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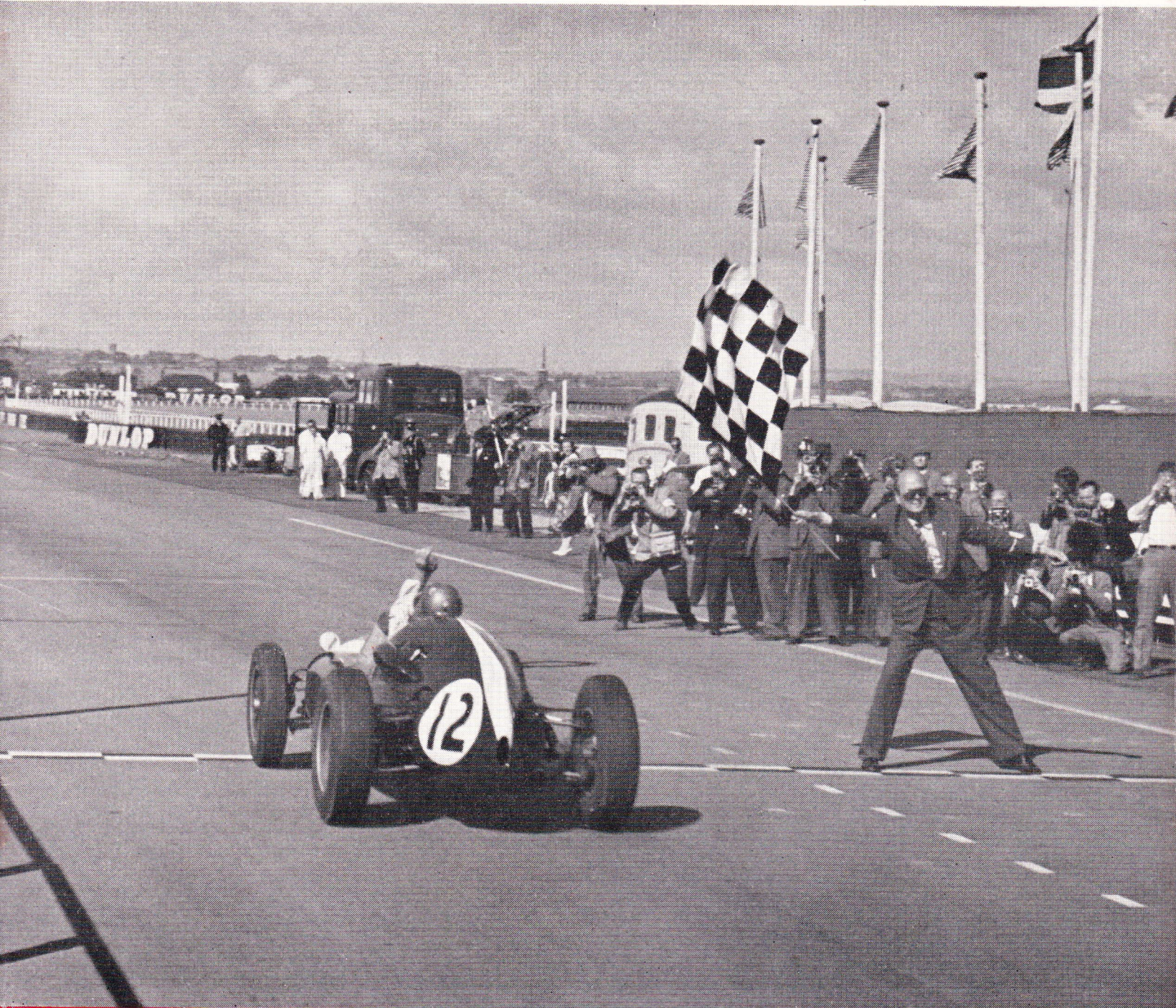
JULY 24th, 1959

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EVERY FRIDAY
Vol. 19 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE BRITISH GRAND PRIX — FULL REPORT AND PICTURES

THE NEW SUNBEAM ALPINE — LEINSTER TROPHY RACE

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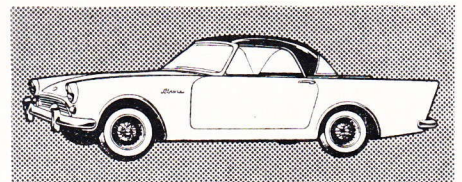
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BRITAIN'S MOTOR SPORTING WEEKLY

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

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CONTENTS

	Page
Sports News	99
John Bolster describes the Renault Estafette and the Ferry F.J. Car	101
Racing at Bridgehampton	103
New Sunbeam Rapier Sports Car	104
Rest And Be Thankful Hill-Climb	106
Bo'ness Hill-Climb	107
Castle Howard Sprint Meeting	109
Leinster Trophy Meeting	110
British Grand Prix	112
Club News	120

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EDITORIAL

BRABHAM MARCHES ON

WITH his great victory in last Saturday's British Grand Prix at Aintree, Jack Brabham (Cooper-Climax) is firmly in the lead in the World Championship with 27 points—13 more than his closest rival Tony Brooks. Stirling Moss (B.R.M.) made a vain bid for a win, but lost time with wheel-changes and an unexpected halt to top up with fuel. Undoubtedly the personality of the race was 22 years old Bruce McLaren (Cooper-Climax), who finished just one-fifth of a second behind Moss, and also equalled Stirling's lap record of 1 min. 57 secs. Brabham's success also makes the Cooper Car Co., Ltd., favourites for the Constructors' Formula 1 Championship. B.R.M.s did extremely well, for Harry Schell took fourth place. Tony Brooks was never in the hunt with the Vanwall, and retired after a dozen laps with persistent misfiring. The Aston Martins, after their excellent performances in practice, were rather disappointing. Shelby had continual ignition trouble and finally had to retire; Salvadori, however, managed to bring his car into sixth place. The race was yet another triumph for four-cylinder cars, which seem ideally suited to modern G.P. circuits. Nevertheless, it will be interesting to see how the Ferraris will perform at Avus, but it is a great pity that Aston Martins will not be seen on the fast Berlin circuit. It ought to be pointed out that the Owen Organisation offered full facilities to Ferrari to prepare their cars in England, but this was turned down. It seems curious that the Maranello mechanics should be involved in a metal-workers' stoppage, which did not prevent the Italian mechanics of Scuderia Centro-Sud from working. Possibly there is more to the Ferrari withdrawal than meets the eye, and it would be interesting to learn whether or not the B.A.R.C. stood firm, and refused to pay the somewhat exorbitant fees demanded by Ferrari on occasions.

THE OULTON PARK EXPERIMENT

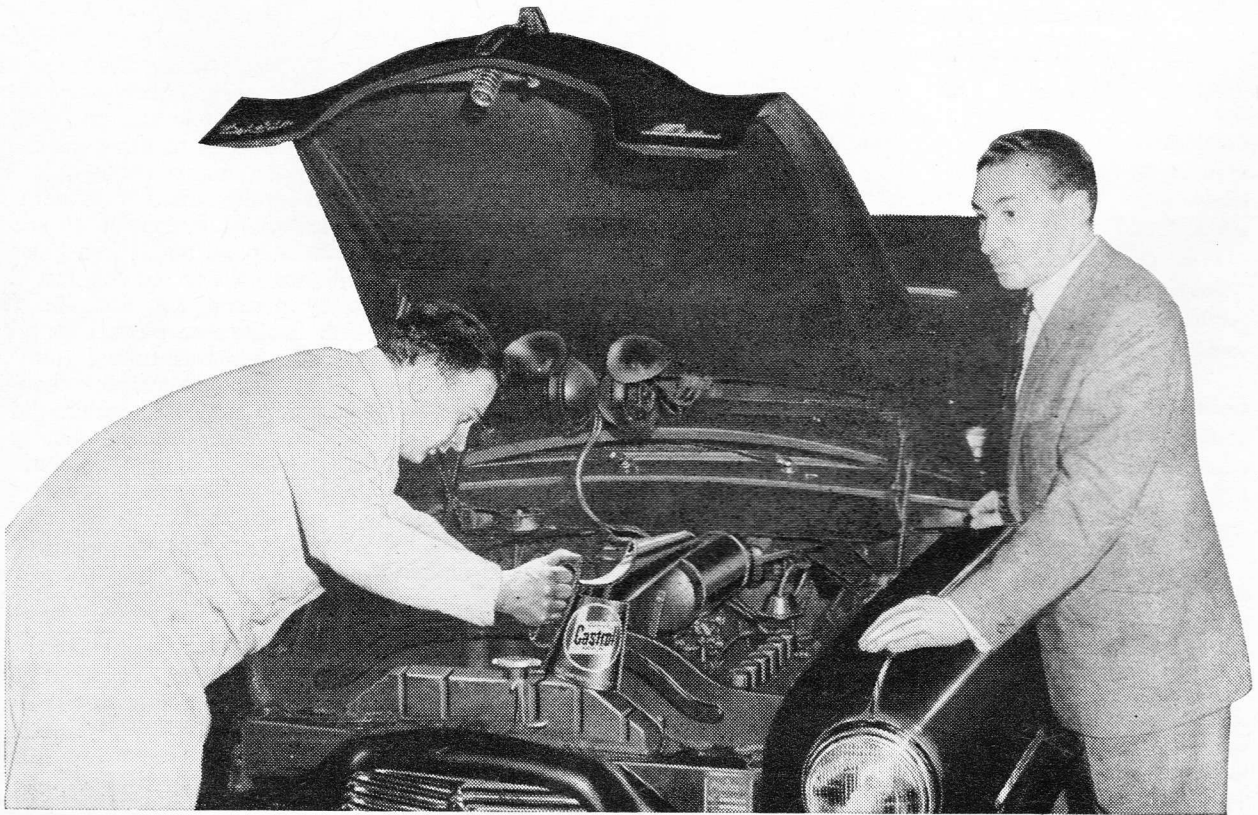
REX FOSTER and his associates of the Oulton Park circuit have decided to go all out for the American system whereby entrants race for prize money. For the Gold Cup on 26th September, £3,750 is offered for Formula 1 machines, with no less than £2,000 for the winner. Although no starting money is offered for this race, the organisers are prepared to guarantee at least £100 per car to defray travelling expenses. On the whole it is a bold experiment, and it will be interesting to see how many entrants will be attracted by the immense amount of cash to be won. It has been fairly obvious for some time that the scale of starting fees demanded by racing organisations tends to cripple promoters even before the race is staged. Oulton Park officials believe that the money would be better spent in the form of cash awards, and, if the event is successful, intend to build up even greater prize funds for future events. One can only hope sincerely that this move will lead to an increase in Formula 1 racing at Oulton Park, which is without doubt one of Britain's finest "road" circuits.

OUR COVER PICTURE

FAVOURITES BOTH. Jack Brabham, seen taking the chequered flag after an epic start-to-finish drive to victory in the British Grand Prix, has now established himself as first favourite for the World Championship for Drivers and, in so doing, has greatly assisted in putting the Cooper Car Co. in their strong position in the Constructors' Championship.

Photograph by Francis Penn

143,485 miles *without overhaul* --- **using Castrol**



"I drove my Ford Zephyr 143,485 miles without mercy on Rallies, racing tracks and the road—always on Castrol," writes cinema owner Jack Reiss of Leeds.

This ex-naval officer and the first Englishman to have won the French International Rallye du Soleil tells us that his highly tuned and stressed Mk 1 Zephyr has worked hard all its life and "still uses no oil and has never needed a major overhaul." You cannot do better than follow the experts.

Don't take chances—always ask for

CASTROL

by name

The oil proved to
give minimum engine wear



SPORTS NEWS

BRIAN LISTER TO WITHDRAW FROM RACING

IT is learned that Brian Lister has decided to give up motor racing at the end of the present season, and will dispose of his works Lister-Jaguars. He has played a prominent part in the continuance of big sports car racing, and the absence of the Cambridge-built cars will rob this category of much of its interest in International racing—particularly as it is unlikely that Aston Martins will be seen in action next season.

JOAKIM BONNIER left for Avus early this week to do high-speed tyre tests on a B.R.M.

THE OULTON PARK GOLD CUP

OULTON PARK on 26th September will see a 150 miles Formula 1 race for the International Gold Cup, with £3,750 in prize money, the first place carrying no less than £2,000—the largest sum ever offered in the entire history of British motor racing. Full teams are expected from Cooper-Climax, Lotus-Climax, B.R.M. and others, whilst there is a strong possibility that Scuderia Ferrari will appear owing to the cancellation of the Grand Prix of Morocco.

Supporting the race will be events for saloon cars and for the AUTOSPORT Series-Production Sports Car Championship, the final of which will be staged at Snetterton on 9th October.

NEARLY 200 entries—the biggest ever recorded at the track—have been received for the Vanwall Trophy race meeting at Snetterton circuit, near Thetford, Norfolk, on 26th July.

The meeting will see the debut of the new 1½-litre Tojeiro sports-racing car. No driver has yet been nominated, but John Ogier, patron of the Tojeiro stable and a vice-president of Snetterton Motor Racing Club, may well drive it himself.

The meeting has been upgraded from a National British to a National Open category to allow several Americans to enter.

Jim Russell, injured at Le Mans and still in hospital, has passed his own very special Cooper over to one of his pupils, 24-year-old Mike McKee, to race at this meeting.

Big event of the day is the Vanwall Trophy race for single-seater racing cars of any engine size over 500 c.c. This has attracted a full complement of Formula 1 and Formula 2 Grand Prix machines.

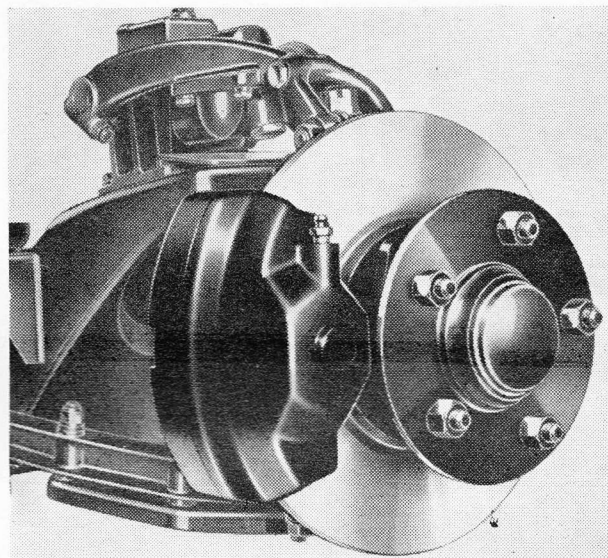
The meeting starts at 2.30 p.m.

750 M.C. NATIONAL SIX-HOURS RELAY RACE

THIS event will be run on lines similar to those adopted for past years, with the exception that the Competitions Department of the R.A.C. and the British Racing Drivers' Club are no longer pre-



ANOTHER Farina-styled car from B.M.C. This time it is the Wolseley 6-99. Powered by a 2.9-litre engine, the car is a genuine 100 m.p.h. machine. Girling disc brakes (right) are used on the front wheels.



pared to licence the particular extended circuit. The event, therefore, will be run on the normal club circuit with a maximum permitted entry of 24 teams. Notwithstanding this alteration, this is still the longest race held in this country and caters particularly for one-make teams which, by skilful handicapping, makes for a very interesting day's racing. Entry fees are £3 10s. 0d. per car, with the exception of 750 Formula cars for which the entry fee is £2.

The start will be at 1.00 p.m. on 15th August and admission charges to spectators will be 10s. per car, plus a charge of 2s. 6d. per head for admission to the paddock area, via the Motor Bridge.

Regulations and entry forms and all correspondence are dealt with by Holland Birkett, 228 Fleet Road, Fleet, Hants (Tel.: Fleet 1136 (mornings)). Regulations can also be obtained from the R.A.C. or the secretary of the meeting, G. Connelly, 98 St. Martins Lane, W.C.2.

IT is regretted that because of altered printing schedules due to the printing dispute, full reports of racing during the August Bank Holiday week-end will have to be held over until the following week. This includes our full report of the German Grand Prix, but it will be possible to include full results of that race.

Every effort will be made to return to our normal topical issues as soon as possible, and full reports of August Bank Holiday racing will appear in our issue dated 14th August.

World Championship of Drivers (Four Grandes Epreuves Completed)

1. Jack Brabham (27 pts.)
2. Tony Brooks (14 pts.)
3. Phil Hill (9 pts.)
4. Bruce McLaren (8.5 pts.)
5. Stirling Moss (8.5 pts.)
6. Joakim Bonnier (8 pts.)
7. Masten Gregory (7 pts.)
8. Maurice Trintignant (6 pts.)
9. Olivier Gendebien (3 pts.)
10. Innes Ireland (3 pts.)
11. Harry Schell (3 pts.)
12. Jean Behra (2 pts.)

Formula 1 Constructors' Championship

1. Cooper-Climax (26 pts.)
2. Ferrari (16 pts.)
3. B.R.M. (14 pts.)
4. Lotus-Climax (3 pts.)

BRITISH G.P.

Winners' Equipment

Brabham (Cooper-Climax): Esso oil and fuel. Lodge plugs. Weber carburetters. Armstrong dampers. Cooper wheels. Lucas ignition. Mintex brake lining. Dunlop tyres. Girling disc brakes. Hepolite pistons. Titan fuel pump.

Moss (B.R.M.): B.P. fuel and oil. K.L.G. plugs. Weber carburetters. Armstrong dampers. Dunlop wheels. Lucas ignition. Mintex brake linings. Dunlop tyres. Dunlop disc brakes. Hepolite pistons. Plessey fuel pump.

McLaren (Cooper-Climax): As for Brabham. Schell (B.R.M.): As for Moss.

The 1,600 c.c. Gran Turismo Class race at Horsching, Austria, recently was won by the Swiss driver Charles Vögel in a Lotus Le Mans.

The Formula Junior race was won by G. Mittner (Germany) on a self-built Formula Junior Auto-Union 1000. Second was E. Lantenschlager on a Stanguellini.

NEVER
start something
you can't stop

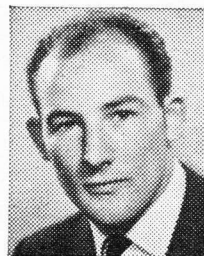
Be a
Better
Driver



See your brakes have Ferodo Linings!

THINK ABOUT IT. Could you honestly say that, in an emergency you could rely on your brakes to pull you up safely every time? Remember, brake linings wear so gradually that, until an emergency occurs, you don't realise just how bad your brakes are. Be sure, have them tested regularly and always insist on Ferodo Anti-Fade Brake Linings.

FERODO FIRST—TO LAST

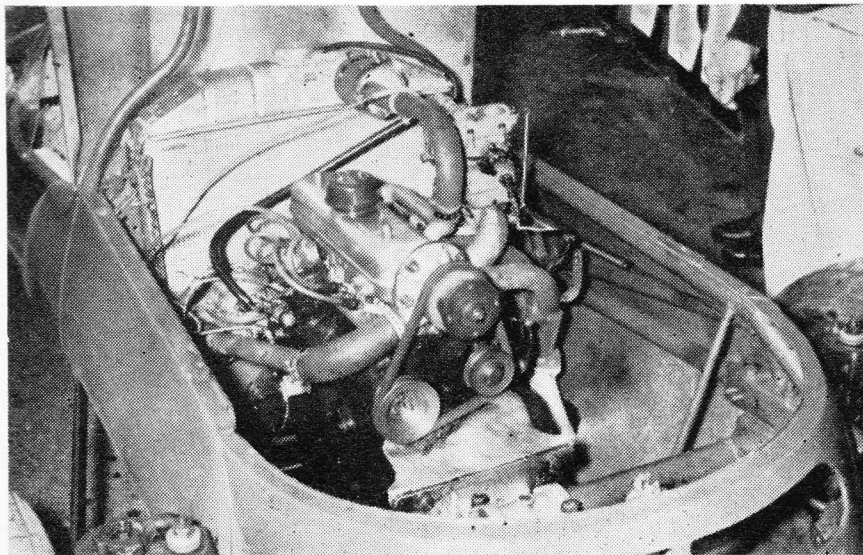


Stirling Moss agrees...

"On the race track and on the road all my cars have Ferodo Linings. I've seen Ferodo Linings made, seen them tested—and tested them myself in Grands Prix, rallies and record breaking. And I say Ferodo first every time."

See your garage about

FERODO ANTI-FADE BRAKE LININGS



THE FERRY FORMULA JUNIOR CAR

AT Monte Carlo and other venues, we have seen the little Ferry rear-engined car. I was recently able to examine this machine at the workshops of Pierre Ferry in Paris. Briefly, it is a Dauphine-based single-seater, but there is much more to it than that.

The chassis is fairly straightforward, a simple tubular frame uniting the *train avant* and the *train arrière* of the Renault. The engine is ahead of the swing axles and the gearbox behind, which has necessitated putting the crown wheel on the "wrong" side of the pinion. The box itself is the well-known Pons-Redelé 5-speed, and a rather ingenious arrangement is used to connect it to the gear lever without lost motion.

The engine employs the Gordini head, as the special Ferry head is not eligible under the regulations. The siamesed inlet ports now become the exhausts, however, and the four separate exhaust ports are used for two twin-choke carburetters. The regulations specify a crankshaft with the standard throw, but as the 845 c.c. engine is too small, the bore has been increased. At present, the capacity is up to 1,000 c.c., but a 1,100 c.c. unit is in preparation. For this, a good deal of metal is ground from the block, and the bigger liners are offset in two planes. Naturally, offset connecting rods must be used in this application.

Many of the special Ferry parts are used on this car, including the large brake drums which project right through the centre of the early-type Renault wheels. The present body is a bit of a "dog's dinner", having been cut about somewhat during cooling experiments. A much more shapely body was in preparation during my visit, and may now have been fitted.

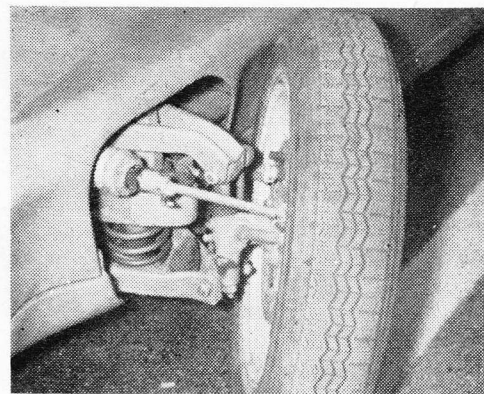
The Ferry is just the sort of car that Formula Junior was meant to encourage. It is to be hoped that, when it is fully developed, it may prove a match for the admittedly more costly Italian designs.

THE GEARBOX of the Renault Estafette gives a direct drive on top gear.

THE RENAULT ESTAFETTE

IT is not the policy of AUTOSPORT to review commercial vehicles. However, an entirely new range of delivery vans from Renault contains some features of great technical interest. The rear-engined chassis has many advantages for a small cheap saloon car, but it is not ideal for a van, where low loading through an unobstructed rear door is the main requirement. Obviously, front wheel drive is ideal for this purpose, since it clears the loading platform of all mechanism, and it is this form of design which the Régie Renault has espoused.

In this type of van, the driver and passenger sit right in the nose of the car, with the Dauphine engine between them. Of enormous interest is the gearbox, for it is the only front-drive unit in production that gives a direct drive on top gear. Powerful synchromesh is incorporated in all four speeds, and the final drive is by hypoid gears. The input shaft passes through the middle of the hypoid pinion, just beneath the output shaft. It will be realised that the differential is mounted on the back of the crown wheel, which makes no difference to its function but gives clearance for the input shaft from the clutch to pass through the centre of the hypoid pinion into the gearbox. On top gear, the input shaft is coupled



THE ENGINE (left) is a Renault Dauphine, one with the Gordini head. THE FRONT SUSPENSION (above) can be clearly seen in this photograph.

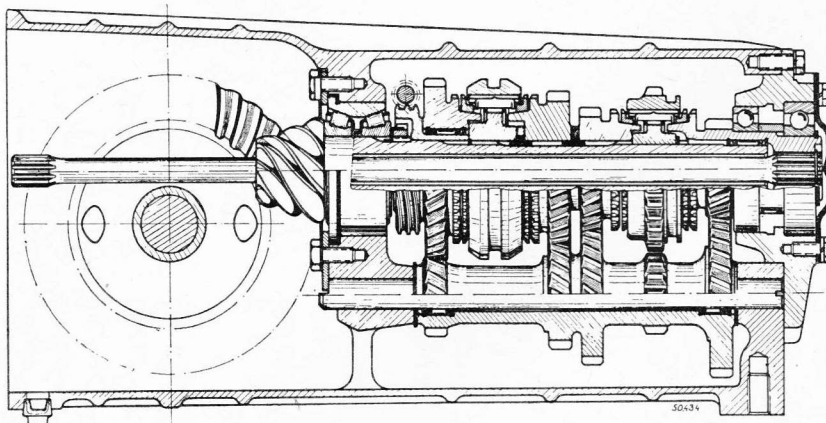
directly to the hypoid pinion by a synchronised dog clutch. The remaining constant mesh gears are similarly engaged, exactly as in any other four-speed synchromesh gearbox.

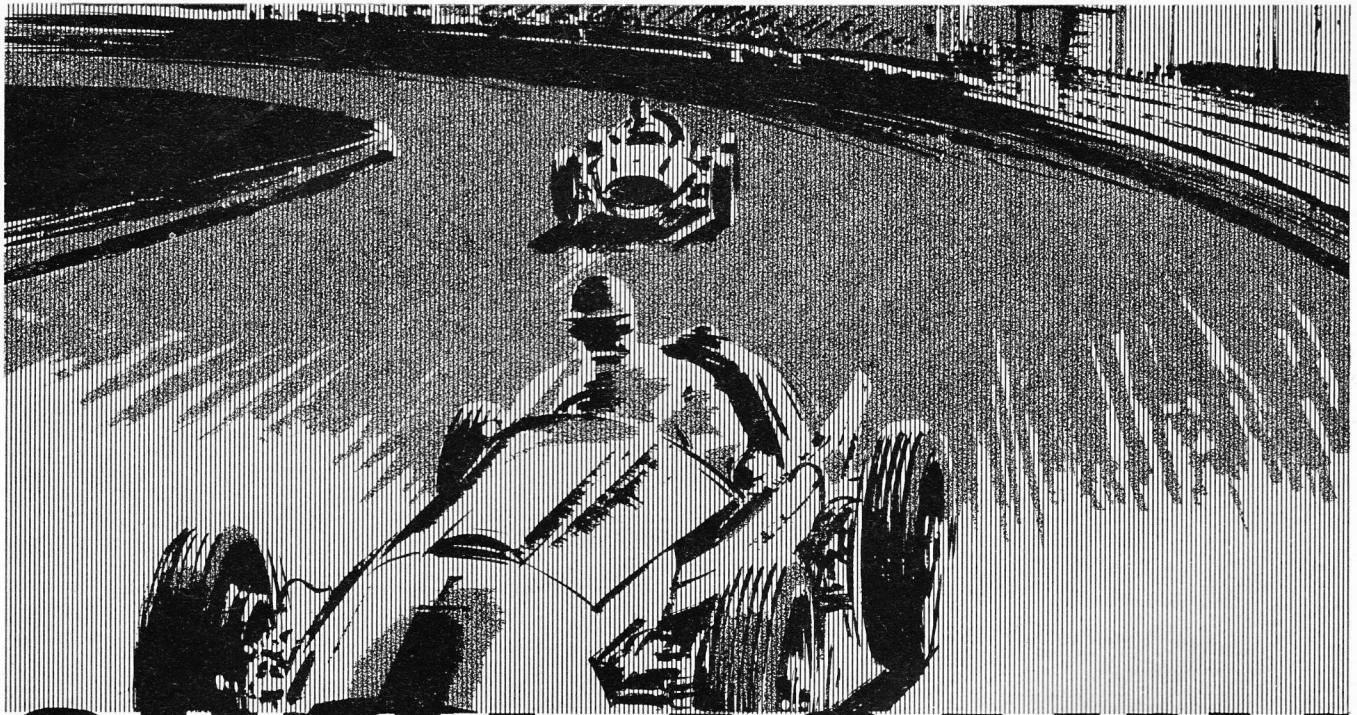
The importance of this design cannot be over-emphasized. All current front-drive cars have all-indirect gearboxes, which are a source of power loss and noise compared with the direct top gear. It is rather a coincidence, perhaps, that Louis Renault invented and patented the *prise directe* long, long ago. Another advantage of the new scheme is that the engine is carried lower than in the usual layout, where the shaft from the clutch runs above the output shaft and is coupled to the gearbox layshaft. Needless to say, this design could be applied to a rear-engined car, such as the Dauphine, and it would certainly be ideal for a racing car.

The front suspension is by sturdy wishbones, which carry the stub axles on ball joints. The half shafts have single Hookes joints at their input ends, double Hookes joints in line with the steering pivots, and large rubber couplings which absorb shocks in torsion. The rear suspension is by "dead" swing axles on vertical springs.

I have tested the Estafette in France, and cannot speak too highly of the new gearbox. It is completely silent on all gears, and the changes go through as quickly as the hand can be moved. The steering lock is so great that the vehicle can be turned round in just over twice its own length.

JOHN BOLSTER.





SHELL AGAIN!

at **AINTREE**

FORMULA II RACE

1st Cooper Borgward C. Bristow

(subject to official confirmation)

Also using Super Shell with I.C.A.



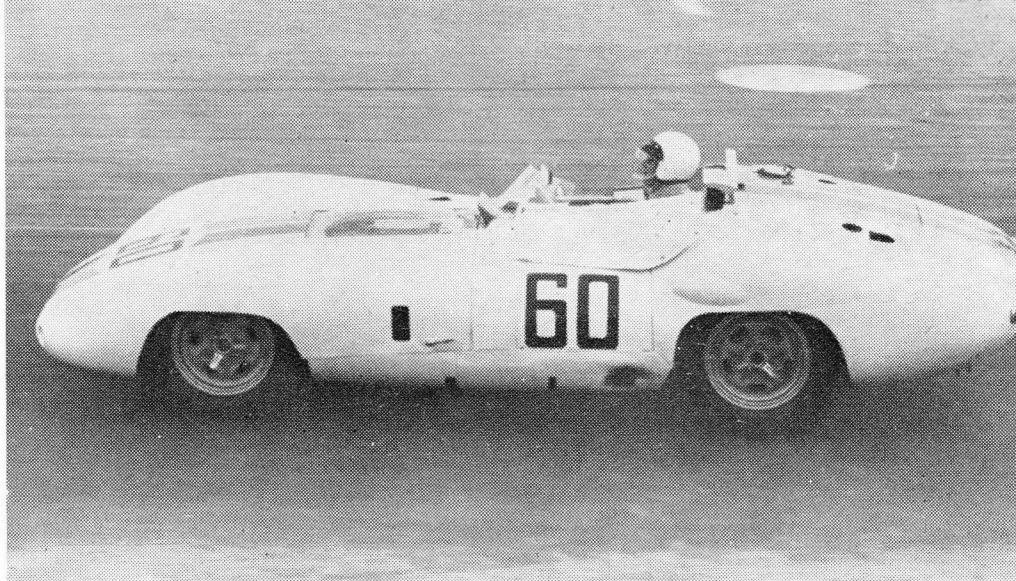
YOU CAN BE SURE OF X100

MOTOR OIL

ON HIS WAY to victory goes Walt Hansgen in Briggs Cunningham's Lister-Jaguar. Note the perspex 'window' over the engine.

WALT HANSGEN, fresh from his victories at Cumberland and Danville won the main event at the Bridgehampton Road Races. This national SCCA meeting attracted top-flight competition and provided dramatic spectacle for throngs of spectators during the Memorial Day weekend at this extensive and still new Road Race Centre. The kidney-shaped course demands about three miles of strenuous driving each lap with long downgrades and steep twisting climbs. There are no tight corners to pull down the speed. Stirling Moss bestowed the ultimate accolade on Bridgehampton last season when he termed it a "he-man's course".

Nineteen potent sports-racing machines started the 25-lap feature event on



Hansgen First Again At Bridgehampton

Yet another victory for Walt Hansgen
(Lister-Jaguar)

Story and Pictures by Ozzie Lyons

Sunday afternoon. Three Lister-Jaguars were entered by Briggs Cunningham; one for National Champion Hansgen, the team car to be driven by John Fitch, and the third to be piloted by Briggs himself. An Aston Martin DBR2, just bored out to 4.1 litres, had driver George Constantine and was reckoned a strong contender for top honours. Another Lister, fitted with a very special Corvette engine and handled by Fred Windridge was to prove very fast indeed and to achieve a most honorable third place overall. The immaculate black 3-litre Ferrari of Alan Connel kept company with veteran George Arents' handsome 250 GT coupe. Gaston Andrey and Bill Burroughs fielded Testa Rossas while John Cook and Charlie Kolb favoured Maseratis; a 300S and a 200S respectively. A two-litre Lotus Fifteen bore Seymore Kaback, and Warren Rohlfs drove the 1,500 c.c. edition. Bob Holbert had the only RSK there but there were five other Porsches plus a Lister-Bristol and a Ferrari Mondial.

At the start signal a furious sprint yielded the lead to Windridge. A record-breaking first lap saw Hansgen close up on the leader and Constantine press hard on their heels. The Chevy engine in Dick Stockton's Healey blew on this first lap. Hansgen passed Windridge, then Constantine did likewise. Less than two seconds separated the leaders for five laps. The Aston Martin was performing magnificently and although it drifted wider on the fast bends than did the Lister it gave the appearance of perfect co-ordination. From the 8th until the 12th lap Constantine was clearly in the lead and it seemed that Hansgen had met his master. Then the white Lister slipped ahead and kept first position until it reached the chequered flag eight seconds ahead of the slightly tiring Aston Martin.

BRITISH CARS BOTH. George Constantine drifts the DBR2 Aston Martin through one of the up-hill turns with Hansgen in close pursuit.

Hansgen's winning average speed was over 89 m.p.h. while Holbert, in the smallest engine class (FM), was fourth overall and won his class with an average of nearly 86 m.p.h. Connel took the 3-litre prize with 85 m.p.h. and Andrey the 2-litre cup with 83 m.p.h. A really splendid race.

For sheer struggle and brute force it would be hard to surpass the earlier race for production vehicles in classes B, C, D and E. In the field of 26 starters were nine Corvettes which put on a brave display, particularly on the downhill corners. Although an Austin-Healey and an AC-Bristol led for the first lap the cubic inches soon asserted themselves. On the third circuit Willoughby led while Jalbert in second place spun and was narrowly avoided by Tuerke. Jalbert went off course and on again just in time to collide with Dominiani, putting

both Corvettes out of commission.

The luxurious 3-litre Ferrari GT of Bob Grossman clung tight behind the two leaders, Willoughby and Tuerke, as they swapped first place around the course. On the sixth lap the Ferrari was brushed by Tuerke going through turn five as he assumed the lead and kept it till the end.

The preceding race (for classes GM and HM) yielded excellent competition between the Sebring Lotus, with Tom Fleming, and the Mark IV Elva driven by Frank Baptista. Frank finally managed to get in front of Tom, then spun off after three laps to let Tom back into the winner's spot and permit Art Tweedale in another Elva to take second. A fine duel went on between Jim Eichenlaub (OSCA 750) and Len Bastrup in a larger engined Lotus MK-9.

On Saturday afternoon four races were run off with promptness and precision. Harry Blanchard (Porsche GT) was overall winner in the first race. The next event, monopolized by 19 Alfas, was taken by Tom O'Brien.

The third race, with cars grouped by the new classification system, was a walk-away for George Arents in his Ferrari, his

(Continued on page 108)



BEARING NO RESEMBLANCE to any of the existing Rootes models, the Alpine has very pleasing and distinctive lines. This model (left) has the detachable hardtop in place and also has the optional wire wheels. Disc brakes are standard on the front wheels.

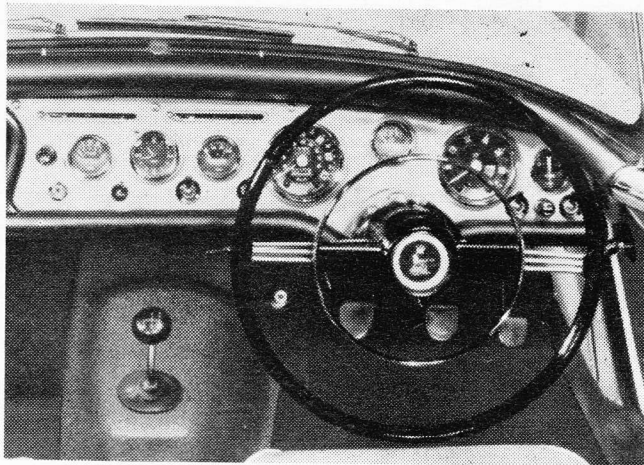
FOR some time now it has been known that the Rootes group were working on a new sports car to fit into the "under £1000" price range. This car, known as the Alpine, was introduced to the motoring world on Wednesday and it would seem certain that this little car is destined for a very warm reception.

The car is powered by a four cylinder, 1½-litre O.H.V. engine (79.0 x 76.2 m.m., 1494 c.c.) which produces 83.5 b.h.p. at 5,300 r.p.m. An aluminium cylinder head is used which gives excellent cooling characteristics. This allows a high compression ratio of 9.2:1 to be used. Two Zenith 36 W.I.P.2 downdraught carburettors are used and the exhaust system is streamlined to ensure maximum performance and fuel economy.

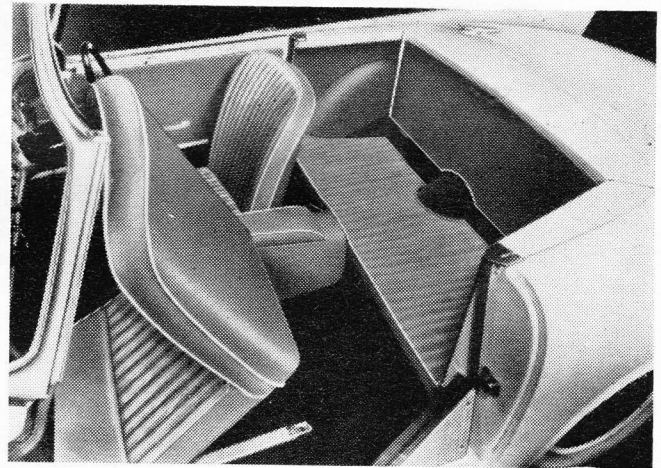
A close ratio four-speed gearbox is employed, with synchromesh on second,

The New Sunbeam Alpine

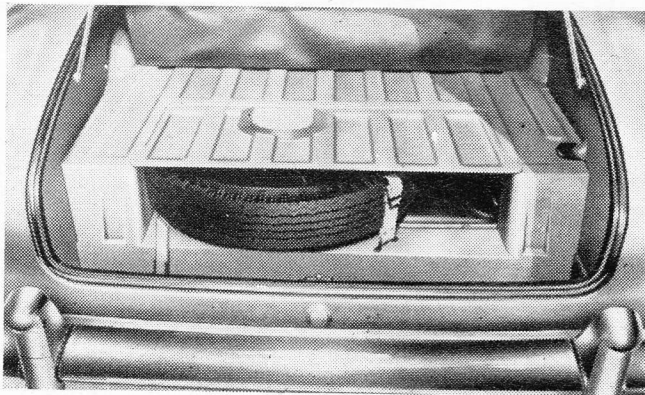
A 1½ litre Sports Car of completely new design



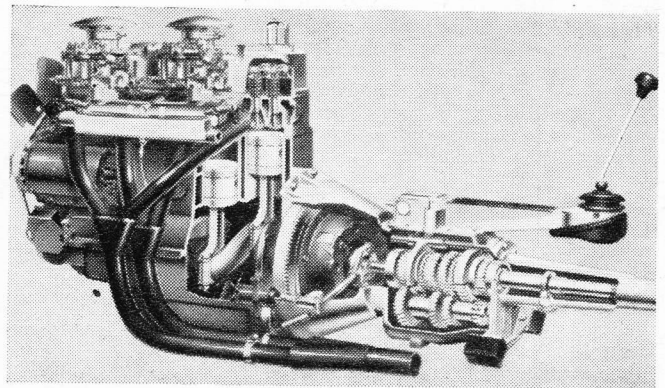
ALL THERE and nicely placed. The facia panel of the Alpine has been well thought out. Instruments include rev. counter, speedometer, clock, fuel gauge, screen washer, ammeter and temperature gauge.



THE OCCASIONAL SEAT behind the two front seats can be used for small children, additional luggage or one adult passenger if required. As can be seen the front seats hinge forward to give easy access to the back.



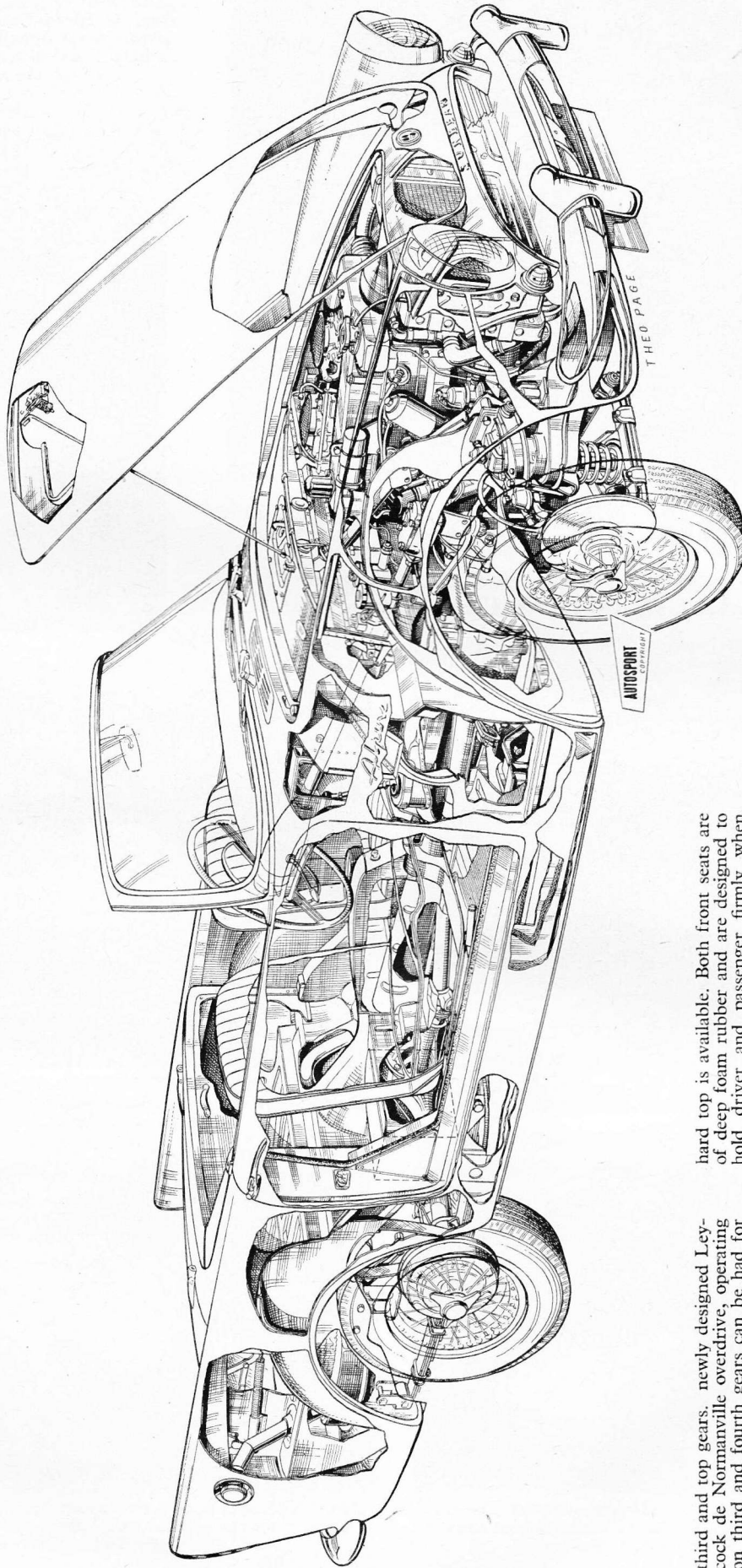
THE LUGGAGE COMPARTMENT is seen here, showing the stowage of the hood and spare wheel. As can be seen, with careful packing, a fair amount of luggage can be carried.



POWER UNIT. The four-cylinder engine develops 83.5 b.h.p. at 5,300 r.p.m. An aluminium cylinder head gives excellent cooling characteristics allowing a compression ratio of 9.2:1.

THE SUNBEAM ALPINE

An Exclusive Autosport Cutaway Drawing
by Theo Page



third and top gears. newly designed Leycock de Normanville overdrive, operating on third and fourth gears can be had for £60 4s. 2d. (inc. p.t.) if desired.

The brakes are Girling manufacture, being discs on the front and drum at the rear.

Sunbeam's considerable rally experience in rallies has been put to good use in the production of this car and the interior is comfortable and well appointed. A completely concealed fold-away hood and wind down side windows give the car good all-weather comfort. A detachable

hard top is available. Both front seats are of deep foam rubber and are designed to hold driver and passenger firmly when cornering. There is generous leg and elbow room, and there is an occasional seat behind the front seats. Between the front seats is a padded arm rest, concealing a lockable glove box. There is also a cubby box in the fascia panel.

Optional extras include the hard top, tonneau cover (£10), centre locking wire wheels (£38 5s.) and Road Speed tyres (£11 13s. 9d.). All prices include purchase tax.

Sunbeam Alpine. Price £685 plus £286 10s. purchase tax. Total £971 10s. Extra: Laycock de Normanville overdrive £60 4s. 2d. including purchase tax.

Engine: 4 cylinders 79.0 x 76.2 mm. (1,494 c.c.) Pushrod and rocker operated overhead valves. Compression ratio 9.2 to 1. 83.5 b.h.p. at 3,500 r.p.m. Twin Zenith carburettors.

Transmission: Borg and Beck single dry plate clutch. Four speed gearbox with synchromesh on 2nd, 3rd and 4th gears. Ratios: 1.0, 1.392, 2.141 and 3.346. Hardy Spicer open propeller shaft.

SPECIFICATION DATA

Semi-floating hypoid rear axle.
Chassis, front suspension. Independent coil spring with torsional anti-roll bar. Burman recirculating ball steering. Rear axle on semi-clip-ute springs. Armstrong telescopic shock absorbers at front. Armstrong lever arm at rear. Girling hydraulic disc brakes at front and leading and trailing shoe drums at rear. Total brake swept area: 295 sq. ins. 5.60 x 13 ins. tyres with pressed steel disc wheels. (Centre lock wire wheels optional extra.)

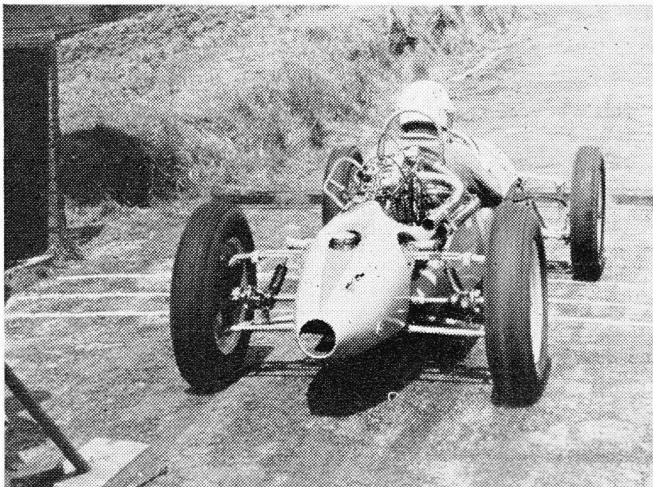
Electrical Equipment. Lucas 12-volt battery.

CONCENTRATING (left) at Cobbler's Bend is David Boshier-Jones, who defeated strong opposition to make b.t.d. BELOW: David Good's Cooper lifts a wheel on the way up.

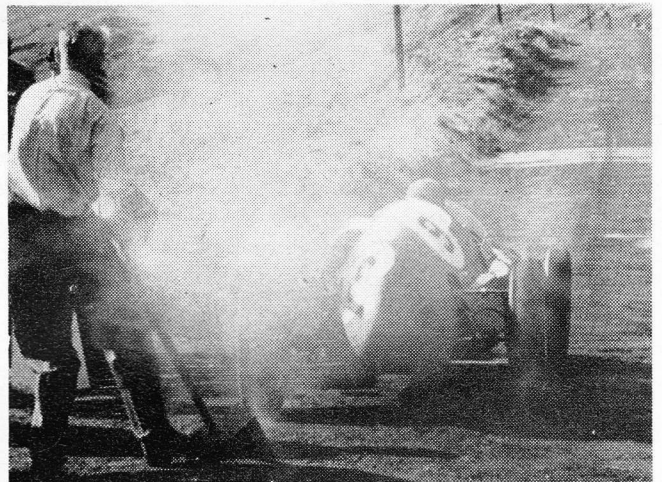


Rest And Be Thankful

D. Boshier-Jones Wins Scottish Round of the R.A.C. Hill-Climb Championship



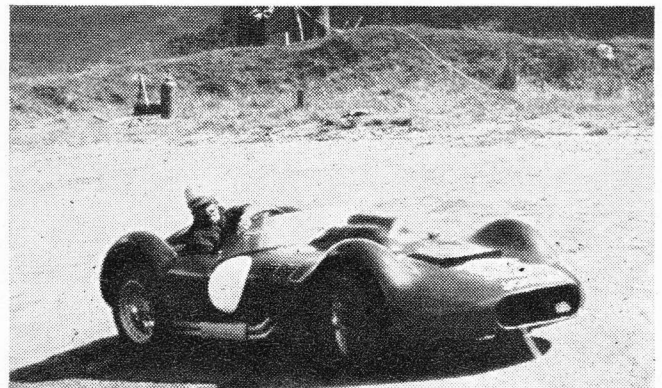
IF YOU START LIKE THIS, you stand a good chance of making a fast climb! David Boshier-Jones makes a clean getaway.



IF YOU START LIKE THIS, you'll probably break a half-shaft! Patsy Burt suffered this misfortune but not until she had made best ladies' time.



ONE VIEW of a sports car: Mike Christie, although "retired" from hill-climbing, goes very fast across Stone Bridge with his Lotus Elite.



ANOTHER VIEW of a sports car: Joshua Randles swings his Lister-Bristol through the final hairpin in the course of winning the 2-litre class.

IMMACULATE handling of the Border Reivers' Lister-Jaguar brought the honour of b.t.d. to Jim Clark. He is pictured hurling the big car into a left-hander Bill Bradshaw (A.C.-Bristol).

Hill Climbing Across The Border



Clark Fastest At Bo'ness

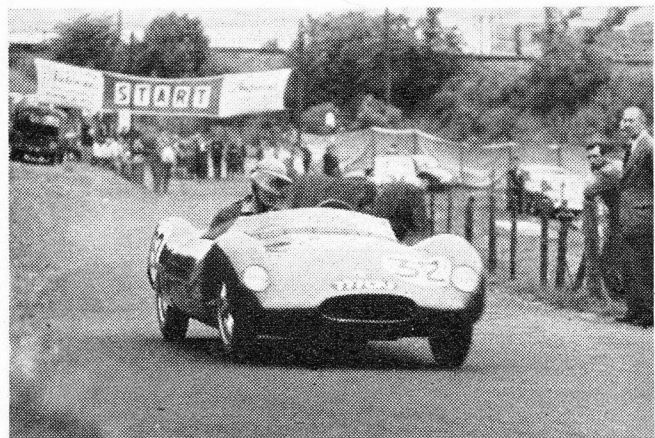
Border Reivers' Lister Beats the Opposition



ENTERING the Courtyard is G. F. Forrest, who recorded very fast runs in the small car class. The little car was impressively steady.



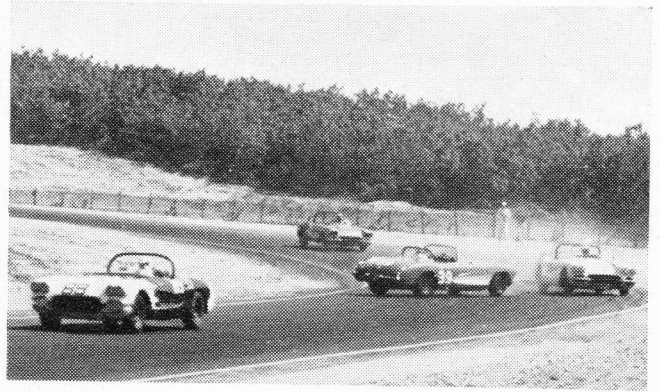
SURPRISING everyone with its very high speed the 1172 c.c. Osclyat in the hands of J. Veitch won the small class, in spite of raising the dust at Old Paddock Bend.



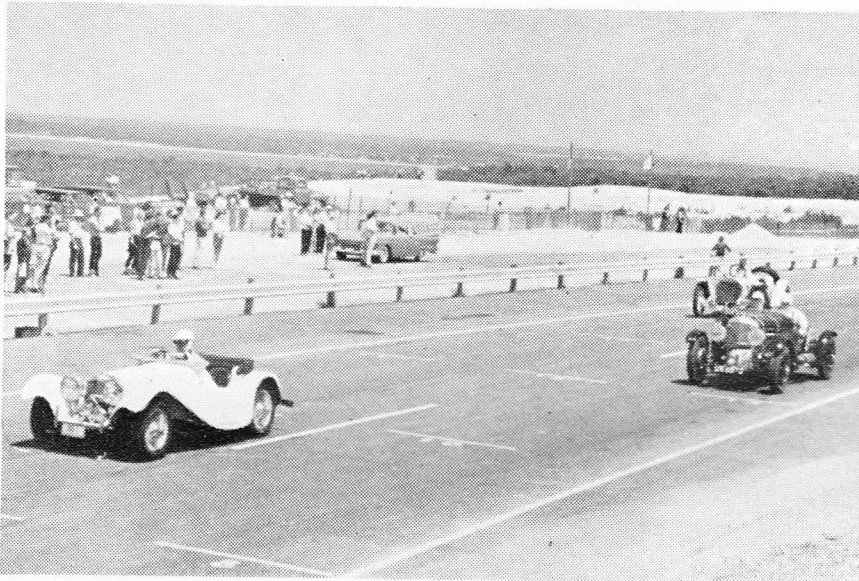
WINNER of his class was Ray Fielding, seen urging his Cooper into the first bend. Ray broke the sports car record, which was later beaten again by Clark.



CLARK AGAIN—this time in the Border Reivers' Le Mans Lotus Elite, with which he finished second in his class. Here he corners hard, entering the tricky Courtyard section.



CORVETTE CAPERS. Winner of Race Six, Roy Tuerke (99) (left) lays a smoke screen as he passes some other competitors. "STAND ON THE BINDERS, BOYS, somebody's not quite with us!" Dick Jalbert (right) in car number 39 spins mid-way through a bend.

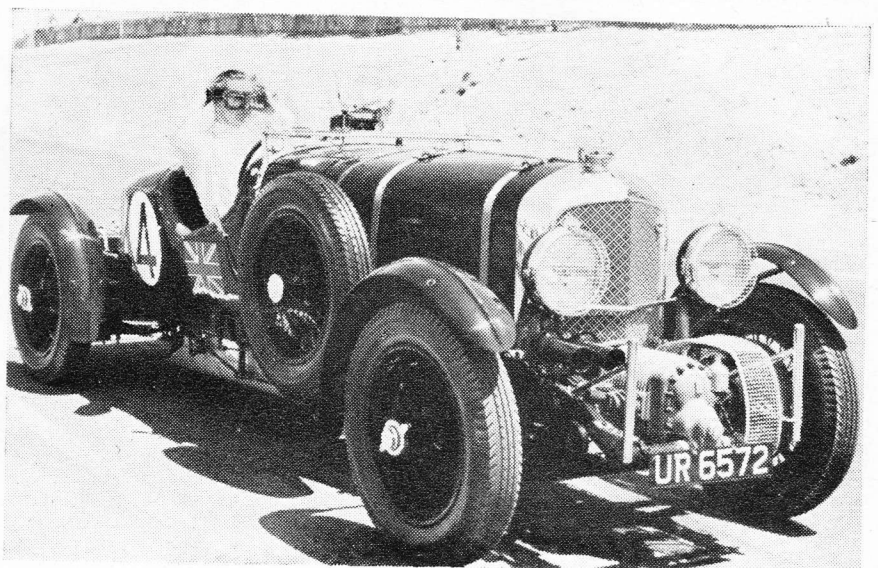


nearest rival being the half-litre Cooper driven by James Haynes! Then ensued a handicap race, led off by Robert Purdy in his M.G. TD and rounded out by Constantine's big Aston Martin which started 5 minutes and 20 seconds later. Announcer Art Peck had an hilarious time keeping track of the doings and shared the general surprise when the winner was declared; the popular and very successful Charlie Kolb in the bob-tail Cooper Climax.

The traditional contests for vintage sports cars brought out fourteen fine examples ranging from a 1911 Mercer to the 1937 Jaguar SS-100 with new XK 140 engine. Dave Garroway, a TV star, formerly raced this Jaguar in competition and he very proudly put it through its paces in the various match races and quarter-mile drag contests. Austin Clark, collector and automobile authority, brought out a 1923 Mercedes-Benz to match against Briggs Cunningham's 1914 Benz. Probably the most impressive car on the course was Charles Noble's blower Bentley in *concoors* condition, but another Bentley, the 4½ litre tourer driven by Sam Bailey, bested it several times. Overall top performer was clearly the blue 1928 Bugatti owned and driven by Dan Donoghue.

ANOTHER JAGUAR WIN! Dave Garroway (above) wins a drag race in his lovely SS100.

FAR FROM HOME, but in good hands (below) is the splendidly preserved blown 4½-litre Bentley of Charles Noble.



RESULTS

Race One. 20 laps. F, H, I, Prod: (Overall and FP): 1, Harry Blanchard (Porsche GT); 2, Bruce Jennings (Porsche GT); 3, John Nibert (Porsche GT Carr.). **HP:** 1, Ray Heppenstall (D-B). **IP:**

Race One A. 20 laps. G Prod: 1, Tom O'Brien; 1, Paul Richards (Fiat Abarth). 2, Charles Stoddard; 3, Reed Rollo (all Alfa-V).

Race Two. 10 laps. C-3, C-2, C-1, F-3: (Overall and C-3): 1, George Arents (Ferrari GT); 2, James Haynes (Cooper F-3); 3, George Fogg, III (Alfa SV Coupe). **C-2:** George Fogg, III. **C-1:** Ray Cuomo (Fiat Abarth). **F-3:** James Haynes.

Race Three. 10 laps, Handicap: 1, Charles Kolb (Cooper Climax GM); 2, Howard Hanna (D-B Coupe) HM; 3, George Constantine (Aston Martin DBR-2) CM.

Race Five. 15 laps. G and H Mod. (Overall and GM): 1, Thomas Fleming (Lotus Sebring); 2, Art Tweedale (Elva MK IV); 3, Charles Kolb (Lotus). **HM:** 1, James Eichenlaub (OSCA 750); 2, Briggs Cunningham (OSCA 748 c.c.); 3, Ray Cuomo (Fiat Zagato Abarth Monza).

Race Six. 20 laps. B, C, D, E Prod. (Overall): 1, Roy Tuerke (Corvette); 2, Bob Grossman (Ferrari 3-litre GT); 3, Robt. Willoughby (Corvette). **B Prod:** Roy Tuerke (Corvette). **C Prod:** Bob Grossman. **D Prod:** Fred Spross (AH-100). **E Prod:** Harry Carter (AC Bristol).

Race Seven. 25 laps. B, C, D, E, F, Mod: (Overall): 1, Walt Hansgen (Lister-Jaguar); 2, George Constantine (A-M DBR-2); 3, Fred Windridge (Lister-Corvette). **B Mod:** Fred Windridge. **C Mod:** Walt Hansgen. **D Mod:** Alan Connel, Jr. (Ferrari 3-litre). **E Mod:** Gaston Andrey (Ferrari TR-2). **F Mod:** Bob Holbert (Porsche RSK 718).

Vintage. 5 laps, 14½ miles: 1, Dan Donahue (Bugatti 1928), 60.01 m.p.h.; 2, Briggs Cunningham (Mercedes 1914); 3, Charles Adams (Alfa Sporster 1932); 4, Sam Bailey (Bentley 1928); 5, Charles Noble (Bentley 1931).

PONTIAC (6,300 c.c.) versus **Plymouth** (5,250 c.c.)—and the **Pontiac** (No. 75) won, driven by **J. R. Loxham**. The two monsters were attracted by the dead straight course, and driving the **Plymouth** was **Charles Tobin**, competing for the first time in 30 years.

THE estate roads and main drive of **Castle Howard**, one of **Yorkshire's** stateliest homes, provided an ideal course for the restricted speed hill climb held on 27th June jointly by the **Yorkshire Sports Car Club**, the **Yorkshire Centre of the B.A.R.C.** and the **East Yorkshire Car Club**.

The first event at the venue, the hill climb was over a gently climbing, twisting course of some 600 yards which finished along the frontage of the gigantic mansion itself. Part of the course was an estate road which was surfaced specially for the event and which, if a further length can be surfaced, provides great potentialities of a longer and better hill-climb. The amenities are perfect with a matchless view over the estate and lawns for paddocks and car parking.

The meeting drew an entry of 70 cars



Yorkshire's Castle Howard Sprint

Alan Ensoll ("D"-type Jaguar) Makes B.T.D.

from all over the North including all the well known competitors in Northern speed events. Best time of the day was made by **Alan Ensoll** in the **D-type Jaguar** in 26.03 seconds.

Particularly good performances were put up in some of the classes, including that of **K. Jones** in his **A35**, but **Howard Parkin** (modified **Dauphine**) approached

him more closely than most. Also very fast was **P. M. Bradley** in the **Morgan Plus Four** in 27.65 sec.—a time that beat a class which included a couple of twin-cams and an **Ace-Bristol**. **Gillie Tyrer** brought along a beautiful **DB4 Aston** with which he won the large sports car class.

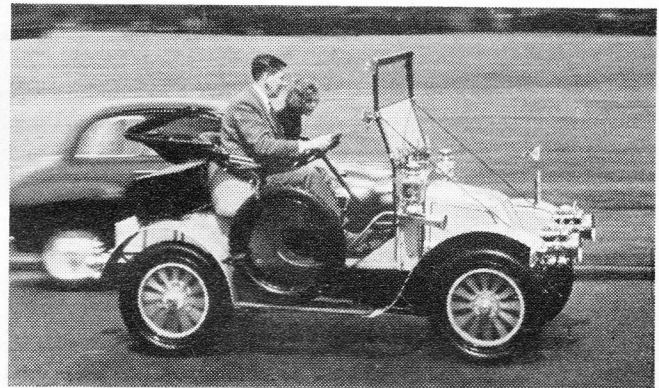
PROVISIONAL RESULTS

Best Time of the Day: **A. Ensoll** (Jaguar D-

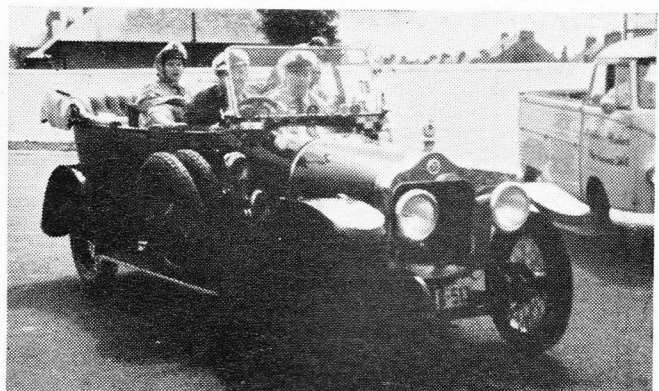
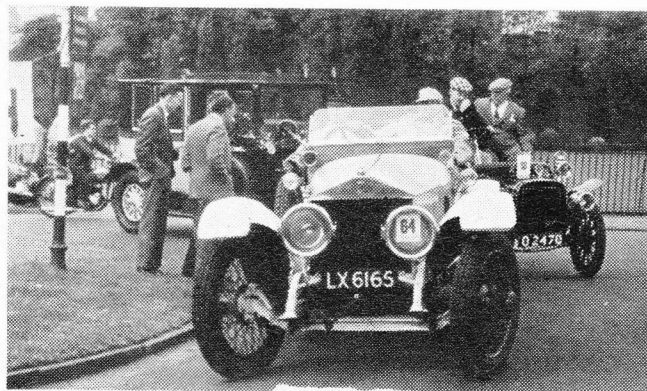
type) 26.03 sec. **Touring cars up to 950 c.c.:** **K. D. Jones** (Austin A35) 31.59. **Up to 1,300 c.c.:** **B. H. Redman** (Supercharged Minor 1000) 33.19. **Up to 1,900 c.c.:** **G. L. Thompson** (Volvo 122S) 31.55. **Over 1,900 c.c.:** **H. J. O'Connor-Rorke** (Jaguar 3.4) 29.12.

Sports cars, up to 950 c.c.: **H. O. Holliday** (Speedwell Sprite) 31.06. **Up to 1,500 c.c.:** **P. A. Sparrow** (M.G.A.) 30.94. **Up to 2,700 c.c.:** **P. M. Bradley** (Morgan Plus Four) 27.65. **Over 2,700 c.c.:** **G. Tyrer** (Aston-Martin DB4) 27.65. **Sports-racing cars up to 1,500 c.c.:** **J. H. Parkin** (Lotus Elite) 28.81. **Over 1,500 c.c.:** **J. V. Ropner** (Jaguar C-type) 26.39.

Specials, up to 1,600 c.c.: **N. H. Coates** (N.H.C. Special) 31.24. **Formule Libre:** **F. H. Harrison** (F.H.N. Special) 29.65.



Scenes From The Veteran Car Club's Scottish Rally



TOP (left): **P. S. Whaley's** 1914 40/50 **Rolls-Royce** clocks in at **Edinburgh**. **AT SPEED** along the route goes the 1908 **Renault** driven by **L. Telfor** (right). **BOTTOM** (left): **MAGNIFICENT** 1912 40/50 **Rolls Royce** of **R. M. and D. W. Neale** arrives in **Edinburgh** to finish the rally route. **RIGHT:** **FROM OSLO** came this fine 1913 **Minerva**, entered by **Scandinavian enthusiasts G. C. Prosch and H. F. Dahl**.

START AND FINISH ON
MARTELL BRANDY

AUTOSPORT, JULY 24, 1959

AT THE START of Race B, Colin Murray spins the rear wheels of the J.B.W.-Maserati as he leaves the line in company with Billy Lacy (Porsche) and Bill Bradshaw (A.C.-Bristol).

Sammy Moore and Paddy Hopkirk in Austin-Healey Sprites were coming up fast through the field.

Some rather spectacular cornering was witnessed on the tricky left-hander in Dunboyne village. Harry Lindsay spun the 650 B.S.A. engined-Leprechaun, and later in the proceedings Arthur O'Leary followed suit in the 1089 T.R.S. Dan McAllister and Kevin Monks both driving Triumph TR2s had a nasty slide apiece, but both controlled their cars beautifully.

FOR the third year in succession rain was the most predominant feature of the Leinster Motor Club's annual Leinster Trophy race. The 1957 event was washed out at Wicklow, and when the Leinster Club moved to the new 4-mile circuit at Dunboyne, Co. Meath, last year the rain came too. This year the weather was as bad as ever and it was particularly disappointing, as Ireland had been basking in Continental sunshine for the past few weeks.

Last year at Dunboyne the cars travelled the course in a clockwise direction, but this year following several road improvements by the Meath County Council it

A WET LEINSTER TROPHY

R. A. Jamieson (Berkeley) wins

Trophy Race

Foxrock, Co. Dublin, led in his weird "Disco-Volante" looking, 1089 Fiat Special. Even at an early stage it was obvious that Bob Jamieson in the beautiful little 692 Berkeley Coupe, and

As the rains continued to pour down relentlessly the sports car drivers used their headlights to warn slower drivers of their intentions to overtake.

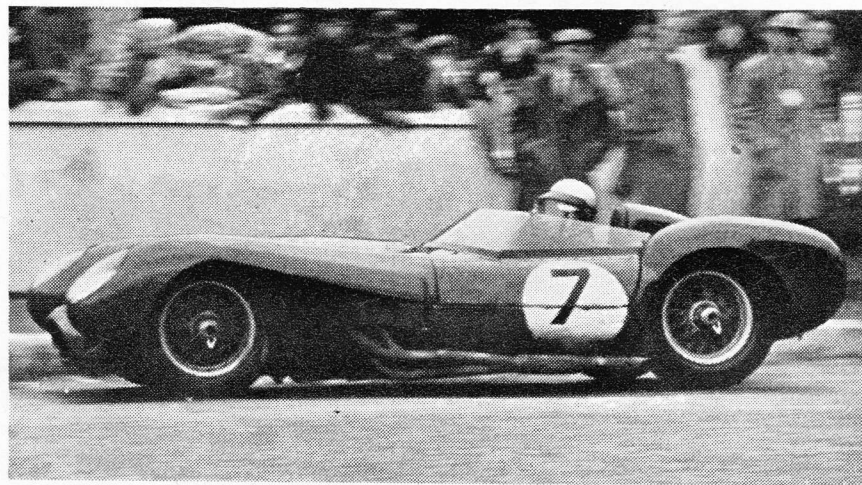
On lap 16 Jamieson in the Berkeley flashed by Gale, just past the pits, to go into the lead and all eyes were now on Belfastman Paddy Hopkirk who was coming up through the field onto the leader-board in his Speedwell-modded Sprite.

Jamieson retained his lead and finished 10 seconds ahead of the Belfast Sprite driver Sammy Moore, who was followed by Paddy Hopkirk, some 10 seconds behind.

Hopkirk was the fastest finisher at an average of 71.91 m.p.h. and Gerry Kinnane in the 500 Norton engined-G.R.M. made fastest lap at 75.63 m.p.h. before retiring with a puncture. Of the 20 starters, 15 finished.

The rain continued to fall steadily as the faster cars lined up on the grid. It was just one of those days when power was an embarrassment, and even before the big cars started it looked as though Jamieson in the little Berkeley was the winner on overall handicap of the Leinster Trophy.

Brian Naylor was the scratch man in his 1½-litre Cooper-Climax, which he drove instead of his 3-litre J.B.W.-Ferrari. His lap of over 90 m.p.h. the previous night was five miles better than

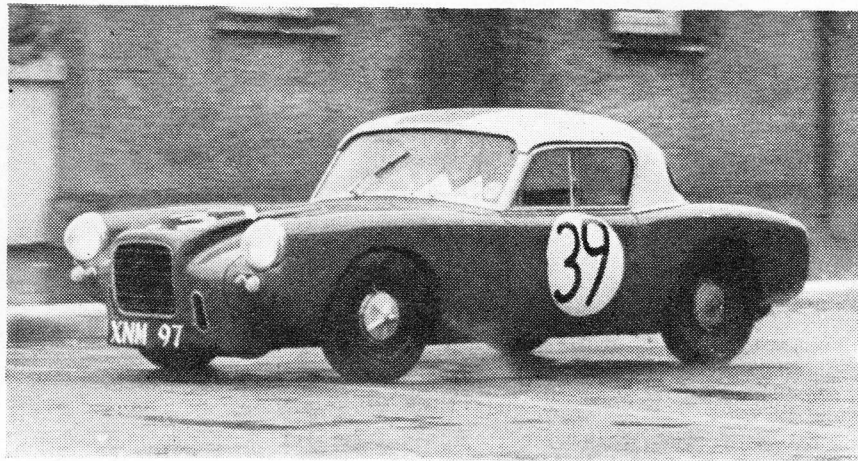


COLIN MURRAY (above) sweeps the J.B.W.-Maserati through Dunboyne village. TROPHY WINNER (below) Bob Jamieson splashes through the village in the little Berkeley.

was decided to run them in the opposite direction. That this venture was highly successful was proved in Friday evening's practice session by Brian Naylor, who lapped in his 1½-litre Cooper-Climax at fractionally under 91 m.p.h.

For the first time the Leinster Motor Club had found a sponsor for their race. M. Michael Martell, patron of the world-famous French Brandy firm, very generously presented the Club with a cheque for £350, which enabled them to offer more attractive prize money and thus attract more "foreign" entries.

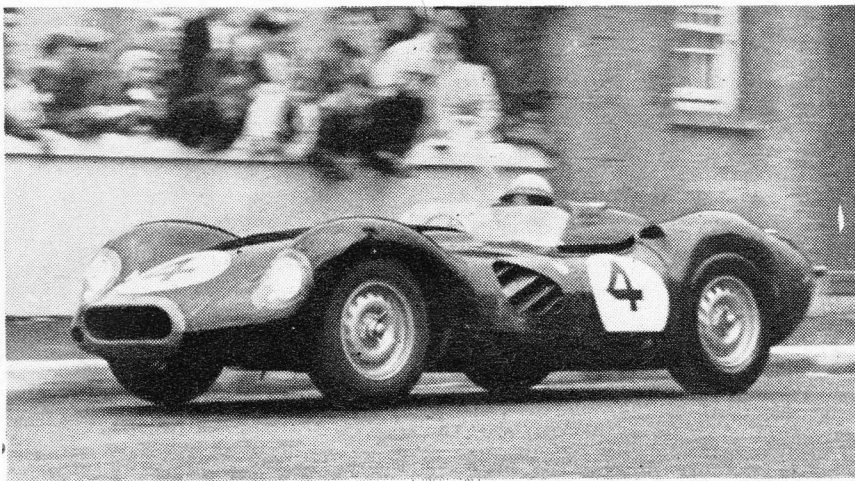
For the last two years the Leinster Trophy has been divided into two separate races, Race A for the slower cars, and Race B for the more potent machinery. At slightly after 2.45 p.m. on Saturday, 11th July, the first group of cars left the grid at Dunboyne. The start was a trifle chaotic. Cars revving on the line drowned out the drivers briefing, which was being given over the P.A. by race secretary Jim Byrne, and in the midst of all the confusion the National Anthem was forgotten, and was being played as the second group of cars got under way. From the start, limitman, J. Gale of



his set handicap speed, but this fantastic lap was set up on dry roads. Ken Jack crashed his Cooper-Climax in practice the previous night and was a non-starter. John Pringle of Bangor offered his 2.2-litre Cooper Climax to the Londoner, but Jack for some reason or another, joined the ranks of non-starters. Another notable non-runner was Mike Salmon with his "D"-Type Jaguar.

John Crossle, in his beautifully constructed and prepared 1172 c.c. Crossle-Ford, went into an early lead and continued to draw away from John Derisley who was off the same mark, in his 1172 Lotus. Crossle also pulled away from fellow Belfastman and Ford Special conductors, Graham and Henderson, who were off the same mark also. Another car off the same mark was Dave Hitches' very fleet Lotus but the Londoner was forced to retire on the first lap.

Naylor and Bekaert were turning on the power and Bekaert lapped on his



The rain had ruined the chances of the cars in Race A and Jameson was the winner of the Leinster Trophy with only Bleakley, the winner of the "fast" race, getting into the first six overall.

Despite the bad weather it was an enjoyable event with no serious mishaps. A good crowd turned out and the Dunboyne publicans did a "roaring trade" afterwards.

BRIAN FOLEY.

RESULTS

Race B: 1, R. A. Jamieson (692 Berkeley), handicap 3 laps 1½ min., 70.13 m.p.h.; 2, S. Moore (948 Austin-Healey) 3 laps 1½ min.; 3, P. B. Hopkirk (948 Austin-Healey) 3 laps ½ min.; 4, C. B. Carter (1489 M.G.) 3 laps 2 min.; 5, D. F. B. McAllister (1991 Triumph) 3 laps ½ min.; 6, D. R. Hunter (1498 M.G. s/c) 3 laps 2 min. **Fastest lap:** G. L. Kinnane (499 G.R.M.), 75.63 m.p.h. **Fastest finisher:** Hopkirk, 71.91 m.p.h.

Race A: 1, R. B. Bleakley (1172 Ford-Willment) 2 laps 2 min., 72.03 m.p.h.; 2, J. L. Crossle (1172 Crossle-Ford) 2 laps 2½ min.; 3, R. A. V. Staples (1991 A.C.) 2 laps 1 min.; 4, W. E. T. Bradshaw (1971 A.C.-Bristol) 2 laps; 5, W. D. Lacy (1498 Porsche Carrera) 2 laps; 6, N. Henderson (1172 Ford Special) 2 laps 2½ min. **Fastest lap:** J. B. Naylor (1497 Cooper-Climax), 80.45 m.p.h. **Fastest finisher:** J. Bekaert (3781 Lister-Jaguar), 77.13 m.p.h.

Leinster Trophy (handicap award based on combined times): 1, R. A. Jamieson (692 Berkeley); 2, S. Moore (948 Austin-Healey); 3, P. B. Hopkirk (948 Austin-Healey); 4, C. B. Carter (1489 M.G.); 5, D. F. B. McAllister (1991 Triumph); 6, R. B. Bleakley (1172 Ford-Willment).

Goodyear Trophy (Scratch): 1, J. Bekaert (3781 Lister-Jaguar), 77.13 m.p.h.; 2, C. Murray (1994 J.B.W.-Maserati); 3, M. Templeton (1475 Lotus).

Mervyn White Trophy (fastest lap): J. B. Naylor (1475 Cooper-Climax), 80.45 m.p.h. **Smithfield Trophy (best Irish driver):** D. F. B. McAllister (1991 Triumph). **Frank O'Reilly Trophy (best Leinster Club member other than above award winner):** D. R. Hunter (1489 M.G. s/c). **One-Make Team Award:** Ford (Bleakley, Crossle and Henderson). **Club Team Award:** Motor Enthusiasts' Club, Dublin (Bradshaw, Lacy and Murray).



***BIGGEST CAR** in the race was John Bekaert's Lister-Jaguar (above) in which he won the Goodyear Trophy. **BOB JAMIESON** grins happily as he stands (left) beside **M. Martell**, whose firm sponsored the race.*

fourth tour at 80.36 m.p.h., but on lap six Naylor had the satisfaction of setting up fastest lap at 80.45 m.p.h.

Bekaert pulled into the pits for a brief stop to have some dented aluminium pulled away from his offside front wheel. He had just left the pits when Naylor came in and after a hurried consultation with his pit personnel, he had to retire the Cooper with an old Cooper-Climax malady, transmission trouble.

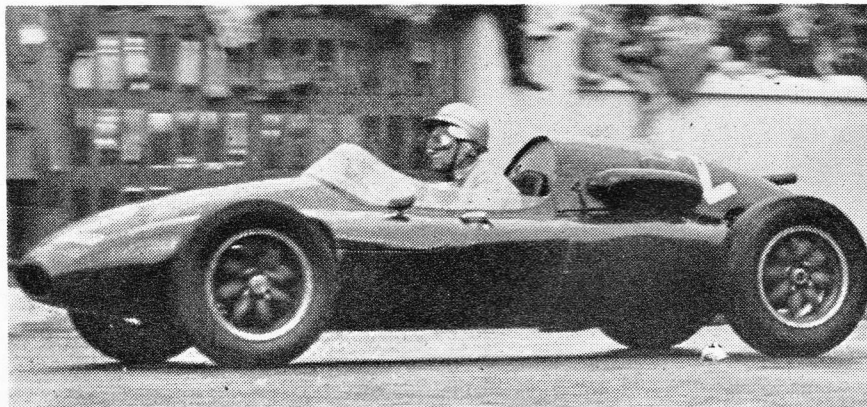
Other retirements were Gerry Ashmore in the "D"-type Jaguar and Jack Slater's Lotus. The latter car had an argument with the railway bridge railings and although the car was badly damaged, Slater was unhurt. Bill Bradshaw in his A.C.-Bristol was pulling away from fellow Dubliner Billy Lacy who was driving Nigel O'Flaherty's 1½-litre Porsche Carrera.

On the last lap, on the very last corner, Brian Bleakley, driving his 1172 Ford monoposto, with Willment I.O.E. head, took John Crossle in his side-valve Crossle-Ford to win Race A by the

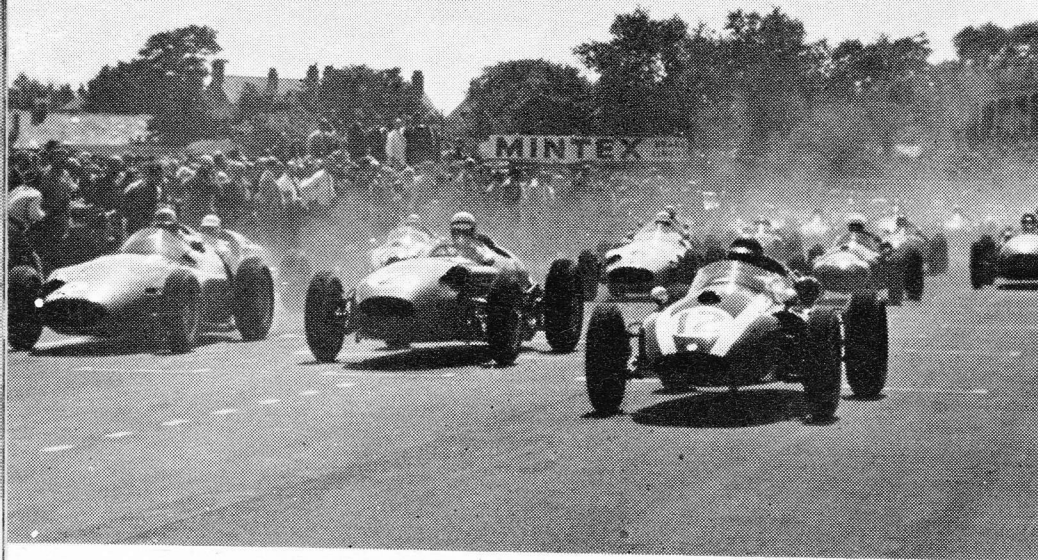
***OUT OF LUCK.** Brian Naylor is seen here in his F2 Cooper-Climax. He was forced to retire with transmission trouble.*

narrow margin of 3 seconds. Third was the English A.C. driver, Bob Staples and Bradshaw and Lacy were next up.

Bekaert and Colin Murray, driving the ex-Naylor J.B.W.-Maserati, could not beat the handicappers in the rain but were first and second, with Malcolm Templeton third, on scratch in his Lotus.



ALL THE FURY and excitement of the start of a Grand Prix is evident in this picture. Already Jack Brabham (12) has gone ahead, leaving Harry Schell (B.R.M.) and Roy Salvadori (Aston Martin).



THE British Grand Prix at Aintree last Saturday was a thriller if ever there was one. World Championship leader Jack Brabham was in irresistible form and led from start to finish in his Cooper-Climax, to win at the record speed of 89.88 m.p.h. by 22.2 seconds from Stirling Moss (B.R.M.). In this record-breaking *grande epreuve*, Moss and the New Zealander Bruce McLaren (Cooper-Climax) both returned figures of 1 min. 57 secs. (92.31 m.p.h.), during a closing-laps struggle which had the huge crowd jumping up and down with excitement.

Moss, who was rapidly overhauling Brabham, had to stop on his 50th lap to change rear wheels. Then, to the dismay of his supporters, he came in 16 tours later and took on a few gallons of fuel. Brabham had also been signalled in for tyres, but apparently decided to carry on non-stop. This meant that he had to go very carefully during the closing stages, and risk being caught by the flying B.R.M. However, Stirling had his work cut out to hold off Bruce McLaren, who drove the greatest race of his brief career, and finished just one-fifth of a second behind the light green car. Into fourth place came Harry Schell (B.R.M.), one lap behind, who also had to make a wheel change, followed by the very consistent Maurice Trintignant (Cooper-Climax) and Roy Salvadori (Aston Martin).

It was a good day for B.R.P., Chris Bristow (Cooper-Borgward) being the first F2 driver, averaging 83.14 m.p.h., and making fastest lap with 2 mins. 05.8 secs. (83.14 m.p.h.).

Jack Brabham now has 27 points in the Drivers' Championship of the World, and Cooper-Climax lead the Constructors' table with 26 points. The Vanwall was most disappointing, and Tony Brooks was never in the picture, retiring after 12 laps with chronic fuel-injection troubles.

WET weather kept down Thursday's practice times, best being Stirling Moss in his light-green-painted B.R.M., with 2 mins. 08 secs. Friday was dull and stuffy, but the rain held off for the Grand Prix session. Aston Martins supplied the main sensation, for Roy Salvadori tied with Jack Brabham (Cooper-

Climax, for best time of the day—1 min. 58.0 secs. Joining them in the front row of the starting grid was Harry Schell (B.R.M.) with 1 min. 59.2 secs., a time which was equalled by Maurice Trintignant in Rob Walker's Cooper-Climax. Then came Masten Gregory (Cooper-Climax) with 1 min. 59.4 secs., and Stirling Moss (B.R.M.), Carroll Shelby (Aston Martin) and Bruce McLaren (Cooper-Climax), who all did 1 min. 59.6 secs.

Moss had some clutch bothers, whilst Tony Brooks's Vanwall seemed to be in trouble with the fuel injection settings, for his best time was 2 mins. 04.6 secs., which put him back in the seventh row of the grid, with the F2 Cooper-Borgwards of Ivor Bueb and Chris Bristow. Jack Fairman did a creditable 2 mins. 04.2 secs. with the 2.2-litre Cooper-Climax of Tommy Atkins, whilst Ian Burgess got one of the Centro-Sud Cooper-Maseratis round in 2 mins. 3.0 secs.—2.6 secs. quicker than team-mate Hans Herrmann in a similar car. The Brazilian Fritz d'Orey rather surprisingly qualified with his outdated Maserati.

Race day dawned wet and miserable, with leaden skies and an oppressive atmosphere suggesting thunderstorms on the way. The absence of Ferrari and Aston Martin tended to rob the sports car race of much of its interest, but the

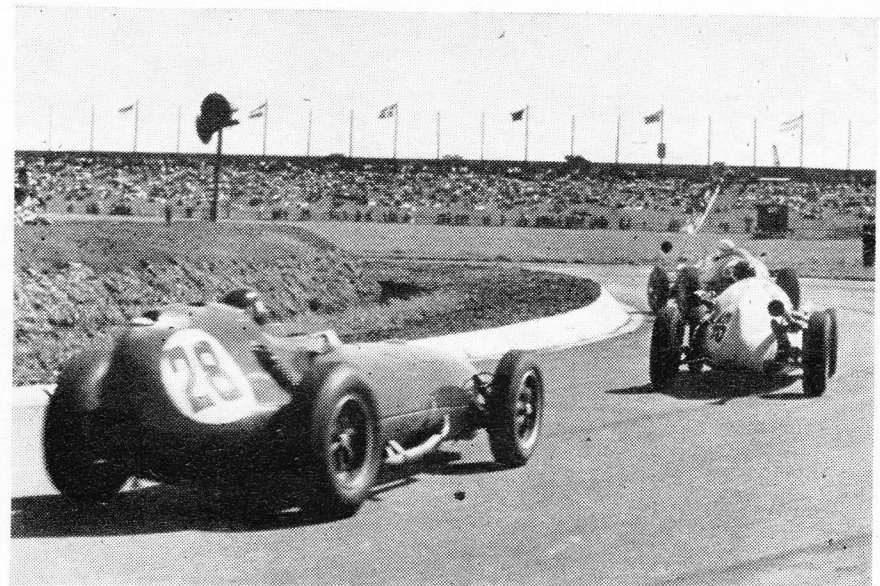
keen rivalry of B.R.M., Cooper and Aston Martin made up for the withdrawal of the Maranello machines in the Grand Prix. The 24 cars lined up as follows:—

Jack Brabham (Cooper-Climax) 1m. 58.0s.	Roy Salvadori (Aston Martin) 1m. 58.0s.	Harry Schell (B.R.M.) 1m. 59.2s.
Maurice Trintignant (Cooper-Climax) 1m. 59.2s.	Masten Gregory (Cooper-Climax) 1m. 59.4s.	
Carroll Shelby (Aston Martin) 1m. 59.6s.	Stirling Moss (B.R.M.) 1m. 59.6s.	Bruce McLaren (Cooper-Climax) 1m. 59.6s.
Graham Hill (Lotus-Climax) 2m. 00s.	Joakim Bonnier (B.R.M.) 2m. 00s.	
Ron Flockhart (B.R.M.) 2m. 00.2s.	Innes Ireland (Lotus-Climax) 2m. 02.8s.	Ian Burgess (Cooper-Maserati) 2m. 03.0s.

Brabham's British Great Victory For Australian In Cooper With B.R.M.: Remarkable By Gregor Grant Photography by

Brian Naylor (J.B.W.-Maserati) 2m. 03.0s.	Jack Fairman (Cooper-Climax) 2m. 03.0s.
Chris Bristow (Cooper-Borgward F2) 2m. 04.4s.	Tony Brooks (Vanwall) 2m. 04.6s.
	Ivor Bueb (Cooper-Borgward F2) 2m. 04.8s.
Hans Herrmann (Cooper-Maserati) 2m. 05.6s.	F. d'Orey (Maserati) 2m. 05.6s.
Henry Taylor (Cooper-Climax F2) 2m. 05.6s.	David Piper (Lotus-Climax F2) 2m. 06s.
Peter Ashdown (Lotus-Climax F2) 2m. 06.2s.	Michael Taylor (Cooper-Climax F2) 2m. 07.0s.

Fortunately the storm which had descended on the sports car race abated, and the Grand Prix cars lined up in brilliant sunshine, after the drivers had done a *tour d'honneur* in a fleet of white Austin-Healey Sprites. The huge stands were packed to capacity, and there was a general air of anticipation in the coming battle for Championship honours.

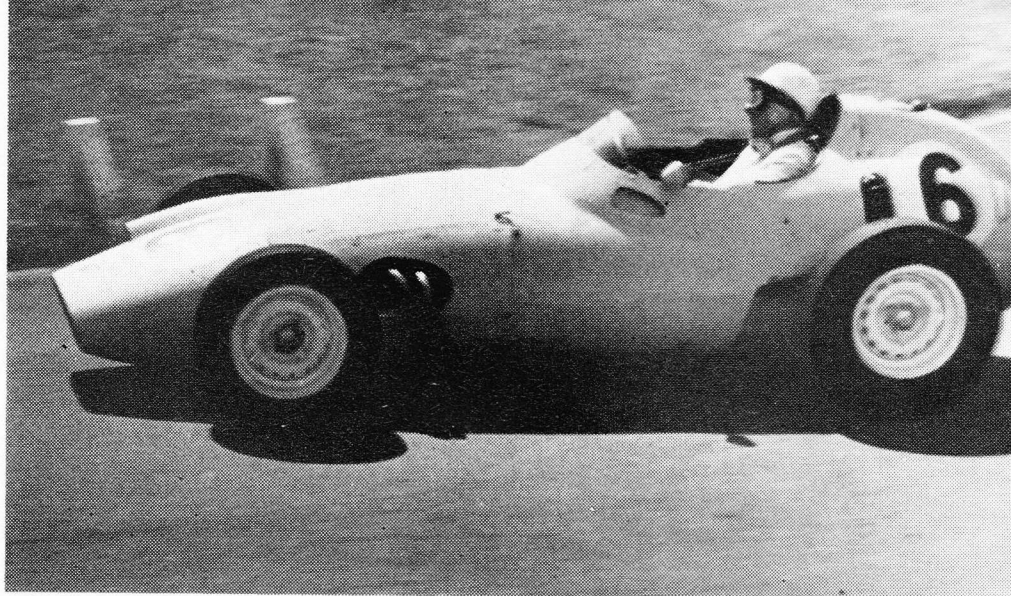


THREE LINE UP for Cottage: Roy Salvadori's Aston Martin leads the Formula 2 Cooper-Borgward of Ivor Bueb and Graham Hill's Lotus F1 into the first of the two left-handers on the tight circuit.

MOSS AT ANCHOR—even if he's by no means stationary! Stirling Moss swings the British Racing Partnership's B.R.M. through the tight right-hander during his race-long chase of Jack Brabham.

The flag dropped precisely at 2.30 p.m., and the 24 cars surged forward, with the exception of David Piper (Lotus-Climax) who went straight to his pits to sort out ignition bothers, and started two laps in arrears. Hans Herrmann (Cooper-Maserati) was slow off the line, the car being reluctant to fire on all four cylinders.

Jack Brabham immediately seized the lead, followed closely by Harry Schell (B.R.M.), Joe Bonnier (B.R.M.), Masten Gregory (Cooper-Climax), Maurice Trintignant (Cooper-Climax), Stirling Moss (B.R.M.) and Bruce McLaren (Cooper-Climax). To the great disappointment of Aston Martin fans, Carroll Shelby made a brief stop on his second lap to report



British Grand Prix

Cooper-Climax: Stirling Moss's Vain Bid

Drive By Bruce McLaren

and Martyn Watkins

by Francis Penn

an oil leak. Jack Fairman (2.2 Cooper-Climax) revolved at Bechers, but continued, and Peter Ashdown (Cooper-Climax F2) did likewise at Anchor Crossing.

On lap 3 Roy Salvadori (Aston Martin) dropped from ninth to 13th place after a quick pit-stop to get rid of his visor. Brabham gradually increased his lead, and with three laps on the board was 5 seconds in front of Schell. Moss closed on Gregory, and there was the prospect of three B.R.M.s chasing the Australian. However, Masten held off Stirling for lap after lap, and the race pattern evolved into a thrilling struggle featuring Gregory, Moss, Schell, Trintignant and McLaren—with Brabham in complete command of the situation.

At five laps, Jack led Schell by 11.2 secs., averaging over 88 m.p.h. The F2 cars were led by Chris Bristow (Cooper-Borgward), chased by Henry Taylor in Tim Parnell's Cooper-Climax, in 14th

and 15th places respectively. Salvadori took Tony Brooks's Vanwall for 12th place, and began to close up on Brian Naylor (J.B.W.-Maserati) and Ron Flockhart (B.R.M.).

Cool, calm and collected, Jack Brabham continued to increase his lead. His driving was immaculate, and showed why he is leading the World Championship table. Moss eventually slipped past his rivals to take third place behind Schell, and Masten Gregory scuttled ahead of Bonnier, who was threatened by both Trintignant and McLaren. Some distance behind this group came Graham Hill (Lotus-Climax), Ron Flockhart (B.R.M.), Roy Salvadori (Aston Martin) and Innes Ireland (Lotus-Climax). Bristow and Henry Taylor continued to fight it out for F2 honours, the former leading the Centro-Sud Cooper-Maseratis of Ian Burgess and Hans Herrmann. Fritz d'Orey was putting up a brave show in his Maserati, the only 100 per cent foreign machine in the race.

On the ninth lap Moss snapped past Schell to challenge Brabham, now 14 seconds in front. Trintignant led Bonnier, McLaren and Gregory in that order, whilst Salvadori was almost wheel-to-wheel with Flockhart. On lap 11 Graham Hill revolved at Tatt's, but continued without dropping a place. The slower cars were already being "doubled"

by the leaders, and with 12 laps covered, Brabham was practically on the tail of Bristow's Cooper-Borgward, the leading F2 machine.

Moss was not gaining on the Australian, and Trintignant began to draw away from Schell to hold third place. Brooks, who had been going slower and slower, called it a day with persistent misfiring. Then Bruce McLaren sharply closed up on Schell, drawing well away from both Bonnier and Gregory. Just behind, Salvadori took Graham Hill for eighth place, whilst both Michael Taylor (Cooper-Climax) and Brian Naylor (J.B.W.-Maserati) made pit stops. Hans Herrmann was also in trouble with his Cooper-Maserati.

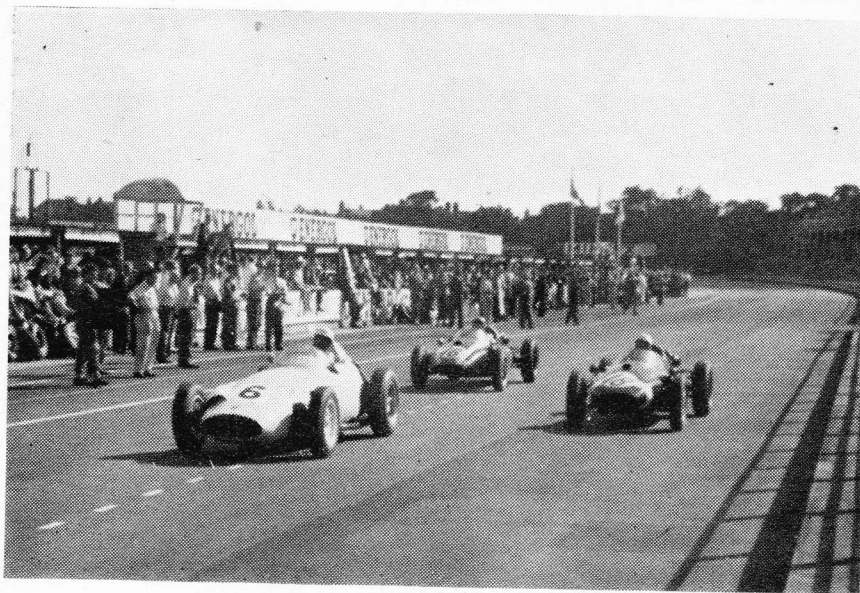
With 20 laps covered, the race order was as follows:—

1. Jack Brabham (Cooper-Climax), 40m. 18s. 89.33 m.p.h.
2. Stirling Moss (B.R.M.), 40m. 33.2s.
3. Maurice Trintignant (Cooper-Climax), 40m. 45.4s.
4. Harry Schell (B.R.M.), 40m. 46.2s.
5. Bruce McLaren (Cooper-Climax), 40m. 47.6s.
6. Joe Bonnier (B.R.M.), 41m. 05.6s.
7. Masten Gregory (Cooper-Climax), 41m. 17.6s.
8. Roy Salvadori (Aston Martin), 41m. 23.4s.
9. Graham Hill (Lotus-Climax), 41m. 26.8s.
10. Ron Flockhart (B.R.M.), 41m. 36.6s.
11. Carroll Shelby (Aston Martin), 1 lap behind.
12. Innes Ireland (Lotus-Climax).

Sole retirements were Michael Taylor and Tony Brooks. Brabham was now getting round on the 1 min. 59 secs. mark, and Moss was scarcely making any impression on the man from Down Under. McLaren took Schell, and Salvadori began to trouble Gregory. Now the lap records began to take a beating, Moss doing his 24th circuit in 1 min. 58.6 secs. (91.06 m.p.h.). Yet Brabham still kept a 15 secs. lead, and with 30 laps completed, added another second. Two tours later, Harry Schell made a spectacular about-turn at Tatt's, falling considerably back behind McLaren and Trintignant. The young New Zealander was now in third place, driving like a veteran. Behind Schell, Gregory, Salvadori and Bonnier were having a monumental battle, and Flockhart had taken Graham Hill.

Naylor packed up with universal joint troubles; Piper blew a cylinder head gasket, whilst the Centro-Sud cars of Burgess and Herrmann fell victims to transmission failure.

PURSUIT of Stirling Moss's B.R.M. by the brilliant New Zealander, Bruce McLaren, was a high spot in the race. Here the pair pass Maurice Trintignant (18) as the trio rushes past the pits.





*
PRE-RACE smile from the winner: Jack Brabham's well-judged victory at Aintree brings him to a total of 27 points in the World Championship. On his form this year he must be reckoned a very serious contender for the title.

Once again Moss set up a new lap record, covering his 28th lap in 1 min. 58.2 secs. (91.37 m.p.h.). Next time round he had clipped another fifth of a second off this time, and was now clearly gaining on Brabham. With 40 laps completed, just 12 seconds separated them, and Brabham had pushed the race average up to 90 m.p.h. Only seven cars were on the same lap, but on lap 41 Brabham took Salvadori's Aston Martin to make it a round half-dozen. The 40th lap order was:—

1. Brabham, 1h. 19m. 59.8s. 90.00 m.p.h.
2. Moss, 1h. 20m. 11.8s.
3. McLaren, 1h. 20m. 45.8s.
4. Schell, 1h. 21m. 01.6s.
5. Trintignant, 1h. 21m. 06.4s.
6. Gregory, 1h. 21m. 48.6s.
7. Salvadori, 1h. 21m. 51s.
8. Flockhart, 9. Shelby, 10. Hill, 11. Ireland.
12. Bristow, 13. Henry Taylor, 14. Bueb, 15. d'Orey, 16. Ashdown.

Stirling Moss really was putting on the pressure, and at 45 laps lay just 10 seconds behind the Australian. Schell repassed Trintignant for fourth place, but Bonnier had coasted past the pits with a dead engine to retire a few laps earlier. Nearer and nearer came Moss to Brabham, but when the gap had closed to 8.5 seconds on lap 48, Stirling's pit gave him an urgent signal to top for tyres. Two laps later, and the light green B.R.M. was in to have both rear wheels changed. This occupied 34 seconds, and Brabham's lead had increased to 51 seconds. Schell had closed right up on Bruce McLaren, whilst Masten Gregory had lost a lap after stopping for water. Trintignant began to slow slightly, with gear-changing difficulties, and on the 53rd lap was "doubled" by Brabham, to leave only four cars on the same lap. Salvadori

WHERE THE HECK did you spring from? Stirling Moss looks across anxiously as Bruce McLaren draws alongside as the cars flash through the pit area. Both drivers lowered the record during the battle.

spun off at Anchor Crossing, but carried on. Brabham equalled Moss's lap record, but Stirling knocked his figures down to 1 min. 57.8 secs. (91.68 m.p.h.).

Flockhart came to a standstill at Village Corner, after doing a *tete-a-queue*, whilst Fritz d'Orey suddenly found his Maserati without brakes, and smacked a gate hard at Anchor Crossing.

Now came real excitement. At 60 laps, Brabham, with a 45.8 seconds lead over

Moss, was given the tyre signal. At least the pit brought out a spare wheel, with a huge sign "Bra Tyres". Oddly enough, as Jack went through, the sign was hidden, and produced again apparently for Moss's benefit. A look through the binoculars, and Brabham's tyres seemed to have plenty of tread, so obviously the whole thing was a try-on. The positions were as follows:—

1. Brabham, 1h. 59m. 37s. 90.29 m.p.h.
2. Moss, 2h. 00m. 22.8s.
3. McLaren, 2h. 00m. 50s.
4. Schell, 2h. 01m. 10.6s.
5. Trintignant, 6. Salvadori, 7. Shelby, 8. Gregory, 9. Hill, 10. Ireland, 11. Bristow, 12. H. Taylor, 13. Bueb, 14. Ashdown, 15. d'Orey.

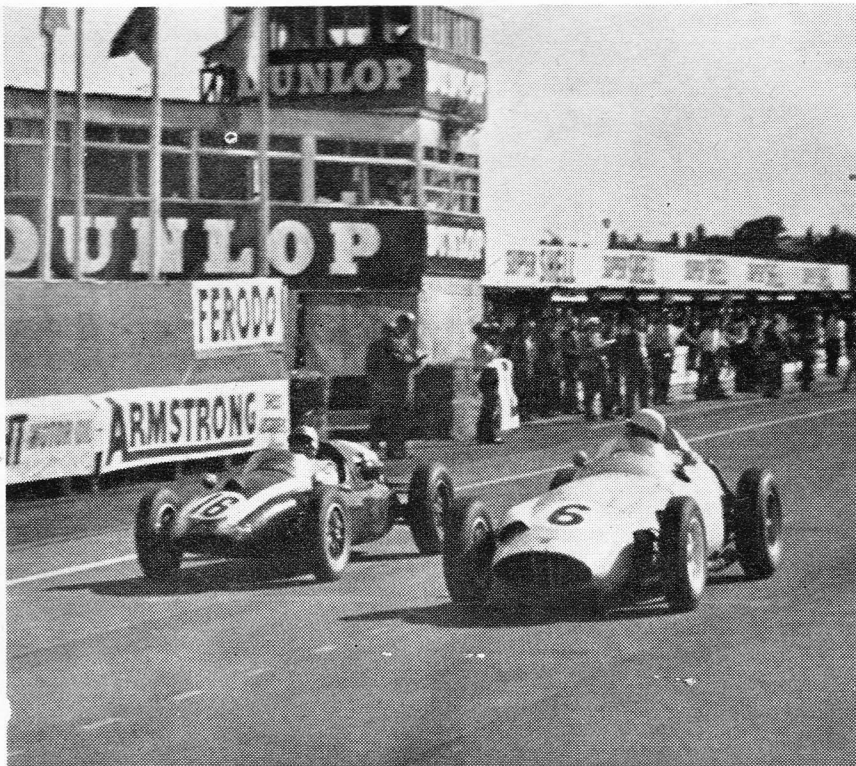
However, with the speed at which the race was being run, Coopers couldn't take any chances. Brabham slowed down
(Continued on page 116)

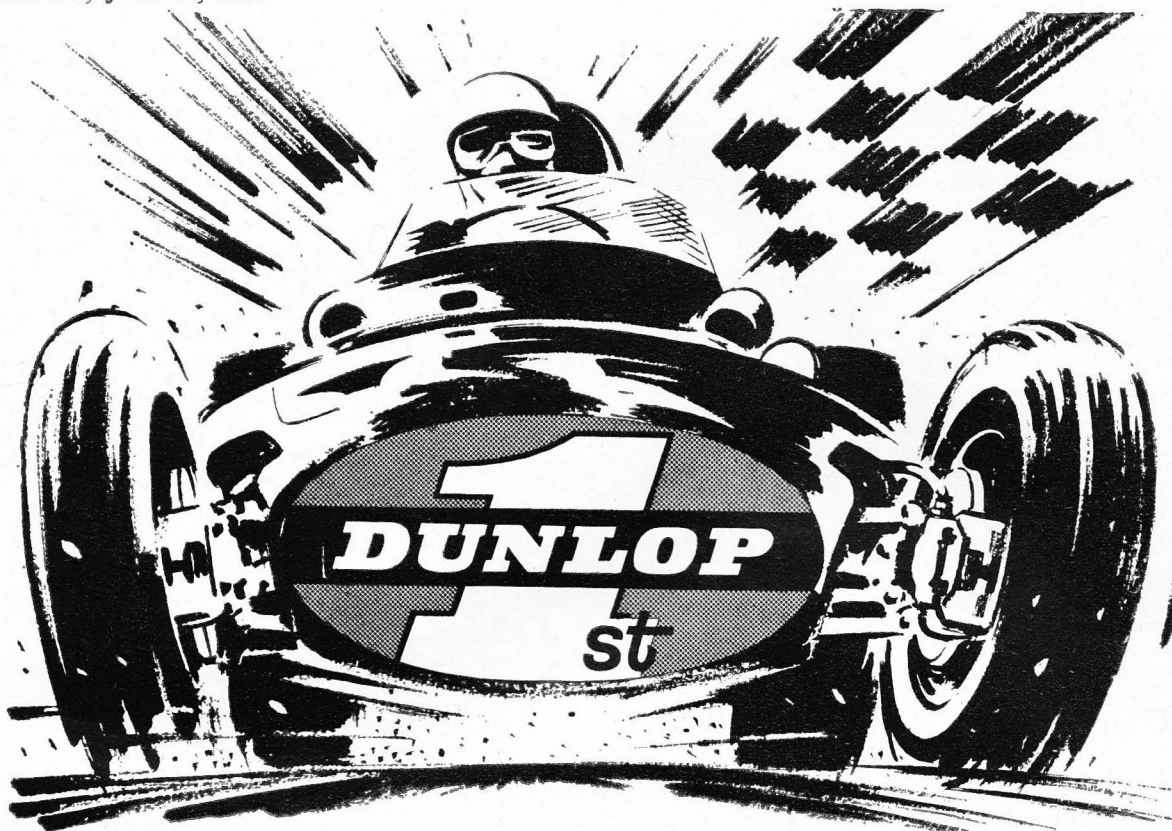
THE RESULT

1st, Jack Brabham (Cooper-Climax), 2h. 30m. 11.6s. 89.88 m.p.h. (race record) (144.65 k.p.h.); 2nd, Stirling Moss (B.R.M.), 2h. 30m. 33.8s. 89.67 m.p.h. (144.30 k.p.h.); 3rd, Bruce McLaren (Cooper-Climax), 2h. 30m. 34.0s. 89.66 m.p.h. (144.28 k.p.h.); 4th, Harry Schell (B.R.M.), 2h. 30m. 18.4s. (74 laps); 5th, Maurice Trintignant (Cooper-Climax), 2h. 30m. 56.6s. (74 laps); 6th, Roy Salvadori (Aston Martin), 2h. 31m. 14.0s. (74 laps). Fastest lap: Moss and McLaren: 1 min. 57.0s. 92.31 m.p.h. (148.55 k.p.h.). New Lap Record
 First Formula 2 car: Chris Bristow (Cooper-Borgward), 2h. 31m. 32.6s. (70 laps). 83.14 m.p.h. (133.80 k.p.h.). Fastest lap: Bristow: 2 min. 05.8s. 85.85 m.p.h. (138.16 k.p.h.)

Retirements

Michael Taylor (Cooper-Climax), 15 laps. Transmission.
 David Piper (Lotus-Climax), 19 laps. Gasket blown.
 Tony Brooks (Vanwall), 12 laps. Misfiring.
 Carroll Shelby (Aston Martin), 68 laps. Ignition.
 Joakim Bonnier (B.R.M.), 37 laps. Brakes.
 Ian Burgess (Cooper-Maserati), 31 laps. Transmission.
 Hans Herrmann (Cooper-Maserati), 20 laps. Clutch.
 Brian Naylor (J.B.W.-Maserati), 17 laps. Transmission.
 Jack Fairman (Cooper-Climax), 36 laps. Gearbox.
 Fritz d'Orey (Maserati), 56 laps. Crashed.
 Ron Flockhart (B.R.M.), 42 laps. Spun off.





MONACO
GRAND PRIX
 1st 2nd* 3rd

DUTCH
GRAND PRIX
 1st* 2nd 3rd

EUROPEAN
GRAND PRIX
 1st* 2nd* 3rd

AND NOW
BRITISH
GRAND PRIX

1st

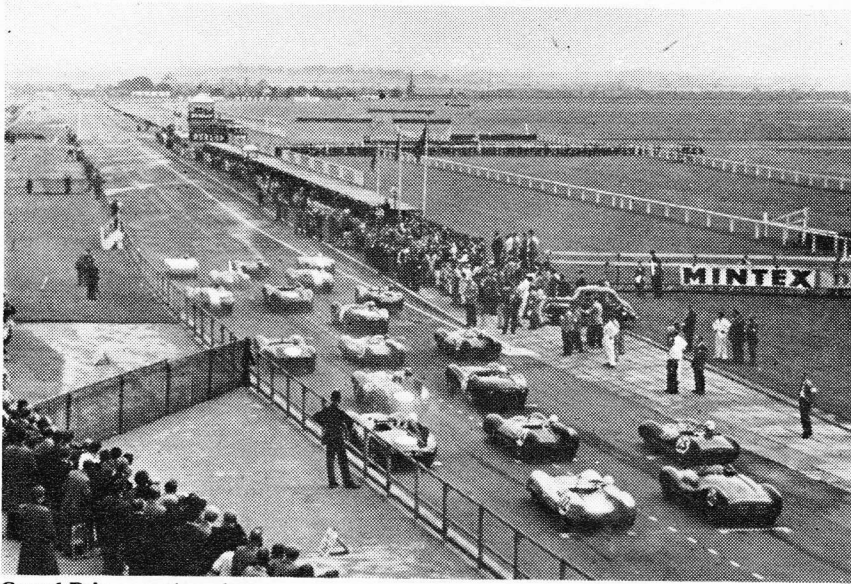
J. BRABHAM — COOPER-CLIMAX

2nd* & 3rd

(Subject to Official Confirmation)

DUNLOP
TYRES

* ALSO FITTED WITH DUNLOP DISC BRAKES



Grand Prix—continued

ever so slightly, and Moss began to gain at the rate of about 3 seconds per lap. With 65 laps covered, the B.R.M. was 35 seconds behind, but to the dismay of his supporters, Moss indicated that he would have to come in for fuel. Why his tank wasn't topped up when he stopped for tyres on lap 50 seemed peculiar? Some four gallons were slopped in, but the halt cost him 19 seconds and left Brabham with an unassailable lead. Schell changed his rear wheels, but retained his fourth place.

As Moss restarted, McLaren smartly moved into second place, starting a magnificent scrap which lasted till the end. Stirling eventually got past the New Zealander, but couldn't for the life of him shake the Cooper-Climax off. Down tumbled the lap record to 1 min. 57 secs. (92.31 m.p.h.), to the credit of both Moss and McLaren. As the chequered flag was hung out for Brabham, all eyes were on the furious duel behind. McLaren closed right up at Tatt's, and both cars shot down to the finishing line literally inches apart, with Stirling getting the verdict by one-fifth of a second.

The crowd rose to Brabham, who had driven one of the most "heady" races ever witnessed in this country, to win the second *grande epreuve* of his career. Into fourth place came Harry Schell, to make it a grand day for B.R.M. Roy Salvadori did well to take sixth place with the Aston Martin, behind Trintignant, but Carroll Shelby had to retire near the end with ignition trouble.

Despite a misfire which cost him a pit stop, Chris Bristow managed to finish in front of the rest of the F2 cars—five laps behind Brabham. Anyway he recorded a time of 2 mins. 05.8 secs. (85.85 m.p.h.)—quickest of all the 1½-litre machines.

THE SPORTS CAR RACE

MUCH of the practice for the 17-lap, 51-mile sports car race took place on a drying but nonetheless damp track. Fastest of them all was the flying Australian Jack Brabham (Cooper-

TWO LISTERS lead a Tojeiro through Tatts. Bruce Halford's works Lister leads Peter Blond and Ron Flockhart in the Ecurie Ecosse cars. Blond crashed during the rain-storm but escaped without serious injury.

Monaco), who went round in 2 mins. 3.6 secs. on his best lap, which gave him undisputed pole position on the grid and also equalled Roy Salvadori's three-month-old sports car lap record. From the viewpoint of class records, the time was something like three seconds inside the 2-litre class previous best.

Sharing the front row with Jack were Graham Hill, in a Team Lotus-entered 2½-litre Lotus, Stirling Moss in the Keele Engineering Cooper-Monaco, with 2½-litre engine. Graham had recorded 2 mins. 4.4 secs., while Stirling's best was 2 mins. 4.6 secs. On row two, Alan Stacey had a 2-litre Team Lotus entry, having put up a best lap in 2 mins. 5 secs., his time being within the existing class lap record.

Sharing the second row with Stacey was Ivor Bueb, in one of the works Listers; Bruce Halford had been slightly slower to put the other Lister Engineering car on the third row with the Ecurie Ecosse Lister, driven by Peter Blond, and the Border Reivers car conducted by Jim Clark.

The race, when it started, rapidly proved to be one of those races. Incident number one came within five yards of the start when, with Graham Hill and

START of the sports car race. Jack Brabham, who finished third, is slightly ahead on the extreme left of the front row. Next to him is the winner, Graham Hill, while on the right is Moss's stalled Cooper, which retired after catching fire.

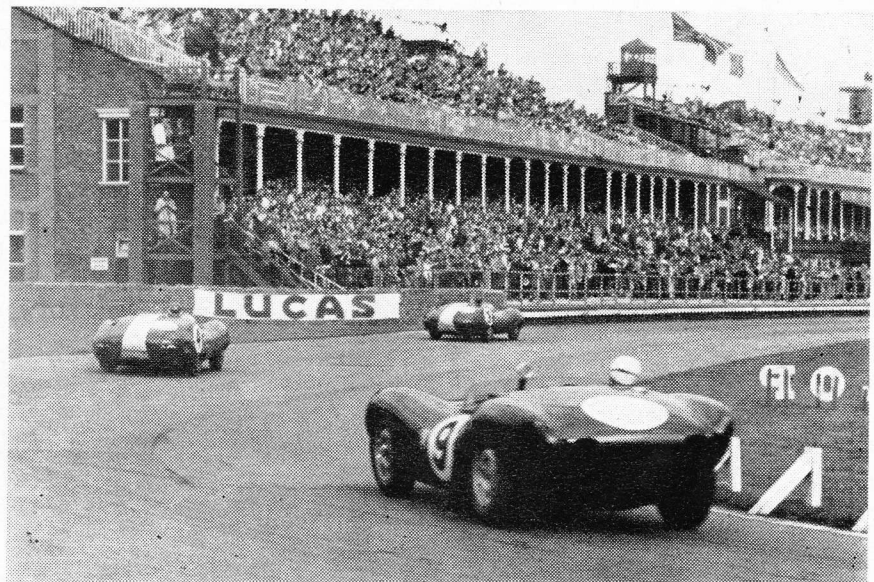
Jack Brabham trying hard to take an initial lead, Stirling's light green Keele Engineering 2½-litre Cooper stopped. From behind, Bueb went to one side, Jim Clark to the other, and John Bekaert (Lister-Jaguar) too missed the Cooper somehow or other. The Hon. Edward Greenall, however, was less fortunate, and his race came to a summary end when he shunted the Cooper well and truly, damaging the front of his Lotus too severely to continue. He pulled dejectedly into the pits.

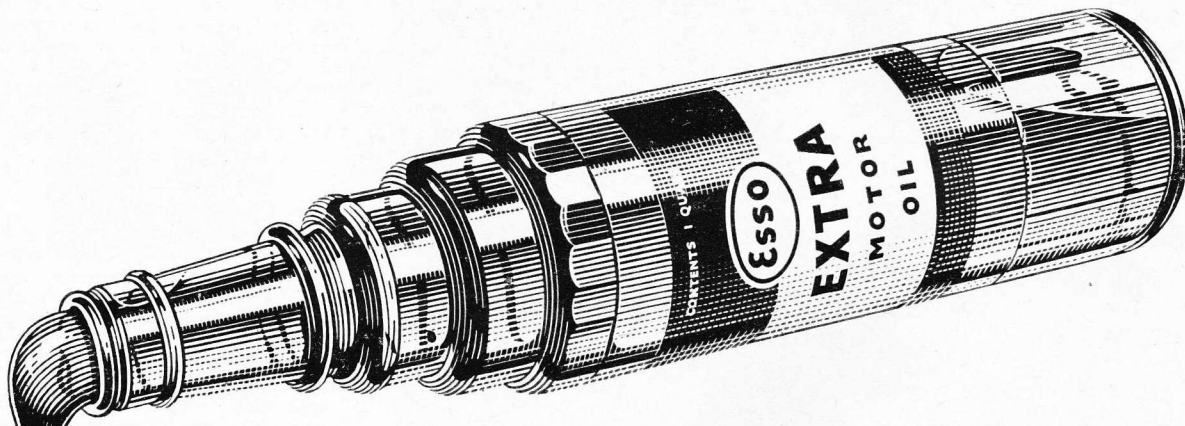
The shunt restarted Stirling's Cooper, but he was well behind and at the end of the first lap the order was Graham Hill, already leading by four seconds from Jack Brabham in the smaller-capacity Cooper. Then came Bruce Halford, Alan Stacey, Peter Blond, Ron Flockhart, Ivor Bueb, Jim Clark and John Bekaert, followed by the rest of the field in a long string with Stirling right at the back and signalling his intention of pulling into the pits. As he came in mechanics swarmed round the back of the car to inspect the damage to the body and to pull some of the ending metal away from the tyres: Moss was away almost immediately but even further back in the field.

On lap two Graham Hill's lead was slightly greater, but Jack was trying very hard and in the most spectacular fashion. Chris Bristow, in 10th place, called at the pits to retire his Cooper with a broken chassis. Stacey had displaced Halford for third place, but already no one was in a position to challenge seriously the two leaders. Graham was lapping steadily in about 2 mins. 4 secs.

By the third lap Hill was six seconds ahead of Brabham, and behind them Stacey still retained third place but fourth now was Peter Blond, ahead of Halford. Stirling Moss, driving on a long chase—conditions when he is really at his magnificent best, was catching the field at a great rate but still lagged a long way behind after his pit stop.

(Continued on page 118)





Wins again at

BRITISH GRAND PRIX . AINTREE
JULY 18th

1st JACK BRABHAM Cooper-Climax 89.88 m.p.h.

3rd BRUCE McLAREN Cooper-Climax

SPORTS CAR RACE

1st GRAHAM HILL Lotus-Climax 83.82 m.p.h.

WINNER OF THE UNLIMITED CLASS

Also using Golden Esso Extra

UP TO 2000 c.c. CLASS

1st ALAN STACEY Lotus-Climax 81.26 m.p.h.

Also using Golden Esso Extra

(Subject to official confirmation)

**Using ESSO EXTRA MOTOR OIL, exactly the same superb mineral oil
you can buy from your local Esso Dealer**



SPORTS CAR BATTLE: Jack Brabham lets the Cooper's tail swing out on Tatts as he struggles to hold his temporary lead over Graham Hill (top). Both cars are lapping Peter Mould (Lister-Jaguar No. 7). Centre: Hill is back in front, although leading Brabham by inches only as the race continues.

Grand Prix—continued

David Buxton stopped his 1½-litre Lotus on the Railway Straight with valve trouble, and R. C. Kerrison came to a halt between Anchor and Cottage Corners, his similar car suffering engine maladies as well.

After six laps Jack had closed right up on the Lotus, and Graham led only by a length. At Tatts Corner, Jack left his braking very much later than Graham and the two cars fought every inch of the way through the corner. The extra power of the Lotus showed its superiority on acceleration out of the bend but Jack simply could not be shaken off.

On the 10th lap Brabham took a temporary lead on the back of the circuit, but on the Railway Straight Graham surged past again. The length of the finishing straight stretched between the two leaders and third man Alan Stacey, leading Ivor Bueb and Bruce Halford.

And then came the rain—a really hard downpour which lasted for the rest of the race and which in the course of time altered the whole picture. The Lotus pit had taken the precaution of fitting Graham Hill's car with rain tyres in view of the weather which had been experienced during practice. But Jack Brabham's Cooper was not so equipped.

On lap 11, John Bekaert, who had been lying in ninth place, overturned his Lister-Jaguar between Village Corner and Village Bend, escaping unhurt. Mike Taylor retired in the pit road with an overheated differential on his 2-litre Lotus. Lap 13—and Stirling Moss failed to appear after having worked his way up to eighth place: he had retired at Anchor Crossing after the Keele Engineering Cooper caught fire—again suffering no injury.

On the 12th lap Jack tried all he knew to get ahead of Graham Hill—and succeeded as they rounded Tatts Corner. His lead was very precarious, however, and on the 13th lap Graham got back in front. The rain was slowing the cars enormously, and the surface was becoming treacherous in the extreme—no doubt due to the effects of the rain on an already liberal coating of oil and rubber!

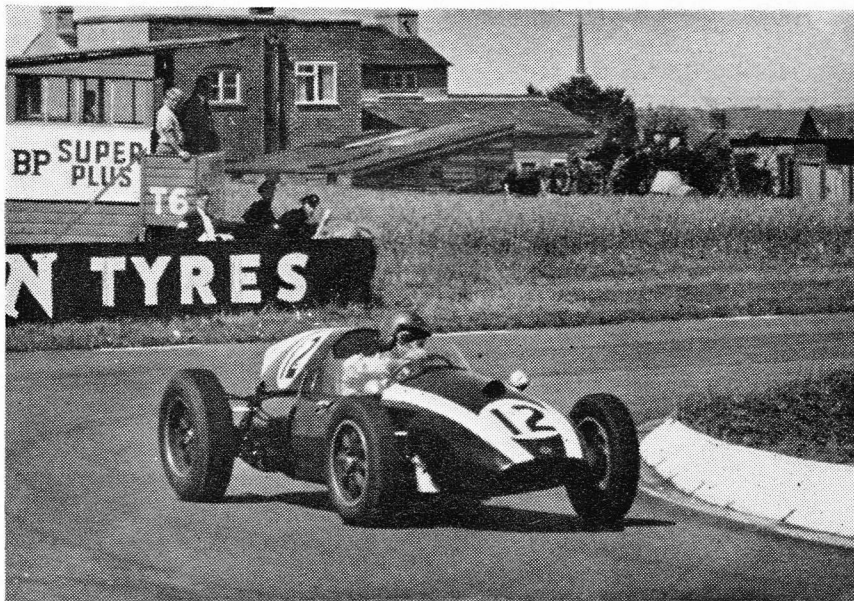
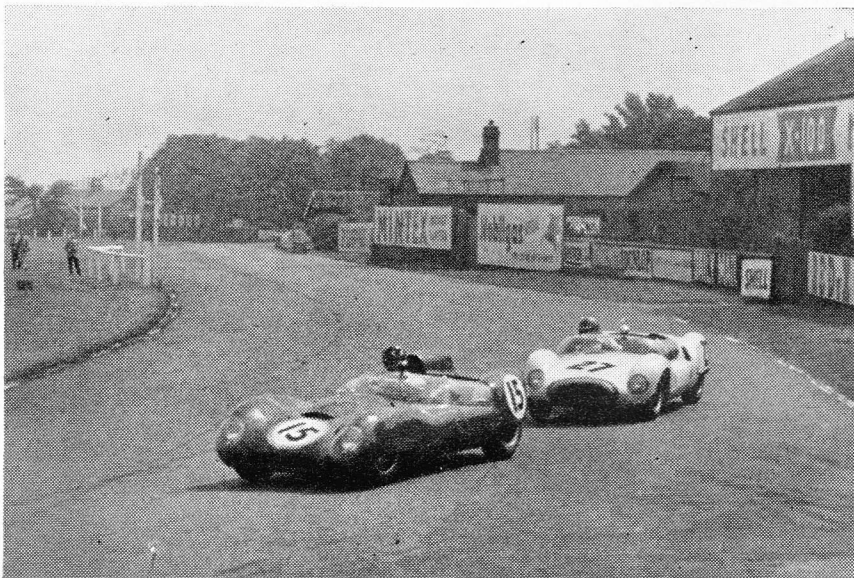
On lap 15 Peter Blond, sixth in the Ecurie Ecosse Lister-Jaguar, spun at Melling Crossing, the car overturning and, in its path, inflicting wounds on the Tojeiro-Jaguar driven by Ron Flockhart. Neither driver was injured, but both cars were out of the race.

On the last lap fate struck its blow at Brabham: at Bechers Bend, making a last-minute bid to take the lead, Jack

(Continued on page 122)

RESULTS

- 1, Graham Hill (Lotus-Climax), 83.32 m.p.h.;
- 2, Alan Stacey (Lotus); 3, Jack Brabham (Cooper-Monaco); 4, Jim Clark (Lister-Jaguar);
- 5, Bruce Halford (Lister-Jaguar); 6, Ivor Bueb (Lister-Jaguar).
- Class Results (up to 2 litres):** 1, Stacey, 81.26 m.p.h.; 2, J. Brabham; 3, David Piper (Lotus).
- Fastest lap:** Brabham, 87.10 m.p.h. (Class Record).
- Over 2 litres:** 1, Hill, 83.32 m.p.h.; 2, Clark; 3, Halford. **Fastest lap:** Stirling Moss (Cooper-Climax), 87.66 m.p.h. (Class and Absolute Sports Car Record).



ALL ON HIS OWN: In the closing stages of the Grand Prix, Jack Brabham swings the F1 Cooper through a tight left-hander with not another car within striking distance. He led brilliantly throughout the race and was never challenged after pit stops had slowed Stirling Moss (B.R.M.).

MINTEX

BRITISH GRAND PRIX WON ON

MINTEX

1

J. Brabham - Cooper-Climax

(Results
subject to
official confirmation)

2

B.R.M.

3

B. McLaren - Cooper-Climax

Fastest lap shared by B.R.M. & Cooper

This is the fourth Grand Prix of the 1959 World Championship —

using

MINTEX

DISC BRAKE PADS

Club News

By MARTYN WATKINS

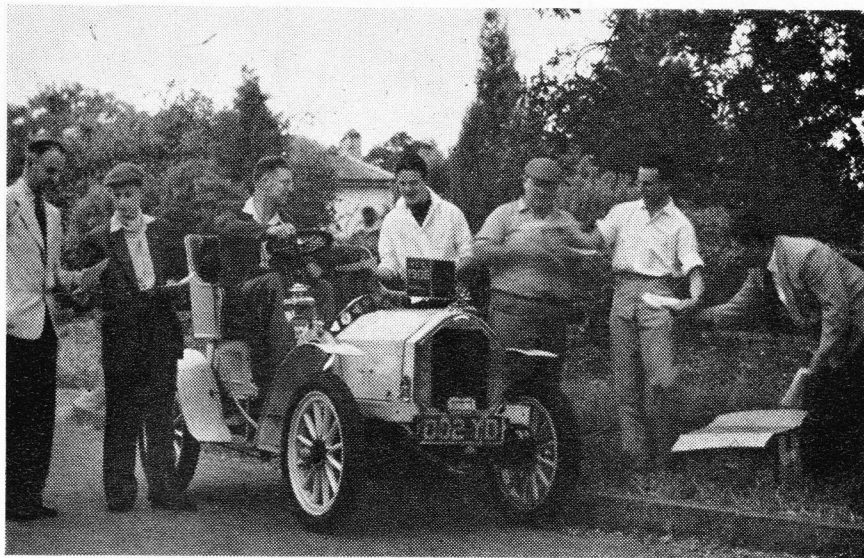
THE entry lists for the London M.C.'s London Rally are now open. As the 240 entries available in this British National event are always oversubscribed it is essential that prospective competitors should apply as soon as possible for regs., which are available from Mrs. Jane Actman, 18 Marlborough Road, Richmond, Surrey. . . . The Land-Rover O.C. have organised a Hill Climb and Trial meeting to be run in conjunction with the Heytesbury Fete on 29th August. This is a closed event and regs are available from Miss R. Wilkins, Chilmark Garages, Chilmark, Salisbury, Wilts. . . . A speed hill climb, organised by the T.E.A.C. will be held at Stapleford Airfield, Chigwell, Essex, on 23rd August. This is a restricted meeting and entries which close on 13th August, should be sent to S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . The lists are now open for the 750 M.C.'s National Six-Hour Relay Race, which is to be run at Silverstone on 15th August. Regs. and entry forms may be had from Holland Birkett, 228 Fleet Road, Fleet, Hants. Entries will close on 4th August, or when the full complement of 24 teams has been reached. . . . West Essex C.C. National Benzole Trophy race meeting will take place at Snetterton on 9th August. Regs. are available from J. M. A. Edmondson, 160 Hermon Hill, South Woodford, London, E.18. . . . The first members' meeting of the B.A.R.C. at Oulton Park will be held on 8th August. Entries should be sent to John Morgan, Secretary, B.A.R.C., 55 Park Lane, London, W.1.

BO'NESS HILL CLIMB

CONGRATULATIONS to the Lothian Car Club on putting the Bo'ness Speed Hill-Climb back to its enjoyable status on Scotland's calendar of motor sport. Their first event, with a restricted permit, was held on July 11th, and in the paddock and on the hill itself there was the same happy atmosphere which we remember back in 1953 when the late Ken Wharton was breaking records in his Cooper and our own Ron Flockhart was picking up the award for the Fastest Scot. Jim Clark, Border Reiver driver, was very much on form and with his Lister-Jaguar he made the best time of the day in 34.1 secs. Although not a record for the hill it is the fastest climb of Kinneil that has been made in a sports car, for Jim clipped the record of 36.03 secs. set up by the late Jack Walton in his Cooper-Bristol, back in 1954.

The event was so well run that we are sure the Lothian C.C. are worthy of a National permit for next year and maybe a place in the Hill-Climb Championship. Certainly it would be fine to see more English drivers coming to join Michael Christie on Kinneil again and, as the surface has been attended to, we are sure they could give Jim Clark a run to break the existing record.

First cars on the hill were the sports cars up to 1,200 c.c. and quite the most exciting climb was made by class winner J. Veitch. His Ford-powered, self-built, Osclyat was a bit of a handful but he



PUBLICITY for Taunton M.C.'s first-ever National Autocross on 3rd August is being gained by appearances of this rare 1905 Cupelle, owned by Mr. Charles C. Allen of the Taunton M.C.

Coming Attractions

- July 25th.** Bugatti O.C. Interclub Hill-Climb, Prescott, near Cheltenham, Glos.
V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey, C.I.
- July 26th.** Bugatti O.C. Interclub Hill-Climb, Prescott.
Caen G.P. (F1, 2, 3), Caen, France.
Bari G.P. (F1, 2, S), Bari, Italy.
Romford Enthusiasts C.C., Sprint, North Weald Aerodrome, Essex, 2.30 p.m.
Snetterton M.R.C. National Vanwall Trophy Race Meeting, Snetterton, nr. Thetford, Norfolk, 2.30 p.m.
- August 1st.** Jaguar D.C./Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants.
- August 2nd.** German G.P. (F1, F2), Avus, Berlin.
Nottingham S.C.C. Race Meeting, Mallory Park, nr. Hinkley, Leics.
750 M.C. Race Meeting, Snetterton, nr. Thetford, Norfolk.
- August 8th.** B.A.R.C. Members' Race Meeting, Oulton Park, nr. Tarporley, Ches.
B.R.S.C.C. Closed Race Meeting, Silverstone, nr. Towcester, Northants, 1.45 p.m.
Hants and Berks M.C. National Hill-Climb, Great Auclum, 2.30 p.m.
Border M.R.C./Newcastle M.C. Race Meeting, Oulton, nr. Newcastle.
- August 9th.** West Essex C.C. Race Meeting, Snetterton.
Karlskoga Race Meeting, Sweden. (F3, S, T.)

always seemed to be in control. Tom Woods never seemed to get his gears properly sorted out in the Sprite but Newcastle lass, Jill Hutchinson, knew exactly what she was doing with a nicely prepared Mk. VI Lotus as did Jim McCaig in his smart F.M.C. Spl. Sports cars up to 1,600 c.c. were

led by Raymond Fielding in his blunt tailed Cooper and he was one of the few competitors to improve on his first ascent for, as the dull afternoon wore on, the clouds let down slight rain and the hill became slippery. Lively climbs were made by Jim Clark in the Lotus Elite, with which the Border Reivers took tenth place at Le Mans, and by Archie Craig, in his well turned out Cooper M.G. but highlight of the class were two very fine drivers by Ray Fielding's wife Doreen that were only two seconds behind her husband's performances.

Easily the best of the sports car drivers in the class up to 2000 c.c. was G. J. P. Porteous (Tojeiro Bristol) whose labour saving line through the Courtyard and the Snake took only 38.3 seconds and made the 44.4 seconds of W. Jackson (A.C. Bristol) seem very slow indeed. In the unlimited sports car class Bill Mackay was a bit wild in his Austin Healey but there was just no mistaking that, in his first run of 34.1 seconds, Jim Clark in the Lister Jaguar was going to take an awful lot of beating. And so it turned out for despite the panting attempts of Veitch's J.P. among the 500 racing cars, and two fine climbs by Boyd Tunnock in the Twin Cam M.G.A., plus a storming climb by Porteous, who was also entered in the racing car classes with his Tojeiro Bristol, it was Jim Clark's day. And we think it proved an enjoyable day for everyone.

AENEAS.

RESULTS

Sports Cars up to and including 1200 c.c.:—J. Veitch (Osclyat) 40.1 sec., J. S. McCaig (F.M.C. Special) 42.8, J. Baird (Austin-Healey Sprite) 43.9.

Sports Cars 1201 to 1600 c.c.:—R. Fielding (Cooper) 35.6, J. Clark (Lotus Elite) 37.4, Mrs. D. Fielding (Cooper) 38.7.

Sports Cars 1601 to 2000 c.c.:—G. J. P. Porteous (Tojeiro-Bristol) 38.3, R. F. Morrison (T.R.3) 40.8, P. D. Blyth (T.R.2) 41.3.

Sports Cars over 2000 c.c.:—J. Clark (Lister-Jaguar) 34.1, R. G. Mickel (Aston Martin) 38.2, W. A. Thompson (Austin Healey) 39.1.

Racing Cars up to 500 c.c.:—J. Veitch (J.P.) 41.6, A. C. Goodfellow (Cooper-Norton) 46.2, J. Forrest (Berkeley) 45.6.

Racing Cars 1101 to 1500 c.c.:—A. H. B. Craig (Cooper-M.G.) 39.5, K. A. Moore (M.G.A.) 43.9, J. C. A. Sword (M.G.A.) 45.5.

Racing Cars 1501 to 2000 c.c.:—G. J. P. Porteous (Tojeiro-Bristol) 38.6, A. B. Tunnock (M.G.A.) 39.6, J. A. Milne (M.G.A.) 41.1.

Racing Cars over 2000 c.c.:—W. A. Thompson (Austin Healey) 38.8, N. J. Scott Wallace (Jaguar XK120) 41.9.



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3RD COOPER

and all cars finishing in the class

*Subject to
official confirmation*

OTHER RESULTS

Sports Car Race

1ST LOTUS

1401-2000 cc class

1ST LOTUS
2ND COOPER
3RD LOTUS

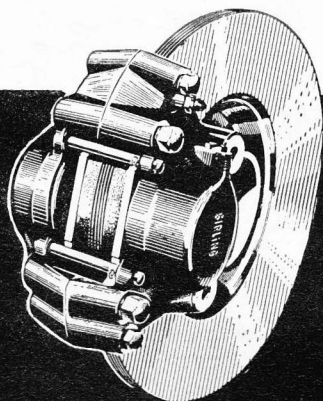
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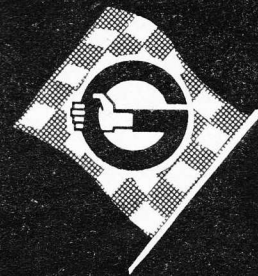
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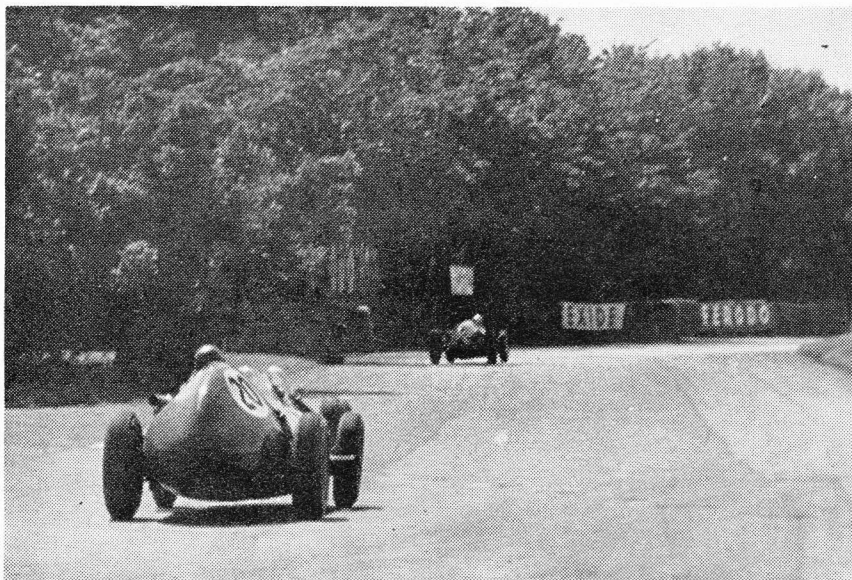


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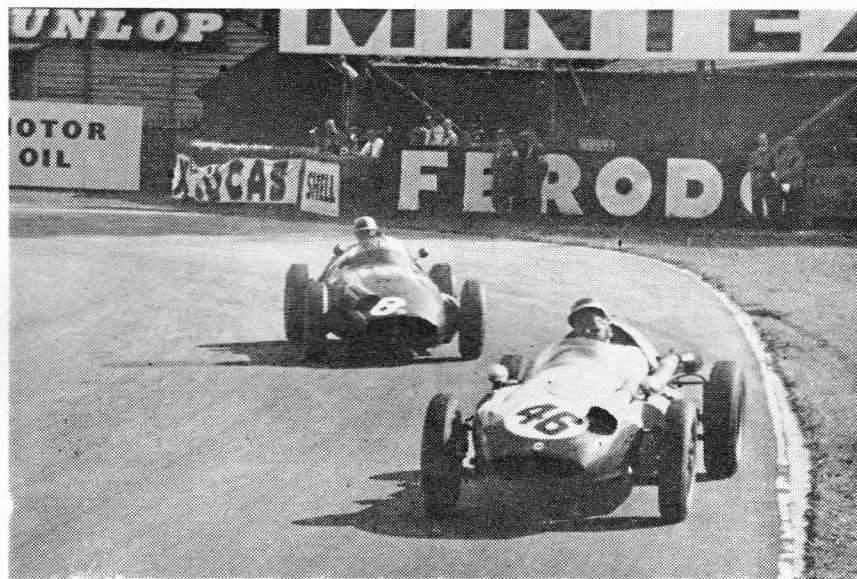
Grand Prix—continued

spun the Cooper, and Graham Hill crossed the line alone to take the flag almost a minute ahead of Alan Stacey to make it a one, two victory for Lotus—at long last, so far as the current season goes! Jack limped home third, ahead of Jim Clark, in the Border Reivers Lister, who led home the works Listers of Bruce Halford and Ivor Bueb.

Both Stirling and Jack Brabham set new class records at, respectively, 87.66 m.p.h. (2 mins. 3.2 secs.) and 87.1 m.p.h. (2 mins. 4.0 secs.). Stirling's time constitutes new figures for the absolute sports car lap record for the circuit.

AINTREE CHATTER: Mrs. Topham gave a cocktail party the evening before race day to drivers, officials and the Press. . . . Later the North-West section of the B.A.R.C. ran a successful buffet-dance in the pleasant Park Hotel, Netherton, which is run by motor-sporting enthusiasts, Mr. and Mrs. Tommy Taylor. . . . Tony Vandervell had a magnificent new Leyland articulated transporter-cum-workshop with his Vanwall set-up. . . . David Brown arrived at the circuit in Jack Reece's DB4 Aston Martin. . . . Stirling Moss appeared with a Triumph Herald coupé. . . . George Abecassis of H. and W. Motors, Ltd., informs us that no less than 40 Facel-Vegas are registered in Great Britain. . . .

ABOVE: Tony Brooks was out of luck. The Vanwall he drove never looked fast enough to be a threat to the leaders and retired with engine trouble before half-distance. BELOW: Ivor Bueb, in one of 16 B.R.P. Cooper-Borgwards, leads Harry Schell's B.R.M. out of Tatts.



MID-CHESHIRE M.C. RACE MEETING

RESULTS

Event 1a. Half-hour Speed Trial for open cars: 1, A. G. W. Belcher (Morgan) 70.59 m.p.h.

Event 2a. 5-lap Race for 750 c.c. Sports Cars: 1, J. S. French (Simplicity), 65.63 m.p.h.; 2, P. A. Cross (Austin); 3, C. W. Fetherstonhaugh (Austin).

Event 4. 7-lap Race for Sports Cars up to 1,350 c.c.: 1, B. J. Cox (Lola), 82.14 m.p.h.; 2, C. J. Escott (Lotus); 3, K. M. Francis (Lotus-Climax).

Event 1b. Half-hour Speed Trial for closed cars: J. McKechnie (A.C.-Bristol), 69.66 m.p.h.

Events 3 and 5 (run concurrently). Event 3: 15-lap race for 500 c.c. racing cars. Event 5: 15-lap race for Formule Libre cars. Event 3: 1, G. A. Simpson (Cooper), 74.42 m.p.h.; 2, A. Brindle (Cooper). **Event 5:** 1, R. S. Hart (Cooper), 83.51 m.p.h.; 2, G. N. Richardson (Connaught).

Event 2b. 5-lap Race for 1.172 c.c. Sports Cars: 1, B. Hart (Terrier), 74.28 m.p.h.; 2, Anders (Lotus XI); 3, Allday (Lotus). **Fastest lap:** Hart, 77.05 m.p.h.

Event 6. 7-lap Race for Sports Cars up to 1,500 c.c.: 1, Hon. E. G. Greenhall (Lotus), 83.82 m.p.h.; 2, C. G. Escott (Lotus); 3, K. N. Francis (Lotus-Climax). **Fastest lap:** Greenhall, 85.39 m.p.h.

Events 7a and 7b (run concurrently). Event 7a: 7-lap race for closed cars up to 1,500 c.c.

Event 7b: 7-lap race for closed cars over 1,500 c.c.

Event 7a: 1, C. G. Escott (T.V.R.), 70.89 m.p.h.; 2, R. Vincent (Lotus Elite); 3, E. P. Foden (Alfa-Romeo). **Event 7b:** 1, J. McKechnie (A.C.-Bristol), 71.02 m.p.h.; 2, A. W. Hobson (TR3). **Additional Class—Event 7c. Cars up to 1,000 c.c.:** 1, M. J. Telford (Berkeley), 65.66 m.p.h.; 2, K. D. Jones (Austin A35); 3, J. Cuff (Austin A35).

Event 8. 7-lap Race for unlimited Sports Cars: 1, Hon. E. G. Greenhall (Lotus), 82.32 m.p.h.; 2, C. G. Escott (Lotus). **Fastest lap:** Greenhall, 83.53 m.p.h.



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1949 ALVIS TA 4-door saloon. Radio, heater, sliding roof, recent new engine. £360.—Jarvis & Sons Ltd. LIBerty 8221.

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AUSTIN Nippy, 1936 model, nicely finished in white and maroon. Fitted Ford 10 engine giving fantastic and frightening performance at very low cost. S.U. pump, new hood, lights. £80.—Mike Henderson, St. Thomas' House, Lambeth Palace Road, S.E.1.

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A35, 1957. Full Downton modification, one owner, exceptionally fast, £535. Terms. Exchanges.—D. Margulics Ltd., 2 Shaftesbury Mews, Stratford Road, W.8. WESTern 5982.

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1958 SPRITE. Only 9,000 miles, all extras, blue. £625.—Jarvis & Sons Ltd., 57 Hill Road, S.W.19. WIMbledon 2526.

BENTLEY

3-LITRE Red Label 1924. Rewired, new hood, taxed, insured. Park 2015.

BENTLEY Le Mans, Speed 6. Green. Latest extra 20 b.h.p. head, perfect condition. Competitor Prescott Inter-club July 25th and 26th.—Nock's Brickworks, Holly Lane, Birmingham 24.

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1959 492 c.c., very fast, three carbs, etc., only 3,500 miles, insured till November. H.P. terms arranged. £475.—31 Longbeach Rd., Battersea, London, S.W.11.

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1957 F2 COOPER-CLIMAX, 1,220 c.c., single cam. In mint condition. Reasonable offers considered.—de Selincourt, Burnham 406.

SPECIAL ANNOUNCEMENT FOR

Classified Advertisers

All Classified advertisements for the issue of July 31st MUST reach this office by A.M.

Monday July 27

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(Continued overleaf)

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1954 M.G. TF. Red/beige £565
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1950 H.R.G. Bargain. Hood, etc. £290.—35 Cornwall Gardens, S.W.7. REG 4864. WES 2625.

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In magnificent "Old English white" hard/soft-tops, C-type head and engine modifications, bal., crank, etc., 9:1 comp. close ratio gearbox, radio, heater, twin fogs, dual exhaust (chromed), Servais system. Ace turbo discs, windscreen washers, wind defectors, flashers. Reg. No. OUA 120. Low mileage, never raced. Immaculate throughout. £495, h.p. arranged.

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1950 JAGUAR XK120. Red, hard and soft top, Michelin X tyres, heater. Exceptional mechanical condition. £475. Terms. Exchanges.—Wayside Garage Ltd., Ruspur, Sussex. Tel.: 218.

XK 120 1952, left-hand drive, cream, excellent chassis, very good engine, smart body. £385 (London).—Box 3229.

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DICKSON Motors (Perth), Ltd. (Racing Division) Offer for Sale—Lotus XI Series 2 "Le Mans". Powered by 1,100 c.c. Climax engine. Very highly tuned and 100 per cent condition throughout. Ready to race. Write, phone or call.—Dickson Motors (Perth), Ltd., Crieff Road, Perth. Tel.: Perth 3892/3.

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AUGUST 1957, XI FORD. Less engine but including Elva head, special cam, oil cooler, all accessories Konis, hood and screen. £550 o.n.o.—James van Sickle, Winchester 4080. Weekends.

1958 LOTUS Eleven, Series II, 1100, stage III engine, S bearing cam, four Amals, giving 90.5 b.h.p. at 6,750. One owner, never shunted, new R5 tyres. Know to be perfect. £895, terms available.—Peter Riley, Furzehill, Broadway, Worcs. Tel.: 3318.

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TR3A 1958. Rear seat, heater, washers. Primrose with black £895
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M.G.A., 1957 Roadster. Radio, heater, 'X' tyres, tonneau, washers, blue £845
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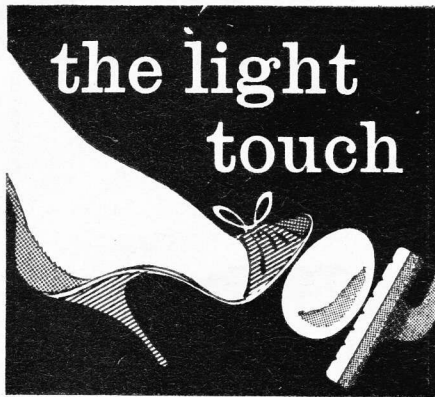
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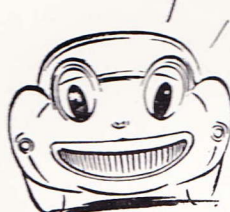
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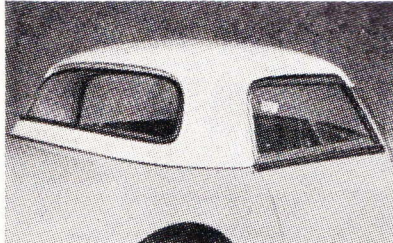
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