

AUTOSPORT

MAY 30, 1958

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EVERY FRIDAY
Vol. 16 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

GREAT BRITISH VICTORY IN THE DUTCH GRAND PRIX
RACING AT MALLORY PARK, GOODWOOD AND CRYSTAL PALACE

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'ROAD SPEED' RS4

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Vol. 16 No. 22

May 30, 1958

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EDITORIAL

CHANGED DAYS

NOT since Mercedes-Benz re-entered racing has Italian automobile engineering received such a crushing blow as was administered at Zandvoort last Monday by Vanwall, B.R.M. and Cooper. Not so long ago, the Continentals tended to take British efforts in Grand Prix racing anything but seriously, but when proud Ferrari has to take such a decisive beating, then British supremacy in Grand Prix racing has to be admitted. Stirling Moss's brilliant drive to victory with the Vanwall was only part of the most successful day this country has ever had in a *grande epreuve*. By filling second and third places, Harry Shell and Jean Behra have thoroughly vindicated that much-maligned piece of machinery, the B.R.M. Then, too, one must not forget Roy Salvadori's fourth place with the 2.2-litre Cooper-Climax, nor Cliff Allison's sixth place with his 2.2-litre Lotus-Climax, behind the experienced Hawthorn—fastest of the Ferrari drivers in the Dutch race. Maranello's technicians must be pretty perplexed; the V-6 was designed to run on aviation petrol, and was long past its development stage before British engineers had even started experimenting with the fuel called for in 1958. Their driver strength is formidable; the engine gives tremendous power—so one must conclude that all is not well in the method of transferring that power to the road wheels. Nevertheless the "Prancing Horse" will fight back for the sake of Italian prestige, and no one would be foolish enough to under-rate their capabilities—particularly when it comes to building and racing Grand Prix machinery.

SAFETY BELTS

IT is apparent that practically every entrant in production saloon car racing prefers to use a safety belt. This has raised the question of the Le Mans-type of start in these events, and it is the considered opinion of several prominent drivers that these should not be used, as it may be difficult to secure safety harness properly when the car is moving: few competitors would be content to sit stationary, fastening their harness, whilst their rivals get off the mark without bothering to do so. As competitors should have the first consideration in organized races, it is felt that the Le Mans start—no matter how popular with spectators—should be reserved for open cars.

OUR COVER PICTURE

GREEN AWAY: Stirling Moss (Vanwall) leads into the first bend after the start of last Monday's Dutch Grand Prix. He is followed by his team-mates Lewis-Evans and Tony Brooks; Harry Shell's B.R.M. is coming up on the inside. Moss never lost his lead, winning from the B.R.M.s of Shell and Behra, with Salvadori's Cooper in fourth place.



the *Spark* of Victory

DUTCH GRAND PRIX

1st **VANWALL**

2nd **B.R.M.**

3rd **B.R.M.**

Subject to official confirmatio..

for better motoring **K.L.G.** *sparkling plugs*

from **SMITHS** MOTOR ACCESSORY DIVISION



PIT and PADDOCK

OUTRIGHT victory went to Brian Naylor driving his J.B.W.-Maserati, in the Grand Prix des Frontières at Chimay last weekend.

APOLOGIES to Rudd Racing Team: in last week's issue there appeared an advertisement congratulating the team on their fine performances at Pau. This should, of course, have been Spa.

IT is confirmed that three Aston Martin DBR1/300s will be running at Nürburgring for the 1,000 kilometres race. Drivers will be Stirling Moss, Tony Brooks, Roy Salvadori, Jack Brabham, Stuart Lewis-Evans and Carroll Shelby.

AT Indianapolis last week Dick Rathmann set up the fastest qualifying lap for the "500" with a speed of 145.97 m.p.h. Owing to a disagreement with fuel concerns, World Champion Juan Manuel Fangio will not be driving there on Sunday.

THE 500 M.R.C. of Ireland are hoping to promote their 1,172 Ford Championship of Ireland Race at Kirkistown, Co. Down, on Saturday, 5th July. Anybody in this country who is interested in competing should contact J. H. Dunlop, 519 Lisburn Road, Belfast, Northern Ireland.

THE official B.M.C. entry for the Rally of the Midnight Sun will comprise Pat Moss/Anne Wisdom (M.G.A) and J. Sprinzel/Lutz Arnstein (A35).

The Rootes Group entry for the same event will be three Rapiers in the hands of P. Harper/B. Deane, Mary Handley-Page/Mrs. Lola Grounds, Alan Fraser/Bob Holmes.

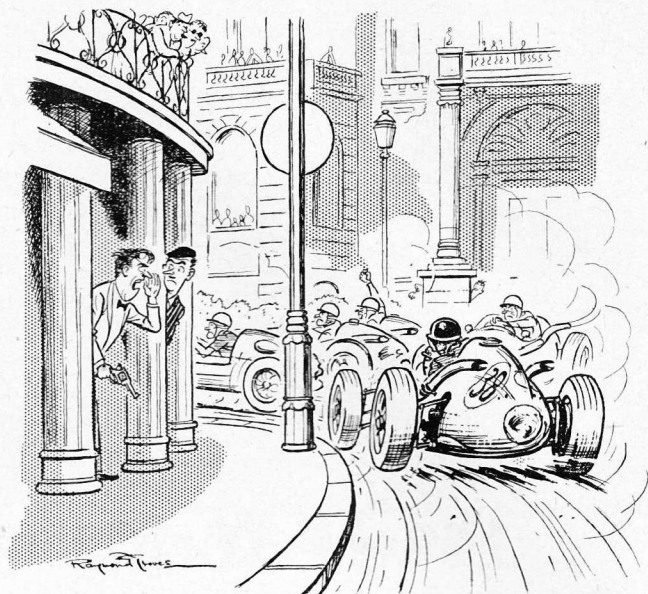
A NEW version of their Road Speed tyre, with extra strong all-nylon casing and a new synthetic rubber tread, has been developed by Dunlop for high-speed production cars. Known as the R.S.4, its nylon construction gives maximum safety against high speed bursts or tyre failures and greatly increases resistance against all kinds of impact.

Other advantages of the R.S.4 are quiet running, improved resistance to tyre squeal and longer tread life. It is made in sizes 5.50/5.90-15, 6.00/6.40-15, 6.00-16 and 6.50/6.70-16, all with black or white sidewall. Other sizes will be added later.

NEW CONNAUGHT?

DO you want to buy a brand-new 1958 F1 Connaught? Rodney Clark and his men went to Silverstone last week with the C-series G.P. car and Jack Fairman reported that it is even better than the Syracuse B-series model. However, this does not mean that Connaught Engineering are taking up racing again: this was the new space-frame car that was in course of development when the concern left the racing scene at the end of the 1956 season, and it was decided to complete this one car and sell it, rather than scrap a great deal of useful material. The car is reported to ride the Silverstone bumps exceptionally smoothly. Any offers?

"Ironic, isn't it—I was looking for a quiet spot to blow my brains out . . .!"



NÜRBURGRING 1,000 KMS.

THE next round in the world sports car championship takes place at the Nürburgring, in the Eifel Mountains of Germany, next Sunday. The International 1,000 Kms. race, in which Aston Martin scored such a dramatic victory last year, will be contested this time by some 31 entries, including works teams from Ferrari, Aston Martin, Jaguar, Porsche and Borgward. A full report and pictures will appear in next week's issue of AUTOSPORT.

Entries Include:

Ferrari: Collins, Hawthorn, Gendebien, Hill, Musso, Munaron, von Trips, Seidel, Köchert, Baner.

Aston Martin: Moss, Brabham, Brooks, Lewis-Evans, Salvadori, Shelby.

Jaguar: Bueb, Sanderson, Gregory, Flockhart, Fairman.

Porsche: Behra, Shell, Frère, Barth, Scarlatti, von Frankenberg.

Borgward: Herrmann, Schulze, Cabianca, Jüttner.

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP (Provisional Placings)

	Pts.
1. Ian Walker (Lotus Elite)	27*
2. J. P. Baldam (Turner)	24
3. Ausien Nurse (Turner)	22
B. A. M. Gilbert (Turner)	22
5. K. W. MacKenzie (M.G.)	20
6. D. J. Protheroe (Austin-Healey)	18*
C. R. Hanson (Austin-Healey)	18
8. W. E. Wilks (Frazer-Nash)	17
9. E. N. Whiteaway (A.C.-Bristol)	16
10. J. R. Stoop (Frazer-Nash)	9*
11. J. Hayles (M.G.)	8
P. J. Sargent (Jaguar)	8
13. Peter Gammson (Elva Courier)	6
I. H. S. Smith (A.C. Ace)	6
M. R. Bond (Frazer-Nash)	6
16. C. P. Tooley (M.G.)	5
17. M. Anthony (A.C. Ace)	4
R. A. Jameson/A. Stross (Berkeley)	4
C. W. Lawson (Porsche)	4
20. S. A. Hurrell (Triumph TR3)	3
Bob Gerard (Turner)	3
J. Goddard-Watts (Berkeley)	3
J. Dashwood (M.G.)	3
R. Vincent (M.G.)	3
Don Levy (A.C. Ace)	3
J. McKechnie (A.C. Ace)	3
J. P. Fergusson (Elva Courier)	3
Percy Crabb (Austin-Healey)	3
29. Dr. J. A. P. Trafford (M.G.)	2
D. G. Dixon (M.G.)	2
31. T. Entwistle (M.G.)	1
T. Barnard (Elva Courier)	1
A. G. M. Kellott (Austin-Healey)	1

* Includes bonus marks for fastest race speed (two or more classes).
The Turners lead the Team Trophy with 68 pts.

ARCHIE SCOTT-BROWN MEMORIAL TROPHY

THE Snetterton Motor Racing Club have opened a fund in order that a memorial may be raised to the late Archie Scott-Brown.

Captain J. W. N. Bunbury, President of the Club, will handle the fund and the Committee of the Club decide the form the memorial shall take. A Memorial Trophy Race will be held at the Club's Autumn Race Meeting.

Archie's ties with Snetterton were very close, his "home circuit", as it was often called, for it was here his career began.

Anyone wishing to donate to this fund should send their donation to the Manager, National Provincial Bank, Woodbridge, Suffolk, and marked "Scott-Brown Memorial Fund".

THE WORLD'S DRIVERS' CHAMPIONSHIP

	Pts.
1. Stirling Moss (Cooper/Vanwall)	17
2. Luigi Musso (Ferrari)	12
3. Maurice Trintignant (Cooper)	8
4. Harry Shell (B.R.M.)	7
Mike Hawthorn (Ferrari)	7
6. Jean Behra (B.R.M.)	6
7. Juan Manuel Fangio (Maserati)	4
Peter Collins (Ferrari)	4
9. Roy Salvadori (Cooper)	3
Jack Brabham (Cooper)	3
11. Cliff Allison (Lotus)	1

OBITUARY

MR. JOHN PORTWINE

MR. JOHN PORTWINE, "father" of the famous A.C. cars, died last week at Westhumble, Dorking. He was 91.

It was at the beginning of the century that he met a young engineer named John Weller and together they decided to set up a small engineering shop. The first Weller car appeared at the 1903 Crystal Palace show and from then on they went from strength to strength. In 1904 the firm became known as Autocar and Accessories, Ltd., and they manufactured a commercial vehicle called the Autocarrier, shortly to be known as the A.C.

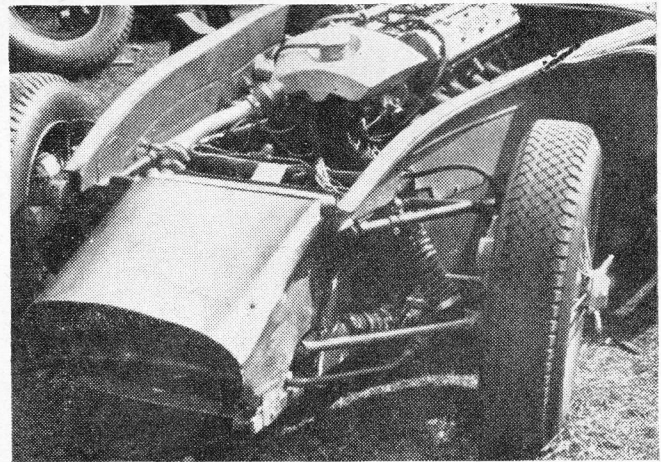
John Portwine was a driver of no mean ability and, in fact, held the fourth driving licence to be issued by the L.C.C. Before the 1914-18 war he appeared at many hill-climbs and trials.

A CAR that has been attracting quite a bit of attention recently is Brian Naylor's J.B.W.-Maserati. It was in this machine that he came fifth in the British Empire Trophy early this season. Impressed with the performance of this private venture, I decided to find out some facts about it.

It seems that after Naylor's crash at Goodwood last year, which severely bent the Lotus-Maserati, the rebuilding was not deemed a worthwhile project, so Fred Wilkinson of J. B. Naylor, Ltd., was "briefed" to build a new one on the lines of the Lotus but of much stronger tubing to take the power and weight of the 2-litre Maserati engine. Naturally Fred, given a free hand, has incorporated in this new space frame many of his own ideas, which are listed below.

The fitting of adjustable camber and castor angles is novel. The incorpora-

★
THE ANTI-ROLL BAR on the J.B.W. - Maserati (right) is fitted to the bottom wishbone as our picture shows. Below is the finished product styled from the better parts of Lotus, Ferrari and Aston Martin.
 ★



The J.B.W.-Maserati



tion of the anti-roll bar as the second half of the top front wishbone was not satisfactory, so a new complete wishbone was fabricated with the anti-roll bar fitted to the bottom wishbone.

The original "A" bracket at the rear was allowing "back wheel" steering so

this has been lengthened and located nearer the chassis centre. The rear wheel de Dion hub castings, which were always breaking, have been recast and are now considerably stronger.

The Maserati engine which develops some 190 b.h.p. at 7,500 r.p.m. has been



SPORTS NEWS

moved back six inches and the corresponding new weight distribution has to a large degree corrected the understeering characteristics of last year's car.

Brakes: The front are modified 11½-inch Girling discs turned down to 10¼ inches, using light alloy callipers originally intended for 9½-inch discs. Rear brakes are 9½-inch ditto but using much larger callipers. Wheels at present are by Dunlop.

Fuel is now carried in two side panniers of 16 and 14 gallons capacity respectively. The removal of the large rear tank now allows a much better air flow to the rear brakes.

Cooling is now provided by an ex-Connaught aluminium radiator which is some 12½ pounds lighter than the original.

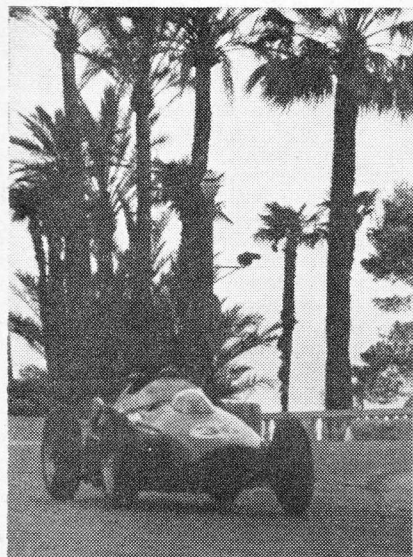
The extremely attractive body, to Brian Naylor's own design which he freely admits to be taken from the "better parts" of Lotus, Ferrari Testa Rossa with a DB3S frontal treatment, is of 20 gauge aluminium, finished in green and red and was built by the Gainsborough Engineering Co., Ltd., of Oldham.

Finally, the dry weight of the car is 10½ cwt.

Since the British Empire Trophy result, Brian Naylor has suffered some bad luck with the car and had a spectacular accident at Aintree, when the car overturned after a suspension derangement. Naylor spent some time in hospital, but recovered and once more proceeded to perform impressively. It is reported at the time of going to press that he has gained a victory in the Chimay race during Whitsun.

FRANCIS PENN.

SILVERSTONE INCIDENT: Peter Taylor's Riley 1.5 is seen here coming in to land after its first somersault during the Production Car Race at the Daily Express Meeting at the beginning of the month. The nearside front wheel is nearly off, the rear window is shattered, both rear doors are open and Mr. Taylor is about to take flight out of the offside one. Somehow he escaped with a severe shaking.



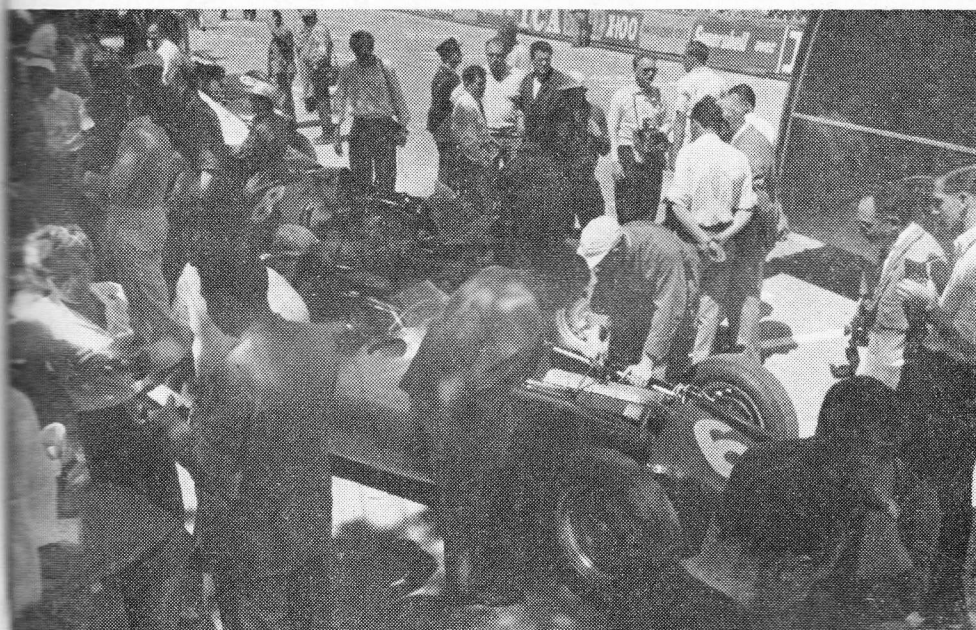
TRYING HARD (above) to catch Trintignant in the closing stages of the race is Peter Collins in the Ferrari. He finished third.



TRINT'S FINEST HOUR: Maurice Trintignant is given the chequered flag as he wins the race. Note the enormous crowd on the hills!

Monaco Montage

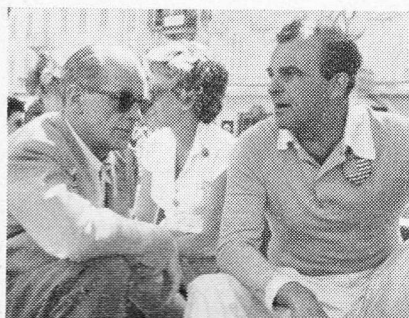
Sidelights on the Monaco G.P., caught by the camera of George Phillips



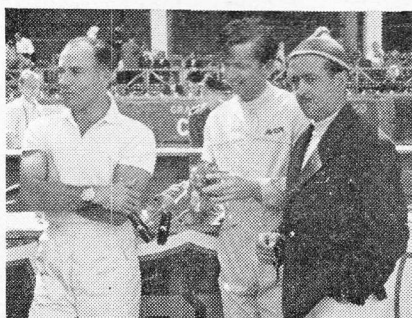
THE BOYS FROM BOURNE: (Above) B.R.M. mechanics making a last minute check before the start of the race. The cars are kept in the shade, out of the blazing heat of the Mediterranean sun.



ALL MINE! Trint (above) stands holding his spoils after the presentation by Prince Rainier and Princess Grace of Monaco. (Below) A pre-race shot of Joakim Bonnier and the only woman in G.P. racing, Maria Theresa de Filippis.

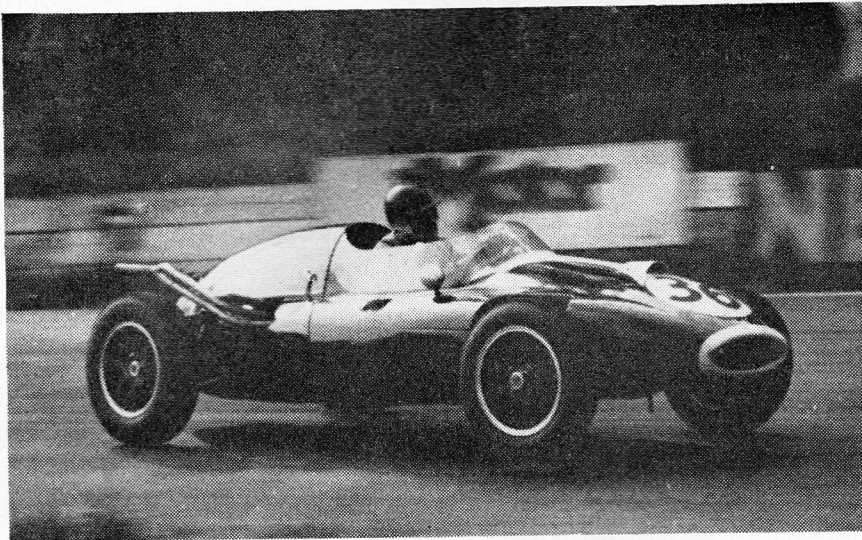


TALKING before the race are Peter Berthon and Harry Shell, of the B.R.M. équipe. 'Arree finished fifth for the Bourne team.



CONFIDENT: Stirling Moss, Tony Brooks and the eventual winner, Maurice Trintignant, look happy enough before the start.





A Fine Day's Racing at Crystal Palace

ALTHOUGH the meeting started in pretty appalling conditions, those spectators who were brave enough to journey to Crystal Palace last Monday saw some very excellent racing indeed. The main event of the day was the Crystal Palace Trophy Race for Formula 2 cars run in two heats and a final. The latter provided some of the closest racing we have seen for some time and certainly gave the crowd wonderful value for their money. The Trophy was won by Ian Burgess. Second was Tommy Bridger and third the young New Zealander Bruce McLaren.

Under a heavy sky and on a decidedly wet track the field got away for the first event, heat one of the sports car race (up to 1,100 c.c.), of 10 laps duration. Straight into the lead went Alan Stacey in the works Lotus, followed by Mackenzie-Low (Elva) and Innes Ireland (Lotus). Fourth was Ian Raby (Elva) and fifth M. Taylor (Lotus). The order remained unchanged until lap four when Leston gained two places and began to challenge Raby for fourth spot. On lap

five he passed him going into Ramp Bend. On the sixth time round, however, he was ninth. He had spun off during the last lap and had waited for the rest of the field to go by, before re-joining the fray. How nice to see some good manners on the circuit. By now Ireland was challenging Mackenzie-Low for second place and passed him on lap seven. And that was the order in which they finished. Stacey first, Ireland second and Mackenzie-Low third.

Event two was the second heat of the sports car race and proved to be extremely exciting, to say the least. By now the track was drying out and the sun was trying to get through. First time round and John Brown was in the lead in the Elva, from Randall (Lotus), Graham (Lotus), McKee (Elva) and Summers (Arden). Lap two and Summers had passed McKee into fourth place and on the third tour he was third. The spectators were now fully aware of the drama and were on their feet as the bulky little blue car sped round. Lap four and Summers passed Randall going

ON HIS WAY to victory. Winner of the Crystal Palace Trophy, Ian Burgess is seen here in full cry during the splendid battle for first place in the final.

into Ramp Bend and going into the sixth lap passed Brown in exactly the same place. However, Brown led again at the end of that lap but next time round Summers was in the lead. And this if you please in a car which turns out to be a 1928 Austin 7 chassis weighing 9 cwt. with a Climax engine in it. And as if that isn't enough it has four Amals too! Cor!

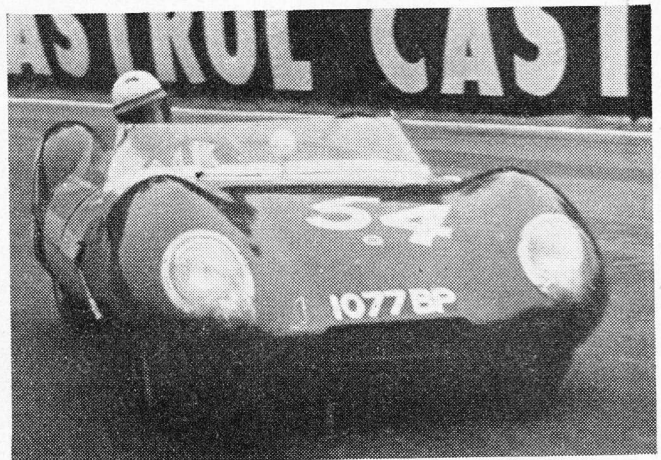
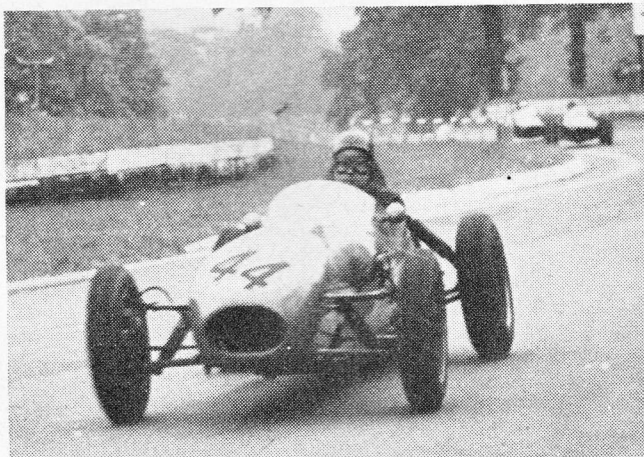
Summers, driving beautifully, managed to hold his lead to the end, just crossing the line about four inches in front of Brown. Third was Randall.

Next was the first heat of the Trophy Race, a 15-lap race for F2 cars. A regrettable non-starter was Carroll Shelby, who had to go to Nürburg with Atons for Sunday's race. However, with drivers such as Bueb (Lotus), Bridger, Wicken, Russell and McLaren, a good race was promised. Straight into the lead went Innes Ireland, driving Alan Brown's Cooper in place of Shelby. He

Ian Burgess (Cooper) wins main event

was followed by Wicken and Bueb who changed places on lap three. Bueb was really motoring and on lap five went into the lead, never again to be headed. The order now became Bueb (Lotus), Ireland (Cooper), Wicken (Cooper), Burgess (Cooper) and Russell (Cooper). McLaren, who did so well at Brands a fortnight ago, was hanging back in ninth place. Ireland and Wicken were having a grand battle for second spot and this lasted until the last lap when poor Ireland broke a wishbone and was out. Apart from this change the order remained the same until the end, Bueb winning from Wicken with Burgess third and Russell fourth.

This event was followed by heat two of the Trophy Race, which was led from start to finish by Ken Tyrrell (Cooper). Second, also from start to finish after a fine drive was Tim Parnell also Cooper. At the start D. Taylor (Lotus) missed a gear and found himself in fifth position at the end of lap one. Lap two and he was fourth behind Count Ouaroff who was really going splendidly and not



THE SAME ONLY DIFFERENT. On the left is Ivor Bueb who won the first heat of the Crystal Palace Trophy in his F2 Lotus. At the right is Alan Stacey in one of the works 1100 sports Lotuses. He won the sports car race.

letting Taylor get near him. Unfortunately though he spun on lap seven and so Taylor moved up into third spot. Fourth was Ron Moore (Cooper) and there was a great scrap for fifth place between Thackwell and Mackay, the latter passing the former on lap 12 and just managing to stay that way until the end.

Event five was the Sports Car Race Final over 15 laps. Those in the final were Stacey, Ireland, Mackenzie-Low, Raby, M. Taylor, Bueb, Summers, Brown, Randall, H. Taylor, McKee and Prior.

Straight into the lead went Stacey and proceeded to draw farther and farther away from the rest of the field. Second was Ireland and third Raby. Fourth was M. Taylor (Lotus), fifth Mackenzie-Low (Elva) and sixth Brown, also Elva. Chris Summers who had driven his Arden so well in the heat, was completely outstripped now. However, if he can fit a more streamlined body with less frontal area he may well give the works Lotuses something to think seriously about. More power to his elbow! By lap five Stacey had a lead of about 12 secs. over Ireland. Raby was still third and M. Taylor fourth. Two laps later and Stacey was ahead by the length of the Paddock straight and then some. Next time round and Taylor passed Raby into third place. Poor Bueb wasn't at all happy in sixth place, his car sounding rather rough.

Lap 11 and Stacey was over a quarter of a mile ahead of Taylor, who was well ahead of Raby and Mackenzie-Low. And in that order they finished off the remaining four laps.

The last event of the day was the final of the Trophy Race, but as an appetizer there was a 10-lap race for the "four-wheeled motor-cycles", the 500s. This race, for a change, proved to be quite exciting. P. A. Desoutter (Cooper-J.A.P.) stalled at the start and lost a whole lap trying to get going. When the field had gone by at the end of lap one (led by Russell, T. Taylor and Parker), he eventually moved off, went out of my sight under the Motor Bridge and was never seen again! Dashed clever these JAPs, all done with mirrors, y'know! On lap three Taylor passed Russell into first place but on lap five he was missing. Russell now led from Don Parker, Tommy Bridger and Raby. But Russell's car was sounding sick and next time round it was Parker in the lead, Bridger second, Raby third and Russell fourth. Bridger was catching Parker though and he passed him going into Ramp Bend on lap eight. Raby was still third but Russell was trying desperately to hold off Newton. It was to no avail, though, for Newton passed the sick Cooper-Norton into fourth place in the last lap.

The Crystal Palace Trophy Final

At five o'clock the 12 fastest F2 cars from the heats screamed away from the grid for the 25-lap final. On the front row were Bueb (Lotus), Wicken, Tyrrell, Burgess (Coopers). Behind them were Parnell, Russell and Bridger (Coopers). On the third row were Marsh, Jensen, McLaren (Coopers) and D. Taylor (Lotus) and at the back, all by himself was R. Moore.

End of lap one and it was Burgess in the lead from Wicken, Bridger, Russell,

McLaren and Bueb. There was no change until lap three when Jim Russell failed to appear. Tim Parnell was also missing, having had his brakes lock on at North Tower. Wicken was pressing Burgess all the way and on lap eight got past him. The order now was Wicken, Burgess, Bridger, McLaren and Bueb, pressing the young Kiwi hard. On lap 10 he got by only to be repassed next time round. Two laps later and Bueb was again in fourth place and on lap 15 he passed Bridger into third spot! Meanwhile, farther back, Ken Tyrrell was trying all he knew to pass Tony Marsh and for lap after lap these two went round as if on a piece of string.

By lap 17 Bridger had got back his third place from Bueb who was also passed by McLaren, driving superbly. He now began to challenge Bridger for third place and on lap 21 moved up automatically when poor George Wicken's engine went sick with a blown gasket. The order now was Burgess, Bridger, McLaren, Wicken and Bueb, who was making a last-minute bid for a place. He screamed past Wicken and on lap 23 passed McLaren into third position. But the young New Zealander fought back brilliantly and repassed the Lotus and held his position until the end. Burgess crossed the line first, a very deserving winner, with Bridger second, McLaren third, Bueb fourth and poor Wicken fifth.

And so the day ended on a truly exciting note and the crowd can have had no complaints about the racing even if the weather wasn't all that it might have been. By the way, if anyone wants a bus to keep at the bottom of their garden as a memento of a bygone age, there are two rather nice ones just inside the

track at the Palace. I know because I sat in one of them. So there Mr. Cousins!

CHRISTOPHER NIXON.

Results

Sports Car Race up to 1,100 c.c. (Heat 1)
1, A. Stacey (Lotus-Climax), 70.51 m.p.h.; 2, I. Ireland (Lotus-Climax); 3, R. Mackenzie-Low (Elva-Climax); 4, I. E. Raby (Elva-Climax); 5, M. Taylor (Lotus-Climax); 6, I. Bueb (Lotus-Climax). **Fastest lap:** Stacey, 1 m. 08.4 s. (73.16 m.p.h.).

Sports Car Race up to 1,100 c.c. (Heat 2)
1, C. Summers (Arden-Climax), 67.85 m.p.h.; 2, J. Brown (Elva-Climax); 3, D. J. T. Randall (Lotus-Climax); 4, M. B. McKee (Elva-Climax); 5, R. N. Prior (Lotus-Climax); 6, M. G. D. Graham (Lotus-Climax). **Fastest lap:** Randall, 1 m. 10.2 s. (71.28 m.p.h.).

The Crystal Palace Trophy (Heat 1)
1, I. Bueb (Lotus-Climax), 77.83 m.p.h.; 2, G. Wicken (Cooper-Climax); 3, I. Burgess (Cooper-Climax); 4, J. Russell (Cooper-Climax); 5, T. Bridger (Cooper-Climax); 6, A. Marsh (Cooper-Climax). **Fastest lap:** Bueb, 1 m. 02.4 s. (80.19 m.p.h.).

Crystal Palace Trophy (Heat 2)
1, R. K. Tyrrell (Cooper-Climax), 77.16 m.p.h.; 2, T. Parnell (Cooper-Climax); 3, D. Taylor (Lotus-Climax); 4, R. Moore (Cooper-Climax); 5, A. J. C. Mackay (Cooper-Climax); 6, R. W. Thackwell (Cooper-Climax). **Fastest lap:** Parnell, 1 m. 03.4 s. (78.93 m.p.h.).

The Final of the Sports Car Race up to 1,100 c.c.
1, A. Stacey (Lotus-Climax), 76.20 m.p.h.; 2, I. Ireland (Lotus-Climax); 3, M. Taylor (Lotus-Climax); 4, I. E. Raby (Elva-Climax); 5, R. Mackenzie-Low (Elva-Climax); 6, J. Brown (Elva-Climax). **Fastest lap:** Stacey 1 m. 04.6 s. (77.46 m.p.h.).

500 c.c. Race
1, T. Bridger (Cooper-Norton), 73.96 m.p.h.; 2, D. Parker (Cooper-Norton); 3, I. E. Raby (Flash Spl. Norton); 4, A. J. C. Newton (Cooper-Norton); 5, J. Russell (Cooper-Norton); 6, D. Wagner (Cooper-Norton). **Fastest lap:** Russell, 1 m. 04.6 s. (77.46 m.p.h.).

The Crystal Palace Trophy Final
1, I. Burgess (Cooper), 80.34 m.p.h.; 2, T. Bridger (Cooper); 3, B. McLaren (Cooper). **Fastest lap:** Bridger and G. Wicken (Coopers), 82.2 m.p.h. New lap, circuit and race records; were set up. The race average speed beat the old lap record.

Wind and Rain at Full Sutton Hat-trick for Border Reivers's Jim Clarke

STRONG cross winds and lashing rain prevented major resumption of 100 plus m.p.h. laps at the B.R.S.C.C. "Full Sutton" event on Saturday, 24th May. Even so, speeds were, for the conditions, extremely high, but only Jim Clarke of Border Reivers Stable, driving the D-type, and pushed to the limit by Tommy Dickson's extremely quick Lotus 1,100, succeeded in breaking the "ton". In the last race of the day, although somewhat overgeared (due no doubt to Spa), he put in a lap at 100.34 m.p.h., this to the huge delight of the TV cameras, spectators, Uncle Tom C. and all!

The meeting started late with a 10-lap 500 c.c. event, which for the first five laps was easily led by G. Chippendale from D. H. Phillips, J. R. Lewis (on Cooper-Nortons) and J. A. Coram (Staride). Lap six saw Phillips and Lewis in the lead with H. Stillborn in third spot. Then Lewis passed Phillips to finish in that order.

Event two brought out a large field of 30 cars for a 10-lapper for sports-racing cars up to 1,100 c.c. and those over. Well, those over were never in the hunt, as T. Dickson (Lotus), J. C. Brierley (Victoria Climax), B. J. Cox (Elva), C. S. Dodd (Lotus), F. P. Massey-Dawson (Lotus) and W. E. Allen (Lotus) were, by lap seven, all well in front of the first man in the "over" race, H. M. Sinclair (Connaught). The overall event was an

easy win for Tommy Dickson by some half a lap. Up to lap seven Brierley was second with Cox and Dodd some distance in arrears, then Brierley vanished and so they finished. J. B. Wagstaff, on a Lotus 1,460 c.c., was second to Sinclair.

Next came a 10-lapper for production cars, again split into Classes A (up to 1,600 c.c.) and B (over). On this occasion, the "big boys" had it! I. H. Smith (A.C.-Bristol) who won, had to fight hard, first against J. Sutton (Austin-Healey) and then after the latter's retirement, A. H. Field similarly mounted. In the background, the smaller cars concerned in battle were T. Barnard (Elva Courier), J. H. Cross and T. L. Burgess on M.G.As. The very fast TF of J. P. Hacking, which had an easy class lead, "burst".

Race No. 4, the "Television Trophy" event over 14 laps for unlimited capacity sports cars, again brought over 30 drivers to the line; just after the Le Mans start, which included the longest "run" yet seen, the heavens opened! Blinding rain lashed down so that the race became a high-speed tour as visibility was practically nil. J. Clarke (D-type) won easily from T. Dickson (Lotus), with C. Murray (Cooper-Jaguar) in third spot. In this race it was interesting to note that the fastest laps of the two leaders, equipped with 3,442 c.c. and 1,100 c.c.

(Continued on page 681)

GLORIOUS SIGHT: Smoke and dirt rises as the field gets away in the race for Historic Racing Cars. The eventual winner, W. F. Moss (E.R.A.), is already taking the lead.

Tony Rolt. Behind Goodhew prolonged combat took place between Robin Carnegie in the Fitzwilliam Racing Team's 1939 Lago-Talbot (youngest car in the race) and Brewer and Waller's E.R.A.s, in which order they finished, Waller dropping back somewhat following a dramatic spin at Madgwick. Oldest cars in the contest were the two little Amilcars (more than 30 years old) which were driven by J. C. Tozer and Rex Clutton, to win the 1,100 c.c. class.

Main event of the day was the 21-lap scratch race for the Whitsun Trophy.



Goodwood

Excellent Racing at B.A.R.C. Bank Holiday Meeting—
Historic Racing Cars Provide Nostalgic Spectacle—
Graham Whitehead (Lister-Jaguar) Wins Whitsun Trophy

WHIT MONDAY at Goodwood began wetly. Rain poured down on the circuit in the morning, but by the time the first race began, at 1.30 p.m., it had stopped long enough for the track to be almost dry again, and, in fact, not a drop more fell for the rest of the day. For this national meeting, the B.A.R.C. had laid on a varied programme of races and they turned out to be even more entertaining than most people expected, some excellent dicing being enjoyed by a remarkably numerous crowd, considering the unpromising weather in the morning.

The first race was a 12-lap qualifier for the AUTOSPORT Championship, and was contested by 14 entrants. In pole position was E. N. Whiteaway, representing Rudd Racing in, of course, an A.C.-Bristol. In spite of remembering to put it into gear only 2 secs. before flag-fall, Whiteaway got well away from the start and led the race from start to finish. However, it was by no means a walkover win, for he was challenged for the whole length of the race by W. E. Wilks's Frazer-Nash. The latter had a slight advantage in cornering power, whilst the A.C. tended to pull away on the straights. In the last laps Wilks got to within inches of passing Whiteaway, but on the penultimate lap he tried a fraction too hard and "lost it" temporarily, coming out of the chicane,

giving Whiteaway a comfortable 200-yard lead at the finish. Mike Anthony (A.C.-Bristol) and Percy Crabb in the Chequered Flag Stable Tojeiro-Bristol (which used to be his own) finished third and fourth, while a race-long battle between J. McKechnie (A.C.-Bristol), Mike Bond (Frazer-Nash) and R. C. Green (Aceca-Bristol), was resolved in that order, the first two being very close.

Something a little out of the ordinary was provided by Event 2, a 10-lap scratch race for Historic Racing Cars. These were defined as being at least 15 years old (*i.e.*, pre-war). They included no less than six blown 1½-litre E.R.A.s, with Bill Moss's "Remus" taking pole position and the race itself by a comfortable margin. Moss drove with great verve and was outpacing the field so conspicuously that ex-"Remus"-owner Duncan Hamilton began to fear for the car's stamina and began making anxious "take it easy!" signs from the pits! "Remus", at the ripe old age of 22, is showing no signs of senile decay and galloped ahead to win at 82.14 m.p.h. D. H. C. Hull, in A. Jeddere Fisher's E.R.A. took a firm second place, although finishing a quarter of a lap behind Moss, while J. Goodhew came third in the famous E.R.A.-Delage, built in 1927 and which in various forms has been through the hands of Dick Seaman, Rob Walker and

This was for unlimited sports cars, and prominent in the line-up for the Le Mans start was Duncan Hamilton, opposite his D-type Jaguar. The crowd waited happily for a repeat of his famous trick at Goodwood last season, when he spun the Jaguar right round in a haze of blue rubber smoke, in the middle of the pack at the start. This time, however, Duncan's favourite clog did not go so far down, and the entry got away without incident. John Dalton, in the DB3S Aston, went into Madgwick first, but at St. Mary's it was Bruce Halford in his Lister-Jaguar who led, and by the end of the first lap he had a lead of some 4 secs. Dalton lay second and Maurice Charles (Jaguar D) third. However, the latter spun at Woodcote on the second lap, letting Hamilton through to third place. On lap four Duncan took Dalton and set off after Halford, sliding all his corners in the familiar fashion! By the sixth lap they had come to grips and next time round it was Duncan in the lead—and Dalton had repassed Halford as well! An error somewhere out in the country had to be rectified and Halford hurled the Lister after the Aston again, passing Dalton on the long sweep round Fordwater and tearing off after Hamilton. There followed a battle royal for the lead, and as if that were not enough, a



DRIVERS in a hurry—but in very different motor cars. Jack Sears (above, left) enjoyed the comfort of a hardtop Austin-Healey 100-Six to win the "marque" sports car race, while Duncan Hamilton drove his D-type Jaguar with his usual verve to finish second in the main event of the day—the Whitsun Trophy Race.



similar ding-dong took place for third spot between Dalton and Graham Whitehead (Lister-Jaguar), who had moved up through the field after a bad start.

On the 14th lap, Whitehead got past Dalton and began to go in pursuit of the leaders, who were travelling nose-to-tail and beginning to have to contend with back-markers as well as each other. On lap 16 Duncan was balked at Madgwick and Halford essayed to pass him on this long fast bend; by the time St. Mary's was reached, Halford was triumphantly in the lead again after a stupendous effort. Alas, his triumph was short-lived, for he had over-cooked things and at the end of that lap he trundled in with a dead engine!

Duncan was now in the lead, but Whitehead's Lister was steadily closing up on him—to pull out and pass on the 19th of the 21 laps and take the lead from him again! Truly there have been few races in which the first four places have changed hands so frequently, for now Bristow (1,500 c.c. Lotus) had moved up and passed Dalton's Aston into third place, fifth spot being taken by Hicks's 1,100 Lotus—and so they finished a most exciting race: Whitehead, Hamilton, Bristow, Dalton and Hicks.

The "Marque" sports car race was next on the programme. This is a popular event, open only to Austin-Healeys, A.C.-engined Aces, Triumph TRs, Morgans and M.G.As. There was a representative selection of all except Morgans, but the race was a walkover for Jack Sears's Austin-Healey 100-Six hardtop, which was able to win in great ease and remarkable silence nearly half a minute ahead of second man P. G. Fletcher's A.C. Ace. Sears had serious opposition in the opening laps from David Shale's open Austin-Healey 100-Six, the latter leading for two laps until his exhaust pipe came adrift and trailed on the ground, the black flag bringing Shale's run to an end. However, the latest version of this very comfortable touring car certainly can be raced to good effect! The rest of the field trailed out in procession, although the Triumphs of Roy North and J. A. G. Ewer battled strongly for third and fourth places, finishing in that order.

The 10-lap saloon car race saw Duncan Hamilton lead luridly all the way in John Coombs's 3.4 Jaguar, although Tom Sopwith and Sir Gawaine Baillie, in the two Equipe Endeavour 3.4s, were never far behind, nor was J. M. Uren in yet another similar car. Some little distance behind came Peter Blond in a 2.4 Jaguar, and Cuff-Miller in a Zephyr. Alan Foster led the 1½-

litre brigade for five laps in Dick Jacobs's Magnette, but retired with mechanical trouble at half-distance. The 1,600 c.c. class was won, surprisingly, by M. B. Everley's Hillman Minx after a race-long battle amongst a gaggle of cars in the two smaller classes, comprising Harris's Borgward, Marriott's Morris Minor, Peter Clarke's Riley 1.5, the red "Sprinzelwagen" A35, and J. M. Sparrow's DKW, the latter having the competition numbers painted all over the windows and windscreen, which could not have helped him much. Marriott's Minor 1000 led all these for much of the way and positions were swapped frequently; however he had to make a pit stop in the closing laps, just after John Sprinzel had passed him to lead the flock, only to be passed in turn on the ninth of the 10 laps by the amazing Everley.

The last event on the programme was one of those incomprehensible "all-comers handicaps", involving credit laps as well as time allowances. C. Mitford, in the ex-Mike Anthony Lotus-Bristol,

Full Sutton—continued

respectively, only varied by .4 sec. at around 89.2 m.p.h.! Due to TV over-enthusiasm or something only the first four cars were flagged in, the others running on! Black mark someone!

Now for the saloons. They ran in three classes, A (up to 1,300 c.c.), B (up to 2,000 c.c.) and C (over), and it was certainly the best "do" of the meeting; out came the sun again to witness a grand scrap all round. Of the overall winner there was little doubt.

In class B, H. Brierley (Rapier) ran second to the overall winner, whilst in the "babies" an all-Anglia battle was on between G. H. Walker, M. Dunlop and J. W. Thornes, who finished in that order.

Last race of the day, the "Palmer Trophy" event over 10 laps was for unlimited sports and racing cars and was virtually a recap of the earlier TV event, with the addition of a couple of 500s and a badly misfiring 4CLT Maserati, none of which affected the issue. From the start, it was Clarke and Dickson at it again, and this time, even against strong head winds, Dickson made Clarke really go to lap at 100.34 and average 98.32 m.p.h. Third spot was taken by Reg Harris on the Broadhead D-type, thus turning the tables on Colin Murray for his previous defeat. This win now gave Jim Clarke and the D-type a well earned "hat trick". Nice going!

It was a good meeting with an entry of 125 cars, the weather was like the

CLOSE racing between first and second place-winners was a feature of the AUTOSPORT championship race. Here Whiteaway just holds his lead over Wilks during their exciting duel.

and Jean Bloxam, in her DB3S coupé, held first and second places for half the 10 laps, after which N. R. Hicks (1,100 Lotus) came through to lead, to be overwhelmed in turn by Bruce Halford's Lister-Jaguar, the latter driver finding himself the winner.

STUART SEAGER.

Results

12-lap Scratch Race, "Autosport" Championship: 1, E. N. Whiteaway (A.C.-Bristol), 78.36 m.p.h.; 2, W. E. Wilks (Frazer-Nash); 3, M. P. Anthony (A.C.-Bristol); 4, P. R. Crabb (Austin-Healey 100S); 5, J. MacKechnie (A.C.-Bristol); 6, M. Bond (Frazer-Nash). **Fastest lap:** E. N. Whiteaway, 80.15 m.p.h.

10-lap Scratch Race, Historic Racing Cars: 1, W. F. Moss (E.R.A. (s)), 82.14 m.p.h.; 2, D. H. C. Hull (E.R.A. (s)); 3, J. Goodweh (E.R.A.-DeJage (s)); 4, R. Carnegie (Lago-Talbot); 5, M. L. Brewer (E.R.A. (s)); 6, P. Waller (E.R.A. (s)). **Fastest lap:** W. F. Moss, 85.54 m.p.h.

1100 c.c. Class: 1, J. C. Tozer (Amilcar (s)), 72.0 m.p.h.

21-lap Scratch Race, Sports Cars: 1, A. G. Whitehead (Lister-Jaguar), 84.41 m.p.h.; 2, J. D. Hamilton (Jaguar D); 3, C. Bristow (Hume-Lotus); 4, J. Dalton (Aston Martin DB3S); 5, N. R. Hicks (Lotus-Climax); 6, W. S. Frost (Lotus-Climax). **Fastest lap:** Whitehead, 88.52 m.p.h.

2-litre Class: C. Bristow (Hume-Lotus), 83.46 m.p.h.

10-lap "Marque" Race, Sports Cars: 1, J. G. Sears (Austin-Healey 100-Six), 76.70 m.p.h.; 2, P. G. Fletcher (A.C. Ace); 3, R. F. North (Triumph TR2); 4, J. A. G. Ewer (Triumph TR2); 5, P. H. Arnold (Triumph TR2); 6, G. Kemp (A.C. Ace).

10-lap Production Saloon Car Race: 1, J. D. Hamilton (3.4 Jaguar), 78.95 m.p.h.; 2, T. E. B. Sopwith (3.4 Jaguar); 3, Sir Gawaine Baillie (3.4 Jaguar); 4, J. M. Uren (3.4 Jaguar); 5, P. Blond (2.4 Jaguar); 6, E. W. Cuff-Miller (Ford Zephyr). **Fastest lap:** Hamilton, 79.85 m.p.h.

Up to 1,000 c.c.: J. Sprinzel (Austin A35). **1,001-1,600 c.c.:** M. B. Everley (Hillman Minx). **Over 1,600 c.c.:** J. D. Hamilton (3.4 Jaguar).

10-lap Handicap Race: 1, B. Halford (Lister-Jaguar), 87.33 m.p.h.; 2, N. R. Hicks (Lotus-Climax); 3, J. D. Hamilton (Jaguar D); 4, Jean Bloxam (Aston Martin DB3S coupé); 5, M. Salmon (Jaguar C); 6, J. Sieff (Jaguar D).

curate's egg and the organization the same but better than last time. But please, B.R.S.C.C., take a leaf out of your H.Q. book and issue track passes. It is extremely difficult to portray your meeting if consistently banned from corners, etc. Also a printed result sheet would help. Thank you in advance!

FRANCIS PENN.

Results

10-lap Scratch Race for 500 c.c. Cars: 1, J. R. Lewis (Cooper), 79.44 m.p.h.; 2, D. H. Phillips (Cooper); 3, H. Stilborn (Cooper). **Fastest lap:** J. Pitcher (Cooper), 89.16 m.p.h.

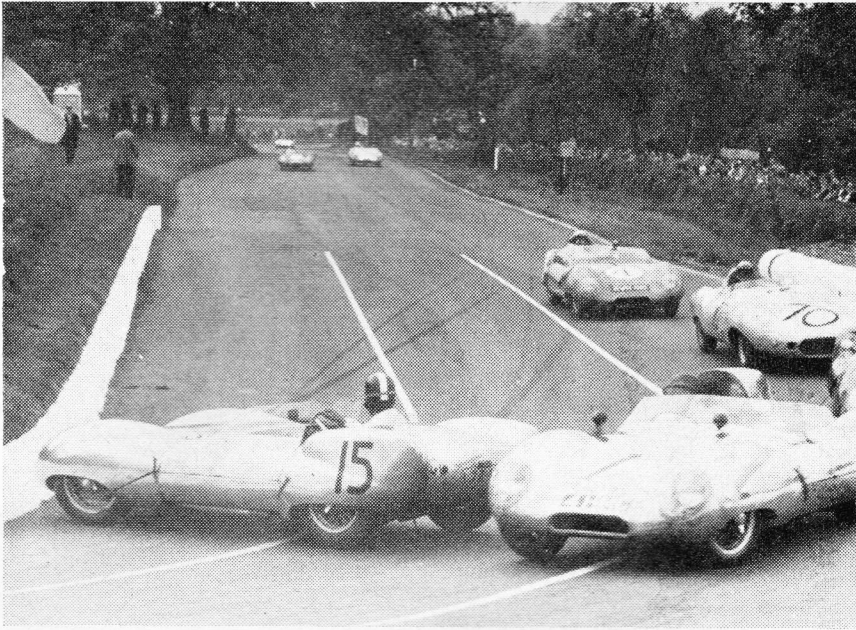
10-lap Scratch Race for Sports-racing Cars up to 1,500 c.c.: Class A, up to 1,000 c.c.: 1, T. Dickson (Lotus), 92.31 m.p.h.; 2, B. J. Cox (Elva); 3, C. S. Dodd (Lotus). **Class B, over 1,100 c.c.:** 1, H. M. Sinclair (Connaught), 86.46 m.p.h.; 2, J. B. Wagstaff (Lotus); 3, D. Pell (Tojeiro). **Fastest lap:** T. Dickson (Lotus), 96.0 m.p.h.

10-lap Scratch Race for Production Cars: Up to 1,600 c.c.: 1, T. Barnard (Elva Courier), 78.7 m.p.h.; 2, J. H. Cross (M.G.A.); 3, T. L. Burgess (M.G.A.). **Over 1,600 c.c.:** 1, I. H. Smith (A.C.-Bristol), 84.2 m.p.h.; 2, A. H. Field (Healey 100S); 3, S. Larvin (TR3). **Fastest lap:** M. Kellert (Healey), 88.21 m.p.h.

14-lap Scratch Race for Sports Cars, unlimited: 1, J. Clarke ("D" type), 88.45 m.p.h.; 2, T. Dickson (Lotus); 3, C. Murray (Cooper-Jaguar). **Fastest lap:** J. Clarke ("D" type), 89.29 m.p.h.

10-lap Scratch Race for Production Saloons: Class A, up to 1,300 c.c.: 1, G. H. Walker (Anglia); 2, M. Dunlop (Anglia); 3, J. W. Thornes (Anglia). **Up to 2,000 c.c.:** 1, J. Clarke (Porsche), 78.82 m.p.h.; 2, H. Brierley (Rapier); 3, J. G. Allison (Vauxhall). **Over 2,000 c.c.:** 1, P. Bolton (3.4); 2, E. B. Wadsworth (Healey); 3, P. G. Walton (3.4). **Fastest lap:** J. Clarke (Porsche), 80.90 m.p.h.

10-lap Scratch Race for Sports and Racing Cars, unlimited: 1, J. Clarke ("D" type), 98.32 m.p.h.; 2, T. Dickson (Lotus); 3, R. Harris ("D" type). **Fastest lap:** J. Clarke ("D" type), 100.34 m.p.h.



Whitsun Mallory Meeting

A large and varied programme excellently handled

BRIGHT skies and a near-record crowd turned up at Leicestershire's attractive circuit at Mallory Park on Monday for a national meeting superbly organized by the Nottingham Sports Car Club, containing a programme of eight races with some motor-boat racing on the lake thrown in for good measure.

Main events of the day were for sports cars up to 1,500 c.c. and a pair of AUTOSPORT Championship races, the latter being each of 20 laps of the 1.4-mile circuit and the former being run as two 10-lap heats and a 20-lap final. Supporting races catered for sports cars of over 1½-litres, F3 racing cars and a 10-lapper for Berkeleys.

First event was the first heat of the main sports car race and proved to be a clear win for T. Dickson (Lotus-Climax), who crossed the line exactly four seconds ahead of Peter Ashdown in the Team Lotus car at a winning race average of 84.61 m.p.h. First and second positions remained unchanged throughout the race, but third spot, which had been held by D. H. Swanton's Lotus almost throughout the race, was snatched on the last lap by C. G. Escott (Lotus). Fastest lap went to Dickson at 86.79 m.p.h.

Second event was the first of the AUTOSPORT Championship races and should have been most interesting—for not one, but two Elites were entered. Lawry's car, however, was a non-starter and it was left to Ian Walker in the pale green EL 5 to lead throughout the 20 laps, winning at 74.35 m.p.h. and setting fastest lap at 80.46 m.p.h. He was the sole runner in the up to 1,300 c.c. class. Winner of the up to 1,600 c.c. class, and second placeman in general classification, was the result of a welcome return to the motor-racing business by Peter Gammon, who is now running an Elva Courier M.G. after a long absence. In third place overall on the first lap, he moved to second spot on lap two and was there-

after unshakeable, winning his class at 72.33 m.p.h. Second in class and third overall was C. W. Lawson (Porsche) and third was J. P. Fergusson in another Elva Courier.

Race three was the second heat of the sports-racing car event. Missing from the line were five cars, those of Williamson, Mitchell, McMillan, Dickens and Dixon. M. G. F. Dickens, driving one of the Team Sapphire Lotuses, had had a nasty looking accident during practice when his car touched a barrel at Shaws, charged through a fence, rolled and caught fire. Dickens, luckily, was not seriously hurt but the car was a mess of dried foam extinguisher!

Team-mate D. J. Brough, however, made good the day's outing by finishing in second place, giving a good chasing to J. C. Brierley's Victoria-Climax which won at 81.38 m.p.h. Brierley led throughout the race, but Brough was never dislodged from second place and finished only a couple of seconds in arrears. Third was Gordon Jones (Lotus), and fourth Lionel Mayman (Lotus).

★

BY WAY OF A DIVERSION there was speedboat racing on the lake in the morning before the afternoon's motor racing took place.

★



PHENOMENAL AVOIDANCE: P. J. Arundell (Lotus) spins at Shaw's Corner and C. S. Dodd, also Lotus mounted, just manages to avoid a prang.

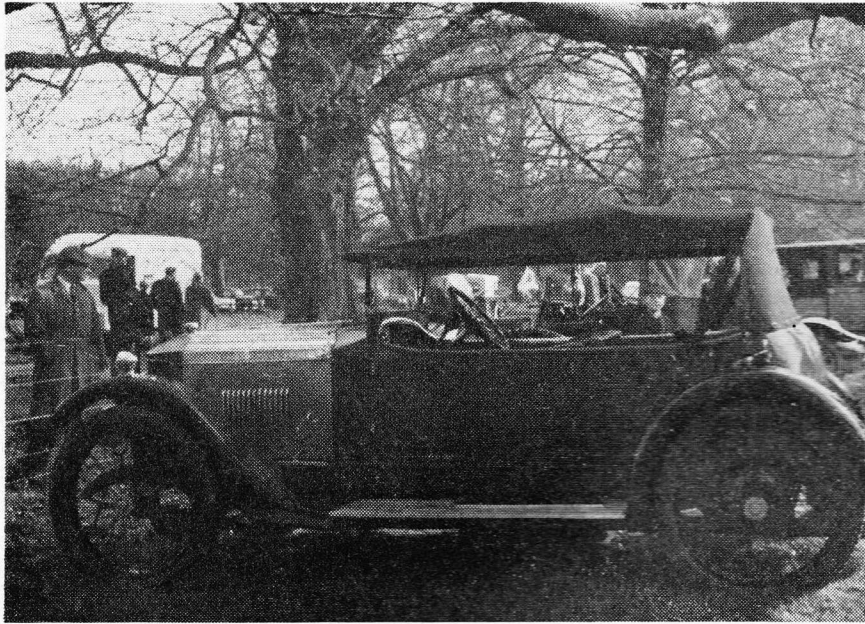
The race for sports cars of over 1,500 c.c. capacity was dominated throughout by Dick Protheroe's Austin-Healey 100S, which took the lead on lap four and then never lost it. He won at 76.85 m.p.h. and finished a clear 12 seconds ahead of C. Murray (Cooper-Jaguar) who had maintained second place for each of the 15 laps. Both these cars were well away from the field, and J. Randall (Lister-Bristol) finished third exactly 40 seconds behind Murray.

Fastest lap was made by Peter Mould (Cooper-Jaguar) at 79.15 m.p.h. After leading the race for the first three laps, however, he disappeared from the lap charts following rumours of mechanical derangements.

The 15-lapper for 500 c.c. cars was won in grand style by Peter Procter, who finished three seconds ahead of S. Bloor, both Cooper-mounted. Procter held third place for the first five laps, then began motoring in earnest and surged to the lead on lap six, following the disappearance of R. F. E. Catherwood (Cooper). Bloor pursued him hotly, and both drivers made their cars do simply splendid things on Shaws Corner. The pair of them finished a lap ahead of third man A. Eccles (Mercury); D. H. Phillips (Cooper) also completed 14 laps and everyone else was a lap farther behind. Procter made fastest lap at 81.82 m.p.h. Sole incident—and almost the first of the day—was when E. Willmott (Cooper) spun on the Esses and was in collision with D. A. Haigh, whose car was one of the two J.A.P.-engined entries.

Next came the 40-lap final for 1,500 c.c. sports cars, and this immediately developed into a fast and furious scrap for the lead between Peter Ashdown and T. Dickson, both in Lotuses. Ashdown took the lead at the start, and, less than a length behind and really breathing down his neck, came Dickson. The cars circulated as though tied together until over half-distance. Then Ashdown, pushed harder and harder by Dickson, slid wide at Shaws. The latter seized the chance he had been waiting for and got past. While the lead had changed, however, the pace never slackened for an instant, and Ashdown tried all he knew to get back in front. Five more laps and he squeezed back in front, while Dickson snapped at his heels: a pocket handkerchief would have covered both

(Continued on page 690)



PROTOTYPE! The beautiful prototype 1911 Prince Henry Vauxhall. Note the bulb horn on the steering column and lack of front-wheel brakes.

were three outstanding Vauxhalls. The little 1905 7-9 h.p. three-cylinder car was dwarfed by the 1909 16 h.p. model, but the car of the day was a 1911 20 h.p. open tourer that is thought to be the prototype of the "Prince Henry". Extremely low and compact, with enormous wire wheels carrying "bicycle" tyres, this is a perfect example of the Edwardian sports car. Surprisingly, the belt drive of the 1906 O.T.A.V. cyclecar seemed impervious to the weather, and one admired the wrought iron rear step of Beaumont's Darracq, which was built round a large letter "D".

Another Darracq, Acock's 1911 "Flying Fifteen", had exposed rockers, with oil holes, for its overhead inlet valves, and the "valve-in-head" Bedford-Buick also had exposed operating mechanism. They were all there, the Lanchesters, the Delaunay - Belleville, several Sunbeams, Major Pitt's Hispano Suiza, in fact most

The Luton Hoo Rally of the Veteran Car Club

FOR one of its main events, the Veteran Car Club organized a rally to Luton Hoo on Saturday, 26th April. In addition to the rally, there was also a concours d'elegance, and best of all the participants were invited into the great house to view the fabulous Wernher collection.

I decided to take part in my 1911 Rolls-Royce, but on the morning of the rally I was horrified to see typical "Brighton" weather—rain, rain and more rain. Luckily the Rolls has a large and effective hood, though the two-panel screen had to be opened to give reasonable visibility. After splashing through the puddles for a couple of hours, we began to overtake other veterans, some of which dated from the turn of the century and had no sort of weather protection. A. T. Scott's 1904 single-cylinder Minerva had a rear passenger on a single outrigger rear seat who looked half

drowned, and I. C. Munro looked very exposed in his Swift.

On arrival, even the weather could not spoil the show, and all the old fascination was there. A waterlogged Decauville only arrived because its driver and passenger were producing at least as

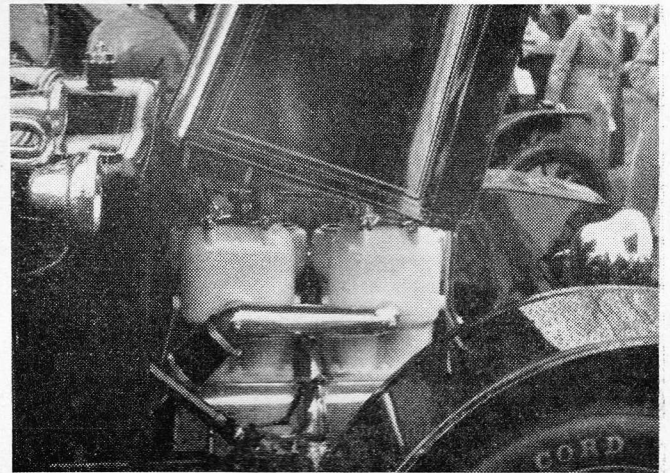
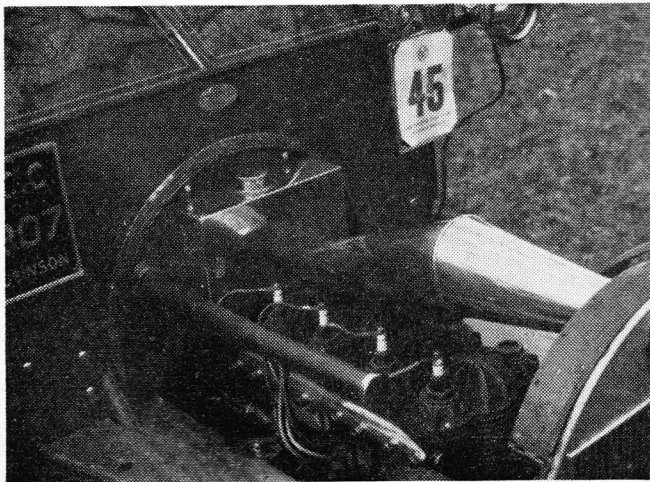
By JOHN BOLSTER

much power as the engine. In contrast, the crew of a big Renault Limousine-Landaulette were warm and dry, and one admired its cream cylinder block with polished pipework, and the traditional radiator behind the engine, holding 15 gallons of water. A couple of Model "T" Fords were much too highly polished, for a sombre black, seldom washed, was the natural finish of this model!

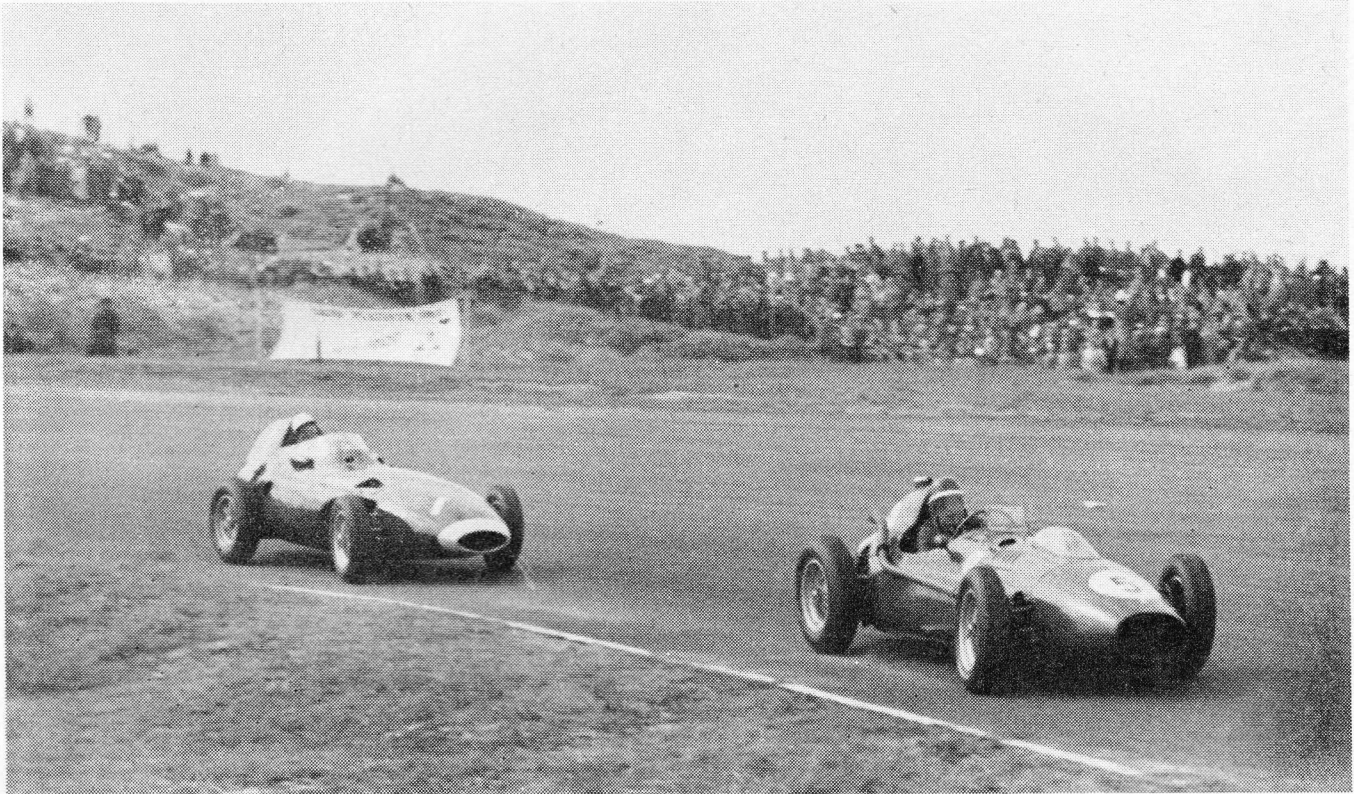
As befitted the Luton venue, there

of the regulars and one or two unusual cars, to a total of nearly 110. Everything went according to plan, the catering arrangements were excellent, and the art treasures in Sir Harold Wernher's collection were worth going many miles to see. The Adam-designed mansion, in the lovely park laid out by Capability Brown, was a superb setting for this Veteran Car Club event. Lady Zia Wernher presented the prizes, examining the cars with great interest.

So, a most enjoyable, if very wet, day was over, and engines were cranked into life for the homeward trek. In almost complete silence, the 7.4-litre engine of the Rolls made light of a party of six, some 60 m.p.h. coming up whenever the road was clear of traffic. A final shower soaked the people in hoodless veterans, but in spite of the weather it was a most enjoyable day.



SMART TURN-OUT! On the left is the superb four-cylinder 1907 Robinsion engine which, incidentally, is exhaust cooled. The engine on the right is the beautifully finished 1911 20 h.p. Renault. The car belongs to Mr. V. E. Bridger.



G.B. 1-2-3-4-6

Stirling Moss Wins Dutch Grand Prix with Vanwall—B.R.M.s of Shell and Behra
2nd and 3rd—Salvadori (Cooper) 4th—Hawthorn Best of Ferraris in 5th Place

By **GREGOR GRANT**

Photography by George Phillips

WHIT-SUNDAY at Zandvoort was a red-letter day for British motor racing; the red cars of Italy were completely humbled by Vanwall, B.R.M. and Cooper, with a Lotus in sixth place behind Mike Hawthorn's Ferrari. Moss the Immaculate led from start to finish, never really seriously challenged, but still managing to set up a new Zandvoort circuit record of 1 min. 38.5 secs.—just 2.4 secs. quicker than the figure returned by Roberto Mieres (Maserati) in 1955.

Stirling drove at his glorious best, never making a single mistake, and lapping the entire field with the exception of the placemen Harry Shell and Jean Behra in their B.R.M.s. The Owen people can take great credit from this race; the cars ran faultlessly from start to finish, and it was unfortunate for them that they happened to be up against the fastest Formula 1 car in existence today, handled by one of the world's greatest drivers. Best that the mighty Scuderia Ferrari could manage was the fifth place gained by Mike Hawthorn, whilst his team-mate Luigi Musso finished behind the fast 2.2-litre Lotus driven by Cliff Allison. In fourth place was the 2.2-litre Cooper, brilliantly driven by Roy Salvadori.

Moss's victory puts him in the lead for the World Championship, with a total of 17 points as against the next best, Luigi Musso with 12 points. Thus British-built cars have won all three of the *grandes epreuves* in the present series—an unprecedented state of affairs!

It was the mixture as before from Monaco eight days earlier, for the "Grote Prijs van Nederland" at Zandvoort had attracted entries from Vanwall, B.R.M., Cooper, Lotus, Ferrari and independent Maseratis, supported by the Porsche of Carel de Beaufort—sole Dutch driver in the race.

After the first day of practice (Saturday), there was a rush to change gear ratios, for the circuit proved to be much faster than was anticipated, and "Goodwood ratios" were discovered to be more suitable. Jean Behra was out early with the new B.R.M.: the trouble that he experienced at Monaco was the fracture of a small brake pipe. Hill's Lotus did not seize its engine as was reported in last week's issue, but was eliminated by the breakage of a half-shaft at the weld. Also, Bonnier's crash was caused by the collapse of the rear suspension. These are the things one learns after the cars are stripped down.

Stirling Moss soon showed that the Vanwalls are not lacking in power, by putting in the quickest lap of the session with 1 min. 38 secs.—2 secs. faster than

HISTORIC MOMENT—as Moss (Vanwall) is about to lap Hawthorn (Ferrari), after having done the same to Musso earlier.

Fangio's best in 1955 with the Mercedes-Benz. Actually no fewer than eight drivers bettered the World Champion's time, and Roy Salvadori equalled it. Salvadori took over the 2.2-litre car which Brabham drove at Monaco, whilst Allison's Lotus was fitted with a similar power plant.

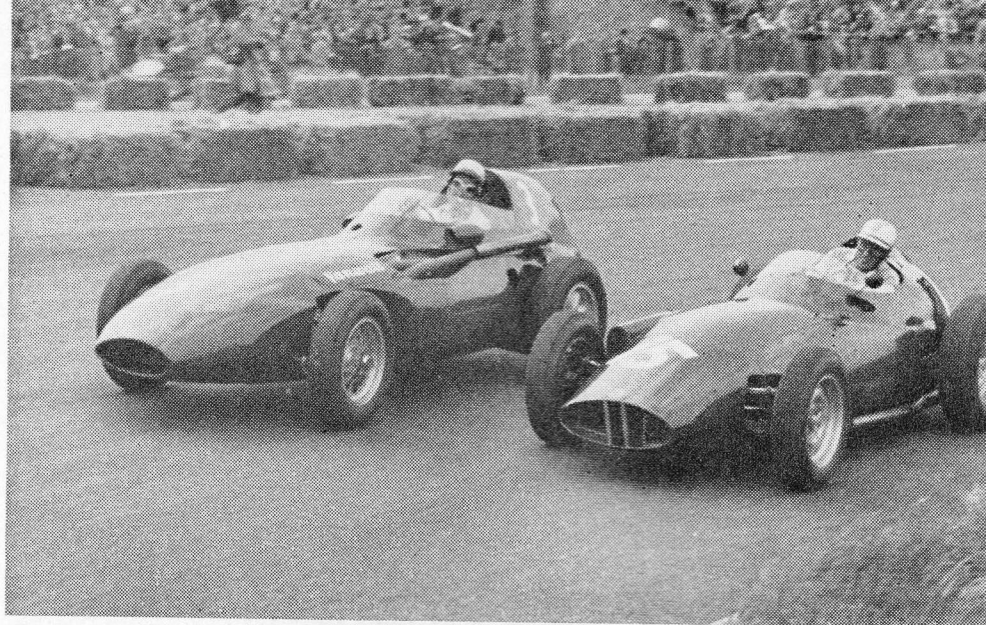
Stuart Lewis-Evans persuaded Vanwall to switch over from light alloy disc wheels to wire-type on the front. It may have been partly psychological, but on the Sunday's training session "Stu" did the remarkable time of 1 min. 37.1 secs. This caused Moss to think seriously in terms of a similar substitution, but Tony Brooks retained the eight-stud alloy wheels. Anyway, all three Vanwalls were faster than anyone else's cars, to give an all-Acton front row on the starting grid.

Horace Gould invited Masten Gregory to drive his beautifully turned-out and well-prepared Maserati. B.R.M. tried to have a third car nominated (Ron Flockhart) but the Dutch would not play. Graham Hill went off-course with his Lotus, and the car finished up several feet down in a sand-pit; neither driver nor Lotus was damaged. Behra argued with the straw bales just behind the pits, but emerged unscathed and still grinning. Apparently he pressed the wrong pedal at the wrong time. Harry Shell was happier than ever before with the B.R.M. One of the outstanding features of the training was the speed of Allison's Lotus, which rocketed past Musso's Ferrari on the straight, registering about "six-five"

on the clock, as compared with the Ferrari's "nine thou."

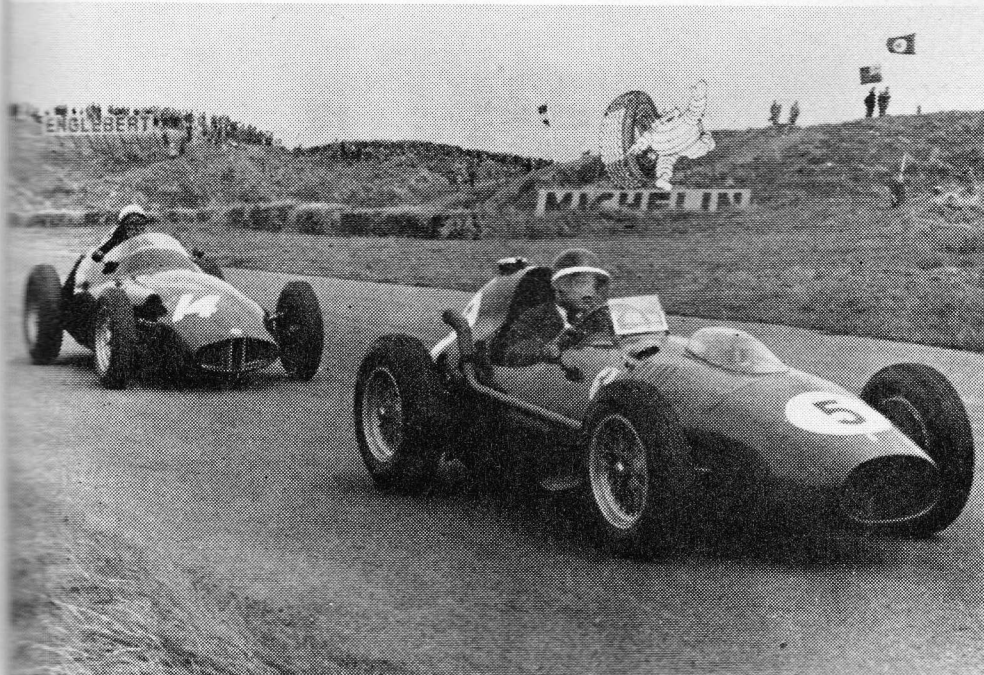
So we had the intriguing situation on Monday of 13 of the 17 starters being under the existing lap record, and just 2.3 secs. covered the lot. Forecasting a likely winner was practically impossible, although personally I fancied the Vanwalls. Ferraris were said to be at a disadvantage, as one expert informed me that their tyres were about 2 secs. a lap slower than the new Dunlop R.5s as used by the British contingent; it was no wonder that Dick Jeffrey and Roy Barlow looked fairly smug.

Came race day with leaden skies and a howling gale. Just before the 1,500 c.c. Dutch national sports car race was due to start, torrential rain fell. This was bad luck, for undoubtedly it kept away several thousand Whit Monday holidaymakers. Fortunately it dried up, although it was extremely cold and windy.



BOURNE v. ACTON: (Above) Harry Shell (B.R.M.) takes Lewis-Evans (Vanwall) for second place on the 12th lap.

BOURNE v. MARANELLO: (Left) Jean Behra (B.R.M.) takes Hawthorn (Ferrari) for fifth place on the 15th lap.



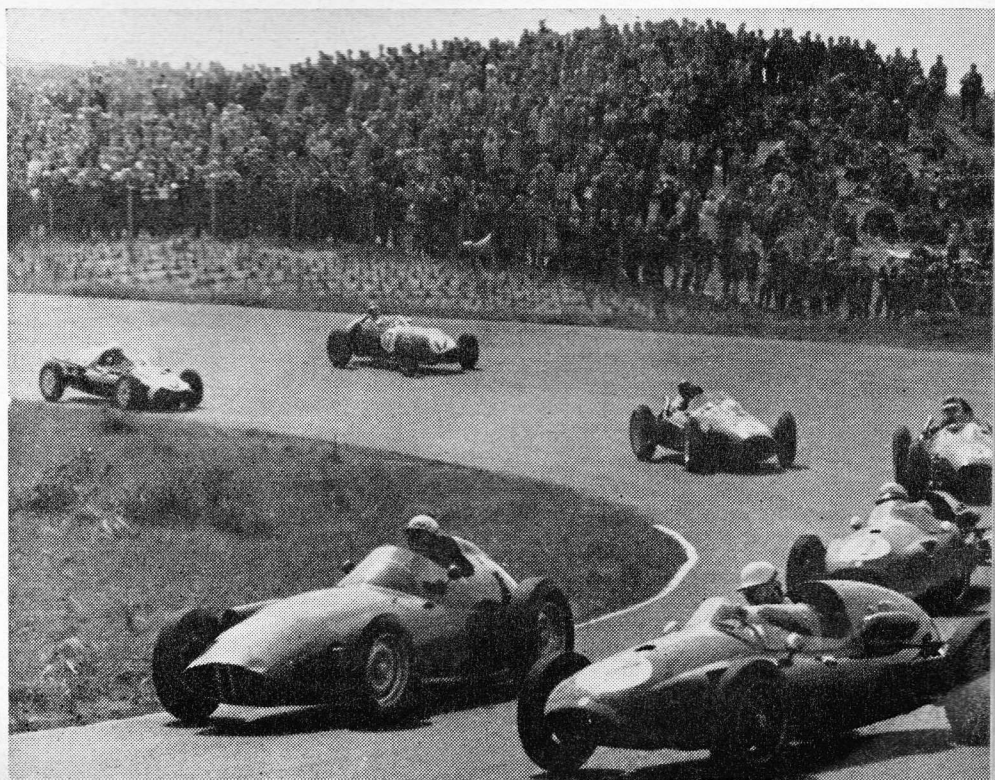
The 2-litre race saw Rob (Slip-school) Slotemaker left on the line with his veteran BMW Cotura, and J. W. W. Blonk (Porsche 1600) took the lead, challenged by F. G. de Vogel (Porsche 1600S). Soon Wilhelm Tak (190SL Mercedes-Benz) was up with them, driving his much heavier machine with the skill he has shown with his 300SL in Tulip Rally Zandvoort events. Then Slotemaker whistled past the field, and as Tak took both Porsches, the BMW followed him through, and went into the lead behind the pits. The race settled down into a pursuit of Slotemaker, but Rob was not to be shaken and held out till the end, with the 190SL a close second.

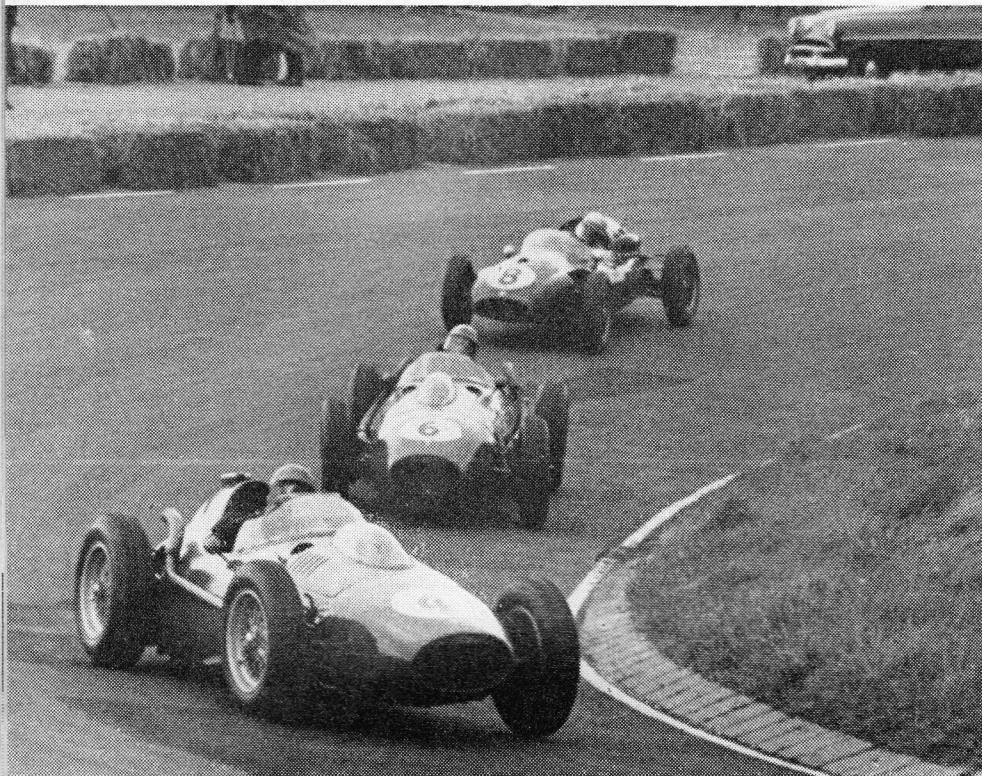
* * *

Owing to a traffic jam outside the circuit, the Grand Prix start was delayed for some time, and even then, the field were in position whilst Brabham

The opening event saw a wonderful duel between H. van Zalinge (Hirondelle 900) and M. H. W. Hezemans (1500RS Porsche). The tiny red car held off its much more powerful and lighter rival for eight out of the 12 laps, the three-cylinder, two-stroke DKW engine sounding like a million angry bees. The Porsche eventually edged past, but van Zalinge managed to take the lead several times, cheekily pushing the two-stroke through the bends absolutely flat-out, and almost pipping his rival on the line. This little machine has low-pivot point swing-axles at the rear, controlled by rubber bands; the DKW engine is in front, and the DKW gearbox at the back. Front suspension is by transverse leaf-spring and wishbones. Workmanship throughout is of the highest possible standard, reflecting great credit on its designer-builder.

RIGHT THIS TIME—unlike last week's cover picture! Roy Salvadori (Cooper) takes Behra (B.R.M.) on lap 2 at Tarzan Corner. Behind are Brabham (Cooper), Hawthorn (Ferrari), Collins (Ferrari), Allison (Lotus) and Trintignant (Cooper).





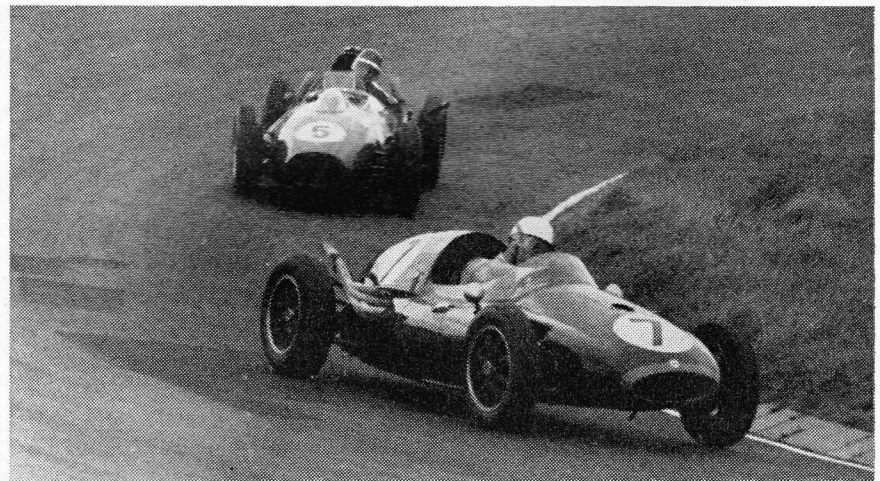
(Cooper) and Moss (Vanwall) were still at their pits, with mechanics doing some last-minute adjustments. Eventually the 17 cars were marshalled on the grid, and when the three minute board was displayed, there was utter confusion with cars being pushed to start and then manhandled

STARTING GRID

Tony Brooks (Vanwall)	Stirling Moss (Vanwall)	Stuart Lewis-Evans (Vanwall)
1 m. 38.1 s.	1 m. 38.0 s.	1 m. 37.1 s.
Jack Brabham (Cooper)		Jean Behra (B.R.M.)
1 m. 38.5 s.		1 m. 38.4 s.
Maurice Trintignant (Cooper)	Harry Shell (B.R.M.)	Mike Hawthorn (Ferrari)
1 m. 39.2 s.	1 m. 39.2 s.	1 m. 39.1 s.
Peter Collins (Ferrari)		Roy Salvadori (Cooper)
1 m. 39.3 s.		1 m. 39.2 s.
Graham Hill (Lotus)	Luigi Musso (Ferrari)	Cliff Allison (Lotus)
1 m. 39.8 s.	1 m. 39.5 s.	1 m. 39.4 s.
Joakim Bonnier (Maserati)		Masten Gregory (Maserati)
1 m. 42.3 s.		1 m. 42.0 s.
Karel Godin de Beaufort (Porsche)		Giorgio Scarlatti (Maserati)
1 m. 46.7 s.		1 m. 44.6 s.

back to their allotted places. The two B.R.M.s smoked noticeably, the high wind driving the blue haze towards the pits. Mr. J. H. van Haaren lofted the Dutch flag; the crescendo of revving engines reached its peak, and the race was on—with a solid mass of green cars surging forward. It was Moss who pulled out first, closely followed by Lewis-Evans and Brooks. At the Hoek van Tarzan right-hander there was an almost Monaco traffic jam, and someone bumped Brooks's Vanwall. Harry Shell moved smartly into third place with the B.R.M.; just 1 min. 46 secs. after flagfall, Stirling Moss's Vanwall screamed past in the lead, followed by Lewis-Evans, Shell, Brooks, Behra, Brabham, Salvadori and—first of the red cars—Hawthorn's Ferrari.

Lap 2, and Salvadori, moving at a great pace, had whipped past both Behra



VAIN CHASE by Mike Hawthorn of Salvadori (Cooper) who eventually finished in fourth place.

and Brabham, to tuck his Cooper behind Brooks's Vanwall. Tony did not look too happy, and stopped next time round for mechanics to have a look at the Vanwall's back-end. He remained at the pits for some time, joining the race in last place behind de Beaufort's Porsche.

Stirling was soon lapping in the 1 min. 40 secs. bracket, increasing his lead over Lewis-Evans and Shell. Hawthorn, looking most determined, was trying to pass Behra. Suddenly Masten Gregory began to motor, shooting past Trintignant in the Monaco-winning Cooper and closing up fast on Musso's Ferrari. The leaders began to open up, with Moss leading Lewis-Evans by 4 secs., a similar distance separating the latter from Shell's B.R.M., which was gradually drawing away from Salvadori. Brooks, at the tail end of the

STERN STRUGGLE went on for many laps, featuring the Ferraris of Collins and Musso, chased by Brabham's Cooper.

field, set out to make up lost time and after seven laps had caught the Porsche. Allison's Lotus was shadowing Brabham's Cooper, which lay just behind Collins's Ferrari.

Hawthorn was doing all he knew to catch Salvadori, but the V-6 Ferrari was strangely lacking in speed on the straight—besides being something of a handful on the bends. Meanwhile, Gregory put in a lap at 1 min. 40 secs., and was obviously going to overtake Musso—which must have worried Scuderia Ferrari more than a trifle.

Moss was driving magnificently, gaining over a second a lap. After 10 laps he led Lewis-Evans by over 8 secs., but Harry Shell was closing up rapidly on the second Vanwall. Brooks was now on the tail of Scarlatti's Maserati, but was not getting down to the times expected of him; it was plain to see that something was wrong with the car. Twelve laps gone, and Shell had moved up to second place, but was steadily losing ground to Moss; Salvadori was also pulling away from Hawthorn. On the straight approaching the tribunes, Allison's Lotus hurtled past Collins's Ferrari to take seventh place, whilst the unlucky Brooks stopped at his pits with rear axle bothers, to retire with only 13

laps completed, just as Moss lapped de Beaufort and Scarlatti.

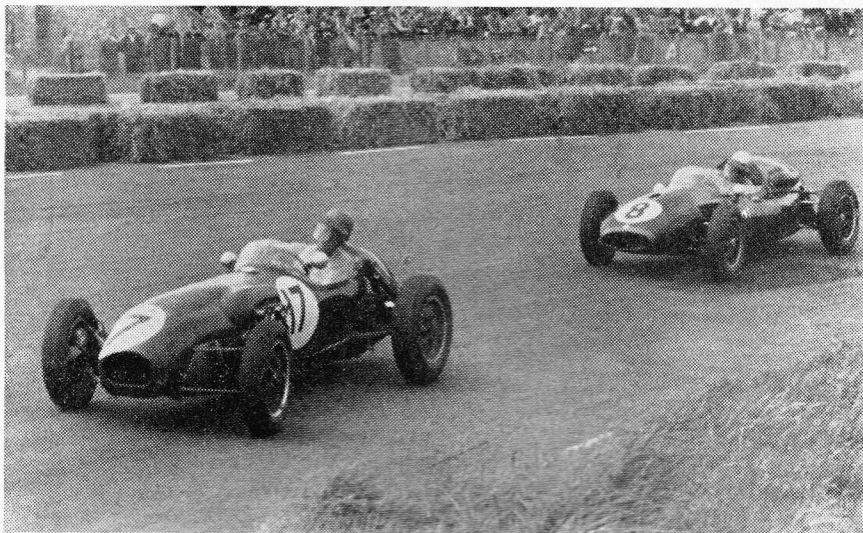
On lap 17, Masten Gregory caught Musso and was just about to go in front when the Maserati's engine spluttered and the car slowed, scarcely able to climb the rise behind the pits. Easily the fastest Maserati in the race was out with that annoying trouble—a fractured petrol pump drive. Behra now decided to start hurrying, and rushed past Hawthorn to close up on Salvadori. Allison was going remarkably well in the 2.2-Lotus, and Pete Collins could do nothing about it. After 20 laps, Moss led Shell by 21.8 secs., and Behra was almost 45 secs. behind the flying Vanwall. The Frenchman's job now was to catch Lewis-Evans; it was Vanwall versus B.R.M. with a vengeance, but with Moss in command of the situation. Harry Shell was driving exceptionally well, and one had the idea that the two Owen cars would, at last, finish a full *grande epreuve*.

Out went the board to Lewis-Evans

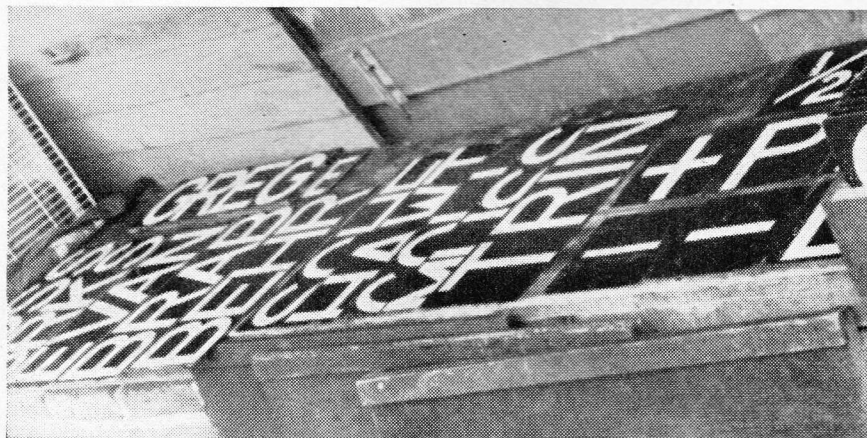
warning him of Behra; at 26 laps, 13 secs. separated them. Gradually the B.R.M. whittled down that lead, and hand-timing showed him lapping at well under 1 min. 40 secs. Graham Hill stopped at his pit on lap 22, complaining of over-heating, just as Moss lapped Bonnier (Maserati) and Trintignant (Cooper). With 30 laps on the board, the race order was as follows:—

1. Moss (Vanwall), 50 mins. 00.5 secs., 150.867 k.p.h.
2. Shell (B.R.M.), 50 mins. 42.5 secs.
3. Lewis-Evans (Vanwall); 4. Behra (B.R.M.); 5. Salvadori (Cooper); 6. Hawthorn (Ferrari); 7. Allison (Lotus); 8. Musso (Ferrari); 9. Collins (Ferrari); 10. Brabham (Cooper); 11. Bonnier (Maserati); 12. Trintignant (Cooper); 13. Scarlatti (Maserati); 14. de Beaufort (Porsche); 15. Hill (Lotus).

On the 33rd lap, Moss overtook Brabham and it was now pretty certain that



HORNSEY v. SURBITON: (Above) Cliff Allison's 2.2 Lotus drawing away from Brabham's 2.0 Cooper.



JIG-SAW PUZZLE (above) of drivers' names in the Ferrari pit, ready for use in the signalling boards.

CHAR OOP! (Right) Tony Brooks at Syd Henson's well-known Ferodo Tea-Shoppe—always a popular feature of Continental races.



he would lap both Collins and Musso. What consternation there must have been in the Ferrari pit! Behra, after getting within 10.5 secs. of Lewis-Evans, began to fall back slightly, but the latter was steadily losing ground to Shell. Hill's Lotus was in and out of the pits for water, suggesting that a cylinder-head gasket had gone. Moss, in catching Brabham, recorded 1 min. 38.9 secs. (152.628 k.p.h.), and Collins had his gear-box seize, causing him to spin off at the Scheivlak. With 35 tours completed, Stirling had lapped Musso, and next time round had done the same to Allison's Lotus. Before Collins went out he had been involved in a titanic battle with his team-mate Musso, and Brabham's Cooper—a battle which had gone on for many laps.

On the 46th lap, Lewis-Evans came into the pits to retire; a valve-spring cotter had broken, so it was now entirely up to Moss to carry the Acton colours. Tony Vandervell must have felt really anxious—another Monaco would be a disaster! By then, Stirling had 30 secs. over Shell, which meant that the B.R.M. would have to win back a second a lap;

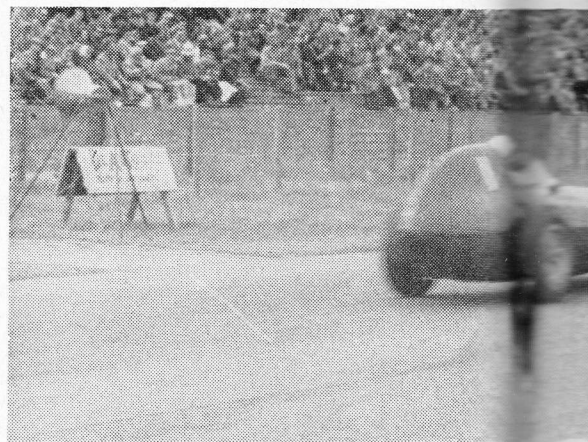
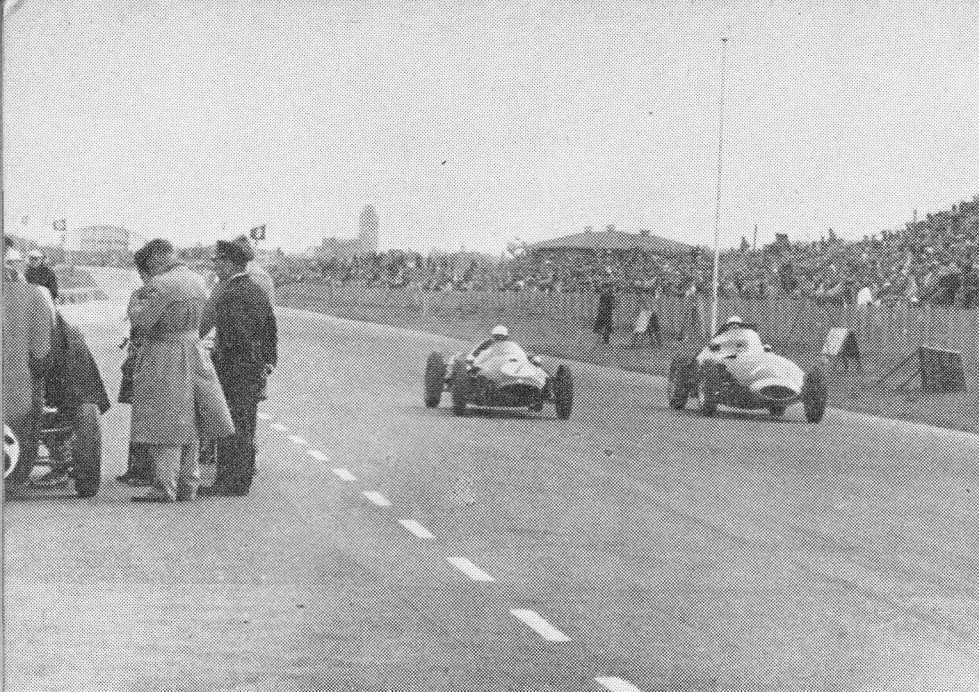
not an impossible task, but against someone of the calibre of Moss, a highly improbable one. Behra was now in third place, but had lost a great deal of ground to his team-mate. Scarlatti spun wildly behind the pits and finished up in the wire fence; he circulated slowly for a few more laps, then retired with rear axle troubles.

Moss was now relentlessly closing on Hawthorn, and on the 49th lap completed Ferrari's day of humiliation by "doubling" the Italian car. All that now remained was to settle the Cooper question, by doing the same to Salvadori in the "2.2". Gradually the Vanwall came

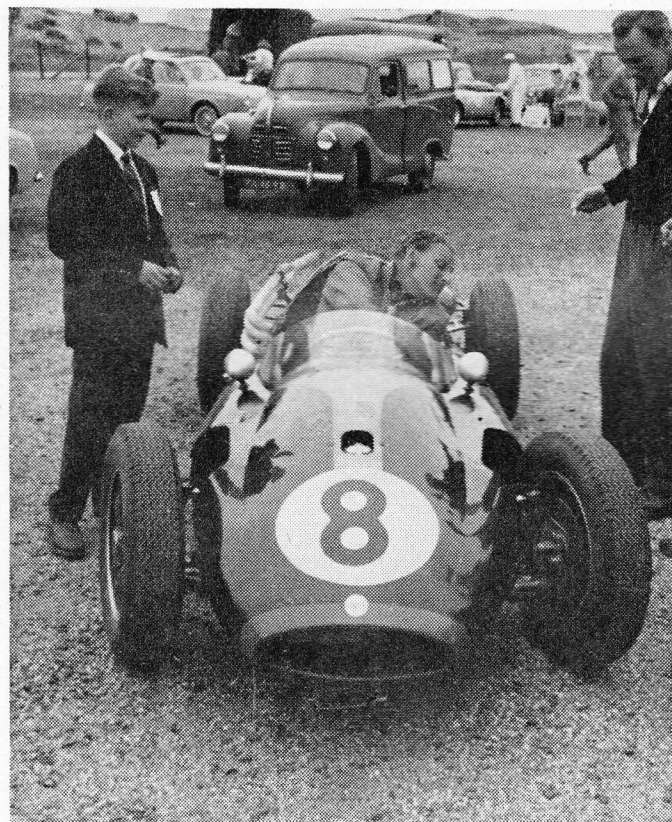
up on the smaller car, and on lap 56 the two cars went past the pits side-by-side. Salvadori waved Moss on at the hairpin, and—that was yet another question answered. Hill, fed to the teeth with watering the Lotus, finally retired, leaving 11 cars still in the race. De Beaufort, many laps behind, was nevertheless going very rapidly in his sports Porsche, and Bonnier was putting up a good show in the Maserati, despite the absence of at least two gears. Salvadori, passing Brabham at high velocity opposite the pits, nearly touched wheels with his team-mate who suddenly pulled out to pass Bonnier's Maserati.

Sixty-four laps, and Moss was still firmly in the lead, and both B.R.M.s had lapped Musso. Harry Shell was closing up on Hawthorn, to the delight of the B.R.M. mechanics who thoroughly deserved to have such a fine tonic, although there was also the possibility that Moss might mete out the same treatment to Behra.

With six laps left to go, Shell caught Hawthorn, and went to pass him on the Hoet van Tarzan. He nearly lost his second place, for the B.R.M. shot on to the grass, and just missed going into the sand. A couple of laps later, and Harry once again made to go through, and



HIEROGLYPHICS (above) simply mean that Stirling Moss has a 40 secs. lead over Harry Shell—Vanwalls are content!



VANWALL VELOCITY (above, left)—as displayed by Moss as he whips past Salvadori's Cooper, whilst Hill's Lotus is at the pits.

TRY-OUT of Brabham's Cooper (left) by "Rudi" Boer, B.P.'s popular competitions chief in Holland.

WREATHED—IN SMILES: (Below) Stirling and Katie share the victor's laurels. On the right is Mr. J. H. van Haaren.





Mike waved him past at the hairpin. Moss could apparently have lapped Behra, but elected to stay a comfortable distance behind—after all, anything can happen in Grand Prix racing, and with victory in sight, the manoeuvre was scarcely worth the risk. A more impetuous driver might have tried to overtake, putting his team in jeopardy—but not S. Moss, Esquire.

Then it was all over—complete and utter triumph for the green cars, with Moss scoring a magnificent victory, and the B.R.M.s silencing their critics by a really fine performance. Amidst scenes of wild enthusiasm, the Union Jack was run up on the finish line, and thousands of Dutchmen (and Dutchwomen) stood to attention to the strains of "God Save The Queen".

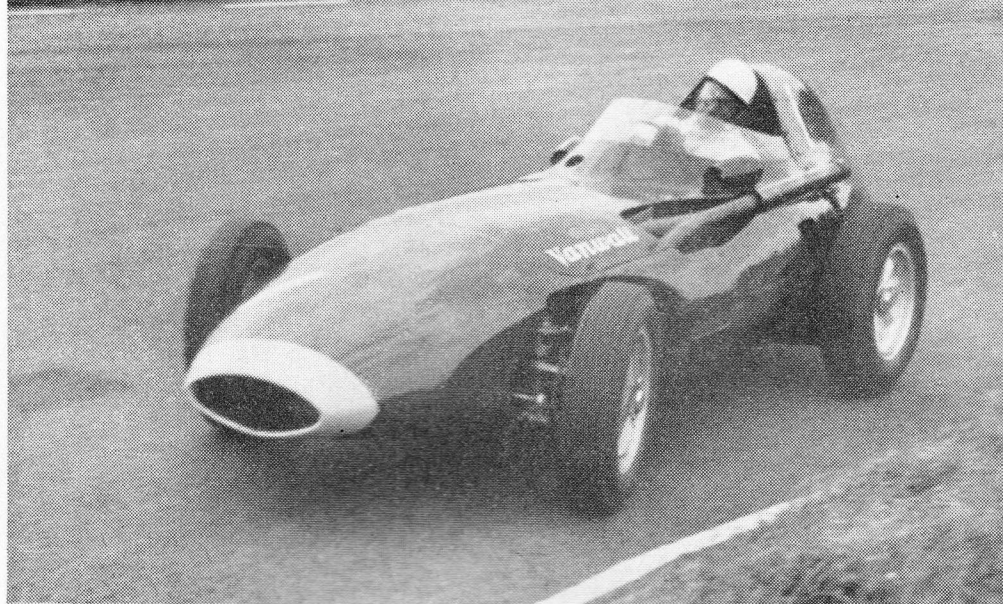
Result

1. **Stirling Moss (Vanwall)**, 2 h. 4 m. 49.2 s., 93.9 m.p.h.
2. **Harry Shell (B.R.M.)**, 2 h. 5 m. 37.1 s.
3. **Jean Behra (B.R.M.)**, 2 h. 6 m. 31.5 s.
4. **Roy Salvadori (2.2 Cooper)**, 74 laps.
5. **Mike Hawthorn (Ferrari)**, 74.

MIGHTY ATOM: (Below, left) H. van Zalinge's 900 c.c. DKW-based Hirondele, which surprisingly led Hezemano's 1500RS Porsche for most of the 1500 c.c. sports car race.

'ARREE: (Below, centre) Harry Shell in the B.R.M. which he brought into second place.

STIRRING STRUGGLE (below, right) was a feature of the 2-litre sports car race. Here Rob Slotemaker (BMW Cotura) leads Wilhelm Tak (Mercedes 190SL) and J. L. W. Blonk (Porsche 1600S) at Tarzan Corner.



6. **Cliff Allison (2.2 Lotus)**, 73.
7. **Luigi Musso (Ferrari)**, 73.
8. **Jack Brabham (2.0 Cooper)**, 73.
9. **Maurice Trintignant (2.0 Cooper)**, 72.
10. **Joakim Bonnier (Maserati)**, 71.
11. **C. de Beaufort (1.5 Porsche)**, 69.

Fastest lap: Moss, 1 m. 38.5 s., 94.78 m.p.h.

Retirements: Brooks (Vanwall), 13 laps, rear axle; Lewis-Evans (Vanwall), 46, engine; Hill (Lotus), 40, engine; Collins (Ferrari), 32, gearbox; Gregory (Maserati), 17, petrol pump; Scarlatti (Maserati), 51, rear axle.

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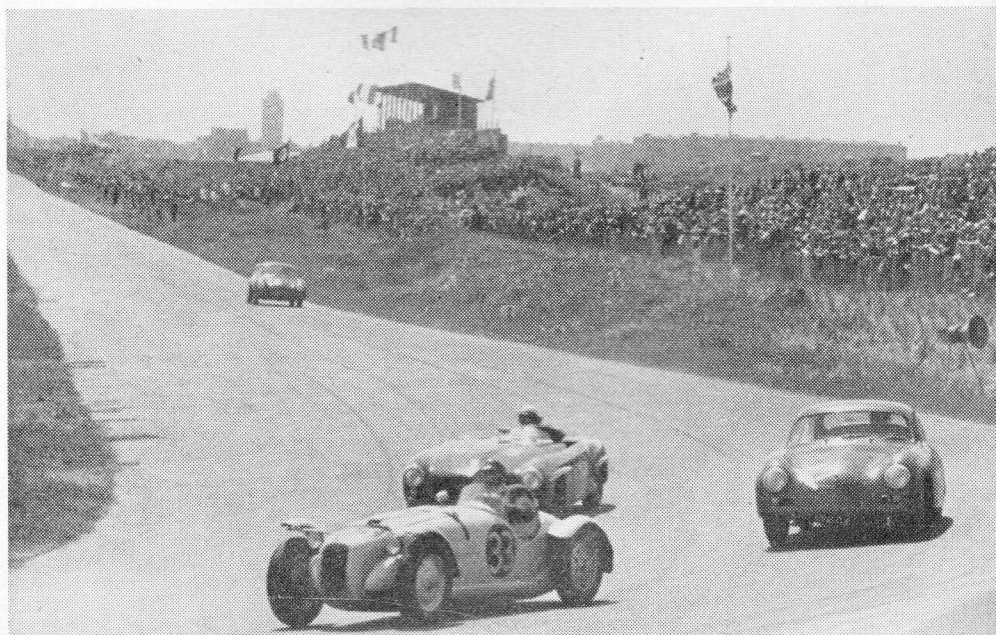
Circuit Notes: Raymond Mays was not present to watch B.R.M.'s success. . . . Paddock hospitality was dished out by Vredestein, B.P. and, of course—the Ferodo tea-bar. . . . Volvo, of Sweden, have presented Bonnier with a magnificent transporter and an Amazon for his personal use. . . . Hugo van Zuylen celebrated his first day out of hospital since his accident at Zandvoort last April by watching practice. . . . A new "piccolo" Maserati will probably appear at Spa for the G.P. d'Europe. . . . Dutch driver K. S. Barendregt is acquiring a Lotus Eleven. . . . Dick and Janet Jacobs decided to make their annual holiday a G.P. one by going to Zandvoort from

STYLIST: Stirling Moss, now leading for the World Championship, with his Vanwall. He set up a new Zandvoort circuit record of 1 min. 38.5 secs.

Monaco. . . . John Bolster was seen road-testing a highly interesting Continental vehicle for AUTOSPORT. . . . Lewis-Evans appeared in the programme with a new Christian name—Steward.

BEST PRACTICE TIMES

	1st	2nd
Stirling Moss (Vanwall)	1 m. 38.0 s.	1 m. 38.2 s.
Tony Brooks (Vanwall) ...	1 m. 39.0 s.	1 m. 38.1 s.
Stuart Lewis-Evans (Vanwall)	1 m. 40.1 s.	1 m. 37.1 s.
Peter Collins (Ferrari) ...	1 m. 40.7 s.	1 m. 39.3 s.
Mike Hawthorn (Ferrari) ...	1 m. 39.7 s.	1 m. 39.1 s.
Luigi Musso (Ferrari) ...	1 m. 39.5 s.	1 m. 40.7 s.
Roy Salvadori (Cooper) ...	1 m. 40.0 s.	1 m. 39.2 s.
Jack Brabham (Cooper) ...	1 m. 38.5 s.	1 m. 41.9 s.
Maurice Trintignant (Cooper)	1 m. 39.7 s.	1 m. 39.2 s.
Giorgio Scarlatti (Maserati)	1 m. 45.9 s.	1 m. 44.6 s.
Joakim Bonnier (Maserati)	1 m. 42.3 s.	1 m. 42.8 s.
Horace Gould (Maserati)	1 m. 52.1 s.	—
Masten Gregory (Maserati)	—	1 m. 42.0 s.
Jean Behra (B.R.M.) ...	1 m. 38.8 s.	1 m. 38.4 s.
Harry Shell (B.R.M.) ...	1 m. 39.6 s.	1 m. 39.2 s.
Graham Hill (Lotus) ...	1 m. 40.5 s.	1 m. 39.8 s.
Cliff Allison (Lotus) ...	1 m. 39.9 s.	1 m. 39.4 s.
Carel Godin de Beaufort (Porsche)	1 m. 46.7 s.	1 m. 47.2 s.



DUEL: T. Dickson and P. Ashdown seen during their duel for first place in the 40-lap final for sports cars up to 1,500 c.c.

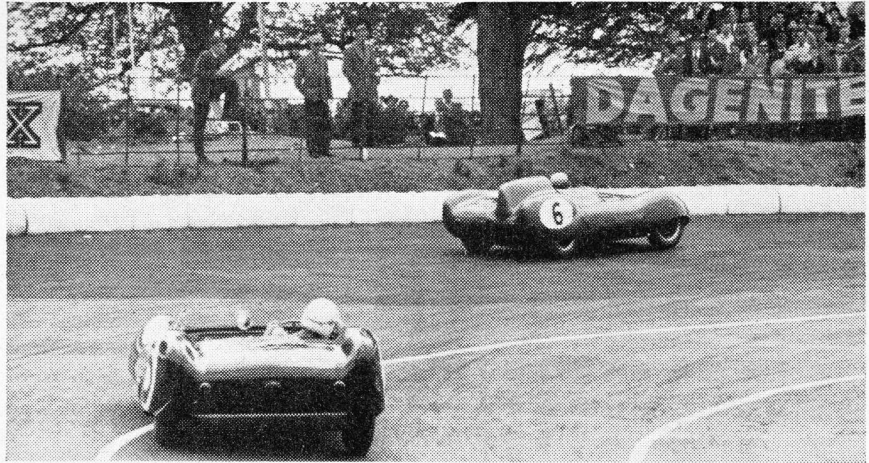
Mallory Park—continued

cars all the way round. But with only half-a-dozen laps to go came disaster: Dickson lost ground, and presently came past with a sick-sounding engine to retire.

This brought to a close the best motor-racing of the day, and Ashdown toured home to win by more than a lap from Brierley in the odd-looking Victoria-Climax.

During the pursuit, Dickson slid wide at Shaws and climbed up the drums flanking the bend. The car came to rest on all four wheels again, however, and he proceeded on his way at undiminished speed! Less lucky was Lionel Mayman, dicing with the pack: another car, apparently suffering from a locking wheel under braking, became mixed with him and both cars slid into the bank at Shaws, Mayman's Lotus being on the inside. The car suffered badly bent bodywork and was unable to continue.

Then came the next AUTOSPORT championship race, again dominated by



selves and, at about three-quarters distance, led the rest of the pack of popping two-strokes by something like half-a-minute. Then, with but a couple of laps to go, Jameson spun off at the Esses, damaging a wheel as well as the odd body-panel, and—on the same lap—Goddard-Watts stopped accelerating out of Shaws to the accompaniment of

This concluded a really first-class meeting. The weather, which was perfectly indescribable when we left London, relented on arrival and at risk of repetition the organization can only be described as splendid—with the Press service about the best in the country!

MARTYN WATKINS.

Results

Sports Cars up to 1,500 c.c., Heat 1: 1. T. Dickson (Lotus), 84.61 m.p.h.; 2. P. Ashdown (Lotus); 3. C. G. Escott (Lotus). **Fastest lap:** Dickson, 86.79 m.p.h.

Series-Production Sports Cars ("Autosport" Championship): 1. I. Walker (Lotus Elite), 74.35 m.p.h.; 2. P. D. Gammon (Elva Courier); 3. C. W. Lawson (Porsche). **Class Placings, up to 1,300 c.c.:** Walker. **Up to 1,600 c.c.:** 1. Gammon 72.33 m.p.h.; 2. Lawson; 3. J. P. Fergusson (Elva Courier). **Fastest lap:** Walker, 80.46 m.p.h.

Sports Cars, up to 1,500 c.c., Heat 2: 1. J. C. Brierley (Victoria-Climax), 81.38 m.p.h.; 2. D. J. Brough (Lotus); 3. G. M. Jones (Lotus). **Fastest lap:** Brough, 85.87 m.p.h.

1,501 c.c. and over: 1. D. Protheroe (Austin-Healey 100S), 76.85 m.p.h.; 2. C. Murray (Cooper-Jaguar); 3. J. Randall (Lister-Bristol). **Fastest lap:** P. Mould (Cooper-Jaguar), 79.15 m.p.h.

Formula 3: 1. P. R. Procter (Cooper), 80.22 m.p.h.; 2. S. Bloor (Cooper); 3. A. Eccles (Mercury). **Fastest lap:** Procter, 81.82 m.p.h.

Sports Cars, up to 1,500 c.c., Final: 1. P. Ashdown (Lotus), 85.07 m.p.h.; 2. J. C. Brierley (Victoria-Climax); 3. C. G. Escott (Lotus). **Fastest lap:** Ashdown and T. Dickson (Lotus), 86.48 m.p.h.

Series-Production Sports Cars ("Autosport" Championship): 1. D. Protheroe (Austin-Healey 100S), 76.32 m.p.h.; 2. J. H. S. Smith (A.C. Acc-Bristol); 3. P. J. Sargent (Jaguar XK 120). **Fastest lap:** Protheroe, 80.62 m.p.h. **Class Placings, up to 1,000 c.c.:** 1. J. P. Baldham (Turner-Morris), 68.96 m.p.h.; 2. A. J. Nurse (Turner-Austin); 3. B. Gilbert (Turner-Austin). **1,601-3,500 c.c.:** 1. D. Protheroe (Austin-Healey 100S), 76.32 m.p.h.; 2. I. H. S. Smith (Acc-Bristol); 3. P. J. Sargent (Jaguar).

Berkeley Race: 1. M. R. Whitlock, 57.72 m.p.h.; 2. G. Catt; 3. H. O. Rogers. **Fastest lap:** R. A. Jameson, 66.56 m.p.h.



★
*ELUSIVE ELITE:
Ian Walker is seen
here in the incredibly
fast Lotus Elite in
which he won his
event in the AUTO-
SPORT championship
series.*

★

Protheroe's indecently fast and very well driven Austin-Healey. He established a long lead early in the race and subsequently toured home with leisurely cog-swapping to win by something like three-quarters of a minute at 76.32 m.p.h., setting fastest lap on the way at 80.62 m.p.h. This, of course, gave him a clear class win, followed by I. H. S. Smith (Ace-Bristol) and P. J. Sargent (Jaguar XK 120). The up to 1,000 c.c. class was populated by assorted bunches of Turners and Berkeleys, and the Turners came home in line astern. It was, however, quite a long line and J. P. Baldham's Morris-engined version averaged 68.96 m.p.h. and led Austin Nurse's Austin-engined model by some 10 seconds. Third was B. Gilbert's car. Baldham made fastest lap of his class, severely trouncing a TR in doing so, at 70.85 m.p.h.

Last on the programme was a 10-lapper for Berkeleys, which tramped round like a bunch of angry lawnmowers led for most of the race by J. Goddard-Watts and, in second place, R. A. Jameson. These two diced gaily between them-

nasty mechanical noises from the engine. He coasted in to retire and this left the lead to M. R. Whitlock, who led G. Catt and H. O. Rogers home to win at 57.72 m.p.h. Jameson made fastest lap at 66.56 m.p.h.

RECORDS GO FOR A "BURTON" AT B.A.R.C. LEEDS SPRINT

THROUGH, and by the courtesy of, Montague Burton, Ltd., who not only lend the venue, but who also supply all the required equipment, the B.A.R.C. Yorkshire Centre are able, tri-annually, to put on a most effective and novel sprint meeting. Practically in the shadow of Leeds Town Hall lies the great Burton factory, and there for the purpose of our "race" meeting is utilized some half-mile of its roadways.

There on Sunday, 4th May, some 75 varied "motors" faced the starter, overlooked by some hundreds of spectators sitting on the high banks and basking in warm sunshine. Course record stood at 43.17 secs., to the credit of Philip Scragg's H.W.M.-Jaguar.

Class 5, for sports cars to 1,600 c.c., in my opinion produced the best run of the day, C. W. Lawson driving, in Mike Wilson's own words, "An air cooled roller skate from Stuttgart" (any representations that they are touring cars completely ignored), clocked an amazing 47.7 secs. to make a new class record, in one of the most polished runs yet seen.

FRANCIS PENN.

Results

Best Time of Day: R. A. Hudson (Lotus), 42.89 s.
Touring Cars up to 950 c.c.: H. O. Holliday (Morris 1000), 53.21 s. (record). **Up to 1,300 c.c.:** E. B. Wadsworth (Volkswagen), 52.26 s. (record). **Up to 1,900 c.c.:** C. W. Buckley (Magneite), 54.20 s.
Unlimited Touring Cars: P. H. Dickinson (3.4 Jaguar), 49.36 s. (record). **Sports Cars up to 1,600 c.c.:** C. W. Lawson (Porsche Super), 47.73 s. (record). **Up to 2,700 c.c.:** M. J. L. Brook (Austin-Healey 100), 46.59 s. **Sports/Racing Cars up to 1,500 c.c.:** R. A. Hudson (Lotus), 42.89 s. (course record). **Over 1,500 c.c.:** D. B. Dann (Lotus-Bristol), 44.23 s.s. **Specials:** N. H. Coates (N.H.C.2), 48.06 s.

ANOTHER VICTORY FOR BP

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2nd B.R.M. - H. SHELL

3rd B.R.M. - J. BEHRA



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Stiff Navigation On Morecambe Rally

R. A. Gouldbourn (TR3) Wins by One Point

CONSISTENT and fast test driving in the recent Morecambe National Rally resulted in a one point win for Tulip Rally class winner Ron Gouldbourn driving a Triumph TR3.

After the rally's 200-mile navigation section, Gouldbourn, who had lost three marks, lay second to Ken Walker (Triumph TR3) who was entirely clean on the road part of the rally, and had not lost a single mark. But Gouldbourn put up a far better test performance and won the premier award—the Morecambe and Heysham Perpetual Challenge Trophy for the best performance in the rally and tests.

The rally was decided by five driving tests laid out on Morecambe promenade, tackled a few hours after finishing the navigation section. A class standard time was set for each test, and there was a penalty of one mark for exceeding this time on any test. Walker took things carefully and because of this was slower than the set time on each test—losing five marks.

Ron Gouldbourn did a very fast set of tests and beat standard time on all but one test, giving him a loss of a further mark only and a penalty score of four to Walker's five.

Gouldbourn's test performance is worthy of examination. His was the lowest aggregate of test times, which won him his class in the separate Morecambe Rally Driving Tests with a score of 116.9. He also put up B.T.D. on two of the tests and shared B.T.D. on two others. In addition he put up B.T.D. on the most spectacular test—the long Monte-Morecambe.

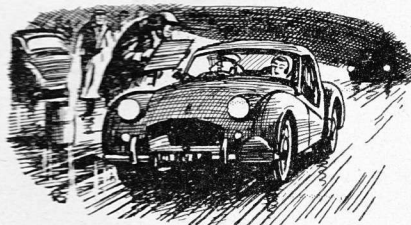
The Lancashire Automobile Club had arranged five starting points for the 1958 event, and on the evening of Friday, 16th May, 114 drivers set out from Glasgow, Luton, Buxton, Pontefract and Morecambe. The five routes converged, after a generous time allowance, on Copster Green, Lancashire. Drivers were encouraged to pay attention to road safety on this section and the Morecambe starters were told of the possibility of radar speed traps!

At Copster Green, after a one hour

halt, competitors were given a sealed watch and, just before the hour of 10 on that watch, the route for the special navigation section. A glance at this showed that the Morecambe was to be an all-night navigator's nightmare with the need for the man behind the wheel to keep his foot hard on the floor most of the time. Thirty-one map references were listed, giving the location of all the time controls. The "time due" column showed that all the controls were close together and two were within four minutes of each other with hardly any more than 20 minutes apart.

There was very little time to plot on the move, as the sections were so short, and many experienced navigators agreed later that it was the hardest night's work of their lives.

Although no really difficult rally country was covered, crews were kept busy throughout the night as the route wound through North Lancashire, Westmorland and Yorkshire. More than 30 minutes' lateness at any control, approaching from the wrong direction or missing a control incurred a "failure" for that control and only 28 crews got through without a failure. Spot-on navigation—nearly always needing a romer



—was needed all the way as the route wound in and out of farm yards.

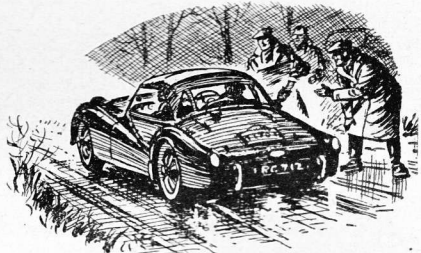
One narrow bridge upset a lot of drivers and delayed a few. It was a narrow, hump-back with a slight left-hand bend in the middle and it was only with the greatest difficulty that the drivers of Mk. II Zephyrs got their vehicles through—several being damaged down both sides. After just over six hours the navigation section finished at

VICTORY BY ONE POINT went to Ron Gouldbourn (Triumph TR3) whose consistent test driving in the five deciding driving tests following the navigation section also gave him a class win in the tests.

Morecambe where most drivers snatched a few hours sleep before the tests. While they slept, the results wizards were at work and it was not long before it was known that Walker had lost no marks at all—in contrast with one driver who collected a "fail" on every one of the 31 controls!

Earlier numbers had windblown rain in which to do the tests and a surface which afforded little grip. Most of the times of the early-comers reflected this and even Tom Gold could manage no better than 42 secs. on the Monte-Morecambe test in contrast with Gouldbourn's 38.4 secs. on a dry road later on.

A tie for third place between Johnny Wallwork (TR3) and Mike Sutcliffe (Minor 1000) was decided on the test performance, when Sutcliffe beat the class standard time by a greater margin than did Wallwork, in spite of Wallwork's neat tests which gave him second F.T.D. on the Monte-Morecambe test.



The provisional results were announced early in the evening, but these did not become final until much later. A statement from the organizers said that there had been a protest, but it had been disallowed, and the results stood as provisionally published.

Results

Best Performance: R. A. Gouldbourn (Triumph TR3), 4 marks lost. **Navigator:** S. Turner. **Second best performance:** K. C. Walker (Triumph TR3), 5 marks lost. **Navigator:** F. Trickett. **Third best performance:** M. Sutcliffe (Morris Minor 1000), 8 marks lost. **Navigator:** P. Crabtree. **Fourth best performance:** J. C. Wallwork (Triumph TR3), 8 marks lost. **Starting control awards:** Luton, D. R. Milton (Austin), 35; Glasgow, I. Wight (Sunbeam), 14 fails; 70 marks; Pontefract, G. H. F. Parkes (Jaguar), 8; Buxton, R. A. Gouldbourn (TR3), 4; Morecambe, T. A. Gold (Triumph TR3), 10. **Ladies' award:** Mrs. P. Mayman (Morgan), 19. **Team award (best time of two cars):** Gouldbourn and Wallwork (Red Rose team).

First class awards: J. Caswell (Austin), 18; B. Harper (Morgan), 19; J. P. Boardman (Borgward), 20; S. E. Malton (TR2), 20; Mrs. R. Beaumont (TR3), 21; B. Healey (TR3), 22; W. G. Mackintosh (Volkswagen), 23; A. Newsham (TR3), 23; M. D. Pickering (Ford), 25; T. S. Baker (Austin), 26; J. E. Bullough (TR2), 27; A. T. Fisher (Austin), 29; H. J. O'Connor-Rorke (Ford Anglia), 31; D. C. Astle (Rapier), 32; P. C. Byrom (Morris Minor), 33; F. Smith (Morris Minor), 37; J. R. Crow (M.G.A.), 38; G. G. Grimshaw (TR2), 40; R. Grant (TR3), 42; J. F. Dickinson (Zodiac), 53; L. S. Demeza (Zephyr), 27, 1 fail; W. H. Holland (Morris), 48, 1 fail; I. Metcalf (Skoda), 51, 1 fail; A. Birkett (TR3), 64, 1 fail; J. R. Hall (Peugeot), 67, 1 fail; R. N. Richards (Austin), 68, 1 fail; R. Bradwell (Morris), 80, 1 fail; H. G. Webster (Austin), 72, 3 fails; G. A. Barker (TR3), 73, 3 fails; M. Baines (TR3), 73, 4 fails.

Driving Tests Section

Normal series-production and improved series-production touring cars, up to 1,000 c.c.: M. Sutcliffe (Morris Minor 1000), 129.9 aggregate score; **1,001 to 1,300 c.c.:** Mrs. Ann Hall (Ford Anglia), 139.8; **1,301 to 2,000 c.c.:** D. C. Astle (Rapier), 143.1; **Over 2,000 c.c.:** E. Jackson (Ford Zephyr), 131.7. **Special touring, grand touring and sports cars, up to 1,600 c.c.:** J. Cuff (Austin), 131.0; **Over 1,600 c.c.:** R. A. Gouldbourn (TR3), 116.9.

Ferodo First

DUTCH GRAND PRIX

1st VANWALL STIRLING MOSS

2nd B.R.M. HARRY SHELL

3rd B.R.M. JEAN BEHRA

(Subject to official confirmation)



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the R.A.C. West had to be bound and in case of doubt it is better to give competitors the benefit of it, especially so early on in the rally.

The Toughest Tulip Yet

Statistics prove 1958 to have been easily the toughest Tulip to date; 196 starters, 95 finishers, only 24 "clean sheets". The next most difficult was 1954: 201 starters, 128 finishers, 44 "clean sheets".

In 1958 as in 1954 the havoc was caused by the Special Stages, especially those where fog and mist hung low.

This year, instead of allocating a time to each class, entry was split up into three categories: G.T. cars over 600 c.c., Touring cars over and G.T. cars under

"WELL DONE, THE R.A.C. WEST"

JOHN GOTT reviews the 10th Tulip Rally and finds it right back on form

WITH a really tough "Monte", an excellent Acropolis and a Tulip right back on form, 1958 looks like being a "vintage" rally year. The Tulip has always been an event run by enthusiasts for enthusiasts and no one has been more conscious than Piet Nortier and Jack Lioni that Tulpen-Rallyes have been gradually deteriorating since 1954. Accordingly for their 10th Jubileum-Rallye they promised a really good event and achieved it by reverting to their well-tried formula of a testing road section, stiffened by ten Special Stages, with 11 speed tests to sort out the winners from those retaining "clean sheets".

Competitors do not always appreciate the complexity and expense of running a rally crossing several countries. In addition to the long and expensive route surveys, the R.A.C.-West sent out more than 200 Dutch officials, not one of whom charged a penny for their expenses and many of whom have officiated in every Tulip to date, into Germany, the Saarland, France and Luxemburg. Without such willing enthusiasm it would be impossible to run the event, for overheads are very high. There is nothing shoddy about the Tulip. With the possible exception of Liège-Rome-Liège, the route-book is better than that issued in any other rally, but the printer's bill is around £1,700. The silverware is certainly the finest in any rally, and even the hard-bitten professionals regard the silver tulips as very well worth winning. These incidentally represent six months work for one craftsman and are accordingly expensive. Insurance is a very heavy item and unlike their English colleagues, the Continental police do not regard it as part of their normal duty to man road junctions as the rally passes. Every gendarme has to be paid for, according to how long he is required. Finally, it is very expensive to close public roads, once official permission has been obtained to do it. The bill for Chamrousse, for instance, was around £700.

Some Slight Opening Troubles

In all honesty it must be admitted that before the rally really got into its stride there were some minor organizational slip-ups. For instance, many people felt it a little unfair that cars should be allowed to change their group and class after entries had closed, which nullified the efforts of those competitors who had given a lot of thought to the probable

class split-up and made their entries accordingly. Amongst the British "works" entries the B.M.C. cars were almost alone in not being the subject of hurried last-minute changes.

Then there was the amusing incident of the Luxemburg control on the first night, which was not open when the first crews arrived, so that it had to be run by the competitors themselves until an apologetic official arrived. So keenly did the A.C. of Luxemburg feel this oversight that their representatives stayed away from the official dinner. Finally there was the most unusual lack of organization at the Nürburgring control, usually a model of efficiency. The petrol coupon queue was an annoyance which experienced British drivers avoided by the common-sense precaution of getting coupons before leaving England, but strictly speaking it was quite wrong to "scrub" the many penalty marks incurred for late arrival at the control. Several crews stopped for quite a time at the scene of the Sunley crash and still made the Ring with up to 10 minutes in hand, so there was really no good reason for absolving crews who either misunderstood directions or did not trouble to map read correctly from the effects of their impulsiveness.

However, as Jack Lioni pointed out, these difficulties arose at controls delegated to local clubs by whose decision

600 c.c., Touring cars under 600 c.c. and Rally Class cars, which did not take the Speed Tests. These had to cover the stages at approximately 70, 65 and 60 k.p.h., give or take a couple of k.p.h. either way.

Heavy casualties were caused early on by S.S. 3, 30 kms. from Lamastre to Tournon, where 39 cars were late and two retired, but it was S.S. 9, 108 kms. in the Saarland, from Rombach to Abreschwiler, which really sorted them out for only 25 crews managed the stage without penalty. The chief difficulty was fog, which was probably thicker for the earlier numbers, but many drivers, fatigued by their third night on the road, did not produce 10/10ths effort soon enough and several navigators failed to correlate map and road-book correctly and got badly off course.

Relatively, the poorest performances were put up by the G.T. cars of which only three, two Porsches and a Triumph TR3, managed to hold their schedule. Definitely the best shows were put up by the saloons in the 1,300-1,600 c.c. class of which no less than 11, five Volvos, two Riley 1.5s, two Rapiers, a Borgward and a Peugeot 403, not only held their schedule but, in some cases, the G.T. schedule as well.

On this stage the ladies did very much better than the men. Of the seven

(Continued on page 696)

★
BRITISH CARS ABROAD (above) Gerry Burgess (Zephyr) leads J. Dickinson (Zodiac), Frank Grounds (24 Jaguar), Van Noord-jink (Cresta) and Peter Jopp (Zephyr) round a tight right-hander at Zandvoort. (Right) Fast making a name for herself on the Continent is Pat Moss. She is now second in the Ladies' Rally Championship.

★



JIM RUSSELL RACING DRIVERS' SCHOOL

This school, which has given instruction and sport continuously during the past year to a large number of enthusiastic pupils—and actual racing experience for some—can now offer places for more prospective pupils.

Some of the first year's course have shown up well, driving the school's cars at the first race meeting on the home circuit, Snetterton. They have earned commendation for their capable car handling and good track sense in the acid test of race driving.

The number of school cars, which are efficiently maintained in top trim, has increased, and the plan is that members of the school team, selected from time to time according to their progress, will have the opportunity of driving in races not only at Snetterton, but on other circuits.

In addition to the chief instructor, Jim Russell, arrangements have been made this year for pupils to have benefit of instruction and advice from Ivor Bueb.

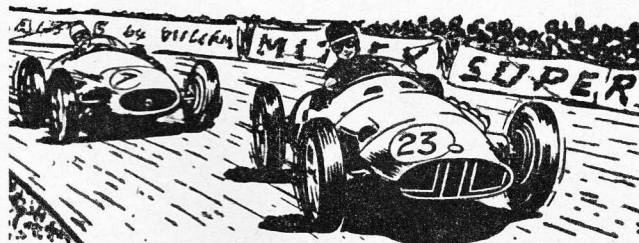
Says Brian Lister of Lister-Jaguar fame:—

I am very impressed by the school and the way it is run. After seeing some of the pupils in training and in action in their first race I shall certainly give one or two of them—and others who show promise—a trial in the Lister-Jaguar with a view to possible inclusion in our team.

Aspirants for places in the school should apply without delay. Membership fee is five guineas for one year commencing from the first lesson. A charge is made for each session and these run from 9 a.m. to 5 p.m. on either Saturday or Sunday. Pupils are trained in race-worthy sports and racing cars. From time to time a skid-pan—complete with car—is available for good measure.

Prospective pupils are cordially invited to see the school in session. Applications for places and all inquiries should be addressed to:—

Jim Russell Racing Drivers' School,
Downham Market, Norfolk.
Telephone: Downham Market 3397-8.



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DAILY EXPRESS

BRITAIN'S TINY CAR BEATS RACE GIANTS

From BASIL CARDEW: Monte Carlo, Sunday

A TINY British car tonight defied the might of the Italian Ferraris after the powerful Vanwalls and B.R.M.s had failed. Brilliantly, it won the 200-mile Monaco Grand Prix—a world championship race.

The winner was the two-litre Cooper Climax, owned by wealthy sportsman Robb Walker, and driven by Maurice Trintignant, a 40-year-old wine grower. The car was prepared by the mechanic Alf Francis in a small stable on the outskirts of Dorking, Surrey.

Trintignant, terrier-like in his lean, angular body, averaged 67.9 miles an hour for the round-the-houses race of a thousand corners.

He said a few minutes later: "I won the Monaco Grand Prix a few weeks ago and won."

"I think this is a magnificent little car—a tremendous testimony to the people in Britain who made and prepared it."

For 40-year-old Robb Walker it was one of his specially prepared Cooper cars, with the small two-litre Climax engine, which Stirling Moss used to win the Argentine Grand Prix last January—the first of the world championship races

IN THE NEWS AGAIN

ALF FRANCIS RACING MECHANIC PRICE 25/-
as told to PETER LEWIS

Read how this fabulous man started just ten years ago with John Heath and H. W. Motors and became one of the world's leading racing mechanics.

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DAILY EXPRESS

OPINION

RACING AHEAD

FROM a small motor racing stable in Surrey came the British winner of yesterday's Monaco Grand Prix. The successful Cooper Climax was a private entry from an enthusiast who works in the City.

And it was prepared not by a highly-g geared team from a big motor factory but by a brilliant band of quiet but devoted mechanics.

Unheralded, the Cooper Climax combination has followed up its Argentine success and won its second championship Grand Prix this year. The good little 'un has surprised the motor racing world. And it is British.

With acknowledgements to the DAILY EXPRESS



The R.A.C. West—continued

ladies' crews attempting it, three, Mmes. Blanchoud/Wagner (A.U.1000), Pat Moss/Anne Wisdom (Riley 1.5), and Mary Handley Page/Lola Grounds (Rapiere), got through without penalty. Only 22 male crews out of 90 attempting it could claim the same distinction.

Ladies First

Indeed, the performance of the ladies throughout the rally was outstandingly good. Two classes went to ladies' crews Mmes. Blanchoud/Wagner winning the 750-1,000 c.c. Normal Touring Class and Mevr. Kjerstadius/Björklund-Andersson (Saab 93), the 500-750 c.c. Normal Touring Class, in which there were only three finishers. The French ladies actually finished in fourth place in General Classification, which has only once before been achieved by a ladies' crew in a classic rally, when Ruth Lautman/Christl Meinecke achieved that place in the 1956 Geneva Rally.

Nevertheless, Ruth Lautman can claim easily the best feminine performance in the whole rally as she drove Gunther Kolwes' winning Volvo in most of the tests and was the only driver to gain maximum points in the tests. Of course, the German girl won the Damesprijs in the 1956 Tulip, but she is now beating men on the same type of car, and has scored 10 points in the male rally championship. She will probably be teamed up with Kolwes for the rest of the season, having already done the Acropolis with him, so contenders for the Coupe des Dames can breathe more easily.

However, with lady drivers of this calibre about it will not be long before a classic rally is won outright by a ladies' crew and indeed with seven tests run, Mevr. Kjerstadius/Björklund-Andersson were leading the General Classification, but their Saab was very late on S.S.9.

A Swedish Surprise Packet

The cars of the rally were, of course, the Volvo PV 444 Ks, which finished first and second in both their classes and took first, sixth, ninth, 12th and 13th places in General Classification. Their performance seemed to come as a surprise to many British drivers, but it was no surprise to students of rally form, who recollected their "marque" victory in Liège-Rome-Liège, 1956 (in which all four cars finished), their outright victories in the Midnight Sun and Viking rallies last year and their fine showing

FAST LADY—FAST CAR. Ruth Lautman swings the winning Volvo down the Hunzerug at Zandvoort to clinch outright victory and secure maximum points.

in the "Monte" and the Acropolis this year.

The Volvo is an ugly car, with rigid rear axle and a three-speed gearbox, but it weighs under 20 cwt. and its straight-forward pushrod 85 b.h.p. engine can run reliably up to 6,500 r.p.m. to give a maximum of over 100 m.p.h. with acceleration from 0 to 60 m.p.h. in about 14.5 seconds.

With performance of this sort on top, coupled with excellent torque and fine road-holding, it is not surprising that Ruth Lautman's test times were better than most of the saloons in the classes above her and superior to a good many G.T. cars.

The only car in her class, which included Peugeot 403, Citroën DS19, assorted Mercedes, Rapiers and Rileys, which gave her anything like a run was Patten's Riley, so daringly driven by Ian Walker.

As if this is not enough a new Volvo, the Amazon, with a four-speed gearbox and restyled body, will shortly be in full production. The Swedish cars are likely to be most formidable contenders for top rally honours, but their showing in the "Alpine" will be keenly watched, for brakes seem to be one of their few weaknesses.

The British Effort

British cars and crews did not have quite so successful a Tulip as usual. The consistent Sunbeam Rapiers carried on their winning ways by taking the "marque" team prize and three classes went to Jaguar 2.4, Triumph TR3 and Aston Martin respectively, whilst Jaguar 3.4, Minor 1000, Morgan, Standard Ten and Ford scored second class places. Fords were unlucky for as soon as one

PENALTY PRODUCER. A navigator's view as his car sweeps up to the end of a special stage. This year only 24 crews managed all of these without penalty.

of the "works" cars climbed to the top of its class it was eliminated with fuel troubles.

Ron Gouldbourn/S. Turner did very well to win their class on their first Continental rally, despite opposition from more experienced team-mates, and were quite unnecessarily done out of a higher placing in General Classification by a team-mate who, despite having lost marks for lateness on the road, insisted on staying ahead of them at Zandvoort. The winning time in this class at Zandvoort, incidentally, was quite a lot slower than the Porsche class.

Gerry Burgess, who seems to pop in and out of the "works" Ford team like a jack-in-the-box, had the satisfaction of beating them all on his own car, which feat will presumably put him back in the Alpine team.

Rather disappointing performances were returned by the 3.4 Jaguars which could not hold the Ford Fairlanes and which were again slow at Zandvoort, by the A.C.s, not one of which finished and by the Berkeleys, whose engines did not match up to the excellent little chassis. However, with Vaughan Davis, late of the R.A.C., installed at Biggleswade as Competition Manager, these teething troubles should be overcome.

The British surprise packet was undoubtedly the 100-6 Austin-Healey, a marque which has long been written off by Continentals as a rally also-ran. However, the B.M.C. Competitions Department's skilled attention and Jack Sears' equally skilled conductorship produced a combination which was way ahead of the Aston Martins and which shook even the top Mercedes 300SL drivers. It will be interesting to see how the combination goes in the Alpine.

Finally, it must not be forgotten that British crews left Noordwijk with Peter Harper, Ron Gouldbourn/S. Turner leading the male rally championship and Pat Moss/Anne Wisdom breathing hard down the necks of the present ladies' championship leaders, Mmes. Blanchoud/Wagner, being only one point behind the French pair.

Looking back on the 10th Jubileum-Rallye, one can only say to the R.A.C.-West, "Well done. For 1959 let's have the 1958 mixture, but, if you do, don't forget to lay in an adequate supply of white lapel-badge bars for non-finishers!"



Club News

By MARTYN WATKINS

THERE are, it seems, attempts being made to revive the **Association of Southern Motor Clubs**, which was formed in 1953 but, for one reason or another, did not work with any sort of success. Behind these attempts are the **Falcon Motor Club** people from the Stevenage area. For the past year or so, apparently, this club has been endeavouring to have the Association reformed but without much success. A number of members have been contacted and the quorum of six clubs necessary to call a meeting has been obtained. Thus just such a meeting was, in fact, held on Tuesday at Hatfield, although its results, if any, have not yet come to hand.

One can only applaud this attempt to gather the clubs into an organized body. In the last year new associations have been formed in the south-west and central southern areas, but clubs between London and Bedford are left out in the cold. It seems, according to the Falcon people, that that is the only part of the country where the clubs do not have an association.

* * *

ANOTHER new motor club has been formed, this time—how they do crop



LE MANS start at Full Sutton. As the drivers reach the end of their sprint across the Yorkshire track it is only Jimmy Blumer (in foreground) who is out of line!

up—in Hampshire. Now recognized by the R.A.C., it is the **Farnborough D.M.C.** and came to life in January of this year. An open meeting was organized in the usual way and something like 70 bodies turned up, of whom 40 joined immediately. After four months the club has gained a total of 112 paid-up members, a more than creditable effort. Member-

ship is of two types, full and Forces members: the latter paying half the full membership fee every six months due to the fact that he or she is likely to be posted elsewhere and to places where membership of the F.D.M.C. is unlikely to be much good.

Apart from the usual ideas for forming such a club, says the secretary, H. W. Greenwood, it is intended to cater for the ordinary motorist, and competitive events have so far been planned along those lines. A course of navigational lectures has already been held so that novice members can have a go at rallies and still enjoy themselves.

From all this one gathers that it is an extremely lively little club with a lot of ideas: those that I've heard of seem to be good ones at that. The club meets once a fortnight at the Frimley Hall Hotel, Portsmouth Road, Camberley, Surrey, next meeting being on 5th June. Address of the secretary is Torestin, Abbey Estate, Rectory Road, Farnborough, Hants.

* * *

Now then, tally-ho! **Newry and D.M.C.** Circuit of Down trial starts from "The Gearbox", Sandys Street, Newry, and the Stranmillis Embankment, Belfast, on 7th June. It is a restricted event for members of Irish clubs and entries close on 2nd June, secretary being

(Continued on page 699)

Coming Attractions

May 30th. Indianapolis 500 Miles Race, U.S.A.

May 31st. Chichester M.C. Driving Tests, Goodwood, near Chichester, Sussex.

June 1st. 1,000 Kilometres Race, Nürburgring (S).

Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

B.A.R.C. Hill-Climb, Firle, near Lewes, Sussex.

June 7th. Eight Clubs Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.

Lancs. and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.

Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

June 8th. Delamarre - Deboutville G.P., Rouen (S, T).

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Gloucestershire.
Inter-Varsity Speed Trials, Snetterton, near Thetford, Norfolk.

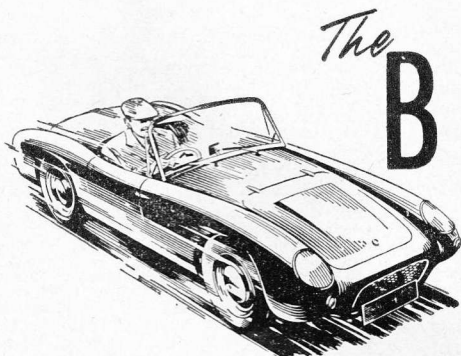
June 14th. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.

Sunbac Race Meeting, Mallory Park, near Hinckley, Leicestershire. Start, 1 p.m.

Leeds University U.M.C./B.A.R.C. Driving Tests, Woodhorse Moor, Yorkshire.

June 15th. Belgian and European Grand Prix, Spa.

Thames Estuary A.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 10 a.m.



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The 1958 Mobilgas Economy Run

George Heaps (Vanguard Sportsman) Wins with 61.23 ton-m.p.g.

A THREE-DAY, thousand-mile event for the second year running, the 1958 Mobilgas Economy Run started from Ascot, again for the second time, on 15th May, finishing there on 18th May. Only one car from the entry of 43 failed to start, still leaving a fully international field. Seven foreign crews entered—one of these, Jules Favieres/Mme. Favieres, in a Panhard, being the only non-runner due to mechanical trouble before reaching this country. From the point of view of vehicles, by far the most interesting were a brace of Citroën ID19s—the “simplified” version of the Déesse. In addition, further Continental opposition came from Goggomobil, Renault, Skoda, Volkswagen, Fiat, Peugeot and Simca.

In spite of all this, however, victory went to George Heaps—he ran a Morris Minor 1000 in last year's Liège-Rome-Liège—who achieved an incredible 40.02 actual m.p.g. in his Standard Vanguard Sportsman, which he drove with B. Davies. This worked out to a “ton-m.p.g.” figure of 61.23 by means of a formula which takes into account engine capacity, dry weight and other matters to put, say, a Goggomobil on an equal footing with a Cadillac.

The first car left Ascot at the start of the 1,023-mile route at midnight on 15th-16th May. Stuart Seager and I were among a dozen journalists who followed along for the ride over the first 400 miles or so, using, in our case, a Wolseley 1500 for the purpose. Torrential rain descended throughout Thursday evening and carried on doing so all through the night: anyone who muttered anything about the moist atmosphere being good for carburation would, one fears, have had a very rough time!

The route of the first stage, which covered about 211 miles to the breakfast stop, covered main roads and led through Staines, London, Maidstone, Canterbury, Dover, Folkestone and Hythe, at which point country lanes in this year's “Cat's Eyes” territory were taken to Rye and St. Leonards, then along the coast road through Eastbourne, Beachy Head and Newhaven to Brighton and breakfast and Worthing.

Stage two—and by this time the rain had given way to very high winds and squally showers—carried on over more main roads from Worthing to Arundel, then the Chichester by-pass and Havant to Southampton. Then followed a pleasant run through the New Forest to Bournemouth and main roads again to Weymouth for lunch.

So far the Run was remarkably free from incident and this desirable state of affairs continued throughout. At the morning refuelling point at Patcham curiously matching dents were noted on the A. E. Bengry/L. P. Taylor Volkswagen and the A. P. Wyles/L. K. Fyche Ford Anglia, and enquiries elicited the information that the dents did indeed match, and were the result of a minor altercation during the dark hours. At Weymouth, too, came the only penalty for lateness gained throughout the run—T. T. Wolfendale and R. Donnalley (Austin A35) arrived at Weymouth two minutes behind time. That this was the only such penalty on what was, under economy motoring conditions, a tight

schedule speaks volumes of credit for either Holly Birkett's comprehensive briefing or the presence in each car—yes, ours as well!—of an independent observer to see fair play.

The third stage—and the last before the competitors got in a night's rest at Ascot—completed the southern loop of 466 miles and took us along main roads to Dorchester and Sherborne, across the Plain to Salisbury, where there was another refuelling stop—and thence to Andover, Whitchurch and Basingstoke. Here the route branched off into what looked like promising Hants and Berks rally country, by way of minor roads to Fleet, Farnborough, Sandhurst and Crowthorne, then on to Ascot.

only occasional trips in “rally country” to bring out the driver's real skill in maintaining his schedule without wasting a drop of fuel. It is fully appreciated that there is a serious purpose behind the Run, but it is, nevertheless, a competitive event and one does feel that conditions in the south could have been much more testing.

However, be that as it may, certainly all the competitors seemed to be quite satisfied. With the exception of George Heaps's fine performance, all the main awards went to foreign cars, the classes being won by G. Chatterre's Citroën 2 CV, A. E. Bengry's Volkswagen and G. Mangin's Citroën ID19. From the point of view of actual miles per gallon, some intriguing figures were recorded. K. McLennan's Jaguar 3.4 achieved 32.61 m.p.g. Heaps, in a Standard Sportsman, recorded, as we have said, 40.02 m.p.g. and won his class



★
GEORGE HEAPS (holding trophy) and his co-driver, B. Davies (left), receive congratulations from Major-General B. K. Young, Director-General of RoSPA, and Mr. J. C. Gridley (right), chairman of the Mobil Oil Co.
★

At dawn on Saturday the competitors—this time without the Press cars—left on the 404-mile route to the north, coping with fairly heavy traffic in the Midlands—with another refuelling point near Birmingham—and then passing over Holme Moss, through the Pennines to an overnight stop at Skegness. The last stage was completed early on Sunday and took in fast stretches in the Fens, St. Albans, Watford and Windsor to Ascot.

And that was the end of this year's event, which had, one feels, amply achieved its purpose of demonstrating the economy of modern cars and the methods needed to achieve almost unbelievably low fuel consumption. Organized, as usual, by the Hants and Berks Motor Club under Holly Birkett's command, the event ran smoothly and without a single hitch.

So far, at least, as the southern route was concerned, however, Stuart Seager and I—who covered part of the 1957 route—were agreed that, taken all round, it was less interesting than last year. The route card—as before—was faultless and absolutely reliable, but too much of the motoring was on main roads with

as well as the major trophy. But a Phase III Vanguard running in the same class achieved only 31.83 m.p.g. A Sunbeam Rapier II recorded 35.23 m.p.g., J. H. Harrison's Wolseley 1500 46.83, and H. G. W. Kendrick, last year's outright winner, got 48.41 from his A55. Among the “tiddlers”, P. S. Ford's Goggomobil was seventh in the class with a surprisingly high figure of 54.56.

MARTYN WATKINS.

Results

Outright Winner: G. Heaps/B. Davies (Standard Sportsman), 40.02 actual m.p.g., 61.23 ton-m.p.g.
Up to 1,000 c.c.: 1, G. Chatterre/A. Jones (Citroën 2 CV), 69.05 actual m.p.g., 53.79 ton-m.p.g.; 2, K. Platt/F. C. Stilwell (Fiat 500), 61.57 actual m.p.g.; 3, A. G. Ver/J. L. Robert (Renault Dauphine), 55.92 actual m.p.g. **1,000-1,600 c.c.:** 1, A. E. Bengry/L. P. Taylor (Volkswagen), 49.47 actual m.p.g., 49.32 ton-m.p.g.; 2, H. G. W. Kendrick/Miss P. L. Wright (Austin A55), 48.41 actual m.p.g.; 3, J. H. Harrison/P. Tothill (Wolseley 1500), 46.83 actual m.p.g. **1,600-2,000 c.c.:** 1, G. Mangin/B. Duval (Citroën ID19), 42.56 actual m.p.g., 59.80 ton-m.p.g.; 2, B. W. Fursdon/R. Neate (Standard Ensign), 38.35 actual m.p.g.; 3, Lt.-Col. J. F. Bassett/D. J. H. Donovan (Standard Ensign), 37.91 actual m.p.g. **Over 2,000 c.c.:** 1, G. Heaps/B. Davies (Standard Sportsman), 40.02 actual m.p.g., 61.23 ton-m.p.g.; 2, E. Jones/G. E. M. Parker (Ford Zodiac), 37.55 actual m.p.g.; 3, H. E. Hilliard/G. M. Kerr (Austin A105), 33.41 actual m.p.g.

Club News—continued

Mrs. E. Atkinson, 17 Sandys Street, Newry. . . Regulations are available for **Sevenoaks and D.M.C.'s** fourth annual Kent rally on 21st-22nd June. Invited clubs are B.A.R.C., Bexley L.C.C., B.R.S.C.C., C.S.M.A., East Surrey M.C., Kentish Border C.C., London M.C., Maidstone and Mid-Kent M.C., Margate and D.C.C., Rochester, Chatham and D.M.C., and Tunbridge Wells M.C. As a matter of interest, club secretaries may nominate one official club team without charge. Entries close on 13th June and go to A. G. Tate, 48 Brabourne Rise, Beckenham, Kent. . . Entries close on 31st May for the next **B.A.R.C.** members' race meeting at Goodwood on 14th June. . . **Seven-Fifty M.C.** holds its annual general meeting at "Durrants", Croxley Green, near Watford, Herts, on 1st June at 2.30 p.m. . . **Aberdeen and D.M.C.** holds a race meeting at Crimond Aerodrome, Aberdeenshire, on 21st June, for sports and production saloon cars. Invited clubs are Highland C. and M.C.C., Berwick and D.M.C., B.R.S.C.C., B.M.R.C., B.A.R.C., Falkirk and D.M.C., Fifty-Five Club, Hawick and Border C. and M.C.C., Lothian C.C., M.G.C.C., Newcastle and D.M.C., Riley M.C. (Scotland), Scottish S.C.C. and Seven-Fifty M.C. Entries close on 11th or 17th June and go to Miss N. M. Garvie, 23 Springbank Terrace, Aberdeen. . . South-western centre of the **B.A.R.C.** holds a *concours d'élégance* at Mayflower Park, Southampton, on 15th June, with classes for vintage, veteran and Edwardian cars, open and closed ones and so on. Secretary is Mrs. E. M. P. Havard, 61 Portsmouth Road, Southampton. . . **Marconi A.C.** holds a driving test meeting at Rivenhall Airfield on 8th June, invited clubs being Anglia and Perfect O.C., Billericay M.C., B.B.C.A.C., Chelmsford M.C., East Anglian C.C., M.G.C.C., Romford E.C.C., Riley M.C., South Essex M.C., Thames Estuary A.C. and West Essex C.C. Entries close on 5th June and secretary of the meeting is D. H. Larkins, 71 Third Avenue, Chelmsford, Essex. . . **Oxford M.C.** next event is the "Friday Night Out" on 6th June, a closed event organized jointly with the Oxford U.M.D.C. This is a photographic rally and secretary of the event is D. Dunt, Orchard Cottage, Marsh Baldon, Oxford. . . **Vintage S.C.C.** has published regulations for its Oulton Park race meeting on 28th June, main race of the day being the Seaman Memorial Race over 100 kilometres for vintage and historic racing cars. Entries close on

12th June and go to T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berks. . . **Hagley and D.L.C.C.** holds a driving test meeting at Dudley Port, Staffs, on 29th June. Invited clubs are Blackpool and Fylde M.C., Bolton-le-Moors C.C., Brighton and Hove M.C., Eastern Counties M.C., Liverpool M.C., Morecambe C.C., North Cornwall M.C., Shenstone and D.C.C., Sunbac and Taunton M.C. Entries close on 20th June and secretary of the event is G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . North-western centre of the **B.A.R.C.** holds its North Wales Rally on 7th-8th June, main event of the club's year which has attracted many of the well-known northern rally drivers. . . **Bexley L.C.C.** holds a night rally on 31st May, a closed event covering about 170 miles. . . **The Fiat Register** is organizing a trial at Beaulieu on 1st June, invited clubs being Alvis, Humber, Sunbeam-Talbot and Darracq Registers and the V.M.C.C. Regs. and entry forms are available from D. Manning, 5 Barnfield, Malden, Surrey. . . **Rhyl and D.M.C.** hold their midsummer rally on 31st May-1st June.

START OF THE SCOTTISH RALLY

THE Royal Scottish Automobile Club's International Scottish Rally showed itself to be as popular as ever for, out of the 90 entrants, no fewer than 85 were assembled in Glasgow's Blythswood Square bright and early on Monday morning. Secretary A. K. Stevenson was rubbing his hands in glee for the sun was shining and all seemed set for a week of good weather and good sport. Missing from the scene was the colourful Lorna Snow and her Jaguar to say nothing of the erratic Mrs. Lothian Barclay and her Ford convertible, but the competitor we were really sorry for was Sir Edward Verner whose navigator had let him down at the last moment and left him sitting disconsolate in his Peugeot. However, not to worry, he decided to follow the "Scottish" around and as the flag dropped for Bill Fursdon's little Renault he got in among the rest of the competitors and made his way to Rest-and-be-Thankful.

And, like the rest of them, when he got there he found Glen Croe suffering from its usual dose of the miseries and weeping salt sad tears of rain. This, however, did not deter Tom Christie whose Morris Minor, complete with a full set of Sprinzel modifications, went up the classic slopes with all the clan of

a B.R.M. and with just as much noise. J. B. G. Campbell, who should know the hill, made horrible crunching noises with his gears at the hairpin bend in his 1.5 Riley, but Lowrie Sleigh went one better and took his XK 150 into the agricultural area but fortunately did not damage himself or the car.

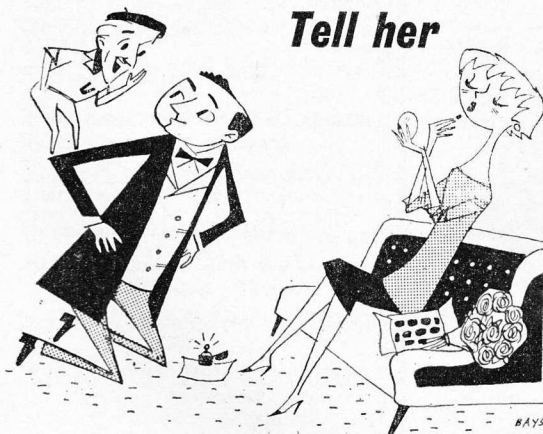
Not so tidy was Ian MacDonald who took his TR2 into the railings at Cobbler Bend at a great rate of knots but he must have been dead handy with his brakes for all he bent was his feelings and the badge bar. Quite the nicest climb was that of Herbert Meikle in his Jaguar coupé and we weren't the least bit surprised when it turned out to be the day's fastest. But we must also mention a grand climb by D. M. Bertram (TR3) and a very fine effort by Jimmy Gibbon who continues to make Rovers go up hills quite as quickly as anyone we know.

As the last man, Michael Britton (Renault Dauphine), came up the hill the sun started to shine again and, once more, things looked all set for fine weather. But if the rain did not come on again the entry could be sure of a further wetting for they were going via Inveraray, Kenmore, Pitlochry, Edzell and Fordoun for a test at Drumtochty Castle whose main ingredient is a large and very deep water splash. However, no doubt they will dry out before the week is ended and, in addition to coping with a series of very good driving tests, they will have motored through some of Scotland's loveliest scenery. And, as a change from Continental rallies, the time allowances in the Scottish Rally are such that they will have some opportunities to look around and enjoy themselves.

"AENEAS".

AN TOSTAL CAR TRIAL

THE Motor Enthusiasts' Club "An Tostal" trial held on Saturday, 17th May, attracted an exceptionally large entry of 54, including several from Northern Ireland and one from London. Run in conjunction with An Tostal (Ireland's Festival), the event started from Dun Laoghaire, Co. Dublin, and covered 35 miles of picturesque countryside in the Dublin and Wicklow mountains before returning again to Dun Laoghaire. Of the six driving tests, three were held out on the course and three on the Promenade road at Dun Laoghaire, which was closed specially for the occasion. Navigation was of an elementary nature.



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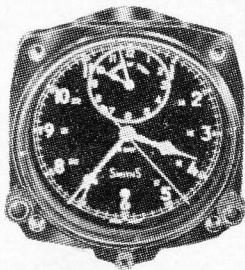
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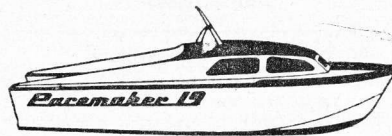
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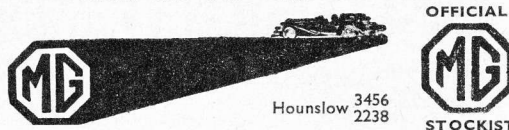


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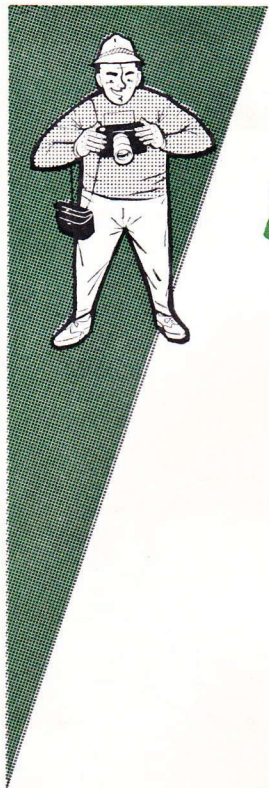
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