AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

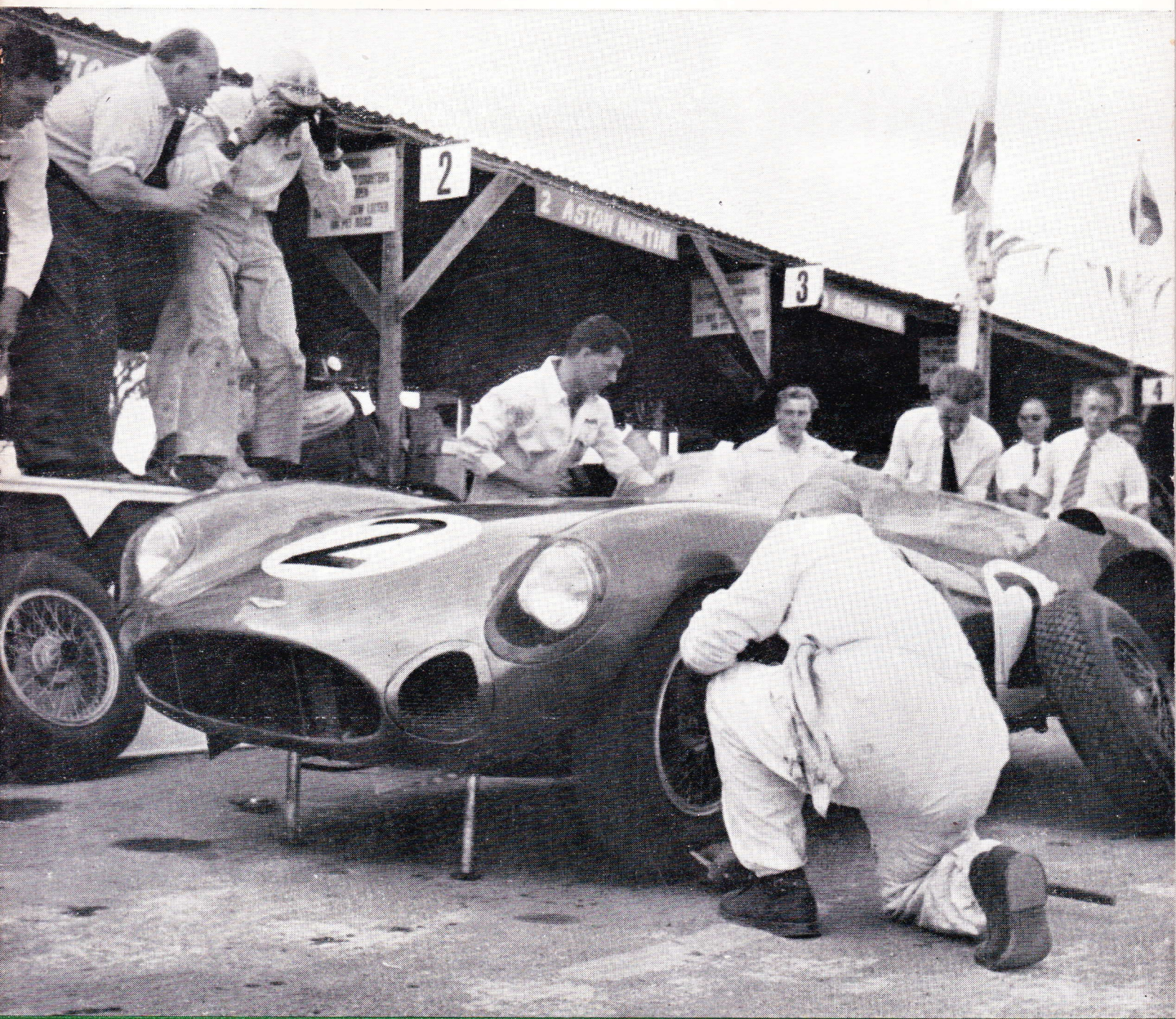
SEPTEMBER 11, 1959

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EVERY FRIDAY

Vol. 19 No. 11

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



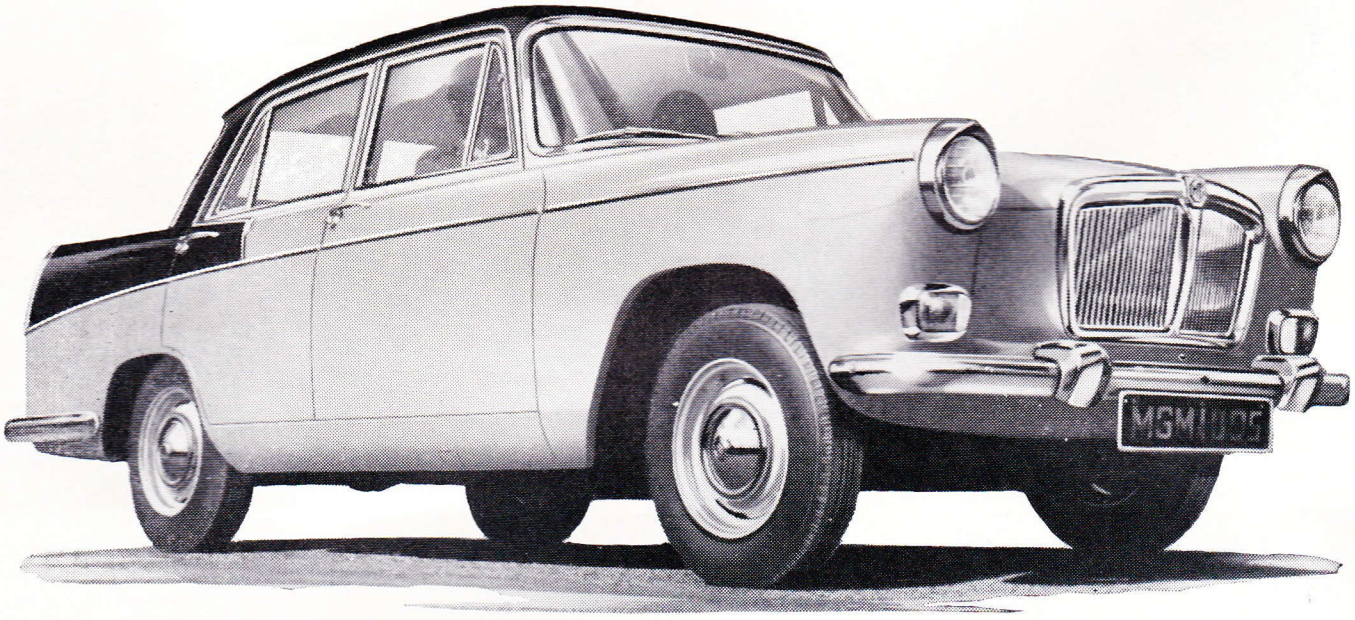
IN THIS ISSUE

ASTON MARTIN VICTORY AT GOODWOOD AND THE WORLD SPORTS CAR CHAMPIONSHIP

JOHN BOLSTER TESTS THE RENAULT DAUPHINE-GORDINI : CLUB RACING

for pace and prestige

Extra pace, readily available, is but one of a score of plus features which give the M.G. Magnette Mark III its special place among today's fine cars. With its "safety fast" tradition, it appeals to the owner who not only likes to move rapidly when it is safe to do so, but who prides himself on always driving with skill and polish. For such drivers, this thoroughbred sports saloon is a constant joy to handle, its twin carburetter engine providing sparkling third gear acceleration and really economical high speed cruising in top. Ask for a demonstration run.



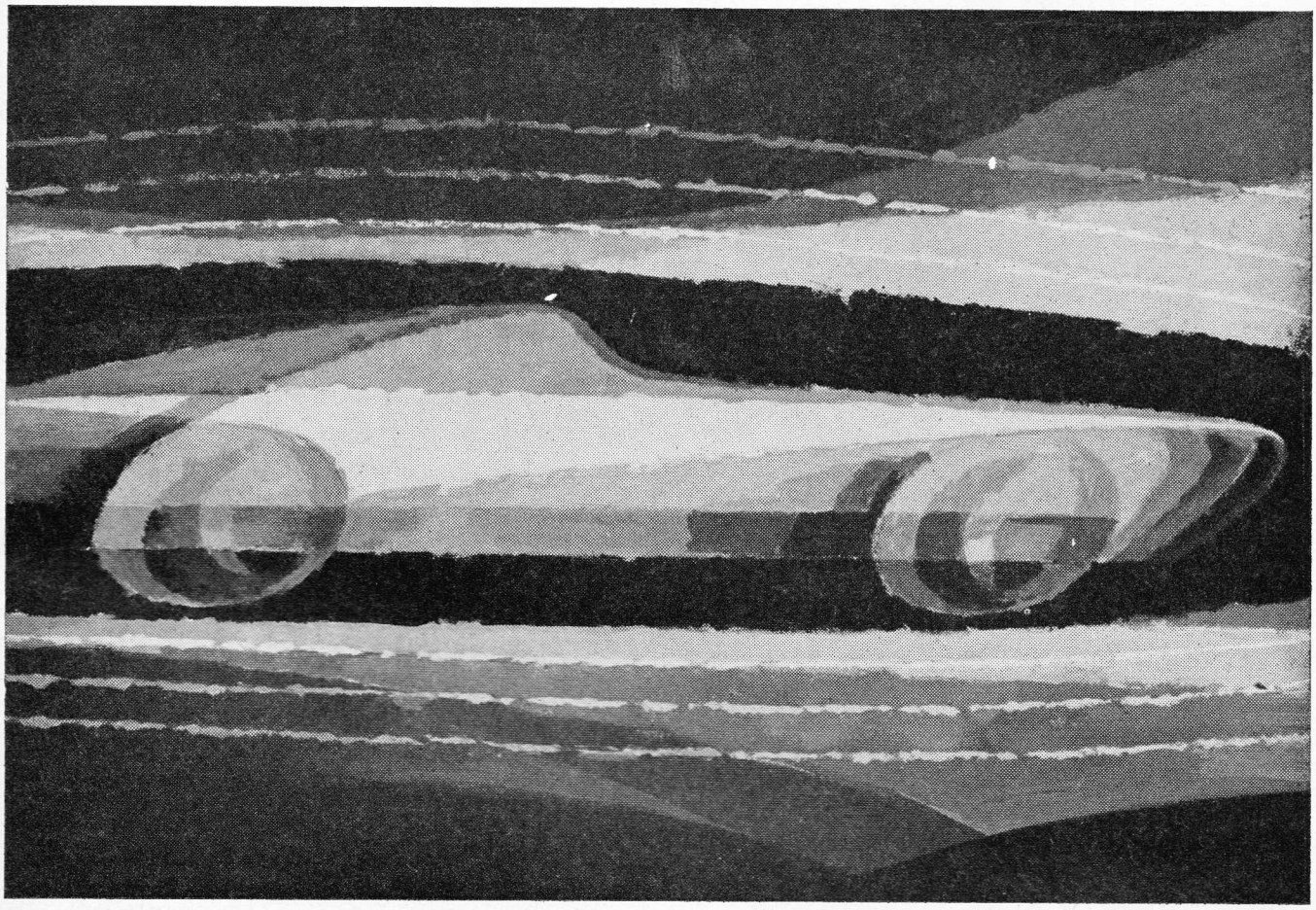
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BP Wins Again

GOODWOOD R.A.C. T.T. RACE 5th SEPTEMBER

1st DAVID BROWN ASTON MARTIN
Stirling Moss, C. Shelby and J. Fairman

2nd PORSCHE W. von Trips, J. Bonnier

4th DAVID BROWN ASTON MARTIN
M. Trintignant, P. Frere

(Subject to official confirmation)

All using BP Super Plus and BP Energol Motor Oil

2,000 c.c.–3,000 c.c. class

1st DAVID BROWN ASTON MARTIN
Stirling Moss, C. Shelby and J. Fairman

3rd DAVID BROWN ASTON MARTIN
M. Trintignant, P. Frere

1,100 c.c.–2,000 c.c. class

1st PORSCHE W. von Trips, J. Bonnier
(Established new class record at 92.90 m.p.h.)

2nd PORSCHE E. Barth and U. Maglioli

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drive in where you see the BP sign

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1st, 2nd, 4th and 5th 1300-1600 c.c. class
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ALPINE RALLY 1959
1st, 2nd, 3rd, 4th and 5th 1300-1600 class

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 11 **September 11, 1959**

Managing Editor *GREGOR GRANT*

Assistant Editor *MARTYN WATKINS*

Technical Editor *JOHN V. BOLSTER*

Art Editor *THEO PAGE*

Northern Editor *FRANCIS N. PENN*

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PHOTOGRAPHIC SECTION

Chief Photographer	*GEORGE PHILLIPS*
Scotland	*W. K. HENDERSON*
Continental	*MAURICE LOUIS ROSENTHAL*
U.S.A.	*OZZIE LYONS*

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EDITORIAL

A CHAMPIONSHIP FOR ASTON MARTIN

IT can safely be said that the star of British motor racing has never shone brighter than of late. Last year the late Mike Hawthorn won the World Driver's Championship; Vanwall the Formula 1 Constructor's Championship; Cooper the F2 Championship. And now the World Sports Car Constructor's Championship has gone to Aston Martin after the Feltham organization's most brilliant season. Convincing wins at Nürburgring and Le Mans have been crowned by victory at Goodwood for the Tourist Trophy race and Mr. David Brown and his team have proved that British sports cars are the best in the world. As much as the winning of the championship it must be borne in mind that in defeating the Ferraris an unbroken run of Italian success has been ended, for Ferrari has won the Championship since its inception—except for 1959. What effect the win will have on the much-discussed prospect of an Aston Martin retirement from sports car racing it is difficult to say, but Mr. David Brown has been quoted as saying that he is considering running his most successful cars for another season. British enthusiasts sincerely hope that he will implement this decision, for if the Feltham cars race next year it is almost certain that the Championship will again be an extremely hard-fought contest. Ferrari will not take their defeat lightly, and Porsche, after coming so close to victory this year, will be making an all-out effort in 1960. For the present, however, AUTOSPORT can only say "Well done" to a marque which has thoroughly earned its long-awaited victory, and the whole of the British motor industry must join with us.

NEW FACES

THE next round in the Grand Prix world takes place on Sunday at Monza, the difficult Italian circuit which has been the scene of notable British victories, especially last year when Tony Brooks won brilliantly in a Vanwall. This year, of course, Tony will drive for Ferrari, ably supported by Cliff Allison and the Americans Phil Hill and Dan Gurney. Principal British opposition comes from Coopers and B.R.M. The former may well prove faster than has been thought on the Monza circuit, while B.R.M. field three cars in the hands of Flockhart, Bonnier and Schell and the rumoured rear-engined Formula 1 car may well make its first racing appearance on Sunday. Much speculation has surrounded this project, but it would seem probable that such a car will be raced by the Bourne concern in 1960. Another new car which is expected to make its first appearance at Monza is the project developed by Automobili Tec-Mec, a newly formed organization for the construction of Formula 1 cars.

OUR COVER PICTURE

AIRBORNE ASTON! Aston Martin sprang a surprise at Goodwood with their new pneumatic jacking system. This George Phillips photograph shows the car already on its "feet" with the mechanics changing the wheels and refuelling the car, while Carroll Shelby stands on the pit counter ready to take it away.

Victory in R.A.C. TOURIST TROPHY

GOODWOOD 5 SEPT 1959

again won outright by

DAVID BROWN

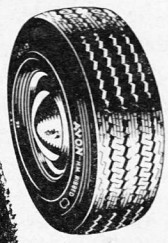
ASTON MARTIN

1st *(in unlimited class)*

FOLLOWING THEIR VICTORIES AT LE MANS AND NÜRBURGRING

won on AVON

FIT AVON ON YOUR CAR–



H·M

H.M RIBBED
the famous
higher mileage
tyre



TURBOSPEED
the modern
safety tyre for
fast motoring

to-days leading tyres

(subject to official confirmation)

SPORTS NEWS

H.P. FIRM BACKS B.R.P.

YEOMAN CREDIT, LIMITED, one of the larger and most rapidly expanding hire-purchase companies in the country, has announced that during the 1960 season they will be fielding a full team of Formula 1 and Formula 2 cars for all the season's most important events. The cars will be managed by the British Racing Partnership, who have already signed up Chris Bristow for the season.

Although the Yeoman Credit Team is being formed for the 1960 season, they are entering one car in the Gold Cup at Oulton Park on 26th September this year. This will be driven by Bristow and will be a Cooper-Climax F1 car. At this stage the stable envisaged will consist of three Formula 1 cars and two Formula 2 and at a later date it is probable that the Yeoman Credit team will enter cars in different sorts of competitive events.

R.A.C.-B.A.R.C. SPECIAL FLIGHTS, 1960

THE Royal Automobile Club, through the R.A.C. Travel Service, Ltd., have appointed John Webb and Alan Foster to continue and expand, for several years, the highly successful series of special Grand Prix flights which they organized this year for the B.A.R.C.

In future, these flights, which have quickly become a regular part of the Grand Prix scene, will be open to all members of the R.A.C., B.A.R.C. and their associated clubs and will be known as R.A.C.-B.A.R.C. Special Flights.

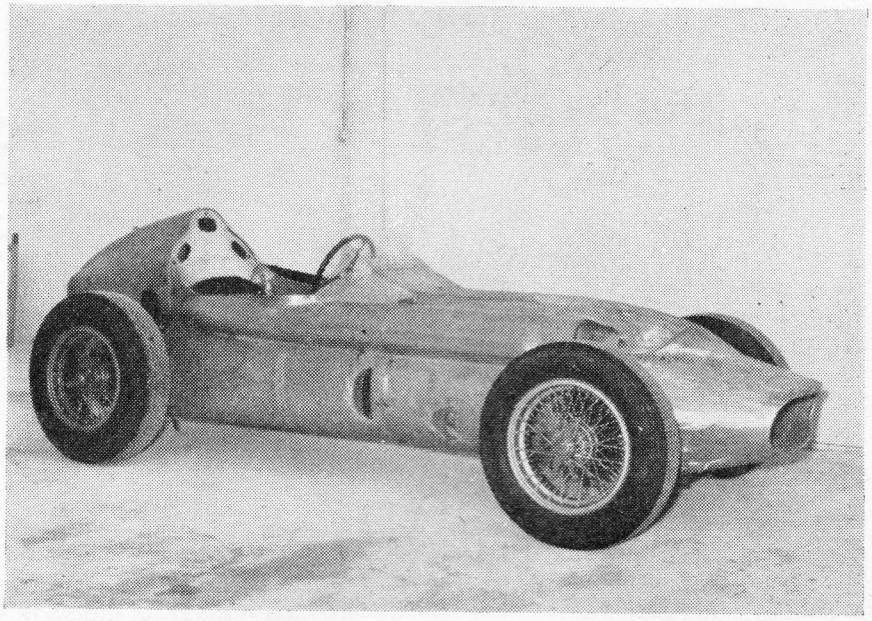
All enquiries and booking arrangements will be handled by the R.A.C. Travel Service, Ltd., of 66 Haymarket, London, S.W.1, where spectator tickets, hotel accommodation and self-drive hire cars will also be available.

It is the intention of the organizers to arrange flights in 1960 not only to the major Grands Prix but also to Le Mans, several Continental sports car and Formula 2 events, certain international motor shows and a "wives and relatives" special in connection with the Monte Carlo Rally.

For most 1960 flights the organizers will continue to use the 68-seat pressurized four-engine Hermes of Silver City Airways, as these have proved so popular in 1959.

The first flight in the R.A.C.-B.A.R.C. series will be to the Grand Prix of America at Sebring, Florida. A 1959 Douglas DC-6C aircraft will be used and the return fare will be £150.

During 1959 nearly 400 passengers have been carried on flights to Syracuse, Monaco, Rheims, Aintree, Berlin, Lisbon and Monza. Among passengers making use of the special low-fare flights have been Stirling Moss, Jack Brabham, Bruce McLaren, Roy Salvadori, Dan Gurney, Cliff Allison, Carroll Shelby, Graham Hill, Innes Ireland, Jack Fairman, Colin Chapman, Ian Burgess, Graham Warner, Gregor Grant, Rob Walker and the Mosses, McLarens, Brooks, Allisons and Chapmans senior.



NEW F1 CAR: The Tec Mec has a six-cylinder Maserati engine (developing 265 b.h.p. at 7,800 r.p.m.) set in a space frame and driving through a five-speed gearbox in unit with differential. The new car, designed by Valerio Colotti, will make its debut at the Italian Grand Prix at Monza and a firm, presided over by Hans Tanner, will produce several F1 and some large capacity sports cars.



FIRST WINTER CAR FERRY FROM BOURNEMOUTH

THE first winter car ferry service to link Bournemouth and Cherbourg will start in late autumn, Silver City Airways have announced.

The new service will operate on a daily basis, seven days a week, from Hurn Airport at Bournemouth.

SUPPLEMENTARY regulations and entry forms are now available from the B.R.S.C.C., 6 Buckingham Street, W.C.2, for the club's national British race meeting to be held at Brands Hatch on 4th October. Entries close on 18th September.

ITALIAN G.P.

CONTESTANTS in the Italian G.P. next Sunday are likely to include Tony Brooks, Cliff Allison, Phil Hill and Dan Gurney (Ferrari), Joe Bonnier, Ron Flockhart and Harry Schell (B.R.M.), Roy Salvadori and Carroll Shelby (Aston Martin), Jack Brabham and Bruce McLaren (Cooper), Stirling Moss and Maurice Trintignant (Cooper-Walker) and Graham Hill and Innes Ireland (Lotus).

The experimental rear-engined B.R.M. went to Monza for testing last week-end. If it proves successful it may be raced. Masten Gregory's Cooper may be given to another driver, as yet unnamed.

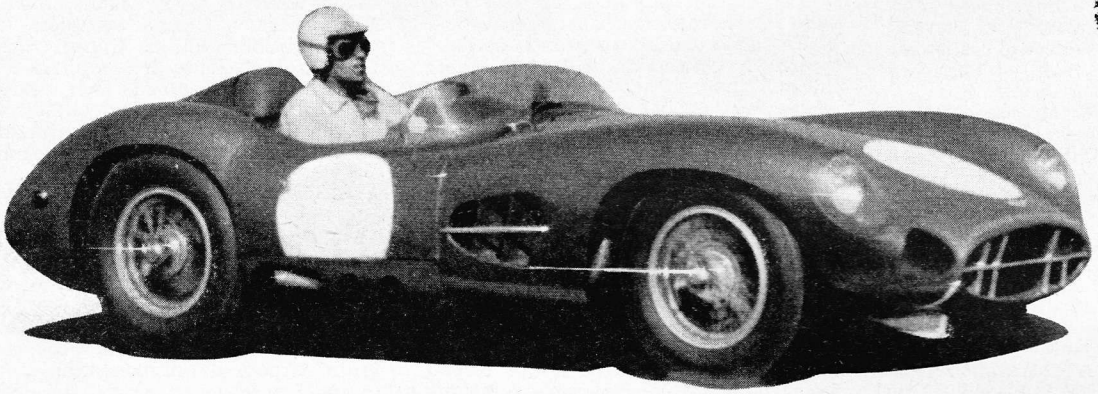
NEW LOOK PORSCHES: For 1960 the cars from Zuffenhausen will have higher-set headlamps and higher, stronger bumpers. Major mechanical improvement is in braking, where horizontally finned drums will reduce fade.

1959 R.A.C. T.T. Goodwood

David Brown
1st Aston Martin

Stirling Moss

224 laps at 89·41 m.p.h.



using LUCAS

Quality Electrical Equipment

(Result subject to official confirmation)

JOSEPH LUCAS LTD . BIRMINGHAM 19

B.T.D. went to M. H. Barker's very powerful Alton-Jaguar (right) in an excellent time of 28.39 secs. BELOW: Well-known Bentley driver Don McKenzie in his 3-litre car.

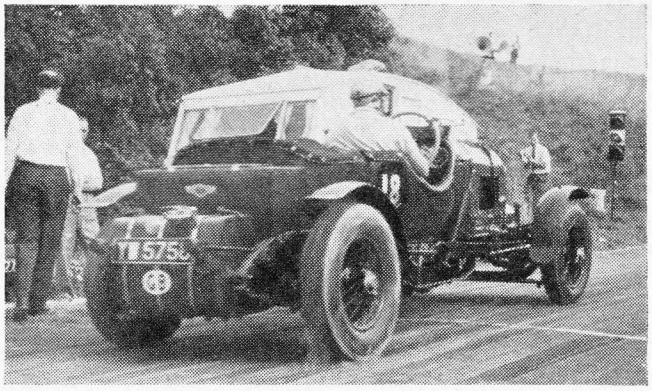




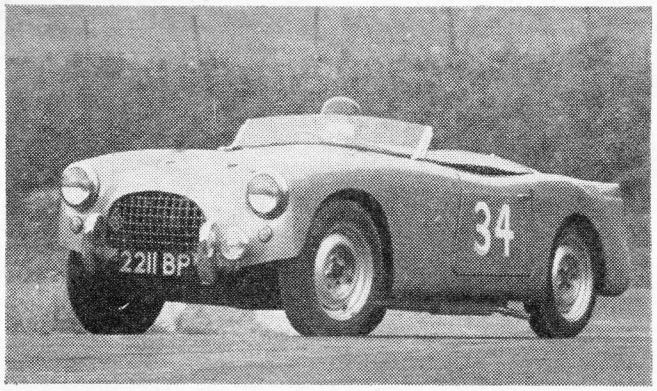
Bentley D.C. Firle Hill-Climb

M. H. Barker Makes B.T.D.

PHOTOGRAPHY BY
PATRICK BENJAFIELD



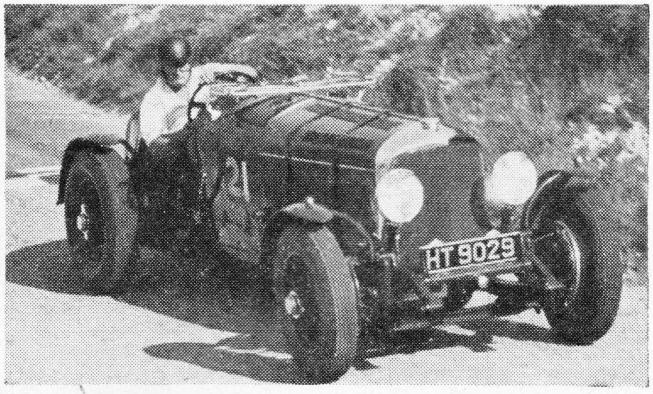
ONE of the best-preserved original cars is the 4½-litre works team car, taken off the mark in spirited fashion by Harry Rose.



FASTEST TIME by a lady was achieved by Miss Betty Haig, who here swings her Turner through the bottom bend.



CLOSE IN on the top bend goes D. Scott-Moncrieff in one of the attractive new T.V.R.-Climax coupés.



HANDFUL for John Goddard is his Bentley "hybrid", which boasts an 8-litre engine fitted to a 3-litre chassis!



EASY WIN in the 1,200 c.c. sports car class went to Basil Bowman in his very pretty Beart-Rodger-Climax, with a time of 30.53 secs.

Brighton Speed Trials

Records Fall in Brighton & Hove M.C. Classic

A BRILLIANT sunny day with the balconies and terraces of Madeira Drive crammed with a colourful mass of spectators, an entry of cars of all sorts, covering the gamut from the mundane in appearance to the positively weird, and you have the Brighton Speed Trials.

Class records fell in three classes. In the morning session J. Randles got the old Lister-Bristol that Archie Scott-Brown used to drive down the kilometre in 28.70 secs. to knock .03 of a second off Mike Anthony's old time in Class 5. The latter himself went on to keep his name in the record lists by taking the Corvette-engined Lister down in 25.03 secs. in the class for sports cars over 2,501 c.c., thus taking .08 sec. less time than Gillie Tyrer's Jaguar, the previous record holder. Finally, as far as records are concerned, P. K. Emery knocked the 250 c.c. record all over the place carving off no less than 3.92 secs. with his front-drive Emeryson to leave it at 39.12 secs.

The morning session opened with the handicap for Brighton and Hove Motor Club members. A very assorted field of about 35 cars contested this event which was eventually won by Ken Rudd with his Gordini-modified Renault Dauphine.

Sports cars up to 2,000 c.c. (marque class) came first and became a battle between the TRs and M.G.s. The Triumphs just got home in the shape of M. R. C. Parr by a very narrow margin, .31 sec., from W. G. F. Swayne's M.G. The rather smaller Sprites were some seconds slower.

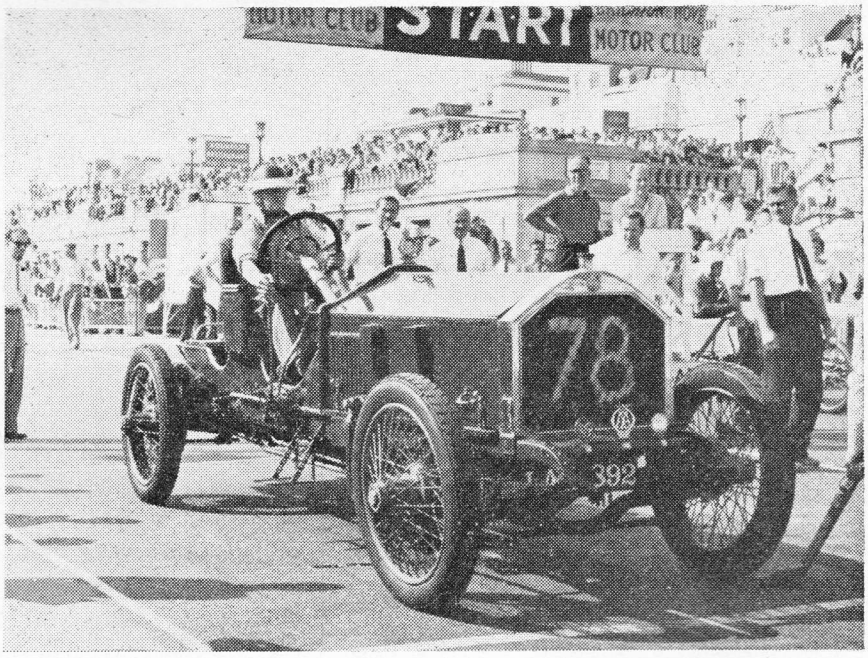
More marque class cars came next, over 2,001 c.c. The ubiquitous Ken Rudd had a tough battle here with C. W. Andrews: both were Austin-Healey 3000 mounted. He also had another chance as he was running the Ace-Bristol in the same class. At the end of the first runs he was lying first and second with Andrews trailing nearly two seconds behind. However, due to some clutch slip the Ace did not do a second run, and Andrews improved his time by 2.29 secs. and made sure of the class by a mere .29 sec.

In Class 3 (sports cars up to 1,200 c.c.), one could practically forecast the result without a crystal ball. Basil Bowman got the Climax-powered Beart-Rodger down in a very rapid 30.69 secs. on his first run, which was enough to win. However, he was responsible for a little inadvertant "sabotage" in the form of a quantity of water which escaped from the cooling system. The B. & H. authorities saw fit to attempt to soak it up with quantities of sand, which became quite an embarrassment for drivers starting from that side. A squeegee, or even rags, together with the attention the sun was paying us would probably have done the trick much better. Considerable opposition from J. A. Playford (Lotus) however prompted Bowman to go one better on his second run with 30.53 secs.

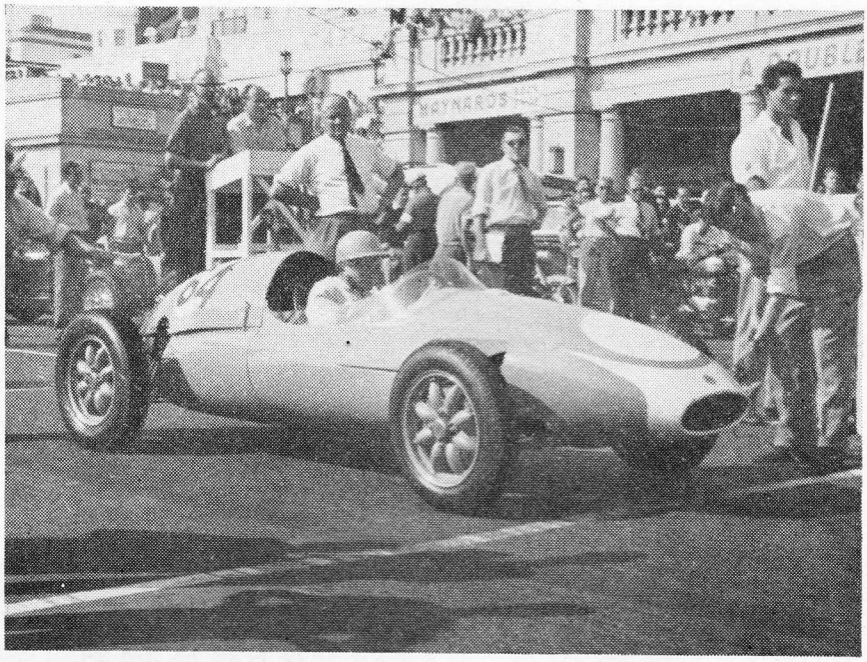
Class 4 (sports cars 1,201 to 1,600 c.c.), resulted in a win for K. S. Richardson's 1500 Porsche. Second man P. Westbury would probably have got even nearer than he did if he had not got away from the start with so much wheelspin. But both improved on their second runs, Richardson's improvement being slightly the better.

Ken Rudd was out yet again in the class for sports cars from 1,601 to 2,500 c.c. Again in the running he dropped a lot on his second run, during which J. Randles beat the record for the class as aforementioned. Sir Clive Edwards pressed him hard in his very Aston Martin-looking Cooper-Bristol. It was nice to see another of the same name running. The one in which Alan Brown once won the British Empire Trophy.

The big sports cars appeared with a good deal of thunder and wheelspin. The uneven beat of the Corvette engine powering Mike Anthony's Lister could be heard all down the kilometre as he roared through to record a new best time for the class in 25.03 secs. on his second run. It was evident that he would have to try hard as Peter Sargent had got his remarkable Jaguar down in 25.76 secs. on his first run and E. P. J. Alexander (Cadillac-Allard), from Le Mans 1952, had done 25.83 secs., both faster than his first run.



MASSIVE METALLURGIQUE—a mere 21 litres of engine propelling it—provided an amazing spectacle with its tiny section tyres spinning as Douglas Fitzpatrick moved it off the line.



WINNER of the ladies' racing car class was Patsy Burt, who recorded 25.66 secs. after a determined effort.

The ladies had a go to themselves, sports cars only, next. This has been Mrs. Sheila Park's perks for a while, and so it proved to be again. She came very near to her own record figures, but was still over one second outside with 27.74 secs. in the Tojeiro.

A very short class followed for blown cars up to two litres. G. V. Coles's very well-known 746 c.c. M.G. did what was asked of it with a best of 33.22 secs. For once the Ballamy Ford, this time in the hands of A. F. Rivers Fletcher, would not somehow perform. It just was not his day, as the H.W.M. would not go either in a later class. The unlimited sports car class had one runner, S. C. Gray's Burgess-Allard which did 32.68 on his first run.

The first runs of the Bentley Drivers Club class completed the morning's entertainment. To talk about these cars is rather like quoting part of Mr. Semprini's television act, without the part about the new ones. However, there they were, all majestically on parade. For sheer acceleration, which is what is needed on this job, the biggest ones had it on all the others, with the exception of Mike Bradley, who managed to squeeze his remarkable 4½-litre car into second spot on the first runs. In the afternoon, however, John Goddard wound his car, a 3-litre chassis holding an 8-litre engine, up a little further than before, and in spite of a better effort from Bradley sheer force got Goddard into second place, both of them being behind that remarkable car and most remarkable man Forrest Lycett in his 8-litre, who did a best time of 29.45 secs.

Two 250 c.c. cars went next, and so did the class record, to P. K. Emery which he lowered as stated earlier.

The 500s produced as expected a very close result with Stephen Foreman getting home in even time of 30 secs. dead with Geoffrey Pashley just .10 sec. in arrears.

The class for racing cars from 501 c.c. to 1,100 c.c. was an easy win for Mike Hatton with his 1100 Cooper. For some reason Rosemary Seers had great difficulty in getting her clutch to bite. It behaved better in a subsequent class.

A personal battle took place in Class 13 for racing cars from 1,100 to 1,500 c.c. between Alan Brown and Ken Tyrrell. A false start on the second run and various rude gestures passed between these old friends. Tyrrell beat his adversary and ended up second in the class with 25.59 secs. with the 1½-litre Cooper but meanwhile Patsy Burt had been her usual immaculate self and gone down in 25.28 secs. in her 1½ Cooper on her first run to win.

Next class, racing cars 1,501 to 2,000 c.c., produced several E.R.A.s, a blown Bugatti, two Coopers and a couple of specials. A. T. Norton's E.R.A. set off with its rear wheels nearly burning, so fierce was the wheelspin on his first run, a point he was to rectify on his second, when he did a very good 24.61 secs. to run into second place. Douglas Hull tried very hard and also improved, but not quite enough.

Arthur Owen buttoned up Class 14, however, when he went down the course in 23.70 secs., to beat the E.R.A.s, as he also did in the next class when he came near to the late Ken Wharton's figures of 23.34 secs., the best ever, with a rousing 23.50 secs. P. M. A. Hull, presumable Hull Junior as it were, did very well to be second with 26.35 secs. with one run only. Raven's Bugatti leaked quantities of water, but subsequently ran quite well.

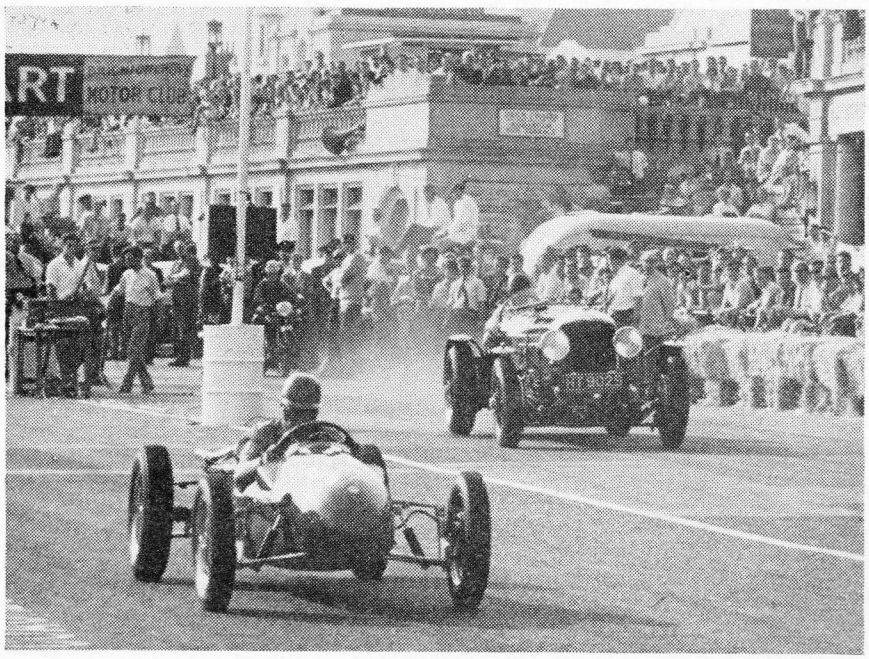
There were only two ladies present for their racing car class, and poor Rosemary Seers had no chance against a very determined Patsy Burt, who did 25.66 secs. However, the B.M.C.-powered Elva did come off the starting line a little better this time.

The final class for vintage cars provided its own particular type of sport. Once again Forrest Lycett won. But the sight of even that majestic monster must pale before the might of D. G. Fitzpatrick's gigantic Metallurgique of 20,932 c.c. Those tiny section tyres spinning madly on take off are amazing! Bert Raven ran into second place on his first run, bemoaning greatly the fact that he (and several others for that matter) could not have a second one as time had run out.

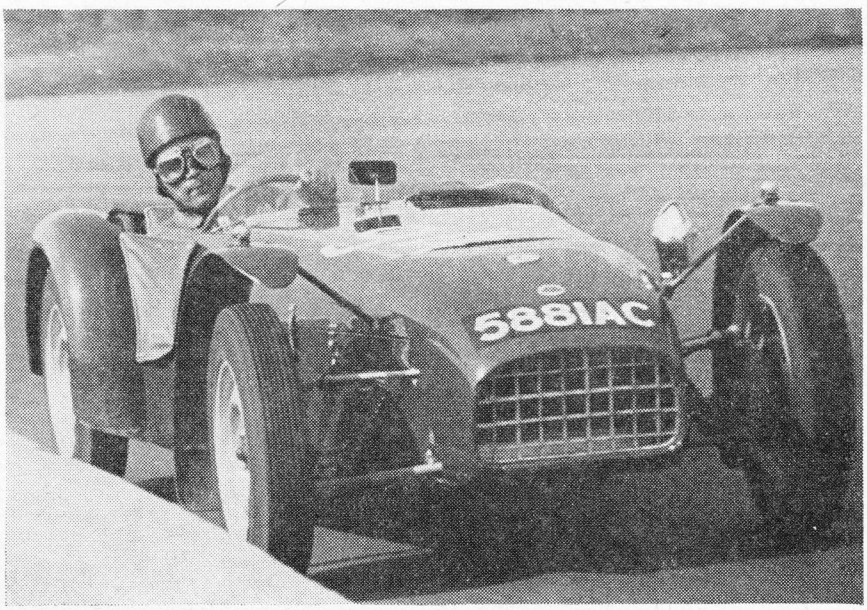
For the first time the meeting had to close at 5 p.m. by police orders, in order to get the usual mass of coaches away from Brighton. As it was it was well after that hour by the time the last car ran. Unluckily there had been a few delays. One of them caused by a small fire started by a cigarette end a hundred yards or so from the start, when a canvas screen went up merrily for some minutes.

It should be mentioned before closing that a certain gentleman, Mr. B. E. Keys, riding a Norton-J.A.P. motor cycle went down the kilometre at the astounding average speed of 103.66 m.p.h.!

PATRICK BENJAFIELD.



CONTRAST: Mike Hatton's comparatively tiny 1,100 c.c. Cooper is dwarfed by the huge 3-litre Bentley—powered by an 8-litre engine—of John Goddard.



CLOSE LINE at Copse is taken by L. T. D. Taylor, who made a business-like showing in his Lotus Seven.

Sunbac Silverstone

An Enjoyable Meeting on the Club Circuit

AWAY from the battle of the giants in the T.T., the annual Sunbac fixture at Silverstone provided a splendid day's sport which was in the true spirit of club racing. The meeting got off to a slightly late start but, from there on, the organization was excellent and the day was marred only by an accident to a flag marshal, who was hit by a spinning car at Woodcote. It looked as though his injuries might be serious but, happily, the doctor's examination revealed nothing worse than slight concussion and a badly torn ear.

The programme contained two half-hour blinds in which the boys really enjoyed themselves, most of them covering their allotted span for first-class awards. The first actual race was one of three six-lap handicaps which were combined to give an overall result, separate awards being given to the heat winners. Heat 1 produced a wonderful battle between A. J. Hancock's Jaguar-powered Healey Silverstone, Bill Belcher's Morgan and Norman Culpan's famous old Frazer-Nash which is now owned and driven, excellently, by E. C. Booth. Booth just snatched the victory on the last lap at a speed which gave him an outright win and Robin Bryant brought his A35 home to tie with the Morgan. The second heat was won by R. A. Levett's Scorpion, a potent little special powered by a Willment-Ford engine which produces a lot of urge from a seemingly humble specification. Behind him there was a fine race between S. A. Goodwin's 1,172 Special, W. G. Boult's Austin and L. Benton's 1,172 Lotus VII, which got ahead of the other two on the final lap. Levett's speed gave him a tie with Belcher and Bryant from the first heat for third place overall. The third heat gave a resounding victory to H. W. Ratcliffe's Morris Minor from John Coundley's well-driven D-type Jaguar but this race was not fast enough to put any of the contestants into the frame.

Jem Marsh took an immediate lead with the Speedex in the 750 formula race and was never headed but Tony Cross and L. G. Hockney kept him in their sights and the three finished within 2½ secs. B. V. C. Martin's Austin-Martin shed its exhaust pipe and was rewarded with the black flag, and A. C. Oldfield's car, which was going well, tossed a wheel away at Copse. K. B. Dixon's Ulster model went beautifully but must have had an incident on the far side of the circuit half-way through the race.

The Lotus drivers, and those who could be considered to give them a race, were accommodated by an event for sports cars up to 1½ litres. There was never any doubt about the winner, Geoff Breakell's 1,500 c.c. Lotus leading throughout. R. B. White in a similar car lay second for two laps but was then passed by the 1,100 c.c. model of K. M. Francis. A lap later Francis was down to fourth but A. B. Rees with another 1,100 had snatched second place, which he held to the end. Francis then faced a strong challenge from a new driver, one Graham Eden, with a Kieft-Climax which went well and was very ably handled. On the second lap W. N. Hutton spun at Becketts in the path of Len Gibbs and the inevitable collision bent the front axle of both cars.

The 1,172 formula race provided Brian Haft with his customary win in the Terrier, which ran right away from the field. A. D. Bennett's Special was an equally comfortable second and third place went to J. J. Cottrell's Lotus VII. It was in this race that Stan Cracknell, who took to flag-marshalling after an accident as a competitor, was unfortunately hit by a car which spun at the entrance to Woodcote.

The principal race of the day was for popular sports cars over 50 kilometres, or 20 laps of the club circuit. Jack Lambert led away from the line in his XK 150 hardtop but by the end of the opening lap Sid Hurrell was firmly in the lead with his amazingly fast TR3, which drew steadily away to win by nearly half a lap. Lambert kept his big Jaguar secure in second place, driving fast without fireworks, but the other two Jaguars of Kenyon and Sturgess, which had been menaced by Bill Needham's M.G. Twin-Cam, fell victims to plug trouble and boiling respectively. Behind Needham only two cars completed the full distance, a Healey Silverstone driven by W. B. Pinckney and W. J. H. Southam's M.G.A. Mechanical casualties were fairly heavy but for comparatively trifling reasons. The TR2 of P. D. Leuch left its exhaust system in the middle of Becketts, Belcher's Morgan failed to complete even one lap but left the track before we could discover the trouble, J. S. R. Bray's Austin-Healey had to abandon its battle with the Healey Silverstone when a core plug blew out and the engine overheated badly, and R. B. Ide's famous TD shed its fan belt.

The last race of the day was considerably enlivened at the start when, with seconds to go to the drop of the flag, J. Kenyon's XK 120 went on fire. Prompt action by the horrified marshals got the fire out and the car clear of the grid, and the limit men went on their way for a 10-lap race for all comers. Levett's little Scorpion went even faster than before to notch up its second win and John Coundley once more drove his D-type into a well-deserved second place, but harried all the way by Dickie Milne in the H.W.M.-Jaguar which John Bekaert drove last season.

DAVID PRITCHARD.

Results

Six Lap Scratch Race for 750 Formula Cars: 1, J. Marsh (750 Speedex), 63.08 m.p.h.; 2, P. A. Cross (747 Austin); 3, L. G. Hockney (750 Austin Speedy).

Six Lap Scratch Race for Sports Cars not over 1,500 c.c.: 1, G. H. Breakell (1460 Lotus), 79.33 m.p.h.; 2, A. B. Rees (1098 Lotus); 3, R. B. White (1460 Lotus).

Six Lap Race for 1172 Formula Cars: 1, B. R. Hart (Terrier II), 73.77 m.p.h.; 2, A. D. Bennett (Ford Spl.); 3, J. J. Cottrell (Lotus VII).

Six Lap Handicap Race: 1, E. C. Booth (1971 Frazer-Nash), 72.27 m.p.h.; 2, A. J. Hancock (3442 Healey-Jaguar); 3, R. R. Bryant (948 A35).

50 Kilometre Race (20 laps) for "Popular" Sports Cars: 1, S. A. Hurrell (1991 Triumph TR3), 72.26 m.p.h.; 2, A. J. Lambert (3442 Jaguar XK 150); 3, W. E. Needham (1588 M.G.).

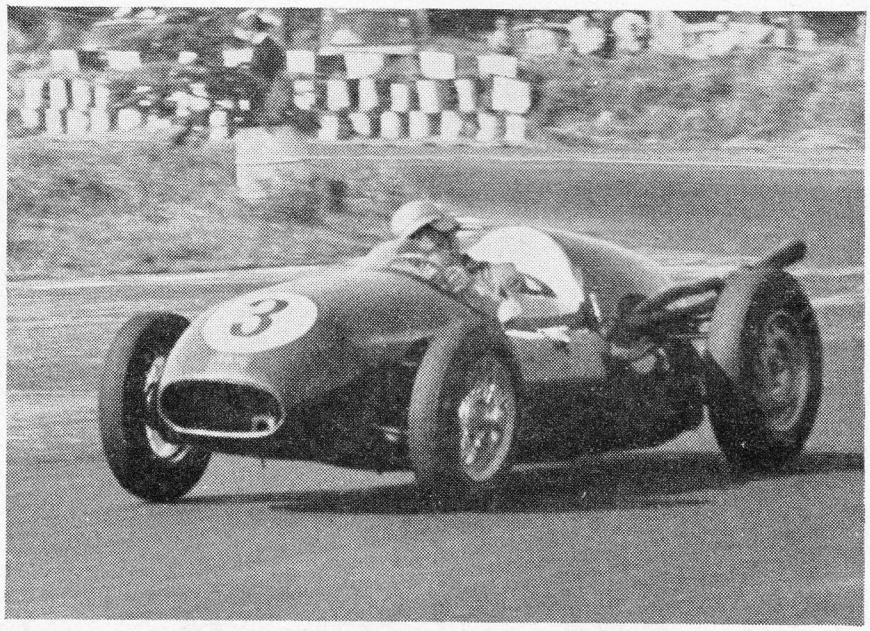
Ten Lap Race for Formule Libre Cars: 1, R. A. Levett (1172 Scorpion), 69.93 m.p.h.; 2, J. O. Coundley (3442 Jaguar "D"); 3, R. M. Milne (3442 H.W.M.-Jaguar).

GREEN LIGHT FOR "GO-KARTS"

A NATION-WIDE interest and participation in "go-karts"—the form of miniature car racing already popular in the United States—was forecast at a meeting held at the R.A.C. on 3rd September.

Representatives of the R.A.C., who called the meeting to assess the interest in the sport in this country, said that they would report back to the Competitions Committee of the R.A.C. with a view to seeing on what basis the sport should be organized in Britain.

PRELIMINARY regulations for the 29th Monte Carlo rally, to be held from 20th-23rd January next year, have been issued.



MAN ALONE: Untouchable Brian Naylor in his J.B.W. F1 on his way to breaking the track record and winning the Scott-Brown Memorial Trophy Race.

SCOTT-BROWN MEMORIAL TROPHY

Snetterton M.R.C.'s event dominated by Brian Naylor

THE Snetterton Motor Racing Club's Scott-Brown Memorial Trophy race meeting was an unqualified success. The organization was good, the driving enterprising and the races well supported. The excellent result-service, laid on by John Webb Press Services, was a model of its kind and was of great assistance to competitors, Press and officials.

Opening the programme was an eight-lap event for sports cars over 1,100 c.c. Bill Moss and Peter Mould were first away in their Lister-Jaguars and it was Mould who came round in the lead at the end of the first lap, closely followed by Moss, Gerry Ashmore (D-type Jaguar) and John Whitmore, who was driving John Ogier's 1½-litre Tojeiro-Climax. Moss passed Mould on the second lap and on the third Ashmore also moved past into second place. On the fifth tour Mould came into the pits with flames coming from the side of the Lister; the blaze was soon extinguished without severe damage, but his race was over. Whitmore moved into the vacant third place, John Ewer (Lister-Corvette) took fourth and that was how it ended.

A 10-lap scratch race for racing cars of over 500 c.c. was simply a demonstration run by Brian Naylor, whose F1 J.B.W.-Maserati was the only F1 car present and was far too fast for Michael McKee's 2-litre Cooper which took second place and for the F2 Coopers of Henry Taylor, J. R. Lewis, Keith Greene and Chris Summers, which occupied the next four places. Brian Naylor led from start to finish, breaking his own absolute lap record of 96.24 m.p.h. as he went and raising it to 97.20 m.p.h.

An eight-lap scratch race for sports cars up to 1,100 c.c. saw a most splendid dice between A. B. Rees, L. W. Keens and W. D. Bertram (all in Lotus Elevens) for the first three places. Rees led for the first four laps, was passed by Keens on the fifth, regained the lead on the penultimate lap and went on to win, but hard pressed by Keens and with Bertram lying a close third all the time. Martin Wills (Lotus) drove very well after making a poor start and got up to fifth place, only to be delayed when he was black-flagged for some obscure reason involving suspected locking brakes, which caused him to drop a place to Brian Whitehouse (Lotus).

The main event of the day was a 10-lap *formule libre* event for the Scott-Brown Memorial Trophy. This was another runaway victory for Brian Naylor, whose J.B.W.-Maserati held a long lead at the end of the first lap and went on to increase it lap by lap until the chequered flag fell. In this event he broke his own lap record yet again, this time lapping in 1 min. 38.2 secs. to record a speed 98.98 m.p.h. On the sixth lap his top water-pipe split, spraying him with very hot water, on the eighth his overheating engine began to sound a bit rough, but the issue was never in doubt and he went on to win by a great distance. Main interest in this race, apart from Naylor's prodigious performance, was centred round a race-long battle between the F2 Coopers of Henry Taylor, Keith Greene and J. R. Lewis. Keith Greene led this battling trio for the first four laps until Taylor passed him at Riches Corner and thereafter hardly a car's length separated them until the eighth lap when Lewis dropped back, but Keith kept up the pressure right until the flag fell. Bill Moss, his big Lister at a disadvantage against the nippy little formula cars, drove well to take fifth spot.

The F3 brigade were next on the programme and again it was a start-to-finish victory, this time for Tommy Bridger in the Lancefield-tuned Cooper Mk. IX. It was, however, by no means a runaway victory and only a few feet separated the winner and Phil Robinson (Stuart-Cooper Mk. IX) at any time. Don Parker (Cooper) finished third, some way back. On the ninth lap S. Foreman was black-flagged because a piece of metal (it looked like a wishbone) was flapping around loose; he chose to ignore the flag and pressed on regardless at the end of his last lap and for some extraordinary reason he was credited with a fourth place.

The sixth event, an eight-lapper for saloon and grand touring cars, was one of the best races of the day. The Lotus Elites of Edward Lewis and J. L. Venner-Pack got well away at the start, closely followed by Bruno Ferrari and Chris Meek in Alfa Romeo Giulietta Sprints. At the end of the first lap the order was Lewis, Meek, Venner-Pack and then came D. Pell in a Climax-engined Tojeiro "D". No one appeared to know just how this machine contrived to get itself entered in a saloon and G.T. race equipped, as it was, with a wrap-around aeroscreen and a rigid metal tonneau cover bolted solidly to a chassis member which bisected the cockpit. Admittedly the car was not to be eligible for any award but it was quite out of place in an event of this type. However, it ran out of road at Sear Corner on the second lap and was seen no more. Pell was "taken ill" and was taken to the paddock in an ambulance. The second lap ended with Lewis and Venner-Pack occupying the first two places, some short distance ahead of Meek and Ferrari who were going at it hammer and tongs, despite the fact that Meek was handicapped by the absence of third gear, a lack which caused him to be a bit wild at some corners. On the third lap "Doc" Shepherd (A40) moved up to third place but offering no

(*Continued on page* 346)

Results

Eight-lap Scratch Race for Sports Cars over 1,100 c.c.: 1, W. F. Moss (Lister-Jaguar), 89.30 m.p.h.; 2, G. Ashmore (Jaguar D-type); 3, J. Whitmore (Tojeiro-Climax). **Fastest lap:** Moss, 90.84 m.p.h.

Ten-lap Scratch Race for Single-seat Racing Cars over 500 c.c.: 1, B. Naylor (J.B.W. F1), 94.70 m.p.h.; 2, M. B. McKee (Cooper); 3, H. Taylor (Cooper F2). **Fastest lap:** Naylor, 97.20 m.p.h. (circuit record).

Eight-lap Scratch Race for Sports Cars up to 1,100 c.c.: 1, A. B. Rees (Lotus), 87.29 m.p.h.; 2, L. W. Keens (Lotus); 3, W. D. Bertram (Lotus). **Fastest lap:** Rees, 89.34 m.p.h.

Ten-lap Scratch Race for Formule Libre: 1, B. Naylor (J.B.W. F1), 95.43 m.p.h.; 2, H. Taylor (Cooper F2); 3, K. A. Greene (Cooper F2). **Fastest lap:** Naylor, 98.98 m.p.h. (new circuit record).

Racing Cars up to 500 c.c.: 1, T. Bridger (Cooper Mk. IX), 83.94 m.p.h.; 2, P. Robinson (Stuart-Cooper); 3, D. Parker (Cooper). **Fastest lap:** Robinson, 85.27 m.p.h.

Saloon and Grand Touring Cars: Class (a) Saloon Cars: 1, Dr. G. Shepherd (Austin A40), 74.86 m.p.h.; 2, J. M. Young (Ford Prefect); 3, J. A. B. Taylor (Austin A35). **Fastest lap:** Shepherd, 76.53 m.p.h.

Class (b) Grand Touring Cars: 1, E. Lewis (Lotus Elite), 76.76 m.p.h.; 2, J. L. Venner-Pack (Lotus Elite); 3, B. Ferrari (Alfa Romeo). **Fastest lap:** Lewis, 77.99 m.p.h.

Saloon and Grand Touring Cars: Class (a) 1,301-2,000 c.c.: 1, L. J. Fagg (Morgan), 77.31 m.p.h.; 2, R. F. Anderson (A.C. Ace); 3, K. W. McKenzie (M.G.A). **Fastest lap:** Hurrell (TR), 79.93 m.p.h.

Class (b) Over 2,000 c.c.: 1, R. Taylor (Jaguar XK 120), 77.53 m.p.h.; 2, C. W. Andrews (Austin-Healey 3000); 3, D. Howard (Aston Martin). **Fastest lap:** Taylor, 79.54 m.p.h.



OUTWARDLY almost unchanged from the standard Dauphine, the only tell-tale is the "Dauphine-Gordini" flash on the side of the scuttle.

JOHN BOLSTER TESTS

The Dauphine-Gordini

An Enthusiast's Version of the Popular Renault

WHEN the Dauphine-Gordini was introduced, I was the first British journalist to give it a full Continental road test. Now that a British-built version of the car is available, I have carried out another test, but this time on English roads. The behaviour of the machine under these conditions is obviously of interest to many prospective purchasers, and in any case the circulation of AUTOSPORT has increased considerably since the original trial was made.

The principal difference between the "Dauphine-G" (which is emblazoned on the valve cover instead of "Ventoux") and the standard model is in the use of a four-speed gearbox, with distinctly sporting ratios. The engine is also moderately tuned, with a larger carburetter and a Gordini-designed cylinder head, which incorporates special valve rockers giving extra lift and an improved water circulation system. This unit bears no relationship to the competition engine, but it revs. more freely than does the standard one, which allows the new gearbox to be enjoyed to the full.

At the time of its introduction, the standard Dauphine broke new ground for superb appearance and economical running. It was also remarkably fast for a small car. Time marches on, but its appearance and economy remain outstanding. However, its principal British opponents now have 950 c.c. engines instead of their former 803 c.c., and this has nullified the performance leadership of the 845 c.c. Renault. For those who wish to keep ahead of the opposition, the four speeds and slightly tuned engine of the Gordini render this car the best buy. For the average user, the standard Dauphine still gives the better value, and for town work three speeds may even be better than four.

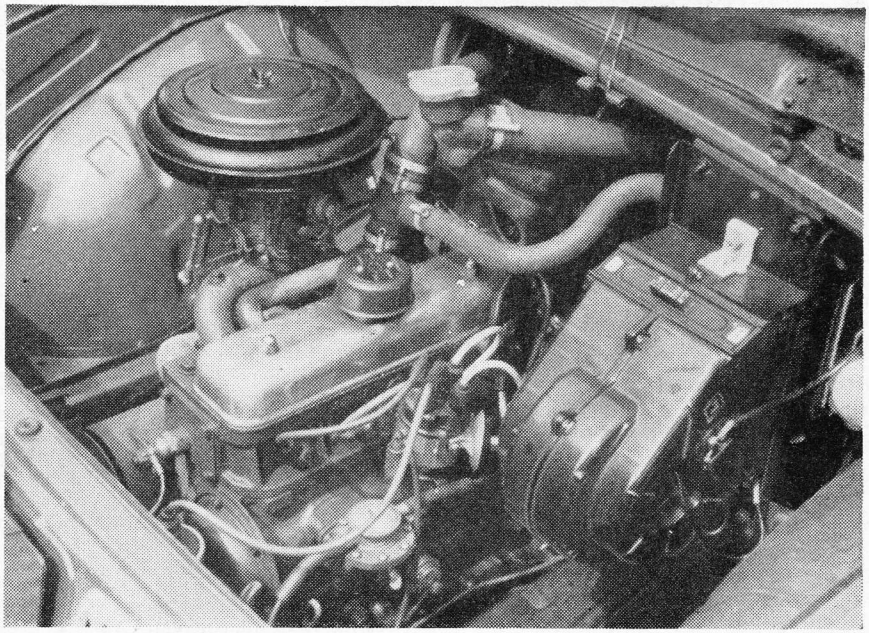
The Dauphine-Gordini has the same extremely pretty four-door body as the normal car. There is independent suspension all round, by wishbones and an anti-roll bar in front and swing axles behind. The suspension medium is helical springs with telescopic dampers, and the steering is by rack and pinion. The engine is a compact four-cylinder, with a light alloy head and wet liners. It drives forward via a conventional clutch to the all-indirect four-speed gearbox, which has synchromesh on the upper three ratios. The drive then comes back through the lower shaft of the gearbox to the crown wheel and pinion; thus the differential is between the engine and the gearbox.

The engine-transmission aggregate is at the rear of the car, the accessibility for normal adjustments being notably good. A radiator just in front of the engine collects its air from scoops ahead of the rear wheels. The built-in heating and demisting system is now much more elaborate than the earlier version. The shapely nose forms a roomy luggage boot, with the spare wheel on a hinged carrier behind the front number plate.

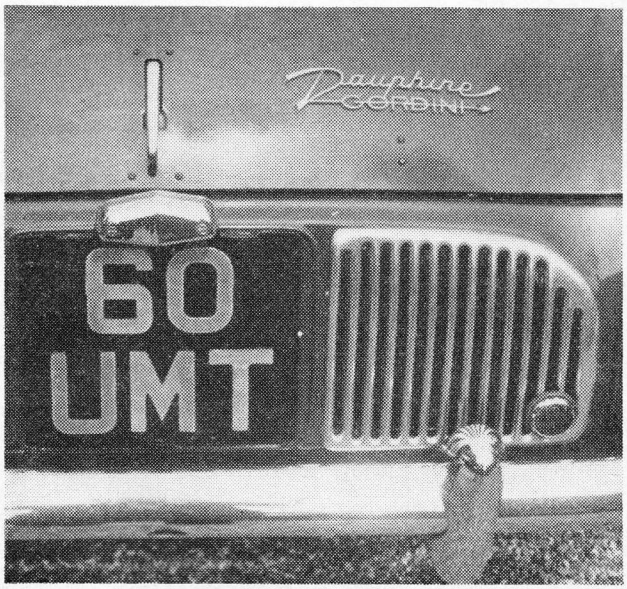
On examining the car, one is impressed by the improvement of the general finish, in which respect early Dauphines were open to criticism. Greasing points have been eliminated, except for the steering, and the transmission has a single level plug that prevents the gearbox and differential from being over-filled. New seats, which appear to be much more luxurious, unfortunately give insufficient support to the base of the back, which becomes apparent on long journeys. The front floor is quite flat, giving unobstructed space for the left foot to be rested, and providing easy entry to the driver's seat from the left door if necessary. The front wheel arches intrude on the front compartment, but are quickly forgotten.

This is a particularly easy car to leave and enter. The steering wheel is conveniently located, and the short central gear lever is ideally placed for a man of my size; a lady with short arms might prefer to fit one of those cranked extensions. The pedals are an improvement on the earlier ones, but it is still difficult to do a "heel and toe" change.

The engine starts instantly, hot or cold, the mixture control being automatic. It idles well at once, and does not tend to stall when half warm. It is

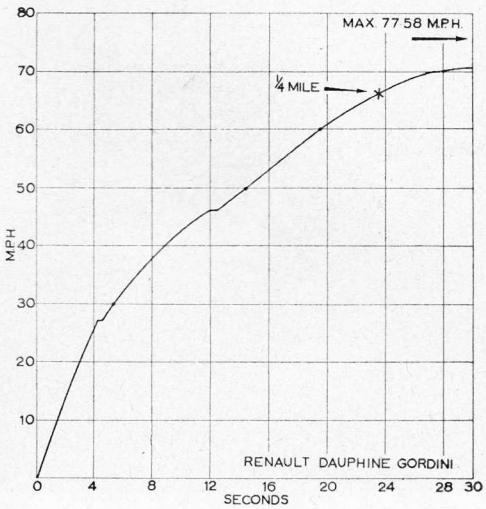


GORDINI-DESIGNED cylinder head, incorporating special rockers, a larger carburetter, improved water circulation system and a four-speed gearbox are the principal mechanical changes.



STERN VIEW (left) shows another of the proud "Gordini" flashes.

BELOW: The outstandingly attractive body is unaltered, and there is an improvement in the general finish.



Acceleration Graph

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Renault Dauphine-Gordini saloon, price £598 (£848 including P.T.).

Engine: Four cylinders 58 mm. x 80 mm. (845 c.c.). Pushrod-operated inclined valves in light alloy head. 7.8 to 1 compression ratio. 37.8 b.h.p. at 5,000 r.p.m. Solex 32 PICTB carburetter. Coil and distributor ignition.

Transmission: Single dry plate clutch. Four-speed all-indirect gearbox with central remote control gear lever and synchromesh on upper three gears, ratios 4.681, 6.378, 9.208, and 16.187 to 1. Spiral bevel final drive. Swing axles.

Chassis: Integral pressed steel body-cum-chassis. Independent four-wheel suspension by helical springs and telescopic dampers. Wishbones, anti-roll torsion bar, and rack and pinion steering in front. Swing axles behind. Bendix hydraulic brakes. Bolt-on disc wheels, fitted Michelin 155 x 380 mm. tyres.

Equipment: 6-volt lighting and starting. Speedometer. Fuel and temperature gauges. Heating and demisting. Self-parking wipers. Flashing indicators.

Dimensions: Wheelbase, 7 ft. 5 ins. Track, front 4 ft. 1 in., rear 4 ft. Overall length, 12 ft. 11 ins. Width, 5 ft. Weight, 12½ cwt.

Performance: Maximum speed, 77.58 m.p.h. Speeds in gears: 3rd, 70 m.p.h.; 2nd, 46 m.p.h.; 1st, 27 m.p.h. Standing quarter-mile, 23.6 secs. Acceleration: 0-30 m.p.h., 5.4 secs.; 0-50 m.p.h., 14.4 secs.; 0-60 m.p.h., 19.5 secs.

Fuel Consumption: Driven hard, 37.6 m.p.g.

just as smooth and quiet as the normal unit, though the relatively early valve bounce of that type has been eliminated. In consequence, the revs. of the Gordini are almost unlimited, and high speeds may be attained on second and third gears.

From experience, I know that no Renault gearbox is really light to handle until it has propelled the car some 10,000 miles. The Gordini boxes really "hang" when new, but eventually feel like a typical British four-speed model, with similar lever movements. The particular Gordini under review had 5,000 miles on the clock, and it was just beginning to free off nicely. The transmission was commendably quiet, except on first gear. The clutch and accelerator cables were completely smooth in operation—a vast improvement over the first Dauphines.

The Renault Dauphine is particularly sensitive to its damper settings. The first models held the road magnificently, but later a new setting was introduced which allowed more suspension movement on bad roads, but affected the roadholding most adversely. The Gordini under review had a new setting, which has brought back all the old roadholding. It gives a very comfortable ride four up, but allows some sharp up and down movement on bad roads when only the front seats are occupied. As a compromise, I applaud this latest version, for I never liked the intermediate type.

The four-speed gearbox is there to be used. In normal driving, 40 m.p.h. should be reached on second speed and 60 m.p.h. on third. If the engine is allowed to "slog", the car is less lively than the normal model. Equally, there is more gearchanging in heavy traffic, for one cannot just put the lever in second and forget it, as one does with the standard car. The all-purpose 7.88 to 1 second speed of the three-speed box is replaced by a 6.378 to 1 third and a 9.208 to 1 second.

On the open road, though, the close-ratio gearbox is a pearl beyond price. It adds tremendously to the pleasure of handling the car, and it can be employed when overtaking at speeds right up to 70 m.p.h. The whole character of the machine is set by this delightful box, and the little engine seems to join in the fun as one flicks the lever smartly to and fro. This car is not quite a genuine 80 m.p.h. model, nor would one expect so much from an 845 c.c. four-door saloon. It will, however, attain and hold this speed, given a little help by wind or gradient.

In spite of its larger carburetter, the Gordini is only slightly less economical than the stock Dauphine. An overall figure of 37.6 m.p.g. was attained during fast driving and much London work. The average owner would cruise at 60 m.p.h. and average 40 m.p.g., one would guess, and having regard to the performance of the car the fuel consumption must be regarded as extremely moderate.

Whether driven fast or slowly, this is a particularly smooth and pleasant vehicle, and notably quiet by current small car standards. I have driven some faster Renaults among the specially tuned examples that I have tried, but such cars sometimes tend to lack refinement compared with this pleasant fast-touring model. The brakes are powerful during normal use, but incipient fading was noticeable during very hard driving on winding roads.

The Renault Dauphine is one of the world's most popular cars. "Le Sorcier", otherwise known as Amedée Gordini, has rendered it an attractive machine for the enthusiastic driver who must still study economy. With the unrivalled Renault service organization behind it, this willing little car becomes a very desirable property.





IN THE GROOVE: Stirling Moss clips the verge as he rounds Woodcote in the Aston early in the race. This is the car that was burnt out.

THE CHAMPIONSHIP GOES TO FELTHAM

Astons First, Porsche Second and Ferrari Third in Superb Tourist Trophy Race—Disastrous Fire wrecks Moss/Salvadori Car—Dramatic Last-Minute Chase of von Trips (Porsche) by Tony Brooks (Ferrari) — Lolas One-Two in Class

BY CHRISTOPHER NIXON AND MICHAEL DURNIN

PHOTOGRAPHY BY GEORGE PHILLIPS

WELL, there can surely be no doubt about it. The last event counting for the 1959 Sports Car Championship, the Tourist Trophy, held at Goodwood last Saturday, was an unqualified success and one of the most exciting races we have seen in a long time.

Practice had indicated that an Aston Martin was most likely to be the first across the line at the end but with full works teams from Ferrari and Porsche to dispute the issue nobody was prepared to predict a British victory. However it turned out to be so, for the works Aston driven in the first place by Carroll Shelby and Jack Fairman and then by Stirling Moss won in convincing style by just over a lap from the factory Porsche of Joe Bonnier and Taffy von Trips and the Ferrari driven by Olivier Gendebien, Phil Hill, Cliff Allison and Tony Brooks.

A disastrous fire occurred when Roy Salvadori came in to hand over the number one Aston to Stirling Moss. Fuel was spilt over the exhaust pipes of the car and burst into flames. The fire was quickly extinguished by the pit staff and the fire brigade but the car was too badly damaged to continue and the Aston Martin pits were burnt out. Miraculously, no one was hurt except poor Roy who received minor burns to his hand, arm, face and leg. Moss then took over the Fairman/Shelby machine and drove it to victory.

This win gave the Feltham équipe the championship although Tony Brooks made a dramatic bid for second place with the Ferrari. Had he achieved this Ferrari and Aston Martin would have been equal on points but von Trips in the little Porsche held Tony off to come in second by a few yards.

PROTAGONISTS: The three contenders for the Sports Car Championship, Ferrari, Aston Martin and Porsche are seen in a bunch at Madgwick with Brooks, Moss and Barth in command.

Practice

THE positions in the championship before the race were: Ferrari, 18 points; Aston Martin, 16; and Porsche, 15. This being so Scuderia Ferrari had to win the event in order to retain the title, and so they arrived at Goodwood on Wednesday. They immediately began practice in order to sort out the suspension on their cars which was undoubtedly inferior to that of Aston Martin and Porsche. Came race day and the drivers still weren't satisfied and the prospects of a Ferrari victory were not very bright. Roadholding has never been a strong point with Ferrari for the simple reason that until the 3-litre limit was imposed the cars, in 3.5-, 4.1-, 4.5- and 4.9-litre form, were so much faster than anything else that this commodity was of secondary importance. However, with the 3-litre limit in force the Ferraris have not had enough excess speed to outweigh the superior handling qualities of Aston Martin and Porsche, and these deficiencies eventually forced the Scuderia to relinquish the title.

Thursday's practice produced some interesting results, with Moss doing 1 min. 31.2 secs. in the practice Aston and 1 min. 31.4 secs. in his own. Brooks got down to 1 min. 32 secs., Gendebien did 1 min. 33.2 secs., Allison 1 min. 33.4 secs., Hill 1 min. 33.6 secs. and Gurney 1 min. 34 secs. Edgar Barth returned an astonishing 1 min. 33 secs. in the Porsche but the real eye-opener was Peter Ashdown who went round in 1 min. 36.8 secs. in the Lola.

Nobody tried very hard on Friday, most people spending the afternoon checking tyre wear and fuel consumption and bedding-in brakes.

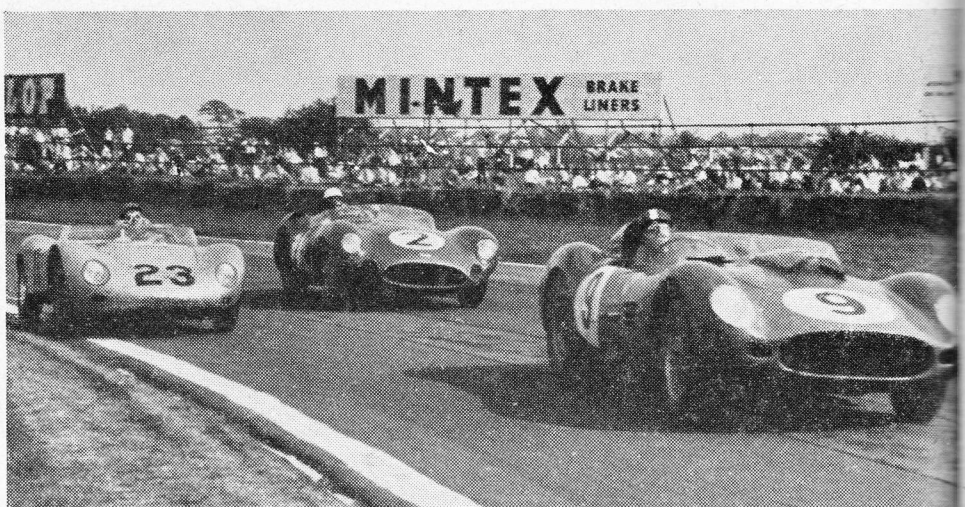
Tony Brooks, co-driving with Dan Gurney, had his own seat which he took out or put in at the appropriate moment. Ferrari tried putting spacers on the springs of one car, first on the nearside right and then on the offside rear but this didn't seem to make the car handle any better.

Astons, foreseeing the carnage of tyres that was to come, had cut holes in the rear wings of the cars to assist cooling and Moss had the side screens and tonneau cover on his car to see if it went any faster. It did.

The Ashdown/Ross Lola was in trouble, suffering loss of power at the top end, the engine apparently cutting out at 6,600 r.p.m., or thereabouts.

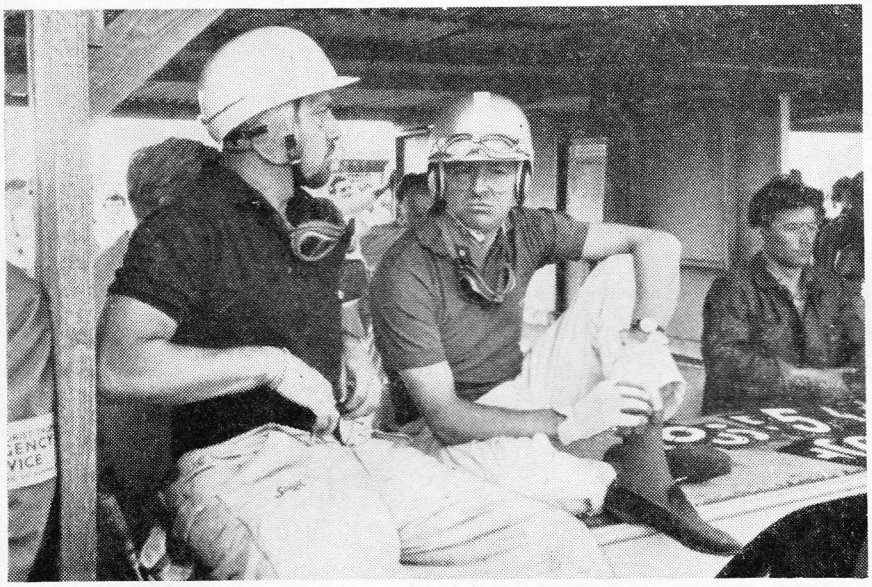
Both Ecurie Ecosse cars were out and Jimmy Clark got down to 1 min. 35.6 secs. in the Tojeiro. He, too, wasn't quite satisfied with his seating accommodation and so that was rectified. Chris Bristow, under strict instructions not to hurry, tried the Porsche and returned 1 min. 38.2 secs. (Incidentally, all three Porsches were 1.6-litre machines.)

Both Brabham and McLaren tried the Cooper Monaco, Jack getting down to



1 min. 33.8 secs. and Bruce 1 min. 34.6 secs. Mindful of the tyre changes that would be needed, the car had knock-on wire wheels fitted. Then, just after 4 o'clock, when Reg Parnell had decided that his cars were ready for battle, he sprang a surprise on the rest of the competitors with a new jacking system. Carroll Shelby was called in for a practice pit stop. The car screeched to a halt, Carroll leapt out, a mechanic connected a hose from three compressed air bottles to a valve let into the side of the car and suddenly the Aston rose about six inches off the ground! All four wheels were changed and the car refuelled. Carroll jumped back in, the car was let down and he was off! All in 33.4 seconds! These fantastic and time-saving jacks are made in conjunction with I.V. Pressure Controllers (Feltham), Ltd., and Smiths of Jackall fame. This





PORSCHE PIT STOP: (Above) Joe Bonnier hops over the fuel line as mechanics tend to the car and prepare to unbolt the wheels. POW WOW: (Left) Bonnier gives the word to Taffy von Trips before the latter sets out on his next stint.

was the first time this system has been used in Europe although similar methods have been tried at Indianapolis.

The day's practice was enlightened when, with the session officially over, Porsche produced their F2 car, and what happened next was very reminiscent of a Goodwood test day! Bruce McLaren was the first to try it. He did five or six laps and then came in to give his impressions to Huschke von Hanstein. "Lovely!" said Bruce as he climbed out. "The power is fantastic, but the gearbox is a bit of an embarrassment. I missed a gear once and got 9,000 revs., is that O.K.?" Von Hanstein just grinned. Then Moss had a go and proceeded to lap around the 1 min. 30 secs. mark, enjoying himself immensely! He then came in, hopped out and said, "I'll be back in a minute, I've just got to try this thing." (His Cooper Monaco.)

By now a queue of drivers had formed, all wishing to try the little bolide. Graham Hill was next and he did a couple of laps before the circuit was closed, and he, too, found it an enjoyable drive, although, like McLaren, he was rather lost with the six-speed gearbox!

* * *

Saturday was hot and sunny with a fairly stiff breeze blowing, almost ideal conditions, although it was obvious that a lot of tyres were going to be used up.

Reg Parnell had decided on Friday evening to pair Salvadori with Moss and so Fairman was teamed with Shelby. The third Aston was in the hands of Paul Frère and Maurice Trintignant. The Ferrari line-up was changed too and became Brooks/Gurney, Hill/Allison and Gendebien/Cabianca. Scarlatti and Scarfiotti were to drive the 2-litre.

The line-up for the Le Mans start was as follows:—

1, Aston Martin (S. Moss), 1 m. 31.4 s.; 9, Ferrari (D. Gurney), 1 m. 32.0 s.; 23, Porsche (E. Barth), 1 m. 33.0 s.; 29, Lotus-Climax (G. Hill), 1 m. 33.0 s.; 10, Ferrari (O. Gendebien), 1 m. 33.2 s.; 11, Ferrari (P. Hill), 1 m. 33.4 s.; 2, Aston Martin (C. Shelby), 1 m. 33.8 s.; 25, Cooper-Climax (J. Brabham), 1 m. 33.8 s.; 28, Lotus-Climax (D. R. Piper), 1 m. 34.8 s.; 22, Porsche (W. von Trips), 1 m. 35.0 s.; 26, Lotus-Climax (M. J. C. Taylor), 1 m. 35.0 s.; 3, Aston Martin (M. Trintignant), 1 m. 35.2 s.; 4, Aston Martin (A. G. Whitehead), 1 m. 35.4 s.; 6, Tojeiro-Jaguar (J. Clark), 1 m. 35.6 s.; 21, Ferrari (G. Scarlatti), 1 m. 36.4 s.; 33, Lola-Climax (P. Ashdown), 1 m. 36.8 s.; 27, Lotus-Climax (T. Dickson), 1 m. 37.0 s.; 24, Porsche (H. Herrmann), 1 m. 37.0 s.; 40, Lotus-Climax (P. J. Arundell), 1 m. 37.4 s.; 32, Lotus-Climax (I. Ireland), 1 m. 37.4 s.; 8, Lister-Jaguar (P. Blond), 1 m. 37.8 s.; 7, Jaguar D (R. Flockhart), 1 m. 38.2 s.; 35, Lola-Climax (B. Cox), 1 m. 39.6 s.; 34, Lola-Climax (R. N. Prior), 1 m. 40.0 s.; 31, Lotus-Climax (K. A. Greene), 1 m. 40.2 s.; 37, Elva-Climax (C. Threlfall), 1 m. 40.4 s.; 5, Aston Martin (J. F. Dalton), 1 m. 41.0 s.; 36, Elva-Climax (M. B. McKee), 1 m. 41.6 s.; 39, Lotus-Climax (J. Campbell-Jones), 1 m. 41.8 s.; 38, Elva-Climax (J. Brown), 1 m. 42.2 s.

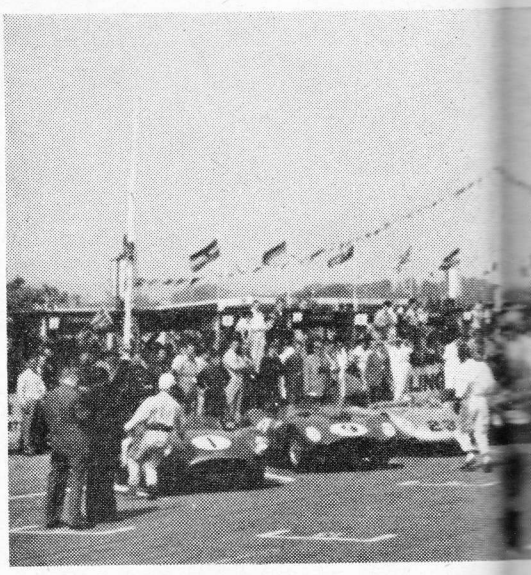
At the drop of the flag at 12 noon precisely the drivers scuttled across the

(*Continued on page* 338)

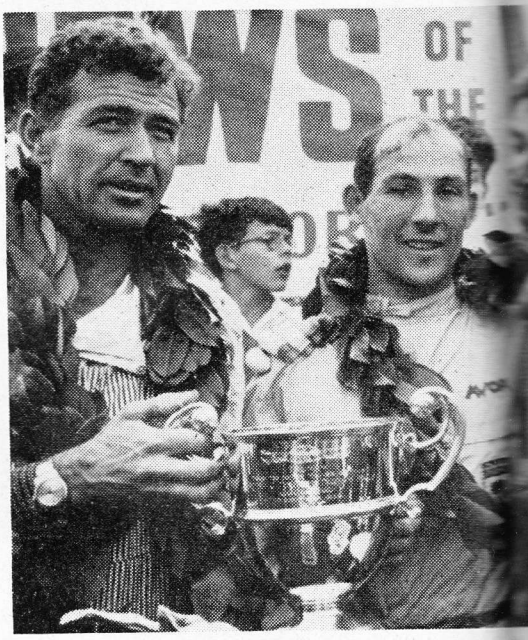


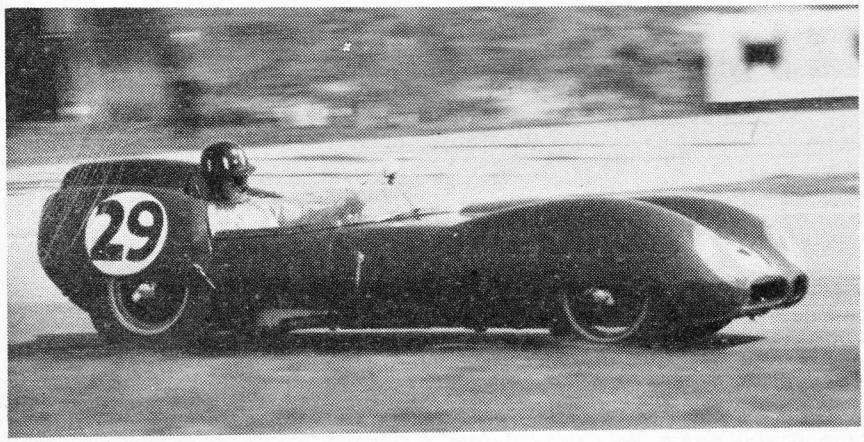
FOLLOW MY LEADER: David Piper leads Scarlatti, Barth, Blond and von Trips through the chicane.



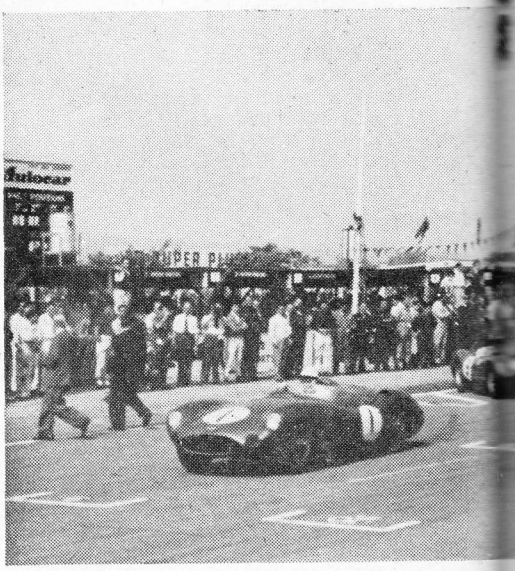


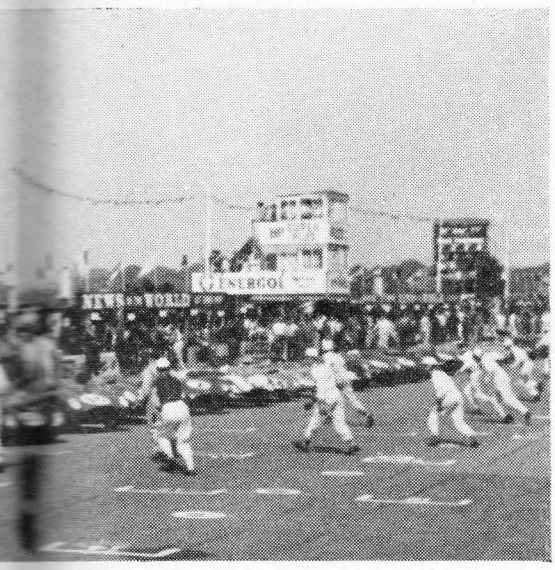
DAN GURNEY (top left) is undoubtedly the find of the season. Almost unknown until this year, the young American has proved that he can hold his own with the best European drivers. **THE FLAG (top centre)** is still up but the boys are on their way! Stirling Moss, as usual, is first to his car. **GRAHAM HILL (left centre)** drove the Lotus splendidly in the opening laps to hold third place. Later the car was involved in a crash at St. Mary's. **HEAVY TRAFFIC (bottom left)** The 2-litre Ferrari leads Mike Taylor (Lotus), Trintignant (Aston Martin), Piper (Lotus) and Barth (Porsche) through the chicane. **ASTONS AWAY! (bottom centre)** Stirling Moss and Carroll Shelby are first away from the start. No one else is moving yet. Dan Gurney's Ferrari, number 9, refused to start until half the field had gone.

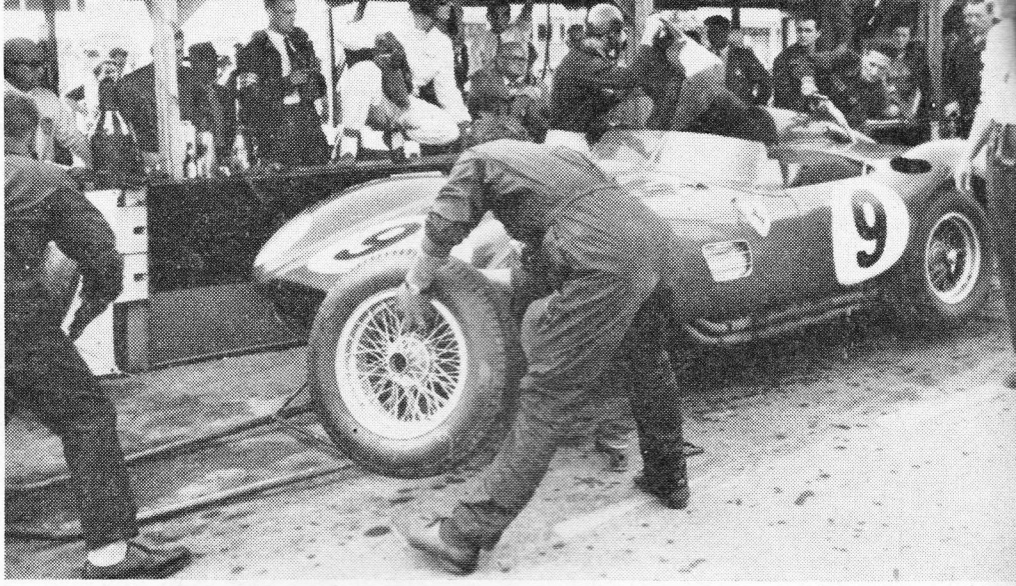






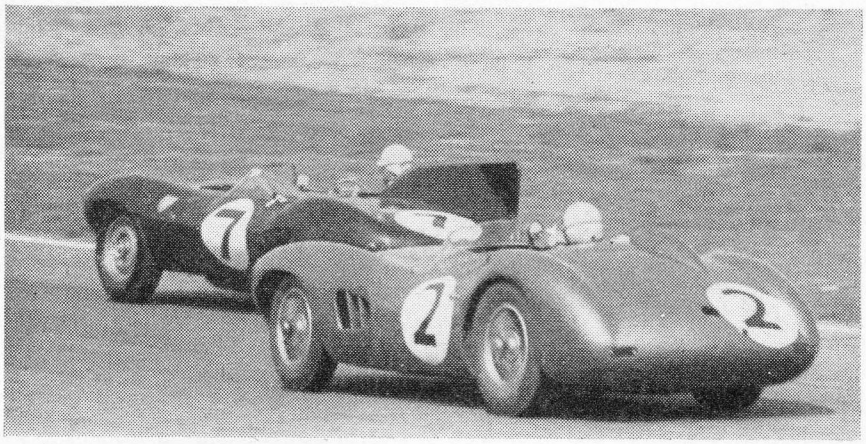


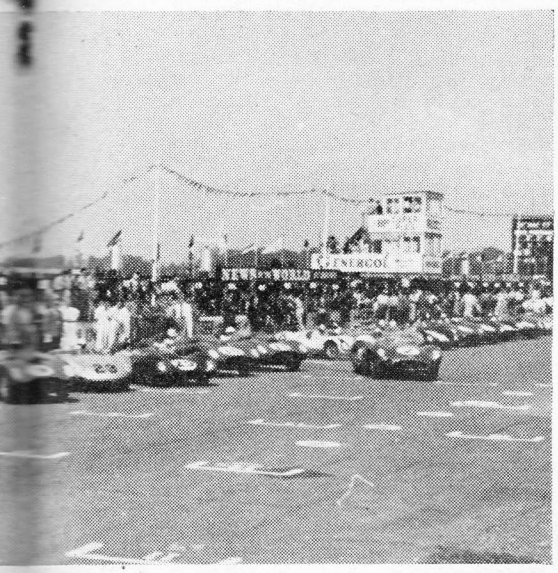




PIT STOP A LA FERRARI (top right) The Maranello pit stops were very fast indeed and were carried out in fine style. Here Tony Brooks takes out his seat, Mr. Brooks senior prepares to receive same and Dan Gurney squats on the pit ready to take over. **THE WINNERS! (middle centre)** Bedecked with garlands and clutching trophies, Carroll Shelby, Stirling Moss, Roy Salvadori (note bandaged fingers), David Brown and Jack Fairman are all smiles as they receive the plaudits of the crowd. **FAST TEXAN (centre right)** Carroll Shelby urges the winning Aston Martin past Ron Flockhart in the Ecurie Ecosse Jaguar at the approach to Lavant **SCOTLAND'S PRIDE (bottom right)** Jimmy Clark (Tojeiro) leads Ron Flockhart (Jaguar), Jack Brabham (Cooper) and Giorgio Scarlatti (2-litre Ferrari) through Lavant.









Tourist Trophy—*continued*

tarmac to their cars. First away, as usual, was Stirling Moss, closely followed by Carroll Shelby, Graham Hill (Lotus), Graham Whitehead and von Trips. Dan Gurney couldn't get the Ferrari to fire and eventually got away in the middle of the pack. J. Brown (Elva) was delayed as his mechanics were still fitting a new starter motor. He finally joined the race at 12.18 p.m. Ashdown spun at Madgwick and continued on his way.

As they came past the pits at the end of the first lap the order was Moss, Shelby, Graham Hill, Whitehead, von Trips, Gendebien, Scarlatti, Taylor (Lotus), Clark (Tojeiro-Jaguar), Trintignant, Brabham, Gurney and Herrmann (Porsche). Right back among the tail-enders came Phil Hill, the Ferrari not sounding at all happy, and next time round he came into the pits to retire, the Ferrari having dropped a valve.

The next lap and the order of the first seven was the same but Gurney was now eighth, going very fast indeed in his efforts to catch the leaders. On lap six von Trips passed Whitehead into fourth spot, and one lap later Gurney had passed the two of them! He then set out after Graham Hill who was going great guns in the 2-litre Lotus.

On lap seven Brabham got the Cooper past Gendebien but then came in to the pits with wheel bearing trouble. The car was stationary for three minutes and he was then sent back into the race. Ten minutes later he was back again. This time the bonnet was removed as was the nearside front wheel. It was then found that a bolt securing the stub axle had sheared and so the mechanics set about repairing it while a worried-looking John Coombs looked on.

Gurney had now passed Hill and had Shelby in his sights. Carroll was kept informed of Gurney's rate of progress by his pit and he and Moss continued in first and second places, Stirling lapping around the 1 min. 33 secs. mark.

On lap 25 Taffy von Trips set up a new class record in 1 min. 34.2 secs. He repeated the process three laps later. Stirling also equalled his own lap record of 1 min. 32.6 secs.

After half an hour's racing the order of the first six was Moss, Shelby, Gurney, Hill, von Trips and Whitehead and the race average was 91.35 m.p.h.

Jack Brabham now rejoined the race after a 20-minute stop but any hopes the Coombs team might have had of winning the race were now dashed.

Shortly before one o'clock J. Brown (Elva) scraped the chicane wall and stopped at the pits to see if anything was amiss. It wasn't, so he continued. Then Graham Whitehead failed to come round. The car caught fire at Lavant because of an electrical fault. The blaze was quickly dealt with and about 10 minutes later the car appeared at the pits, covered in foam dust. A new battery was fitted, one tyre was changed and the car was refuelled before Henry Taylor took it back into the race.

Just before this Chris Threlfall retired the Elva with a broken camshaft. Michael Taylor also brought his Lotus into the pits. Gasket trouble was diagnosed and the car retired.

At one o'clock Dan Gurney was called in, all four wheels were changed, the car was refuelled and Brooks replaced the American and shot off to continue the pursuit of the two leading Astons. On his first lap he spun at Lavant through no fault of his own and then came into the pits to have the steering investigated. The mechanics had a hurried look but could see nothing wrong. So Tony rejoined the race.

Peter Blond brought the Lister in for a routine stop and handed over to Jonathan Sieff. Then drama. Brooks rushed into the pits again. The steering was still wrong. Both front wheels and the bonnet were removed, while the mechanics had another look. Nothing seemed to be wrong however so Tony shot back into the race.

The next visitor to the pits was Shelby. The car was in the air almost before it had stopped, Carroll leapt out, all four wheels were changed and the car was refuelled, Fairman leapt in and was away as soon as the wheels touched the ground. All this in 35 secs.! The tyres were in a terrible state, both the rear ones being right down to the canvas. There was a spate of routine pit stops now. Jimmy Clark handed the Tojeiro over to Masten Gregory in 75 seconds, Gendebien came in, the Ferrari was reshod and Phil Hill took over after a stop of 44 seconds. This meant that Ferrari must be replacing Gendebien and Cabianca with Hill and Allison. Then it was Moss's turn, and Salvadori rejoined the race after 40 seconds. Ron Flockhart brought the Ecurie Ecosse Jaguar in for tyres and fuel. Ron then took the car out for a further spell. Graham Hill also called in for four tyres and 25 gallons of fuel. The pits were a veritable hive of activity.

After 1¼ hours' racing the order was Salvadori (57 laps), von Trips (57 laps), Fairman (57 laps), Trintignant (56 laps), Dickson (Lotus) (56 laps) and Cabianca (56 laps).

Tony Brooks had to take the escape road through the chicane in order to avoid a slower car and Jack Fairman spun the Aston at Madgwick but continued on his way in third place. Both Innes Ireland and Jack Brabham were out, the Lotus with rear axle trouble and the Cooper with a broken bolt in the wheel hub.

Trintignant was still rushing round a good 20 minutes after the other Astons had been called in and one wondered how long his tyres were going to last. At 1.34 p.m. he was called in however and the job was done in 27 seconds! Frère now took over the wheel and fourth place. At about 1.40 p.m. Graham Hill called at the pits complaining of loss of speed. The distributor received attention and the car rejoined the race after seven minutes.

Meanwhile, the Astons, Porsches and Ferraris were going round like trains, as were the Lolas which were first and second in their class. The Porsches, too, held the first two places in the 1.100-2.000 c.c. class, running very close together and some 40 seconds ahead of the 2-litre Ferrari!

The Porsches, being so much lighter than the Astons and Ferraris, could obviously be driven for a longer period on one set of tyres and it wasn't until 1.57 that the first car was called in. All four wheels were changed and fuel was added in 1 min. 46.1 secs. A very fine effort this, considering their bolt-on wheels. Bonnier then took over from von Trips and rejoined the race in fifth place.

Scarfiotti took over the 2-litre Ferrari and continued for another half-hour when the rear suspension collapsed. So two Ferraris were now *hors de combat*.

Whilst negotiating Madgwick poor David Piper had a tyre burst. The car hit the bank and Piper suffered head injuries. He was taken to hospital where his condition was said to be "not serious". His Lotus, however, was considerably damaged. Tom Dickson's Lotus was also forced to retire with a damaged gearbox. Hard luck indeed after such a fine drive.

The chicane was by now very slippery and numerous people were sliding about as they accelerated out of the bend. Paul Frère knocked down a bit of fencing but continued at unabated speed.

Phil Hill in Ferrari number 10 was lapping consistently around the 1 min. 35 mark with Tony Brooks some way behind now, after his pit stops, going round very fast indeed. Shortly after two o'clock the second Porsche came in and Barth handed over to Maglioli in 2 mins. 15 secs. Five minutes later Herrmann was brought in and Bristow went out after the tyres had been changed, the car refuelled and the front brakes taken up. Flockhart was replaced by Bekaert and Brooks by Gurney. Ten minutes later Hill handed over to Allison.

Then came real drama. At 2.35 Roy Salvadori was called in. He came rocketing down the pit road, the Aston's exhaust pipes belching flame on the overrun. The mechanics were standing by and as the car screamed to a halt somehow some fuel spilt over the side of the car and on to the hot exhaust pipe. There was a "whoomph", and suddenly the car was a mass of flames—and so was Roy! He threw himself out of the car, landing head first on the grass and rolled over and over to put out the flames. He succeeded in extinguishing them with the exception of his right glove which was still burning. Then someone smothered the flames with a cap and Roy was bundled away from the fire. By now the Aston Martin pits were aflame and the 50-gallon drum of fuel mounted on a steel tower came crashing down onto the pit roof as the tower buckled under the heat. The fire brigade was immediately on the spot and soon had the fire out but the dense smoke had completely blinded the timekeepers for a couple of laps. Miraculously, no one was hurt, Aston's pit personnel having got out in time.

Stirling had a quick look at the car to see if it was driveable, but, of course, it wasn't and so after a hurried consultation with Reg Parnell number two Aston was called in, Fairman got out and was replaced by Moss, to tremendous applause from the crowded stands. It was then that Graham Whitehead made his wonderful gesture. He called in Henry Taylor and retired the car so that Astons could move into his pit. Graham's car was going very well at the time but was some way back after its long stop. Nevertheless, his selfless action was most laudable.

Whilst all this had been going on Tony Brooks had been relieved at the wheel of the Ferrari by Dan Gurney who proceeded to get moving in no uncertain manner. Then Phil brought the other Ferrari in for four wheels, fuel and oil and Cliff Allison took over after 59.1 secs. All this chopping and changing of Ferrari drivers was most confusing, even to Ferrari for Hill came

(*Continued on page* 342)

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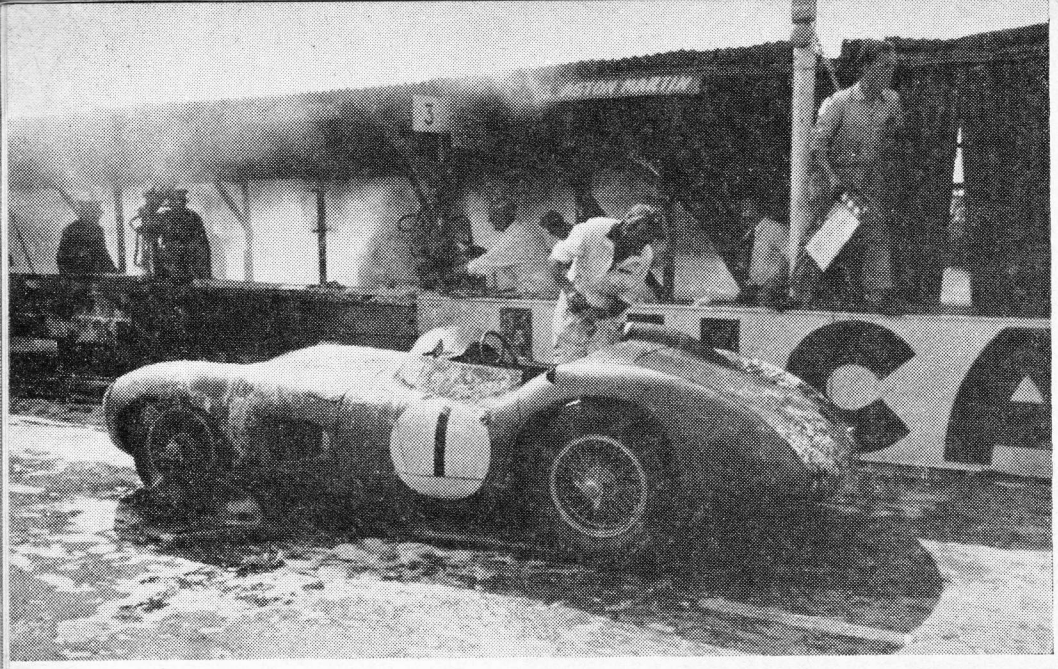
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FIRE! Smoke pours from the Aston Martin pits as firemen extinguish the last of the flames. A mechanic has a look at the foam covered Aston before it is pushed away.

Tourist Trophy—*continued*

wandering up the pits to ask if anyone knew the rules as regards drivers per car! He also complained of a stiff and painful right leg, as a result of an uncomfortable seating position in the Ferrari.

Allison was now cracking round in number 10 with Chris Bristow right at his heels. This state of affairs continued for about 30 minutes with Bristow as often as not trying to get past the Ferrari, but the Porsche just hadn't got the power.

The order at three o'clock then was Bonnier (Porsche), Moss (Aston Martin), Trintignant (Aston Martin) and Allison (Ferrari). Moss was gaining on the Porsche by two or three seconds per lap and he was kept informed of the rate of progress by his pit. It now transpired that Stirling would drive for the rest of the race. By 3.20 he was 11 seconds behind Bonnier. One lap later it was nine seconds, then six and a half.

Allison and Bristow were still circulating very fast and very close together and Cliff had now moved up into third place behind Bonnier and Moss. Then Gurney was called in, complained that the nearside front brake was locking and handed over to Brooks who took off with new tyres and more fuel.

At 3.30 Stirling passed the pits right behind the Porsche and got past the silver car at St. Mary's, to the cheers of the crowd. So Moss was once more in the lead and gave every indication of staying there.

The order after 3½ hours racing now became Moss (Aston Martin) 130 laps, Bonnier (Porsche) 130 laps, Allison (Ferrari) 129 laps, Trintignant (Aston Martin) 129 laps, Maglioli (Porsche) 128 laps and Brooks (Ferrari) 127 laps. Moss led the 2,000-3,000 c.c. class from Allison and Trintignant. Porsches were one, two and three in the 1,100-2,000 c.c. class (Bonnier, Maglioli and Bristow) and Lotus were first and second in the up to 1,100 c.c. class (Ashdown and Prior), with Chris Threlfall third in his Elva.

At 3.30 Cliff brought the third placed Ferrari in for tyres and fuel and Phil Hill jumped in to take up the chase after a stop of 38.5 seconds. He had a considerable task ahead of him for Bonnier was going very fast indeed and had just set up a new class lap record with a time of 1 min. 33.4 secs. (92.50 m.p.h.). But then Porsche suffered a severe blow. Chris Bristow was involved in a prang with Alan Stacey. Both cars struck the bank at St. Mary's and were extensively damaged but luckily neither driver was hurt.

After trying gamely to repair a leaking header tank on the Blond/Sieff Lister, the mechanics had to give up and the car was retired. At 3.44 Bekaert came in for a routine stop and handed the Ecurie Ecosse Jaguar over to Flockhart after a slick stop of 76.5 seconds. Then Moss brought the leading Aston in for tyres and fuel. He leapt on to the pit counter and received a drink from Katie, then hopped back in and was away in 38 seconds, now in second place.

With two hours to go the order was Bonnier, Moss, Hill, Trintignant, Maglioli and Brooks. The race average was 89.22 m.p.h. Brooks, meanwhile, had been getting a move on to great effect and on his 154th lap he set up a new sports car lap record with a time of 1 min. 31.8 secs. (94.12 m.p.h.). At 4 o'clock Jim Clarke handed the Tojeiro over to Gregory in 9 mins. 2 secs. after the steering had been looked at. Fifteen minutes later Barth took over the fifth place Porsche from Maglioli, Trintignant brought the Aston in and Frère took it away again after 38 seconds, and three minutes later Brooks was in, tyres were changed, fuel was added and Gurney rejoined the race. Then Masten Gregory went missing.

It appears that his brakes failed at Woodcote and the car went straight on towards the bank. Masten saw this coming and decided that he should get out, so he stood up in the car and when it hit the bank he was flung out over same. He suffered a broken rib and a dislocated shoulder. The car was completely written off.

At 4.52 p.m. Phil Hill brought number 10 Ferrari in and the car was reshod and refuelled and then into the car shot Brooks! Away he went to try to catch von Trips who had now taken over the Porsche from Bonnier. Joe had driven magnificently and he received a tremendous ovation when he came in.

Moss, securely in the lead, came in for the last time to refuel. Roy Salvadori was back in the pits with his hand and arm bandaged and he courageously offered to do the last stint for Moss, but Stirling said that he was O.K. and off he went.

Attention was now riveted on Tony Brooks. He was really hustling the Ferrari round in his efforts to catch the Porsche. Faster and faster he went until with 40 minutes to go he was only 14 seconds behind von Trips. But Taffy was not hanging about and Joe Bonnier was keeping him informed as to Brooks's whereabouts. The gap came down to 12½ seconds, then up to 13, then 14. On the road Moss was between von Trips and Brooks and Stirling was maintaining his station about 75 yards behind the Porsche.

At 5.30 p.m. Tony was 13.5 seconds behind. Then it was 11.5 seconds, then 12, then 11.5 again. Tony got the "flat out" signal from his pit and next time round the distance was 10 seconds. Then it was 9.6—9—8.4—8.2—8, then 7. Taffy was well aware of the danger now and was driving brilliantly while Stirling was taking considerable interest in the goings on and Tony had quite a job to pass him, which he managed to do at Fordwater.

With all this excitement going on one hardly noticed Dan Gurney who was circulating at around the 1 min. 33 secs. mark. Dan is undoubtedly the discovery of the season and he was very quick to learn the none-too-easy Goodwood circuit.

With seven minutes to go Tony was only 6 seconds behind the Porsche. The excitement was intense with the crowd cheering both cars on as they passed the pits. Four laps to go and the distance was 4½ seconds with both drivers trying all they knew. Tavoni and Bonnier had a mock battle in front of the pits, each making urgent "slow down" signals, Bonnier to Brooks and Tavoni to von Trips!

With one lap to go Dan Gurney's Ferrari blew a tyre as he came out of St. Mary's. Dan managed to hold the slide and brought the car round to stop in front of the finishing line, in company with the Maglioli/Barth Porsche which had stopped earlier.

The tension on that last lap was terrific. Down to Woodcote they came, with the Ferrari seemingly on the Porsche's tail. Through the chicane they shot and the Porsche scuttled across the line just two seconds ahead of the Ferrari.

Gurney and Barth motored their cars over the finish line and then came Moss, to terrific applause, to win his fourth T.T. and Aston Martin's third.

It had been a really wonderful race and a complete contrast from last year's event. Astons were first and fourth, Porsche second, Ferrari third and fifth and the incredible little Lola of Ashdown and Ross sixth. Lolas also won the team prize. The Championship, of course, went to Astons with 24 points, Ferrari were second with 22 and Porsche third with 21, and you can't have it much closer than that!

All praise, then, to the B.A.R.C., which organized the race, and to the *News of the World* which sponsored it. May the next one be as good!

Results

1, **S. Moss**/C. Shelby/**J. Fairman (Aston Martin),** 224 laps, 89.41 m.p.h.; 2, J. Bonnier/W. von Trips (Porsche), 223 laps, 89.14 m.p.h.; 3, **C. A. S. Brooks**/P. Hill/**C. Allison**/O. Gendebien (Ferrari), 223 laps, 89.13 m.p.h.; 4, P. Frère/Maurice Trintignant **(Aston Martin),** 221 laps, 88.24 m.p.h.; 5, **C. A. S. Brooks**/D. Gurney (Ferrari), 220 laps, 87.78 m.p.h.; 6, **P. Ashdown/A. Ross (Lola),** 210 laps, 83.85 m.p.h. **Fastest lap: C. A. S. Brooks** (Ferrari), 1 m. 31.8 s., 94.12 m.p.h. (new record).

Class Winners: 2,000-3,000 c.c.: S. Moss/C. Shelby/**J. Fairman (Aston Martin). 1,100-2,000 c.c.:** W. von Trips/J. Bonnier (Porsche). **Up to 1,100 c.c.: P. Ashdown/A. Ross (Lola). Team Prize: Lolas.**



CASTROL WINS

IN

LIEGE-ROME-LIEGE RALLY

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RILEY/JONES (AUSTIN-HEALEY)

1ST GRAND TOURING (1,000 c.c. class)
SPRINZEL/TURNER (AUSTIN-HEALEY SPRITE)

(Subject to official confirmation)

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THE ADRIATIC RALLY

THE 7th Rallye Adriatique, 22nd-26th July, the seventh round in the Rally Championship, proved a decisive victory for the Monte winners, Coltelloni/Desrosiers, driving their very "hot" Citroën. They were the only crew who lost no marks on a very tough course, mostly over dirt roads. The runners-up were the Midnight Sun winners, Carlsson/Svensson (SAAB), who finished with 12 penalty points as against the 18 points collected by the third crew, Wencher/Kühne (DKW).

Wencher is leading the Rally Championship by a large margin, as he has 45 points to Coltelloni's 30 and Carlsson's 28.

The Swedish Volvo drivers, Ewy Rosquist/Anita Rosquist-Borg, collected their second consecutive Coupe des Dames as they had previously won that award in the Midnight Sun, but it carried no Championship points as only two ladies' crews started.

The Rally attracted an entry of 53 crews, including entrants from Poland and East Germany. There were 43 finishers.

There were five starting points, Munich, Warsaw, Milan, Athens and Sarajevo, which converged on Belgrade for a common route to Zadar on the Adriatic. This included several special stages and some speed tests. It was on these that Coltelloni showed his mastery on loose surfaces, despite the competition from Swedish experts.

The only British entry was Royd Holmes/P. Worth of the Army Triumph team, who did not figure in the results, but a Yugoslavian-crewed Triumph was second in its class.

Detailed Results

General Classification: 1, Coltelloni/Desrosiers (F) (Citroën) (0 penalty points); 2, Carlsson/Svensson (S) (SAAB) (12 penalty points); 3, Wencher/Kühne (G) (DKW) (18 penalty points); 4, Gentilini/Gentilini (F) (Alfa Romeo) (24 penalty points); 5, Vukovic/Picek (Y) (DKW) (29.5 penalty points).

Class Results

G.T. Cars up to 2,000 c.c.: Coltelloni/Desrosiers (F) (Citroën). **Touring Cars: Up to 1,600 c.c.:** Schramm/Maurer (G) (Volvo). **1,001-1,300 c.c.:** Gentilini/Gentilini (F) (Alfa Romeo Giulietta TI). **751-1,000 c.c.:** Wencher/Kühne (G) (DKW). **Up to 750 c.c.:** Carlsson/Svensson (S) (SAAB). **Ladies' Prize:** Rosquist/Rosquist-Borg (S) (Volvo). **Team Prize:** DKW.

F—France; G—Germany; S—Sweden; Y—Yugoslavia.

FINE VICTORY FOR COLIN DAVIS

Cooper-Maserati Driver Takes Honours in Messina Sports Car Race—Fritz d'Orey Wins Formula Junior

THE sports car race at Messina on 23rd August resulted in a decisive victory for the British driver Colin Davis in a Centro-Sud 2-litre Cooper-Maserati. He covered the 50 laps (300.6 kilometres) at an average speed of 153.115 k.p.h. to win from Cabianca, in the Dino 196 Ferrari, by 1 min. 9 secs. Into third place came 1½-litre class winner Scarfiotti (Osca), after Heinz (RSK Porsche) had a pit-stop near the end.

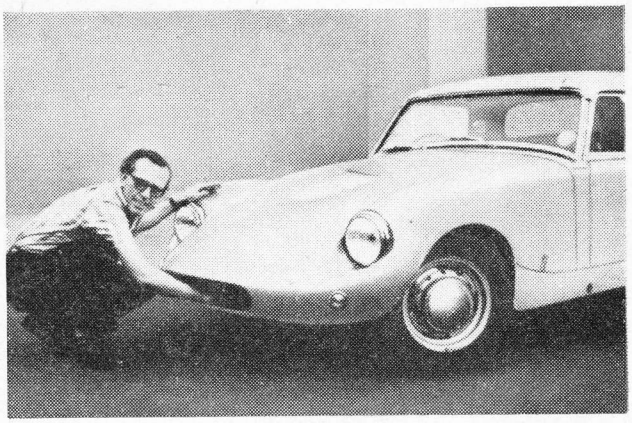
Cabianca had easily the fastest car in the race, but an excursion into a field on the 37th lap let the Englishman into a commanding lead. Both drivers lapped the entire field just after half-distance.

The Brazilian driver Fritz d'Orey headed the 20-lap Formula Junior race in his Stanguellini, averaging 140.180 k.p.h., for the 120 kilometres distance.

★

COSTIN-DESIGNED bonnet for Speedwell Sprites, shown with its designer, is lighter, reduces underbonnet temperature and provides improved air-flow.

★



Into second place came Bino Heinz, also in a Stanguellini.

Results

Sports Cars: 1, **Colin Davis** (Cooper-Maserati), 1 h. 57 m. 57 s., 153.115 k.p.h.; 2, Cabianca (Ferrari Dino 196), 1 h. 59 m. 6 s.; 3, Scarfiotti (1.5 Osca), 47 laps; 4, Munaron (1.5 Osca), 47; 5, Heinz (1.5 Porsche), 45.

Formula Junior: 1, Fritz d'Orey (Stanguellini), 51 m. 32 s., 140.180 k.p.h.; 2, Heinz (Stanguellini), 52 m. 11 s.; 3, Cammarota (Stanguellini), 52 m. 26 s.; 4, Taraschi (Taraschi), 52 m. 40 s.; 5, Grandsire (Stanguellini), 53 m. 46.1 s.

AIR SUSPENSION FOR RENAULTS

A NEW type of suspension is fitted to Renault 1960 cars. Known as the "Aerostable" system, it is fitted to the Dauphine, the Dauphine-Gordini, and the Floride. The system consists of special air cushions to supplement the normal coil springs and hydraulic shock absorbers on the independent rear suspension.

On the road, the result is that whether the car carries only the driver or a full load of passengers and luggage, the suspension characteristics remain unaltered.

Because the suspension, when the car is being driven, flexes to a greater degree than the old system, the car's centre of gravity is lowered and the camber of the rear wheels is flattened. This is said to improve the car's road-holding and cornering.

AMERICAN ENTRY FOR R.A.C. RUN

THE Royal Automobile Club's London to Brighton Run for Veteran Cars is to be held this year on Sunday, 1st November. More than 200 cars manufactured prior to 1905 are expected to take part. Amongst them will be an 1899 chain-driven steam car, victor over 24 others in a competition to decide an official United States entry in the Run. The competition, held recently in New York, ended with Mr. Warren Weiant's Locomobile Steamer as the winner. Alternate choices to take part in the R.A.C. Run are Mr. Ray Henry's 1903 Curved-Dash Oldsmobile, which once belonged to the famous racing driver, Barney Oldfield; and Mr. Richard Teague's 1904 Packard. The last all-American entry for the London to Brighton was in 1896, the year the event was first held. A Duryea Motor Wagon, driven by its inventor, J. Frank Duryea, is generally believed to have been the first arrival in Brighton on that occasion. A similar car took part in the recent New York competition. Frank Duryea and his brother Charles are credited with inventing and producing America's first successful automobile in 1892.

THE MALLORY PARK CHAMPIONSHIPS

SUNDAY, 13th September, sees the finals of the Mallory Park Motor Racing Championships and also the last big motor racing event at the circuit for 1959, with total prize money over £2,000. The event is the Nottingham S.C.C. meeting.

In the series-production sports cars class up to 1,000 c.c., the present leader, Bob Gerard, seems to have virtually bottled this up with a total of 22 points but the position of second place can be altered completely as no less than six drivers have a chance to take this position.

In the series-production sports cars, 1,001 c.c.-1,600 c.c. category, the winner is in doubt, with three drivers having a chance to win the coveted first prize. Jim Clark with 18 points is the obvious favourite but J. Whitmore, also with 18 points, and J. P. Ferguson, in an Elva-Courier, have a good chance.

The class for series-production sports cars, 1,601 c.c.-2,000 c.c., should see quite a struggle for first place on the leader board as four drivers have only four points between them.

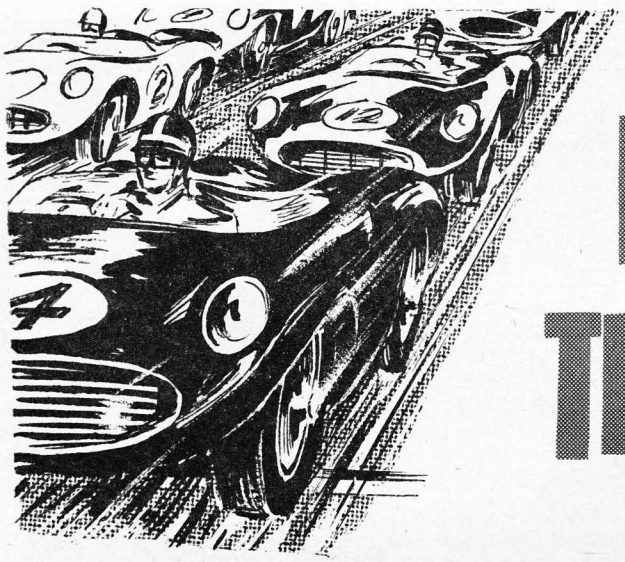
The series-production sports cars over 2,000 c.c. sees the favourite, Dick Protheroe (Jaguar), with 18 points, but he will be pushed very hard by the three Austin-Healeys of J. Sears, Hanson and Sutton.

Now for the really fast boys, sports cars up to 1,200 c.c. Peter Gammon, in a works Lola which has broken practically all the British track records, will not get it all his own way if Peter Arundell and J. C. Brierley can stay on the track with him.

Sports cars, 1,201 c.c. and over, sees Jim Clark in the Lister-Jaguar at present leading the field but what the position will be after this last meeting, with Brian Naylor (Ferrari) and John Dalton (DB3S) chasing him, is a matter for speculation.

Finally, the star attractions of the meeting will be Brian Naylor's Maserati, Jim Clark's Lister-Jaguar, Tim Parnell, Tony Marsh, Henry Taylor, Chris Summers, Ian Raby, D. Gibson, R. Carter all driving Formula 2 Cooper-Climaxes. It is possible that Henry Taylor's absolute track record of 55 seconds for the 1.35-mile circuit will be broken.

Racing starts at 2 p.m. with practice in the morning from 9 a.m., with a total of 86 entries.



RIGHT FROM THE START...

GIRLING
DISC BRAKES

GOODWOOD
INTERNATIONAL T.T. RACE

1ST
DAVID BROWN ASTON MARTIN
224 laps at 89.41 m.p.h.
fitted with Girling Disc Brakes

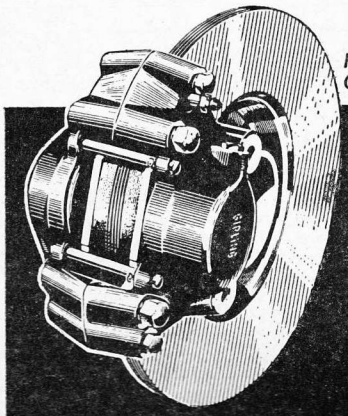
LIEGE—ROME—LIEGE RALLY
GRAND TOURING CLASS (OVER 1600 c.c.)

1ST TRIUMPH TR3

2ND TRIUMPH TR3

Fitted with GIRLING DISC BRAKES (Front) and GIRLING DRUM BRAKES (Rear)

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Club News

By MARTYN WATKINS

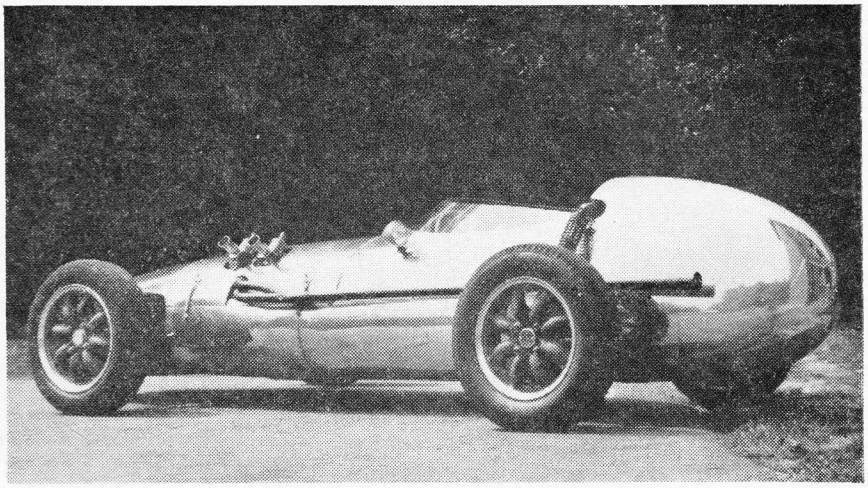
B.A.R.C. (N.W. Centre) are holding their autumn driving test meeting as a restricted event at Hooton Park Aerodrome (between Eastham and Ellesmere Port) at noon on 13th September. Invited clubs are: Aintree C.C., Chester M.C., Knowldale C.C., Lancs and Ches C.C., Liverpool M.C., Manchester U.M.C., North Staffs M.C., North Wales C.C., Rhyl and D.M.C. and Southport M.C. . . . The **M.C.C.** have cancelled their National Rally, scheduled for 5th-7th November. This decision was reached as it was felt that the date fixed was too near the date of the R.A.C. International rally. . . . **Southsea M.C.** are to hold a gymkhana on 20th September at Lumps Fort car park, Esplanade, Southsea, at 2 p.m. Regs. are available from Mrs. E. B. Greaves, Lilac Cottage, Horndean Road, Emsworth, Hants. . . . **Railton O.C.** have their annual meeting, parade, *concours d'élégance* and driving tests at Heston Aerodrome on 20th September. . . . **Jaguar and Bentley D.C.s** have a joint race meeting at Silverstone on 26th September. Invited clubs are A.M.O.C. (driving Aston Martins) and Lagonda Club (driving Lags.). Entry list closes 14th September and regs. and forms may be had from Mrs. E. Hyde, Jaguar D.C., Ltd., 75 Baker Street, London, W.1. . . .

Snetterton—*continued*

threat to the Elites of which Lewis's car was fast building up a very long lead. "Doc" retained his third place, streets ahead of the rest of the saloon cars and uncatchable to the slower G.T. cars, despite strenuous efforts by Meek and Ferrari to dislodge him. Among the saloon drivers J. M. Young was going very strongly in his Ford Prefect (which now boasts a large and protruding megaphone exhaust pipe) a considerable distance ahead of the immaculate Cambridge Racing A35s of J. A. B. Taylor and G. Boxall, who were being hard pressed by the Ford Anglia of D. P. Merfield and the Sprite of D. Brown. Towards the end of the race "Doc" Shepherd began to chase Venner-Pack in earnest and in fact, on the last lap, nearly got past on the Hairpin, while, farther back, mechanical failures overcame Brown's Sprite and put a stop to that little dice, Boxall having retired a lap or two earlier. Edward Lewis won quite comfortably, followed by J. Venner-Pack, who had "Doc" Shepherd, leader of the saloon contingent, close behind him and Chris Meek and Bruno Ferrari farther back and followed by J. M. Young's Ford and Taylor's Austin.

The day's last race was for saloons and G.T. cars of over 1,301 c.c. and was very closely fought. For the first three laps Russ Taylor (Jaguar XK 120) led with L. J. Fagg (Morgan) second, leading the smaller (1,300-2,000 c.c.) class and being harried by Sid Hurrell (Triumph). Hurrell passed Fagg on the second lap and on the fourth they both passed Taylor and proceeded to have a most imperial dice for the lead during the next three laps, passing and repassing each other, with the TR's better shape giving it a considerable advantage on the circuit's long straights. Then, on the last lap and within sight of the finishing line, the two cars touched and spun at Coram Curve, both gyrating wide off the track. Taylor was forced to spin his Jaguar, but caught it beautifully and set off again without lifting his foot, to cross the line a surprised and delighted winner. Fagg was able to continue to take second place and win his class but Hurrell's car was high on the bank and badly bent and had to be retired. C. W. Andrews, who had driven his 3-litre Austin-Healey very steadily in fourth place throughout the race, was rewarded with a third place, followed by R. F. Anderson (A.C. Ace).

MICHAEL DURNIN.



NEW CONTENDER for Formula Junior honours is the Gemini. With independent suspension front and rear the car is powered by a tuned B.M.C. 948 c.c. engine and will be sold for under £1,000 by The Chequered Flag, High Road, Chiswick, London, W.4.

Coming Attractions

September 13th. Italian Grand Prix and Inter-European Cup G.T. Race, Monza, Italy.

Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Gloucestershire.

Notts S.C.C. Race Meeting, Mallory Park, near Hinkley, Leicestershire.

September 19th. *Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants.*

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

Yorkshire S.C.C. Gunter Trophy Hill-Climb, Castle Howard, near York.

September 26th. Mid-Cheshire M.C. International Gold Cup Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

B.R.S.C.C. Race Meeting, Rufforth, near York.

October 3rd. *North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants.*

October 4th. *B.A.R.C. Hill-Climb, Firle, near Lewes, Sussex.*

RUDDS of WORTHING and the
41 High Street – 7773/4 AUSTIN-HEALEY SIX

The latest Austin-Healey Six with the new three litre engine and Girling Disc brakes undoubtedly offers an attractive specification at a reasonable price and it is well worth consideration as an effortless high speed sporting carriage capable of covering high mileages without attention.

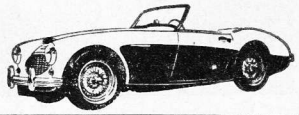
RUDDS of Worthing, drawing upon their extensive experience in preparing and racing sports cars, are pleased to be in a position to offer this latest model with refinements designed to appeal to the connoisseur requiring greater rates of acceleration and retardation with the exceptional cornering power even further improved.

The engine receives a moderate tune process which raises the output from 125 b.h.p. to over 160 b.h.p., and servo assistance for the discs reduces driver fatigue. The suspension modifications match the enhanced performance and there are subtle alterations in the siting of driving controls, and instrumentation is extended and reset.

The results of these improvements are quite impressive and we respectfully suggest you contact us for a 'no obligation' demonstration at your own address at an early date.

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ACECA-BRISTOL, 1959, silver grey, chrome wire wheels, radio, heater, washers and many extras. Absolutely as new. £2,300.—S. Morris & Co., 40 Conduit Street, London, W.1. REGent 0424 (6 lines).

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ALLARD, 1949 71k, export 2-seater, maroon, heater, radio, spots, new tyres, exhausts, excellent condition. £195.—Thomas, 139 Ellerdine Road, Hounslow, Middx. ISLeworth 6649.

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1933 ALVIS Speed 20 two-seater with dickey. Green/red, wings recellulosed. Rewired throughout. Headlamps rechromed. Engine perfect, very smooth. Uses no oil. Brakes, steering, transmission all excellent. Car in beautiful condition—really sound proposition and magnificent example of this thoroughbred. Photographs to serious enquirers. £225.—Darwall-Smith, Riggs, Seaford, Sussex.

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ASTON MARTIN DB3S

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ASTON MARTIN DB2/4, 1954 model, nominal mileage 17,000. Red, beige interior. 2½-litre Vantage engine, maintained regardless of cost. £1,325.—Sports Motors, 17 Park Street, Ashton-under-Lyne, Manchester. Ashton 2962.

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1959 (April) A35. 7,000. Blue. Don Moore Stage III. 0-60 13 secs. Lowered suspension, roll bar, Marchals, fog, spot, heater, 110 speedo. Extra insts. Sprite wheels. Never raced or rallied. £600 or exchange Farina A40.—Woodings, 8 Park Crescent, Waterbeach, Cambridge.

1958 A35 (Dec.). Heater, extras. Full "Monarch" conversion, modified head, anti-roll bar, harder linings, three-branch, 12,000 miles. As new. £565.—Cubley, 50 Croxteth Road, Liverpool 8. Sefton Park 4990.

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AUSTIN-HEALEY BN1, ex-works, full history, new gearbox, overdrive, axle and Mintex brakes. Fully modified with Dunlop racing wheels plus R.5s. Mechanically 100 per cent. Genuine inquiries invited.—Ring: Warmingham 58.

AUSTIN-HEALEY 100 BN1. This is a truly beautiful machine, pale blue, 39,000 genuine miles, two owners, has been treated with loving care all its life. Matrimony. £565.—Kingston 0433.

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1958/9 SPRITE, B.R.G., the lot, £595. Also 1954 BN1, h/top, new tyres, £475—Jones' Garage, Syston, Leics. Syston 2257.

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The new B95 with Royal Enfield 692 c.c. Super Meteor engine available for early delivery—see and try our demonstration car. Spares, etc., in stock for all models. Open 8.30 a.m.—7 p.m. weekdays, 10 a.m.—7 p.m. Sundays.

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THE new B95 and B105 models with 692 c.c. Royal Enfield twin four-stroke engine now available for early deliveries. Also 1958 (Oct.) Berkeley 492 c.c. de luxe, yellow, rev. counter, tonneau. £525.—Surrey Distributors: The Surrey Car Co., 44 Richmond Road, Kingston. (KINgston 6340 and 7660.)

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BASIL ROY, LTD., B.S.A. (Scout Model) spares. Comprehensive stock wholesale and retail.—161 Gt. Portland Street, W.1. LANgham 7733.

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JAGUAR 3.4, 1958. B.R.G. Extra equipment model. Overdrive, discs, wire wheels, Michelin X, Koni shockers, extra strong springs, Marchal lamps, badge bar and other extras. One owner. Excellent condition. £1,495.—Barran, 1 Elm Row, N.W.3. HAMpstead 8366.

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New Twin-cam M.G.A. Chariot red and red upholstery, competition seats. **List price**
1958 M.G.A. Blue and grey coupe, one owner, immaculate, 15,000 miles. **£875**
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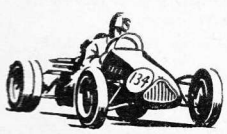
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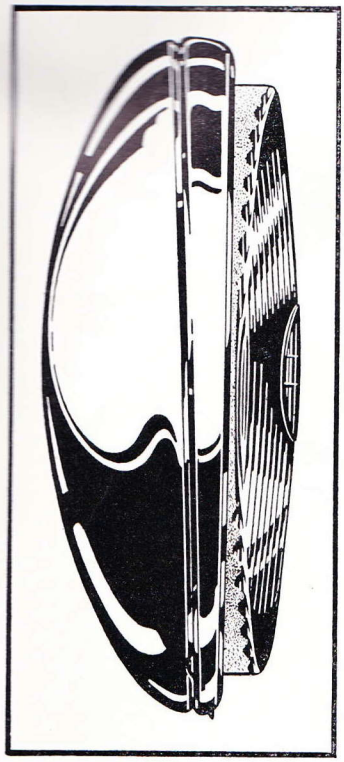
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