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JULY 29, 1960

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BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SOLITUDE GRAND PRIX—FULL REPORT AND PICTURES : RACING AT OULTON
PARK AND SILVERSTONE : CAMPBELL'S BLUEBIRD : HAPPIER MOTORING

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for stop-at-homes



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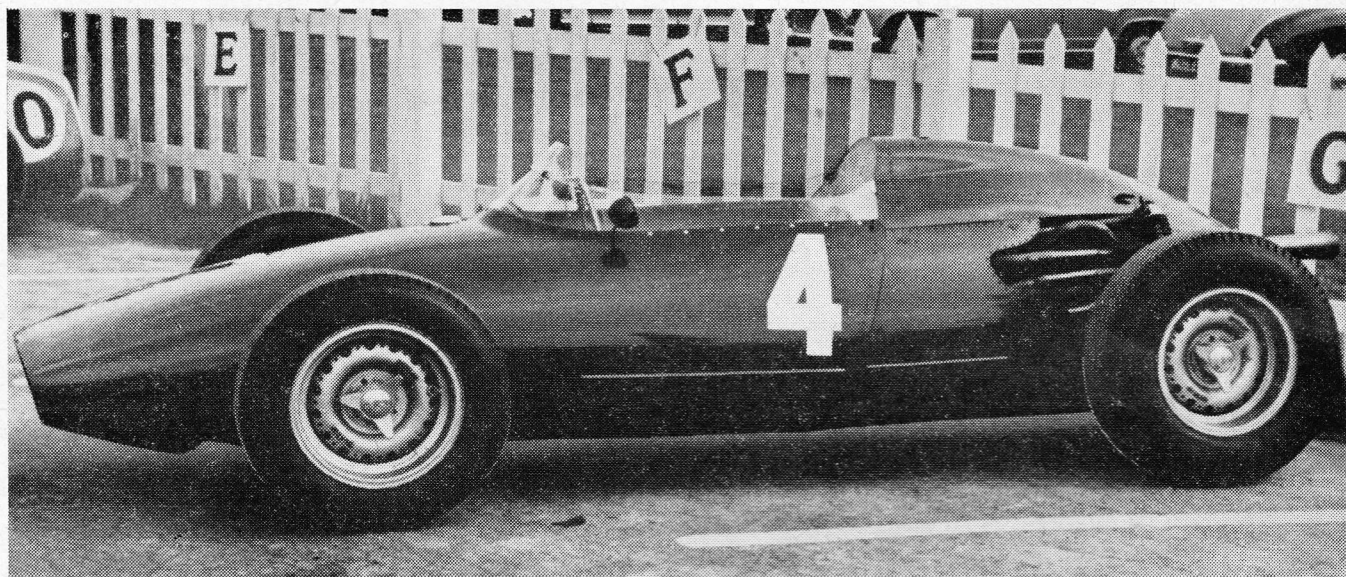
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EDITORIAL

FILLIP FOR FERRARI

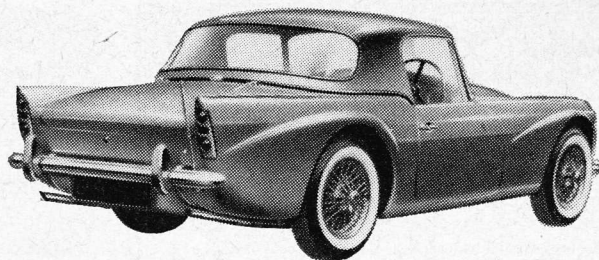
VON TRIPS'S victory at Solitude last Sunday with the new Formula 2 rear-engined Ferrari will encourage the technicians of Maranello. It must not be overlooked that this car is practically a prototype for the 1961 "half-ton" formula, and that it was faced by most powerful opposition from Porsche, Cooper-Climax and Lotus. As a glimpse into the pattern which 1,500 c.c. Grand Prix racing may take, it stands to reason that Enzo Ferrari will go ahead with his *motore posteriore* design, and, having produced a successful and race-worthy machine, will promptly forget all he has stated regarding the improbability of his concern backing the new formula. From now on the slogan for all continentals will be: "Beat the British!" As the Inter-Continental formula is still nebular, the challenge must be met in the field decided by the F.I.A.—that is to say if race organizers are in favour of staging full-scale Grands Prix to meet the 1½-litre formula.

AMBITION REALIZED

EVER since Brands Hatch Stadium became a regular venue for organized racing, both the B.R.S.C.C. and Mr. John Hall have envisaged a larger circuit on which full-scale Grand Prix racing types of event could be staged. That the new, enlarged circuit is ready for racing on August Bank Holiday speaks volumes for the enthusiasm behind the venture. Moreover, in introducing the "New Brands" to the public, the B.R.S.C.C. have arranged for a top-line programme, with a Formula 1 race which is almost a Grand Prix in itself, with full teams from Cooper-Climax, Team Lotus, Yeoman Credit, a couple of Ferraris, a B.R.M., entries from the Italian stables of Eugenio Castellotti and Centro-Sud, in addition to several notable privately entered machines. One can quite well imagine the cost in *primes de depart* of bringing such an exciting field, but one gathers that the organizers are anticipating the largest crowd ever to attend a motor-race meeting in the London area. The other events are also star-studded—races for sports cars, G.T. machinery and touring vehicles, as well as the popular Formula Junior category. Undoubtedly great crowds will flock to the Kentish venue, particularly to watch drivers of the calibre of Jack Brabham, Bruce McLaren, Graham Hill, Innes Ireland, John Surtees, Jim Clark, Tony Brooks, Olivier Gendebien, Henry Taylor, Masten Gregory and others. It is truly an ambition realized; in a comparatively short space of time, the club has developed from organizers of 500 c.c. events to staging important International meetings, attracting pilots of World Championship standard to Great Britain's latest road course.

OUR COVER PICTURE

A BIT OF OVER-ENTHUSIASM causes Rudi de Waldkirch (Lotus Seventeen) to spin, at Oulton's Old Hall Corner, to the alarm of Keith Francis (Lotus), A. G. Wood (Cooper-Ford) and Bill Pinckney (Lotus). De Waldkirch had to let the field go by but managed to finish third.

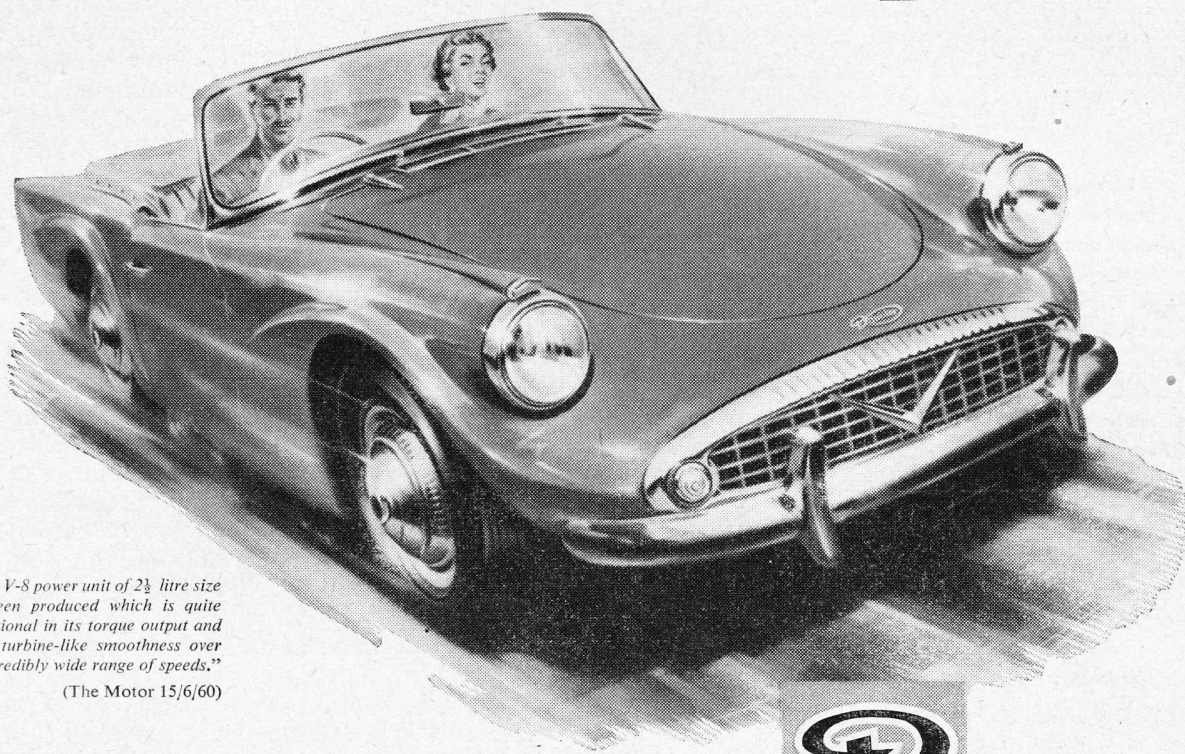


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(The Motor 15/6/60)

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COVENTRY



LIKELY to finish well up is Tony Brooks in his very fast Yeoman Credit Cooper-Climax. Tony is one of the few drivers to have tried the new 2.65-mile circuit.

SPORTS NEWS

THE BANK HOLIDAY "BRANDS"

G.P. Racing Cars for New Circuit Include Cooper-Climax, Lotus, B.R.M., Cooper-Maserati, Lotus-Maserati and Ferrari.

THE B.R.S.C.C. have gone in for no half-measures for the August Bank Holiday meeting at Brands Hatch, when the new 2.65 miles circuit will be used for the first time. Main event is, of course, the Formula 1 race which has attracted many World Championship contenders. For instance, Coopers are sending the current leaders, Jack Brabham and Bruce McLaren. Yeoman Credit have four Cooper-Climaxes with Tony Brooks, Dan Gurney, Henry Taylor and Bruce Halford.

Other Cooper-Climaxes will be driven by Roy Salvadori (C. T. Atkins), Lucien Bianchi (Fred Tuck) and George Wicken. A Maserati-powered Cooper will be in the hands of Keith Greene (Gilby Eng.) and the Ferrari-engined cars of Scuderia Eugenio Castellotti (Munaron and Scarlatti).

Team Lotus will be at full strength, i.e., Innes Ireland, Jim Clark and John Surtees and an interesting entry is Centro-Sud's new Lotus-Maserati to be driven by Ian Burgess. Power output is reputed to be 265 b.h.p.!

Scuderia Ferrari will probably use the new rear-engined cars: drivers will be Ritchie Ginther and Willy Mairesse. Enzo Ferrari may not care to have Phil Hill and von Trips drive the day following at Nürburgring. A lone B.R.M. will be piloted by Silverstone hero Graham Hill, who will assuredly start as one of the favourites. Also in the list are Brian Naylor (J.B.W.-Maserati), David Piper (Lotus) and Geoff Richardson (Cooper-R.R.A.).

The Formula Junior event contains no

fewer than eight Lotus-Fords, five Lola-Fords, two Lola-Austins, four Cooper-Austins, three Gemini-Fords, three Deep Sanderson-Fords, a Terrier-Ford, a T.B.N.-Austin and an Elva-Auto Union. Well-known "Juniorists" include Jim Clark, Trevor Taylor, Peter Arundell, John Surtees, Peter Ashdown, Chuck Dietrich, Geoff Duke, Graham Warner, Chris Lawrence and Bill de Selincourt.

For the unlimited sports car events there are Lotus, Lola, Elva, Tojeiro, Gilby, Victoria, Cooper Monaco, Jaguar, Lister-Jaguar, H.W.M., Lister-Chevrolet and Aston Martin. In the G.T. events there will be Jensen, Jaguar, Aston Martin, Ferrari, Austin-Healey, Triumph, Morgan, Peerless, A.C.-Bristol, M.G.A., Alfa Romeo, Lotus Elite, Marcos G.T., Sprite and Turner. Chief attractions here will be Jack Sears in Sopwith's DB4 and Bill Moss in the fabulous all-wood Marcos.

To complete a superb programme, there will be the touring car category, the entries being dominated by Jaguar, Austin and Morris Mini-Minor.

Racing starts at 12.30 p.m. Accommodation in the Little Britches, Main Straight and Paddock Hill grandstands is 30s. (adults) and 10s. (children), and in the new Portobello stand, 22s. 6d. (adults) and 10s. (children). Tickets can

be obtained from Brands Hatch Circuit, Fawkham, Kent (Tel.: West Ash 331).

Given good weather conditions, it is expected that lap speeds of over 90 m.p.h. will be recorded in the "Grand Prix" race. Brabham and Graham Hill share, at present, the short circuit record at 78.87 m.p.h.

GREGOR GRANT.

BANK HOLIDAY AT MALLORY

THE National Open Race meeting organized by the Nottingham Sports Car Club at Mallory Park has attracted a first class entry. The main events being two 25-lap Formula Junior races, notable competitors being the works-entered Lotus driven by P. Arundell, M. McKee, in Jim Russell's car, C. Summers, T. Parnell, Mitchell and Henrotte all in Lotuses, Ian Raby and B. Spicer in Envoys, B. R. Hart in a Terrier and F. Gardner, M. Woodley and J. Rhodes in Coopers.

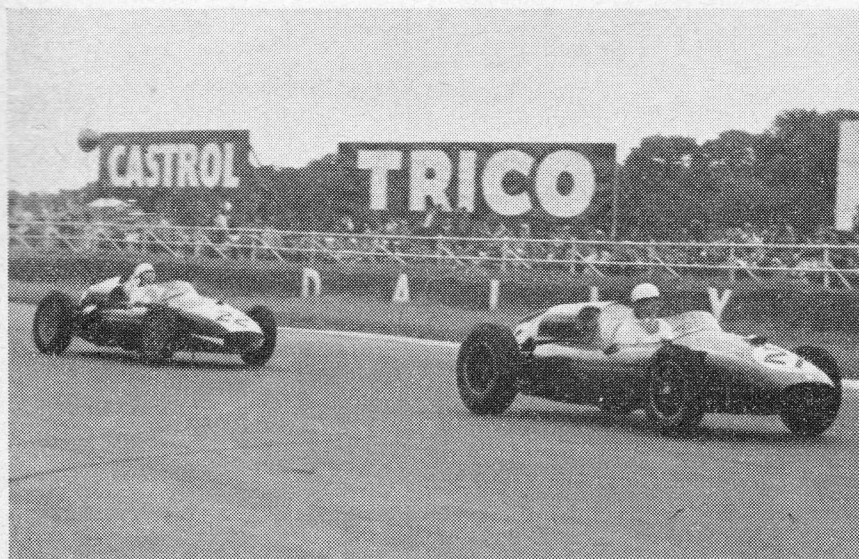
The main event of the day is the *Formule Libre* 35-lap race. Chief interest no doubt will be centred on André Pilette, the Belgian who was second in the recent Le Mans 24-hour race, also Reg Parnell's entry—a new F2 Lotus to be driven by Geoff Duke.

BIRDCAGE AT AINTREE

THE Birdcage Maserati of the Camoradi Racing Team will make its first appearance on a British circuit at the B.A.R.C.'s Aintree August Bank Holiday meeting. This is the car in which Stirling Moss, co-driving with Dan Gurney, won the classic 1,000 Kilometres race at Nürburgring, and in which Masten Gregory astounded all opposition by leading the field in the early stages of the Le Mans 24-hour Grand Prix d'Endurance. It will be driven at Aintree by John Coundley.

ROB WALKER and Ken Gregory have accepted invitations from Geoffrey Clarke, Managing Director, Motor Racing Stables, Ltd.—a motor racing training school—to join the company.

ANGLO-ITALIAN racing cars will be a feature of the Bank Holiday Brands. Here, during the British G.P., Gino Munaron, in the Scuderia Castellotti Cooper-Ferrari, leads Keith Greene's Cooper-Maserati at Copse. Both cars will be at Brands.



FOR HAPPIER MOTORING

Latest News and Views on Useful Components and Equipment

THEY SHALL HAVE MUSIC...!

At last a British-made transistorized record-player has appeared. Most motor racing fans like to take along their favourite discs, and the **Dansette Diplomat** provides the perfect answer. It is completely self-contained, has a four-speed motor with silent drive, and has practically Hi-Fi quality. The player is most attractively finished, and can be supplied in various colours. Only one battery is used, the Ever Ready P.P. 10, which is contained in a separate compartment at the back of the player. As on all-mains instruments, the tone-arm has a balanced stylus with flap-indicators for record speeds. Sole manufacturers are J. and A. Margolin, Ltd., Plus-a-Gram House, 112-116 Old Street, London, E.C.1, and the Dansette Diplomat costs just £18 18s., tax paid.



(Above) The Masco-G safety belt and harness conforms to British Safety Council standards. It incorporates an adjustable quick-release buckle.

FOOT COMFORT

MANUFACTURED by Carshoes, Ltd., 88 Leadenhall Street, London, E.C.3, Carshoes are designed exclusively for driving comfort. They are marketed in a large range of sizes for both men and women and can be supplied in either chrome leather or suede. Having tried both, AUTOSPORT recommends the suede type as being more flexible. A feature of the construction is the roll-type heel, and loop for easy slipping on and off. The heel itself is reinforced in order to eliminate the excessive wear which takes place on normal shoes when driving. Unlike many specialized motoring footwear, Carshoes make attractive wear at all times. They are priced at £3 15s. per pair, and are obtainable only from the makers.



(Left) Novel heel construction of the specially designed driving footwear marketed as "Carshoes". They are obtainable in suede or grained leather.

FOR RACING AND RALLYING

USED by many Grand Prix and rally drivers, Westover Motor Racing Boots are top quality footwear of superb comfort and appearance. Made of high-grade leather, these were designed by well-known competitions driver Edward Lewis and have been thoroughly tested by AUTOSPORT not only in racing events but in long-distance affairs such as the Monte Carlo Rally. Normally produced in brown, black can also be supplied. They can also be recommended for

everyday wear, owing to their stylish low-ankle design. Priced at 89s. 11d. (plus 2s. postage), the Westover boots are marketed by Ebony Polish

Co., Ebco Dept., 65 St. James's Road, Northampton.

USEFUL IN THE GARAGE

NORMALLY found in kitchens, the Polly Roll contains over 100 ft. of absorbent paper, carried in a plastic holder. It is a useful substitute for rags and cloths, and the roll itself costs only 1s. 6d.; the wall-holder, obtainable in four colours, costs 4s. 3d. It is obtainable from all hardware shops.

(Continued on page 157)



(Left) Stirling Moss's secretary Valerie Pirie fitting the Enfield clock to a Renault Floride. (Above) The Britax Safety Belt is similar to that used in the majority of Swedish-built cars. Here is one used by the Bucks Police on a 3.4 Jaguar.



(Above) Racing drivers Henry Taylor and Bruce McLaren relax at Silverstone listening to "boogie-woogie" on the transistorized Dansette Diplomat portable record-player.

STIRLING MOSS DRIVES AGAIN

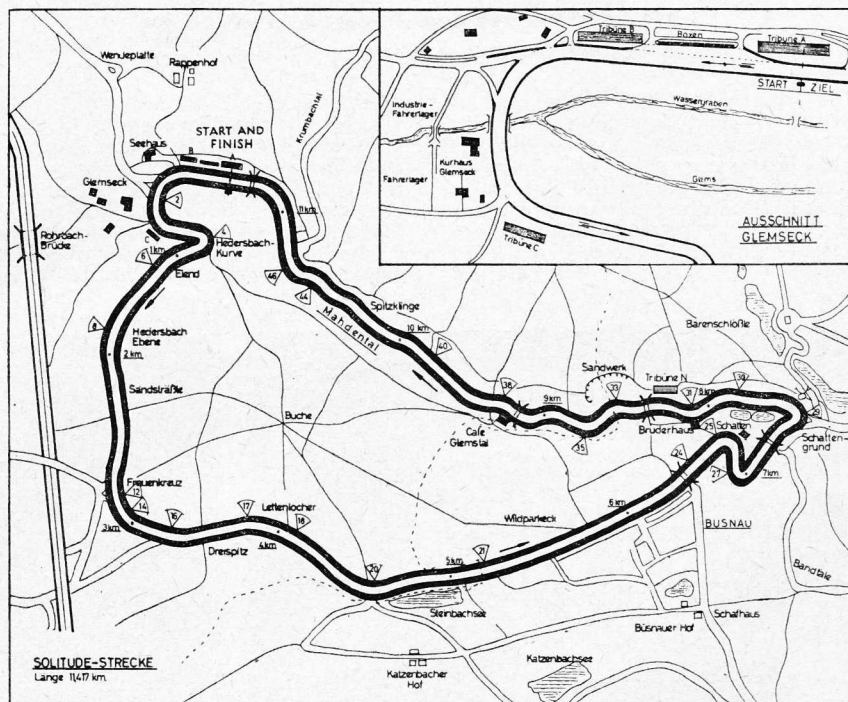
LAST Monday Stirling Moss climbed into a brand new 2.5-litre, rear-engined Lotus-Climax sports car and did several laps on the Grand Prix circuit at Silverstone. After a few warming-up tours, Stirling really started trying and returned an unofficial time of 1 min. 41.5 secs. (103.82 m.p.h.), $\frac{9}{10}$ ths of a sec. better than Salvadori's existing record with the Cooper Monaco of 102.90 m.p.h.

All the old craft was there and it was difficult to realize that just five weeks ago Moss had been involved in a 140 m.p.h. crash on the Spa-Francorchamps circuit, and had just been discharged from hospital a day or so earlier. He also did a few laps in a Yeoman Credit Cooper-Climax, just to get the feel of a G.P. machine again.

It is almost certain that Stirling will drive Rob Walker's Lotus in the G.I. of Portugal at Oporto on 14th August, and also a 250 G.T. Ferrari in the Tourist Trophy race organized by the B.A.R.C. at Goodwood on 20th August. He also intends to drive the new Lotus in the sports car race at Karlskoga, Sweden, on 7th August.

In the World Championship Moss has 11 points, with an outside chance of exceeding Jack Brabham's total of 32 points, provided he wins the three remaining Grands Prix of Portugal, Italy and the U.S.A. Casablanca has apparently been scrubbed, so the best Stirling can hope to achieve is 24 points from the remaining events, with a possible 35 points from five Championship races. Brabham has already scored maximum points from four events, so a third place will put him above the total which Moss can register by winning the three races. Bruce McLaren has 27 points, and next best (along with Moss) is Innes Ireland with 11.

Should Bruce McLaren win the remaining G.P.s, his maximum total would be 38 from five best performances, but if Brabham wins one of them, he will



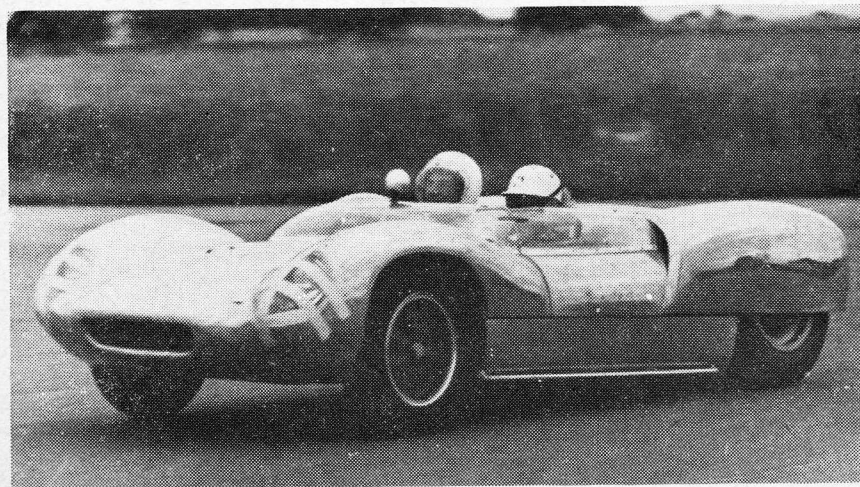
UNUSED by cars for 10 years the Solitude Circuit (above) proved very popular with drivers in last weekend's races.

be unassailable with 40 points. In the 1960 series, no points are awarded for fastest laps. Thus it is obvious that Brabham, if he finishes second in one of the three races, and is unplaced in the other two, can only be challenged by team-mate McLaren, who, in order to equal the World Champion's total, would have to win all three races.

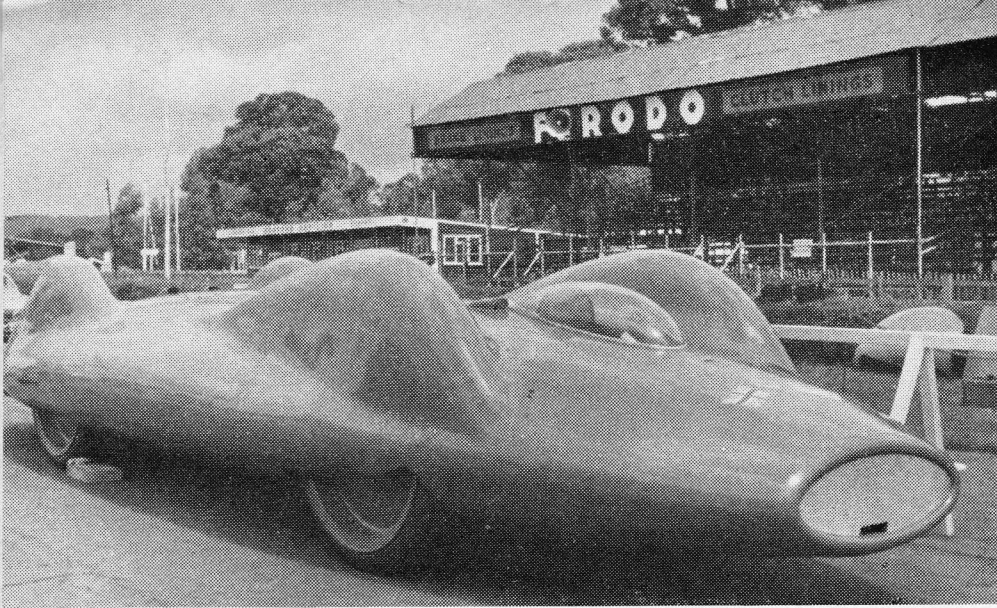
BBRITISH team to meet Holland in the final of the AUTOSPORT World Cup at Snetterton on 6th August, comprises: Alan Foster, Tom Bridger (M.G. Twin-Cams), Graham Warner, John Whitmore, Chris Summers (Lotus Elites) and Pat Fergusson (Elva Courier).

THE 1,000 Kilometres of Paris will be held at Montlhéry on 23rd October for G.T. cars. It will be organized by the A.C. de l'Ile-de-France.

NEW LOTUS: Stirling Moss takes sister Pat for a run in the 2½-litre rear-engined Lotus sports car at Silverstone.



OVER 450 M.P.H.—is hoped to be attained with the all-British Bluebird, at Bonneville in September.



Campbell's Bluebird

The 4-ton Gas Turbine-Powered Machine for Land Speed Record Attempts at Bonneville

THE Land Speed Record used to be almost equivalent to the present World Championship. Competition was fierce, and many attempts were made every year with cars which bore some relationship to a normal racing machine. More recently, the speeds attained have become so high that extremely specialized vehicles of immense cost are required.

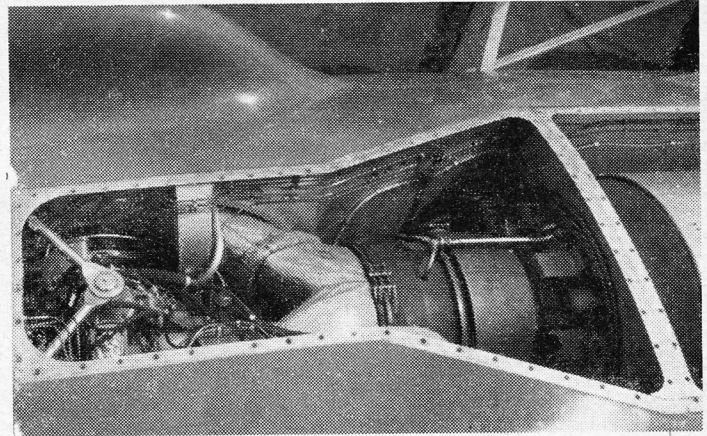
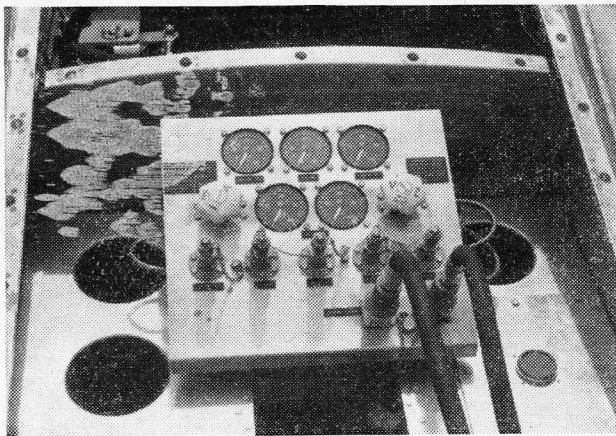
turbine of Bluebird drives all four wheels, and though its exhaust provides a modicum of thrust, it is primarily used as a normal engine, and its total output is equivalent to some 4,000 b.h.p.

Basically, the power unit is a Bristol-Siddeley Proteus as used for aircraft, but it is considerably modified for its present employment. Since the complete Proteus

is nearly 9 ft. long and weighs about 1 ton 7 cwt., it must occupy most of the chassis, even though the wheelbase is 13 ft. 6 ins. It was therefore highly desirable to have a shaft coming out of both ends to drive the front and rear wheels respectively, or much complexity of the transmission would be involved. Accordingly, Bristol-Siddeley arranged a central shaft to carry the power turbine, which passes right through the centre of the compressor and its turbine without being connected to them in any way.

This is an essential feature of the design, for by keeping the compressor turbine and the power turbine entirely separate, the Proteus in effect contains its own infinitely variable gear. The compressor is run up to speed and then, as the accelerator is depressed further, all excess power is available for starting the car and accelerating it away. The power/weight ratio is at least twice as favourable as that of a Grand Prix car, so the acceleration—aided by a complete absence of gear changes—should be stupendous.

The transmission could not be simpler, each end of the engine output shaft being coupled to the front and rear bevel drive differential units. There is a free wheel in the front drive to avoid the use of a third differential. The chassis-cum-body is an aircraft-type fuselage of light alloy,



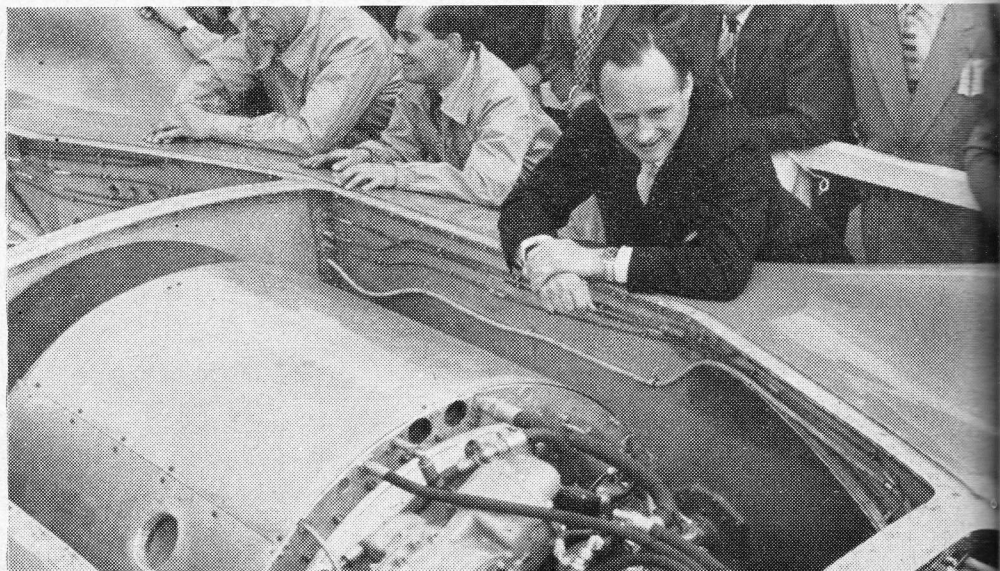
Such a projectile is the new Bluebird, but it is of great technical interest because it may foreshadow the gas turbine Grand Prix car.

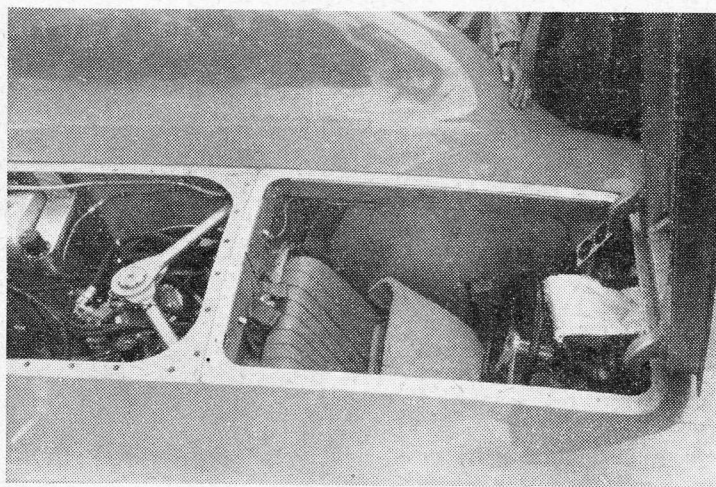
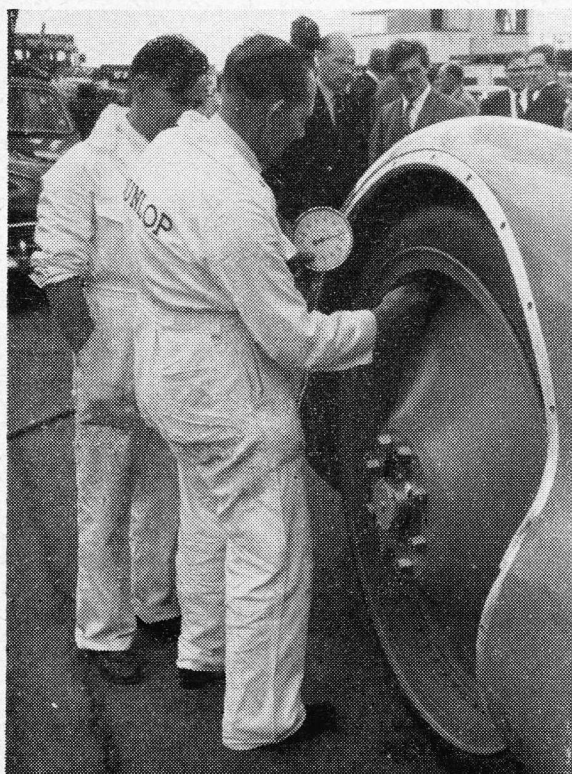
It must be made clear that, by international agreement, pure jet propulsion is forbidden for this record. The gas

UPLIFT (above): High-pressure pipelines are connected from a portable compressor to a panel at the rear for the quick-lift, permanently fitted jacking system.

PROPULSION (above, right): Outlet end of the Bristol-Siddeley gas turbine unit, and a glimpse of one of the massive disc brake assemblies.

PILOT (right): Donald Campbell studies the intricate piping on the compressor end of the engine, most of which deals with the fuel supply from the two 25-gallon tanks.





(ABOVE) Narrow cockpit of Bluebird.

★

(LEFT) Dunlop's Syd West adjusts tyre pressures to 130 lbs. per sq. in. on the massive, 52 ins., two-piece, bolted-up wheels.

and naturally all four wheels are independently sprung. The suspension is oleo-pneumatic, using nitrogen as the compressed gas.

As is usual in high-speed record attempts, air brakes will be used for the initial deceleration. Subsequently, Girling disc brakes with pneumatic operation will take over the formidable task. They will reach such a high temperature that they

will glow brilliantly, but this will not affect their potency! The special tyres, by Dunlop, of course, are of so great a diameter that they reach almost to a man's shoulder.

As the engine monopolizes most of the chassis, the driver occupies a small bubble-topped compartment ahead of the front wheels. A curious steering system is therefore adopted, with a reduction

box just below the steering wheel. From this, a long chain drive is coupled to another steering gearbox behind the driver's seat, and the layout is conventional from then on.

Two fuel tanks carry a total of 50 gallons of B.P. Aviation kerosene, which is sufficient for about 10 minutes' motoring. As the turbine needs no warming up, and can be given "full throttle" instantly from cold, this allowance will be ample.

The whole machine is beautifully built, and much of the construction reflects great credit on Motor Panels, Ltd., of the Owen organization. Norris Brothers undertook the design and theoretical work as they did for Donald Campbell's successful activities in watersport. Sir Malcolm Campbell broke this record nine times and his son now has a splendid machine to add a tenth honour to the family name.

JOHN V. BOLSTER.

Happier Motoring—continued

SAFETY HARNESS

BASED on a Swedish design, the **Britax** safety belt is of the diagonal-harness type, constructed from "Terylene" webbing. The Lyfe-Lok buckle makes for instantaneous fixing or release, and the belt is simply fitted to any make of car. Priced at 84s., complete with all fittings, the belt can be obtained from all accessories dealers, or from the makers, Britax (London), Ltd., Proctor Works, Byfleet, Surrey.

CROSSOVER-TYPE BELTS

ANOTHER recommended safety belt is the **Masco G.**, made by Mitchells, Ashworth, Stansfield & Co., Ltd., and distributed by Bradville, Ltd., 6 Stratton Street, London, W.1. This comprises a lap strap and two shoulder straps with airliner-type quick-release buckle. The Masco-G. is made to British Safety Council specifications and the complete harness costs £6 12s. 6d. Tenasco by Courtaulds is used for the high-resistance fabric for the belts.

PECO DOES WORK

THE "Peco" exhaust equipment is manufactured by Performance Equipment Co., Ltd., Tower Buildings, Liverpool, 3, and definitely improves all-

round performance and fuel consumption. The equipment comprises special silencer, booster unit and twin tail-pipes. It is designed primarily to minimize back-pressure, and to take advantage of the straight-through system by introducing a booster which possesses certain extractor properties. On the Morris Mini-Minor, for example, not only was slow running and starting improved immediately, but better acceleration in the higher speed ranges was most marked—as much as 2 secs. from 40-60 m.p.h. Prior to fitting, the engine was inclined to stall, but this was completely overcome. All-round fuel consumption decreased by about 2½ per cent. over 1,000 miles of fairly fast motoring. Peco units are comparatively simple to fit, and cost (complete) from £6 19s. 6d. (Mini-Minor, A35, A40, Standard Ten, Ford Anglia, etc.) to £17 9s. 6d. for Mark VIII and IX Jaguars. On some cars, care should be taken to ensure that the booster unit does not foul the rear end, and that flexible rubber mountings are not unduly strained.

TRICO INNOVATIONS

AMONGST the newer accessories introduced by Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex, are the **Glo-Wash** car-shampoo in six-shot sachets (4s. 6d.) or six-shot bottle

(3s. 3d.) and the **Spraywipe** duo-matic screenwasher that wipes and washes your screen in one operation. For cars fitted with electric wipers, prices are 45s. (standard model) and 52s. for the deluxe equipment. The **Plastabook** method of carrying surgical adhesive plaster is one that should find a place in everyone's first-aid box.

FIT-IT-YOURSELF CLOCK

FOR owners who do not have a car clock, Alan Batt of the Enfield Tyre Co. has produced an easy-fix 30-hour clock which can be fitted to any car. The flexible composition mounting can be adjusted to any angle and the clock, complete, costs only 29s. 6d.

WOODEN-RIM STEERING WHEEL

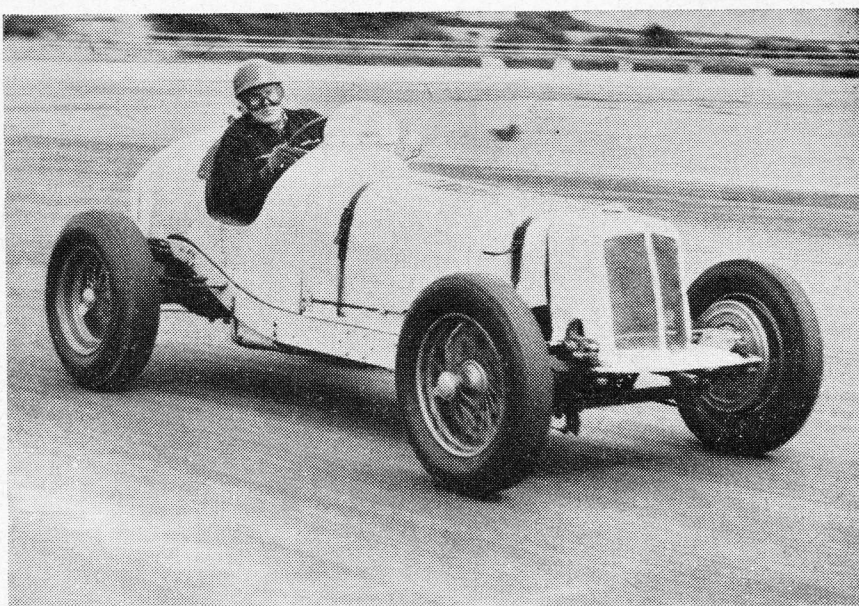
V. W. DERRINGTON, LTD., of Kingston-on-Thames, have long been noted for quality components and tuning equipment. Latest offering is a beautifully made wooden-rim steering wheel of 17 ins. diameter, specially produced at the request of Jaguar Cars, Ltd., for the Series II models. It is adapted to make use of the present horn switch assembly as fitted on current Jaguars. The wheel has been fully race-proved and is of three-spoke design (light alloy) all placed in the top half. Cost is £12 15s. from the makers at 159-161 London Road, Kingston-on-Thames.

FAMOUS E.R.A. "Remus" was driven by the Hon. Patrick Lindsay to a fine first place in the Boulogne Trophy and in the All-Comers' scratch race.

MORE and more beautiful vintage cars are being discovered year by year, and quite a few "new faces" were to be seen at Silverstone on Saturday when the Vintage Sports Car Club held a fascinating programme for all makes and shapes.

It looked as if one or two "pilots" perched precariously on their eight litres or so were going to get a real drenching, but fate was kind, and for all 11 events the track remained dry. One wonders what angles the Barnato Hassan 8-litre Bentley (which was fitted with a different type of brake linings not so efficient as the previous M20s) would have adopted coming through Woodcote if it had less adhesion due to a wee spot of rain—however, the way Keith Schellenberg handled it I expect that the slides would have been just a little more incredible.

The scratch races in a vintage meet-



Vintage Silverstone

The Hon. Patrick Lindsay (E.R.A.) has a Real "Day Out"

ing are always very exciting and this was no exception—the Hon Patrick Lindsay won both the events in which he competed. Remus and the driver really went well and the sight of this beautifully turned-out blue E.R.A. would gladden the heart of any enthusiast. This car is prepared and tuned by Bryan Cole of Birmingham.

To start off the proceedings there was an Inter-Team Relay Race. This was won by the little Austins (C. M. Furness, R. V. Wallis and A. J. Wall) which circulated steadily with never a falter, to finish 8 secs. ahead of Team B (R. W. Ashley, H. W. Begley and M. Bromley Johnson, all in Frazer-Nashes). The

Nashes really shifted as they started 20 secs. from scratch and had to do 12 laps to the Austin team's nine. The second Frazer-Nash team (Team K) took third place just 5 secs. behind. The Itala in the very capable hands of Sam Clutton was lapping at a very creditable 59 m.p.h., while A. E. Barnett brought his splendid Lagonda through Woodcote with the front wheels pointing in all directions (none of them the way the car was going!).

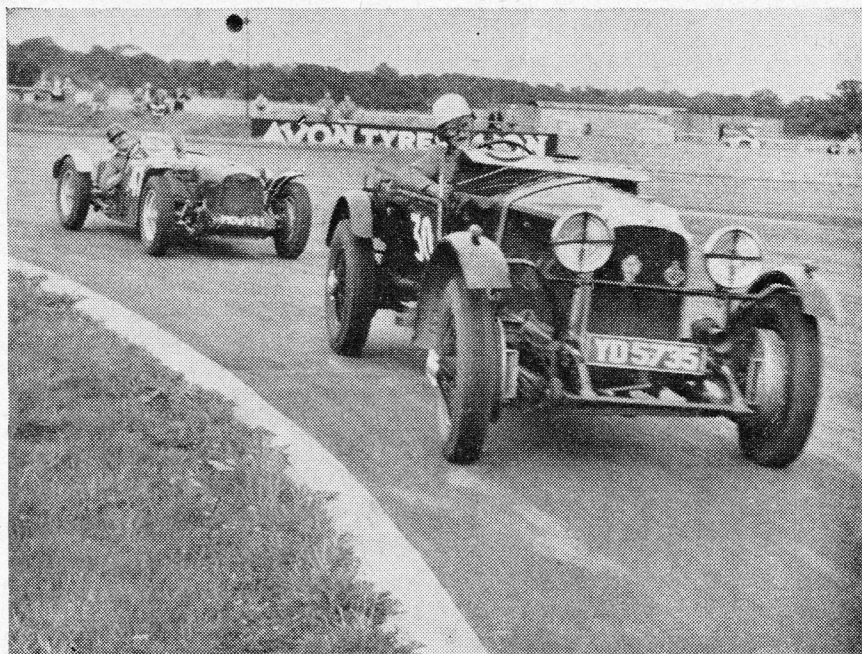
There followed a series of handicap races and these really brought home the tremendous care necessary in the preparation of the individual handicaps. For as in the relay race all the cars were

finishing within a few seconds of each other. The first of the handicap events, which featured such revered marques as Amilcar, Peugeot, Fiat, Frazer-Nash, Lagonda, Riley and Aston Martin, was a complete victory to the Rileys as they took first, second and third places. K. Knight in a 1930 1½-litre was in first spot, followed closely by R. C. Batho's 1929 1,087 c.c. model and G. Jones's 1936 1,087 c.c. car. A. L. Butlin (Amilcar) who had led for the first three laps was unlucky enough to spin off (Batho narrowly missed him) and only managed fifth place. G. R. McArdle in a 1929 Riley pulled into the pits twice, apparently suffering from some under-bonnet disease! In the early stages of the race D. Densham, driving C. T. S. Wilson's Vauxhall, had retired suffering from what sounded like ignition bothers.

There followed a five-lapper for light cars. This gave the Austins another total win as they finished in the first three places. C. M. Furness took first spot, while R. V. Wallis (after trying very hard to take the leader) took second place, with C. P. Marsh in a 1925 Austin third. Norman Routledge made fastest lap (52.25 m.p.h.) in his Morris-Cowley and given a couple more laps would probably have led the Austins over the line. The dice between the two leaders was race long but not half as stirring as the sight of five other Austins all coming through Woodcote more or less abreast of one another!

The very special bodied 4½-litre Alvis of A. S. R. Charnock dominated the next event. This car, which started 25 secs. off scratch, made fastest lap of 71.12 m.p.h. (it is reputed to do the standing quarter-mile in under 16 secs.). This perhaps accounts for the way it shot through the field to finish first ahead of M. Bromley-Johnson's and A. A. Heard's Frazer-Nashes.

J. Freeman was unlucky enough to put number four con. rod through the side—but it looked as if it was repairable, for although there were two large



FULL CHAT as M. L. Quartermaine's 1921-24 Vauxhall leads E. J. Mayhew's 1930 Riley through Becketts.

holes in the aluminium crankcase and a severed starter motor, the crank shaft was apparently undamaged. Morley's Bentley retired with what appeared to be a locking front brake and Gardner's Nash sounded as if it was operating on only three cylinders. R. A. Pilkington (Alfa Romeo), Bill Mason (Bentley) and Harry Rose (Bentley) all circulated in close company, swapping places and obviously enjoying themselves immensely.

J. N. Sutcliffe's unusual front wheel drive Alvis took second place behind M. Bowler's Nash, which was a very creditable performance. Third across the finishing line was Cook's little Austin which really went like the proverbial bat! Stanton's Harper Bean, one of the first cars to have four-wheel brakes fitted, was having a go again—but the owner told me the pace was a little quick for such a sedate carriage!

Sir Francis Samuelson was then presented with a trophy to mark 50 years of active motor racing. After the presentation Sir Francis and Lady Samuelson did a demonstration lap in their 1914 T.T. Sunbeam.

Without doubt the best race of the day was the 50 kilometre Boulogne Trophy event. The simply incredible exhaust notes of the pre-war Grand Prix cars as they disappeared down the straight were wonderful. There were no less than eight E.R.A.s and these, together with a handful of Bentleys and Bugattis, etc., made up the field.

As they shot into Copse Gordon Chapman (E.R.A.) led from the Hon. Patrick Lindsay in Remus, and Keith Schellenberg (Barnato Hassan-Bentley). But Lindsay took Chapman coming down the straight into Woodcote, and once in front stayed there. Keith Schellenberg's arms were working like pistons as he fought to control the fabulous B.H. Bentley Special coming out of Woodcote—the fantastic power of the car, which appears to understeer in the most frightening manner, seems to be the only thing that will control it.

Unfortunately Chapman, who had been pressing Lindsay all the way round, coasted into the pits on the 13th lap with mechanical bothers. This left Keith Schellenberg in second place—but by now Sid Day (E.R.A.), who lost a lap in the very early stages of the race, had come through the field and was pressing Lindsay hard.

Remus, however, was in more than capable hands, and crossed the line having averaged 78.23 m.p.h., sharing fastest lap of 80.18 m.p.h. with Sid Day's E.R.A. Peter Waller (E.R.A.) was having a marvellous dice with Schellenberg who must have blessed him! Despite Waller getting in front on odd occasions the B.H. Special crossed the line ahead of Waller's E.R.A. to take a well deserved second place and to win the vintage category (Lindsay's E.R.A. not being eligible). D. Gahagan (E.R.A.) ran out of brakes coming into Woodcote, got on the grass and, of course, lost adhesion; luckily the car was not badly damaged.

Following this came another handicap race won by Sam Clutton in his lovely Itala. Clutton got ahead after a tussle with J. N. Sutcliffe's front wheel drive

Alvis which crossed the line just behind the impeccably driven 12-litre Itala.

The scratch race for vintage sports cars saw M. J. Bradley's very fast 4½-litre Bentley shoot into the lead where it remained until he took the chequered flag ahead of R. J. Cooper in the 8-litre Bentley (blown at 4 lbs.), who had shadowed him throughout the event. Third man home was R. W. Ashley in a Frazer-Nash which, together with a Lea-Francis, Riley and the like, made up a splendid vintage race.

The five-lapper all-comers race was one of the best races of the day. Sid Day made an excellent start and arrived at Copse a couple of lengths ahead of Hon. Patrick Lindsay (E.R.A.), but was unable to hold off Lindsay as they came down the straight. As they came past the pits Lindsay was just in front, where he stayed although harried throughout by Day who tried every trick he knew to get past. Peter Waller (E.R.A.) got his revenge on Keith Schellenberg, finishing third a little way behind Sid Day's lightning E.R.A.

To finish off the meeting there were a couple of handicap races. The first of these was won by Bill Mason (Bentley) in fine style from Cooper's blown 8-litre. Mayhew's Riley took third place, but all three had to carve their way through from near scratch starts and the hand-capping again proved excellent.

In the concluding event for racing cars Sid Day's car was driven by Jack Lockhart who had broken his own wagon. The race was won by A. G. Murray (E.R.A.) with the special-bodied 4½-litre Alvis not far behind. Peter Waller, try as he would (against his handicap), couldn't do better than third place, whilst scratch man Lockhart, who was obviously enjoying every second of his drive in Day's E.R.A., finishing fifth.

This must have been the most exciting vintage race meeting there has been for some time. The Boulogne Trophy on its own would have provided the crowd with much more than their money's worth.

PATRICK McNALLY.

Results

Five-lap Handicap (1): 1, K. Knight (Riley), 59.75 m.p.h.; 2, R. C. Batho (Riley); 3, G. Jones (Riley). **Fastest lap:** F. Pocklington (Riley), 64.32 m.p.h.

Five-lap Handicap (2): 1, C. M. Furness (Austin), 47.12 m.p.h.; 2, R. V. Wallis (Austin); 3, C. P. Marsh (Austin). **Fastest lap:** N. D. Routledge (Morris Cowley), 52.25 m.p.h.

Five-lap Handicap (3): 1, A. S. Charnock (Alvis), 69.38 m.p.h.; 2, M. Bromley-Johnson (Frazer-Nash); 3, A. A. Heard (Frazer-Nash). **Fastest lap:** Charnock, 71.12 m.p.h.

Five-lap Handicap (4): 1, M. H. L. Bowler (Frazer-Nash), 54.8 m.p.h.; 2, J. N. Sutcliffe (Alvis); 3, R. C. Cook (Austin). **Fastest lap:** Bowler, 56.09 m.p.h.

Boulogne Trophy and All Comers—General Category: 1, Hon. P. Lindsay (E.R.A.), 78.23 m.p.h.; 2, C. K. W. Schellenberg (Bentley); 3, P. Waller (E.R.A.). **Fastest lap:** Lindsay and S. I. Day (E.R.A.), 80.18 m.p.h. **Vintage Category:** 1, C. K. W. Schellenberg (Bentley), 74.59 m.p.h.; 2, G. H. G. Burton (Bentley); 3, J. A. R. Price (Bugatti). **Fastest lap:** Schellenberg, 76.37 m.p.h.

Five-lap Handicap (5): 1, S. Clutton (Itala), 57.86 m.p.h.; 2, J. N. Sutcliffe (Alvis); 3, G. R. McArdle (Riley). **Fastest lap:** C. W. Minchin (Aston Martin), 63.75 m.p.h.

Vintage Sports Cars: 1, M. J. Bradley (Bentley), 69.86 m.p.h.; 2, R. J. Cooper (Bentley); 3, R. W. Ashley (Frazer-Nash). **Fastest lap:** Bradley, 71.64 m.p.h.

All Comers: 1, Hon. P. Lindsay (E.R.A.), 79 m.p.h.; 2, S. I. Day (E.R.A.); 3, P. Waller (E.R.A.). **Fastest lap:** Day, 80.62 m.p.h.

Five-lap Handicap (6): 1, R. H. B. Mason (Bentley), 64.78 m.p.h.; 2, R. J. Cooper (Bentley); 3, E. J. Mayhew (Riley). **Fastest lap:** F. P. Morley (Bentley), 70.08 m.p.h.

Five-lap Handicap (7): 1, A. G. Murray (E.R.A.), 76.40 m.p.h.; 2, A. S. R. Charnock (Alvis); 3, P. Waller (E.R.A.). **Fastest lap:** Murray, 81.08 m.p.h.

GRAND PRIX GOSSIP

BRITISH entrants are stated to object to the use of the banked section at Monza for the Italian G.P. on 4th September. A.C. of Italy has not issued any amendment to the original regulations.

PROVISIONAL entry list for Portugal on 14th August (Oporto) is: Team Lotus: Ireland, Clark, Surtees; Equipe Walker: Moss (Lotus); Cooper-Climax: Brabham, McLaren, Brooks, H. Taylor, Gendebien, Bianchi, Salvadori; Scuderia Ferrari: P. Hill, von Trips, W. Mairesse or R. Ginther; Scuderia Centro-Sud: Burgess (Lotus-Maserati), Gregory (Cooper-Maserati); Scuderia Castellotti: Scarlatti (Cooper-Ferrari); B.R.M.: G. Hill, Bonnier, Gurney.

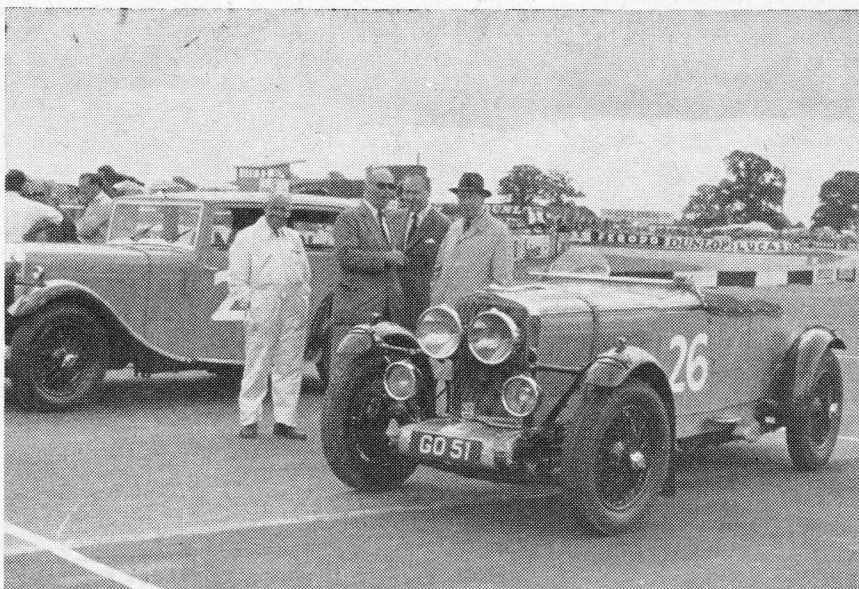


THEY'RE OFF: The start of the Inter-Team Relay race. First away from the three-minute mark is L.I. H. Spence in his rapid 1930 Lea-Francis.

THE SIGHT of Lord Essendon flinging around the splendid Roesch-designed Talbot ex-team car gave J.V.B. great pleasure. Seen behind it are (l. to r.) "Dunlop Mac", Charles Mortimer, the Marquess of Camden and Lord Essendon.

THE Grand Prix cars at Silverstone made a most interesting technical study. One can say that chassis design has settled down, the independent rear end having decisively beaten the de Dion axle. Indeed, Trintignant's Aston Martin had the only de Dion axle in the race, and wishbones, slightly longer at the bottom than the top, were the normal wear. It is usual to have anti-roll torsion bars at both ends of the car, the front one being thicker than that at the rear.

This double use of torsion bars has greatly improved handling, for roll is the enemy to an all-independent car. Provided that it can corner "flat", such a machine may be just as controllable as one with a de Dion rear end, but if it rolls, the change of camber of the outside rear wheel may cause a slide to develop



JOHN BOLSTER DISCUSSES SOME

Silverstone Technicalities

into a spin. A racing car must be able to be slid under control without any variation in handling qualities taking place during the manoeuvre. (The transverse rear spring of the older Coopers is mounted in such a way that it is equivalent to an anti-roll bar.)

The Aston Martin driven by Roy Salvadori had an independent rear end with astonishingly short top wishbones. It appeared to be a real handful, and the Ferraris also had handling problems, several sets of springs being tried during the practice period. Disc brakes were universal, and though Graham Hill was having to pump the pedal on his B.R.M., no other driver reported any weakening in the anchorage department. It is to the sustained efficiency of disc brakes and the immense cornering power of the new Dunlop tyres that we owe the high lap speeds of modern Grand Prix racing.

In the same category as the disc brake and the Dunlop tyre comes the Weber carburettor, for nobody used fuel injection in the British Grand Prix. The Vanwall was not present, and Aston Martins appear to have abandoned their fuel injection experiments. The Ferraris had an interesting form of megaphone on their exhaust pipes, known as the "Snap". A central duct picks up air from two lateral ports and discharges it in the centre of the exhaust stream, which probably rotates as a result of impinging upon internal fins. The action of the device is not dependent on the movement of the car through the air, and it gives a measurable b.h.p. increase on the test bench.

It is a real pleasure to examine the B.R.M.s, for they are so beautifully made. The tails have now been shortened to allow the central disc brakes to project, and the exhaust pipes have been lengthened a few inches recently. Graham Hill's epic drive proved that these cars are now approaching the Coopers in speed, and may even have surpassed them in cornering power.

Graham Hill appeared to be coming out of his corners a little faster than any other driver, which automatically gave him a speed bonus on the straights. It would seem that the new Coopers are the best streamlined of the Grand Prix cars, and certainly they are the best looking. Strengthened in certain vital parts, the Lotus showed excellent reliability, but both John Surtees and more particularly Innes Ireland seemed to be troubled by an intermittent misfire towards the end of the race.

The Centro-Sud Cooper-Maseratis had been considerably modified. Not only had the chassis been lowered but the engines had also been dropped down on their mountings. The result was better roadholding with less wheel lifting, but these machines are some 70 lb. heavier than their Coventry Climax-engined rivals—an appreciable handicap. The four-speed gearboxes have been completely rebuilt, with new pinions made by Maserati. Maserati oil pumps and separate oil tanks have also been added to these boxes.

The five-speed gearboxes of the new Coopers are a great success. An ingenious mechanism inside the box prevents accidental engagement of the wrong gear, it being impossible to engage any other speed than second after starting in first gear. This arrangement is far neater than the usual series of levers and plungers that are mounted on five-speed gates.

The standard of reliability in the Grand Prix was very high. The most spectacular pit stop was that of Joe Bonnier, who arrived with the rear of his car dragging on the road, the anchorage of a rear suspension strut having broken away from the chassis. Jim Clark had to finish the race without the front anti-roll bar after his Lotus had a suspension derangement, but the hard luck story was that of Jack Fairman, who found a piece of cotton-wool in his carburettor after he had retired with "engine trouble"!

Among the Juniors, it was fine to see

Chuck Dietrich close to the leaders in his Elva-Auto Union, for a one-make monopoly is always a bad thing. The new Deep Sanderson had forsaken the Volkswagen suspension assembly of the earlier car, and employed a most unusual arrangement of trailing tubular wishbones; it appeared to pitch a good deal over the bumps. Having seen a Junior break up in practice, I am certain that the minimum weight limit for 1,000 c.c. cars is too low, and I would like to see it raised on safety grounds. When the cars begin to get old, I am sure that dangerous breakages will be common.

Yet, old cars need not wear out, and for many of us the display of historic racing cars was the highlight of the day. I was sorry that the Bugattis did not make that "tearing calico" noise which I remember so well, but the E.R.A.s were in fine voice. Yet, it was impossible not to notice that these cart-sprung cars were leaping from bump to bump, and if modern racing cars are sometimes not so well constructed they are certainly far better sprung. Above all, it was splendid to see Lord Essendon flinging a Roesch-designed Talbot around, just as he did in the days of my youth. I wish this event had lasted for hours!

PAGE IN THE PADDOCK

1. Cutaway of the tail of the beautifully made B.R.M. The projecting disc brake and extended exhaust pipe are the most recent modifications to this most improved car.

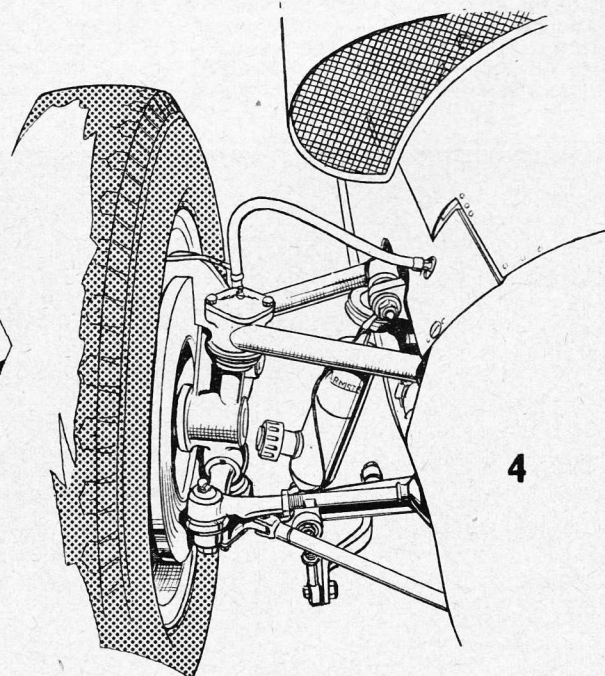
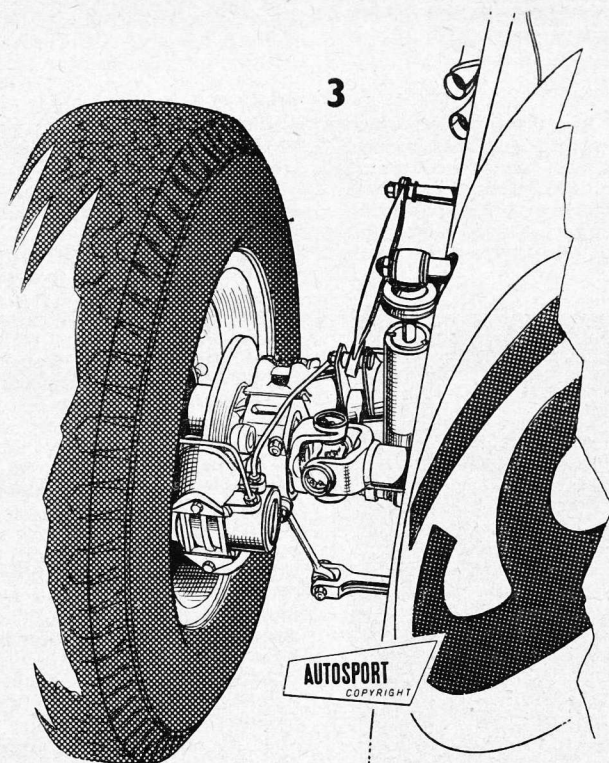
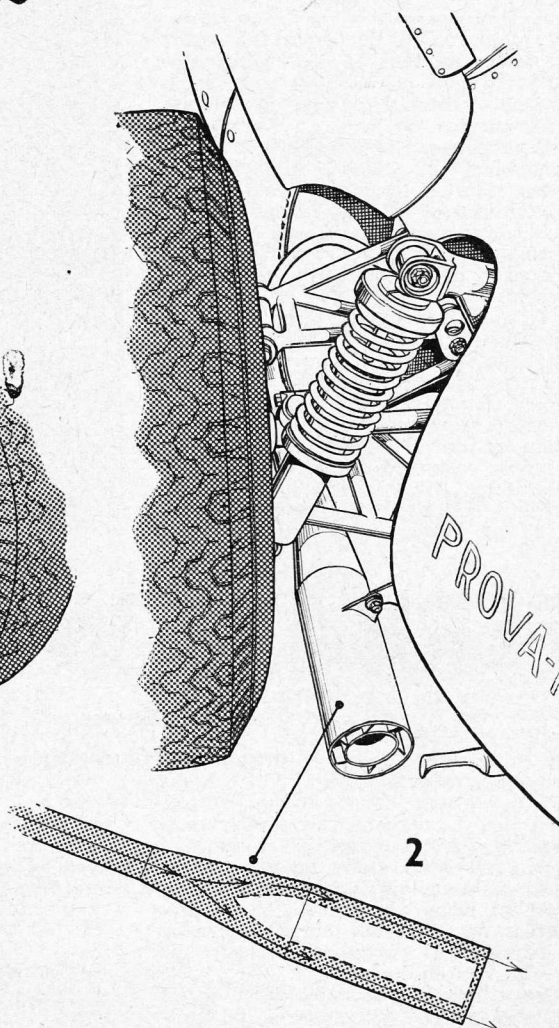
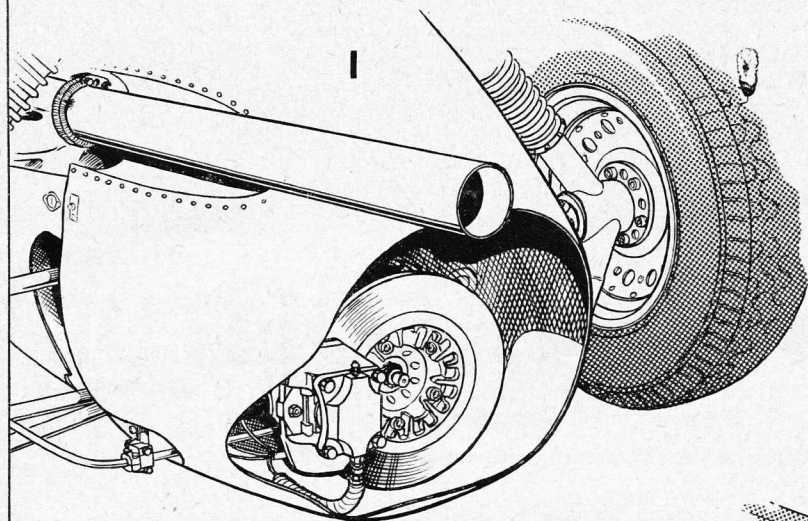
2. Rear suspension and exhaust of the Ferrari. The megaphone-extractor device (known as the "Snap") gives a measurable b.h.p. increase on the test bench and does not depend on the movement of the car through the air for its effect.

3. Rear suspension of the Aston Martin, the only current Grand Prix contender to retain the de Dion type rear end. This system (on Trintignant's car) seems to have better handling characteristics than the extremely short wishbones which were used on Salvadori's car.

4. Front suspension of the Aston Martin. The design features wishbones of unequal length and instantly adjustable shock absorbers.

Page in the Paddock

at SILVERSTONE



A HIGHLIGHT of the race was the private battle waged between Jack Brabham (Cooper) and Innes Ireland (Lotus).

A MIGHTY challenge from full works teams of Porsche and Lotus cars failed to pull off the 140 miles international Formula 2 race at Solitude, near Stuttgart, on Sunday. For the first major race since 1950 to be held on the winding circuit, which covers just over seven miles of thickly wooded hills on the outskirts of the city, Ferrari sent two cars, one of which defeated the full-strength opposition to win, with every indication that it had plenty of speed in reserve.

This race, coupled with the other Ferrari success in the F2 Syracuse Grand Prix earlier this year, provided perhaps the most cheerful indications of what we might expect from the 1½-litre Formula 1 events next season, for the Solitude event was one of the most closely fought races we have seen this season, no fewer than three different makes of machine holding the lead at various times.

All the drivers were most impressed



FERRARI WIN AT SOLITUDE

**Von Trips Scores with Rear-Engined Car over Strong Porsche
and Lotus Challenge—Lotus Supreme in Formula Junior Race**

with the circuit, which is similar to a "miniature Nürburgring" in location and layout, but with a vastly superior surface. The last international race there was won by Karl Kling, on the old Formula 2 Veritas, in 1950, so that it is hardly surprising that circuit records went by the board in all directions.

It was officially estimated that a crowd of over 250,000 people saw the race, while AUTOSPORT was told that tribute seats were fetching 100 DM, about £8 10s., on the black market!

Training for the two events, together with that for the motor cycle races, took place on Friday and Saturday, for the most part in heavy rain.

Fastest of the Formula Junior brigade was Henry Taylor, in one of the Ken Tyrrell Cooper-Austins, who took advantage of a dry circuit to knock 5 m.p.h.

BY MARTYN WATKINS

Photography by Francis Penn

off the existing Junior lap record, which had previously stood to the Swiss Michael May at 140.2 k.p.h. Henry went round to record 4 mins. 36.9 secs., a speed of 148.43 k.p.h., which gave him pole position on the grid, almost a second quicker than Jim Clark (Lotus), who did 4 mins.

37.7 secs. (148.01 k.p.h.). Third fastest, rather surprisingly, was Juan Manuel Bordeu, Fangio's protégé, who took one of the Fitzwilliam Lolas round in 4 mins. 37.9 secs. to beat Mike McKee (Lotus), Peter Arundell (Lotus), Steve Ouvaroff (Lotus), Trevor Taylor (Lotus) and Keith Ballisat, in the other Ken Tyrrell Cooper.

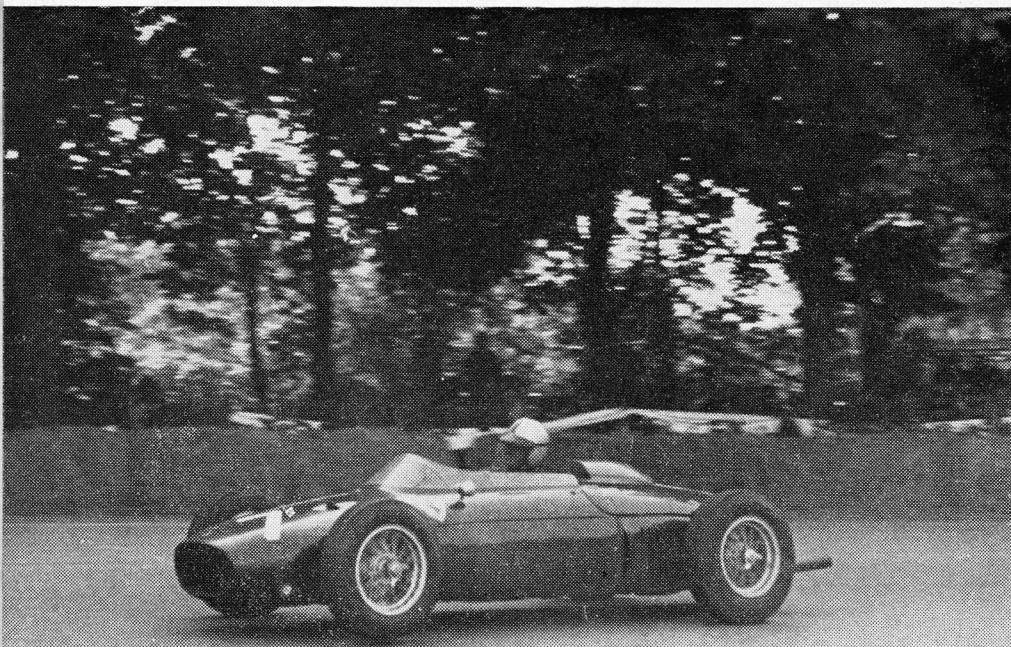
Best of the "home side" was Gerhard Mitter, who brought out a Mitter-DKW-engined Lotus of current type to record ninth fastest practice time in 4 mins. 47.1 secs. (143.16 k.p.h.).

First on the programme on Sunday were two motor cycle races, John Surtees comfortably winning the 500 c.c. event on his works M.V. after leading all the way from his two team-mates.

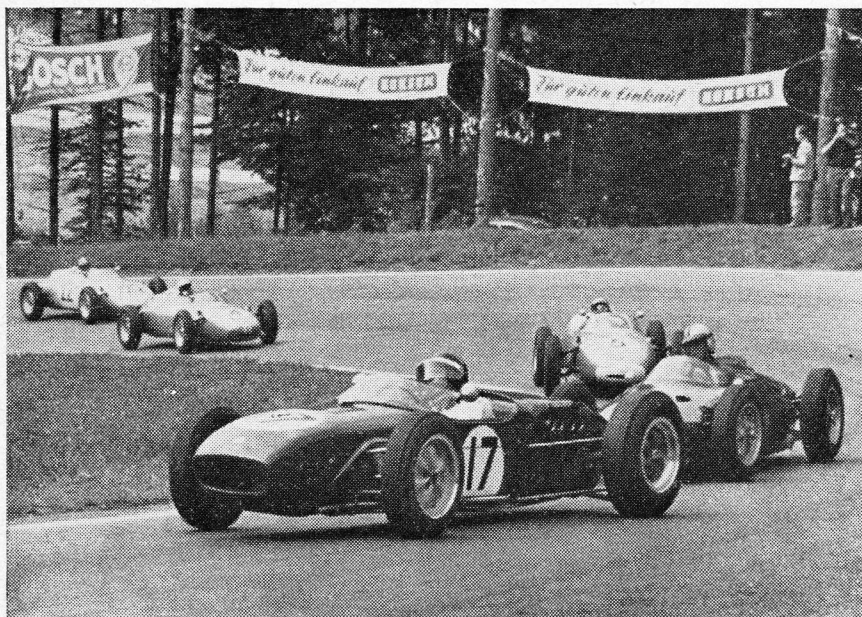
Then out came the Juniors. The first three rows of the grid were occupied solidly by British cars, Mitter's Lotus-DKW being in row four. This car, incidentally, was push-started.

At the fall of the flag Jim Clark made a simply magnificent start, while Henry Taylor was also quick off the mark. As the cars disappeared into the first bend the Lotus just led the Cooper. Peter Arundell's Lotus stalled, rapidly getting away in pursuit of the rest of the field, but the cars of Peter Monteverdi (M.B.M.-DKW) and Hans Stausberg (T.C.A.) also stalled, and proved much more reluctant to start. Eventually both departed, the latter having been shoved by a grim-faced Wolfgang von Trips!

At the end of the first lap the order was Clark (Lotus), Trevor Taylor (Lotus), Henry Taylor (Cooper), then an appreciable pause before the arrival of Juan Manuel Bordeu (Lola), Steve Ouvaroff



FULL BORE: Swinging through a fast corner von Trips lifts one of the F2 Ferrari's front wheels.



(Lotus), Ballisat (Cooper) and Mitter (Lotus-DKW), and Mike McKee. Clark accomplished his standing start lap in 4 mins. 46.0 secs., which chopped about seven seconds off the existing lap record for a start!

On the second lap Henry Taylor took second place from his namesake, while McKee moved up into sixth position, ahead of Ballisat and Mitter, who was providing the only serious challenge from among the foreign cars, while Jim Clark had drawn out a lead of nearly six seconds over Henry, setting another new record in the process in 4 mins. 35.0 secs. (149.4 k.p.h.).

On lap three there came a startling change—Jim Clark passed through with a lead of something like 14 seconds, with Trevor Taylor in second place and no sign of Henry, whose Cooper, it appeared, had thrown a rod. In third place was the Argentinian, Juan Manuel Bordeu, ahead of Steve Ouvaroff, who was giving a first-class performance with a car whose engine was a long way down on power, actually producing only about 69 b.h.p. Rumour had it that the works Lotuses were getting over 80 b.h.p.! In fifth place was Mike McKee, followed by Keith Ballisat and Gerhard Mitter, who was hanging on well. Peter Arundell was going through the field like a scythe through grass after his bad start, already in 11th place in a field of 35 runners!

The pit area, which was to all practical purposes invisible from the press tribune, was, or should have been from the number of cars slowing down to stop there, very busy, many of the foreign machines already showing signs of wear from trying to hold the pace of the Lotuses.

At six laps—half-distance—Clark was holding a lead of about 15 seconds. Bordeu had retired, giving third place behind Trevor Taylor to Steve Ouvaroff, ahead of McKee, Ballisat, Mitter, Arundell, Mike Anthony, in another of the Fitzwilliam Lolas, and Lautenschlager, in the third Fitzwilliam car.

At this point, however, the pattern of

the race changed, for Clark began to slow appreciably, and after seven laps his lead over Trevor Taylor was down to four seconds, while Taylor was 13 seconds ahead of Ouvaroff. Arundell passed the white Lotus of Gerhard Mitter and began to get to grips with Ballisat.

A tremendous end-of-the-race dice for the lead began to develop: after nine laps only a car's length separated Clark and Taylor, while Ouvaroff was rapidly closing up on the pair of them. Mike McKee's Lotus slowed down and came into the pits to retire, while Arundell, having disposed of Ballisat, moved up into fourth place. The order now was Clark, Taylor, Ouvaroff, Arundell, Ballisat, Mitter and Mike Anthony, with 23 cars still running.

On the 11th lap—almost literally the 11th hour!—Steve Ouvaroff jumped into second place ahead of Trevor Taylor and proceeded to set about Clark. Only a few yards separated the three leaders, and it seemed that Clark must be beaten. But in a last lap turn of speed the young Scot went round in 4 mins. 34.5 secs. (149.7 k.p.h.) to break the lap record once again, holding off the challenge and

MIXTURE: Jim Clark's Lotus leads eventual winner "Taffy" von Trips's Ferrari and the Porsches of Hans Herrmann, Jo Bonnier and Dan Gurney through the Hedersbach Kurve.

crossing the line a little less than a couple of seconds ahead of Ouvaroff. Trevor Taylor, third, was five seconds or so behind.

It was a most exciting Formula Junior race, which demonstrated the superiority of British Juniors and drivers—and especially the Lotus.

* * *

THE main race of the meeting, of course, was the 20-lap international Formula 2 event. A win was obviously a matter of great importance to the Porsche concern, whose home ground the circuit is, and they fielded four works cars in the hands of Joakim Bonnier, Graham Hill, Hans Herrmann and Dan Gurney, the latter in the early F2 car with the "square" hump over the engine compartment. John Surtees was handling the Rob Walker Porsche, while Lotus had three works cars to be driven by Innes Ireland, Jim Clark and Trevor Taylor. Scuderia Centro-Sud entered Maurice Trintignant (Cooper-Climax) and Masten Gregory (Cooper-Maserati), and Equipe National Belge two Coopers with Lucien Bianchi and Olivier Gendebien as drivers. Champion of the World Jack Brabham brought out his own F2 Cooper, and from Ferrari there were two cars, the front-engined machine which won at Syracuse, driven at Solitude by Phil Hill, and Wolfgang von Trips in a brand new rear-engined F2 car.

Fastest in Friday's practice was Jim Clark, who got the Lotus round in 4 mins. 23.6 secs. (155.92 k.p.h.) compared with the 4 mins. 24.1 secs. of Taffy von Trips. Best of the Porsches was Herrmann, who did 4 mins. 28.3 secs. (153.19 k.p.h.); then came Gurney and Bonnier. Jack Lewis (Cooper), with 4 mins. 37.7 secs., was a little quicker than both Graham Hill and John Surtees.

Saturday's practice was preceded by a violent rainstorm which practically had the circuit awash, and the rain continued for most of this final session. Hardly anyone improved on their times, while neither Jack Brabham (who, incidentally,



LINE ASTERN: The very impressive works Porsches of Herrmann, Bonnier, G. Hill and Gurney.



START: Jo Bonnier (Porsche) leads Graham Hill (Porsche) and von Trips (Ferrari) into the first corner.

was flown out to the race with his wife by "Kangaroo Airlines"—Jack's own plane, with Ron Flockhart as chief pilot (temporarily loaned from "Caledonian Airways"). Neither Innes Ireland nor Phil Hill seemed to be at all happy with their lot, Innes overdoing it in the wet and going off-course—without injury.

Thus, the cars lined up on the grid as follows:—

Clark (Lotus)	von Trips (Ferrari)	Herrmann (Porsche)
Gurney (Porsche)		Bonnier (Porsche)
Lewis (Cooper-C)	G. Hill (Porsche)	Surtees (Porsche)
Seidel (Cooper-C)		Trintignant (Cooper-C)
Ireland (Lotus)	Phil Hill (Ferrari)	Brabham (Cooper-C)
Barth (Cooper-C)		Laureau (Cooper-C)
Gregory (Cooper-Mas)	T. Taylor (Lotus)	de Beaufort (Porsche)
	Schlesser (Cooper-C)	

Jim Clark again made an excellent start, as did von Trips in the rear-engined Ferrari. But neither of them was able to match the tremendous acceleration of the Porsches, and the grid became a series of silver flashes as the four works cars shot off the mark. As the field disappeared out of sight into the Hedersbach-Kurve the three Porsches of Bonnier, Graham Hill and Hans Herrmann led the rear-engined Ferrari and Jimmy Clark. Positions were swapped almost continuously throughout the hectic first lap, and as they came down to the start and finish line from the Spitzklinge it was Graham Hill, leading from Bonnier, Herrmann, von Trips, Gurney, Ireland, Laureau, Brabham, Clark, Phil Hill, Jack Lewis, Trintignant, Gregory and then a long gap before the rest of the field. Graham's standing start lap was covered in roughly 4 mins. 21 secs.—a speed of 157.6 k.p.h.

TIGHT LINE as Jack Brabham (Cooper) leads Innes Ireland (Lotus) during their monumental dice which lasted until Jack retired with a blown cylinder head gasket.

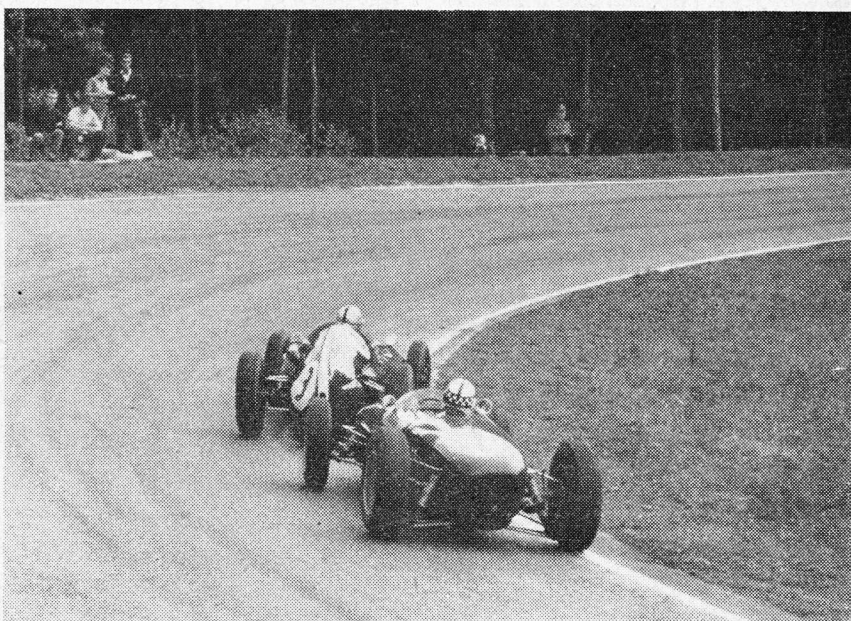
On the second lap Jo Bonnier took the lead, Graham dropping to second place, while von Trips took Herrmann for third spot. Jack Brabham moved up from eighth to fifth place, in doing so chopping the lap record down to 4 mins. 15.1 secs. (161.1 k.p.h.), but the fate of the record was by no means settled. In the course of the race the poor old record was to be smashed on no fewer than 10 further occasions by von Trips, Jim Clark, Hans Herrmann and again by Jack Brabham.

At the end of the second lap Jo Schlesser coasted into the pits with a dead engine, to retire. In the course of the third lap the lead changed hands yet again, and this time it was Taffy von Trips who came through in front, with Herrmann second, then Jim Clark, who had moved up from seventh place on lap two, followed by Bonnier, Gurney, Brabham, Graham Hill and Innes Ireland. Von Trips again broke the record with a 4 mins. 14.7 secs. lap.

But the Ferrari's lead, at this stage at any rate, was short-lived. On lap four Jim Clark shot ahead, and at the end of the tour was leading by some 2½ seconds, having also broken the lap record, with new figures of 4 mins. 8.4 secs. (165.5 k.p.h.). In second place was Herrmann, while the Ferrari lay third, ahead of Bonnier, Gurney, Brabham, Graham Hill, Ireland, Surtees and Phil Hill in the front-engined Ferrari. On the fifth lap Clark extended his lead to something over five seconds, and again broke the record with 4 mins. 8.3 secs. (165.59 k.p.h.), while on the sixth lap he pulled out another five seconds over the second man, and lowered the lap record to 4 mins. 8.0 secs. Von Trips dislodged Herrmann to take second place, while Bonnier lay fourth ahead of Graham Hill, Dan Gurney, Jack Brabham and Innes Ireland, the latter two having a close-fought battle of their own. Farther back in the field, Maurice Trintignant was having a little dice with Masten Gregory, the American eventually drawing ahead while Trint dropped back, his car's engine sounding rougher and rougher as the laps went by.

At seven laps Jim Clark was out on his own, but the fight for second place went on hot and strong. Less than 13 seconds—less, in fact, than Clark's lead—separated second and 10th men, while Gurney got past Graham Hill, and Innes Ireland closed up on Jack Brabham, before taking him on lap eight. Back in the field, Trevor Taylor began to close up on Trintignant, whose car was now sounding really sick. Herrmann now lay second, ahead of von Trips, Bonnier, Gurney and Hill; and at eight laps Clark's lead had come down to 12 seconds. At nine laps only 10 seconds separated the first and second cars, and at the end of 10 laps Clark came past a bare four seconds ahead, pulling into the pits as he did so to allow Herrmann to sweep into the lead.

Clark's trouble—his was one of the most dramatic pit stops of the day, for

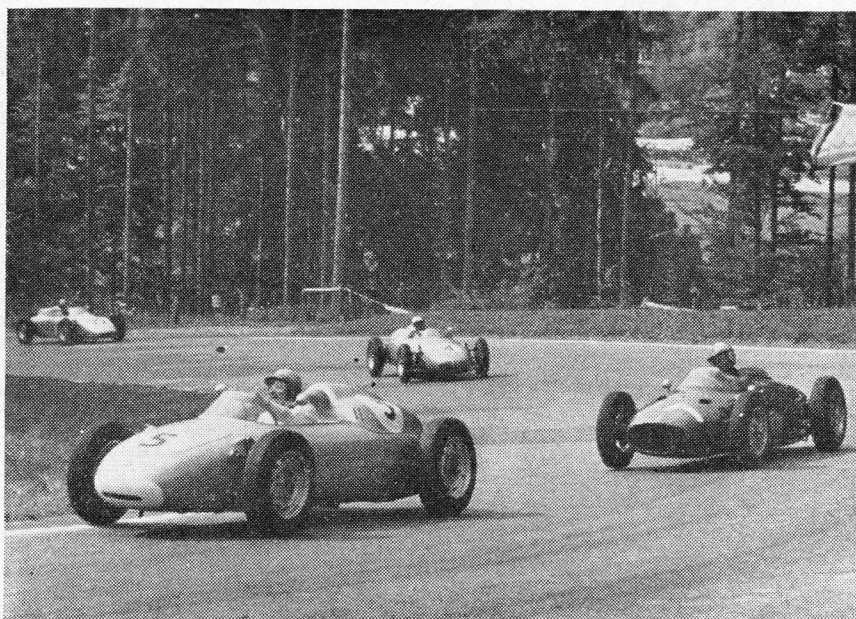


FERRARI SANDWICH as Hans Herrmann's Porsche leads von Trips's Ferrari which, in turn, is followed by the Porsches of Bonnier and Gurney.

he had appeared to be quite uncatchable—was a blown gasket, and when the header-tank filler-cap was removed a pillar of steam shot into the air. He rejoined the race after a commendably quick pit-stop, but in 12th place, a long, long way in terms of minutes and seconds behind the leaders. Von Trips decided that the lead was no place for a Porsche when there was a Ferrari about, and promptly lowered the lap record again, setting new figures of 4 mins. 7.5 secs. (166.1 k.p.h.). But Herrmann stayed where he was, and to make sure of it lapped in 4 mins. 7.0 secs. (166.4 k.p.h.) to set up yet another new record: the pace, obviously, was really tremendous, and it was as yet anybody's race.

At the end of 12 laps Herrmann led by the narrow margin of two seconds from von Trips. Then, seven seconds in arrears, came Joakim Bonnier, ahead of Graham Hill and Dan Gurney, who were still swapping places with something approaching regularity. Jack Brabham had come into the pits to retire at the end of lap 11, a blown gasket causing *extreme* overheating, leaving sixth place to Innes Ireland, who was now being pressed by Phil Hill, in the other Ferrari. Eighth, and some way back, was John Surtees, well ahead of Trevor Taylor, who had now passed Masten Gregory.

At the end of the 13th lap Herrmann and von Trips passed the start and finish line only a few feet apart, with the race average at over 163 k.p.h. Von Trips gave the record another push on this lap, recording 4 mins. 6.4 secs. (166.8 k.p.h.), and according to the official time-keepers was only one-tenth of a second behind Herrmann. The Porsche gained a little on the long, sweeping left-hander leading to the Herdersbach-Kurve, but at the end of the next lap there was still literally nothing between them. Bonnier, in third place, was dropping back, up to his ankles in oil, and after 14 laps was 12 seconds behind the leaders, with the



still-scrapping Gurney and Graham Hill steadily catching him.

After 16 laps Herrmann still led by the skin of his teeth—the result was still wide open for Porsche or Ferrari. Bonnier, with no oil pressure at all, had dropped to 21 seconds in arrears, but still held third place, while Graham Hill passed Dan Gurney into fourth place. Sixth was Phil Hill, in the front-engined Ferrari, well ahead of seventh man Trevor Taylor, who had moved up when Surtees had spun off after a missed gear-change in the Rob Walker Porsche.

Von Trips did the 16th lap in 4 mins. 6.0 secs.—another new lap record—but still Herrmann stayed in front. So, on lap 17, Taffy showed what he and the Ferrari could do, and chopped the better part of two seconds off his time to bring the record down to 4 mins. 4.7 secs.—168 k.p.h., which settled the record for good and all so far as the race was concerned, and also put the red car into the lead. At the end of the lap he led

Herrmann by 1½ seconds, Bonnier still holding third place, while Gurney had taken fourth place from Graham Hill. Innes Ireland and Phil Hill were now having a battle royal for sixth place, Innes getting in front of the Ferrari on lap 17.

On lap 19—one lap to go—von Trips extended his lead to three seconds over Herrmann's Porsche, while Graham Hill passed Bonnier into third place, the three Porsches of Hill, Bonnier and Gurney passing the pits as one car. Phil Hill pipped Innes Ireland, but the race was not over yet.

On the last lap victory for the rear-engined Ferrari and Wolfgang von Trips became certain for the first time, and he crossed the line 3.6 seconds ahead of Hans Herrmann. Jo Bonnier made a last-minute come-back to take third place back from Graham Hill, while Innes Ireland repassed the Ferrari of Phil Hill to take sixth position behind Dan Gurney. Eighth was Trevor Taylor, his Lotus sounding far from well, and ninth was Masten Gregory, the last car to finish on the same lap as the leader.

Thus ended a most exciting motor race, with the issue in very real doubt right up to the last few hundred yards—and that, in a race covering over 140 miles, is as close as you can get it!

Results

International Formula Junior Race: 1, Jim Clark (Lotus-Ford), 56 m. 9.6 s., 146.37 k.p.h.; 2, Steve Ouvaroff (Lotus-Ford); 3, Trevor Taylor (Lotus-Ford); 4, Peter Arundell (Lotus-Ford); 5, Keith Ballisat (Cooper-Austin); 6, Gerhard Mitter (Lotus-DKW).

Fastest lap: Clark, 4 m. 34.5 s., 149.7 k.p.h. (Class lap record).

International Formula 2 Race: 1, Wolfgang von Trips (Ferrari), 1 h. 23 m. 14.7 s., 164.519 k.p.h. (record average speed); 2, Hans Herrmann (Porsche); 3, Joakim Bonnier (Porsche); 4, Graham Hill (Porsche); 5, Dan Gurney (Porsche); 6, Innes Ireland (Lotus).

Fastest lap: von Trips, 4 m. 4.7 s., 168 k.p.h. (new course record).

LAP ONE of the F.J. event and Jim Clark (Lotus) leads Henry Taylor (37), Trevor Taylor (2), Mike McKee (5), Steve Ouvaroff (4) with Mitter and Ballisat at the rear.



POWER: The 4.2-litre DBR Aston Martin of S. J. Diggory leads the field through The Avenue. It is, in every way, a most impressive motor car.

GENERALLY unpleasant weather kept many spectators away from the Lancashire and Cheshire Car Club's 11th race meeting at Oulton Park, but those who stayed away missed a most enjoyable day's racing. The proceedings opened with two half-hour speed trials, which were run on a dry track, and although 10 drivers managed to complete their set distance on time during the first trial, only two were successful in the second.

The first race of the day was a 10-lap scratch event for sports cars of up to 1,000 c.c. o.h.v. or 1,172 c.c. s.v. Alan Wershat (Lolita), J. J. Cottrell (Lotus 1172) and Bill Moss (Marcos 105E) were first off the line but by the end of the first lap K. D. Jones's Lotus-B.M.C. had passed the Marcos into third place while Jack Murrell had brought his D.R.W. right through the field to fourth. Wer-



GREY SKIES AT OULTON PARK

**But Lancashire and Cheshire C.C. Race Meeting Sparkled—
Impressive Performance of S. J. Diggory's 4.2 Aston Martin**

shat held his lead for four laps, with Jones, Moss and J. M. Beatty (Lotus) hotly contesting second. Moss and Wershat took Murrell on the eighth lap, Murrell was back ahead on the ninth, only to be passed again by Moss at Old Hall as they started the final lap. Moss beat Murrell to the flag by 0.6 of a second and Wershat, trying to the end, was only feet astern of Murrell.

Formula Junior cars and 1,100 c.c. sports cars provided an interesting contrast in a 10-lap scratch race. Keith Francis (Lotus 1100), A. G. Wood (Cooper-Ford) and Rudi de Waldkirch (Lotus 1100) were well away at the start, but de Waldkirch spun at Old Hall, the first corner, and his Lotus was left perched at an acute angle well up the bank until the field had passed and he got away. Bill Pinckney (Lotus), moved up into third, followed, at a respectful distance, by A. D. Bennett's Bennett-

Ford and de Waldkirch was last, by some distance, but going like the wind. Arthur Mallock, driving the Alexis F.J., and de Waldkirch began to carve their respective ways through the field in pursuit of Francis, Wood and Pinckney who were close together at the front and drawing away from Bennett, in fourth spot. On the fifth lap Pinckney drew into the pits to remove the loose rear panelling of his Lotus and dropped a place. This put him just in front of Mallock and de Waldkirch, duelling for fifth place. De Waldkirch got past Mallock and Pinckney on the eighth, took Bennett on Deer's Leap on the ninth and was closing on the leaders as they took the chequered flag. His brilliant drive tended to overshadow the leaders, Francis and Wood, but they had driven steadily and quickly in the lead from start to finish, with Francis setting fastest lap at 80.29 m.p.h. on the way.



The next race, for saloon cars and grand touring cars, provided a runaway victory for Peter Bolton who was untouchable in his A.C.-Bristol, only Reg Harris's highly modified 3.8 Jaguar being able to keep up, although Bill Moss made a valiant and fast attempt to stay with the leaders until his Marcos ran out of petrol on the sixth of the 10 laps. Keith Francis found the saloon class easy meat for his PECO-tuned Ford Anglia, with A. R. Pilkington's A35 in second place. The only untoward incident occurred when D. J. Farley was unfortunate enough to overturn his Austin Seven in endeavouring to avoid the gyrations of Mrs. D. Harris's Mini-Minor at Lodge Corner.

The enormous power of S. J. Diggory's enviable 4.2-litre Aston Martin DBR took it into an immediate lead at the start of the *formule libre* 10-lapper but, after three laps, it was passed out of Cascades by A. Osbiston's Cooper Monaco. P. S. Simpson's F2 Cooper moved up to challenge the Aston and these three provided a high speed cavalcade for the rest of the race with Rudi de Waldkirch in his Lotus staying in fourth place ready to supplant any of the leaders who might put a wheel wrong.

It was again Peter Bolton's A.C. Ace all the way in another 10-lap race for sports cars (excluding those with Climax, Ferrari, Porsche and Stanguellini engines) and K. D. Jones (Lotus-B.M.C.) did very well to stay within five seconds of the flying Ace. In third place was Eric Booth's venerable but potent Frazer-Nash Le Mans Replica, which went very quickly and sounded marvellous but simply wasn't fast enough to hold the leaders, although its engine is basically the same as that of Bolton's Ace, which had been converted from grand tourer to sports racer by the simple expedient of removing its hardtop and windscreen.

As was to be expected, Alan Wershat's Lolita overwhelmed the opposition in the combined 750 and 1172 Formulae event.

(Continued on page 168)

PRANG: D. J. Farley overturns his Austin Seven in a successful attempt to avoid the Mini-Minor of Mrs. D. Harris which spun on the exit from Lodge Corner.

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Oulton Park—continued

J. J. Cottrell tried hard but his Lotus simply wasn't up to Lolita while D. E. Boorer's D.E.B. held off all the other 750 devices to win by 5 secs. from J. Anziani's special.

The last race of the day, a 15-lapper for sports cars of any capacity, was dominated by Colin Escott, driving Diggory's 4.2 Aston, and by George Pitt in his Cooper Monaco. Pitt led for the first five laps and was then passed by Escott who forged ahead to win by nearly 15 seconds from the Aston. Then came a bevy of Coventry Climax cars, followed by the young Texan Albert Maher who drove his unwieldy Chevrolet Corvette with considerable verve to the consternation of his pit crew, who kept on hanging out "Easy" signals. The best feature of this rather processional event was a most stirring race-long dice which went on between the similar Elvas of D. C. Alderson and Derek Mason who eventually finished sixth and seventh respectively.

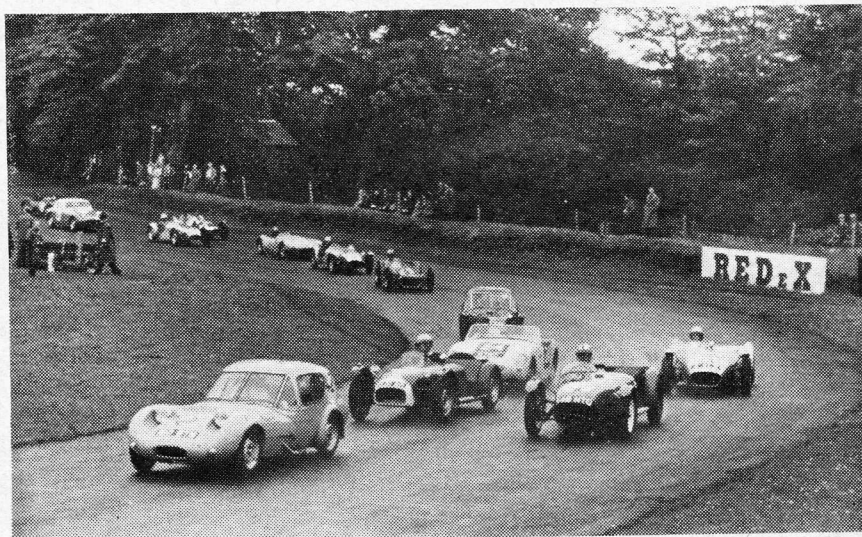
MICHAEL DURBIN.

Results

Qualifiers, Speed Trial 1: M. Butroid (Lotus), J. Anziani (Austin), B. Mills (Austin-Healey), W. Cowburn (Austin), B. Redman (Morris), D. Harris (Morris), D. Farley (Austin), G. Russell (Triumph), G. Hulme (Simca) and E. Cunningham (Jaguar). **Qualifiers, Speed Trial 2:** J. M. Beatty (Lotus) and R. Attwood (TR3A). **Sports Cars up to 1,000 c.c. o.h.v. or 1,172 c.c. s.v.:** 1, W. F. Moss (Marcos), 68.92 m.p.h.; 2, J. A. Murrell (D.R.W.); 3, A. R. Wershat (Lolita). **Fastest lap:** K. D. Jones (Lotus), 70.90 m.p.h. **Sports Cars up to 1,100 c.c. and Formula Junior cars:** 1, K. M. Francis (Lotus 1100), 75.25 m.p.h.; 2, A. G. Wood (Cooper-Ford); 3, R. A. O. de Waldkirch (Lotus 1100). **Fastest lap:** Francis, 80.29 m.p.h. **Saloon and Grand Touring cars:** 1, K. M. Francis (Ford), 67.58 m.p.h.; 2, A. R. Pilkington (Austin); 3, B. Redman (Morris). **Grand Touring:** 1, P. Bolton (A.C.), 75.53 m.p.h.; 2, R. H. Harris (Jaguar); 3, R. Attwood (TR). **Fastest lap:** Bolton, 76.46 m.p.h. **Formule Libre:** 1, A. Osbiston (Cooper-Monaco), 82.28 m.p.h.; 2, S. J. Diggory (Aston Martin 4.2); 3, P. S. Simpson (F2 Cooper). **Fastest lap:** Osbiston, 84.09 m.p.h. **Sports cars up to 2,000 c.c.:** 1, P. Bolton (A.C.), 78.08 m.p.h.; 2, K. D. Jones (Lotus); 3, E. C. Booth (Frazer-Nash). **Fastest lap:** Bolton, 79.14 m.p.h. **750 and 1172 Formulae:** 750: 1, D. E. Boorer (D.E.B.), 63.27 m.p.h.; 2, J. Anziani (Austin); 3, W. L. Cowburn (Austin). 1172: 1, A. R. Wershat (Lolita), 75.94 m.p.h.; 2, J. J. Cottrell (Lotus); 3, W. G. Lomas. **Fastest lap:** Wershat, 77.53 m.p.h. **Unlimited Sports Cars:** 1, C. Escott (Aston Martin 4.2), 84.57 m.p.h.; 2, G. Pitt (Cooper Monaco); 3, K. M. Francis (Lotus). **Fastest lap:** Pitt, 87.04 m.p.h.



WINNER of two events, Peter Bolton takes his very quick A.C. Ace (here in grand touring guise) through Lodge Corner, and (below) Bill Moss (Marcos), winner of the small sports car race, leads at Old Hall.



BOULEY BAY

David Boshier-Jones Breaks Record

BEFORE rain, making the course slippery and dangerous, led to the abandonment of the meeting thousands of spectators lining the hillsides at the National Open Hill-Climb at Bouley Bay, Jersey, organized by the Jersey Motor-Cycle & Light Car Club, had a chance to see the reigning British Hill-Climb champion, David Boshier-Jones, break the all time and his own record for the hill by climbing it in 50.84 seconds.

His previous fastest time and also the fastest time ever recorded for the hill was 51 seconds, which he achieved last year. He now has a total of 64 points in this year's R.A.C. Hill-Climb Championship with a Jersey driver, Arthur Owen, with 42 points as his nearest rival.

The rain fell after all the drivers had completed their first runs and prevented the holding of the runs for the National Hill-Climb Championship so that the speeds recorded in the first runs were taken for this event.

David Boshier-Jones's record-breaking

run was in the event for cars between 501 c.c. and 1,100 c.c. Getting off to a very fast start, Boshier-Jones in his 1,098 c.c. Cooper, took the first S-bend and the sharp Les Platons Corner at speeds which astonished onlookers, turning on the straight to come to the most difficult corner of the hill, Radio Corner. He showed his mastery of the hill and his vehicle as he flung into the hairpin bend, accelerated fiercely and went into the last bend at exceptionally high speed. Within seconds of his reaching the finishing line the announcement that the hill record had been broken was made.

Second in the same class was a local driver, Mac Daghorn, in a 1,100 c.c. Cooper, who clocked 53.75 seconds. He was also the second fastest of the day. Third was David Good in a 1,100 c.c. Cooper with a time of 54.52 seconds. The third fastest time of the day was recorded by expatriated local driver Arthur Owen in a 2,200 c.c. Cooper with a time of 53.83 seconds.

He was driving in the event for cars of 1,501 c.c.-2,500 c.c. and over.

In the other events Peter Gatehouse in a 1098 Cooper-Climax broke the local record for cars up to 2,000 c.c. with a time of 56.21 seconds.

Results**Sports Cars**

Up to 1,000 c.c.: 1, G. B. Amy (Sprite), 66.90 s.; 2, C. Thorne (Sprite), 69.80 s.; 3, Mrs. V. Richmond (Lotus), 72.44 s. Note: Mrs. Richmond was driving in the first run instead of her husband. In the second run in which Mr. Richmond drove a time of 58.39 seconds was recorded. Owing to the abandonment of the event shortly after first runs had been completed only first run times were taken. **1,001 to 2,000 c.c.:** 1, P. Gatehouse (Cooper-Climax), 56.21 s.; 2, P. B. Bailey (Lotus) and P. Boshier-Jones (Lotus), 56.72 s. **Over 2,000 c.c.:** 1, R. Alluto (Allard), 59.21 s.; 2, J. Browning (Jaguar XKSS), 61.52 s.; 3, J. Randles (Cooper), 61.70 s.

Racing Cars

Up to 500 c.c.: 1, S. Testori (Cooper), 60.52 s.; 2, P. Howarth (Norton Starline), 64.84 s. **501 to 1,100 c.c.:** D. Boshier-Jones (Cooper), 50.84 s.; 2, M. E. Daghorn (Cooper), 53.75 s.; 3, D. Good (Cooper), 54.52 s. **1,101 to 1,500 c.c.:** 1, G. H. Keylock (Cooper), 54.90 s.; 2, A. T. Norton (Cooper), 55.40 s.; 3, Miss P. Burt (Cooper), 57.56 s. **1,501 to 2,500 c.c.:** 1, A. Owen (Cooper), 53.83 s.; 2, J. Berry (E.R.A.), 55.94 s.; 3, B. de Gruchy (Jaguar), 60.75 s.

R.A.C. Hill-Climb Championship Table: 1, D. Boshier-Jones, 64 points; 2, Arthur Owen, 42; 3, D. Good, 34.



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Club News

By MICHAEL DURNIN

HERTS COUNTY SPEED TRIALS BRANDS HATCH

NINETY-FIVE entries and a fine day contributed towards making the Herts County Automobile and Aero Club's annual Brands Hatch Speed Trial a very good day's sport for drivers and spectators alike. With cars ranging from Mini-Minors to 1½-litre Lotuses, it was interesting to be able to compare performances, especially cornering power, without which Brands Hatch becomes a very exciting circuit. Comparisons might be odious but they are very pertinent when one sees a Mini-Minor hurtling through a bend a good deal faster than most of the sports cars. These little cars and their Austin brothers were the heroes of the day although the drivers of some of the less stable saloons must also deserve that title.

Each car had two runs of two laps each of the shorter circuit after practice runs in the morning. These were enlivened by I. Hart who took Paddock Bend at a very optimistic speed and rolled his A40 on the way out. Luckily, the driver was unhurt although the A40 was highly modified.

Morrey's A35 won the unmodified small saloon class after battle with VW, Herald and Simca opposition. The very strong fully modified saloon class finally went to B. G. Smith's Austin 7 which appeared to have the lot under its bonnet and was driven flat out all the way. Tyre howl rose to a maximum as the bigger modified saloons got under way and J. W. Dunster's run in his 3.4 Jaguar must have cost him a lot of rubber as he made his class-winning runs.

The 1,100 c.c. Grand Tourers were a mixture of Sprites and Turners and here R. G. Falconer's rapid cornering gave him a good class lead with his Turner. The 1,600 c.c. class was a case of Peter Tomei with Elva versus the rest, consisting of M.G.s. The Elva's light weight and Tomei's determination won the day, but the single cam M.G.As beat the Twin-Cams.

The 2-litre class saw Dangerfield's (ex-Hurrell) TR3 way out in the lead although he had some agricultural



OOPS! Brian Harper's well-known Morgan Plus 4 demolishes the pylons during the Shenstone and District Car Club's recent driving test meeting.

motoring after Druid's on his first run. The unlimited sports class saw victory go to Paine's Frazer-Nash which was particularly steady on the corners. Bellamy on a 2.2-litre Triumph had a very energetic and frightening-to-watch

run and came within 1½ secs. of the Nash.

The sports racing classes were very well supported and an innovation was to give the Climax cars a class of their own. This certainly encouraged the rest as 19 of them turned up to do battle. Lacey's B.M.C.-engined Lotus was by far the fastest and was, in fact, the fastest non-Climax-engined car at the meeting. Fastest time of the day went not unexpectedly to the winner of the Climax-engined class, A. F. Warnell's Tojeiro, who clocked 2 mins. 11.4 secs. He had to work hard for his win since two other cars were within half a second of him. G. P. T.

B.A.R.C.-WEBBAIR FLIGHTS TO OPORTO

THE long waiting list on the B.A.R.C.-Webbair Elizabethan flight to Oporto has now been absorbed by the scheduling of a second aircraft—a possibility hitherto made difficult because of acute aeroplane shortage due to the international and various strike situations.

DUNLOP SILVERSTONE SUCCESSES

THE first three cars in every race at the R.A.C.'s 13th British Grand Prix meeting at Silverstone used Dunlop tyres.

Coming Attractions

- 30th July. Bentley D.C., Jaguar D.C. Race Meeting, Silverstone, near Towcester, Northants.
31st July. German G.P. (F2, F.J.), Nürburg-ring.
Notts S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics.
750 M.C. Race Meeting, Snetterton, near Thetford, Norfolk.
Berwick D.M.C., Border M.R.C. Race Meeting, Winfield Aerodrome, Berwickshire. Start, 2 p.m.
Liverpool M.C. Driving Tests, Dunlop Factory, Speke, Liverpool. Start, 2 p.m.
1st August. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.
B.A.R.C. Race Meeting, Aintree, near Liverpool.
B.R.S.C.C. Race Meeting, Cadwell Park, Lincolnshire.
6th August. Hants and Berks M.C. Hill-Climb, Great Auclum, near Reading, Berks.
Royal Scottish A.C. Veteran Car Rally. Start, Blythswood Square, Glasgow, 10.30 a.m.
B.R.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.
7th August. Southleigh M.C. Hill-Climb, Wiscombe Park, near Honiton, Devon. Start, 2 p.m.

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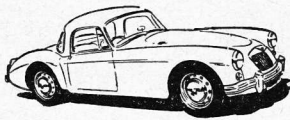
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SOUTHEND "THREE HUNDRED" RALLY

Single Clean Sheet Proves Tough Rally Possible

THE proverbial "Cat" of Thames Estuary Automobile Club has sharpened its teeth considerably! If this year's T.E.A.C. Restricted Southend "300" Rally is any indication of the future, keen rallyists can look forward with great anticipation to this club's next National "Cat's Eyes" being a real corker of an event.

Clerk of the Course Peter de Boltz and his two assistants, who organized the 1960 Southend "300", displayed a remarkable understanding of the absolute fundamentals of good keen rallying and applied this in devising a rally to topple off the current "clean sheet merry-go-round" even very expert crews. Neither drivers nor navigators were spared in Peter de Boltz's answer to multiple clean sheets, yet not one trick was used and everything conformed to an honourable code of practice; albeit very much of a "high school" standard.

Our sympathy lies with many crews who must have found the rally somewhat more severe than the average restricted rally; to them it should have been a sample, the taste of which must create a craving for more.

Before leaving the starting controls at Southend, Ipswich and London the 97 competing cars were scrutineered for existing damage and details carefully recorded. Routes from these starting controls converged at Lynfield Café just north of Chelmsford, generous time allowances permitted most competitors opportunity for refuelling and refreshments here before booking in and out,

Simple enough, but, it was only the most astute navigators who followed the Route Card without falter such that they knew where they were on the map when given the references for the auxiliary loops, particularly as the earlier part of the Route Card had, quite cunningly, not been on any of the maps necessary for the rally. Meanwhile, drivers were permitted no let up on the roads chosen for them, as Ron Clift found on a tortuous stretch of "yellow" road when he most artistically framed the rear end of his TR3A in the foliage of a hedge on a bend at map reference 149/767489. Expert rallymen like Paul Steiner and Jimmy Gregson also fell prey to this section. And so the end of this humdinger of a section of 69 miles, which had taken competitors on mainly secondary roads near Kelvedon, Halstead and Sudbury, led in a further six miles to the supper stop at Haverhill in Suffolk.

Suitably replenished, competitors departed on a section requiring 21 check points to be visited, the map reference and direction of approach of each point being displayed at the previous point. Time allowed between points ranged from three minutes upwards, though in only one case did the time allowed reach double figures; the average was six minutes. Many of these check points were manned, thus the organizers again had a very tight grip on drivers and navigators such that the slightest error would reflect in a late penalty. By this time our Renault-Gordini was infiltrating among much earlier numbers and it was becoming increasingly apparent that an would be necessary clean sheets on this rain had now set dashed the 69 miles line slightly south Bury St. Edmunds- the Morris 1000 er was nicely high a bank at a right

or the cars marked those selective any of 24 route checks time controls to be ites (distance 68½ of the old T.E.A.C.

sting these route checks were scattered over four maps but the organizers overcooked things somewhat by the intentional absence of directions of approach to the route checks, evidenced by cars flying in all directions. Careful choice of directions of approach would have served the purpose far better and eliminated the possibility of an untimely meeting with a team mate on the next bend, or the next road junction in the case of the Lake M.G. TF and "Soupy" Herald of Cyril Linstone, which indulged in some mutual modification at such a feature.

Relentlessly the rally continued into morning with the Nash/Stone Triumph Herald well to the fore, 11 miles of Tulip-style diagrams north of Ipswich led to a sequence of short sharp sections on a line north of Colchester, then a few miles of main road motoring brought surviving competitors to the tie-deciding driving test; any direction garaging into a quartet of garages on an interestingly greasy surface. And so in another nine miles, making a total of 317½ miles, crews found the haven of the final control and breakfast at Braine-tree.

At the final control each driver was required to sign a declaration concerning any damage he may have caused during the rally, however, these elaborate arrangements in public interest seemed to lack a good deal of purpose because transgressors were not penalised unless caught falsely signing the declaration!

Again crews had been subjected to several fast nerve-racking sections in the advancing morning. For longer rallies such as this it would be well worth considering a change of season to the longer nights, or to shorten what is otherwise an exceptionally good event. In some areas it is possible to select open country suitable for fast early morning rallying, though such areas are few and far between.

LL.R.

Provisional Results

Outright Winner: H. A. R. Nash (Triumph Herald); Navigator, D. Stone, 0 marks lost.
Best T.E.A.C. Member: R. Salter (Jaguar 3.4); Navigator, P. Deavin, 15.

Class Winners: Class A: E. J. Hatchett (Triumph Herald), 20. Class B: D. A. Brown (Riley 1.5), 100. Class C: J. R. Clark (Vauxhall Velox), 315. Class D: C. S. Perkin (Wolsley 6/90), 190. Class E: B. H. Towns (M.G. TF), 315. Class F: P. Older (M.G.A.), 190. Class G: D. F. Gray (Triumph TR3A), 35. Class H: P. Easter (Jaguar XK 150), 545.

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