

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

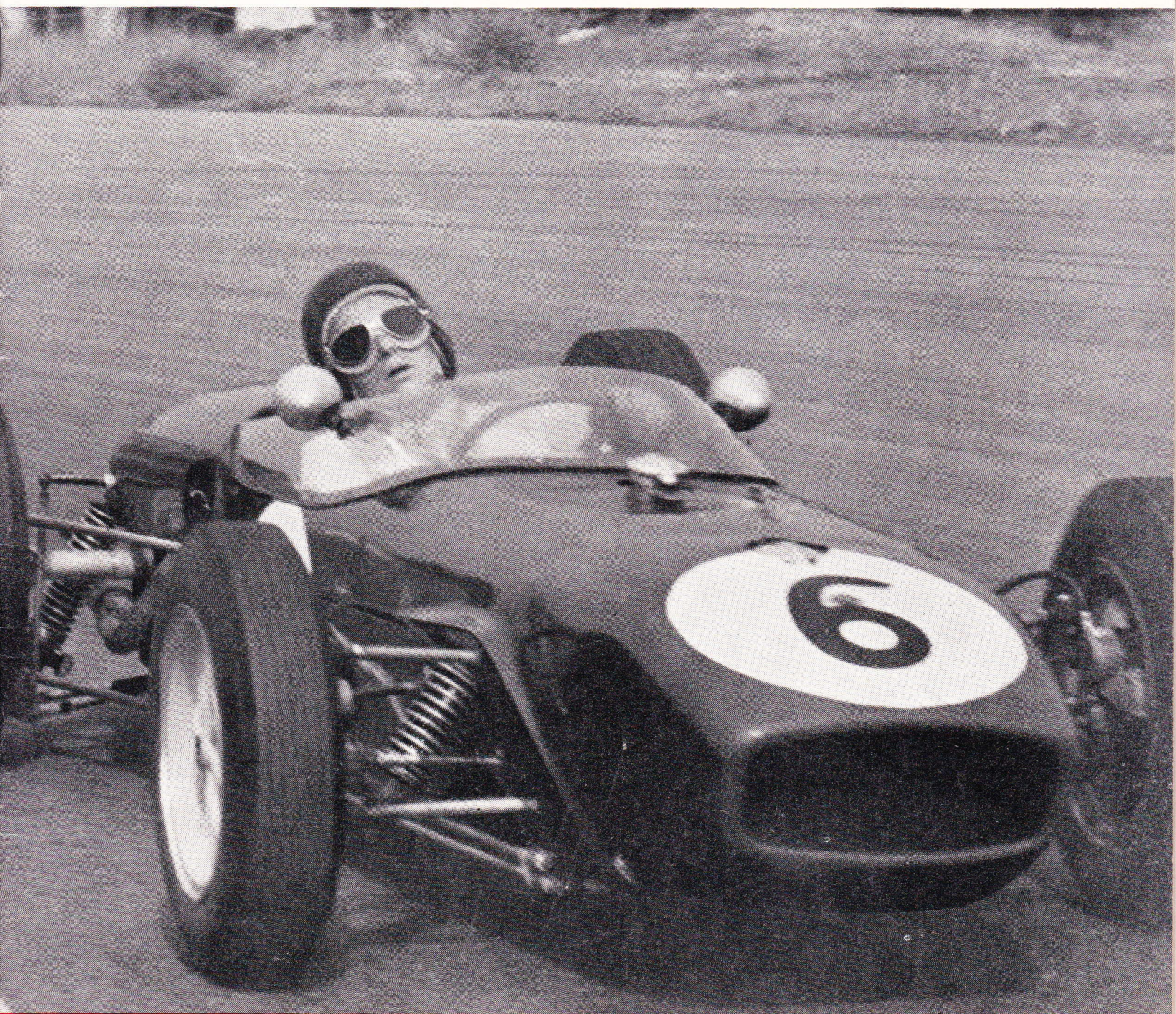
JUNE 17, 1960

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EVERY FRIDAY

Vol. 20 No. 25

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



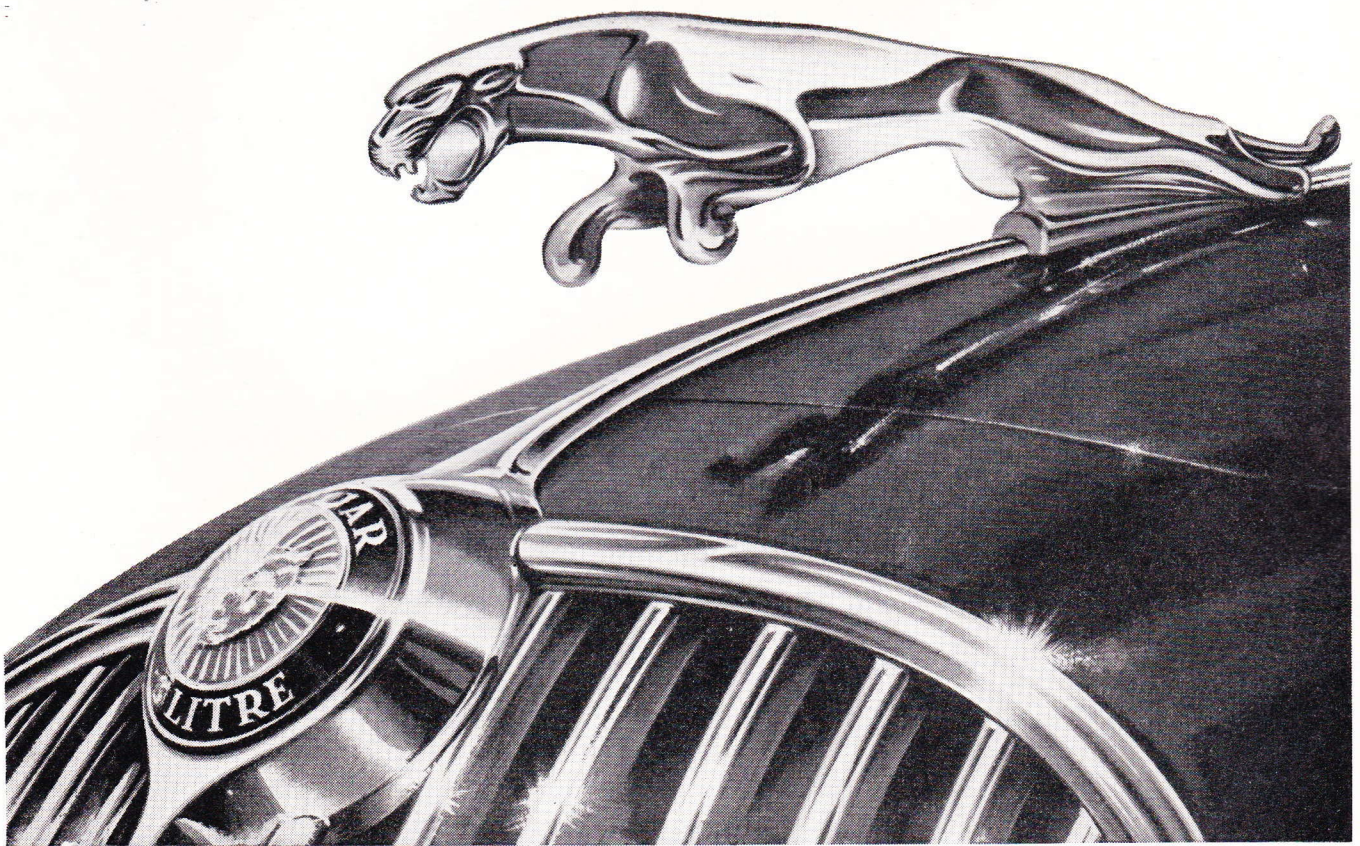
IN THIS ISSUE

JOHN BOLSTER TESTS THE 3.8-LITRE JAGUAR XK 150S

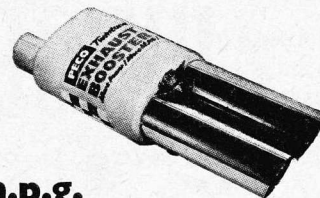
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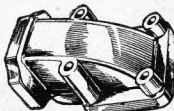
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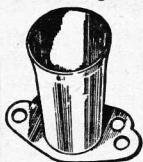


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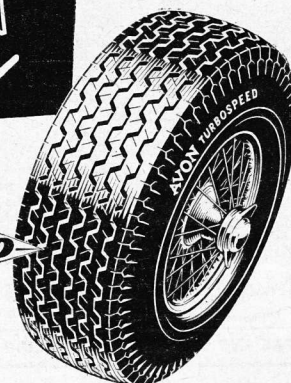
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Registered at the G.P.O. as a Newspaper

Vol. 20 No. 25

June 17, 1960

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EDITORIAL

HIGHER AND HIGHER

WITH every Grand Prix up go the lap speeds, often by a considerable margin. Design, engine power, driver ability, improved surfaces—all have been reported as having contributed to this near-phenomenon. Naturally these things must be taken into consideration, but what stands out as the major reason for increased speeds is the Dunlop racing tyre, with its reinforced nylon casing. This tyre is the result of constant experimentation; an experimental section of the concern, under the direction of Mr. Joe Wright, technicians led by Mr. Don Badger, and the racing side handled by Mr. Dick Jeffrey, has produced an all-British tyre which leads the world. Since the introduction of disc brakes, it has surely been the outstanding equipment developed for racing cars, providing a degree of high-speed cornering stability hitherto unknown. Again, the wear factor has been reduced to a remarkable degree, and several cars have completed two full-scale Grands Prix on the same set of covers. This will no doubt be passed on to normal road-users, emphasizing once more the value of motor-racing in the production of everyday motor vehicle equipment. The presence of these tyres inspires confidence in the drivers, especially this week-end on the very fast Spa-Francorchamps circuit—scene of Round Four in the Championship of the World, and of the Grand Prix de Belgique. This is one of the venues which vies for the honour of being the world's fastest post-war road circuit, which it is at the moment. The last race held there, in 1958, was won by Peter Collins (Ferrari) at 129.93 m.p.h., and the lap record was set up by Mike Hawthorn (Ferrari) at 132.36 m.p.h. Rheims's best was in 1959 when Tony Brooks (Ferrari) averaged 127.44 m.p.h., and Stirling Moss (B.R.M.) returned a lap speed of 130.21 m.p.h. In the same year, Moss (Cooper-Climax) averaged 125.073 m.p.h. at Monza, and Phil Hill (Ferrari) did fastest lap at 128.984 m.p.h. Given good conditions, speeds at Spa-Francorchamps will be even higher, and on the season's showing the race may be won at over the existing lap record, despite the increased distance as compared with 1958's 211.7 miles.

THE MARPLES POLICY

INSTEAD of thinking up ways and means to reduce traffic speeds, Mr. Marples and his advisers should concentrate more on educating road-users. A very large percentage of accidents are caused by slow-moving and slow-thinking drivers. One is always suspicious of people who carry emblems denoting "25 years without an accident"; one shudders to think how many accidents have possibly been caused by the proud bearers of so-called safety badges. The lesson of M1 should be digested by all Government officials. What are required urgently are more and more highways capable of dealing with the rapidly increasing traffic density instead of 50 m.p.h. limits on "Clearways"!

OUR COVER PICTURE

LIFE GETS TEDIOUS . . . ! Jim Clark, head right back and an expression of extreme discomfort on his face, adopts what might be called a recumbent posture in his Lotus during the Dutch Grand Prix.

Right from the start



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SPORTS NEWS

THE Mille Miglia for 1960 has been cancelled, owing to difficulties with the Italian Government.

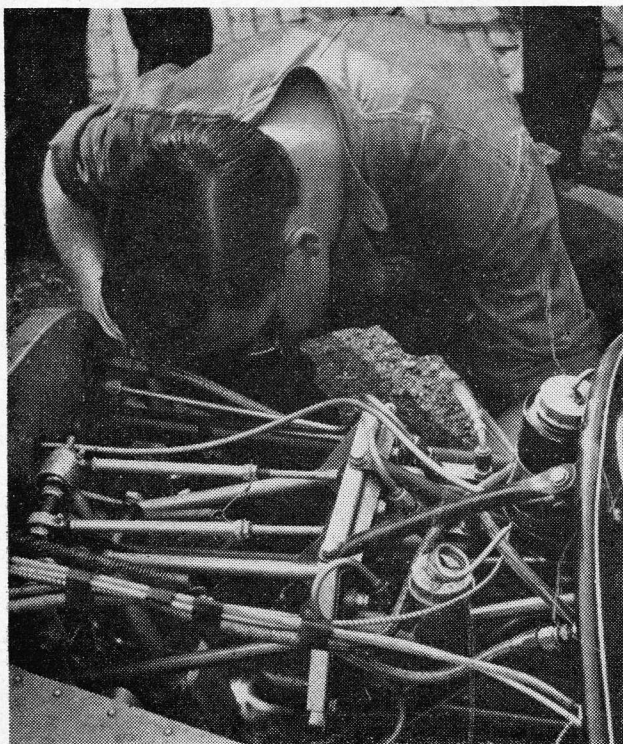
MAURICE TRINTIGNANT (1.5 Cooper-Climax) set up a new record at the International Mont-Venoux hill-climb with 11 mins. 51.8 secs. (109.244 k.p.h.)—18 secs. better than the late Jean Behra's record. Patsy Burt (Cooper-Climax) was third in the racing class with the excellent time of 13 mins. 42 secs.

Spa - Francorchamps: STOP PRESS: Last-hour communiqué from R.A.C.B. lists 20 entries, of which 16 will qualify. These include Michael Taylor (Lotus-Climax), W. Mairesse (Ferrari) and Lucien Bianchi (Cooper). Third Team Lotus car driver will be either Stacey or Surtees.

PORSCHE's new disc brakes, seen at Nürburgring on the Schulze/Einsiedel "1600", are similar to the French Messier units.

LEADING positions in the European Touring Championship are:—

	Pts.
1. Schock (Mercedes-Benz) ...	100
Moll (Mercedes-Benz) ...	100
3. Trautmann (Citroën) ...	67
4. Mahle (Porsche) ...	57
Ott (Porsche) ...	57
6. E. Carlsson (SAAB) ...	39
W. Karlsson (SAAB) ...	39
8. Andersson (Volvo) ...	38
Coupes des Dames	
1. Pat Moss (B.M.C.) ...	24
Ann Wisdom (B.M.C.) ...	24
3. E. Rosquist (SAAB) ...	8
A. Rosquist (SAAB) ...	8
5. Annie Soisbault (Triumph) ...	6
Lily Aunas ...	6
Renée Wagner ...	6
Annie Spiers ...	6



★
ESPRIT DE CORPS: A mechanic from the B.R.M. stable assists in welding operations on the Scarab throttle linkage when it broke in practice at Zandvoort.
★

Fairman (Aston Martin) Wins at Rouen

Successes for Graham Hill (Sprite) and Graham Whitehead (Lola)

DRIVING Ian Baillie's DBR1 Aston Martin, Jack Fairman scored a runaway victory in last Sunday's G.P. of Rouen-Essarts. He finished at an average speed of 142.177 k.p.h. (88.35 m.p.h.), a lap ahead of the runner-up, Jo Schlesser (Ferrari) and third man W. Seidel (Ferrari). Fairman, driving magnificently, won both heats with the greatest of ease, completely dominating the Ferraris. He also set up a new sports car lap record of 2 mins. 38.3 secs., 148.776 k.p.h. (92.65 m.p.h.).

Although Graham Hill (Speedwell Sprite) won the first heat, he had to give

best in the second to Vinatier's Le Mans 850 c.c. DB Panhard in the general classification (1,000 c.c. class). Graham Whitehead's Lola-Climax was untouchable in the 1,300 c.c. category, winning at 133.358 k.p.h., and setting fastest lap with 2 mins. 51 secs., 137.725 k.p.h.

The 2,000 c.c. class proved to be a victory for Koch in the lately introduced Porsche-Abarth. His speed was 130.422 k.p.h. Jonathan Sieff's DB4 Aston Martin was sixth in the general classification, other placemen were Elwes, Spellman and Harris, all in Sprites.

THE "ALPINE"

THE British Motor Corporation will have eight works entries in the Alpine Rally which this year takes place between the 27th-30th June. Four of the cars thus entered will be Austin-Healey 3000s. There will be one Austin-Healey Sprite—Tommy Wisdom's which he will drive and Jack Hay will navigate—and three Morris Mini-Minors.

Pat Moss and Ann Wisdom, whose Austin-Healey record this year includes two class wins, two Coupes des Dames and several fastest times of the day, will drive one of the Austin-Healey 3000s. Donald and Erle Morley will drive another, and the other two will be taken by John Gott with Bill Shepherd, and R. Adams with John Williamson.

Two of the Mini-Minors will run in the improved class for 500 to 1,000 c.c. cars. They will be driven by Rupert Jones with Ken James, and Alick Pitts with Tony Ambrose. The third Mini-Minor will run in the grand touring class for 500 to 1,000 c.c. cars and will be driven by Tommy Gold and Mike Hughes.

HENRY TAYLOR TAKES ALBI F.J. RACE

SUNDAY'S 2-heat Formula Junior race at Albi was won by Henry Taylor (Cooper-Austin) at 129.380 k.p.h.—54 secs. ahead of Ian Raby (Cooper-Austin). In third place came the Fitzwilliam Team Lola-Ford driven by John Love, ahead of Colin Davis in a Stanguellini. Record lap was set by Taylor with 1 min. 21.2 secs. (132.608 k.p.h.).

SCARABS AT SILVERSTONE

TWO Formula 1 Scarabs have been entered by Reventlow Automobiles Inc., for Lance Reventlow and "Chuck" Daigh to drive at the British Grand Prix on 16th July.

Not until March, 1960, was the first Formula 1 engine installed in the disc-braked, independently sprung Scarab frame. The four-cylinder 2½-litre Offenhauser engine employs desmodromic valves and is said to develop 240 b.h.p. but its dry weight of 1,200 lb. places it at a disadvantage to the latest Lotus, some 150 lb. lighter.

The Scarabs' appearance at Silverstone on Saturday, 16th July, will be the first ever in this country, and the only appearance this year in Britain.

SNETTERTON ON SUNDAY

A FIRST-CLASS entry has been received for the Eastern Counties M.C. race meeting at Snetterton on Sunday. Main event of the day is the 37-lap Formula Junior race for the "Eastern Counties 100" Trophy, and the field includes E. J. B. Mitchell (Lotus), C. W. Andrews (Lotus), R. H. Hudson (Elva), B. R. Hart (Terrier), M. H. Spence (Cooper), T. Bridger (Brittania), H. P. K. Dibley (Lola), B. P. Spicer (Envoy), T. Parnell (Lotus), D. Taylor (Lola), C. Summers (Lotus), F. R. Gerard (Cooper) and several Jim Russell School entries.

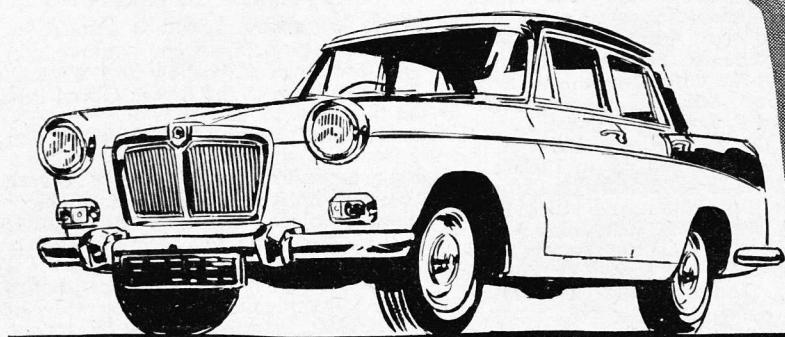
Other races include AUTOSPORT Series-Production Sports Car Championship events, a 10-lap TR race, and saloon and Formule Libre races.

CEDRIC BRIERLEY, injured at the Silverstone international meeting on 14th May, is still in hospital and is as yet not well enough to reply to letters. He would, however, like to thank his friends and all those who have written to him or visited him.

JUAN MANUEL FANGIO is at present in Europe: he started last Sunday's Formula Junior race at Albi.

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GOING WIDE is Richard Shepherd-Barron's Alfa Romeo Giulietta Sprint Veloce, and David Buxton takes the opportunity to slip through in his Lotus Elite during the AUTOSPORT Championship event.

FAR from being despondent about their Whit Monday meeting at Mallory Park, as they were on the morning of the event when a proportion of the entry failed to materialize, the Nottingham Sports Car Club can congratulate themselves on one of the finest meetings ever. The slight shortage of competitors eliminated any necessity for qualifying heats; the programme was accordingly rearranged into six long races, nothing less than 18 laps, and the racing was nearly all of the positively heart-stopping variety, in which the large crowd of spectators took an obvious delight. To fill the cup of gladness, the weather was well-nigh perfect throughout.

One startling fact emerges from a study of the results as handed to the Press: the fastest lap of the day is credited to Mike McKee at the wheel of the Lotus-Ford. In all other respects poor Mike had a bitterly disappointing day, as will emerge in due course, but a lap of Mallory in 55.2 seconds in a



Magnificent Mallory

High Speeds and Close Racing for the Whitsun Crowds

Formula Junior car is a staggering achievement; the equivalent speed is 88.04 m.p.h. and, if memory serves, the time is exactly one second outside the absolute course record.

The opening race of the day, for Class B in the AUTOSPORT Championship, set the pattern with a vengeance and the opening lap alone held more excitement than many a full race. As the pack surged into Gerard's Bend, Chris Meek's Elva Courier was about half a length ahead of Eric Dobson's Elite and, by the end of the lap, the lead had already changed three times. For 10 laps this titanic struggle went on, with Meek driving the race of his life, but it seemed impossible for the Elva to hold off such a determined challenge for ever. Nearly half the 10th lap was covered with the cars side by side and then, on the run up to Shaw's, the Elite coughed, dropped back, and struggled into the pits. In the meantime Graham Warner had put in a couple of gentle laps to make sure his Elite was a runner and then whipped past Pat Fergusson's Courier into third place. David Prophet had left a certain amount of the bodywork of his Courier in the scenery and been rewarded with the black flag. John Rodgers and Austen Nurse, in Elites, were secure behind Fergusson but unable to do anything about getting in front and, behind them, two more Couriers were having a wonderful duel, driven by John Graydon-Whitehead and P. Brayshaw. Richard Shepherd-Barron's Alfa had also done extremely well to get the better of David Buxton's Elite. However, all was by no means over. As Meek came past the pits next time round, Dobson's Elite re-emerged and fastened on to his tail once more. Chris could well have let the other car go but he seemed determined to get full value for his money and hair-raising deeds were

done as the pair of them lapped the tail-enders. Two laps before the end came the seemingly inevitable shunt at the exit from Shaw's, and a small patch of blue paint appeared on the door of the white Courier. No damage was done and the battle continued right to the end without respite; it was a great relief when Chris Meek at last took the chequered flag.

The 35-lap Formula Junior race which followed was no less hectic. Mike McKee, who had recorded the fastest practice lap in 57 seconds, took an immediate lead but Peter Arundell in the Lotus team car, on the back of the grid having missed the official practice

session, was already in second place at Shaw's. It was obvious that there was a grim struggle in the offing, particularly in view of the very sizeable financial carrot for the winner, and by the fifth lap the gloves were off in earnest, with the leading pair already beginning to come through the tail. After two laps in sixth place Geoff Duke (Gemini), who had a spot of bother in practice, went out with a puncture and Graham Warner inherited, with four other cars snapping at his heels and headed by George Morgan. Lotuses filled the first five places with Chris Summers, Tim Parnell and Eric Pantlin tearing after the leaders. Tim was suffering from a slipping clutch but kept going well; on the other hand, Pantlin's engine gave up at one-third distance. The desperate struggle for the lead continued unabated with both drivers giving a beautiful exhibition of skill and courage and completely overshadowing the excellent racing which prevailed right through the field. Just before half-distance, Morgan's Cooper edged ahead of Warner's Gemini, which spun a lap later and was shunted for its pains. At 20 laps McKee began to be badly troubled by a grabbing brake and Arundell turned the wick right up in an effort to press home his advantage. For the next 12 laps the leaders chopped and changed all round the circuit and then further trouble struck at McKee. Second gear began jumping out and this handicap proved too much for him; he was forced to settle for a worthy but nevertheless disappointing second place and Arundell scored a magnificent victory at nearly 85 m.p.h. Summers went out three laps from home when the hydraulic clutch mechanism failed and Parnell nursed his sick Lotus-Austin home in third spot.

Only six cars came to the line for an 18-lap sports-car race but Bluebelle Gibbs found a fractured oil pipe and returned to the paddock, and K. M. Loasby's Lotus failed to complete the first lap. Tony Marsh made a super-human effort with the Cooper Monaco to lead the opening lap but was then

(Continued on page 841)

Provisional Results

Event 1. "Autosport" Championship, Class B (18 laps): 1, C. Meek (Elva Courier), 76.96 m.p.h.; 2, G. Warner* (Lotus Elite); 3, J. P. Fergusson (Elva Courier); 4, J. B. Rodgers (Lotus Elite); 5, A. J. Nurse (Lotus Elite); 6, J. G. Whitehead (Elva Courier); 7, P. Brayshaw (Elva Courier). **Fastest lap:** E. Dobson (Lotus Elite), 79.15 m.p.h.

*Not entered in Championship.

Event 2. Formula Junior (35 laps): 1, P. Arundell (Lotus-Ford), 84.76 m.p.h.; 2, M. McKee (Lotus-Ford); 3, T. Parnell (Lotus-Austin). **Fastest lap:** M. McKee, 88.04 m.p.h.

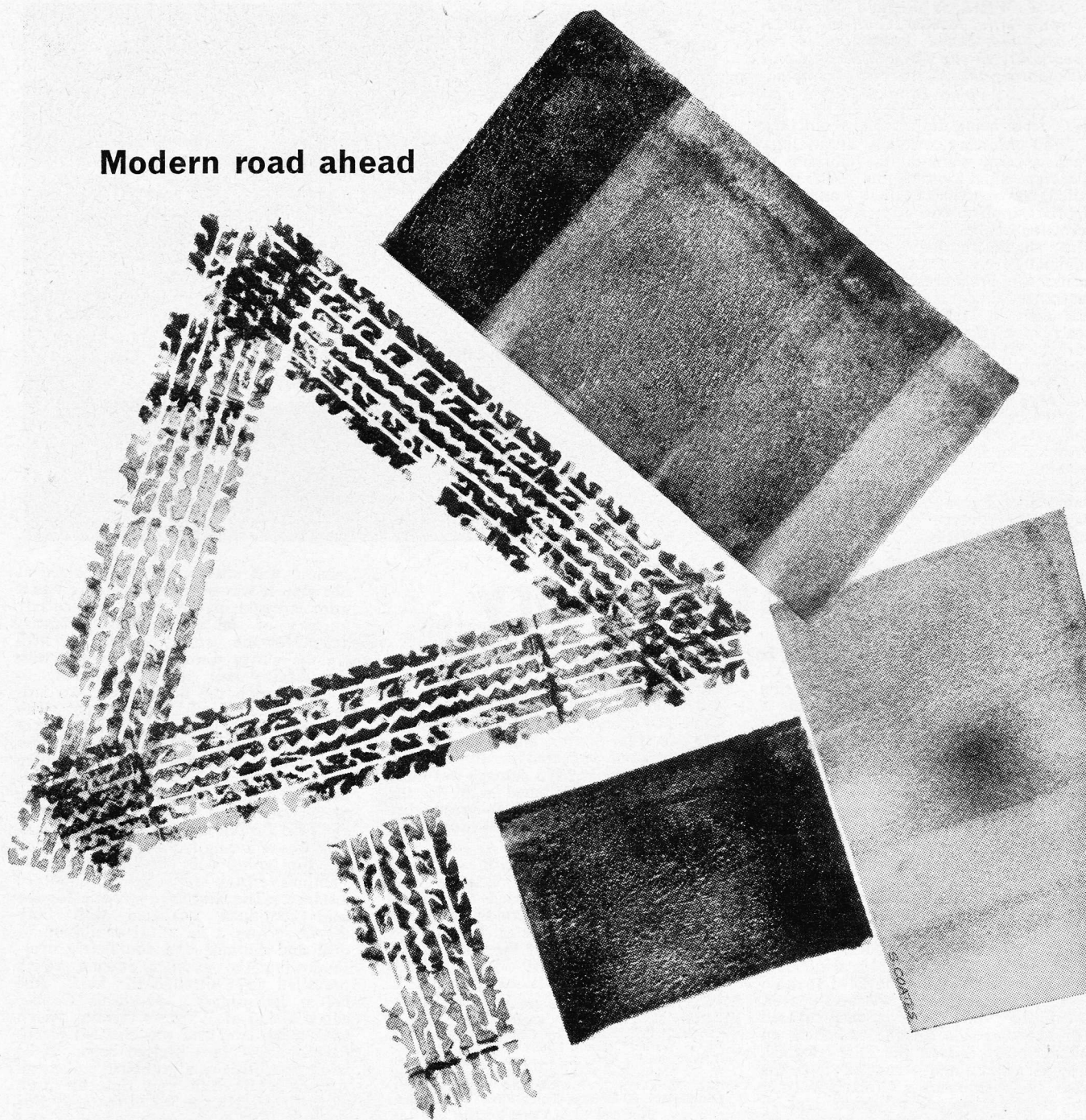
Event 3. Sports Cars up to 1,200 c.c. and over 1,201 c.c. (18 laps). Up to 1,200 c.c.: 1, Hon. E. G. Greenall (Lola-Climax). **Fastest lap:** A. B. Rees (Lola-Climax), 86.17 m.p.h. **Over 1,201 c.c.:** 1, A. E. Marsh (Cooper-Monaco); 2, G. L. Smith (Porsche Spyder). **Fastest lap:** A. E. Marsh, 85.26 m.p.h.

Event 4. Formule Libre (40 laps): 1, S. Hart (Cooper F2), 83.15 m.p.h.; 2, A. Maggs (Cooper F2); 3, G. Duke (Cooper F1). **Fastest lap:** A. Maggs and R. Carter (Cooper F2), 86.78 m.p.h.

Event 5. "Autosport" Championship, Classes A and C (18 laps). Class A: 1, G. Morgan (Turner); 2, F. R. Gerard (Turner); 3, E. P. Foden (Sprite). **Fastest lap:** G. Morgan and F. R. Gerard, 73.86 m.p.h. **Class C:** 1, L. B. Mayman (Morgan Plus 4); 2, E. R. Duggan (Morgan Plus 4). **Fastest lap:** L. B. Mayman and E. R. Duggan, 75.00 m.p.h.

Event 6. Formula Junior (25 laps): 1, P. Arundell (Lotus-Ford), 83.08 m.p.h.; 2, C. Summers (Lotus-Ford); 3, T. Parnell (Lotus-Austin). **Fastest lap:** C. Summers and P. Arundell, 86.17 m.p.h.

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PIRELLI TYRES

OPENING LAP of the F2 event and George Wicken (Cooper) leads eventual winner Trevor Taylor (Lotus) who is followed through the downpour by Dennis Hulme's N.Z.I.G.P. Cooper.

WHILE the disappointing weather did much to dampen the British Automobile Racing Club—London County Council's co-promoted race meeting at Crystal Palace, it was still a most enjoyable day's sport. The weather did nothing to upset Trevor Taylor who won three of the six events in works Lotuses.

The main events of the day were the Anerley Trophy race for Formula Junior cars (run off in two 10-lap heats and a 15-lap final) and the 36-lap Crystal Palace Trophy race for F2 machines. The first heat of the F.J. event was completely dominated by Trevor Taylor, who drove the immaculately prepared works Lotus-Ford. Taylor led from start to finish and, with



RACING IN TOWN

Trevor Taylor (Lotuses) Scores Hat-Trick at B.A.R.C. Crystal Palace Meeting

Peter Ashdown (Lola-Ford), set up fastest lap at 80.19 m.p.h. Ashdown finished four seconds behind Taylor in second place, but did not appear to constitute a very serious threat to the leader, who never looked hurried or in any way pushed by the Lola's presence. Count Stephen Ouvaroff took third place in his Lotus-Ford, 14 seconds behind Taylor. The Count is over six feet four inches tall and it was a stirring sight to see him corner the Lotus in the manner beloved of F3 drivers, leaning well out of the tiny Lotus and gripping the side of the cockpit with one elbow to steady himself.

The second heat for F.J. cars followed and, from the start, Keith Ballisat (Cooper-Austin) was first into Ramp Bend, followed very closely by Chicagoan Ed Crawford's Elva-DKW and C. W. Andrews (Lotus-Ford). Ballisat held the lead at the end of the first lap, followed by Andrews and Peter Ellis (Lotus-Ford), while Crawford's car crept into view at a snail's pace and was never again in the hunt. In close company Ballisat, Andrews and Ellis swept into Ramp Bend, where Ballisat spun, Andrews collected his car on the way and Ellis touched the verge in avoiding the collision. Ballisat was uninjured but Andrews was cut about the face, both cars being badly damaged. In the meantime R. N. Prior (Lotus-Ford) took the lead, followed by Colin Boden (Elva-DKW). Ellis made a wonderful recovery after his "moment", swept through the field to pass Boden on the seventh lap but was unable to catch Prior, despite making great efforts on the last lap, trying to get through on both sides between Park Curve and the finishing line.

The third event, a scratch race for saloon cars up to 1,600 c.c., was led from start to finish by Alan Hutcheson's Ecurie Midge Riley 1.5. Les Leston (Volvo) was the only one able to keep pace (he set fastest lap) with Hutcheson but he was black-flagged and retired on the fifth lap when his silencer came adrift and hung down on to the track. Hutcheson won more or less as he pleased, followed by Peter Jopp (Volvo) and Peter Pilsworth (Riley 1.5).

The final of the Anerley Trophy race (run between the fastest 11 competitors in the two heats) again proved an easy win for Trevor Taylor, whose Lotus-Ford was just too quick for the opposition. For the first seven laps he was followed by Peter Ashdown's Lola, which went very fast for these seven laps, slowly with an ailing engine for two more, and then retired. Steve Ouvaroff, who had been going well in third spot, moved up to second and Peter Ellis came through from sixth to third but couldn't catch Taylor and Ouvaroff. The race became something of a procession and there were no changes in the first six positions in the last six laps. The only incident occurred when Colin Boden's Elva-DKW lost all its brakes at North Tower Crescent and, after clipping R. A. S. Ames's Elva-Austin, charged the bank and retired with damage to the front suspension. It was a pity that the scheduled 14 cars could not be mustered for the final of this event.

An 1,100 c.c. sports car race again showed the current superiority of Lolas in this class. The first four laps were enlivened by a battle for the lead between the Lolas of Chris Steele and Peter Ashdown until Steele spun on Ramp Bend and dropped several places. David Watson (Lotus) then moved up to second place (but was unable to challenge Ashdown seriously) although he was being hard pressed in his turn by Ed Crawford's Elva. Chris Steele, after his spin, began to motor very rapidly and moved up into second place in front of Crawford on the 10th lap and again, from then on, there was no further change in position.

At the start of the first of the 36 laps of the F2 Crystal Palace Trophy race, George Wicken made a wonderful get-away and went into the lead, only Trevor Taylor's Lotus being able to hold him. These two came through with a good lead on their second tour, with the N.Z.I.G.P. Coopers of Hulme and Lawton third and fourth while Keith Ballisat and John Campbell-Jones were scrapping it out for fifth spot, closely followed by Jack Sears, who was making his first single-seater appearance in the

Yeoman Credit Cooper, rebuilt after a fire during Saturday's practice. On the third lap Taylor passed Wicken and began to pull away while Campbell-Jones and Sears took Ballisat and Lawton passed Hulme in the Glade. On the sixth lap Wicken began to close on Taylor, Lawton crept up on Wicken and Jack Sears moved up on Campbell-Jones: the ranks closed, heavy rain started to fall and an atmosphere of tension descended with it. The extremely slippery condition of the track did little to reduce the comparative speeds and the cars swept by in a haze of spray, lapping backmarkers and each obviously determined to give nothing away. On the 10th lap Taylor began to pull away again from Wicken but the rest of the leaders, although unable to make any impression on George (who was driving in his usual unruffled and rapid manner), closed up even more. On the 16th lap, however, George spun at the tricky, right-angled South Tower corner and retired with damaged steering. The others maintained station until the 25th lap, when Campbell-Jones spun on Maxim Rise and retired and Hulme went missing for a lap and reappeared in relatively the same position as before but a lap down. Jack Sears, in a fine debut, sharing fastest lap with Taylor, was now in third position behind Taylor and Lawton and was, in fact, the only car on the same lap as the other two leaders. This order was maintained until the end. It was a fine conclusion to an enjoyable meeting.

MICHAEL DURNIN.

Results

Anerley Trophy Race for F.J. cars, Heat 1: 1. T. Taylor (Lotus-Ford), 79.00 m.p.h.; 2. P. Ashdown (Lola-Ford); 3. Count S. Ouvaroff (Lotus-Ford). **Fastest lap:** Taylor and Ashdown, 80.19 m.p.h. **Heat 2:** 1. R. N. Prior (Lotus-Ford) 72.52 m.p.h.; 2. P. Ellis (Lotus-Ford); 3. J. C. Boden (Elva-DKW). **Fastest lap:** Ellis, 76.51 m.p.h. **Final:** 1. T. Taylor (Lotus-Ford), 78.00 m.p.h.; 2. Count S. Ouvaroff (Lotus-Ford); 3. P. Ellis (Lotus-Ford). **Fastest lap:** Taylor and Ashdown, 80.19 m.p.h.

Saloon Car Race: 1. A. S. Hutcheson (Riley), 64.75 m.p.h.; 2. P. Jopp (Volvo); 3. P. J. Pilsworth (Riley). **Fastest lap:** L. Leston (Volvo), 67.26 m.p.h.

Sports Car Race: 1. P. Ashdown (Lola-Climax), 73.80 m.p.h.; 2. C. Steele (Lola-Climax); 3. E. Crawford (Elva-Climax). **Fastest lap:** Steele, 79.94 m.p.h.

Crystal Palace Trophy Race for F2 cars: 1. T. Taylor (Lotus-Climax), 72.11 m.p.h.; 2. G. Lawton (Cooper-Climax); 3. J. G. Sears (Cooper-Climax). **Fastest lap:** Taylor and Sears, 74.02 m.p.h.

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AMONG THE VICTIMS of the new extension's corner was G. Pashley (Cooper F3) who pressed on without lifting his foot to record 65.41 secs. The photographers are obviously confident that he has almost everything under control!

THE new extension to Prescott Hill-Climb was opened at the Bugatti Owners' Club meeting and proved itself to be very difficult. The run in (and out) of the new corner is simple enough but the curve itself starts fairly easily and then tightens up on itself in the most diabolical manner and gives drivers every opportunity of running out of road on to the sandy soil which surrounds the tarmac. Other new features on the hill are the "M1-type" steel and concrete surrounds on some bends, which are designed to replace on the road unwary competitors who overdo things, at the minimum risk of a dangerous prang.

The new course was opened by reigning hill-climb champion David Boshier-Jones, who was driven up the hill in an immaculate Type 57 Bugatti. Unfortunately, just at this time a very ferocious



PRESCOTT EXTENSION OPENED

David Boshier-Jones Sets Initial Record at 52.48 secs.

thunder-storm arrived over Prescott and the most torrential rain descended. The rain fell for about half an hour, causing drivers to take on average some 10 secs. longer in their ascents than they had in practice and leaving the hill very wet indeed for most of the entry. It was getting fairly dry by the time most people had executed the first runs; then, just after the interval, the thunder, lightning and rain came back, so early climbers were unfortunate enough to climb twice in the wet, while late climbers enjoyed much better conditions.

In the class for sports cars of up to 1,100 c.c., A. Reardon-Smith (Lotus 7-Climax) climbed, on his first attempt, in 77.67 secs. in a fairly dicey effort but, at his second try he managed a very fine 63.33 secs. to win the class and set, of course, the new record for his class. In a similar car, J. J. Richards managed 67.31 secs. on his first climb and a very polished 63.45 secs. at his second, while Peter Boshier-Jones achieved 66.17 secs. on his first climb but could only improve to 64.20 secs. on his second despite leading the class with his initial attempt.

The class for sports cars of up to 1,600 c.c. was dominated by A. J. Gibson (Frazer-Nash), who was the only one to break 70 secs. His second climb, in the face of adverse weather conditions, in 69.61 secs. was a wonderful effort. W. H. Bloomfield (Lotus XI with 1,500 c.c. engine by Coventry-Climax) took second place on his only recorded run with 70.45 secs. while M. R. E. Hentall managed 71.65 secs. in his 1½-litre Kieft and took third place in the class.

In the up to three litres sports car class Joshua Randles (Cooper-Monaco) maintained his habit of making class records by doing 64.68 secs. on his second run, having run out of road on the first. This time was well ahead of his nearest rival, J. McKechnie (A.C. Ace), who recorded 65.97 as his best in a beautifully controlled run in a car which just didn't have the "legs" of the Cooper. T. W. S.

Wild's rather difficult Austin-Healey 3000 went very well to record 66.56 secs. and take third place in the class.

Phil Scragg's great experience of very powerful sports cars was evident when he pushed his big 3.8 Lister-Jaguar up in 60.41 secs., taking the extension corner in a series of rigidly controlled power-slides in a manner beautiful to behold. J. Browning's delightful and rare Jaguar XK S.S. did 63.86 secs., while W. Coleman's unique old 2.6-litre blown Jaguarett went remarkably quickly to record 64.30 secs.

Recordman Arthur Owen broke the "sixty-second barrier" well and truly in his 2.2-litre F1 Cooper and took the F1 class in sparkling style at 56.42 secs., while Patsy Burt was a more than worthy second, her F2 Cooper doing a phenomenal 57.49 secs. which was, however, rather overshadowed by Arthur Owen's 58.50 secs. in a Cooper Junior.

The grand touring class was also dominated by Phil Scragg, whose 3.8 Jaguar XK 150S simply rocketed up the

hill in 62.36 secs. to take first place, while W. G. Wilson (Lotus Elite) did very well in his much less powerful machine to record 63.23 secs. That experienced hill-climber Tom Norton drove a 3.4 XK 150 in splendid fashion to take third place in the class with 64.33 secs. Many spectators were nearly reduced to tears when John Broad ran his enviable 3500 G.T. Maserati into the safety barrier; Mr. Broad's comments are not on record!

Surprisingly enough, none of the 500 c.c. brigade managed to break 60 secs., P. Bryan winning the class in 60.62 secs. with a very slick climb, but in the *Formule Libre* class R. W. Phillips's formidable blown Fairley scorched up in 55.49 secs. with Jim Berry's E.R.A. R4D next best in 57.47 secs. In the two and three-cylinder division of this class, from which the best times normally emanate, David Boshier-Jones was untouchable in 52.48 secs., which stands as the outright record. David Good was next best (also in an 1,100 c.c. Cooper-J.A.P.) with 53.96 secs. It was interesting to note that times in this class, executed on a comparatively dry track on the first runs and in streaming rain on the second, varied on average from dry to wet by some 12 to 14 secs—such is the effect of rain.

W. H. Bloomfield's vast Type 46 Bugatti won the Bugatti handicap with a climb of 72.48 secs., which his handicap reduced to 56.89 secs. and A. K. Haworth (Type 35C) was runner-up in 67.92 secs. (on handicap 57.80 secs.); both extremely fine runs, which brought to an end one of the wettest hill-climb meetings on record.

MICHAEL DURNIN.

Results

All class winners are automatically current record-holders for their respective classes.

B.T.D.: D. Boshier-Jones (Cooper), 52.48 s.
Sports Cars up to 1,100 c.c.: 1. A. Reardon-Smith (Lotus 7), 63.33 s.; 2. J. J. Richards (Lotus 7); 3. P. Boshier-Jones (Lotus XI). **Sports Cars 1,101 c.c. to 1,600 c.c.:** 1. A. J. Gibson (Frazer-Nash), 69.61 s.; 2. W. H. Bloomfield (Lotus XI); 3. M. R. Hentall (Kieft). **Sports Cars 1,601 c.c. to 3,000 c.c.:** 1. J. Randles (Cooper-Monaco), 64.68 s.; 2. J. McKechnie (A.C.); 3. T. W. S. Wild (Austin-Healey). **Sports Cars over 3,000 c.c.:** 1. P. Scragg (Lister-Jaguar), 60.41 s.; 2. J. Browning (XK S.S.); 3. W. Coleman ("R" Jaguarett). **Racing Cars:** 1. A. Owen (Cooper F1), 56.42 s.; 2. Miss Patsy Burt (Cooper F2); 3. A. Owen (Cooper Junior). **G.T. Cars:** 1. P. Scragg (XK 150S), 62.36 s.; 2. W. G. Wilson (Lotus Elite); 3. A. T. Norton (XK 150). **Formula 3:** 1. P. Bryan (Cooper), 60.62 s.; 2. M. J. Ledbrook (Cooper); 3. W. D. Adams (Cooper). **Formule Libre:** 1. R. W. Phillips (Fairley), 55.49 s.; 2. J. Berry (E.R.A.); 3. F. A. Norris (Alta Special). **Two or Three Cylinder Racing Cars:** 1. D. Boshier-Jones (Cooper), 52.48 s.; 2. D. R. Good (Cooper); 3. M. M. Cleaver (Cooper). **Bugatti Handicap:** 1. W. H. Bloomfield (Type 46), 56.89 s.; 2. A. K. Haworth (Type 35C); 3. R. C. Symondson (Type 57).

In a twenty-four hour run at Snetterton, B. J. Bleaney, Mike McKee and M. S. Fenton covered 1,489 miles in a standard production Austin 7. The little car, which won the Heseltine Trophy, awarded for the greatest number of laps on the circuit by a 4-seater production saloon costing up to £1,000, covered 550 laps of the 2.7-mile circuit and recorded a fastest lap at 66.37 m.p.h. The car was entered by Mann Egerton and Co., Ltd., Austin distributors in Norwich.



JOHN BOLSTER TESTS

The 3.8-litre Jaguar XK 150S

LAST year, AUTOSPORT tested the 3.4-litre version of the Jaguar XK 150S. It has therefore been extremely interesting to sample a similar car with the 3.8-litre engine, which is now available on demand at a moderate extra cost. Irrespective of engine size, the "S" series Jaguar has a straight port-type cylinder head which is painted old gold for identification. It carries three 2 ins. SU carburettors, and gives a compression ratio of 9 to 1. Other differences include lead-bronze bearings, a lighter flywheel and a special clutch.

The chassis follows the lines of previous XK models. The frame is an extremely rugged box-section structure, with torsion-bar independent front suspension and rack and pinion steering. At the rear, a rigid axle on semi-elliptic springs is retained, the drive from the four-speed gearbox going through a conventional open shaft. Thus, the design is certainly well tried and of classical simplicity.

One of the most important features of the car is the braking system. Dunlop discs are installed all round with servo operation, and the hand brake is of the "fly-off" type. Centre locking wire wheels are fitted with Dunlop RS4 tyres. Although the machine is compact, it is of extremely solid construction and no attempt at weight reduction has been made.

The fixed-head coupé body is a thoroughly practical type. It has very wide doors containing useful pockets, and the whole interior is well padded, including even the instrument panel. I much prefer this functional interior treatment

PADDED FACIA. The new functional padded dashboard replaces the earlier polished wooden fascia. Real leather upholstery underlines the general air of quality.

to the earlier polished wooden fascia, and from the point of view of safety the improvement is obvious. The discreet smell of real leather underlines the general air of quality.

The two main seats are separate, and can be adjusted for the tallest driver, though they might with advantage provide more positive lateral location. The rear seats are really intended for children. Though the luggage boot is not enormous, it has quite a useful capacity.

The driving position is a fairly "flat"

ATTRACTIVE. The XK 150S is as attractive to look upon as it is exciting to drive, with 3.8-litre engine and disc brakes on all four wheels.

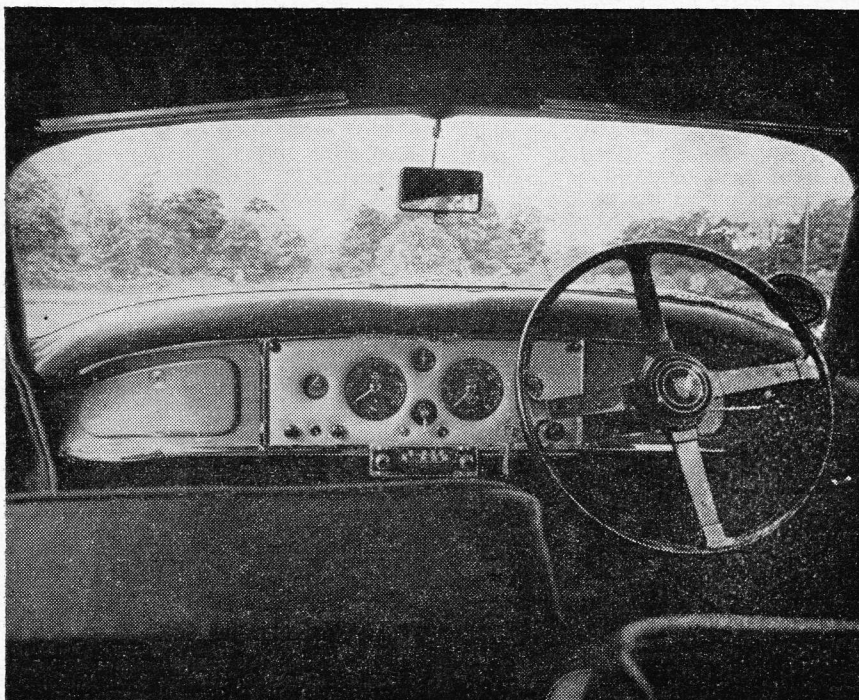
one, but very comfortable for long journeys. An adjustable steering wheel is a much appreciated feature and the controls are conveniently arranged. The windscreen seems a little shallow by modern standards, but in fact the visibility is good and the bonnet is not aggressively long. The test car, which was finished in dark green, was certainly as attractive to look upon as it was exciting to drive.

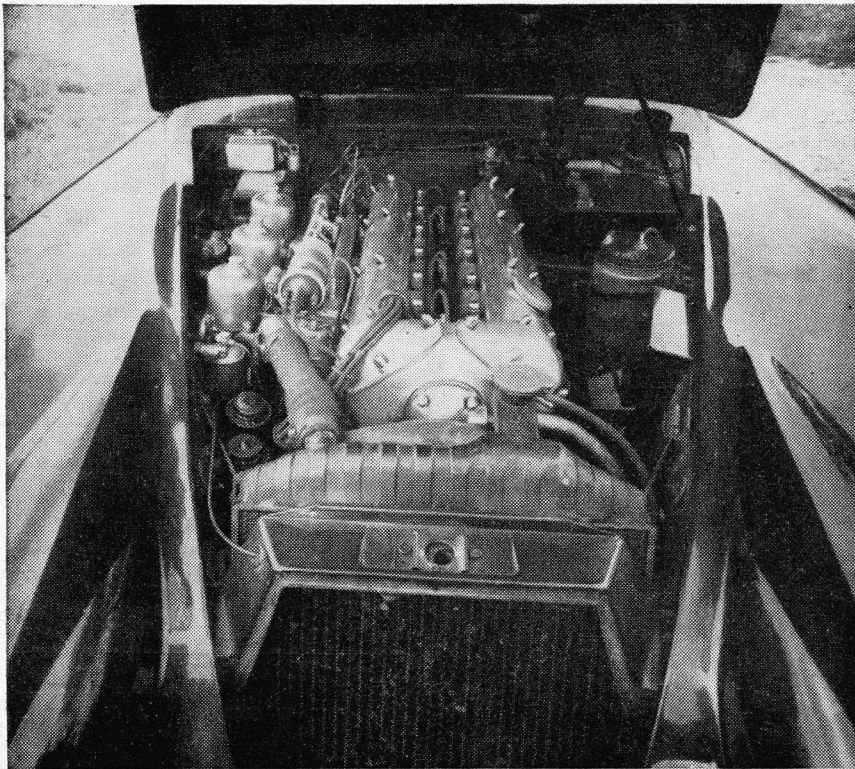
As with previous Jaguar models, I found that the normal tyre pressures were far too spongy for anything but the most gentle driving. The handling was generally "soft" and, though the ride was not luxurious, some more air was found to be advantageous before the full potential of the car could safely be displayed.

It then became apparent that the 3.8-litre engine is in a different world from the 3.4-litre. Let's face it, the 3.4-litre Jaguar is a tremendous car, but the 3.8-litre has that extra torque just where it

matters most. For example, the acceleration from 100 to 120 m.p.h. is not noticeably less brisk than that from 80 to 100 m.p.h., and the car continues to surge forward even after the overdrive has been engaged at 115 m.p.h.

The maximum speed of 136.3 m.p.h. was timed with all equipment in place, including fog lamps, radio aerial, etc. Obviously, a little "cleaning up" would put a genuine 140 m.p.h. "in the bag", and in fact that speed may be touched under favourable conditions with the car





OVER 265 b.h.p. propels this luxurious touring car at speeds in excess of 135 m.p.h.

in normal trim. This is an enormous velocity for a luxurious touring car, and in practical terms it means that there is spectacular acceleration available for overtaking, even at a Motorway cruising speed of 100 m.p.h. or more.

The acceleration is of the kick-in-the-back variety right up the scale, but the potential figures could not be recorded because of wheelspin on the get-away. The 3.4-litre which I tested had a limited-slip differential. Such a component was presumably fitted to the "3.8", yet propeller shaft torque caused the right-hand rear wheel to spin all too easily. In consequence, the initial acceleration was inferior to that recorded for the earlier car, but only because the power could not be transmitted to the road, I would guess that a standing quarter-mile in 14 seconds, and other figures of a similar order, could easily be recorded if independent rear suspension were adopted.

Once the car has been "unstuck" the bigger engine gives a noticeably livelier performance. For example, it reaches 120 m.p.h. in 4.2 seconds less time than the XK 120 took to achieve 100 m.p.h., and not so long ago the XK 120 was regarded as just about the ultimate in potency! There is a wonderful sensation of having almost unlimited power under one's toe, and provided that this immense reserve is never abused, it can be regarded as a very real safety factor in time of trouble.

In their way, the Dunlop disc brakes are just as dramatic as the sheer engine power. The way in which they subdue three-figure speeds, over and over again without any trace of fading, is something which renders the vast performance a practical proposition. A purist might claim that the brakes lack "feel" at town speeds, but once the car is really moving

they are sensitive and responsive in a manner which approaches perfection. As is sometimes found with an all-disc design, the hand brake is not at all powerful, though it has a pleasant "fly-off" lever.

The high-speed stability of the car is excellent, and the driver may remain relaxed at over 136 m.p.h. Bumps, changes of camber, and an appreciable curve were deliberately essayed at this velocity without any drama. The Jaguar runs naturally straight and true, in which respect it greatly excels the earlier XK models.

Having regard to its substantial construction and conventional chassis design, the XK 150S corners very well. It rolls less than the saloons of the same make, and is not addicted to screaming its tyres. Furthermore, the 3.8-litre engine may be called upon to provide a modicum of drift on even very fast curves. Its behaviour is always predictable, and there is nothing unusual about its handling. In brief, this is a very fast touring car rather than a tamed-down racing car, and should be treated accordingly, when extremely safe motoring will be the result.

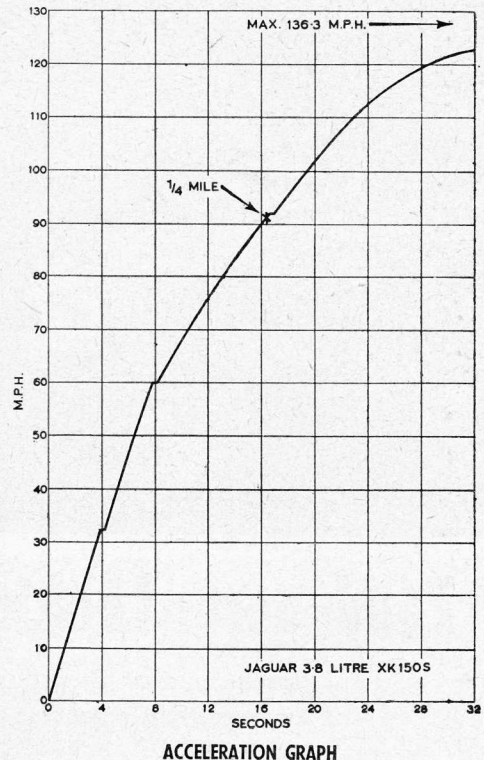
SPECIFICATION AND PERFORMANCE DATA

Car Tested: Jaguar XK 150S fixed head coupé, price £2,065 4s. 2d. including P.T.

Engine: Six cylinders 87 mm. x 106 mm. (3,781 c.c.). Inclined valves in light alloy head operated by twin chain-driven overhead camshafts. Compression ratio 9 to 1. 265 b.h.p. at 5,500 r.p.m. Three SU type HD8 carburettors. Lucas coil and distributor.

Transmission: Specially strengthened Borg and Beck 10 ins. single dry plate clutch. Four-speed gearbox with synchromesh on upper three ratios and central remote control, plus Laycock-de Normanville overdrive. Ratios 3.19 (O/D.), 4.09, 4.95, 7.16 and 12.2 to 1. Open Hardy-Spicer propeller shaft. Hypoid rear axle.

Chassis: Box-section frame. Independent front suspension by wishbones and torsion bars. Rack and pinion steering. Rear axle on semi-elliptic springs. Girling telescopic dampers. Dunlop brakes with 12 ins. discs all round, vacuum servo



So far, we have tended to speak of the XK 150S in terms of ultimate performance. Yet, it has an even greater charm when not fully extended. Using top gear alone, it will laze along at 25, 50 or 100 m.p.h., and a gentle depression of the pedal will send it scurrying past any ordinary car. The engine is quiet, smooth and utterly responsive to the driver's smallest whim. One may drive all day without really pressing with the right foot, and yet the knowledge that 265 b.h.p. is there for the asking is one of motoring's finest luxuries. A Jaguar driver ought to be a good driver, because he need never be in a hurry.

The Jaguar XK 150S is an extremely fast luxury car that is even more delightful to handle when powered with the 3.8-litre engine. Naturally, it uses more petrol in this guise, but the extra cost is certainly paid for in performance and flexibility. If one must find fault, the steering tends to be heavy for parking and the synchromesh is not particularly potent. Yet, all in all, it is a superbly comfortable car with an almost incredible performance, and if £1,000 were added to the price it would still represent excellent value.

assisted. Centre lock wire wheels, fitted 6.00-16 ins. Dunlop RS4 tyres.

Equipment: 12-volt lighting and starting. Speedometer, rev-counter, oil pressure and water temperature gauges, ammeter, fuel gauge, clock, cigar lighter, self-parking windscreen wipers and washers. Heating and demisting.

Dimensions: Wheelbase, 8 ft. 6 ins.; track, 4 ft. 3½ ins.; overall length, 14 ft. 9 ins.; width, 5 ft. 4½ ins.; turning circle, 33 ft. Weight, 28½ cwt.

Performance: Maximum speed, 136.3 m.p.h. Speeds in gears: direct top, 115 m.p.h.; 3rd, 92 m.p.h.; 2nd, 60 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 16 secs. Acceleration: 0-30 m.p.h., 3.4 secs.; 0-50 m.p.h., 6.2 secs.; 0-60 m.p.h., 7.6 secs.; 0-80 m.p.h., 12.8 secs.; 0-100 m.p.h., 19 secs.; 0-110 m.p.h., 22.2 secs.; 0-120 m.p.h., 27.8 secs.

Fuel Consumption: Driven hard, 13 m.p.g.

DEBUT: Henry Taylor, making his first appearance in the Yeoman Credit Cooper-Climax, did over 70 laps in third gear to finish seventh.

most displeased. The former had two cars in the list, but only Trintignant started—Gregory not being given any opportunity to get recompense, and Trintignant having to finish below 11th to make ends meet. All three Yeoman cars did qualify, but, even so, Mr. Turner thought that it was the thin edge of the wedge.

The Zandvoort business also applied to the Belgian Grand Prix, the organizers allowing for only 16 qualifying places at Spa-Francorchamps. This led to a telegram of objection by entrants, and the thing is still being sorted out. After all, on such a long circuit as Francorchamps, 16 cars are not sufficient to maintain public interest—even on a 50 per cent. casualty basis.

In any case, the timing was highly suspect during the training periods. Hand-timing by stop-watches cannot be 100 per cent. accurate, and it is now obvious that some form of foolproof electronic equipment must be used. As it stands, a

WINNING one of the national sports car races is Rob Slotemaker in the Hironde "1500", with a 4 o.h.c. Porsche Spyder engine.

Zandvoort: Looking Back

BY GREGOR GRANT

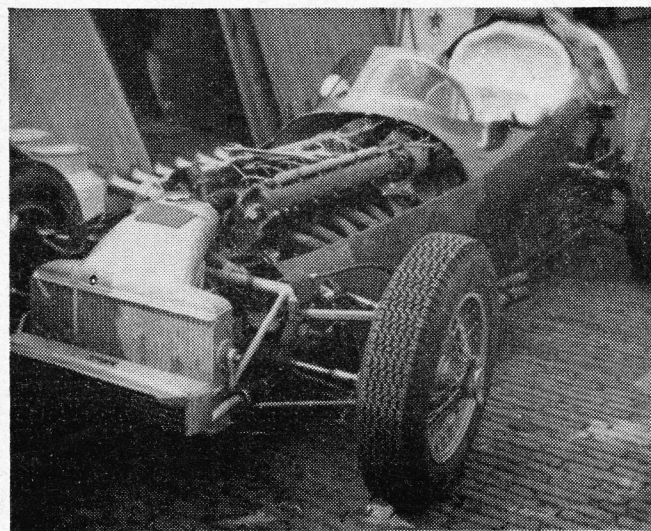
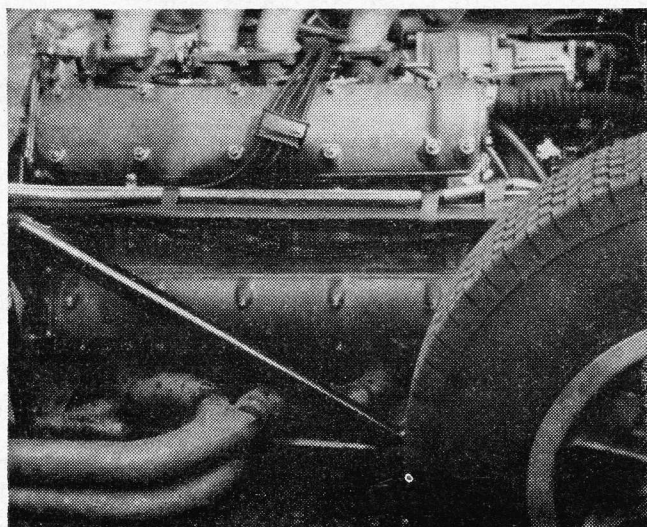
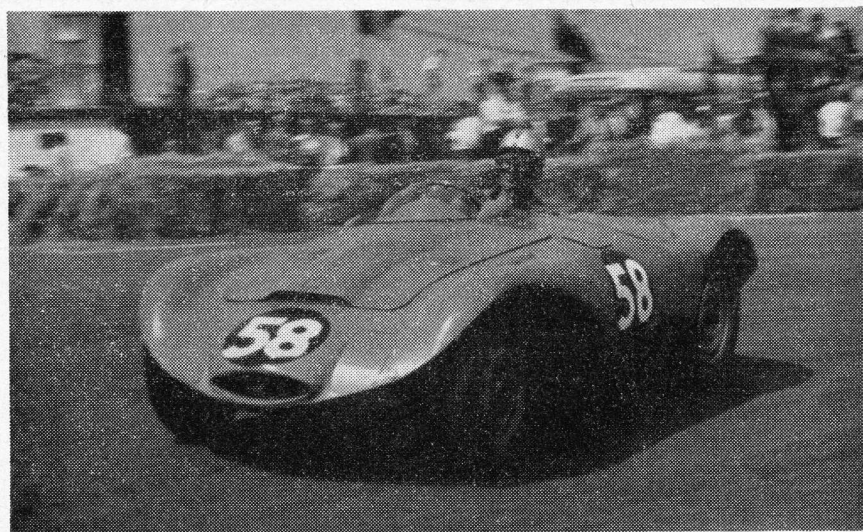
Resentment at Qualifying Rule—Non-Factory Equipes Rightly Protest at Prevailing Practice

THE announcement that starting money would be paid only to the fastest 15 of the 22 invited entrants was highly unpopular with all entrants. John Cooper thought that the practice led to risk-taking, and the unnecessary wearing-out of Grand Prix machinery. After all, training is supposed to be for drivers to learn circuits, and for mechanics to make necessary adjustments!

This view is also held by Rob Walker, Colin Chapman and B.R.M. Scarab and Aston Martin categorically stated that the necessity of qualifying was a handicap that no works-entered teams should have to bear. Anyway, despite later approaches by the organizers, Lance Reventlow and David Brown gave the order to pack up.

Signor Dei of Centro-Sud and Paul Samengo Turner of Yeoman Credit were

CLOSE-UPS (below, left) of the Formula 1 Scarab engine and (below, right) the new Formula 1 Aston Martin, neither of which in fact started.



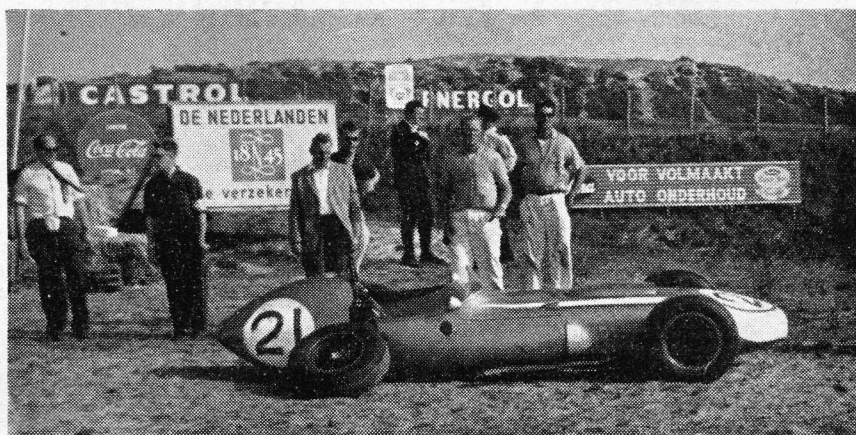
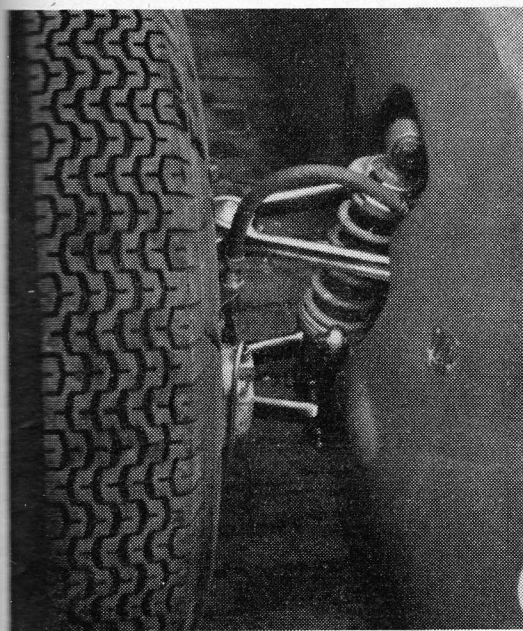
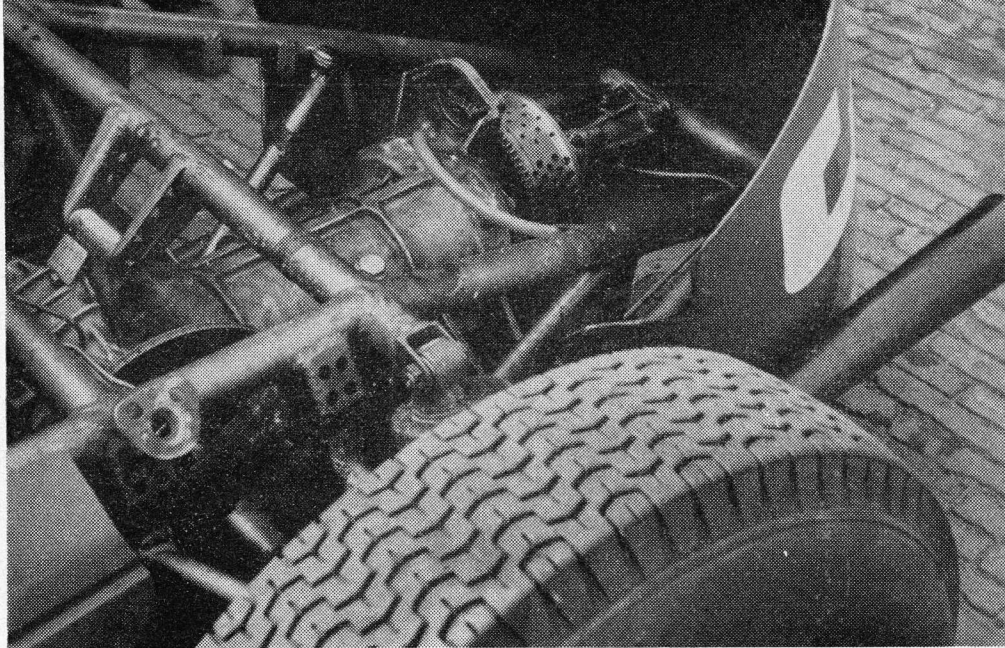
REAR END of the Ferrari con motore posteriore with open, perforated multi-disc clutch behind the five-speed gearbox.

difference of less than a fifth of a second can put out a driver attempting to qualify—and cost his entrant around £1,000!

As regards the Zandvoort race, despite Moss's unfortunate puncture it held interest from start to finish—assisted by Stirling's fantastic rise from 12th to fourth place. Team Lotus have now learned the vital necessity of pit-signaling—a thing that did not affect them during their none-too-successful 1959 season. Now that Chapman's cars are winning F1 races, accurate information must be passed to the drivers!

The preceding National sports car races saw a tremendous duel between Rob Slotemaker (Hirondelle "1500") and Wim

FRONT SUSPENSION of the rear-engined Ferrari: note the lightweight, five-coil spring.

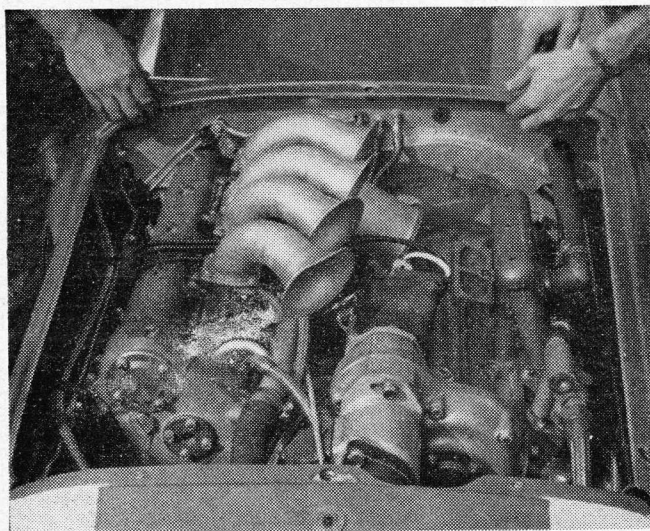


Poll (Porsche S90). Rob won at 129.346 k.p.h. by 4.4 secs., but Poll set up fastest lap in 1 min. 54.2 secs. (132.178 k.p.h.). Other events went to Deken (Atof Porata) at 123.071 k.p.h., and Alofs (Hirondelle "900") at 122.324 k.p.h., the latter having a DKW 3-cylinder engine.

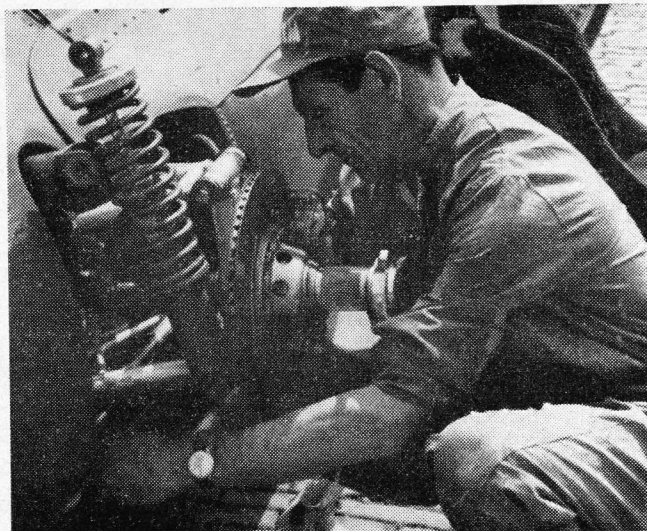
Anyway, Zandvoort proved that the Lotus is a first-rate car. Apart from

AT REST after losing a wheel in practice is Lance Reventlow's Scarab.

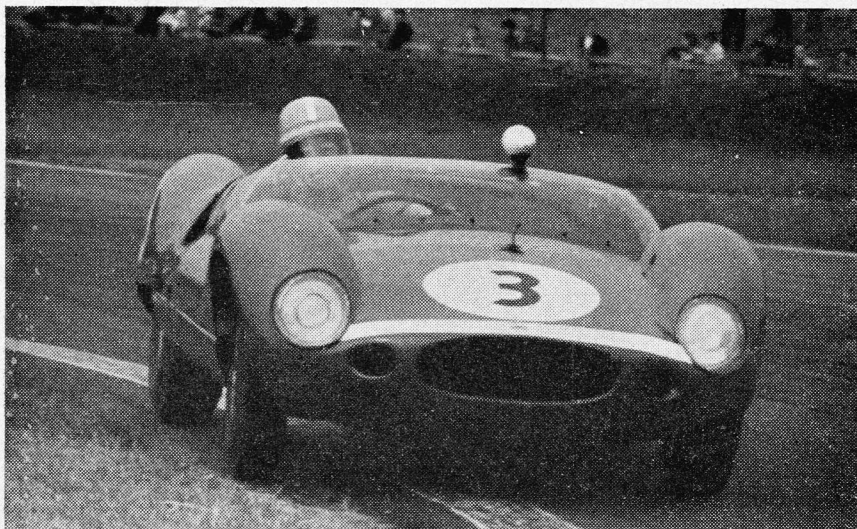
that 2 mins. 51 secs. delay for the puncture, Moss had no trouble whatsoever: Ireland's machine was running as well at the end as at the start. Brabham's Cooper-Climax was also 100 per cent. reliable, as was Graham Hill's B.R.M.



ALL-AMERICAN—well, nearly, anyway! A close-up detail view of the fuel-injected Scarab Grand Prix engine.



FITTING Koni dampers to the modified suspension on the rear-engined Ferrari. Note the Dunlop disc brakes.



Dickson's Day at Goodwood

Disappointing Outing at B.A.R.C. "National"

WHEN there are four national race meetings—two organized by the same club at different circuits—on just one day it is really a bit optimistic to expect a really first-class entry for all of them. One of the meetings to suffer in this respect was the B.A.R.C. Whit Monday event at Goodwood, where only the preponderance of scratch races over handicap events provided any noticeable difference from the average good class "members' meeting".

First event on the programme was a 10-lapper for four-seater closed cars, competing for the Cibie Cup. Sid Hurrell's SAAB had a little trouble on the line, and started half a lap in arrears, leaving G. Lawrence (A40) to take an initial lead before being overhauled by Bill Blydenstein (Borgward) at Fordwater. Bill led the race for most of the distance with Lawrence and Paddy Gaston (A40) in close attendance behind him. On the eighth lap Lawrence used up all the road and most of the grass at Madgwick in an effort to pass the Borgward, and rather overdid his effort, for at St. Mary's Gaston nipped through to take second place. On the next lap Blydenstein went wide at Madgwick, and both the A40s got past, but at St. Mary's Blydenstein retook second place from Lawrence while Gaston held on to his rather tenuous lead. On the last lap Lawrence slipped through again and held second place until the end.

Event two was a 10-lapper, qualifying for the AUTOSPORT Series-Production Sports Car Championship. Only about half the entered field were, in fact, Championship competitors, and how a 3.4 Jaguar saloon found its way into a series-production sports car event we shall never know. But never mind...

Right from the start Julian Sutton took the lead from Peter Sargeant's ex-Salvadori Jaguar, and maintained it right to the end, although at times the big saloon was awfully close to the Austin-Healey. Farther back in the field Paddy Gaston's Sprite, well in the lead for the 1,000 c.c. class, was mixing it in an indecent manner with bigger

and faster cars and, in fact, led the entire field into Madgwick after the start! Woodcote Corner at the end of lap one was a frightening place to be, with Sutton passing Sargeant on braking and cars going in all directions, Mackenzie (Turner), Marriott (Sprite) and Elwes (Sprite) having a wonderful time together after, it is thought, Mackenzie and Marriott touched as they entered the corner. Simon Scrimgeour (Sprite) was black-flagged after three laps with what appeared to be pieces of undertray hanging down on to the track. Once all this had been sorted out, however, the race settled down leaving Sutton to win the race and the over 1,600 c.c. class, Sid Hurrell (Elite) the 1,000-1,600 c.c. category and Paddy Gaston the small class.

Event three was the main race of the day, the 21-lap Whitsun Trophy race for sports cars. Tom Dickson, in the Ecurie Ecosse Cooper Monaco, made motor racing look easy in this event, leading throughout, while behind him leading Martyn, in one of the Taylor and Crawley Lotuses, held second place for about half the race until dislodged by

Results

Four-seater Closed Cars: 1, J. H. Gaston (A40), 72.91 m.p.h.; 2, G. Lawrence (A40); 3, W. Blydenstein (Borgward). **Fastest lap:** Lawrence, 74.10 m.p.h.

Production Sports Cars: 1, J. Sutton (Austin-Healey), 78.47 m.p.h.; 2, P. Sargeant (Jaguar 3.4); 3, S. A. Hurrell (Lotus Elite). **Fastest lap:** Sutton and Sargeant, 79.70 m.p.h. **Class Results:** **Over 1,600 c.c.:** 1, Sutton 2, Sargeant. **1,000-1,600 c.c.:** 1, Hurrell, 77.74 m.p.h.; 2, J. Williams (Elite). **Fastest lap:** H. Stiller (Elite), 79.12 m.p.h. **Up to 1,000 c.c.:** 1, J. H. Gaston (Sprite), 76.64 m.p.h.; 2, G. A. Naylor (Sprite). **Fastest lap:** Naylor, 77.14 m.p.h.

The Whitsun Trophy: Sports Cars: 1, T. Dickson (Cooper-Climax), 88.46 m.p.h.; 2, M. D. G. Graham (Lotus-Climax); 3, C. Martyn (Lotus-Climax). **Fastest lap:** Dickson, 91.72 m.p.h.

Pre-War Racing Cars: 1, J. Goodhew (E.R.A.-Delage), 78.62 m.p.h.; 2, G. Chapman (E.R.A.); 3, C. K. W. Schellenberg (Bentley Barnato-Hassan). **Fastest lap:** Goodhew, 80.30 m.p.h.

Marque Sports Cars: 1, C. D. Hextall (Triumph TR2), 78.94 m.p.h.; 2, W. McCowen (A.C.-Bristol); 3, J. P. Turner (Austin-Healey 3000). **Fastest lap:** J. Sutton (Austin-Healey), 81.05 m.p.h.

Whitsun Handicap: 1, R. C. Kerrison (Lotus-Climax), 84.33 m.p.h.; 2, K. Yeates (Lister-Bristol); 3, T. Dickson (Cooper-Climax). **Fastest lap:** Dickson, 93.10 m.p.h.

ECOSSE MONACO: Tom Dickson in the Ecurie Ecosse Cooper Monaco made motor racing look easy. He won the Whitsun Trophy having led all the way.

Doug Graham in another Taylor and Crawley car. A little farther back in the field the D-type Jaguars of Mike Salmon, Peter Sargeant and Maurice Charles and the Lotus of R. C. Kerrison had a magnificent duel, eventually splitting into two groups with Sargeant leading Salmon and Charles, his Jaguar developing the most alarming tail-wag out of the chicane, eventually being passed by Kerrison.

Eventually Dickson romped home some 25 secs. ahead of Graham who was, in turn, something like half a minute in front of Martyn. Fourth was John Coundley (Lister-Jaguar) and only these four cars completed the full 21 laps.

The pre-war racing cars' 10-lapper which followed was one of the day's most exciting races, in spite of being plagued by non-starters and, to some extent, non-finishers. Joe Goodhew's E.R.A.-Delage, the eventual winner, Gordon Chapman's E.R.A. and Keith Schellenberg's enormous Barnato-Hassan Bentley had the most spectacular dice for the lead, the trio drawing well away from the field. Schellenberg was really pressing on in his huge car and using all its tremendous power, the tail swinging well wide out of the corners and once getting up into second place by passing Chapman on braking for Woodcote!

The marque scratch race, event five, was a race of exceedingly varied fortunes. Julian Sutton, in his astonishing Austin-Healey, led from the start only to spin at Madgwick, dropping to something like 11th place. This left John Turner, in the Ruddspeed Austin-Healey 3000, with a narrow lead from Colin Hextall's TR and Bob Staples, in Chris Lawrence's Morgan. This order remained for four laps until Turner spun, letting Hextall through into the lead with Staples right on his tail. On lap six, however, the Morgan's bonnet came unfastened and Staples was black-flagged, stopping to fasten it and then continuing. This stop allowed McCowen's Ace-Bristol to take second place, some way behind Hextall, while John Turner moved up to number three. Staples rejoined in fourth place, catching the leaders quickly but with insufficient of the race left to do a proper job. On the last lap, after a splendid dice with the Morgan, Julian Sutton nipped past coming out of Woodcote to take fourth spot.

Last race of the day was the 10-lap Whitsun handicap, which again provided some sort of an education in the way in which Tom Dickson, off from scratch with the Ecurie Ecosse Cooper, worked his way through an enormous mass of motor cars. The handicap was just a fraction too good for him, however, and he eventually finished a good third, behind Kerrison (Lotus) and Yeates (Lister-Bristol), the latter making full use of his credit lap. Another excellent feature of this race was the battle of the D-types, all of which left more or less together.

This brought to an end a day's good and close racing, and one takes off one's hat (yet again) to the smooth and efficient organization of the B.A.R.C.

MARTYN WATKINS.

Circuit de Chimay

Fine Whitsun Win for Jack Lewis (Cooper)

MAKING up for the persistent bad luck which had afflicted him early this season, Jack Lewis won the Circuit de Chimay on Whit Sunday. The race was the 30th anniversary race, and it was again a race for single-seaters after few years of sports car races. The race was for F2 cars with a few Juniors thrown in for good measure.

In brilliant sunshine 16 cars gathered on the starting grid, the pole position going to Jack Lewis's Cooper-Climax. The grid was:—

Hans Herrmann (Behra-Porsche)	Luciano Bianchi (Cooper)	J. Lewis (Cooper)
Ron Flockhart (Cooper)	Gerard Laureau (Cooper)	
W. Seidel (Cooper)	Mauro Bianchi (Cooper)	Tony Marsh (Cooper)
Stanley Hart (Cooper)	K. Twisk (Cooper)	
John Love (Lola-Ford Jnr.)	C. Goethals (Porsche)	Tim Parnell (Cooper)
Annie Soisbault (Lola-Ford Junior)	André Pillette (Lotus-Ford Junior)	
André Liecken (Cooper-B.M.C. Junior)		

in which one could note the presence of three newcomers on F2 or Junior cars: the D.B. driver and T.T. winner Gerard Laureau was driving Robert Adda's brand new Cooper, Mauro

Bianchi, the young brother of Luciano Bianchi and one of the Equipe Nationale Belge mechanics had the seat of one of their yellow Coopers, while the European Woman Rally Champion Annie Soisbault was driving for the Equipe Fitzwilliam in one of their Lola-Fords after promising practice results. Some other Junior cars had been entered but the organizers quite reasonably wouldn't let them start in view of too great a speed differential compared with F2. In practice an unfortunate accident had happened when Ahrens in a Cooper Junior had spun in front of Klaas Twisk, severe damage resulting to the latter's car from the collision which kept the Tulip Stable up all night for a big repair session.

The start saw Hans Herrmann jumping into the lead, but not for long, because at the end of the first lap Jack Lewis was leading, but the second man placed came as a surprise as it was Stanley Hart, who had come all the way from a fourth row grid position; he was leading Tim Parnell, Herrmann, Laureau and Flockhart. Already Mauro Bianchi was missing, having turned his car over in the biggest possible way, fortunately without any damage to himself as he was able to walk back to the pits.

Ron Flockhart then started to make

up for his very bad start and five laps later he was behind Hart in third place and next time round he was second as Hart's car was reported as being parked on the course with a broken cam follower—rotten luck after such a good start. Behind Flockhart were Parnell, Laureau and Luciano Bianchi, while Herrmann had disappeared from the field with a broken gearbox. Tony Marsh had started a long series of pit stops and Twisk had also visited his pit to retire with a broken gearbox. John Love was leading the Junior race from Pillette, who was in Tim Parnell's Lotus Junior with sick clutch, and Annie Soisbault who was about to pack in with a head gasket gone.

By then Flockhart was putting on the pressure and Lewis's lead of 18 secs. was melting away steadily until by the penultimate lap Flockhart was balked by Seidel and lost 2 secs. This incident deprived the crowd of a real photo finish, because Flockhart finished just about 2 secs. behind Jack Lewis, whose clutch thrust bearing was broken. For third position a great dice had ended up with Bianchi passing both Laureau and Parnell, making the fastest lap in the process.

The Juniors finished up rather in ailing position, for Love had called into the pits two laps before the end, only to be waved on by Fitzwilliam to try to stay in front of the sick Lotus of Pillette, while both Annie Soisbault and André Liecken pushed their cars over the line.

GÉRARD CROMBAC.

The Grand Prix de Spa

Paul Frere (Porsche) Wins Main Event

THIS year three races came under the title of G.P. de Spa on 24th May; first a 70-mile race for modified saloons up to 1,600 c.c., then an 81-mile one for G.T. cars up to 2 litres, and finally a 128-mile one for Appendix C sports cars up to 1,600 c.c.

A mixed bag of sports-racers came to the start of the main event, held on a very wet and slippery track. The Porsches of Paul Frere and Christian Goethals; Cooper Monacos of Tony Marsh and Jimmy Blumer; Wal Ever's Osca; the Lolas of Graham Whitehead, Chris Lawrence, Bob Hicks, David Hitches and D. Bertram; Lotuses for Colin Murray, M. Niven and D. Watson; three more Porsche Spysders and an ancient Maserati made up the field. Frere and Blumer were easily fastest in practice, but on the day Blumer bounced his Cooper off a bank into the path of Bob Hicks's Lola, badly damaging both cars, thus letting Frere lead the race by nearly half a lap. Goethals followed home a respectful distance behind in second place and Colin Murray was a good third in the Tec-Mec Lotus 1500. Watson had driven a very good race in his Lotus Eleven but had to retire at Stavelot after two stops for water, so letting Whitehead's Lola into fifth place behind the Osca. Tony Marsh's Cooper did not seem too happy in the wet and he was followed by Niven's Lotus and Chris Lawrence, who drove a very calm and sensible race, in Bill de Selincourt's Lola, which was

fresh from a class second at the Nürburgring.

The second G.P. de Spa for G.T. cars proved to be a tragedy for Team Elite. John Wagstaff and Bill Allen both crashed, without personal injury, at Blanchimont just before the finish when they were leading the 1,300 c.c. class. This let Leto de Priolo's new Alfa Romeo S.Z. into first place, followed by Richard Shepherd-Barron and Antonio de Heredia in their Alfa Romeo G.S.V.s well ahead of Ed Shaffer's Lotus Elite. David Buxton and Syd Hurrell (Elites) both retired when well back in the field. Poor Bob Staples had a most unhappy time at Spa. His A.C. dropped a valve in practice so the car was worked on all night before the race only to pull into the pits after four laps, much to the disappointment of everyone concerned. Karl Braun in a normal Porsche Carrera won the 2-litre class ahead of Gerhard Koch in one of the new Abarth Porsches.

The touring car G.P. was contested by a mixed selection of family cars such as Borgwards, Volvos, Alfa Romeos, Peugeots, Simcas, Renaults, Auto Unions and B.M.C. Minis. The race overall and the 1,600 c.c. class was convincingly won by Leto de Priolo's Alfa Romeo T.I. from Rosinski's similar car. Billy Blydenstein had been working his way up the field and was in fifth place when he had to retire with valve trouble. The Auto Unions were victorious in the small class (up to 1,000 c.c.) but Belgian ex-Fiat Abarth driver G. Harris (Morris Mini-

Minor) had a race-long dice with Jimmy Blumer's Downton-modified Austin Seven and just crossed the line a few yards in front.

R. M. S-B.

Results

G.P. de Spa, 15 laps (211 kms.): 1. Paul Frere (Porsche); **2.** Christian Goethals (Porsche); **3.** Colin Murray (Lotus); **4.** Wal Ever (Osca); **5.** Graham Whitehead (Lola); **6.** Tony Marsh (Cooper Monaco); **7.** M. Niven (Lotus); **8.** Chris Lawrence (Lola).

G.T., 10 laps (141 kms.): 1,300 c.c.: 1. M. Leto de Priolo (Alfa S.Z.); **2.** R. M. Shepherd-Barron (Alfa G.S.V.); **3.** A. G. de Heredia (Alfa G.S.V.); **4.** Ed Shaffer (Lotus Elite). **2,000 c.c.: 1.** Karl Braun (Porsche Carrera); **2.** G. Koch (Porsche Abarth).

Saloon, 8 laps (113 kms.): 1,000 c.c.: J. Demortier (Auto Union). **1,600 c.c.: 1.** D. Leto de Priolo (Alfa T.I.); **2.** D. Rosinski (Alfa T.I.); **3.** G. Hacquin (Alfa T.I.).

...AND THIS WEEKEND

GRAND PRIX OF BELGIUM

PROVISIONAL entry list for the G.P. of Belgium at Spa-Francorchamps on 19 June, providing all accept the qualifying rule, was:

B.R.M.: Bonnier, Hill, Gurney.

Cooper-Climax: Brabham, McLaren.

Ferrari: P. Hill, von Trips, Ginther, Frere.

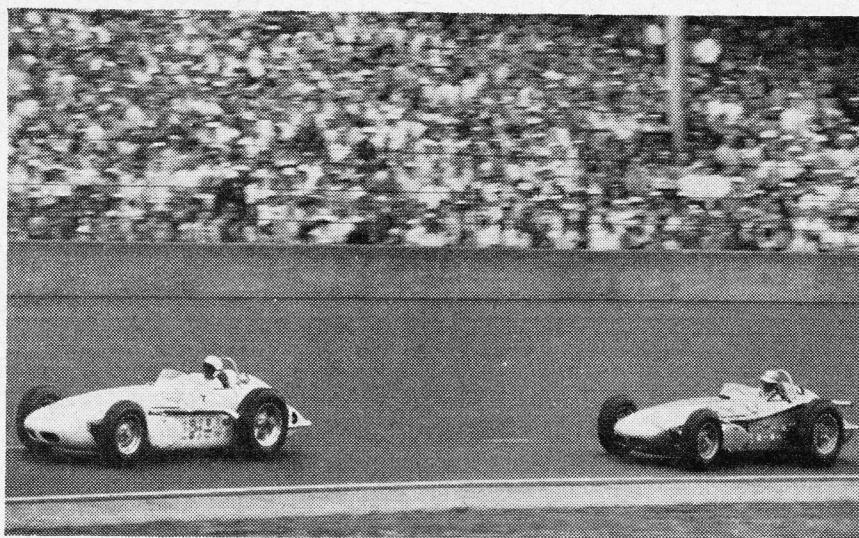
Scarab: Reventlow, Daigh.

Cooper-Climax (Yeoman Credit): Brooks, Bristow, Gendebien.

Cooper-Maserati (Centro-Sud): Trintignant, Gregory.

Team Lotus: Ireland, Stacey, Clark.

Aston Martin have decided not to compete in order to concentrate on further development work. There is no confirmation of a rumour that Brooks will be seen in the Lotus-Vanwall.



RATHMANN EDGES WARD IN

A Thriller at Indianapolis

Tyres Tell The Tale—Rathmann Averages 138 m.p.h. for 500 Miles

NEVER before has the "500" been such a sprint race. Jim Rathmann and Rodger Ward duelled wheel-to-wheel for virtually the 500 miles. During the last half of the race no one else held first or second place as these two chargers battled for the front spot.

The issue was in doubt right down to the wire. Rathmann and Ward, driving almost identical cars at identical speeds, pressed to the point where it seemed that man or machine must break. They almost did, too. But of this, more later. The race itself was marred by just one serious accident. A sway bar in Eddie Russo's car broke, rubbed a tyre until it blew, sending Russo into the wall. Russo's condition is critical.

A strange and even more serious tragedy occurred when a spectator-erected scaffolding, with about 70 spectators aboard, collapsed. A part of the tradition at Indianapolis has been the weird collection of spectator stands, erected by enterprising builders after they enter the Speedway grounds. Of recent years these structures have become quite imposing. The culprit was a huge multi-level affair, reaching about 40 ft. into the sky. The enterpriser who constructed this rig sold tickets at \$5 each for the lower levels, and \$10 each for the upper levels. Just as the race started, the structure swayed forward and crashed down upon an additional 20 or so spectators standing immediately in front of it. Casualties: two dead, two critically injured, 26 hurt. Next year, these skyscraper-type scaffoldings will be banned.

Qualifications at Indianapolis sort out the fastest 33 from more than 60 entries. This year Jim Rathmann got things off to a fine start with an early morning record run for four laps of 146.371 m.p.h. This eased past the old record, 145.974 m.p.h., previously held by Jim's brother, Dick Rathmann. Even before the start of festivities this year, Jim Rathmann was considered a ranking favourite. Always a bridesmaid, Jim had finished

second in 1952 behind Troy Ruttman, second again in 1957 behind Sam Hanks, and last year followed Rodger Ward across the finish line by about 22 secs. Jim's experience also included a win at Monza in 1958 in the controversial Race Of Two Worlds.

On that same first day of qualification, Rodger Ward turned a tidy 145.560 m.p.h. four-lap (10 miles) average and, a couple of hours after Jim Rathmann's

BY SKIP LANGE

PHOTOS: CARTER ALLEN, KRANZTEN STUDIO

record run, Eddie Sachs edged Rathmann's record with a four-lap average of 146.592 m.p.h. At day's end, Sachs had pole position in the first row, Rathmann was second and Ward was on the outside.

The second day of qualifications, Sunday, 15th May, saw six more cars qualifying to bring the starting field up to 22. The fastest qualifiers on the second day were Johnny Thomson at 146.400 m.p.h. and Tony Bettenhausen at 145.200 m.p.h.

During the ensuing week, with two more qualifying days remaining, frantic efforts were made to coax higher speeds out of the remaining cars. All but three of the entries were the familiar four-cylinder, Myer-Drake-engined mounts with chassis construction by such men as A. J. Watson, Frank Kurtis, Eddie Kuzma, Quinn Epperly and others. Most notable among the group of builders this year was A. J. Watson. Watson's cars had already filled the front row, and drivers in Watson-built cars were generally experiencing no trouble. Among the frustrated drivers who were having difficulty finding the short way around the course, the typical comment was, "Next year I'll be back in a Watson and then I'll show you what I can do!" The three exceptions to the Myer-Drake engine dominance of the Speedway were

EVENTUAL WINNER—Jim Rathmann (Ken-Paul Special) follows Eddie Sachs through the first turn. Eddie Sachs retired late in the race when his magneto shorted.

the two Novis, back again, but no more promising than last year . . . and a somewhat forlorn sleeved-down Chevy. As usual, the Novis arrived late, apparently not too well prepared, and immediately experienced difficulty. During the one practice week they had they never approached decent qualifying speed. The Chevy did eventually attempt qualification with Al Keller driving, but didn't attain sufficient speed.

Saturday of the second qualification week-end was windy, rainy and cold. In between showers a couple of qualification attempts were started, but not finished. In hopes that "tomorrow" would be better, the boys waited to fight it out for the remaining 11 spots.

Last day, Sunday, dawned cloudy but calm and dry. In early morning practice before qualification attempts started, rookie Jim Hurtubise attracted some attention with a 146 m.p.h. practice lap. Hurtubise, too, was driving a Watson-designed car, built by the triumvirate of Utzman, Christianson and Sutton. Hurtubise was ready. With no previous experience at Indianapolis, Jim Hurtubise set himself to the task with enthusiasm and determination. As lap No. 1 was reeled off and Jim's pit crew clicked their watches, their first shocked appraisal was that four watches had broken simultaneously. Just a fraction of the first second over one minute would mean that Hurtubise had done nearly 150 m.p.h. . . . yet there it was.

Hurtubise was running "blind" with no pit signals to tell him his qualifying speed. As he passed the pits on the completion of his second lap, however, he could hardly have overlooked the strange antics that seemed to sweep most everyone in the area. Apparently everyone thought that his watch had broken, and when he realized the truth, there was just no standing still. Hurtubise finished up his remarkable exhibition with a top one-lap record of 149.601 m.p.h., and a four-lap average of 149.056 m.p.h. Said ex-record holding Eddie Sachs, "I would have been pretty mad if you had just barely broken my record, but, man, you really broke it! You really broke it!"

Before Sunday was over, the field was filled, and several of the slower cars had been bumped. The overall qualification average for the entire field this year was 144.070 m.p.h., up substantially from last year's 143.004 m.p.h.

* * *

It rained for all of the night before, but Monday morning dawned cloudy, cool and dry. As the cars were lined up and the public address announcer collared various authorities and asked each for a prediction about the race winner, most of them favoured Jim Rathmann, and sure enough . . .

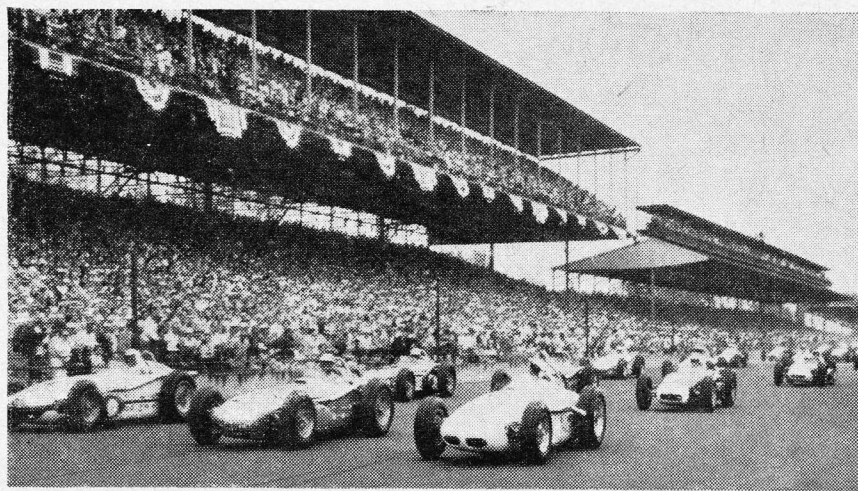
It was a perfect start. Eleven rows of three cars each moved off in good order following Sam Hanks driving the Oldsmobile pace car. The first lap completed was a parade lap. On the second lap speeds were raised, and as the pack swept down toward the starting line, Hanks pulled his pace car off into the

THE START (front row from left to right): Rodger Ward, Jim Rathmann, Eddie Sachs. This is the parade lap, and notice that some of the drivers are waving to the crowd.

pit lane and the field charged into the first turn. Into the first turn it was Ward, Sachs and Rathmann . . . and that's the way they finished the first lap. Going into the first turn again at the start of the second lap Sachs made his bid and passed Ward low, below the white line on the inside of the course. This gave Sachs the lead for a couple of laps. On lap 3, mechanical problems hit Len Sutton's S-R Racing Enterprises Special and Sutton was soon out of the race. On the fourth lap Ward got under Sachs, again in the first turn, making the order Ward, Sachs, Jim Rathmann, Troy Ruttman and Tony Bettenhausen in the first five. Ward held on to the first spot until lap 19. On the 19th lap, Troy Ruttman, who had been working his way up through the leaders, squeezed by Rodger Ward to take first place. The order was then Ruttman, Ward, Rathmann, Sachs and Bettenhausen and the average speed at the end of 20 laps (50 miles) was 142.866 m.p.h.

Jim Hurtubise, who had started in position 23, had by this time worked his way up to sixth spot. Considerable discussion regarding Hurtubise's ability to handle his car in traffic had been the order of the day, but it was now apparent that Hurtubise was going to move, traffic or not.

On the 25th lap Ruttman was forced to make a pit stop for tyres. This was an unusually early stop and did not make Ruttman's position appear too encouraging. Most of the drivers had figured on three stops, with the possibility of four if the pace had been continuously fast and the weather had been hot. Air temperature was just 65 deg., however, and although the sun broke through the clouds occasionally, it was a rather cool day. Most cars were destined to complete the 500 miles with just three pit stops. As Ruttman relinquished the lead, Rathmann took over for his first sampling of first place for the day with Ward second, Sachs third, Tony Betten-



hausen fourth, and Hurtubise now up to fifth.

On the 34th lap, Jim Hurtubise went into the pits for a 33½-second pit stop. During this stop he got three tyres and gas. This was not a particularly fast pit stop, and most crews were hoping for stops of around 20 secs. for routine operations. This year, Jimmy Bryan's crew was the only one using hand jacks. About two-thirds of the rest of the cars were equipped with built-in air jacks (two jacking points at the back and one up in front) while the remaining cars used platform-lift air jacks.

The platform jack is about 7 ft. long, 2 ft. wide, and lowers to a height of perhaps 2 ins. or just a bit more. The driver aims for it, stops over it, a control lever is thrown, the jack snaps up and the car is immediately raised from the ground . . . all four wheels at once. For those drivers who aim well, it works fine. Apparently no one had trouble with it during the race.

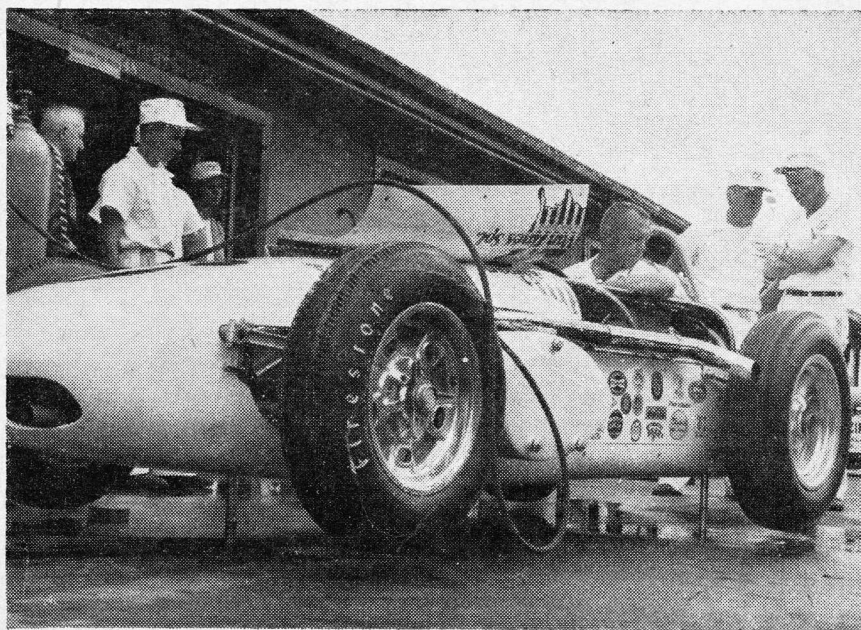
Eddie Sachs was still pushing and at the end of 42 laps, Sachs had taken first place from Ward. With Sachs in front, the yellow light went on as Duane Carter spun on the 44th lap. Carter didn't hit anything, and managed to continue in the race. No sooner than the green flag

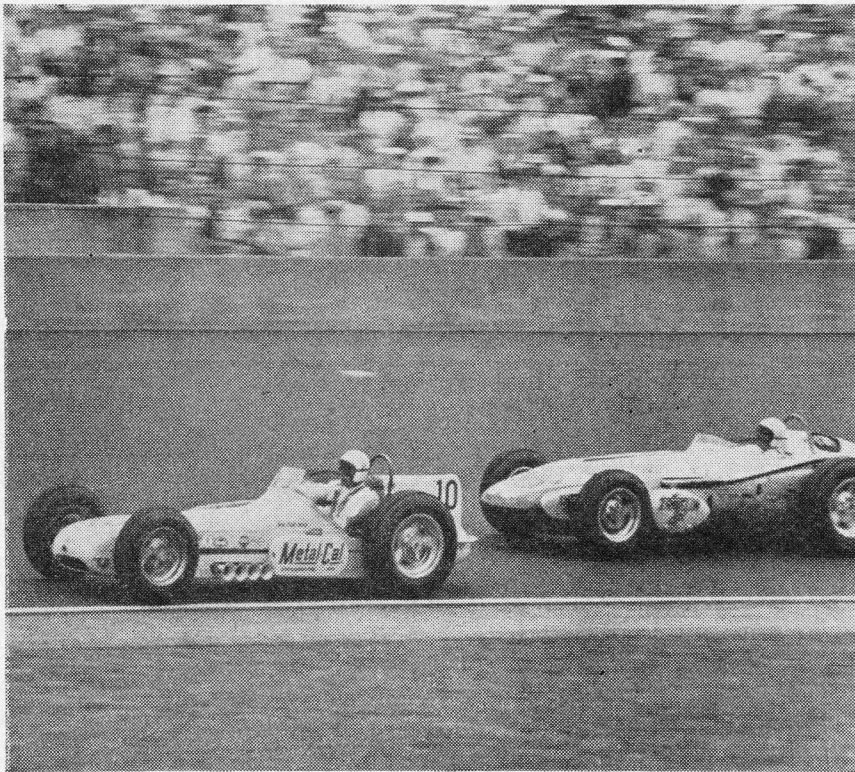
had been hung out again, however, when again the caution flag was displayed. Don Branson, approaching the pits over fast, had spun right within the pit lane. He bounced off the wall and slid backwards for the length of several pits. His crew quickly restarted him, however, and Branson continued on around the course (after turning around) and next time got himself stopped properly. Sachs held the lead until lap 52 when he came in for a routine pit stop. This gave the lead back to Ruttman, but Sachs got it back on the 57th lap. The speed had now dropped to a bit over 141 m.p.h. because of the caution flag, but the leaders were lapping at between 143 m.p.h. and 144 m.p.h. quite consistently. Between the 70th and 80th lap, Rathmann and Eddie Sachs engaged in a tight duel for first. It was one of those affairs in which the lead is swapped back and forth almost every other lap, but by the 80th lap, Rathmann was beginning to pull away. Meanwhile, Rodger Ward was working hard to catch up after a bad pit stop. Ward's crew work had been O.K., but as Rodger was pushed away, the car stalled. Frantic efforts got the car restarted and Ward on his way within about one minute, but this would have been good time for three stops not one.

After pit stops by the leaders, and hard driving on his part, Johnny Thomson took the lead at about 85 laps. Just after Thomson took over the lead, the yellow light came on again as Eddie Russo spun and hit the wall in the south-east turn. Although complete details are not known at this time, it is reported that Russo suffered lacerations and a concussion and is in serious condition. Thomson held his first spot for about seven laps and then, taking advantage of the chance to pit while the others were going slowly, Thomson ducked into his pits for a quick stop on lap 94.

The green light came on again at lap 98, but was immediately replaced by the yellow light again as Chuck Stevenson spun, but regained the course and continued. At the end of 100 laps the final pattern for the race started to assert itself with Jim Rathmann in first place,

WARM UP. Clint Brawner, chief mechanic for Eddie Sachs, warms up the differential in the Dean Van Lines Special in the pit area just before the race. Notice the three-point jacking system and the air line that actuates the system.





Rodger Ward second, Thomson third, Bettenhausen fourth, Paul Goldsmith riding in fifth. The speed had dropped because of the yellow light to 138.743 m.p.h. Speed was resumed again on the 110th lap.

By this time, Jim Hurtubise, having been plagued with some mechanical maladies and a few costly pit stops, had dropped to 10th and was never again in a position to threaten the leaders.

With Rathmann leading, and lapping at about 143 m.p.h., Ward set out to capture him. It took about 10 laps, but on the 122nd lap Ward passed Rathmann to regain first. Two laps later it was Rathmann in front. Two laps after this it was Ward in front.

Tony Bettenhausen, who had been running in the first five almost since the start of the race, went out on lap No. 127. Tony came rolling into the pits gesturing wildly and standing up in the seat of his car. He managed to stop in his own pits and fire extinguishers were played over the car immediately. Apparently the car had burst into flame momentarily in the north-east turn, Tony had coasted in, but the fire was out by the time the car reached the pits. Bettenhausen was uninjured, but the car was thoroughly finished. A rod had poked a gaping hole in the block. By this time, other cars out included Dick Rathmann, Len Sutton, Johnny Boyd, Gene Force, A. J. Foyt and Eddie Russo. All of these were mechanical failure except for Russo's crash.

At the end of 130 laps the order was Rathmann, Ward, Thomson, Don Branson (making his first appearance in the top five) and Paul Goldsmith. As a matter of fact, except for a switch of places between Goldsmith, Branson and Thomson, this is the way they finished. There was considerable shuffling between this point and the 500th mile, however. The speed was now down to 137.748 m.p.h. but this was still a new record by better than three miles an hour.

On lap 148 Thomson demonstrated timing to the ragged edge. As he steamed down the pit lane toward a tyre change ... his right rear tyre blew. No problems developed, but this did seem to be calculating things a bit close. Two laps later Rodger Ward and Jim Rathmann pitted virtually together. Ward was out in 21 seconds, Rathmann out in 22 seconds, just a few car lengths behind Rodger. At the end of 150 laps, Ward was just ahead of Rathmann, Thomson was third, Branson fourth, and Paul Goldsmith fifth. Rathmann wasted no time challenging Ward, and passed him on lap 152. Three laps later, Jimmy Bryan, winner of the 1958 race, pulled into the infield on the back stretch and was out of the race. Bryan had at one time got as high as seventh, but never was really among the leaders. Bryan was driving a brand new ultra-light car this year, but never seemed to turn quite the speeds necessary for winning competition. Fuel pump failure was his final undoing.

For about the next five laps it was Jim Rathmann in the lead picking up change at the rate of \$150 per lap lead. Ward passed Rathmann to take first on the 161st lap, and held it through lap 178. With the race going into its closing miles, at 180 laps, the order was Rathmann, Ward, Thomson, Lloyd Ruby, Don Branson and Paul Goldsmith. Lloyd Ruby, a rookie, had brought his car into a good spot but was destined to lose his advantage with a late-race pit stop. On lap 183 it was Ward. On 190 it was Rathmann. On 194 it was Ward and it appeared that Ward had the power to pass Rathmann on the straight. At no point during these last 100 miles or so was there more than one car length between the two drivers. And, as if this duel was not enough, Don Branson and Paul Goldsmith were fighting it out for fourth place with never more than two seconds between them. Thomson, in third, was sounding sick and it appeared that he would be fortunate to hold on

JUST AHEAD. Jimmy Bryan's super-light, super-small Metal-Cal Special leads Jim Hurtubise through the south-west turn early in the race. Jim Hurtubise did a record practice lap of 149.601 m.p.h.

to his third place position. He didn't.

Then, on lap 197, with the race apparently going to Ward for the second straight year ... Rathmann passed Ward on the main stretch. Next lap around Rodger Ward was gesturing at his tyres, and his pit crew prepared for a tyre stop at this late date. Ward didn't come in and the finishing order was Rathmann, Ward, with Goldsmith just edging Branson for third, Branson finishing fourth and Thomson fifth.

It was a well-deserved win for Jim Rathmann who has been trying, and nearly succeeding, for many a year. Ward's troubles were indeed tyres. Although Ward and Rathmann had "pitted" at precisely the same time on precisely the same lap, Ward's car had experienced the greater tyre wear. On lap 197 Ward saw the cord on his right front tyre and, rather than either stop or risk continuing the battle, he dropped back and settled for second. He followed Rathmann over the line by nearly 13 seconds, meditating seriously, no doubt, about what that early-race one minute pit stop had cost him.

Rathmann, too, had tempted fate with tiring tyres. A comparison of Ward's and Rathmann's cars after the race showed that Ward's right front tyre was worn through two plies of cord. Rathmann's right rear tyre was worn through the first ply of cord. Probably neither car could have taken more than another lap or two at speed.

Just before lap 197, the lap of decision, Rathmann and Ward had both turned a lap of 146.1 m.p.h. On the 197th, Ward dropped to 144 m.p.h., on the 198th to 138 m.p.h., on the 199th to 134 m.p.h. On the last lap, Ward's speed had dropped to 128 m.p.h. Far wiser, of course, to finish than to hang the car on the wall. Rathmann collected \$110,000 for his win. For second place, Rodger Ward collected a total of \$48,025.

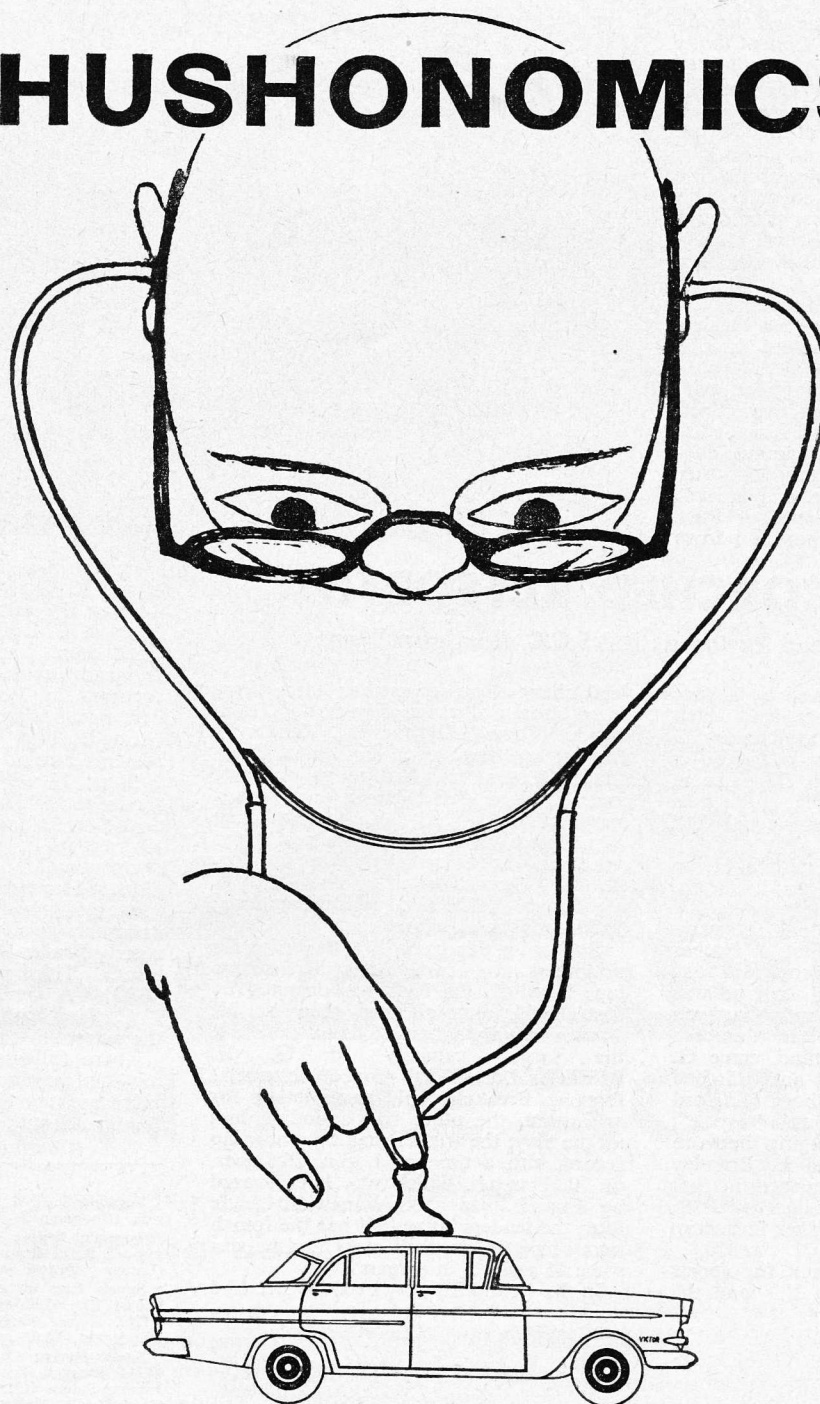
Ward followed Rathmann over the finish line by exactly 12.67 seconds. Ward's total time for three pit stops was 1 min. 37 secs. Rathmann's three stops used up 1 min. 16 secs.

From start to finish it was a beautifully driven, hotly contested race. Never has the contest been closer or the issue more in doubt right up to the last minute. In how many races, long or short, have you seen the lead change hands 29 times?

Results

1, Jim Rathmann (Ken-Paul Spl.); 2, Rodger Ward (Leader-Card Spl.); 3, Paul Goldsmith (Denier Spl.); 4, Don Branson (Bob Estes Spl.); 5, Johnny Thomson (Adams Spl.); 6, Eddie Johnson (Jim Robins Spl.); 7, Lloyd Ruby (Agalian Spl.); 8, Bob Veith (Schmidt Spl.); 9, Bud Tingstad (Jim Robins Spl.); 10, Bob Christie (Federal Eng. Spl.); 11, Red Amick (King O'Lawns Spl.); 12, Duane Carter (Thompson Ind. Spl.); 13, Bill Homeier (Ridgewood Builders Spl.); 14, Gene Hartley (Sumar Spl.); 15, Chuck Stevenson (Leader-Card Spl.); 16, Bobby Grim (Bill Forbes Spl.); 17, Shorty Templeman (Federal Eng. Spl.); 18, Jim Hurtubise (Travelon Trailer Spl.); 19, Jimmy Bryan (Metal-Cal Spl.); 20, Troy Ruttman (Zink Heater Spl.); 21, Eddie Sachs (Dean Van Lines Spl.); 22, Don Freeland (Ross-Babcock Traveller); 23, Tony Bettenhausen (Dowdard Spl.); 24, Wayne Weiler (Ansted-Rotary Spl.); 25, A. J. Foyt (Bowes Seal Fast Spl.); 26, Eddie Russo (Go-Kart Spl.); 27, Johnny Boyd (Bowes Seal Fast Spl.); 28, Gene Force (Roy McKay Spl.); 29, Jim McWhitney (Hoover Motor Exp. Spl.); 30, Len Sutton (S-R Racing Ent. Spl.); 31, Dick Rathmann (Jim Robins Spl.); 32, Al Herman (Hunt Magneto Spl.); 33, Dempsey Wilson (Bryant Heating Spl.).

HUSHONOMICS*



*

HUSHONOMICS, a branch of **ERGONOMICS**: the science of designing objects with particular reference to the needs and physical characteristics of their users: 'human engineering'.

Tomorrow morning, watch old Jonesman next door taking his car from the garage. *Cha-cha-cha. Cha-cha-cha.* (The engine.) *G-r-r-r-r-ruk.* (The gears.) *Wheeeee-eee-yik.* (The brakes—with a touch of the banshees again.)

Feel sorry for Decibel Jonesman. Always pretending to be a big noise; always proving it. Rush, gush—yes. *Hush?* Never.

Now observe Victorman or Crestaman. Listen to Vauxhall. Smooth. Quiet. Free from irritating noises. No rattles or squeaks. No rumbles or grumbles. No wind roar. No etceteroar. *That's* the sort of thing we mean by

Hushonomics. Every door, window, boot lid and bonnet made to fit and keep fit. Every mechanical part on top of its job, but saying so only in a whisper.

Hushonomics. You won't find it in the dictionary because we made it up; but, if you're a Vauxhall man, you'll know what it means in terms of thoughtful engineering and enjoyable motoring. Why not take old Jonesman to your nearest Vauxhall dealer, and fix him up with a trial run. Prove together that

EVERYONE DRIVES BETTER IN A

VAUXHALL

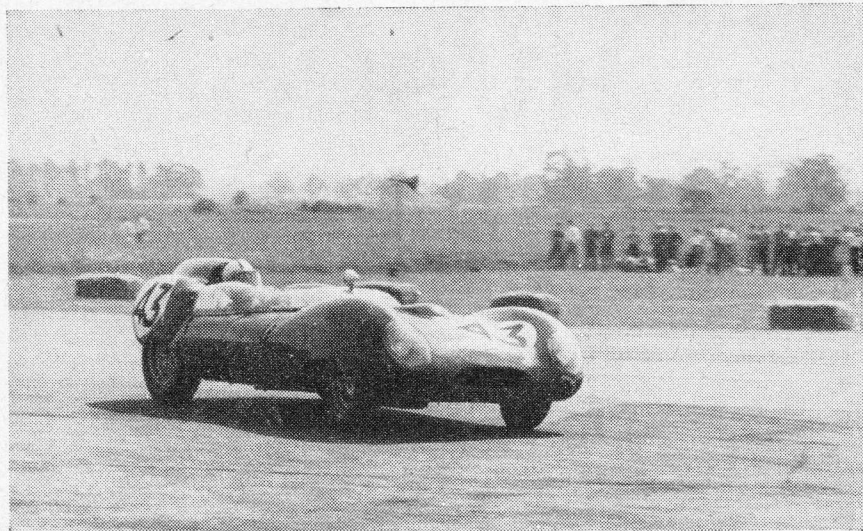
VICTOR . VELOX . CRESTA

NEW LAP RECORD was set up by G. H. Breakell's 1,500 c.c. Lotus-Climax at 70.51 m.p.h. as he won the unlimited sports car race.

WHITSUN Saturday, one of the hottest days on record, produced a series of races with possibly the closest finishes yet seen up North which, together with an entry of nearly 150 cars, provided a grand day's sport at the British Racing and Sports Car Club's Rufforth race meeting.

Scheduled to start the programme were a couple of "kart" events which, strange to say, were abandoned through lack of entries.

Rufforth, for those unfamiliar with this little aerodrome circuit near York, measures 1.7 miles around, has a goodish straight terminating with a double dog-leg at York and Acomb corners, then comes a series of fast left- and right-hand curves rejoicing in the names of Foss, Grange and Boundary; a short run down



SUN-SCORCHED RUFFORTH

Extremely Close Racing at B.R.S.C.C. Northern Event

to an acute hairpin, followed by a very dicy and badly cambered esse bend which rejoins the main straight at Runway, a right-hander. Surface tends to be a little on the "rough" side! The course record standing to a couple of Lotuses with tours of 1 min. 27.2 secs. or 70.18 m.p.h.

The racing commenced with a 10-lap race for single-seaters up to 1,100 c.c. subdivided into: "A", not exceeding 500 c.c.; and "B", International Formula Junior. Taking the 500s first, J. Pitcher (Cooper-Norton) as usual proved an easy winner, indeed for several laps he was lying fifth overall, consistently harrying the fourth and fifth place Juniors! Second, some distance behind, came G. Gartside (Cooper-Norton) and third, a lap in arrears, was H. Stilborn (Garford Spl.). The Juniors had a battle "royale", the lead continually changing between R. A. Hudson (Elva) and L. Bramley (Lotus) who eventually finished in that order. Third place was taken by J. L. Romanes (Lotus) after another fine scrap with D. Mason (Elva).

Next came a 10-lap race for sports cars up to 1,200 c.c. In this one the

lead changed no fewer than three times in so short a distance, first it was A. D. Bennet (Ford G.T.), then M. Henderson (Lotus) and finally, on lap seven, J. N. Blades (Lotus) managed to get in front and stay there! Henderson took second spot with P. Kelly (Longbacon) the other place man. At the Esses things were enlivened by a double spin by H. R. Vincent (Sprite) and D. R. Henderson (D.R.H.) which scattered "odd bods" in all directions.

Following this came a 16-lap race for unlimited sports cars. After the first two laps in which the lead was disputed by first J. M. Bramall and then K. M. Francis driving a Lotus-Climax 1,098 c.c. the larger capacity of G. H. Breakell's Lotus 1500 proved too much! Even so Breakell could never let up for an instant, the other two hounding him all the way; the winner making a new lap record with a time of 1 min. 26.8 secs. or 70.51 m.p.h. which was later shared by Francis. In their somewhat hectic tour, the leaders lapped all bar the fourth man home, P. Barak (Lotus), and he was some 45 seconds in arrears!

In the Grand Touring event, which had

a special class for Climax-engined cars, it was K. D. Jones (Lotus VII) all the way, as try as they could and did, the Elites of E. Dobson and A. Dobson, the place men, just hadn't enough steam! A most spectacular effort in this event occurred to Mrs. Scott Moncrieff who had been taking the Esses in a most daring fashion, lost the lot on lap six and was seen no more!

Event 7, a 10-lap race for unlimited sports cars. The unlimited class looked a gift to P. Bolton (A.C.) who was out in front by miles until lap five when he disappeared! Thereafter I. J. Harris (Austin-Healey), who had been in second spot, really had to "go" to hold off an extremely well driven but somewhat elderly Frazer-Nash in the hands of E. C. Booth. Third place went to R. Attwood (TR3). A similar car in the hands of J. C. Seed having a momentous spin at the approach to Becketts hairpin.

There followed an eight-lap race for modified production saloons, which provided an easy victory for P. G. Walton's Jaguar 3.8 with A. Scoble's Mark VII in

(Continued on page 841)

Results

Formula 3: 1, J. Pitcher (Cooper); 2, G. Gartside (Cooper); 3, H. Stilborn (Cooper).

Formula Junior: 1, R. A. Hudson (Elva), 68.55 m.p.h.; 2, L. Bramley (Lotus); 3, J. L. Romanes (Lotus). **Fastest lap:** Hudson, 70.18 m.p.h.

Sports Cars up to 1,200 c.c.: 1, J. N. Blades (Lotus XI), 62.06 m.p.h.; 2, M. Henderson (Lotus VII); 3, P. Kelly (Longbacon). **Fastest lap:** Henderson, 63.62 m.p.h.

Sports-Racing Cars of Unlimited Capacity: 1, G. H. Breakell (Lotus XV), 69.21 m.p.h.; 2, K. M. Francis (Lotus XI); 3, J. M. Bramall (Lotus XI). **Record joint fastest lap:** Breakell and Francis, 70.51 m.p.h.

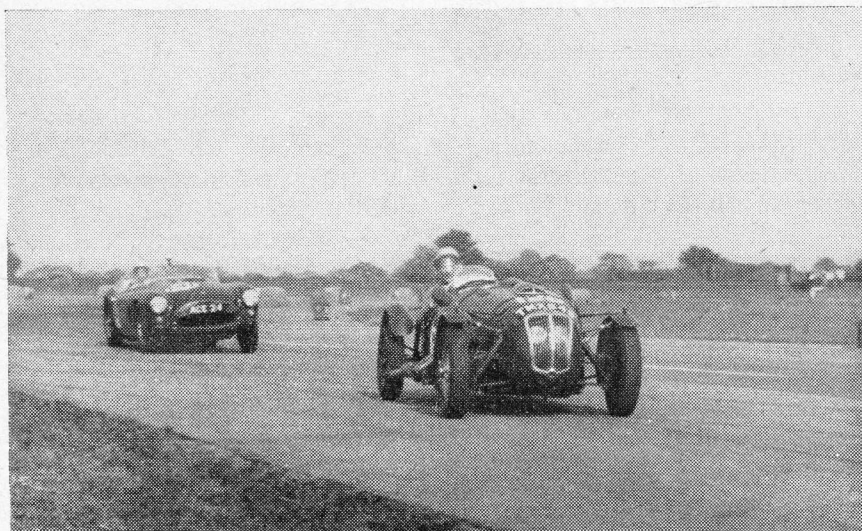
Sports and G.T. Cars up to 1,600 c.c.: 1, K. D. Jones (Lotus 7), 62.32 m.p.h.; 2, E. Dobson (Lotus Elite); 3, A. Dobson (Lotus Elite). **Fastest lap:** Jones, 64.15 m.p.h.

Unlimited Sports Cars: 1, I. J. Harris (Austin-Healey 100S), 62.18 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, R. Attwood (TR3). **Fastest lap:** P. Bolton (A.C. Ace), 63.88 m.p.h.

Saloon Cars. Class A: 1, K. M. Francis (Anglia); 2, B. H. Redman (Mini-Minor); 3, G. A. Percival (Anglia). **Class B:** 1, M. J. Kingham (Zephyr); 2, E. B. Wadsworth (Healey Elliot). **Class C:** 1, P. G. Walton (Jaguar 3.8); 2, A. Scoble (Jaguar VII). **Fastest lap:** Walton, 61.45 m.p.h.

Racing and Sports Cars of Unlimited Capacity: 1, L. Bramley (Lotus), 69.29 m.p.h.; 2, J. M. Bramall (Lotus XI); 3, P. A. Simpson (Cooper F2). **Fastest lap (Record):** Bramley, 71.16 m.p.h.

BRISTOL ENGINES power both E. C. Booth's venerable Frazer-Nash and E. J. Mitchell's more recent A.C. Ace but the older car is more than holding its own.





BRISTOL PLASTICS

ON THE ROAD

Large order from Lotus Cars Limited endorses outstanding quality of glass-fibre car bodies

Lotus Cars Limited have just placed an order with Bristol Aeroplane Plastics Limited for a very large number of plastic car bodies for their new Lotus Elite grand touring car. This order, one of the largest ever awarded to a plastics manufacturer by a British car firm, is a striking endorsement of the outstanding quality of Bristol plastic car bodies.

The most roadworthy car body EVER BUILT

The Lotus Elite car body consists of a shell made of glass-reinforced epoxide and polyester resin. The chassis and body are fused together into a highly sophisticated, integral moulding which forms the most advanced car body ever built.

The structure, which is corrosion-proof, is exceptionally rigid with a good resistance to impact damage. In addition, extremely high aerodynamic efficiency combined with excellent sound damping and thermal insulation properties

provide a shell which embodies all the most desirable qualities of roadworthiness.

Bristol Aeroplane Plastics Limited are among the leaders of plastics technology in Europe and have perfected a number of new techniques. These new techniques, which include developments in foaming polyurethane, could be used for further major advances in car body design.





Oulton Park Goes "Continental" on Whit Monday

Report and Photography by
FRANCIS PENN

Magnificent Meeting Staged by B.R.S.C.C. with Brian Naylor, Mike Costin and Don Parker in the Lead

MISSING from Oulton Park since 1956, the British Racing and Sports Car Club returned to the North's finest circuit on Whit Monday with a National event and it is the fervent desire of all those present that this meeting will become, at the very least, an annual event. The reason, quite simply: it was one of the best race meetings yet seen at Oulton Park and that's saying quite a lot!

The first race of the day was over 27 laps, equivalent to perhaps 75 miles, for unlimited sports cars, subdivided into classes for cars up to 1,100 c.c., 1,500 c.c., 2,500 c.c. and over. On form this looked like a battle "royale" between Brian Naylor with the Cooper-Maserati and David Piper driving a Lotus XV, both cars being of 2½ litres capacity. It was, but only, unfortunately, for three laps, after which the Lotus, suffering from fuel starvation, made a long pit stop, rejoining the race to complete 23 laps only.

With Piper out of the way, the only opposition to Naylor was from an extremely well-driven Lister-Jaguar piloted by Gerald Ashmore who, up to the 15th tour, was only nine seconds in arrears, both cars lapping around the 1 min. 56 secs. mark, then Naylor, driving well within himself and giving a polished exhibition of full power cornering, started to gain about one second per lap, so that by the 25th tour the difference was 18 seconds and over the line it had increased to 23.

Third place overall went to G. Pitt driving a Cooper Monaco of 2 litres capacity, who, though down on power to the leaders, never let up and came through the field from 11th place on the

first lap to third position two tours later. Pitt finished 51 seconds behind the winner. The 1,500 c.c. class was taken by Jack Fairman, down to drive a TecMec, but instead produced a Lotus XV with which he finished fourth overall after a 26-lap battle with G. Breakell in a similar car, with only six seconds separating them at the flag! The "baby" class saw well-known rivals K. M. Francis and P. Boshier-Jones on Lotus 1,100s at it again, the former winning the day by 31 seconds and taking a very creditable overall sixth position. Incidents in this event included P.

Results

Unlimited Sports Car Race: Overall Winner: J. B. Naylor (Cooper-Maserati), 85.82 m.p.h. **Class A:** 1. G. Ashmore (Lister-Jaguar), 85.20 m.p.h.; 2. D. W. A. Chamberlain (Cooper-Jaguar); 3. M. E. S. Bond (Aston Martin DB3S). **Fastest lap:** Ashmore, 87.65 m.p.h. **Class B:** 1. J. B. Naylor (Cooper-Maserati), 85.82 m.p.h.; 2. G. Pitt (Cooper-Climax); 3. D. R. Piper (Lotus XV). **Fastest lap:** Naylor, 87.80 m.p.h. **Class C:** 1. J. E. G. Fairman (Lotus XV), 85.71 m.p.h.; 2. G. Breakell (Lotus XV). **Fastest lap:** Breakell, 86.28 m.p.h. **Class D:** 1. K. M. Francis (Lotus XD), 84.53 m.p.h.; 2. P. Boshier-Jones (Lotus XD); 3. B. Pinckney (Lotus XD). **Fastest lap:** Francis, 83.67 m.p.h.

The Cheshire Cup: 1. M. Costin (Lotus-Ford), 81.99 m.p.h.; 2. M. H. Spence (Cooper-Austin); 3. R. Hudson (Elva-Austin). **Joint fastest lap:** Costin and Spence, 84.81 m.p.h.

Touring and Grand Touring Car Race: Overall Winner: D. Parker (Jaguar XK 150), 77.55 m.p.h. **Touring Cars—Class A:** 1. D. L. Lewis (Jaguar 3.8), 72.11 m.p.h.; 2. G. M. F. Humble (Riley 1.5). **Fastest lap:** Lewis, 74.62 m.p.h. **Class B:** 1. E. Lewis (Austin A40), 71.33 m.p.h.; 2. J. Richard-Aley (Austin A35); 3. B. D. Whitaker (Austin A35). **Fastest lap:** Shepherd (Austin A40), 74.18 m.p.h. **Grand Touring Cars—Class A:** 1. D. Parker (Jaguar XK 150), 77.55 m.p.h.; 2. R. A. Gibson (Jaguar XK 120); 3. J. R. Todd (Peerless). **Fastest lap:** Parker, 77.77 m.p.h. **Class B:** 1. Sir G. Baillie (Lotus Elite), 75.31 m.p.h.; 2. J. R. Stoop (Porsche Carrera); 3. R. J. Crossfield (M.G.A Twin-Cam). **Fastest lap:** Baillie, 76.34 m.p.h.

WINNER of the main event of the day was Mike Costin (Lotus), seen here on his own at Old Hall having led practically all the way.

Mould (Lister-Jaguar) who left the circuit at Knicker Brook on lap two and retired; A. Mann (H.W.M.-Jaguar) who retired on lap 14 minus brakes; G. Lee (Lister-Jaguar) who retired on lap 17 with back axle trouble, and P. Gordon who retired the new Lotus Seventeen with overheating on lap 18.

Promptly at 3.15, in brilliant sunshine, with a huge crowd of spectators in attendance, down came the flag on the main race of the day, the Cheshire Cup for International Formula Junior cars over 37 laps (101 miles), the grid showing five Elvas, two Coopers, two Lotuses and one each Terrier, Lola, Gemini, Halson, Bennett and Saxon, 15 starters in all with M. Costin (works Lotus) and H. M. Spence (Cooper-Austin) sharing the pole by reason of practice times of 1 min. 58.6 secs. (83.81 m.p.h.).

Into Old Hall Corner it was Spence with Costin glued to the Cooper's tail; third was R. A. Hudson (Elva-Austin), a slight gap then came J. L. Romanes (Lotus-Ford), D. G. Addicott (Elva-Auto Union), M. Woodley (Cooper-Austin) and B. R. Hart (Terrier-Ford), with only feet separating them. Lap two saw no change in the leaders but A. D. Bennett (Bennett-Ford) was out. Lap three, Costin took Spence and Hart passed Woodley, the leader lapping in 1 min. 59 secs. Lap seven saw the second casualty when N. Samaras lost a wheel on the Gemini at Lodge, the driver suffering cuts and bruises.

Lap eight and the two leaders passed the pits side by side, Hart took Addicott to move into fifth place, then on lap 13 came drama: Spence, after a tour in 1 min. 58 secs., overdid things at Old Hall and spun backwards on to the grass and stalled! Like a flash announcer Stuart Hall warned marshals not to assist, and the Cooper "fired" on the starter, was away without losing second place. Not for long, though, as he did the same thing out by Esso, this latter revolve costing him three places. Then Spence took the bit between his teeth and really started to go; in two laps he retook Romanes and Hart who had been alternating in third and fourth positions, and then set about the catching of Hudson, now firmly established in second place though well behind Costin, now out on his own.

Lap 18: 17 seconds separated Hudson from Spence, and Addicott was out with a blown gasket. Lap 21 and it was 15 seconds. Twenty-two, the difference was 11 seconds, 23 eight seconds, 24 five seconds, and on lap 26 Spence regained second place though by then he was still a minute and a half behind the flying works Lotus of Costin. Lap 33 and the leader lapped third man Hudson to run out a comfortable winner by 1 minute 25 seconds. Spence held second place after a magnificent effort: if only he hadn't spun, what a finish there might have been! Hudson was third, Romanes fourth, then at the very last minute tragedy struck again—Hart, who seemed a certain fifth (lolly being paid down to sixth place), spun at Lodge on his last lap, damaged a front suspension unit and could not even push the car in the last few yards. A fine race, full of interest and the crowd loved every minute of it!

(Continued on page 843)

Rufforth—continued

second place. M. J. Kingham (Zephyr) and E. B. Wadsworth (Healey), as usual, took the class up to 2,600 c.c. whilst in the baby class it was Anglia, Mini, Anglia in the hands of K. M. Francis, B. H. Redman and G. A. Percival.

Last event of the day was a 16-lapper for the 20 cars proving fastest in practice and a "rite good do" it was! For the first nine laps, P. A. Simpson (Cooper II) just held off a combined onslaught by J. M. Bramall (Lotus) and L. Bramley (Junior Lotus), then, approaching Becketts Hairpin on lap nine, Simpson took to the grass and in the process dropped a couple of places. During this incident Bramley passed Bramall. The Junior car then motored to such an extent that it not only won the race, but in so doing created a new lap record with a tour in 1 min. 26 secs. or 71.16 m.p.h., a fine effort. Simpson recovered to finish third.

FRANCIS PENN.

Mallory—continued

passed by the amazing little Lola of Alan Rees, which had claimed the fastest practice lap of the whole entry with a fantastic 54.8 seconds. Edward Greenall held third place with another Lola and the field was completed by a Camoradi entry in the shape of a Porsche Spyder driven by G. L. Smith. Alan Rees drove the rock-steady Lola beautifully and Tony Marsh had to work very hard indeed to lose as little ground as he did. It seemed that we had only to wait for the end but, even in this race, there was last-lap drama. As Rees came out of Lake Esses for the last time the motor cut dead and momentum just failed to carry him to the top of the hill. Two bystanders helped push the car and he was disqualified, a poor return for a fine drive. The trouble proved to be a loose petrol union.

The 40-lap *Formule Libre* race proved to be the second bitter disappointment for Mike McKee, who drove Jim Russell's Cooper F2. Having wrecked one engine in practice he got another installed just in time to come to the grid. On the third lap oil began literally pouring out of the car but, incredibly, no one who was in any position to halt his progress seemed to realize what was going on. He began to motor at a tremendous pace in pursuit of Tony Maggs, who was leading with John Ogier's brand new F2 Cooper, and on the eighth lap the engine protested violently and he was out. There was oil all round the course and it was terribly slippery and Tony Maggs, who was anyway

suffering from wrong tyre pressures and suspension settings on an untried car, was hardest hit by this additional hazard. Stanley Hart drove a perfect race in Brian Naylor's F2 Cooper to overhaul the leader nine laps from home, while Ron Carter (F2 Cooper) made a determined onslaught on Geoff Duke's F1 car, led briefly, but had to give best in the end. Alan Rees was again eliminated by mechanical trouble and Tony Marsh's Monaco also gave up.

The race for AUTOSPORT Championship Classes A and C brought only seven cars to the line, of which two were not contenders in the series. Lionel Mayman, who led throughout with his Morgan, could therefore claim no points for his effort and the babies were racing for half points; a great pity. The only interest in the race was likely to be provided by the battle between the Turners of George Morgan and Bob Gerard, but Bob's car went off song for four laps at the crucial time and even this did not materialize. Robert Duggan (Morgan) had great fun with one of the interlopers, D. P. Baker's Aston Martin, finally defeating it roundly.

An extra Formula Junior race was run at the end, over 25 laps. Mike McKee again led into Gerard's hotly pursued by Peter Arundell, but Chris Summers bored right through to lead out of the hairpin. Mike was again in trouble with his gearbox and it packed up altogether on the 10th lap, to fill his cup of sorrow. At this moment Arundell made his bid and nipped in front of Summers at Gerard's. Summers refused to give up and clung tenaciously to Arundell's tail, while Tim Parnell again nursed his Lotus along very rapidly despite a badly slipping clutch, but now in the third place which he held to the end. Pantlin was again following him round. George Morgan had had a spectacular accident at Lake Esses on the second lap, finishing up quite unhurt in the ditch at the paddock mouth. At three-quarter distance Chris Summers made a determined come-back and shot through on the inside of the hairpin to lead once more. From then on the lead changed every few moments and the crowd went wild with excitement. On the final lap, however, things got a bit too hot; the two leading cars touched wheels on Gerard's while lapping a tail-ender and the last desperate bid for victory by Summers, again on the inside of the hairpin, resulted in a pronounced shunt, from which Arundell emerged to take the chequered flag and the big bag of gold for the second time.

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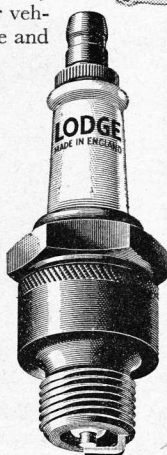
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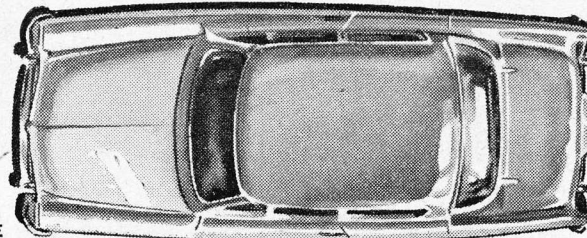
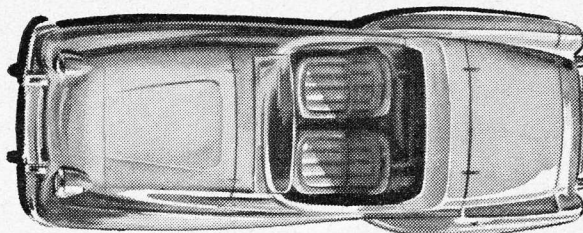
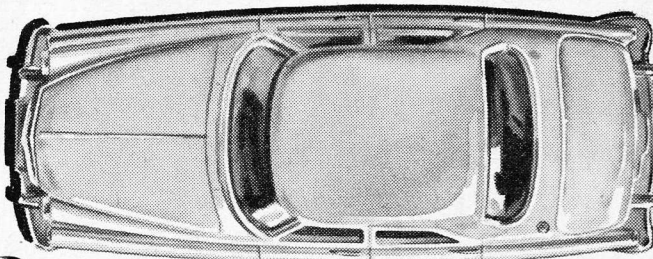
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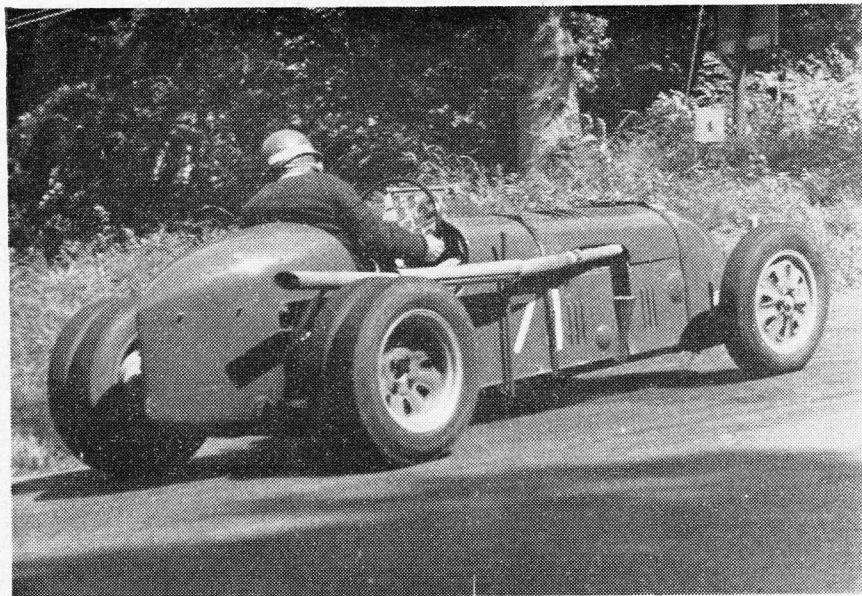
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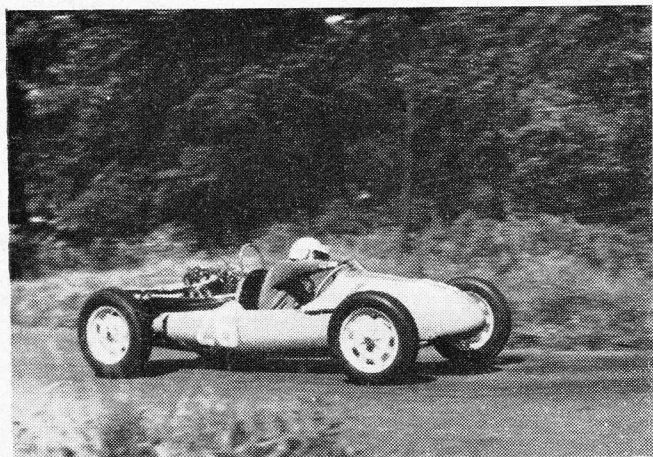
CUTTING IT FINE is F. A. Norris's class-winning Alta Special, which went up in 37.56 secs. *BELOW:* Study in light and shade for Arthur Owen's Cooper-Austin Junior, which recorded 40.96 secs.



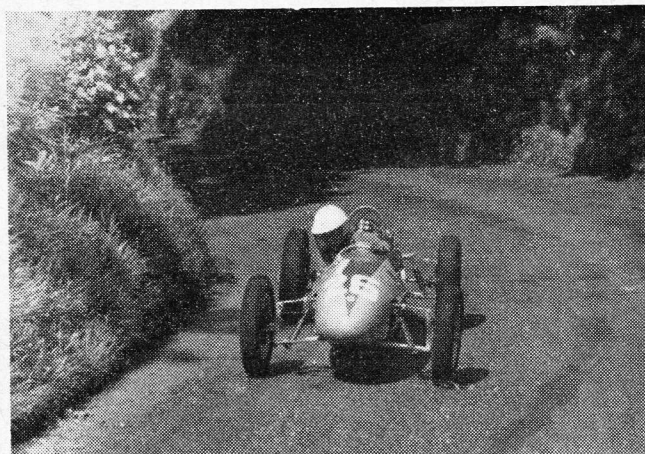
Light and Shade at Shelsley

David Boshier-Jones Again Makes B.T.D.

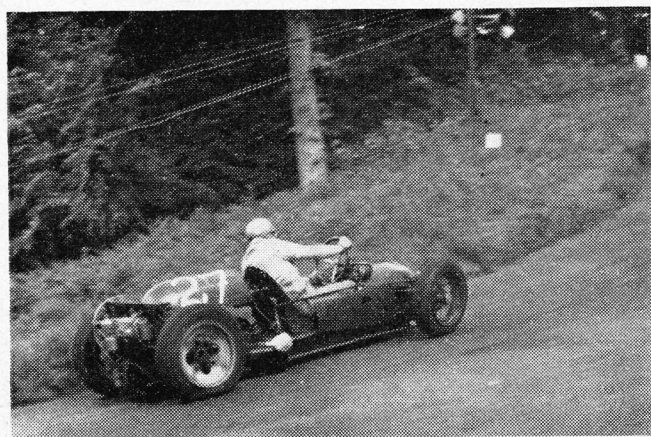
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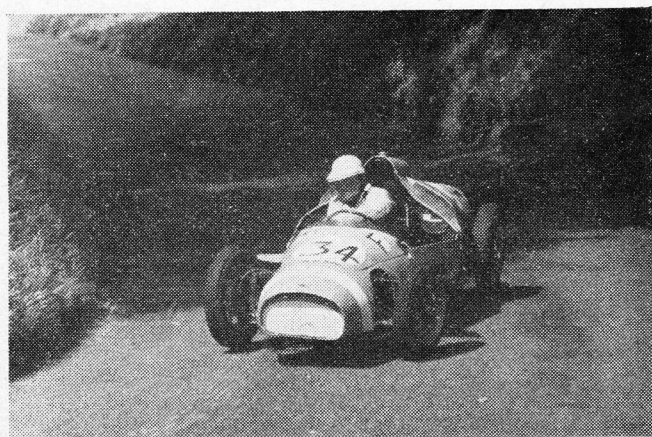
CHAMPION STYLE: David Boshier-Jones presses on to make B.T.D. in 35.76 secs.



HEAD-ON, this time, "Bosh" takes his usual close, unhurried line in immaculate style.



TRUE SPIRIT: Chris Summers dashes up in the Farley Special—a true example of the "Shelsley special".



ANOTHER well-known special—the amazing Climax-engined Fairley of Reg Phillips.

Club News

By MICHAEL DURNIN

NUMBER PLATES

THE police are concerned by the current trend to paint or apply registration marks on the surfaces of cars instead of on conventional flat number plates, and have asked for the R.A.C.'s co-operation in pointing out what the law requires.

The legal position is governed by the Road Vehicles (Registration and Licensing) Regulations 1955. "By Regulation 21 all registration marks must be exhibited on a flat rectangular plate or on a flat unbroken rectangular surface forming part of the vehicle. By Regulation 22 the registration marks on a vehicle first registered before 1st October, 1938, must be exhibited in a vertical position so that every letter or figure is vertical and easily distinguishable. By Regulation 26 the registration marks on a car first registered on or after 1st October, 1938, need not be vertical but must be exhibited so that in normal daylight the letters and figures are easily distinguishable by an observer at any point between 10 and 75 ft. away throughout an arc of 90 degrees at the front or rear of the vehicle. The letters and numbers must be white, silver or light grey on a black surface and must comply with detailed conditions as to dimensions and spacing." . . . So there!

* * *

HERTS County A. and Ae.C. are to have a national hill-climb at Westbrook Hay on 9th July and it will be a qualifying event for the British Hill-Climb Championship. There will be classes for all cars. Secretary of the meeting is E. R. Sturt, c/o Chandos Press, Ltd., South Road, Edgware, Middx., who must have all entries by 20th June (late entries at increased fee until 30th June). . . . New competitions secretary of the northern region of the **B.M.R.M.C.** is W. R. Bennett, c/o Davies and Bennett (Storage), Ltd., Dunning Bridge Road, Liverpool 10, to whom all requests for marshals should be addressed. . . . **Evesham A.C.** are to hold a restricted sprint meeting at Long Marston Airfield on 10th July. Regs. are available from Mrs. M. E. Jehan, "Twixt Farms", Bredon, Tewkesbury, Glos. (who must have all entries by 28th June), and invited clubs include **B.R.S.C.C.**, **Bristol M.C.** and **L.C.C.**, **B.A.R.C.**, **Bugatti O.C.**, **Cheltenham M.C.**, **Dowty M.C.**, **Hagley and D.L.C.C.**, **Midland A.C.**, **Sunbac** and **750 M.C.** . . . **Romford E.C.C.** have had to change the venue of their 19th June Sprint from North Weald to Stapleford. . . . **Huddersfield M.C.** are to have a closed driving test meeting on the parade ground of St. Paul's Street Drill Hall, Huddersfield, on 26th June. There will be classes for sports and touring cars and all entries must reach J. B. Brierley, Thorpe House, Almondbury, Huddersfield, by 23rd June (or later at increased fee).

MR. WILFRED ANDREWS has been re-elected Chairman of the Royal Automobile Club for the fifteenth successive year. **Mr. L. F. Dyer** has been elected a Vice-Chairman.



RISKING a horrid fate a young reader avidly scans AUTOSPORT by the light of a torch in his school dormitory. We would like to say who took this excellent photograph but—no names, no packdrill!

Coming Attractions

- 18th June.** Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 1.30 p.m.
B.A.R.C. Race Meeting, Aintree, near Liverpool. Start, 2 p.m.
19th June. Eastern Counties M.C. Race Meeting, Snetterton, near Thetford, Norfolk.
V.S.C.C. Rally, Kildrummy Castle, Aberdeenshire. Start, 10 a.m.
Belgian Grand Prix (FI), Spa.
24th-30th June. Alpine Rally.
24th-25th June. Plymouth M.C. Plymouth National Rally.
25th June. B.A.R.C. Members' Race Meeting, Goodwood. Start, 2 p.m.
Lothian C.C. Hill-Climb, Bo'Ness, near Grangemouth. Start, 1 p.m.
M.M.E.C. Race Meeting, Silverstone, near Towcester, Northants.
25th-26th June. 24 Hour Race of Le Mans (S. G.T.).
26th June. West Hants and Dorset C.C., Yeovil C.C. Hill-Climb, Wiscombe, East Devon.
Trio Race Meeting, Brands Hatch, near Farningham, Kent. Start, noon.
2nd July. M.C.C. Race Meeting, Silverstone.
R.S.A.C. Hill-Climb, Rest-and-be-Thankful, near Arrocher, Argyll.
3rd July. B.R.S.C.C. Race Meeting, Brands Hatch.
French Grand Prix (FI), Rheims.

CHAIRMAN and secretary of the Liverpool M.C., Messrs. K. Moore and P. Ledger-Lomas, have flown to the Isle of Man to discuss the promotion of a sporting event in the Island in 1961. This may take the form of either a rally or a hill-climb.

GOODACRE AND CHAPMAN TROPHIES

WITH the first three races of the season run at Silverstone, Aintree and Oulton, but with incomplete results of the latter available at the moment, the Goodacre Trophy position is that Mike Featherstonhaugh leads with 27 points from his team mate Tony Densham, with 25 points. Third and fourth are Cat Team members Anziani (17 points) and Toft (15 points).

The Chapman Cup position is that A. D. Bennett (Ford Special) has 29 points and J. J. Cottrell (Lotus 7) 26 points.

Oulton Park—continued

Last race of the day was another 27-lapper, this time for Touring Cars in classes under and over 1,000 c.c. and for Grand Touring Cars under and over 1,600 c.c., which drew mostly everybody who is anybody in saloon car dicing, and what a race it was too, the lead changing hands no fewer than five times and only 25 yards separating the first two cars over the line!

Into Old Hall it was Don Parker (XK 150), R. A. Gibson in the ex-Protheroe XK 120 hardtop, then Sir Gawaine Baillie in a Lotus Elite, then Dickie Stoop in a very new Porsche Carrera complete "mit R.S.K. drain pipe exhaust", then R. A. Hobbs (XK 140), with Doc Shepherd's A40 glued to his tail, next came two inseparables, J. R. Todd (Peerless) and E. Lewis in another A40, who dived like mad all the way!

Lap two, Gibson passed Parker and on lap five Hobbs and Shepherd took Stoop; two laps later Shepherd got past Hobbs to take fourth place, an amazing effort! Lap 11 and 10 yards only separated Parker from Gibson and a similar distance from the second to the third man, Baillie. Lap 13 saw a change—Parker was back in the lead and Stoop passed Hobbs. Shepherd was timed at 2 mins. 14 secs.

Shepherd was out on his 15th tour, a wheel having parted company at Esso; on the same lap S. Bloor retired his T.V.R. Grantura, reason unknown; also, last but not least, Baillie's Elite was in the lead and the Stoop Porsche had regained fourth place.

Next time round H. W. Ratcliffe, well-known conductor of a very fast Morris 1,000, upended it at Cascades, luckily without injury. So it continued without overall change until the 24th round when Parker took Baillie after Old Hall and held his lead to win by some 25 yards. Gibson was third and Stoop fourth. The touring class went to D. L. Lewis (Jaguar 3.8) after a somewhat dicey start, and E. Lewis (A40) won the under 1,000 department.

BORDER MOTOR RACING CLUB Charterhall Race Meeting

ONCE a year, thanks to the Winfield Joint Committee who run meetings at Charterhall, the Border Motor Racing Club are allowed their own meeting which consists of a variety of races and the infamous B.M.R.C. Trophy race on handicap. This year's meeting took place on the last Sunday in May and attracted a goodly number of club motorists and the surprise entry of two Ecurie Ecosse cars, the new Cooper Monaco driven by Tom Dickson and the Jaguar D type (one of the early cars and not the new 3-litre) driven by Bill Turnbull, one of Scotland's leading rally and test drivers.

The weather was good and with the usual mixture of motor cycle and car races the meeting stretched into the early evening. Practice was fast and furious; Tom Dickson in the Ecurie Cooper equalling his own lap record for the circuit and Lew Bramley (Lotus Junior) finding that his suspension was not set up for the circuit—resulting in some fancy spinning.

To open proceedings there was the touring car race won by George Percival with his old-type Anglia complete with four-speed gearbox and fully modified. In second place, having his first race in a B.M.C. baby, was Phil Walton with a Downton-modified car and M. E. Porritt with a Riley 1.5 was third.

The racing car race which followed had but two Junior Lotuses to make it qualify for its title (won't anyone come to Charterhall with a Formula II Cooper?). This proved to be a walkover for Tom Dickson in the Cooper Monaco. Kept within certain limits by David Murray, Dickson made do with equalling his lap record set up in his 2-litre Lotus last September. Jimmy Mackay in his Lotus Eleven was second and Ronald Miller with his Lister-Jag third. The Specials and G.T. race which followed was quite a battle between the Lotus VII's of Forrest and Galloway versus the modified Sprites of Williams and Thompson. Forrest managed to scramble into a lead which he maintained but the other three chopped and changed for the rest of the race.

There was great promise in the next race for Tom Dickson was driving his Lotus Elite against a promising Scottish newcomer Bill Mackay in a C-type Jaguar. Mackay took the lead on his initial acceleration and drove a beautiful race to stay in front. Dickson dropped out on lap three with brake troubles—

he brought a spanner and proceeded to bleed the brakes on the circuit—then continued driving at a great rate but could make no impression. Following Mackay home was Bill Thompson, a consistent club driver, with his Austin-Healey 100S with Phil Walton (Jaguar 3.8) third. In the up to 2-litre class Charlie Harrison in his well-driven TVR led Durham's Porsche Carrera and Morrison's TR3A home.

The Climax race found one Lola (Bill Mackay in the ex-Gammon car) against a hord of Lotuses. In the end it was Campbell Dawson (Lotus XI) who won from Mackay with John Russell (Lotus XI) third. In the non-Climax class Blades's Lotus XI Ford had an easy victory from Harrison's TVR and Durham's Porsche. In the big sports car race Tom Dickson was given the green light and he proceeded to walk away from everyone lapping the field save one in six laps to win and set up a new lap record at a speed of 89.5 m.p.h.

Finally, there was the B.M.R.C. Trophy race on handicap. This race is always good fun but rarely seems to work out happily. Last year the wrong driver was given the flag and this year something similar happened which resulted in some advanced mathematics to work out that Charlie Harrison in his TVR had won: this was fitting as Harrison had been flagged winner of last year's race with his Riley 1.5 and then was demoted when the handicappers found a mistake.

GRAHAM GAULD.

EELMORE SPRINT AND RACE MEETING

250 Motor Racing, Singer Owners' and Harrow Car Clubs

Heavy rain during the morning practice periods did not help competitors to learn the unfamiliar circuit, but the weather improved after lunch and the first of the three timed runs took place on a drying circuit.

Cars were timed from a standing start to a flying finish over one lap of the circuit and R. Bunting in an A35 van set the pace in the class for closed cars up to 1,000 c.c. with a fast run in 48.0 secs., 1.4 secs. better than P. Butt's Fairthorpe Electron. Three Ford New Anglias in this class, driven by C. Stidwell, J. Stidwell and L. Needham, all recorded identical times for their first runs, 51.2 secs., whilst L. Abbott found the track not quite as dry as he

anticipated when he spun his NSU Prinz neatly in the middle of the track.

On their second runs most competitors were able to show an improvement of about 3 secs. on their previous times and, in Class 1, Butt's Fairthorpe was able to record 44.4 secs. bringing this down to 44.0 secs. for a class win on his last run. Second in this class was Bunting's rapid A35 van, 45.6 secs., and third L. Needham with the best of the Anglias in 48.0 secs.

Class 2, closed cars 1,000 c.c. to 2,000 c.c., was won by E. Mulliner's Simca Monthéry who recorded 46.8 secs.; runner-up in this class with 47.4 secs. was W. Bridges (Volkswagen).

The Jaguar XK 120s of P. Jones and P. Butt were well matched in the over 1,600 c.c. class, Jones finally getting down to 42.6 secs. on his final tour beating Butt by only 0.4 sec. The interesting BMW 328 of R. Hutchings was third with 43.2 secs., the best performance by a Singer Owners' Club member.

J. Miles, in an Austin-Healey Sprite, dominated the up to 1,000 c.c. open class, winning with a time of 43.8 secs. Fairthorpes took second and third places, E. Coad 45.6 secs., and I. Davis 46.0 secs.

B.T.D. came from the 1,000 c.c. to 1,600 c.c. open car class when G. Treseder (Lotus VII) put up a time of 42.2 secs. on his final run. This class award went to R. Knight (Singer-H.R.G.) with a best time of 43.8 secs., and the M.G. TDs of J. Carlton and P. Tunnard followed with 45.8 secs. and 46.8 secs. respectively.

The racing for the 250 cars suffered from an unfortunate number of non-starters and both the 10-lap races were won by M. Ball's 250 Special, his first race speed being 42.5 m.p.h., the second 44.0 m.p.h.

Results

B.T.D. and Best Harrow Car Club Member: G. Treseder (Lotus VII), 42.2 s.

Closed cars, up to 1,000 c.c.: 1, P. Butt (Fairthorpe), 44.0 s.; 2, R. Bunting (A35 van); 3, L. Needham (Ford Anglia).

Closed cars, 1,000-2,000 c.c.: 1, E. Mulliner (Simca Monthéry), 46.8 s. (also Best 250 M.R.C. Member); 2, W. Bridges (Volkswagen); 3, W. Foster (Wolseley 1500).

Open cars, over 1,600 c.c.: 1, P. Jones (Jaguar XK 120), 42.6 s.; 2, P. Butt (Jaguar XK 120); 3, R. Hutchings (BMW 328) (also Best Singer O.C. Member).

Open cars, up to 1,000 c.c.: 1, J. Miles (Sprite), 43.8 s.; 2, E. Coad (Fairthorpe); 3, I. Davis (Fairthorpe).

Open cars, 1,000-1,600 c.c.: 1, R. Knight (Singer-H.R.G.), 43.8 s.; 2, J. Carlton (M.G. TD); 3, P. Tunnard (M.G. TD).

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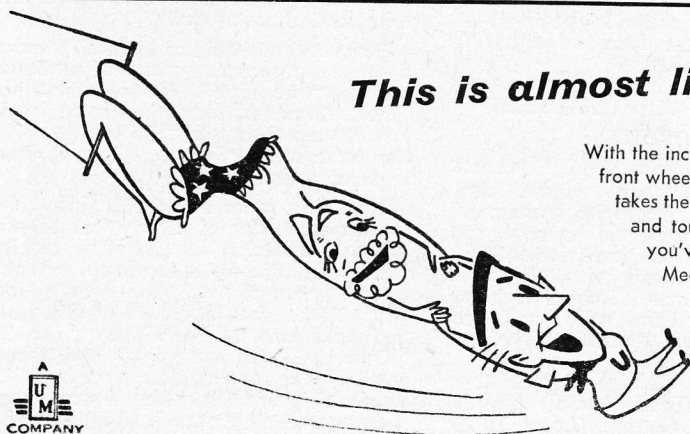
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B.S.A.

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(Continued overleaf)



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M.G.A. COUPE 1,500. 1957. Dark blue with fawn interior, fitted heater, spotlights, Michelin "X" tyres, one owner. **£755**

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Terms and insurance available on all models.

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1958 F1 or F2 LOTUS (Vanwall type), all latest mods. Completely ready to race, excellent history. Never crashed.

£795 (less engine).

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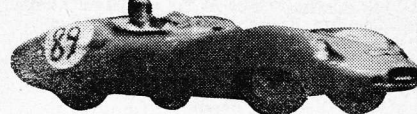
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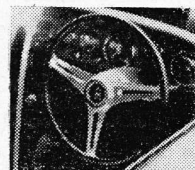
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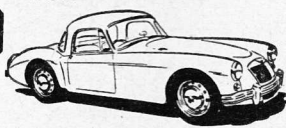
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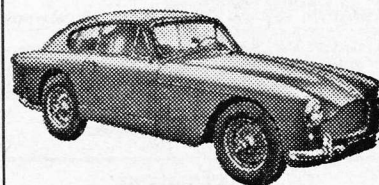
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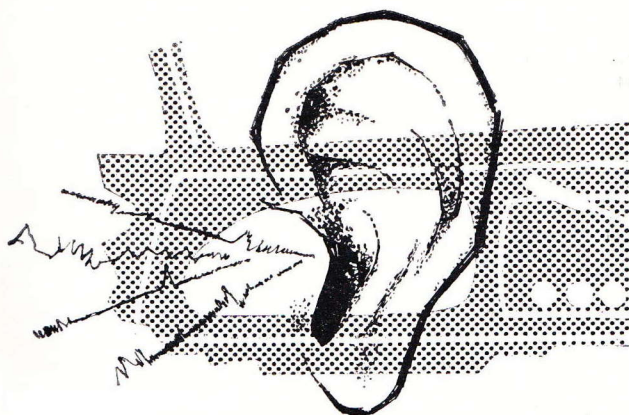
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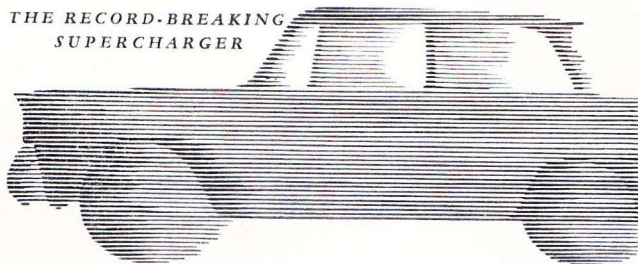
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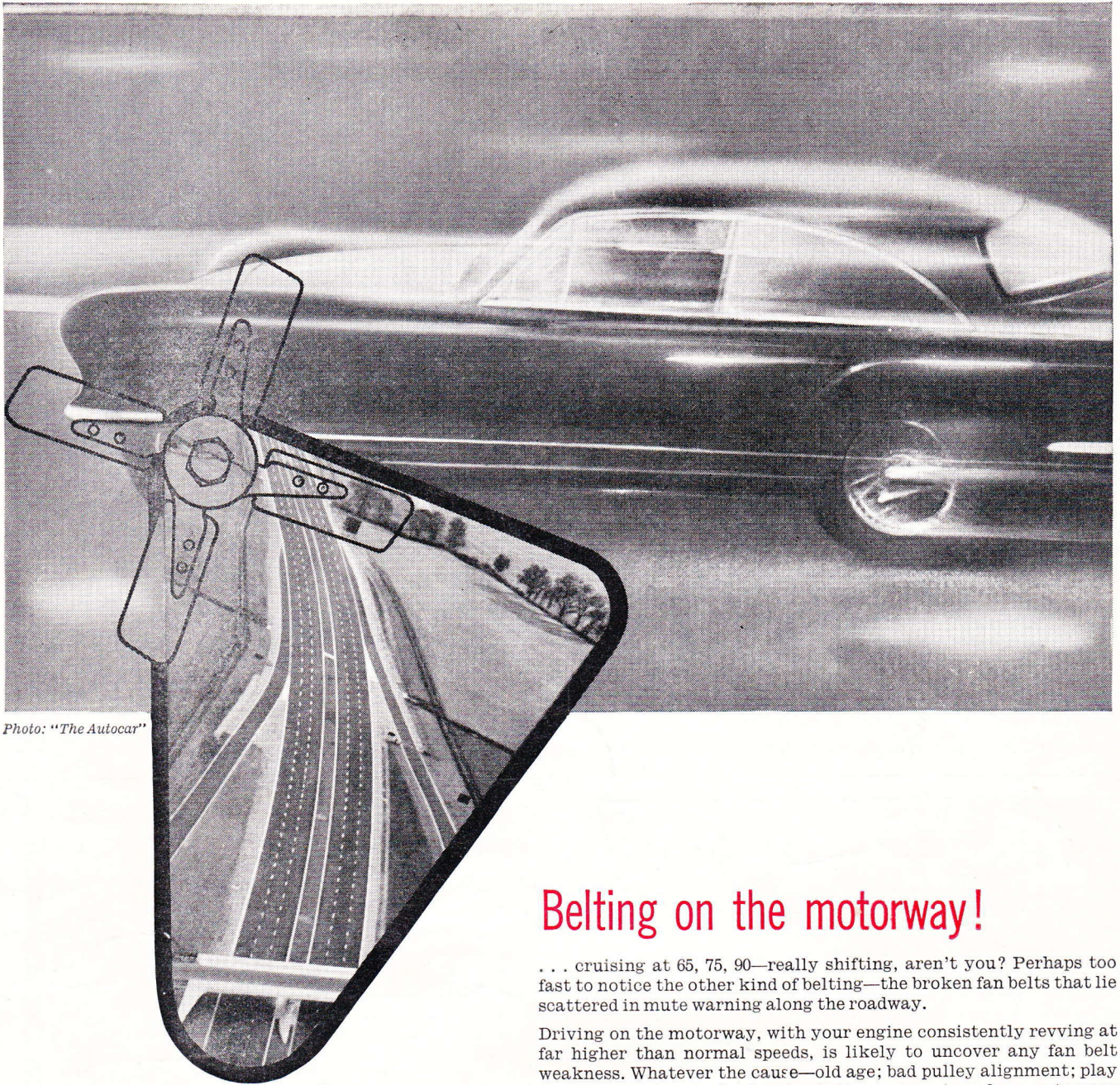


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