# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 16, 1959

CANADA
30 CENTS

EVERY FRIDAY
Vol. 19 No. 16

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





*IN THIS ISSUE*

THE AUTOSPORT "THREE HOURS" — FULL REPORT AND PICTURES

TOUR DE FRANCE PICTORIAL REVIEW : MOTOR SHOW PREVIEW

# STANDARD TRIUMPH

## PRESENT

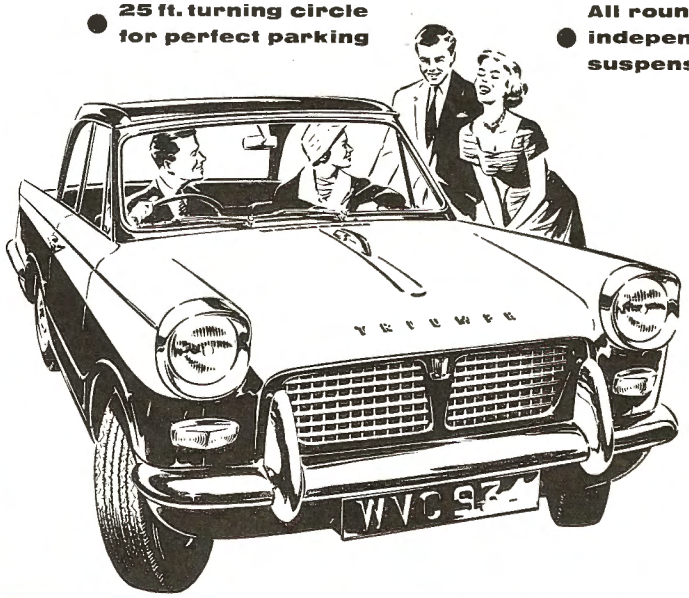


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## The unique car of the show

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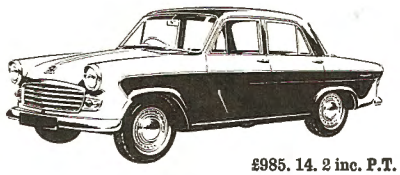
- So safe—earns special lower insurance rates
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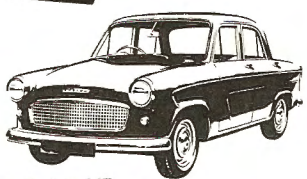
£985. 14. 2 inc. P.T.

**STANDARD** VIGNALE VANGUARD



£1092. 13. 4 inc. P.T.

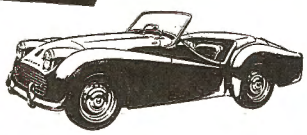
**STANDARD** VANGUARD ESTATE CAR



**STANDARD** ENSIGN £849. 14. 2 inc. P.T.

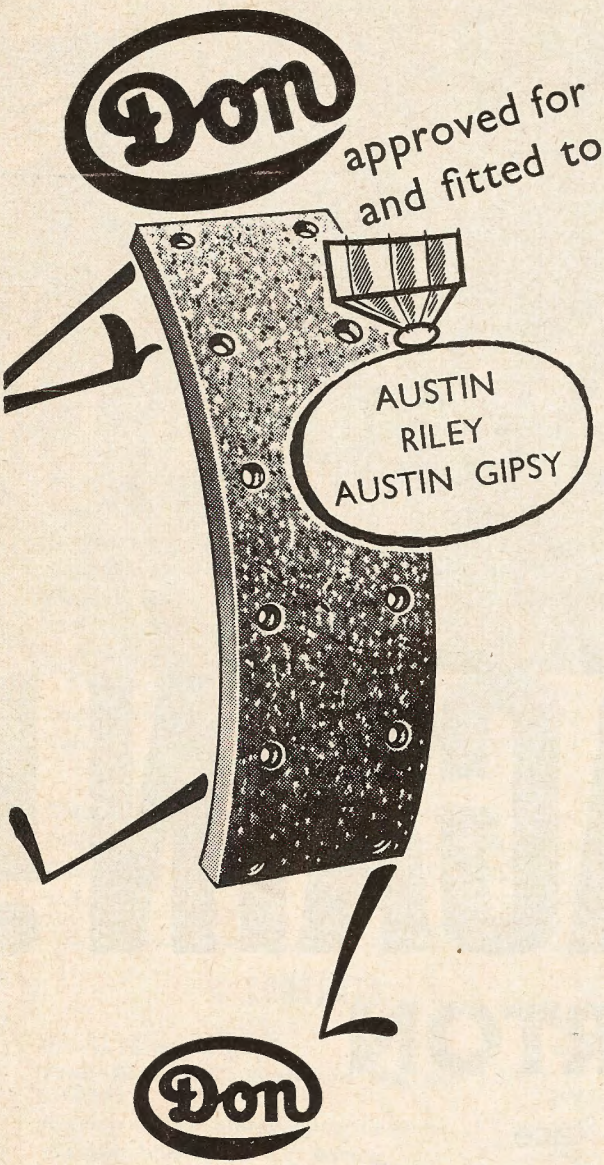


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as original equipment for,
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Austin Gipsy

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***Molydisulphide* OIL-SUPPLEMENT**

**Puts an ANTI-FRICTION PLATING on all moving parts.**

Even the best of oils gain extraordinary lubrication characteristics when MOLYSLIP is added. It's the *molydisulphide* that makes the difference; all moving parts become 'plated' with minute gliding layers of this indestructible substance forming a friction-free cushion between bearing surfaces. It prevents wear and enables parts to mesh together effortlessly, noiselessly.

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**IN GEARBOX:**
**eliminates stiffness—gives whisper-light gear change.**

**IN STEERING BOX:**
**makes steering effortless—ensures quicker, safer control.**

**IN BACK AXLE:**
**cuts down mechanical noise—increases life.**

**MOLYSLIP 'G'**
**for gearbox, steering and back axle. 10 oz. easy injection polythene flask (sufficient for all three) 15/-. Also 4 oz. flasks 7/6.**

*Also MOLYSLIP for engine—10 oz. tin 15/-. Gives many months of velvet smooth performance.*

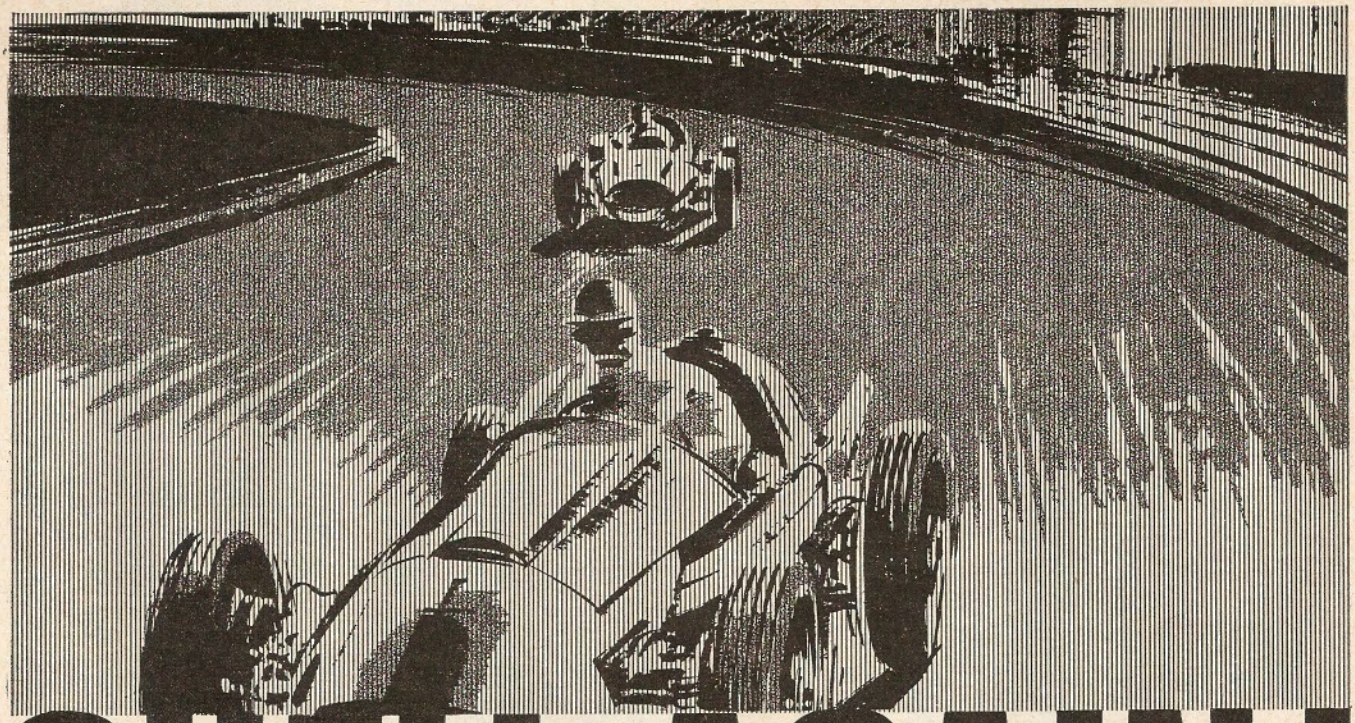
*A great performance by Moly Slip*

***smooth . . . effortless . . . friction free . . .***
***—that's MOLYSLIP motoring!***



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# SHELL AGAIN!

## SNETTERTON

Formula II Race

**1st COOPER-BORGWARD—C. Bristow**

**3rd COOPER-CLIMAX—J. Campbell Jones**

Autosport 3 Hour Race

Up to 1,000 c.c. class **1st TURNER—F. R. Gerard**

1,600—2,000 c.c. class **1st FRAZER-NASH—R. J. Stoop**

*Subject to official confirmation*

**All using Super Shell with ICA and Shell X—100 Motor Oil**

# YOU CAN BE SURE OF SHELL

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

**Vol. 19 No. 16** **October 16, 1959**

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## CONTENTS


| | Page |
|---|---|
| Sports News | 485 |
| West Essex C.C. Stapleford National Hill-Climb | 487 |
| Preview of the London Motor Show | 488 |
| Watkins Glen Sports Car Racing | 490 |
| Night And Day at Snetterton—The "Autosport" Three Hours Meeting | 492 |
| Tour de France Pictorial Review | 496 |
| Club News | 502 |
| Correspondence | 504 |



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# *EDITORIAL*

## *CHAMPIONS TWO*

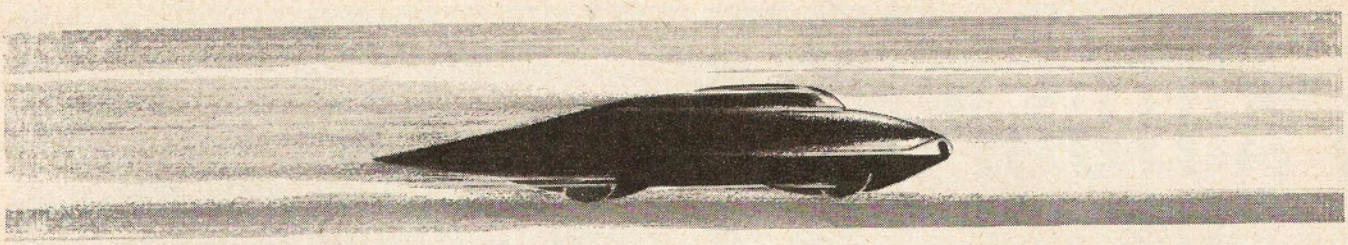
BY an amazing coincidence, the 1959 AUTOSPORT Series-Production Sports Car Championship will be jointly held by Bob Gerard (Turner) and Dick Stoop (Frazer-Nash). In the preceding qualifying heats, and on the result of the "Three Hours", both drivers amassed the identical total of 68 points, so there was nothing else for it but to acclaim them as joint-champions, and to congratulate them on fine performances during the season. To the Austin-Healey Sprites of Gaston, MacKenzie and Tooley went the coveted Team Trophy; they were consistently successful during the entire competition, although closely challenged by the Elvas. Congratulations are due to the various class winners: Paddy Gaston (Sprite), Jimmy Clark (Elite), W. E. Needham (M.G. Twin-Cam), E. J. B. Mitchell (A.C. Ace) and Jack Sears (Austin-Healey 3000); Clark actually won the "Three Hours" at record speed. All in all it was a day of records, with Ron Flockhart (B.R.M.) winning the fastest race ever won at Snetterton at over 101 m.p.h., and shattering the lap record by well over 4 secs., to leave it at 103.8 m.p.h. Second man Jack Brabham (2.2 Cooper-Climax) also averaged over 100 m.p.h., and in third place came B.R.M. newcomer Bruce Halford. The Formula 2 category was won by Chris Bristow in the Yeoman Cooper-Borgward, with Mike McKee (Cooper-Climax) runner-up. It was a highly successful wind-up to the British motor racing season, with large crowds to watch not only the exciting formula race, but the now-established classic "Three Hours"—this country's only day and night event. Thanks are due to officials, marshals, scrutineers and all members of the Snetterton M.R.C., whose enthusiasm and flair for organization made 10th October such a memorable day of motor racing. Also during the week-end another Champion was acclaimed. Welshman David Boshier-Jones (Cooper-J.A.P.) won the 1959 R.A.C. Hill-Climb title for the second successive year—a notable achievement.

## *THE SHOW'S THE THING*

WE are now on the eve of the annual Motor Show, and for British manufacturers it will be a period of overflowing order books and vague promises of delivery. After all, this country has exported a record number of vehicles, and now leads other countries in the total imported by U.S.A. Dollars are still required, and despite the urgent demands of the home market, exports must come first. The "Mini" craze is growing, but it stands to reason that dealers must accept the "exports first" ruling, and allocate deliveries in strict rotation, even although such a course may be hard on agents and dealers alike.

**OUR COVER PICTURE**

*THE THREE HOURS IS ON! At the Le Mans start of the day and night race the cars accelerate away. Pat Fergusson's Elva Courier leads this group, with Jack Sears's Austin-Healey* 3000 *in close pursuit ahead of the Frazer-Nashes of Dick Stoop* (27) *and P. H. Sutcliffe* (32). *Sir Gawaine Baillie's Chevrolet leaves its line in the background.*



# BMC

## smashes 21 International Class records at Utah, U.S.A.

## with AUSTIN-HEALEY and MG

### AUSTIN-HEALEY Sprite

CLASS G 750 c.c.—1,100 c.c.

| | |
|---|---|
| 50 km. . . . 145.56 m.p.h. | 500 km. . . . 138.85 m.p.h. |
| 50 miles . . . 145.48 m.p.h. | 3 hours . . . 139.38 m.p.h. |
| 100 km. . . . 145.08 m.p.h. | 500 miles . . 137.72 m.p.h. |
| 100 miles . . 146.17 m.p.h. | 1,000 km. . . 138.39 m.p.h. |
| 200 km. . . . 146.64 m.p.h. | 6 hours . . . 139.09 m.p.h. |
| 1 hour . . . . 146.95 m.p.h. | 1,000 miles 138.55 m.p.h. |
| 200 miles . . 138.15 m.p.h. | 2,000 km. . 138.86 m.p.h. |

**138.75 m.p.h. for 12 hours**

Driven by T. H. Wisdom, Ed Leavens, Gus Ehrman

### MG

CLASS E up to 2,000 c.c.

Flying km. . 254.91 m.p.h.
Flying 5 km. 232.97 m.p.h.
5 miles . . . 238.36 m.p.h.
10 km. . . . 234.49 m.p.h.
10 miles . . . 191.03 m.p.h.

**Flying Mile 254.53 m.p.h.**

Driven by Phil Hill

**Numerous American National records were also broken by both cars**

### GERMAN INTERNATIONAL DEUTSCHLAND RALLY

**AUSTIN-HEALEY '3,000'** (Miss Pat Moss, Miss Ann Wisdom) **wins Ladies' Cup**

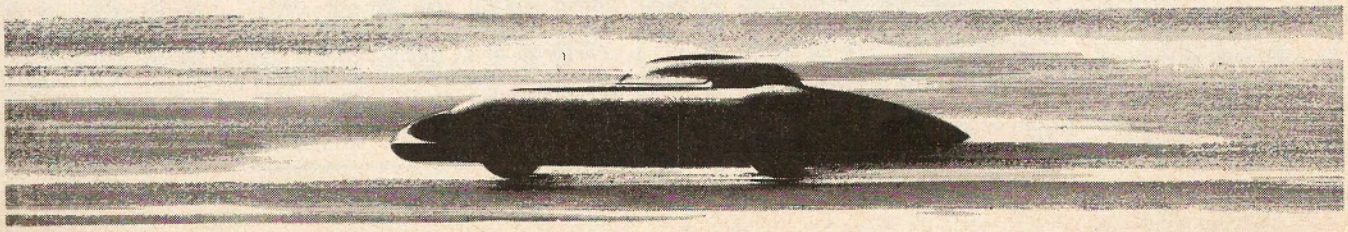
Also 1st in Grand Touring Class and 2nd in overall classification

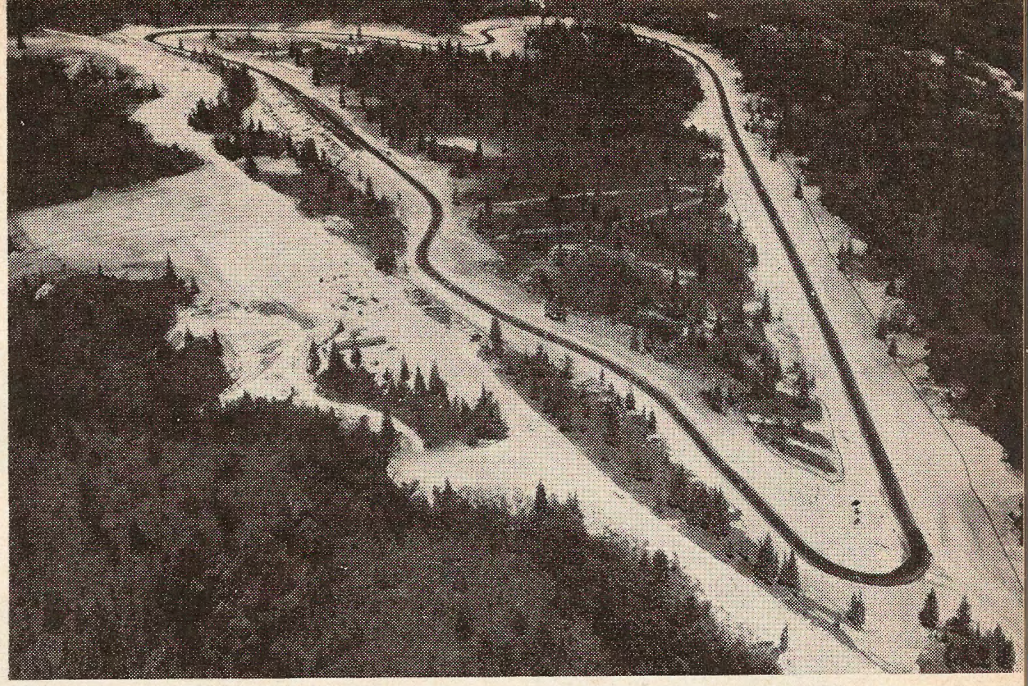
These placings are the highest in any touring championship ever achieved by a ladies' team

*Subject to official confirmation*

**THE BRITISH MOTOR CORPORATION LIMITED**

BIRMINGHAM & OXFORD





*AERIAL SHOT is of Canada's new road circuit, the first of its kind in the country. It measures 1.8 miles to the lap, and the difference in elevation is 300 feet from north (top left) to south (bottom right).*

STIRLING MOSS and Chris Bristow will be driving B.R.P. Cooper-Borgwards in the South African G.P. at East London, South Africa, on 1st January.

FRANKLIN D. ROOSEVELT, JR., has entered a Fiat-Abarth "750" Zagato for the R.A.C. Rally.

PORSCHE are considering building a few F2 cars for special customers, and amongst those who may be first on the list will be the Yeoman-B.R.P. organization, and Tommy Atkins.

IN our issue of 2nd October the photograph of the Bowmonk Dynometer (also marketed as the Don Brake Meter, Mark II) which appeared on p. 425 was unfortunately captioned as being a Tapley Performance Meter. We would like to offer our apologies for any confusion this mistake may have caused.

### CHIEF CONSTABLE/RALLY DRIVER

CHIEF SUPERINTENDENT JOHN GOTT, well known as rally contributor to AUTOSPORT, and as the B.M.C. team captain, has been appointed Chief Constable of Northamptonshire, at the age of 48—probably the youngest Chief Constable in the country. With a long and successful career in motoring sport, the new Chief will bring a new understanding to modern traffic problems, and brings to his new post a fine record of achievement on the executive side of the Hertfordshire Constabulary.

THE M.G. record car, with Phil Hill at the wheel, recently broke the following world class "E" records for 1,500-2,000 c.c. cars at Utah Salt Flats: Flying kilometre (254.91 m.p.h.); one mile (254.53 m.p.h.); five kilometres (232.97 m.p.h.); five miles (238.36 m.p.h.); 10 kilometres (234.49 m.p.h.) and 10 miles (191.03 m.p.h.). Next week's issue of AUTOSPORT will contain the full story of these successful attempts.

# SPORTS NEWS

### RODNEY WALKERLEY

THAT fine writer on motoring sport, Rodney L. de Burgh Walkerley (Grande Vitesse) has decided to retire from *The Motor* in order to devote more time to writing books and articles. Rodney's comments will be missed by all enthusiasts, but he will have a worthy successor in Philip Turner.

IN our road test of the M.G.A 1600 last week we referred to the power unit as the B.M.C. "A" series engine. It was, of course, the "B" series engine.

THE 1959 Scottish National Speed Championship has been won by Jim Clark. He drove a Lister-Jaguar. Second, one point behind, was W. A. Thompson (Austin-Healey 100S).

Clark incidentally, also finished sixth and 14th! He was sixth in the Elite and 14th in his own Porsche.

### AUSTIN-HEALEY SUCCESS IN DEUTSCHLAND RALLYE

**Victory for Pat Moss and Ann Wisdom**

WITH its first ever official entry in the International German rally, the British Motor Corporation made motoring history. Pat Moss and Ann Wisdom, in an Austin-Healey 3000, not only won the Grand Touring class and the Ladies Cup, but they achieved second place in the overall classification—this being the highest placing ever achieved in a touring championship event by a ladies crew.

This brilliant success means that the two girls have further strengthened their position for the 1959 European Ladies Championship with only the R.A.C. Rally and the Portuguese Rally left on the 1959 calendar. The German rally was the first time that Pat and Ann had driven a large car this year, their previous driving having been mainly in an Austin A40. The car was the fastest in the rally in almost all the tests, including making the fastest lap at Monza.

The German rally included mountain tests on Mont Ventoux, the Col de Rousset and at Schauinsland, as well as a circuit event on the autodrome at Monza. The first leg of the rally was Stuttgart — Arlberg — St. Maurice — Monza; the second leg Monza—Turin—Bodoin—Lyon-Charbonnieres; and the last leg from Lyon-Charbonnieres to Freiburg and on to Baden-Baden, where the rally finished on 3rd October.

DRIVING an Alexander-modified Sprite, Geoff Williamson won the 1,000 c.c. class in the G.T. race at the Coupe de Salon at Montlhéry. His car was fitted with the engine used in the A40 with which he competed in the Tour de France. Unfortunately a shunt eliminated him in this event when he was lying sixth overall.

MR. WREN, formerly of Convair Developments, has opened a garage at Newark where an entirely new body shell to fit Ford chassis will be produced. Also scheduled for production is a new 950 c.c. sports car, which will be available in kit form, and hardtops and front body sections for Sprites. He is also to be Downton distributor for the area.

THE Ford Motor Co., Ltd., intend entering a team of Anglias in the "Monte". Peter Riley is mentioned as a possible driver.

# The "Autosport" Championship Results

## Season's Contest Ends in Tie

THE close of one of the most exciting AUTOSPORT Championships ever produced a tie for first place between Bob Gerard (Turner) and Dick Stoop (Frazer-Nash).

1, Bob Gerard (Turner) and Dick Stoop (Frazer-Nash). AUTOSPORT Championship Trophy to be held jointly for one year. Replicas and £150 divided equally.
3, Dick Protheroe (Jaguar), Trophy and £25.
4, Pat Fergusson (Elva), Trophy and £10.
**Team Trophy:** Austin-Healey Sprite (Paddy Gaston, K. W. MacKenzie, C. P. Tooley), 115 pts. Challenge Trophy, Replicas and £50.

### Class Results

**Up to 1,000 c.c.:** 1, J. H. Gaston (Sprite), 48 pts., Trophy and £10; 2, C. P. Tooley (Sprite), 39, Trophy; 3, K. W. MacKenzie (Sprite), 28, Trophy.

**1,101-1,300 c.c.:** 1, J. Clark (Elite), 54, Trophy and £10; 2, John Whitmore (Elite), 40, Trophy; 3, R. M. Shepherd-Barron (Alfa Giulietta SV), 36, Trophy.

**1,301-1,600 c.c.:** 1, W. E. Needham (M.G. Twin-Cam), 50, Trophy and £10; 2, Gil Baird (M.G. Twin-Cam/Elva), 38, Trophy; 3, Malcolm Wayne (Elva), 30, Trophy.

**1,601-2,000 c.c.:** 1, E. J. B. Mitchell (A.C. Ace), 50, Trophy and £10; 2, P. H. Sutcliffe (Frazer-Nash), 35, Trophy; 3, J. G. Tallis (Frazer-Nash), 32, Trophy.

**Over 2,000 c.c.:** 1, Jack Sears (Austin-Healey), 45, Trophy and £10; 2, Sir Gawaine Baillie (Corvette), 29, Trophy; 3, C. R. Hanson (Austin-Healey), 14, Trophy.

### General Classification

| | | |
|---|---|---|
| 1. | F. R. Gerard (Turner) ... ... ... | 68 |
| | J. R. Stoop (Frazer-Nash) ... ... | 68 |
| 3. | E. Protheroe (Jaguar) ... ... ... | 64 |
| 4. | Pat Fergusson (Elva) ... ... ... | 54 |
| | J. Clark (Elite) ... ... ... ... | 54 |
| 6. | W. E. Needham (M.G. Twin-Cam) ... | 50 |
| | E. J. B. Mitchell (A.C.-Bristol) ... | 50 |
| 8. | J. H. Gaston (Sprite) ... ... ... | 48 |
| 9. | J. G. Sears (Austin-Healey) ... ... | 45 |
| 10. | John Whitmore (Elite) ... ... ... | 40 |
| 11. | C. P. Tooley (Sprite) ... ... ... | 39 |
| 12. | G. Baird (M.G. and Elva) ... ... | 38 |
| 13. | R. Shepherd-Barron (Alfa SV) ... ... | 36 |
| 14. | R. Vincent (Elite) ... ... ... ... | 35 |
| | P. H. Sutcliffe (Frazer-Nash) ... ... | 35 |
| 16. | J. G. Tallis (Frazer-Nash) ... ... ... | 32 |
| 17. | M. Wayne (Elva) ... ... ... ... | 30 |
| 18. | Sir Gawaine Ballie (Corvette) ... ... | 29 |
| 19. | K. W. MacKenzie (Sprite) ... ... | 28 |



# CASTROL WINS IN GERMAN RALLY

## Coupe des Dames

Pat Moss & Ann Wisdom (Austin-Healey 3000)

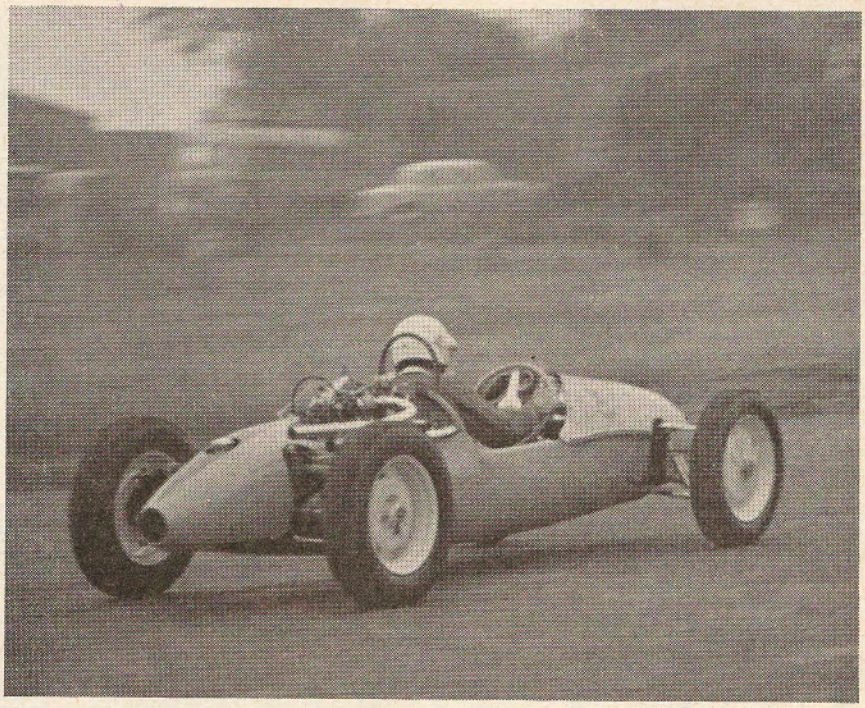
ALSO 1ST IN GRAND TOURING CLASS

AND 2ND IN OVERALL CLASSIFICATION

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***Follow the experts - always ask for Castrol by name***



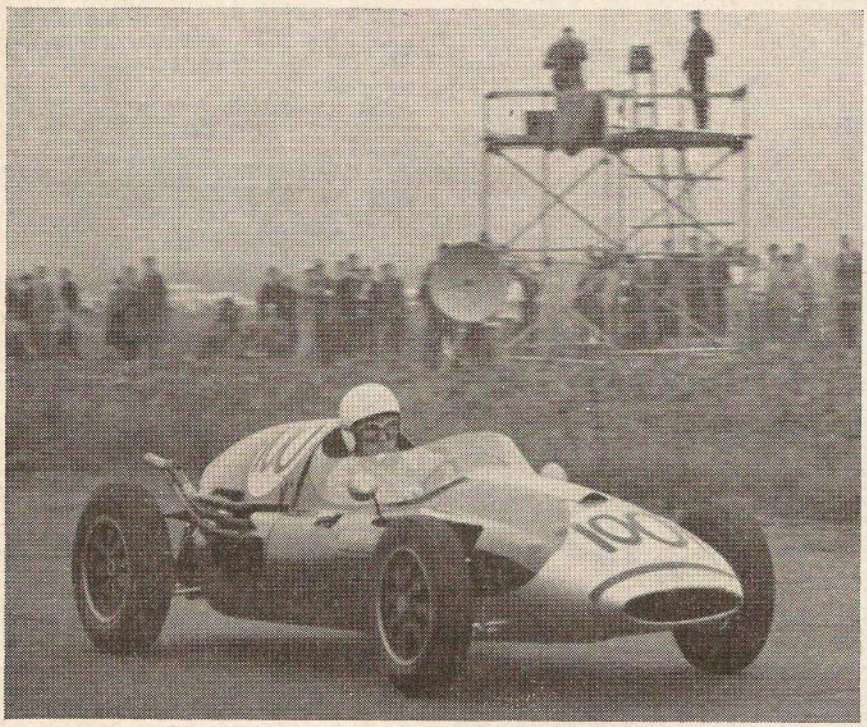
*CHAMPION: David Boshier-Jones, hill-climb champion for 1959, makes his demonstration run. BELOW: Concentration from Keith Greene (Cooper) as he holds the car on the fast right-hander.*

# Speed at Stapleford

## David Good (Cooper) Makes B.T.D. in W.E.C.C. Event

LAST round of the R.A.C. British Hill-Climb Championship took place at Stapleford Aerodrome on Sunday, when the West Essex C.C. organized an excellent national hill-climb. The weather rather let things down with a bump, a damp mist covering most of the countryside all day, but a first-class entry was received and, in spite of the rather sticky nature of the track, some very good times were recorded. Best time of day went to David Good with a time of 46.79 secs., after bad luck had caused him to stop with a broken chain on his first run. Two of the new 105E Ford Anglias appeared, a standard model in the hands of B. R. Gates recording 68.38 secs., while John Young brought out one which has already been highly developed to record a time of 62.43 secs. The small saloon class went to Young's well-known 100E Anglia with a time of 55.39 secs. Billy Blydenstein, in his familiar Borgward, recorded 55.89 secs. to beat Les Leston, among others, in the 2,000 c.c. class. In the over 2 litres category Jeff Uren tried hard in the most spectacular fashion but could not quite match the 55.19 secs. recorded by M. Kingham (Zephyr), his best being 55.39 secs.

In the 1,300 c.c. sports car category, M. G. Brownson (Elva) recorded 51.59 secs. to beat Alan Wershat (Lola-Ford) by the narrowest of margins, Wershat's time being 51.6 secs. Alan Foster, in one of Dick Jacobs's Twin-Cam M.G.As, was the only man to beat 54 secs. in the 1,600 c.c. class, recording a winning time of 53.38 secs. T. G. Cunane's Ace-Bristol was much too quick for a couple of TRs which were the only other runners in the 3-litre class and won easily with a time of 53.91 secs. In the over 3 litres class I. A. Grant's Allard JR was nearly 3 secs. faster than his nearest challenger, and his time of 52.9 secs. could not be matched.



Sports-racing cars had classes of their own, and in the 1,600 c.c. category Barry Millbank's Lotus Eleven recorded 47.81 secs., another easy win. Nearest to this came Keith Greene, in a Lotus Seventeen, with a best time of 49.11 secs. The 3-litre class went to Peter Mould's Lister-Jaguar in 49.59 secs., 4 secs. better than Joshua Randles's Lister-Bristol. Among the big cars, no one at all could beat John Bekaert (Lister-Jaguar), who recorded 47.32 secs.—the only competitor in this class to better 50 secs.

Racing cars up to 500 c.c. produced only three runners, and of these J. Bedford (Monaco) was a comfortable winner in 56.17 secs.

P. J. Gaskell (Cooper 1100) won the 1,500 c.c. racing cars class with a time of 47.49 secs., almost a second faster than his nearest rival, Keith Greene (Cooper F2). Arthur Owen brought out his 2-litre Formula 1 Cooper-Climax for the 2,500 c.c. class and was much too fast for Randles's Lister and Jim Berry's E.R.A. Special, climbing in 47.87 secs. But Douglas Hull, in the magnificent 2-litre E.R.A., ran him close with a best climb in 48.01 secs. Phil Scragg (H.W.M.-Jaguar) narrowly won the unlimited racing class from Rivers Fletcher.

In the R.A.C. Championship David Boshier-Jones had, of course, already won the title. However, he turned up to do a demonstration run and managed to delight everyone by first of all making a masterly getaway, negotiating the first corner beautifully—and then spinning the car! Personally, I can't remember the last occasion when Boshier-Jones managed to do this!

In the runs proper, David Good, who could not be challenged for second place, recorded best time of the day with an immaculate climb in 46.79 secs., the only driver to better 47 secs. during the day.

Later in the afternoon the Championship Trophy was presented to David Boshier-Jones by the Hon. Gerald Lascelles, president of the W.E.C.C.—a nice close to an enjoyable meeting.

MARTYN WATKINS.




*EARLS COURT. A shot of part of last year's exhibition, with the Hillman exhibit in the foreground, conveys the atmosphere of the London Motor Show —the cars, the accessories and the lights.*

ON Wednesday motoring enthusiasts, manufacturers and dealers from pretty well all over the world will make tracks for Earls Court, where the 1959 London Motor Show takes place for the following ten days. There will be, this year, a great deal that is new and interesting and in next week's issue a full preview of notes, details and illustrations will be found. AUTOSPORT itself will, as usual, be exhibiting there and we can be found on Stand No. 15, where members of our staff will be on hand to try to answer your queries.

There will be many new models on view, and not all of these will have been seen before the opening of the Show. Of those that have, the Sunbeam Alpine is perhaps the most interesting from the sporting point of view, and next week's issue will contain one of John Bolster's full road tests of this car. Also included will be track impressions of one of this year's outstandingly successful competition cars.

All the atmosphere of Earls Court will not be missing on this occasion, although a major difference will be noticed: there will be no boats or marine exhibits at this year's Show. But the usual attractive displays will be found.

Many of the cars are of particular interest to the enthusiast, and in many cases it will be his first opportunity to examine them closely.

Certain to attract a large crowd are the Fiat-Abarths which Anthony Crook will have on display, following his recent appointment as concessionaire in the United Kingdom. On view will be the newly announced Fiat-Abarth 850, which has so far been seen only on the Continent. Sharing the stand will be the Fiat-Abarth twin-camshaft coupé, the 750 "Spyder" open two-seater with detachable hard-top and also the record-breaking streamlined single-seater 500, which has been so successful at Monza. This car is powered by a standard Fiat 500 engine with Abarth modifications.

Even larger crowds will want to catch their first glimpse of a Russian car, and two will be exhibited by Auto-Export V.O., of 32 Highgate West Hill, London, N.6. One is the Moskvitch 407, a four-door, four-seater saloon with an overhead-valve, four-cylinder water-cooled engine (76 mm. x 75 mm.). A compression ratio of 7.5 to 1 is used and the engine is said to develop 45 b.h.p. at 4,500 r.p.m. The other is the Volga M/21K, a four-door, five-seater saloon with a four-cylinder, water-cooled engine (92 mm. x 92 mm.) said to develop 80 b.h.p. at 4,000 r.p.m. No other details of these cars are available at the time of going to press.

Aston Martin, of course, have won this year's Sports Car Championship, and their stand will include one of the victorious DBR1/300s in Le Mans trim and bearing the Sarthe competition number —a fitting tribute to a very fine achievement. In addition, the normal DB Mark III, DB4 and DB4 G.T. cars will be on show, the Grand Touring version being the latest addition to the Feltham range of very high performance cars. It has a 3.7-litre engine developing over 300 b.h.p., Girling disc brakes on all four wheels and a Salisbury "Powr-Lok" limited-slip differential. With the highest axle ratio offered as an alternative, maximum speed is said to be in the region of 170 m.p.h.

From Jaguars come the new versions of the 2.4- and 3.4-litre saloons, with a surprise in the form of a 3.8-litre car with a similar body. With 220 b.h.p. available, this should be an even more formidable carriage than the already impressive 3.4-litre car: an interesting point about the suspension of these cars is that the front suspension geometry has been re-arranged to raise the roll-centre and the rear track has been widened. The 3.8-litre Mark IX saloon continues unchanged, but the 3.8-litre engine will be offered in the XK 150 two-seater range. In XK 150 "S" form the power output is 265 b.h.p.—the most powerful engine ever fitted to a Jaguar production car. Dunlop disc brakes are, of course, used on all four wheels and all 3.8-litre XK models are fitted, as standard, with limited-slip differentials.

Among the small cars, principal interest will naturally be concentrated on the new 997 c.c. o.h.v. Fords and the revolutionary new B.M.C. baby, the Mini-Minor and Austin Seven, with transverse-mounted 850 c.c. engine driving the front wheels, and all-round independent suspension. The new small Ford engine

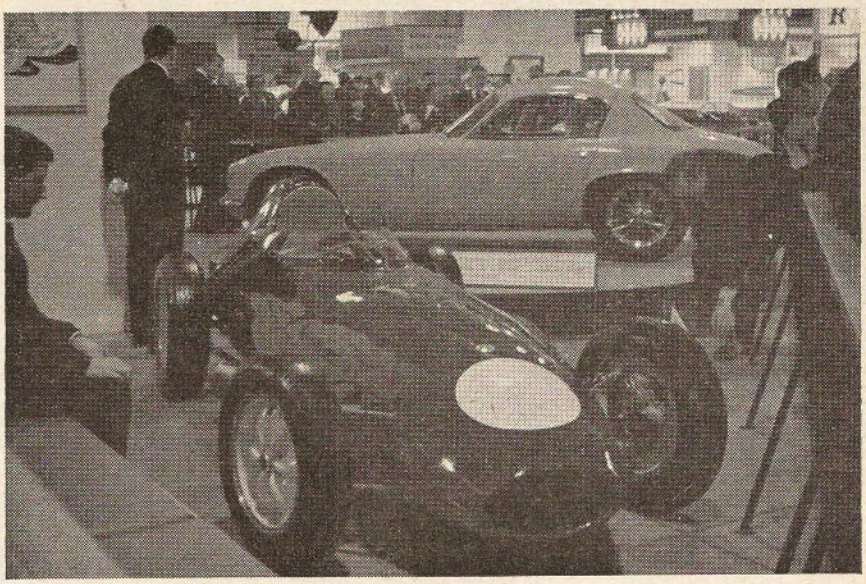
## MOTOR SHOW PREVIEW

# Earls Court Again




*WE'LL BE THERE!* AUTOSPORT'S *stand will be there as usual (No. 15 this year) and members of our staff will be on duty to help you if they can. Officials of the 750 M.C. will attend continuously to deal with club enquiries.*

*COMPETITION CARS have been represented by Lotus for some time now, and again this year the stand will feature the successful Elite. On the extreme left Graham Hill (seated) contemplates a Formula car.*



is being welcomed with open arms by Formula Junior constructors, and a modified 105E Anglia saloon has already become the subject of development work in various quarters.

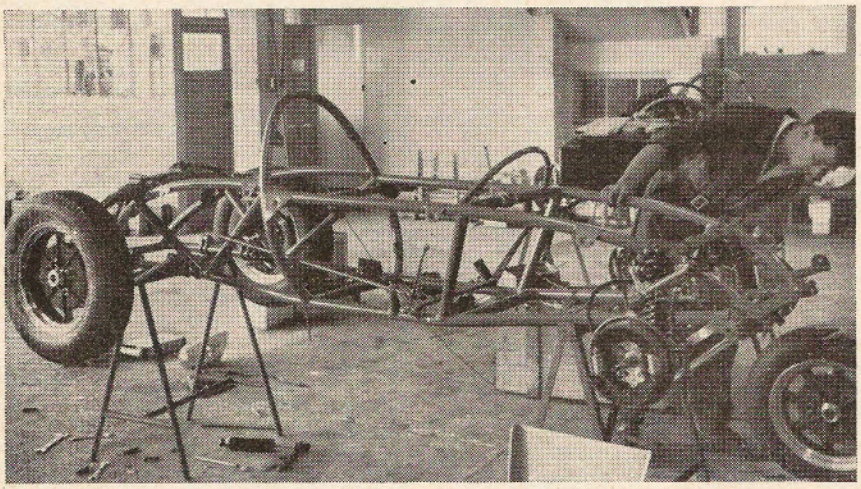
New Rovers will be on display on Stand 116, where a 3-litre Rover and one of the new Rover 100s will be the main features. Displayed between them will be the six-cylinder, seven-bearing crankshaft engine. The new Rover 80 will also be on show, and disc brakes on the front wheels and overdrive are standard on both the 80 and the 100.

Of outstanding interest in the sports car field is the Daimler SP/250, the 2½-litre sports car with a V8 engine which has already caused considerable comment, both here and overseas.

Rootes Group, in addition to the highly desirable Sunbeam Alpine, show on the Sunbeam stand a face-lifted Rapier. Power output of this machine has been increased to 78 b.h.p. and disc brakes have been fitted to the front wheels. Slight changes have been made to the body styling and similar alterations apply to the Hillman Minx. A more powerful Humber Super Snipe, with a new 3-litre engine, disc brakes on the front, and front suspension modifications and altered front seating will also be on show.

Many new and improved models come from the Continental manufacturers and the U.S.A., while all the accessory manufacturers will exhibit additions to their ranges as well as old favourites on the upper floor of Earls Court. And don't forget: see you on Stand 15!

MARTYN WATKINS.





*NOT at the Show, but certain to be on the circuits next season, is the Cooper Formula Junior car, seen here in partially completed chassis form (above, left).*

*OPENING CEREMONY (below, left): John Cooper opens Jack Brabham's new garage at Surbiton. Looking on as he cuts the tape are (l.-r.) Masten Gregory, one of Jack's two children, Mrs. Betty Brabham, Bruce McLaren, Stirling Moss, Tony Brooks and Jack himself.*

## PHIL HILL (FERRARI) WINS RIVERSIDE GRAND PRIX

THE Riverside G.P., held last Sunday, was won by Phil Hill in a Ferrari. He covered the 200 miles in 2 hrs. 16 mins. 45 secs., at an average speed of 89.05 m.p.h.

There was a three-car prang at the start when Dan Gurney's Ferrari stalled on the line. Jack Graham ran into him from behind and Graham's car was also hit by Indianapolis winner Roger Ward. Gurney suffered concussion but was otherwise unhurt, but Graham received a broken arm and cut face. Ward escaped injury.

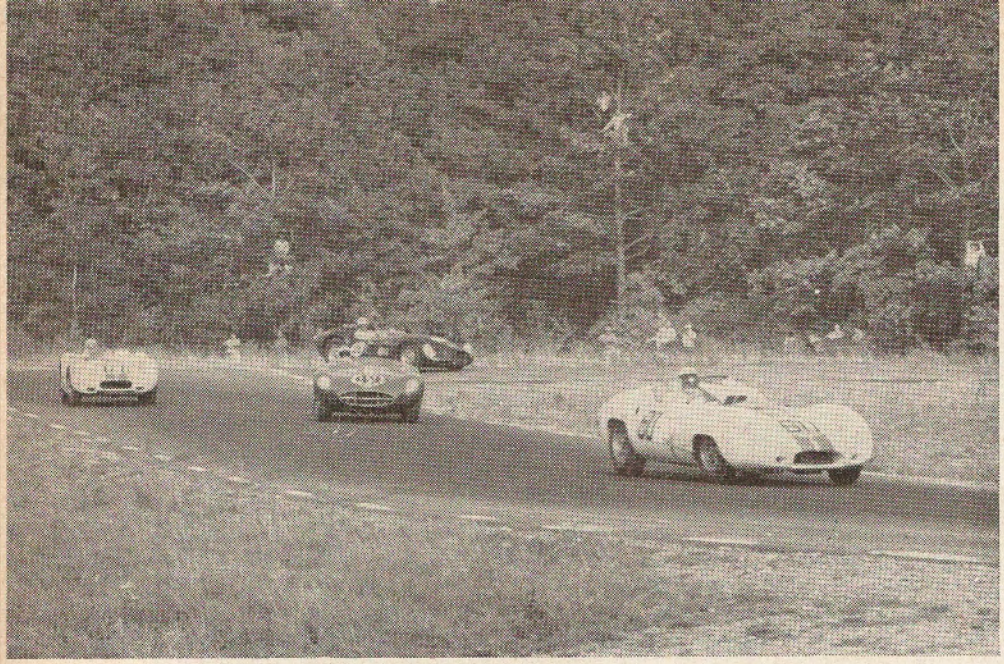
Stirling Moss set up fastest lap on the first day of practice in the 4.2-litre DBR2 but was forced to retire on lap 26.

Second man home was Lloyd Ruby in a 4.5-litre Maserati Special. Third was Ken Miles (Porsche R.S.K.). Miles also won the up to 2,000 c.c. class.

## SEBRING—LATEST

DESPITE rumours and counter-rumours, the Grand Prix of U.S.A. at Sebring on 12th December is still very much on. There is a doubt that Tony Brooks (Ferrari) will be a starter for family reasons, and it is possible that Reventlow's Scarabs will make their début in New Zealand, rather than in a full-scale G.P.

The organizers have finally fixed the race distance as 42 laps (218.4 miles), in order to ensure that it will exceed two hours, in keeping with F.I.A. regulations.



*WHEE! Three ways of taking a corner are shown here. Walt Hansgen* (60) *and Ed Crawford* (61) *do it the right way while George Constantine broadsides and Fred Windridge rockets down the escape road!*

Photo: Ozzie Lyons

# A SPLENDID WATKINS GLEN

## Walt Hansgen (Lister) Makes it Three in a Row

Story and Pictures by Rose Monroe

FOR the last 12 years, the coming of autumn has held a special significance for sports car enthusiasts, for it is during this colourful season that a special week is set aside in their calendar of events for the annual pilgrimage to Watkins Glen, New York, the Mecca of sports car racing in North America.

This year, beginning on Wednesday, 23rd September, over 250 of the foremost drivers began to arrive for the long weekend with practice day and two races (Ladies and Production E, I and J) on Friday and a full card of seven races on Saturday.

Sixty race applications of last minute potentials were returned out of an unprecedented 324. The race for E, I and J production, run on Friday, was an additional championship race included in this year's programme because of the swollen entry list.

The number of entries in this year's event is indicative of the rise in popularity of this sport since the new era of road racing began here 12 years ago.

Back in 1948 at the first road race, there were 35 entries (not all showed up) with 17 finishing the qualifying four laps which were held as race practice and ten cars finishing the eight-lap Grand Prix race (52.8 miles). The cars finishing were all M.G.s except the first place Alfa Romeo of Frank Griswold Jnr. and the second place Bu-Merc Special of Briggs Cunningham.

Some of the same race drivers' names still appear in the latest programmes: Briggs Cunningham, George Weaver, Bill Millikan.

George Weaver has entered his Maserati in every race since the beginning. The Maserati, also entered this year, refused to start and left George with a broken record. Previously he had at least completed the first lap in the Seneca Cup race before "Poisin Lil" baulked.

Weaver inaugurated an exclusive fraternity at the Glen when, in 1951, he won the Seneca Cup in the Maserati and the Queen Catherine Cup race driving a Jowett Javelin Jupiter.

Last year Bob Bucher also won two races in the same day by placing first in the Seneca Cup with a Cad-Allard and racing an M.G.A to victory in the Collier Brothers Memorial race.

This year Walt Hansgen joined this exclusive fraternity by winning the Seneca Cup race in a Formula Junior Stanguellini and the Grand Prix in a Lister-Jaguar, both from the Cunningham stables.

Hansgen is the first driver to win the Grand Prix trophy three times and now he has permanent possession of the coveted prize. However, the record for the fastest lap, 92 m.p.h., made by Ed Crawford last year, still stands. Hansgen's best lap was 91.3 m.p.h., the record for this year.

In the big race of the day (44 laps), Hansgen took the lead in the 27-car field and was never headed. Being pushed by team mate Ed Crawford (Lister-Jaguar) and George Constantine (Aston Martin), he gradually increased his lead to 26 seconds by the end of the race. Constantine, whose lucky red kerchief was in evidence about his neck, placed second.

Crawford was forced out of competition on the 16th lap but gallant Briggs Cunningham gave up his mount, another Lister-Jaguar, on the 26th lap and Crawford finished sixth.

Meanwhile, Harry Blanchard (Porsche RSK) found himself far down in the pack on the first trip around but managed to pass several cars on each lap until he had gained sixth place by the 11th lap. After following Fred Windridge (Lister-Corvette) for eight laps, he slipped into fourth place. He then tailed Don Sesslar (Porsche RSK) until the 41st lap when he made his successful bid for third spot, passing Sesslar who had been consistently lapping in third for most of the 40 laps.

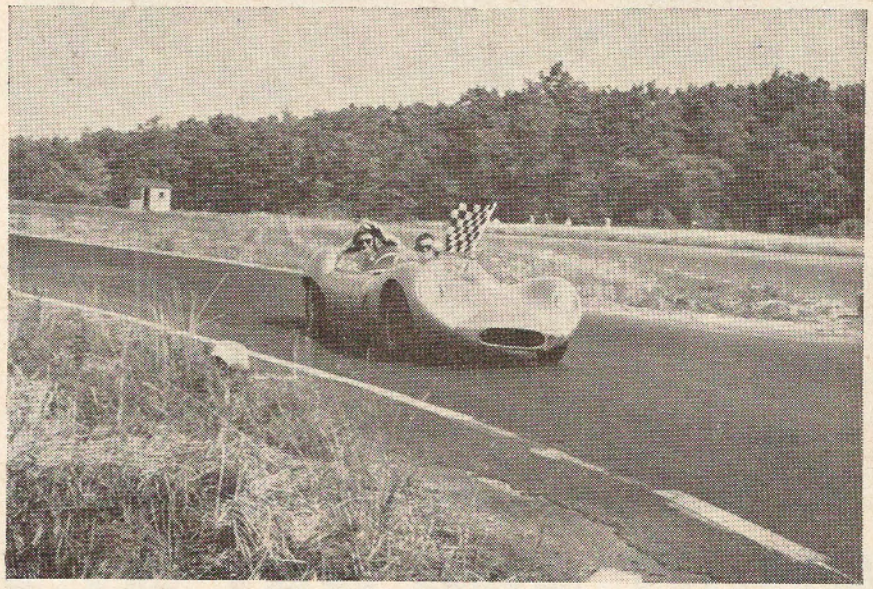
The deep purple Corvette of Bud Gates with the finned headrest had engine troubles and after three pit stops and spinning out in the chicane in the 12th lap, it stayed there until the end.

The Sadler Special, a car having the speed and handling potential to head the Lister-Jaguars, was plagued with troubles. The engine, rebuilt after dropping a valve the week before, needed more break-in time and was overheating badly. The gearbox developed selector troubles and Sadler was unable to engage any gear except top. After struggling along for 20 laps, Bill pulled off about midway on the east leg with water and oil gushing from the engine.

Only nine of the 27 starters failed to finish in this gruelling 101.2-mile race which speaks well for the endurance of both men and machines. The 90 deg.




*THE START. Hansgen shares the front row of the grid with Bob Holbert (Porsche), Crawford is on the second row with another Porsche and behind them are Constantine and Windridge.*



*LOLA WINS AGAIN! Allan Ross gleefully does his lap of honour after winning the Queen Catherine Cup Race.*

turn before the start/finish line saw fewer spin outs than in previous races. Perhaps experience is the best teacher.

Interrupting practice on Friday, nine ladies staged a race at 1 p.m. Suzy Dietrich, in a new Mark V Elva with the Mark IV engine, worried Peg Wyllie in a modified Lotus for the 11 laps of the race but did not pass. Mrs. Wyllie won for the second straight year averaging 78.77 m.p.h. Pinky Windridge, driving Briggs Cunningham's Formula Junior Stanguellini, placed third. All the ladies gave a creditable performance.

Late Friday afternoon, the new race for Production Class E, I and J (Harold Jacques Memorial) saw 24 cars lined up on the starting grid (Bristols, Triumphs, Morgans, Fiat-Abarths, Berkeleys and a lone Frazer-Nash). The Frazer-Nash, driven by B. A. Miske, started out in the lead but relinquished it to Charles Kurtz III, in an A.C.-Bristol, after two laps. Pierre Mion's A.C.-Bristol passed Miske when he drove wide on the right angle turn and kept second spot for eight laps until Miske again pushed by.

This was the order at the finish. However, it was an empty victory for Kurtz, as a protest revealed that a butterfly valve had been filed on the Kurtz car. Mr. Kurtz had recently acquired the car and was unaware of this modification. B. A. Miske was declared the winner, thus giving second spot to Pierre Mion with Ralph Durbin following in third.

Four Formula Junior cars made their appearance in the Seneca Cup race with the unrestricted and Formula 3 cars.

After six laps, the leader, Phil Cade, came into the pits with smoke pouring from the exhaust of his Chrysler-powered Maserati, in which he won last year's event. This gave the second placed Formula Junior Stanguellini driven by Walt Hansgen the lead and he gradually sped away from Stutz Plaisted in the Cheetah, a fast-accelerating special employing a reworked 1952 Ford chassis, Ford Thunderbird steering and powered by a 1955 Cadillac engine. Plaisted had some handling trouble and lost some time going wide on the turns.

Many of the cars in this race had difficulty with the 90 deg. turn and found themselves fishtailing, spinning around or out in the clover. On the very first lap, McLane Tilton (Iota) ran out of brakes and caused a tangle with John Plaisted (Cooper). After a few "go rounds", they ended up in the pit straight. The Cooper was able to limp away but the Iota, badly crumpled, stayed put until the end of the race.

Two Formula Junior Stanguellinis, driven by Bob Major and Sandy McArthur, both spun on this corner but managed to keep going.

A fast Cooper-Norton driven by James Haynes finished third.

The Collier Brothers Memorial race is restricted to M.G.s in memory of the late brothers, Sam and Miles Collier, who raced M.G.s in the very first Grand Prix at the Glen in 1948. M.G.s have changed a bit since then but the race is always interesting and usually quite closely contested.

Sherman Decker (M.G. Twin Cam), an M.G. driver of several years' standing and a former winner at the Glen, plunged into the lead on the first lap and kept ahead of the field of 31 cars. By skilful driving he finished 14 seconds ahead of N. Ross de St. Croix (M.G. Twin Cam), another veteran M.G. driver of Verdun, Quebec, Canada.

Bob Bucher's fans, who remember the spectacular drive to the finish line last year, were disappointed that motor trouble forced him to quit on the third lap.

A mishap occurred during this race when an M.G. driven by Jack Wilson went out of control on the straight beyond the start/finish line and skidded into the fence which controlled the crowds of spectators. Two women suffered fractured legs and were taken to the hospital.

**Result**

1, Walt Hansgen (Lister-Jaguar), 87.5 m.p.h.; 2, George Constantine (Aston Martin DBR2); 3, Harry Blanchard (Porsche R.S.K.).

Third place was captured by Henry Van Deusen in another Twin Cam.

One of the most exciting races of the day was the Queen Catherine Cup for modified G, H and I which contained some rather evenly matched Climax-engined Lotus, Elva and Cooper machines and a few of other varieties (Osca, Fiat-Abarth, Siata Spyder, etc.).

Allan Ross in the Lola with a Coventry Climax engine took the lead in the first lap of a 30-car field, closely followed by Chuck Dietrich in the Mark V Elva his wife drove in the ladies race on Friday, and Frank Baptista in another Elva.

The slipstreaming Dietrich wasn't giving Ross any peace of mind and on the second lap he edged past. Ross kept a heavy foot on the gas pedal and next time around he was again in the lead. Dietrich slipstreamed for two laps and then pulled alongside Ross and inched ahead.

By this time Ed Crawford in a Cunningham Osca had freed himself of the pack and came up to join in the dicing game. Ross evidently thought that three abreast was crowding things a bit and squeezed the Lola back into the lead, while Crawford and Dietrich took up the battle for second spot. Dietrich held second for two laps, then Crawford took over for five laps. Dietrich regained it for one more lap only to have Crawford take over on the next time around. Then Dr. M. R. J. Wyllie decided to come up and join the fun, forcing his Lotus into third place. He wasn't able to hold this spot for long, however, and the hard-driving Dietrich regained this position on the next lap. Crawford was crowding Ross and at times was only one second behind. Ross was turning the circuit at 82.6 m.p.h. and Crawford was never able to get by.

In the final count, Ross came in first, two seconds ahead of Crawford, Dietrich third and Baptista fourth.

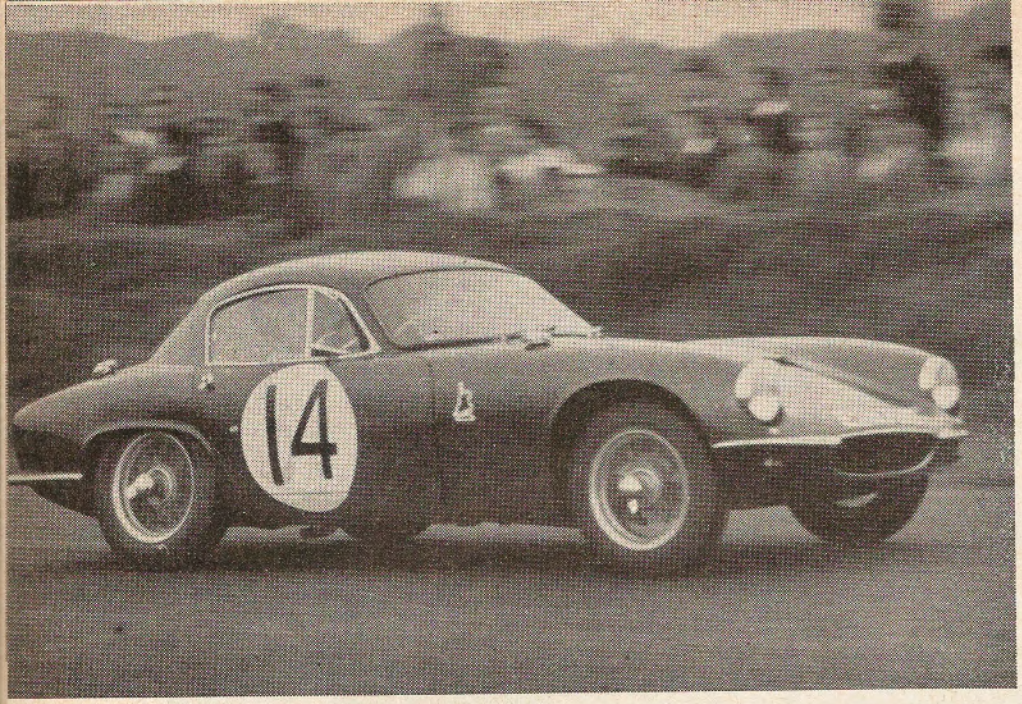
However, Crawford was disqualified for passing on a yellow flag, giving second place to Dietrich and third to Baptista.

The Dix Cup race for E and F Production (Porsches and M.G.s) saw 23 cars leave the starting line. Three Porsches driven by Bruce Jennings, Frank Wagenhofer and Harry Blanchard came around very close together in first three places. The second time around Wagenhofer was ahead. On the next lap Blanchard was leading but had to take the escape road on the right-angle turn leaving Wagenhofer in first place. At times only one or two seconds separated these cars. Sherman Decker, who won the M.G. race, made things interesting for the Porsches by running consistently in fourth place, and even holding third for two laps. When he lost the tread off one of his tyres, he had to retire from the race.

Some spins occurred on the right-angle turn but no damage was sustained. Dr. Schaefer took the escape road on the sixth lap and drove as far as the spectator fence before returning to the course.

Thirty-one entries in the Schuyler Carrera were mostly Alfa Romeo with Sprite, DB, Fairthorpe, Austin-Healey and M.G. TD represented. George Rainville (Alfa Romeo) passed C. A. Stoddard before the half-way mark on the first lap and was never headed. However, second and third spots were hotly contested. Stoddard was in second place for two laps when Norm Webb (Alfa Romeo) took over, but Sheeder (Alfa Romeo) was in second on the next time round only to lose out to Webb again, who held it for five laps. Then

(*Continued on page* 502)





*THE WINNER: Jim Clark, seen here early in the race, drove immaculately to win the* AUTOSPORT *"Three Hours" in the Border Reivers Lotus Elite.*

# NIGHT AND DAY AT SNETTERTON

## Jimmy Clark (Lotus Elite) Wins Splendid "Three Hours" Race—Gerard and Stoop Tie For "Autosport" Championship—Flockhart (B.R.M.) Wins Terrific Formula I Race

SATURDAY, 10th October, brought to Snetterton some of the finest racing ever seen at the Norfolk circuit. The courageous decision of Oliver Sear to promote a Formula 1 race in support of the traditional Three Hours final of the AUTOSPORT Series-Production Sports Car Championship was rewarded by a fine entry and a magnificent spectacle. With six drivers exceeding the "ton" in practice, the stage was set for a truly shattering race on the Saturday afternoon provided that the weather held; by incredibly good fortune, Snetterton basked in sunshine while other parts of the country had their first rain for weeks, and Ron Flockhart, with the B.R.M., recorded the first official 100 m.p.h. lap, won a beautifully driven race at 101.71 m.p.h. and left the circuit record at an almost unbelievable 103.85 m.p.h. The AUTOSPORT final, although played in a lower key, was no less enthralling and again it was a Scotsman who stole the limelight. Jimmy Clark, in the Border Reivers Lotus Elite, gave a superb exhibition of high-speed driving on a crowded track and came home the outright winner of the "Three Hours" with an overall average of 79.43 m.p.h. and a 2½-lap lead over Dickie Stoop's Frazer-Nash in second place. The car was beautifully prepared and never missed a beat, and

BY DAVID PRITCHARD

Photography by George Phillips

Jimmy's handling of it was beyond praise. The Elite seems so ideally suited to this track that one's sympathies must go out to John Whitmore who, after a most promising first season of racing, suffered the total loss of his car at Monza due to the fracture of a hydraulic brake pipe and was unable to get a replacement for this race.

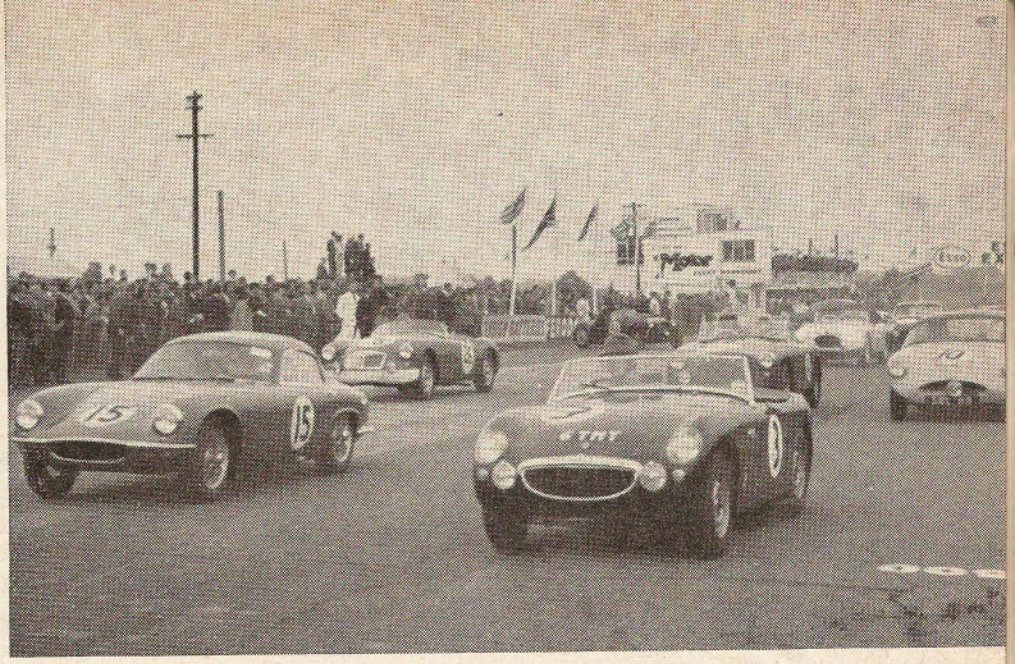
Paddy Gaston, who started hot favourite to win the championship series with his Sprite, being the only driver to gain maximum points in the qualifying rounds, had the sickening misfortune to be eliminated by mechanical failure after little over half an hour of racing. When pulling hard in third the gear slipped out and the engine over-revved; a valve kissed a piston and, as he got the lever into top and let the clutch in, the second motion shaft in the gearbox broke. With Gaston out, joint favourites for the title became Bob Gerard (Turner) and Dick Stoop (Frazer-Nash). Each had come to the final with 44 points, four less than Gaston, and each was leading his class. This situation remained until the end and we now have the unprecedented occurrence of two drivers coming to the end of a championship series with equal scores. Gerard's total in the qualifying rounds, in which the best six performances were to count, came from four wins and two seconds, with another second and a third not taken into the reckoning; Stoop's total was gained by six wins in six starts, one of which unfortunately carried half points owing to the smallness of the field.

WHEN the thunder of the racing machinery had died away, the finalists in the 1959 AUTOSPORT Series-Production Sports Car Championship brought their cars on to the track and formed them up in echelon in preparation for the traditional Le Mans-type start. Proudly at the head of the line stood Jimmy Clark's Elite, followed by Dick Protheroe's XK 120 and Sir Gawaine Baillie's Corvette, the only other cars to break two minutes in practice. John Mitchell's Ace-Bristol came next, heading the Class D cars with a practice time of two minutes dead, and next to him, incredibly, stood Pat Fergusson's Elva Courier at the head of the 1,600 c.c. class, only 0.4 sec. slower than Mitchell and faster than Stoop's Frazer-Nash by the same margin. Seventeenth in the line-up stood Gaston's Sprite, the fastest car in Class A with a practice time of 2 mins. 10.6 secs.

As the appointed time of 4.30 drew near, the drivers took up their positions on the outside of the track, our Managing Editor donned a Russian hat and took the Union Jack in hand, there was a moment of stillness, the flag came down and the race was on. Bob Staples got the old Ace away to a wonderful start but as he drew abreast of the Elite, Jimmy Clark, who had had slight trouble in getting the door open in spite of half



*LUCKY JIM: Happy Jim Clark grins at George Phillips after the race with (r. to l.) Ian Scott Watson, Gregor Grant and David Pritchard.*



*WELL AWAY: K. W. MacKenzie (Sprite) holds a momentary lead over Jim Clark after the Le Mans start. Also in the picture are David Dixon (M.G.A, No. 26), B. A. M. Gilbert (Turner, No. 4) and Bob Gerard (Turner), lights blazing.*

a dozen last-minute dummy runs, got the car under way and they tore up to the first corner side by side, with most of the rest of the pack snarling at their heels; Richard Shepherd-Barron's Giulietta hung fire for a few seconds which seemed like a lifetime and then got on its way with the others. In a remarkably short space of time the leaders could be seen streaming out of Coram Curve into the straight and then, with a blast of sound, the field tore through into its second lap. Jimmy Clark led the high-speed procession with Dick Protheroe and Jack Sears thundering after him, followed very closely by the amazing Fergusson in the Elva. Next came Dick Stoop at the head of the Class D cars and in 11th place, well in the first half of the field, Bob Gerard's little Turner as the first in Class A. Gawaine Baillie took the big Corvette straight into the paddock to retire with trouble in the wheel bearings.

It was not until the fifth lap that Stoop took Fergusson's Elva, at which time the first pit stop was made by I. L. Taylor, who found the hard-top coming adrift from his M.G.A; this was the first of several stops that he was forced to make for the same reason. Paddy Gaston had quickly fastened on to the tail of Gerard's Turner and was quietly shadowing his rival waiting for the fall of darkness, when he hoped to make his bid, aided by exceptional night vision. Bill Needham's Twin-Cam was going very well ahead of Bob Vincent's Elite and two desperate duels had developed, one between Chris Tooley's Sprite and John Green's Fairthorpe and the other between the Frazer-Nashes of Peter Sutcliffe and Tony Lanfranchi.

Three laps later, Stoop evidently decided to stir things up a bit, went ahead of Sears and set off after Protheroe. In another two laps he was ahead of the Jaguar and lying second to Clark's Elite. At the end of the first half-hour the order was Clark, Stoop, Protheroe, Sears, Fergusson, Mitchell, Sutcliffe and Lanfranchi, the class leaders being Clark, Stoop, Protheroe, Fergusson and Gerard. A few minutes before this the A.C. Ace of Bob Staples, which had been going gloriously, came into the pits with the old and expected trouble, a broken rocker. A replacement was made in the excellent time of ten minutes but, when Bob pressed the button to rejoin the race, the engine immediately went on to five cylinders again and the process had to be repeated.

At just about this moment came the dramatic news that Paddy Gaston was out. Bob Gerard's pit immediately told him of this and Bob knew that, if he could keep going at a respectable speed, he was sure of the class and had a strong chance of winning the championship.

Another driver who had a galling, and frightening experience at this time was Tom Entwistle when the engine of his M.G.A seized solid as he was rushing up to Riches Corner on full chat; he managed to throw the gear out before the car got away from him and coasted harmlessly off the course. Shortly after this, Tony Lanfranchi brought the Frazer-Nash in with a complete absence of gear selection and Jon Goddard-Watts came in reporting that the engine was threatening to seize. They both got under way again without a great delay, the Frazer-Nash being jammed permanently in third gear; the little Berkeley had, apparently, no recurrence of the trouble and both cars finished the race.

After one hour of racing the class leaders were unchanged but Mitchell had taken his Ace-Bristol into fourth place overall, ahead of Sears and Fergusson.

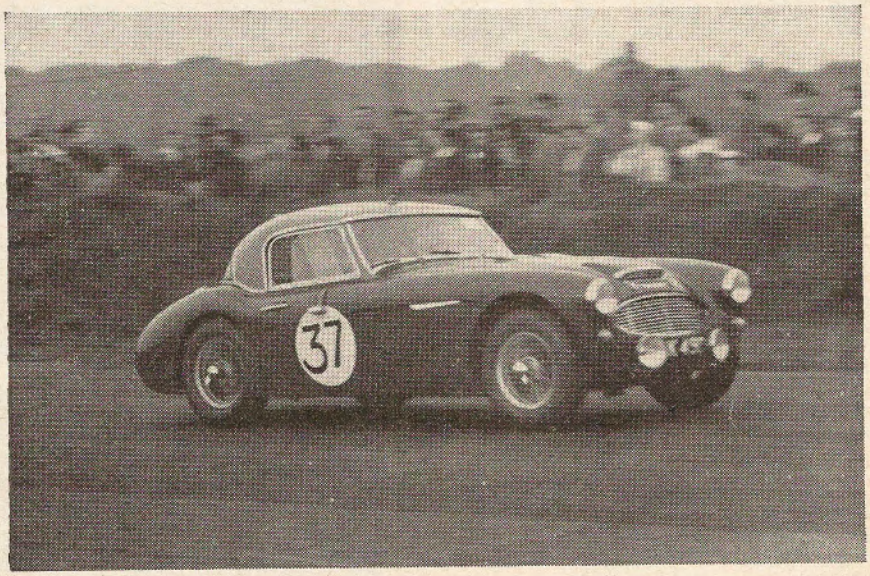
At 5.45 p.m., with darkness pretty well established, David Dixon started the run of compulsory fuel stops; every car in this race had to take on at least two gallons of petrol but the refuelling was not carried out in the pits themselves—a special depot was set up below the bridge, on the piece of tarmac frequently used as a paddock by the half-litres. Tony Lanfranchi's car did not yet require fuel but had developed a heavy thirst for oil, and it made the first of three stops to slake it.

Ten minutes later came more drama. Ken MacKenzie brought the Sprite in with oil all over everything; the cause, fracture of the copper elbow on the pipe leading into the filter. This made things look a trifle sick for the Sprite team, although Chris Tooley was still motoring extremely well, but Ken got to work himself, effected a repair, took on practically a sump-full of fresh lubricant and shot back into the race, to finish sixth in the class.

As half time came up, John Green brought the Fairthorpe in with the gear lever waving about uselessly. Removal of the tunnel revealed a fracture of the alloy casting supporting the remote-control assembly, so he jammed the box in top gear and rejoined the fray, to be rewarded with two points as a finisher.

At 6 p.m. the class leaders were still unchanged but Jack Sears had once again gone ahead of John Mitchell's Ace-Bristol and the race seemed to be settling down for the night in rather the same way as it does at Le Mans. During the ensuing half hour there were only two visitors to the pits; Tony Lanfranchi made his second call for oil but Bob Staples had a greater worry—the steering on his Ace had gone peculiar and, for good measure, another rocker had broken. His willing team set about remedying both defects but it cost him nearly half an hour, although this did not prevent him finishing fifth in his class, since only five started and all were running at the end.

At 6.30 p.m., with the refuelling stops



*GOING WELL: Early in the race Jack Sears (Austin-Healey) accelerates away from the Esses.*




*TWO FINE DRIVES were those of E. J. B. Mitchell (A.C.-Bristol) and P. H. Sutcliffe (Frazer-Nash) seen here in close company.*

to confuse the issue, the class leaders were yet again unchanged but Dick Protheroe had deposed Jack Sears from second place and Peter Sutcliffe had taken John Mitchell's place as fifth man overall. This was apparently due to a protracted fuel stop in the case of Mitchell, which caused a slight inquest after the end of the race.

No sooner had the third and final hour of this fascinating race dawned than drama broke out anew, two fancied cars coming into the pits within moments of one another. Pat Fergusson arrived plastered in oil and Jack Sears brought in the Austin-Healey 3000 complaining that the thing just would not go at all whenever he put his foot firmly on the loud pedal, to such an extent that he was being passed down the straight by the Sprites, an indignity which he found hard to swallow. This was the beginning of the end for poor Jack since, from there on, he visited the pits almost every lap without ever getting to the bottom of the trouble, which got steadily worse until the car would hardly motor at all. The cause of Pat Fergusson's oil bath was breakage of the pipe leading to the pressure gauge, a relatively minor lesion which could normally be got over by folding and flattening the offending tube where it projected from the engine and hoping that the lubrication system would continue to function normally in the absence of any warning in the cockpit. The problem was that the offending tube did not project, the fracture having occurred right at the crankcase union. Pat doused himself and the controls liberally with sand in anticipation of re-entering the fray while his pit crew went to work to devise some method of blanking off the engine outlet. Meantime the precious minutes were ticking away and Bill Needham went into the lead in the class.

What followed is slightly obscure and gave rise to one of those rare but somewhat unsatisfactory modifications to the official results. Gil Baird, who had bought one of the Dick Jacobs' Twin-Cams to drive in place of his Elva and was being managed by Dick himself, had by now found his way around the car and was really in the groove, lapping considerably faster than he had done in daylight; he also, apparently, had a very slick refuelling stop. Bill Needham, on the other hand, was said to have had a somewhat protracted fuel stop. Baird began to close inexorably on his rival and finally passed him, after which Needham, who had already had an adventure with a hare, had a minor incident trying to keep with his adversary. Meanwhile, the timekeepers, as they subsequently admitted, missed one lap by Baird and credited Needham with victory in the class. The Baird équipe naturally raised an immediate query which was substantiated and Bill Needham, equally naturally, was not a little chagrined at having his triumph denied him. Both had driven a fine race and it was most unfortunate that this contretemps should introduce a jarring note at the end of a wonderful day's sport; it happily soon wore off in the congenial atmosphere of the clubhouse afterwards.

At three minutes to seven, just as Bob Gerard's pit hung out a signal telling him that he had a clear lap lead over Barry Gilbert, his nearest rival in the class, Gilbert failed to appear. In a matter of moments, the news came in that he had retired out on the circuit with transmission failure. This gave Gerard a clear four laps lead and, barring any intervention by malicious fates, his victory was assured. His mechanics had been working furiously in the paddock after the final practice session replacing the cylinder-head gasket, but the car had run like clockwork and, in fact, nothing occurred to retard its progress.

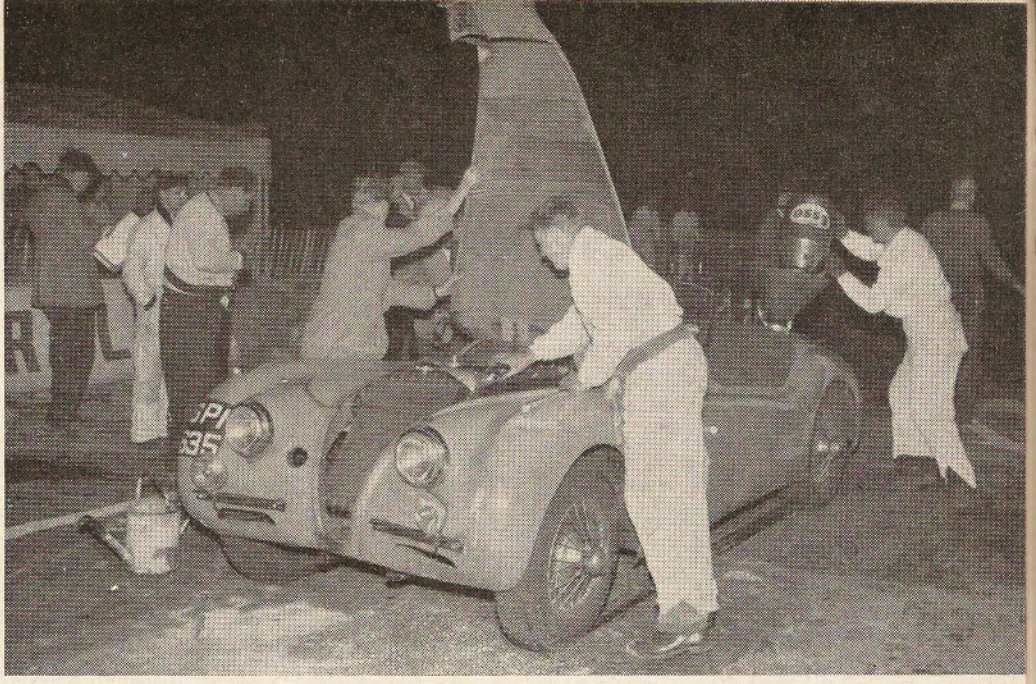
At seven o'clock, with half an hour to go, Jimmy Clark was almost a lap and a half ahead of Dick Protheroe, now in second place overall and just over a lap ahead of Dick Stoop. Jack Sears had, of course, finally left the leader board, as had Pat Fergusson, and Peter Sutcliffe was a lap ahead of John Mitchell. In seventh place, four laps behind the leader but only half a minute behind Mitchell, was Richard Shepherd-Barron who had driven splendidly.

With a quarter of an hour to go, the Giulietta shed a plug lead but Richard pressed on non-stop. Then, suddenly, the far end of the pits was a scene of furious activity. Protheroe was in with the front of his Jaguar crumpled, a lamp broken and the throttle linkage deranged. It seemed that an M.G. had braked suddenly in front of him at the entrance to a corner and there had been a fairly violent impact. Frantic work with hammers and levers and things got the Jaguar driveable again and it shot back into the race, but three laps had been lost and it dropped to fifth place behind Stoop, Sutcliffe and Mitchell.

As the third and last hour drew to a close, an arclight was beamed across the finishing line, Gregor Grant (still in his Russian headgear) took up his position and, stopwatch in hand, held out the chequered flag as the final second ticked away. The AUTOSPORT "Three Hours" was over for another year. Paddy Gaston pushed his silent Sprite over the line to be on the safe side, although it transpired that he could not qualify as a finisher, and the first car over the line under its own power was the Frazer-Nash of Peter Sutcliffe. Jack Sears, who was in the pits at the time, managed to summon enough energy in the Austin-Healey to carry it past the flag and the rest of the survivors came crowding in. Jimmy Clark, who had covered 89 laps




*LOTUS BEATER: Bill Needham (M.G.A) drove a fine race to finish sixth and managed to stay ahead of R. Vincent (Lotus Elite) for the entire distance.*



*PIT STOP: Dick Protheroe's XK 120 takes on more fuel while the engine receives a quick check.*

of the Snetterton circuit in 3 hrs. 1 min. 30.6 secs. at an average speed of 79.43 m.p.h. without ever putting a wheel wrong, drove up to receive his victor's garland amid tumultuous applause, and the crowd of spectators broke its bounds in characteristic style to get a closer look at the cars and drivers who had entertained them for so long.

### Snetterton Snippets

ANOTHER championship was fought out late in the evening after the race between several of the drivers, their helpers and friends, the promoter and members of the AUTOSPORT staff headed by the Editor and the Chief Photographer. It was a six-heat contest on the Dodgems and was intensely exciting, but the winner is unknown.

#### Results

**General Classification:** 1, J. Clark (Lotus Elite), 79.43 m.p.h.; 2, J. R. Stoop (Frazer-Nash); 3, P. H. Sutcliffe (Frazer-Nash); 4, E. J. B. Mitchell (Ace-Bristol); 5, E. Protheroe (Jaguar XK 120); 6, G. Baird (M.G. Twin-Cam); 7, W. E. Needham (M.G. Twin-Cam); 8, R. M. Shepherd-Barron (Alfa Romeo Giulietta S.V.)

**Class A:** 1, F. R. Gerard (Turner), 72.33 m.p.h.; 2, C. P. Tooley (Austin-Healey Sprite); 3, R. G. Falconer (Turner).

**Class B:** 1, J. Clark (Lotus Elite), 79.43 m.p.h.; 2, R. M. Shepherd-Barron (Alfa Romeo Giulietta S.V.); 3, R. Vincent (Lotus Elite).

**Class C:** 1, G. Baird (M.G. Twin-Cam), 75.08 m.p.h.; 2, W. E. Needham (M.G. Twin-Cam); 3, J. P. Fergusson (Elva Courier).

**Class D:** 1, J. R. Stoop (Frazer-Nash), 77.19 m.p.h.; 2, P. H. Sutcliffe (Frazer-Nash); 3, E. J. B. Mitchell (Ace-Bristol).

**Class E:** 1, E. Protheroe (Jaguar XK 120), 75.47 m.p.h.; 2, J. G. Sears (Austin-Healey 3000).

#### "Autosport" Championship Results

**General Classification:** 1, F. R. Gerard (Turner), 68 points and J. R. Stoop (Frazer-Nash), 68 points; 3, E. Protheroe (Jaguar XK 120), 64 points; 4, J. P. Fergusson (Elva Courier), 54 points and J. Clark (Lotus Elite), 54 points; 6, W. E. Needham (M.G. Twin-Cam), 50 points and E. J. B. Mitchell (Ace-Bristol), 50 points.

**Team Prize:** Team Sprite (J. H. Gaston, K. W. MacKenzie C. P. Tooley), 115 points.

**Class A:** 1, J. H. Gaston (48); 2, C. P. Tooley (39); 3, K. W. MacKenzie (28). **Class B:** 1, J. Clark (54); 2, J. H. D. Whitmore (40); 3, R. M. Shepherd-Barron (36). **Class C:** 1, W. E. Needham (50); 2, G. Baird (38); 3, M. Wayne (30). **Class D:** 1, E. J. B. Mitchell (50); 2, P. H. Sutcliffe (35); 3, J. G. Tallis (32). **Class E:** 1, J. G. Sears (45); 2, Sir Gawaine Baillie (29); 3, C. R. Hanson (14).

# Ron Flockhart (B.R.M.) Wins Silver City Trophy Race

BY MARTYN WATKINS

Photography by George Phillips

CURTAIN-RAISER to the programme was the 25-lap race for Formula 1 and F2 cars for the Silver City Trophy, and as a way to whet the spectators' appetites there could not have been a better race. Before practice the lap record stood to Brian Naylor (J.B.W.-Maserati) at 98.99 m.p.h., and it seemed likely that, given good conditions, the record would be pushed over the 100 m.p.h. mark.

In fact this was done with a vengeance. Graham Hill (Lotus) started the rot to become the first driver to lap the Norfolk circuit at more than the magic "ton". By the time the race proper was due to start, no fewer than six of the 23 cars on the grid had exceeded 1 min. 37 secs. (100 m.p.h.) and the fastest was Ron Flockhart (B.R.M.) in 1 min. 34.8 secs. Then came Roy Salvadori (Cooper-Maserati) in 1 min. 35 secs. and then Graham Hill (Lotus) in 1 min. 35.2 secs. Bruce Halford, out for the first time in a B.R.M., lapped in 1 min. 36.4 secs., fractionally faster than Innes Ireland (Lotus), who recorded 1 min. 36.6 secs. and Jack Brabham who did 1 min. 36.8 secs. in a Cooper for only 2.2 litres.

Front row of the grid was composed of Flockhart, in pole position, Salvadori, Graham Hill, Halford and Ireland. Fastest of the F2 cars was Chris Bristow, in the Yeoman Credit Cooper-Borgward, who recorded 1 min. 40.6 secs. (97.8 m.p.h.). Next quickest was Mike McKee, in Jim Russell's Cooper-Climax, in 1 min. 41.2 secs., and then came young Stanley Hart—one of this season's discoveries as far as F2 racing is concerned—having got his Cooper round in 1 min. 42 secs.

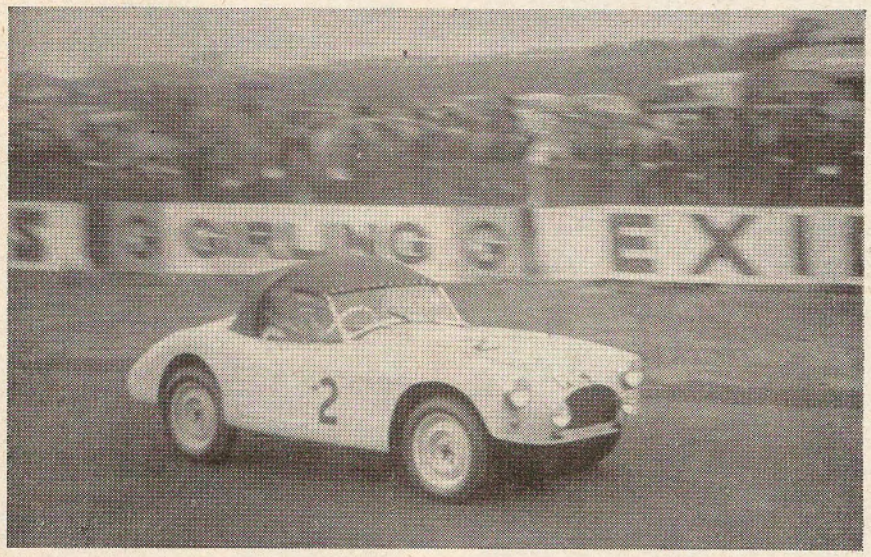
At the drop of the flag, amidst all the drama of a Formula 1 start, the two B.R.M.s of Flockhart and Halford slightly out-accelerated the Lotus of Graham Hill and Salvadori's Cooper-Maserati, but by the time Riches Corner —the first right-hander—was reached the field was all bunched up with almost nothing between any of them. Ian Raby, in the 1.7-litre Hume Cooper, had his car turn sideways on acceleration and was assisted in the ensuing spin by Brian Whitehouse, who found the machine broadside on in front of his Cooper and shunted it aside.

Mike Parkes (Fry) very nearly joined in the discussion but managed to avoid it. Raby caused his car to face in the right direction once more and thereafter proceeded to motor at the most tremendous velocity to try to regain a few places.

At the end of the first lap Flockhart was in the lead, ahead of Bruce Halford, Graham Hill, Jack Brabham and Innes Ireland. Then—already—came a longish gap, after which came David Piper, Chris Bristow in the first of the F2 cars and then Roy Salvadori. Brian Whitehouse came into the pits and, before the leaders had completed their next lap, left again after his car's front suspension had been examined.

On the second tour the 100 m.p.h. lap

(*Continued on page* 498)



*CO-CHAMPION: Joint winner of the* AUTOSPORT *Championship, with Dick Stoop, was Bob Gerard, whose Turner ran like clockwork all through the Three Hours' race.*







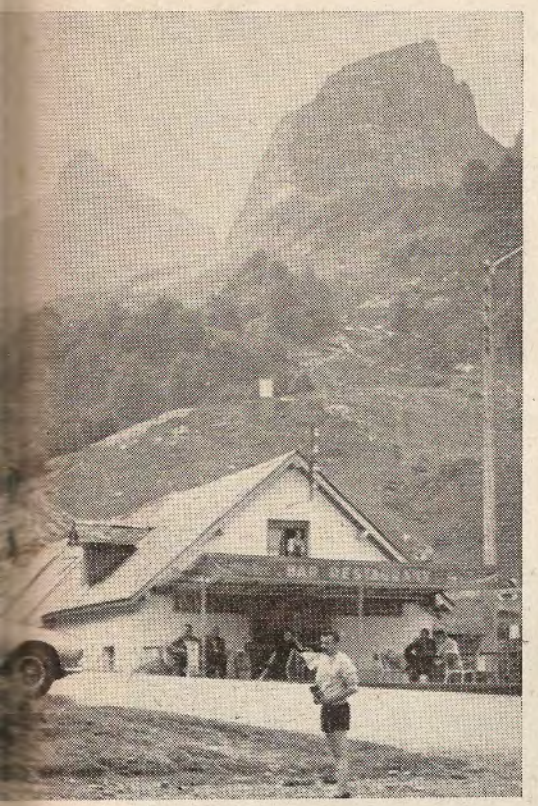
# *Tour de Fra*
# *Picto*




**TOP LEFT:** Touring class winners, Nano da Silva Ramos and Jean Estager, are seen here in their 3.4 Jaguar on the Col de Braus. **CENTRE LEFT:** Annie Soisbault and Michele Cancre, winners of the Ladies' Prize, pass through Sanselle in the TR3A. **BOTTOM LEFT:** The winners on the Col de Braus with Gendebien driving the Ferrari. **BOTTOM CENTRE:** The field gets away in one of the G.T. races at Montlhery





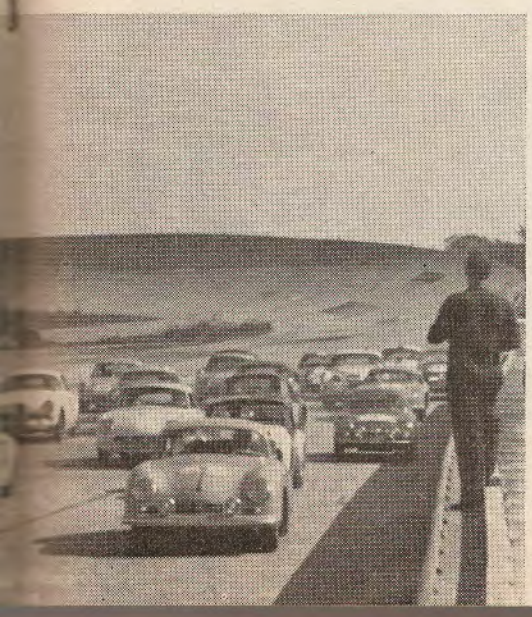



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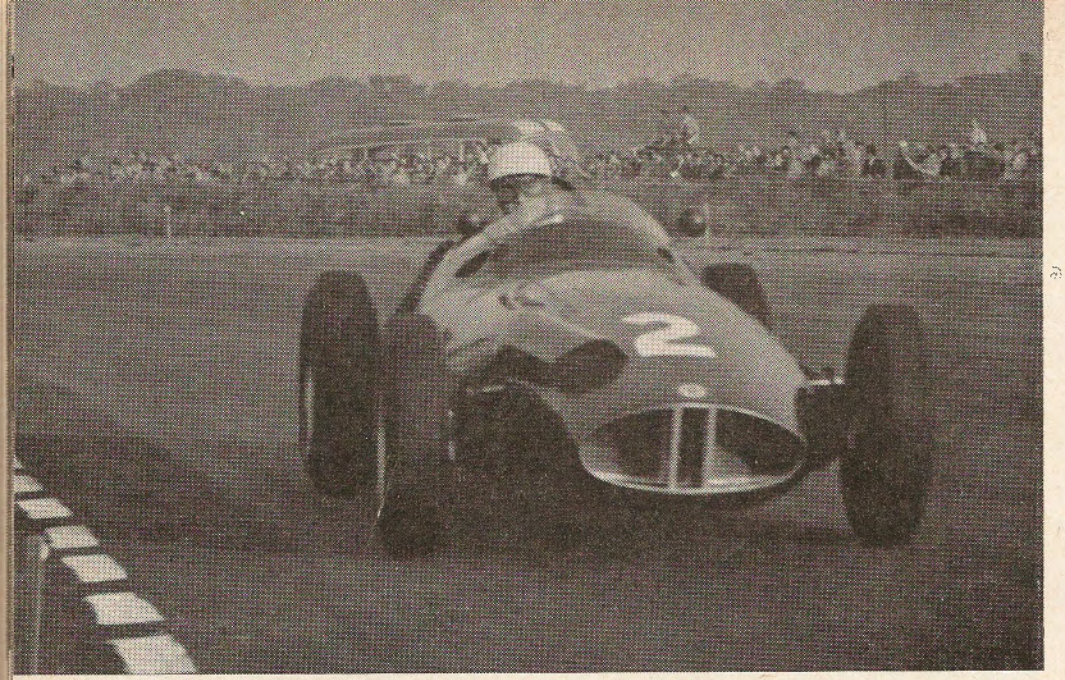
BY MAURICE LOUIS ROSENTHAL

**TOP CENTRE:** Dwarfed by the imposing mountains the winning team presses on through the Alps. **TOP RIGHT:** Second car home was the 250 Ferrari of Mairesse/Berger seen here at Mont Ventoux. **CENTRE RIGHT:** The Index-winning D.B.-Panhard of Guilhaudin/Rey hurries up Mont Ventoux. **BOTTOM RIGHT:** A mixed bag of Ferraris, Porsches, Alfa Romeos and D.B.-Panhards seen during a speed test at Rouen.







**Snetterton**—*continued*

was achieved by Ron Flockhart, who still led at the end of the lap from Graham Hill, who had passed Halford. Bruce had dropped to fourth behind Jack Brabham who, suffering from lack of power from his smaller engine, was trying all he knew to catch the leaders, cornering at 45 degrees in the most tremendous manner. Keith Greene's F2 Cooper, which had been travelling slowly at the tail of the field, rolled to a stop at the Esses with ignition trouble. Brian Whitehouse came into the pits again and this time remained there.

On lap three Flockhart still led Hill, the two of them drawing away slightly from Jack Brabham. Ireland was closing up on Halford and a long gap had opened up between them and Salvadori, who was well clear of David Piper. The Formula 2 category was being led by Chris Bristow, ahead of Mike McKee and Stanley Hart, who held eighth, ninth and 10th places respectively. Behind them came John Campbell-Jones (Cooper) and, fighting hard, Chris Summers (Cooper) and Trevor Taylor (Cooper). Ian Raby, in the Hume Cooper, was fast catching the pair of them.

By the fifth lap Graham Hill was closing right up on Ron Flockhart and a gap was opening up between Hill and Jack Brabham, still in third place. Innes Ireland had passed Bruce Halford and was now fourth.

The pace was tremendous, the Formula 1 cars reaching 160-170 m.p.h. on the ¾-mile Norwich Straight. Hill was right up behind the leading B.R.M. On lap six Flockhart did a lap in 1 min. 33.6 secs., a speed of 103.85 m.p.h.! Brabham had closed the gap between him and second placeman Hill and was drawing away from Ireland, in the other works Lotus.

But Flockhart's tremendous lap record was not enough, and on lap seven Graham Hill took the lead. Already the tail-enders were being lapped.

Hill maintained his lead until the ninth lap, when Flockhart came past in the lead once more. Hill was back in second place, ahead of Jack Brabham, Bruce Halford, Roy Salvadori and Innes Ireland, who made a quick pit stop on the eighth lap and left having lost a place. By lap nine, however, Ireland was back in front of Roy and of Graham Hill there was no sign: his car was stationary at the Esses, having broken a drive-shaft.

This development left Flockhart securely in the lead, with Jack Brabham in second place. Third, now, was Bruce Halford, ahead of Innes Ireland, Roy Salvadori and David Piper, in his 2-litre Lotus F1.

On lap 11 Salvadori came into the pits to retire, while the leaders had lapped third man in the F2 race, Stanley Hart. Ian Raby had now caught up with the Summers-Taylor battle and was joining in merrily, although all three of them were among the many cars which found themselves a lap behind the leader.

On lap 14 a long gap had opened up between Bruce Halford in third place and fourth man Innes Ireland, and on the following lap Ireland came into the pits again, this time to retire with a broken anti-roll bar. On lap 16 the Coopers of Summers and Taylor, still battling fiercely, touched at the Esses, but no further incident developed. On the same lap the timekeepers announced that nearly every Formula 1 car had completed a lap in excess of 100 m.p.h.

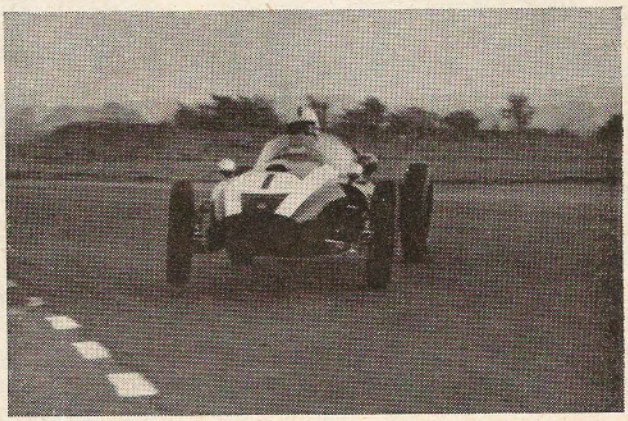
On the 16th lap Flockhart lapped David Piper, who was now in fourth place behind Halford and, second, Brabham. The Formula 2 category was still led by Bristow, now fifth, in front of McKee, who was seventh overall. Third

(*Continued on page* 502)

*ANOTHER WIN FOR B.R.M.: Ron Flockhart drove a beautifully judged race to win the Formula 1 event in the Bourne car.*

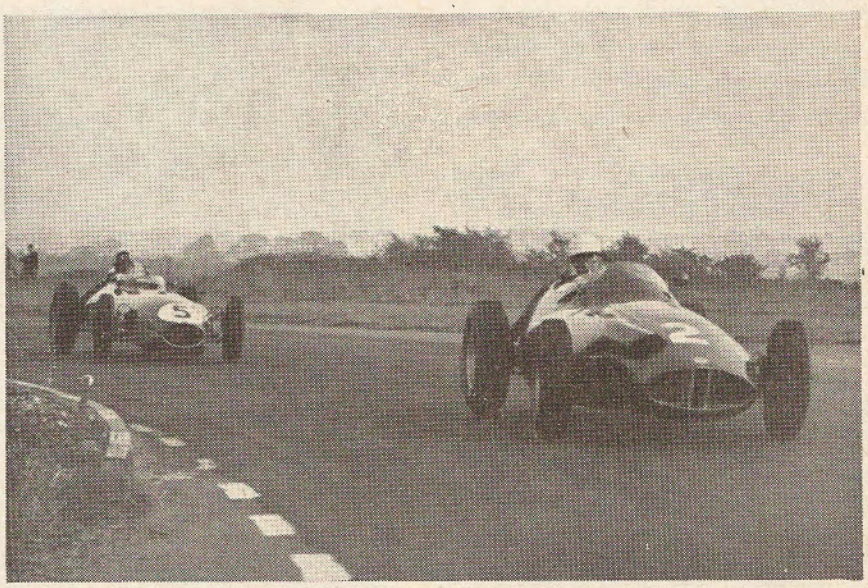
★

*ALL RIGHT, JACK! Brabham, using his old dirt track technique, slides his 2.2-litre Cooper through a bend on his way to second place.*



**Results**

**Silver City Trophy Race:** 1, Ron Flockhart (B.R.M.), 25 laps, 101.71 m.p.h.; 2, Jack Brabham (Cooper-Climax 2.2-litre); 3, Bruce Halford (B.R.M.); 4, David Piper (Lotus-Climax 2-litre), 24 laps; 5, C. Bristow (Cooper-Borgward F2); 6, M. B. McKee (Cooper-Climax F2). **Formula 2 category:** 1, Bristow, 24 laps, 94.65 m.p.h.; 2, McKee; 3, J. Campbell-Jones (Cooper-Climax), 23 laps. **Fastest lap:** Flockhart, 1 m. 33.6 s. (103.85 m.p.h.). **Fastest F2 lap:** Bristow, 1 m. 41.6 s. (95.67 m.p.h.).



*ORDER ABOUT TO CHANGE: Graham Hill (Lotus) closes up on Ron Flockhart (B.R.M.) prior to passing him to take a short-lived lead.*




# Wins again at

**SNETTERTON, OCTOBER 10th**

*AUTOSPORT 3-HOUR RACE*

WINNER

**J. CLARK** ..... LOTUS-ELITE 79.43 m.p.h.

CLASS B (1,000–1,300 c.c.)

**1st J. CLARK** ..... LOTUS-ELITE

CLASS C (1,300–1,600 c.c.)

**1st G. BAIRD** ..... M.G. Twin-Cam

CLASS E (Over 2,000 c.c.)

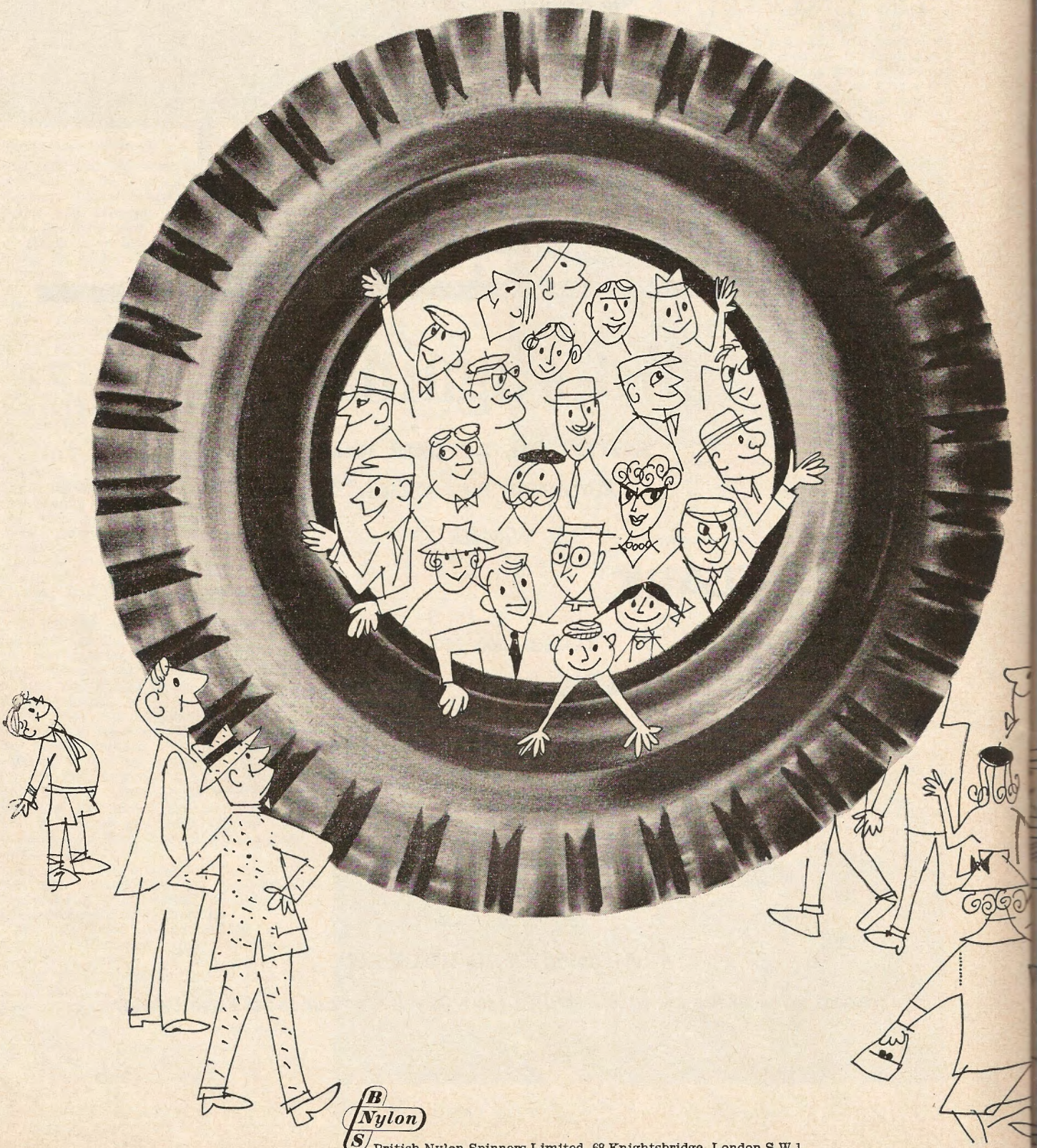
**1st D. PROTHEROE** ..... JAGUAR

*(Subject to official confirmation)*

***All using* ESSO GOLDEN**

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

# Nylon-



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# CHANGES MOTORING at this year's Motor Show

At Earls Court this year many of Britain's best known makes of car will be fitted with nylon-corded tyres as original equipment. The line-up includes such famous names as Austin-Healey Jaguar, Jensen and Daimler. The reason is that nylon's toughness gives greater safety as well as longer wear. Its flex resistance is greater than that of any other tyre-cord and enables it to withstand the tremendous strains imposed by high-speed braking and cornering—without turning a hair. Its impact resistance laughs at kerbs and potholes, and it gives the same high performance wet or dry. Nylon runs cooler on long journeys. A budget point—nylon-corded tyres are so strong that they can be remoulded time and again. It's a safe prediction that you can expect to meet more and more of these tyres on the road in future.

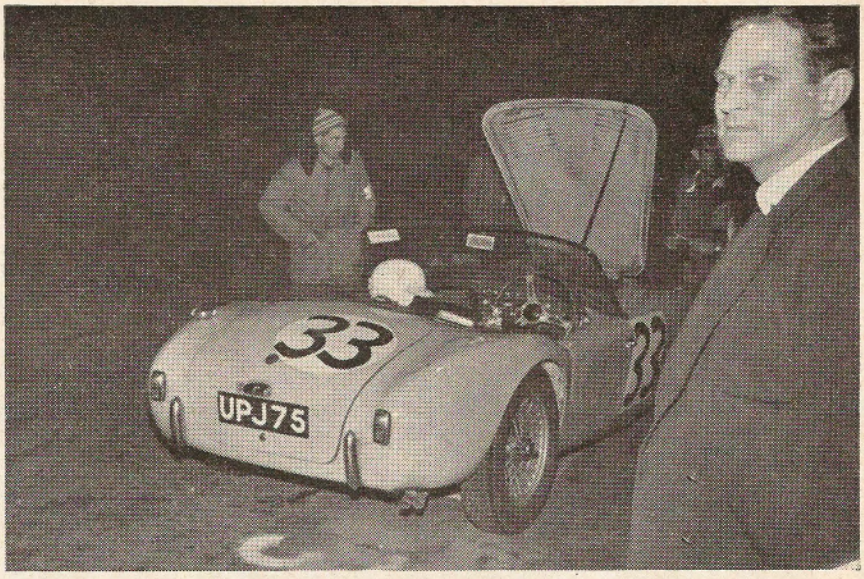
## It's *Nylon* for lasting strength



# Club News

By MICHAEL DURNIN

THE **North London Enthusiasts' C.C.** Radcap Rally will take place on 24th-25th October and counts towards the B.T. and R.D.A. Silver Star. It will be over metalled roads and is open to the following clubs: Advertising, Circle, Falcon, Harlow, Harrow, London, M.G.(S.E.), N.L.E.C.C., Per Ardua, Sporting Owner, Triumph Sports, and B.T. and R.D.A. clubs. Regs. are available from George Bance, 11 Bath Road, Reading. . . . The Fourth Cambrian Rally, organized by the **North Wales C.C.** on 31st October-1st November, will be over 275 miles of North Welsh roads. There are starts at Warrington, Shrewsbury and Colwyn Bay and regs. may be had from J. P. Bocking, "Westfield", Deganwy Road, Deganwy, Caerns. . . . **Huddersfield M.C.'s** Dusk till Dawn Rally takes place on 31st October-1st November and regs. are available from A. J. Lincoln, 360 Whitehall Road, Westfield, Wyke, near Bradford. Invited clubs are B.A.R.C., Brooks Motors, Ilkley and District, De Lacy, M.G., Glossop and District, Knowldale, Lancashire, Sheffield and Hallamshire, and North Midland. . . . **Anglia and Prefect O.C.** "3Ns" Rally, on 21st-22nd November will be over 250 miles of metalled roads and is open to members of all clubs in the Association of Central Southern Car Clubs. Regs. are available from G. R. Lucas, "Cranmore", Ouseley Road, Wraysbury, Bucks. . . . The "Woodcote Half-Night Rally" organized by the **East Surrey M.C.** is due to take place on 28th-29th November. Starting at 7 p.m. this restricted event will cover 120 miles of metalled roads and is open to B.A.R.C., Cemian M.C., Per Ardua M.C., Forces M.C., Mid-Surrey A.C., Allard O.C., M.G.C.C.(S.E.), Advertising M.C., C.S.M.A., and B.R.S.C.C. Regs. available from Mrs. P. Osborne, 45 Hillview Road, Sutton, Surrey. . . . **Sevenoaks and D.M.C.** will have a film show in the Gaumont Theatre, Bromley, Kent, at 11.30 p.m. on 30th October. The programme, which will last for about two hours, will include the *Coupe des Alpes* film and *Tribute to Fangio*. Tickets, price five shillings, may be obtained from Stephen Clipstone, Plant, Clifford and Co., 28 Widmore Road, Bromley, Kent. . . . **Leicestershire C.C.** and **Midland M.E.C.** have a 20-mile sporting trial for production cars on 25th October. Regs. for this closed event, which starts from the Square, Market Harborough, at 1.30 p.m., may be had from J. M. Taylor, 14 Hinckley Road, Leicester. . . . **Border M.R.C.** annual dinner-dance and presentation of prizes will take place in the King's Arms Hotel, Berwick-on-Tweed, on 4th November. . . . **Birmingham Young Conservatives M.C.** are to have their annual September Rally, oddly enough, on 18th October. Regs. for this closed event are available from K. R. James, 380 Stratford Road, Birmingham, 11. . . . **Newquay M.C.** are holding their sixth annual Newquay Rally on 14th-15th November. It will be a restricted event open to members of clubs belonging to the Association of South Western Motor Clubs. The course will be approximatey 200 miles, starting from Newquay, Plymouth and Bideford. Regs. can be obtained from I. A. Start, 24 Narrowcliff, Newquay, Cornwall. . . . **Ecurie Ecosse Association** (London Branch) have an informal buffet dance arranged for 28th October in the Paviours Arms, Page Street, S.W.1. . . . **Stockton and D.M.C.** will hold their first Stocktonian Rally on 24th-25th October. Clubs invited to this 300-mile event are: Berwick and District, Bellingham, Synthonia, B.A.R.C., Tynemouth and District, Hartlepool and District, Northallerton and District, M.G.(N.E.), Northumbrian and Wilton Works. Regs. are available from R. C. Boardman, 48 The Grove, Marton, Middlesbrough.




*OFF HIS ROCKER? Well, not quite, but Bob Staples was in almost continuous trouble throughout the* AUTOSPORT *"Three Hours" race at Snetterton with broken rockers. Here the trouble is being rectified.*

## Coming Attractions

**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.*
**November 7th.** *London M.C. TV Trophy Trial, near Aylesbury, Bucks.*

**Snetterton**—*continued*

place in the 1½-litre class, and eighth place overall, was now filled by John Campbell-Jones, Stanley Hart having disappeared from the lap-chart after an extremely fine drive. Trevor Taylor emerged as victor after his race-long struggle with Chris Summers and Ian Raby, while Raby himself began to drop back.

From this point on the race was almost won. Somewhere in the region of eight seconds separated Brabham and Flockhart, and Ron's lap times indicated that, with only a 2.2-litre engine, Jack could do little about catching him. Bruce Halford, third, was about 27 secs. behind Jack, and over a lap ahead of David Piper.

Indeed it was so. Ron Flockhart ran out winner at 101.71 m.p.h.—a race average speed higher than the former F1 lap record. Brabham, second, finished a little over 11 secs. behind him. In the Formula 2 race, Chris Bristow just failed to catch Piper's F1 car to lead home Mike McKee and John Campbell Jones, who was two laps behind the leaders. A most impressive race.

**Watkins Glen**—*continued*

Stoddard again gained second to keep it until the last lap when he lost out to Dave Elder who had been pursuing him for the last seven laps. Christopher Noyes also passed him to finish in third spot.

Corvettes dominated the race in the Glen Trophy (B, C, D Production) followed by Austin-Healeys, Jaguars, Mercedes and Ferrari.

Don Yenko (Corvette) led the first time around but was passed by Frank Dominiani (Corvette) who kept the lead for five laps when Roy Tuerke (Corvette) took over. He was the eventual winner being pursued in turn by Dominiani and Harold Keck (Corvette) who finished only five seconds behind Tuerke. Dominiani gave up in the 19th lap and had to be towed in. Third place went to Ben Moore (Corvette).

One of the finest arrays of first-class machinery was on display at this year's Grand Prix, the list of drivers read like *Who's Who in Racing*, and one of the largest crowds of spectators since the days of "Through the streets racing", was on hand. The weather was quite favourable. All in all, with no serious accidents, Watkins Glen might well say, "It was a fine race meet".

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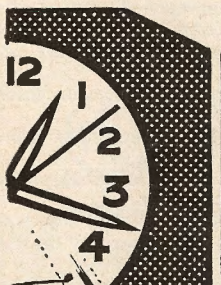
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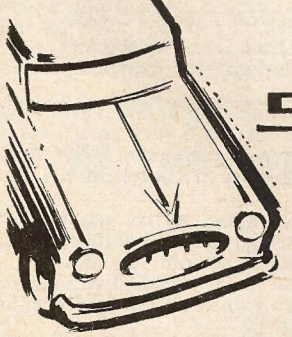


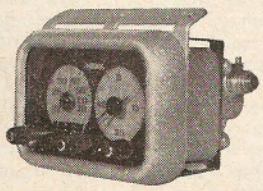
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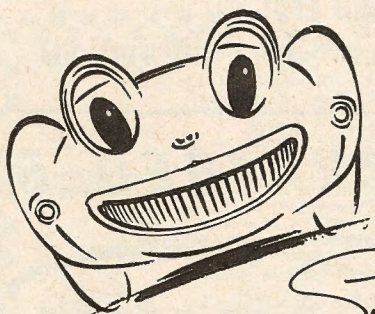


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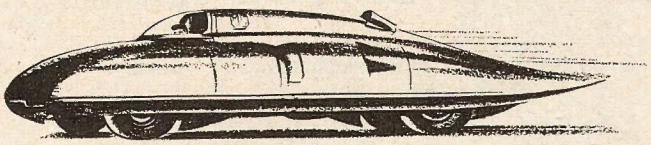
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# CORRESPONDENCE

**World Beater?**

MAY I venture to suggest that David Brown has produced a "world beater" in the new DB4 G.T. Aston Martin that is likely to out-perform anything the Italians can produce in the Grand Touring class. With G.T. cars likely to take the place of sports-racing cars in International events this model surely gives Great Britain her best chance of maintaining supremacy. What a pity this car, or the DB4 either, was unable to enter the Tour de France, as it represents the only serious challenge to Ferrari.

May I also suggest that the Gold Cup race shows Oulton Park to be entirely suitable for accommodating the British G.P. and much more attractive than Aintree from the point of view of competitor and spectator alike.

BRIAN JOSCELYNE.

WATFORD, HERTS.

**Correspondent Wanted**

I WISH to communicate with a fellow motor racing enthusiast in the U.S.A. and wonder if you are able to assist me in this direction through the channels of your excellent magazine. I am 24, a Twin-Cam owner, and interested in all forms of motor racing.

Congratulations on the consistently high standard of AUTOSPORT. Especially the photography, which certainly has no rival for topicality, action and interest.

D. A. BROOKS.

LONDON, S.E.23.

**Ace or Morgan?**

I HAVE read with growing concern the recent correspondence in your magazine sparked off by Mr. D. J. Duncan's letter re Bristol-engined A.C. cars. As one of the people being sniped at may I make the following facts clear to all.

1. My Morgan Plus Four was bought second-hand from "Performance Cars, Ltd.", in June, 1958, being a 1956 model with TR2 engine, no modifications and no racing history.
2. *All* the work and race preparation carried out on the car is done by myself and my team of friends in the evenings after a day's work (0830-1730) in the employment of an aircraft accessory manufacturer.
3. I am employed at under £1,000 per annum. So much for the background, now for the car itself.
4. The engine as raced conforms to the manufacturers original specification *in all respects.*
5. All modifications are carried out on the original pieces and no replacements have been made whatsoever.
6. The chassis and bodywork are raced completely standard in all respects, no modifications having been carried on the suspension, braking or steering.
7. There are only three additions to the car as a whole, these being: oil cooler, flat aluminium undertray and special exhaust system (home made).

From the above it can be seen that most of the complaints made in various letters on the subject stem from people searching for excuses for not winning motor races or not competing in them and what is needed is not money, not works prepared cars, not special regulations, but personal mental effort and hard work.

I admit that some of the Triumph cars I race against are rather special and have cost their owners a very great deal of money, but all that comes to light from this is that the Morgan is much more suitable for racing when it comes off the production line than the Triumph.

My final point is that I consider the correct sequence of events re types of cars and events is that it should be up to the owner to buy a car for which races are run and not to buy a limited production machine and sit around waiting for some benevolent race organizer to run an event expressly for him.

Therefore, my advice to all frustrated potential A.C. racing drivers is: sell it—and buy two second-hand Morgans, one to race and one to go to work in.

C. J. LAWRENCE.

LONDON, S.W.5.

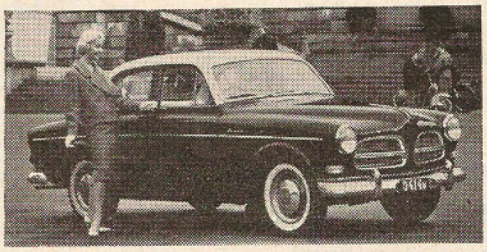
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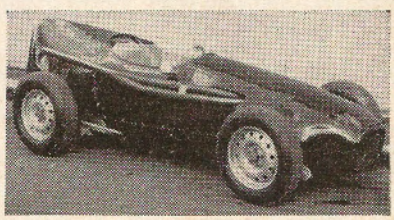
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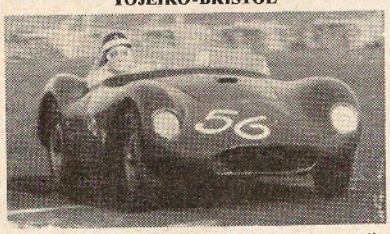
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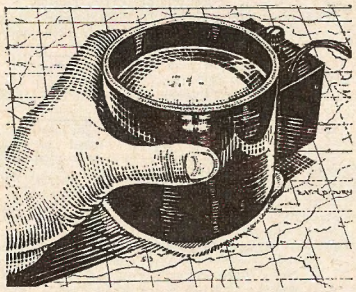
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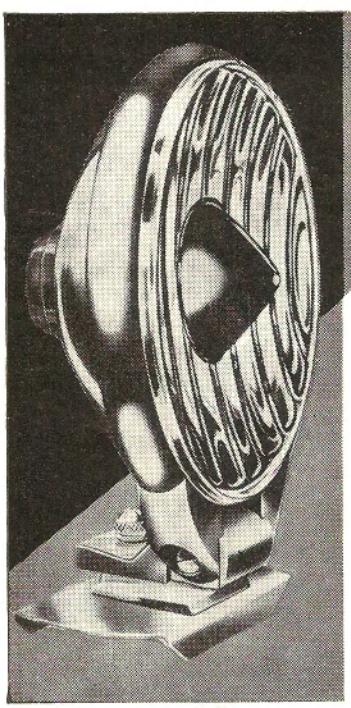
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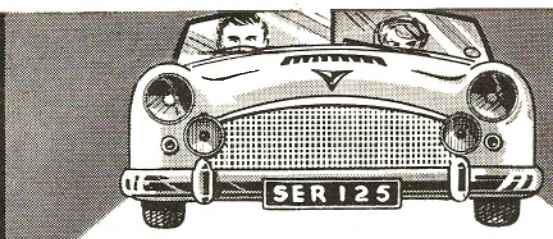
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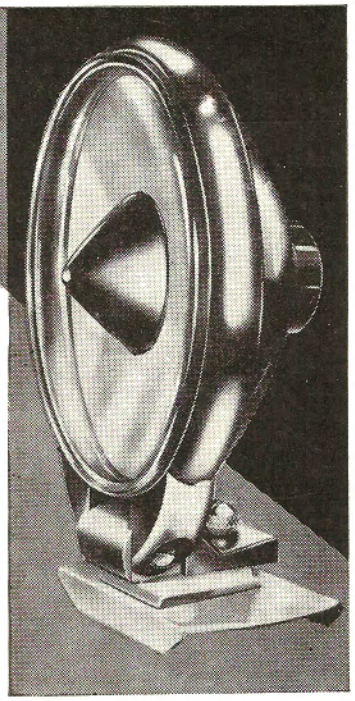





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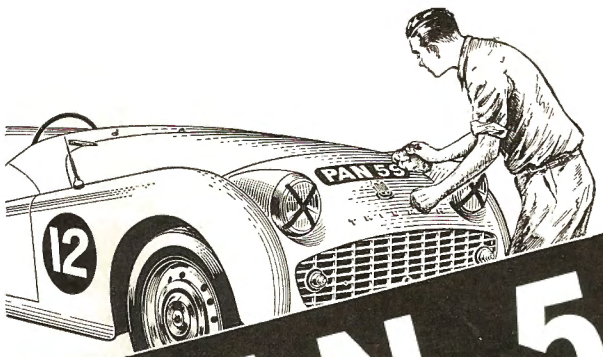
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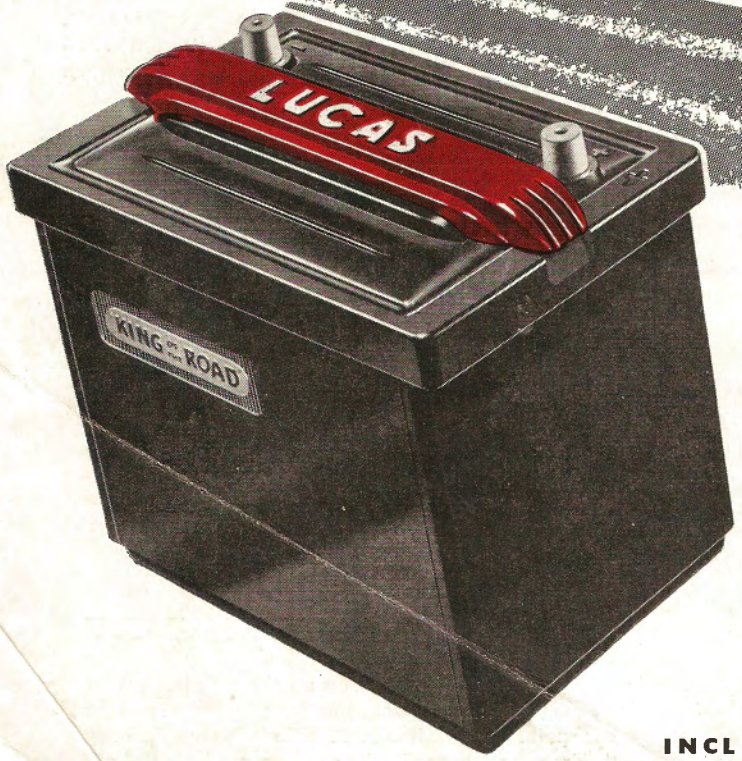
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