

# AUTOSPORT

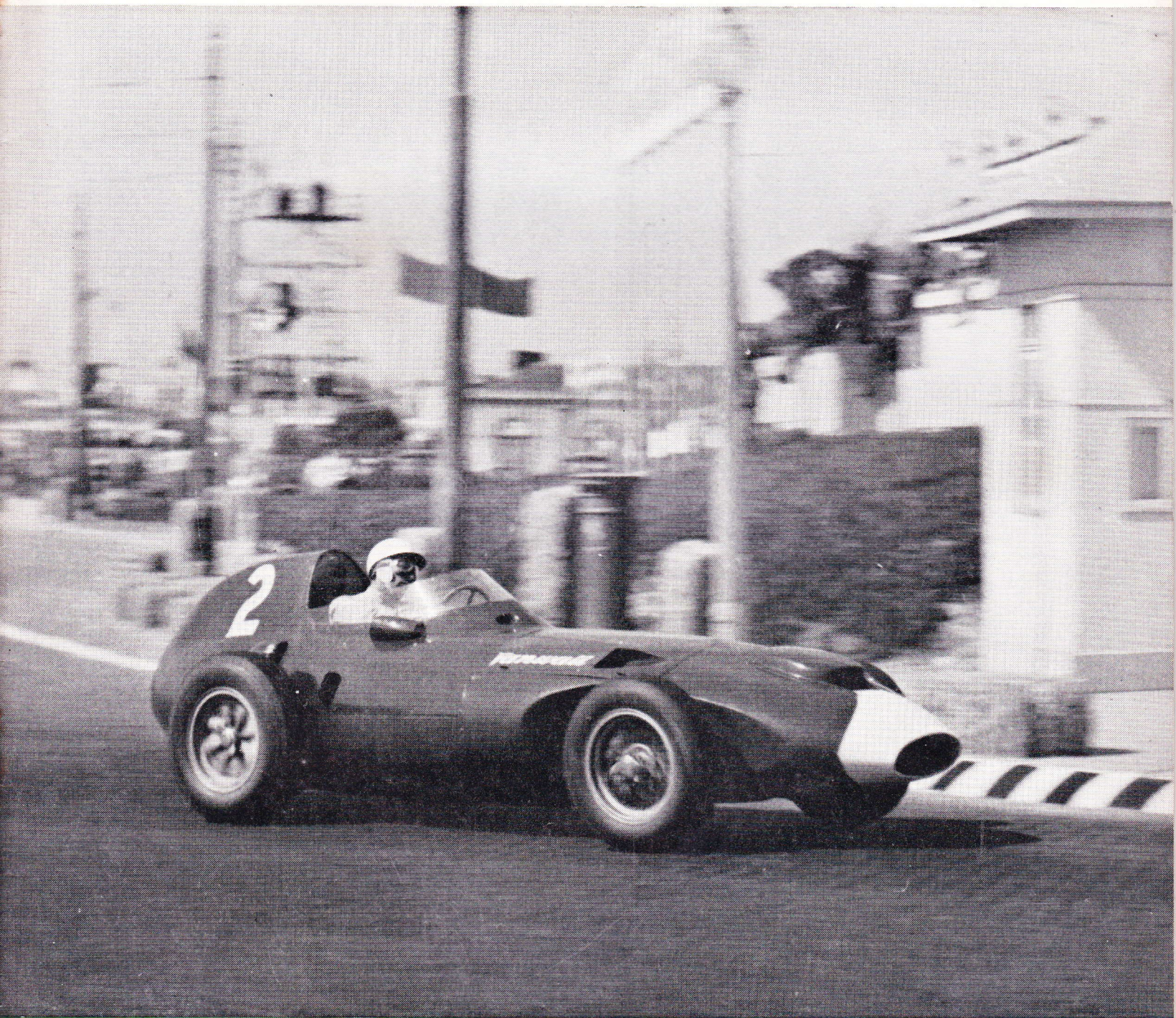
AUGUST 29, 1958

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EVERY FRIDAY  
Vol. 17 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

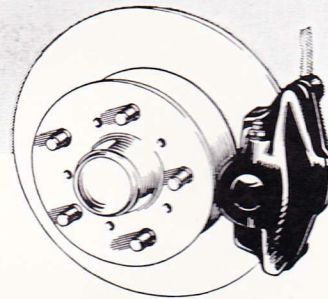
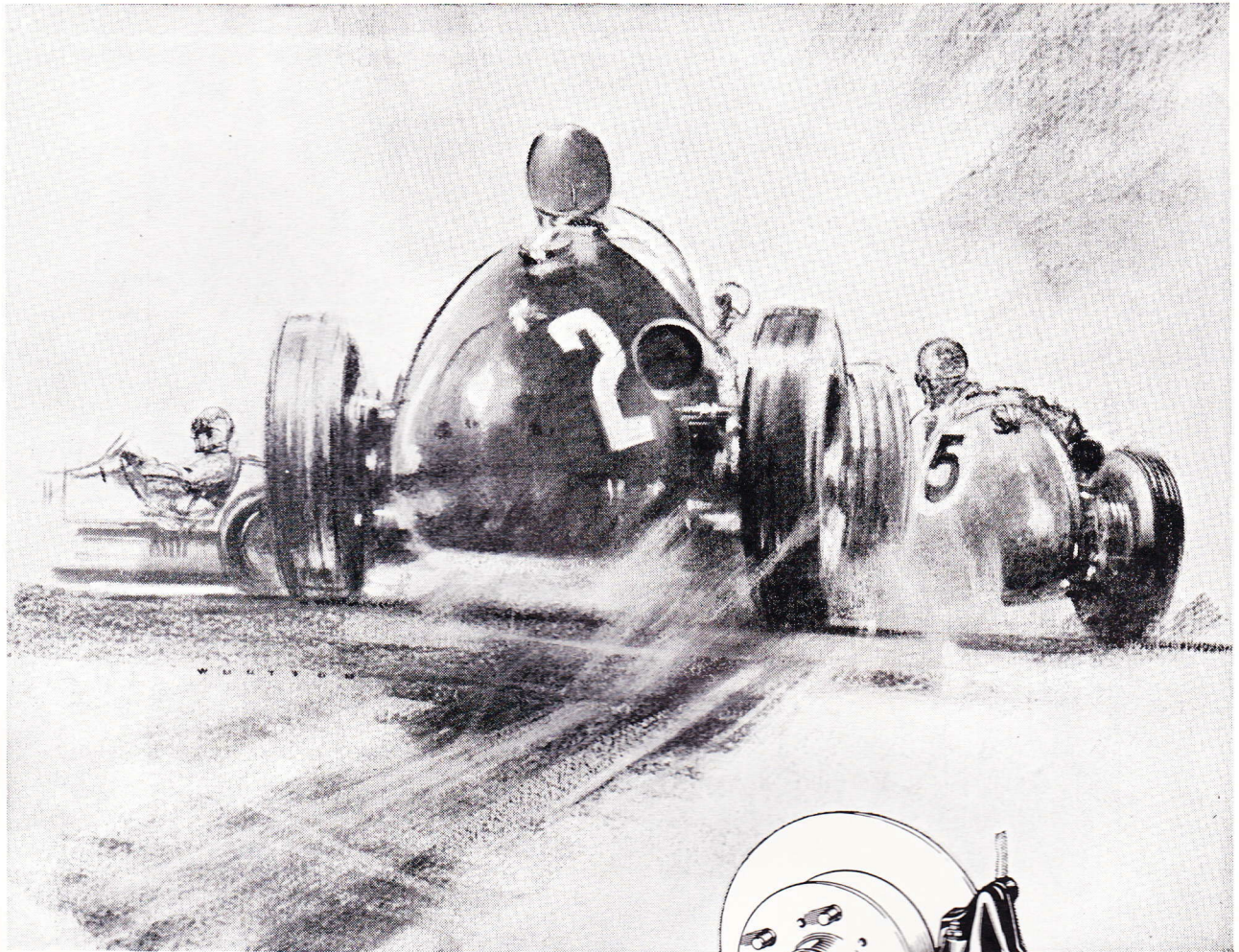
Registered at the G.P.O. as a Newspaper



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PORTUGUESE GRAND PRIX—FULL REPORT AND PICTURES : "LIEGE-ROME-LIEGE" PREVIEW  
RACING IN CANADA AND THE U.S. : CLUB RACING AT SILVERSTONE, GOODWOOD AND KIRKISTOWN





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 9

August 29, 1958

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## EDITORIAL

### MOSS v. HAWTHORN

THE Stirling Moss and Mike Hawthorn struggle for World Championship honours has captured the imagination of the entire motor sporting world. The only thing certain is that the title will go for the first time to a British driver, but whether in a green or red car, it is difficult to say. Monza and possibly Casablanca are still to come—circuits that can be said to suit Vanwall equally as well as Ferrari. Both cars have won there, Vanwall at Monza, and the "Dino" Ferrari in North Africa. It is said that the Maranello machines have a higher maximum speed than the Acton vehicles, but there is little doubt that Tony Vandervell's creations have the edge in both acceleration and braking. There is also the constructors' championship to be settled. Victory for Vanwall in this contest would be a tremendous thing for British automobile engineering in general. AUTOSPORT repeats that the vast increase in our motor car exports is not merely coincidence. The success of the green cars in organized International motoring sport has provided invaluable publicity—publicity that could not be purchased!

### FORMULA JUNIOR

INTERESTING as it may be to the Italians, the Junior Formula cannot be said to justify full International status. For the training of future Grand Prix drivers, it has much to commend it, but it should be regarded solely as a national formula and not as a substitute for Formula 2 or other forms of racing in which more freedom is given to designers and constructors in the matter of component parts to be used. At its best it can have no real public appeal, and race promoters would be advised to treat efforts to establish it with suspicion. The idea of one-class racing is excellent, as long as it is confined to purely club events. Any suggestion that it could be the basis of a new G.P. formula must be dismissed immediately, otherwise the entire structure of full-scale Grand Prix racing will be endangered. Without a genuine formula, one giving designers the opportunity to build cars which really do go quickly, motor racing would rapidly deteriorate into a very second-rate sport. After all, the Grands Prix are the show pieces of modern mechanized sport. The machines are the result of the finest automobile engineering to be found anywhere. Any attempt to introduce a "little cylinders" limit of (say) 750 c.c. would tend to make G.P. racing rather ridiculous. In any case, it is fairly safe to say that few, if any, of the constructors today, would consider building cars for what can be described as very junior league sports!

### OUR COVER PICTURE

GREEN COVER is donned this week to acknowledge yet another Vanwall victory for Britain. Here is Stirling Moss in the car with which he won the Portuguese Grand Prix on the round-the-houses circuit at Oporto. New for this race were the extra air intakes above the noses of the Vanwalls.



**B**ILL MOSS, whose famous E.R.A. "Remus" has won, in his hands, just about everything for which it is eligible, has now sold the car. In its place he has acquired the Aston Martin DB3S which was originally built for the late Ken Wharton, and makes his first appearance in the new car at Silverstone on Saturday (30th August) at the Nottingham S.C.C. race meeting.

With the E.R.A. he holds three course records, including a standing quarter-mile in under 14 secs.!

**W**E are sorry to hear of the death, in an air crash, of Capt. Joe Beard of the U.S.A.F. Joe Beard came to this country three years ago, and became well known as the enthusiastic driver of a black TR2 in club race meetings, sprints, driving tests and rallies; he was well liked and collected a large circle of English friends. He was due to return to the States at the end of this month, but died when a service aircraft crashed in Germany last week.

**MORE POWER FOR COVENTRY CLIMAX 1100**

**A**VAILABLE from the end of August will be a new version of the 1,100 c.c. sports car engine to be known as the FWA Mark III model. This will not only have valve gear modifications to permit the use of increased r.p.m. but will also have a higher compression ratio of 10.5:1 to suit 100 octane fuel and the engine will give more power.

Conversion kits will be offered by Coventry Climax to enable existing Mark I and Mark II FWA 1,100 c.c. engines to be brought up to the new specification.

The full conversion kit incorporating all the improvements has been divided into five sections. Any individual section will be supplied enabling partial modifications to be made:—

**Section "A", power increase:** Set of modified pistons and tappet block packing washers for use when 0.040 in. has been machined from cylinder head to raise compression ratio.

**Section "B", r.p.m. increase:** Modified camshaft assembly, valves, valve springs and tappet block assembly.

**Section "C", reliability:** Connecting rod assembly with 9 mm. connecting rod bolts, amply meeting the demands of the increased power and speed obtainable with sections "A" and "B" modifications.

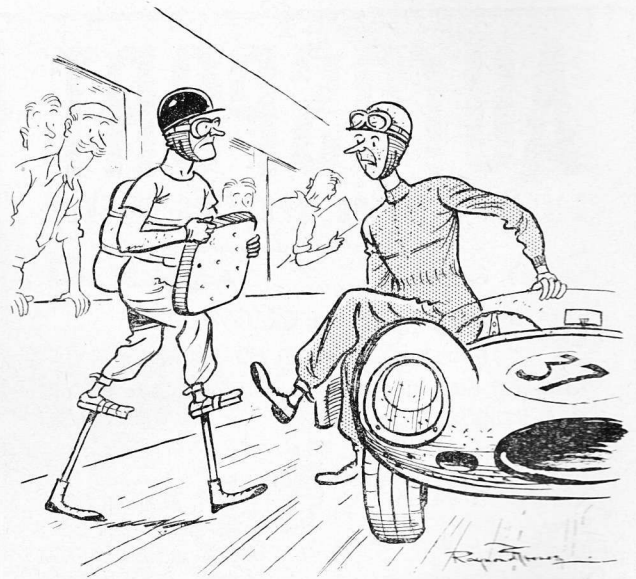
**Section "D", durability:** Valve guides and valve seat inserts to give longer life when making use of the additional power provided by Section "A" modifications.

**Section "E", safety factor increase:** Modified bearing caps designed to increase the factor of safety at the extremes of the higher performance available.



★  
*NEW motorists' tool kit is being marketed at 63s. 9d. by J. Stead & Co., Ltd. It contains a screwdriver, pliers, Phillips-type screwdriver, plug tester, tyre pressure gauge, feeler gauges, adjustable spanner, insulation tape and a duster.*  
★

SPORTS NEWS



**T**HE Sports Car Club of Canada has acquired a site for a genuine road circuit near Metropolitan Toronto.

**VON TRIPS—MOUNTAIN CHAMPION!**

**Gaisberg Victory Gives Title to Porsche Driver**

**B**Y recording best time in the European Mountain Championship event at Gaisberg, Austria, Wolfgang von Trips (Porsche) made certain of the 1958 title, as his points cannot be equalled for the final leg at Ollon-Villars on 31st August. His time was 9 mins. 24.3 secs. for the difficult, 8.6 kilometres climb—9.1 secs. faster than the runner-up Joakim Bonnier (Borgward) who beat Hans Herrmann (Porsche) by just one-tenth sec. Barth (Porsche) and Behra (Porsche) recorded 9 mins 33.9 secs. and 9 mins. 37.2 secs. respectively.

Championship placings are as follows:

	Pts.
1. Von Trips (Porsche) .. .. .	38
2. Herrmann (Porsche) .. .. .	30
3. Bonnier (Borgward) .. .. .	25
Barth (Porsche) .. .. .	25
5. Behra (Porsche) .. .. .	23
Cabianca (Osca) .. .. .	23
7. Walter (Porsche) .. .. .	15
8. Von Hanstein (Porsche) .. .. .	11

**TOURIST TROPHY**

**T**HE top drivers of Great Britain, France, Germany and New Zealand are among the international drivers nominated to take part in the R.A.C. Tourist Trophy Race at the Goodwood Circuit on Saturday, 13th September. Stirling Moss is in the official Aston Martin team; Jean Behra (France) and Edgar Barth (Germany) will lead the Porsche entry from Stuttgart, and Ross Jensen (New Zealand) is to drive one of the "works" Lister-Jaguars.

While the final entry list for this oldest of British motor-racing "classics" is not yet decided—competing cars will be limited to 35, but total entries received by the British Automobile Racing Club are well in excess of that number—it is already clear that this 23rd Tourist Trophy will have an exceptional field.

The race is of four hours' duration—from 2 p.m. to 6 p.m.—and the regulations insist that there must be two drivers to each car and that no driver shall be at the wheel for a total of more than three hours.

For their three DBR1 machines, Aston Martin have the following line-up: Moss, Tony Brooks, Roy Salvadori, Stuart Lewis-Evans, Jack Brabham, and Carroll Shelby.

Italian plans are not completed. Despite a recent statement that his sports machines would not be competing again this season, Enzo Ferrari has entered a works car which will be shared by "the two best team drivers available". They have yet to be named. Two other Ferraris entered by Pierre Stasse, of Equipe Nationale Belge, include in their driving nominations Olivier Gendebien, who won this year's Le Mans for Ferrari with Phil Hill.

From Germany, the Porsche team is making a strong bid for Goodwood honours, and two "Spyder" models will be shared by Behra, Barth, Wolfgang von Trips and Huschke von Hanstein.

Scotland will be represented by two Ecurie Ecosse cars from David Murray's Edinburgh stable. They will be a Tojeiro-Jaguar and a Lister-Jaguar, and team drivers will include Masten Gregory.



REDESIGNED driving axle wheel end units have been produced by Leonard A. Schofield, of Peter Street, Yeovil, Som. Illustrated are the versions for E93A and 100E Ford components.

**LT.-COL. A. T. GOLDIE GARDNER, M.C.**

IT is with deep regret that we record the death of Lt.-Col. A. T. Goldie Gardner on 25th August. Goldie, as he was known by all his friends, started racing many years ago, and first came to prominence with a six-cylinder supercharged Amilcar. While driving this car, he was involved in a serious accident in the 1932 T.T. on the Ards circuit, which aggravated a war injury to his leg. Subsequently, he always walked with a stick, but this did not prevent him from breaking the 1,100 c.c. lap record at Brooklands at 124.4 m.p.h.

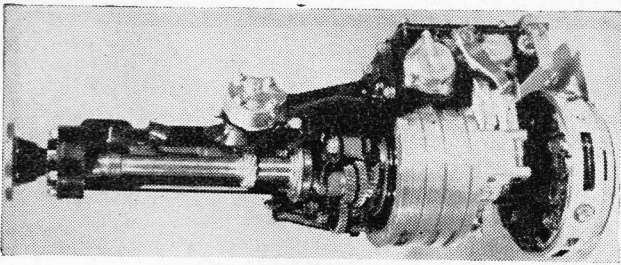
This performance was put up in the ex-Ron Horton "offset" M.G., and in 1937 he drove it on a German autobahn at 148 m.p.h. He then acquired the ex-George Eyston "Magic Magnette", and had it fitted with an all-enveloping body. This was timed at 180 m.p.h. in 1938, and then, in May, 1939, he took it to the Frankfurt-Darmstadt autobahn with over 200 b.h.p. in the highly supercharged engine. The result was an international Class G record at over 200 m.p.h. The engine was then rebored on the spot with a portable boring bar, and with fractionally bigger pistons took the Class F (1,500 c.c.) record, also at over 200 m.p.h.

Hitler stopped play before the 750 c.c. record was in the bag, but after the war Goldie got his revenge, and in 1948 he held records in the 350 c.c., 500 c.c., 750 c.c., 1,100 c.c. and 1,500 c.c. classes, all with various numbers of pistons and different crankshafts in the same long-suffering engine. He rounded off this incredible achievement by taking the 2-litre record at some 180 m.p.h., with a four-cylinder Jaguar XK engine in the M.G. chassis.

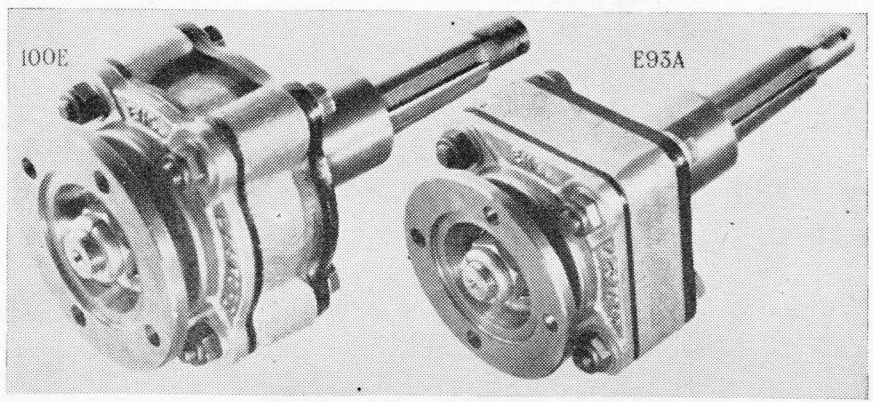
As a change from short-distance records, the gallant Colonel took the Class F "hour" at Utah at 138 m.p.h. Then, a very serious illness finished his active motoring career, but he attended B.R.D.C. committee meetings until March of this year. Many of our older readers may remember him sweeping along the roads of pre-war England in his beautiful 36/220 h.p. Mercedes-Benz two-seater. He was one of the few racing drivers who met with abundant success in almost everything he set out to do.

JOHN V. BOLSTER.

IT now seems certain that the G.P. of Morocco, which was to have been held on 19th October, will not take place. This makes the Italian G.P. (7th September) the last event counting towards the World Championship.



NEW fully automatic transmission is announced by Hobbs Transmission, Ltd. It is wholly mechanical in operation and can thus be reduced in size to dimensions similar to the orthodox synchromesh gearbox.



**BRANDS HATCH BEANFEAST**

ONE of the liveliest Formula 2 battles yet staged in this country is expected tomorrow (Saturday) at Brands Hatch, when the B.R.S.C.C. hold their International Kentish Hundred race meeting. The entry list has been increased from 14 to 16 cars. Stirling Moss will be driving one of Rob Walker's Coopers, and is making his first appearance at Brands after a four-year absence, and will indirectly be racing against his own father—for the Alfred Moss/Ken Gregory British Racing Partnership has entered Stuart Lewis-Evans in the pale green Cooper. Other drivers of International repute who will be tussling in this race include Maurice Trintignant, Harry Schell, Carroll Shelby and Ivor Bueb, with Cooper works entries driven by Brabham and Salvadori and their Lotus counterparts piloted by Hill and Allison.

Apart from the familiar Formula 3 race, there is a well-stocked 1½-litre sports car event, a production sports car race, qualifying for the AUTOSPORT championship, and a saloon car race, always a popular entertainment at Brands. Racing starts at 11.0 a.m.

**ENTRY LIST**

**Race 1. Formula 2:** J. Brabham (Cooper), R. Salvadori (Cooper), S. Lewis-Evans (Cooper), H. Schell (Cooper), C. Shelby (Cooper), G. Wicken (Cooper), S. Moss (Cooper), M. Trintignant (Cooper), J. Russell (Cooper), I. Burgess (Cooper), B. McLaren (Cooper), H. Taylor (Cooper), G. Hill (Lotus), C. Allison (Lotus), I. Bueb (Lotus), D. Taylor (Lotus), S. H. Jensen (Cooper), L. Leston (Lotus).

**Race 2. Formula 3:** G. M. Jones (Cooper-Norton), T. Taylor (Beart-Norton), S. Lewis-Evans (Beart-Norton), J. R. Lewis (Cooper-Norton), P. Luke (Cooper-Norton), J. Pitcher (Cooper-Norton), T. Bridger (Cooper-Norton), D. Wagner (Cooper-Norton), G. Gartside (Cooper-Norton), P. R. Proctor (Cooper-Norton), D. Parker (Cooper-Norton), W. J. Shaw (Cooper-Norton), W. A. Jones (Cooper-Norton), A. E. Liddle (Cooper-Norton), P. Ellis (Cooper-Norton), B. A. Heyward (Comet-Norton), C. W. A. Heyward (C.H.S.-Norton), R. Bayton (Kieft-Norton), A. J. C. Newton (Cooper-Norton), A. D. Plumstead (Cooper-Norton), G. F. Chippindale (Cooper-Norton), P. Barak (Cooper-Norton), R. F. Mayne (Cooper-Norton), J. Menzies (Petty-Norton), A. Zains (Flash Special), J. Forster (Parker-Norton), M. R. Lovell (Grenfell-Norton), P. Robinson (Stuart-Cooper Norton), R. Jaques (Ettorne-Norton), P. A. Simpson (Staride-Norton), J.

Marshall (Staride-Norton), D. G. S. Cotter (Luna-J.A.P.), H. Stübhorn (Cooper-Special), M. Trackman (J.B.S.-J.A.P.), P. A. Desoutter (Cooper-J.A.P.), B. L. Rowsell (B.J.R.-J.A.P.).

**Race 3. Sports Cars up to 1,500 c.c.:** J. B. Wagstaff (Lotus), G. Hill (Lotus), C. Bristow (Lotus), D. S. Shale (Lotus), G. M. Jones (Lotus), P. Ashdown (Lotus), A. Stacey (Lotus), W. S. Frost (Lotus), K. A. Greene (Lotus), J. Blümer (Lotus), N. R. Hicks (Lotus), T. Dickson (Lotus), B. Halford (Lotus), J. Campbell-Jones (Lotus), K. P. Tomei (Lotus), D. Piper (Lotus), J. F. Wescott (Lotus), M. Taylor (Lotus), D. Graham (Lotus), F. P. Massy-Dawson (Lotus), I. Raby (Elva), M. Parkes (Elva), J. Brown (Elva), J. Muirhead (Elva), E. H. Broadley (Lola), M. B. McKee (Elva), R. J. W. Utley (Tojeiro), C. H. Threlfall (Tojeiro), \*P. J. Arundell (Lotus), \*C. Martyn (Lotus), \*D. F. Iszatt (Lotus), \*T. H. Shaddick (Elva).

**Race 4. Saloon Cars:** G. C. Shepherd (Austin A35), J. E. Wheeler (Austin A35), F. W. Marriott (Morris 1000), W. H. Ellis (Fiat 1100TV), J. M. Young (Ford Anglia), \*G. Hill (Austin A35), \*L. Adams (Austin A35), \*G. F. Hulbert (Austin A35), M. B. Everley (Hillman-Minx), L. Leston (Riley 1.5), A. T. Foster (M. G. Magnette), D. Harris (Borgward Isabella), \*R. H. Ham (M.G. Magnette), J. M. Ureñ (Ford Zephyr), D. B. Haynes (Ford Zephyr), J. G. Sears (Austin A105), T. Sopwith or Sir G. Baillie (Jaguar 3.4), D. Parker (Jensen 541).

**Race 5. Production Sports Cars:** R. A. Jameson (Berkeley), N. W. Graham (Berkeley), A. J. Nurse (Turner 950), B. A. M. Gilbert (Turner 950), J. P. Baldam (Turner 950), \*J. Goddard Watts (Berkeley), \*A. T. Skelton (Austin-Healey Sprite), \*J. W. Anstice Brown (Austin-Healey Sprite), I. Walker (Lotus Elite), J. Lawry (Lotus Elite), W. J. Smith (M.G.A.), J. Hayles (M.G.A.), K. W. Mackenzie (M.G.A.), J. A. P. Trafford (M.G.A.), C. P. Tooley (M.G.A.), J. P. Fergusson (Elva Courier), P. D. Gammon (Elva Courier), \*R. Vincent (M.G.A.).

\* Reserve.

**SCOTT-BROWN MEMORIAL TROPHY MEETING AT SNETTERTON**

A FIRST-CLASS entry has been received for the Snetterton M.R.C.'s Archie Scott-Brown Memorial Trophy meeting at the Norfolk circuit on 7th September, when the main race of the day will be for a trophy presented by Mrs. Scott-Brown, Archie's mother.

Already a dozen top-line exponents of Formula 2 cars have entered, the drivers including Henry Taylor, Jim Russell, Count Stephen Ouvaroff and the brilliant New Zealander, Bruce McLaren. Brian Naylor, Tim Parnell, Campbell-Jones, Dickson, Mackay and Stoop will also be among the field.

In the sports car category, Frank Nicholls has challenged the Lotuses to a match for the Elva Challenge Trophy, and has entered five works cars. Drivers of these include Ian Raby, Robbie Mackenzie-Low, B. J. Cox and J. Brown. The Lotus reply comes in part from Campbell-Jones, Peter Ashdown, Keith Greene and, possibly, Innes Ireland. Bill Moss's new car, an Aston Martin DB3S, will make its first appearance on the circuit in his hands.

Racing commences at 2 p.m.



*SLEEK, TRIM lines of a hull which seems to suggest speed characterise the Toby Marine Capri Sports Runabout.*

starter. A fairly sharp pull on the cable had the engine ticking over, and a forward pressure on the gear lever caused us to move off gently. As the boat and motor together only weigh about 4½ cwt., the acceleration is more brisk than that of the average car, and one achieves maximum speed in a few yards. Thirty m.p.h. on the water feels like double that speed on the road, and the shape of the boat is such that the spray is deflected from the occupants.

The cornering power is immense, and the boat can be spun through 180 degrees with the power full on. The "braking" is also excellent, for if the throttle is snapped shut the hull simply ceases to

## WATERSPORT: JOHN BOLSTER TESTS THE

# Capri Sports Runabout

EVERYBODY seems to have gone crazy about boats! Nearly all the well-known motoring types now have a boat in their lives, and even certain racing drivers, who never talked about anything but girls, now talk about girls and boats. We are all having fun on the water, from those who travel to and from continental ports in their yachts, down to your own Technical Editor, who has a humble little outboard speed dinghy hidden on the Sussex coast. The roads, let's face it, are not very enjoyable when choked with modern traffic, and so we escape to the wide open spaces, far from the madding crowd.

The subject of this test is a new kind of boat that has only been made possible by recent developments in outboard motors. In the past, these were noisy and temperamental devices. Nowadays, one can buy extremely powerful outboards that will propel a large and comfortable boat at a rousing speed; furthermore, they make astonishingly little noise or vibration while doing it. These motors do not encroach on the passenger space, and they can be taken ashore for routine servicing. If you keep the engine in your garage, you know that nobody is out joy-riding in your boat!

It is with the object of making the best use of these large and powerful outboards that Toby Marine have produced the 14½ ft. Capri. It is fast, of course, but it is much more than a mere speed boat, for it combines a superb appearance with comfortable seating for anything up to six people, and good qualities of handling and seaworthiness. Naturally, the performance is affected by the number of passengers, but with a 35 h.p. motor one can exceed 30 m.p.h. one up, which is reduced to about 25 m.p.h. with four aboard.

The hull is built on a laminated mahogany frame, and has a stressed skin of cold-moulded mahogany ply. Thamesply Plydeck is used for the decking, and the synthetic bonding is Aerolite 300. The bow is considerably flared to keep down the spray and give dry riding, and there is a curved screen on the foredeck. The steering wheel is mounted exactly as in a car, and controls the motor

through stainless steel cables running on ball-bearing pulleys. On the "driver's" right are a throttle lever and a forward-neutral-reverse lever. These are interconnected so that one cannot engage a gear unless the engine is throttled down. The aft section of the hull bottom is flattened to give a planing surface, and the bilges are rounded in the interest of good handling qualities.

The engine of the test boat was a West Bend 35 h.p. This is a light alloy two-stroke, with two over-square cylinders mounted one above the other and operating on a vertical crankshaft. The cubic capacity is 680 c.c., and 35 b.h.p. is developed at 4,500 r.p.m. Apart from its large size, the unit follows normal outboard practice, with a forward-neutral-reverse gear and a vertical shaft, driving the propeller through a spiral bevel gear. The separate six-gallon tank may be removed from the boat for refuelling, and cooling is by water picked up from the river.

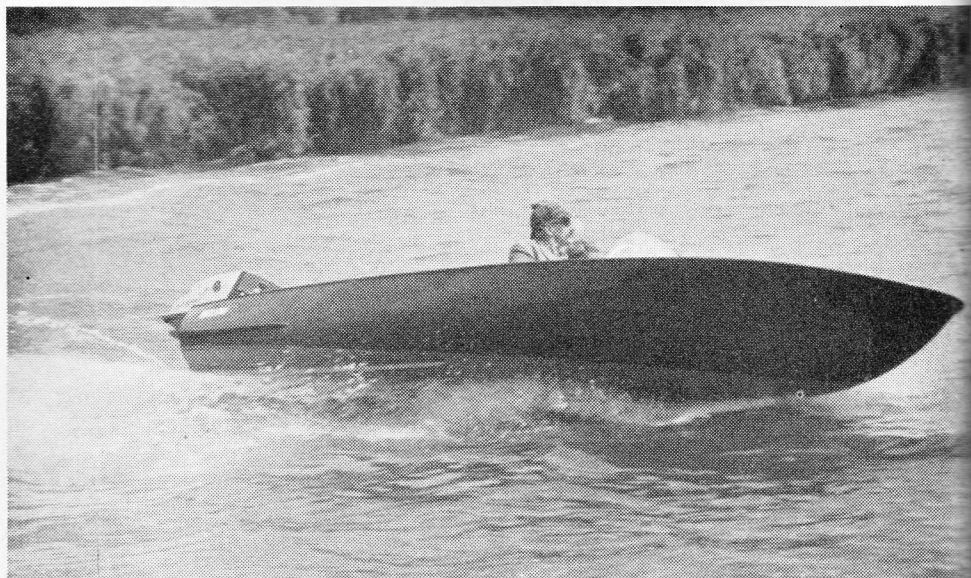
These big motors may be ordered with an electric starter, but this one had the alternative self-rewinding manual

plane and drops back into the water, stopping very rapidly. Thus, one has absolute control of the boat under all conditions. When cornering, it banks in the sense that a motorcycle does, and does not roll like a car. Quite a stiff swell may be tackled, especially if the throttle is eased back a little to reduce the pounding.

It is difficult to put into words the fascination of handling a fast, responsive and good-looking boat such as this. Suffice it to say that a few miles at the wheel were sufficient to make a convert of Chief Photographer George Phillips. The Capri is a thoroughly well-constructed and beautifully finished craft, and if that big two-stroke uses a fair amount of petrol at full throttle, one can forgive it because of its very real power and silence.

The price of the hull, complete with fittings, is £235, and it is built by Toby Marine, of South Beach Parade, Great Yarmouth. The West Bend Outboard costs £215, plus £19 for remote controls, but a smaller engine may be used if less speed is required.

*FAST AND RESPONSIVE, the boat is kept under perfect control under all conditions. Here Bolster puts it into a tight "left-hander".*





# THE MARATHON via ZAGREB

Good British Prospects in the Liege-Rome-Liege Rally, Now in Progress, the 10th and Toughest Round of the Rally Championship

By John Gott

THE Liège-Rome-Liège is following the common fashion this year and changing its official title to the "Marathon de la Route". This is not perhaps illogical as it starts and finishes at Spa and has not run through Rome since 1955.

Whatever its title, however, of the rallies in the European International Calendar, the Marathon is certainly by far the toughest and probably the best run and most sporting of all.

No other rally offers a course of more than 3,000 miles over the most difficult mountain passes in Europe to be covered in one continuous stage of more than four days and nights. Perhaps of no other rally can it honestly be said that it is always won on the road by the best crew driving the best car, without the complications arising from handicaps based on type or cubic capacity of the various cars, driving tests, regularity tests or complex formulae. Finally, protests in the Marathon are unheard of, something which is unfortunately becoming rarer nowadays.

These ideals of all rally organizers are attained by the use of a well-proven formula, superbly executed by an experienced team working under Maurice Garot and Nicolai de Gorhez of the Royal Motor-Union of Liège.

The formula is simple enough: set an unattainable average speed, without regard to cubic capacity or type of car, over a difficult mountain course and, as the set speed is unattainable, allow crews, within the widest possible interpretation of Appendix J, to drive what car they like, prepared as they think best.

It might be thought that a rally on such level terms becomes the preserve of the largest possible cars. This is far from the case. Since 1950 the Marathon has four times been won by cars under 1,500 c.c. (Peugeot and Porsches), and last year a 1,498 c.c. Porsche won, whilst a 1,290 c.c. Peugeot and an 845 c.c. Renault Dauphine finished respectively fourth and eighth in the General Classification. This year no less than 75 per cent. of the entry are pinning their faith on cars of less than 1,600 c.c.

Quite apart from the actual driving, the Marathon represents the severest possible challenge to the physical stamina and endurance of the crew as well as to the reliability of the car. This unique combination has a terrific appeal to serious long-distance rallyists and in a year when rally entries are generally down, the Marathon has attracted a larger entry than ever.

*SPEEDWELL SPRITE which John Sprinzel and Dick Bensted-Smith are driving in the Marathon. Engine has standard Speedwell mods., and the new light fairings, designed by Mike Costin, reduce drag and have rearward hot-air extractor grilles. Radiator grille is substantially stiffened.*

The entry list of 109 crews contains most of Europe's top rally drivers. Monraisse/Feret (Renault Dauphine), Gunnar Andersson (Volvo) and Consten (Alfa Romeo Giulietta Zagato) have between them already won four of the classic rallies this year. Other well-known Continental "aces" are Hacquin/Harris (SAAB), Condriillier/Foulgoc and Clarou/Joly (Renault Dauphines), Guiraud/Bertaut (Peugeot), Strahle/Buchet and Reiss/Wencher (Porsche Carreras), Gatsionides/Gorris, de Lageneste/Blanchet and Leidgens/Dubois (Triumph TR3As)—these being the "works" cars with the 2.2-litre engine—Houel/X and Cotton/Beaudun (Alfa Romeos), and M. and Mme. Cestelli (Mercedes 300SL).

Manufacturers have proved equally willing yet once more to subject their products to the severest rally test of all, for either teams or sponsored cars have been entered by Alfa Romeo, B.M.C., Peugeot, Regie Renault, Sunbeam, Triumph and Volvo.

This year the rally covers 5,320 kilometres (3,340 miles), out through Germany, Austria, Italy and Yugoslavia (more than 1,000 miles will be done here), and back through France, to be covered at set average speeds varying from 50 to 60 k.p.h. In terms of time, this means that the first car leaves Spa at 9 p.m., Wednesday, 27th August, and is due back there at 9.50 p.m., Sunday, 31st August.

Except in France, even one second's lateness at a control will entail exclusion, which does not encourage stopping for a sorely needed meal. In France, owing to the greater difficulty of the route, maximum permissible lateness before exclusion is raised to half an hour, but

booking in even a second early will entail disqualification.

Although the route takes in most of the best-known passes in the Alps and the Dolomites, there are 12 mountain sections, timed to a second, which will certainly ensure that yet again no crew completes the Marathon "clean" of penalty marks. In total these are 240 miles long and have to be covered at speeds varying from 60 to 78 k.p.h. Three are new, the Halanmali Pass on the Dalmatian coast of Yugoslavia, and the Cols de la Chaudière and de l'Echarasson in the Drome area south-west of Grenoble. All have the reputation of being rough and steep.

The times recorded over the other passes in previous years serve as an accurate guide to the difficulties confronting the crews this year.

The 55 kilometres over the Moistrocca Pass between Predil and Kranjska Gora on the Italo-Yugoslavian border have to be covered in both directions and the better crews should manage this on time. Crossing into Italy, it is less certain that anyone will do the 24 kms. from Villa Dont to Agordo, over the Passo Duran, on time, as last year in excellent conditions only a few crews managed it, and that by seconds.

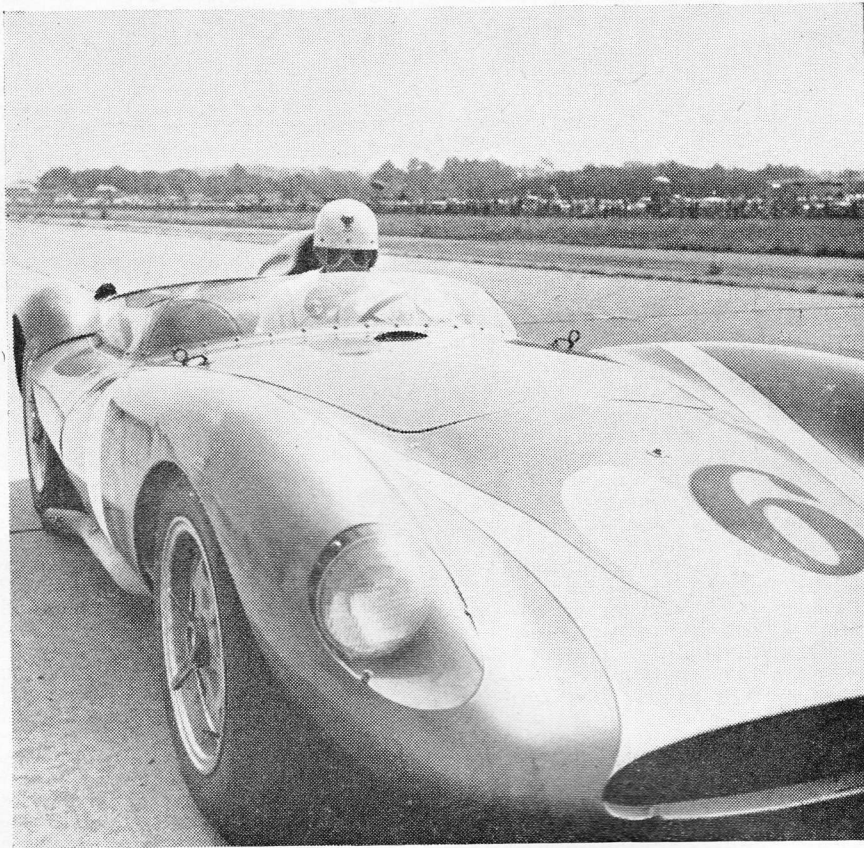
This year the Stelvio and Gavia are in one long section of almost 50 miles, instead of, as before, in two stages. Adding together the times returned in 1957, only last year's winners, Storez/Buchet (Porsche Carrera), would have made this year's time and the same holds good for the following Passo di Vivione. It is a striking commentary on the relative severity of the two events that the "Alpine" schedule allowed respectively 1 hr. 42 mins. and 43 mins for the largest G.T. cars over these sections which the Marathon schedule calls for to be done in 1 hr. 33 mins. and 39 mins. respectively, for large and small cars alike.

The completely impossible sections are reserved for the run back through France, where crews and cars are experiencing the maximum of fatigue. The statistics tell more clearly than words just

(Continued on page 279)







*SPEEDY SCARAB: Lance Reventlow in one of the two Scarabs which performed so beautifully at Montgomery.*

This was the third annual race at Montgomery, a small, friendly town north of West Point Military Academy. There were two races on the Saturday which did not count toward national championship points, one for *Gran Turismo* and the other for *Formule Libre* cars. Norman Webb's Alfa 1300V coupé won the former; Race Chairman John Meyer's Meyer Special won the unlimited category. Six races were on Sunday's calendar with more than 100 drivers participating. The American Legion sponsored the event and Eddie Webber chairmanned the hard-working legionnaires. The officers of the New York Region of the Sports Car Club of America assisted Race Chairman John Meyer in his perfect planning. Most of America's class leaders were there, and some of them were to meet unusual competition. With a total of 7,800 points this year, Walt Hansgen's championship for the second straight year seemed assured. His greatest threat would come from Emanuel Pupulidy with 6,000 points, and from his own team-mate, Ed Crawford, with 5,800. Lady Luck had no points in store for Crawford at Montgomery. Pupulidy's Porsche Carrera took an immediate lead in the third race and led from start to finish, winning its 20-lap event by five seconds from local Carrera driver, Frank Wagenhofer,

## SCOTCHED BY A SCARAB

EAST met west when Lance Reventlow brought two Scarabs from California to Montgomery, New York, on 17th August to vie with Briggs Cunningham's Lister-Jaguars, which have been winning all the national races this year under the guidance of drivers Walt Hansgen and Ed Crawford. And the Scarab driven by Chuck Daigh scotched American champion Hansgen and took the Governor's Cup—given by New York's Governor Averell Harriman—back to the West Coast. The clash between the Listers and Scarabs was the race of the year. Although literally a scarab is a bug, there were no bugs in the beautifully turned out Scarabs designed by the owner and employing Chevrolet engines with fuel injection. Ancient Egyptians regarded scarabs as being symbolic of resurrection; and if resurrection means (as the dictionary says it does) "a resumption of vigour; restoration; revival", then the cars lived up to their name. For our racing in America has been needing vigour, restoration, revival. Spectators at Montgomery were reminded of the days when Carroll Shelby, Phil Walters, Bill Spear, Sherwood Johnston, John Fitch, Fred Wacker, Phil Hill, Masten Gregory, Jim Kimberly and other great American drivers roared around our courses, keep-

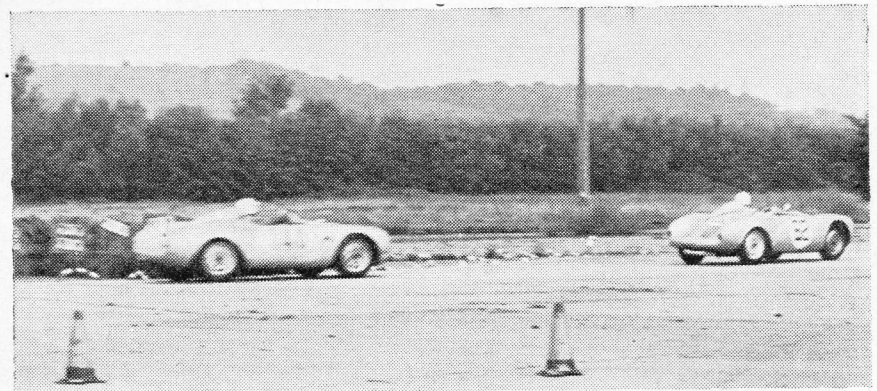
ing the cheering throngs on their feet and attracting tremendous crowds.

Down from Canada for the event came Bill Sadler with his Sadler Corvette, a bright red car of his own creation with Corvette engine and stunning body. Sadler and the forenamed quartet kept things humming. Most of the parts in the Canadian bolide had gone 100,000 miles before Sadler assembled them, but the finished product was good enough to win the recent Watkins Glen race and to be leading at Montgomery when the universal joint broke.

Story and Pictures by Ruth Sands Bentley

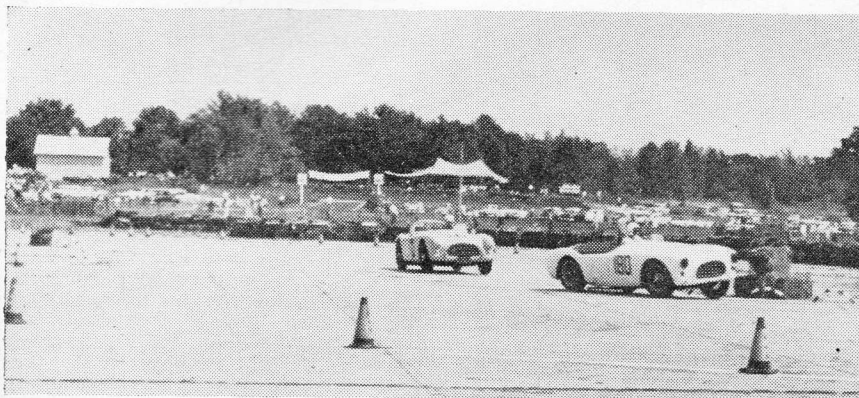
and winning 1,000 more points. (A class win is 1,000 points; second place, 800; and third, 600 points.) But it was Pupulidy's last performance of the season. This fine driver leaves in a few days for a safari in Africa. So his 1958 accrue-ment will stand at 7,000.

Dick Thompson, whose Austin-Healey was leading Class D Production with 4,800 points, won from Vince Sardi (Austin-Healey) who retired from second spot mid-way through the 20 laps. In a stirring battle for the A.C.-Bristol crown, Jordan King defeated the leader, Harry



*PORSCHE PUSHERS: Phil Forno, in Briggs Cunningham's No. 62 Porsche leads Bob Holbert through the second straight chicane during the early stage of the first race on Sunday. Holbert overtook Forno who later had to retire when his Porsche lost a wheel.*





Carter, to bring his score even with Carter's at 3,800. The King-Carter clash on Labour Day at Thompson, Connecticut, promises to be a fight to the finish.

Going into the Class F Modified race with 4,800 points, Bob Holbert's Porsche RS battled furiously with Phil Forno's 550RS, taking the lead on lap 8 and holding it to the end. Holbert drove the last 18 laps of the 30-lap match without clutch; and a wheel sheared from the Forno mount on lap 18. Vic Meinhart's spirited handling of his 550RS Porsche brought him home 100 feet behind the winner. In the same race, Frank Baptista, the Class G modified leader with 4,000 points, lost to Floyd Aaskov (with 3,400 points). Aaskov (Lotus) held the lead the whole distance over Baptista (Elva) and Basstrup (Lotus) in a close contest. Baptista's lead for class victory was trimmed to a mere 400 points.

Bob Grossman (Alfa Romeo) entered the Class G Production race with 3,800 points and continued on point lead despite his taking second place to John Guthrie in a like car. Grossman passed Guthrie two laps before the race's end, was repassed, and lost by two seconds. This was Guthrie's first competition for national points, and although he bested 21 cars he could do no damage to Grossman's record. George Fogg's Alfa coupé led for five laps and then flipped in the second chicane. The pretty car rolled several times and was badly bent. The Class H Production and Class H Modified cars ran in this same race, Howard Hanna (D.B.) winning over Ray

**ACE DRIVERS IN ACE - BRISTOLS:**

(Above) In their strenuous tussle during the fourth race, Jordan King led for eight laps, then Harry Carter (No. 180 pictured here) went into the lead; harassed Harry spun, King won. Their championship points are now dead even.



★

**NOT AN EASTER BONNET:**

Dunlop tyres and the bonnet from his Lister-Jaguar afford shade from the blistering sun for America's fine driver, Ed Crawford.

Heppenstal and C. Fehnel in like cars in the production race and Joe Daniels's Danielini Special defeating John Mull's D.B. and William Buff's Fiat in the other.

Chicago's Jim Jeffords is probably the first driver to participate in two national S.C.C.A. events in one week-end. On Saturday he was Race Chairman for the national races in Milwaukee, Wisconsin, where he drove in four races and won

three. Then he dashed to the airport and embarked for New York. He arrived at Milwaukee with 1,000 championship points, holding second place in Class B Production behind Fred Windridge with 4,000 points. Both men drive Corvettes. At Montgomery, Windridge took an immediate lead and everyone thought the grey-and-red No. 99 would score its usual win; but lavender No. 1 from Chicago pressed on, staying awfully close to the lead car. Moving into first place when Windridge's gearbox went on lap 17, Jeffords had a wide lead over Carter's XK 150S and Moore's Corvette when the flag fell. Carter was running in Class C Production, however, in this race within a race, and won from Gross-

man and Hatcher in similar Jaguars. Much good racing and several upsets occurred prior to the lining up of 16 cars for the main event:

**The Grid**

Ed Crawford (Lister-Jaguar)	Chuck Daigh (Scarab)	Fred Windridge (Lister-Corvette)
Walt Hansgen (Lister-Jaguar)		Bill Sadler (Sadler-Corvette)
Lance Reventlow (Scarab)		Rich Lyeth (Hi-Tork Special)
Charles Sarle (A.C.-Jaguar Supercharged)		George Constantine (D-type Jaguar)
Gil Geitner (Ferrari TR)		Gaston Andrey (Ferrari TR)
Frank Baptista (Ferrari TR)		James Pauley (Osca-Offy)

Richard Stockton John Norwood Gordon MacKenzie  
(Aus.-Healey 100) (Lister-Bristol) (C-type Jaguar)

From start to finish of the 50-lap Governor's Cup there was excitement. Daigh (Scarab) and Windridge (Lister-Corvette) raced to the first turn, the Scarab going through first with two Lister-Jaguars growling at his rear. Through the chicane they rushed. The chicane built midway through the 3,500-foot second straight is supposed to slow the cars a bit and make the course trickier, but there was no slowing this onslaught as they slid through the second turn, hurried down the 3,000-foot short straight, and twisted through the double chicane on the last turn, a tight S-shaped

(Continued on page 278)

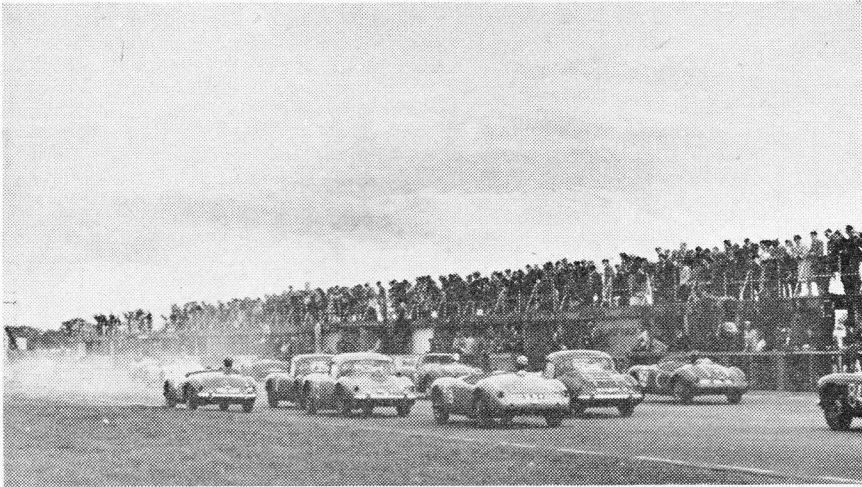


**SMILES AND SUNSHINE:** Lance Reventlow, Alfred Momo, Chuck Daigh and Ed Crawford relax in Lister-Jaguar paddock area during the early races. Car in the picture is the famous No. 60, the mount of champion Walt Hansgen.

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★





## Sunshine for the Octagon

### Successful M.G.C.C. Silverstone Meeting

AFTER a week of floods and deluge, the weather gods relented on Saturday, 23rd August, the occasion of the M.G. Car Club's Silverstone race meeting. After a night of rain, a weak sun trickled through in practice and by early afternoon "duffles" were abandoned in preference for shirtsleeves!

An entry of 85 plus, comprising some 70 per cent. assorted M.G. cars, forced the organizers to resort to a programme consisting in the main of 10-lap handicap events, which, despite a valiant attempt by the commentator to plot the runners, again proved the marked disadvantage of this type of competition, particularly when a big field is involved!

Opening the proceedings was a 45-minute high-speed trial (flat out blind to you!) in which 25 varied M.G. cars were loosed to attempt, for the faster cars, 32 laps, descending in estimated order of speed to 22 laps for the older J2s, etc. Cars reaching the penultimate lap to receive a second class award.

From the start, C. P. Tooley, D. M. Gouk, M. J. Reid and J. Noble all driving M.G.As gradually drew away to provide an entertaining scrap over the whole distance. This was joined around lap four by J. Hales who, similarly equipped, passed the lot and lapping at a consistent 1 min. 26/27 secs. failed by half a lap to complete his required distance; the others mentioned above, who all had two laps less to do, qualified. Others were N. B. Jarrett (M.G.A 2nd class), V. Clark (TC), M. L. Jeffree (PA), G. N. Dear (M.G.A), Miss E. J. Miller (M.G.A 2nd class). Special mention must be made of two J2s in the hands of M. B. Hawke and M. Jones who easily qualified with a lap to spare!

Next came Race one for the first heat of the novices' handicap over 10 laps for open and closed cars of any make. For the first five laps, R. W. Flewitt (PA) with three credit laps held the lead, closely followed by R. Peacock (TC), one credit lap, and L. J. Mills (M.G.A) from 1 min. 30.0 secs., whilst O. Hart (T.V.R.-Climax) from scratch, lapping very quickly, was weaving his way

through the pack. Two laps to go and it was Mills from Peacock and so they finished with Hart snatching a belated third nearly on the line.

Race two, for the second heat of the novice handicap saw limit-man G. Barnes (Morris) make the best of his three credit laps to lead for the first seven tours with times around 1 min. 46 secs. Lap eight and E. Searle (Ace) went out in front to win by 12 seconds from W. Smith (M.G.A). Scratch man, R. S. Hart, 18-year-old son of O. Hart, driving very well and going exceptionally quickly, took third spot, lapping the family T.V.R. around 1 min. 18.0 secs.

The next event was a 15-lap relay race between nine teams of three drivers who competed in (a) an open handicap relay and (b) the inter-centre M.G. championship. Most of the work was done by the unfortunate team managers who, from the arrival of their cars at a drum-guarded line, were forced to run some 75 yards dodging officials, etc., to hand over the baton to their next performer, at a distant startline. Best time for this feat was 10 seconds flat by the Scottish "Busby".

Team X were easy winners and comprised J. Hales (M.G.A), C. P. Foden (Alfa) and V. Clark (TC) who making the best possible use of their credit lap went into the lead on lap 11 to run out easy victors. The M.G. championship

*M.G.As ALL THE WAY—open and closed versions accelerate past crowded pits.*

was taken by the South-Eastern Team of G. Cobban, C. P. Tooley and D. N. Gouk, all driving M.G.As, who were fourth overall.

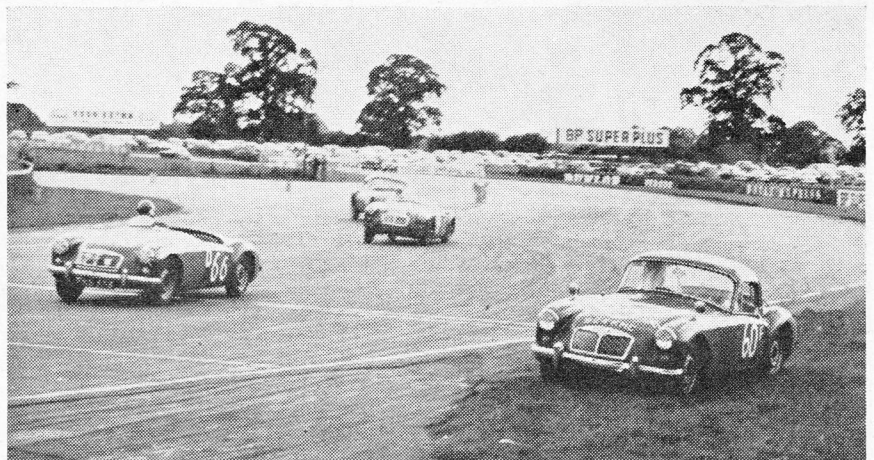
Race five consisted of a 10-lap handicap for (a) closed M.G. cars of which there were only two starters and (b) for other closed cars of which four appeared. Despite the minute entry, the race was a good one, the lead changing no less than three times, i.e., D. G. Overall (Dauphine), P. J. Simpson (Wolseley 1500) before Foden in the Alfa finally clinched matters to win by nine seconds from Simpson. Third spot was taken by H. H. Bibby's Jaguar 3.4.

Race six, over 10 laps for (a) M.G. open cars excluding M.G.As and (b) open sports cars (other marques), brought to the line a full house of 27 starters, and as the handicaps (nearly all different) varied from two credit laps plus 1 min. 15.0 secs. down to scratch, even the commentator, who was very, very good, became lost around the half-way mark and courageously admitted the fact! Your Northern Editor was more lucky, because after five laps he made the leaders to be K. P. Tomei (TD), G. Barnes (Morris) and R. B. Ide (TC) which afterwards proved to be correct! Lap seven saw Ide and Tomei change places and so they finished. The "other" race, when sorted out, found first to be E. Searle (Ace), then R. Randall (Lotus) and O. Hart (T.V.R.), the last two having a whale of a dice for the entire distance.

At last came the only scratch race of the day, over 10 laps for M.G.A cars with a Le Mans start. This was a "piece of cake" for J. Hales, whose very fast and beautifully driven car was lapping the back markers ere the half-way distance, to finally win by some 29 seconds from C. P. Tooley and M. J. Reid. These latter had been at it all the way, less than two seconds separating them at the flag.

To close the proceedings came a further 45-minute high-speed trial still with varying handicaps and laps to be completed. This was mainly of interest on two counts. Firstly, due to the last-minute entry of a twin cam M.G.A coupé which after a big broadcast build up was set to accomplish some 36 tours. Although capably driven by T. Haigh, it never had a chance, and was only on lap 32 when the flag descended.

*(Continued on page 282)*



*OOPS! Tim Threlfall goes lawn-mowing at Woodcote, while two other M.G.As seize the opportunity to pass.*



*HEELING WELL* over is the super-charged Ford Zodiac of Sammy Rees. He managed to defeat an Allard—and a 3.4 Jaguar!

LAST Sunday the Thames Estuary A.C. held a speed hill-climb at Stapleford in Essex. This event was the essence of a clubman's day out and the entry was largely composed of saloons and genuine production sports cars driven by men and women who do not regularly appear at the larger meetings which come very near to being of national status. Although a pleasantly carefree atmosphere prevailed and there was a complete absence of regimentation, as befits a meeting of this type, the organization was first-class and there was nothing primitive about the beautiful Longines timing apparatus employed. This did not work on the usual hockey-stick principle which allows the driver to start in his own time. The competitor was confronted by a miniature version of a portable police traffic signal, which lacks an amber light, and the watches started



## Hill-Climbing at Stapleford

*B.T.D. for Patsy Burt (F2 Cooper-Climax)*

as the light changed to green; this put a premium on preparedness and quick reactions on the part of the driver, and so was more akin to the start of a race, except that a clear track was assured at the instant of take-off. Obviously valuable hundredths and even tenths can be saved by a smart getaway when the green light comes on; by the same token if, for any reason, the vehicle fails to leap into furious activity, an otherwise good run can become somewhat disappointing. John Bekaert, who had one of the few really fast cars present in the form of the H.W.M.-Jaguar, undoubtedly suffered in this way since the car has a decidedly tricky clutch and is noticeably "woofly" at the bottom of the rev. range.

The course used this year is of the order of half a mile only, as the lower reaches have broken up badly. This unfortunately makes the hill far less interesting, since the start is now roughly at the point where John Ogier had his alarming accident last year and the car is only just beginning to wind up when the main S-bend is reached. This can, therefore, be taken nearly "flat" by even the fastest cars, whereas before it required very nice judgment even in a small saloon to slough off surplus speed to the point where the corner was just negotiable. This did mean, however, that the tin-bashers were out of a job as far as this particular meeting was concerned, which is a desirable state of affairs even if the skill of the conductors is not so severely taxed; after all it was, as aforesaid, basically the afternoon of the genuine clubman who can ill-afford to risk incurring heavy repair bills to his everyday motor car (by which no disrespect at all is intended to those fortunate souls who drive the really fierce stuff). In fact, there was but one "incident" during the meeting when M. Ball's 250 Special tossed a rear wheel away, but

*BERKELEYS completely filled the 750 c.c. sports cars and 500 c.c. racing classes. This one is the three-wheeled version!*

### Results

**B.T.D.:** Miss P. Burt (Cooper), 30.90 s.  
**Saloons up to 1,200 c.c.:** I. H. Orr-Ewing (Ford Anglia), 39.09 s.; 2. J. E. Wheeler (Austin A35), 39.14 s. **Saloons 1,201-1,600 c.c.:** R. A. Baldwin (Sunbeam Rapier), 39.41 s. **Saloons 1,601-3,000 c.c.:** B. P. Odoni (Ford Zephyr), 37.17 s. **Saloons over 3,000 c.c.:** S. T. Rees (Ford Zodiac s/c), 37.85 s. **Sports up to 750 c.c.:** N. W. Graham (Berkeley), 36.28 s. **Sports 751-1,200 c.c.:** M. J. Kingham (Lotus-Climax), 31.27 s. **Sports 1,201-1,500 c.c.:** K. P. Tomel (M.G. TD), 34.57 s. **Sports 1,501-2,500 c.c.:** B. R. Millbank (Ace-Bristol), 31.96 s. **Sports over 2,500 c.c.:** J. Bekaert (H.W.M.-Jaguar), 31.55 s. **Racing up to 250 c.c.:** D. C. Haldenby (Scorpion), 36.41 s. **Racing 251-500 c.c.:** N. W. Graham (Berkeley), 36.37 s. **Racing 501-1,500 c.c.:** A. F. Rivers-Fletcher (Cooper-J.A.P.), 31.71 s.

this happened some way after the finishing line when it was cruising round the long return road.

The other factor which undoubtedly contributed to an accident-free day was the astonishing kindness of the weather. It seemed that the whole of the neigh-

bouring countryside was being subjected to a hideous, steady, greasy drizzle while the hill at Stapleford had no more than a dozen spots of rain until after the last climb was complete. One gathered that the T.E.A.C. was due for some good fortune of this sort, having had a somewhat costly sprint at Brands recently.

The small saloons formed the largest class in which J. E. Wheeler's rapid A35 was just pipped by Hamish Orr-Ewing in an obviously extra-potent Ford "Angular". In the next class R. A. Baldwin upheld the honour of the Rapiers against a Riley 1.5 and a brace of Magnettes. In the 3-litre closed class B. P. Odoni needed only one run to gain a souvenir award—he was the only starter. In the large saloon class S. T. Rees defeated an Allard and a 3.4 Jaguar (just) in a Zodiac with 6 lbs. boost and automatic transmission.

Sports cars up to 750 c.c. were all Berkeley, two of them with three drivers, who also formed the 500 c.c. racing class; they went incredibly fast. Sports up to 1,200 c.c. produced a couple of Lotus-Climax, that of M. J. Kingham knocking at the door of B.T.D. The 1½ litres were

*(Continued on page 282)*



*BERKELEYS completely filled the 750 c.c. sports cars and 500 c.c. racing classes. This one is the three-wheeled version!*





THE fate of the *Motor Sport* Brooklands Memorial Challenge Trophy for this season was decided on Saturday at the 31st B.A.R.C. members' Goodwood race meeting. It has been won by Mike Taylor, whose consistently good management of his Innes Ireland-prepared Lotus has been a feature of 1,100 c.c. racing in this, his first racing season.

Second in the contest was Keith Greene, only one point behind, with the Gilby Engineering Lotus, and S. A. Hurrell (Triumph) and David Shale shared third place.

First race of the day was the first of the meeting's qualifying events for the trophy, a 10-lapper for 1,100 c.c. sports cars. Taylor took an immediate lead and maintained it throughout the race, but he was constantly harried by the second and third men. J. Campbell-Jones held second place for the first three laps, in front of Keith Greene. At the end of the first lap Eric Broadley, whose new Climax-engined Lola was making its first appearance at Goodwood, was in sixth place. Next time round, however, he had dislodged Peter Arundell and J. F. Westcott and had moved into fourth place. On lap five, Chris Threlfall, in the 1958 Tojeiro, moved into fifth position but already an appreciable gap had opened up between the first four and the rest of the field. Keith Greene was now in second place, right on Taylor's heels, while Broadley was chasing hard after Campbell-Jones. On the eighth lap he succeeded, and moved into third place, his car being most impressive by its speed through the corners.

On the ninth lap, however, as the three leaders were entering Madgwick, a slower car which was being lapped spun round. Greene's car was missed by inches, but Broadley was less lucky and his car left the road and overturned. By great good fortune, it was reported, the driver escaped with concussion and cuts.

This let Campbell-Jones into third place and the last lap brought no

*FIAT LEADS AUSTINS.* R. Shaw (Fiat Abarth) leads G. Lawrence and M. Adlington (A35s) with a third A35 just visible through the Fiat's rear window.

*PETER GAMMON applying a little opposite lock in Vic Derrington's TR2. He was fifth in the marque race although he started from the back of the Le Mans start due to lack of practice.*

take over. This indeed Miss Massey proceeded to do, and she led for the rest of the race. Jean Bloxam, whose car was noticeably faster than Baring's, overhauled car after car at phenomenal speed. On the fourth lap she suddenly appeared in second place, not having been in the first 10 before, and as she and Miss Massey came into sight down Lavant Straight it seemed that the Aston must lead the field into Woodcote. But it didn't, so it was certainly going to be in front by the time the pair of them came into the chicane. Again Mrs. Bloxam was still second. Miss Massey led her out of the chicane and although pulling well over to the right to let her rival past, the Aston just did not seem to have the steam and was out-accelerated by the Jaguar. All most unusual.

Miss Massey won by little more than a length at an average speed of 69.57 m.p.h., with Mrs. Bloxam second and J. B. L. Jacobs 3.4 Jaguar third. Then

## Taylor's Day at Goodwood

### M. Taylor wins Brooklands Memorial Challenge Trophy

changes. Taylor won by the margin of 0.8 of a second from Greene at an average speed of 86.12 m.p.h. Fastest lap went to Broadley at 88.71 m.p.h. in a time of 1 min. 37.4 secs., and that must be very near the 1,100 c.c. lap record.

Next on the programme came a five-lap handicap for the larger saloons, featuring Mrs. Jean Bloxam's Aston Martin DB3S coupé and M. B. Baring's similar maroon model, on the scratch mark, which the two cars shared with R. A. Brightman's Aceca. At the end of the first lap it was Paul Treadgold leading from the limit mark in his Series II Sunbeam Rapier. At the end of the second lap he was still there, but it was obvious that Miss Rosemary Massey's XK 150 was all lined up to

came the explanation. One of Jean's mechanics had opened the bonnet to investigate the apparent lack of power and found the answer—a large chunk of track was jammed in the intake of the front carburetter! It was, apparently, some two inches across and how it came to be there we shall never know.

Third event was a 10-lap scratch race for "marque" sports cars—Austin-Healeys, A.C.-engined Aces, Morgans, M.G.As and TRs. From the Le Mans-type start it was David Shale (Austin-Healey 100-6) who led the field, and he stayed in front throughout the race to win by a comfortable margin from S. A. Hurrell's TR3. In turn, Hurrell retained second place from start to finish, while in third place and some way behind, J. C. Quick's TR dislodged Lawrence's





*R.M. PLUS XK equals winner of event two! Miss Rosemary Massey takes a nice line through a right-hander in her l.h.d. XK 150.*

Morgan on the second lap and stayed in front of him thereafter. R. W. de Selincourt, in the middle of a bunch of cars dicing for third and fourth places, had an exciting 10 laps, spinning off at Woodcote on lap four and again on lap eight. Fastest lap was made by Shale at 77.14 m.p.h.

The little saloons came out for a handicap race after this, having five laps all to themselves. The field comprised the usual VWs, Standards, Fiats and no fewer than nine A35s. F. W. Marriott's fast Minor 1000 was on scratch mark.

Limit-man H. R. Braithwaite (Standard Eight) stayed in front for the first two laps, after which P. R. Pimlott (A35) took over the lead. On lap three, D. Osborne (Morris Minor) took one look at an enormous number of cars, all trying to go through the chicane together, and presumably found the sight too much for him. He decided to go off on his own, anyway, and since there was a convenient gap in the chicane, shot smartly through it, scattering short lengths of lath as he went. However, he probably decided that this was not what he was meant to do, and hung back until the field had passed.

A couple of laps later Mr. Pimlott noticed the same hole and tried the same tactics, the only difference being that he kept his foot well down on the loud pedal and motored on, ending up several places farther up in the field than when he started!

Eventual winner of the event was J. Wheeler, whose A35 had come through the pack at tremendous pace down the long straight during the last lap. He was followed home by J. H. Gaston, in another of the many A35s, and M. J. Griffin's Volkswagen was third. Fastest lap went to Gaston at 66.98 m.p.h.

The sports-racing cars came out again for the next event, a short, sharp five-lapper for the 1500s. Once again it was Mike Taylor who led from start to finish. Keith Greene led the lot of them into Madgwick, but Taylor went past soon afterwards and Keith had, again, to be content with second place. Campbell-Jones and Percy Crabb both spun out at the back of the circuit on the first lap, and Crabb only completed the rest of the lap before retiring. Campbell-Jones continued, however, and worked his way back through the field to finish in sixth



place at the end of the five laps. Third man home was P. J. Arundell, while fastest lap was shared between Taylor

#### RESULTS

**Event 1.—Ten-lap Scratch Race (A) (for non-supercharged cars up to 1,100 c.c.):** 1, M. Taylor (Lotus-Climax), 86.12 m.p.h.; 2, K. A. Greene (Lotus-Climax); 3, J. Campbell-Jones (Lotus-Climax). **Fastest lap:** E. H. Broadley (Lola), 1 m. 37.4 s., 88.71 m.p.h.

**Event 2.—Five-lap Handicap Race (A) (for closed cars):** 1, Miss Rosemary Massey (Jaguar XK 150), 67.57 m.p.h.; 2, Mrs. Jean Bloxam (Aston Martin DB3S); 3, J. B. L. Jacobs (Jaguar 3.4). **Fastest lap:** J. Bloxam, 1 m. 49.6 s., 78.83 m.p.h.

**Event 3.—Ten-lap Marque Scratch Race (Le Mans-type start):** 1, D. Shale (Austin-Healey 100-6), 75.75 m.p.h.; 2, S. A. Hurrell (Triumph TR3); 3, J. C. Quick (Triumph TR2). **Fastest lap:** Shale, 1 m. 52.0 s., 77.14 m.p.h.

**Event 4.—Five-lap Handicap Race (B) (for closed cars):** 1, J. Wheeler (Austin A35), 63.89 m.p.h.; 2, J. H. Gaston (Austin A35); 3, M. J. Griffin (Volkswagen). **Fastest lap:** Gaston, 2 m. 09.0 s., 66.98 m.p.h.

**Event 5.—Five-lap Scratch Race (B) (for non-supercharged cars up to 1,500 c.c.):** 1, M. Taylor (Lotus-Climax), 84.08 m.p.h.; 2, K. A. Greene (Lotus-Climax); 3, P. J. Arundell (Lotus-Climax). **Fastest lap:** M. Taylor and J. Campbell-Jones (Lotus), 1 m. 39.4 s., 86.92 m.p.h.

**Event 6.—Five-lap Handicap Race (C):** 1, J. Bekaert (H.M.W.-Jaguar), 80.80 m.p.h.; 2, C. J. Steele (Cooper-Zephyr); 3, J. Venn (Austin-Healey 100). **Fastest lap:** Bekaert, 1 m. 44.2 s., 82.92 m.p.h.

**Event 7.—Five-lap Handicap Race (D):** 1, C. H. Threlfall (Tojeiro-Climax), 80.75 m.p.h.; 2, Mrs. Jean Bloxam (Aston Martin DB3S); 3, F. Warnell (Lotus-Climax). **Fastest lap:** J. Bekaert (H.M.W.-Jaguar), 1 m. 43.0 s., 83.88 m.p.h.

**Event 8.—Five-lap Handicap Race (E):** 1, G. H. Breakell (Triumph TR3), 73.67 m.p.h.; 2, C. J. Lawrence (Morgan Plus Four); 3, H. Thompson (Triumph TR3). **Fastest lap:** J. C. Quick (TR3), 77.70 m.p.h.

and Campbell-Jones at 86.92 m.p.h.

The sixth race, another five-lap handicap, was a tremendous triumph for John Bekaert (H.W.M.-Jaguar). Starting from scratch, he tore through the field in masterly fashion, moving into sixth place on the third lap, third place on the fourth, and crossed the line a very comfortable first in front of C. J. Steele (Cooper-Zephyr) and J. Venn (Austin-Healey). Considerable entertainment was provided by J. Woolfe (Lotus) who had a series of moments on most of the corners, the car being a little uncertain as to which end was supposed to be facing which way. On the fourth lap he did it at last and came out of the chicane backwards. He set off again, however, leaving a piece of remodelled wattle fencing behind him, but on the last lap he nearly managed it all over again!

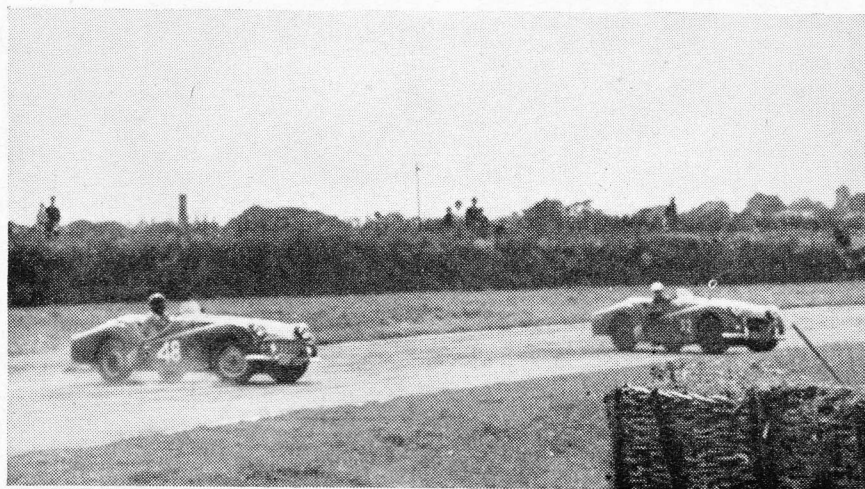
Bekaert, however, came through the field as few people have ever done in a five-lap race, and on the way made fastest lap at 82.92 m.p.h.

Another handicap race came next, again over five laps and again involving a varied collection of sports cars. R. A. Postlethwaite's Silverstone Healey looked as if it might confound the handicappers, for, starting from the limit mark, he led for the first four laps and, if anything, seemed to be increasing his lead. On the last lap, however, the speed of the new Tojeiro, in the capable hands of Chris Threlfall, overcame the Healey and Chris got home first by a reasonably comfortable margin. Second was Mrs. Jean Bloxam, in the DB3S coupé, F. Warnell's Lotus was third and Postlethwaite held on to fifth place behind Bekaert.

Fastest lap again went to John Bekaert at 83.88 m.p.h., but his performance in the previous race had caused the handicappers to move him back, so that he had to owe three seconds to the field. Under these conditions his fourth place was just as creditable as his previous win, for some very quick machinery had useful allowances.

Finally, a collection of what were, predominantly, the contestants in the earlier "marque" race emerged for the fifth five-

(Continued on page 278)



*COPYCAT! A. Gay (TR2) goes sideways in front of H. Thompson who, not to be outdone, follows suit!*



*ROUND THEY GO: A Porsche leads a bunch of TR2s through the chicane.*

the first bend was formidable. However, nobody came unstuck and a howling swarm of colour disappeared towards the back of the course. First man round was Entwistle in an A-type, closely followed by Kurrans in the Porsche and Koch in another A-type. Lap 3 saw Koch breathing down the back of Kurrans's neck and Entwistle third with J. J. Brennan's A-type coming up through the field. Another lap and Hambly's bored-out TF was out, as was Brennan who jumped the bales at the chicane. Odd dust clouds appearing on

THE eighth annual event organized by the Sports Car Club of Toronto at Harewood Acres was a success from everyone's point of view. The organizers had the satisfaction of seeing all seven races run their course with the minimum of fuss and the maximum of efficiency. The crowd, albeit a smallish one of around 5,000, enjoyed the good weather and the dicing. "The Boys" themselves had quite a ball. Strangely, the atmosphere was a quiet one, never very exciting but, nonetheless, it was never dull. However, such is the way with motor racing. Something sparks some meetings and you sense excitement from start to finish. S.C.C.'s meeting was sparked with something different—self-assurance.

The entry for the eight races listed was a long one and contained everything from home-brewed Canada specials through hordes of M.G.s to "Chevvy" Corvettes and a lone XKSS Jaguar. The Marque Lotus has developed the habit of winning everything for which it is entered at Harewood, and S.C.C.'s meeting was no exception. The ex-Tom Gilmour red Mark 9 1,098 c.c. "Autosport" (Speedshop, not magazine!) tuned car, in the hands of its new owner, D. Coad, won the big event of the day, the One Hour Race. The "wee" Austin-Healey Sprites were fast, steady and quite impressive; they look like having a bright future in the Canadian motor sporting scene.

Best race of the day was the third; this produced a monumental dice between D. Kurrans in a Porsche coupé and R. Koch in an obviously very fleet M.G.A. These boys were never more than feet apart from start to finish. For 12 laps they passed and repassed several times per lap. The Porsche had more "poke" but Koch could corner in the manner born. Eventually the Porsche emerged winner by a small margin.

The first race saw a line-up of machines up to 1,300 c.c. and included Sprites, Alfa Giuliettas, SAABs and a bunch of T Series M.G.s. E. Schoeder of Buffalo, New York, driving an Alfa, won the rush into the first corner and from then on was never headed. He won going away at an average of 67.3 m.p.h. Behind him quite a dog-fight developed between the T.D.s and the Sprites. George Dobie's Sprite came round after one lap within striking distance of Schoeder and ahead of the pack, but went into the hairpin on the back of the course a mite too enthusiastically, spun off and thereafter could not make up the time lost to figure in the money. Slowly the other Sprites of E. Uhr and D. Shelton got the better of the T Series M.G.s, whilst having a race-

## 8th S.C.C. Races at Harewood

### D. Coad Wins One Hour Le Mans Race at Canadian Circuit

long dice between themselves, which goes to prove something about progress. However, H. Trotter, driving a little SAAB two-stroke sedan, got in amongst the Sprites and after eight laps got ahead of them—just. There the SAAB stayed until the end, which goes to prove something about front-wheel-drive two-strokes. First of the M.G.s home was N. Croucher's TD at a race average of 63.4 m.p.h., quite a creditable speed.

Race 2 was for production sedans and we expected the usual "mechanized Calgary stampede". However, despite expectations the 30 cars were fast, well driven and surprisingly steady; this does not mean that the race lacked its moments of drama: there was the usual crop of spin outs, visits to straw bales, leanings at impossible angles, etc., but no untoward incidents. Geo. Clark in a very fleet Austin A90 went like a bomb out in front from the word "go". We expected stout opposition from A. J. Bradley's 3.4 Jaguar, but every time the car looked like moving up it made another excursion "Gilhooley fashion" on to the outfield, not a good thing with the A90 lapping at a steady 66.5 m.p.h. Behind the flying Austin several class battles developed; Francis Bradley's DKW was making sure of the under 1,200 c.c. class and behind him there was a rare dice between L. Rutledge in a SAAB and T. Berent in a very hot Minor "1000". Jack Young and E. Blodyett in Simca Arondes were having a wonderful scrap with Ludwig Heimrath in a very fast VW. Heimrath kept them separated and eventually Blodyett overdid things at the chicane, ending up sadder but wiser atop a large straw bale. Surprisingly this 1,200-1,500 c.c. class was considerably slower than the SAAB-DKW-Minor dice in the smaller class.

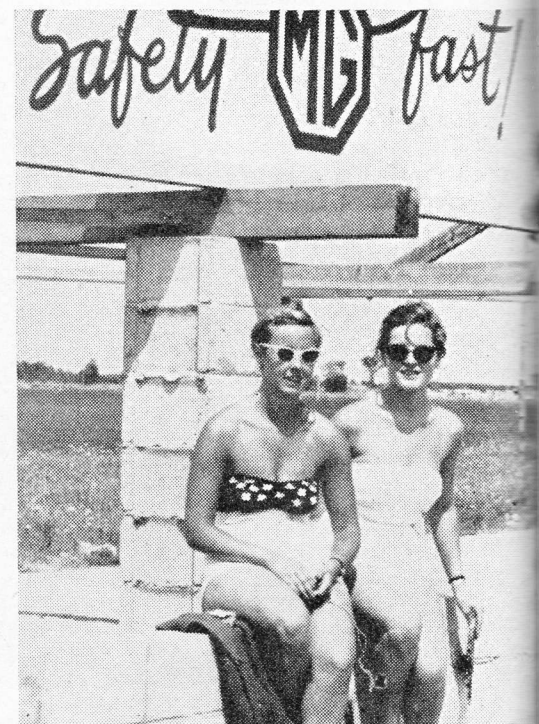
The nearest thing to opposition for the A90 was Gerry Polivka's Volvo which leaned and rolled on the corners in the usual Volvo manner, but stayed upright to win its class easily at 65.1 m.p.h. but never to get within striking distance of the A90. Hero of the race was surely Berent's little Minor "1000" which averaged 62 m.p.h.

Third race for sports cars, 1,301 to 1,500 c.c., brought out a positive swarm of A-types interspersed with Porsches and two bored-out TCS. The rush into

*FURTHER comment, would, we think, be superfluous!*

the back leg of the course told us of visitations to the scenery by various over-enthusiastic pilots. However, all eyes were up front where Koch in the A-type was showing Kurrans the way to go cornering. Lap after lap the green A-type and the white Porsche performed their yo-yo act on every corner, having themselves some rare fun and giving the cash customers value for their money too. The Porsche was definitely faster and steadier but Koch was not prepared to accept this. Alas, on the last lap he tried slightly too hard, lost the M.G.—almost, recovered all right but too late to catch the flying Kurrans. Quite a dice!

Race 4 brought out the really interesting sports-racing machinery and included several Canada Class hybrids, two Lotuses (Lotti?), two Porsche Spydys, a brace of Elvas, Austin-Healeys, *et al.* There was nothing Sunday afternoon-ish about the way the whole howling pack charged into the first bend. Someone was a mite too enthusiastic and there was a monumental "kerfuffle". Fiels's Porsche Spyder got rammed fore and





**FLAT OUT.** Jim Duncan, winner of race five, seen at speed in his TR3 on the back leg of the course.

aft. McPhail's Elva and several others were "kaput" but nobody was hurt. This incident robbed the race of some of its excitement. However, Chuck Dietrich was motoring great guns in his well-known Elva, getting down to around 1 min. 51 secs. per lap and was not to be caught. Lincoln Kinsman came into the pits, his car leaning drunkenly to starboard with something very awry with the suspension of the little Crosley Special. Behind Dietrich a relentless battle developed between Holder's Porsche Spyder and Coad's Lotus. For a time the Spyder and the Lotus did a pass and repass act, and when it looked as if the Spyder would win the argument Holder did a "gilhooley", Coad went in front and that was that.

Next came the race for cars between 1,500 and 2,000 c.c. and was really a TR3/A.C. Ace battle. Jim Duncan never put a wheel wrong and won without incident in his TR3 at an average of 68.7 m.p.h. For six laps next man up was Bill Hough in an A.C.-Bristol. However, on the sixth lap he spun himself out of the money and Ray Liddle promptly moved into second spot in his TR3.

Then the really heavy metal came out and we looked forward to a Corvette/Jaguar battle between Ed. Leavens and Don Stewart. In fact the race was somewhat of an anti-climax. Leavens charged into the lead with the Corvette all right and to the disappointment of the crowd, seemed to be getting away easily from Stewart's XKSS. The "Chevvy" leaned and swayed drunkenly on every bend, the crowd held its breath, Leavens held the "Chevvy" and we all wondered how. In comparison the XKSS looked as steady as a rock. Alas, at three-quarter distance the "Chevvy's" bolt was shot when its transmission blew up. So much for Class C.

Class D, run concurrently, was led all the way by D. Deuble in a 300SL Mercedes which finished second overall even though it looked a mite hairy on the bends. Third man home and second in Class D was Fred Hayes who drove a fast and steady race in his Austin-Healey.

Last race of the day was the one-hour blind, somewhat decimated because of the fourth race shunt, the breakdown



#### Results

**First Race—Up to 1,300 c.c.:** Class G: 1, H. Trotter (SAAB), 64.4 m.p.h.; 2, E. Uhr (Sprite); 3, D. Shelton (Sprite). Class F: 1, E. W. Schoeder (Alfa Romeo), 67.3 m.p.h. T Series M.G.: 1, N. Croucher (TD), 63.4 m.p.h.; 2, E. Hollard (TF); 3, R. Deull (TD).

**Second Race—Saloon Cars: Under 1,200 c.c.:** 1, F. Bradley (DKW), 63.8 m.p.h.; 2, L. Rutledge (SAAB); 3, T. Berent (Minor). 1,201 c.c.-1,500 c.c.: 1, J. Young (Simca), 60.2 m.p.h.; 2, M. Seel (Simca); 3, E. Wietzes (Minor). 1,501 c.c.-2,000 c.c.: 1, J. Polivka (Volvo), 65.1 m.p.h.; 2, E. Schwendau (Volvo). 2,001 c.c.-3,000 c.c.: 1, G. Clark (Austin A90), 66.2 m.p.h.

**Third Race—1,300 c.c.-1,500 c.c.:** 1, D. Kurran (Porsche), 68.3 m.p.h.; 2, R. Koch (M.G.A.); 3, H. Entwistle (M.G.A.).

**Fourth Race—Sports-Racing: Canada Class:** 1, J. Nicolaidis, 63.2 m.p.h.; 2, D. Robinson; 3, R. Fortune. Class G: 1, C. Dietrich (Elva), 74.3 m.p.h.; 2, D. Coad (Lotus); 3, R. Davidson (Lotus). Class H: 1, C. Boehler (Siata), 62.8 m.p.h. Class F: 1, M. Holder (Porsche), 72.9 m.p.h. Class D: 1, T. Wilson (Austin-Healey 100S), 67.4 m.p.h.; 2, C. Depper (Austin-Healey 100S). Class C: 1, R. Dowd (Jaguar Spl.), 63.4 m.p.h.

**Fifth Race—Class E:** 1, J. Duncan (TR3), 68.7 m.p.h.; 2, R. Liddle (TR3); 3, B. Peck (TR3).

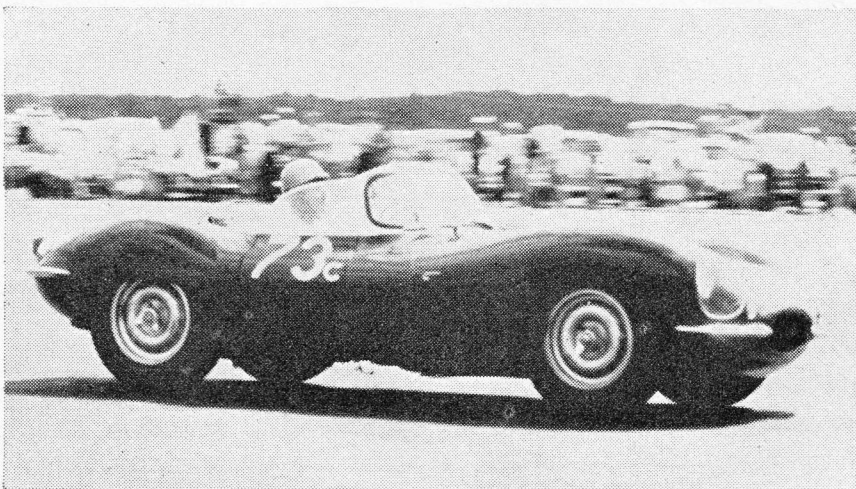
**Sixth Race—Sports Cars: Class C:** 1, D. Stewart (Jaguar), 72.8 m.p.h.; 2, A. Umpenhour (Jaguar); 3, J. Birchfield (Corvette). Class D: 1, D. Deuble (Mercedes), 69.4 m.p.h.; 2, F. Hayes (Austin-Healey); 3, R. Carter (Austin-Healey).

**Seventh Race—One Hour Le Mans: Distance Winner:** D. Coad (Lotus), 72.8 m.p.h. Handicap Winner: D. Coad (Lotus). Canada Class: J. Nicolaidis, 62.5 m.p.h. Class H: H. Trotter (SAAB), 63.1 m.p.h. Class G: D. Coad (Lotus), 72.8 m.p.h. Class F: M. Holder (Porsche), 71.6 m.p.h. Class E: R. Liddle (TR3), 68.6 m.p.h. T Series M.G.: E. Vollard, 62.2 m.p.h. Class D: D. Deuble (300SL), 69.7 m.p.h. Class C: D. Stewart (XKSS), 68.9 m.p.h.

of Leavens's Corvette and the odd other indiscretions committed by other aspirants in earlier races. However, 50 cars lined up for a Le Mans type start, all of which made for something like a downtown Toronto rush-hour traffic jam into the first corner. However, Jim Duncan got clean away in his TR3 and came through 1 min. and 57 secs. later in the lead. Jack Moore spun out in his Porsche coupé but carried on. Davidson's Lotus was going like a train and, to the surprise of everyone, started showing a clean pair of heels to everything. Stewart was second in the XKSS, then things started sorting themselves out. Davidson was lapping at a steady 1 min. 54 secs. A check on Stewart showed him circulating in 1 min. 51 secs., so we waited for him to go in front. Much to everyone's surprise it was not to be; Don lost the Jag. at the hairpin and dropped several places. Holder and Coad now started dicing in earnest and Coad's Lotus opened a gap of about 11 secs. between itself and the Porsche Spyder.

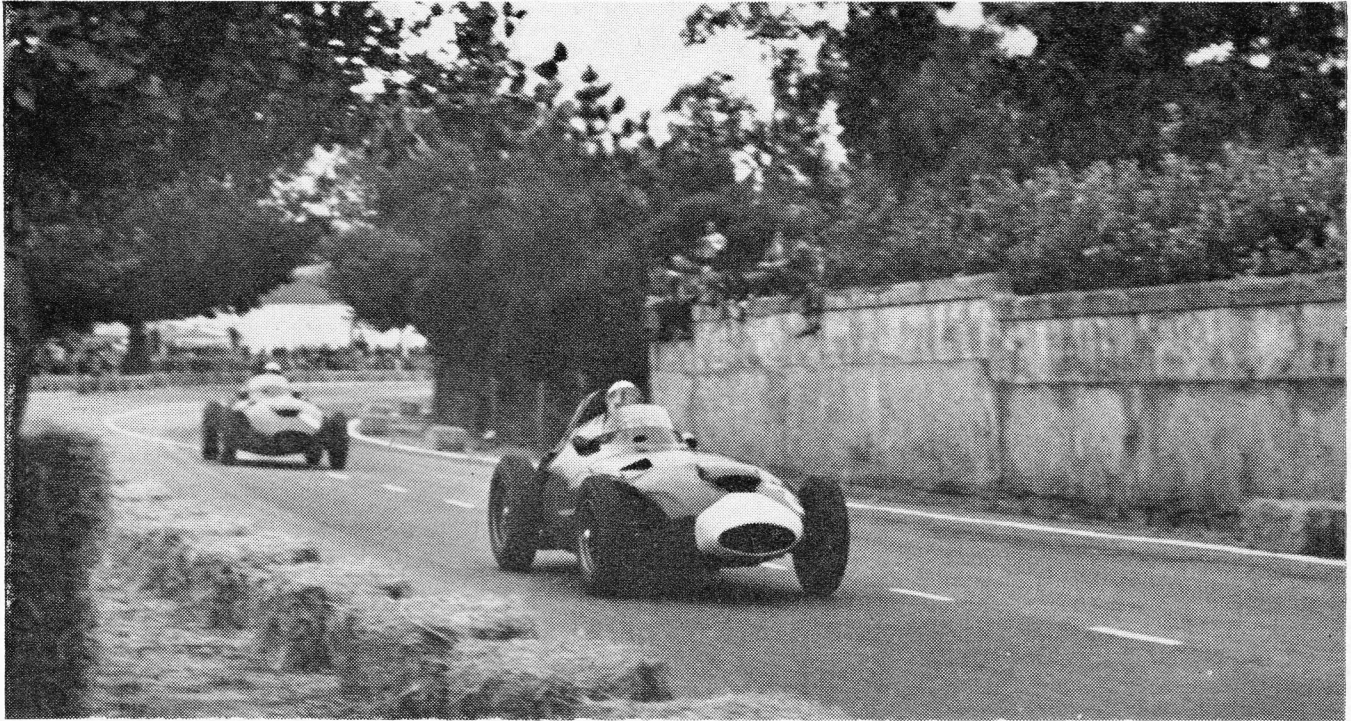
At the halfway mark Davidson came into the pits and fiddled about with the exhaust system on his Lotus, so Coad went out in front followed by the Spyder. Some distance back there was a no-quarter dice between the Sprites of Shelton and Uhr, a repeat of their battle of the first race. Then they were joined by Boehler in a little Siata. Klaus Bartels was doing nicely in his Porsche Super until someone ran up his exhaust pipe with an A-type, doing the Porsche no good in the process. At three-quarter distance Holder started putting on steam in an all-out effort to catch the flying Lotus, cutting down the 11 seconds lead to 5 seconds with about 7 minutes to go. Deuble's 300SL was now in a firm third place, lapping at a steady 70 m.p.h. Don Stewart took to the hay bales again ruining his chance of catching the leaders, and so they finished, the 1,098 c.c. Lotus a magnificent first overall, the 1,500 c.c. Porsche a good second, the 3,000 c.c. Mercedes third and the 3,442 c.c. Jaguar fourth. All of which must prove something!

J. O'DONOGHUE.



**RARE BIRD.** Don Stewart in one of the few XKSS Jaguars passes the pits on his way to win race six.





*VICTORS FOR VANWALL: Stirling Moss in the winning Vanwall leads Stuart Lewis-Evans through a left-hander. Mike Hawthorn came between the two green cars to take second place.*

## GRANDE PREMIO AUTOMOVEL DE PORTUGAL

**Moss's Magnificent Victory for Vanwall at Oporto—Mike Hawthorn Runner-up and Sets Lap Record—Dramatic Last Lap Scenes**

STIRLING MOSS drove one of the most immaculate races of his career to win last Sunday's Grand Prix of Portugal on the Boavista circuit in Oporto. On wet and dry roads he displayed a mastery of the art of motor racing which has seldom been equalled. For 44 out of the 50 laps he was in the lead, and once he had taken Hawthorn's Ferrari on the eighth tour, he was never headed again. In fact, he was simply uncatchable; but

**By GREGOR GRANT**

**Photography by Edward Eves**

for an unfortunate interpretation of a pit signal, he might also have taken the extra Championship point for fastest lap, a point which was taken by Hawthorn.

In third place was Stuart Lewis-Evans (Vanwall), followed by Jean Behra (B.R.M.) and Wolfgang von Trips (Ferrari). Actually the two Ferraris

were the only Continental cars to finish, Carroll Shelby having the wretched luck to spin off due to grabbing brakes on his last lap but one, when firmly in sixth place behind von Trips. Harry Schell, therefore, captured sixth place for B.R.M., with the Coopers of Brabham, Trintignant and Salvadori finishing in that order—a 100 per cent record.

Tony Brooks retired after spinning off, whilst Graham Hill went off-course with the G.P. Lotus. Team-mate Allison was in a Centro Sud Maserati, having crashed his Lotus in practice.

The last lap scenes were full of drama, as Hawthorn spun off the road and managed to restart without assistance. This led to arguments as to whether or not he should be disqualified for apparently restarting in the wrong direction. However, officials seemed to be satisfied that there had been no infraction of the regulations.

SCUDERIA FERRARI did not, after all, send three cars as expected, the "Prancing Horse" being represented by Hawthorn and von Trips. Best practice time was put up by Stirling Moss with 2 mins. 34.21 secs. (172.93 k.p.h.). Next in order were Hawthorn (2 mins. 34.36 secs.), Lewis-Evans (2 mins. 34.60 secs.), Behra (2 mins. 34.99 secs.) and Brooks (2 mins. 35.96 secs.). Thus the front



*"DON'T WORRY, BOY, YOU MADE IT." Stirling Moss seems to be assuring a worried Mike Hawthorn (removing an ear-plug) that he has gained second place. Tony Brooks looks on.*



*SECOND MAN HOME and still leading the World Championship. Mike Hawthorn flashes across the tram lines (!) on his way to second place.*

section of the grid was predominantly British. The Coopers were not quite so rapid as was generally expected, although both Trintignant and Brabham got down under 2 mins. 38 secs. Carroll Shelby tried 17 ins. wheels on the Temple Buell Maserati, but could not get below 2 mins. 40 secs. He decided to fit 16 ins. rear wheels for the race.

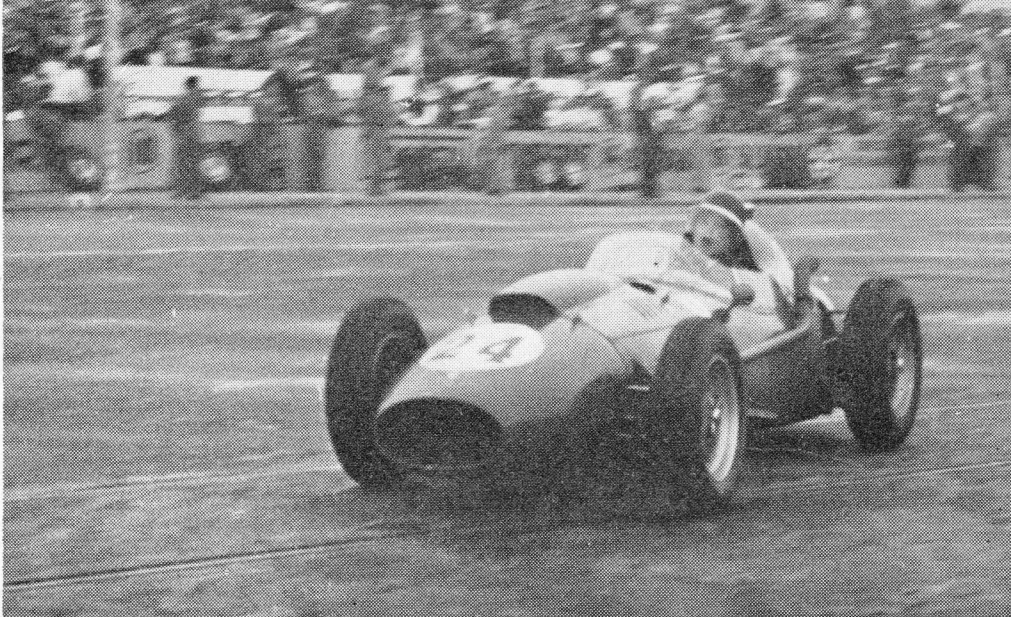
Both Maria-Teresa de Filippis and Cliff Allison were lucky to escape serious injuries when they crashed during the training. The Italian girl's car had a chassis tube bent double, just where her right leg was before she was chucked out. Allison's G.P. Lotus was practically written-off. There was talk of having it repaired, but the engine was also damaged.

After Saturday's last practice session, there was a Formula Junior race, notable for its complete lack of excitement, excepting when one too-enterprising gentleman inverted his machine almost in front of the tribunes. The race was finally won by Manuel Nogueira Pinto, at the not very remarkable speed of 139.923 k.p.h.

ALL Portugal was excited at the prospect of full-scale Grand Prix racing. On foot, in cars, on bicycles and even in carts, thousands made their way to the Boavista circuit. Huge stands had made their appearance, almost overnight—and they were packed to capacity. Despite the rain, a crowd of well over 120,000 had gathered round the course, and thousands were still pouring in.

I had a lift to the circuit in a vast limousine hired by Tony Vandervell. No less than 10 people were packed in, plus the driver. He was scared stiff that the local coppers would stick him in gaol for having more than six persons in the car, so Basil Cardew, Dennis Druitt and Tommy Wisdom were off-loaded supposedly near the stands. It turned out afterwards that they had to walk about a couple of miles!

Seldom have so many folk been seen



selling things, from lottery tickets to bicycles. Family parties were loaded up with food, and the inevitable bottles of wine. As the race was not due to start until 4 p.m., they were determined not to go hungry or thirsty. At the circuit I met two brothers from Port Elizabeth,

Starting Grid		
Lewis-Evans (Vanwall) 2 m. 34.60 s.	Hawthorn (Ferrari) 2 m. 34.26 s.	Moss (Vanwall) 2 m. 34.21 s.
Brooks (Vanwall) 2 m. 35.96 s.	Behra (B.R.M.) 2 m. 34.99 s.	
Brabham (Cooper) 2 m. 37.46 s.	Schell (B.R.M.) 2 m. 37.05 s.	von Trips (Ferrari) 2 m. 37.04 s.
Shelby (Maserati) 2 m. 40.40 s.	Trintignant (Cooper) 2 m. 37.97 s.	
Allison (Maserati) 2 m. 46.27 s.	Hill (Lotus) 2 m. 46.22 s.	Salvadori (Cooper) 2 m. 43.03 s.
de Filippis (Maserati) 3 m. 01.95 s.	Bonnier (Maserati) 2 m. 46.60 s.	

Natal, named Jolyon and Robin Halse. They had flown their tiny, single-engined Piper all the way, just to watch the race. How's that for real enthusiasm?

The rain eased off as the 15 cars were pushed to the starting grid. Trintignant

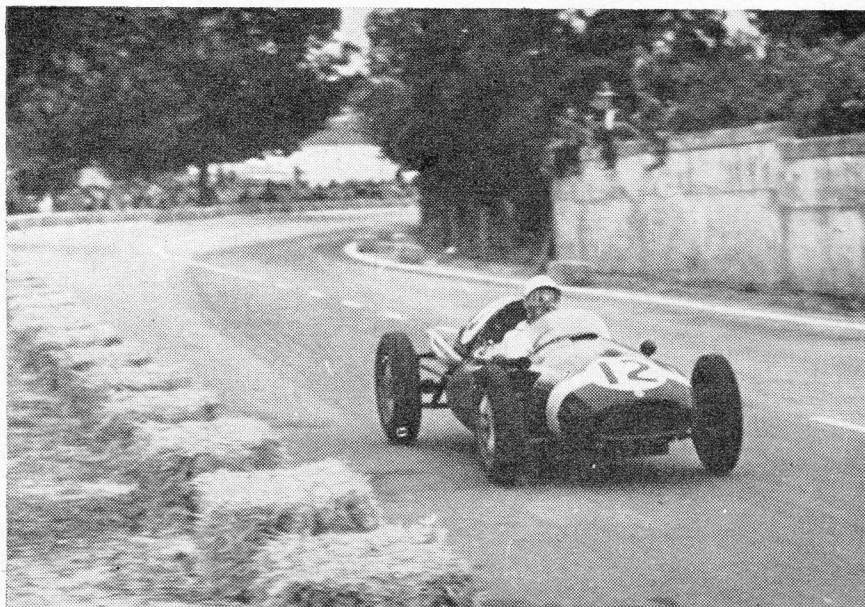
was having some bother starting the Rob Walker Cooper, but the trouble was quickly found. The Centro Sud Maserati were to be driven by Maria-Teresa de Filippis and Cliff Allison, who, as already mentioned, had bent their original machines in practice. Troy Ruttman was supposed to have driven the blue and white "Allison" car, but for some unstated reason he had returned to U.S.A. Hawthorn and von Trips had swapped cars, the former having the older transverse spring type car, and "Taffy" the helical-spring job. The Temple Buell Maserati was actually the Fangio Rheims car, with revised suspension and telescopic dampers. Brabham's Cooper was a 2.2-litre, Salvadori having the smaller-engined machine.

Moss made a superb start, and was first into the sharp left-hander past the pits, followed by the Ferraris of Hawthorn and von Trips. Round the back-leg, one could hear the snarl of engines. The curious thing about the Boavista circuit is that it is used in an anti-clockwise direction; as a result there are rather more left-hand bends than are normally to be found on present-day road circuits.

In just over 3 mins. the cars were round again to complete the first lap, with Moss having a slight advantage over Hawthorn; Schell's B.R.M. headed Lewis-Evans's Vanwall and Behra's B.R.M. The roads were still wet, and all 15 drivers were cautious on the slippery left-hander. Bringing up the rear were Maria-Teresa and Allison.

Moss was experiencing a slight "wuffle" on the fast straight, and Hawthorn nipped smartly in front of the Vanwall to take the lead. He had 4 secs. over Stirling as the two cars made their second appearance. Schell had moved up to third place, ahead of von Trips who was holding off an eager Stuart Lewis-Evans. Brabham and Behra went through practically wheel-to-wheel.

Lap three, and Mike was still in front; Graham Hill (Lotus) darted ahead of Salvadori's Cooper just before the bend. Already the race was settling down to a



*B.R.M. BAITER! Maurice Trintignant in the Rob Walker Cooper slayed a couple of giants during the race. On lap six he passed Brooks in front of the pits and at the same point Schell (B.R.M.) on lap 13!*

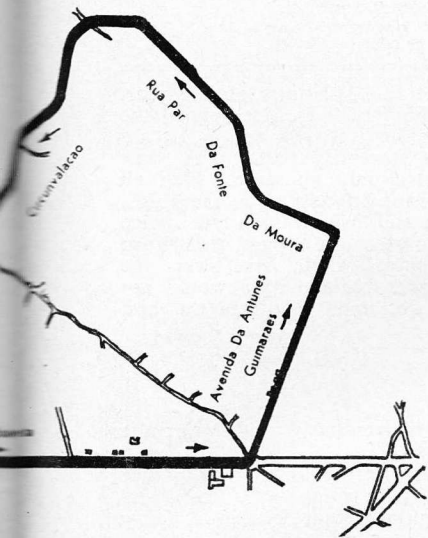








Evans and Shelby, over the tram-  
additional hazard.

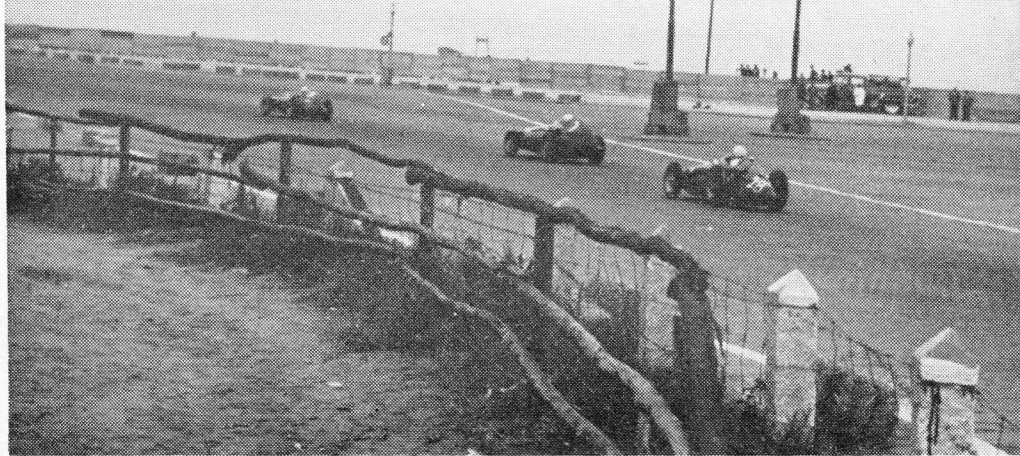


road circuit of 4.6 miles.

min. 40 secs. mark. Stirling now began to draw away from his rival, at about 3 secs. a lap, the Vanwall sounding really wonderful. It looked as if Moss had finally settled in the groove, and that Mike would have to do the chasing. In braking and acceleration the British car was proving superior to the red machine, and Moss was driving with absolute machine-like precision.

Trintignant, going like the proverbial bomb, began to worry Schell, whilst Brooks had come nearer to Brabham's Cooper. In the Vanwall pit signs were posted out to Lewis-Evans, warning him

**WINNER AGAIN:** The potent combination of Stirling Moss and the highly developed Vanwall once again proved invincible and added another Grande Epreuve to Britain's victories.



SEAFRONT scene: Von Trips, Moss and Shelby in line-astern formation during the early stages of the race.

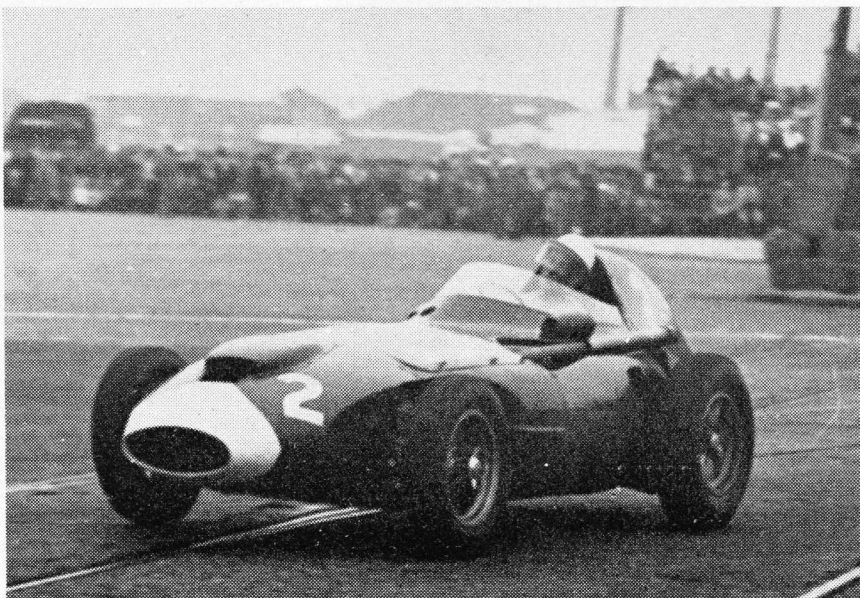
of the close proximity of Shelby. Von Trips went past with his bonnet loose, making signs that he was coming in to have it fixed. On lap 13 he made a hurried stop, but the catch came adrift again and he decided to carry on. At the same moment, Trintignant chose to overtake Harry Schell in full view of the B.R.M. pit, to the great joy of the Rob Walker stable.

With 15 laps chalked up, Moss had pulled out 23 secs. on Mike; von Trips, Lewis-Evans and Shelby were at it hammer-and-tongs, but next time round "Stu" had made an advance of 6 secs. over the other two. Allison came slowly into the pits to retire, so both the Centro-Sud Maseratis were out, as well as Bonnier's. Stirling was now setting new lap records, having already clocked 2 mins. 34.17 secs. (172.960 k.p.h.). This was duly flashed to him by the first-rate Vanwall signalling system. Behra, going really well, was actually closing up on Hawthorn, but 40 secs. or so was a big leeway to make up. With exactly one hour of racing gone, the rain came on again. This didn't make the slightest difference to Moss, who relentlessly built up his lead to 50 secs. on lap 23, and 55 on lap 25—half-distance. He had now "doubled" everyone else with the exception of Hawthorn, Behra and Lewis-Evans. At the rate he was going, it was

not improbable that he would lap the entire field before the end. Shelby at last took von Trips, and held him for three laps, before the German went in front again. Graham Hill spun on the left-hander, and finished up on the straw bales. The Lotus was somewhat bent, so Graham joined Allison in the pits, a bump on his cheek being his sole memento of the accident.

On lap 28 Moss set up yet another lap record, this time in 2 mins. 33.8 secs. Two tours later he "doubled" Lewis-Evans and the Vanwalls began to circulate in close company. Tony Brooks suddenly settled down, shot past Carroll Shelby and then began to close up on von Trips. On lap 32 the Vanwall was right behind the Ferrari, and next time round it was in front. Meanwhile, Mike tapped his helmet significantly, and the Ferrari mechanics got ready for a pit stop to reset his brakes. A litre tin of oil was also opened, just in case. In came the red car on the 34th lap, the front wheels were rapidly jacked up and the oil added to the engine. As the Ferrari was still stationary, Behra's B.R.M. went past into second place.

Now there came a touch of drama. Moss had brought the lap record down to 2 mins. 32.8 secs. on his 31st circuit (174.76 k.p.h.). After Mike's brakes had been fixed, he simply tore after Jean





Behra. For three laps or so the B.R.M. held an 18 secs. advantage, but then the engine started to splutter, and in one lap Hawthorn stole back 6 secs. On the 42nd lap Mike had regained his second place, and in so doing set up a new circuit record of 2 mins. 32.37 secs. (175.003 k.p.h.). Out went the Vanwall signalling board with the inscription "HAW-REC". As Moss went past, he did not acknowledge in his usual way, but shook his head. This puzzled the Vanwall people more than somewhat, and the board was hung out again. Once more Moss shook his head, and maintained his speed with Lewis-Evans right behind him. No one could understand why Stirling, with a really tremendous lead, was not going to try for that invaluable fastest lap point in the World Championship stakes!

In the meantime Tony Brooks had over-cooked it at the end of the straight, and spun off the road. Several laps later he toured slowly into the pits looking most woebegone. At the same time, Behra's B.R.M. picked up again, but Lewis-Evans, having been towed for some time by Stirling, was definitely catching the Owen car up. Could the Frenchman hold his lead? It was extremely doubtful, as Lewis-Evans was putting in some very quick motoring. The unfortunate Trintignant fell victim to damper troubles, and dropped behind both Schell and Brabham. Salvadori banged a kerb, and came in on his 42nd lap to check the front end.

Moss was on the tail of Hawthorn's Ferrari, and actually "doubled" his rival

briefly. Mike thought it was Lewis-Evans, and that the Vanwall was threatening to take second place; actually "Stu" was a lap in arrears. With one lap to go, Lewis-Evans had taken Behra for third place having passed the B.R.M. on lap 46, and was still right with Moss. Mike had pushed ahead of Stirling once more, and was therefore still on the same lap. However, this led to one of the most confusing finishes ever seen. Out went the chequered flag just as Hawthorn shot over the line, followed by Moss, Lewis-Evans and Behra. So naturally Lewis-Evans and Behra had run their race, having completed 49 laps. Stirling appeared after his extra lap, making spinning signs. Apparently Hawthorn, still under the impression that Lewis-Evans was behind, left his braking rather too late at the end of the straight, and spun off.

An official ran to his aid, and was quickly shooed away by a furious Hawthorn, who finally managed to restart under his own steam, although it was said later that he had run in the face of oncoming traffic. Mike finally arrived to complete his 50 laps, apparently secure in second spot. However, argument followed argument; at first it was said that he had been disqualified, but this was later denied by the officials. It was not until several hours after the race that results were issued, showing him definitely in second place. Anyway he had been awarded his fastest lap trophy, so apparently an official decision had already been taken.

Whilst all this excitement was going

on, it was noted that Carroll Shelby had disappeared after completing 47 laps. A brake had locked on, and the Texan took to the straw bales, fortunately with little damage either to himself or the car. This was really hard luck, as he had driven a very fine race, and thoroughly deserved to finish on the Championship table.

Scenes after the race were like something out of a book. Milling thousands over-ran the track, seeking autographs and souvenirs. Pit crews stood their ground, but were jostled off their feet by race-happy spectators eager to be amongst the racing machinery.

The Grand Prix of Portugal was over, and it had been an outstanding success. Although the circuit was considered to be dangerous, there had not been a single serious accident. There is real fascination about racing on a town circuit, something which enclosed tracks really can never quite capture. Anyway, it will have given the worthy Portuguese something to talk about for months to come, with the almost certain prospect that 1959 will see another World Championship event on the seaside circuit.

#### Results

1. **Stirling Moss (Vanwall)**, 2 h. 11 m. 27.8 s., 169.028 k.p.h., 105.03 m.p.h.
2. **Mike Hawthorn (Ferrari)**, 2 h. 16 m. 40.6 s.
3. **Stuart Lewis-Evans (Vanwall)**, 49 laps.
4. Jean Behra (B.R.M.), 49.
5. Wolfgang von Trips (Ferrari), 49.
6. Harry Schell (B.R.M.), 49.
7. **Jack Brabham (Cooper)**, 48.
8. Maurice Trintignant (Cooper), 48.
9. **Roy Salvadori (Cooper)**, 46.

**Fastest lap: Hawthorn**, 2 m. 32.37 s., 175.003 k.p.h., 110.75 m.p.h.

## CORRESPONDENCE

### Racing Fuels

I AM delighted to reply to the questions put by John Bolster.

First, what were the engine breakdowns which the Vanwalls experienced at Rheims and Silverstone, and how could they possibly have been caused by the fuel? Here, I think, it best to quote Mr. Vandervell himself. Prior to practice at Silverstone, Mr. Vandervell said, "At the French Grand Prix I lost two engines through valve trouble". I had the privilege of talking to Mr. Vandervell on the phone, and during the course of our conversation he informed me that the loss of alcohol had caused failure even of the inlet valves, and that he was at the moment engaged upon the manufacture of his own sodium-filled valves in an endeavour to overcome the heat dissipation problem. My own experience with motor-cycle engines is that the valve heads and seats tend to weld under the extremely high temperatures encountered when petrol only is used, and in all probability this has been the Vanwalls' trouble. I note, too, that John Bolster himself reports in AUTOSPORT, 25th July, that valve trouble was present in the Vanwalls at Silverstone, and in my opinion, as at Rheims, there can be little doubt that this was petrol inspired.

Secondly, why were these cars able to win at Spa and Nürburgring at record-breaking speeds, on similar fuel? Of course they were able to do so, because the F.I.A., having realized that engine reliability would be seriously impaired without alcohol, prudently reduced the length of all races in order that a car or two might finish. Furthermore, at Spa in particular, the course has been altered to such an extent that fair comparison is no longer possible. As it was, the race was over before we had actually settled down to watch it, but it was a very near thing. Another lap and the leading Vanwall would have gone out with gearbox maladies, entirely due to the effects of lubricant on petrol only. In this design the gearbox receives its lubricant from the same source as the engine, and when engine temperature rises excessively high the gearbox mechanism is liable to develop failures due to thinning-out of the oil. Who knows, with over 100 miles chopped off the Nürburgring and only four Formula 1 cars running at the finish, we might still be waiting for someone to push in

to win if the race had been the full 312 miles of last year.

In conclusion, I do feel that the gentlemen, not only of the R.A.C. and motoring Press, but the B.R.D.C. and B.A.R.C., have let Mr. Vandervell down extremely badly with their apathetic acceptance of this petrol-only nonsense. Had all concerned brought sufficient pressure to bear upon the F.I.A. through the British representative and insisted upon free choice of fuel remaining the prerogative of every entrant, then I am quite sure that Mr. Vandervell's cars would have swept the board in every race this year, and that the issue would not depend, as it now appears to do, upon who has the best drivers.

JOSEPH BAYLEY.

LONDON, S.E.7.

### Against the Tide

THIS letter is directed mainly to those enthusiasts who patronize the Snetterton race meetings.

Occasionally I reluctantly have to travel north on A11 from Newmarket against the stream of home-going traffic from these meetings, a thing I do not like having to do, since it is fairly certain that there will be a fair number of "phenomenal avoidances".

On the latest, very recent, occasion I had to use my brakes violently seven times within half an hour in order to allow nitwit overtakers in the opposite direction to complete their manoeuvre without adding further to the lists of road casualties. There are at least four drivers in England at the moment who are probably blissfully unaware that they owe their lives to my disc brakes. Most of these reckless overtakers are drivers of small saloons who are apparently totally incapable of judging the speed of an approaching car until it is within 50 yards of them, but the driver of a 300SL recently gave me one of my biggest frights, and he really should have known better!

None of this ill-judged overtaking is necessary. Almost always the traffic going in my direction is very light, and there are ample opportunities for overtaking without frightening anyone.

On a related point, would the drivers of saloon cars kindly NOT attempt to throw them about in the manner adopted by Messrs. Sopwith, Sears and company? I am sure that they are just as good drivers as these gentlemen, but I feel sure that one day some rustic spectator of their antics on A11 will die of heart failure if, in fact, I don't myself.

W. BLANCHARD.

HINGHAM, NORFOLK.



ANOTHER VICTORY FOR BP

# Portuguese Grand Prix won by Stirling Moss driving a Vanwall using BP Fuel & BP Energol



**1st VANWALL  
STIRLING MOSS**

**3rd VANWALL  
S. LEWIS-EVANS**

**4th B.R.M.  
J. BEHRA**



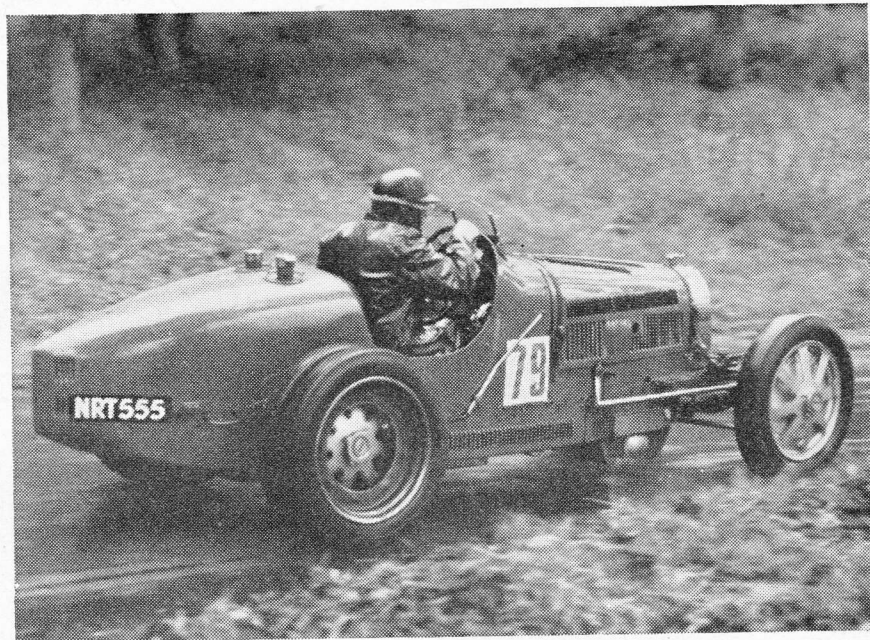
*(Subject to official confirmation)*



You too can use BP Products in your car  
**DRIVE IN WHERE YOU SEE THE BP SIGN**







*TYPE 51. F. E. Wall accelerates hard on a very wet surface in his beautiful 2.3-litre twin-cam Bugatti.*

and went up in 56.44 secs. M. Head, in a 12/50 Alvis, took his revs absolutely sky-high at the start, leaping away to climb in 63.91 secs. L. J. Wickham followed him up in a nicely turned-out "beetleback" Alvis in 70.51 secs., and then came J. Berrisford's really pretty "duck's back" model—very smart in polished alloy—to climb in 69.71 secs. W. B. Fowler's Aston made a great deal of smoke while climbing in 63.88 secs., but he didn't have a second run and one tends to fear that all those clouds round the tail pipe were not supposed to be there. Bader's Brooklands-type Riley went up first of all in 62.83 secs., and on his second attempt tried really hard only to have his throttle linkage come undone somewhere up at the top. Nevertheless, he beat his first-run time with 61.08 secs., a remarkable feat under the circumstances. Greatest improvement was shown by D. J. Parsons, in a 1933 Frazer-Nash. Climbing in 63.14 secs. on his first run, he cut his time down to

THE mere fact that it rained all day at Prescott on Sunday for the Vintage Sports Car Club's hill-climb would not have made it remarkable. After all, it always rains all day in this country nowadays, and it does so with particularly nasty vehemence at week-ends.

No, what made it remarkable was that in spite of a constant stream of water pouring down the course, competitors' times were only very slightly slowed, the standard of driving was even better than it usually is at vintage meetings and in spite of everything only a couple of men failed to keep their cars pointing in the right direction.

The battle for b.t.d. raged quite hot in the class for the bigger racing cars between Douglas Hull, in Arthur Jeddere Fisher's 2-litre E.R.A. sprint car, and "Doc" W. A. Taylor in the Caesar Special—with which he's had plenty of practice at Prescott! Doc Taylor started it by making his first run in 52.15 secs. after a real bit of sideways motoring at Pardon. Hull, with the E.R.A. fitted with twin rear tyres and a jerry-can mounted in the fuel-tank position—presumably a relic of his prang at Silverstone last month—replied with a first-run time of 51.88 secs. which seemed, in the light of the prevailing conditions, to be just about the last word.

Taylor, however, was not finished yet. and his second attempt at the hill stopped the watches at 50.63 secs., and Hull's second run in 51.45 secs.—faster than his first—was nevertheless not good enough.

First to go up were the small sports cars, and they were led by Peter Moores's blue Austin 750, which went up in a very neat 61.62 secs. E. J. Mayhew came next, leaning well out of his Riley to record 60.03 and then came Jack French in "Simplicity". A great deal of throttle in all the right places took him to the top in 56.57 secs. to give him a comfortable class win. He didn't make a second run but even so, his nearest challenger, Waine (Riley), who

*ON A WET TRACK. Arthur Jeddere Fisher leaves Orchard in his interesting M.A.G. Special. The filler on the nose of the very Brooklands body is for fuel.*

## Splendid Sport at Prescott

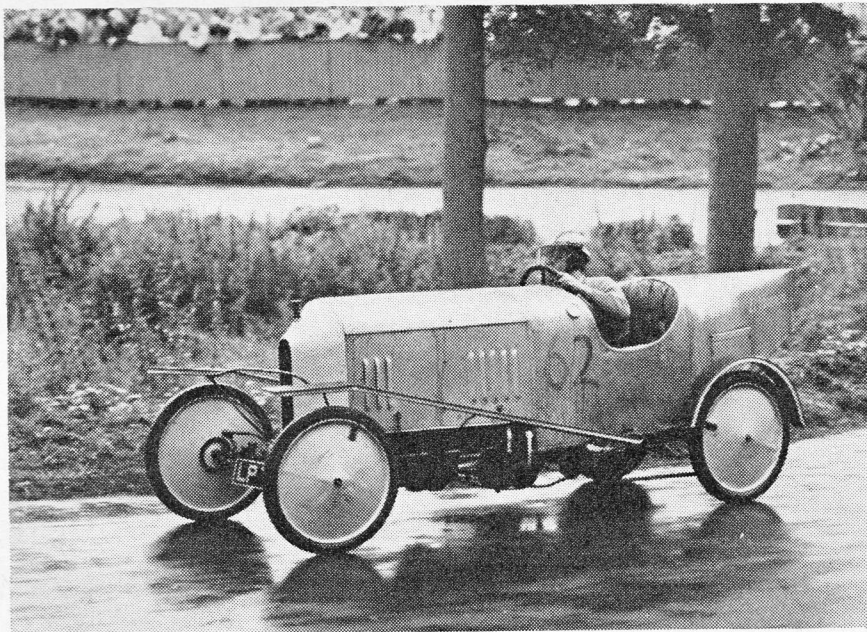
*Dr. W. A. Taylor (Caesar Special) makes B.T.D.*

was the only other member of the class to beat 60 secs., could get no nearer than 59.88 secs.

The little ones—or most of them—had climbed on a drying surface, during a temporary lull in the downpour. The next class, however, for the 1½-litre sports cars, took place on an extremely wet surface. Thus J. A. R. Grice's class-winning time in his G.N. Special of 54.68 secs. was all the more creditable. No one else came within a couple of seconds of his steady run. R. W. Ashley took his 1930 'Nash up in a most determined manner, making full use of the power, to record a satisfactory 56 secs. exactly, and B. E. Brown, in a similar car, recovered splendidly after having some difficulty in finding a gear at Orchard,

60.91 secs. on his second attempt. A. J. Gibson, too, improved considerably in his 1927/39 hybrid 'Nash, starting with 61.29 secs. and getting down to 58.37 secs. later on.

The next class—1,501-3,000 c.c. un-supercharged, or 1,151-2,310 c.c. if blown—was led by Noble's Silver Eagle Alvis, which went up first in 62.23 secs. and then improved by exactly one second on his later run. He was followed by the only lady driver in the sports car classes, Miss Susan Taylor—daughter of "Doc"—in her short chassis 3-litre Bentley—a very smartly turned-out car. As last year, she used that curious technique of hers, leaping backwards and forwards in the driving seat. Nevertheless, she got a very large and, for the gentle sex,





**FAST GIRL.** Susan Taylor leaves Orchard in her beautifully presented 3-litre short chassis Bentley. She made light of the weather and climbed in her usual style.

a rather unhandy motor-car to the top in 70.41 secs., improving to 68.82 secs. on her second attempt. Wood's Alvis followed, taking 76.23 secs. and 72.05 secs. on his two runs. George Sanders took his 1928 Alfa Romeo to the top in a very snappy 65.22 secs., but only made the one run. McNaughtan's 3-litre Sunbeam, with a much-lowered bonnet-line, climbed the hill in 63.75 secs. and 62.22 secs.

First to beat 60 secs. in the class was Monty Vaughan's A.C.-engined 'Nash with a time of 57.54 secs., subsequently improving to 56.76 secs. Llewellyn's 3-litre Bentley managed 57.78 secs. and then, consistently, cut it down to 57.03 secs. Jim Berry took his 2.3 Bugatti to the top in 56.95 secs.—good enough at that stage. On his second run, however, he made sure of a class win by cutting his time down to 54.42 secs. L. S. Richards's Riley Special was not quite fast enough for this sort of opposition and his best of 56.03 secs. only claimed second place. C. S. Legge's Lancia Lambda, independent front suspension working well, showed phenomenal improvement from 77.79 secs. to 71.48 secs. in this class, while W. S. May's 14/40 Vauxhall recorded a best of 71.92 secs. while indulging in an exercise for which its makers never intended it.

A huge number of Invictas dominated the unlimited sports car category, six of these cars appearing in a class of 12 starters! A great deal of interest centred on Ronnie Symondson's delightful Type 57S Bugatti, which seemed likely to win the class, and on John Shutler's massive Invicta coupe, which seemed likely to beat him! Both these cars were the only ones to beat 56 secs. and both did so consistently, Symondson opening the batting with 55.82 secs. Then Shutler went up with a massive noise and great verve to record 55.66 secs. He tells me that his car has only a raised compression ratio and is otherwise a normal Meadows engine. I still think it's fantastic.



Symondson's reply came in the form of a very neat 55.25 secs. Shutler suffered considerable wheelspin at the start, and this may have been the critical factor—anyway, his second run took 55.88 secs., so victory went to the Bugatti after all.

#### Results

**Best Time of Day:** Dr. W. A. Taylor (1930 Caesar Spl.), 50.63 s.

**Sports Cars, up to 1,100 c.c. (U/s), 850 c.c. (S):** 1, J. S. French (Austin), 56.57 s.; 2, S. R. Waine (Riley); 3, E. J. Mayhew (Riley). **Sports Cars, 1,101-1,500 c.c. (U/s), 851-1,150 c.c. (S):** 1, J. A. R. Grice (G.N. Spl.), 54.68 s.; 2, R. W. Ashley (Frazer-Nash); 3, M. S. Geoghegan (Frazer-Nash). **Sports Cars, 1,501-3,000 c.c. (U/s), 1,151-2,310 c.c. (S):** 1, J. Berry (Bugatti), 54.42 s.; 2, L. S. Richards (Riley Spl.); 3, M. Vaughan (A.C.-Nash). **Sports Cars, over 3,000 c.c. (U/s), over 2,310 c.c. (S):** 1, R. C. Symondson (Bugatti), 55.25 s.; 2, J. A. Shutler (Invicta); 3, M. H. Morris (Bentley).

**Edwardian Cars (Handicap):** 1, C. Clutton (Itala), 60.28 s.; 2, Lord Montagu (Vauxhall).

**Racing Cars, up to 1,100 c.c. (U/s), up to 850 c.c. (S):** 1, R. Grant (M.G.), 60.30 s.; 2, P. J. E. Binns (Riley). **Racing Cars, 1,101-1,500 c.c. (U/s), 851-1,150 c.c. (S):** 1, Dr. W. A. Taylor (Caesar Spl.), 50.63 s.; 2, D. H. C. Hull (E.R.A.); 3, F. E. Wall (Bugatti).

Shutler was, of course, easily the fastest of the Invictas. Nearest challenger was Marsh, who had a moment on his first run, failing to reach the summit in the approved fashion, but turned in 57.88 secs. on his second attempt just to show what he could do. Of the other makes, Quartermaine's E-type 30/98 Vauxhall—the original Velox—didn't start. The owner was seen leaping up and down on the track rod after the practice sessions, so he may have noticed some dubious steering qualities. W. H. Nock's 1939 4½ Bentley drifted silently to the top in a best time of 62.06 secs., showing how to climb hills in comfort. J. S. Mudd's Monza Alfa Romeo had the misfortune to go straight on at Orchard and bounced violently into the ditch. Luckily, however, Mudd himself was not badly hurt. It was especially unfortunate because it happened on his second run, when only a half-dozen or so cars remained to complete the day.

A special class for Edwardian cars, run on a handicap basis, provided a great deal of interest and amusement. First to climb was Barry Clarke's 1913 4½-litre Talbot, which made no fuss at all to climb in an actual time of 71.95 secs. and, later, 73.44 secs. Sam Clutton went up very quickly—in 60.28 secs. and 63.74 secs.—in the well-known 1908 G.P. Itala, with a large black umbrella furled and mounted beside him. Lord Montagu was second fastest, taking 70.23 secs. and 70.41 secs. in a Prince Henry Vauxhall from the Montagu Motor Museum. The 1913 Zusta of G. A. Brown made a simply thunderous noise out of its 4.7 litres, while M. R. Neale's 1912 Rolls-Royce was quite the reverse, climbing in almost complete silence. This car, incidentally, was to my mind quite the most beautiful to climb the hill, and was fitted with a really superb London-Edinburgh type body. Altogether a most desirable machine.

If Neale's Royce was the handsomest car, then the quaintest there were the two Edwardians supplied by the Jeddere

(Continued overleaf)



**DRIVER CLOSE-UP.** E. J. Sibbald swings his Type 37 Bugatti on to full right lock (note crossed hands!) as he urges it through Orchard.



**Montgomery—continued**

affair marked by pylons and rubber hoops and backed with hay bales. These bales would have much scattering as the main event progressed. Then down the 3,500-foot start-and-finish straight, completing their first lap of the 1.85-mile course en route. It was Daigh (Scarab), Hansgen (Lister - Jaguar), Crawford (Lister - Jaguar), Reventlow (Scarab), Sadler (Sadler-Corvette), Constantine (D Jaguar), Windridge (Lister-Corvette), Andrey (Ferrari), Sarle (A.C.-Jaguar), Baptista (Ferrari), Geitner (Ferrari), MacKenzie (Jaguar), Pauley (Osca), Norwood (Lister-Bristol), Lyeth (Hi-Tork), Stockton (Austin-Healey) in that order as they ploughed into the first turn again. Hansgen led the second lap at 1 min. 29.5 secs. (75 m.p.h.), Crawford and Daigh went by side-by-side in second place, Reventlow was fourth and Andrey failed to show. Andrey, whose Ferrari was leading Class E Modified with 4,400 points at the start of the race, reappeared as Crawford led lap 3. He drove the Ferrari into its pits. Hansgen was now second and Reventlow third, having passed his other Scarab. Constantine (Jaguar) was fifth behind Daigh, Windridge sixth, and Sadler seventh. And then there was a gap between the leaders and the field.

With a 1 min. 27 secs. lap, Hansgen regained the lead; Daigh bumped Crawford in the chicane; Crawford made a hurried pit stop to pull out a pranged fender, dropping back to seventh spot; Reventlow moved into third place with Windridge fourth. But Windridge's clutch went a lap later, retiring the Lister-Corvette. The leaders were already lapping slower cars and Hansgen's pace had increased to 1 min. 25 secs, with Reventlow now in a close second spot, too close. Lap 8, Hansgen pointed to his right rear wheel as he passed. Pit manager Alfred Momo gave him the O.K. signal as the tyre seemed not to be rubbing against the bent fender. Reventlow was still behind the leader, and Sadler and Constantine were third and fourth. Daigh made a quick pit stop to raise the nose of his dented Scarab to let it breathe more easily. The

leading drivers were playing rough, and course marshals were having to sweep loose hay off the course. Daigh returned to the race in sixth place.

Reventlow pressed Hansgen through lap 9; Sadler was third; and 13 seconds separated Hansgen from fourth-place Constantine. Lap 10, Reventlow passed Hansgen and the other Scarab was getting ready to overtake Crawford for fifth spot. This battle of east and west was stirring. Reventlow led for two laps, Hansgen passed as he came out of the last turn, Reventlow repassed before the start-and-finish line, and spectators were going wild. There was no sitting down or keeping quiet during this race!

With dropping oil pressure, Constantine retired the Jaguar from fourth place after a splendid performance. Reventlow was back in front on lap 13, Hansgen's Lister-Jaguar was glued to the Scarab, Sadler was right behind the leaders and Crawford repassed Daigh. Because of pit stops, some 35 seconds separated the first Scarab-Lister battle from the second. The Californian lost first place to Hansgen three laps later; Sadler passed Reventlow next tour; and the Canadian took his Sadler-Corvette into the lead on lap 18. Sweepers in the S-chicane were working frantically removing scattered hay, and Hansgen was driving furiously to regain the lead. Almost losing control of the Lister-Jaguar, Hansgen passed Sadler as he left the S-chicane next tour, but the universal joint had snapped on Sadler's car and the owner drove into his pits. Dr. R. N. Sabourin, of Flushing, New York, immediately arranged to sponsor the Canadian's speedy sports car in the first professional United States Auto Club race at Lime Rock Park on 7th September. The car will be driven by Bob Said.

Daigh was now making a bid again, circling in 1 min. 24 secs. for an average speed of 79.5 m.p.h.; failing brakes were hampering Reventlow; and the order at lap 21 was Hansgen, Reventlow, Daigh, Crawford, Baptista (Ferrari), Geitner (Ferrari). Baptista was handling Chet Flynn's Testa Rossa as well as he does his own Class G cars. Daigh passed Reventlow. Lap 23, Hansgen had a 39-

second advantage over Daigh, and Crawford passed Reventlow. Stop watches were being set on Daigh, who with great verve was clipping off seconds between his Scarab and the Lister-Jaguar. By lap 26 he had shortened the time to 33.5 seconds while circling in 1 min. 23 secs.

Brakes gone, Reventlow entered the chicane too quickly for negotiating the S, went straight through the hay bales, and brought the Scarab to rest on the grass without damage to car or self. He joined the spectators rooting for Daigh. Daigh was scalding the course, breaking the lap record on his 33rd tour when he circled at 1 min. 22.6 secs. for 81.1 m.p.h.; next lap he shortened the time to 1 min. 22 secs. flat and was picking up two seconds per lap on Hansgen who was not getting "fast" signals from his pits. Lap 36, the difference between the cars was 19 seconds; lap 37, 18 seconds; lap 39, 14 seconds, when he set the fastest lap ever at 1 min. 21.8 secs.

Crawford's splendid driving ceased when the Lister-Jaguar came to rest on the course with a locked rear end. By lap 42 the leader was 8.5 seconds ahead of Daigh; lap 44, the gap had been shaved to 7 seconds. Could Daigh catch Hansgen? Would it be a photo finish? Momo put out the "fast" signal and Hansgen stepped on it. Bang! went the left rear tyre of the Lister-Jaguar as Hansgen was leaving the S-chicane. Into the pits drove Hansgen, into the lead went Daigh, into action went the pit crew. Hansgen was back in the race in 18 seconds, but he was now 27 seconds behind and there were only six laps left. It was his turn to clip seconds, and that's exactly what he did, crossing the line 10.6 seconds behind Daigh. Both drivers received 1,000 championship points as they were driving in different classes.

**Results**

**General Classification:** 1, Chuck Daigh (Scarab), 77.1 m.p.h.; 2, Walt Hansgen (Lister-Jaguar); 3, Frank Baptista (Ferrari TR).

**Class B Modified:** 1, Chuck Daigh (Scarab); 2, Rich. Lyeth (Hi-Tork Spl.).

**Class C Modified:** 1, Walt Hansgen (Lister-Jaguar), 76.9 m.p.h.; 2, Gordon MacKenzie (C Jaguar).

**Class E Modified:** 1, Frank Baptista (Ferrari Testa Rossa), 69.8 m.p.h.; 2, Gil Geitner (Ferrari Testa Rossa); 3, James Pauley (Osca-Offy); 4, John Norwood (Lister-Bristol).

**Prescott—continued**

Fisher menage. A 1913 Lancia Beta was driven by Mrs. Jeddere Fisher, and was equipped with a large, square coupé body which bore a great deal of resemblance to a summer-house.

The other car, the M.A.G. Special dated as 1914, was driven by Herr J. F. himself. This was one of those cars which are difficult to believe in. Power comes from a twin-cylinder, air-cooled Motosacoche engine which sits in the front half of a wooden chassis. This, in turn, is nowhere more than a couple of feet in overall width! Transmission is by belts and—according to Bunny Tubbs—by braces as well. The delightfully narrow disc wheels wear equally narrow tyres and the front ones are steered by an arrangement of wires and bobbins. Quaint, very quaint.

Serious hill-climbing returned after these cars had shown their paces, starting off with a class for racing cars up to 1,100 c.c. u/s or 850 c.c. blown. Fastest was R. Grant's M.G., which was presumably some sort of special using the 847 c.c. engine, and which went up in a best time of 60.3 secs. R. D. McArthur's R-

type M.G. did 63.66 secs. on his second run and Peter Binns's Riley was second fastest in the class with 62.11 secs. In the class for 1½-litre racing cars there was only one starter, this being R. E. Hardy's Hardy Special. This is powered by a blown J.A.P. engine of 996 c.c., looks rather like an early 500 c.c. racing car and, with a glorious exhibition of sideways motoring, returned a best time of 55.24 secs.

The big racing cars, of course, saw the battle for b.t.d. between Doc Taylor and Douglas Hull. Lieut.-Col. C. P. Vaughan had the Becke Powerplus out, but it clearly was not well and his best run was in 63.28 secs. Mallalieu made a couple of quick climbs in his 2.3 Bugatti, going up in 53.8 secs. and 52.71 secs. Martin Brewer, in his 1½-litre E.R.A., returned a best time of 53.68 secs., while another rapid ascent was that of Frank Wall (Bugatti) in 52.35 secs. Arthur Jeddere Fisher also had a run in his E.R.A., and returned 55.69 secs. on his second run. On the first he nearly lost it at Pardon and finally spun it just above the Esses. He returned the way he came, cheerfully shouting

"Too fast for owner" to marshals!

A really violent and especially foul rainstorm arrived at Prescott as the last cars made their runs: it also coincided with the arrival in the paddock of a family of pigs. But not even this prevented the 1958 hill-climb from being a very satisfactory occasion.

MARTYN WATKINS.

**Goodwood—continued**

lap handicap. Mrs. Mary Wheeler (TR2), from the limit mark, led at the end of the first lap, but on the second she dropped to sixth place and the lead was taken by G. H. Breakell (TR3) who stayed in front for the rest of the race. In second place was C. J. Lawrence's Plus Four, while H. Thompson was third in another TR. Scratch man J. C. Quick drove very quickly but could not overcome his handicap, and he had to be content with fifth place and fastest lap.

All that remained after this was the presentation of the Brooklands Memorial Trophy, which was duly and solemnly filled with appropriate liquid and then, less solemnly but no less duly, was emptied by Taylor and his rivals.

MARTYN WATKINS.



**Marathon—continued**

how impossible the task of the crews is.

**Col d'Izoard.** Set time—17 mins. Best time yet returned—21 mins. by Mairesse (Mercedes 300SL), Gendebien (Ferrari 250) and Storez (Porsche Carrera) in 1956.

**Col d'Allos.** Set time—24 mins. Best time—26 mins. by Mairesse (Mercedes 300SL) in 1956.

**Col St. Jean.** Set time—9 mins. Best time—10 mins. 45 secs. by Storez (Porsche Carrera) in 1957.

**Col du Soubeyrand.** Set time—12 mins. Best time—14 mins. by Storez (Porsche Carrera) in 1957. As a matter of interest, in the recent "Alpine" no car managed the Col at an average of 60 k.p.h., and the Marathon schedule calls for 72 k.p.h.

In so difficult a year it is gratifying that the British entry is not only larger than usual, but has brighter hopes of success. The last time that a British car won was in 1951, when the late Johnnie Claes, crewing with Jacques Ickx in an XK Jaguar, beat the Marathon schedule for the first—and only—time. However, on their "Alpine" showing both Ken Richardson's "big" Triumphs and Marcus Chambers's Austin-Healey 100-Sixes must be given better than an outside chance of scoring another outright win and carrying off the coveted Team Prize. Ken has picked the most experienced Continental drivers possible, de Lageneste being par-

ticularly brilliant upon loose surfaces. Marcus has selected the most experienced British Marathon drivers, as the Ford team not engaging in this event allowed Anne Hall and Gerry Burgess to be "borrowed" by B.M.C. Anne was in the first 10 cars last year until her retirement, whilst Gerry Burgess was the highest-placed British finisher. Nancy Mitchell and Joan Johns won the Ladies' Prize last year whilst Pat Moss and Anne Wisdom were the runners-up.

The R.A.C. team, selected on last year's finishing order, is entirely B.M.C., consisting of Gerry Burgess/Sam Croft Pearson, Nancy Mitchell/Anne Hall, Pat Moss/Anne Wisdom, all on Austin-Healey 100-Sixes, and Gott/Brookes (M.G.A.). The fact that four ladies figure in what is, in effect, the National Team, indicates just how good the leading British lady drivers are.

Annie Soisbault/Renée Wagner ("big" Triumph) will, however, give the Healey drivers a very good run for their money and the Austin-Healey-Triumph battle is indeed likely to be a highlight of the Marathon.

It is pleasing to see Norman Garrad having his first crack at the Marathon, and he is clearly watching points as the only "works" entry is the Sunbeam Rapier of Mary Handley-Page/"Bobbie" Wilton Clark, which must have a good chance if the "big guns" blow up. Contrary to some reports, Peter Harper is concentrating upon the Viking Rally, and so giving the Marathon a miss.

Another interesting British entry is the Austin-Healey Sprite of John Sprinzel/Dick Bensted Smith, but with the "works" Renaults in his class, his task is likely to be harder than in the Alpine.

Finally, the enthusiastic Army team of Lt.-Col. Crosby/Major Holmes, Capt. Scarf/Capt. Simonds and Major Raper/Major Parry, all on normal TR3s, are having their first go at the Marathon, after trying the Monte, Tulip and R.A.C. They will, however, find the irrepressible and stout-hearted Kat brothers on their famous TR. "The Flying Witch", hard nuts to crack.

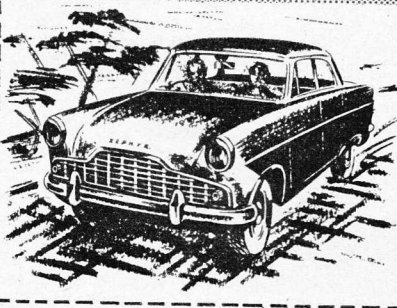
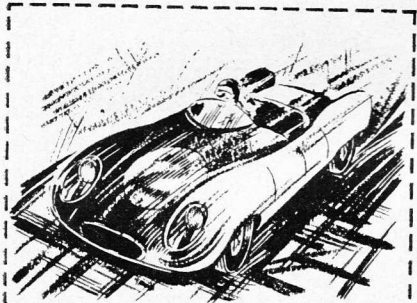
But, win or lose, any crew finishing the Marathon can be considered a top rally crew on a top rally car.

**British entries:**

**"Works".** Austin-Healey 100-Six: Moss/Wisdom, Mitchell/Hall, Johns/Moore, Burgess/Croft Pearson. M.G.A.: Gott/Brookes. Rapier: Handley-Page/Wilton Clark.

**Private.** Austin-Healey "Sprite": Sprinzel/Bensted Smith. Ford Anglia: Hughes/Houseman. Ford Zephyr: King/Sproxtton. Jaguar 3.4: Hodgson/Boardman. Morris Minor 1000: Heaps/Jones. Triumph TR3: Kat/Kat, Crosby/Holmes, Scarf/Simonds, Raper/Parry. Sunbeam Rapier: McKay/Lewin. Borgward: Harris/Spellman.

John Gott, who will share the wheel of a works M.G.A. with Ray Brookes, will be publishing his usual informative report in a future issue of AUTOSPORT.



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# Club News

By MARTYN WATKINS

CANCELLATIONS and postponements seem to be the order of things this season. Three race meetings have so far vanished from the calendar, and this week's post brings me news of another couple of events which will not now take place this year.

The first is the M.C.C. national rally, which the Club has decided not to hold this year owing to unforeseen difficulties which have arisen in connection with the organization of the event. It is, however, proposed to hold the rally next year. The note from the M.C.C. states that preliminary arrangements will shortly be put in hand to overcome the circumstances which led to the let's-call-it-off decision.

The other cancellation is the **Darlington and D.M.C.** Croft high-speed trials, originally scheduled for 7th September. The club has, apparently, been unable to obtain permission to use Croft Airfield for the event and has therefore been left with no alternative but to scrub the arrangements.

Finally, there is a postponement to which your attention should be drawn. The **Association of Central Southern Motor Clubs** inter-club driving test meeting was to have been held on Saturday (30th August) at the Goodwood circuit. However, this has apparently clashed with another event—a practice day—and as the organizing club, the Sussex C. and M.C.C., could not find another venue at such short notice, the tests have been postponed. They will now definitely take place on 4th October.

Now then, let's have a look at what is on. **Birmingham Y.C.M.C.** holds its September rally on 21st September, starting at the Tractor Depot, Portway. Entry forms are obtainable from Peter Barwell, 12 Fox Hill, Birmingham 29. . . . For Irish enthusiasts, the **Newry and D.M.C.** holds a closed race meeting at Cranfield aerodrome on 6th September, at which there will be four races. Secretary of the meeting is Mrs. E. Atkinson, 17 Sandys Street, Newry. . . . **R.A.F.A.M.C.** (north-west division) holds a closed rally on 19th October. Regulations will shortly be available from Miss D. M. Lee, 18 Sycamore Avenue, Winsford,



**CLUB RACING MIXTURE:** Chris Threlfall's Tojeiro-Climax 1100 leads C. J. Dade's Revis-Borgward and Ronnie Symondson's Type 57S Bugatti during Saturday's B.A.R.C. Goodwood meeting.

Cheshire. . . . September activities for the **East Surrey M.C.** include the first club night since the summer recess, which takes place at Ye Olde Leather Bottle, Warlingham, on 2nd September, for the showing of the colour film, "Vanwall Victory". The Club's annual autumn flannel dance will be held at the "Old Barn", Hildenborough, Kent, on 19th September. Proceedings open at 8 p.m. and tickets are available from P. Smith, 19 Oxford Road, Carshalton, Surrey. . . . The annual general meeting of the **Lagonda Club** will be held on 28th September at Brimpton Grange Hotel, Wheatley, Oxon. A *concours d'élégance* precedes the meeting and starts at 11.30 a.m. . . . **Leicestershire C.C.** holds a closed driving test meeting on 7th September at Melton Mowbray airfield, starting at 2.30 p.m. Entries go to Mrs. O. F. Williams, 73 Ashleigh Road, Leicester. . . . **Cambridge '50 C.C.** hold a speed trial on 14th September at Witchford Airfield, near Ely, Cambs. Regs. and entry forms are available from H. A. F. Jackson, 35 Metcalfe Road, Cambridge. Apparently, all interested enthusiasts are invited to compete. . . . The **M.C.C. Derbyshire Trial** takes place on 3rd-4th October, starting points being London, Bristol and a couple of new

ones at Kings Lynn and Manchester. Headquarters are again the Rutland Arms, Bakewell (where the tarts come from). Entries close on 15th September and go to W. T. F. Kelland, 29 Great Bushey Drive, London, N.20. . . . **North London E.C.C.** holds a treasure hunt on 7th September, starting at Odeon Motors, Barnet. Details are available from G. Bance, 11 Bath Road, Reading, Berks. . . . **Seven-Fifty M.C.** holds a hill-climb at Blandford, Dorset, on 19th October. Invited clubs are B.A.R.C., B.R.S.C.C., Club Lotus, Hants and Berks M.C., North Cornwall M.C., Southsea M.C., Surrey Sporting C.C., Vickers-Armstrongs M.C., Vintage Sports Car Club, West Cornwall M.C. and West Hants and Dorset C.C. Entries are limited to 100 and regs. are available from Mrs. P. M. Hood, High Noon, Petersfinger, Salisbury, Wilts. . . . Another postponement which has just come in: **B.A.R.C.** (north-western centre) have postponed their driving test meeting scheduled for 14th September. New date is, provisionally, 12th October. The reason for the alteration is a clash with the inter-centre "War of the Roses" rally. . . . Regulations are available for the **Mid-Cheshire M.C.** International race meeting at Oulton Park on 20th September. There will be races for F3, sports cars for machines complying with "Appendix C", and closed cars. A separate set of regs. covers a special handicap race for historic racing cars and vintage sports cars. Entries for both "parts" of the meeting close on 1st September and go to J. H. S. Williams, 154 Park Road, Timperley, Cheshire. . . . **Hants and Berks M.C.** hold a film show on 29th August at the California Club, near Wokingham, Berks, starting at 8.30 p.m. . . . **Newquay M.C.** hold a driving test meeting on 21st September, regs. being available from B. Greenfield, 47 St. George's Road, Newquay, Cornwall. . . . Next event for the **Cemian M.C.** is a night navigation rally, the closed Barbecue Rally. This has been postponed one week and now takes place on 27th September, starting at South Mimms and finishing for a barbecue in a barn "somewhere in the Chilterns" at about 11 p.m.

## Coming Attractions

**August 30th.** B.R.S.C.C. International Race Meeting, Brands Hatch, near Farningham, Kent (F2, F3, S, T). Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 1.30 p.m.  
Midland A.C. Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

**September 6th.** Brighton and Hove M.C. National Speed Trials, Madeira Drive, Brighton, Sussex. Start, 9.30 a.m.  
Sunbac Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

**September 7th.** Italian Grand Prix, Monza.

Snetterton M.R.C. Scott-Brown Memorial Trophy Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.  
Bentley D.C. Hill-Climb, Firle, near Lewes, Sussex.  
B.A.R.C. Hill-Climb, Brunton, near Collingbourne Ducis, Wiltshire.  
Oxford M.C./Southsea M.C./Chiltern C.C./Singer O.C. Hill-Climb, Harleyford, near Marlow, Bucks.

**September 13th.** International Tourist Trophy Race, Goodwood, near Chichester, Sussex. Start, 2 p.m.

**September 14th.** Bugatti O.C. Prescott Hill-Climb, Prescott, near Cheltenham, Gloucestershire.  
Triumph S.O.A. Sprint, Brands Hatch, near Farningham, Kent.

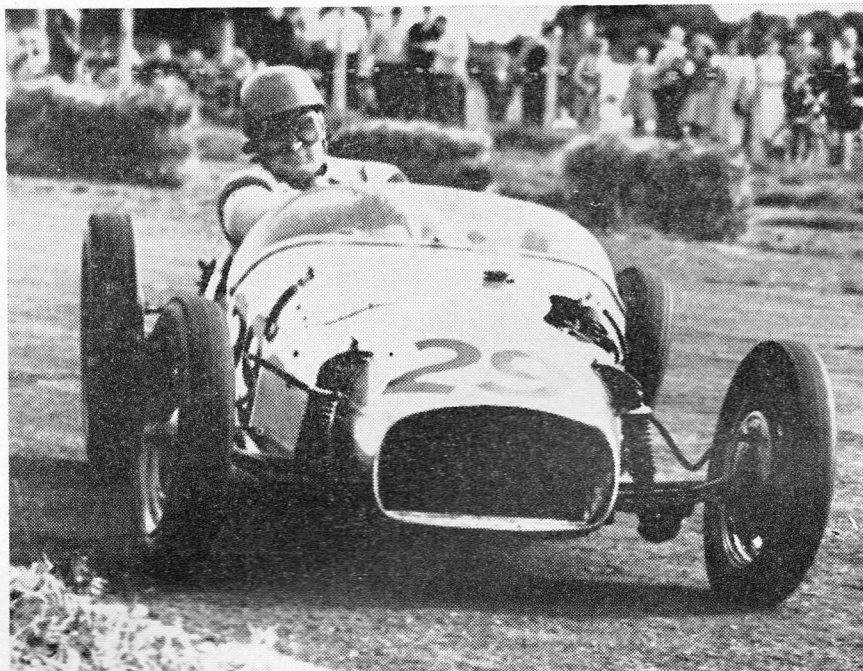


**GONZALEZ AGAIN?** No, in spite of the resemblance it is J. Davidson, who remained master of the situation in his Ford Spl. during the Baird Trophy race.

**I**N a summer noted for its wetness, the 500 Motor Racing Club of Ireland again chose a date which coincided with a spell of real summer for the August meeting at Kirkistown last Saturday and were rewarded for their choice by the attendance of one of the largest crowds ever to visit that venue. They were also rewarded by one of the largest entries—a total of 56—and this happy outcome is directly related to the efforts which the M.R.C.I. have put in to preserve racing in Ireland.

A good day, a good attendance, a good entry and some interesting new machinery could only have one outcome—good racing, which sent the spectators home in a contented frame of mind and looking forward to the next occasion.

The major race on a long programme was that for the Bobby Baird Memorial Trophy, for which 48 entries had been received. This required three eliminating heats and a final, and although it was somewhat unfortunate that all but



**Saloon Car Handicap:** 1, W. R. Caughey (1,489 Riley), handicap allowance 60 s., time 15 m. 51.6 s. (59.02); 2, R. Harkness (1,489 Riley) 60 s., 15 m. 56.2 s. (58.73); 3, P. B. Hopkirk (A35 Speedwell), 80 s., 15 m. 56.6 s. (57.48). **Fastest lap:** O'Flaherty (1,489 Porsche Carrera), 1 m. 22.8 s. (66.41).

John Crossle had a good win in the Ford scratch race, in which he was never headed. At the same time, he was continuously under pressure from Norman Henderson and Denis Graham, at times only inches separating all three. They eventually finished in the order named above, Crossle taking 14 mins. 3.6 secs. (65.18), Henderson 14 min. 4.2 secs. (65.11) and Graham 14 min. 5 secs. (65.07). Crossle had fastest lap in 1 min. 22 secs. (67.05).

The seven runners in the Triumph scratch race were being called to the line as J. H. N. Pollock, whose TR2 had developed piston trouble during morning practice, was finishing the task of fitting new pistons. He came out on time, giving the engine an extra rev. or two as a token "running-in" before taking his station for the Le Mans-type start.

A few moments later, disregarding the well-known precepts about running-in technique, he was mixed up in a tremendous battle with Jim McDonald (TR3) for second place behind David Henderson (TR3). Henderson made it clear that he did not intend to be caught, so the interest centred on the Pollock v. McDonald debate, the verdict eventually going to McDonald by one-fifth sec. Henderson's winning time was 14 mins. 14.4 secs. (64.35), McDonald took 14 mins. 26.6 secs. (63.45) and Pollock 14 mins. 26.8 secs. (63.43). Henderson and McDonald shared fastest lap in 1 min. 23 secs. (66.24).

The three eliminating heats of the Baird Trophy ended with such top-liners as Malcolm Templeton (1,500 Lotus-Climax), L. Mayman (1,098 Lotus-Climax), John Pringle (1,460 Cooper-Climax) and Nigel O'Flaherty (Porsche)

(Continued overleaf)

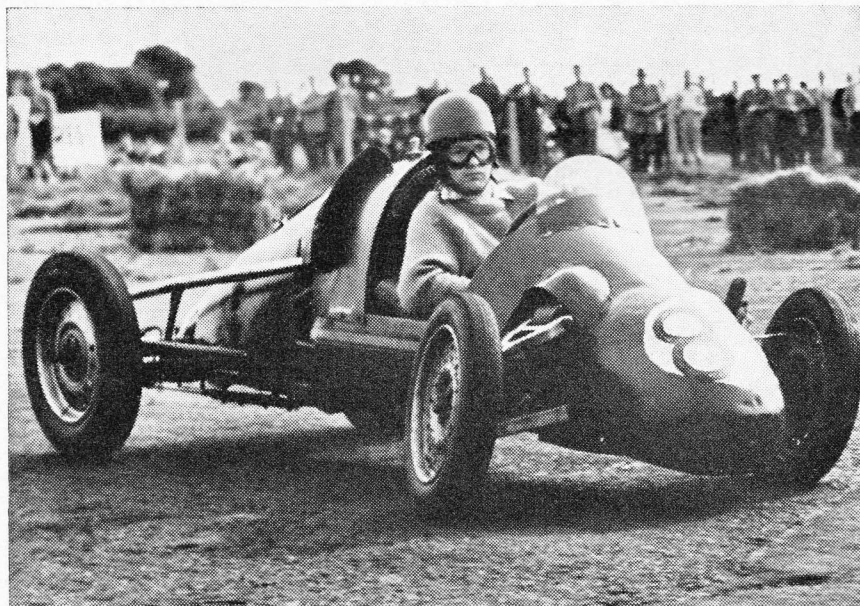
## Irish Dicing

*A Fine Spell for 500 M.R.C.I. Race Meeting*

one of the backmarkers were eliminated during the heats, the finalists certainly produced great racing.

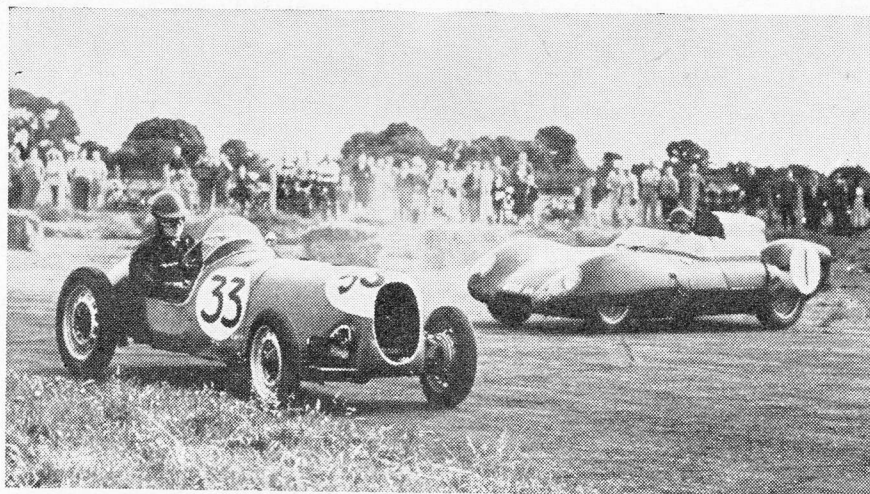
The programme opened with a handicap race for closed cars. As the 14 runners came to the line the P.A. commentator informed us that Nigel O'Flaherty's Porsche Carrera, which had been "awarded" scratch marking, had been re-handicapped to a mark at "minus 40 secs.". O'Flaherty, therefore, was a spectator for most of the opening lap, in which the A35 Speedwells of Paddy Hopkirk and Ian Titterington battled to keep ahead of the 1.5 Rileys of Bob Caughey and Bob Harkness and, at the same time, overhaul the limit car, C. Morelli's Renault Dauphine.

Caughey, however, was in brilliant form and Hopkirk found himself being overhauled steadily. Harkness, off the same mark as Caughey, was hanging on to the leading Riley grimly, in the process also overtaking the A35s. With only two laps to go Caughey snatched the lead from Morelli, with Kevin Sherry (Volkswagen) intruding between Morelli and Harkness and yet another 1.5 Riley, driven by Sammy Moore, closing hard on the leaders. Caughey held a well-judged lead for the final lap, but Harkness stormed past both Sherry and Morelli, while Hopkirk also found sufficient speed to overtake Sherry and race Harkness to a five-yard finish for second place.



**LEPRECHAUNS** are real! This particular manifestation is R. Rennicks's 696 c.c. special with which he won the Baird Memorial Trophy race.





#### Kirkistown—continued

banished from the contest, the only runners not in receipt of at least one credit lap being Jack Slater (1,098 Lotus-Climax) and Lord Dunleath in his 1,496 vintage Frazer-Nash.

Morelli's Dauphine was the early leader in the opening laps of the final, being followed for a spell by W. Beattie (VW) until, on the sixth lap, Hopkirk's Speedwell A35 superseded him. One lap later Hopkirk was in the lead but at this stage a definite effort was being produced by Dubliner R. Rennicks in his B.S.A. twin-engined 653 c.c. Leprechaun which had won the first heat. From sixth place on the sixth lap Rennicks came through the field like the proverbial hot knife through butter to take second place on the eighth lap and lead on the ninth circuit, a lead which he increased on the final round, with Hopkirk just failing to hold off J. A. Nesbitt's blown 1,086 M.G. for second place. Slater, as virtual scratch, never really came into the picture, although recording fastest lap of the final in 1 min. 16 secs. (72.35).

**Baird Memorial Trophy:** 1, R. Rennicks (653 Leprechaun), handicap 1 lap plus 70 s., time 13 m. 13 s. (63.20); 2, J. A. Nesbitt (1,086 M.G.), 1 lap plus 70 s., 13 m. 24.4 s. (62.29); 3, Paddy Hopkirk (A35 Speedwell), 2 laps plus 40 s., 13 m. 24.6 s. (57.53).

The *Formule Libre* scratch race found John Pringle in astonishingly good form and the Cooper-Climax left the rest of the field comfortably astern, Slater doing what he could to offer battle. Templeton's Lotus-Climax dropped back then stopped while he investigated a fire under

the bonnet which was extinguished quickly enough but later resulted in his retirement through ignition failure. Hector Graham had produced a new acquisition, a 1,971 Lister-Bristol of which he had taken delivery only the previous day, but he was never really happy with the car during the race. It was left to Gerry Kinnane (498 J.P.) to provide the excitement as he scrapped with Bill Bradshaw (1,971 A.C. Ace) to eventually take third place.

At times Pringle's Cooper was registering over 111 m.p.h. through the measured distance and once he came within two-fifths of a sec. of his own lap record but as the challenge died he slowed, winning comfortably from Slater.

**Formule Libre Race:** 1, J. R. Pringle (1,460 Cooper-Climax), 12 m. 39.2 s. (72.42); 2, J. S. Slater (1,098 Lotus-Climax), 12 m. 51.6 s. (71.26); 3, G. L. Kinnane (498 J.P.), 13 m. 41.4 s. (66.94). **Fastest lap:** Pringle, 1 m. 12.8 s. (75.53).

A long programme ended with the Ladies' Race, in which Mrs. Doris Bleakley (1,172 Ford Special) drove a well-judged race to overtake the limit driver, Miss F. Glenny (1,172 Ford-M.G.) after seven laps and stay ahead of Miss M. J. Jardine (1,991 Triumph) and Mrs. Joe Flynn (1,489 M.G.A.) until the end. Fastest lap was recorded by Mrs. Pauline Mayman (1,098 Lotus-Climax) despite obvious signs of a bent valve.

**Ladies' Race:** 1, Mrs. D. Bleakley (1,172 Ford Spl.), 15 m. 3.8 s. (61.52); 2, Miss M. J. Jardine (1,991 Triumph), 15 m. 12.4 s. (60.93); 3, Mrs. J. J. Flynn (1,489 M.G.A.), 15 m. 19 s. 59.83). **Fastest lap:** Mrs. P. Mayman (1,098 Lotus-Climax), 1 m. 23 s. (66.24).

W. A. McMASTER.

*EXCUSE ME! R. G. Lovell-Butt takes the opportunity to slip his Ford Special past the spinning Lotus of M. Templeton.*

#### Stapleford—continued

all M.G. except for one Lotus Mk. VI, Peter Tomei notching up his customary win in his remarkable TD. The Triumphs and Morgans were overshadowed by Barry Millbank, unfamiliar in an Ace-Bristol, while the big stuff was rather naturally eclipsed by John Bekaert's H.W.M.; notable in this class, however, were two rousing climbs by H. Douglas-Reid in a splendid old 30/98 Vauxhall.

No fewer than six 250s appeared with seven drivers, D. C. Haldenby's Scorpion being the fastest. Finally, B.T.D. came from the 1½-litre racing class, Patsy Burt being the only driver to break 31 seconds with an excellent second run in which everything must have gone just right.

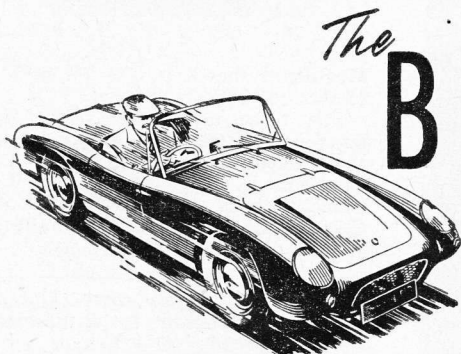
DAVID PRITCHARD

#### M.G. Silverstone—continued

Secondly, a magnificent dice between E. Searle (Ace) who for 23 laps led by yards from young Mr. Hart driving the T.V.R. in the manner born. Hart passed him though, and went on ahead to accomplish 34 rounds, although only 33 were required of him! In so doing he lapped the twin cam twice, thus causing a hue of magenta to appear on the faces of certain gentry which had to be seen to be believed! Others, apart from Hart and Searle, to qualify included P. Sinclair (190 SL), G. Barnes (Morris), J. Smith (Ace 2nd class), A. Wyndham (A105 2nd class) and E. Foden (Alfa).

Great credit must be given to both the standard of driving and to the care and attention given by the flag marshals, because at the end of the day not a single incident had been reported!

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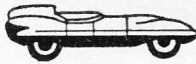
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<b>TR2</b> 1957 2-str., unmarked, black, disc brakes, 3-speed o/drive, grid, etc., one owner. £815	<b>AUSTIN HEALEY 100M</b> , light/dark blue. Le Mans mods. Alfins o/drive, rear seat. £645	<b>H.R.G.</b> 1949 1500 "SPA Replica", B.R.G. £375
<b>FRAZER-NASH</b> Le Mans Replica, green, o/hauled unit, X tyres, new weather equipment. £795	<b>M.G. TF 1500</b> 1955 2-str., ivory, wire wheels. £635	<b>M.G., TC</b> 1947/8 2-strs., choice 6 various colours. All above average. from £315
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This set consists of eight photographs (8 in. x 6 in.) including: the start; a study of Stirling Moss and the Vanwall; Mike Hawthorn (Ferrari); Peter Collins (Ferrari) the winner, Von Trips (Ferrari) and Harry Schell (B.R.M.) at Becketts; and Mike Hawthorn (Ferrari) about to lap Tony Brooks (Vanwall).

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(continued overleaf)

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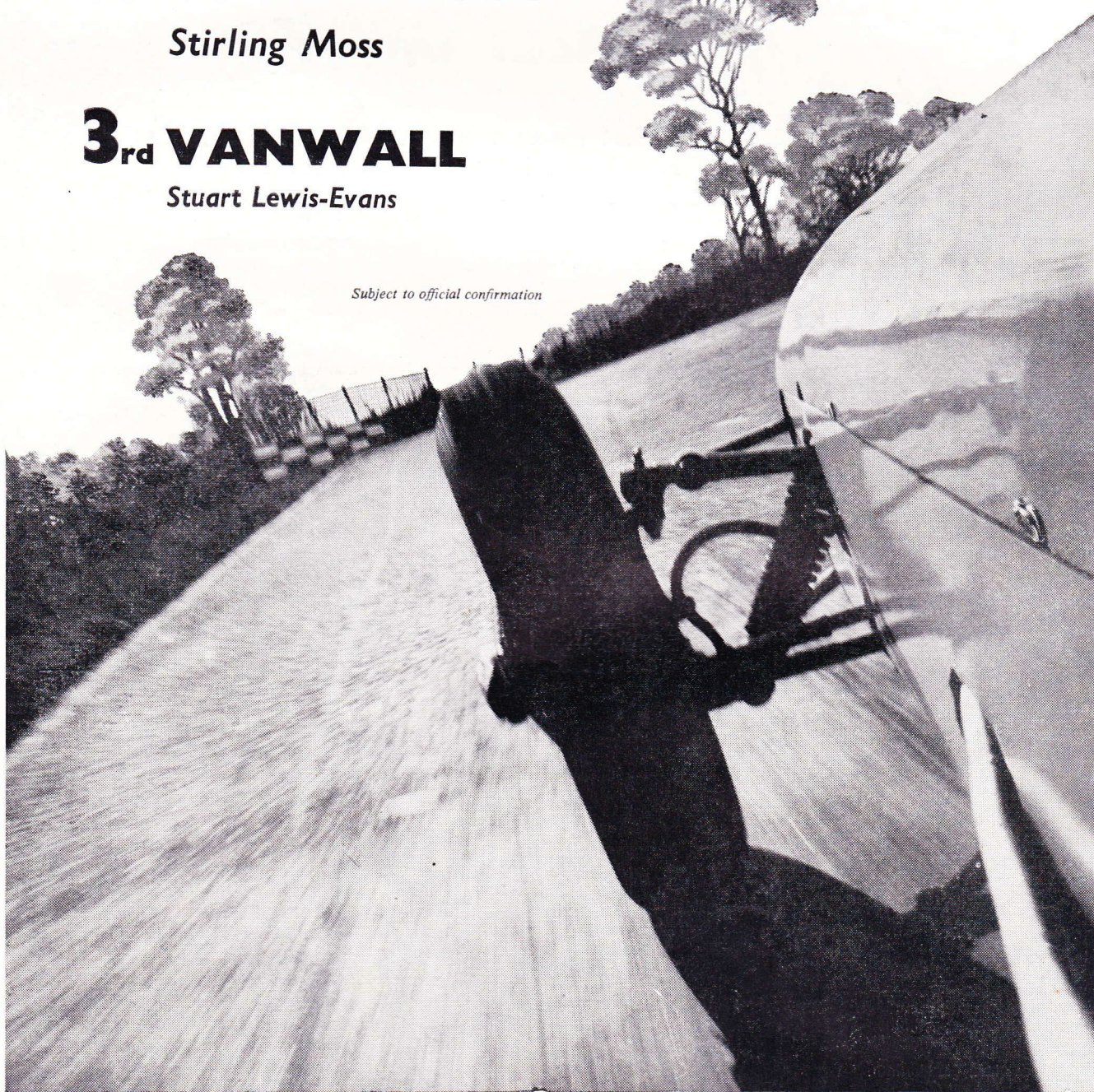
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