie (Cooper-J.A.P.). **Fastest lap:** J. Pitcher (Cooper-Norton), 76.77 m.p.h.

**5-lap Handicap. Qualifying event for "Motor Sport" Trophy Final:** 1, N. C. F. Taylor (Austin

Spl. 1,172 c.c.), 70.39 m.p.h.; 2, A. R. Wershat (Lola 1,172 c.c.); 3, B. P. W. Playford (Playford M.G. 1,250 c.c.). **Fastest lap:** R. M. Milne (H.W.M.-Jaguar), 80.17 m.p.h.

**5-lap Scratch for Sports Cars, 1,100-2,700 c.c.:** 1, J. Randles (Lister-Bristol 1,971 c.c.), 74.03 m.p.h.; 2, M. H. Spence (Ace-Bristol 1,971 c.c.); 3, B. R. Hart (Lola 1,172 c.c.). **Fastest lap:** Randles, 75.57 m.p.h.

**5-lap Scratch for Formule Libre:** 1, J. Bekaert (Lister-Jaguar 3,781 c.c.), 81.90 m.p.h.; 2, T. Taylor (Cooper F2 1,475 c.c.); 3, K. Y. Twisk (Cooper F2 1,475 c.c.). **Fastest lap:** Taylor and Twisk, 84.88 m.p.h.

**5-lap Scratch for Sports Cars, unlimited:** 1 (equal), P. Mould (Lister-Jaguar 2,986 c.c.) and A. Maggs (Tojeiro-Jaguar 3,442 c.c.), 79.91 m.p.h.; 3, R. M. Milne (H.W.M.-Jaguar 3,442 c.c.). **Fastest lap:** J. Bekaert (Lister-Jaguar 3,781 c.c.), 84.14 m.p.h.

**5-lap Handicap for "Motor Sport" Silverstone Trophy Final:** 1, R. V. C. Hardman (Riley 1,496 c.c.), 67.25 m.p.h.; 2, A. R. Wershat (Lola 1,172 c.c.); 3, B. P. W. Playford (Playford M.G. 1,250 c.c.). **Fastest lap:** G. Lee (Jaguar "C" 3,442 c.c.), 79.30 m.p.h.

**5-lap Handicap for Racing Cars:** 1, J. E. Fenning (Cooper 499 c.c.), 73.99 m.p.h.; 2, J. Pitcher (Cooper-Norton 500 c.c.); 3, K. Y. Twisk (Cooper F2 1,475 c.c.). **Fastest lap:** T. Taylor (Cooper F2 1,475 c.c.), 84.39 m.p.h.

**5-lap Scratch for Closed Cars: (a) up to 1,000 c.c.:** 1, C. J. Parkinson (Austin A35 948 c.c.), 62.51 m.p.h.; 2, G. Lawrence (Austin A35 948 c.c.); 3, M. Thorburn (Renault Dauphine 850 c.c.). **Fastest lap:** Lawrence, 64.46 m.p.h. **(b) Up to 1,600 c.c.:** 1, C. B. L. Harding (M.G. Spl. 1,470 c.c.), 67.31 m.p.h.; 2, H. G. Cape (M.G. Twin-Cam 1,589 c.c.); 3, N. R. Jones (Ford 1,172 c.c.). **Fastest lap:** Harding, 68.43 m.p.h.

Bulmer as a handicapper, who was fooled only by the winner, R. V. C. Hardman, with a very crisp 1½-litre Riley (Vintage type). As he crossed the line practically the whole field came into Woodcote together, with Campbell's Hillman Minx near the front and being hounded into the corner at a speed at which it hadn't a hope of getting round. Alan Wershat nipped Lola through on the inside before the party started and got safely across the line in second place as the Minx had the inevitable accident and made everybody dodge at once. How nobody hit anyone else is beyond comprehension; prominent among the skilful avoiders was Gordon Lee, who probably had his chances spoiled more than most, and it was Brian Playford who emerged from the foray to receive the third bag of gold.

A five-lap handicap for racing cars favoured the half-litres, and young John Fenning scored his second victory from John Pitcher, who had hastily installed another engine in his Cooper. Ken Twisk

drove the Formula 2 Cooper well to land third place but Trevor Taylor was given too much of a task. Douglas Hull drove the old 2-litre E.R.A., which sounded glorious, very well, but could not get to grips with the leaders.

Finally, there was a two-part affair for closed cars off scratch, in which John Green brought out a Fairthorpe powered by a blown Herald engine. It went extremely well but couldn't quite get into the frame. The winner, C. B. L. Harding in the curious coupé M.G. Special, was never bothered by the tremendous duel raging behind him between H. G. Cape's M.G. Twin-Cam and the phenomenal Ford of N. R. Jones, which circulated about half a length apart to finish in that order. C. J. Parkinson led the small brigade handsomely in A. J. D. Sim's A35, finishing sixth overall after an excellent drive. So, in the glorious sunshine of this astonishing summer, the 1959 Silverstone season came to an end.

DAVID PRITCHARD.

*LE MANS START* for one of the half-hour high speed trials which opened the meeting. Nearest the camera is R. Mitton (Lotus Seven).

the way to the half-way mark when the former made a pit stop, leaving the latter to win by two seconds from W. Owen-Roberts with G. Martin third. All were driving variations on an Austin theme.

Event three was a 10-lap scratch race for sports cars of any capacity: Into an early lead jumped S. J. Diggory (Lister-Jaguar) and on his heels J. C. Brierley (Elva). Diggory, barely out of the novice stage, held his lead for the first seven laps, driving the big car in a polished and extremely courteous fashion, giving the much more experienced Brierley ample room to pass, if and when he could! Brierley, handicapped by a "manually" held top gear, made it on lap eight, going on to win by three seconds. For third place, another real "do" was on, this time between J. Dalton's Aston Martin and B. J. Cox's Lola, the latter gaining the day when he passed on lap six. Speeds were high, both Brierley and Cox putting in tours of 1 min. 57.4 secs. (88.6 m.p.h.).

Event four was one of those compli-

## Fine Meeting at Oulton Park

Lancashire and Cheshire C.C. End of Season Racing

DOWN came the curtain at Oulton Park on Saturday, 3rd October, when the Lancashire and Cheshire Car Club held their annual end-of-season race meeting.

Always a wonderful "do", this year mid-summer weather conditions made it even more so. Although entries were down to a "mere" hundred plus (on occasions they have nearly doubled this figure), the quality of the meeting altered not one jot! If anything the lesser number proved easier to handle, all events running well on time and to machine-like precision. When you realize that every competitor had to effect at least three laps' practice in the morning, well, it's quite something!

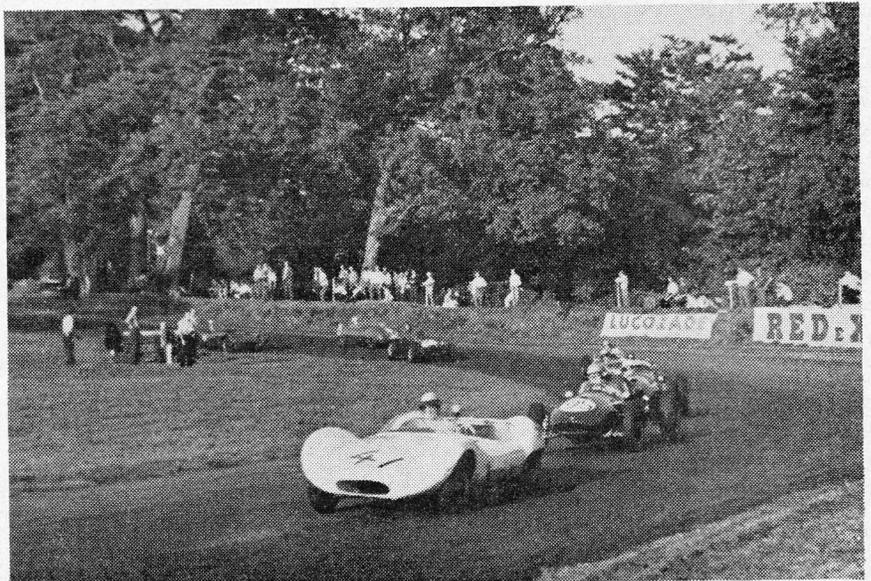
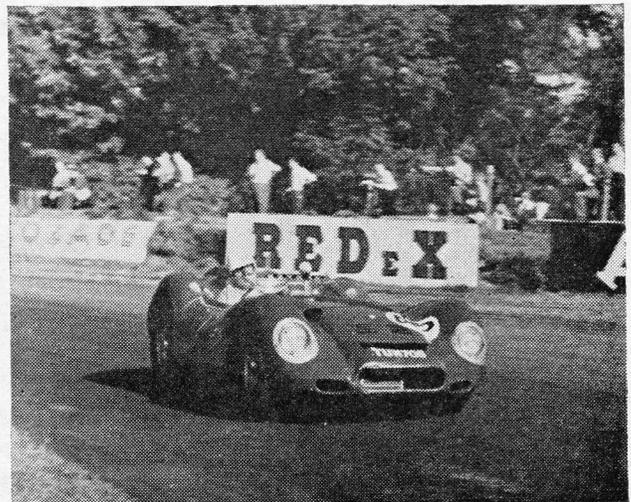
As always, the proceedings opened with two half-hour "blinds" or, as they are usually termed, speed trials, the first of which catered in the main for 27 production (or near) saloons of which some 14 effectively kidded the handicapper. The second affair produced more sporting-looking "bolides" in similar quantity, but by this time the "pencilers" were more wary allowing only eight qualifiers.

The meeting proper started with a seven-lap scratch race for 750 and 1,172 Formula cars and Formula Junior cars, the last two being combined. Taking the latter first, it was a gift to our old friend and expert in this category, Dave Rees, who won by some four seconds, averaging the extremely creditable speed of 73.9 m.p.h., and in so doing never put a foot or a wheel in the wrong place. Second was A. D. Bennett and third, J. J. Cottrell. All were driving 1,172 Formula cars. Mention must be made of the fourth car home, a very neat Elva single-seater driven by S. Bloor, which certainly looked the part but could not quite give away nearly a hundred c.c.

The little fellows, of which there were only four, put up a fine scrap. L. G. Hockney and P. A. Cross were at it all

*LEADING* a mixed pack of sports and Formula cars out of Old Hall is B. J. Cox (Lola).

★  
*ALTHOUGH* barely out of the novice stage, S. J. Diggory drove his Lister-Jaguar in a polished fashion, taking an early lead in the 10-lap unlimited capacity sports car race.



**FORMULE LIBRE** race saw a long struggle between Tony Marsh (2-litre Cooper), leading, and Stanley Hart (F2 Cooper). Marsh finally won the event by only 0.4 sec.

cated affairs of three races in one, i.e., 10 laps for saloon cars (a) up to 1,172 c.c.; (b) to 1,900 c.c. and (c) over 1,900 c.c., including G.T. cars.

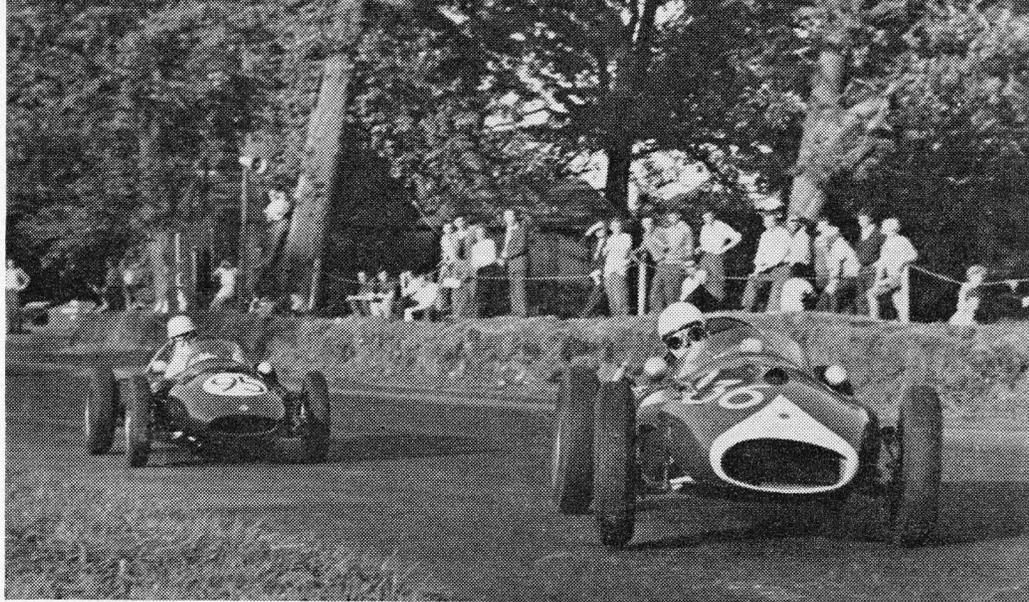
Taking the categories in order, (a) proved an easy win for H. W. Ratcliffe's very fast Morris 1000. In effect, he finished sixth overall, soundly thrashing much higher-powered cars in the process! Second was E. A. Percival (Ford) and third, P. J. Caldwell (Fiat 1100). Class (b) was taken by C. A. Pashley (Simca) with C. R. Juggler (Ford) the only other place man, and in (c) the winner was S. Hill in an indecently fast Peerless, who stormed home some 19 seconds in front of C. G. Escott (T.V.R.). Third man was K. N. Aitchison in an Austin-Healey.

Next race was over 10 laps for sports cars up to 1,500 c.c., which provided J. C. Brierley (Elva) with his second win of the day, but he really had to go some to do it, crossing the line only 0.4 of a second in front of B. J. Cox (Lola) who had harried him all the way! Third, but some 35 seconds in arrears, came the Hon. E. G. Greenall's Lotus 1500.

Event six was for sports cars up to 2,000 c.c., excluding the usual listed racing engines, over 10 laps.

For the first four laps it was Rees in the little 1,172 Ford-engined Austin Special, but then he was passed by Hill in the Peerless. The latter, after a poor start, worked his way through the field, eventually to win by some seven seconds. Third was N. Moores in the Longbacon 1000, an ugly name for a very pretty B.M.C.-engined Special.

Then came a 10-lapper for *Formule Libre* cars, winner taking the *Daily Mirror* Trophy. The appearance of Tony Marsh, last year's winner, was rather a pointer. Driving a 2-litre Cooper and keeping well within himself he won "by just enough"—in fact by 0.4 of a second—from young Stanley Hart, who, though down on power (i.e., Formula 2 Cooper against virtually



Formula 1), nevertheless stuck to Tony like glue, on occasions drawing level through Old Hall, but that was all! This young man is very, very good, and if I'm not mistaken will reach the top in a couple of years! Both drivers shared the fastest lap with tours of 1 min. 53 secs. Third place went to Chris Summers (Formula 2 Cooper) but he was a long way behind, some 44 seconds to be precise! The mortality rate was very high in this event, there being only six finishers.

Event eight brought out the unlimited sports cars for an increased distance of 15 laps. This race was a piece of cake for S. J. Diggory's Lister-Jaguar, piloted on this occasion by Colin Escott, who made no errors, and despite running short of both water and brakes, toured home some 15 seconds in front of Cox's Lola. Third man home was Edward Greenall in the Lotus 1500 who after an early stage battle with Dalton's Aston Martin passed on lap nine. Once ahead, he fairly steamed away but he had left it far too late to hope to catch the flying Lola.

Thus ended one of the best club meetings yet seen at Oulton Park, and motor racing in the north for 1959.

FRANCIS PENN.

**Results**

**Event 2. 7-Lap Scratch Race for 750 Formula Cars:** 1, P. A. Cross (Austin), 62.11 m.p.h.; 2, W. Owen-Roberts (Austin); 3, G. Martin (Austin Martin 750). **1,172 Formula and Formula Junior Cars:** 1, D. Rees (Austin Rees 1172), 73.97 m.p.h.; 2, A. D. Bennett (Ford 1172); 3, J. J. Cottrell (Lotus VII 1172). **Fastest lap:** D. Rees, 76.22 m.p.h.

**Event 3. 10-Lap Scratch Race for Sports Cars:** 1, J. C. Brierley (Elva), 82.47 m.p.h.; 2, S. J. Diggory (Lister-Jaguar); 3, B. J. Cox (Lola). **Fastest lap:** Brierley and Cox, 88.66 m.p.h.

**Event 4. 10-Lap Scratch Race for Production and Modified Saloon Cars up to 1,192 c.c.:** 1, H. W. Ratcliffe (Morris); 2, E. A. Percival (Ford); 3, P. J. M. Caldwell (Fiat). **1,193-1,900 c.c.:** 1, C. A. Pashley (Simca); 2, C. R. Juggler (Ford). **Over 1,900 c.c.:** 1, S. Hill (Peerless), 74.01 m.p.h.; 2, C. G. Escott (T.V.R.); 3, K. N. Aitchison (Austin-Healey). **Fastest lap:** Hill, 74.85 m.p.h.

**Event 5. 10-Lap Scratch Race for Sports Cars up to 1,500 c.c.:** 1, J. C. Brierley (Elva), 83.53 m.p.h.; 2, B. J. Cox (Lola); 3, The Hon. E. G. Greenall (Lotus). **Fastest lap:** Brierley, 85.69 m.p.h.

**Event 6. 10-Lap Scratch Race for Sports Cars up to 2,000 c.c.:** 1, S. Hill (Peerless), 74.55 m.p.h.; 2, D. Rees (Austin Rees); 3, N. Moores (Longbacon). **Fastest lap:** Hill, 75.88 m.p.h.

**Event 7. 10-Lap Scratch Race, Formule Libre ("Daily Mirror" Trophy Race):** 1, Tony Marsh (Cooper 2-litre), 87.04 m.p.h.; S. Hart (Cooper F2); 3, C. Summers (Cooper F2). **Fastest lap:** Marsh and Hart, 87.96 m.p.h.

**Event 8. 15-Lap Scratch Race for Sports Cars:** 1, C. Escott (Lister-Jaguar), 84.49 m.p.h.; 2, B. J. Cox (Lola-Climax); 3, Hon. E. G. Greenall (Lotus). **Fastest lap:** Escott, 85.69 m.p.h.



**N**EXT year's edition of the R.A.C. Motor Sport Year Book will contain the telephone numbers of club secretaries.

**B**RIAN NAYLOR's nasty-looking crash at Oulton Park while practising for the Gold Cup F1 race was in no way due to any derangement of the steering, it seems. Brian, by the way, is recovering well from his injuries, Fred Wilkinson tells us.

**E**NTRIES for the West Essex C.C. national hill-climb at Stapleford on 11th October include David Good, Dick James, A. F. Rivers-Fletcher, Douglas Hull, Keith Greene, Mike Hatton, Patsy Burt, Arthur Owen, Jim Berry, Jeff Uren, John Bekaert, Phil Scragg, Denis Jenkinson, Alan Foster and Roy Bloxam. The event is the final qualifying round of the R.A.C. championship. New Ford Anglias may also make their competition debut.

**THIRD PLACE FIGHT** in the first sports car race between John Dalton's Aston Martin and Cox's Lola was resolved after six laps, when the Lola went ahead, to stay there.

*CAR OF THE SHOW* is the Chevrolet Corvaire, powered by an air-cooled flat six engine mounted at the rear. All-round independent suspension is employed.

The Facellia is a compact car, having a steel two-seater drophead body with an occasional rear seat, the body and chassis being welded together. The engine is a 1,600 c.c. four-cylinder unit with twin overhead camshafts, and develops 115 b.h.p. at 6,400 r.p.m. on a compression ratio of 9.4 to 1. The Pont-a-Mousson close-ratio gearbox is fully synchronized, and the hypoid rear axle has a ratio of 4.1 to 1. The independent front suspension is by helical springs, and the rear axle is on semi-elliptics. Dunlop disc brakes may be specified as an extra, the weight is just under a ton, and the price in France is about equal to that of the M.G.A 1600. A speed of 114 m.p.h. is

# The First Autumn Collection

## The British Motor Industry Dominates This Year's Paris Salon

THE Paris motor show has changed its character. Once upon a time it was the place for mechanical novelties and exciting prototypes. Above all, it was the exhibition where, each year, the great French coachbuilders used to set the fashion for the ensuing 12 months.

Now fashions in bodywork are created by the Italians and so the emphasis has shifted from Paris to Turin. The French motor industry is very healthy, but it has produced only one new car for the current Salon. Incredible to relate, Paris in 1960 is dominated by the British motor industry, which presents six entirely new cars and four greatly revised machines. Even more astonishing is the fact that the most arresting technical novelty comes from America.

The Americans are getting sick of their own big cars, as the ever-rising sales of European vehicles show. The two great rival groups of Ford and General Motors have, therefore, each produced a car of moderate dimensions. Of the Ford Falcon one can say that it is an entirely conventional machine of about 2½ litres capacity with a two-door 4/6-seater saloon body. Having less decoration than its larger sisters, it is of rather pleasing appearance. However, it is entirely eclipsed in technical interest by the Chevrolet Corvaire.

The Corvaire is an extremely good-looking car. It is 15 ft. long and only 4 ft. 3 ins. high, has an overall width of 5 ft. 7 ins. and a wheelbase of 9 ft. It is thus a pretty substantial vehicle by our standards, yet the weight is well under 21 cwt., which is sensational. This lightness is secured by the use of independent four-wheel suspension, by the adoption of an air-cooled light alloy engine, and by mounting this power unit and the transmission aggregate at the back of the car.

The engine is a flat six, which is blower-cooled from above by a fan that

is belt driven. The belt travels through a right angle, using a jockey pulley and the dynamo to effect this change of direction. The overhead valves are push-rod operated. This advanced over-square unit has a capacity of 2.3 litres and develops 80 b.h.p. at 4,400 r.p.m. on a compression ratio of 8 to 1. It is in

BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS

unit with the gearbox and final drive, automatic or synchromesh transmissions being offered to choice.

The body is of pressed steel and forms the chassis. Conventional wishbones are used in front and swing axles behind. The drum-type brakes are large in relation to the moderate weight of the car. The front bonnet contains luggage and there is extra luggage space behind the folding rear seat. Truly, the Corvaire is "the car of the show".

Of even more interest perhaps to our readers is the Facel Vega "Facellia".

claimed, and this is quite possible as the head was designed by Harry Weslake.

New from Germany is the Grosse Borgward, a six-cylinder car of 2,240 c.c. This big, roomy saloon has all the well-known design features of the four-cylinder Isabella, which it resembles, and is capable of 100 m.p.h.

Of the new British cars, the B.M.C. babies are naturally creating a sensation. The French have great affection for a "traction", and so the design appeals to them very much. Alec Issigonis was in evidence near his brain-child, and I was able to give him an enthusiastic report of my own journey to Paris in a Mini-Minor.

Right at the other end of the price scale the Rolls-Royce Phantom V makes its bow. What a superb carriage this is! No photograph has yet done justice to it and—a small point—this James Young body is one of the first limousines to have fully adjustable front seats in spite of having a division.

Of course, for enthusiasts the Aston Martin DB4 G.T. is the car. The 3.7-litre light alloy engine has three double-choke Weber carburettors and develops

NEW from Germany is the Grosse Borgward, a big, roomy saloon of 2,240 c.c. with a top speed of over 100 m.p.h. and independent rear suspension.



**THOROUGHbred:** Perfectly combining beauty with a functional aspect, the 3-litre short wheelbase Ferrari has an impatient look about it.

302 b.h.p. at 6,000 r.p.m. All that power has to be transmitted to the road, and so a twin-plate clutch and a limited slip differential are found in the specification.

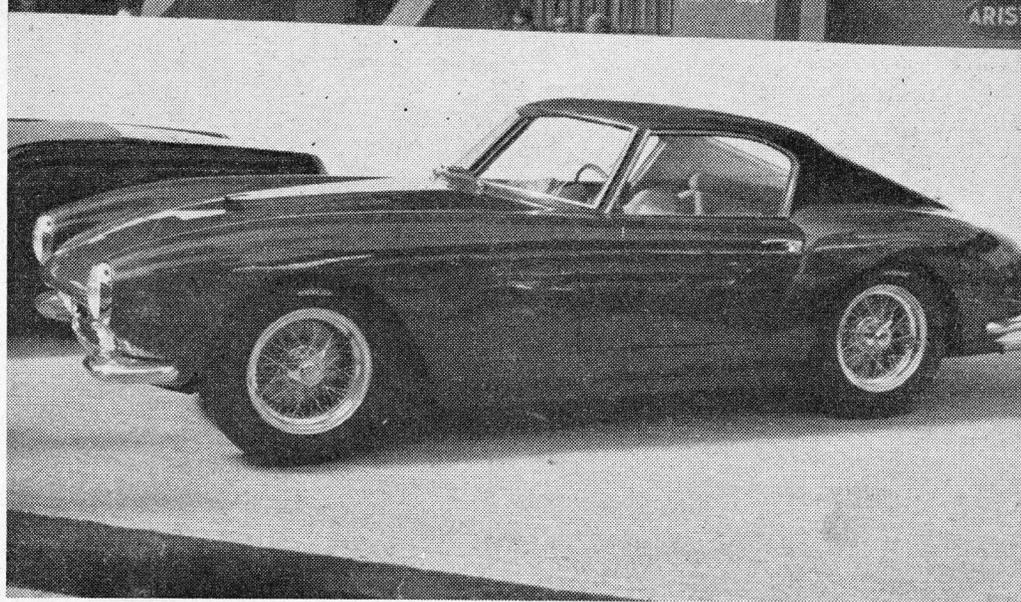
The French are getting their first look at the Triumph Herald, and its good looks appeal to them, as does its independent rear end. The new Ford Anglia is making its first appearance, and the unusual roof line and rear window treatment are coming in for a good deal of comment. Incidentally, the forthcoming 3CV Citroën, which has a similar "reversed" rear window, is rather surprisingly absent.

The Sunbeam Alpine is another new British car which is stealing a lot of the limelight. Its appearance is really delightful, and its price is moderate. Those of us who have driven it know that its beauty is much more than skin deep.

Those, then, are the new cars, but the Jaguar has undergone such a revision that the Mark II saloon is almost a new model. The most important change is a wider rear track, but rearward visibility has also been much improved by increasing the window area. The dashboard has also been revised. In addition to the 3.4-litre engine, a 3.8-litre unit is offered, and in this incredibly potent form the car has a limited slip differential.

The 3-litre Rover was not at Paris last year, and the "80" and "100" are new models, though their appearance is familiar. The latest version of the Hillman Minx with Easidrive transmission is creating considerable interest. Although not directly associated with private cars, the Rootes Polycarburant engine is an enthralling technical exhibit. This three-cylinder supercharged two-stroke has six opposed pistons which operate the single central crankshaft through rockers. It can be changed over from diesel oil to petrol by merely altering the fuel pump setting.

Since the M.G.A was last in Paris, its engine has been enlarged to nearly 1,600 c.c. The Austin-Healey 100-Six has now



become the 3000, by virtue of its new big engine, and this good-looking car is capable of very high speeds, though its price is by no means excessive. The little Sprite is unchanged. The display of British sports cars is completed by two A.C. Ace two-seaters, in white and red respectively, and a grey Aceca coupé.

The French industry is making steady technical progress, but this is not a year for new models. The Renault Aero-stable suspension system has improved the Dauphine. It consists of a rubber bag full of air at the rear and auxiliary rubber springs in front. Its object is to give soft suspension to a lightly loaded car and yet a much harder suspension for full loads. It has been possible slightly to lower the car in consequence, as a full complement of passengers does not compress the springs so far as before.

Simca also have a new rear suspension, in which the rigid axle is retained but helical springs and fairly light leaf springs work in conjunction. A new sunshine roof is in the form of a folding plastic hood. The V8 Vedette models of the Simca are very French in appearance in spite of an American ancestry. Simca

have recently bought the Talbot works, and have produced a racy looking prototype.

The Citroën DS19 now has extra air inlets each side of the bonnet to cool the brakes and engine. A superb station wagon on a specially adapted ID19 chassis has comfortable seating for nine people and plenty of luggage space in addition. The Peugeot gimmick this year is the electric clutch on the fan, which engages only when the temperature rises and frees again when the engine cools down. The Panhard "Tigre" is excitingly styled and fantastically fast for an 850 c.c. car, giving 50 b.h.p. at 6,300 r.p.m. Also Panhard-based is the excellent D.B. sports car that has done so well at Le Mans.

There are plenty of well-made German cars this year. Mercedes-Benz do not show the 300SL, but the restyled 220S is on view. The body shape is generally pleasing, but the squat, wide radiator rather spoils the effect. The Hansa 1100 and the Lloyd Arabella both have horizontally opposed engines driving the front wheels. The Hansa coupé is a very lively little car with 55 b.h.p. under the bonnet, and the 897 c.c. Arabella has 38 b.h.p. to propel it. A really pretty small car is the NSU Prinz with Bertone coupé body.

The new flat-twin Goggomobil engine is in section, showing the built-up crankshaft. The Porsche models are not new, as the 90 b.h.p. version will not be available until January. One sees the Volkswagens in a rather curious garden with real grass.

The Italian cars are beautiful as always. Examples are the long-nosed Alfa Romeo Giulietta Sprint Speciale and the more normal 2000 open two-seater. Delectable is the only word for a Lancia Flaminia coupé, and the Ferrari 250 G.T. models are made even more desirable by their Dunlop disc brakes. Extremely interesting is the Fiat 1500 which we saw at Turin. It has a twin-cam engine of Osca design in the standard 1200 chassis, with a very pleasant open spyder body. Its 80 b.h.p. is sufficient for well over 100 m.p.h.

(Continued on page 468)



**MODENA CONTRIBUTION:** Grace of line and tremendous craftsmanship are displayed in the shape of the Grand Touring Maserati.



# Around T

The Paris Salon has c  
Fashions in bodywork are  
and while the French mo  
it is Great Britain which

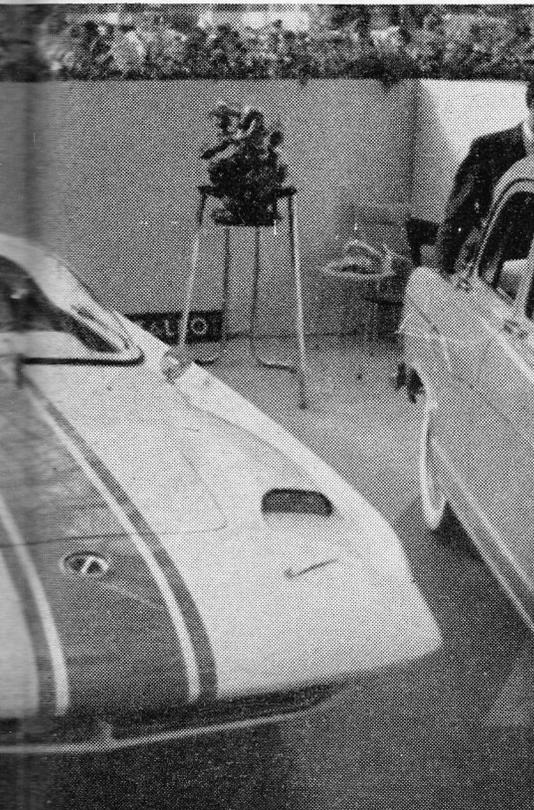
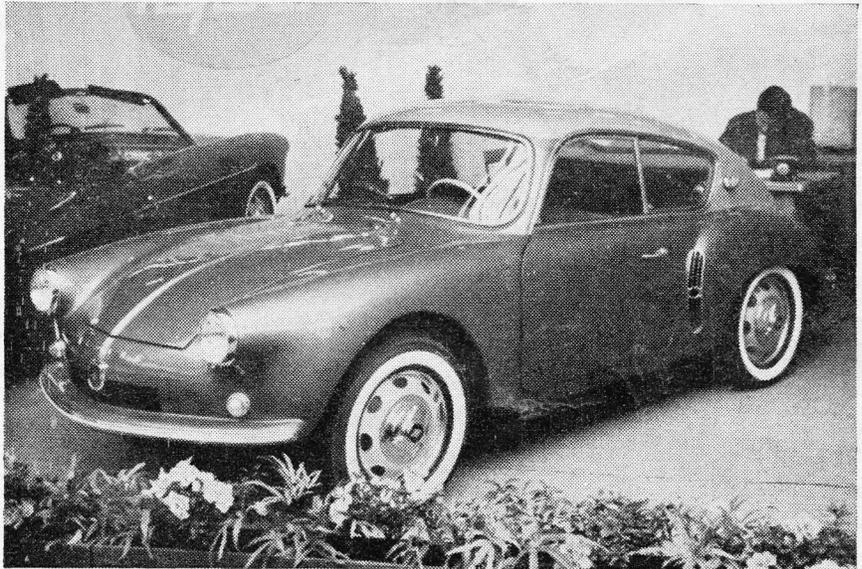
**TOP:** The open 3-litre Ferrari is every inch a race-bred machine. **CENTRE:** The exciting and beautiful Fiat-Abarth can now be had with an engine of 850 c.c., and improved brakes are fitted. **BELOW:** British restraint, quality and high performance are typified by the Bristol saloon





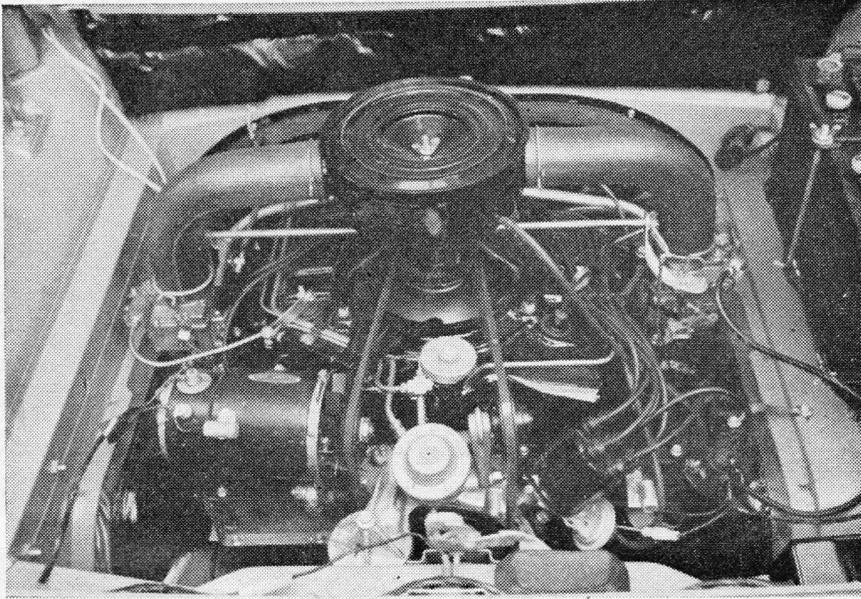
# The Salon

changed its character.  
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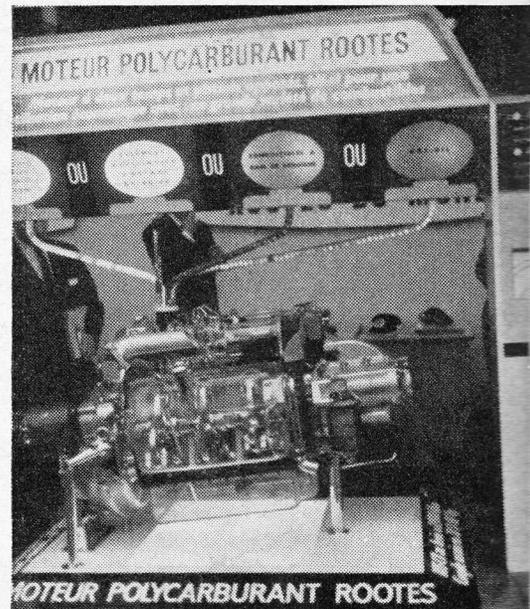


**TOP:** The exciting Aston Martin DB4 attracted immense—and justified—attention at this year's salon  
**CENTRE:** Feminine and very French, the Alpine is one of the high performance Dauphine-based machines.  
**BELOW:** Beautiful as always is the Alfa Romeo 2000. **ABOVE LEFT:** Singers in saloon and convertible forms, attracted much attention. **BOTTOM LEFT:** Dream car—the Lago-Talbot



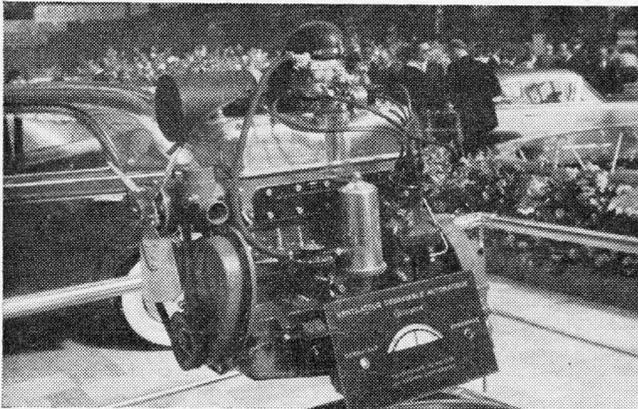


*AIR-COOLED* light alloy flat six engine (left) powers the Chevrolet Corvair.  
 BELOW: The Rootes Polycarburant 3-cylinder supercharged two-stroke, which runs on either diesel fuel or petrol.

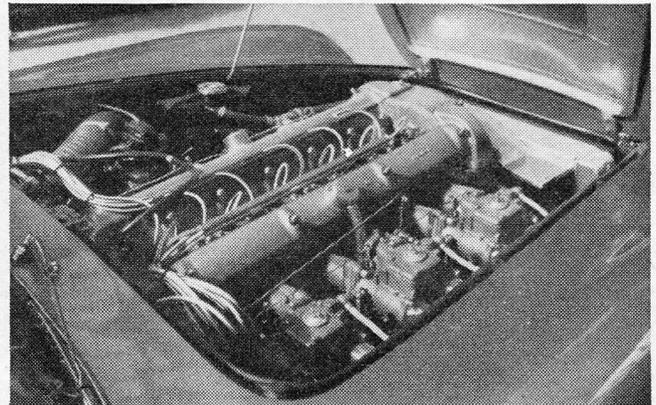


# Engines In Paris

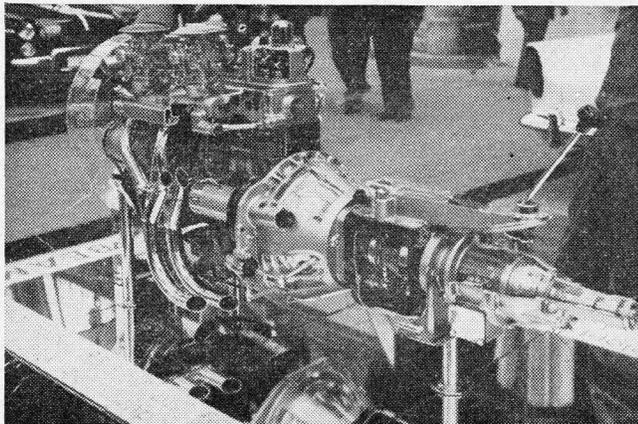
George Phillips Highlights Some of the Power Units on Show



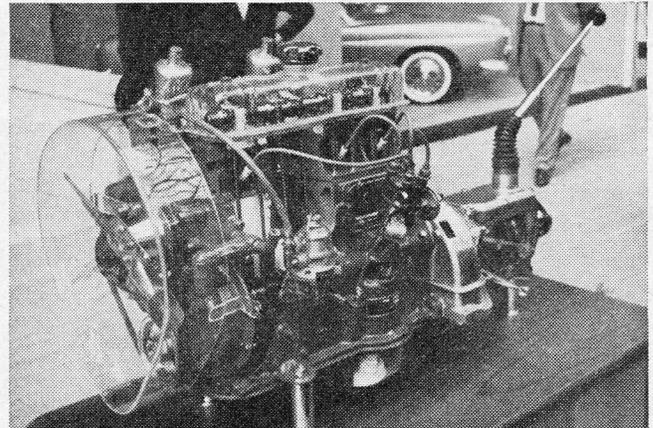
*PEUGEOT* power unit has an electric clutch on the fan, which engages only when the temperature rises and frees when the engine cools down.



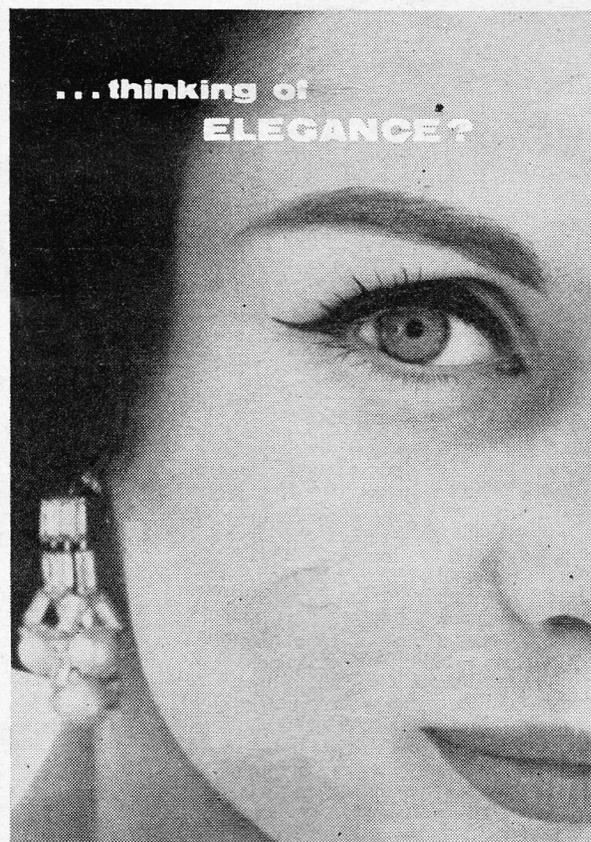
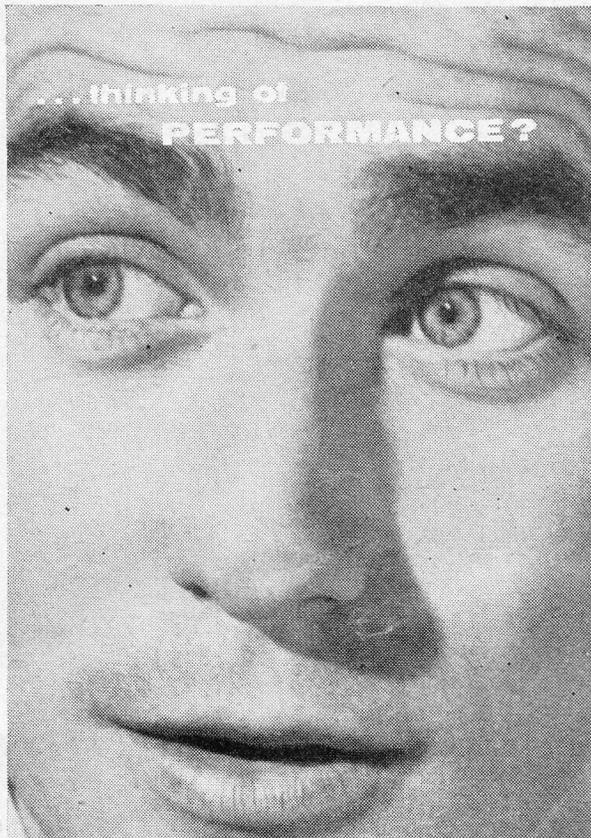
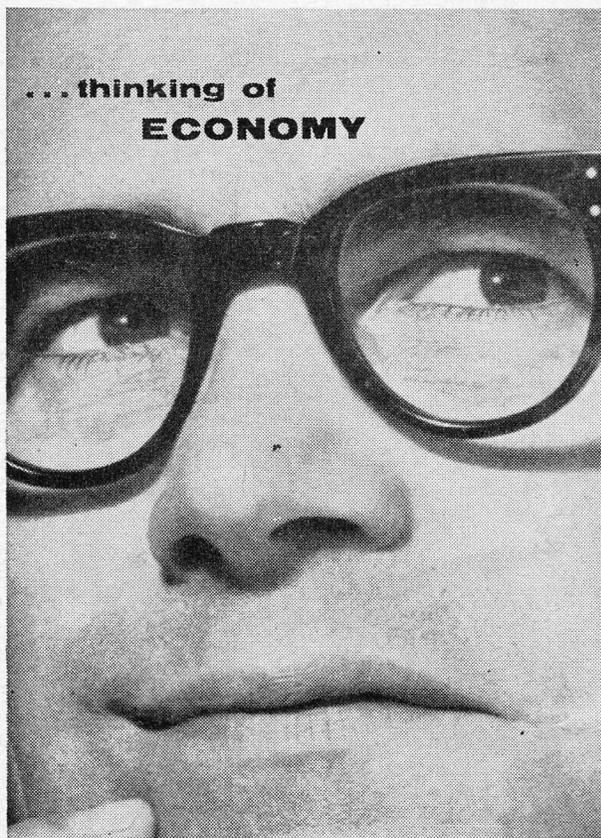
*ASTON MARTIN DB4 G.T.* engine, of 3.7 litres, develops 302 b.h.p. at 6,000 r.p.m. and has three double-choke Weber carburetters.



*SUNBEAM* engine, the well-tried Rootes Group power unit, attracted a great deal of attention from the visitors.



*VOLVO* power unit produces over 80 b.h.p. from its 1,600 c.c. capacity and is extremely smooth and quiet in operation.



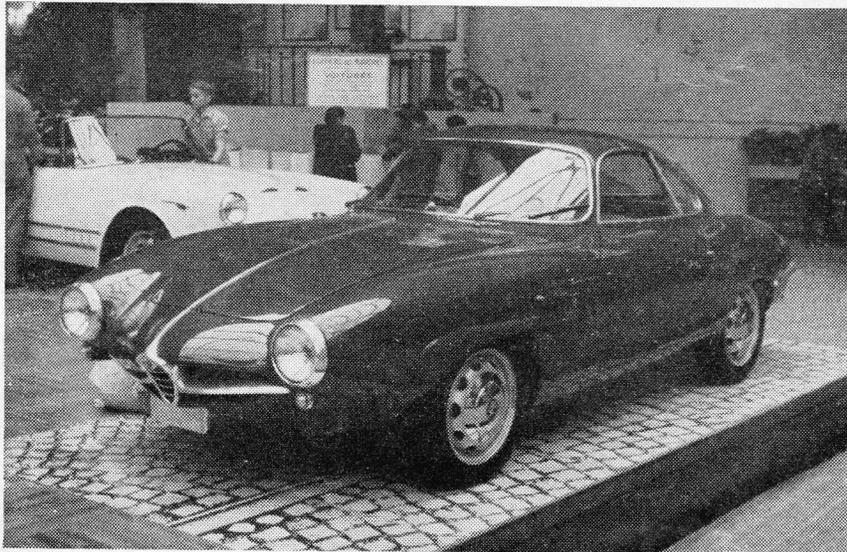
**- think of the RENAULT DAUPHINE** 

CVS-368

*SIMCA have a new rear suspension, in which the rigid axle is retained and coil springs and light leaf springs work in conjunction. A new sunshine roof is in the form of a folding plastic hood.*

believably ugly fibreglass body full of squares and straight lines in all the wrong places, mounted again on the long-suffering 2CV.

It is a good Salon in every way, with plenty of interest and Britain well in the lead.



*ABOVE: Mr. Brian Rootes welcomes the French President, General de Gaulle, to the Sunbeam stand. LEFT: Superb lines of the ever-beautiful Alfa Romeo Giulietta.*

**Paris Salon—continued**

The exciting little Fiat Abarth now has better brakes and may also be had with a larger 850 c.c. engine.

Most of the American cars are larger and wider and lower than ever. Pinin Farina has a huge white Cadillac with a transparent roof which is really rather fine. Another Cadillac, designed by Raymond Loewy, is on the Pichon Parat stand, but it is marred by a meat safe effect for the front air intake. Also on this stand are some little Vespa beach cars that are the sort of impractical toys that I would love to buy. Henri Chapron has attempted some drophead bodies on Renault and Citroën chassis, but is bedevilled by blind rear quarters while his lines tend to be old-fashioned.

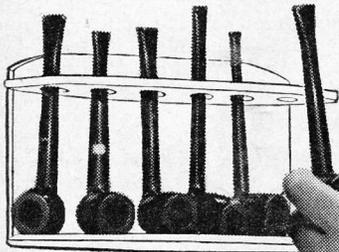
The usual "Salon-specials" are becoming rarer, though the astonishing de Pontac, a sports 2CV Citroën that does 75 m.p.h., might qualify. The law of libel being what it is, I shall not attempt to describe the Clauzet, which is an

*CLAUZET: Fibreglass body mounted on the long-suffering 2CV Citroën: the shape is almost unbelievably ugly!*



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**John  
Arlott**



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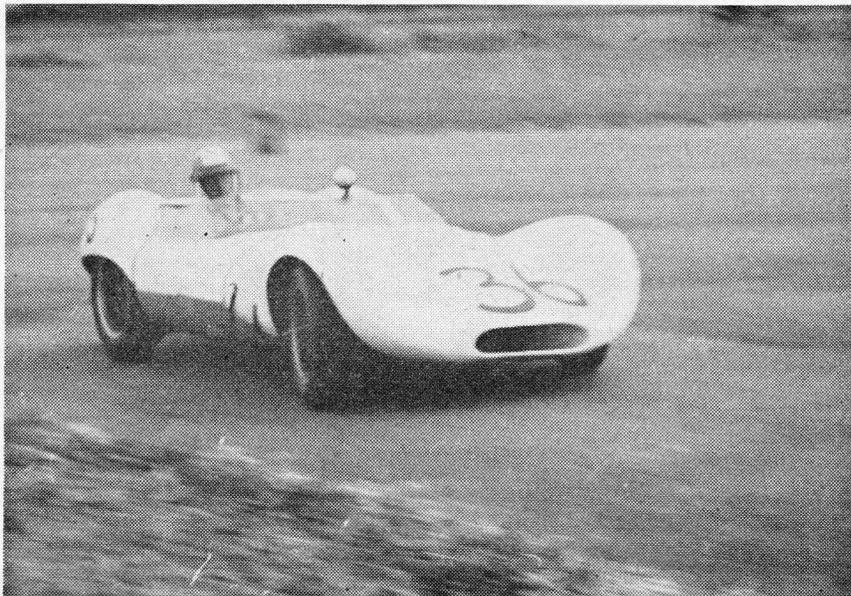
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ONE OF THE FASTEST cars at the meeting was B. J. Cox's Lola. He had a wonderful scrap with P. Mould (Lister) and G. H. Breakell (Lotus) in the big sports car race.

A SERIOUS crash on the way to the circuit robbed the fourth of this season's race meetings at Rufforth, near York, on Saturday, 26th September, of virtually all of the Scots competition and led to the injury of Tom Dickson, but despite this the meeting was probably the best to have been held on the circuit.

Tom Dickson, Gordon Crozier and N. Ferrier were in a car which collided with a tractor on the Great North Road on the way to the circuit and all were taken to hospital. Two other Scots, also due to race at Rufforth, J. McKay and Peter Gordon, stopped to assist at the accident and did not race.

But despite these—and a number of other non-starters—the racing developed into some very interesting dices which gave the crowd, small as it was, real value for money.

The meeting opened with a race for single-seater racing cars in two classes—Formula 2 and Formula 3 machines. Only two F2 machines raced and leader all the way was Trevor Taylor in his immaculate Cooper, followed by R. Carter's similar car. Taylor dictated the speed of the race, as no one could approach him, and he was in fact lapping slower than he did in practice. Carter stayed in second position overall without effort, and in the 500 c.c. class Geoff Gartside was an easy winner after an early challenge from Peter Procter who later dropped back.

The next race was one of those displays of driving from Jimmy Blumer which have given him his reputation. Driving the Hon. D. N. Weir's Lotus, he was in pole position on the grid as the field lined up for the event for sports-racing cars under 1,500 c.c. Blumer led the field away, but before the first bend slightly lost ground to Louis Bramley (Lotus) and he was passed by one or two others, emerging fifth from the hairpin. However, through the fast sweeps of the back leg of the circuit Jimmy passed car after car and led at the end of the first lap. Bramley began to press him hard about mid-distance, but later Blumer pulled away to win by 13 seconds. Third for the full distance was Geoff Breakell (Lotus 1500), and excitement was provided by R. de Waldkirch who sideswiped all the bales

## Fine Day's Racing at Rufforth

### G. H. Breakell (Lotus) Wins Unlimited Sports Car Race

at the York hairpin after a brake locked.

Peter Bolton had a good win in the production sports and grand touring race which he led from the start to the drop of the chequered flag. Jimmy Blumer—out of one car and straight into another—challenged Bolton hard in the early stages, but overdid things in a big way, spinning off and sliding into the infield and then retiring. His place was then taken by E. C. Booth (Frazer-Nash) who gradually closed up on Bolton and finished second, and I. J. Harris, who never made a mistake, third in a Healey. J. M. Clarke and K. W. Aitchison, both in Healeys, fought hard throughout the race downfield, with Clarke's 100/6 managing to stay in front most of the time, and A. G. Pediani's Berkeley had a good race, holding a Healey before bursting into flames on the last lap.

Breakell (Lotus 1500) fought out the lead for all the 16 laps. There was little between the cars—each driver had the lead for some part of the race. The Lola had a good early lead, and then Breakell got past at six laps, but three laps later, as Mould moved up, Cox was past into the lead again. Breakell snatched the lead back, and then Mould got the big Lister past the pair into first place, only to have the place taken back as his car misbehaved itself every time he braked owing to a soft tyre. His trouble became worse and he gradually dropped back again and Breakell took over the lead again, winning, with Cox second and the Lister third, after probably the best race ever held at Rufforth.

The saloon car race was a resounding victory for M. J. Kingham, whose beautifully prepared Zephyr left the rest of the field—including the 3.4 Jaguars of H. O'Connor-Rorke and W. Watmuff. H. W. Ratcliffe scored a surprise win when his Morris Minor beat J. A. B. Taylor's Cambridge Racing A35. The Minor was very well tuned and had light fibreglass wings and bonnet. R. Bryant in the Barwell A35 chased Ratcliffe, closing right up on him, but the effort of trying to pass was too much for the Austin and it blew up with a big, expensive bang. H. R. Vincent kept his Wolseley 1500 well up with the leaders to win the 1,600 c.c. class and Rorke's 3.4 won the large capacity class after finding difficulty in cornering as quickly as the Cambridge Racing Austin.

Only seven cars started in the last, *Formule Libre*, race. Trevor Taylor (F2 Cooper) went into the lead and lapped very quickly, putting up fastest lap of the meeting at just over 82 m.p.h., but when leading by almost a lap from Mould's Lister he had to retire, fortunately with nothing more serious or less annoying than running out of fuel. Mould then had a wonderful scrap with

#### Results

**Single-seater Racing Cars, up to 500 c.c.:** 1, G. Gartside (Cooper-Norton), 71.08 m.p.h.; 2, J. R. S. Parker (Cooper-J.A.P.). **Formula 2 Racing Cars (run concurrently):** 1, T. Taylor (Cooper-Climax), 79.73 m.p.h.; 2, R. Carter (Cooper-Climax).

**Sports-racing Cars, up to 1,500 c.c.:** 1, J. Blumer (Lotus XI), 76.05 m.p.h.; 2, L. Bramley (Lotus XI); 3, G. H. Breakell (Lotus 1500). **Production Sports and Grand Touring Cars, unlimited:** 1, P. Bolton (Ace-Bristol), 71.12 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, I. J. Harris (Austin-Healey).

**Production Sports and Grand Touring Cars, up to 1,600 c.c.:** 1, E. Dobson (Elva Courier), 68.63 m.p.h.; 2, J. P. Hacking (Elva Courier); 3, A. Lovejoy (Lotus Elite). **Up to 1,000 c.c. (run concurrently):** 1, N. Moores (Longbacon), 66.66 m.p.h.; 2, C. Taylor (Sprite); 3, A. Staniforth (Rochdale 1000).

**Unlimited Sports-racing Cars:** 1, G. H. Breakell (Lotus 1500), 77.79 m.p.h.; 2, B. J. Cox (Lola); 3, P. Mould (Lister-Jaguar).

**Saloon Cars (all classes concurrently) up to 1,200 c.c.:** 1, H. W. Ratcliffe (Morris), 62.35 m.p.h.; 2, J. A. B. Taylor (A35); 3, B. H. Redman (Minor). **Up to 1,600 c.c.:** H. R. Vincent (Wolseley 1500), 61.04 m.p.h. **Up to 2,600 c.c.:** M. J. Kingham (Zephyr), 64.61 m.p.h. **Over 2,600 c.c.:** H. J. O'Connor-Rorke (Jaguar 3.4), 62.30 m.p.h.

**Racing and Sports-racing Cars, unlimited:** 1, P. Mould (Lister-Jaguar), 77.74 m.p.h.; 2, L. Bramley (Lotus XI); 3, B. Barton (Lotus 1500).

(Continued on page 473)

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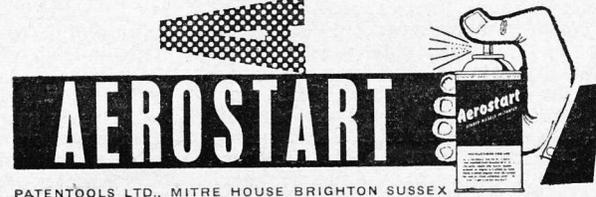
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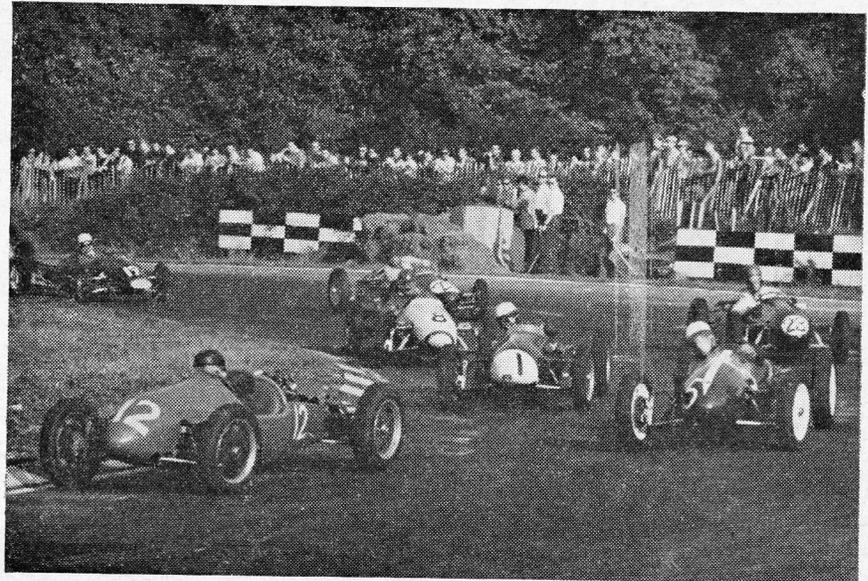


# Club News

By MARTYN WATKINS

POSSIBLY not before time, in view of the enormous popularity of the splendid little sports car, someone has been brave enough to organize an Austin-Healey Sprite owners' club under the name of the **Southern Counties Sprite Club**. Secretary is Derek Williams, 155 Village Way, Beckenham, Kent (BECKenham 3488) and the club has an initial membership of 27. Meetings, at the Pickhurst Green Hotel, Hayes, Kent, are held on alternate Tuesdays and Thursdays, starting on 15th October, at 7.45 p.m.

TOP of this week's pile—albeit a small pile at this time of year—are the regulations for the **55 Car Club's Moonless Rally** on 17th-18th October, a closed-to-club promotion, for which entries close on 15th October. Secretary of the meeting is John H. Barr, "Thik Hai", Carlogie Road, Carnoustie. . . . On the same week-end is the **Marconi A.C.'s Michaelmas Rally**. Invited clubs for this one are Old Culfordians M.C., Billericay M.C., Chelmsford M.C., Crompton Parkinson A.C., Romford E.C.C., South Essex M.C., Thames Estuary A.C., West Essex C.C., and M.G.C.C. Start is at Marconi's sports ground, Waterhouse Lane, Chelmsford, and the mileage will be about 140. Entries close on 12th October, and go to B. Kendon, 53 Dorset Avenue, Chelmsford, Essex. . . . **Sheffield and Hallamshire M.C.'s** eighth Rally of the Dams takes place on 10th-11th October. . . . **Jaguar D.C.** Harleyford hill-climb is to be held on 11th October—a closed event. . . . **Ford Sports M.C.** "Five Star" rally takes place on 24th-25th October over a route which runs through Essex, Suffolk and part of Norfolk. Invited are American D.C., Anglia and Prefect O.C., Billericay M.C., Chelmsford M.C., East Anglian M.C., Eastern Counties M.C., Harlow and D.M.C., Romford E.C.C., Shell Motor Club, South Essex M.C., Thames Estuary A.C., West Essex C.C. and Stone Cross A.C. Start is from the Ford Agricultural Institute, Boreham House, Boreham, and entries, which go to R. H. G. Merry, 21 Netherpark Drive, Gidea Park, Romford, Essex, close on 19th October. . . . **Warrington and D.M.C.** hold their Roy Emson Memorial rally on 17th-18th October—a busy night, that, in many ways. Invited are Bolton-le-Moors C.C., Chester M.C., Lancs and Cheshire C.C., North Wales C.C., R.A.F.A.M.C., St. Helens and Wigan C.C., Widnes M.C., Wirral 100 M.C. and Congleton and D.M.C. Entries close on 14th October and go to R. J. Mann, 2 Waverley Avenue, Appleton, near Warrington, Cheshire. . . . North-western centre of the **B.A.R.C.** "War of the Roses" rally takes place on 24th-25th October, the annual battle with the Yorkshire centre. This year the event takes the form of a night navigation rally open to B.A.R.C. members and entries close on 21st October. Secretary of the event is R. M. Hughes, 116-118 Prescot Street, Liverpool 7. . . . **Dowty M.C.** rally takes place on 17th-



**TRAFFIC JAM:** Don Parker, who subsequently retired, leads S. Foreman, J. Pitcher, G. Meharey, J. Mew, B. J. Rowsell and D. Watson through Druids in the Brands Hatch 500 c.c. race.

## Coming Attractions

- October 10th.** Snetterton M.R.C. "AUTOSPORT Three Hours" Race and Formula 1 Race, Snetterton, near Thetford, Norfolk. Start, 3 p.m.  
Burnham-on-Sea M.C. Speed Trials, Weston-super-Mare, Somerset.  
Hastings, St. Leonards and E. Sussex C.C. Bodiam Hill-Climb. Start, 1.30 p.m.  
Hagley and D.L.C.C. Ken Wharton Memorial Driving Tests, Vono Works, Tipton.
- October 11th.** West Essex C.C. National Hill-Climb, Stapleford, near Chigwell, Essex.  
Jaguar D.C. Hill-Climb, Harleyford, near Marlow, Bucks.
- October 18th.** Maidstone and Mid-Kent M.C. Bossom Trophy Trial, Old England Inn, Hollingbourne, near Maidstone, Kent.  
Sunbac Vesey Cup Production Car Trial.
- October 21st-31st.** London Motor Show, Earls Court.
- October 25th.** Chiltern C.C., Oxford M.C., Singer O.C. and Southsea M.C. Four Clubs Hill-Climb, Harleyford, near Marlow, Bucks. Start, 2 p.m.  
Sheffield and Hallamshire M.C. High Peak Trial, Norfolk Arms, Ringington. Start, 10 a.m.
- November 1st.** Shenstone and D.C.C. Chase Trophy Trial.

18th October, invited clubs being Bristol M.C., Bristol Aeroplane M.C., Cirencester C.C., Hereford M.C., Swansea M.C., Forces M.C., Newport C.C., Oxford M.C. and Stroud M.C. Entries close on 12th October and secretary of the rally is W. J. Adams, 34b Canterbury Walk, Warden Hill, Cheltenham, Glos. . . . **Hagley and D.L.C.C.** annual dance takes place on 4th December. Tickets can be had from the hon. secretary, 115 Bewdley Hill, Kidderminster. . . . **B.A.R.C.** and **Yorkshire S.C.C.** jointly promote the Greenwood Cup standard

car trial on 18th October, starting from the trailer depot of Messrs. Barnes and Winder, Ltd., White Cross, Guiseley, near Leeds. Entries close on 12th October at normal rates, but late entries at an increased fee will be accepted up to 15th October. Secretary of the meeting is G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9, and the event is closed to the promoting clubs. . . . Annual general meeting of the north-west centre of the **M.G.C.C.** will be held at the Nag's Head Hotel, Jacksons Row (off Albert Square), Manchester, on 14th October at 7.30 p.m. A further showing of the centre's Le Mans film may be given. . . . **North Staffs M.C.** closed evening rally takes place on 13th October, starting at the Trentham Hotel at 7 p.m. . . . South-western centre of the **B.A.R.C.** hold a night navigation rally on 7th-8th November, regs. being available from F. Vagg, 254 Fratton Road, Portsmouth. Length of course will be approximately 160 miles. Invited clubs are members of the Southern Central and South-Western Association of Clubs and closing date for entries is 1st November.

## RECORDS FLY AT CHATEAU IMPNEY

IN perfect weather a large crowd saw all records broken in a fierce battle for top honours at the Chateau Impney speed trial organized by the Hagley and District Light Car Club. Peter Gaskell (ex-Tony Marsh Cooper) was the first to break David Good's previous record, and while the Cooper boys were fighting amongst themselves, Reg Phillips in his Fairley was the next to do it. However, David Good, not to be outdone, clinched the matter with yet a new course record of 23.76 secs., giving him the fastest time of day and the J. W. Cox Cup. Tom Norton, in his blown Cooper, then nipped neatly into third place behind Reg Phillips. Phil Scragg (H.W.M.-Jaguar) won the Miller Cup (fastest sports car) with 25.68 secs., while Edward Lewis (Elite) just beat Geoffrey Wilson and took the G. H. Cup for the fastest time by a grand touring car.

(Continued on facing page)

**Chateau Impney—continued**

Patsy Burt broke her own record for the ladies' award, whilst in remaining classes personal battles raged fast and furious, with Nigel Cresswell (TR3 2.2-litre) doing well to win the unlimited Grand Touring Class.

The meeting was happily free of serious accidents, but Robin Brown unfortunately damaged his Morgan when a master-cylinder failed, still leaving him second in his class to Vic Hassall (A.C.-Bristol) with Ray Meredith (Morgan) third. For the third time in two years, Peter Pardoe entered the rhododendron bushes, this time in practice!

The club's next event is also a most important one in the calendar, being the Ken Wharton Memorial Driving Tests, to be held on an outdoor site on 10th October at Vono Works, Tipton. This will again be featured in the B.B.C. Television programme "Grandstand". Teams from Scotland, South, South-West, Midlands, North, and Northern Ireland are entered—the latter being new to the competition, and doubtless set to wrest the title from Scotland. Tickets for stand seats are available, price 5s., the money going to a local charity.

**Snetterton—continued**

M.R.T. (60). Again, anything can happen, and the ultimate result will depend on the places obtained by the various team members in their classes.

In the Formula 1 race, which starts at 3 p.m., the new rear-engined B.R.M. is expected to make its debut, probably driven by Ron Flockhart. Another B.R.M. is also entered. Other F1 entries are Jack Brabham (Cooper), Roy Salvadori (Cooper-Maserati), Innes Ireland (Lotus), Graham Hill (Lotus), Bruce Halford (Maserati), David Piper (Lotus), Henry Taylor (Cooper) and Ian Raby (Hume-Cooper). Formula 2 entries include Chris Bristow, Trevor Taylor, Dick Gibson, Brian Whitehouse, George Wicken, Ken Twisk, Ron Carter, Mike McKee, Tim Parnell, Keith Greene, Chris Summers (all in Coopers), Dennis Taylor (Lotus) and Mike Parkes (Fry). Two Coopers of Equipe National Belge will be driven by Lucien Bianchi and Andre Pilette.

The McKechnie brothers are unable to drive in the "Three Hours", so that the list of runners has altered. T. Entwistle's M.G. (10 pts.) moves up out of the reserve list, while C. R. Greene (Fairthorpe Electron, 6 pts.) comes in as third reserve.

**Rufforth—continued**

Bramley (Lotus) for the rest of the race. Bramley would snatch the lead on the twists, but Mould would re-pass him on sheer power on the straight. All this went on until the finish, with Mould taking the lead only yards from the chequered flag with Bramley, who had driven very well in spite of being 800 revs short, in second place and Barton's Lotus third.

This brought the meeting—and the Rufforth season—to an end. The organizers, the British Racing and Sports Car Club, have organized a series of good events here this year, and hope to continue next year, but some circuit changes, to give a shorter and more interesting course, are envisaged.

PETER CRAVEN.

JACK BRABHAM has been voted "Driver of the Year" by the Guild of Motoring Writers.

THE Elva Formula Junior cars which took the first three places in their race at Brands Hatch on Sunday were prepared by Rytune Engineering in consultation with Harry Weslake.

**Brands Hatch—continued**

first and snatched second place from Hutcheson, while Pilsworth managed to pass Blydenstein's Borgward. Words don't do it justice: it was a remarkable race!

Last race of the day was a mixed event for 500s and Formula Junior cars, which provided Bridger with another easy win. Best placed of the Juniors was McKee, in third place behind Robinson, but his car went sick and eventually de Selincourt finished third.

MARTYN WATKINS.

**Caracciola—continued**

racing career unscathed by accidents. At Indianapolis in 1946 a bird flew into his goggles and broke them, nearly blinding him. As early as 1933 his brakes seized in the narrow streets of the Monaco race and finally, when he was 51 years old, his terrific accident at Bramgarten in the rain of 1952 very nearly cost him his life and made him decide to put a halt to one of the most brilliant racing careers in history. After an illness in hospital at Kassel involving a liver complaint, Rudi Caracciola, at the age of 58, died on 28th September. He will be remembered long after we have gone for the Great are always assured of a place in history.

**HANSGEN WINS WATKINS GLEN THIRD TIME**

THE 12th running of the oldest road race in America and the last National Championship event in the East this year was dominated by Walter Hansgen. His team-mate was Ed Crawford, who had nosed out Hansgen for the Prix victory last autumn. Both drove Briggs Cunningham Lister-Jaguars and were the same team who won the 500-mile race at Elkhart Lake two weeks ago.

Hansgen led during the entire 101.2-mile feature to retain the Grand Prix Cup with his third victory in the event. Steady pressure was applied by veteran driver George Constantine in his enlarged Aston Martin but he never got the lead and crossed the finish line 25.8 seconds after the flying Hansgen. Third was Harry Blanchard (Porsche), 1 minute 25.6 seconds behind the winner.

Tough competition came from the RSKs of Don Sessler and Bob Holbert and the big Lister-Kelso driven by Fred Windridge. Spin-outs were frequent and the escape routes saw heavy traffic; even Hansgen employed the by-pass around the S-curves on one occasion.

More than 200 entries were accommodated in the two-day programme comprising nine races. Spectators, estimated at 25,000, thronged the hillsides and lined every foot of the infield fence around the 2.3-mile road course.

OZZIE LYONS.

**Tabulated Results of the Supporting Races**

**Harold Jacques Memorial Cup Race:** 1, Chas. Kurtz (A.C.-Bristol); 2, B. A. Miske (Frazier-Nash); 3, Pierre Mion (A.C.-Bristol).

**Ladies' Race:** 1, Margaret Wyllie (Lotus); 2, Suzy Dietrich (Elva); 3, Pinky Windridge (Stanguellini).

**Seneca Cup Race:** 1, W. Hansgen (Stanguellini); 2, S. Plaisted (Cheetah); 3, J. Haynes (Cooper).

**Collier Brothers Memorial:** S. Decker (M.G. DOHC); 2, N. R. St. Croix (M.G. DOHC); 3, H. Van Duesen (M.G. DOHC).

**Queen Catherine Cup Race:** 1, A. Ross (Lola); 2, E. Crawford (Osca); 3, C. Dietrich (Elva).

**Dix Cup:** 1, F. Wagenhofer (Porsche); 2, H. Blanchard (Porsche); 3, B. Jennings (Porsche).

**Schuyler Carrera:** 1, G. Rainville (Alfa Romeo); 2, D. Elder (Alfa Romeo); 3, C. Noyes (Alfa Romeo).

**Glen Trophy Race:** Class B, Prod.: R. Tuerke (Corvette); Class C, Prod.: J. Loman (Mercedes); Class D, Prod.: G. Carlson (Austin-Healey).

NEW Stanley Schofield Productions, Ltd., "Sound Stories" records shortly to be released include the 1959 Monaco Grand Prix, with a commentary by Nevil Lloyd and interviews with Fangio, Moss, Brooks, Brabham, Phil Hill, Schell, Maria-Teresa de Filippis and John Cooper.

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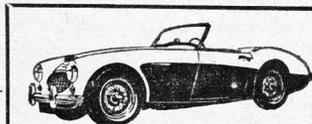
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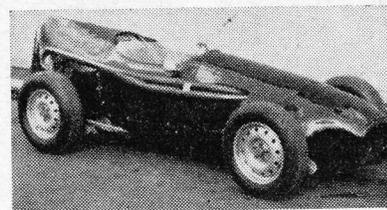
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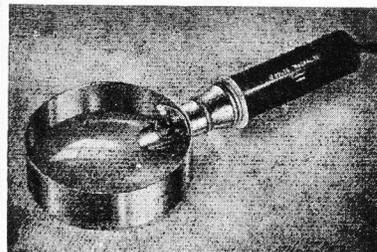
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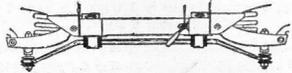
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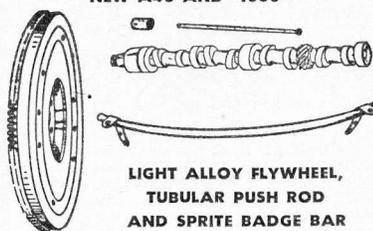
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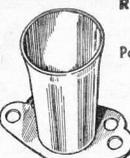
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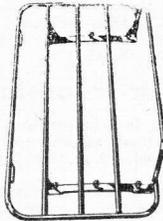
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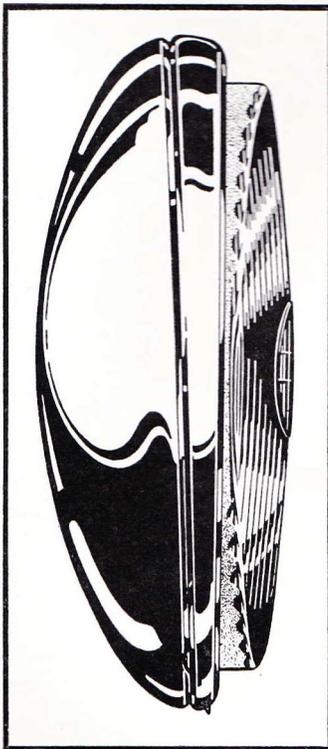
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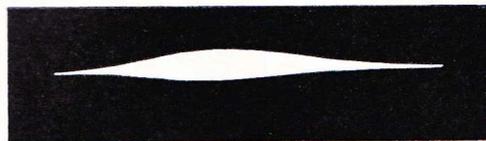
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