

AUTOSPORT

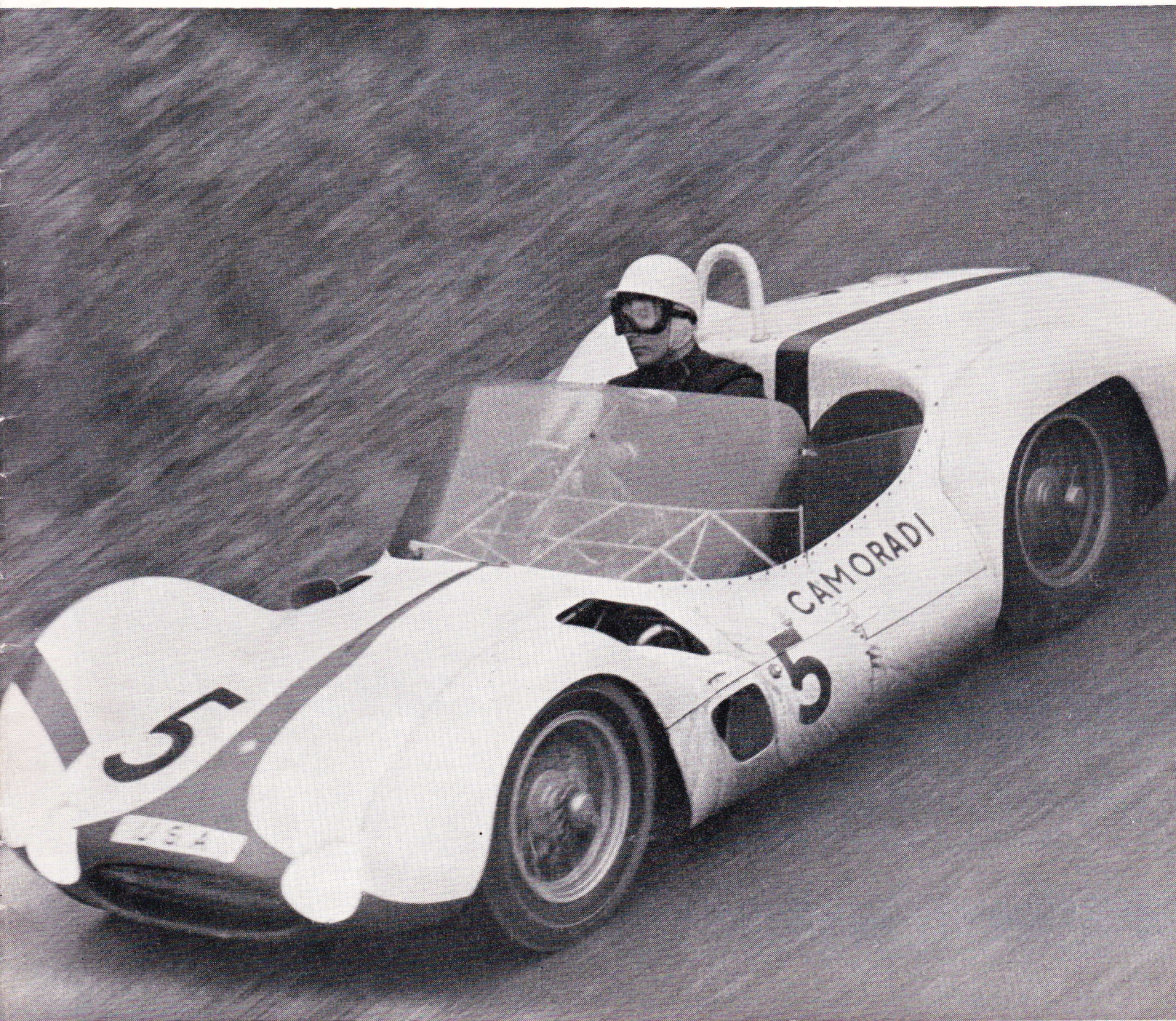
BRITAIN'S MOTOR SPORTING WEEKLY

MAY 27, 1960

1/6

EVERY FRIDAY
Vol. 20 No. 22

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



IN THIS ISSUE

MASERATI WINS THE NURBURGRING 1,000 KMS.—FULL REPORT AND PICTURES
THE ACROPOLIS RALLY : RECORDS FALL AT SNETTERTON



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Vol. 20 No. 22

May 27, 1960

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EDITORIAL

TRAGEDY AT AIX-LES-BAINS

THE appalling accident last Sunday at Aix-les-Bains brings home in no uncertain manner the vital problem of safety precautions at racing circuits. The fact that a footbridge collapsed, causing the death of Chris Threlfall and several spectators, puts the entire blame on the organizers for not ensuring that such a structure was not being used as a temporary vantage point. It is quite useless to draw up all sorts of rules and regulations without seeing that they are enforced; that such a thing should occur, in view of the supposed attitude of the French to organized motoring sport is unforgivable. Motor racing in itself is sufficiently hazardous without adding to the risks, and that is why the R.A.C. has always been so meticulous in insisting on strict spectator control, even at the smallest British club meeting. Footbridges have long been suspect as a possible source of peril, and it should be a matter of commonsense to ensure that they cannot be used as temporary viewpoints by making it impossible to see any part of the circuit from them, and for police and officials to be posted to make certain that spectators are kept moving. A few years ago a similar accident happened at Rouen, fortunately without any persons being injured; it was caused purely and simply by spectators crowding on to the temporary footbridge to try to get the best possible view of the Renault l'Etoile Volante which was doing a demonstration lap of the circuit. Obviously the lessons of that near-disaster were not assimilated; sheer carelessness contributed to what must be regarded as a tragedy that could quite easily have been averted.

MASERATI COME-BACK

IN winning the 1,000 Kilometres of Nürburgring for the American stable "Camoradi" Stirling Moss and Dan Gurney have revived the glory that was once Maserati's. The famous Trident has been very much in the doldrums since the Modena concern withdrew from organized motor racing. Now the way is open for a revival of its fortunes, and also of the Ferrari-Maserati rivalry which would do no end of good for the sport in Italy. Unhappily it is just too late for the World's Championship of Sports Car Constructors, for Porsche's total of 26 points can only be exceeded by Ferrari, with Le Mans the remaining championship event—the R.A.C. Tourist Trophy being restricted to Grand Touring machines. Nürburgring also drew attention to a very real danger, the presence of hundreds of gallons of highly inflammable fuel in the pits area. The refuelling of cars during long-distance races has always been a problem, and one shudders to think what could happen were fire to break out, say at Le Mans.

OUR COVER PICTURE

HIGH SPEED: His face a mask of immense concentration, Stirling Moss takes the winning Camoradi "birdcage" Maserati through the Adenau section of the course during the Nürburgring 1,000 kms. race. Note the oil stains on the side of the car—evidence of the fractured pipe. This Francis Penn shot was taken from the TV tower by courtesy of A.F.N.



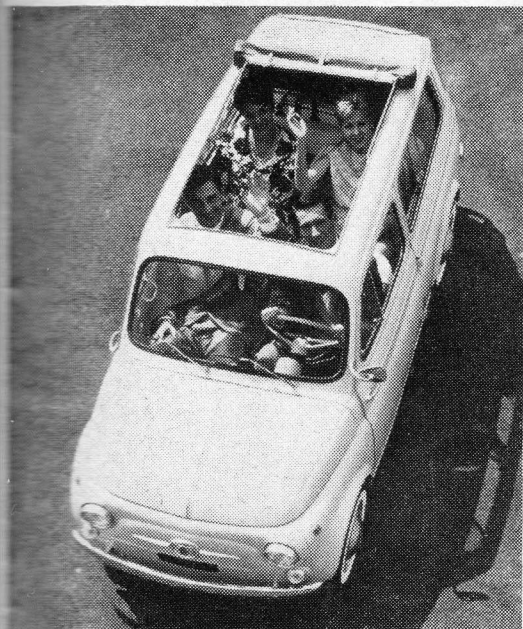
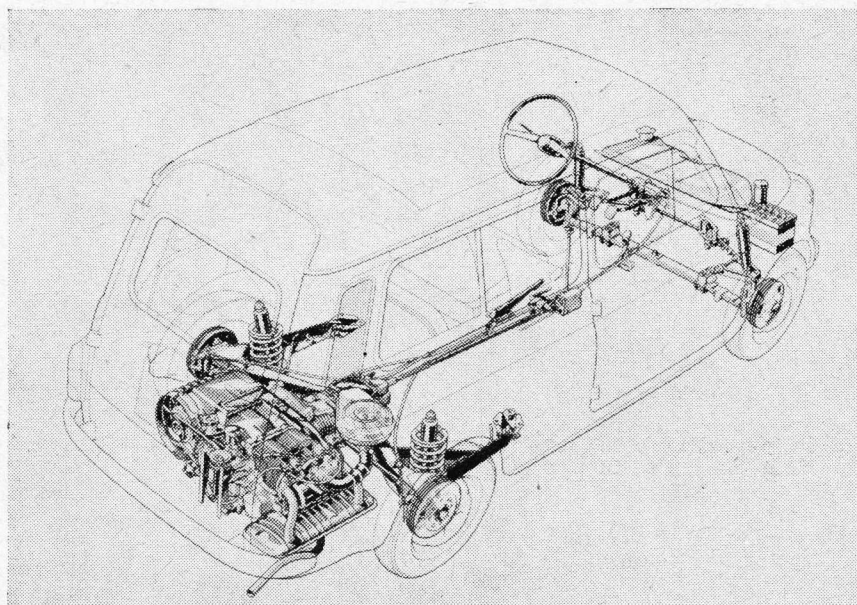
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PIT and PADDOCK

BRITISH G.P. MEETING

THE B.R.D.C. announces that regulations are now ready for the British Grand Prix at Silverstone on 16th July. Apart from the World Championship Formula 1 race there will be races for unlimited sports cars, production touring cars and Formula Junior. As entries close on 17th June, would prospective entrants please apply as soon as possible, indicating in which race they are particularly interested.

SEVERAL British competitors, including Keith Greene, Mike Taylor, Doug Graham and the Hon. Edward Greenall, travelled to the Nürburgring 1,000 kms. race by the Webbair charter flight, along with co-winner of the race Dan Gurney and several members of the British Press.



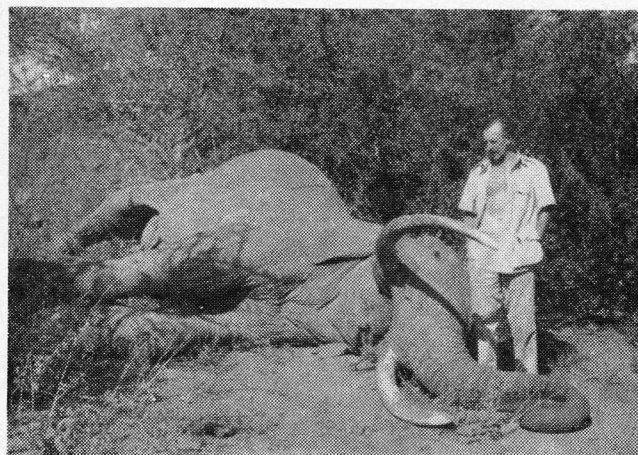
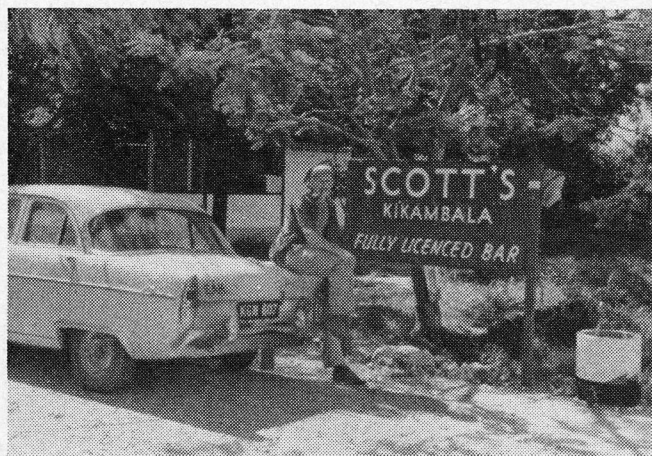
RETURN OF THE 500 GIARDINIERA

FIATS have recently announced a small dual purpose car (above and left) that can carry passengers in comfort besides a fairly large quantity of goods or luggage. This small car has room for four adults with luggage or—with driver alone up to 441 lb. of goods.

The engine is the same as the standard "500" but with increased cylinder capacity and an output of 17.5 h.p. and a top speed of over 60 m.p.h. This is the first modern car to have an underfloor engine and Fiats have adopted an unusual system for conveying cooling air. The air inlet is at the uprights which rise along the back edges of the side lights, and through vertical ducts the air reaches the cross member situated under the rear door. From there it passes to the engine through a flexible circular duct which brings the air to the fan which blows it on to the cylinders and the cylinder heads.

Dennis Scott (Ford "works" driver), who has just announced his retirement from rallies, finds (left) a suitable spot to celebrate his success in the East African Safari Rally and (right) "Scottie" with a huge male elephant he shot on another type of safari.

SIR JAMES SCOTT-DOUGLAS has been using a Calthorpe Home Cruiser on an Austin chassis as a mobile centre for TV work.



NEW BUGATTI "1500"

BUGATTI of Molsheim have completed tests of a prototype "1500", to be built in limited series as a sports two-seater. Preliminary details show that it has a tubular frame, i.f.s. by helical springs and wishbones, and disc brakes on the front wheels. Bodywork is mainly light alloy, with modern curved windcreens and disappearing hood.

The engine is an entirely new, four-cylinder, 2 o.h.c. unit with twin d/c Weber carburettors. Power output is given as 110 b.h.p. at 5,500 r.p.m.

Of interest is that only right-hand steering will be available. The production model is expected to be revealed at the Paris Salon next October.

GEOFFREY SYKES has resigned from the staff of the British Automobile Racing Club to take up an appointment in Australia. He is to supervise the development of a new circuit at Warwick Farm, Sydney, New South Wales, and will remain there to organize racing on this circuit.

SCOTTISH RALLY CANCELLED

DUE to lack of entries the Royal Scottish Automobile Club have reluctantly been forced to cancel the Scottish International Rally, which was to have taken place on 6th-10th June.

Ferodo First

IN THE NURBURGRING 1000 KMS.

the race with 7,500 corners

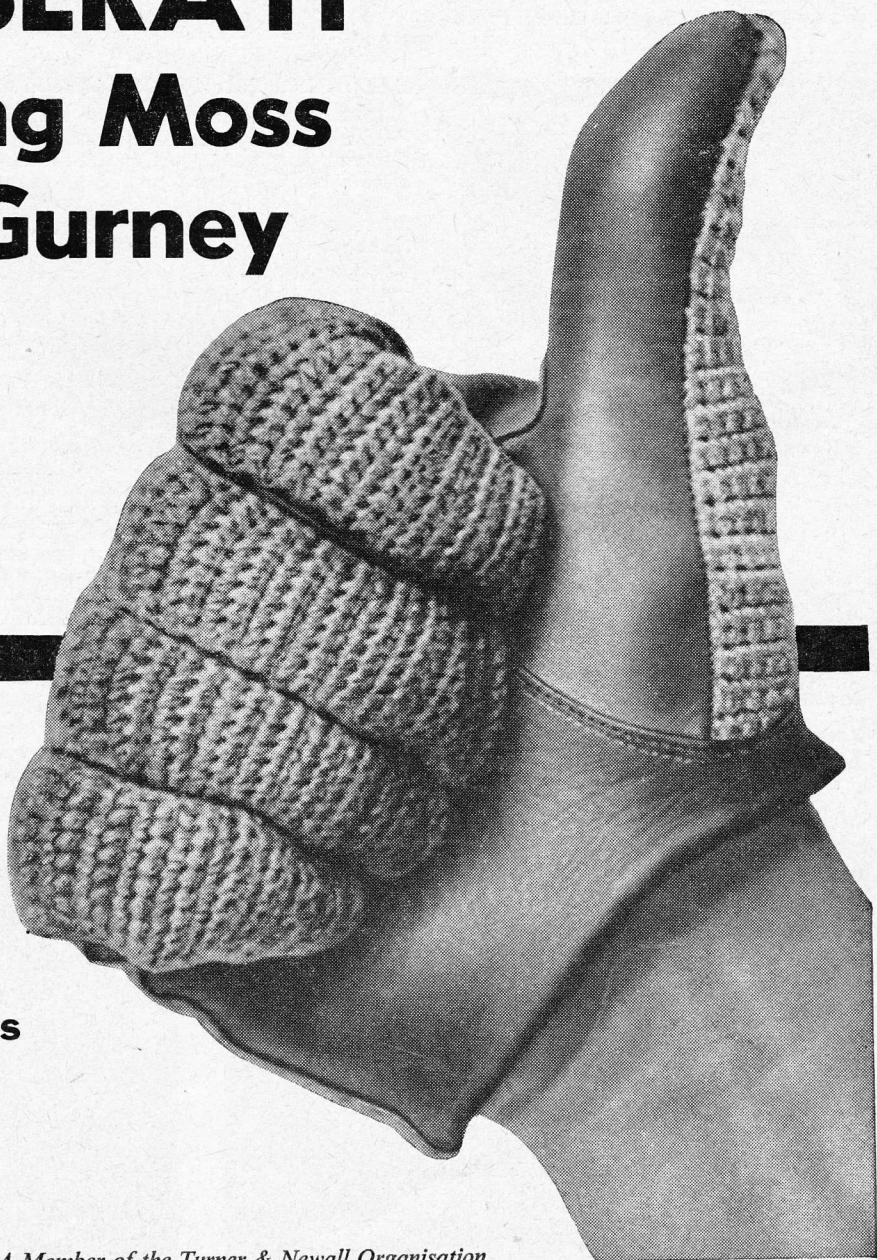
1st MASERATI
Stirling Moss
Dan Gurney

Results subject to official confirmation

fit race-proved

FERODO

Anti-Fade Brake Linings
Disc Brake Pads



TWEAKING: Colin Chapman makes a final adjustment to the F1 Lotus-Climax which he has just delivered to Rob Walker. Stirling Moss climbs aboard and Alf Francis (extreme left) has a last look at the engine.

(Photo: John Brierley)

SPORTS NEWS

MONACO—29th MAY

Fierce Fight to Qualify for Places Anticipated—Surtees for Team Lotus—Challenge to Italian "Juniors"

By Gregor Grant

THIS week-end sees the second leg of the World Championship at Monte Carlo on the world-famous 1.9-mile "round-the-houses" circuit. Some 24 entrants will be striving might and main to qualify for the 16 places on the starting grid, allotted to those who do the fastest laps during the official training sessions. Lotus, Cooper-Climax, B.R.M., Ferrari, Cooper-Maserati, Tec-Mec and Scarab—all will be represented. Vanwall and Aston Martin are the only notable absentees.

There is no "seeding" at Monaco, and qualifiers have to drive the actual cars nominated for the race. In other words, a very fast driver cannot qualify either other team drivers or other cars.

The "works" teams must be favoured and the Team Lotus trio of Ireland, Stacey and Surtees should be on the grid. Similarly Moss (either Cooper or Lotus) and Trintignant are fairly safe bets. Then it would be a disappointment were Graham Hill, Bonnier and Gurney (B.R.M.s) not all to qualify—they are fast enough to do so, and the rear-engined cars must be better than the 1959 machines. Brabham and McLaren in the "works" Cooper-Climaxes can almost be taken for granted, and the same could be said of Ferrari's von Trips, Allison and Phil Hill. Tony Brooks and Chris Bristow

should qualify the Yeoman Credit Cooper-Climaxes.

Consequently that leaves just one place, and I must nominate Roy Salvadori in Atkins's Cooper-Climax for that. However, Masten Gregory (Centro-Sud Cooper-Maserati) is another possible. Both could quite easily displace a couple of the "works" drivers!

With all the will in the world, I just cannot see either Lance Reventlow or Chuck Daigh qualifying the new Scarabs. Both are unfamiliar with the circuit, and the cars are, as yet, unraced. The same could be said of the Tec-Mecs, and any "independents" who might turn up.

British Formula Junior cars will most certainly give the Continentals something about which to think. Lotus-Ford, Lola-Ford, Elva, Cooper-Austin and Gemini will all be represented, and will give the Italian machines such as Stanguellini,

Dagrada-Lancia, Taraschi, Tec-Mec and so on all the competition they want. Incidentally, Geoff Duke will be in a Gemini!

The 1959 G.P. of Monaco was won by Jack Brabham (Cooper-Climax) at 66.71 m.p.h., with a record lap in 1 min. 40.4 secs. (70.075 m.p.h.). Formula Junior went to Michael May (Stanguellini) at 60.35 m.p.h., with a record lap in 1 min. 54.5 secs. (61.80 m.p.h.).

LAND SPEED RECORD ATTEMPT

As already reported in AUTOSPORT several weeks ago, Donald Campbell will make his attempt in September to raise the Land Speed Record of 394.196 m.p.h., held since 1947 by the late John Cobb (Railton Mobil Special).

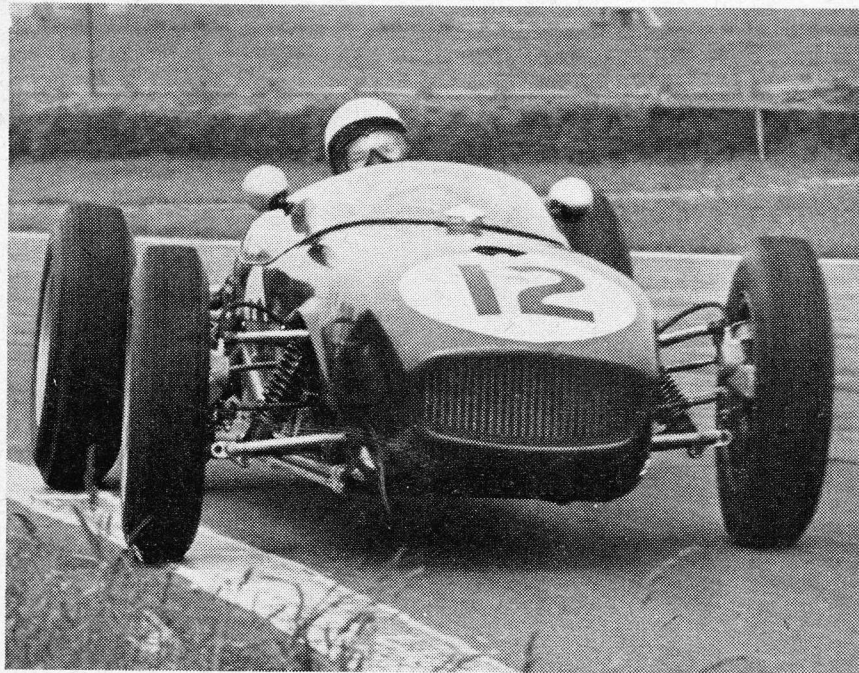
Construction of the turbine-powered Bluebird is rapidly nearing completion. It is powered by a 4,000 h.p. Bristol-Siddeley Proteus gas turbine engine, driving all four wheels. The engine is located in the centre of a novel "honeycomb sandwich" frame, the driver being placed in an enclosed cockpit ahead of the front wheels. All-independent suspension is used, by means of wishbones and oleo-pneumatic struts. Wheelbase is 13 ft. 6 ins.

Two-pedal control is fitted; no clutch is necessary as there is a separate turbine from the turbo-compressor, and the transmission includes a free-wheel unit. Girling disc brakes will be employed to bring the car down to about 400 m.p.h. from its maximum, and thereafter an air-brake will come into operation.

Design has been in the hands of Norris Bros., who were responsible for Campbell's water speed record boat. Technical direction is by Leo Villa and J. Phillips, with the assistance of many aircraft and engineering experts from various interested concerns.

FASTEST unofficial lap ever recorded at Goodwood! Stirling Moss at Madgwick Corner in the brand new F1 Lotus-Climax. Despite a temporary body and blustery conditions the car lapped at 1 minute 23.7 seconds.

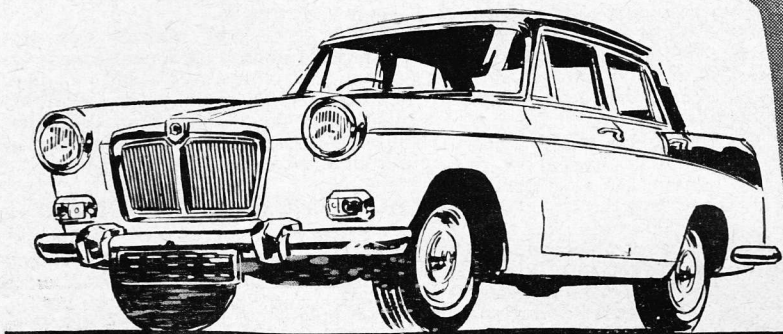
(Photo: John Brierley)



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PYLON TEST: R. D. Pickering, one of the Buxton starters, takes his Sunbeam Rapier close to the pylons while making a fine run during the seafront driving tests.

FOR the first time a female crew has won a British national rally. Anne Hall and Valerie Domleo, after a brilliant drive in their Ford Anglia, finished four points ahead of their nearest male rivals, David Seigle-Morris and Victor Elford (TR3), to record a well-deserved and popular victory. Coming so soon after the splendid performance of Pat Moss and Ann Wisdom, who were the only British crew to finish the Tulip Rally unpenalized, the result of the Morecambe indicates that it is time for male crews to look to their fading laurels.

The rally started at Luton, Buxton and Morecambe and routes from these points converged on Copster Green in Lancashire. This meant that the competitors starting from Luton had to cover 192 miles in seven hours, the Buxton contingent had a two-hour run at a 30 m.p.h. average and the Morecambe starters only had one hour's run at the same average.

There was an hour's halt at Copster Green and a list of control map references was issued to navigators to enable them to plot much of the route in



ANNE HALL WINS THE MORECAMBE

Lancs A.C. Run First Class National Rally

advance. This, of course, gave rise to ominous thoughts of the severity of the route to come as the organizers seemed to be quietly confident that they would not have any "clean sheets" with which to contend.

The first stage was on a route card which incorporated several map references and included six secret checks to enforce the several changes in average speeds which were stipulated. At the end of this stage the entire field had been penalized; David Seigle-Morris (TR3) was only one minute adrift, however, while Anne Hall (Ford), M. H. Pickersgill (M.G.A.) and G. H. F. Parkes (Austin-Healey) were two marks down each. About a dozen crews gave up the struggle and retired. The first few miles of the stage were on main roads, which gave competitors a chance to check mileages. Then the route led into the Forest of Pendle, just north of Burnley, and here we were first introduced to the twists and climbs which are such a feature of this part of the country. The first part of the first section was quite straightforward, then a simple link led to a "circuit" farther east and to the south of Skipton. Here the organizers had cunningly arranged for the route to double back on itself in a "figure of eight" which caught out many navigators.

After these 40 miles of frenzied average speed calculations it was a relief to find the "meat" of the rally starting on a constant 30 m.p.h. average and over a difficult but most enjoyable route. The next six sections were fairly short and lay in Yorkshire in a "lazy-S" shape, mostly over "yellow" roads but with one tricky stretch over a "white" road near Barnoldswick. John Sprinzel had to retire when second and third gears packed up on his very fast supercharged A40; C. Bent-Marshall's Wolseley

scraped a bridge but continued and Don Grimshaw's TR3 slid off the road and down a steep bank. Don escaped without injury but navigator Brian Melia received a nasty cut on his forehead. The TR slid down the bank at the rate of about two inches an hour—despite being roped to a tree—and it was nine hours before the unfortunate crew were able to get the car towed out again. It was in this area that it was made plain that the organizers were making very crafty use of directions of approach. On one control, sited near a T-junction, the direction of approach made a difference of over four miles to the distance between controls.

At this stage, and indeed throughout the event, it was obvious that the organizers had gone to great pains to ensure that the public were in no way inconvenienced by the rally; several villages were signposted "Silent Zone" and the references of many of these zones were



Anne Hall.

listed in the final instructions. The marshalling was of the finest quality and it would be almost impossible to fault the organization on any point.

The next nine sections were in Yorkshire and the first of these stages led over the Trough of Bowland and incorporated a secret check on the only possible road. This regularity check cost almost every crew a mark or two. Then the route went north to Caton Moor by way of another doubling back "circuit" and entered a stage at reduced speed to skirt a black spot at Wray before going back on to the Moors with a succession of short, sharp sections which kept everyone hard at work on "white" roads which, although not of the chassis-breaking variety, definitely slowed competitors very considerably. Ken Piper was hereabouts seen working on his Messerschmitt and eventually retired. One control was sited very near a hairpin and a three-minute section was started on a very steep gradient. The entrance to the required road was set in the middle of what appeared to be an ordinary farmyard wall, hairpinned and went up a twisting and loosely surfaced lane. A closed gate over the road had a marshal stationed nearby to make sure each crew shut it again before entering the control. This section took a very high toll of marks and two competitors' cars were involved in a head-on collision soon after.

(Continued on page 732)

Results (Road Section)

Best Performance: Mrs. A. Hall (Ford), 14 penalties. **Second Best Performance:** D. Seigle-Morris (TR3), 18 penalties. **Third Best Performance:** J. Waddington (Austin), 21 penalties. **Fourth Best Performance:** J. R. Kirkham (Sprite), 21 penalties.

Best Performance Morecambe Starters: D. Seigle-Morris. **Best Performance Buxton Starters:** Mrs. A. Hall. **Best Performance Luton Starters:** A. M. B. Pigott.

Ladies' Award: Mrs. A. Hall/Miss V. Domleo, 14 penalties.

Team Award: G. H. F. Parkes (Austin-Healey) and D. Seigle-Morris (TR3).

Class Awards: Mrs. A. Hall (Ford), 14 marks lost; E. Hunt (Ford), 36; E. Malkin (Sunbeam), 22; J. R. Kirkham (Sprite), 21; D. Seigle-Morris (TR3), 18.

FIRST LAP: With the leaders already through, the field arrives at the South Turn after the start, with the de Selincourt/Lawrence Lola leading the Schlessler/Bianchi Ferrari and the Strahle/Walter Porsche.

all day. Stirling Moss quickly got down to 9 mins. 50.1 secs., exactly nine seconds better than Phil Hill, who was fastest of the Ferraris. Joakim Bonnier (Porsche) did 9 mins. 43.6 secs. (140.8 k.p.h.), easily fastest of the 2-litre cars and, in fact, the fastest practice lap of any category, the next best in his own class being the 9 mins. 51.8 secs. of Maurice Trintignant (Porsche).

In the 1,600 c.c. class Hans Herrmann was best, getting his Porsche round in 10 mins. 5.7 secs., while among the 1100s, the Lola of David Hitches/Bob Hicks did 10 mins. 38.5 secs., against the Ashdown/Voegele Lola's time of 10 mins. 43.8 secs. In the Grand Touring categories, the G.T. Ferrari of Abate

Three in a Row for Moss

Moss/Gurney (Maserati) Win A.D.A.C. 1,000 kms. Race—First European Victory for the "Birdcage"—Class Wins for Lola and Lotus Elite

IN most unpleasant weather conditions, and bathed in oil for part of the race, Stirling Moss won his third consecutive 1,000 kilometres race at the Nürburgring on Sunday. In many respects the race resembled last year's event, but for Aston Martin one must substitute a Camoradi Racing Team "birdcage" Maserati, in which Stirling was brilliantly backed by Dan Gurney. The other Camoradi Maserati, driven by Gino Munaron/Masten Gregory, finished fifth, a lap behind the leaders. Piero Taruffi, presiding over the Camoradi pit, seemed well pleased! The Maserati victory was almost unexpected, for no less than four works Ferraris were entered, one of them having the wishbone rear suspension and two others the "Dino" six-cylinder engine. But it was not Ferrari's day. Of his team, two retired and a third was severely damaged—totally destroyed on a simple appearance basis—by a pit fire which occurred under similar circumstances to the Aston fire at Goodwood last year.

Much of the race was driven in thick fog, which brought visibility in the pit area down to about 75 yards at times, and was said to be even worse out in the more mountainous parts of the circuit. More than anything else the fog was one of the strongest arguments against those absurd windscreens: had it not been so unpleasantly dangerous it might almost have been pathetic to see drivers frantically pawing at their screens to try to clear them of the condensed moisture. As a matter of interest, fog has not been experienced on the Eifel circuit since Rosemeyer (Auto-Union) won the 1936 Grand Prix!

BRIEF ENCOUNTER: Jim Clark, in the Border Reivers Aston Martin, leads Stirling Moss into the South Turn immediately after the start. Clark, however, retired after six laps with valve trouble.

IN complete contrast to last year's event, the weather could scarcely have been more unkind, and Thursday's practice was rendered almost valueless by the torrential and almost incessant rain which fell that day. Very few cars went out, many competitors being content to deal with scrutineering, unloading of cars and

BY MARTYN WATKINS

Photography by Francis Penn

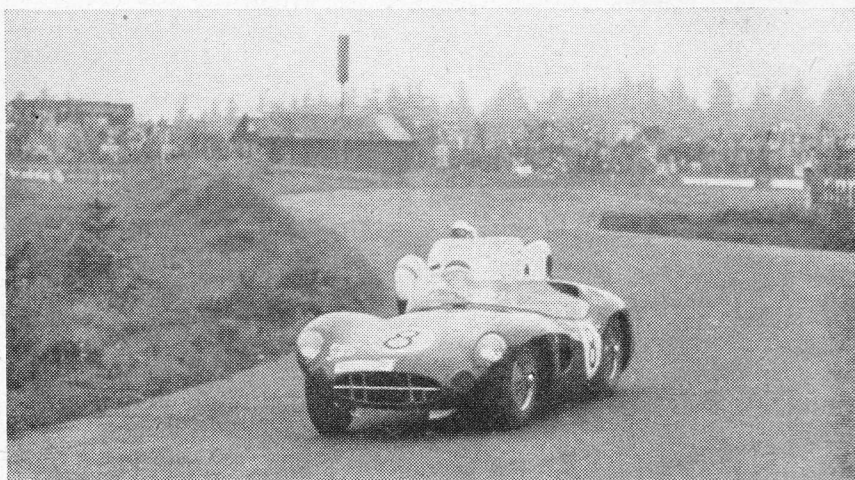
all the routine formalities which can be so complex when one has no common language with officials!

Friday, however, was better. Over-night rain left the track extremely wet and slippery, but by now it seemed likely that it would be a wet race, and drivers were busily getting in some "wet" practice as well as learning the very difficult 14½-mile circuit and trying their cars. Both Camoradi Maseratis appeared briefly as the track was drying, while Ferraris and Porsches were out nearly

and Colin Davis did 10 mins. 54.0 secs. (125.5 k.p.h.), while in the 2,000 c.c. class 10 mins. 54.5 secs. was recorded by the Braun/Schwartz Porsche: both these—and they were best of their classes—were slower than the remarkable Lotus Elite of Sir Gawaine Baillie/Mike Parkes, which did 10 mins. 50.6 secs. (126.2 k.p.h.). The little hardtop Austin-Healey Sprite (with standard bonnet) of Paul Hawkins and Cyril Simson did 13 mins. 7.2 secs. to beat an M.G.A., an Elva Courier and an Alfa Romeo!

The Stangl/Degner 250 G.T. Ferrari went off the road at Fuchsrohre to plunge upside down into the forest, ending up against a tree some 30 feet down the one-in-two slope which went another 300 feet to the bottom—the driver was unhurt, though shaken. Another Ferrari, that of Peroglio/Frescobaldi—a 3-litre de Dion car—spun off the road into the ditch coming out of the Karussel, but seemed little damaged; it was out practising again on Saturday.

Saturday's practice, in the morning only, was held in similar conditions.



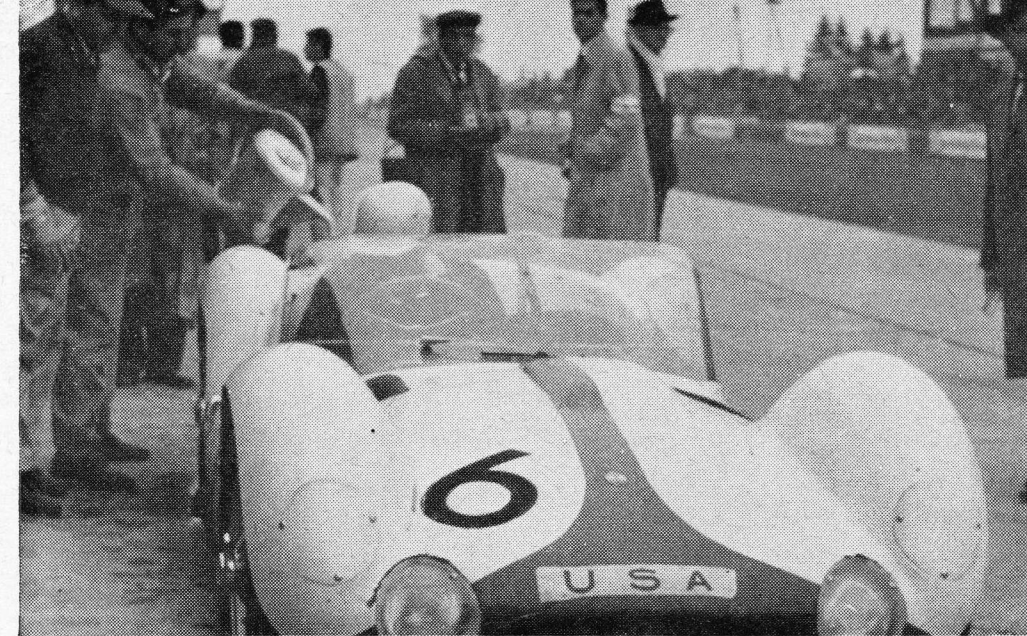
PIT STOP: The second Camoradi "bird-cage" Maserati of Gregory/Munaron is refuelled as Munaron is about to leave the driving seat to hand over to Masten Gregory.

Very few drivers managed (or even tried) to improve on the previous day's times. A Lotus Elite went through the hedge in a big way at the Karussell, and the Nova/Urian Triumph TR3 hardtop was rolled over, continuing to practise afterwards in spite of being rather a funny shape. Also showing signs of inversion was the Fiat Abarth 850 of Poltronieri/Levine, and this car still looked pretty battered on race day, although taking a class third!!

RACE day dawned cloudy and dull, with a persistent drizzle. A cheering note for the British contingent was struck by the calm voice of Anthony Marsh, who kept them informed throughout the 7½-hour race with an English language commentary.

Head of the line in the Le Mans start line-up was the Bonnier/Gendebien Porsche, its 9 mins. 43.6 secs. practice lap not having been bettered. Then came the Moss/Gurney Maserati (9 mins. 50.1 secs.), the Herrmann/Trintignant Porsche (9 mins. 51.8 secs.), and then the Clark/Salvadori Aston Martin DBR1, heading the British challenge with a fine 9 mins. 55.8 secs. Next was the first of the Ferraris, the Phil Hill/von Trips car with 9 mins. 59.1 secs. These were the only cars inside the 10-minute lap. Considerable shuffles had gone on in the Ferrari and Porsche camps, and only a few drivers were in the cars or with the partners given in the programme and in which they had practised.

Precisely at 9 a.m. the flag fell and 67 drivers sprinted across the track—and for once Stirling's car was not the first out of the line: the first machine to move was the Border Reivers Aston,



with Jim Clark doing first stint. Then came Moss, Phil Hill, Masten Gregory and the 2-litre Chinetti-entered Ferrari of the Mexican Rodriguez brothers.

By the time the cars had reached the tricky right-hander at Aremberg, however, Moss had taken the lead. At Bergwerk, with roughly half-a-lap completed, his lead was a clear one, and the order was Moss, Clark, Phil Hill, Gregory, Rodriguez, Cliff Allison (Ferrari) and Ritchie Ginther (Ferrari).

Meanwhile, the works Porsches of Bonnier, Herrmann and Graham Hill were catching up after very slow starts, while the Lotus Elite of Peter Lumsden/Peter Sargent was left, a flooded carburettor causing the engine to refuse to fire. The car eventually got away and began to make up time in fine style.

Minutes passed, and gradually an exhaust note began to echo round the mountains, the noise growing louder un-

til a lone white car flashed past the pits. It was the Maserati—Stirling Moss all on his own, with a lead of over a quarter of a minute over Jim Clark in the Aston, also well ahead of third man Masten Gregory. Then came the field: Phil Hill in fourth place, then Allison, Rodriguez, Bonnier, Ginther, Graham Whitehead (Aston Martin), Scarlatti (Ferrari), then the Abate/Colin Davis G.T. Ferrari, the Beurlys/Noblet disc-braked Ferrari, the Greger/Linge 1,600 c.c. Porsche, the Schiller/Nadège Ferrier G.T. Porsche 1600, Herrmann (Porsche), the incredibly fast Gawaine Baillie/Parkes Elite, the Graham Hill/Edgar Barth 1,600 c.c. Porsche, the Hitches/Hicks Lola, the David Bertram/Eric Broadley Lola and the Voegelé/Ash-down Lola. Behind them flocked the remainder of the 67 starters—except Keith Greene, in one of the Taylor and Crawley Lotuses, who had stopped with ignition trouble after the Karussell.

Lap two was completed by Stirling Moss in 10 mins. 29.3 secs.: he was pulling out a tremendous lead but a steady drizzle was falling, and several of the sports cars, as well as all the G.T. machines, were using their windscreen wipers.

On lap three of the 44-lap race the order changed: Masten Gregory moved up to second place and Jim Clark dropped back to fourth, behind Phil Hill. Bonnier was now fifth, Allison sixth and Rodriguez seventh, well ahead of Herrmann's Porsche. Between Aremberg and Bergwerk Bonnier took fourth place from Clark's Aston.

At this early stage the class leaders were as follows:

Sports Cars 2,001-3,000 c.c.: Moss (Maserati).
1,601-2,000 c.c.: Bonnier (Porsche). **1,151-1,600 c.c.:** Barth (Porsche). **851-1,150 c.c.:** Hicks (Lola).
501-850 c.c.: Laureau (D.B.). **G.T. Cars Over 2,000 c.c.:** Abate (Ferrari). **1,301-2,000 c.c.:** Schwartz (Porsche). **1,001-1,300 c.c.:** Parkes (Elite).

On the third lap the second casualty occurred: Allen's Lotus Elite stopped with transmission failure near the Adenau crossing. Keith Greene came through at the end of the lap to complete his first tour, having sorted out his trouble and Herrmann brought his Porsche into the pits, where the front wheels were changed in an attempt to eliminate steering difficulties. By the end of the lap Bonnier had moved up to second place and did the tour in 10 mins. 20.8 secs.



RACE-LONG DUEL: The Porsches of Braun/Schwartz and Schiller/Ferrier enjoyed the most splendid dice for second place in the 2-litre Grand Touring class throughout the 620-mile race. Here they take the South Turn.

Porsche had taken the lead from the Schwartz Porsche, while the Baillie/Parkes Elite still led the 1,300 c.c. group.

By this time cars were beginning to come into the pits—routine stops for fuel and changes of driver. Bonnier's Porsche moved back into second place as Phil Hill stopped to hand over to von Trips, but on the next lap it was Bonnier who stopped for Olivier Gendebien to take over, and as the Porsche accelerated away from the pit area the Ferrari flashed past, back into second position. Edgar Barth, in fifth place, came into hand over to Graham Hill, and Cliff Allison brought the second Ferrari in for Willi Mairesse to take over. Still in the lead, Stirling Moss was now lapping in well under 9 mins. 50 secs., and recorded 9 mins. 46.0 secs. for the 13th lap: he was not, however, extending the Maserati, and was keeping 500 revs. in hand all the time.

The pit area was a scene of constant activity as car after car arrived at the pits to take on fuel and a new driver. The damp track, however, was being easy on tyres, and even among the big cars no wheels were being changed. On lap 14 Moss came in, and after a very quick stop indeed the Maserati was away again, in the hands of Dan Gurney and still over a minute in the lead. The Belgian Lotus Elite of Liekens/Demol was retired, and the French Alfa Romeo of Consten/Rosinski went out of the race.

At 15 laps the Rodriguez 2-litre Ferrari, still well up with the 3-litre cars, came into the pits for a routine change. Mairesse, in No. 2 Ferrari, came past to make "thumbs down" signals, although the car looked and sounded in fine fettle. Masten Gregory stopped, handing over the Maserati to Gino Munaron.

Then into the pits came Scarlatti, to hand over No. 4 Ferrari to Wolfgang

At the end of four laps—nearly 60 miles—the order of the leaders was Moss, 44 seconds ahead of Bonnier, then Phil Hill, Gregory, Clark, Allison, Rodriguez, Barth and Whitehead. The Kreft/Sauchen G.T. Porsche had gone off the road at Ex-Muhle, without injury to the driver, the Baudmann/Bender Alfa Romeo Giulietta Speciale was in at the pits and the Moser/Friedrichs Giulietta was out of the race with engine trouble.

On lap five Clark moved up to fourth place after passing Gregory's Maserati, while Stirling extended his lead over Bonnier to 58 seconds. The class leaders remained unchanged, but the Siegfasth/Frausson Alfa retired, while the Strahle/Walter Porsche made a quick pit-stop.

After six laps, however, hopes of yet a fourth Aston Martin victory dwindled as Clark failed to appear with the Border Reivers Aston Martin, which had stopped at the Quidelbach-Hohe with valve trouble—out of the race. On the next lap the hopes dropped a good deal further—Graham Whitehead's Aston was out, too, near the Karussel, a broken half-shaft the cause in this case.

Thus went the two principal British contestants for an outright win—and the respective co-drivers, Roy Salvadori and Henry Taylor, were without a drive. Only one Aston was left—the DBR1 of Major Ian Baillie and the Hon. Edward Greenall, in 23rd place overall.

The order of the leaders after seven laps, and just over an hour's racing, was Moss, 69½ secs. in front of Bonnier, who was closely followed by Phil Hill's Ferrari. Then came Allison, Barth, Gregory, Rodriguez, Scarlatti (Ferrari), Herrmann, Walter (Porsche), Ginther (Ferrari), Greger/Linge (Porsche), Beurlys/Noblet (Ferrari), de Beaufort/Frere (Porsche), Abate (G.T. Ferrari), Hicks (Lola) and Parkes (Elite). The Gerini/Thiele disbraked Ferrari went off the road on lap eight—the driver being unhurt.

On lap nine, covered by Stirling in 9 mins. 53.8 secs.—the first under 10 minutes lap of the race—Ginther's Ferrari arrived at the pits, a long plume of steam indicating overheating troubles. Water was added and the car left the

pits as Stirling came past to complete 10 laps, "doubling" the Italian car. The John Campbell-Jones/John Horridge car called at the pits for more routine matters, and took on fuel.

In the course of the 10th lap Phil Hill's Ferrari took second place from Jo Bonnier's Porsche. Stirling lapped in 9 mins. 49.5 secs. on this tour to increase his already considerable lead, and Ginther's Ferrari returned to the pits, boiling afresh. After a lengthy consultation the car was retired—first to go of the big cars, but by no means the last Ferrari to go out of the race.

After 11 laps—roughly one-quarter distance—the positions of the leading cars were Moss (Maserati), Phil Hill (Ferrari), Bonnier (Porsche), Allison (Ferrari), Barth (Porsche), Gregory (Maserati), Rodriguez (Ferrari), Herrmann (Porsche), Scarlatti (Ferrari), and de Beaufort/Frere (Porsche), which came into the pits. In the classes the respective leaders were Moss, Bonnier, Barth, Hicks, Laureau and Abate; in the 1,301-2,000 c.c. G.T. class the Schiller/Ferrier

FIRE: Billowing flames engulf the works Ferrari of Scarlatti and Seidl in its disastrous pit-stop on the 15th lap. Some idea of the magnitude of the blaze can be gained when one realizes that the blaze is still in its early stages.



AN AMAZING performance was put up by Joakim Bonnier/Olivier Gendebien in their 1,688 c.c. works Porsche, which was always in the first three throughout the race and led for much of the time. Here Bonnier takes the car through the Karussell.

Seidl. As mechanics brought over the petrol hose a few splashes must have fallen on to the hot exhaust pipe—there was a flash of orange flame and within seconds the whole car was ablaze. Scarlatti, his clothing on fire, leapt out and rolled on the ground: first man to reach him with assistance was Stirling Moss, and his clothes were extinguished without serious injury to him, the driver escaping with burns to the hands and neck. The Rodriguez Ferrari pulled out of the pits and back into the race with commendable promptness.

Meanwhile the flames had engulfed the car and, fed by petrol from burning hoses, began to envelop the pits in the vicinity. Flames shot high into the air as fuel tanks exploded, while tongues of blazing petrol began to spread towards other pits.

The German fire crew, however, knew its job and had things under control within a few minutes. Within a few more minutes the blaze was out, and only a pall of thick black smoke hung over the start and finish area. The Ferrari was a wreck, the intense heat having eaten right through the bodywork, while its tyres had exploded, leaving it sagging drunkenly in its cocoon of drying extinguisher foam. It was dragged away.

Out on the circuit, Dan Gurney led von Trips, in the No. 1 Ferrari, by 44 seconds. Third was Gendebien (Porsche), then Mairesse in No. 2 Ferrari. Behind them came Graham Hill (Porsche), Munaron (Maserati), Maurice Trintignant (Porsche) and Rodriguez (Ferrari). A lap later, with fog reported from Adenau and with a thickening mist in the pit area, Gurney had gained another 2½ secs. on the Ferrari. Visibility under these conditions was almost nil through the big "grand touring" windscreens of the sports cars.

At the end of 20 laps came a change and a ripple of excitement ran through

the 250,000 crowd. Dan Gurney came into the pits with the leading Maserati on what was obviously not a scheduled stop. Up went the bonnet and mechanics began to look grave, then excited. A broken oil pipe had to be replaced, and as they worked von Trips flashed past in the No. 1 Ferrari to take the lead. Then came Gendebien, taking second place in the Porsche, then Mairesse for third position in the other of the two remaining works Ferraris.

Cold weather and comparatively low engine temperatures had, apparently, produced such high oil pressure on the Maserati as to burst the pipe. The damaged part was replaced, a blanking strip fitted to raise the engine temperature, Gurney leapt back in and the car was back in the race, in fourth place and 4 mins. 35 secs. behind the leading Ferrari.

Class positions at 20 laps were:

Sports Cars, 2,001-3,000 c.c.: P. Hill/von Trips (Ferrari). **1,601-2,000 c.c.:** Bonnier/Gendebien (Porsche). **1,151-1,600 c.c.:** Barth/G. Hill (Porsche). **851-1,150 c.c.:** Voegelé/Ashdown (Lola). **501-850 c.c.:** Bartholoni/Vinatier (D.B.) **Grand Touring Cars, over 2,000 c.c.:** Abate/Davis (Ferrari). **1,301-2,000 c.c.:** Strahle/Walter (Porsche). **1,201-1,300 c.c.:** Baillie/Parkes (Lotus Elite).



After 21 laps the Fraser-Jones Porsche driven by de Beaufort and Paul Frere stopped at the pits with engine trouble. The Porsches of Braun/Schwartz and Schiller/Ferrier, second and third in the 2-litre G.T. category, were having the most splendid dice, never more than a few hundred yards apart—on a 14½-mile lap!! The mist was thickening, and even in the pit area visibility was little more than a hundred yards—and it was much much worse in the mountains. Drivers were scrubbing at their screens with their hands to clear them. The leading Ferrari was now only 2 mins. 46.6 secs. ahead of the Moss/Gurney Maserati, still in fourth place behind Gendebien and Mairesse. On the next lap the Ferrari came into the pits and Phil Hill took over, still in the lead.

At 22 laps—half-distance, the order was Hill, Gendebien, Mairesse and Gurney, and the positions in the classes remained unchanged. On lap 23 pit stops were made by No. 2 Ferrari and the Barth/Graham Hill Porsche, and while the Ferrari was stationary Gurney came through to take third place. The Bonnier/Gendebien car was gaining very fast on the leading car. The Mike Taylor/Chris Martyn Lotus stopped near Adenau, the driver working on a broken throttle linkage: his efforts must have been successful, for the car soon arrived at the pits and was back in the race after a very brief stop.

After 24 laps only 1½ minutes covered the first three cars. The Belgian M.G.A. of van der Borcht/Schumacker went off the road, without injury to the driver, and the Herrmann/Trintignant Porsche made a quick pit-stop. The mist was now so thick that it was impossible to see what was happening at the pits from the press stand opposite—and still Gurney was catching the leaders!

A lap later a little over a minute separated the first three cars, and the Bonnier/Gendebien Porsche led Gurney by only four seconds. By the time Bergwerk was reached on lap 26 the Maserati was in second place. The Buxton/Allen Elite suffered a little at the rear end when going off the road to avoid an unfriendly Porsche. (Continued on page 732)



SOLE SURVIVING works Ferrari was the Cliff Allison/Willi Mairesse/Phil Hill car, which finished third. Cliff Allison swings through the Schwalbenschwanz, or "Little Karussell".

SPECIAL TEST: Karlsson's SAAB leads Ewy Rosquist's Volvo and Peter Harper's Sunbeam Rapier.



Mercedes Win The "Acropolis"

Another Win for Schock/Moll in the Greek Classic

By PETER JOPP

SIXTY-FOUR cars nominated to start from Athens for the Greek International "Acropolis Rally", an event counting towards the European Championship, while 20 crews chose Trieste as their starting point. All the works cars entered by B.M.C. were to leave from Trieste as did the works Mercedes and Auto Unions, while the official Volvo and Sunbeam teams left from Athens and Citroën split their entries between the two points.

Beneath the historic Acropolis the rally organizers had set up the now familiar "Mille Miglia" style ramp under the massed flags of the nations, from which the first car, a Chevrolet Corvette, was to leave. In brilliant sunshine, an atmosphere of gaiety prevailed over the start, mainly because most crews were aware of the fact that the rally would not have any of the dreaded secret checks and the foreign competitors were assured by Greek drivers that navigation would not be a great problem. This makes the "Acropolis" one of the last of the great rallies where the skill of the driver counts and not the accuracy of computing machines carried in the cars. With no maximum average set in any stage it meant that drivers could arrive before a control as early as they liked but could not pass a board set up 200 metres before the control. Nevertheless it was possible to enter a control up to five minutes before the due time and so take advantage of those few minutes in the ensuing stage.

By the end of the first stage from Athens, John Sprinzel, Austin-Healey Sprite, had experienced his first moment of drama when he discovered, about 20 kilometres away from the city, that he had not been handed his road book. A quick trip back enabled him to collect it and to cover the first simple journey round the beautiful coast road south of the capital to get to the first control on time. Between Delphi and Larissa the road conditions changed considerably from Alpine-like passes with unfenced roads to dry, very dusty and deeply rutted tracks with dried-up stream beds crossing them and with many road works and diversions to make matters worse. On this stage, the Porsche of Kitsikis/

Tsoutis succumbed to engine trouble and was an early retirement. John Sprinzel had a rock come right through the floor of his Sprite, leaving a hole by the accelerator pedal, but later, between Thessaloniki and Alexandroupolis, his co-driver Bob Domey hit a tree and John, who was sleeping, was thrown through the windscreen. The car was badly damaged and though the two of them were concussed and cut—fortunately they were got to a hospital quickly and were allowed to leave the following morning. A Volvo driven by K. Johnen of Germany crashed on the approach to a narrow bridge but, after forcing the wing off the wheel, managed to get going again.

As daylight came on the second day, but still before Alexandroupolis, the farthest point of the rally, right on the Turkish frontier, an Austin Metropolitan struck a lorry in a mountain road and was thrown down 50 feet to be eventually stopped by the bushes, miraculously without injury to either of the crew. Rene Trautman, Citroën ID19, fresh from his success in the Tulip Rally, found time on one of the long stages to stop by a lake where he and his co-driver had a quick bathe!

At Serrai the starters from Trieste joined the Athens itinerary to continue on a common route. At this control a rest period of three hours was gratefully received by all the competitors and the chance for a leisurely meal, a clean up and some relaxation was most welcome. It would appear that the run from Trieste had not been as hard as that from Athens and one of the only cars not to get through was the Austin Seven of "Tish" Ozanne/Pat Allison which had broken a ball joint on a rough piece of road. They were both forced to sleep in the car until a bus took them and the

ball joint to a town where the bus driver made them sit in a café while he arranged for a new ball joint to be made for the total sum of 12 shillings. Two Communist Party officials then took the two girls back to their car and fitted the new part for them, enabling them to proceed, although out of the Rally.

After the rest at Serrai the first two special stages took toll of some cars. The works entered Volvo 122S of Callbo/Fergus crashed on a bend in a village and so lost the chance for the team prize for Volvo. The Sunbeam Rapier team stood a good chance at this point but the Peter Jopp/Les Leston Sunbeam had been losing oil from a faulty overdrive from the second stage of the rally, and they had been refilling the gearbox every 50 kilometres. They had not lost any points though and neither had Peter Harper/Peter Proctor and N. Filinis/S. Mourtzopoulos, the other two Sunbeam crews. The Austin Seven of M. Sutcliffe/D. Astle left the road, but with the help of some peasants they managed to get the little car lifted back without any damage but 12 minutes late.

On the fourth special stage, the Austin-Healey 3000 of Peter Riley/Tony Ambrose threw a rear tread at 115 m.p.h. After this alarming experience, and when the wheel had been changed, Riley, going fast to make up time, came upon the corner that had taken toll of five cars in last year's Acropolis. The Austin-Healey left the road backwards, threw off the hardtop and the two drivers who landed 25 feet away, then the car went careering down the mountainside for another 100 yards. Fortunately, the boys were wearing crash helmets but Riley suffered severe bruises and abrasions to the whole of his body.

Just after this, between Castoria and Gravenna, Pat Moss and Ann Wisdom, in their Austin-Healey 3000, took a wrong turning that put them on an impossible piece of goat track which eventually broke the frame of their car and caused their retirement. This left the Volvo 544 impeccably driven by Mrs. Ewy Rosquist/Miss Rosquist in an unassailable position for the "Coupe Des Dames" as they were the only ladies crew left in the Rally. Last year's winner, Wolfgang Levy, in his Auto Union 1000, had been clean on the road but arrived at a control board, 200 metres from the actual control, in front of which a car was parked obscuring the board. Braking hard from about 120 k.p.h. he overshot the line but promptly reversed back to the neutral zone. But, on driving to the control at his proper time, he was told that the officials had seen him

ABOUT TO LEAVE the start, the Karlsson/Karlsson SAAB which took second place stands on the ramp awaiting the fall of the starter's flag.



CLASS WINNERS, and third overall, the Peter Harper/Peter Proctor Sunbeam Rapier motors rapidly along the Greek coast.

cross the line and that he was to be penalized for being 15 minutes early. An M.G.A driven by Makris/Kepantakis, had both petrol pumps fail at once and had to be towed in—to abandon.

The Peter Harper/Peter Proctor Sunbeam Rapier was driven beautifully and incurred no penalty points on the special stages. The Greek-driven Rapier had lost only 15 seconds in one stage but the Rapier team prize hopes were shattered when the recalcitrant overdrive on the Peter Jopp/Les Leston car finally split, before Gravenna, forcing their retirement. This meant that no three-car teams were left running so the manufacturers' team prize could not be awarded. The average speeds in all the special stages were between 70 and 80 k.p.h., much higher than is usually allowed on Continental rallies, but much more of a real test. The road section was timed at 60 k.p.h. average.

A Jaguar 3.4, driven by D'Addario/Kokkolas, lost a wheel after Gravenna and crashed badly, the driver receiving facial injuries. J. Milne/W. Bradley, Austin Seven, had a puncture on one of the special stages between Larissa and Agrinon and although they passed all the other cars in their class in an endeavour to make up lost time, owing to the thick dust were unable to complete this stage without loss of marks. Gunnar Andersson in his Volvo Type 544 ran off the road trying to overtake another competitor and lost about 10 minutes before he was eventually pulled out by another car.

Drivers in these two special stages were experiencing an unusual situation. The hairpin bends were so close together, and the roads so dusty, that a car inevitably caught up its own dust between corners. Trautman, Citroën ID19, with no penalty points, passed the Schock/Moll Mercedes 220SE in the sixth special stage then had his gearbox break as he engaged third gear. Some dispute occurred on the timing of these two stages and the leading Mercedes of Schock and Moll was given a penalty of four minutes, but Eric Karlsson/W. Karlsson, in the fantastic SAAB 95, who were dominating the 701-850 c.c. class, had incurred no penalty points and were in the running for an outright win.

At the final refuelling point just outside Athens the Chevrolet Corvette driven by J. Kingsley, with a class win nicely within reach (owing to the retirement of all other competitors in the over



1,601 c.c. Grand Touring class), had put the hood down in order to "go in style" in the driver's own words. The Sunbeam of Peter Harper/Peter Proctor came in to refuel, these two drivers having checked their car over and changed wheels in anticipation of the race at Tatoi airfield. It looked like a class win for the two Peters, and the second Sunbeam had a complete wash at this refuelling point and the two Greek drivers had two personal barbers laid on to give them a shave!

On arriving at the final control after three days and two nights of non-stop driving, apart from the short break at Serrai, all the cars had to complete a short test involving a standing start to a "wiggle-wobble" between three barrels then down to a line which had to be crossed by only the front wheels. Needless to say among the most impressive were Moll, Mercedes 220SE, Andersson, Volvo 544, Karlsson, SAAB 95, Levy, Auto Union 1000. Peter Harper, Sunbeam, was fast but just clipped one of the barrels although this did not affect the marking. This test was only to decide any tie and was not nearly so important as the race to be held at Tatoi airfield on the following day, or the climb of Mt. Parnis which was to follow the race. The Athenians had turned out in force to line the road for this first test through the barrels, and it was almost inevitable that a calamity would occur. An Opel went sideways after negotiating the barrels and charged into the crowd, uprooting a tree, but fortunately the high kerb stopped the progress of the uncontrolled car. It looked as though at least 10 people had been seriously injured but miraculously no one was hurt at all.

On Sunday, the following day, all the cars left the closed park for Tatoi airfield in convoy. J. Milne had an alarming experience when going to his Austin Seven, he found that it had no brakes whatsoever, but he gallantly drove

the car across Athens in the convoy using low gears and the ignition switch in the hope that he would be able to repair his brakes at the circuit. This was not possible and he was forced to retire.

The race was a most exciting affair, the grid positions being awarded on the times obtained in the five practice laps. This gave people who had raced there before an advantage but the outcome was a tremendous dice for first place between Schock (Mercedes 220SE) and Andersson (Volvo P544) with the latter harrrying the large Mercedes for lap after lap, to finish within four seconds, both cars having outstripped the rest of the field at a race average of over 100 k.p.h. Peter Harper, Sunbeam, worked his way through the field, from a bad grid position, to finish a very creditable third. Levy, Auto Union 1000, and Karlsson, SAAB 95, completely shattered any opposition in their own classes. The Chevrolet Corvette broke its fan belt and was suffering from an overheating engine, while the remaining Austin Seven, driven by Sutcliffe, was very impressive.

The 10 kilometres climb of Mount Parnis followed the same pattern as the race and both these tests carried such important marking that they meant that if the highest placed competitor in any class did not finish either of the tests three per cent. higher than the fastest car in engine capacity class below then he was penalized according to the best performance of the lower class.

All in all a most enjoyable rally without any inhibitions. Control organization generally was very good and the police controlled the route much more ably than is usually found in a Continental event. Weather could not have been better and the friendly and very enthusiastic people made it all very enjoyable.

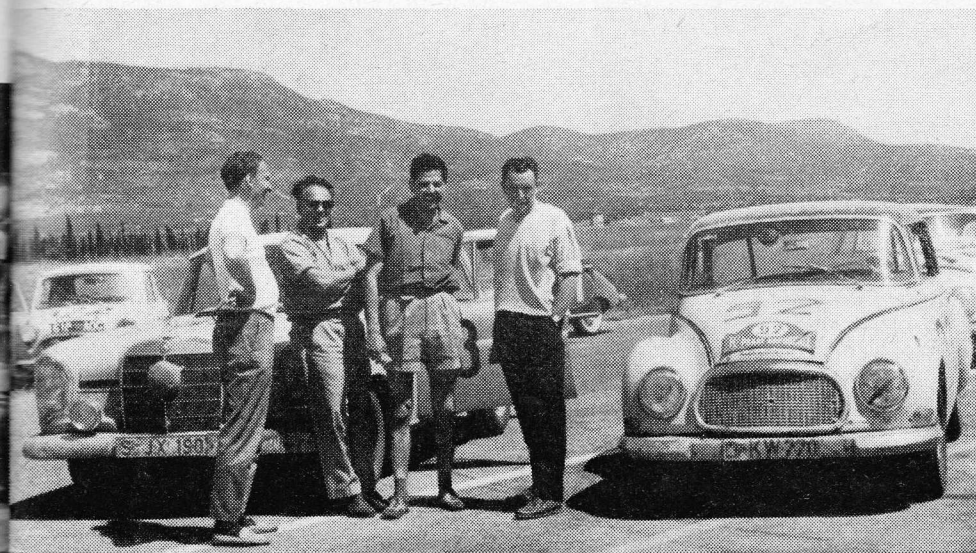
Provisional Results

General Classification: 1, W. Schock/R. Moll (Mercedes 220SE); 2, E. Karlsson/W. Karlsson (SAAB 95); 3, P. Harper/P. Proctor (Sunbeam Rapier); 4, N. Filinis/S. Mourtzopoulos (Sunbeam Rapier); 5, G. Andersson/"Jag" (Volvo 544); 6, Leopold von Zedlitz (Mercedes 220SE).

Category B, Class 1 (over 1,601 c.c.): 1, J. Kingsley (Chevrolet Corvette). **Class 2 (1,301-1,600 c.c.):** 1, Dr. Busch/Zimmerman (Porsche 1600). **Class 3 (under 1,300 c.c.):** 1, Th. Makris/A. Vassiliadis (A. Romeo G.S.).

Category A, Class 1 (over 2,501 c.c.): 1, Graf von Westenholtz/Dr. Kühling (Jaguar 3.4). **Class 2 (1,601-2,500 c.c.):** 1, W. Schock/R. Moll (Mercedes 220SE). **Class 3 (1,301-1,600 c.c.):** 1, P. Harper/P. Proctor (Sunbeam Rapier). **Class 4 (1,001-1,300 c.c.):** 1, K. Apostolidis/A. Marathakis (A. Romeo G.T.1). **Class 5 (851-1,000 c.c.):** 1, W. Levy (Auto Union 1000). **Class 6 (701-850 c.c.):** 1, E. Karlsson/W. Karlsson (SAAB 95). **Class 7 (under 700 c.c.):** 1, Gavopoulos/Theodorakis (N.S.U. Prinz).

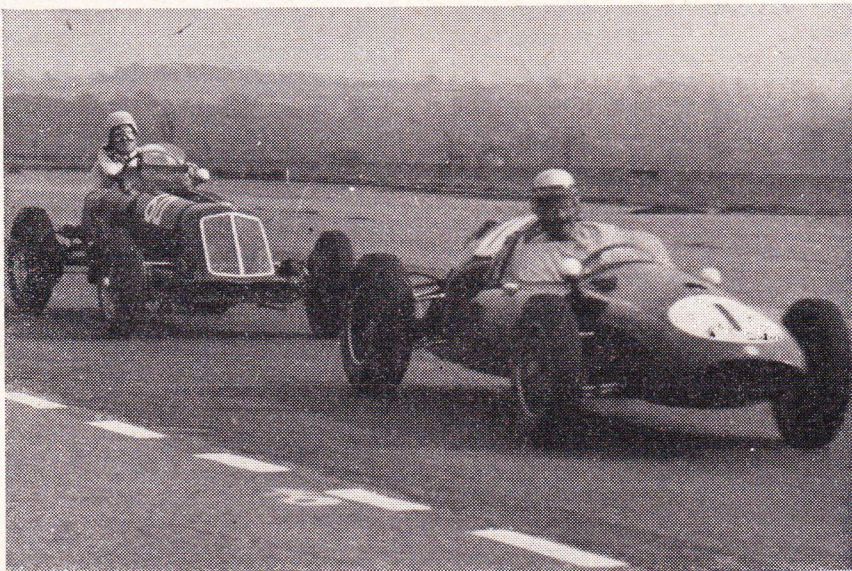
AT the Tatoi circuit outright winner W. Schock and Wolfgang Levy, each also a class winner, stand by their cars before the special test there.



PURSUIT: Bill Moss, driving Sid Day's E.R.A. R6D, chases G. Richardson in his Connaught-engined R.R.A.-Cooper.

LAST Sunday some really excellent racing was seen at the Stanley Sears Trophy meeting, organized by the Snetterton Car Circuit. During the closed car event, Jack Sears, in the Equipe Endeavour Aston Martin DB4, set up a new Grand Touring lap record of 1 min. 52.6 secs.—the fourth record to fall this season to this combination. In the Formula Junior race, Mike Spence called a halt to the Lotus-Ford run of successes by winning with his Cooper-Austin and creating a new FJ lap record of 1 min. 49.2 secs. (89.35 m.p.h.). The Stanley Sears Trophy went to C. B. Harding in his 1927 Alvis. David Piper (F1 Lotus) won the *Formule Libre* race from New Zealander G. Lawton (F2 Cooper-Climax) at 96.35 m.p.h.

Class winners in the AUTOSPORT Championship qualifying events were Paddy Gaston (Sprite), Chris Summers (Lotus-Elite) and C. Ashmore (Austin-Healey 100S).



RECORDS FALL AT SNETTERTON

Jack Sears (Aston Martin DB4) and Mike Spence (Cooper-Austin) Set New Figures at Stanley Sears Trophy Meeting. David Piper Wins Formule Libre Race with Front-Engined Lotus

BY GREGOR GRANT & DAVID PRITCHARD

PHOTOGRAPHY BY GEORGE PHILLIPS

A most remarkable performance was put up by Doc Shepherd in the Don Moore-tuned Austin A40, who not only finished fifth in general classification in the closed car race, defeating cars such as M.G. Twin-Cam, Daimler SP250, Sprite, Turner, Peerless and Porsche, but lapped in 2 mins. 04 secs. (78.63 m.p.h.). The duel between Kaye (Daimler) and Shepherd was one of the highlights of the day, the little A40 hitting as much as 100 m.p.h. on the Norwich Straight.

THE first of the five races on the programme formed the fourth round in the current AUTOSPORT Championship, all three classes running together on this occasion. Julian Sutton (Austin-Healey) was unlucky to be the only Class C contender on the starting grid and so unable to score; he finished behind Chris Ash-

more, in sixth place overall, following a sixth-lap spin at Sear Corner. Race leader at the hairpin on the opening lap was Tom Dickson's Elite but, entering the Esses, Chris Summers took his sister car past on the inside and was never again headed. Commendably close behind this pair came Tommy Bridger, whose Twin-Cam is really motoring following an extensive rebuild of the engine, made necessary by the mechanical damage it suffered in practice at Mallory Park a fortnight ago. Alan Foster in the other Twin-Cam started modestly, for him, but after a couple of laps he turned on the pressure in earnest and came through to a fine fourth place. Eric Dobson put his Elite on the bank at the Hairpin a lap from home. Paddy Gaston's Sprite completely dominated Class A, which was enlivened by a

splendid duel between the Turners of George Morgan and Bob Gerard. The wily Bob shadowed his adversary throughout the race and then, in a frenzied dash for the flag, pulled out that little extra something and got his nose in front right on the line. Simon Scrimgeour's Turner was not on top of its form and Ken McKenzie's gave up the struggle shortly after half distance from an undiscovered cause.

It was a great pity that the time-keepers did not vouchsafe the result of their cogitations on handicap to the commentators and, thus, to the spectators. The result was that the principal race of the day consisted of a number of vintage sports and racing machines circulating at widely differing speeds with no race pattern discernible. It was grand to see these old warriors in action again but it

(Continued on page 730)

Provisional Results

10 laps for "Autosport" Championship: Class A: 1, J. H. Gaston (A.-H. Sprite), 77.06 m.p.h.; 2, F. R. Gerard (Turner-B.M.C.); 3, G. Morgan (Turner Sports); 4, S. J. Scrimgeour (Turner 950); 5, E. P. Foden (A.-H. Sprite); 6, R. G. Falconer (Turner 950). **Fastest lap:** Gaston, 78.05 m.p.h. **Class B:** 1, C. Summers (Lotus Elite), 84.22 m.p.h.; 2, T. Dickson (Lotus Elite); 3, T. Bridger (M.G.A.); 4, A. T. Foster (M.G.A.); 5, F. P. Dewe (M.G.A.); 6, J. Graydon-Whitehead (Elva Courier). **Fastest lap:** Summers, 85.43 m.p.h. **Class C:** 1, C. Ashmore* (Austin-Healey 100S), 80.09 m.p.h.; 2, J. Sutton (Austin-Healey). **Fastest lap:** Ashmore, 81.72 m.p.h.

* Not entered in Championship.

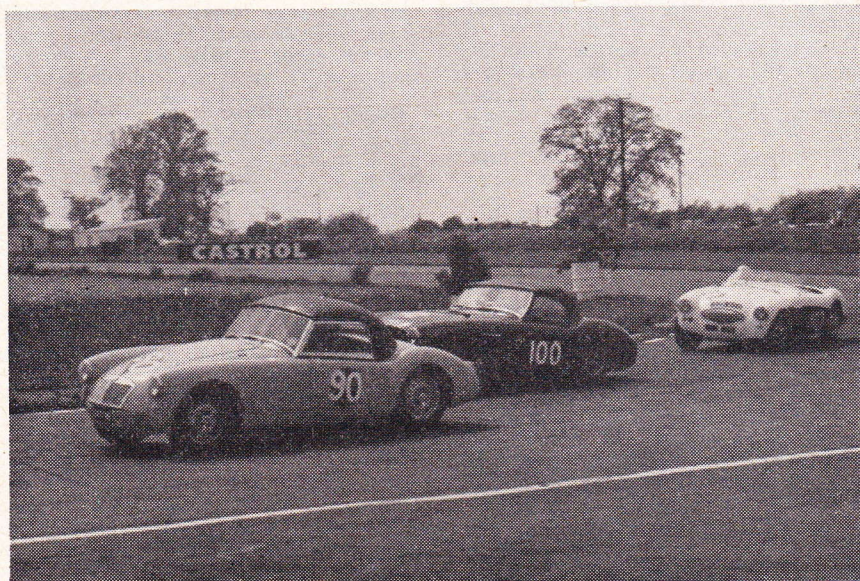
8 lap Handicap for Stanley Sears Trophy: 1, C. B. Harding (Alvis 1927 SD), 62.64 m.p.h.; 2, J. Freeman (Aston Martin); 3, G. G. McDonald (Bentley 3/4); 4, S. I. Day (E.R.A. R6B). **Fastest lap:** Day, 79.45 m.p.h.

10 laps for Formula Junior: 1, M. H. Spence (Cooper-Austin), 87.64 m.p.h.; 2, C. W. Andrews (Lotus); 3, B. R. Hart (Terrier). **Fastest lap:** Spence, 89.35 m.p.h. (new class record).

10 laps for Formule Libre: 1, D. Piper (Lotus F1), 96.35 m.p.h.; 2, G. Lawton (Cooper F2); 3, J. Lewis (Cooper F2); 4, D. Hulme (Cooper F2). **Fastest lap:** D. Piper, 98.35 m.p.h.

8 laps for Grand Touring Cars: Class A (up to 1,000 c.c.): 1, Dr. G. Shepherd (Austin A40), 76.7 m.p.h.; 2, S. J. Scrimgeour (Turner 950); 3, J. Young (Ford Anglia). **Fastest lap:** Dr. G. Shepherd, 78.68 m.p.h. **Class B (1,001-1,600 c.c.):** 1, C. Summers (Lotus Elite), 83.46 m.p.h.; 2, T. Dickson (Lotus Elite); 3, F. P. Dewe (M.G.A.). **Fastest lap:** Summers, 84.67 m.p.h. **Class C (over 1,600 c.c.):** 1, J. G. Sears (Aston Martin DB4), 85.54 m.p.h.; 2, D. Lewis (Jaguar 3.8); 3, J. R. Stoop (Porsche Carrera). **Fastest lap:** Sears, 86.79 m.p.h. (new G.T. record).

HAIRPIN: Alan Foster's Twin-Cam M.G.A. leads the Austin-Healeys of Julian Sutton and Chris Ashmore.



Avon's Redstart

**Practical and Very Portable Craft
which can be Carried in Luggage Boot**

WITHOUT a doubt the Avon Redstart Inflatable Dinghy is the most transportable craft ever devised. Contained in a medium-sized kitbag, the entire boat, with thwart, bellows, collapsible oars, repair kit, and engine mounting, can go easily into any luggage boot—along with the neat little Sea Bee outboard unit with its 34 c.c. two-stroke J.A.P. engine.

Getting the Redstart into the water is no trouble at all: precisely seven minutes after removing the kitbag from the boot, the little dinghy was ready for action. "Putt-putt" went the Sea Bee, and Bolster and I were out in the somewhat choppy waters of Birdham harbour. It was eminently seaworthy, responding instantly to the helm, and displaying no tendency to crab. It is surprisingly roomy, and could carry three adults at a pinch—two in perfect comfort, with plenty of space for stores. I should say that the Redstart is ideal for family use, and is also the answer to a fisherman's prayer!

It is also easy to row, as J.V.B. and I found when a shear pin broke after the propeller fouled a mooring line. Little or no water is shipped, but I must admit that both Bolster and I got very wet when we misjudged the distance to the landing jetty and stepped into a couple of feet of very wet sea-water. Anyway, it was a good excuse to dry off in the comfort of the Birdham Yacht Clubhouse—run by Harwin and Molly Sheldrick.

A week or two later, I took my elder son and my daughter on the Thames. The Redstart certainly attracted a tremendous amount of attention, and owners of large river-craft thought it would make an ideal tender—with no possibility of damaging gleaming paint-work owing to its all-rubber construction. The willing little engine buzzed away merrily, making light work of upstream work against a fair current towards Henley. A half-gallon of "pet-roil" seemed to last an inordinate time.

Dimensions of the Redstart (inflated) are 8 ft. x 4 ft. Deflated, it is contained in a kitbag 33 ins. x 18 ins., together with all equipment. Total weight is then 30 lb. It is constructed with two watertight compartments, inflated either by hand or foot bellows (the latter is an extra), the thwart being inflated separately.

The collapsible oars measure 5 ft. when fitted in their sockets; there are lifelines on bow and thwart, an 18 ft. painter, and weather-cover cleats. Cost of the 8 ft. dinghy (with standard equipment) is £37 10s. Outboard bracket is £2 10s., and foot bellows (in place of hand unit), £4.

Weighing only 22 lb., the Sea-Bee Minor outboard is priced at £24, and is fitted with recoil starter and pivot reverse. It has a hand-controlled Bowden cable throttle, and disc-type choke. Thus for £64, one can have a complete powered dinghy, with no business of fitting roof racks or attaching low-loading trailers. Makers are the Avon India Rubber Co., Ltd. (Marine Division), Melksham, Wilts.

GREGOR GRANT.

(Right) Commander Harwin Sheldrick of Birdham Y.C. and John Bolster remove Redstart and engine from boot of Sunbeam Alpine.



(Above) Bolster attaches outboard J.A.P. motor, after inflating and launching Redstart.

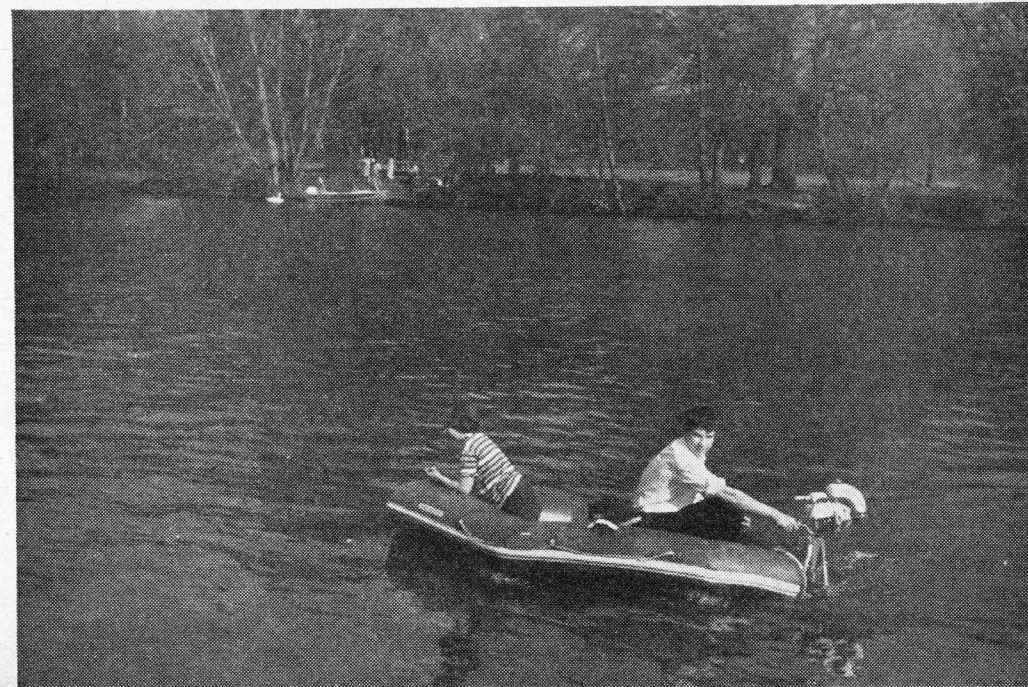
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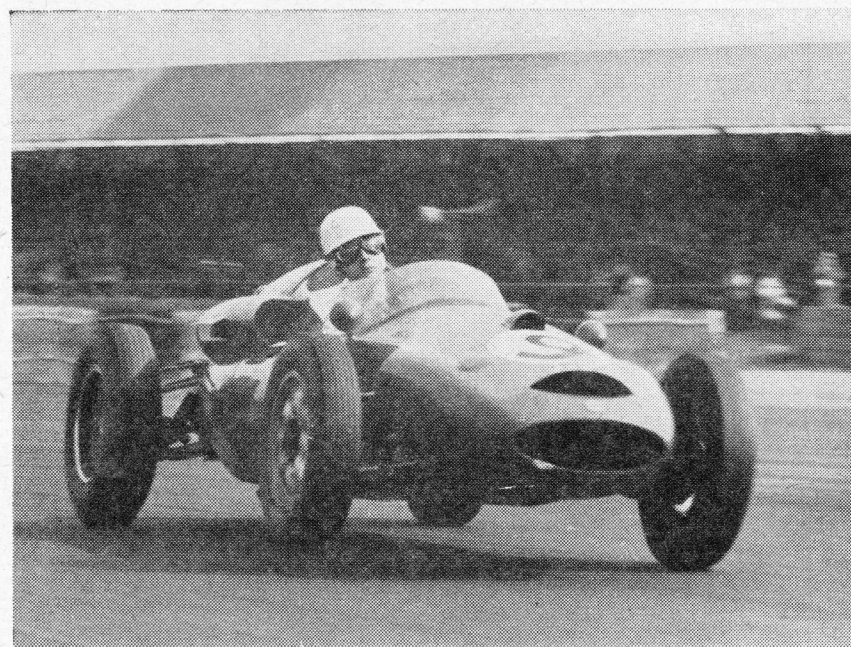
(Right) Into fairly rough seas goes J.V.B.—the tiny motor buzzing merrily.



★

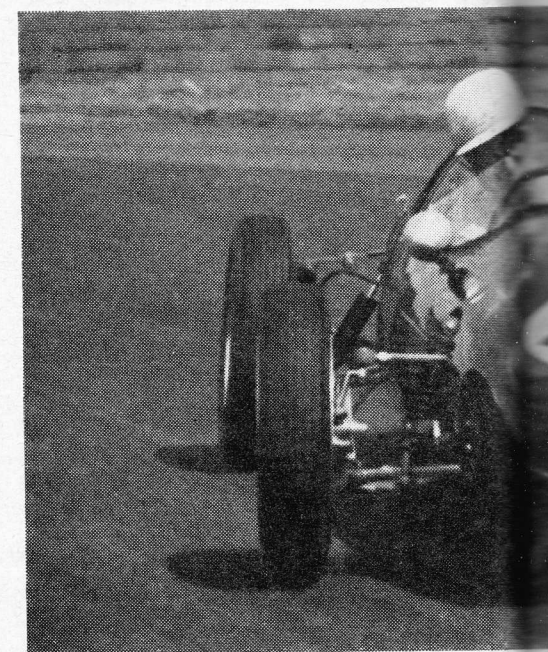
(Below) Thames scene, with two of the younger generation sailing gently up-river near Henley.





Silverstone in

TOP LEFT: Streaming through Woodcote with very little roll (Ford Zephyr). **CENTRE LEFT:** With the offside front wheel and Sud Cooper through Stowe Corner. **BELOW LEFT:** Winning the sports car event. **ABOVE:** Fruits of victory from the Hon. Max Aitken and Earl Howe. **BELOW:** Up and down (Lotus). Both these young men have enjoyed meteoric rises in the angles adopted by the cars of Alan Hutcheson (Riley), Down. **CENTRE RIGHT:** Tell-tale crumpled nose of Cliff Allison's. **RIGHT:** Well protected by the regulation windscreen Ron is a luggage boot-also to the new requirements.

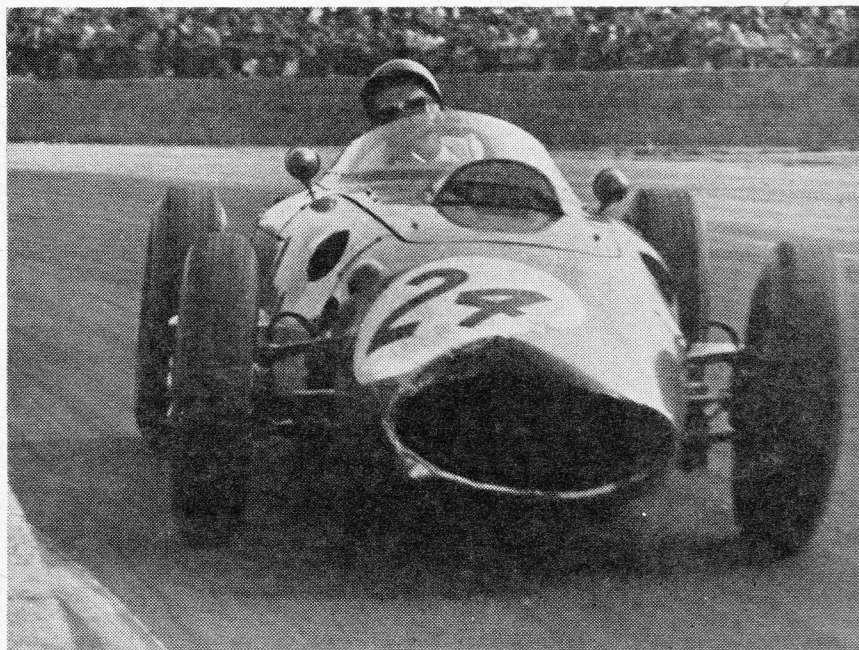




in Retrospect

Photographs by
GEORGE PHILLIPS

Hutcheson (Riley 1.5), Peter Jopp (Volvo), and Jeff Uren
inches from the ground Masten Gregory takes the Centro
average speed of just over 100 m.p.h. Roy Salvadori was never
Ireland, driver of the day, seen here receiving his trophy
John Surtees (Cooper) took second place behind Jimmy Clark
in the sport. **ABOVE RIGHT:** Interesting comparison in roll
(Ford), S. Isacson (Auto Union) and John Willment (Ford).
perhaps explains the dents on Phil Hill's Ferrari. **BELOW**
tries hard in the Ecurie Ecosse Jaguar. The bulge on his left



WALTZING MATILDA. Dickie Barrett and his A35 raising the dust and using all the available road in the Boyne Valley Hill-Climb. Barrett, who won his class, is seen here with his inside rear wheel off the ground.

THE young Boyne Valley Motor Club enjoyed beautiful summer weather for their second annual hill-climb at their steep little Bellewstown House Hill, near Duleek, in Co. Meath. This year the starting line was moved about 40 yards farther down the road, thereby increasing the length of the hill to an exact half-mile. Another innovation, and a very welcome one, was the provision of a large paddock. The paddock at last year's event was in a rather small farmyard, the single exit of which became increasingly muddy as the day pro-



Boyne Valley Hill-Climb

Best time of the day goes to Alex Jameson (J.A.P.)

Story and Pictures by
BRIAN FOLEY

gressed. Due to the increased length of the hill it was felt that Alex Jameson's record of 35.1 secs. could not be approached.

Brian Bleakley broke the record on his practice run, but unfortunately the gearbox of his 1,000 c.c. Kieft-J.A.P. packed up and he was unable to do the official runs. B.T.D. went to Alex Jameson once again in the same 497 c.c. J.A.P. at 37.81 secs. For this effort the Belfast driver won his class and also the William Walsh Trophy, presented by the enthusiastic Chairman of Meath County Council for best time of the day. Second fastest was Bill Bradshaw in his 2-litre A.C.-Bristol. Bill's time of 38.12 secs. constitutes a new sports car record as the best sports car time last year was the late Billy Telford's TR3 time of 41.41 secs. Besides Jameson and Bradshaw, the only other two drivers to climb in under 40 secs. were Joe Flynn and Kevin Monks. Joe pushed the pale blue 1½-litre Gordini up in 39.76 secs., despite losing a bell-mouth carburettor intake, which somehow did not affect the performance of the o.h.c. motor. Monks went up in 39.90 secs., which gave him the open car unlimited handicap from

the Twin-Cams of Don Hunter and Kevin Diffley, and also placed him second in the class behind Bradshaw. An interesting machine in Class E was the ex-Len Earl, ex-Kevin Diffley Jirano. This single-seater is now powered by a Triumph TR2 motor in place of its older Jaguar engine. It was driven with gay abandon by young Ronan O'Rahilly, who provided great spectator value by

using up all the available road coming out of the tight left-hander near the top of the hill. The story is written in rubber on the road and it looks like a rally type "wobble-wobble" manoeuvre! O'Rahilly was lucky to escape a prang, and he appeared to enjoy the applause from the "wags" on the walls, on his return down the hill!

Saloons outnumbered the sports-racing machines, there being 20 saloons to 15 open cars. These ranged from the tiny 293 c.c. Goggomobile coupé to the massive 5,420 c.c. Allard of J. Robb. Robb was the fastest saloon, with a best time of 43.85 secs., which placed him first in Class B for large saloons. Dick Barrett's A35 was once again outrageously fast at 44.24 secs., which won him Class A, and placed him second in the saloon car handicap, behind Peter Kramm's Mark VII Jaguar. Kramm, who usually drives an NSU Prinz, looked very unfamiliar in the big Jaguar, which he drove particularly well on the narrow hill. As well as winning the saloon car handicap, Kramm was third behind Robb and duMoulin in Class B. The Bellewstown House Hill is a steep affair, where sheer power really pays off. It would be interesting to see what Hector Graham or John Pringle would climb in. Hector, however, did not compete this year, although he did come to spectate at the controversial left-hander and perhaps he has it now well figured out how to get his potent Lotus around it next year!

Results

William Walsh Trophy for B.T.D.: A. Jameson (497 J.A.P.), 37.8 s.

Saloons, up to 1,200 c.c.: 1, R. Barrett (Austin A35), 44.24 s.; 2, M. G. O'Brien (VW), 45.44 s.; 3, J. S. Moore (Austin 7), 48.30 s. **Over 1,200 c.c.:** 1, J. Robb (Allard), 43.85 s.; 2, J. duMoulin (Simca), 45.36 s.; 3, P. Kramm (Jaguar Mk. VII), 45.68 s.

Saloon Car Handicap: 1, P. Kramm (Jaguar Mk. VII), 30.68 s. (h'cap 15 s.); 2, R. Barrett (Austin A35), 32.24 s. (h'cap 12 s.); 3, J. duMoulin (Simca), 32.36 s. (h'cap 13 s.).

Open Cars, up to 1,500 c.c.: 1, A. D. Jameson (497 J.P.), 37.81 s.; 2, J. J. Flynn (1,488 Gordini), 39.76 s.; 3, J. A. Burke (1,250 Buckler-M.G.), 42.57 s. **Over 1,500 c.c.:** 1, W. E. T. Bradshaw (1,971 A.C.-Bristol), 38.12 s.; 2, K. B. Monks (1,991 Triumph TR3), 39.90 s.; 3, D. R. Hunter (1,588 M.G. Twin-Cam), 43.30 s.

Unlimited c.c. Handicap: 1, K. B. Monks (Triumph TR3), 33.90 s. (h'cap 6 s.); 2, D. R. Hunter (M.G. Twin-Cam), 34.30 s. (h'cap 7 s.); 3, K. Diffley (M.G. Twin-Cam), 34.47 s. (h'cap 7 s.).

HARROW CAR CLUB ANNUAL RALLY

MEMBERS of the Verulam Automobile Club took the first two places in the Harrow Car Club's restricted annual rally held recently. J. Hessey and D. Kellard in their Morris 1000 were outright winners, and for their performance they will collect two return air tickets to France presented by Silver City Airways. The runners-up, Mr. and Mrs. R. Newland (Sunbeam Rapier) were also members of the winning Verulam club team.

The course covered a distance of 240 miles, the seven sections of the route being confined to a remarkably small area for a whole night event. A 30 m.p.h. average was set for all sections demanding speedy and accurate navigation coupled with hard driving. Crews gathered at the start near Boreham Wood and at 9.31 p.m. P. Geale and R. Tanner of the Cemian M.C. were first away on Section 1 in their TR3. The route card listed ten map references of public houses to be visited in the order given

and at an average of 30 m.p.h. with secret checks and penalties for early as well as late arrival. The straightforward main road run to the first point in Harpenden allowed the navigators to plot most of the points in advance whilst the drivers concentrated on the average speed.

After the second point near Luton, competitors travelled north again through Hitchin to Biggleswade and although the route card for this section appeared straightforward, it succeeded in cancelling hopes of a clean sheet for all but eight crews.

The next route card caused consternation with 14 hydrant route checks and an intermediate time control all within 16 miles and nobody was able to complete this section clean.

The circular route for the third section ran south from a control near Welwyn to Hartford, Ware, Much Hadham via Buntingford and back to the control, a 52-mile circuit which continually aggravated navigators by passing back and forth across the edges of three ordnance

sheets. In contrast to the difficult previous sections, most crews were able to complete the circuit without penalty.

The next section took competitors the 14 miles to the supper stop at South Mimms via eight route checks and a time control.

After an hour's break for refreshment the route for the next section presented a welcome change from the "visit in any order" nature of the previous sections.

The 44-mile final section ran back to the finish at South Mimms by an interesting route with a good route card. Each route check was found from the mathematical answer to the question at the previous check, and although this was one of the easier sections, there were some who proved that mathematics at six o'clock in the morning was not one of their strong points. PETER BROWNING.

Results

1, J. Hessey/D. Kellard (Morris 1000), 470 marks; 2, Mr. and Mrs. R. Newland (Sunbeam Rapier), 600; 3, R. Forster/B. Culcheth (M.G.A.), 630; 4, M. Templeman/P. Noad (Ford Anglia), 650; 5, R. Golder/A. Harmer (M.G. TD), 870; 6, A. Thomas/G. Millward (Ford Anglia), 1,060.

BP WINS AGAIN!

NURBURGRING

1,000 KM. SPORTS CAR RACE

1st Maserati Stirling Moss/Dan Gurney
2nd Porsche J. Bonnier/O. Gendebien
4th Porsche H. Herrmann/M. Trintignant

2000 c.c. CLASS **1st** Porsche
1600 c.c. CLASS **1st** Porsche
850 c.c. CLASS **1st** D. B. Panhard

(Subject to official confirmation)

ALL USING BP SUPER AND BP ENERGOL MOTOR OIL

Use BP Products in your car



DRIVE IN WHERE YOU SEE THE BP SIGN



THEY'RE OFF: The start of the Formula Junior race, which was won by Mike Spence (Cooper-Austin) to make the first break in Lotus supremacy in this category.

Snetterton—continued

does heighten the enjoyment if one can know how they are progressing and, in this respect, only the handicappers can help; the sponsors of the meeting are powerless, having done their bit by giving them the opportunity, and the inducement, to race. Several of the gallant old cars were obviously feeling their years and emitted ominous fumes from the cockpit and elsewhere, notable in this respect being D. W. Hale's Type 37 Bugatti; Bugs made rather a habit of this even in their heyday, but this old war-horse really excelled itself, we hope without lasting damage. Retirements included John Mudd's Monza Alfa which was driven on this occasion by Bill Moss, A. S. Charnock's 4.3 Alvis which unhappily ran a bearing, and Arthur Gibson's Lea-Francis-powered Frazer-Nash which, after going really well, threw a front wheel into the crowd at the exit from the Esses; fortunately the wheel landed harmlessly. There was a grand scrap between J. Freeman's 2-litre Aston Martin and Gordon McDonald's 4½ Bentley which brought them into second and third place respectively, the Bentley going slightly off song towards the end. C. Donne's 1750 Alfa displayed remarkable cornering power and gave little away on Coram Curve to Joe Goodhew's E.R.A.-Delage which, unfortunately, ran out of breath on the last lap. Sid Day managed fourth place with his beautiful and very rapid E.R.A. R6B but it was a delighted C. B. Harding whose 1927 12.50 Alvis held off all opposition and was suddenly confronted with the winner's flag. This was a very popular victory with the other competitors and Harding was rewarded with a lap of honour in the passenger seat of Stanley Sears's Blower Bentley, piloted by Jack and proudly carrying trophy, garland and all.

In contrast to some recent meetings, there was an excellent field for the Formula Junior race, no fewer than 20 cars facing the starter. At the fall of the flag C. W. Andrews shot into the lead



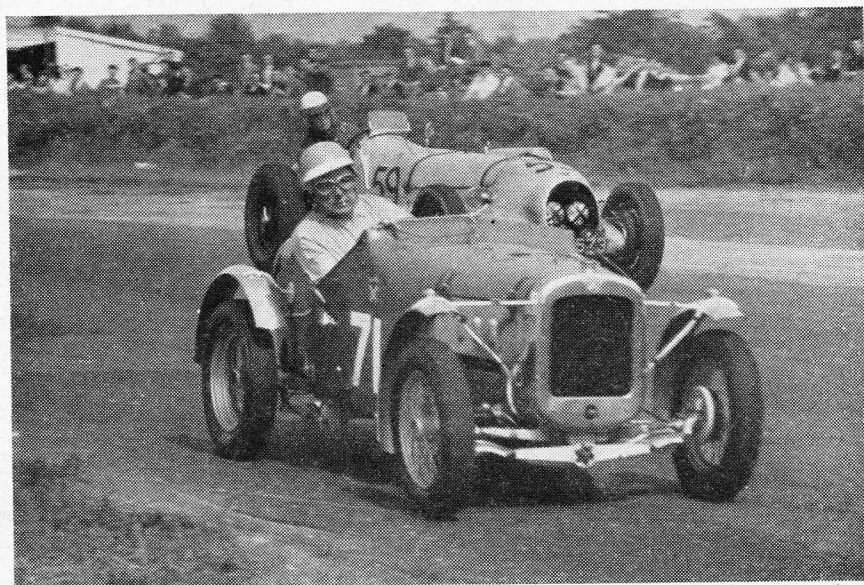
with his brand-new Lotus which was running in only its second race, the first being at Silverstone the day before when it won in a field of four. The engine of George Morgan's Cooper went very sick on the opening lap while Andrews held on to his lead but by the time they reached the hairpin for the second time Mike McKee and Mike Spence had forged ahead. As they came out of the corner the nearside rear wheel of McKee's Lotus shot about 30 feet into the air and Mike was left broadside on in the fairway, helpless. Happily no one hit him and, again, no one was hit by the wheel. Andrews was now back in second place where he remained secure to the end, driving impeccably but unable to do anything about Spence, who set a new class record lap at no less than 89.35 m.p.h. Brian Hart's Terrier and M. Woodley's Cooper battled merrily for third spot, the Terrier being triumphant despite being headed two laps from home. The best fight of all took place just astern of these two and featured two of Jim Russell's pupils in contest with J. S. Cordingley and Bob Hudson who, however, got left slightly in the later stages. The pupils in question were

Colin Boden and C. Johnson; all four were driving Elvas and the Jim Russell boys were magnificent until, a lap and a half from home, the pace proved just a little too hot for Boden, who got off line at the Hairpin and put his car on the bank. On the same lap Johnson's brakes gave up and he retired.

The *Formule Libre* race ran true to form with an undisputed win for David Piper, who had the only Formula 1 car in the race after the demise of Geoff Richardson's Cooper with 2½-litre Connaught engine. It was several laps, however, before the Formula 2 brigade let Piper get very far in front. Here there was a wonderful race between Mike McKee, George Lawton, Jack Lewis and Dennis Hulme, all in Coopers. A great deal of place-changing went on all round the circuit until McKee, whose day it quite definitely wasn't (he had food poisoning the night before), found the Jim Russell car becoming increasingly uncontrollable and retired to the pits to discover a rear shock-absorber completely non-functional. With his departure, the other three settled into the order mentioned. Poor John Bekaert was denied the chance to mix it with them when the Lister-Jaguar blew a gasket in practice. The hardest-worked man in the race was Bill Moss, who drove Sid Day's E.R.A. and, with 1½ litres blown and all his skill, was giving away about 8 secs. a lap to the modern cars with normally aspirated engines of the same size. Such is progress.

The final offering was a race in three classes for saloons and closed G.T. cars, in which Jack Sears gave another superb demonstration with Tommy Sopwith's DB4 and shattered the G.T. lap record. The feature of this race, and the talking point of the day, was the pursuit and defeat by Doc Shepherd in the A40 of one of the new SP250 Daimlers driven by M. Kaye. The Daimler was very fast but quite definitely did *not* have suspension suitable for cut-and-thrust racing, and "Shep" was a very brave man when he tore through on the inside of Coram on the sixth lap; Kaye finally spun at Sear Corner next time round.

DAVID AND GOLIATH: Sqn.-Ldr. Lisle's tiny Austin Ulster leads A. S. Charnock's vast 4.3-litre Alvis at Coram Curve.



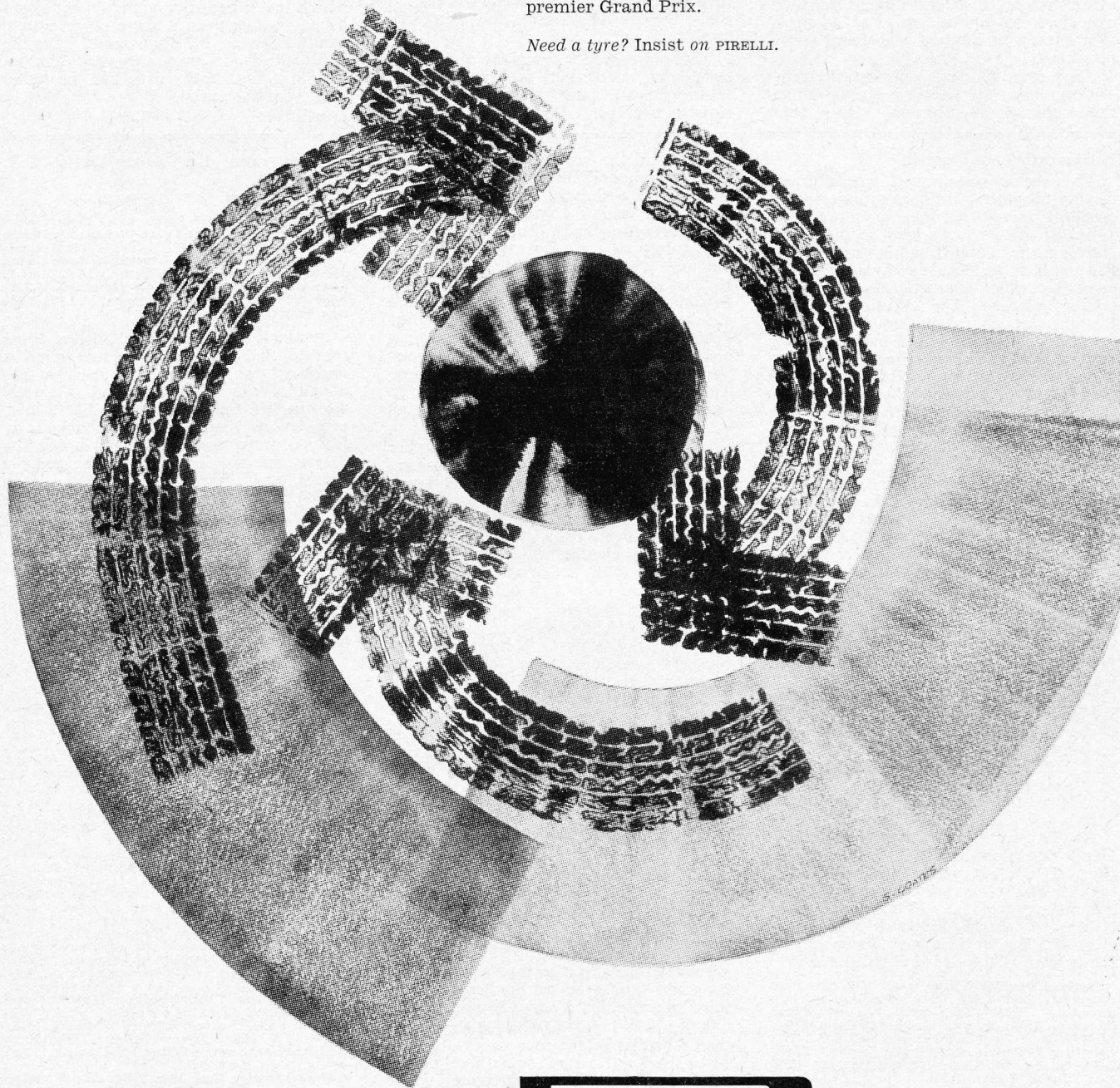
Modern road ahead

AWAY AHEAD! A tyre revolution! The PIRELLI BS3 with its money-saving, replaceable tread bands: the biggest advance in tyre technology in motoring history. Thoroughly tested abroad, the revolutionary BS3 will soon be available here in Britain.

TOMORROW The PIRELLI CINTURA, incorporating entirely new advances in tyre architecture—an internal, flexible, fabric belt—amazingly strong, two-ply, light weight sidewalls. Now available in an increasing range of sizes for high-performance cars. Demand for CINTURA at present exceeds supply.

TO-DAY The conventional PIRELLI EXTRAFLEX—brilliant example of the tough PIRELLI breed—offers all the built-in excellence of 50 years' progressive tyre craft, including a long line of "Firsts" in every premier Grand Prix.

Need a tyre? Insist on PIRELLI.



PIRELLI TYRES

Morecambe Rally—continued

A welcome breakfast halt at the Lakeside Hotel, Newby Bridge, gave crews a chance to refresh themselves and their mounts and Anne Hall was seen hard at work on the brakes of her Anglia. Although it was quite light the stiffest test of all was yet to come. Short sections made the best possible use of the many steep hills available and directions of approach dictated that crews spent much time on difficult "white" roads.

By this time several crews were in dire trouble and were running very close to their 30 minutes of permitted lateness which raised the danger of 100 penalty marks. In an endeavour to recover a safer margin of lateness they found it expedient to arrive early at controls where they could and did incur early penalties.

Then came the high point of the rally—a run over the dreaded Hardknott at the standard 30 average. Only four

minutes were allowed to traverse this notorious and very difficult road, which made for some very "hairy" motoring. David Seigle-Morris's TR slid off and he dropped five minutes (a mistake which cost him the rally); Peter Roberts rolled his Austin Seven and is now the proud possessor of the only Austin with a pointed roof. Roy Kirkham's was the most fantastic performance of all: he rolled his Sprite on the way down, but he and his intrepid navigator Horace Beighton (who suffered a cut hand) tore off the shattered windscreen, hood and sidescreens, righted the car and continued to finish the section with only four minutes of lateness! The route then led over Wrynose, which is just as diabolical as Hardknott and penalized almost the entire field.

These two sections saw the end of the tight stuff and were followed by a leisurely run into Morecambe at a slowish average. After a few hours of

rest there were driving tests on the sea front which included garaging, a scissors and a pylon test. Class winners on the tests were:—

J. Cuff (Mini-Minor), 142.7 s.; B. Potts (VW), 159.8 s.; Robin Richards (Riley), 138.4 s.; D. H. Wilson-Spratt (Sprite), 136.3 s.; G. H. F. Parkes (Austin-Healey), 138.5 s.; J. E. C. Oldham (Austin 7), 155.1 s.

There was a cabaret in the evening at the Midland Hotel and several splendid parties at various other hotels. It was generally decided that the Morecambe had been one of the finest rallies held in this country for quite some time and at least one of the parties it was mooted that a "Male Rally Competitors' protective Association" be formed, since if masculine superiority couldn't be established by fair means, some other system would have to be discovered! On the Tulip Rally it was suggested that a hypnotist be employed to put the ladies under the "fluence"!

MICHAEL DURNIN.

Nürburgring—continued

Thus the race continued, with Gurney driving absolutely brilliantly under quite dreadful conditions, slicing more and more off the Ferrari's lead until, on the 28th lap, the Maserati got in front at the Pflanzgarten to lead the race. On the same lap other dramatic changes were taking place. The Walter/Losinger Porsche, second in the 1,600 c.c. class, stopped at the pits—once again the fog prevented the reason from being seen. More important, Edgar Barth went off the road in the car which he and Graham Hill were leading that class, while the very fast Baillie/Parkes Elite, leading the 1,300 c.c. G.T. class, also went into the ditch. The Maserati's lead was by no means a secure one, for that matter, for 10 seconds covered the first three cars—after well over 400 miles of motor-racing!

After 29 laps, with a nine second lead over the No. 1 Ferrari, Gurney was due to come in to hand over to Moss for the last stint. At the end of lap 30, sure enough, in he came—but the lead did not go to the Ferrari, for between Bergwerf and the Schwalbenschwanz the Bonnier/Gendebien Porsche had taken the lead, and the red car was slowing. As Gurney drew into his pit, the Porsche flashed past into the lead, 1 min. 40 secs. in front of the Phil Hill/von Trips Ferrari. Stirling went away in the Maserati in third place, with the Porsche well ahead—a stern chase of the kind which shows Moss at his brilliant best.

At 30 laps the order was Bonnier/Gendebien (Porsche), Phil Hill/von Trips (Ferrari), Moss/Gurney (Maserati), Allison/Mairesse (Ferrari), Herrmann/Trintignant (Porsche), Munaron/Gregory (Maserati), Rodriguez/Rodriguez (Ferrari) and Walter/Losinger (Porsche). In the classes, positions were as follows:

Sports Cars, 2,001-3,000 c.c.: Hill/von Trips (Ferrari), 1,601-2,000 c.c.: Bonnier/Gendebien (Porsche), 1,151-1,600 c.c.: Walter/Losinger (Porsche), 851-1,150 c.c.: Voegelé/Ashdown (Lola), 501-850 c.c.: Bartholoni/Vinatier (D.B.), G.T. Cars over 2,000 c.c.: Abate/Davis (Ferrari), 1,301-2,000 c.c.: Strahle/Walter (Porsche), 1,001-1,300 c.c.: Wagstaff/Stacey (Elite).

At 31 laps the Porsche led the Ferrari by just a minute, while Stirling Moss was 12 seconds behind the Hill/von Trips car. The Rodriguez Ferrari came into the pits making a dreadful noise, and was retired after only a brief examination with severe engine trouble—a disappointing end to a very fine drive

indeed, and the crowd paid tribute with loud applause. The class-leading Lola of Voegelé/Ashdown was going great guns, and caused some amusement by going into the South Turn well behind a privately entered Ferrari, and coming out well in front of it! The Bob Staples/Richard Shepherd-Barron A.C. Ace-Bristol was going like a train, and although overshadowed in a class full of Porsches was putting up a more than creditable performance—neither driver had previous experience of the 'Ring. The car was running now without its hardtop after some difficulty in securing it.

Now came more drama—yet another works Ferrari was out of the race—and this was the best-placed car of Hill/von Trips, which retired with engine trouble out on the circuit. The Hitches/Hicks Lola, third in its class, was running well—without a clutch, while Bill de Selincourt's car was suffering from petrol filter trouble.

On lap 35 the No. 2 Ferrari—that of Allison and Mairesse—was called into the pits, and Phil Hill leapt into the cockpit—a last-ditch stand by Ferrari in an attempt to catch the Bonnier/Gendebien car and the flying Moss, who was catching the Porsche hand over fist. Positions of the leaders now—at 3 p.m.—were Bonnier, Moss, Mairesse, Herrmann, Gregory, and Walter.

As the Ferrari came into the pits, the leading Porsche was already there, and Moss swept into the lead. The German car got away some 20 secs. in arrears and over five minutes ahead of the Ferrari, now driven by Phil Hill.

But it was no good. At 40 laps the Porsche, so far from gaining ground, was nearly two minutes down on the Maserati, and although Phil Hill was narrowing the gap it seemed unlikely that he could finish the car higher than the third place which it already occupied.

After 42 laps—leaving slightly less than 30 miles of the race to go—Stirling Moss had a lead of some five or six kilometres over the Porsche, entering the Aremberg corner before Gendebien passed the start-finish line. Phil Hill, in third place, was now only 2 mins. 16 secs. behind but obviously would not catch the German car. Fourth was the Herrmann/Trintignant Porsche, then the Munaron/Gregory Maserati, the Walter/Losinger Porsche, the Greger/Linge

Porsche, and the Abate/Davis G.T. Ferrari.

In the classes, leaders were:

Sports Cars, 2,001-3,000 c.c.: Moss/Gurney (Maserati), 1,601-2,000 c.c.: Bonnier/Gendebien (Porsche), 1,151-1,600 c.c.: Walter/Losinger (Porsche), 851-1,150 c.c.: Voegelé/Ashdown (Lola), 501-850 c.c.: Bartholoni/Vinatier (D.B.), G.T. Cars, over 2,000 c.c.: Abate/Davis (Ferrari), 1,301-2,000 c.c.: Strahle/Walter (Porsche), 1,001-1,300 c.c.: Wagstaff/Stacey (Elite).

Suddenly it was all over, Stirling Moss crossed the line well over two minutes ahead of the Porsche and nearly a lap ahead of the other Camoradi Maserati to win his third successive 1,000 kms. race, more than brilliantly backed by Dan Gurney, the pair also winning the 3-litre sports car class. To console British enthusiasts in the absence of an Aston Martin victory there were two class wins—in fact the 1,150 c.c. sports car class and the 1,300 c.c. G.T. class had been dominated almost throughout by Lolas and Elites respectively. The Voegelé/Peter Ashdown car won the first, while John Wagstaff and Alan Stacey had driven their Elite well and steadily to lead the other.

Results

1, Moss/Gurney (Maserati), 44 laps in 7 h. 31 m. 40.5 s. (133.2 k.p.h.); 2, Bonnier/Gendebien (Porsche), 7 h. 34 m. 32.9 s.; 3, Allison/Mairesse/von Trips/Phil Hill (Ferrari), 7 h. 35 m. 44.1 s.; 4, Herrmann/Trintignant (Porsche), 7 h. 37 m. 57.7 s.; 5, Munaron/Gregory (Maserati), 43 laps; 6, Walter/Losinger (Porsche), 42 laps. **Fastest lap:** Moss, 9 m. 37.0 s. (142.4 k.p.h.).

Class Results

Sports Cars up to 3,000 c.c.: 1, Moss/Gurney (Maserati); 2, Allison/Mairesse/von Trips/Phil Hill (Ferrari); 3, Munaron/Gregory (Maserati). **Fastest lap:** Moss, 1,600-2,000 c.c.: 1, Bonnier/Gendebien (Porsche), 132.5 k.p.h.; 2, Herrmann/Trintignant (Porsche); 3, Doug Graham/Keith Greene (Lotus). **Fastest lap:** Herrmann, 9 m. 44.8 s. (140.5 k.p.h.), (class record). **1,151-1,600 c.c.:** 1, Walter/Losinger (Porsche), 124.6 k.p.h.; 2, Greger/Lingen (Porsche); 3, de Beaufort/Frere (Porsche). **Fastest lap:** Barth (Porsche), 10 m. 1.3 s. (136.3 k.p.h.). **851-1,150 c.c.:** 1, Voegelé/Ashdown (Lola), 119.2 k.p.h.; 2, de Selincourt/Lawrence (Lola); 3, Hitches/Hicks (Lola). **Fastest lap:** Ashdown, 10 m. 34.6 s. (129.2 k.p.h.). **501-850 c.c.:** 1, Bartholoni/Vinatier (D.B.), 106.8 k.p.h.; 2, Laureau/Jaeger (D.B.); 3, Politisieri/Levine (Fiat-Abarth). **Fastest lap:** Laureau, 11 m. 40.0 s. (128.1 k.p.h.).

Grand Touring Cars, over 2,000 c.c.: 1, Abate/Davis (Ferrari), 121.4 k.p.h.; 2, Schlessner/Bianchi (Ferrari); 3, Peroglio/Frescobaldi (Ferrari). **Fastest lap:** Abate, 10 m. 41.2 s. (127.9 k.p.h.). **1,301-2,000 c.c.:** 1, Strahle/Walter (Porsche), 120.8 k.p.h.; 2, Braun/Schwartz (Porsche); 3, Koch/Stausberg (Porsche). **Fastest lap:** Hahn/Zick (Porsche), 10 m. 44.4 s. (127.1 k.p.h.). **Up to 1,300 c.c.:** 1, Wagstaff/Stacey (Elite), 117.4 k.p.h.; 2, Lumsden/Sargent (Elite); 3, Stangl/Deguer (Alfa Romeo). **Fastest lap:** Sir Gawaine Baillie/Parkes (Elite), 10 m. 47.9 s. (126.4 k.p.h.).

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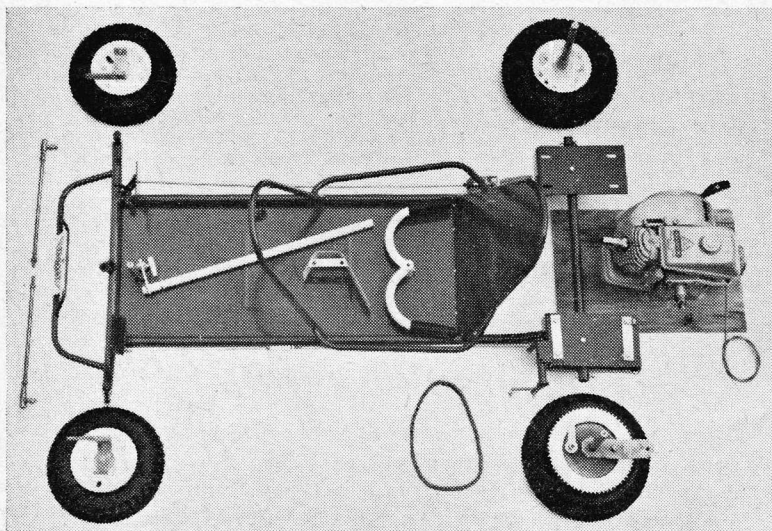
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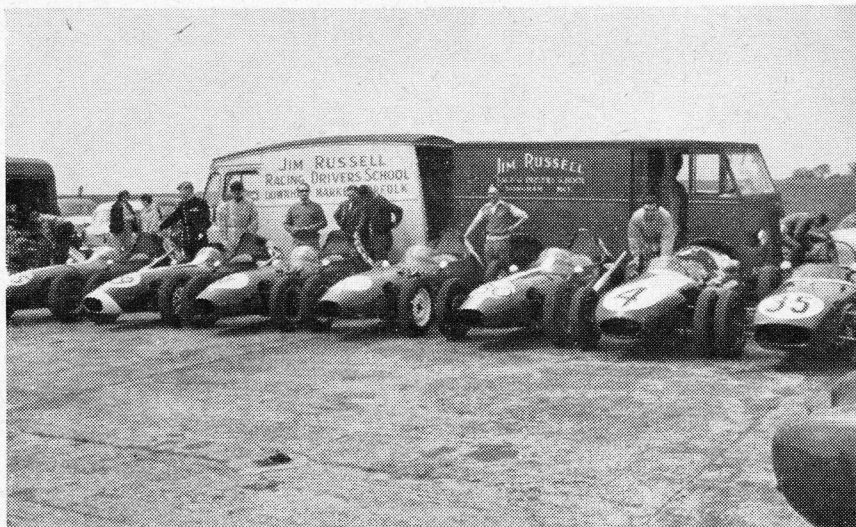
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Club News

By MICHAEL DURNIN

THE London M.C. and Circle M.C. are to co-promote a restricted driving test meeting at Wembley Stadium on 12th June. Clubs invited to this event, which qualifies for the B.T.R.D.A. Flather Star championship, are B.T.R.D.A., Bolton-le-Moors C.C., B.A.R.C., Hagley and D.L.C.C., Thames Estuary A.C., Harrow C.C., Forces M.C., M.G.C.C., Shenstone and D.C.C. and West Essex C.C. Secretary of the meeting is Rene Boucher, Cransley Works, Garrett Street, London, E.C.1, who must have all entries by 4th June. . . . **Yorkshire S.C.C.** and **B.A.R.C.** (Yorks) will jointly promote the third "E. A. Denny" sporting rally on 12th June. This closed event will be over 100 miles of non-damaging roads. Regs are available from R. J. Dack, Traquair, Halifax Road, Cleckheaton, who must have all entries by 8th June. . . **B.A.R.C.** (S.W.) are to have a restricted hill-climb meeting at Brunton on 19th June. Clubs invited are London M.C., Hagley and D.L.C.C., South Wales A.C., Surrey S.M.C., West Essex C.C., West Hants and Dorset C.C. and Wirral 100 M.C. The entry lists close on 9th June and regs are available from P. B. Pyle, 12 High Street, Fareham, Hants. . . . An autocross meeting will be held at Malton Farm, near Meldreth, Cambs, on 12th June by the **Cambridge 50 C.C.** Further information is available from P. J. Marr, The Limes, Meldreth, near Royston, Herts. . . . The **Second Annual Racing Car Show** is to utilize both the Old and New Horticultural Halls. Space in the Old Hall (which is to have 31 stands) is to be made available to R.A.C. recognized clubs and clubs may make use of a cinema which is to be installed to show their films to members and potential members. Club secretaries who may be interested in these facilities are asked to contact Ian Smith, 347-349 Goswell Road, London, E.C.1. . . . The annual inter-club team driving test competition between the 40 member clubs of the **Central Southern Association** will take place on 14th August at H.Q. Intelligence Centre, Maresfield Camp, Sussex. Details will be made available later. . . . **Romford E.C.C.** are to have three sprint meetings during the next few weeks. On 5th June they are to run a restricted event at Snetterton on a $\frac{3}{4}$ -mile



LINE UP of some of the pupils and cars of Jim Russell's Racing Drivers' School. The boys have recently notched up quite a few wins and also have the Brands Hatch F.J. lap record.

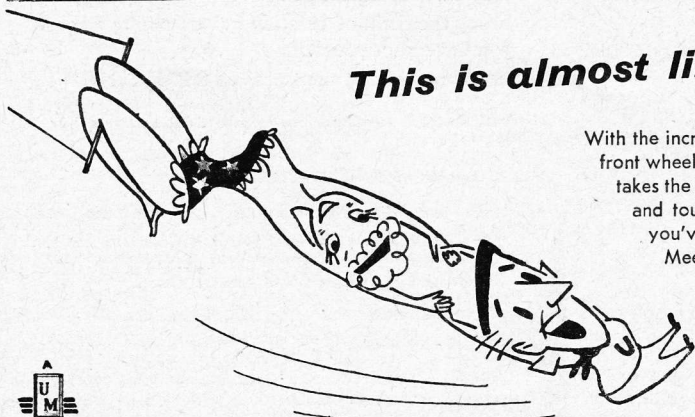
course. There will be classes for all cars and invited clubs are B.A.R.C., B.R.S.C.C., Cambridge U.A.C., East Anglia M.C., Eastern Counties M.C., North London E.C.C., M.G.C.C. (S.-E.), Snetterton M.R.C., T.E.A.C. and 750 M.C. Entries should be sent to Miss P. Colis, 33 Hacton Lane, Hornchurch,

Essex, by 30th May. On 19th June, in co-promotion with Billericay M.C., this active club has a closed sprint at North Weald Aerodrome (regs from C. A. Pellings, 40 Squirrels Heath Road, Harold Wood, Essex) and they will put on a closed-to-club sprint, again at North Weald, on 17th July with regs available from Mr. Pellings again. . . . **M.G.C.C.** (N.-E.) have their annual driving test meeting at Huddersfield on 11th June. This is a qualifying event for the Flather Star and is open to all member clubs of the Northern Association. Regs are available from A. J. Sinclair, 14 Axholme Road, Doncaster, Yorks, who must have all entries by 8th June. . . . Regs are available for the **R.S.A.C.** national open hill-climb to be held at Rest-and-be-Thankful on 2nd July. Entries open 2nd June and close 22nd June and the secretary of the event is A. K. Stephenson, Royal Scottish Automobile Club, Blythswood Square, Glasgow C.2. . . . **Shenstone and D.C.C.** are to have a closed driving test and sprint meeting at Curborough, near Lichfield, on 12th June. Regs from J. W. Rowley, Victoria Rolling Mills, Lichfield Road, Birmingham 6. . . . **Scottish S.C.C.** are to have a week-end of driving tests, concours and gymkhana at Turnberry Hotel, Ayrshire, on 11th-12th June. Details from A. K. Stephenson, R.S.A.C., Blythswood Square, Glasgow C.2.

Coming Attractions

- 28th May. Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- 29th May. Grand Prix of Monaco, Monte Carlo (F1, FJ).
- B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent.
- B.A.R.C. Hill-Climb, Firle, near Lewes, Sussex. Start, 1.30 p.m.
- 4th June. M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants.
- B.R.S.C.C. Race Meeting, Rufforth, near York.
- 5th June. Dutch Grand Prix, Zandvoort (F1, Junior).
- 6th June. Race Meeting, Mallory Park, near Hinckley, Leics.
- B.A.R.C. Race Meeting, Crystal Palace, London.
- B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.
- B.R.S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- West of England, Taunton and Plymouth M.C.s Hill-Climb, Wiscombe, Start, 2 p.m.
- 7th June. Midland A.C. Hill-Climb, Shelsley Walsh.
- Grand Prix de Rouen Essart (F2).
- Thames Estuary A.C. Hill-Climb, Brands Hatch, near Farnham, Kent.
- 15th-18th June. Rally of the Midnight Sun.

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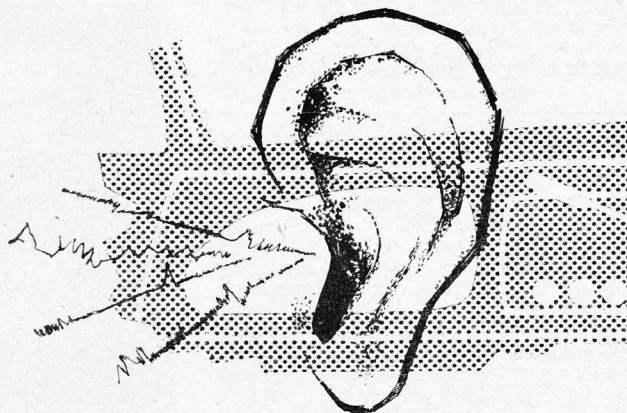
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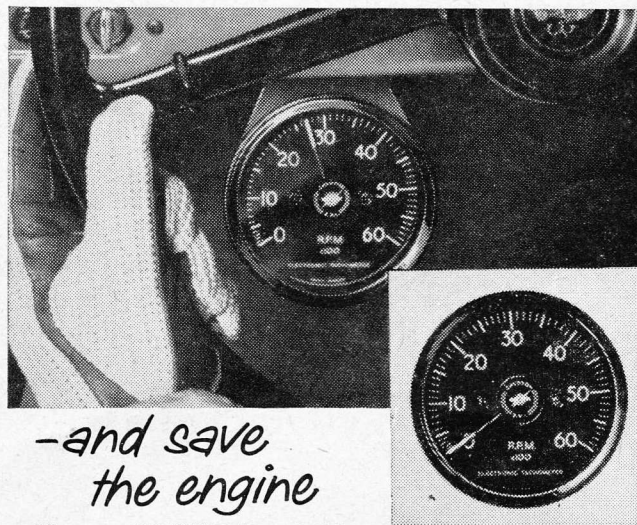
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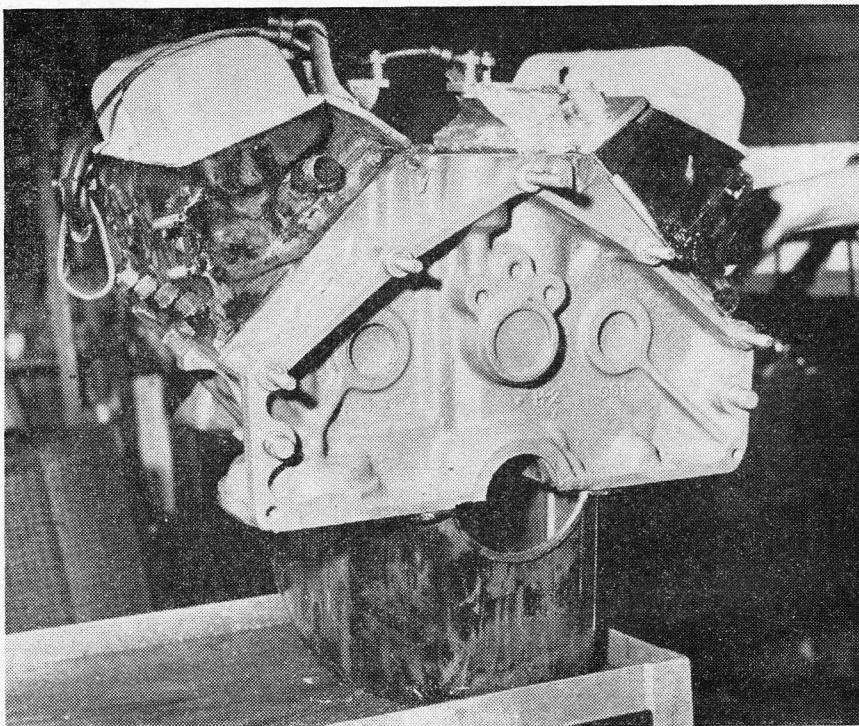
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WITH the American penchant for making things better by making them bigger (especially in the automotive world) it comes as a refreshing change to find someone doing the opposite. Phil Washburn, who, with his brother, Buz, run Washburn Sports Car Engineering in Oakland, California, is responsible for this paradox.

It all started when Phil Washburn acquired Ken Miles's R-2 Flying Shingle. The car had been little changed from the original Miles conception. In fact the car was in such fine condition that it was exhibited in auto shows and TV programmes in the Bay Area.

The "Shingle" was designed as a racing vehicle and that's what Washburn wanted to do with it. The race-weary M.G. engine would have to go as a first step. Washburn had visions of replacing it with a Coventry-Climax, but when costs were put down on paper, the project was abandoned. Several other power plants were considered, but either cost, availability of parts, displacement limit or total power output were unsatisfactory. Washburn had set a limit of 2,000



AN AMERICAN V-4 —The Miles Shingle Receives a Novel Power-unit

By CHAS. W. HAMILTON

(who also took the pictures)

c.c. on his power plant. For all practical purposes this let out any American unit in production today, except for a Corvair which measures 2,288 c.c. However, that's a rear-engined unit with precious little speed equipment and information available.

Really up against it, Washburn did some really hard thinking and found just about everything he wanted incorporated into the American Chevrolet V-8. For one thing, there is a wealth of tuning

and speed information free for the reading on the Chevy from many different sources: the Reventlow and Sadler enterprises, the Echidnas, and hot-rodders who have installed Chevy V-8s in everything but karts. The parts problem is solvable through the local G.M. dealer or the local wrecking yard.

With such an obvious thing at hand

Washburn knew that the R-2's frame, constructed for an M.G. power plant, would never stand the power and extra weight of the big V-8—moreover Washburn wanted to race in the under 2,000 c.c. class.

How the original thought came about is anybody's guess. Washburn had it—by sawing the V-8 in half and making a V-4 he would have his cake and eat it too—all the advantages of a Chevy without the weight and displacement of the normal V-8.

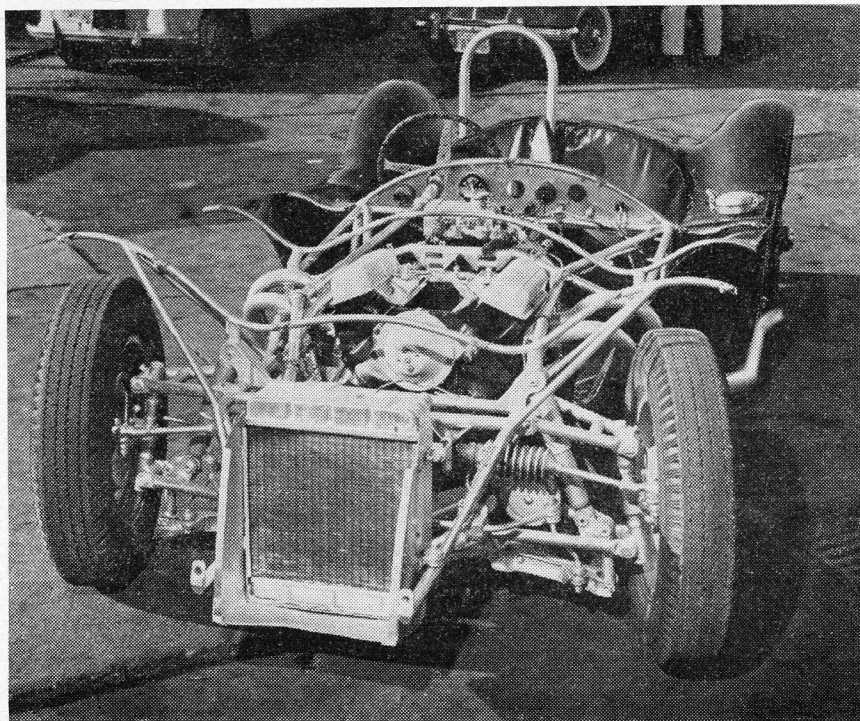
Washburn is the first to admit that this project could never have been completed so successfully without the unstinted help of local merchants, cam grinders, crank grinders and friends who helped to turn nuts and bolts.

As with any pioneer venture, Washburn confessed that he was amazed, now that he has completed the project, at the amount of mis-information which was passed along by some of the so-called experts.

Washburn found a used 1955 Chev 265 block with a damaged front section at an attractive price. This fitted in nicely with his plan to use the rear half of the block (with accessory drive for the distributor) and with no extensive modifications necessary in order to bolt on the Corvette four-speed transmission. He promptly chopped off the front four cylinders, then fitted and welded a $\frac{1}{4}$ in. plate to seal off the water passages. The cylinder heads received the cutting treatment on a metal band saw. He used the forward head sections, but in the next one he builds he plans to use the rear half because the water circulation problem will be simplified.

The crank was welded up by Washburn from three pieces, but future plans call for billet construction. The specially

(Continued on page 744)



INSTALLED in the Miles Flying Shingle the V4 engine is deceptively large. Very slight widening of the chassis rails were the only alterations necessary.

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AUSTIN Sprite, 1960 model, blue, heater, washers, tonneau, tachometer, anti-roll bar, bumper, undersealed, polished head, etc. As new, £630 o.n.o.—36 West Lane, Baidon. Shipley 55472.

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100M, 1954, 9 to 1 pistons, modified brakes, four-speed box plus overdrive, wire wheels, tonneau, spot, washers, excellent mechanically, absolutely unmarked B.R.G. £600 o.n.o.—Milton, 4A Shoblands Way, Butts Ash Wood, Hythe, Hampshire.

100/6 1959 Series, finished primrose with black hard top, hood and interior, one private owner, 13,000 miles. £895, exchange. Seen London by appointment.—Elliotts of Bideford, Phone 744, N. Devon. Rover Distributors.

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(Continued overleaf)



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Chiswick High Road, W.4.

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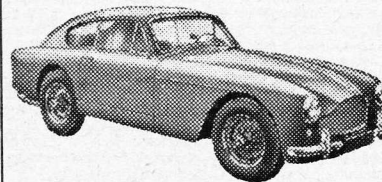
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PORSCHE 1959 1600 pear grey saloon. 11,000 miles, one owner from new. No competitions or rough usage. £1,645

PORSCHE 1960. Silver with red coupe, genuine 5,700 miles. One owner who has just taken delivery of one of the new Porsche Roadster dropheads. £1,865

RENAULT DAUPHINES. We offer delivery from stock of GORDINI saloons in grey and red at list price approx. £850

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Classified Advertisements—continued

RACING CARS—continued

COOPER 1100 J.A.P. blown for sale. Very good condition. Or exchange four-berth caravan.—P. G. Walton, 212 Darras Road, Ponteland. Tel.: Ponteland 2729.

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J.P. -J.A.P. 500 c.c., perfect condition, complete with trailer, £115 o.n.o.—N. Cohen, 28 Rouken Glen Road, Giffnock, Glasgow.

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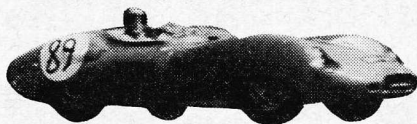
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MILDREN WINS THE BATHURST "100"

First Win in New Cooper-Maserati

A GRUELLING 1960 Bathurst 100, premier New South Wales *formule libre* race and second only in importance to the Australian Grand Prix, gave Canberra driver Alec Mildren his first major win in the new 2.5-litre Cooper-Maserati. Surprise second placeman was Sydney used car dealer Arnold Glass in the 1958 modified Maserati 250F. Queensland's Bill Patterson took third in a Cooper-Climax.

Practice for the tough annual thrash around Bathurst's mountainous four-mile Mount Panorama circuit indicated a thrilling clash between veteran Mildren and young Bib Stillwell in a new 2.2-litre Cooper-Climax. Other hot contenders were Austin Miller (2.2 Cooper-Climax), Patterson, Glass, and four other drivers in 2-litre Cooper-Climax cars—Hall, Leighton, Roxburgh and Scott. Two pre-race heats produced wins for Mildren and Stillwell, second places for Miller and Glass, and trouble for Roxburgh. Roxburgh had the misfortune to tangle with Hall's almost identical 2-litre Cooper at the bottom of the downhill ConRod Straight—an occurrence that made Mr. Roxburgh angry enough to misjudge his line through the pit gate at the end of the heat and clout a fence post. Damage was only superficial and Roxburgh joined the line-up for the big event.

At the head of the grid were Stillwell, Mildren and Miller in crimson, pale green and yellow Coopers respectively. Mildren's four-cylinder Maserati-engined machine looked just like any other but sounded very different. The second row held Patterson's older, white car and Glass's Maserati, scarlet and glistening in the crisp morning sun. Next came Scott, Hall and Jack Myers in the W.M.-Cooper—an outstanding local special incorporating an incredibly powerful twin overhead camshaft, six-SU Holden engine in a modified Cooper-Bristol frame (in fact the last one to leave the factory). In the fourth row were Roxburgh and John Leighton in the ex-Brabham 2-litre Cooper-Climax, still painted in factory colours.

At flagfall Mildren's Cooper-Maserati leapt into the lead, closely tailed by Miller and Stillwell in the biggest Coopers, with a howling pack of multi-hued Surbiton products battling for position with the Maserati, the W.M.-Cooper, the old Rheims-winning 4½ Talbot Lago, a delightfully original six-cylinder Dixon Riley, a well-preserved H.W.M.-Jaguar and a host of less distinguished machinery.

Lap two found Stillwell hounding Mildren for the lead as red car and green opened up a big gap on Miller, Glass, Patterson, Hall and Scott. By the fifth lap the pattern of things to come had begun to show through. Mildren and Stillwell still duelled frantically out in front, Stillwell whipping past on brakes at the end of the straight and Mildren inching past on the steep, twisting mountain slopes. Behind them Miller had established himself in third spot, Glass—going surprisingly quickly—was busy trying to catch him, Patterson was touring quietly along in fifth and Roxburgh had begun his race-long duel with Hall. By lap seven Stillwell, trying all he knew, had redoubled his effort to pass and stay ahead of the Cooper-Maserati. By lap eight he made it, to the delight of the crowd, and looked like holding his shaky lead for a full tour, but it was not to be. Next time around Stillwell put a wheel on a patch of oil when braking at the bottom of ConRod and slid into the safety rails on the outside of Murray's Corner. The Cooper-Climax was too badly damaged to continue, so Mildren found himself with nearly half a minute on the next car, Miller's yellow Cooper.

This promotion spurred Glass, who automatically moved up to third, into trying even harder with the delightfully crisp Maserati. It was some time before watchers woke up to Glass's manoeuvre, and by then second placeman Miller's brakes had begun to give him trouble. Nine seconds . . . eight . . . seven . . . lap by lap the red car drew in on the yellow. Miller tried frantically to hold off the scarlet car in his mirrors but finally, as

the two cars drew almost level, Miller's brakes gave out altogether at the corner out of Pit Straight, sending the yellow Cooper down the escape road while Glass thundered on into second place.

Then drama! Before the unfortunate Miller could turn, waiting Bill Patterson moved into grab third spot. Two places gone in as many seconds—Miller was indeed an unhappy man. Even so he pressed on, anticipating (with the help of his pit) an attack from Roxburgh and Hall.

It ended with Mildren first, at a new record race time and with a fastest-ever Australian competition flying quarter-mile to his credit (a shade over 160 m.p.h.), Glass second in the incredible Maserati, Patterson third after a clever drive in the 1960 c.c. Cooper-Climax and Hall and Roxburgh fourth and fifth in substantially similar cars. Myers in the Holden-engined Cooper finished in fine style, his engine sounding as crisp as ever, to head the specials home.

DOUG BLAIN.

American "V-4"—continued

ground billet cam has the following specifications: inlet: opens 25 degrees BTDC, closes 75 degrees ABDC. Total lift is .420 in. with tappet clearance of .015 in. Exhaust: opens 75 degrees BBDC, closes 25 degrees ATDC. Total lift is again .420 in. with specified tappet clearance of .016 in. As the engine stands it displaces slightly over 1,960 c.c. The crank retains the original Chev 265 stroke; the cylinders have been sleeved down.

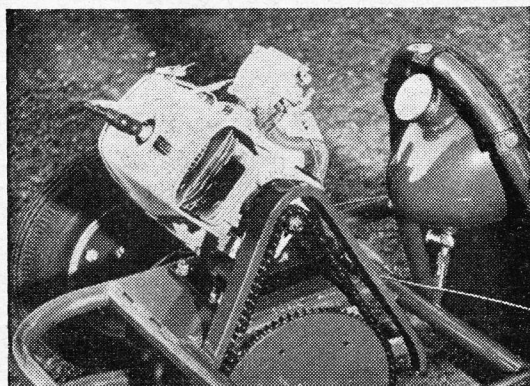
The engine, without bellhousing, including Schiefer clutch and flywheel but excluding Corvette four-speed gearbox, tips the scales at 290 pounds. This is about 60 pounds from the original weight load conceived by Miles. Washburn feels that aluminium water pump, heads and bellhousing would more than make up for the weight difference.

The engine has never been on a dynamometer, so even those not always reliable figures may not be quoted; however, on a quarter-mile drag with two heavy men aboard the "Shingle" did 15.5 secs. and reached 95 m.p.h. The next step for the V-4 will be a replacement of the Stromberg 97 carburettors by fuel injection units and a different cam grind.

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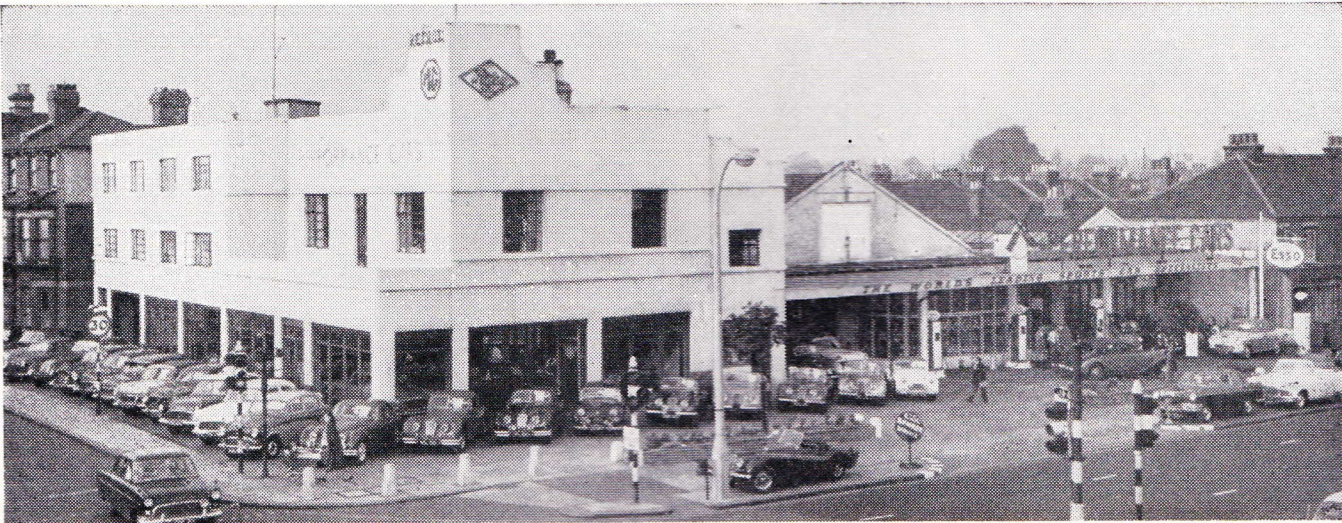
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1955	MAGNETTE, green, 31,000 miles, HPFI.....	£655
1955	TF 1500, red, enthusiast maintained.....	£565
1955	TF 1500, superior example, green, PQBF.....	£555
1955	TF 1500, white, ace discs, HFP.....	£525
1955	TF 1500, black showpiece, HPR.....	£525
1954	TF, red, superb example, AFBXP.....	£545
1954	TF, red, very nice example.....	£545
1954	TF, very tidy throughout, red, PQ.....	£475
1953	TD, red, must be seen, PQH.....	£495
1953	TD, black, magnificent specimen, RBQ.....	£475
1953	TD, scrupulously maintained, red, HQF.....	£465
1952	TD, spotless black, 1959 engine, ABXQ.....	£425
1950	"Y" 1½ saloon, very smart, black.....	£295
1949	Sept. TC, dark green showpiece, BP.....	£355
1949	Oct. TC, well above average, grey.....	£335
1949	TC, well above average in red.....	£315

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1946	TC, royal blue, exceptional car.....	£225
1939	TB, black, very nice and tidy.....	£225
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1957	Model PORSCHE CARRERA, ice blue, actual Earls Court Show car, HRXFP.....	£1,345
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NEW	4/68, duotone red and white with red leather upholstery, heater, immediate.....	£1,045
NEW	1.5, birch grey, heater.....	£815
1958	I.5, damask red, low mileage, RH2.....	£715
1954	RME 1½ saloon, exceptional, black, H.....	£535
1953	Dec. 2½ RMF, superb maroon, RH2.....	£525
1953	RMF 2½ saloon, maroon, new tyres.....	£525
1952	2½ saloon, grey, fair example, H2.....	£245
1950	2½ saloon, black, HI.....	£225
1950	2½ ROADSTER, duo red and black, HT.....	£295
1956	ROLLS-ROYCE SILVER CLOUD, 38,000 miles, black over shell grey, red hide, full history.....	£3,950
1937	ROLLS-ROYCE PH III, semi-razor edge saloon by Park Ward, occasional seats, big boot, beautiful specimen finished in black, history.....	£695
1935	R.R. 20/25 Thrupp and Maberley saloon.....	£475
1954	SINGER 1500 ROADSTER, blue, APQH.....	£355
1951	SINGER 1400 ROADSTER, pale blue, 2.....	£245
1953	Sept. VANGUARD PH II, duo green, H.....	£345
1949	STANDARD VANGUARD, grey, very tidy, RH.....	£195
1956	SWALLOW DORETTI/TR2, blue, RXPW.....	£595
1959	SUNBEAM ALPINE, moonstone, OHASRI.....	£975
1957	SUNBEAM Mk. III, green showpiece, HO2.....	£725
1957	SUNBEAM RAPIER, duo beige/grey, RHOP2.....	£695
1955	SUNBEAM Mk. III saloon, grey, RH2.....	£545
1954	SUNBEAM ALPINE, pale blue, HPQ.....	£465
TRIUMPH		
1958	TR3A, green showpiece, DQWSO1.....	£815
1957	TR3 hardtop, green, TQPHDWO.....	£755
1957	TR3 hardtop, duo red/black, SOHBAFQD1.....	£745
1956	Oct. TR3, blue, OHQ1.....	£635
1956	TR3, black, superb example, H2.....	£625
1956	TR3, beautiful in red, FPH2.....	£625
1955	TR2, green, XOHAPQ1.....	£575
1955	TR2 hardtop, soft top, black, OHX.....	£545
1955	TR2 hardtop, green, RHPT2.....	£535
1955	54 Model TR2, green, above average, HPI.....	£495
1954	TR2, very exceptional, black, H.....	£465
1954	TR2, ice blue, very genuine car, PQ.....	£415
1949	2000 ROADSTER, black, new red hood.....	£325
1949	2000 ROADSTER, fine example, red.....	£295
1948	1800 ROADSTER, duotone blue, RHP.....	£295
1948	1800 ROADSTER, superb in black.....	£275
1958	V.W. de luxe, Capri blue, lovely car, HI.....	£595
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B—luggage rack	Q—tonneau cover
C—"C" type engine	R—radio
D—disc brakes	S—occasional seats
E—dual exhaust	T—hardtop
F—fog light	W—wire wheels
H—heater	X—Michelin X tyres
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M—Mods. (Alexander-Derrington, Mays, Willment)	2—two owners

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