

AUTOSPORT

AUGUST 12, 1960

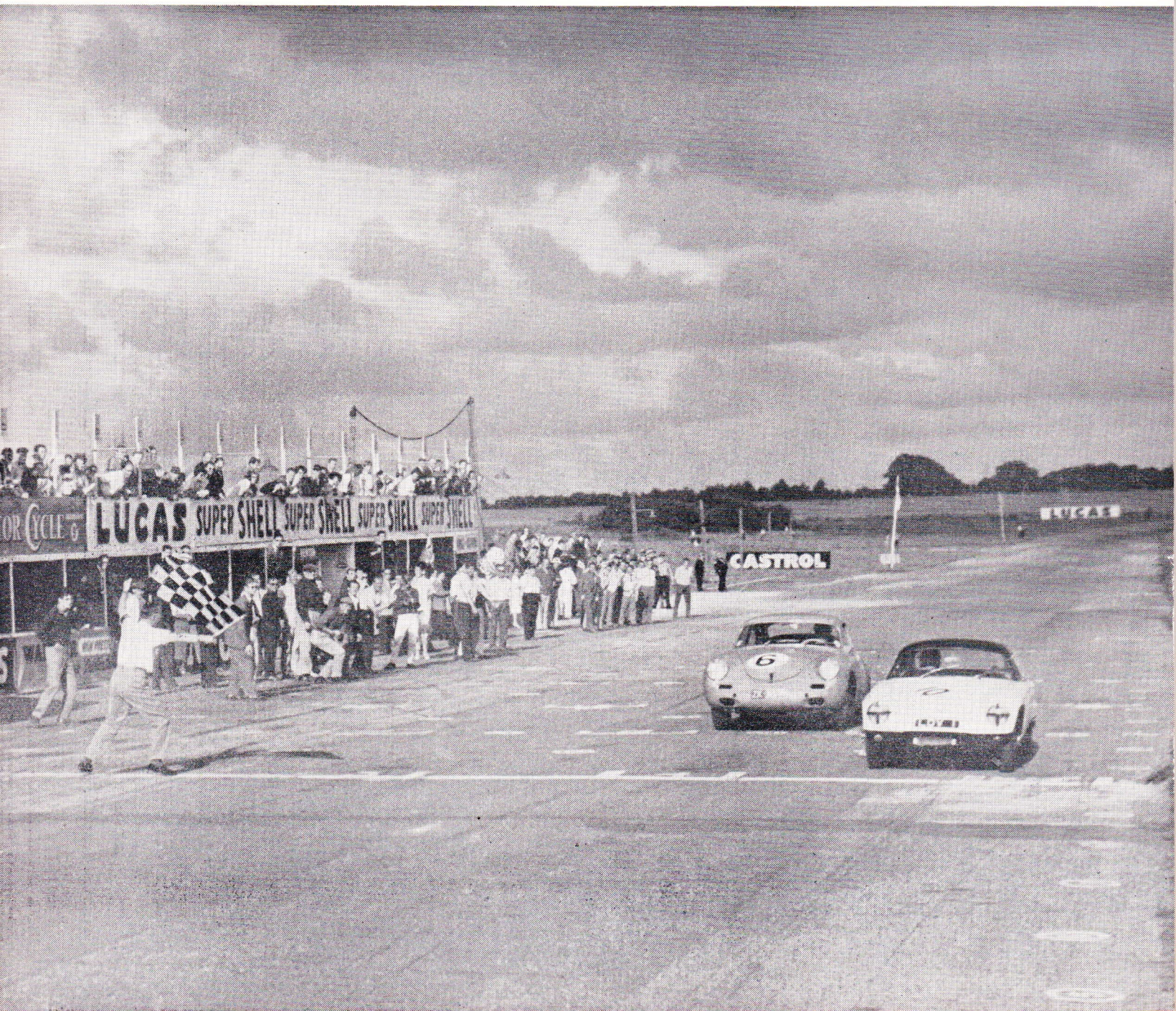
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EVERY FRIDAY
Vol. 21 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY

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

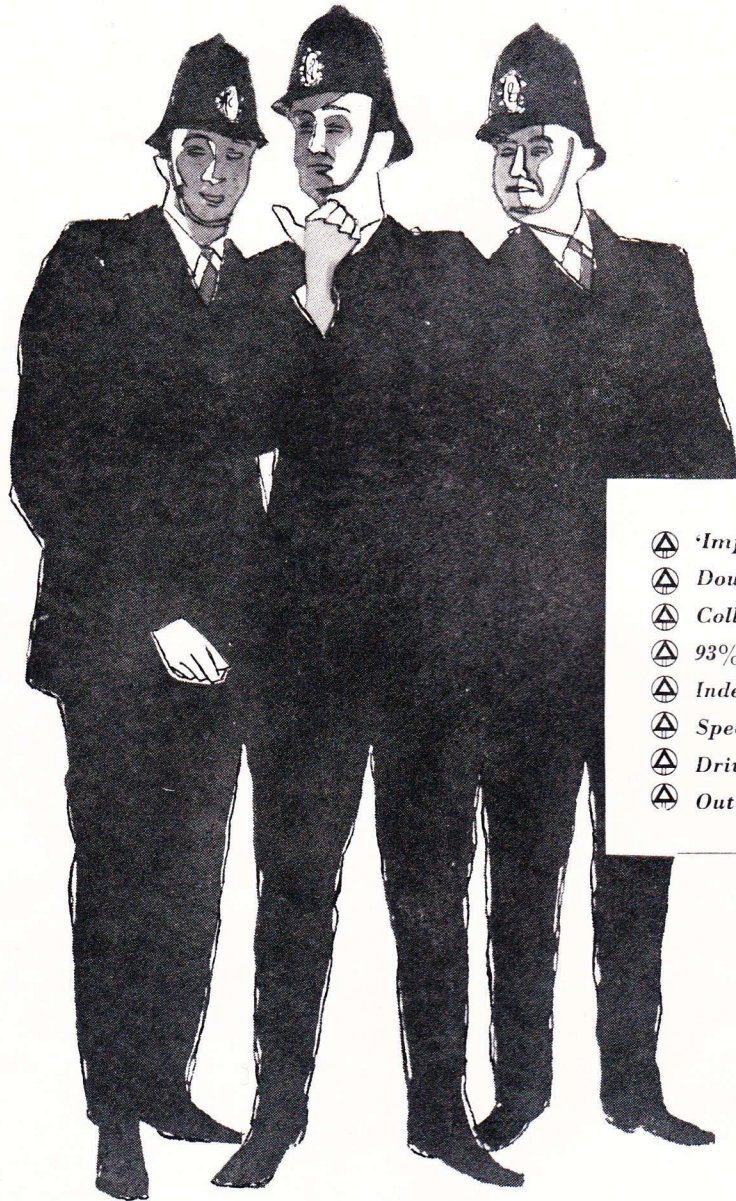
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THE 1961 REAR-ENGINED FERRARI : AUGUST BOOKSHELF

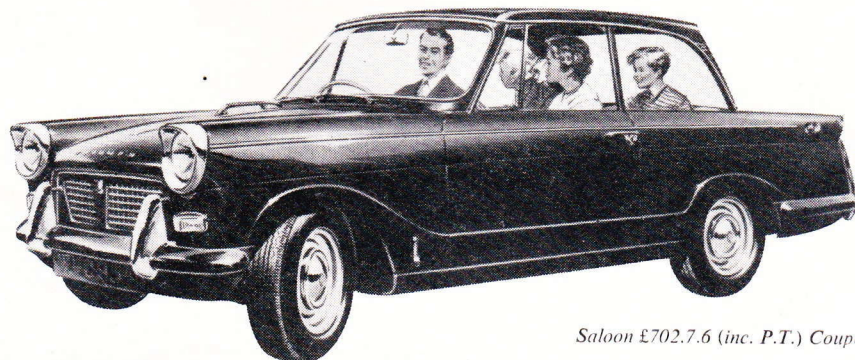
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AUTOSPORT

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Vol. 21 No. 7

August 12, 1960

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EDITORIAL

A FINE WORLD CUP RACE

IN both heats of the final of the AUTOSPORT World Cup at Snetterton last Saturday really first-class racing was witnessed. The British team of G.T. cars managed to wrest the Trophy from the Netherlands, whose team won it in 1959. For this victory, credit must go to the very rapid Lotus Elite, driven so immaculately by Graham Warner, and to the M.G. Twin-Cams prepared by Dick Jacobs, and raced by Tom Bridger and Alan Foster. This trio held off the two fastest Dutchmen, Wim Poll and Ad Bouwmeister in their S90 Porsches, and so paved the way for the final victory. Incidentally, the driving of Poll was a revelation, and his 1 min. 56.6 secs. (83.66 m.p.h.) is the fastest ever done by a Porsche at Snetterton. Warner, however, set up a new class record for G.T. cars under 1,600 c.c. with 1 min. 54 secs. (85.58 m.p.h.)—and averaged 84.5 m.p.h. for the two 20-lap heats. Records also went by the board in both Junior and Formula 2 races. Mike McKee (Lotus-Ford) returned 1 min. 42.4 secs. (95.27 m.p.h.), and in the F2 event Tony Maggs, in John Ogier's Cooper-Climax, recorded 1 min. 40.6 secs. (96.98 m.p.h.). Mike McKee won the Vanwall Trophy with Jim Russell's Cooper-Climax. Another notable performance was that of Bob Gerard (Turner "950"), who did a lap in 2 mins. 01 sec. (80.63 m.p.h.), chasing the winner, Paddy Gaston (Sprite), in the AUTOSPORT Championship race for Class A cars.

MONZA IMPASSE

BRITISH entrants' decision to abstain from the Grand Prix d'Europe (Italian G.P.) at Monza on 4th September was not made without a great deal of deliberation. The fact of the matter is that the same reasons for not attempting to race at Indianapolis apply to Monza when the banked sections are included. Entrants do not consider that their cars are suitable, and are unwilling to accept the additional hazards of the very fast speed-circuit. Why this is included at all is a puzzle. Maybe it is the desire to stage the fastest Grand Prix—or to weight the odds in favour of Scuderia Ferrari? At any rate, so soon as the regulations were published, it was made fairly evident that they were not acceptable to Great Britain, which, after all, is the leading country in modern Grand Prix racing. Let the Italians alter their decision and it is fairly certain that a proper, representative Grand Prix d'Europe would be staged!

OUR COVER PICTURE

HALF A LENGTH—that was all there was between Graham Warner's Elite and Wim Poll's Porsche at the end of the "World Cup" race at Snetterton on Saturday—one of the most exciting contests seen this season in G.T. racing. Britain now holds the "World Cup" by a margin of five points!

Shell promise motorists cleaner engines with New Shell X-100 Multigrade

Now power loss can be cut in new cars! And in other cars power can be regained! New Shell X-100 Multigrade achieves this important breakthrough—and makes all petrol engines cleaner, more efficient! In new cars Shell X-100 can cut power loss from combustion chamber deposits by as much as 50%! In other cars it can bring about a gradual recovery of power—although ashy deposits have already built up. And power regained by new Shell X-100 means money saved by you, the motorist.



These are actual photographs of a laboratory test witnessed by Shell dealers. Here you can see the ash left by a typical high-performance oil on an electrically heated piston.



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Shell solve the problem. New Shell X-100, like other multigrade oils, does contain additives. But they are non-metallic. They burn away without ash. They leave no deposits. A major cause of power loss is therefore removed. Now all engines can be more efficient, more economical. Now all motorists can benefit from new Shell X-100 Multigrade.

Because New Shell X-100 Multigrade comes in two grades, 10W/30, in the yellow top tin, and 20W/40 in the red top tin it is ideal for all cars—fast or slow, old or new, summer or winter.



YOU CAN BE SURE OF SHELL

PIT and PADDOCK

A FULLY representative field is expected on 11th September for the F2 G.P. of Modena.

NEW rear-engined Gemini, tried out at Brands Hatch recently, will shortly be going into production.

A GRAND Prix of Rome for F2 cars will be held on the new 3.4-kilometre circuit at Valelunga on 2nd October.

FULL factory teams from Porsche and Ferrari are promised for the International meeting at Brands Hatch on 27th August.

COPPA INTER-EUROPA (3 Hours) for G.T. cars at Monza on 4th September will, unlike the Grand Prix, be staged only on the road circuit.

WELL-KNOWN Guildford rally navigator Dave Donovan was married on 6th August to Miss Ann Marwood of Thames Ditton, also a keen rally competitor.

REPORTS that Stirling Moss would drive a 250 G.T. Ferrari in the Tour de France were, to say the least, premature. Actually Moss had not even entered the event!

CONTRARY to popular belief, Team 221 is in no way officially connected with the Donald Healey Motor Co. The team cars, Sebring Sprites prepared by John Sprinzel and Paul Hawkins of the Speed Equipment Division of the Healey Co., are owned and raced by Cyril Simson and David Harris.

THE 750 M.C. SIX HOURS

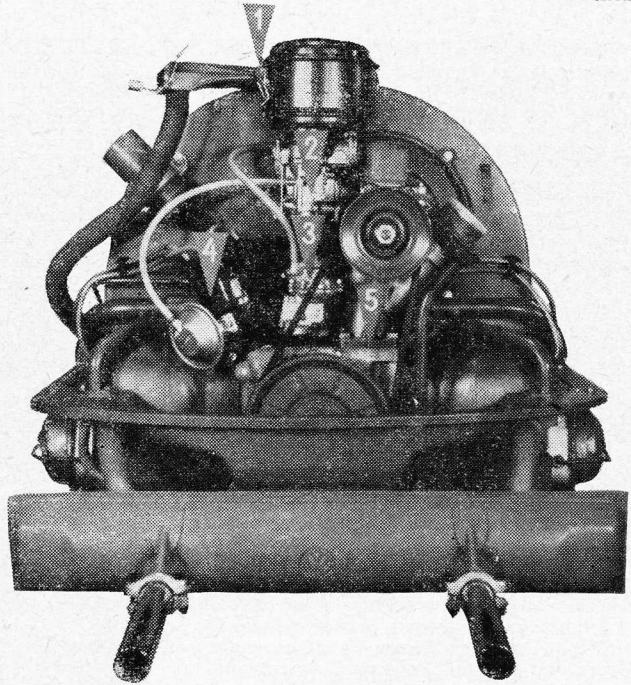
THIS event will be run on lines similar to those adopted for last year and is the tenth of the series. The event will be run on the normal club circuit with a maximum permitted entry of 24 teams. It is the longest race held in this country and caters particularly for one-make teams which, by skilful hand-capping, makes for a very interesting day's racing. The entry lists are now full.

The start will be at 1 p.m. on Saturday and admission charges to spectators will be 10s. per car, plus a charge of 2s. 6d. per head for admission to the paddock area, via the Motor Bridge.

"WORLD CUP" PARTY

OVER a hundred people were entertained at a magnificent party given by AUTOSPORT and held at Oliver Sears's

★
POWER UNIT of the latest Volkswagen is a re-designed engine producing 40 b.h.p. Shown here are (1) air cleaner with pre-heating; (2) carburetter with automatic choke; (3) new fuel pump; (4) vacuum-controlled advance and retard distributor; and (5) detachable dynamo support.



★
home on Saturday night after the "World Cup" race at Snetterton. Those present included well-known trade representatives, members of Dutch and British teams and most of the other competitors in the AUTOSPORT Championship, Formula Junior and Formula 2 events, as well as members of the Dutch and British motoring press. The hospitality was extremely lavish, to say the least, and the party lasted until well into the small hours.

NO BRITISH CARS FOR MONZA

Decision Not to Run in G.P. of Europe on Banked Circuit With Unsuitable Cars

AS the A.C. of Italy have indicated that the G.P. d'Europe (Italian G.P.) on 4th September will be run on the combined road and speed circuit track, B.R.M., Team Lotus, Cooper-Climax and Yeoman Credit have confirmed their decision not to compete.

The reason is a purely technical one. It is stated that as eight out of the 10 grandes épreuves are run on normal road circuits, cars were designed for the majority. No British cars were entered for Indianapolis, and the same will apply at Monza where the high-banked sections are not considered suitable for the types of Formula 1 car developed for G.P. racing.

The A.C. d'Italia were given every

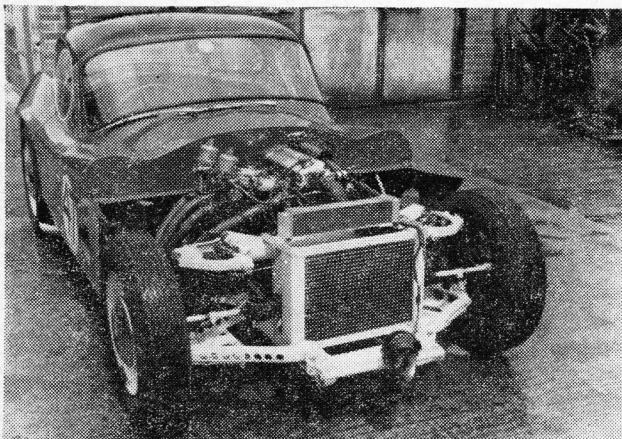
opportunity to revise their regulations and stage the race on the normal and extremely fast road circuit, but declined. This means that the main contestants will be drawn from Scuderia Ferrari, Centro-Sud and Scuderia Castellotti. However it is quite possible that a Formula 2 category (for 1961 F1 cars) will be included, which would probably attract Porsche.

Naturally the Italians are disgruntled, and there are the usual stories that British entrants who have declined to go to Monza will never again be invited to take part in Italian events.

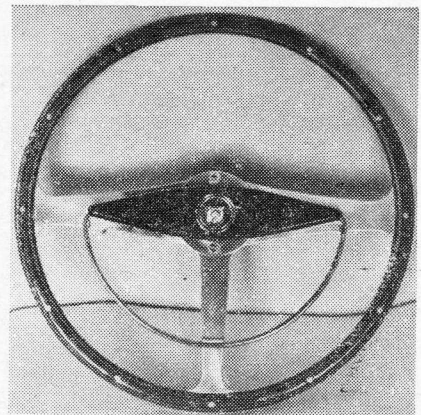
Still Italian racing circles must also realize that the British decision is not without sound commonsense, and that the inclusion of the banked circuit is unnecessary. In any case, with cars appearing twice in one lap past the main grandstands, it makes the race extremely difficult to follow.

Dunlops will, of course, honour their contracts with Ferrari and Centro Sud, and will support the race with their full technical resources.

It is also confirmed that the British entrants have cancelled tentative travel arrangements, but have still left the Italians with the alternative of putting on the race on the road circuit—which will be used for the preceding Coppa d'Europa event for G.T. cars.



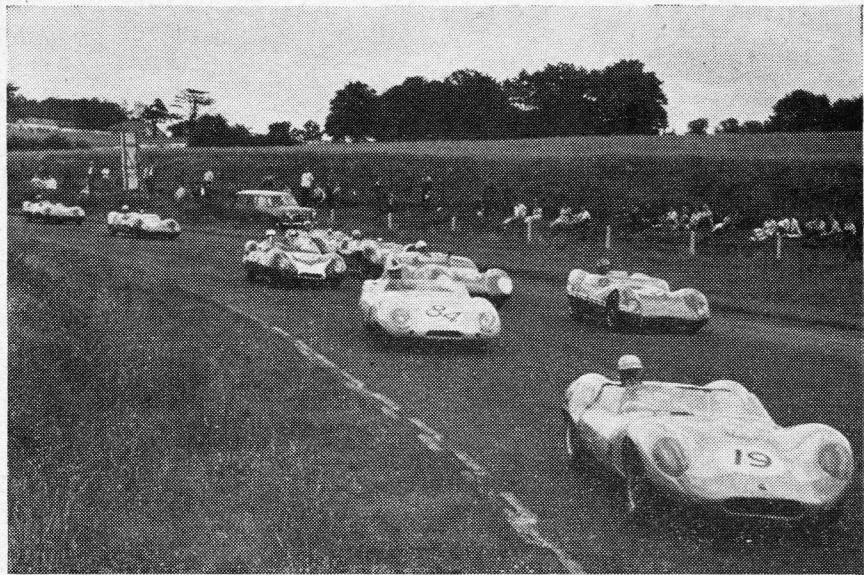
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THUNDERBOLT—the very expensive Triumph TR-engined Tornado (left) showing the power unit installation. RIGHT: The new Derrington wood-rimmed alloy wheel for Mk. 2 Jaguars. The spokes are in the lower half to give a clear view of the instruments, rather than as we stated in a recent issue.



ALAN REES (Lola) leads A. Willoughby (Lotus), Peter Gordon (Merchiston-Lotus) and Bill Pinckney (Lotus) in the up to 1,600 c.c. sports car event. Rees eventually had things all his own way.

CHANGEABLE weather did nothing to improve the Nottingham Sports Car Club's race meeting at Mallory Park, but some excellent racing saved the day. Unfortunately there was seldom much competition for the lead, but in the middle of the field in each event some exciting scraps provided excellent sport for drivers and spectators.

The first race of the day was a 25-lap Formula Junior event, and saw six Lotuses in the first seven positions on the grid. From the start Peter Arundell (Lotus) drew away from the similar cars of Chris Summers, Tim Parnell and John Brown, and at the end of the first lap was well in the lead, a lead he was never to lose. The Lotus brigade was well established in the first six places, with J. R. Pearce's Elva seventh. On the



NOTTINGHAM S.C.C. AT MALLORY

Walk-overs for Peter Arundell (Lotus F.J.), Alan Rees (Lola) and Brian Naylor (Cooper-Maserati)

third lap, Mike McKee's Lotus was challenging Chris Summers for second place. These two had quite a battle, with McKee edging past on the 10th lap. Summers held third place until the 19th lap, when he retired, letting Tim Parnell through to third and John Brown moved up to take a well-deserved fourth after a race-long duel with the cars of J. R. Pearce and Peter Ellis. There was a moment of drama on the last lap when McKee, in sight of the chequered flag, spun as he entered the finishing straight but recovered quickly enough not to drop a place.

A 20-lap event for sports cars (for which the two heats were cancelled) was an absolute walk-over for A. B. Rees (Lola), who led from start to finish and lapped the entire field with the exception of Bill Pinckney's Lotus Seventeen and Peter Gordon's Merchiston-Lotus. The eventual finishing order was established on the fourth lap and was never again materially altered. In fact, the first six places did not change during the last nine laps. Rees and his Lola went incredibly quickly and, to be quite honest, the combination made the rest of the field—with the exception of Pinckney and Gordon—look as if they were hardly trying. Peter Gordon was making a welcome return to racing in England (after his nasty accident at this circuit last season) in a Lotus-based "one-off", which incorporates some most unusual points of chassis design. There was, however, a considerable race between Edward Greenall (Lola) and A. Willoughby and Roland Dutt in Lotuses and these three had a very fine scrap, far behind the leaders, which enlivened what might otherwise have been a demonstration.

A second 25-lap Formula Junior race saw another walk-over for Peter Arundell and his Lotus. He was followed in second place for the entire distance by J. Rhodes (Cooper), and it was left to Mike McKee and Chris Summers (Lotuses) to enliven this particular procession. Even then, McKee was secure

in his third place for the last 15 laps, and J. R. Pearce (Elva) never seriously menaced Summers's fourth.

A 20-lap race for sports cars over 1,600 c.c. followed the same pattern. This time it was the turn of Brian Naylor (Cooper-Maserati), who not only won at a canter but lapped every other competitor in the process to win with no bother at all. For the first 11 laps D. W. A. Chamberlain (Cooper-Jaguar) occupied second place until he retired with persistent misfiring, letting Lionel Mayman (Morgan) into second place, followed by Chris Ashmore (Austin-Healey) and V. Hassell (A.C.-Bristol). There were few changes in this race in the last 10 laps, and the whole affair was a complete procession, the Cooper-Maserati outclassing all the other contestants, which were, after all, sports, as distinct from sports-racing, cars.

The last event of the day was a 35-lap *Formule Libre* race. For the first seven laps the race was led by Brian Naylor's F1 J.B.W.-Maserati, followed by Peter Arundell's Lotus Junior and Ian Raby's F2 Cooper. Mike McKee's F2 Cooper and Geoff Duke's Reg Parnell-entered F2 Lotus had a splendid battle for fourth place, which, however, soon came to an end when the carburation on the Cooper began to give trouble and led to McKee's eventual retirement. On the fifth lap, heavy rain began to fall, making the track very slippery indeed. The J.B.W.-Maserati was obviously a handful in the wet and on the eighth lap Arundell slipped past to take the lead. Two laps later Raby passed Naylor into second place and the crowd were delighted (or appalled) by the spectacle of the international formulae reversed: a Junior car in the lead, an F2 car in second place, and a Grand Prix car third. Naylor was obviously in difficulty, his goggles apparently filling up with rain while, it seemed, there was no alternative pair or vizor available. On the 16th lap Raby passed Arundell for the lead and, during the next 19 laps, waged a ding-dong

battle with the Lotus Junior, Arundell briefly regaining the lead for short periods on the 25th and 26th laps. N. R. Hicks (F2 Lotus) held fourth place from the ninth lap onward and Geoff Duke, after a sixth-lap spin which dropped him well back, carved his way through the rest of the field back up to fifth place (in front of André Pilette's Lotus Junior) on the 19th lap, but was unable to make any impression on Hicks.

So ended one of the most professional day's racing ever seen at Mallory Park but one which was, however, considerably improved by some excellent dicing farther back in the field and also by the series production car event which had certainly been more of a race than anything else seen during the day.

MICHAEL DURGIN.

Results

Formula Junior: 1, P. Arundell (Lotus), 84.27 m.p.h.; 2, M. McKee (Lotus); 3, R. H. H. Parnell (Lotus). **Fastest lap:** C. Summers (Lotus), 86.17 m.p.h.

Sports Cars up to 1,600 c.c. (1): 1, C. Summers (Lotus Elite), 76.90 m.p.h.; 2, A. J. Nurse (Lotus Elite); 3, J. P. Fergusson (Turner-Climax). **Fastest lap:** Summers, 78.39 m.p.h.

Sports Cars up to 1,600 c.c. (2): 1, A. B. Rees (Lola-Climax), 83.74 m.p.h.; 2, W. B. Pinckney (Lotus-Climax); 3, P. Gordon (Lotus-Climax). **Fastest lap:** Rees, 86.17 m.p.h.

Formula Junior: 1, P. Arundell (Lotus), 83.59 m.p.h.; 2, J. Rhodes (Cooper); 3, M. McKee (Lotus). **Fastest lap:** Arundell (Lotus), 86.17 m.p.h.

Sports Cars over 1,600 c.c.: 1, B. Naylor (Cooper-Maserati), 81.07 m.p.h.; 2, L. Mayman (Morgan Plus 4); 3, C. Ashmore (Austin-Healey). **Fastest lap:** Naylor, 83.79 m.p.h.

Formule Libre: 1, L. Raby (F2 Cooper), 71.23 m.p.h.; 2, P. Arundell (Lotus Junior); 3, B. Naylor (J.B.W.-Maserati). **Fastest lap:** Arundell and Naylor, 76.90 m.p.h.

NEW factory in Wales will mean greatly increased production of the Marcos G.T., marketed by Speedex, Ltd., of Luton.

CULLEN CUP COMPETITION

BRIAN BLEAKLEY won the magnificent Cullen Cup for the best aggregate performance in the three County Waterford hill-climbs held this year. Bleakley made B.T.D. at Dungarvan, Rathmoylean and Ballylaneen hill-climbs. The competition was worked out from both scratch and handicap placings. Jim and Des Cullen presented the Cup after the Ballylaneen event. This is a perpetual trophy.

Automobile Year, edited by Ami Guichard (in English by Gordon Wilkins); 215 pp.; profusely illustrated in colour, half-tone and line. Distributed in U.K. by G. T. Foulis and Co., Ltd., 1-5 Portpool Lane, London, E.C.1. 50s. net.

This superb production gets better and better each year, and is surely the finest volume of its type available in the world today. It comes from Edita S.A. of Lausanne, and such is the demand for it that it is produced also in French and German.

The colour photographs of racing by Yves Debraine are unique, and first-class reproduction gives them a fine quality, often lacking in other books featuring colour.

Amongst the contributors are F. Picard, Ami Guichard, A. Thaon, Gordon Wilkins, Dennis Jenkinson, Johnny Lurani, Edward Eves, M. Ffundner, Giacosa, Webster and Issigonis. Grand Prix and sports car racing are meticulously dealt with, and the main events of 1959 are given great prominence. Important cars are fully described, and a complete list of specifications of production vehicles is appended. The sections devoted to racing machinery will particularly appeal to enthusiasts, and Formula Junior is also included. It is, of course, an extremely expensive volume to produce, and although a price of 50s. may seem high, *Automobile Year* is worth every penny of it.

Behind the Scenes of Motor Racing, by Ken Gregory, 296 pp., numerous half-tone illustrations. Macgibbon and Kee, 29 Great Portland Street, London, W.1. 25s. net.

Naturally, Ken Gregory's intriguing book deals quite considerably with Stirling Moss and, consequently, gives plenty of previously unpublished facts concerning the world-famous driver. Nevertheless, I feel that there has been a lot which has remained unsaid, which may be due to the author's well-known reputation for diplomacy.

Gregory's association with motor racing started in the early days of the 500 c.c. movement; he was once in the competitions department of the R.A.C., then became secretary of the 500 Club, which subsequently became the Half-Litre and then the present British Racing and Sports Car Club Ltd. Ken gives credit to Stan Coldham for beginning the association of the B.R.S.C.C. with Brands Hatch, although to Gregory went the responsibility of organizing races there.

The story of the Kieft 500 is told in full; this interesting all-independently sprung machine was built by Cyril Kieft, to the designs of the late John (*Autocar*) Cooper, Dean Delamont and the late Ray Martin. Gregory became Moss's manager in 1952, and from there on the pace becomes more hectic. He had to arrange practically everything to accommodate Stirling's always ambitious programme, which meant travelling virtually all over the world.

The author tells of the heartbreaks which nearly caused Moss to give up racing entirely, and of the sheer determination which invariably triumphed over misfortunes and which would have forced lesser men to throw in their hand. The early days with H.W.M. and the ill-fated Cooper-Altas are described, as are also events leading up to the acquisition

AUGUST BOOKSHELF

By AUTO-LIBRA

Some of the Interesting Books Recently Published

DURING the past few months there have been many notable additions to motoring literature. The sport, in particular, has had its fair share of new books, and amongst the ever-growing list of authors we find Jack Brabham, Ken Gregory, Alfred Neubauer and Louis Stanley, all of whose contributions have a decided Grand Prix flavour.

So diverse are the volumes from the various publishers, that I prefer to review them separately, beginning with those dealing with motoring sport.

Speed Was My Life, by Alfred Neubauer (edited and translated by Stewart Thompson and Charles Meisl), 207 pp., half-tone illustrations. Barrie and Rockliff, 2 Clement's Inn, Strand, London, W.C.2. 21s. net.

The portly and legendary Neubauer will always be associated with Mercedes-Benz and their successful forays in Grand Prix and sports car racing. Alfred brought a new importance to the job of team manager; he was the absolute dictator in the pits, and brooked no interference from anyone as regards race planning and strategy.

He was a curious mixture of benevolence and intolerance, being quick to lose his temper at an imagined slight, and then apparently forgetting all about it. I always regarded him as a tremendous personality, with a background of racing knowledge and experience almost unrivalled in a man deputed to run a motor racing team. His scrupulous attention to detail was a byword, and he possessed a remarkable flair for being able to co-ordinate his resources and to inspire confidence in his drivers. Yet, for all his know-how, it is difficult to believe that in 1954, on his own admission, he had never even heard of Stirling Moss!

Neubauer admits that it was due to Levegh's heroic drive with the Lago-Talbot in the 1953 Le Mans race, that he was given a wheel for Mercedes-Benz

in 1955. He states that he made an official complaint to Charles Faroux *before* the race, that the track was too narrow at the start of the pits area, but that this was ignored. As regards the disaster, Neubauer quotes Fangio as saying: "Levegh warned me . . . he was about to be killed, but he saved my life!" The author then goes on to give some details of how Mercedes reacted to the tragedy, the final decision to withdraw, and an accusation that Macklin altered the original statement he made to the press. The suggestions that Mercedes-Benz had added something to the fuel are refuted, and despite the fact that the samples had been mislaid, it was possible to analyse what remained in the injection pipes of the wrecked car's engine. Anyway, it is quite clear that Neubauer places the responsibility for the disaster on the organizers, and in particular the late Charles Faroux.

The notes on pre-war Mercedes drivers are illuminating; the precocious von Brauschitsch, the skilful Caracciola, the much-admired Dick Seaman, the strange Varzi—all have their place in the narrative. There is little doubt that Neubauer put "Caratsch" on something approaching a pedestal and, after the war, placed Juan Manuel Fangio in something of the same position. His admiration for Seaman and Moss as drivers was genuine. Varzi's drug-taking is discussed frankly, as is also his attachment to the woman he refers to as Lil. The bickering that went on behind the scenes is revealed, and quite extraordinary incidents involving drivers such as Stuck, Fagioli, Lang and others are fully described. Alfred also brings a new viewpoint on what caused Rosemeyer's fatal crash—an opinion that is certainly worth considering.

Altogether a fascinating volume, extremely well translated from the original German, and giving a remarkably clear picture of the attitude of Daimler-Benz to organized motoring sport.

of the 250F Maserati, with which Moss really established his reputation as a top-line Grand Prix driver. Ken admits that the contract offered by Mercedes-Benz was so fabulous, that Moss, despite not wanting to drive for the Germans, could not possibly refuse to accept.

World-famous drivers and racing personalities all find a place in Gregory's narrative. Some are praised and others criticized, and even his hero Stirling Moss is given some gentle chiding. Ken does not hide his admiration for Fangio, Peter Collins and Mike Hawthorn, and also gives some frank details of that ill-fated organization U.P.P.I., and particularly Moss's attitude to the Monza 500 miles race, a race in which he nearly lost his life when the steering broke at 180 m.p.h. on the Eldorado Special Maserati.

Gregory confirms that Moss did receive a push from Piotti in the 1956 Italian G.P. at Monza after his Maserati ran out of fuel, but that there was nothing in the regulations against this rather ingenious manoeuvre. Although the TV cameras recorded the incident, no protests were lodged, and Stirling's victory was confirmed.

There are, of course, a wealth of stories in the book, and one realizes that only Ken Gregory could have recorded them with authority, and given readers a fresh outlook on what goes on in the sport of motor racing.

Touring Abroad. Tom Wisdom, illustrated with half-tones and maps, 352 pp. Odhams Press, Ltd., Long Acre, London, W.C.2. 25s. net.

Motoring journalist, racing and rally driver, Tommy Wisdom has produced a really first-class touring book, which is not only a godsend to the foreign touring tyros, but exceedingly readable for those who know their way around. Naturally, T.H.W., with his vast knowledge and experience of motoring sport, introduces plenty of places with motor sporting associations, and it is fairly certain that all the hotels, bistros and restaurants he lists in a comprehensive "Wisdom's Guide to Good Eating and Sleeping", have been visited during one of his countless expeditions to take part in and report various competitions. However, I am convinced that he has (with wisdom) left out one or two pet spots which, if given publicity, would immediately become too commercialized to retain their attraction.

The text sparkles with witty anecdotes, and the author succeeds admirably in imparting the true atmosphere of the various continental countries. A most useful chapter is the one devoted to the most pleasant way to drive to celebrated holiday centres—all based on Wisdom's own travels. A thoroughly recommended book this, for every motorist's library.

Wake Up In Europe. Colin Simpson, numerous illustrations in half-tone and colour, maps, decorations by Claire Simpson, 400 pp. Angus and Robertson, 105 Great Russell Street, London, W.C.1. 35s. net.

This splendid and beautifully produced book is a travel volume with a difference. It contains the comments of an experienced traveller which are so interesting that they immediately infect the reader with a longing to visit the places he describes so vividly, and to meet the people whose customs and traditions have been so accurately observed. Having travelled extensively all over the world,

your reviewer discovers to his horror that in practically all of the places he has visited, Mr. Simpson has found countless things which one never realized were there. It is a compliment to the book, that it automatically makes one wish to get on the first boat or plane, and confirm what the author tells us.

The 30 colour photographs are extremely well chosen—and reproduced, and the lively text is amplified by 113 superb photographs in black and white. This is the sort of all-embracing travel book which must set a new standard in these works, and enable us to forget altogether the somewhat repetitive books available on the same subject which are nothing better than enlarged guide-books—often written from volumes published before World War I.

Grand Prix—World Championship by Louis Stanley, with over 250 photographs, 199 pp. W. H. Allen, London. 45s. net.

This is an extraordinary book, containing as it does a tremendous number of photographs, many of which seem to be out of focus—unless this is a new approach to the art of motor racing photography. After all, we cannot all be George Phillipases, but even so, I am surprised that so many real duds could be included with several which show considerable enterprise and knowledge of technique.

The author is well known for a very large number of books dealing with travel, golf and other sports, but this is his first attempt to record the motor racing scene with pen and camera. His brother-in-law is Alfred Owen of B.R.M., but that organization certainly does not escape pungent criticism.

In addition to descriptions and pictures of the 1959 Grands Prix, Stanley has produced a section on 18 motor racing "personalities", which often puts the subjects in rather a peculiar light. For example: Stirling Moss . . . reminds me of a quince . . . Roy Salvadori . . . a dun-coloured wombat: AUTOSPORT's Editor . . . a dead albatross look resembling a drawing by Toulouse-Lautrec: Dan Gurney . . . a Slavonic expression: Maurice Trintignant . . . something out of Kenneth Grahame: Raymond Mays . . . to ask him to dirty his hands would be tantamount to inviting a bishop to join a frenetic tribal rite.

Altogether a most unusual publication, which one might possibly regard almost as a lampoon on motor racing, despite the author's close association with B.R.M. in Formula 1 events. Anyway, one can always say that it is extremely well printed!

Jack Brabham's Motor Racing Book, half-tone illustrations, 124 pp. Frederick Muller, Ltd., Ludgate House, 110 Fleet Street, London, E.C.4. 15s. net.

This is the World Champion's first book, and although it contains a potted story of his motor racing career, it also touches on pretty nearly every aspect of the game. Although the style suggests that the completed typescript was given professional treatment, even "journalese" cannot submerge the breezy Australian commentaries.

Jack states that, in his opinion, Moss is an even greater driver than Fangio was; however, later he remarks: "But while I must concentrate more on my driving, and worry less about my car, I think

Stirling should perhaps worry a little more about his car". Brabham seems to favour the new 1,500 c.c. formula, except for the weight limit which he thinks is too high. He anticipates even higher lap speeds, and eventually, even higher maximum speeds than are obtained with the present 2½-litre cars.

His arguments for and against engine location are based on experience. He reasons that the good road-holding of the Cooper-Climax is due to the fact that the compact and fairly light engine is placed forward of the rear axle line.

Jack also makes no bones about blaming his Lisbon accident on an inexperienced Portuguese driver and, like many other Grand Prix drivers, admits to a dislike of Le Mans. Indeed, Brabham does not seem to have much time for sports car racing, and his experiences with Aston Martins are dismissed in a few words, although he does devote space to praise of team organization, and of Reg Parnell in particular. In direct contrast, he quotes John Cooper as saying (of the Cooper team): "Wouldn't it be terrible if we were organized?"

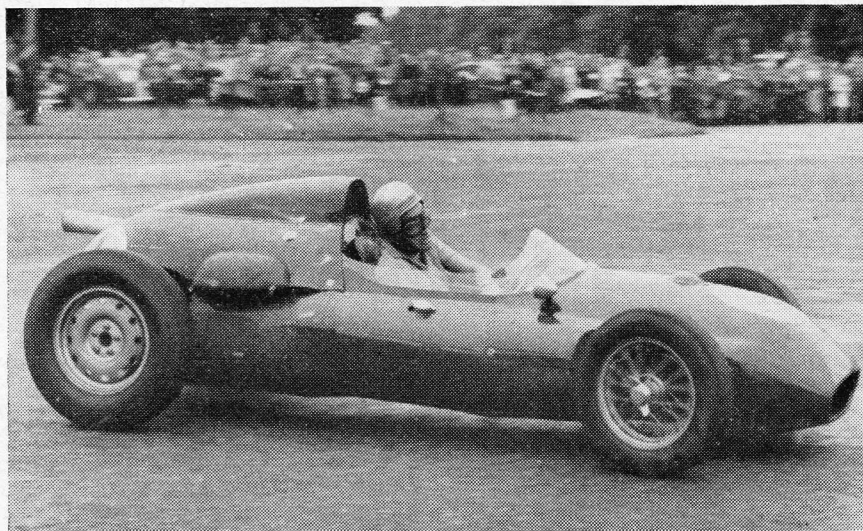
The Austin-Healey. Donald Healey and Tommy Wisdom, illustrated, 128 pp. Cassell, London. 18s. net.

Written primarily for Austin-Healey enthusiasts, this book combines a history of the marque and maintenance hints. The Austin-Healey "Hundred" was introduced in 1952, and was the subject of a road test by John Bolster, which appeared in the showtime issue of AUTOSPORT. The book describes how the car was taken over by the Austin Motor Co., Ltd., for quantity production, its history in competitions, and eventual development into the present-day "3000". The Sprite also comes into the saga, and it is interesting to note that Bolster's prophecies regarding its success are admitted by the authors, who quote his original comments. One of the most appealing sides of this book is the various references to modifications which took place on the cars, and were eventually incorporated in production machines.

Five Roads to Danger. T. R. Nicholson, illustrated, 186 pp. Cassell, London. 25s. net.

At long last an accomplished narrator has told the tale of those perilous and pioneering trans-continental trips, between 1919 and 1930, over non-existent "roads", and in country never previously traversed by wheeled vehicles. Mr. Nicholson opens with the Sahara crossing, and describes fully the opening up of the now commonplace desert route, with the world-famous Citroëns equipped with Adolphe Keggresse's caterpillar drive. (One of these cars can be seen in the Montagu Museum at Beaulieu.—Ed.) It may not be generally known that these vehicles had engines of only 1,327 c.c. The Citroëns were later followed by Renaults, which did not use tracks, and these cars also opened up the Cape to Cairo route, when conditions were almost indescribable. The Roads to India also come in for detailed description in the chapter "The Gold Smuggler of Damascus". The London to Singapore route is described, as is also the Round Australia trip—recently famed as the Redex Rally. A fascinating book which makes any sort of planned journey by car nowadays look rather commonplace.

(Continued on page 240)



REPORT FROM EIRE

STORY AND PICTURES BY BRIAN FOLEY

PHOENIX PARK RACES

HEVY rain, which fell almost unceasingly all day on Saturday, did its best to wash out the Irish Motor Racing Club's Phoenix Park Races. Despite such miserable conditions, an exceptionally large crowd turned out to watch the four races run over the 2½-mile Hawthorn Memorial Circuit, which was used for the first time last year.

Pre-race practice was held between 5.50 and 8 a.m. on Friday, 22nd July, and Brian Naylor was the fastest of the 84 drivers who practised. He took his Formula 1 J.B.W.-Maserati around in 1 min. 32 secs., a speed of 83.15 m.p.h., which handsomely beat the lap record held jointly by John Pringle (2.2 Cooper-Climax) and Colin Murray (2-litre J.B.W.-Maserati) of 78.06 m.p.h. Second fastest lap in practice was set up by Stan Hart (F2 Cooper) and John Pringle (2,014 c.c. Cooper) at 79.70 m.p.h., followed by the two F2 Coopers of Gerry Ashmore and John Campbell-Jones with 78.87 m.p.h. and 77.27 m.p.h., respectively.

The distinction of being the only driver to beat his set handicap speed fell to Belfast exponent, Gerry Kinnane. He lapped at 70.18 m.p.h. in the rear-engined 499 c.c. Norton-G.R.M. Peter Kramm, the scratchman in the saloon car race, was the fastest saloon at 58.85 m.p.h. in his blown M.G. Magnette, hotly chased by Cecil Vard in his enlarged 948 c.c. Austin Seven at 58.40 m.p.h., and H. Digby, of Dorset, in his 848 c.c. Austin Seven with Downton modifications at 57.95 m.p.h.

As the crowds poured into the Phoenix Park on race day, the rains poured down from above. Several of the English drivers who could not get over in time for the official practising were allowed to do a few laps before the first race of the day, the 15-lap 32 miles saloon car handicap, got under way at approximately 2.30 p.m.

Twenty-five cars started in this race, the field being made up of six Austin Sevens, five NSUs, three Triumph Herald coupés, and one each of new type Magnette, old type Magnette, A35, A40, Mini-

Minor, Hillman, 1.5 Riley, Fiat 1100, blown Volkswagen and twin-carb. Volkswagen and an F.W.D.-Hansa. Driving very well in the wet, Miss Rosemary Smith held the lead off the limit mark in her Austin Seven for the first four laps. On lap five, Colin Andrew went into the lead in his Mini-Minor and with the help of a favourable handicap he retained his lead unchallenged to the end. Andrew's average was 57.23 m.p.h. Second on handicap and winner of the Nuffield Trophy for the best-placed unmodified saloon, was W. S. Elliot of Navan who drove a steady race in his Fiat 1100. Cecil Vard just pipped Des Cullen for third place, the Austin sweeping past on the last corner to beat the NSU by 2½ secs. Fastest finisher was Digby in the Downton Austin Seven at 59.35 m.p.h., and he also recorded the fastest lap at 60.82 m.p.h. Mrs. Delphine Bigger won the Ladies' Award for the best performance on handicap throughout the day, by bringing her white Triumph coupé into sixth place.

Twenty-four cars faced the starter in the first of three 25-lap 53 miles heats for the open handicap and the Gold Flake Trophy. Lingard Goulding, in his stripped M.G. TD, who started 12 seconds behind limitman John Gale in his Fiat Special, went into the lead after the first corner and he held his lead to win at an average of 55.98 m.p.h., with Eugene Ward second in his M.G.A. and third, only 10 seconds behind Ward, was Charlie Maunsell in his Sunbeam after a race-long tussle with Michael McKinney's M.G.A. Maunsell was fastest finisher at 62.81 m.p.h., and McKinney set up the fastest lap at 65.50 m.p.h.

The second heat of the open handicap saw 26 starters, the only non-starter being the little B.M.C. Alexander-Turner of K. W. MacKenzie that impressed us so much at Dunboyne. Brian Kehoe, in the ex-Anto Coleman Austin-Healey, went into the lead from the start and pulled steadily away from John Derisley's Lotus Seven and Noel Templeton's Sprite. Chris Ashmore was soon out with a rough-sounding motor in his

RECORD BREAKER Brian Naylor could not beat his handicap in the wet, but he set up the fastest lap, which is a new record, at 80.86 m.p.h. in his J.B.W.-Maserati.

Austin-Healey 3000. Gerry Kinnane was going like the clappers in the Norton-engined G.R.M., and was lapping around the 66 m.p.h. mark. Also coming well through the field was Paddy Hopkirk in his very fast hardtop Sprite, and John Crossle was also moving rapidly in his Crossle-Ford. Kehoe looked like pulling it off, until a plug oiled up, and the resultant pit stop to change the offending plug put him out of the running altogether. On lap 16, Kinnane took over the lead from Derisley, but he was having the greatest difficulty keeping the G.R.M. on the road. Two laps later, Gerry spun on to the grass on the outside of the right-handed Dublin Corner. He regained the road, only to spin off violently on to the grass on the inside. Kinnane called into his pit to examine the car, and it was discovered that the fuel filler cap had been left off and the back tyres were soaked with petrol! Gerry got going again but was now well and truly out of it. Paddy Hopkirk now went into the lead and he ran out as winner at an average of 63.73 m.p.h. Crossle was second and fastest finisher at 64.20 m.p.h., followed by T. D. Reid (Triumph), Joe Flynn (Gordini), Ray Hume (Triumph) and Tommy Allen in the ex-Maunsell Rapier-powered Stubai. Kinnane made fastest lap at 66.86 m.p.h.

The rain eased off and eventually ceased for the last and final race, heat three of the open handicap. This was the race we were all waiting for, and excitement ran high as the 15 starters all got away from the grid. Chris Meek of Leeds led from start to finish in his white Elva Courier. He was off the same mark as Peter Raphael in the almost "cart sprung" Lister-Bristol, and Ted Lund's special 1,762 c.c. "fast back" Le Mans M.G. coupé. John Pringle, last year's winner, was last away, as his car refused to start. He got going later, but was too far back to offer any serious challenge. The five Formula 2 Coopers of Ashmore, Hart, Campbell-Jones, Bruce Halford and Klass Twisk were off together, and Ashmore led this contingent to the finish. Naylor, the scratchman, was going great guns and was rapidly gaining on the Coopers. On the eighth lap, Hart shot off the road under power, on the start and finish straight, but was back on the road and away again almost as quickly as he left it. He was now last in the Cooper procession. On the following lap, Twisk also lost his Cooper under power on the slippery straight. He was doing approximately 90 m.p.h. The black and orange Cooper went on to the grass, completed several spins and clipped a stout tree before coming to a halt right in front of the protective steel barrier, and a crowd of accelerating spectators. The Dutchman was unhurt, but his Cooper was slightly bent! Naylor got past the Cooper boys on his 12th lap, but a slide at Mountjoy Corner let Ashmore slip past. Naylor regained his position two laps later. On his 15th lap the Stockport driver set up a new lap record of 79.19 m.p.h., and on laps 20 and 24 he raised this to 80.86 m.p.h. Naylor's best position on handicap was fifth, behind Meek in the Elva, Malcolm Templeton in the F.J. Lotus-Ford, Dave

WINNER of the Saloon Car Handicap was Colin Andrew, of Whitehead, who is pictured here taking his hot Mini-Minor past the supercharged VW driven by Charlie Gunn.

Hitches in the Lola, and Raphael in the Lister-Bristol. Meek's winning average was 67.13 m.p.h., Naylor was fastest finisher, 76.48 m.p.h., and he also set up the new lap record of 80.86 m.p.h. The Formula 2 Coopers were out of the running, Ashmore being the best placed in seventh position on handicap.

Chris Meek won the magnificent Gold Flake Trophy for the best performance on overall handicap based on the combined times in the three heats. Second, was heat one winner, Goulding, followed by Ward (Heat 1), Maunsell (Heat 1), McKinney (Heat 1), Hopkirk (Heat 2), Ide (Heat 1), Templeton (Heat 3), Wylie (Heat 1), Crossle (Heat 2), Congdon (Heat 1) and Hitches (Heat 3).

PHOENIX PARK NOTES

SPINS were the order of the day, particularly in Heats 1 and 2, where we witnessed some phenomenal avoidances. John Crossle dented his nose and tail during practice, when he slammed into Betty Cordner's Sprite which was almost stopped at the slow Ratra Hairpin. He was in turn shunted by Joe Flynn's Gordini. He had the bodywork of his hitherto immaculate Crossle-Ford straightened out in Stan Ryan's garage. Others to avail of Stan's hospitality to carry out various repairs and/or mods. were Bob Allen and Colin Metcalfe with their Crossle-Fords, and the G.R.M. equipé. G.R.M. stands for Gracehill Racing Motor, but could well be Gremelin Racing Motor. This particularly well-built car has had practically every known misfortune. A few days before the Park, an apprentice mechanic in the Belfast garage backed into it and considerably altered its facial appearance! At Dunboyne and in the Park the G.R.M. ran with a single Norton engine, but Gerry Kinnane tells me that with two double-knocker Norton motors it is as potent as an F2 Cooper! Alex Jameson looked almost weird in the big Jaguar XK 120 in Heat 1, which he drove in place of his usual 500 c.c. J.P.-J.A.P. During practice, Hector Graham drove Ken Yeates's Aston Martin, but the Aston did not run on race day. Gerry Ashmore, the Dunboyne winner, had his pale blue Cooper-Climax resprayed in B.R.G. for the Park meeting. During Heat 3, Ted Lund in the Le Mans M.G. coupé bashed the tail of Kevin Monks's TR3 at Mountjoy Corner. This is the car that Bill Lacy drove to victory in the Holmpatrick Trophy at Dunboyne. Bill was without a drive in the Park. He is considered one of our best drivers and, after proving himself in the Cooper school, we expected to see him getting a chance to go motor racing this season. Chris Meek, the winner of the overall handicap for the Gold Flake Trophy, was racing in Ireland for the first time, although he is no stranger to our country. During the last war he lived with his grandmother at Goresbridge, Co. Kilkenny.

One jarring note about the Park was the presence of too many motor cyclists on the inside of the circuit, which was out of bounds for the general public. Some of the motor cyclists did trojan work, including chasing a dog off the



road and directing cars to the paddock, as well as keeping the Press tent at Dublin Corner in touch with the timing box. However, I noticed some of the others scrambling amongst the trees and flitting from corner to corner to get a look at the racing, and starting unsilenced two strokes in opposition to the P.A.

The July races at Kirkistown, Dunboyne and Phoenix Park are now established as a sort of "Irish Temporada". The 500 Motor Racing Club of Ireland, the Leinster Motor Club and the Irish Motor Racing Club are to be heartily congratulated on putting on three great shows.

A very pleasant aspect about the "Irish Temporada" was the round of cocktail parties in Dublin. Messrs. W. D. & H. O. Wills, the tobacco people, had a party in the Shelbourne Hotel to present their magnificent Gold Flake Perpetual Trophy and cash to the I.M.R.C. Martell, the brandy people, had a party in the Moira Hotel to present a cheque to the Leinster Club, and United Dominions Trust, the H.P. people, threw a party in Jury's Hotel to present their huge U.D.T.

BALLYLANEEN HILL-CLIMB

THIRTY-FIVE drivers competed in the Carrick-on-Suir Motor Club's second annual hill-climb at Ballylaneen, Co. Waterford. The event was run off with unusual slickness and, despite an odd drizzle, the weather held up well.

Joe Flynn set up B.T.D. at this event last year, when he took the Gordini up in 47.3 seconds. Joe's record took quite a hammering on Sunday, 3rd July. Brian Bleakley took his Kieft up in 44.4 seconds on his first run. He cut this to 42.0 seconds next time up, and on his final run he would probably have reduced it further but for a time-wasting slide coming through the Esses. His time on that run was 42.6 seconds, so his middle run stands as the new record. Bleakley's little Kieft must surely be one of the hottest hill-climb and sprint cars in the British Isles. At Ballylaneen, he had the 1,000 c.c. vee twin J.A.P. geared down to have a max. of only about 90 m.p.h. in top. Can you imagine what the acceleration must be like from Brian's position out between the front wheels? Second fastest was English driver John Derisley, who equalled Flynn's old record of 47.3

Trophy for the saloon car race. We learned from Mr. Denis Bernon, of U.D.T., that Laystall Engineering, builders of the Laystall F.2 car, are a subsidiary company of U.D.T. Not to be outdone with all the parties, Motor Enthusiasts' Club threw a sherry party at Mount Errol to finalize the arrangements for an M.E.C. clubroom and social centre. More of this anon.

Results

Saloon Car Race (15-lap Handicap for U.D.T. Trophy): 1, C. W. Andrew (Morris), 57.23 m.p.h.; 2, W. S. Elliot (Fiat); 3, C. Vard (Austin). **Fastest lap:** H. Digby (Austin), 60.82 m.p.h.

Open Handicap (Heat 1): 1, W. L. W. Goulding (M.G.), 55.98 m.p.h.; 2, E. W. Ward (M.G.); 3, C. W. E. Maunsell (Alpine). **Fastest lap:** M. McKinney (M.G.A.), 65.50 m.p.h.

Open Handicap (Heat 2): 1, P. B. Hopkirk (Austin-Healey Sprite), 63.73 m.p.h.; 2, J. L. Crossle (Crossle-Ford); 3, T. D. Reid (Triumph TR3). **Fastest lap:** G. L. Kinnane (G.R.M.), 66.86 m.p.h.

Open Handicap (Heat 3): 1, C. Meek (Elva Courier), 67.13 m.p.h.; 2, M. Templeton (Lotus-Ford); 3, D. Hitches (Lola). **Fastest lap:** J. B. Naylor, 80.86 m.p.h. (Record).

Gold Flake Trophy (Best performance on overall handicap in three heats): 1, C. Meek (Elva Courier), 67.13 m.p.h.; 2, W. L. W. Goulding (M.G.), 55.98 m.p.h.; 3, E. W. Ward (M.G.), 61.57 m.p.h.

seconds in his little Lotus Seven. John sportingly gave Reggie Redmond a run in his Ford-powered Lotus, and although he was taking things easy his best run was a creditable 52.1 seconds. Third fastest, with 47.4 seconds, was Joe Flynn in the Gordini, 0.1 outside his old record.

Malcolm MacNaughton, driving his TR3 in his second hill-climb, walked away with second in Class E behind Flynn, and first in Class F and Class G. His best run was 50.1 seconds. Dickie Barrett won Class B, and was second in Class C in his A35, and he drove Bill Lacy's venerable M.G. TD into third, a tie with Capt. Burke's blown Buckler-M.G., in the All-Comers' Handicap. Gar O'Brien took his VW into first place in the Saloon Car Handicap, was second in the All-Comers' Handicap, and was third fastest saloon car behind Barrett and duMoulin's Simca. Miss Rosemary Smith caused some blushing faces in the NSU camp when she just pipped Des Cullen's Prinz 30 by 0.1 sec. in Class A. Her Austin Seven beat the NSUs of Cullen and Cooney, and Mick Moloney's Seven.

BRIAN FOLEY.



BRANDS HATCH INTERNATIONAL

Photography by GEORGE PHILLIPS

TOP LEFT: Jeff Uren's Zephyr just leads the B.M.C. "Minis" of Jimmy Blumer and M. Clare. TOP RIGHT: Chris Lawrence's Morgan heads a bevy of cars at the start of the G.T. event. Jack Sears's winning Aston Martin has already passed. RIGHT: Jimmy Blumer's "Mini" makes a valiant effort to get past Uren's Ford. BELOW LEFT: Ritchie Ginther's Ferrari close to the kerb at Dingle Dell. BELOW RIGHT: Peter Ashdown's amazing Lola at speed in the rain, in the process of finishing second to the winning Cooper Monaco.



I HAD been told a short time ago by the secretary of one of the organizing clubs that it was doubtful whether this meeting could be held owing, at that time, to shortage of entries. Understandably many of those people running the older cars find things extremely expensive should something "blow up", so it was very pleasurable to find that the said secretary's gloomy prognostications proved to be unfounded.

Apart from one heavy but short shower we were lucky with the weather and the meeting began promptly and to time with a race over five laps for novices driving Bentley, Aston Martin, Jaguar and Lagonda cars, on handicap. There were, however, no Aston Martin competitors and so we had three races for the price of one, together with a few credit laps. After the race had settled down it became evident that R. D. C. Taylor's 2-litre Lagonda would cross the line first as he had an unassailable lead and thus win the Lagonda race. W. F. J.

Bentley and Jaguar Drivers' Clubs Meeting

Silverstone—30th July

Brogden was in a similar position as far as the Bentleys were concerned with his 3-litre, C. Morley being unable to overcome rather a stiff handicap, not for the want of trying, with his 8-litre. An excellent dice was in progress for two laps of the Jaguar part as J. Reynolds, in a 2.4, tried to hold off D. J. Smith, in a 3.4, but the section was won, also by a fair margin, by G. H. Williams's XK 120.

Next was a five-lap handicap for Aston Martin and Bentley cars which started in nice, dry weather and finished in the wet. B. D. Hetreed retired his DB3S on the first lap, but in the Aston race R. G. Chamberlain was going like a train through Woodcote in both sorts of weather. W. B. Fowler had led this part of the race for most of the way and, with the rain which started on lap three, it took the 2-litre car until the last lap to catch the Le Mans model. Stirring things had been happening meanwhile in the Bentley section of the event. While G. W. Daniels (3/4½) and R. D. Gregory were fighting out the lead the heavier metal, in the shape of C. Morley's 8-litre car, was having considerable trouble staying on the island in the wet, the huge car facing in a fascinating series of directions as he battled with it at Woodcote, albeit successfully. Gregory finally got home first by a mere 1.2 secs.

On a very wet track 10 Lagondas next appeared for a seven-lap handicap which went slightly awry owing to R. D. C. Taylor being sent off by the starter at the wrong time. The race was riddled with credit laps so together with the above was most confusing to follow. However, although everyone was having considerable difficulty on the soaking track, one and all drove exceedingly well and steadily. Two Rapiers models, driven by A. E. Barnett and J. M. Read, were very quick through Copse Corner and had a race-long dice ending with Read just getting in front towards the end. L. S. Michael tried very hard but the conditions were too bad, and he nearly lost it on the last lap at Woodcote. The race was won by H. C. Long's 2-litre model, with J. G.

Reed's M45R second and the aforementioned J. M. Read third.

Race four was a five-lap handicap for Jaguars and a field of 18 lined up for the start. There were no credit laps due to certain non-starters. Limit man, N. F. Carr, spun at Woodcote first time round and then went much more slowly. A good dice developed between F. Boyd (XK 120), A. J. Lambert (XK 150) and the Earl of Denbigh (XK 150S), making his first appearance in racing since 1932. Boyd led until lap three, but on the last lap Lambert came through to win with the Earl of Denbigh third. Behind all this the back markers, Peter Sargent (3.8), D. W. Chamberlain (Cooper-Jaguar) and R. P. G. Sturgess (C-type), were having their own fun making their way through the field fast, but in spite of fastest laps by both the last named were unable to catch the leaders on a rather damp track. This was a very good race.

Next we had an all-comers' handicap

of 10 laps for the supposedly not so fast cars. There were many credit laps allotted which made sorting out the race difficult. The outstanding feature was the driving of R. B. Beck (XK 150S Jaguar), who was racing for only the third time. He and J. Morgan (XK 140) battled throughout the race. Morgan, having led for a while, eventually had to give Beck best. Both these two were being dogged fairly closely by P. E. Butt and the Earl of Denbigh's 3.4, until the latter wisely decided that he could not negotiate Beckett's on the last lap. Sid Lawrence, in his 3/4½ Bentley, was motoring really fast from the back but could not make any impression and all the while R. G. Chamberlain was taking his little 2-litre Aston Martin round like a well-oiled watch and going at no mean pace, his drifts at Becketts and Woodcote being lovely to see. Without many people realizing it Chamberlain won, with Beck second and the Earl of Denbigh third.

Another all-comers' 10-lap handicap followed for the supposedly faster cars. We again had credit laps to take into account. But there was real racing immediately between Dr. W. A. Powell (3.4 Jaguar) and J. B. Kavanagh (3/4½ Bentley) in one case, and I. M. Gillett (DB4 Aston Martin) who had Mike Bradley's 3/4½ Bentley in very close attendance. The former battle continued until Powell lost it at Woodcote after a few laps, and the latter until lap seven when Bradley's engine began to go sick. Peter Sargent was coming up very fast in the D-type and on lap three was just behind Gillett and Bradley at Becketts and passed them down the straight, but still ahead of him on handicap were J. C. Morgan (C-type Jaguar) and R. F. Taylor (XK 120), and these two proved uncatchable and finished in the order named with Sargent third, who also did fastest lap at 84.88 m.p.h.

There followed three scratch races. The first, for Bentleys and Aston Martins, which was really two races once again, had the makings of something really good. Bradley had got going again, and with George Burton, Sid Lawrence and I. Gillett's DB4 also in

the field we had something, we hoped. Bradley led initially and appeared at Becketts with something like a 100-yard lead from Gillett, and Lawrence was ahead of Burton's 3/4½. This could not last but on lap two Bradley was still ahead, but not by much. Lawrence was holding Burton, who did not seem to be going as well as usual and could be seen pumping the hand pressure pump (fuel) as he went down the straight. On lap three Gillett came through Becketts in front of Bradley and a dice had developed between F. P. Morley (8-litre Bentley) and J. B. Kavanagh (3/4½ Bentley). These two were followed at no respectful distance by the ubiquitous 2-litre Aston of R. G. Chamberlain. On lap four Kavanagh managed to get past Morley on the inside at Becketts as he swung the big car rather wider than previously. On lap five, however, Morley reversed this at Becketts only to have Kavanagh take him again at Woodcote and this time stay there. Burton's car was rather sick and before the end of the race Kavanagh managed to get past him at Becketts. The overall race was won by Gillett with Bradley not far behind to head the Bentleys followed by Lawrence and the much mentioned Kavanagh.

D. W. Chamberlain took an immediate lead in the Jaguar 10-lap scratch race in the Cooper-Jaguar, followed throughout the race by R. P. G. Sturgess (C-type), Peter Sargent took third spot in the 3.4 but was hotly challenged by Russ Taylor in an XK 120 on lap three at Becketts when he nearly lost it putting the power on too soon. By lap five back marker G. H. Williams (XK 120) was lapped by the leader and Taylor pulled well ahead of Sargent down the straight. By lap eight many cars were being lapped by the first four and there was no further change in race order.

There were only seven starters for the last race of the day, a 10-lap scratch race for "all comers". It was a benefit for Peter Sargent and the D-type. D. W. Chamberlain actually arrived at Copse Corner first in the Cooper-Jaguar, but that was that. In the end Sargent had lapped everybody except Chamberlain and Sturgess in his fast C-type. Of the two competing Bentleys Bradley established a commanding lead over Lawrence but was himself lapped on the eighth lap by the D-type, although in fourth place.

PATRICK BENJAFIELD.

Results

Handicap for Lagondas: 1, H. C. Long (2-litre Lagonda), 50.50 m.p.h.; 2, J. G. Reed (M45R Lagonda); 3, J. M. Read (Rapiers Lagonda). **Fastest lap:** L. S. Michael (LG45R Lagonda), 66.85 m.p.h.

Handicap for Jaguars: 1, A. J. Lambert (XK 150), 68.30 m.p.h.; 2, F. Boyd (XK 120); 3, The Earl of Denbigh (XK 150). **Fastest lap:** D. W. Chamberlain (Cooper-Jaguar) and R. P. G. Sturgess (C-type), 74.41 m.p.h.

All-Comers' Handicap (1): 1, R. G. Chamberlain (Aston Martin), 65.29 m.p.h.; 2, R. B. Beck (XK 150S); 3, The Earl of Denbigh (XK 150). **Fastest lap:** Beck, 71.82 m.p.h.

All-Comers' Handicap (2): 1, J. C. Morgan (C-type), 70.94 m.p.h.; 2, R. F. Taylor (XK 120); 3, P. Sargent (D-type). **Fastest lap:** Sargent, 84.88 m.p.h.

Scratch Race—Aston Martins and Bentleys: Bentleys: 1, M. J. Bradley, 70.58 m.p.h.; 2, S. J. Lawrence; 3, J. B. Kavanagh. **Fastest lap:** Bradley, 73.36 m.p.h. **Aston Martins:** 1, I. Gillett (DB4), 71.78 m.p.h.; 2, R. G. Chamberlain. **Fastest lap:** Chamberlain, 72.91 m.p.h.

Scratch Race for Jaguars: 1, D. W. Chamberlain (Cooper-Jaguar), 78.06 m.p.h.; 2, R. P. G. Sturgess (C-type); 3, R. F. Taylor (XK 120). **Fastest lap:** Chamberlain, 80.40 m.p.h.

Scratch Race for All Comers: 1, P. J. Sargent (D-type), 81.62 m.p.h.; 2, D. W. Chamberlain (Cooper-Jaguar); 3, R. P. G. Sturgess (C-type). **Fastest lap:** Sargent, 84.14 m.p.h.

As an innovation, the B.A.R.C. organized a national meeting at Aintree on August Bank Holiday. Their efforts were rewarded by excellent weather, a good entry and some fine racing, but not by a very encouraging attendance. Admittedly Aintree is a very large place and anything less than a Grand Prix crowd tends to get "lost" but, even allowing for this, the spectator enclosures gave the appearance of being very sparsely populated. This must be a great disappointment to those responsible for the immense amount of work which goes into the presentation of a race meeting, quite apart from the financial headache involved.

The meeting saw the first appearance in this country of the fabulous "Birdcage" Maserati from the Camoradi stable, but John Coundley, for whom it was entered, had an extremely unhappy day. He had been given no opportunity to become familiar with the car; it arrived

a valve coming up the Railway Straight. At Tatts John Rodgers went straight on over Mrs. Topham's precious lawn and rejoined the race well down in the field, only to retire a couple of laps later with defective brakes. Brian Playford brought his Elva Courier into the pits where he lost a lap securing an errant plug lead. A lap later, John Graydon-Whitehead brought his Elva to the pits to repair the throttle mechanism and Colin Hextall retired his TR with engine trouble. By this time Malcolm Wayne had brought the M.G.-engine TVR up to challenge Bob Vincent's Elite but Bob, repeating his splendid drive of the day before at Mallory Park, held him off to the end. George Morgan held on to his fifth place in the face of a strong challenge from Ted Lund, Bob Gerard forged ahead of Ken McKenzie but, in front of them both, Robin Bryant in a fourth Turner got the better of a fight with S. H. Newton's TR which was fitted with the

brought it off. He should be well worth watching. The 1,100 c.c. category was won by David Bertram in the Lola, who finished fifth overall. Behind him there was a wonderful battle featuring Bill Pinckney and Keith Francis in Lotuses but, at half-distance, John Woolfe began to get the feel of his new Lola and came steadily up through the field to beat them both. In mid-field the rest of the big stuff was having a stirring struggle from which Dickie Stoop, enjoying himself hugely in the Ecurie Ecosse Le Mans D-type, finally emerged victorious.

By way of a sorbet to precede the main item on the menu, there was a sprint race over five laps for "Marque" sports cars and the other assortment which the B.A.R.C. finds popular, sports cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v. This quickly developed into a desperate struggle between Keith Jones with an Austin-powered Lotus 7, John Campbell-Jones with the new Longbacon and J. A. Murrell in the D.R.W.-Ford. In no time at all these three had removed themselves so far from the rest of the field that there were two races going on out of sight of one another; yet the "rest" included the Turners, Ted Lund's M.G. and some potent Triumphs. In this second race, George Morgan started off at a tremendous pace but threw all his chances away at Tatts first time round; he motored extremely quickly in his efforts to recover from this costly excursion on to the lawn but the race was too short for him. Meanwhile Ken McKenzie did very well to keep his Turner ahead of everyone, the only real challenge coming from the TR3A of

(Continued on page 240)

August Bank Holiday Meeting at Aintree

Mike McKee (Formula 2 Cooper) Wins the Aintree Trophy Race. Tim Parnell heads the Formula Junior Category at nearly 80 m.p.h.

at the circuit with serious carburation troubles and no expert who could sort them out; when they did get it to go it took its place on the grid and, with the fall of the flag imminent, an official pointed out that the driving mirror was broken, with the result that it could not join in the race until it had been replaced, by which time nearly a third of the race had been run.

The Melling Crossing, that tricky S-bend before Tatts Corner, claimed two victims. Peter Gordon in his Lotus got into trouble there during practice and the car spun into the trees and caught fire. John Campbell-Jones had a similar accident during the racing in the new Climax-powered Longbacon G.T. car, which was very badly damaged. Happily, neither driver was seriously hurt.

The meeting included a qualifying round for the AUTOSPORT Championship which was the first race of the day, all classes running together. However, in Class C Tommy Cunane, making his first appearance in the series with his Ace-Bristol, was unfortunate to be the only runner entered for the Championship and hence there was, in effect, no race. At the fall of the flag Chris Summers got his Elite away beautifully and went into a lead which was never threatened and which carried him over the line 30 miles later almost a clear minute ahead of his nearest rival. At Country Corner Dickie Stoop got his Porsche Carrera ahead of the Elite of John Rodgers to take second place where he, too, remained unchallenged. At Tatts first time round the incredible little Turner of George Morgan was in fourth place overall but George just slightly overdid it and lost his place to Bob Vincent's Elite. On the second lap a great deal happened. Ted Lund's Le Mans M.G. of 1,762 c.c. released an enormous cloud of smoke as it came out of Bechers Bend and it looked as though it was in very serious trouble. However, the smoke stopped as abruptly as it had begun and the car raced on in splendid form. Not so Chris Ashmore's Austin-Healey, which dropped

"big" engine. Bob Gerard also had a go at this car but the race ended a lap too soon for him. These little Turners put up a remarkable performance on a circuit which has such long straights; it was a great pity that last-minute trouble prevented Paddy Gaston from joining in the fun with the Sprite, which had fully recovered from its mishap at Zandvoort. Incidentally, the reason for that upset came to light during practice for this meeting; it was due to maladjustment of the shoe centralizers in the new braking system.

A 51-mile race for sports cars followed, in which there was a sub-division at 1,100 c.c. The sorry story of the "Birdcage" has already been told and this race was Tom Dickson's all the way. He drove the 2½-litre Cooper Monaco magnificently and won by an even greater margin than had Chris Summers in the previous event. Initially, George Pitt threw out a strong challenge with his 2-litre Monaco but his speed and enthusiasm at Tatts on the opening lap carried him right across the lawn, through the straw bales and into the brick wall at the end of the stands. Fortunately he took one straw bale with him as a cushion for the impact and neither he nor the car was damaged. Secure in second place, but giving away five seconds a lap to the flying Scot, came Gerry Ashmore, driving Derek Wilkinson's Lister-Jaguar in the absence on holiday of John Bekaert. Also apparently secure in third place was Mike Salmon in the D-type but a tremendous effort in the closing stages by fourth man Shane Summers, in the ex-Chris Martyn 2-litre Lotus, failed by only half a length to dislodge him. This latter, who is no relation to Chris Summers, gives every appearance of being a young man with a future. This was his first race in the car and he had only once before driven anything more exciting than a TR, but he went extremely fast and, more important, looked absolutely safe. He tried to "do a Stirling" at Tatts on the final lap and very nearly

"Autosport" Championship Results

Class A: 1, G. Morgan (Turner), 70.49 m.p.h.; 2, R. Bryant (Turner); 3, F. R. Gerard (Turner); 4, K. W. McKenzie (Turner); 5, E. P. Foden (Sprite); 6, C. J. Green (Fairthorpe).

Class B: 1, C. Summers (Elite), 74.01 m.p.h.; 2, R. Vincent (Elite); 3, R. B. Ide (M.G.A.); 4, J. G. Whitehead (Elva Courier); 5, B. P. Playford (Elva Courier).

Class C: No race.

"Autosport" Championship Race (General Classification): 1, C. Summers (Lotus Elite), 74.01 m.p.h.; 2, J. R. Stoop (Porsche Carrera); 3, R. Vincent (Lotus Elite).

Over 1,600 c.c.: 1, T. Lund (M.G.A. Twin-Cam), 71.85 m.p.h.; 2, S. H. Newton (Triumph TR2); 3, T. G. Cunane (A.C. Ace).

1,001-1,600 c.c.: 1, C. Summers (Lotus Elite), 74.01 m.p.h.; 2, J. R. Stoop (Porsche Carrera); 3, R. Vincent (Lotus Elite).

Up to 1,000 c.c.: 1, G. Morgan (Turner-Austin), 70.49 m.p.h.; 2, R. Bryant (Turner-Austin); 3, F. R. Gerard (Turner-Austin).

Sports Car Race (General Classification): 1, T. Dickson (Cooper Monaco), 84.46 m.p.h.; 2, G. Ashmore (Lister-Jaguar); 3, M. Salmon (Jaguar D).

Over 1,100 c.c.: 1, T. Dickson (Cooper Monaco), 84.46 m.p.h.; 2, G. Ashmore (Lister-Jaguar); 3, M. Salmon (Jaguar D).

Up to 1,100 c.c.: 1, D. Bertram (Lola-Climax); 2, J. Woolfe (Lola-Climax); 3, B. Pinckney (Lotus-Climax).

Marque and 1,000 c.c. o.h.v. and 1,200 c.c. s.v. Sports Car Race (General Classification): 1, J. A. Murrell (D.R.W.-Ford), 74.76 m.p.h.; 2, K. D. Jones (Lotus-Austin); 3, K. W. McKenzie (Alexander-Turner).

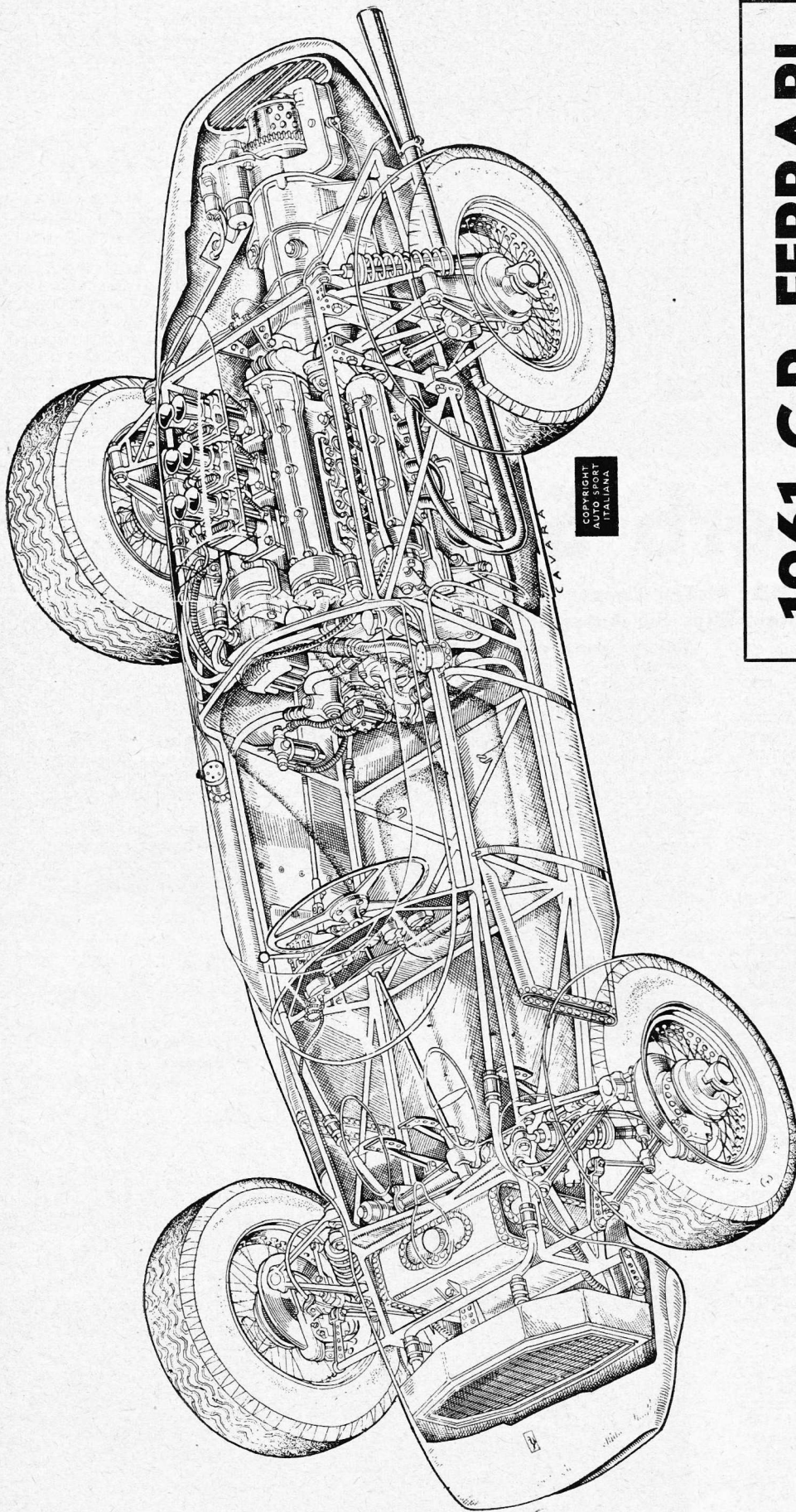
Marque Cars: 1, P. J. Doyle (Triumph TR3A), 69.12 m.p.h.; 2, S. H. Newton (Triumph TR2); 3, T. Lund (M.G.A. Twin-Cam).

Up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.: 1, J. A. Murrell (D.R.W.-Ford), 74.76 m.p.h.; 2, K. D. Jones (Lotus-Austin); 3, K. W. McKenzie (Alexander-Turner).

Aintree Trophy Race (General Classification): 1, M. McKee (Cooper-Climax), 84.65 m.p.h.; 2, G. Ashmore (Cooper-Climax); 3, A. Pilette (Cooper-Climax).

Formula 2: 1, M. McKee (Cooper-Climax), 84.65 m.p.h.; 2, G. Ashmore (Cooper-Climax); 3, A. Pilette (Cooper-Climax).

Formula Junior: 1, Tim Parnell (Lotus-Ford), 79.42 m.p.h.; 2, J. L. Romanes (Lotus-Ford); 3, J. Fenning (Venom-Austin).



1961 G.P. FERRARI

This fine drawing by Giovanni Cavara, reproduced by arrangement with the Editor of *Auto Sport Italiana*, reveals full details of the 1961 Grand Prix Ferrari for the new 1,500 c.c. Formula.

Based on the von Trips Solitude-winning Formula 2 machine, the V6 Dino 156 engine is located behind the driver, and transmission is via a five-speed gearbox and multi-plate, fully ventilated clutch, the starter ring being integral with the outer clutch casing, which is a sort of remotely situated flywheel.

Power output is 180 b.h.p., and with 6.00 x 15 ins. rear tyres, and a 3.25 to 1 axle ratio, a speed of 253 k.p.h. (157.3 m.p.h.) is claimed at 9,000 r.p.m. Weight of the complete car is 452 kilogrammes (minimum, 450 kg.). A 110-litre petrol tank is located in the nose, behind the combined radiator and oil cooler.

Front suspension is by helical springs and wishbones, and helical springs also control the swing-axle rear. Dunlop disc brakes are employed, the rear being inboard—on each side of the final drive. Unlike British cars, knock-off wire wheels are fitted: these have light alloy rims. Rack-and-pinion steering is used.

The frame is simply designed, with fairly narrow section tubes, the main strength being supplied by scientific arrangement of the diagonals and cross-members. Body-work is entirely of light-alloy and the engine cover has a forward-facing "Perspex" scoop for the three double-choke Weber carburettors.

Oil tanks are carried, pannier-fashion, in the body sides, and cold air is arranged to pass through slots just behind the front wheels, and via additional "ears" immediately ahead of the rear wheels. A small grille in the tail decorates the warm air outlet and the exhaust pipes are carried well past the tail.

DRAMA—Wim Poll (Porsche) almost passes Graham Warner's Elite in front of the pits—a typical incident during the fast and exciting battle between these two, which resulted in a half-length win for Graham Warner.

years ago. Let us deal first with the World Cup and the AUTOSPORT Championship.

The Dutch team came to Britain with a two-point lead after the 150-mile race at Zandvoort a month ago, and the points scoring was arranged to give equal significance to that first round and the two 20-lap heats at Snetterton which formed the second round. In fairness to our visitors who had never seen the Snetterton track, Oliver Sear opened the circuit on Friday afternoon for a familiarization session and immediately trouble struck when the gearbox and clutch on the Porsche of Gijs van Dijk broke up. The following morning, during official practice, Rob Dooyes with another very rapid Porsche was elimi-

Superb Snetterton

Vanwall Trophy for Mike McKee (Cooper F2)—Formula 2 and Formula Junior Lap Records Shattered—Great Britain Wins the Autosport "World Cup"—Dazzling Display by Dutch Leader Wim Poll

SPECTATORS whose enthusiasm and determination got them through the traffic jams to Snetterton last Saturday were rewarded with one of the finest race meetings which this delightful Norfolk circuit has yet seen. Those of them who left before the last race, obviously under the impression that it would be an anti-climax after the Vanwall Trophy race for Formula 2 cars, missed seeing the greatest duel that anyone could wish, in which Dutchman Wim Poll all but snatched victory from Graham Warner on the finishing line. In 20 laps of breathtaking struggle, the Elite and the Porsche were seldom more than two lengths apart and the fight was absolutely clean from start to finish. The result of this race was all-important to the destination of the World Cup, of which the Dutchmen were the holders; Graham was the spearhead of the British attack and we had at that time only a slender seven-point lead; nevertheless, if Wim's great effort had carried him that extra half-car's-length to victory, no one could have grudged him his triumph. It is a thousand pities that the ever-increasing demands of his business dictate that this shall be his last season of racing, which means that this was probably the last big race of his career. Those of us who have got to know him well during the two years of the World Cup contest have as great a respect and affection for him as a man as we have admiration for his skill as a driver. He will be a very great loss to the sport.

This meeting at Snetterton, which consisted of just four major races, was thrice-significant. The main event of the day was the Vanwall Trophy race, contested this year by a fine field of Formula 2 cars; it contained the final

of the 1960 World Cup match-race between teams of G.T. cars from Holland

BY DAVID PRITCHARD

Photography by George Phillips

and Great Britain; combined with the two heats of this International race was the last qualifying round in the 1960 AUTOSPORT Series-Production Sports Car Championship (unless our Managing Editor, Gregor Grant, is successful in his efforts to arrange another race for Classes A and C to compensate for the loss of the Mallory Park event on 31st July). The remaining race on the programme was for the Formula Junior cars which are now providing such splendid spectacle and are lapping all the circuits of the world at speeds which would have won Grands Prix a few

nated by valve trouble. Added to this Oscar Rosenblatt, whose M.G.A is normally extremely fast, was worried about his bearings. To make up the numbers, Jan-Ewert Groen was brought in with a Porsche which was in a far lower stage of tune than the others and Rob Dooyes took over an M.G.A belonging to Pim van der Veer which had a badly worn crankshaft and had to be nursed in consequence. To balance this slightly, the Elite which John Whitmore was to drive for the British team had recently met with a mishap and was a non-runner. Austen Nurse was brought into our team and, half-way through the first heat, he was forced to retire with vanished oil pressure.

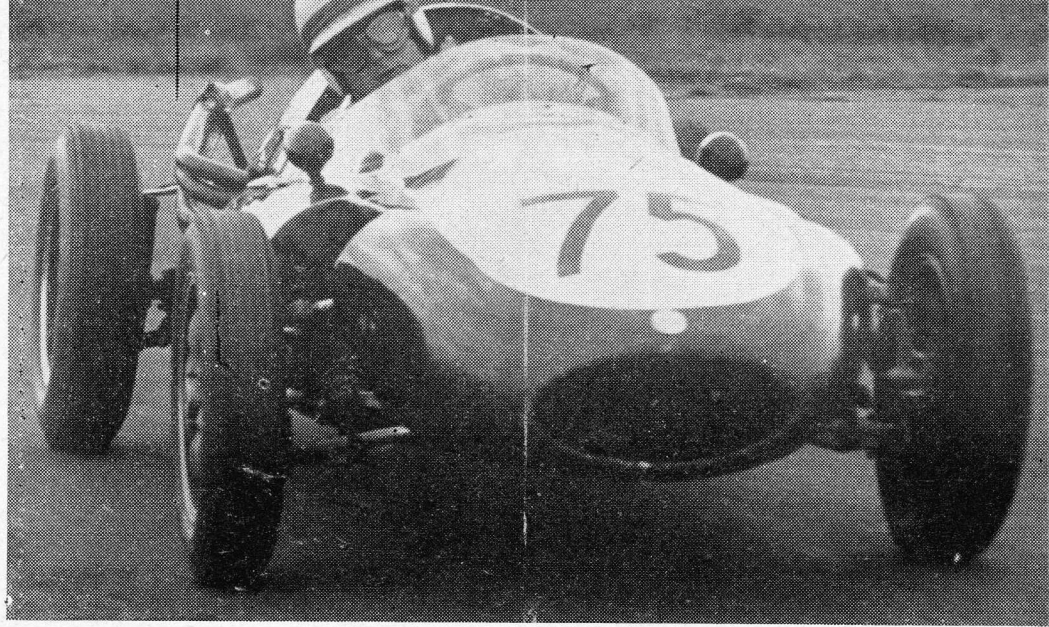
Running with the World Cup teams in the first race of the day were Classes



GONE AWAY! The field hustles tight-packed in Riches Corner immediately following the start of the first heat of the "World Cup" race.

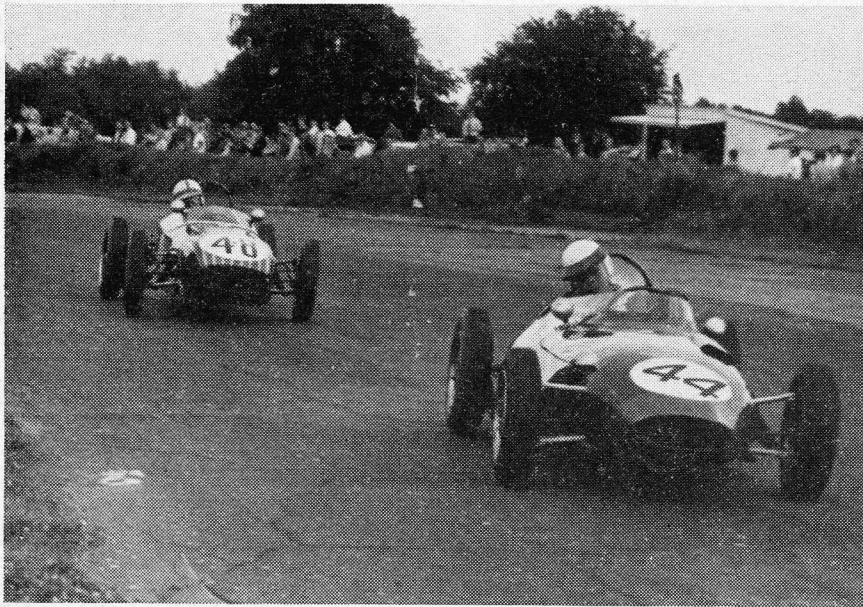
WINNER of the Vanwall Trophy race was Mike McKee, who led almost throughout the 25 laps despite the loss of second gear in the later stages of the race.

B and C of the AUTOSPORT Championship. At the fall of the flag Alan Gibson streaked into the lead with his 3.8-litre XK 120, followed by Peter Bolton's Ace, Wim Poll's Porsche and Graham Warner's Elite. At Sear Corner, Graham shot through into second place and the race was on in earnest. Chris Summers and the Dick Jacobs Twin-Cams were well placed for the British team and Ad Bouwmeister was well up for the Dutchmen. On the fourth lap Gibson spun mightily at the Esses and the Twin-Cams, driven as usual by Tommy Bridger and Alan Foster, closed up on the Dutch captain. Three laps later they had both got ahead of the orange Porsche and Gibson was about to re-pass all three. Dick Stoop was locked in combat with Ad Bouwmeister but he never managed to get his Carrera ahead of the Dutchman, who was driving splendidly. After two more laps Poll



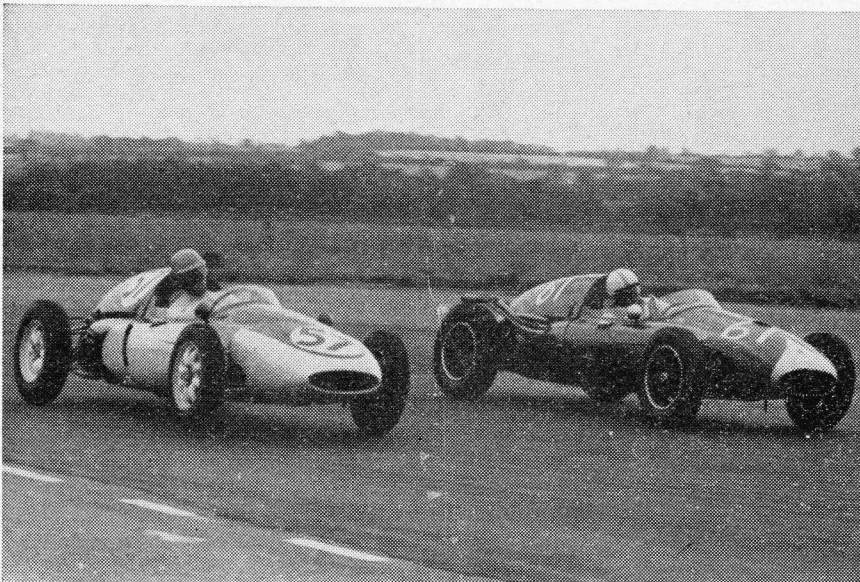
had once more got the better of both Twin-Cams and Alan Foster's car was beginning to stammer; Chris Summers's

RACE-LONG STRUGGLE (left) between R. N. Prior (Lola), the eventual winner, and "that man McKee again" was a feature of the 10-lap Formula Junior event.



Elite was also obviously off form, the trouble being eventually traced to a defective coil which put him out of the second heat. Shortly after half-distance Tommy Bridger pulled out all the stops and again got ahead of Poll, this time for keeps, but Alan Foster began losing ground fast as his engine sounded more and more unhappy, and he had his work cut out to keep ahead of the Bouwmeister/Stoop battle at the end. At 14 laps Pat Fergusson's Elva went off song and we had cause to be thankful that the Dutch team had lost two of their faster cars in practice; Jan Vetter's Twin-Cam was going well but he had not yet got properly to grips with the circuit. In AUTOSPORT Championship Class C Julian Sutton's Austin-Healey unaccountably slowed and Roy Bloxam's gallant old Frazer-Nash went into the lead. Two laps from home Alan Gibson got his Jaguar up to second place, only to have another gigantic spin at the Esses from which he nevertheless recovered to finish fifth overall. In this heat Tommy Bridger won Class B from Chris Summers and Alan Foster, the British World Cup team headed by Graham Warner collected 12 points plus a half for Graham's fastest lap in 1 minute 54 seconds, and the Dutchmen scored 3½ points which were gained by Poll and Bouwmeister.

The second heat was run at the end of the day concurrently with AUTOSPORT Championship Class A. Wim Poll made a glorious start and led the opening lap with Graham Warner hot on his heels and Paddy Gaston's Sprite in a fantastic third place. Tommy Bridger once again got his foot well and truly down and passed the flying Sprite but this time could never get close to the leading pair, of whom Warner was now just in the lead. Simon Scrimgeour's Turner shed



LAP RECORD in the Vanwall Trophy race went to Tony Maggs (57), whose F2 Cooper is pictured during its scrap with Tony Marsh's similar car at Sear Corner.

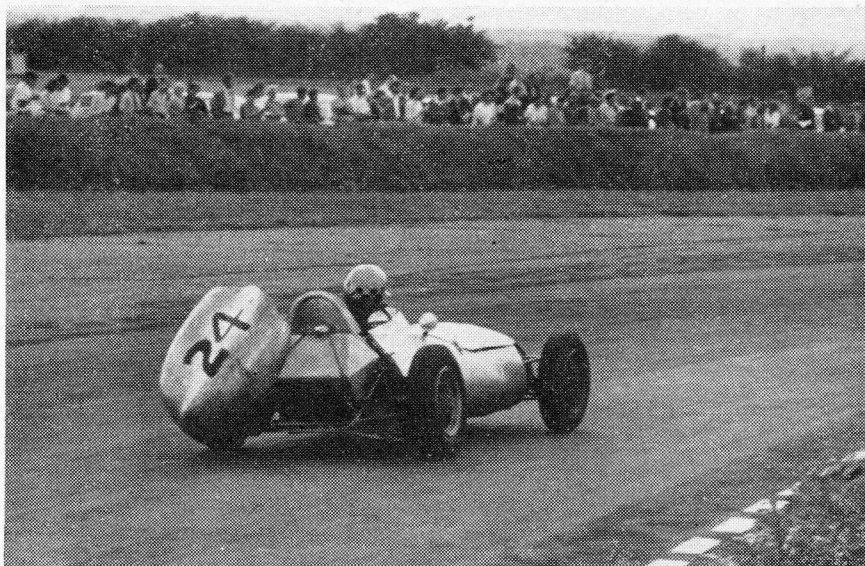
PURSUIT: Alan Foster (M.G.A "Twin-Cam") chases Ad Bouwmeister's Porsche at Coram in the "World Cup" second heat. Alan's engine later went sick, and he struggled home in ninth place.

its fan-belt and was forced to retire. At four laps Alan Foster began to go after Ad Bouwmeister in earnest and Pat Fergusson set his sights at Jan Vetter, who was now driving steadily and very fast. Pat passed him a lap later but it took Alan until half distance to overtake the Porsche. After all this he held his advantage for no more than a single lap, as his engine once more went off tune and he fell steadily away to struggle home eventually in ninth place overall. In the Championship class the customary fierce battles were raging, but at three-quarter distance the pattern changed abruptly when George Morgan's clutch packed up and Bob Gerard suddenly got the bit between his teeth and rushed into second place, beating Paddy Gaston's best lap in the process. At the head of the field Wim Poll was now making tremendous efforts to regain his lead and, three laps from the end, he got his nose in front opposite the pits amid scenes of terrific excitement, only to be beaten through Riches Corner by Warner's Elite. As though inspired by this effort, Jan Vetter made a determined onslaught on Pat Fergusson and repassed him a lap from home. John Green had a nasty moment about this time when his Electron completely ran out of brake fluid and he retired abruptly from his contest with Robin Bryant's Turner. The two leaders tore round the final lap as though tied together and, as they came out of Coram Curve and through Paddock Bend to the finishing straight, Wim Poll made a supreme effort which failed, as we have said, by no more than half a length. A wonderful race was over, Graham Warner had completed a fine job of work for the British team and won for himself the magnificent Samengo-Turner Trophy, Wim Poll had earned the Les Leston Award which took the form of a crash-hat, and Tommy Bridger and Ad Bouwmeister had filled the next two places with great credit.

The Formula Junior race was run over 10 laps and the battle for the lead between Dick Prior's Lola and Mike McKee's Lotus was electrifying. Mike once got his nose in front for a brief spell but, in spite of being credited with a fastest lap at the fantastic speed of 95.27 m.p.h., he could not keep ahead of his rival. A lap from home his front brakes locked coming into the Esses and he had to take the escape route, leaving Dick Prior with a well-deserved win after a fine drive. The fight for the next two places was nearly as fierce, John Hine leading Peter Ashdown until half distance when, once more, the Lola just got the better of the Lotus. In fifth place throughout, and driving a splendid race in exalted company, was Jim Russell's star pupil Johnson. The visitors had an unhappy time in this race. Chuck Dietrich was a constant visitor to the pits, Frank Gardiner's Cooper gave up after six laps and Rob Slot-

(Continued on page 236)

ABOVE, LEFT: Tommy Bridger leads Wim Poll through the Esses during the first heat. LOWER, LEFT: The tail of Lewis's Lola Junior becomes detached on Coram Curve.



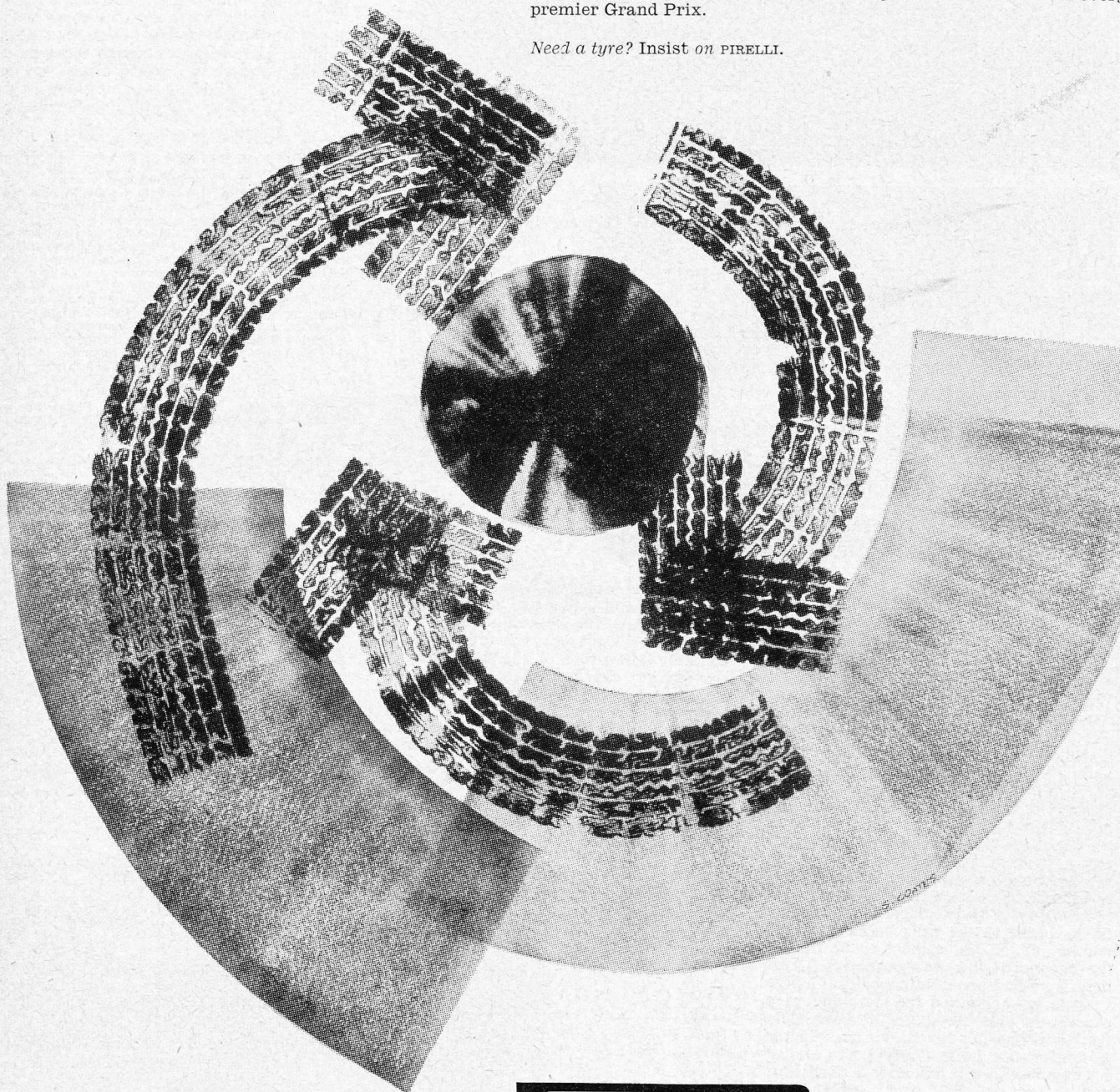
Modern road ahead

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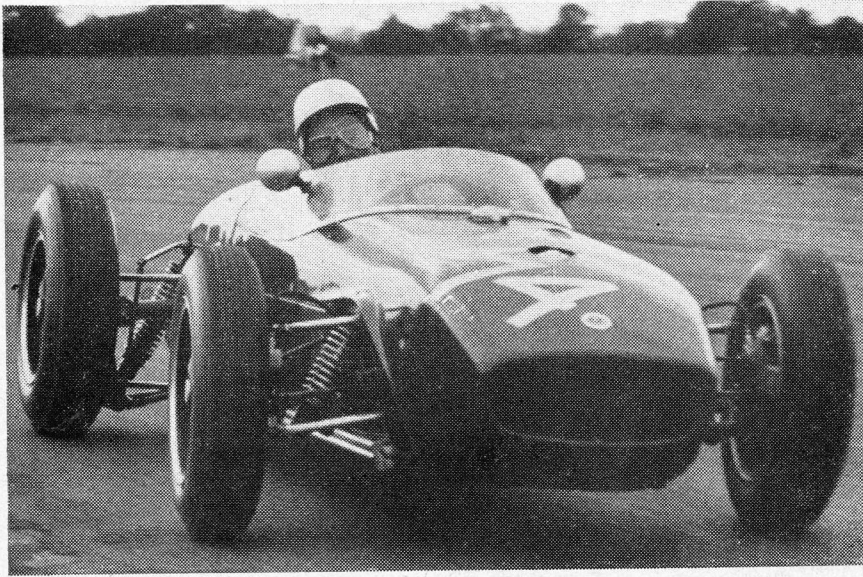
TOMORROW The PIRELLI CINTURA, incorporating entirely new advances in tyre architecture—an internal, flexible, fabric belt—amazingly strong, two-ply, light weight sidewalls. Now available in an increasing range of sizes for high-performance cars. Demand for CINTURA at present exceeds supply.

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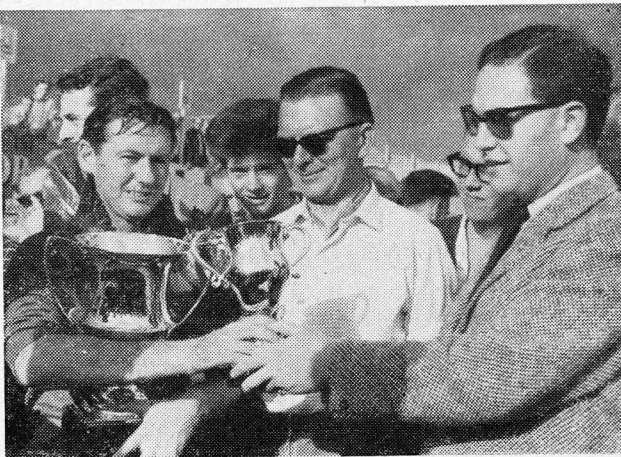
PIRELLI TYRES



MOTOR CYCLE MAN Geoff Duke drove Reg Parnell's F2 Lotus, going well to make up for a bad start until a tappet broke up.

At half distance we were down to 10 cars and Tony Maggs was going after Bruce Halford in a big way, a successful chase which gained him a new F2 record for the circuit at 96.98 m.p.h. At 20 laps Bob Hicks left the party and the field stood at exactly half its original strength. Mike McKee led serenely, Jack Lewis was now firmly installed in second place, George Lawton was third on the road but nowhere as a result of his penalty; Tony Maggs, Bruce Halford and Tony Marsh filled the next three places with Ian Raby now following with no second gear, a fate which had also befallen Mike McKee, though few would have suspected it. Vic Wilson was a lap behind following an alarming spin at Coram, and F. G. Finney brought up

(Continued on page 239)



★
PRESENTING the AUTOSPORT "World Cup" and the Samengo-Turner Trophy to Graham Warner is Mr. Fabian Samengo-Turner. Centre is Dick Jacobs, British team captain.

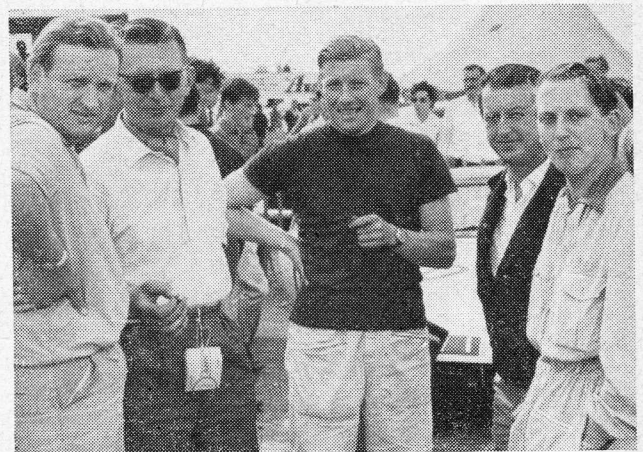
Snetterton—continued

maker, having repaired the engine of his new Elva, found himself unable to keep the gears in mesh and was forced to retire. At the tail of the field Michael Woodley and George Morgan had great fun together.

The principal event brought 18 Formula 2 cars to the line for a 25-lap race, one of the regretted absentees being Roy Salvadori who had dropped a valve with disastrous results. Tony Vandervell had been asked to present his own trophy at the end of the race but a previous engagement prevented him from doing so; to show his regret at being unable to attend, he had enclosed with a letter of apology a truly magnificent cheque, to be added to the prize money for the winner, so the inducement to be first at the chequered flag was enormous. This may have had some influence on George Lawton, who jumped the start and gave everybody else the jitters; he was duly penalized one minute for his sin. In the general melée poor Geoff Duke stalled his engine and tore off after a push start well astern of the pack. First time round Lawton led from McKee, Gerry Ashmore and Bruce Halford, and Jim Twisk's car was shedding a lot of oil from the region of the cooler. Unfortunately none of the flag marshals spotted this, or at any rate took no action, and several drivers fell victim to the slippery corners. One who kept

pointing the right way was Jack Lewis, and he gained one place a lap for the first four laps, to lie second to McKee who had displaced Lawton on the second. The order of the first five was continually changing, what time Jack Sears went out with timing derangement on the Yeoman Credit Cooper, Tony Maggs brought John Ogier's Cooper up into sixth place ahead of Tony Marsh, behind whom Geoff Duke got ahead of Ian Raby. Casualties now came thick and fast and poor Duke was among those to suffer when a tappet broke up; Gerry Ashmore also left the contest.

★
DISCUSSION GROUP: Left to right, are Chris Summers, Dick Jacobs, Wim Poll, Oscar Rosenblatt and Tom Bridger.



Results

G.T. Race. Heat 1. Overall Results: 1, Graham Warner (Lotus Elite), 83.61 m.p.h.; 2, Peter Bolton (A.C. Ace); 3, Tommy Bridger (M.G. Twin-Cam); 4, Willem-Louis Poll (Porsche S90); 5, Alan Gibson (Jaguar XK 120); 6, Chris Summers (Lotus Elite). **Fastest lap:** Warner, 85.58 m.p.h. **World Cup Results:** 1, Graham Warner (Lotus Elite); 2, Tommy Bridger (M.G. Twin-Cam); 3, Willem-Louis Poll (Porsche S90); 4, Chris Summers (Lotus Elite); 5, Alan Foster (M.G. Twin-Cam); 6, Ad. Bouwmeister (Porsche S90). **"Autosport" Championship Results (Class B):** 1, Tommy Bridger (M.G. Twin-Cam); 2, Chris Summers (Lotus Elite); 3, Alan Foster (M.G. Twin-Cam); 4, Bob Vincent (Lotus Elite); 5, Richard Ide (M.G. Twin-Cam); 6, Pat Fergusson (Elva Courier). **Class C:** 1, Roy Bloxam (Frazier-Nash); 2, Julian Sutton (Austin-Healey BN1); 3, David Dixon (Austin-Healey 3000).

G.T. Race. Heat 2. Overall Results: 1, Graham Warner (Lotus Elite), 82.32 m.p.h.; 2, Willem-Louis Poll (Porsche S90); 3, Tommy Bridger (M.G. Twin-Cam); 4, Ad. Bouwmeister (Porsche S90); 5, Paddy Gaston (Austin-Healey Sprite); 6, Jan Vetter (M.G. Twin-Cam). **Fastest lap:** Poll, 83.66 m.p.h. **World Cup Results:** 1, Graham Warner (Lotus Elite); 2, Willem-Louis Poll (Porsche S90); 3, Tommy Bridger (M.G. Twin-Cam); 4, Ad. Bouwmeister (Porsche S90); 5, Jan Vetter (M.G. Twin-Cam); 6, Pat Fergusson (Elva Courier). **"Autosport" Championship Results (Class A):** 1, Paddy Gaston (Austin-Healey Sprite), 78.60 m.p.h.; 2, Bob Gerard (Turner); 3, Ken McKenzie (Turner); 4, George Morgan (Turner); 5, Robin Bryant (Turner); 6, Henry Elwes (Austin-Healey Sprite).

Formula Junior Race: 1, Dick Prior (Lola), 91.09 m.p.h.; 2, Mike McKee (Lotus); 3, Peter Ashdown (Lola); 4, John Hine (Lotus). **Fastest lap:** McKee, 95.27 m.p.h. (new class record).

Vanwall Trophy Race (Formula 2): 1, Mike McKee (Cooper), 95.07 m.p.h.; 2, Jack Lewis (Cooper); 3, Tony Maggs (Cooper); 4, Bruce Halford (Cooper). **Fastest lap:** Maggs, 96.98 m.p.h. (new class record).

On the results of the two races in this programme and the race at Zandvoort in July, the British team regained the AUTOSPORT World Cup by an overall margin of 8 points.

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CORRESPONDENCE

Brands Hatch—Bank Holiday

DOUBTLESS I will not be the only person writing to complain of conditions at Brands Hatch on 1st August but I feel that perhaps some race promoters have forgotten their obligations to their public. Having publicized the fact that £40,000 had been spent on improving the circuit, one hoped that some of this sum had been devoted to such things as public conveniences, refreshment bars, kiosks and viewing facilities. However, having attracted 60,000 people, the organizers seemed in some doubt as to what to do with them and appeared to have acted on the old adage "when in doubt do nothing". This meant that a lot of rather wet people, whose tempers had not been improved by their journey from London, were wandering around miserably in the hope of a cup of tea or a bit of shelter and remembering when a day at Brands Hatch used to be a rather pleasant outing. I agree that covered accommodation has been increased considerably but hardly in proportion to the number of spectators, especially bearing in mind that if the British G.P. were to be held there, a figure of 90,000 might well be surpassed. On top of this a great many people are never going to repeat their ordeal on the A20 unless somehow better approach roads can be routed and controlled by our "wonderful policemen"—a visit to the French G.P. at Rheims might make a useful object lesson on this subject. I wonder what the attendance will be next time unless something is done quickly about these problems.

DISGRUNTLED SPECTATOR
(PLUS GIRL-FRIEND).

LONDON, W.2.

MOST of the spectators sitting in the lower half of the Paddock Hill Grandstand at Brands Hatch saw very little of the exciting Formula Junior race at the Bank Holiday meeting. A weak part of the fence surrounding the standing enclosure was gradually forced open and a large number of people stood in the "dead" ground in front of the stand. The view from the start line up and into Paddock Bend was thereby blocked. As I and everyone else had paid good money for the seats this situation was intolerable.

However, to be very fair, once I had made a personal complaint to the pavilion office, a small group of officials and commissionaires managed to disperse most of these people.

If Brands is to become a successful circuit on Grand Prix occasions then the present stake and wire fences will not do. One hopes that a general tidying up of amenities, etc., will keep up with the circuit itself.

F. W. RISBRIDGER.

LONDON, E.14.

To the B.R.S.C.C.—An Open Letter

HAVING visited Brands Hatch for the Bank Holiday race meeting arranged by your club I would like to say that I was very impressed by the improvements to the track, but would suggest you now set about improving the facilities for the spectators.

Arriving at 9 a.m. so as to miss the accumulation of vehicles on the approach to the circuit due to the lack of entrances, I obtained (4) four tickets for the Little Britches Stand. These tickets are enclosed hoping you can find a use for them, as I could not when later producing them at the stand we were informed there were no seats available. On pointing out to the steward that the tickets were numbered and above the stand entrance was written "Seat Nos. 1—etc." we were informed it was not his fault if the booking clerk sold more tickets than there were seats and he would not allow us into the stand.

After twice walking between the main and Little Britches stands an official under pressure found us seats by the grandstand. We accepted these under protest as the first race had started and there was no hope of finding a suitable position from which to watch the racing.

We, in due course, got soaked in the pouring rain.

This is not the service one expects after paying £7 for four people to watch motor racing.

A. E. SAYWOOD.

ELM PARK, ESSEX.

CONGRATULATIONS to the B.R.S.C.C. on a superb day of motor racing at Brands Hatch on Bank Holiday Monday. Thanks are also due to the thousands of people who, like myself, went to Brands Hatch to enjoy the racing and by their sensible and good-natured behaviour made the day memorable.

HAROLD F. WINDETT.

HAYES, KENT.

Sour Grapes?

THE new fracas concerning the Lotus affair at Monza is just one more of the "Sour grapes, because we can't win" efforts that have emanated from the Continent since the ascendancy of Britain to the top in motor sport.

It all started with our success in the current Formula 1; and I still stand by remarks published when the new formula was introduced for 1½ litres. Namely, that the Continental vote carried the day because it was the only capacity from which they might find a winning car.

The Formula Junior, at first unpopular in Britain, was started in Italy under the guise of training drivers. It seems that it really came about because they were not having much success in the 500 c.c. world. Having a monopoly of equipment suited to the job, they thought up Formula Junior. What a blow Monaco must have been.

The Monza business attained the end that caused it, a home win at Monza, and Colin Davis exploded once and for all the "training ground" excuse for F.J. I do not think there is any fear of the Lotus cars being banned at the Monza F1 event as there will still be the Coopers to ensure an away win.

While on this subject, my views on the Mercedes question are that they are simply not appearing because they are not 100 per cent. sure of a win. Without detracting from their technical excellence, I think that history proves that they only appear when the opposition is at an ebb, and they are sure to win. If, as seems highly likely, our effort at Formula 1 next year will be our second string, and the starting money encourages the leading Italians to follow Formula Course, don't be too surprised if Mercedes suddenly appear and sweep the board in the 1½-litre category while the competition is weak and otherwise engaged. There will only be Porsche and their present design has apparently peaked.

The Continentals have the people to produce and drive winning cars, so why don't they get down to it instead of drawing up rules to eliminate the successful competition. Goodness knows, we played second fiddle long enough without weeping. Now we are reaping our rewards. It is not very long since they were laughing at British entries on the grids, or have they forgotten?

DONALD BLADES.

EDINBURGH, 3.

Tribute to Moss

AS one who has often criticized Stirling Moss, frequently through the medium of your Correspondence columns, I would like to express publicly my admiration of his phenomenal and always unquestioned courage. The way in which he has accelerated his recovery beyond his doctors' most optimistic estimates and then, when any other man would have taken a most justified rest, climbed straight back into a car is a credit to the spirit of motor racing at its best. In time of war, such amazing determination and guts would have been decorated immediately. That is not possible today and I feel that it would be rather a nice gesture if all holders of British F.I.A. Competition Licences were to club together to provide him with a unique and entirely special award. I, for one, would contribute with pride.

JAMES BOOTHBY.

BRIGHTON, SUSSEX.

The Leinster Trophy Race

REF. your report on the Leinster and Holmpatrick races at Dunboyne last month, you report the Alexander-Turner of mine going out with mechanical trouble. The facts are that on the 10th lap, when leading Lacey, the eventual winner, and lapping at over 80 my radiator was holed and I lost all the water and retired with a resultant cracked cylinder head. In fairness to the car, which was the only other entrant in this race besides the eventual winner to lap at over 80, I would like this to be put across.

K. W. MACKENZIE (Wg./Cdr.).

LONDON, S.W.1.

The Editor is not bound to be in agreement with opinions expressed by readers.

Club News

By MICHAEL DURNIN

MEMBERS of the **Croydon M.R.C.** were entertained by Lord Colwyn at a cocktail party recently on the House of Lords' terrace. Club members own and race a Mark VI Lotus: Mr. Bob Gooda introduced a new supporters' scheme in order to increase the scope of the club's activities, whereby members who could not afford to own or run racing cars, would be enabled to take part in future races. The financial response from well-wishers was most gratifying.

* * *

OXFORD M.C. are to hold a restricted sprint meeting at East Downs Farm, Chipping Norton, Oxfordshire, on 25th September. Regs. are available from P. Tothill, Cedartops, Mill Lane, Stadhampston, Oxon. . . . On 11th September, **Yeovil C.C.** and **West Hants and Dorset C.C.** will co-promote a sprint at Yeovilton. The event is open to Taunton M.C., Burnham-on-Sea M.C., Bristol M.C. and L.C.C., M.G.C.C., Plymouth M.C. and B.A.R.C. Regs. are available from P. F. Marsden, Fairmead, Marston Road, Sherborne, Dorset, to whom all entries must be sent by 7th September. . . . **West Hants and Dorset C.C.** are to have a closed driving test meeting at Blandford Camp on 20th August. . . . **Jaguar D.C.** have a sprint meeting at North Weald scheduled for 4th September. This will be open to any member of an R.A.C.-registered club driving a Jaguar car or a Jaguar-powered car. On the 10th September the same club are co-promoting a Silverstone race meeting with the **Bentley D.C.** The event is open to drivers of Jaguar, Lagonda, Aston Martin, A.C. and M.G. cars. Regs. for both these events may be had from Rodney Crouch, Jaguar D.C., 75 Baker Street, London, W.1. . . . **Sunbeam-Talbot O.C.** are to have a closed sprint at North Weald on 11th September. Regs. are available from R. H. Austin, Ladbroke Hall, Barlby Road, London, W.10. . . . **Hagley and D.L.C.C.** are to hold a special general meeting at Perry Hall Hotel, Bromsgrove, on 31st August at 8 p.m. . . . **Goodwins M.C. concours d'élégance** will be held in Deal Castle Meadow on 1st September. . . . **Advertising M.C.** are to have their prize-giving at the Skyways Hotel, Hayes, Middlesex, on 9th September. Clubs who have competed in rallies with the A.M.C. are invited and tickets are available from C. Corbett, Willings Press Service, Ltd., Thavies Inn House, Holborn Circus, London, E.C.1. . . . A closed driving test meeting will be held at Biggin Hill Airfield by the **Bexley L.C.C.** and **Sevenoaks and D.M.C.** on 28th August. Regs. are available from H. E. Hilliard, 174 Burnt Ash Hill, London, S.E.12, and closing date is 23rd August. . . . Regs are now available for the 10th anniversary **London M.C.** London Rally, which will take place on 7th-8th October. This, our premier national rally, will have starting points at Leeds, Birmingham, Taunton and London and will be over some 600 miles. The first car will start at about noon on



SURPRISE, SURPRISE! All of a sudden H. R. Vincent (Sprite) finds himself broadside on at the Mallory Park hairpin, while F. P. E. Dewe (M.G.A) takes evasive action.

7th October and the finish will be about breakfast-time the following day, "somewhere in Wales". Entries close on 17th September, and secretary of the event is Mrs. Jane Actman, 18 Marlborough Road, Richmond, Surrey.

Coming Attractions

13th August. 750 M.C. Race Meeting, Silverstone, near Towcester, Northants.

B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leicestershire.

B.A.R.C. and East Yorks M.C. and Y.S.C.C. Sprint, Hudson Road Mills, Leeds. Start, 1 p.m.

13th-14th August. Bolton-le-Moors C.C. Bolton National Rally.

14th August. Portuguese Grand Prix.

19th-21st August. Rally of 1,000 Lakes, Finland.

20th August. Tourist Trophy (G.T.), Goodwood, near Chichester, Sussex.

Liverpool M.C. Sprint, Oulton Park, near Tarporley, Cheshire. Start, 2 p.m.

21st August. Thames Estuary A.C. Sprint, North Weald Airfield, near Epping, Essex. Start, 1 p.m.

RACING AT CADWELL PARK

FOR the first time a Formula Junior race was held at the Cadwell Park circuit, near Louth in Lincolnshire, along with the motor cycle and Formula 3 meeting on August Bank Holiday Monday.

Pupils of the Jim Russell racing school took a major share of the awards in the Formula Junior races, but it was the Formula 3 races which were hardest fought. Jack Pitcher in a Cooper-Norton set the fastest car average of the afternoon before a crowd of some 15,000 people with a speed of 60.4 m.p.h. compared with the fastest Formula Junior time of J. MacCann (Lotus) at 57.9 m.p.h.

Geoffrey Gartside, the young Harrogate driver of the Garford Junior designed and built by his father, took a second place with the Garford and a third with his Cooper-Norton, but mechanical trouble prevented any further success in the handicap races.

Closest race was the Formula 3 handicap, in which 2½ secs. covered the first three cars. Pitcher was again the winner.

P. C.

Results

Formula 3 Scratch: 1, J. Pitcher (Cooper-Norton), 60.4 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, G. Gartside (Cooper-Norton).

Formula 3 Handicap: 1, J. Pitcher, 55 m.p.h.; 2, A. F. Fullwood (A.F.F.-J.A.P.); 3, G. M. Jones.

Formula Junior: 1, J. MacCann (Lotus-Ford), 57.9 m.p.h.; 2, G. Gartside (Garford Junior); 3, C. Bywater (Elva).

Formula Junior Handicap: 1, J. Negrey (Lotus-Ford), 56.09 m.p.h.; 2, C. Bywater; 3, A. Mallock (Alexis 846 c.c.).

"MONTE" CHANGES

LARGELY owing to the machinations of the Monte Carlo Rally British Competitors' Club, the 1961 Monte Carlo Rally will not have a mountain circuit eliminating test. Instead, the rally will have five special stages, in order to find the winner before reaching the finish at Monaco. The popular "round-the-houses" events will also be included, using the full G.P. road circuit.

Snetterton—continued

the rear. In the closing laps Maggs made a determined effort to overhaul Lawton but could not quite bring it off (not that it mattered in view of that penal minute) and Mike McKee motored round impeccably to the Vanwall Trophy and that rich prize. As a very nice gesture to our guests for the day, Tony Vandervell's beautiful trophy was presented to the worthy winner by Charles de Pestors, the manager of the Dutch World Cup team, and Mike was driven slowly round the course in the passenger seat of an Alpine, getting a great and well-merited acclamation from the crowd.

Aintree—continued

P. J. Doyle which won the "Marque" class. The three out in front were led initially by Keith Jones but, by the Melling Crossing, it was Murrell just ahead. By the time they came in sight of the commentator at Bechers Jones led once more, and at Tatts it was Murrell again. On the fourth lap John Campbell-Jones decided to take a more active part in the proceedings and effectively dislodged the Lotus from second place. On the final lap he made an all-out effort for victory and came horribly unstuck at Melling Crossing. Chunks of what had been a very sleek car flew everywhere and Keith Jones had to stop dead. Having seen that John was all right he reversed away from the debris and cantered home in second place before the "other" race came into view.

So we came to the main event of the day, in which the Formula Junior cars were to do battle with the Formula 2 brethren.

The start was magnificent, the Juniors holding their own with the bigger cars down the straight and the whole field jockeying for position through Waterway Corner in true Grand Prix style. Mike McKee led, but Geoff Duke was after him in earnest and the excitement of the opening lap was tremendous.

At 10 laps Mike McKee held a lead of nearly three-quarters of a minute, Steve Ouvaroff had temporarily got away from Tim Parnell and a bout of trouble struck at the field. Maurice Charles retired his Cooper with overheating, J. D. Lewis came round with the tail of his Lola sticking out sideways for which he was promptly black-flagged, Spicer's Envoy damaged its oil cooler in a spin and deposited a large quantity of frothy lubricant all over Tatts, and Bob Hicks was put out of the running when the engine of his "Vanwall" Lotus gave up the ghost at Bechers. Raby and Pilette closed appreciably on Ashmore but, at 15 laps, he was drawing away again. A lap later Raby's engine began to sound slightly hesitant and Tim Parnell repassed Steve Ouvaroff, both of them by now threatening Vic Wilson's F2 Cooper which was rapidly losing its tune. John Fenning found the Venom a thought skittish on the oil left by the Envoy. By this time there were only four cars on the same lap and André Pilette was about to regain his third place from Raby. At the head of the rest M. Niven was driving an old-type front-engined Lotus very steadily and

well, followed by P. A. Simpson in a Cooper.

On the 22nd lap poor Steve Ouvaroff had to wave good-bye to his adversary when the gearbox of his Lotus let go, and John Mitchell's Elva-Ford ran out of fuel. The pattern was now all set for the finish, with Mike McKee well out in front and not going all that much slower than he had when the heat was on, Gerry Ashmore and André Pilette secure in the next two places, and Ian Raby no longer stuttering but unable to get in the hunt again. So it ended, Mike McKee coming in to a richly deserved victory, Tim Parnell leading home the Juniors after a very polished drive.

DAVID PRITCHARD.

August Bookshelf—continued

Poles Apart. Richard Pape, illustrated, 256 pp. Odhams Press, Ltd., Long Acre, London, W.C.2. 21s. net.

A thrilling description by modern buccaneer Richard Pape of his epic dash from Vancouver to Alaska (5,000 miles in five days) in a Hillman Minx, followed by a trip via the 48 United States and desert country, and back to Vancouver. If this isn't enough, Pape joined the American expedition "Operation Deepfreeze", and landed up at the South Pole. This was just after promising his fiancée that he was giving up these trips. The book ends with a suggestion that Mr. and Mrs. Pape are planning a joint expedition to the Poles, which should provide more material for yet another adventure.

Monza 1960. Numerous illustrations, 150 pp. Published by SIAS, Autodrome Nazionale di Monza. Lire 2,500. (Also obtainable from AUTOSPORT, 159 Praed Street.)

For everyone interested in Monza, in all its aspects, this magnificently presented book is a must. With really excellent colour photographs and a host of half-tones *Monza 1960* must be the finest volume to be issued by any motoring organization. The text is in two languages, Italian and English, and it is a complete record of the famous circuit from its inception in 1922 till the present time.

However, most space is given to events from 1957, with full descriptions of the various races, lap times, speeds and so on. For the first time, a complete list of Monza lap records is compiled (up to December, 1959) for road

circuit, speed circuit, junior track and combined speed/road circuit. For the road circuit, Stirling Moss (Cooper-Climax) holds the F1 category with 1 min. 39.7 secs. (207.631 k.p.h.). The F2 record stands to the credit of the late Peter Collins (Ferrari), with 1 min. 46.6 secs. (194.184 k.p.h.). Sports car figures were returned by Fangio (4.5 Maserati) with 1 min. 45 secs. (197.143 k.p.h.), and G.T. by Abate (3.5 Ferrari) with 1 min. 55 secs. (180 k.p.h.).

Speed circuit record is held by Tony Bettenhausen (Novi) with 53.7 secs. (284.916 k.p.h.)—highest lap speed ever recorded in Europe. Moss (Maserati) holds the combined road/track record with 2 mins. 45.5 secs. (217.917 k.p.h.), and Tony Brooks (F1 Ferrari) the Junior Track record (in a special session) of 56.8 secs. (151.161 k.p.h.).

A list of those qualified to use the speed track, having completed the necessary 10 laps with ascending speeds, is appended. Motorcycle racing is also dealt with, and one notes that John Surtees (MV Augusta) holds the road circuit record with 1 min. 47.9 secs. (191.844 k.p.h.), and that the speed circuit figures are to the credit of Bob McIntyre on a 350 c.c. Gilera with 1 min. 6.6 secs. (230.217 k.p.h.).

International class records are also described, and of especial interest are those held by Lotus, Cooper-Climax, Porsche, Triumph TR3, Nibbio and Fiat-Abarth. The record with the highest-recorded speeds over a distance stands to Arthur Owen and Bill Knight (2-litre Cooper-Climax), with 100 miles at 229.359 k.p.h.

Amongst other books received are *40 Years of Motoring, 1919-1959*, by Edward Young, published by Stanley Paul, London, at 25s. It is really the story of National Benzole, expanded into a history of motoring matters covering the years in the title. The 12th edition of *Car Driving in Two Weeks*, by Lawrence Nathan, costs 3s. 6d., and is published by Elliot Books, Kingsway, Surrey. *Turn Left for Tangier*, by Richard Bensted-Smith, is an account of a Cape Town to Tangier journey of 10,000 miles, by two prototype Triumph Heralds. It costs 6s. net and is obtainable from Standard-Triumph, Ltd., distributors and dealers. *Automobiles Work Like This*, by Phil Drackett, illustrated by George Lane, comes from Phoenix House, Ltd., 38 William IV Street, London, and costs 9s. 6d. It is intended as an introduction to motoring for young folk.

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USED CARS FOR SALE

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This car originally cost well over £800 but is now regretfully offered to the first person with **£600** to spend. Must be sold before the end of the month. It is not that I don't want it but I need the money!

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A90 ATLANTIC sports saloon, 1952, twin SUs, mechanical and electric pumps, anti-roll bar, radio, heater, demister, windscreen washers, two fogs, one beam, trafficators, blinkers, reverse light, under bonnet light, boot light, Ferodo brake meter, battery load meter, Redex vacuum gauge, "Thanks" sign illuminates at rear, telescopic steering. Appears to use no oil since recent overhaul (respray, steering, suspension, engine, clutch and gearbox). Over four-mile journey 23 m.p.g.; over 15,000 miles, 29 m.p.g. Acceleration in top 30-50 approx. 9 secs. Range in top standstill to 90 m.p.h. plus. Seats six in reasonable comfort. £325 o.n.o.—Dartford (Kent) 26498.

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 Chiswick High Road, W.4.

HEALEY Sprite (September, 1958); 20,000 miles. Must sell. £460.—Phone: Glasgow CENTRAL 4300 between 9 a.m.-6 p.m.

HEALEY Sprite. Turbo Fin alloy brake drums, £4 19s. 6d. each. Anti-roll bars, £7 15s., plus fitting.—Emeryson Cars, Ltd. Telephone: Merton 2169 (Surrey).

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£495 RED Healey 100, heater, overdrive, etc., immaculate condition, well maintained.—Temple, Epsom 2305 (days), 9 The Copse, Fetcham, Surrey (evenings).

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1950 M.G. TD. Red/beige.	£325

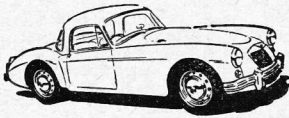
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A KIRKISTOWN MEETING

By BRIAN WADDELL

WITH his fantastically fast J.B.W.-

Maserati for Irish standards, Brian Naylor from Southport won the Mike Hawthorn Memorial Trophy handicap race at Kirkistown, County Down, organized by the 500 Motor Racing Club of Ireland. In doing so, Naylor set up an outstanding new lap record for the 1 mile 928 yards circuit at 85.11 m.p.h., compared with the old best lap speed of 79.68 m.p.h. held by local driver John Pringle in a 2,014 c.c. Cooper-Climax.

The Southport competitor was one of 12 cross-channel drivers who made the trip to Kirkistown for the largest and most exciting meeting to be staged in Ulster since the time of the Tourist Trophy races at Dundrod. Many remained in Ireland and travelled South for the meeting at Dunboyne the following week-end.

The Hawthorn Memorial event, which was watched by thousands of spectators enjoying perfect weather conditions, attracted a total entry of 59 cars ranging from Naylor's 2,485 c.c. Maserati-powered J.B.W. to Dickie Lovell-Butt's 328 c.c. Berkeley, and was divided into three heats with the first six cars in each heat qualifying to take part in the final.

Pringle's absence due to mechanical trouble in practice left all the fast motoring in the first heat to last year's winner, Malcolm Templeton, with his 1500 Sports Lotus-Climax who just managed to qualify by taking sixth place. The first car across the finishing line was H. G. Brown's beautifully prepared 747 c.c. Brown-Austin, but he was penalized five seconds for a faulty start leaving the honours for Jack Slater from Creetown in Scotland, who was driving a new Formula Junior Lotus, powered by a 998 c.c. Ford engine. Brown took second place in the revised results while Chris Ashmore's Austin-Healey 100S, despite clutch slip on the last few laps, was placed third.

Naylor, on the scratch mark in the second heat, was set what seemed to be the very stiff task of catching Wilbert Todd's much modified New Ford Anglia, which received a start of two laps and 65 seconds. Among the faster cars both Gerald Ashmore and Jimmy Twisk in 1,475 c.c. Coopers were given five seconds while Ken Yeates had 55 seconds in his 2,922 c.c. Aston Martin. Although Todd led for the first eight of the 10 laps, Naylor was right down to business and was pushing in consistent laps

around the 66 seconds mark. It was during this heat, in fact, that he set up the new record at 64.6 seconds and at the flag was almost 20 seconds ahead of Todd who was followed home in third place by D. G. Kinghan in the 1,098 c.c. Cliden Special.

Just before the cars rolled on to the starting grid for the final of the event, it was rumoured that Naylor would be unable to take part due to brake trouble. Repairs, however, were carried out quickly and the J.B.W.-Maserati was among the bunch of 18 cars to set out on the 10 fastest laps ever seen at Kirkistown. As the fast cars were fighting their way up through the field Reid's Austin A40 was out in the lead followed by the Todd Anglia with Norman Conn's Rapier in third place. This position remained until the end of the sixth lap when Gordon Drew in a Ford Special displaced the Rapier. It was not until the ninth lap that Naylor appeared on the leader board in third place, left to catch only Reid and Todd on his last circuit. As the chequered flag was waved the J.B.W.-Maserati swept over the finishing line followed by Todd who had now taken Reid, with the Austin third. Hart and Gerald Ashmore finished in fourth and fifth places respectively with Kinghan sixth.

There was a warm round of applause and waving of programmes when it was announced that Naylor had not only equalled his previous lap record but had finished the race at an average of 82.31 m.p.h., much faster, in fact, than the old record.

The other most exciting race of the day was the *Formule Libre* event, which brought 12 cars to the line. Amid the roar of open exhausts and the screaming of tyres Naylor swept into the lead followed at very close quarters by three F2 Coopers, Templeton's Lotus, Jack Slater in his Formula Junior Lotus, Hector Graham at the wheel of a DB3S Aston Martin and John Anstice-Brown with his 1,098 c.c. Halselec. The rest of the field included Douglas Acheson's 1,097 c.c. Lotus-Climax, a Lotus-Ford driven by Geoff Mott and two local specials driven by Kinghan and S. McCormick.

Into the Colonial section Naylor led the field with Gerald Ashmore and Stan Hart right on his tail and battling away for second place. As the cars reached the straight section of the course Naylor pulled away considerably but still Hart

and Ashmore were neck and neck, flashing past the starting area with absolutely nothing between them. In fact, during the first few laps they exchanged positions several times.

Farther down the field a dice developed between Jimmy Twisk and Templeton for fourth place, while Anstice-Brown in the Halselec produced a spectacular spin into the undergrowth as he tried too hard to keep ahead of Graham's Aston Martin in the Colonial section.

As the race developed Ashmore's Cooper went slightly off tune at the expense of maximum speed on the straight and Hart was able to consolidate his second place behind Naylor who went on to win by a comfortable margin at an average speed of 80.90 m.p.h. Hart finished second with Ashmore third, some six seconds behind. Templeton brought his Lotus into fourth place to put up the best performance by a local driver, while Twisk nursed a sick Cooper into fifth position. A remarkable performance was that put up by the Formula Junior Lotus which Slater brought into sixth place at an average speed of 72.35 m.p.h.

The curtain-raiser for the meeting was a closed car handicap which included two Team Elite cars on the scratch mark driven by David Buxton and Bill Allen. Before the start both drivers were rather worried about a short bumpy section of the course which was playing havoc with the rear suspension, but both were prepared to have a go at cars like the NSU driven by Brendan Devine, which was receiving a start of two laps and 35 seconds, and Reid's Austin A40 with two clear laps.

Devine led for the first few laps but by the half-way stage Todd's Anglia was out in front, followed by Reid with Devine third. Mechanical trouble forced the NSU out on the seventh lap with Conn now coming up into third place. It was only on the ninth lap that any of the faster cars were able to work their way up through the field, and by a very good effort indeed Allen brought one of the Elites into third place after Todd and Reid had crossed the finishing line.

Chris Ashmore had a resounding win in the Triumph - Austin-Healey - M.G.A (Twin-Cam) scratch race with his Healey 100S, leading from the end of the first lap until the finish. A class for normal M.G.As was won by Mervyn McKinney while Ian Woodside won the section for Austin-Healey Sprites from Noel Templeton.



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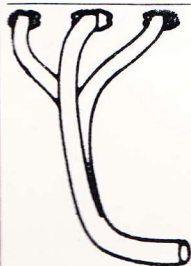
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Increase power output by 3 to 10 B.H.P. For all 'A' ser B.M.C. cars £10, 'B' ser. £15 TR2 & 3, Morgan, Peerless £20, Healey 100/4 with twin silencer £27-10-0, Lotus Elite £17-10-0 and for most other popular makes.
With twin S.U. carbs. for Ford 100E £22-10-0, 105E £35. Mini-Minor, A 7 £27-10-0 Triumph Herald inlet and exhaust (less carbs.) £21.

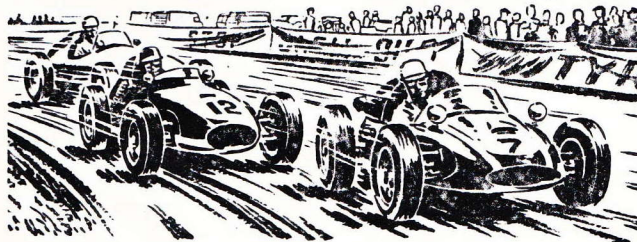


RACING L/A FILLER CAPS, anodised finish. 3 1/2" fitting £4-0-0
2 1/2" " £2-5-0
2 1/4" " £2-0-0

Threaded sleeves or flanges 3 1/2" £1-5-0, 2 1/2" and 2 1/4" 8/- Other types and C.P. finish available.

Postage or Carriage extra

DESIGNERS AND MAKERS TO ALL RACING CAR MANUFACTURERS



ANOTHER GRAND PRIX ENTRY OF WORKS TEAMS, ETC. (INCLUDING PORSCHE), FOR THE **KENTISH HUNDRED INTERNATIONAL MEETING** on SATURDAY, 27th AUGUST

ADVANCE BOOKING

4 GRANDSTANDS

Adults - - - 26/-

Children - - - 10/-

(including admission)

Car Park - - - 10/-

Motor Cycles - 2/6

FROM

BRANDS HATCH CIRCUIT,
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Tel: WEST ASH 331

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BRANDS HATCH

A20 ROUTE

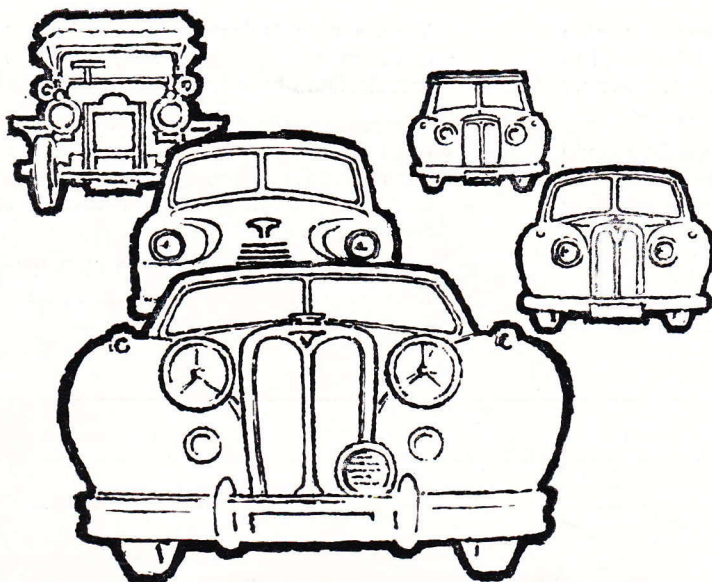
Nr. FARNINGHAM, KENT

VETERAN TRIAL

12.30 p.m.

RACING 2.30 p.m.

10+ TESTING



WILL YOUR BRAKES PASS?

Your brakes will be put through it in the 10+ Test: you can be certain of that. How do they shape up now?

You can pre-check at any garage which is a Ferodo Test Station, of course. And if you're satisfied with the condition of the braking system as a whole, you can be sure your brakes will pass any test—now or thousands of miles later—by relining with Ferodo. Because the *approved* Ferodo Linings for your car not only give you the right sort of stopping power and plenty of it: they also last longer.

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