AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

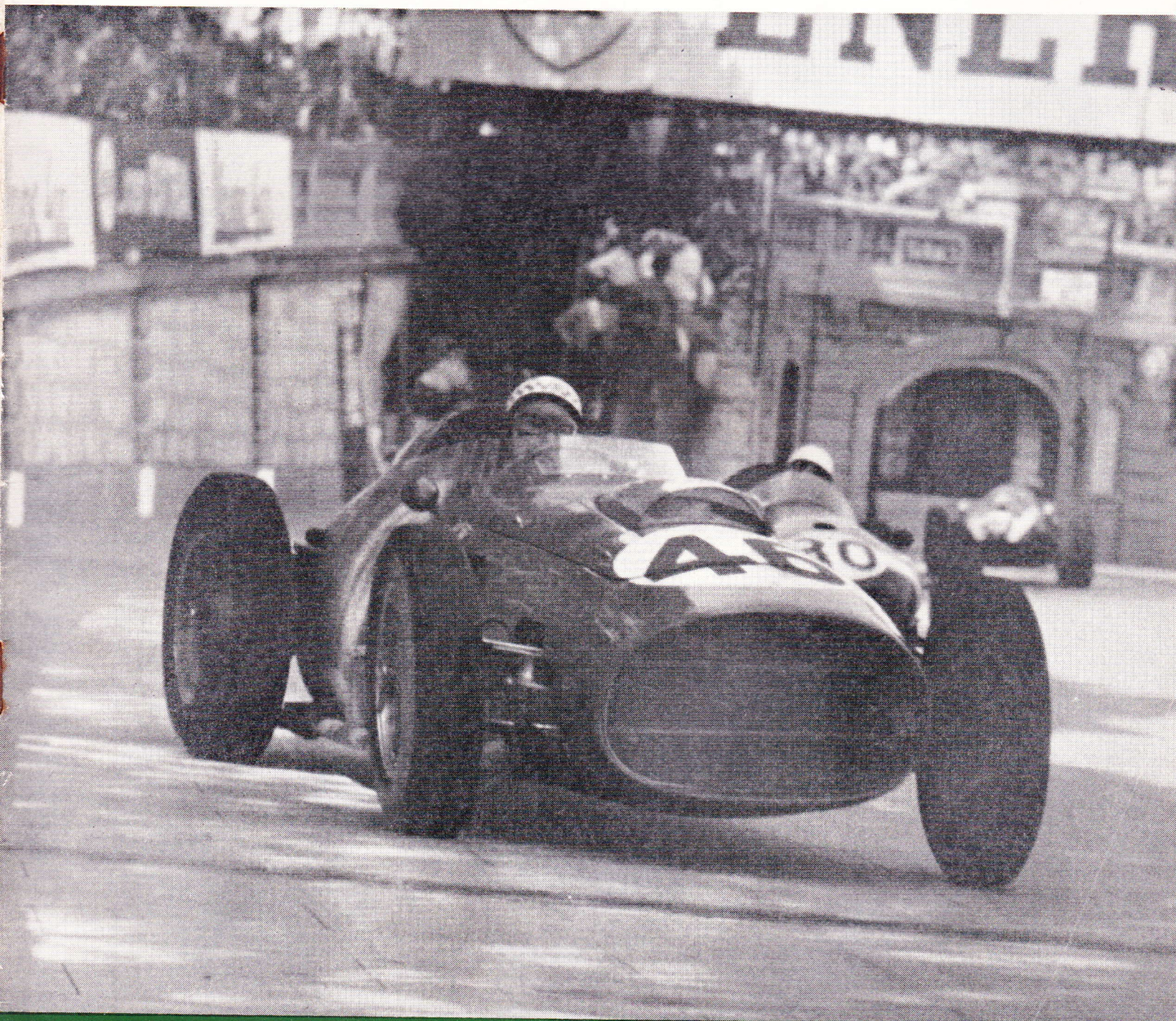
MAY 15, 1959

1/6

EVERY FRIDAY

Vol. 18 No. 20

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



IN THIS ISSUE

MONACO GRAND PRIX—FULL ILLUSTRATED REPORT : PREPARATION FOR TUNING CLUB RACING AT SILVERSTONE, SNETTERTON, BRANDS HATCH AND AINTREE

WIN A FREE TRIP TO LE MANS FOR TWO !

PLUS A CHEQUE FOR £100

2nd PRIZE A trip to Le Mans for 2—plus a cheque for £50

Costs nothing to enter!



25 RUNNER-UP PRIZES OF
TRICO DUO-MATIC WINDSCREEN WASHERS
PLUS 5000 LICENCE HOLDERS

FROM THE TRICO PIT . . . —thrill to the glamour of the world's most exciting race. Six seconds to go—5-4-3-2-1. A scramble! Engines roar! They're away! Twenty four hours of thrilling excitement lie ahead.

From your vantage point in the TRICO pit you will live the tense moments of refuelling . . . tyre changing, and the mechanics' fight to save fractions of seconds.

And this wonderful week-end could be yours plus a cheque for £100. All you have to do is to complete the entry form, listing the features of TRICO Washers in their order of importance to the motorist and adding a phrase saying why you know TRICO Washers to be the best. Don't miss this wonderful opportunity. ACT NOW!

If your friends would like entry forms, they are obtainable from your local garage.

TRICO **WINDSCREEN WASHERS**
The First and Finest

REPLACE YOUR TRICO WIPER BLADES ONCE A YEAR

✳ Note: Date of Le Mans 24 Hour Road Race—20th-21st June 1959.

ENTRY FORM

Place the following phrases in order of their importance to motorists. Place the figure 1 in the square next to your first choice, 2 next to your second and so on until all squares are full. Then state why you know TRICO Washers to be the best.

All entries will be judged on skill and originality.

- Trico Washers give a powerful 6 second spray. ☐
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- Trico Washers have been proved by 35 million motorists throughout the world. ☐
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- Trico Washers give trouble free service for the life of the car. ☐
- Trico Washers are superbly designed and manufactured. ☐

I know Trico Washers to be the best because.....

.....

.....

.....

(State reasons in not more than 12 additional words)

I am over 21 and a car owner, I agree to abide by the rules of this competition and accept the judges' decision as final.

NAME.....

ADDRESS.....

.....

.....

Entry forms must be received by first post Monday, June 1st 1959. This competition is open to all residents in the U.K. except employees of Trico-Folberth Ltd. Results will be published in the motoring press. No correspondence can be entered into.

Post to TRICO-FOLBERTH LTD
Great West Road, Brentford, Middlesex
A.S.

Smee's

When the pace gets hotter...

K·L·G

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The sparking plugs normally recommended for British road conditions may not be the best for the harder, hotter work your continental tour will bring. Why not be sure? Why not fit a new set of K.L.G. plugs from the K.L.G. Continental Touring Kit recommended for your car? Their remarkably wide temperature tolerance keeps these K.L.G. plugs sparking merrily on those long, fast trips down sun-baked roads. And every K.L.G. Continental Touring Plug Kit contains a p.v.c. windscreen-sticker showing metric conversion tables of gallon/litre equivalents, tyre pressures in kilogrammes per square centimetre, and the like. Write for fully descriptive leaflet.

...AND K·L·G SUPER SPORTS PLUGS

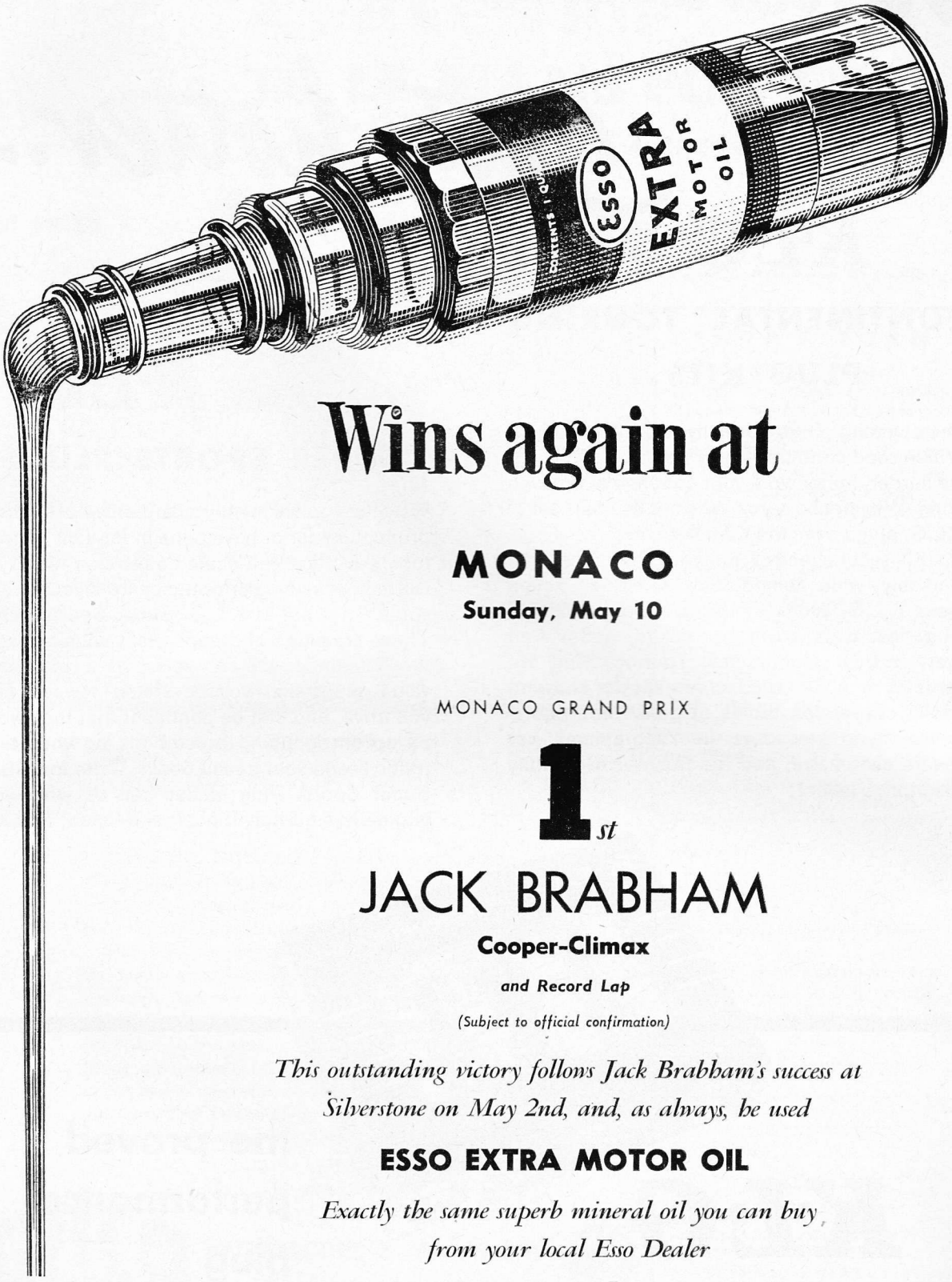
Whether you are merely a hard driver of a normal production car or have gone in for a bit of home tuning or for a full-scale conversion kit, to get the best possible performance from your engine you want a set of K.L.G. Super Sports plugs. These are plugs of exceptionally wide temperature tolerance: you can select hard (high heat-value) plugs that won't overheat however hard you drive, and still be confident that they won't oil up on shopping expeditions or when thick traffic keeps your speed down. Write for K.L.G. Super Sports Plug leaflet (tell us what your engine is, and how it has been tuned, if at all).



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the proved performance plug

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Wins again at

MONACO

Sunday, May 10

MONACO GRAND PRIX

1st

JACK BRABHAM

Cooper-Climax

and Record Lap

(Subject to official confirmation)

This outstanding victory follows Jack Brabham's success at Silverstone on May 2nd, and, as always, he used

ESSO EXTRA MOTOR OIL

Exactly the same superb mineral oil you can buy from your local Esso Dealer

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 20 **May 15, 1959**

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EDITORIAL

COOPER AND COVENTRY CLIMAX

THE great victory of Jack Brabham and the Cooper-Climax rounded off a remarkable achievement. It was only in December, 1958, that brilliant technician Wally Hassan received the "go-ahead" to design and develop a full-scale Grand Prix Coventry Climax. Before six months had elapsed, that engine had not only been bench- and track-tested, but had won two International races, one of them a *grande épreuve*. The whole affair reflects the greatest possible credit on Charles and John Cooper, the entire staff at Surbiton, the components makers, and the Coventry Climax concern, British automobile engineering has often been criticized for the length of time it takes to produce anything new, but the co-operation which resulted in the race-winning Cooper-Climax, shows what can be done. Vanwalls did wonderful things in 1958, and doubtless will do so again. Aston Martins will have their G.P. baptism at Zandvoort, and they, too, may make a major contribution to the very considerable prestige which has resulted in the Vanwall and Cooper victories. Anyway, Coventry Climax, as proprietary engine manufacturers, must be proud to have designed and built units which have assisted to put British motor racing in the foremost position it has ever occupied. It is also interesting to reflect that the car which has defeated Scuderia Ferrari and B.R.M., is a direct descendant of that little 500 c.c., J.A.P.-engined special, which John Cooper and Eric Brandon brought to Prescott, in September, 1946. In over a decade, the Cooper concern has produced more racing cars than any other manufacturer, and has helped to change the entire conception of a Formula 1 Grand Prix machine.

THE "HALF-TON" FORMULA

DESPITE general antipathy, it seems fairly certain that the 1,500 c.c. formula for Grands Prix will go ahead as planned. It has also been suggested that Enzo Ferrari has changed his mind regarding building cars for the 1961 formula, and that the F2 car which Cliff Allison drove at Monaco was there for the main purpose of gathering information for the future. At any rate, the machine would appear to qualify on weight alone, as it was virtually the full-scale G.P. car fitted with a 1½-litre engine. Porsche's new single-seater was also there for a definite purpose, and there is little doubt that the German concern has ideas concerning Grand Prix racing—even before the new formula comes into being!

OUR COVER PICTURE

FURIOUS BATTLE: Jean Behra (Ferrari) leads the Monaco Grand Prix in its opening laps. Behind him are Stirling Moss (Cooper-Climax), who also led later in the race, and Jack Brabham (Cooper-Climax) who won—the second year running that a Cooper has taken the chequered flag there.

A MINTEX MONACO

1st

COOPER driven by JACK BRABHAM

2nd

FERRARI

ALSO 4th FERRARI and

5th COOPER

(Results subject to official confirmation)

All equipped with MINTEX

YOU CAN RELY ON MINTEX

High Performance Brake Liners

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SPORTS NEWS

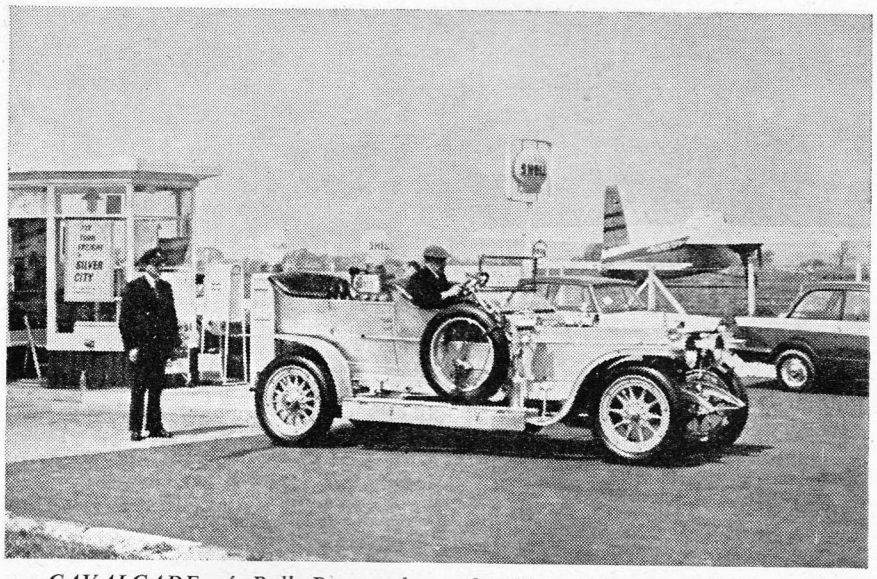
THE B.R.S.C.C. race meeting at the Rufforth circuit will take place on 30th May and not on 16th May.

WE are asked to point out that in the advertisement in last week's issue for the A.M.O.C. 200-Mile Relay Race at Silverstone on 23rd May, the charge for motor-cycle parking should have read 2*s*. 6*d*. and not 5*s*.

PORSCHE announce that they have recently completed tests of their new F2 machines at the Nürburgring. The tests were carried out under conditions of great secrecy by Edgar Barth and Wolfgang von Trips and Porsche have already started to lay down chassis for an unspecified number of "real Formula 2 race cars".

TRIBUTE TO FANGIO

AT the Savoy Hotel, last Monday, was given the première of the B.P. film, "Tribute to Fangio", surely the greatest of all motor racing films. In a documentary of selected incidents from the career of the five times World Champion, the climax is reached when the audience is taken round Modena circuit in Fangio's Maserati. Tremendously exciting, one realizes that only a master driver could handle the car like the incomparable Argentinian. The audience, which included the majority of the prominent racing drivers of today, cheered the film to the echo. However, the biggest reception was accorded to Juan Manuel himself, when he stepped up to receive a copy of the film (with commentary in Spanish) from the Chairman of British Petroleum, and also a painting of his Maserati in action by Roy Nockolds, in that never-to-be-forgotten Nürburgring race of 1957. Juan Manuel Fangio, most beloved and admired of all racing drivers, was visibly overcome by his reception. Although he has retired from the circuits, his name will live as long as there is the sport of motor racing. As Earl Howe remarked: "In the years to come, every one of us will be proud to be able to say—I saw Juan Manuel Fangio in action."



CAVALCADE of Rolls-Royces down the Champs Élysées in Paris on Sunday was headed by the first of the Silver Ghosts—a 1906—now owned by Rolls-Royce. Here the car is about to board a Silver City Airways air ferry for the trip.

THREE "NATIONALS" ON MONDAY

SEVERAL race meetings will give enthusiasts a wide choice over the Whitsun holiday week-end. The **British Racing and Sports Car Club** have a national meeting at Crystal Palace on Whit Monday, 18th May, and have attracted a star-studded entry list. The main event of the day will be the London Trophy race for Formula 2 machines and entrants include Roy Salvadori (Cooper-Climax), Jim Russell in a similar car and Ivor Bueb in a Cooper-Borgward. Opposition to these Coopers may come from the works Lotus-Climaxes of Alan Stacey and Innes Ireland but George Wicken (holder of the lap record at the "Palace") is likely to be more dangerous in his Cooper-Borgward. This event will be held over 36 laps (50 miles) and will be the longest race to be held at the circuit since the war.

The programme includes races for touring cars, Formula 3 machines and sports cars of up to 1,500 c.c., but the other main event of the day will be the 15-lap Norbury Trophy race for sports cars of over 1,500 c.c. Competitors in this include Bruce Halford and Ivor Bueb in works Lister-Jaguars, Graham Hill in a 2½-litre Lotus-Climax and Roy Salvadori in a Cooper-Maserati.

Also on Whit Monday, the **B.A.R.C.** national meeting at Goodwood promises to be most enjoyable. The main event will be for the Whitsun Trophy and is a 21 lap race for sports cars of unlimited capacity. Ron Flockhart and John Lawrence will respectively drive Lister- and Tojeiro-Jaguar Ecurie Ecosse cars which will be opposed by Graham Whitehead in his DBR 1 Aston Martin, a Border Reivers Lister-Jaguar (Jim Clark up) and the similar cars of John Bekaert and Gordon Jones. The immensely powerful Lister-Corvettes of Ron Brightman and Mike Anthony will also contest this race, as will the D-type Jaguars of Mike Salmon and Maurice Charles.

Third national meeting of the day takes place at Mallory Park, near Hinckley, Leicestershire, where the **Nottingham S.C.C.** are the organizing club. At this meeting another round in the AUTOSPORT Championship will be fought out, in addition to a full programme of varied racing.

WE are advised that the telephone number of Shorrocks Superchargers, Ltd., is now Wednesbury (Staffs) 7641.

TONY VANDERVELL is known to have a lighter version of his famous Vanwalls. Rumour has it that the car will appear in the French Grand Prix.

IT is strongly suggested that Jaguars will officially return to sports car racing in 1960.

JOHN BOLSTER was at Monaco with a disc-braked wire-wheeled Austin-Healey "Sebring" Sprite.

THE Aston Martin entry in the Nürburgring 1,000 kms. race in June will be driven by Stirling Moss and Jack Fairman.



TAKING DELIVERY of a new Facel Vega from George Abecassis are Katie and Stirling Moss, who plan to keep the car on the Continent for travelling between races.



THE recently formed Huddersfield Racing Team comprises John Mitchell (A.C. Bristol), Tony Lanfranchi (Austin-Healey 100S), John Heppenstall (M.G.A Twin Cam) and Peter Kaye (Morris 1000); David Lincoln (Peerless) will be reserve.

AS a result of its popularity the Epping Forest Motorsport Association is to repeat its film show of 28th April. New date is 27th May at Kensington Town Hall, starting at 7 p.m., and tickets (5*s.*) are available from the secretary, 203 High Road, Loughton, Essex. An addition to the programme will be shots of the 1959 Monaco Grand Prix—only a fortnight after the race took place!

A LARGE entry for the Grand Prix de Frontieres, to be held at Chimay on 17th May, includes 12 Lotuses and the Lotus distributor in Belgium offers the facilities of his garage and staff to all entrants at the meeting (especially Lotus owners). His address is: M. Francois Staumont (Automobiles Lotus), 49 Avenue de Monte Carlo, Brussels. Telephone number Brussels 450787.

A NEW SCOTTISH RACE CIRCUIT

A NEW circuit at Edzell Aerodrome, approximately 50 miles north of Perth, will be christened by its first race meeting on Saturday, 20th June, 1959, at 2 p.m., organized by the Aberdeen and District Motor Club, Ltd.

Recently the organizers held a practice at Edzell and invited about a dozen cars and motor-cycles to test the track. All, without exception, were delighted with the circuit, especially the almost new asphalt surface which is in perfect condition.

Ecurie Ecosse driver John Lawrence was of the opinion that the track was of a higher calibre than even Silverstone. The start/finish straight is one mile long but has been divided by means of a chicane a third along.

WORLD DRIVERS' CHAMPIONSHIP

		Pts.
1.	**Jack Brabham**	9*
2.	**Tony Brooks**	6
3.	Maurice Trintignant	4
4.	Phil Hill	3
5.	**Bruce McLaren**	2

* Includes fastest lap.

FORMULA 1 CONSTRUCTORS' CHAMPIONSHIP

1.	**Cooper-Climax**	8
2.	Ferrari	6

THE "AUTOSPORT" CHAMPIONSHIP, 1959

Provisional Leading Placings After Mallory Park and Silverstone (Maidstone and Mid-Kent)

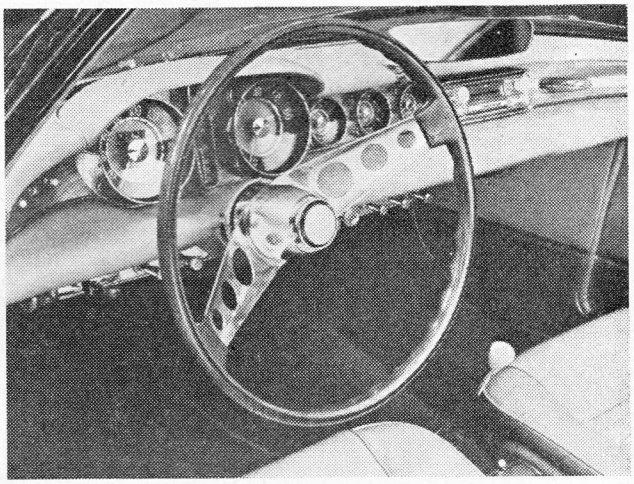
		Pts.
1.	J. McKechnie (Ace-Bristol)	12
2.	E. J. B. Mitchell (Ace-Bristol)	9
3.	J. Gaston (Sprite)	8
	Bob Gerard (Turner)	8
	M. J. Wayne (Elva)	8
	Dick Stoop (Frazer-Nash)	8
	Sir G. Baillie (Corvette)	8
	J. Lawry (Elite)	8
	J. Clark (Elite)	8
10.	G. R. Baird (Elva)	7
11.	B. A. M. Gilbert (Turner)	6
	J. H. D. Whitmore (Elite)	6
	Pat Fergusson (Elva)	6
	J. Goddard-Watts (Berkeley)	6
	P. M. Sutcliffe (Frazer-Nash)	6
	Jack Sears (Austin-Healey)	6

(These placings are subject to revision after timekeepers' sheets available from Silverstone.)

THE NEW "open-wheeled" Formula 2 Porsche which appeared at Monaco in the hands of Taffy von Trips. The car was one of three F2 cars eliminated in a second-lap crash.

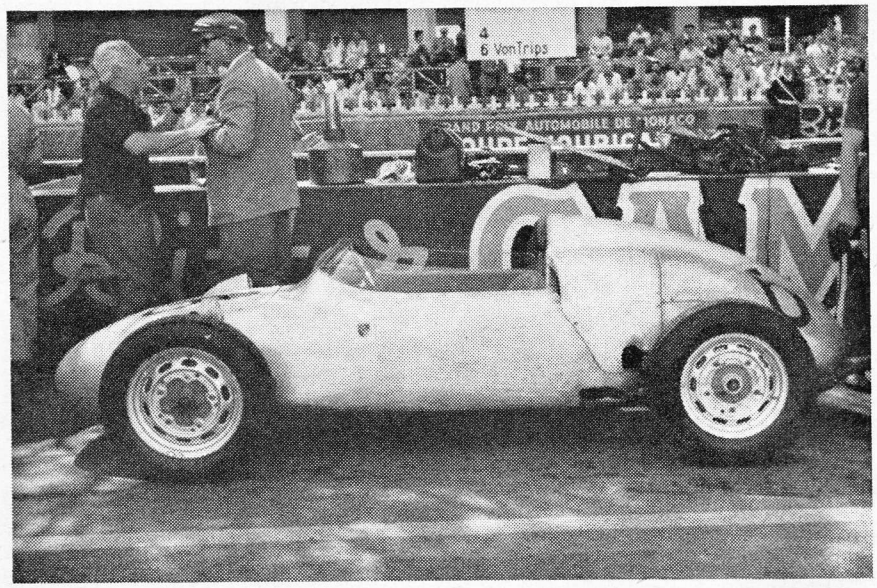
BEAUTY from Sweden is the recently announced Volvo sports coupé prototype, which will have the 85 b.h.p. 122S engine and gearbox and disc brakes. The car will be assembled in this country and production will commence in 1960.

RIGHT: Functional, well laid-out cockpit of the car.



★

DUE to lack of entries, the German Rally, scheduled for 13th-15th May, has had to be postponed until October. This event was to have been the next round of the European Championship and has been unavoidably postponed at short notice due to the prior commitments of many leading drivers.



PREPARATION FOR TUNING

A few thoughts to be considered before . . .

IT is a surprising thing, but certainly to be praised, that the tuning of ordinary cars has become a recognized industry in this country. In Italy and France, it has been so for many years, and in the U.S.A. this vice has for long been rampant. To own an ordinary looking car of popular make, which can leave its sisters at the traffic lights, is the ambition of many. Yet, there are pitfalls.

I am conversant with the general trend, because my daily post (when I am in England) is full of queries and comments on this subject. First of all, it is necessary to remark that most popular cars have neither the roadholding nor the brakes for constant driving at very high speeds. There are cars which, when considerably tuned, can destroy their brakes in a morning and their dampers in a couple of days. If the extra power is only to be used for overtaking and hill-climbing, the normal chassis will suffice. If, however, one proposes to drive at full throttle for hour after hour on the Continent, or even to gear-scream past the Sunday drivers of England, the brakes and dampers will have more heat to dissipate than the makers ever envisaged.

It is desirable to contact the manufacturers of both these components before working on the engine. If the maximum speed is to go up from 80 to 100 m.p.h., it is a simple act of self preservation to ask if the propeller shaft will stand the revolutions involved. In the same way, some tyres which are perfectly safe for an odd burst at 100 m.p.h. would take strong exception to a couple of hours at 120 m.p.h. Once again, the tyre manufacturers will take the responsibility, so write to them and not to Bolster.

These jolly little races over a few laps of an airfield circuit can tell you nothing. The brakes and dampers can be overhauled between each event, and an overtuned engine can have its crankshaft and connecting rods replaced several times in a season. The man who wants a car for everyday use has no interest in a vehicle that will neither steer nor stop after a week's hard driving, or which will require a £70 engine overhaul every 10,000 miles.

Let us face this thing sensibly. All modern engines have a large factor of safety, but they are built down to a price. A single connecting rod from a Grand Prix engine costs more to make than the whole power unit of a family saloon. In other words, a Formula 1 engine costs from £1,000 to £5,000, and even then it has a very short life at racing speeds. This brings us to the whole point of the question.

Supposing that a Grand Prix engine develops 100 b.h.p. per litre, costs £2,500, and has a life of 10 hours, how much is it reasonable to demand from a £150 power unit that is required to run reliably for 50,000 miles? At the present stage of the art, I would put the limit at 50 b.h.p. per litre as an absolute maximum, and I would turn my back on any tuner who offered me more.

That introduces another point. Some people have converted their cars to run at compression ratios which are more usually found in the diesel field. Such high ratios are utterly destructive, and the life of the engine must be seriously impaired. It is true that high power outputs may be obtained for short races, but for road use the pressures developed are not to be tolerated. Grand Prix engines are usually assembled with compression ratios around 9 to 1, and over 10 to 1 is exceptional. This is for use on Avgas, so to use a ratio higher than this with an iron head, vertical valves, and pump fuel, is just plain crazy.

There is another misconception which is common. People write to say that their cars cannot equal the performance of the road test machines. They ask whether they should put the compression ratio up, fit twin carburetters, and so forth. The answer is no, no, a thousand times no!

Before tuning an engine, one must be certain that it is in perfect mechanical condition. It must give the full standard performance, and if it does not do so, there is something seriously wrong. To tune such a unit is to invite a major blow-up, for it is like asking a sick man to enter an athletic contest. Sub-standard engines are unavoidably produced from time to time, and the reasons may be simple or complex. The camshaft is often the culprit, but pistons and ignition systems may well be to blame. Never tune a sick motor, for trouble of an expensive variety may be round the corner.

By the same token, may I implore you not to tune an old engine? She has had a merry life, and given you lots of fun. Let the poor old girl take it easy in her declining years! Old metal fatigues, and spare parts may be scarce. What a tragedy it would be to do irreparable damage to a dear old friend!

There remains the question of the home tuner, and he should proceed with caution. In general, it is better to go to a really trustworthy firm, or to buy a complete kit. So many small things need altering if the engine is to go faster with complete reliability. A bigger carburetter and a higher compression ratio may do the trick, but equally they may produce a rough unit that is unpleasant to drive and difficult to start. A car is an expensive investment, and a lot of thought should precede any operations upon it. The specialist tuners know each model, and how much modification it will stand. It is only common sense to make use of their hard-earned knowledge.

This short commentary is really a series of "dont's", and I hope to write about a few "do's" when the space is available. May I summarize by saying that a tuned car may be a delightful possession if the work has been carried out well and with moderation. It may also be a disagreeable beast, which is unreliable and costly to maintain. These few words may stop you from acquiring the latter sort of vehicle.

JOHN V. BOLSTER.

ALEXANDER PRODUCE NEW SERIES "A" CONVERSION

AFTER a great deal of development work Alexander Engineering Co., Ltd., have produced a single conversion to cover all B.M.C. "A"-type engines. This includes the Minor 803 c.c. and Austin A30.

Alexander's improvement upon their original layout incorporates a completely new inlet manifold and redesigned control linkages.

The saloon cars' Stage I conversion has a modified and reshaped cylinder head, with compression ratio raised to 8.9 to 1. Twin 1⅛ ins. SU carburetters with individual non-restriction air filters are fitted on specially designed high-flow efficiency inlet manifolds. Special valve springs are used. Cost is £37 10*s*. plus 10 guineas fitting, which includes decarbonizing, grinding valves and engine tuning.

In addition there is a centre port exhaust conversion involving machining off the existing siamese port and bolting on of a new full flow, centre exhaust manifold port adapter. Axle ratio can be changed from 4.55 to 1 to 4.2 to 1 with a recalibrated speedometer. These further items cost £16 10*s*. plus £6 5*s*. fitting.

Performance Figures

Acceleration through gears (m.p.h.)	Unconverted (secs.)	Converted (secs.)
0-30	6.8	5.8
0-40	11.6	8.0
0-50	18.7	13.2
0-60	30.1	17.8
0-70		28.5
0-80		39.5
Maximum in third gear	58 m.p.h.	65 m.p.h.
Maximum in top gear	73.2 m.p.h.	80+ m.p.h.

Stage II conversion for the B.M.C. saloons consists of special Alexander-developed high-compression pistons, a modified head incorporating special valves of increased diameter and flow-coefficient, and special valve springs. Twin 1¼ ins. SU carburetters are mounted on a resonant induction manifold.

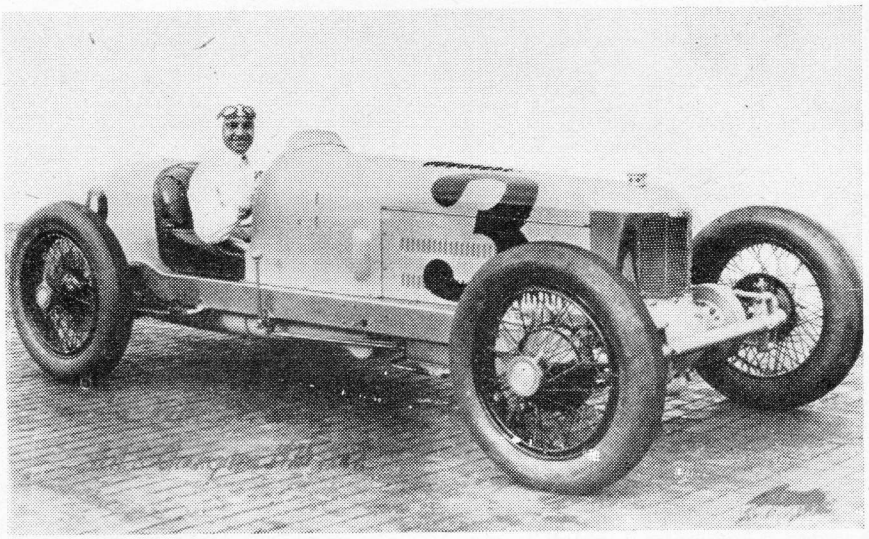
With standard 4.55 axle ratio, Alexander state an 80 m.p.h. cruising speed can be maintained, with a true 90 m.p.h. available when conditions permit. Acceleration through the operating range is vastly improved. Cost of the Stage II conversion is £69 10*s*. plus £13 10*s*. fitting charge.

Optional fitting of the 4.2 axle ratio reduces maximum speed by 3 to 4 m.p.h., but it offers quiet high-speed running and improved fuel economy usually associated with an overdrive, at the same time permitting high maximum speeds in intermediate gears.

A completely new type of anti-roll bar costing £5 17*s*. 6*d*. has also been developed for the A35.

The Stage I conversion for the Sprite operates on normal premium petrol, and gives the car over 90 m.p.h. with hood and screen erected. This is suitable for everyday use and causes no sacrifice of flexibility or reliability. This conversion costs £71 10*s*., plus £15 for fitting.

The addition of an Alexander cold air pressure box fitted as an extra (£15, plus £2 10*s*.) liberates an extra 5 to 6 b.h.p. from the engine and adds about 3 m.p.h. The box incorporates an air filter screen, cold air intake from the radiator grille, and float chamber pressure balance tubes.



CLIMAX OF MILLER'S SUCCESS was won with this 1927 front-wheel drive Miller. Peter de Paolo, seen here in the car, won his second National Championship with it and it was acclaimed as being the finest in the world for the Indianapolis "Brickyard" and also for the high-banked board tracks. Even in those days the Miller sold for $15,000.

PART III
THE TWENTIES

Harry Miller's Saga

BY DR. VICENTE ALVAREZ

The Life and Work of America's Greatest Racing Car Builder

The stripped-down "Sub" had lost its appeal but was still the fastest dirt-track car of its time—Oldfield's marks on the Saint Louis dirt mile track, set in 1917, had a long life. This car changed hands a few times later, and appeared in board-track races, with little success: it had been designed primarily as a dirt-track machine and by the time it was taken to the speedways it was also too old. Five more engines identical to the one in the "Sub" were built and fitted with orthodox racing bodies. They had a long record of successes and were a real credit to Miller's ingenuity.

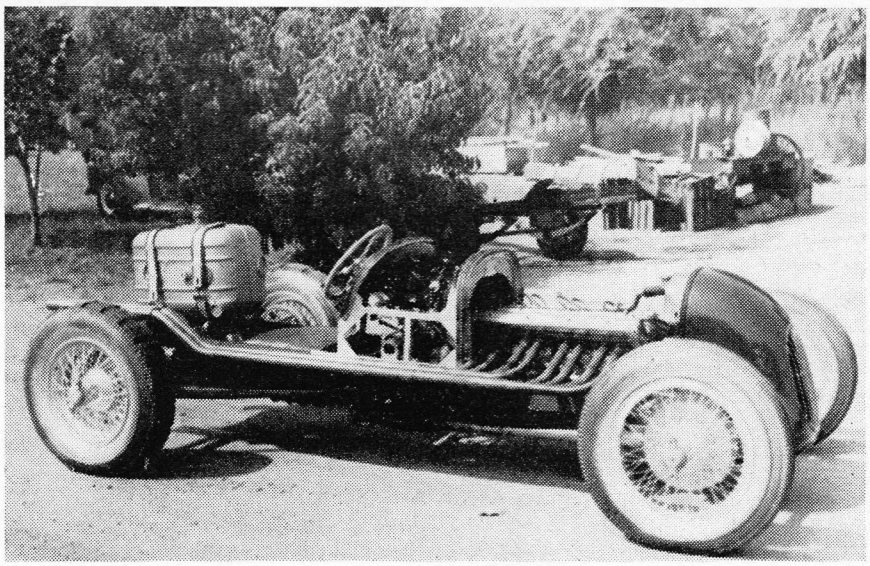
European racing cars had dominated American speedways for several years; Peugeot had attained a definite supremacy and, to a lesser extent, Mercedes, Delage and Sunbeam were keeping American cars behind. After the war, America could regain control of her speedways through the efforts of the Duesenberg and Chevrolet brothers—in the early 'twenties, Harry Miller was to join them, later to eclipse them. "Veteran" cars had carried on racing during the war period, but in the meantime new ideas had been developed. While the Henri set-up was still considered a must, designers were devoting their time to the straight-eight principle which had proven so satisfactory during the war. Ballot and Bugatti in France; Duesenberg in the United States; they were the exponents of the new, successful trend. The "500" was won by "fours" in 1919 (4.5 Peugeot) and 1920 (Chevrolet-built 3-litre Monroe) but "eights" had clearly proved to be "the engines of tomorrow"—Rene Thomas qualified for the "pole" in 1919 with an average of 104.78 m.p.h. at the wheel of a 296 c.i. Ballot "8"; De Palma did the same, at 99.15 m.p.h. on a 3-litre Ballot "8" in 1920: "fours" were, decidedly, obsolescent. With Indianapolis as his ultimate goal, Miller, too, began working on an eight-cylinder design. He added a most valuable member to his staff in 1920: Leo Goossen, who was to be Miller's top draughtsman for many years.



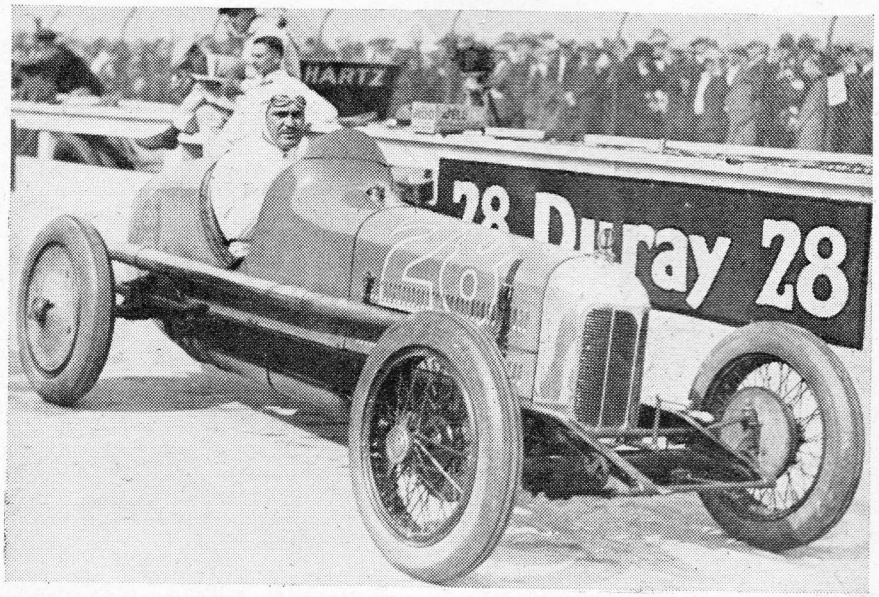
LEO GOOSSEN, chief draughtsman for Harry Miller and later again associated with Fred Offenhauser, is at present chief engineer to the Meyer Drake Co. He is at present working on the design of Lance Reventlow's F1 engine.

It didn't take Duesenberg or Chevrolet long to build a successful "eight". The 3-litre formula was adopted in 1920 and both American makes stood well in competition with the European—Duesenberg's victory at Le Mans in 1921 did prove something. A 3-litre Ballot "8" (De Palma) had again been the fastest qualifier at Indianapolis, but a Frontenac "8" (built by Chevrolet) won the race. Miller's changeover to "eight" took a bit longer, but in 1922 he entered one at Indianapolis, mounted on a Duesenberg chassis. Jimmy Murphy drove it to a qualifying speed of 100.5 m.p.h., driving it to pole position and then winning the race, breaking the record set in 1915 by De Palma in a 4.5 Mercedes. This was the first of a string of victories for the straight-eight Miller motor; on Thanksgiving Day, 1922, Miller-powered cars won the first four positions on the Beverly Hills, California, board speedway. The Duesenberg influence was noticeable in Miller's creation, yet he had some different ideas—instead of the shaft-driven single O.H. camshaft with three vertical valves (Bugatti, Duesenberg) he adopted the Ballot layout: gear-driven 2-o.h.c., four inclined valves per cylinder actuated via inverted cup-shaped cam-followers; in both marques, the crankshaft was mounted on three main bearings.

The 1922 Indianapolis race was a clean-up victory for the "eights", the



LAST 1,500 c.c. MILLER IN ACTIVITY, this 1928 engine, mounted in a more modern chassis, was entered by Walt Woestman for the Pike's Peak hill-climb in 1948. The carburetter and centrifugal blower are mounted at the rear of the engine.



INTERNATIONAL RECORDS for 10 and 20 miles fell to Leon Duray in his 2-litre rear-drive Miller at the Los Angeles 1¼-mile board track in 1925. Both these records were actually set while Duray was driving in a race!

highest placed "four" coming in ninth. It was, also, Duesenberg's biggest sweep at the "500" as seven of his cars were placed among the top ten finishers . . . and a serious defeat to Louis Chevrolet, then Duesenberg's most qualified competitor, whose five-car Frontenac team listed in full as "also ran", while only one of his three Monroes covered the distance. Both the Chevrolet-built marques made their final bow after this poor show, but Duesenberg had no chance to count on any field-days thereafter as, coincidental with Chevrolet's exit, a new challenger had appeared, and a most respectable one at that. Harry A. Miller had finally taken to building complete racing cars as his main line of activity and the engineering duel between the two top-line American race-car constructors had started.

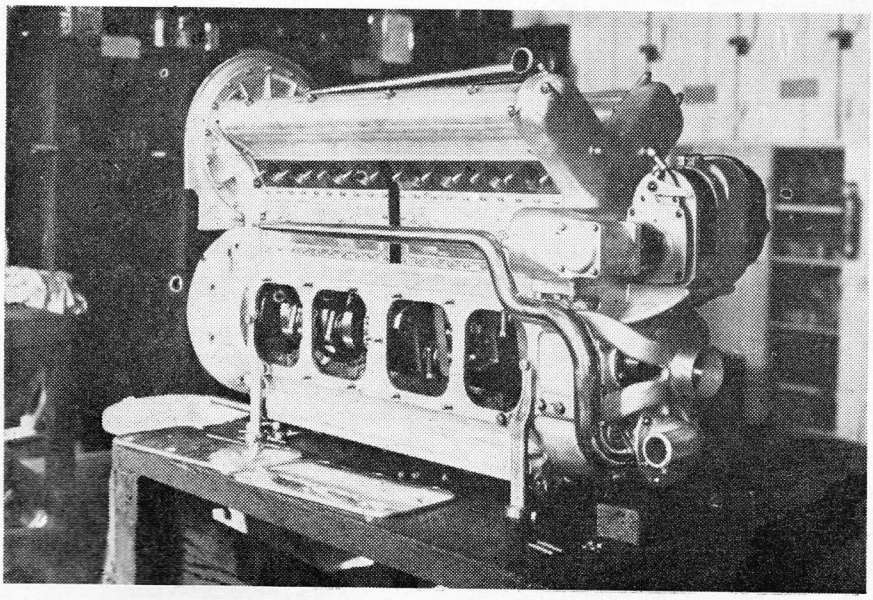
Harry Miller had dominated the speedways through the late part of 1922; he was building cars from stem to stern now. There was great expectation for the 1923 "500": engine displacement had been cut down to two litres. The starting grid had a new look at Indianapolis; riding-mechanics had been "grounded"; new cars were sleek, narrow single-seaters with a reduced frontal area and better streamlining. Eleven Miller-built cars faced the starter but the expected battle did not take place as only one of the three new Duesenbergs could get to the track in time to qualify (after deadline, on special permission), and Packards, Mercedes and Bugattis were easy prey for the Millers. Tommy Milton drove a Miller entered as H.C.S. (Harry C. Stutz) Special to win at 90.95 m.p.h. average. It was Cliff Durant's big day, as his Miller-built Durants came in second, third, fourth, sixth and seventh. A hopped-up Model T, prepared by Art Chevrolet, was fifth, and the lone Duesenberg 10th, behind a modified Targa Florio Mercedes and a Bugatti, the latter being the only survivor of a four-car team.

Miller's "122" engine was not merely a scaled-down version of his "183" but an entirely new one. His walk-away victory at Indianapolis proved that he had—again—jumped ahead of his contemporaries. The engine was a straight eight of 59.5 mm. by 88.9 mm. bore and stroke, detachable head, hemispherical combustion chamber, two valves per cylinder; four new Miller duplex carburetters. The chrome-vanadium crankshaft was mounted on five main bearings: the first four were plain and the rear one was of ball-type. With a compression ratio of 7:1, this engine was estimated to deliver 95 b.h.p. at 4,500 r.p.m. on petrol/benzole.

Nineteen-twenty-three was Harry Miller's year throughout: to his Indianapolis victory, many more followed on the board speedways and things kept coming his way in the early part of 1924. But Duesenberg was to score at Indianapolis now. Fourteen Millers lined up in a 22-car field—only three Duesenbergs were there but one of them won, at 98.24 m.p.h. average, driven by Corum and Boyer. Duesenberg had been knocked down for two years, but he had come back with all the honours and taken his main opponent by surprise with a secret weapon: the supercharger. Miller engines for 1924 were externally similar to those of 1923, but they had now a bore and stroke of 59.18 by 88.9 mm. Tungsten was used as material for valves—crankshaft was made of nickel-molybdenum steel and was now mounted on five plain, bronze-backed, main bearings. Compression was raised to 7.60 to 1; four or eight carburetters were fitted. This engine had an output of 120 b.h.p. at 5,000 r.p.m.

Oil pressure was raised and, in order to prevent damage to the indicating gauge on a cold engine, a higher-reading gauge was installed and a manual control was provided for the driver to check oil inlet volume to the pump. The crankcase sump and the bottom of the oil tank had longitudinal cooling fins. Miller chassis were made of steel channels (Duesenberg used duralumin) and had a 100-inch wheelbase; Durant's custom-built jobs had a 104-inch wheelbase. Brake linings were all-metal (lead/copper) divided into 2½-inch long segments. Duesenberg had won the first round but 1924 was, in the end, another year for Miller. Late in 1924, he received an unusual order: Jimmy Murphy wanted to have a front-drive car; he believed a "puller" could easily outspeed any "pusher" around the turns at Indianapolis and, more particularly, on the high-banked boards. Miller tackled the project at once and before the end of the year the car was ready. An engine was simply reversed and at the front of it a compact gearbox-and-final drive unit was installed. Front end was a classical de Dion system, suspended on four leading quarter-elliptic springs. Soundness of the front-drive principle for speedway racing was to be definitely established in years to follow; unfortunately, Jimmy Murphy was killed in a race before he could try his own idea on the track.

The first front-drive Miller won second position in the 1925 "500"; still unsupercharged, it was beaten by only one minute by De Paolo's blown Duesen-



ACME OF AMERICAN ACHIEVEMENT in the realms of racing machinery, this 1½-litre supercharged 1929 Miller engine weighed 330 lbs. and developed 252 b.h.p. at 8,000 r.p.m.

berg. Six Millers, three Duesenbergs and a Roots-blown Fiat came in the first 10. Prejudice against front-drive racing cars, kept alive among drivers and public thanks to gruesome narrations of the murderous behaviour of some very powerful and very crude front-drives of the early 1900s, waned after this brilliant début. After all, a front-drive could be the fastest thing on a speedway and was, apparently, just as safe as a conventional machine.

Nineteen-twenty-five was a Duesenberg year, but Miller soon raised the output of his "122" to 200-plus b.h.p., with his supercharger—Duesenberg had to surrender again before the 2-litre formula expired.

In 1926, engine displacement was cut down to 1,500 c.c., a real challenge to any designer's ingenuity. Miller's own answer was the almost legendary "91", a fabulous small engine in its time and still an admirable exponent of the best in high-speed engineering by present criteria. From the 1926 version (155 b.h.p. at 7,000 r.p.m.) the "91" was developed into a true "bomb" of 252 b.h.p. at 8,000 r.p.m. in 1929! The original "91" was a straight-eight (block and head cast integral, in two blocks of four) of 55.5 mm. and 76.2 mm. bore and stroke; hemispherical combustion chambers, two valves per cylinder, tubular connecting rods. Main bearings were longer than those of the "two-litre"; the centrifugal supercharger, which in the 1925 motors was driven by a gear-train at the rear of the camshaft, now was driven directly from the rear end of the crankshaft, via spur gears on ball bearings, running at five-and-a-half times engine speed. Fuel from the supercharger was delivered to the centre of the intake-manifold; previously, it went to the rear end of same. A compensating trombone-shaped manifold ran above the regular manifold. A Robert Bosch magneto took care of the ignition.

The "91" Miller racing car maintained its basic characteristics for four years—durable and reliable, and terribly fast, it can still stand for its rights through the most exacting slide-rule confrontation with modern racing machines; in every respect a sample of Harry Miller's mechanical genius at its best. The complete car, in stock form, had a price-tag of 10,000 dollars—15,000 for a front-drive—plus tax, of course. Overall weight of the car was 1,400 pounds (either front or rear-drive), frontal area only nine square feet. Wheelbase: 100 inches; tread: 52 inches. The front-drive was 36½ inches high at radiator (½ inch lower than the rear-drive) and had a maximum height of 38½ inches at cowl (rear-drive was 45 inches high). Body width was 20 inches in the front-drive; only 18 in the rear-drive. The last engine of the "91" series had an output of 252 b.h.p. at 8,000 r.p.m. With an actual piston displacement of 1,478 c.c. (90.2 c.i.) and a weight of 330 lb., it gave the following ratios: power-weight, 1.31 lb.; power per cu. in., 2.77 b.h.p.

A Duesenberg—driven by Peter De Paolo—won the first race of the 1926 season—300 miles on the brand-new Miami 1½-mile board track, at 129.29 miles per hour; Miller scored at Indianapolis, as Frank Lockhart, on a rear-drive "91", was declared the winner when the race was halted at the 400-mile mark on account of the heavy rain; his average was, naturally, low: 94.63 m.p.h.

Harry Miller had definitely conquered the speedway and the dirt-track but simultaneously he had attained domination in another field of competition—motor-boating—where his engines held the honours in each class they entered; they were, as to be expected, the ultimate in design and workmanship. In 1926, Miller advertised four production "marines". The 91 c.i. was a duplicate of the speedway engine fitted with a starting-motor and water-jacketed exhaust manifold. The "151" was a four-cylinder with a displacement of 2,458 c.c.; 95 b.h.p. at 3,500 r.p.m. The "310" was a 5,076 c.c. straight-eight of 200 b.h.p.; the largest of the series was the 10-litre "620": a V-16 of 425 b.h.p. Centrifugal supercharger was stock equipment in both auto and marine "91s" and optional in the larger "marines" giving to the latter an estimated increase of power of 50/60 per cent.

The "91" engine was improved through the late "twenties" and made Harry Miller practically unbeatable—the front-drive set-up underwent some refinements, too. In 1927, downdraught carburation and higher supercharger pressures raised the regime to 8,000 r.p.m.; inlet-manifold design was revised, too, seeking for smoother gas travel and lower admission temperature. Duesenberg won his last "500" in 1927, but six Millers were in the top 10 finishers. On the same car he won the 1926 "500", Frank Lockhart set a lap record of 147.729 m.p.h. on the Atlantic City board speedway on 7th May, 1927; a few weeks later, Leon Duray took his front-drive Miller around the Packard proving grounds track at 148.1 m.p.h., a track record that stood for 26 years.

Following a short, brilliant career as a dirt-track driver, young Frank Lockhart had won the "500" on his first try and soon graduated as one of the top-ranking pilots in the United States. Gifted with a remarkable engineering talent, he excelled in adding some extra b.h.p. to the already "hot" Miller power-plants—his speedway car was reported to do 170 miles per hour. In 1927, he decided to attack the world's absolute speed record—in the age of the giants—with a three-litre motor! Sponsored by the Stutz Motor Car Company, Lockhart built the now legendary Stutz Black Hawk record-machine: a gorgeous little car and a fascinating study in streamlining. The cigar-shaped body had individual fairings on each wheel. The powerplant consisted of two 91 c.i. Miller engines on a common crankcase, geared to a single crankshaft. A centrifugal supercharger to each bank, with finned intercoolers that came flush with the bonnet line; ice was used for cooling. This 3-litre compound developed 385 b.h.p. at 7,000 r.p.m. After a first unsuccessful attempt, Lockhart covered the measured mile at 198.29 m.p.h. average. Another American, Ray Keech, had raised the absolute speed mark to 207.55 m.p.h. in the three-engined Triplex in the meantime. Lockhart's record, however, stood until 1939 as Class "D", world's best. On 25th April, 1928, Lockhart was killed during a new record attempt—he had been clocked at better than 225 m.p.h. before the fatal accident. The engine was later put on a conventional racing chassis and was a top contender in 11 Indianapolis races.

Miller continued production of his "91"; improvements for the year 1928 were a revised supercharger-drive and adoption of new alloys for some components of the engines. Twenty-five Millers started in the "500"—10 were front-drive jobs. Leon Duray set a lap record of 124.018 m.p.h. in time trials in his front-drive; Lou Meyer won the race in a rear-drive Miller at 99.482 m.p.h.; nine Millers completed the list of the first 10.

Miller's factory specifications for the 1928 units were really acceptable: 252 b.h.p. at 8,000 r.p.m. on petrol/benzole. However, this did not seem to satisfy all of the car owners and mechanics and a lot of individual extra work was done in order to get a better performance. A device which was generally adopted was the intercooler—to shrink the mixture volume as it came out of the supercharger and, consequently, improve efficiency. Intercoolers were of individual design—thus great variety of types could be found. Most generally used type was a large aluminium finned inlet manifold; others employed multiple copper tubes in a pipe-organ fashion or finned "pancake-shaped" chambers. A real "bomb" as it came off the factory, the "91", in stock condition, was by no means at the end of its string. Beating the stock Millers was quite a project, though, and it called for excellent planning and workmanship applied to very sound ideas of innovation. Private alterations followed different lines such as changes in metals of parts (oftimes to try to publicize some sponsor's products), bigger and faster superchargers or incorporation of new accessories. The stock chassis—of chrome-nickel steel frame—referred to as "flighty" by a former Duesenberg pilot, used to a different, soft, easy ride—was very good for a speedway job; yet it could still be improved here and there. But the only ones who could think of challenging the "works" with a reasonable hope of success were the "works" customers: it certainly took a Miller to beat a Miller!

Every year was a Miller year in the late 'twenties; that was true of the early 'thirties as well, but things were to change as the depression hit the States in 1929, which marked the end of "costly" racing.

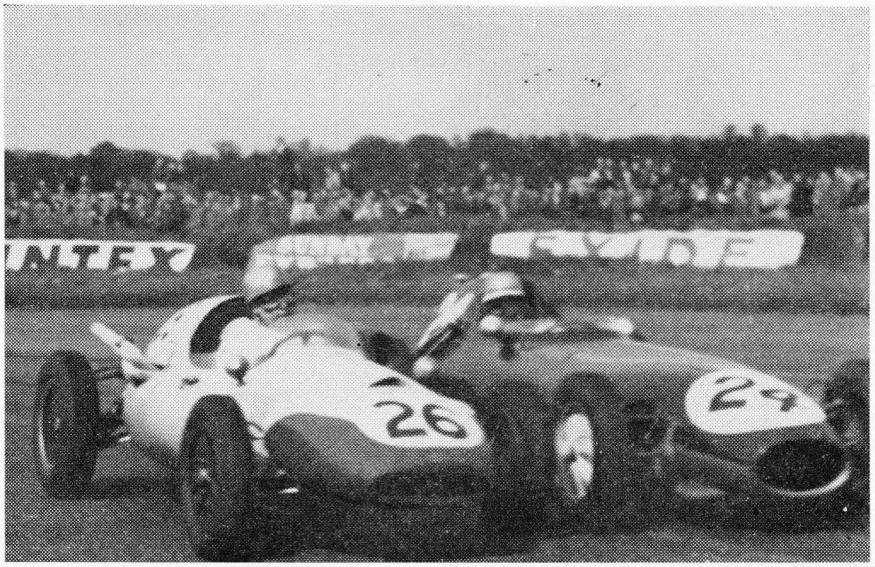
The glamorous "boards" which supplied the most fitting stage for the mechanical "thoroughbreds" of an epoch had been abandoned, victims of use and weather, and could not be replaced owing to their fabulous cost. Speedway racing was confined to Indianapolis, the bulk of the year's racing activity being carried on by the dirt-tracks.

Ray Keech won the 1929 "500" at 97.6 m.p.h. average in Lockhart's winning car of 1926. Duesenbergs came in third and fifth; Louis Chiron placed himself seventh at the wheel of one of the "peerless 1.5 Delages", the last representative of another "pur sang" breed—things were to change soon in Europe, too. . . .

Adoption of a "poor man's formula" for 1930, dictated by the economical disaster, was announced in March, 1929, and put an end to the "golden era" of American racing, the colourful era of the board ovals, the big prizes and the most admirable racing machinery ever developed this side of the Atlantic. Displacement limitation formulas had put a severe stress on the engineering genius of men like Miller and Duesenberg—their reply to this challenge had made them immortal!

(To be continued)

SILVERSTONE International saw a tremendous battle in the Formula 2 category between Ivor Bueb (Cooper-Borgward) and Innes Ireland (Lotus) which lasted until Ireland slowed with a split fuel tank and brake troubles. Here the pair take Copse—wheel-to-wheel.



First-Class Racing at Brands Hatch

A Fine Performance by C. H. Threlfall (Tojeiro)

THE British Racing and Sports Car Club's Brands Hatch meeting on Sunday was blessed with perfect weather, while some first-class drives resulted in interesting racing—altogether a most enjoyable day. A well-varied selection of sports and racing machinery contested the first eight events on the programme, while the ninth race was something of an innovation. Winners of the preceding events were invited to take part in a special sealed handicap event, for which the competitors were not told their handicaps until they reached the starting line. This ensured that the field was extremely varied, while excellent handicapping resulted in a hard-fought and exciting race.

The first event was for saloon cars of up to 1,000 c.c. and brought 10 A35s and the solitary A40 of "Doc" Shepherd to the line. Right from the drop of the flag, the three beautifully-prepared black A35s of the Cambridge Racing Team took the lead, closely followed by "Doc" Shepherd. "Doc" passed B. D. Whitaker on Clearways and was pursuing J. A. B. Taylor and R. S. Lewis Jones at the end of the first lap. On the second lap he took Lewis Jones and on the third he went into the lead, to romp home an easy winner. The A40, although heavier than its smaller brethren, was noticeably steadier on the corners and obviously capable of out-braking them.

Next came a 15-lap event for Formula 3 devices. R. Bayton (Kieft-Norton) and Gerry Meharey (Cooper-J.A.P.) took an initial lead, but were soon overwhelmed by G. M. Jones (in the ex-Stuart Lewis-Evans Cooper-Norton), J. Pitcher (Cooper-Petty-Norton), J. R. C. Mew (Cooper-J.A.P.) and the redoubtable Don Parker (Cooper-Norton). At the end of the second lap Jones had a slight lead from Parker which he maintained for three more laps before being overhauled by Parker. He then proceeded to wage a race-long battle with Pitcher for second place, being taken on the last lap, with Parker getting farther away on each successive lap. There were six retirals from a field of 19 cars.

The third event, for saloon cars over 1,001 c.c. had virtually only one class. There should have been two classes, but three of the bigger cars were non-starters, J. R. Todd's Peerless was sick from the start and soon retired and G. F. Williams had a prang in his Jaguar 3.4. This last looked to be the most horrific affair. The big car slewed right across the track at Paddock, slid over the grass verge and climbed the banking. It seemed certain to overturn but kept on all four wheels and, in fact, suffered remarkably little damage. J. M. Young's red Ford Prefect took an immediate lead which it maintained and increased throughout the 10 laps and, in fact, hardly seemed to be in the same race as the others. The next most impressive aspect of the event was the phenomenal acceleration and road-holding displayed by J. Turner's blown Ballamy-Ford Popular, which passed Bill Blydenstein's Borgward into second place on the fifth lap. These two drivers had a most exhilarating struggle from the drop of the flag until the ninth lap, when the Ford went sick (letting Blydenstein increase the lead he had taken on the previous tour) and retired a lap later. Blydenstein really threw his car round the corners, steering into them long before he arrived and really trying hard all the time. A little way behind these two another splendid dice was in progress between A. S. Hutcheson and P. J. Pilsworth (both in Riley 1.5s) for fourth place. Hutcheson had it all the time, but he had to work hard to keep Pilsworth behind him.

The 1,100 c.c. sports car race was particularly distinguished by the splendid driving of airline pilot Chris Threlfall, whose Tojeiro is at last going really well. While M. Niven took the lead in his Lotus (never to lose it) Threlfall carved his way through from the back of the grid to take second place on the second lap. His progress was spectacular and he outdrove the entire field (with the exception of Niven), without putting a wheel wrong, in one of the most delightful displays of virtuosity I have ever seen. He was always followed by A. V. Hegbourne's Tojeiro, which took third place, but neither of them was quick enough to catch Niven.

The marque sports car race was a runaway victory for C. J. Lawrence and his elderly but very rapid Morgan Plus Four, who was followed (but never seriously challenged) by R. F. North and A. Gay in Triumphs.

Bill de Selincourt took the lead in the *Formule Libre* race in his F2 Cooper but was passed by the eventual winner, Chris Bristow (Hume-Cooper F2) on the third lap. Brian Whitehouse took his F2 Cooper into second place on lap five and that order remained constant throughout the remainder of the 10 laps.

The next event, for sports cars of 1,101-1,200 c.c., attracted an all 1,172 entry, and proved to be a demonstration all the way by test pilot Dizzy Addicott in his immaculate black and alloy Lotus Seven. He was followed all the time by P. R. Belton (Lotus Mk. IV) and W. N. Hutton (Lotus Eleven).

A second marque sports car race had an entry composed entirely of Sprites and Berkeleys, and proved to be another demonstration run. G. H. Williamson's Sprite, with faired-in lamps and a pretty hardtop, was uncatchable and won without being pushed. M. H. Clare's 692 c.c. Berkeley was equally convincing in second place and F. W. Marriott was a good third. The stability and speed of the little Berkeleys was most impressive.

The last event of the day was the winners' invitation handicap event. Williamson's Sprite took the lead on the second lap and never lost it, but there was a lot of close racing farther back. All the drivers gave of their best and, with the small field, this proved to be a most successful event. There was a considerable speed differential between the various cars but spectators were never caused a moment's anxiety and were well entertained.

MICHAEL DURNIN.

Results

Saloon Cars up to 1,000 c.c.: 1, G. C. Shepherd (A40), 59.42 m.p.h.; 2, J. A. B. Taylor (A35); 3, R. S. Lewis Jones (A35). **Fastest lap:** Shepherd, 60.82 m.p.h.

Formula 3: 1, D. Parker (Cooper-Norton), 68.58 m.p.h.; 2, J. Pitcher (Cooper-Petty-Norton); 3, G. M. Jones (Cooper-Norton). **Fastest lap:** Parker and Pitcher, 70.41 m.p.h.

Saloon Cars over 1,000 c.c.: 1, J. M. Young (Ford Prefect), 60.82 m.p.h.; 2, W. B. Blydenstein (Borgward); 3, A. S. Hutcheson (Riley 1.5). **Fastest lap:** J. Turner (L.M.B.-Ford), 62.52 m.p.h.

Sports Cars up to 1,100 c.c.: 1, M. Niven (Lotus), 69.88 m.p.h.; 2, C. H. Threlfall (Tojeiro); 3, A. V. Hegbourne (Tojeiro). **Fastest lap:** Threlfall, 71.31 m.p.h.

Marque Sports Cars: 1, C. J. Lawrence (Morgan), 64.40 m.p.h.; 2, R. F. North (Triumph); 3, A. Gay (Triumph). **Fastest lap:** Lawrence, 65.65 m.p.h.

Formule Libre: 1, C. Bristow (Hume-Cooper F2), 70.39 m.p.h.; 2, B. Whitehouse (Cooper F2); 3, R. W. de Selincourt (Cooper F2). **Fastest lap:** Bristow, 72.94 m.p.h.

Sports Cars, 1,101-1,200 c.c.: 1, D. G. Addicott (Lotus), 64.41 m.p.h.; 2, P. R. Belton (Lotus); 3, W. N. Hutton (Lotus). **Fastest lap:** Addicott, 67.03 m.p.h.

Marque Sports Car Race: 1, G. H. Williamson (A.-H. Sprite G.T.), 61.86 m.p.h.; 2, M. H. Clare (Berkeley); 3, F. W. Marriott (A.-H. Sprite). **Fastest lap:** Williamson, 63.59 m.p.h.

Winners' Handicap Race: 1, G. H. Williamson (Sprite), 63.23 m.p.h.; 2, D. G. Addicott (Lotus); 3, C. H. Threlfall (Tojeiro).



LOOKING alarming but nevertheless very swift, Sir Gawaine Baillie's Chevrolet Corvette is hustled through Woodcote to win the big class in the AUTOSPORT *Championship event.*

Maidstone and Mid-Kent "National"

Fine Weather and Excellent Racing on the Silverstone Club Circuit—Round Two of the "Autosport" Championship

As we have come to expect, the Maidstone and Mid-Kent Motor Club staged their annual event at Silverstone on the Saturday following the International Trophy Meeting. It might be thought that there was a danger of a club meeting suffering by comparison when held so close to a major event but, providing the former is well run, there is such a basic difference between the two that there is really nothing to worry about. The M. and M.-K. have a habit of running good meetings and last Saturday's offering was no exception. Apart from a couple of slight delays between races as a result of accidents, the programme ran through without any irksome hiatus and yet the organization which made this possible was of the unobtrusive variety which makes for the happy atmosphere normally associated with a meeting run *by* "the boys" *for* "the boys". There was, as usual, an enormous entry and, understandably, the club wanted to give their customers full value for money; this meant that the programme was a long one. The members of the Press were given a friendly welcome by the long-suffering Press Officer, and every assistance in his power.

The racing was for the most part full of interest and excitement but one or two of the drivers apparently felt called upon to provide more than their share of excitement, to the discomfiture of others in the immediate vicinity at the time; there were several alarming accidents but luckily no personal injuries.

All 10 races were run from scratch and, although the fields were sometimes very varied in potential, the interest was maintained by the races within a race which quickly developed. Starting grid positions were decided not by ballot but by practice times, for which full marks to the organizers; this is the obvious method to adopt but it is surprising how seldom it is used.

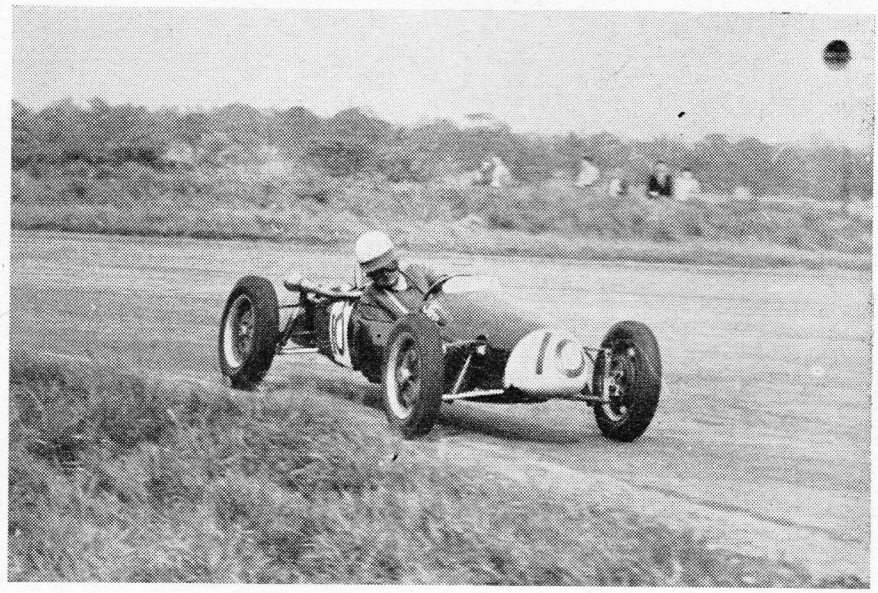
Proceedings opened with a 15-lapper for the 750 and 1,172 Formula cars during which there were a few heart-stopping moments but no disaster. Arthur Mallock took a first-lap lead with his new creation which sounds wonderfully crisp and goes like a scalded cat, but apparently has an insatiable thirst; just after half-distance he was forced to call at the pits for copious supplies of water, which effectively put paid to his chances. The lead was then inherited by Alan Wershat in the original Lola which, topically, has been rechristened Lolita and seems to motor as well as ever. It did not seem that anything could prevent this combination winning the overall race, although Brian Hart in the Terrier Mk. II was not far away and driving excellently. Then, on the last lap of all, Lolita must have got out of hand somewhere round the back of the circuit and the Terrier came home to a well-deserved victory. There were only six runners in the 750 class and this was soon reduced to four. George Martin's car went sick on the opening lap and, although it rejoined the contest after pit stops, it could not be seriously considered as a runner; John Wilks had trouble getting off the line with his well-known "flat-iron", then got going really well for a few laps which brought him well up with the others of his class, only to get involved in some sort of a mix-up at Copse from which he could not restart. We and the commentator had J. G. W. Marsh as the undoubted leader of the small cars but the official results awarded the race to Philip Cross, whose duel with L. G. Hockney ended two laps from the finish when Hockney's car surrendered. Quite how this divergence of opinion came about is unexplained but, be that as it may, Marsh had a wonderful scrap throughout the race with J. F. Marshall's by no means slow Ford.

A 10-lapper for sports cars up to 1½ litres came next in which Eric Pantlin demonstrated greatly improved form with his new Lotus Seven. Driving in a completely relaxed manner he cleverly took the lead from the Weldangrind Parson when Young went wide at Woodcote on lap two and retained it to the end despite a maximum effort from the Parson. There was also a stirring duel between George Breakell and Peter Boshier-Jones in 1,500 and 1,100 Lotus respectively; this lasted until the ninth lap, with the extra 400 c.c. keeping Breakell just ahead despite some perfect driving by his adversary, who appeared on the final lap in splendid solitude; history did not relate what occurred to bring this about.

The only rain of the day made something of a procession of the saloon car race, which was notable for the amazing performance of a brace of Fords, John Young's famous car holding a consistent second place behind Sir Gawaine Baillie's 3.4 Jaguar while the two drew well clear of the rest of the field, and that of N. R. Jones having a tremendous battle with a Peerless driven by Philip Taylor; this ended abruptly when Jones snatched the lead at Copse, by going into the corner at an impossible speed on the wet track, and rolled into the bank. The driver was, astonishingly, completely unhurt.

The 500 race produced the expected duel between John Pitcher and Philip Robinson but the latter's car ran into some trouble with its pipework at half-distance and he retired rather than risk damaging the engine. Geoff Gartside and Scott Bloor were well matched in the early stages but after the halfway mark Gartside managed to draw away from his rival. This gave the finishing order Pitcher, Gartside, Bloor, with the cars fairly well spaced out at the end of the 15 laps; the rest were nowhere by comparison.

The first of the AUTOSPORT races followed, contested over 20 laps by no less than 29 cars of the three small capacity classes. It is impossible to give a coherent account of everything that was going on in such a thrilling and hard-fought race in which, by the end, cars were on three different laps, and it is even going to involve several hours of research in a sealed room to work out the full scores in the different classes; suffice it to say that it was wonderful value as a spectacle and that John Lawry drove an immaculate race to an undisputed overall victory with his Elite. J. H. D. Whitmore circulated extremely rapidly in his lilac-coloured Elite and was the only car on the same lap as Lawry at the finish, but even he could not do anything to worry the leader. Chris Meek had some more bad luck with the Elva Courier when a valve dropped on the second lap after a most promising showing. Another driver who did not have a good day was K. L. Spellman; he damaged his Sprite in practice when a brake grabbed and threw him into the bank—after hectic work in the paddock he got the car past the scrutineer only



CONCENTRATION from J. Pitcher (Cooper-Norton) as he hugs the grass at Becketts. Pitcher won the 500 c.c. race after Philip Robinson's retirement.

to find himself just behind R. A. Jameson in the Berkeley which spun at Woodcote at the end of the opening lap; he very skilfully avoided this particular accident but in doing so got himself in the path of another competitor and the Sprite was bent yet again. Probably the most remarkable performance of the contest was supplied by Michael Bond in David Dixon's Ecurie Chiltern M.G.A Twin-Cam. He was securely in third place overall, lapping at an incredible speed, for three-quarters of the distance and giving nothing away to Whitmore's Elite, when an engine mounting must have let go and the fan went through the radiator; this car is going to be worth watching if it reproduces form like this. Another car which produced an astonishing turn of speed was Paddy Gaston's Sprite, which emerged at the front of a prolonged three-cornered battle with Richard Shepherd-Barron's Alfa Romeo G.S.V. and the Twin-Cam M.G.A of Alex James, only to spin away the fruits of its labours three laps from the end.

The next race, a 15-lap event for sports cars unclassified, produced the first of a pair of perfect winning drives for John Bekaert in the 3.8 Lister-Jaguar, and another fine performance by Eric Pantlin. Ron Brightman's monstrous Lister-Corvette lay second initially but suffered from frothing of the fuel and retired from the fray, having lost its place to Peter Mould's very crisp 3-litre Lister-Jaguar. Peter Sargent drove well in his C-type Jaguar and emerged with credit from a nasty moment when John Woolfe spun the ex-Gordon Lee C-type at Woodcote right in his path. K. M. Francis in a Lotus-Climax, who spent a most energetic day, made a determined onslaught on Sargent for third place but could not quite make the grade.

The second AUTOSPORT race, for classes D and E, did not look so promising on paper as the first but turned out to be another excellent event. Gawaine Baillie led from start to finish in his Chevrolet-Corvette but Dick Stoop in the veteran Frazer-Nash never let up and took Woodcote for the last time with no more than six inches between the front of the 'Nash and the tail of the Corvette. The big American car was tremendously fast on the straight but never, I should think, has any car had to brake so early for Woodcote; on one occasion we could hear the squeal of the tyres as the anchors went on before the vehicle was visible. This gave Dickie Stoop his chance to keep up the pressure and, as aforesaid, he so nearly pulled it off. Jack Sears in the Austin-Healey passed John McKechnie's Ace-Bristol into third place overall after a couple of laps and was never worried thereafter, although quite unable to get to grips with the two out in front. Behind him there was a grand scrap featuring Peter Sutcliffe (F.-N.), Brian Mitchell (Ace-Bristol), and Tony Lanfranchi and Dick Hanson (Austin-Healeys), from which Mitchell suddenly detached himself and went after McKechnie, passing him into fourth place when the latter spun. Watching the race from Woodcote it was obvious that everyone concerned was trying to get round that tricky corner in the least possible time; the two who showed just how this should be done, maintaining a perfect line with the minimum of flurry, were Dick Stoop and Jack Sears—a wonderful lesson in advanced driving technique.

Provisional Results

750 and 1,172 Formula, 1,172: 1, B. R. Hart (Terrier Mk. II), 71.54 m.p.h.; 2, A. R. Wershat (Lolita); 3, J. Derisley (Lotus). **750:** 1, P. A. Cross (750 Formula); 2, J. G. W. Marsh (Austin); 3, R. G. Lewcock (Austin).

Sports Cars up to 1,500 c.c.: 1, E. Pantlin (Lotus), 77.55 m.p.h.; 2, S. G. Young (Parson); 3, P. Boshier-Jones (Lotus).

Saloons up to 1,500 c.c. and Unlimited: 1, Sir Gawaine Baillie (Jaguar), 65.75 m.p.h.; 2, P. Taylor (Peerless). **1,500 c.c.:** 1, J. Young (Ford), 62.93 m.p.h.; 2, Sqdn./Ldr. J. Gaston (Austin A35); 3, M. Thorburn (Renault-Dauphine/Gordini).

500 c.c. Racing Cars: 1, J. Pitcher (Cooper), 75.28 m.p.h.; 2, G. Gartside (Cooper); 3, Scott Bloor (Cooper).

"Autosport" Championship, Class "A": 1, Sqdn./Ldr. J. Gaston (Austin-Healey Sprite), 67.14 m.p.h.; 2, B. A. M. Gilbert (Turner); 3, A. McKechnie (Austin-Healey Sprite). **Class "B":** 1, J. Lawry (Lotus Elite), 74.04 m.p.h.; 2, J. H. D. Whitmore (Lotus Elite); 3, R. M. Shepherd-Barron (Alfa Romeo G.S.V.). **Class "C":** 1, M. J. Wayne (Elva Courier), 69.78 m.p.h.; 2, J. P. Fergusson (Elva Courier); 3, G. R. Baird (Elva Courier).

Sports Cars, Unclassified: 1, J. Bekaert (Lister-Jaguar), 82.82 m.p.h.; 2, P. Mould (Lister-Jaguar); 3, P. J. Sargent (Jaguar "C").

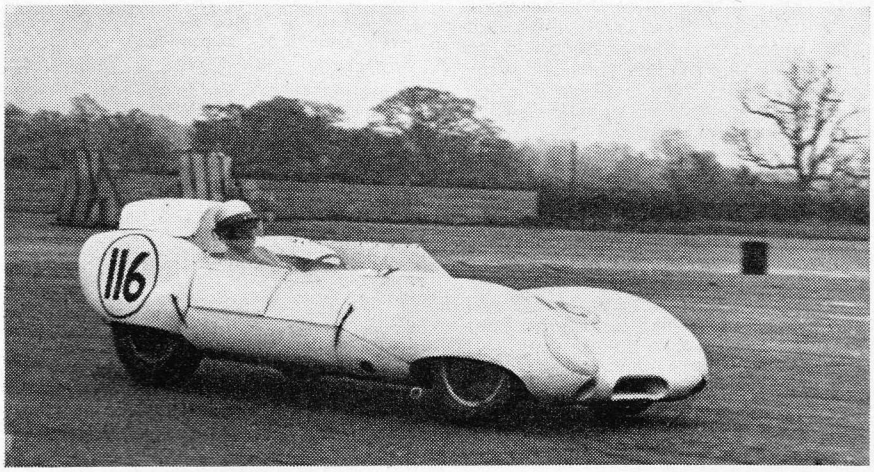
"Autosport" Championship, Class "D": 1, J. R. Stoop (Frazer-Nash), 74.14 m.p.h.; 2, E. J. B. Mitchell (Ace-Bristol); 3, J. McKechnie (Ace-Bristol). **Class "E":** 1, Sir Gawaine Baillie (Chevrolet-Corvette), 74.21 m.p.h.; 2, J. G. Sears (Austin-Healey); 3, C. R. Hanson (Austin-Healey).

Sports Cars up to 1,500 c.c.: 1, K. M. Francis (Lotus-Climax), 78.43 m.p.h.; 2, S. G. Young (Parson); 3, P. Boshier-Jones (Lotus). **Formula 2:** 1, T. Parnell (Cooper), 81.38 m.p.h.; 2, G. Nixon (Cooper); 3, R. W. de Selincourt (Cooper). **Sports Cars, Unclassified:** 1, J. Bekaert (Lister-Jaguar), 82.63 m.p.h.; 2, P. Mould (Lister-Jaguar); 3, P. J. Sargent (Jaguar "C").

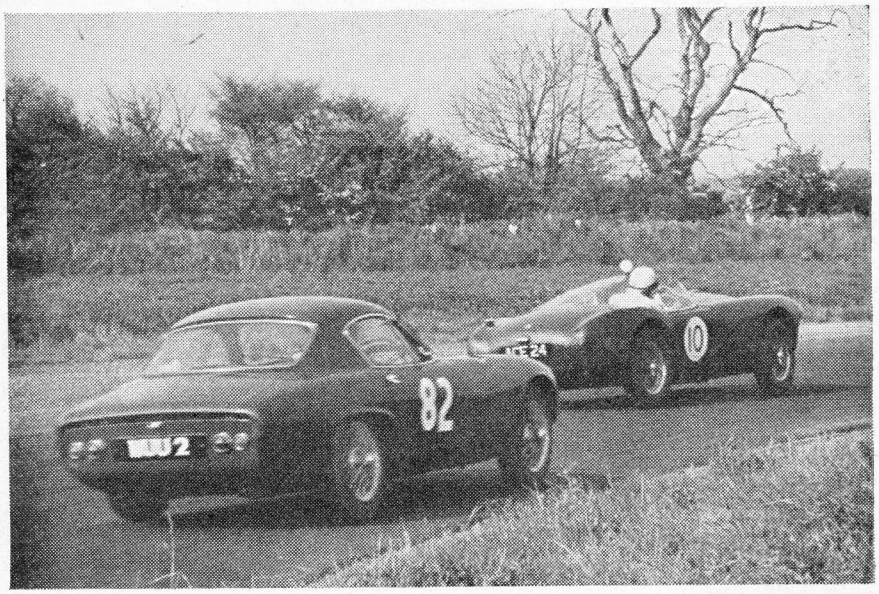
The next race was another 10-lapper for 1½-litre sports cars. Eric Pantlin made a beautiful start but must have met trouble somewhere round the opening lap, for he first appeared well down the field and passed only Mallock's Austin-Ford during the course of the race. K. M. Francis led all the way, but his brakes were somewhat fierce in action, a trouble which beset him all day. Peter Boshier-Jones had a real go at the Parson but finished just over a second to the bad.

The Formula 2 race, which should have been the *pièce de resistance*, brought only five cars to the line, two of which left the contest spectacularly at Woodcote, leaving only three runners who very soon could not see one another. At Woodcote on the opening lap we had just seen Tim Parnell go through in the lead when K. Y. Twisk's Cooper suddenly detached itself from the following bunch, completely out of control, spun wildly and shot through the hoarding backwards, coming to rest perched precariously on top of the earth bank. Seven laps later the Lister-

(*Continued on page* 640)



LOTUS at Becketts—Mrs. (Jumbo) Howard swings the car through the hairpin.



RACE-LONG DUEL between Mitchell's A.C. Ace-Bristol, winner of the 2-litre G.T. race, and Peter Lumsden's Lotus Elite ended on the last lap when the latter retired with apparent engine trouble.

Stanley Sears Trophy Meeting

Excellent Snetterton M.R.C. Event

BLUE skies, bright sunshine and a full and excellent entry were the order of the day for the Snetterton M.R.C.'s Stanley Sears Trophy meeting on 10th May at the Norfolk circuit. First-class racing was enjoyed during all of the six-race programme, which catered for a widely varied field and included a 10-lapper for vintage and Edwardian sports cars and historic racing cars.

All this was accomplished in an indefinable atmosphere of club racing spirit—an enjoyable atmosphere which is almost becoming part of the fixtures and fittings at Snetterton, where the emphasis is on the sport for the sake of the sport: things are taken seriously enough to be efficiently run, yet it is obviously realized that, by and large, club racing is largely a pastime, with nothing more earnest in view than a good day's motor racing.

Event one was a fast, furious event for sports cars in two classes—from 1,101-3,000 c.c. and over 3 litres. Given a fine day, good conditions and Jim Russell, one can always reckon on a second or two chopped off the lap record at Snetterton, but Jim must have been off form or something on Sunday: he only managed to equal the record!

Jim Russell, in fact, running in the smaller class in his Cooper Monaco, led the race as a whole from start to finish, followed all the way by John Bekaert (3.8-litre Lister-Jaguar) and, in third place, Brian Naylor (J.B.W.-Ferrari) who had a tremendous tussle to hold off Bill Moss (3.8-litre Lister-Jaguar). At half-distance Jim led John Bekaert by nearly half a minute and dictated his own terms to win at 94.46 m.p.h., equalling, as we said, the lap record with a best lap in 1 min. 41.2 secs. (96.05 m.p.h.). Naylor just managed to hold off Moss, crossing the line no more than a bonnet's length ahead of the Lister. Russell and Naylor led the smaller class, while Bekaert and Moss finished 1-2 in the unlimited category, quickest lap here going to Bekaert in 1 min. 47.4 secs. (90.50 m.p.h.).

Second race was a 10-lap handicap for the vintage machinery—a field somewhat sadly depleted by the absence of the two "pure" E.R.A.s. Douglas Hull, in the 2-litre car, suffered a melted piston during practice, while Sid Day, in the 1½-litre R6B, was rendered a non-starter by valve trouble. This left H. H. Thomas, in a machine generously described as a Type 51 Bugatti Special, to lead unhindered throughout, catching the limit men on the first lap.

Then came the 1,100s. If we point out that there were two Lolas in the field, there is little need to say more. In third place, behind Peter Ashdown and B. J. Cox, M. McKee's Elva ran consistently throughout the race, followed by R. N. Prior in the first of the Lotuses. The first four places never altered after the first lap, with Lolas first and second all the way and Ashdown well in the lead. Behind them, however, a tremendous duel went on between D. M. Bertram, Louis Jacobsz, Martin Wills and R. C. Kerrison (Lotuses), all of whom used all the available road on the corners, while well up was K. Finney (Cooper), entered by the Jim Russell Racing Drivers' School and making the best use of his teacher's wisdom. Ashdown's winning speed was 88.18 m.p.h., and he also made fastest lap in 1 min. 48.4 secs. (89.67 m.p.h.).

Main race of the day was the 10-lap *Formule Libre* race, which followed. Here there was the most exciting tussle between Brian Naylor's Formula 1 J.B.W.-Maserati and Jim Russell's Cooper Monaco sports. Naylor led for the first five laps, with Russell almost touching him down the straight and slip-streaming in the grand manner; then, on lap six, Russell came past the pits in the lead, while on lap seven it was Naylor back in front. On lap nine, however, Naylor came past all on his own, Russell still in second place but a long way back, having, it seems, overdone it at the hairpin. That must have been the first time Jim has made a mistake at Snetterton for years! As it was, Naylor won almost as he liked, for Russell could never have caught him in the remaining lap and a half. Consistently third, but rather overshadowed by the battle up front, was John Bekaert (Lister-Jaguar), the car looking a little battered after an off-course excursion in practice, while some excitement preceded the fourth place, which was taken by Chris Summers in George Nixon's F2 Cooper. Fifth was Bill Moss (Lister-Jaguar) and sixth G. Ashmore (D-type Jaguar).

Fastest lap went to Naylor in 1 min. 41.8 secs. (95.48 m.p.h.) and his winning speed was 94.15 m.p.h.

Then came the first of the Grand Touring races, the first an eight-lapper in classes for up to 1,300 c.c. cars and those from 1,301-2,000 c.c. This went to C. Mitchell's A.C. Ace after another race of great excitement. Mitchell led for the first three laps, with P. Lumsden's Lotus Elite breathing down his neck all the way. On lap four Lumsden passed the Ace to draw steadily away, but on the very last lap an ominous puff of smoke caused him to cease motor racing and Mitchell took the flag, ahead of J. Whitmore's Elite and Sid Hurrell's fast TR3. Second place in the smaller class went to Richard Shepherd-Barron's Alfa Romeo Giulietta Sprint Veloce, a long way ahead of P. G. Graham (Austin-Healey Sprite).

Last race of the day was for G.T. cars of over 2 litres, and in pole position on the grid was the Austin-Healey 100-6 of Jack Sears. However, there was what was later described as "extravagant driving" by another competitor on the first lap and in the ensuing mêlée poor old Jack went out of the race—after having been a clear 2 secs. quicker than anyone else in practice! As it was, however, Sir Gawaine Baillie's Chrevolet Corvette won in glorious Technicolor, well ahead of Dick Protheroe's Jaguar XK 120 until two laps from the end, when Peter Woozley, who knows how to make a Mercedes 300SL go enormously fast, took second place with a fastest lap in 1 min. 58 secs. (82.37 m.p.h.). Fourth was the XK 120 of R. Taylor.

MARTYN WATKINS.

Results

Sports Cars, 1,101-3,000 c.c.: 1, J. Russell (Cooper Monaco), 94.46 m.p.h.; 2, J. B. Naylor (J.B.W.-Ferrari); 3, M. E. S. Bond (Aston Martin DB3S). **Fastest lap:** Russell, 96.05 m.p.h. **Over 3,000 c.c.:** 1, J. Bekaert (Lister-Jaguar), 88.73 m.p.h.; 2, W. F. Moss (Lister-Jaguar); 3, G. Ashmore (Jaguar D). **Fastest lap:** Bekaert, 90.50 m.p.h.

Edwardian and Vintage Handicap: 1, H. H. Thomas (Bugatti Spl.), 73.59 m.p.h.; 2, J. Freeman (Aston Martin); 3, L. S. Michael (Lagonda). **Fastest lap:** J. Goodhew (E.R.A.-Delage), 76.78 m.p.h.

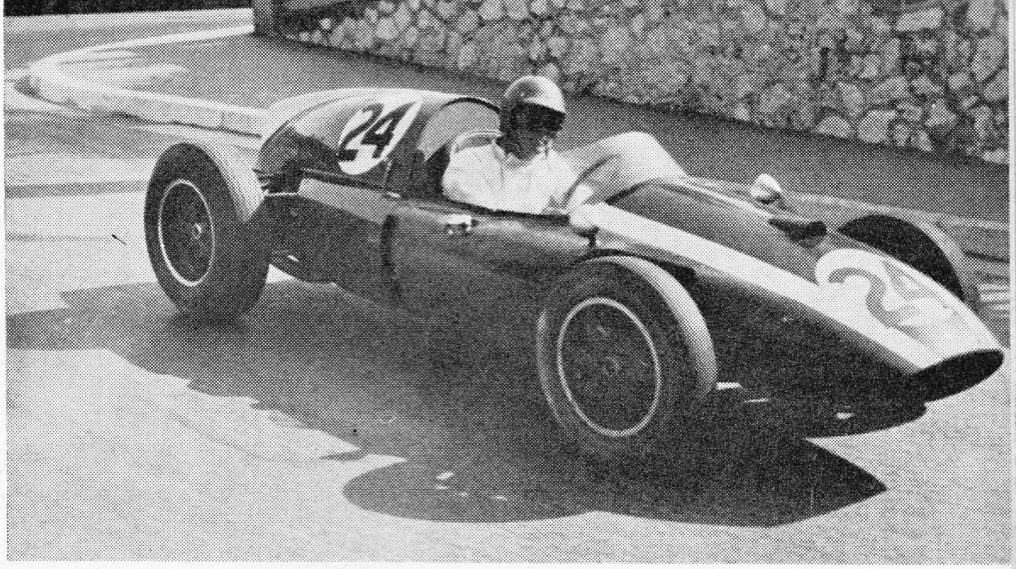
Sports Cars up to 1,100 c.c.: 1, P. Ashdown (Lola), 88.18 m.p.h.; 2, B. J. Cox (Lola); 3, M. B. McKee (Elva). **Fastest lap:** Ashdown, 89.67 m.p.h.

Formule Libre: 1, J. B. Naylor (J.B.W.-Maserati), 94.15 m.p.h.; 2, J. Russell (Cooper Monaco); 3, J. Bekaert (Lister-Jaguar). **Fastest lap:** Naylor, 95.48 m.p.h.

Grand Touring Cars up to 1,300 c.c.: 1, J. Whitmore (Lotus Elite), 78.03 m.p.h.; 2, R. M. Shepherd-Barron (Alfa Romeo); 3, P. G. Graham (Austin-Healey Sprite). **Fastest lap:** P. J. S. Lumsden (Lotus Elite), 81.27 m.p.h. **1,301-2,000 c.c.:** 1, C. Mitchell (A.C. Ace), 78.36 m.p.h.; 2, S. A. Hurrell (Triumph TR3); 3, M. B. McKee (Triumph TR3). **Fastest lap:** Mitchell, 79.80 m.p.h.

Grand Touring Cars, over 2,000 c.c.: 1, Sir G. Baillie (Chevrolet Corvette), 79.64 m.p.h.; 2, P. Woozley (Mercedes); 3, R. Protheroe (Jaguar). **Fastest lap:** Woozley, 82.37 m.p.h.





WINNING COOPER-CLIMAX of Jack Brabham (above) sweeping down towards the promenade from the station. (Left) HAPPY AUSSIE—Brabham's victory grin. This was his first victory in a grande épreuve.

JACK BRABHAM'S MONACO G.P.

Victory and Record Lap for Australian in Cooper-Climax—Brooks (Ferrari) Runner-up—Moss's Wretched Luck—Only Six Finishers out of 16 Starters

BY GREGOR GRANT

Photography by GEORGE PHILLIPS

IN a race that was packed with incident from start to finish, the Australian Jack Brabham won the Grand Prix of Monaco last Sunday—his first *grande épreuve* victory. The opening stages saw a furious struggle between Behra's Ferrari and the Cooper-Climaxes of Moss and Brabham. Moss eventually passed the Frenchman, who was also taken by Brabham—then the Ferrari blew up and Stirling was left with a lead which he proceeded to build up until it looked as if he were in an unassailable position.

Driving superbly he dominated the race till lap 81 when transmission trouble intervened. Jack Brabham then took over, pursued by Tony Brooks (Ferrari). Closer and closer came the Italian car, but suddenly Brabham pulled out all the stops, including breaking the existing lap record with a time of 1 min. 40.4 secs.—and this on his 83rd lap, when there was plenty of oil around.

Brooks plugged on gamely, suffering from car-sickness—but it had been left too late!

Of the 16 starters, only five and Salvadori's crippled Cooper-Maserati received the chequered flag. On lap two, all three F2 cars were eliminated by an accident at Ste Devote, when the new Porsche single-seater broadsided.

Third place went to the 1958 winner, Maurice Trintignant in Rob Walker's Cooper-Climax, followed by Phil Hill in a sadly battered Ferrari, and Bruce McLaren (2.2 Cooper-Climax). Curiously enough Brabham's winning speed was considerably below the race record set up last year by Trintignant in the 2-litre Cooper-Climax.

It was truly an International finish, with an Australian in first place, then an Englishman, a Frenchman, an American and a New Zealander.

* * *

Thursday's practice session was held in brilliant sunshine, with 19 drivers trying their utmost to establish times that would put them amongst the lucky 16 on the grid for Sunday's opening round of the 1959 World Championship. Team Lotus were absent, their transporter having run its big-ends near Lyons; only Bruce Halford's F2 machine was present.

Stirling Moss, in Rob Walker's Cooper-Climax made best time with 1 min. 41.4 secs. (111.98 k.p.h.), followed by Tony Brooks (Ferrari), who nearly had a monumental shunt when he spun on loose gravel coming out of the tunnel; luckily no damage was done to car or driver. Third best was Behra (Ferrari)—1 min. 41.6 secs.

Three B.R.M.s appeared, but Joe Bonnier broke a radius arm and covered several laps in Ron Flockhart's car. Phil Hill did remarkably well to do 1 min. 43.1 secs., in his Ferrari, on his very first visit to the circuit. Cliff Allison's Ferrari was best of the F2 contingent with 1 min. 46.3 secs. Jack Brabham did 1 min. 42.2 secs. in his Cooper-Climax, but neither Maurice Trintignant nor Bruce McLaren could get going at all. Ivor Bueb returned 1 min. 48 secs. in the ex-B.R.P. Cooper-Climax, now running under the banner of United Racing Stable, sponsored by Bob Gibson-Jarvie of U.D.T. Naturally the car became quickly known as the Cooper-Never-Never.

Came Friday and still no works Lotuses. A mistral suddenly blew hard, and the Mediterranean looked rather like the Irish Sea on a stormy wintry morning. However, by training time, a gentle breeze was all that remained of the morning's fury, but the locals were saying that it would rain before many hours. Jack Brabham finished top of the list with 1 min. 40.1 secs. Moss did 1 min. 40.3 secs. With a B.R.M. engine installed in a Cooper, he had difficulty selecting gears and decided that the Coventry Climax engine was the best bet for the race. Behra's 1 min. 40.4 secs. was, like the times of Brabham and Moss, under Mike Hawthorn's existing circuit record of 1 min. 40.6 secs. Next quickest were Phil Hill and Tony Brooks, with 1 min. 41.3 secs., and 1 min. 41.4 secs., respectively, whilst Trintignant made sure of qualifying with 1 min. 42.4 secs. Roy Salvadori (Cooper-Maserati), with 1 min. 43.1 secs., also seemed certain of a place on the grid. Taffy von Trips took out the open-wheeled Porsche F2 machine, and did 1 min. 44.6 secs. De Changy did it all wrong in one of the Equipe National Belge's F2 Coopers, considerably bending the machine. His team-mate Lucien Bianchi was one of the border-line qualifiers with 1 min. 47 secs., but the real struggle for places lay between Ivor Bueb and Cliff Allison, with 1 min. 45.5 secs. and 1 min. 45.7 secs. respectively.

Maria-Teresa de Filippis was faster than Edgar Barth in Behra's "open" F2 Porsche, but not quick enough to qualify. It was also unlikely that the Maseratis of Scarlatti and Testut would be found on the starting grid on Sunday, and Lucienbonnet would have to push his blue F2 Cooper round a bit quicker to be in the running for a place.

After the Formula Junior race which was distinguished by the brilliant driving of the Swiss Michael May in his Stanguellini and Fangio's protégé Juan-Manuel Bordeu in a similar car, came the final fight for places. Moss did 1 min. 39.6 secs. in the Climax-powered Cooper—0.4 sec. faster than Behra's Ferrari. However, the struggle to get in the first 16 dominated the session with no one trying harder than Ivor Bueb. The Lotuses at last had arrived, and Graham Hill managed to do 1 min. 43.9

secs., before trouble intervened, and he covered most of his compulsory training 20 laps at a very reduced speed. Von Trips improved to 1 min. 43.8 secs. with the little silver Porsche. Allison did 1 min. 44.4 secs. in the F2 Ferrari, whilst Bruce Halford, one of 1959's most improved drivers, returned 1 min. 44.8 secs. Bueb tore round for lap after lap, but his best was 1 min. 44.9 secs. This was one of the hard luck stories of Monaco—to fail to qualify by a mere one-tenth of a second. Also unlucky were Pete Lovely (2.5 Lotus-Climax), Bianchi and Lucienbonnet (Cooper-Climaxes), de Filippis (Porsche) and Scarlatti in the revised, short-tail Maserati.

Jack Brabham nearly came properly unstuck when he charged the straw bales on the promenade. He untangled his Cooper without damage. Maria-Teresa spun on the Casino turn, without hitting anyone or anything.

So the complete list of qualifiers was as follows:—

Brabham (Cooper-Climax) 1 m. 40.1 s.	Behra (Ferrari) 1 m. 40 s.	Moss (Cooper-Climax) 1 m. 39.6 s.
P. Hill (Ferrari) 1 m. 41.3 s.		Brooks (Ferrari) 1 m. 41 s.
Salvadori (Cooper-Maserati) 1 m. 42.4 s.	Bonnier (B.R.M.) 1 m. 42.3 s.	Trintignant (Cooper-Climax) 1 m. 41.7 s.
Flockhart (B.R.M.) 1 m. 43.1 s.		Schell (B.R.M.) 1 m. 43 s.
G. Hill (Lotus-Climax) 1 m. 43.9 s.	Von Trips (Porsche F2) 1 m. 43.8 s.	Gregory (Cooper-Climax) 1 m. 43.2 s.
Allison (Ferrari F2) 1 m. 44.4 s.		McLaren (Cooper-Climax) 1 m. 43.9 s.
	Halford (Lotus-Climax F2) 1 m. 44.8 s.	

At the crack of dawn crowds poured into Monte Carlo for the Grand Prix. The dull weather had given way to real Riviera sunshine, and there was a gay air about the Principality which only this unique road race can create.

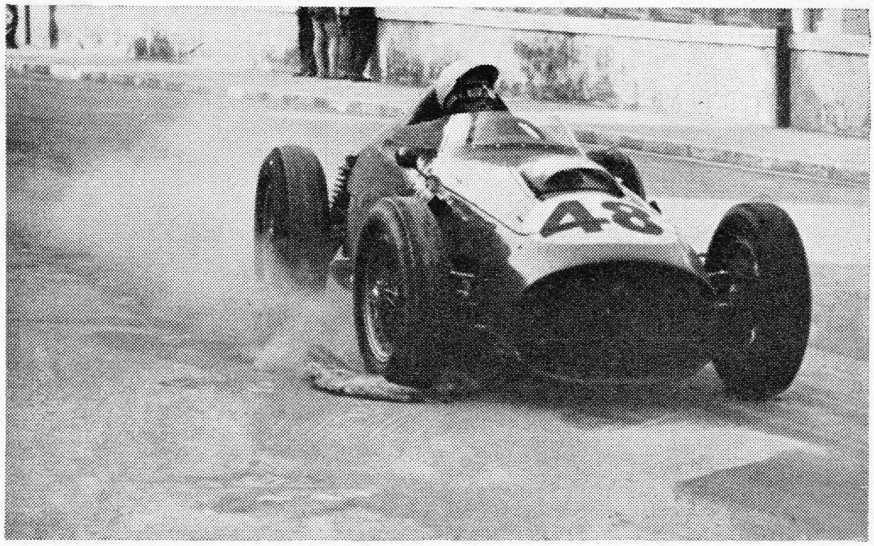
Behind the famous Gasometer Hairpin an enormous crowd had congregated: from every possible vantage point people were packed in windows, on balconies and even on roof-tops. All stands were filled to capacity, when Prince Rainier and Princess Grace of Monaco did a *tour d'honneur* in a magnificent Rolls-Royce, bearing the Royal Arms of the Principality.

As 2.45 p.m. approached the raucous loud-speakers ceased blaring dance music, and a hush of anticipation settled over the waiting multitude. Then the still air reverberated to the crackle of 16 racing engines: Anthony Noges raised the flag, engine revs. went higher and higher, then with a shattering roar the 17th G.P. of Monaco was on.

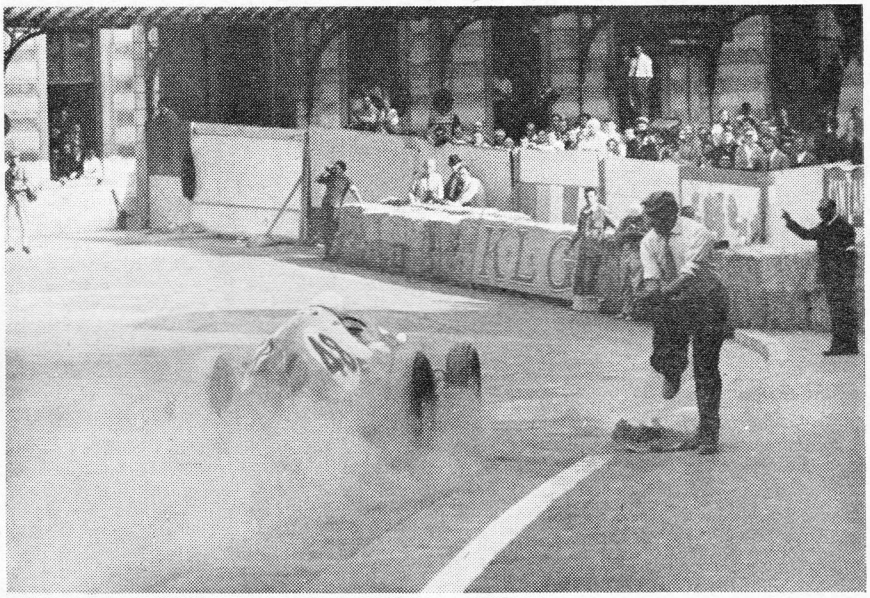
Behra was first into, and first out of, the gasometer turn, with Moss and Brabham in close attendance. Past the Royal Box they swept—a noble sight, with green, dark blue and red relieved by Von Trips's silver Porsche.

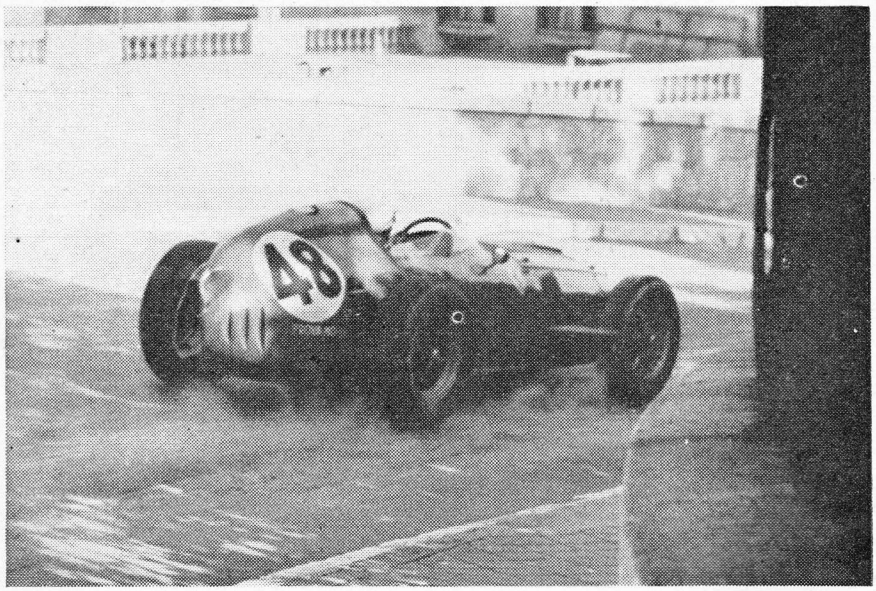
Up from Ste Devote to Casino turn crackled the 16, and as they hurtled down past the Metropole, round the Station twists, on to the promenade, through the tunnel, past the chicane and on to the quayside, Behra still led from Moss and Brabham, followed by Phil Hill, Bonnier, Trintignant, McLaren, Brooks and Schell in that order.

Round the gasometer turn again; the



SPECTACULAR SLIDE by Phil Hill (Ferrari) on the oil at the station. (Top) Burst bags of concrete are thrown by an enthusiastic marshal on oil. (Centre) The car bounces off the kerb as the marshal throws more concrete. (Bottom) It vanishes downhill in a cloud of dust.







GASOMETER TURN: The start, with Behra's Ferrari first into the corner; Moss (obscured) behind him, and Brabham extreme right.

chase was on in earnest. At the tail-end came the three F2 cars, with the Porsche leading. Under the bridge at Ste Devote Von Trips did it all wrong, broadsided and was about to be rammed amidships by Allison's Ferrari, when Cliff deliberately swung the car and struck the wall after hitting the Porsche a glancing blow. Into the Ferrari cannoned Halford's Lotus, which immediately concertinaed. Both Porsche and Lotus were practically written off, but the heavier Ferrari suffered comparatively minor damage. Von Trips received facial bruises, and all three were lucky to escape injury.

Meanwhile the battle raged in front. Behra was really being pushed, but one had the impression that Moss was merely biding his time. The three leaders gradually pulled away from the others who were headed by Phil Hill and Trintignant. Behind, Bonnier and McLaren duelled, ahead of Brooks and Schell.

The tremendous fight in front had the crowd yelling with excitement. Sometimes they were almost abreast, and on other occasions in line-ahead, as if tied by string. Lap seven and Masten Gregory (Cooper-Climax) coasted in to retire with gearbox difficulties. Two laps later Harry Schell's B.R.M. shunted McLaren's Cooper, and the New Zealander dropped back to the back of the queue.

Brooks began to settle down, and closed remorselessly on Bonnier. However, it was the Behra-Moss-Brabham contest that dominated the race. With 10 laps gone, the race position was:—

1. Behra (Ferrari), 17 m. 42.4 s., 106.570 k.p.h.
2. Moss (Cooper-Climax), 17 m. 43 s.
3. Brabham (Cooper-Climax), 17 m. 44.3 s.
4. P. Hill (Ferrari), 17 m. 55.6 s.
5. Trintignant (Cooper-Climax), 17 m. 58 s.
6. Bonnier (B.R.M.), 18 m. 10.2 s.

On lap 12 Behra did 1 min. 44 secs., but, a couple of tours later, Moss returned 1 min. 43.6 secs. Brooks took Bonnier, and set off after Trintignant who seemed to be having throttle trouble, but was driving with his usual skill. Phil Hill was doing well to hold fourth place, and Salvadori's Cooper-Maserati was a constant threat to the B.R.M.s of Bonnier and Schell. Graham Hill kept his Lotus ahead of Flockhart's B.R.M.

On lap 18 Trintignant stopped at his pit to free a sticking throttle, whilst McLaren came in for some oil. This put Brooks in fifth place. Schell had overtaken Bonnier, after a fist-shaking pantomime.

With 20 laps gone, the race order was:—

1. Behra (Ferrari), 35 m. 3.8 s., 107.614 k.p.h.
2. Moss (Cooper-Climax), 35 m. 4.2 s.
3. Brabham (Cooper-Climax), 35 m. 6.4 s.
4. P. Hill (Ferrari), 35 m. 36.7 s.
5. Brooks (Ferrari), 35 m. 49.9 s.
6. Schell (B.R.M.), 35 m. 51.3 s.

Schell suddenly closed up on Brooks and passed the Ferrari for fifth place—all the B.R.M. drivers' faces were as black as soot. On lap 22 Moss took Behra for the lead. Next time round Brabham was in second place—one more round and Behra's race was run: engine trouble in a big way, with a rod through the side of the crankcase!

Moss began to draw away from Brabham at the rate of about 2 secs. a lap. Phil Hill, in third place, was about 35 secs. behind the leader on lap 26. Schell and Brooks were dicing it out ahead of Bonnier, all others having been lapped by Moss. Graham Hill's Lotus broke an oil pipe and burst into flames at Mirabeau. He put out the fire with his extinguisher, and set off to return to the pits on foot.

The Schell-Brooks battle was enlivened by the presence of Trintignant—a lap behind. After 30 laps, with Moss on the point of "doubling" Bonnier, the race order was:—

1. Moss, 52 m. 27.5 s., 107.914 k.p.h.
2. Brabham, 52 m. 43.1 s.
3. P. Hill, 53 m. 10.2 s.
4. Schell, 53 m. 41.2 s.
5. Brooks, 53 m. 44.1 s.
6. Bonnier, 54 m. 10.7 s.

On the 37th lap Phil Hill spun his Ferrari at the Casino and dislodged the straw bales. He continued with a bashed tail and almost immediately was caught up in the Schell-Brooks-Trintignant dispute. A few laps later the American revolved at the same spot, adding a few more dents to the bodywork.

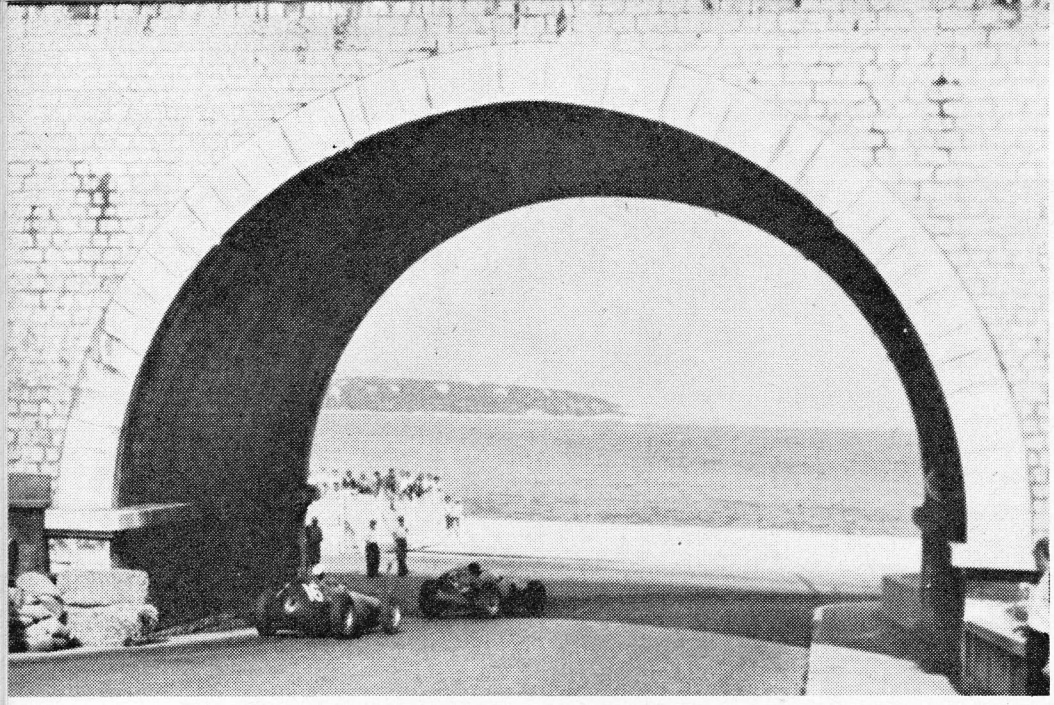
Whilst Moss and Brabham sailed on, the scrap for third place was fast and furious. "'Arree" was determined to keep a B.R.M. in the first three, and Brooks was equally determined to have a Ferrari there. Bonnier, in sixth place behind Hill, was apparently losing his brakes, and was being rapidly overhauled by Salvadori.

Forty laps, and Moss had pushed the race average up to 108.003 k.p.h., and led Brabham by 39.5 secs. Schell lay 1 min. 25.1 secs. behind the leader, with Brooks almost up his exhaust pipe—both having moved away from Hill.

On lap 46, Brooks rocketed past Schell on the road up to the Casino, whilst Bonnier had stopped at his pit to have his brakes fixed. He did a couple of slow laps then finally retired.

Stirling was really getting in to the groove, but taking time to wave to his friends, including George Phillips who was gamely hobbling round the circuit with his camera, with a much-modified plaster cast and iron heel, after his Snetterton accident last March.

Brooks did 1 min. 42.5 secs. on his 47th lap—quickest so far. Schell clouted the straw bales hard at the Casino, was stationary for several minutes, then proceeded slowly downhill with oil and fuel



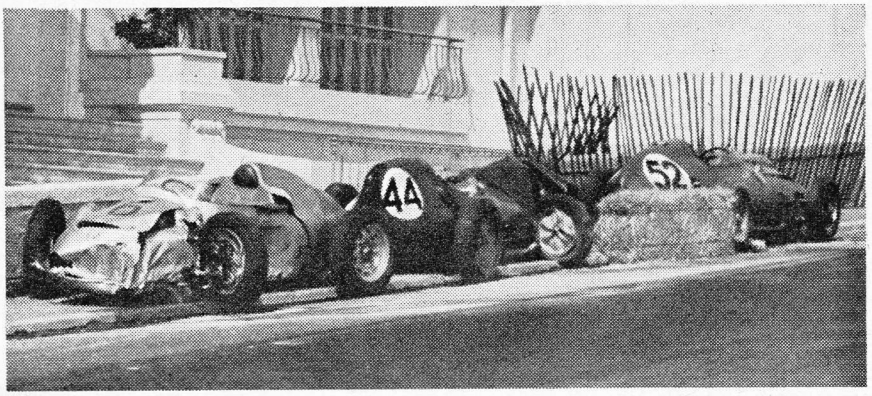
DUEL: Tony Brooks (Ferrari) and Harry Schell (B.R.M.) struggling for third place, as they pass under the arch to reach the promenade.

dripping from behind. He got as far as the station, then abandoned. Out came the oil flag and officials hurriedly sprinkled dry concrete on the wet patches. One was so enthusiastic that he chucked a full paper bag on the roadway. Round came Phil Hill, did a mighty slide on the oil, burst the bag and continued in a cloud of white dust. He toured round to his pit, where a couple of bent wheels were speedily changed. Flockhart's brakes were failing, and he went haymaking at the gasometer turn. Not long afterwards he spun off in front of the Hotel de Paris and abandoned.

With 70 laps clocked, Moss led Brabham by 56.8 secs., Brooks was a long way back in third place—these three having lapped everyone else at least twice. Yet Brooks was gradually closing on Brabham and was just 20 secs. behind. Roy Salvadori, going really well, lay in fourth place, chased by Trintignant. Hill had fallen back to sixth, whilst McLaren was on the same lap—three behind the leader.

Brooks began to turn up the wick, and in eight laps had cut Brabham's lead to 10.5 secs. After a terrific struggle, Trintignant eventually passed Salvadori—and nearly lost it at the tobacconist's kiosk in a vicious slide.

On his 80th lap, Stirling did 1 min. 42.3 secs.—then to the dismay of his supporters, coasted into his pits one lap later. Examination by mechanics revealed something wrong in the back-end. A sadly disappointed Moss did one more lap, then retired with a suspected broken crown wheel. He had driven a masterly race, showing virtuosity of the highest order.



WRECKAGE of Allison's Ferrari, Halford's Lotus and von Trips's Porsche after the three F2 cars crashed at Ste Devote on the second lap.

Now Brabham was in the lead, and with just 18 laps to go Brooks lay 10.5 secs. behind. Out went the boards to both drivers, and the pursuit was on. Brabham replied by returning the startling time of 1 min. 40.4 secs. during a sizzling lap—a new race record. With oil on the circuit this was a tremendous effort!

Tony Brooks—physically sick—gave all he had got, but started dropping about a second a lap to the flying Australian. Then the unlucky Salvadori, in fourth place, pulled in before the finish line with transmission failure, and Phil Hill moved up to take his place, with Bruce McLaren fifth.

Jack Brabham literally flew round the circuit, never putting a wheel wrong. The vast crowd realized the drama of the chase, but did not know that the gallant Brooks was being ill in the cockpit of the Ferrari. During the last two laps he was practically all-in—probably from fumes.

With a jubilant Cooper pit doing jigs, Jack Brabham took the chequered flag, and was cheered to the echo. The popular Australian was presented to Prince Rainier and Princess Grace, who had quite a lengthy chat with him.

It had been an unforgettable Grand Prix, watched by a record crowd and numerous British visitors, many of whom had come down in the first-rate Britavia luxury flight, arranged for the B.A.R.C. by John Webb and Alan Foster. This flight had the full treatment—better by far than many of the most expensive airlines.

Result

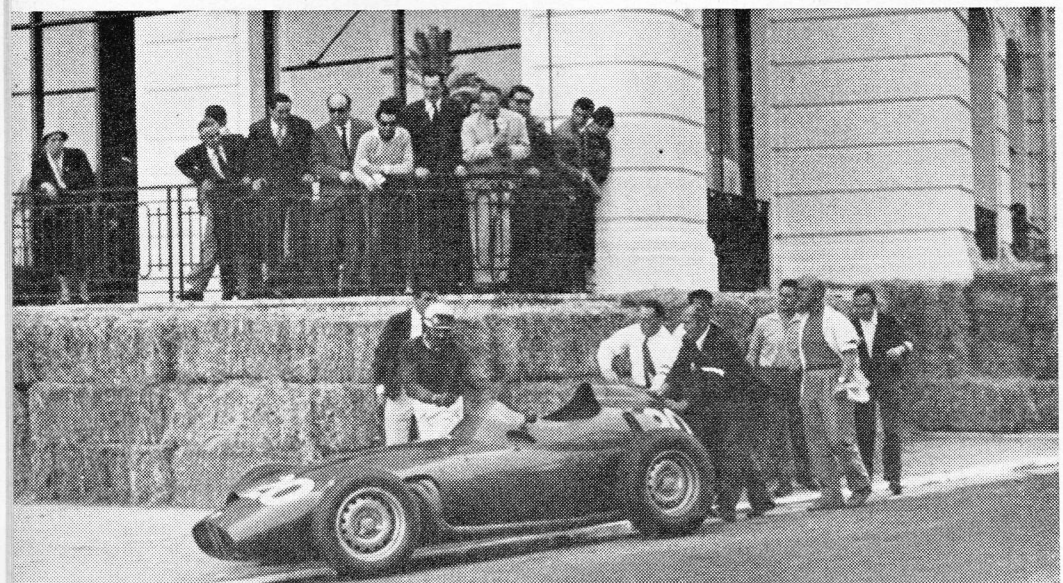
1. **Jack Brabham (Cooper-Climax),** 2 h. 55 m. 51.3 s., 107.361 k.p.h. (66.71 m.p.h.).
2. **Tony Brooks** (Ferrari), 2 h. 56 m. 11.7 s.
3. Maurice Trintignant **(Cooper-Climax),** 98 laps.
4. Phil Hill (Ferrari), 97 laps.
5. **Bruce McLaren (Cooper-Climax),** 96 laps.
6. **Roy Salvadori (Cooper**-Maserati), 83 laps.

Fastest lap: Brabham, 1 m. 40.4 s., 112.771 k.p.h. (70.075 m.p.h.). New circuit record.

Retirements:

Von Trips (Porsche); **Allison** (Ferrari); **Halford (Lotus F2),** 2 laps: crash.
Gregory **(Cooper-Climax),** 7 laps: gearbox.
Behra (Ferrari), 24 laps: engine.
G. Hill (Lotus-Climax), 22 laps; fire.
Bonnier **(B.R.M.),** 47 laps: brakes.
Schell **(B.R.M.),** 48 laps: engine.
Flockhart (B.R.M.), 64 laps: accident.
Moss (Cooper-Climax), 82 laps: rear axle.

(**Formula Junior** *race on page* 636)

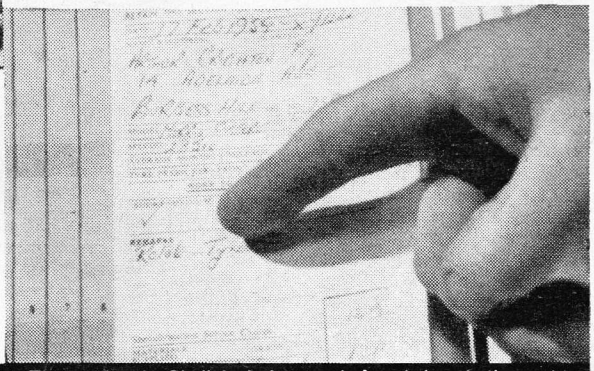


FLOCKHART'S B.R.M. is pushed off course at the Hotel de Paris after spinning off, watched by Fangio on balcony. Chiron and Farina are amongst those assisting.

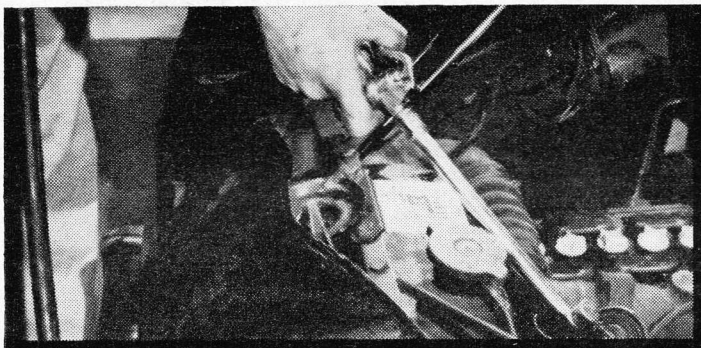


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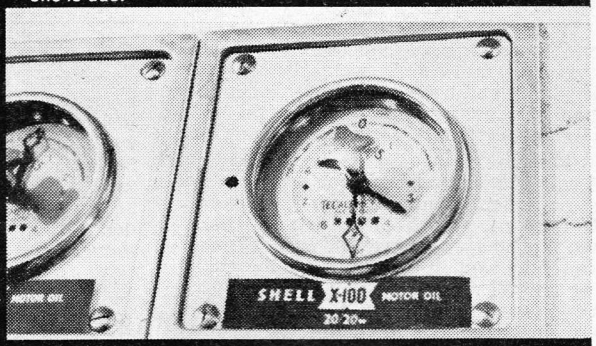
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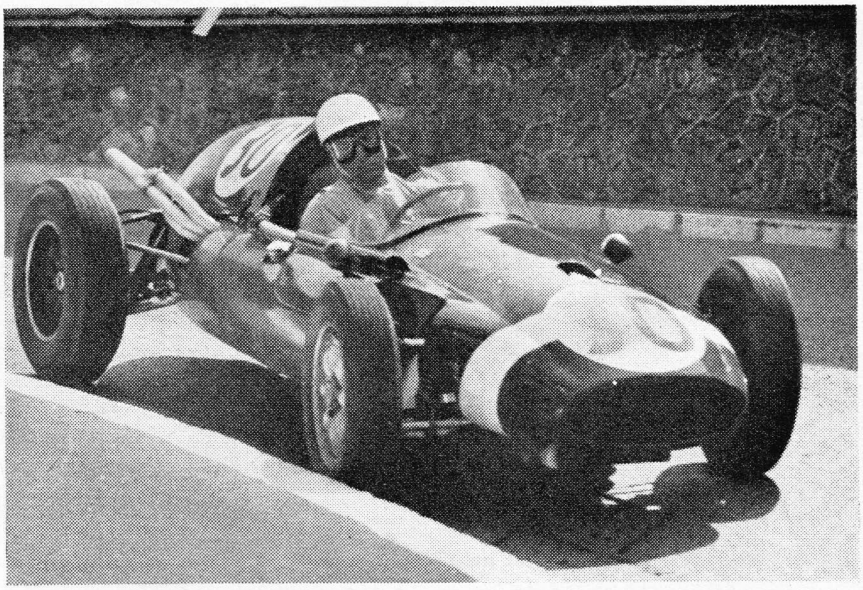


This car owner tops up regularly with Shell X-100. He always uses the right oil in the right amount for the right job at the right time. Do you?

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UNLUCKY MOSS—in the lead with his Cooper-Climax, does some kerb-hugging on his way down from the Station hairpin.

GRAND PRIX "MONACO-JUNIOR"

PRACTICE for this race took place on Thursday and Friday and revealed that some of these miniature G.P. cars were capable of lapping at very creditable speeds, three cars lapping in under two minutes, these being the Stanguellinis of Michael May (1 min. 57.2 secs.), Giovanni Alberti (1 min. 58.6 secs.) and Juan Manuel Bordeu (1 min. 59.1 secs.). Bordeu is a protégé of Juan Manuel Fangio and seems to have paid attention to his driving tutor!

The flag fell under a threatening sky and straight into the lead went May. He was followed closely by Bordeu, Alberti (Stanguellini), Branca (Moretti) and Lautenschlager (Stanguellini). Montevago, driving a very pretty De Sanctis-Foglietti, had trouble starting his car and had the bonnet open up to the last minute but finally got the car going.

The first flying lap was completed in 1 min. 59 secs. The order was still the same except Lautenschlager had passed Branca into fourth place. By lap three the lap time was down to 1 min. 57 secs. and May and Bordeu were really pressing on. The leaders were going considerably faster than the rest and with five laps gone the first three were going into the Gasworks hairpin just as Lautenschlager was approaching the pits. Following the German closely were Nobile (Raineri) Revol (Stanguellini) "Madero" (Stanguellini-Metauro), Montevago and Boyer (D.B.).

Branca, who had stopped just past the pits on lap three to fix his fuel cap which had come open, made a pit stop on lap six to secure it properly and dropped right back in the field.

By lap 11 the leader was 56 secs. ahead of the fourth man and still increasing his lead. Five laps later and the gap had increased to 80 secs.

It was noticeable that the only drivers who were showing any sign that they might be potential G.P. stars were the first three and apart from the activities of these men there was no sign of any really enterprising driving.

However, the leading trio continued to draw away from the rest of the field but on lap 21 Bordeu was forced to make a quick pit stop to change a wheel. Thus he was passed by Alberti but so far ahead was the leading trio that Bordeu had no fear of losing any more places and rejoined the race in third place.

Further back in the field there was a grand scrap going on between Jacques Cales (Stanguellini), Alain Dagan (DB) and Adrien Bec (Stanguellini). These three, although not nearly as fast as the leaders, were running very close together and were swapping places every few laps and this little battle helped to keep the spectators interested.

On lap 23 Réné Abbal (Stanguellini) misjudged the hairpin and ran into it instead of round it. The car was seemingly undamaged, however, and he continued on his way. The next time round the leader, May, momentarily lost control of his Stanguellini as he was accelerating out of the hairpin. He held the slide, though and continued on his winning way.

With 28 of the 32 laps gone the order was May, Alberti, Bordeu (Stanguellinis), then over a lap behind came Bandini (Raineri) and Lautenschlager (Stanguellini). Then, at roughly 10 second intervals came Revol (Stanguellini) and Montevago (De Sanctis-Foglietti) and then the fighting trio, Cales (Stanguellini), Dagan (DB) and Bec (Stanguellini).

On lap 29, Dagan passed Cales into eighth place and the cars ran out the last three laps in that order.

Michael May duly received the chequered flag after a very fine drive and having recorded a fastest lap with the almost incredible time of 1 min. 54.5 secs.

After the winner had received his cup and acclaim we were astonished and delighted to see seven great drivers of the past get into some of the "little racers" and do a couple of laps, to the huge delight of the crowd and, apparently, to themselves. Juan Manuel Fangio, truly a great man if ever there was one, eased himself into the cockpit of his protégé's Stanguellini and set of in company with that veteran Piero Taruffi (Raineri), Phi-Phi Etancelin, in a Wainer, with his famous cap on back-to-front; the ever-popular Prince Bira in a Halson; Baron de Graffenried, of 4CLT Maserati fame, in a Stanguellini; the great Monegasque, Louis Chiron, also in a Stanguellini; and lastly, Dr. "Nino" Farina, again in a Stanguellini.

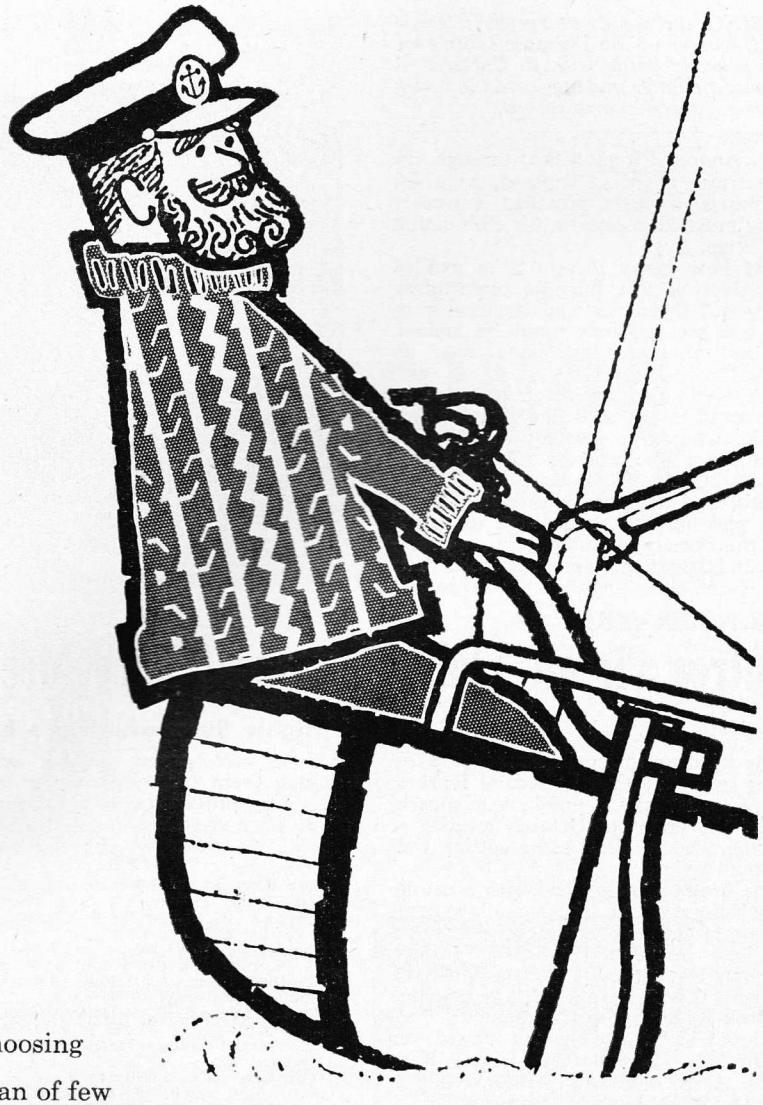
The seven of them went twice round the circuit with the cheers of the crowds ringing in their ears. It was a wonderful gesture on the part of the organizers and was greatly appreciated by everyone. And how nice to know that these men, who gave us so much pleasure in years gone by, are fit and well and not forgotten.

Results

1, Michael May (Stanguellini), 60.35 m.p.h.; 2, Giovanni Alberti (Stanguellini); 3, Juan Manuel Bordeu (Stanguellini); 4, Lorenzo Bandini (Raineri); 5, Ernst Lautenschlager (Stanguellini); 6, Roger Revol (Stanguellini). **Fastest lap:** May, 1 min. 54.5 secs., 61.80 m.p.h.



WINNING STANGUELLINI of Michael May in Formula Junior race, pursued by Fangio's protégé Juan Manuel Bordeu at the Gasometer.



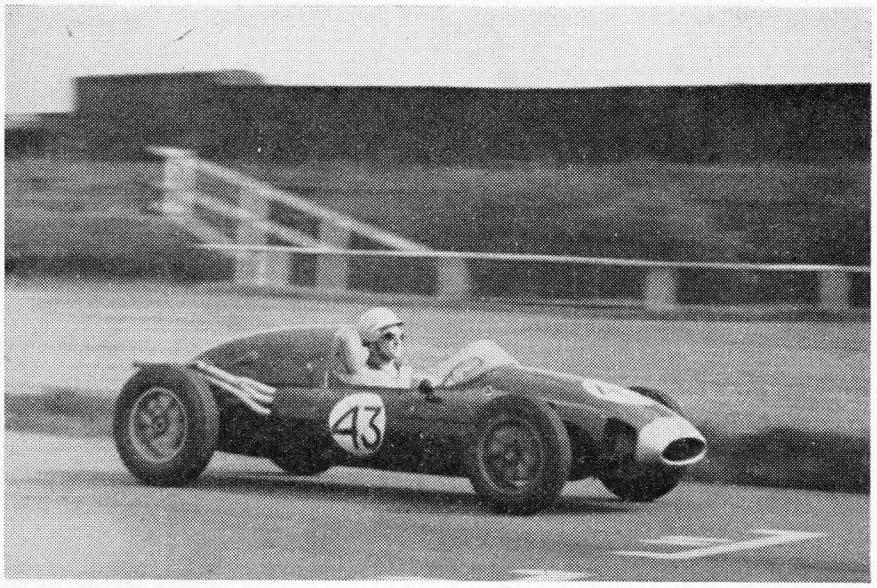
The Commander knows the pattern for plain sailing

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PASSING the stands at speed is Stuart Dodd, winner of the Formule Libre *race after a hectic battle with R. Carter's F2 Cooper, the latter making fastest lap with a new course record.*

FRANCIS PENN VISITS

Aintree Circuit Club's Inaugural Race Meeting

A Highly Successful Day's Racing

THE Aintree Circuit Club, through the courtesy of Mrs. Topham, have for the past two years provided a weekly racing practice session on the club circuit at Aintree.

Just how many drivers have availed themselves of this splendid opportunity to try out their cars and themselves in complete security may never be known, but rest assured there have been an "awful" lot!

The credit for this magnificent enterprise must, in the main, be given to two people, who have literally worked like beavers for the success of this club, namely Graham Peacock and Stan Burton, and it is with the greatest possible pleasure that I am able to report that the opening meeting held on Saturday, 2nd May, was a great success. The sun shone and although there was a strong wind up the main straight, tip-top racing ensued with split second finishes. The organization and timing were superb, and if the proposed October meeting is not upgraded to allow more entries, well it should be!

The proceedings opened with a couple of half-hour speed trials to allow competitors to get their "sea legs", as it were; qualifiers included E. Pantlin (Lotus-Climax), H. Whiteside (Lotus-Ford), D. Bridges (Lotus-Ford), H. K. Sellars (Sprite), R. H. Smith (Connaught), P. J. Doyle (TR3A), and in the closed car section, K. D. Jones (A35), A. King (A35), A. R. Minshaw (Minor 1000), J. Cuff (A35), D. Hodson (Minor 1000), S. Hart (Oxford), G. H. Parkes (3.4), J. M. Clarke (XK 150), G. Hoyle (XK 140) and J. Ashcroft (Cresta). In this event, poor W. R. Graham lost a wheel on the Killeen-M.G. at Village Corner, spent most of the afternoon looking for it and found it in the canal!

First race proper was a seven-lap scratch event for open cars up to 1,300 c.c. This produced a fine scrap between E. L. Hine and G. P. Smith, both driving Lotus-Climaxes; nose to tail they circulated, Hine just in front and at the flag not a car's length was in it! E. Pantlin, similarly equipped, took a good third, whilst the award for non-Climax-engined cars went to H. Whiteside (Lotus-Ford). Incidents in this event included a retirement on the line by A. C. Wood with clutch failure and a spin at Club Corner by E. Pantlin (Lotus-Climax) who continued.

Then came a seven-lap scratch race for closed cars up to 1,300 c.c. and 1,301-1,600 c.c. This provided a couple of surprises, as on paper it looked as if E. Fishwick's Volvo should win. This was not to be, as A. S. Hutcheson's Riley 1.5 went far too fast, taking an easy first place by some 17 secs. from not the Volvo but an indecently quick A35 in the very capable hands of K. D. Jones who, of course, won the smaller class hands down. The Volvo was third!

The next race was for *Formule Libre* over 10 laps. Bringing to the line an assorted gaggle of machinery, chief among which were the Formula 2 Coopers of S. Dodd and R. Carter, it produced the closest finish seen for many a long day. From flag to flag Dodd and Carter were at it, never more than yards between them, Dodd just in front. Last lap and Carter made his bid, drew level 10 yards before the line, then lost by a wheel or, in time, 0.2 of a second! In so doing he established a new course record of 1 min. 10 secs. So fast was the pace that, during the 10 laps run, the old course record of 1 min. 11 secs. was broken no less than five times! G. H. Breakell (Lotus-Climax) was third man home. Incidents included Club Corner spins by K. E. Kaye (Aston Martin DB3S) and R. H. Smith (Connaught), both of whom were able to continue.

Next came a seven-lap scratch race for open cars up to 1,600 c.c. This produced another close finish between G. H. Breakell and E. Pantlin on Lotuses, victory going to the former after a tour as if tied together. Less than a second separated them at the flag. R. H. Smith

(*Continued on page* 642)

Results

Open Cars up to 1,300 c.c.: 1, E. L. Hine (Lotus-Climax), 76 m.p.h.; 2, G. P. Smith (Lotus-Climax); 3, E. Pantlin (Lotus-Climax). **Fastest lap:** Pantlin, 79.78 m.p.h.

Closed Cars up to 1,300 c.c. and 1,301-1,600 c.c.: 1, A. S. Hutcheson (Riley 1.5), 66.44 m.p.h.; 2, K. D. Jones (Austin A35); 3, E. Fishwick (Volvo). **Fastest lap:** Hutcheson, 67.40 m.p.h.

Formule Libre: 1, C. S. Dodd (Cooper-Climax), 82.22 m.p.h.; 2, R. Carter (Cooper-Climax); 3, G. H. Breakell (Lotus). **Fastest lap:** Carter, 84.34 m.p.h. (record).

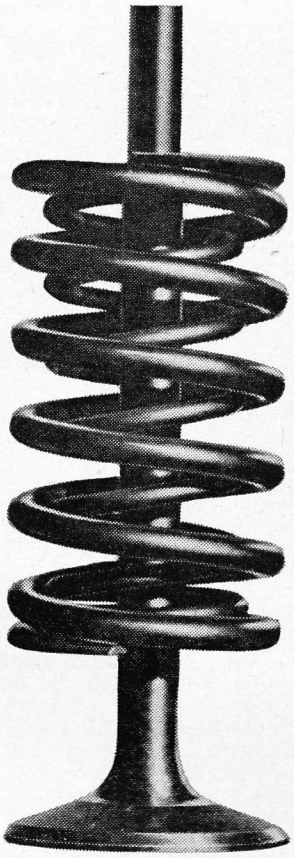
Open Cars up to 1,600 c.c.: 1, G. H. Breakell (Lotus), 79.60 m.p.h.; 2, E. Pantlin (Lotus); 3, R. H. Smith (Connaught). **Fastest lap:** Pantlin, 81.10 m.p.h.

Closed Cars, Unlimited: 1, W. E. G. Allen (Jaguar 3.4), 70 m.p.h.; 2, J. M. Clarke (Jaguar XK 150); 3, G. H. F. Parkes (Jaguar 3.4). **Fastest lap:** Allen, 71.65 m.p.h.

Open Cars, Unlimited: 1, E. Pantlin (Lotus), 77.01 m.p.h.; 2, K. E. M. Kaye (Aston Martin DB3S); 3, R. H. Smith (Connaught). **Fastest lap:** Pantlin, 78.09 m.p.h.



IMPERTINENT Austin A35 pushing the comparatively huge Vauxhall Cresta is that of K. D. Jones, winner of the 1,300 *c.c. closed car race and second overall. The Vauxhall was driven by J. Ashcroft.*



VALVE SPRINGS

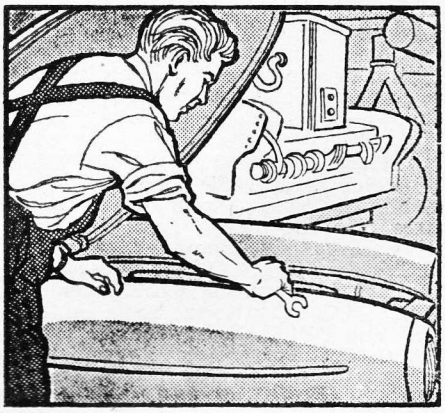
Effect on performance

Engine speeds Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

Valve Temperature The average temperature of an exhaust valve head is approximately 700°C; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce At high revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.



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133

Club News

By MARTYN WATKINS

A TREMENDOUS honour was accorded **Liverpool M.C.** last week when Juan Manuel Fangio, the undefeated, five times world champion, became an honorary life vice-president. A letter from the Club reads: "Not only is the Club very pleased to be permitted to honour the undefeated world champion so far as they are able, but the Committee is also deeply appreciative of the honour which has been bestowed upon the Club."

The Liverpool M.C.'s claim to be the oldest motor club in the country has never been seriously disputed, and it seems particularly nice that Fangio should make his first motoring link in Britain with the Liverpool folk. Incidentally, I understand that the good offices—not to mention the translating ability—of Jimmy Caprara, who has long been associated with the Liverpool M.C., were largely responsible for this development.

* * *

THE well-known firm of **Rally Maps** (Southern Trading Estate, Staines, Middlesex) has started, from the beginning of this month, the service of hiring out sealed watches to clubs organizing rallies. The minimum quantity of watches that can be hired is 10 and the fees are 1*s.* 6*d.* per watch for seven days: if you have the sealed case as well the charge is 2*s.* 6*d.* per week and it is recommended that a deposit of 30*s.* should be paid by each competitor. Reservations for hire of watches has to be made on an official order form, by the way.

* * *

Now then, off we go with the fixtures. **British Automobile Racing Club** (north-west centre) North Wales rally takes place on 6th-7th June. Invited clubs are Bolton-le-Moors C.C., Chester M.C., Knowldale C.C., Lancs and Cheshire C.C., Midland A.C., Liverpool M.C., M.G.C.C., North Staffs M.C., Rhyl and D.M.C., and Warrington and D.M.C. Entries close on 3rd June and secretary of the meeting is H. Turner, "The Willows", 5 Elgin Drive, Wallasey, Cheshire. . . . A new motor club with vintage and sports car interests in the Cowley, Middlesex, area meets each Thursday at the Fox Inn, Cowley, and the official inaugural meeting is scheduled for 21st May. Any interested motorists in that part of the world will be most welcome on this date, at which it is hoped to elect club officials, and at the moment the man to get in touch with is A. S. Thompson, the **Motor Club,** c/o the Fox Inn, Cowley, Middlesex. . . . In conjunction with Brighton Corporation, the **Brighton and Hove M.C.** are again running the annual Brighton *concours d'élégance* at Madeira Drive (where the speed trials happen) on 21st June. Entries close on 15th June and go to the Organizing Committee, 296-298 Madeira Drive Arches, Brighton 7. The day before—in other words, on 20th June—there is the Brighton "rally of the tests" which has no navigational road section and is a Flather Star event. Promoting club is the Brighton one, and invited are B.A.R.C., Eastbourne and D.M.C., Bognor Regis M.C., Jaguar D.C., London M.C., Horsham and D.M.C., Sussex C.C. and Worthing M.C. Entries for this close on 13th June and go to the secretary of the club. . . . May social gathering for the **British Motor Racing Marshals' Club** will take place on 27th May at the "Holly Bush", Church End, Redbourn, Herts, starting at about 8 p.m. On 24th May the club will have a fire-fighting demonstration at the premises of Messrs. Hoover, Ltd., Western Avenue, Perivale, at 10.30 a.m. . . . North-west centre of the **M.G.C.C.** annual regularity rally starts at 10 a.m. from the George and Dragon Hotel, Woodhead, on 24th May. Entries go to R. Holt, Highfield, Astle Lane, Chelford, by 18th May. . . . Annual race meeting and high-speed reliability trials of the **M.C.C.** takes place at Silverstone on 27th June. Invited car clubs are Bentley D.C., M.G.C.C., Herts County A. and Ae.C., London M.C., and Seven-Fifty M.C. Entries go to Miss Daphne Freeman, 42 Copthall Drive, Mill Hill, London, N.W.7, by 8th June. . . . Whit Monday is a busy day, and among other fixtures there is the national race meeting organized by **Nottingham S.C.C.** at Mallory Park. . . . A secretary for the South Wales area of the **Singer O.C.** has been appointed. He is E. I. Davies, White Horse Inn, Rochriw, near Bargoed, Glam.



IMPROVEMENTS are being carried out to Bo-Peep Hill, the hill-climb venue at Firle, Sussex, which was acquired last year by the B.A.R.C. Cost of the job is about £250, and the hill will be ready for the May event.

Coming Attractions

May 16th. Pau G.P., Pau, France. (*All categories.*)

M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

May 17th. *Grand Prix des Frontières, Chimay (S).*

250 M.R.C. Race Meeting, Eelmoor Plain, near Aldershot, Hants (B3011). Start, 12.30 p.m.

May 18th. Hockenheim International 12 Hours Race (G.T. and T), Germany.

B.R.S.C.C. National Race Meeting, Crystal Palace, near Sydenham, London, S.E.19. Start, 1.30 p.m.

Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leicestershire.

B.A.R.C. National Race Meeting, Goodwood, near Chichester, Sussex. Start, 1.30 p.m.

Dowty M.C. Sprint, Staverton, near Cheltenham, Gloucestershire. Start, 12 noon.

Harlow and D.M.C. Autocross, Overhall Farm, Gilston, Harlow, Essex.

May 23rd. *Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.*

May 24th. Targa Florio, Italy (S).

West Essex C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Mid-Surrey A.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 11 a.m.

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

May 31st. Dutch Grand Prix, Zandvoort, Holland (F1).

Silverstone—*continued*

Climax, driven very gingerly by B. Jones, fractured a drive shaft in the middle of the corner and despatched a wheel with frightening velocity low over the knot of people round Twisk's abandoned car and into the auditorium, where it narrowly missed a group of spectators walking round the ropes. From this point on there is nothing to say about the race except that Tim Parnell lapped the single-cam Cooper of Bill de Selincourt.

Finally came another 15-lap affair for sports cars unclassified (a nice term) which gave John Bekaert his second convincing victory, with Peter Mould again a creditable second. The next four cars had a rare old tear-up for third spot but it was evident that Sargent and Woolfe in C-types and John Coundley in a D-type Jaguar were going to be considerably disturbed by the Lotus of Francis, which kept shooting past on the inside coming into Woodcote and then battling with an unstable car due to the grabbing rear brake. Woolfe spun on lap 11, and Francis then had a go at Peter Sargent, but Sargent refused to be hustled into making a mistake. Coundley rather wisely declined to be drawn too deeply into this cut-and-thrust struggle. On the final lap, Francis made an even greater effort than before to succeed with his pet tactic and overdid it, collecting three marker drums.

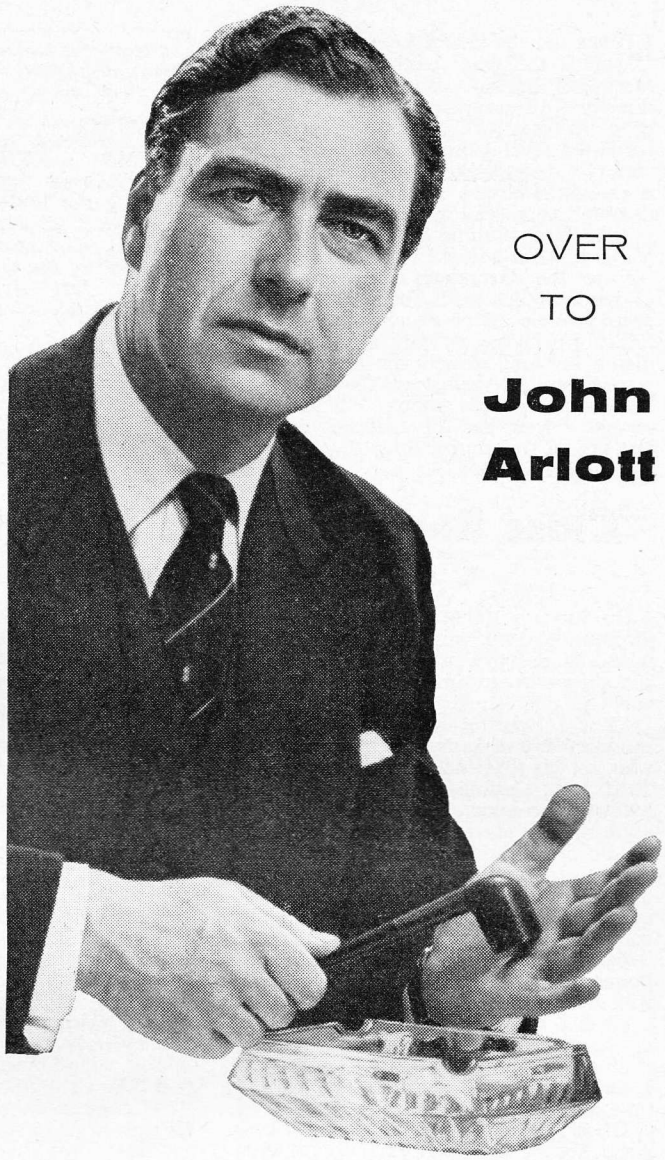
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OVER TO **John Arlott**

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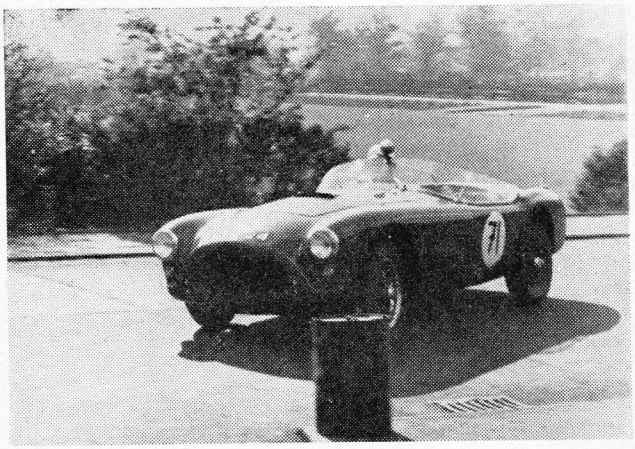
UNDER the shadow of Leeds Town Hall stands the great clothing factory of Montague Burton. By courtesy of the directors, all stalwart supporters of our sport, the B.A.R.C. Yorkshire centre are permitted several times a year to use the factory's magnificent grounds to provide a round-the-houses sprint course. Oh, if only there was a link road, Monte would have nothing on Burton for a real round-the-houses! But—there isn't.

From the start, there is an uphill rise of perhaps 300 yards followed by four acute corners all of which occupy three sides of a large flower-bedded square, then a finishing straight most awkwardly placed some 70 yards from the last bend. To make matters more difficult, the second corner has an artificial chicane just before the course dives "right" into a very narrow alley.

★

ROUND THE HOUSES — and avoiding the kerb—goes E. J. B. Mitchell, who made best time of the day in his fast Ace-Bristol.

★



Class Records Fly at B.A.R.C. Sprint

E. J. B. Mitchell Makes B.T.D. at Leeds

On Sunday, 3rd May, the weather was glorious, and the sun was shining. So, take a large entry of nearly 80 cars and a corresponding "amount" of spectators and you can't go far wrong!

Class 1 (touring cars up to 950 c.c.), produced fireworks by K. D. Jones (A35) who, on his first run, recorded a time of 50.83 secs., demolishing the class record by two clear seconds. This didn't seem quite right, even to the experts, but when he did 50.71 secs. and finally 49.86 secs. were their faces red! These runs were unflurried and did not look fast, so perfect was the approach and control; quite some of the best drivers seen at this very delightful little course! Second man home was K. N. Lee, similarly equipped, with a time of 52.49 secs.

Class 2, was for touring cars up to 1,300 c.c., and resulted in a win for G. H. Walker (Anglia), who took nearly a second off his old class record with a time of 50.41 secs.

Class 3 (touring cars up to 1,900 c.c.) was taken by H. J. O'Rorke (Volvo) who, after a first run in which he scattered bales and drums, put up a time of 52.13 secs.—again a new class record. Here F. Elliott (Bristol) had a bad moment on his second run when he clouted the bales at the last bend, very hard!

Class 4 (touring cars unlimited), provided a win for E. D. Clark's Zephyr, whose time of 49.60 secs. was just 0.3 of a second outside the class record. Second was H. J. O'Rorke, this time with a Jaguar 3.4, in 49.85 secs.

Class 5A (sports cars up to 950 c.c.), was taken by H. O. Holliday in a Speedwell Sprite with a time of 49.54 secs., just two seconds better than the previous class record.

Class 5 (sports cars up to 1,500 c.c.), again produced a new class record when J. Attenborough (M.G.A) recorded a time of 47.89 secs. Second was J. R. Walton in his own Special, a Walton-M.G., in 49.31 secs. On his third run this driver was unfortunate enough to prang badly against the straw bales guarding the last corner to the derangement of his car's very beautiful bodywork. Here, also, J. Croft (M.G.A) mounted the straw bales at the first corner but continued!

The class for sports cars up to 2,700 c.c. had by far the largest entry, victory going to M. L. Bailey (Austin-Healey) whose time of 46.99 secs. was over a second outside the record. Second was E. C. Booth (Frazer-Nash) with 47.47 secs. and third A. Stross (Aceca-Bristol) in 47.79 secs.

Class 7 (sports cars unlimited), provided a win for D. A. Harrison (Frazer-Nash) in 46.45 secs.

The next class was for sports-racing cars up to 1,500 c.c. and had only two entrants, J. B. Brierley and J. G. Hirst, both with Cooper-M.G.s. Fastest was the former with a run of 45.14 secs. to lead the first round tours, whilst to the latter went an extremely bad moment when he nearly rammed the straw bales on the last corner.

Class 9, for sports-racing cars unlimited, found B.T.D. when E. J. B. Mitchell took his Ace-Bristol up in 44.97 secs., a grand run but well outside Tyrer's all-time "C"-type record of 42.38 secs. In this class A. Lanfranchi enlivened the proceedings with a spin in his Austin-Healey 100S at the first bend.

The class for *Formule Libre* racing cars produced only one entry, that of C. A. Winder driving an elderly blown Austin single-seater which, belying its looks, ascended in the extremely creditable time of 50.46 secs.

As usual from the B.A.R.C. Yorkshire Centre, organization, friendliness and *esprit de corps* were tops, but then they always are! It's such a pleasure to visit them!

FRANCIS PENN.

Provisional Results

Class 1: K. D. Jones (Austin A35), 49.86 s. **Class 2:** G. H. Walker (Ford Anglia), 50.41 s. **Class 3:** H. J. O'Rorke (Volvo 122S), 52.13 s. **Class 4:** E. D. Clark (Ford Zephyr), 49.60 s. **Class 5A:** H. O. Holliday (Speedwell Sprite), 49.54 s. **Class 5:** J. Attenborough (M.G.A), 47.89 s. **Class 6:** M. L. Bailey (Austin-Healey 100M), 46.99 s. **Class 7:** D. A. Harrison (Frazer-Nash), 46.45 s. **Class 8:** J. B. Brierley (Cooper-M.G.), 45.14 s. **Class 9:** E. J. B. Mitchell (A.C. Ace-Bristol), 44.97 s. **Class 11:** C. A. Winder (Austin S/C), 50.46 s. **B.T.D.:** E. J. B. Mitchell, 44.97 s.

Aintree—*continued*

(Connaught) was third, some distance behind.

Event 7, over a similar distance, was for unlimited closed cars. This produced a fine race between the Jaguars of W. E. Allen (3.4), J. M. Clarke (150), G. H. Parkes (3.4) and the Aston Martin of D. Mason. Finishing in that order, under 10 seconds separated all four.

Last, but by no means least, was a seven-lapper for the unlimited open cars. This provided an easy win for E. Pantlin.





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ACECA-BRISTOL, August 1957, 16,000 miles, Racing Green, chrome wire wheels, 100D engine specially tuned, completely new 3.6 back axle just fitted, disc brakes, special alloy body, gearbox casing and all mountings, give total weight of 15½ cwt. Not raced. £1,525 o.n.o.—D. Burke, Ivy Mount, Brunshaw Road, Burnley. Daytime, Burnley 3420; evenings, 6766.

ACECA-BRISTOL, 1957, 19,000 miles only. Finished polychromatic grey with red interior. Fitted Bristol "B2" engine and all-synchromesh gearbox, 3.5 axle, radio, heater, Alfins, Michelin "X" (spare unused). Unmarked and in specimen condition throughout. £1,575. Six-month guarantee. Low deposit terms and exchanges arranged.—David Buxton, Limited, Spondon, Derby 55129.

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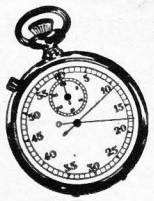
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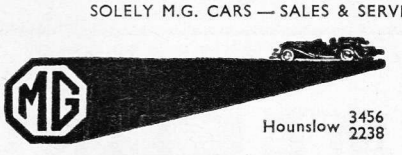
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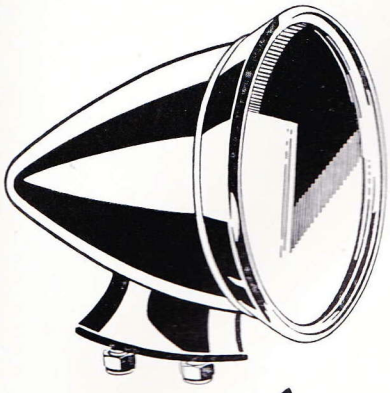
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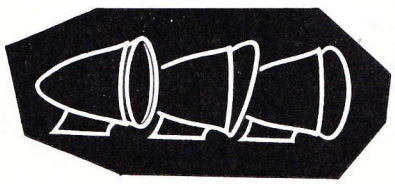


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