

AUTOSPORT

MAY 29, 1959

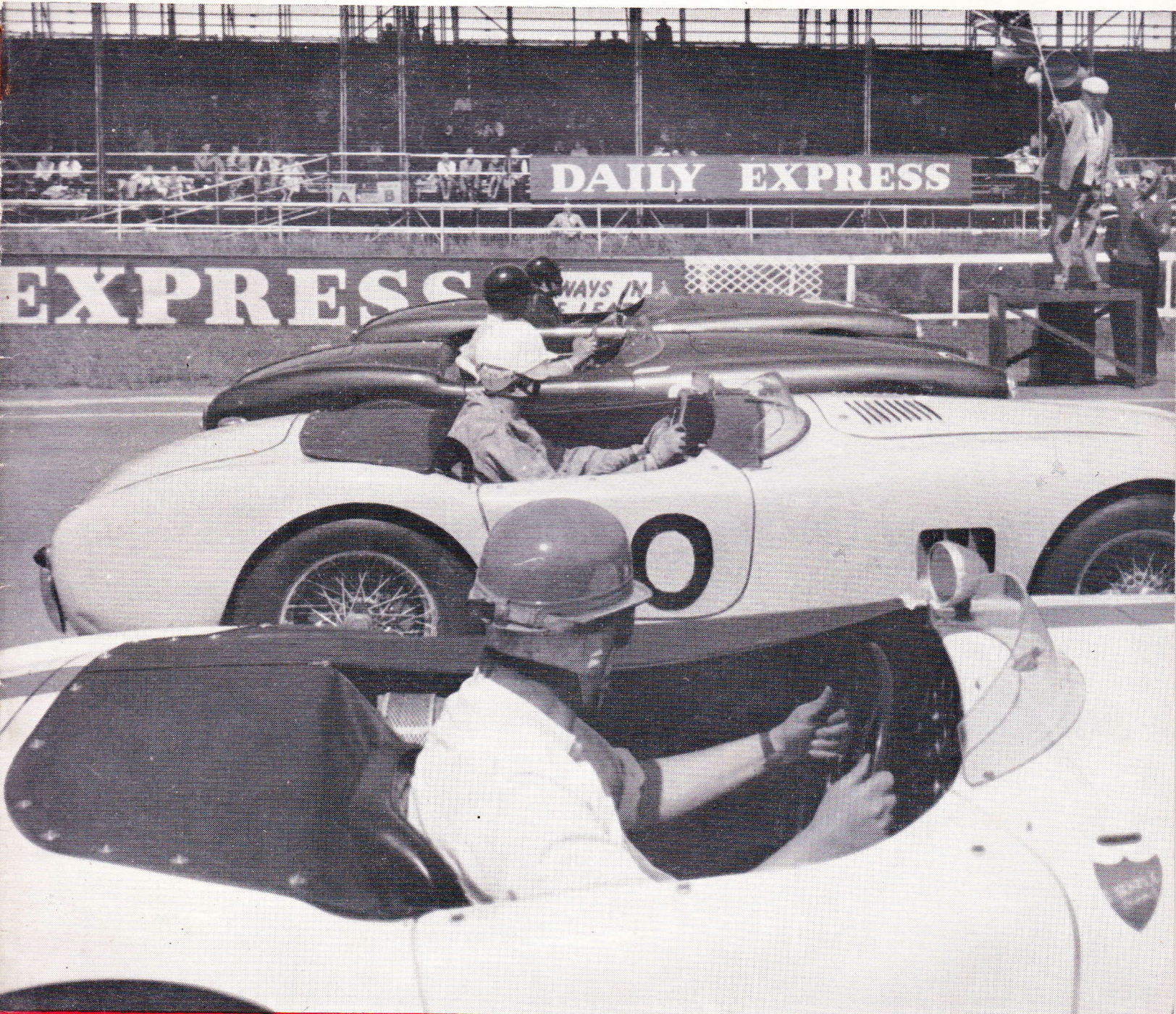
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EVERY FRIDAY

Vol. 18 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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

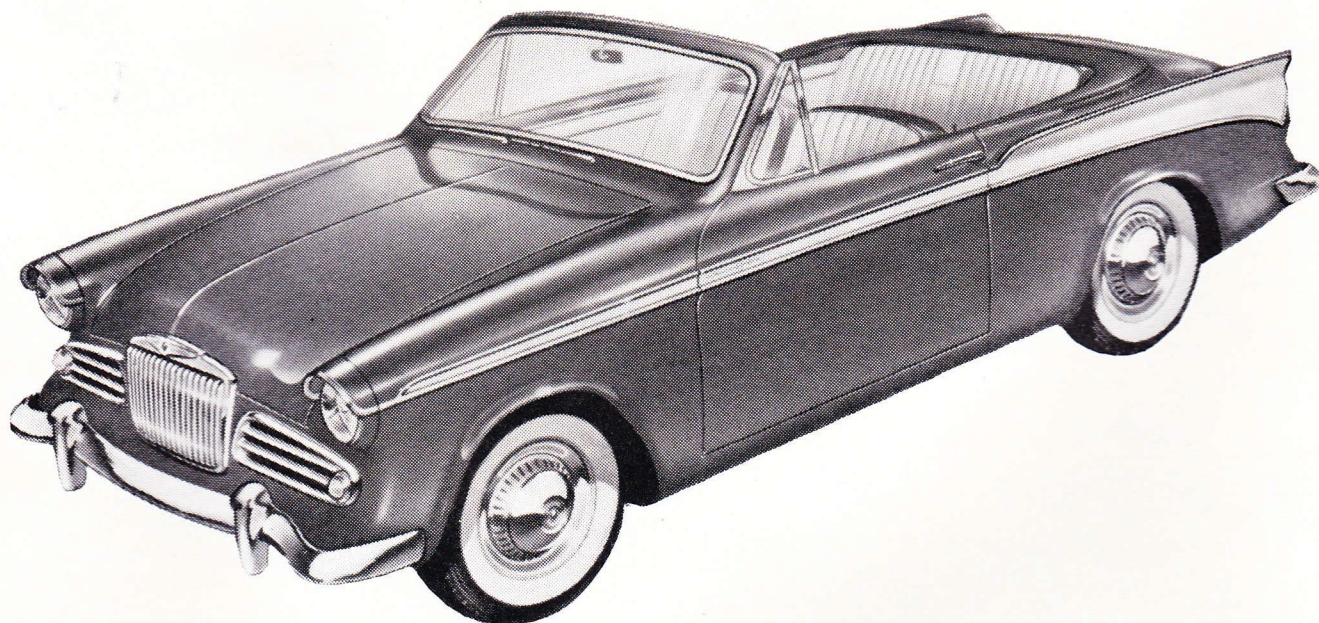


IN THIS ISSUE

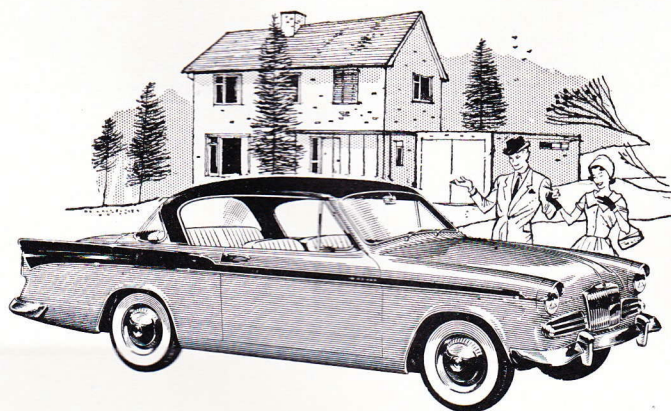
JOHN BOLSTER TESTS THE RENAULT FLORIDE : R.S.A.C. SCOTTISH RALLY
CLUB RACING AT MALLORY PARK, SILVERSTONE AND SNETTERTON : FINNISH RACING

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 18 No. 22

May 29, 1959

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EDITORIAL

PORSCHE'S CHAMPIONSHIP BID

THE complete eclipse of Scuderia Ferrari in last Sunday's Targa Florio, puts Porsche in the lead for the Sports Car Constructors' Championship of the World, with a total of 12 points from Sebring and Sicily, as against Ferrari's eight. This may have a direct result on September's Tourist Trophy race at Goodwood, and may persuade the B.A.R.C. to make the event of full Championship status, *i.e.*, six hours. Nürburgring and Le Mans are still to come, and in both of these races, the German cars are perfectly capable of finishing high in the general classification—so much so, in fact, that a "full-points" Tourist Trophy may decide the issue. With the Championship at stake, the classic event would regain much of its prestige, and would undoubtedly draw a big crowd. Although the first rounds have gone to Porsche and Ferrari, there are others with which to reckon—Aston Martin, Lister-Jaguar and Lotus. With three races still to be run, almost anything can happen!

THE FRENCH RALLY PROPOSALS

IN order to safeguard the general public during rallies, it appears that the French authorities are prepared to permit "one-way" traffic, in certain areas in the Alps, Massif Central and Vosges. This would mean that these sections would have to be adequately policed, and naturally the organizing clubs would have to pay for the services of the gendarmes. These proposals will have to be considered carefully by organizers, as they will naturally raise costs and may result in greatly increased entry fees, unless sponsors can be found. Yet it seems to be the only likely solution.

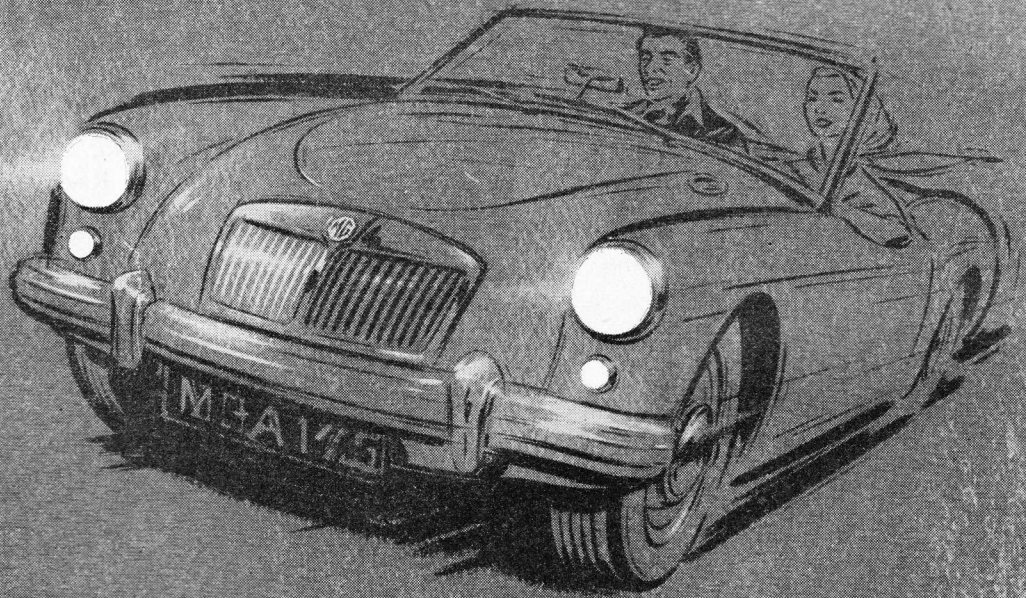
ALFRED OWEN'S GESTURE

IN presenting the British Racing Partnership with a B.R.M., Mr. Alfred Owen is giving a compact organization the chance to show what it can do with a modern Grand Prix car, prepared and raced independent of the factory. It is a bold experiment, and if it comes off, it will in some measure help to alleviate the disappointment that Mr. Owen must feel due to the comparatively mediocre performance of his team cars. Bourne, of course, will still be responsible for development, modifications and spares. Stirling Moss and Ivor Bueb are, of course, drivers for B.R.P., which should give B.R.M. a first-rate representation in Grands Prix. The car will make its debut in the Grand Prix of Europe at Rheims, on 5th July, and until then, the talking point will undoubtedly be: "Will Moss drive it?" With the car under the wing of an organization promoted by his father and his manager, Stirling may have more confidence in B.R.M. AUTOSPORT wishes the new venture all possible success, and hopes that it may lead to Mr. Owen and his men having a break in the *grandes épreuves*.

OUR COVER PICTURE

A LINE OF A.C.s at the start of one of the marque races at the A.M.O.C.'s David Brown Trophy Meeting at Silverstone last Saturday. Nearest the camera in car No. 82 is C. Searle and beside him is R. A. V. Staples. Dudley Coram raises the flag for the off.

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Safety fast!

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SPORTS NEWS

TEST FOR COOPERS AT ZANDVOORT

Début of New Aston Martins—Moss Again in Walker's Cooper-Climax

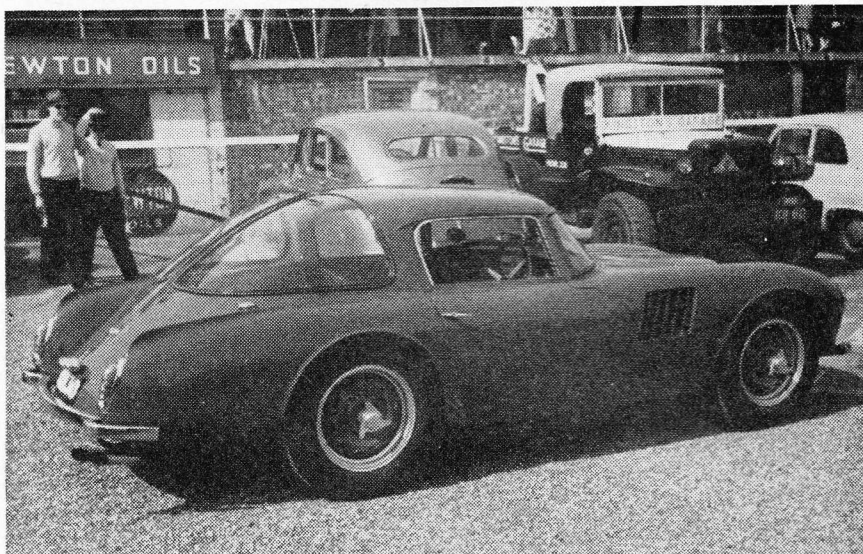
SUNDAY'S Dutch Grand Prix at Zandvoort, second leg in the World Championship, will undoubtedly be a pointer to succeeding *grandes épreuves*. It should show whether or not the Cooper-Climaxes, with their 2.5-litre engines, will have the power necessary to lap at speeds in the region of 95 m.p.h., on a circuit which normally favours sheer horse-power. In 1958, after the great Trintignant victory at Monaco, and Stirling Moss's Argentina shock win, doubts were cast on the ability of the smaller-engined cars to keep up with Ferrari, Vanwall and B.R.M. As it so happened, Roy Salvadori in the 2.2-litre car finished fourth, just ahead of Mike Hawthorn's Ferrari, but was "doubled" by Stirling Moss (Vanwall) and Harry Schell (B.R.M.).

With the new 2.5-litre Coventry-Climax engine, the 1959 cars will obviously have a much better power-weight ratio than they had last season, and the extra power may make all the difference along the fast pits straight, and the tricky climbing turns behind the paddock area. The Surbiton-built cars must offer a very strong challenge to Ferrari, B.R.M., Aston Martin and Lotus, with Moss and Trintignant in the Rob Walker machines, and Jack Brabham and Masten Gregory in the "works" cars. Moss will be out to establish a position in the Championship table, and, as was shown at Monaco, is absolutely on top of his form. Team-mate Trintignant is always to be reckoned with, not only on sheer consistency, but as a real Grand Prix driver of the highest class.

Brabham, with the confidence born of his fine Monaco victory, will be tipped as a possible winner in many quarters, whilst Gregory can go as fast as anyone. B.R.M. did well last year, but the 1959 cars have not exactly set the heather on fire. Nevertheless, if the braking problems are sorted out—which surely they must before long—then Bourne might have a say in the final reckoning. Anyway both Schell and Bonnier do not exactly loiter when they are in the mood.

Presumably Ferrari have fully investigated the fumes problem which affected both Tony Brooks and Phil Hill at Monaco. The Italians will be out to retrieve themselves, and once again Jean Behra should take the initiative, for the Maranello machines are reputed to be the most powerful of all the 1959 G.P. cars. Nevertheless Behra's history of retirements and crashes is not one to inspire his supporters with confidence. Although the Frenchman is a genuine G.P. driver, he is apt to overlook the necessity to "use his loaf", and one has come to the opinion that not a few of the B.R.M. failures last season might have been avoided. Brooks must be regarded as Ferrari's best bet, with Phil Hill at a slight disadvantage owing to unfamiliarity with the Zandvoort circuit.

Aston Martin will be the cynosure of all eyes, in this, their first *grande épreuve* and their début in a Continental race.



STRIKING car seen at Silverstone on Saturday was the special-bodied Aston Martin, based on a 1955 DB3S chassis, owned by George Humphrys. The body was built for Lord O'Neill, who designed the coachwork, by Panelcraft of Putney.

If Silverstone is anything to go by, Salvadori and Shelby have very rapid cars the race-winning potentialities of which must be considered owing to exceptional road-holding properties—a very useful quality at Zandvoort! It is possible that Salvadori, who is driving better than ever before, might crack Moss's 1 min. 38.5 secs. (94.78 m.p.h.) lap record in training, which would indeed set the cat amongst the pigeons. The Aston Martin, being a 1959 car, should theoretically be quicker than the 1958 Vanwall; however, this should also apply to all 1959 machines, and the fantastic skill of S. Moss, Esq., cannot be overlooked in any contest. He always drives well in Holland, and last year made the art of Grand Prix conducting look absurdly simple. Given reasonably good weather, without that wind which is apt to sweep down the straight, Moss is perfectly capable of knocking about a couple of seconds off his Vanwall figures. The record, in the latest Zandvoort hand-out, is stated to be

1 min. 37.6 secs. (154.659 k.p.h.), which differs from the official figures issued after the 1958 race!

There remains Team Lotus, cars which show great promise, but have not displayed the sort of reliability needed for G.P. successes. One would dearly like to see Graham Hill in a car which would give him every chance to show his undoubted ability, and one hopes that Colin Chapman and his men will, on this occasion, concentrate entirely on preparation. Innes Ireland—an extremely fast driver—is making his début in the Lotus G.P. team. Count de Beaufort's Porsche cannot be considered as anything other than a "make-weight", to permit the entry of at least one Dutch national driver. Having watched several Dutch drivers in action, I think that it is a pity that Rob Slotemaker was not given more encouragement as a possible G.P. driver. I should think that he knows every centimetre of the Zandvoort circuit!

GREGOR GRANT.

ENTHUSIAST-OWNED CIRCUIT FOR CANADA

ENTHUSIASM for motor sport in Canada knows no bounds; if proof of this be needed here it is!

A body of enthusiasts from many Ontario clubs has banded together to form a public company called Mosport, Ltd. This concern has acquired 450 acres of rolling countryside 50 miles from Toronto, near the village of Orono, close to Bowmanville and the shores of Lake Ontario. The intention is to build a full-scale racing circuit on the site. There are many other exciting plans, too, and if everything shapes up as the directors hope, Orono will become a home from home for motoring types, with club houses, racing circuits, swimming pools, etc., laid out within a short drive, by Canadian standards, from Toronto and in a reasonably central position in Southern Ontario for everyone.

The project was originally the brainchild of British Empire Motor Club, who generously offered participation to all other C.A.S.C. affiliated clubs. Membership of a recognized club entitled permission to buy shares, and both motor

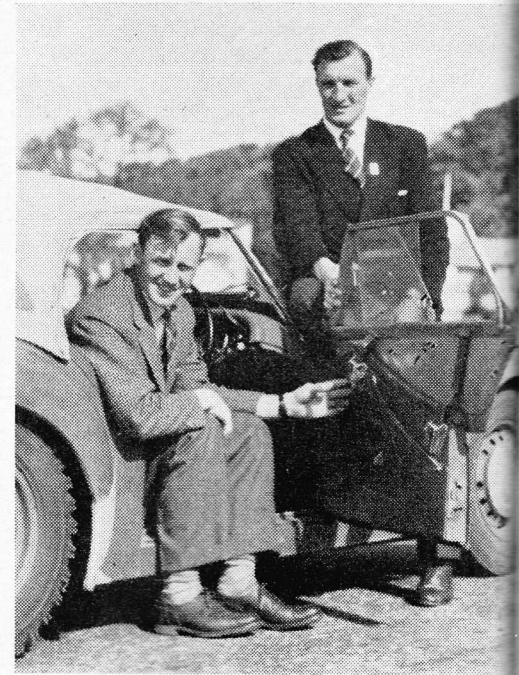
clubs, as such, and members of those clubs, may acquire stock in Mosport, Ltd. Harewood Acres, a disused aerodrome, has been the main centre for club racing in Ontario for some time, but suffers from all the disadvantages peculiar to this type of circuit; Orono can cure all this.

Mosport director—Dick Byatt—revealed that engineering work is already in progress, almost before the signatures on the land purchase contract were dry!! With this sort of hustle the writer feels that the promise of full scale racing on the new circuit for 1960 looks a decided possibility.

SEVEN vintage Bentleys carried out speed runs and record attempts on a closed road near Antwerp on Tuesday morning, under the organization of the Bentley D.C.

Forrest Lycett broke both international class records for the flying kilometre and flying mile with his 1930 8-litre Bentley, with speeds of 141.131 m.p.h. for the kilometre and 140.845 for the mile, beating the figures set up by Maurice Trintignant in a Facel-Vega. More details will appear next week.

STOP-START hill-climb at Auchterarden, with I. Barr's Riley 1.5 starting. BELOW: Winners of the Weir Trophy were Ron Dalglish and George Brass (Triumph TR3).



The Scottish Rally

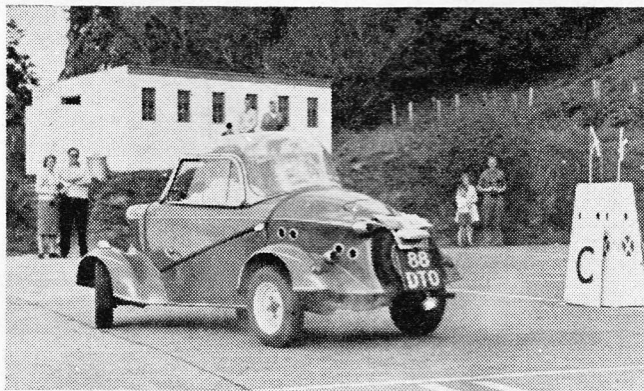
R.S.A.C. Diamond Jubilee International Event



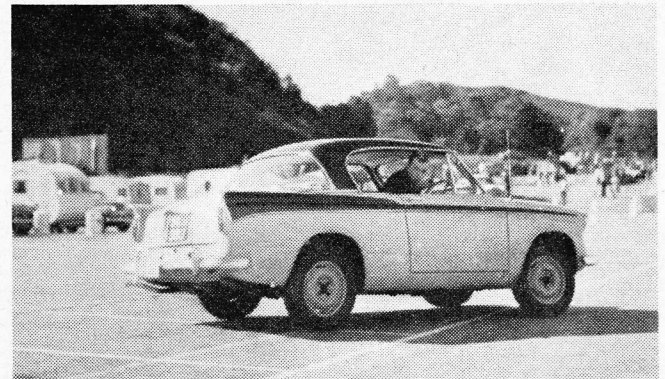
OUTRIGHT WINNER, Ron Dalglish, leaves the Oban control on the last day's run.



CAMPBELTOWN CONTROL—south for the fourth day's run. Pictured is J. A. Franchi's Riley 1.5.



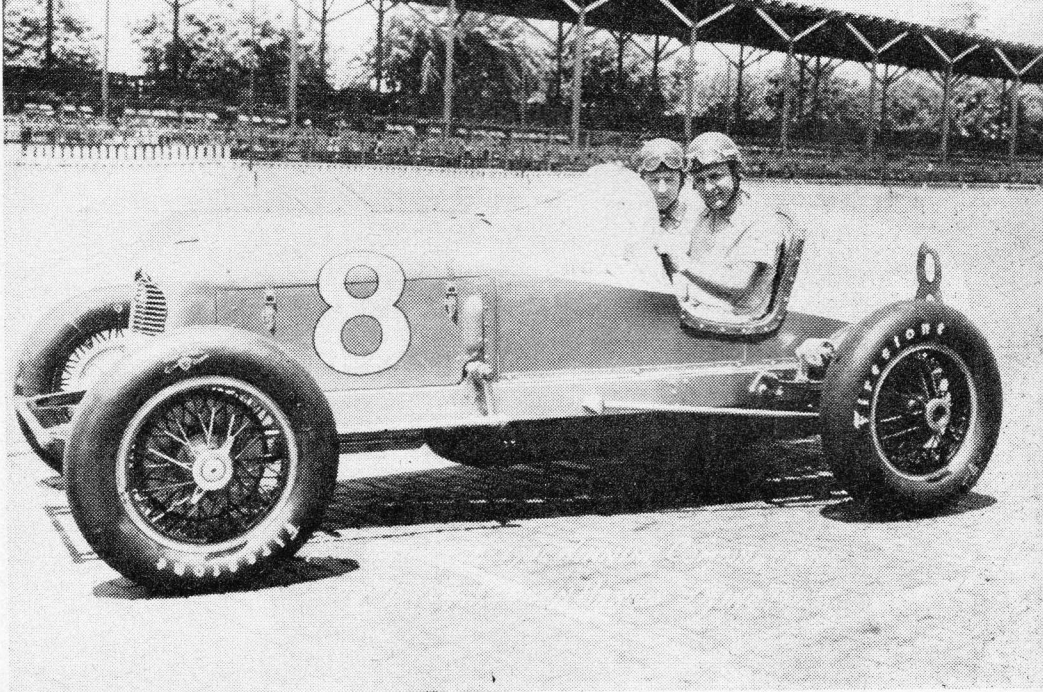
DRIVING TESTS—Ken Piper's Messerschmitt four-wheeler put up amazingly good performances.



DRIVING TESTS—M. R. Green watches the back as he swings his Rapier through a reversing manoeuvre.

THE LAST MILLER ENGINE to win at Indianapolis—a 255 c.i. four-cylinder Miller powered the car driven by Louis Meyer in 1936. Offenhauser had bought the factory in 1933 and continued production; in 1935 these engines became known as "Offenhausers".

As the 1935 racing season began, no longer were the stock engines credited with any chance to win a championship race. Nevertheless, the 366 c.i. formula had permitted the production iron to mingle with the specials and manufacturers had realized the advertising value of the speedway. Studebaker, for one, had given much thought to the Indianapolis race—thought and investment—and had capitalized on the remarkable show of their team. Other manufacturers had sponsored speedway ventures rather coolly; Ford had been represented in the big race but only through the efforts of individual dealers. A big official Ford team was long overdue at the "500" and super-salesman Preston Tucker did all the talking. As a result, there was to be a 10-car Ford team in



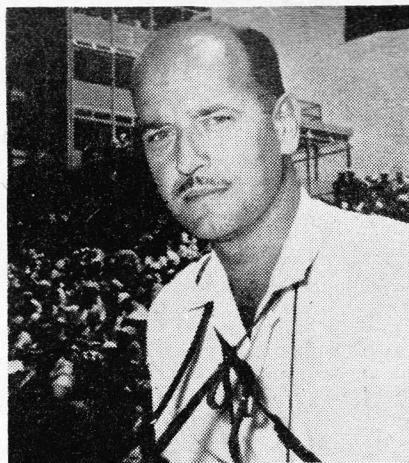
CONCLUSION

Harry Miller's Saga BY DR. VICENTE ALVAREZ

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

the 1935 "500" . . . and Harry Miller got the assignment. Unfortunately, there were only three months left to design and build 10 racing cars from scratch, which proved the undoing of the whole project. Only four cars could be completed in time—two of them qualified and both were forced out of the race. Irrespective of their eventual failure, these front-drive Ford-Millers are regarded as one of the most brilliant creations of the old Maestro and they deserve a detailed description. The engine was a 3,621 c.c. V8 Ford, at that time still a much commented novelty in the low-priced-car class, in almost stock condition. Bore and stroke were unchanged; higher pistons were used which raised the compression ratio to 9.5 to 1; racing camshafts, aluminium cylinder-heads and magneto ignition were also featured. Carburation was performed by two "duals" or four "singles"; clutch was stock, fitted with double tension springs. Crankcase capacity was enlarged to two gallons and was fed by gravity from a 2½-gallon reserve oil-tank in the cowl. The rest of the engine components were strictly stock; the engine had been turned around, so the flywheel came forward. To this end, a compact unit was attached, consisting of clutch, two-speed-and-reverse gearbox and differential, which braced rigidly the front end of the frame side members. On the other end of the crankshaft, the Bosch magneto was installed. Fuel-tank was spherical, for better drainage, with a 15-gallon capacity, mounted on rubber insulators. Tank-capacity was limited to 15 gallons since 1933—fuel consumption allowed for the 1935 race was 42½ gallons. The tank had two outlets: the regular one some 1½ ins. above the bottom, for permanent use and another outlet at the bottom point, for emergency—a set-up that made a reserve tank unnecessary.

The frame was notably rigid: two channel side-members braced by three tubular cross-members, one at the rear of



THE WRITER of this series, Dr. Vicente Alvarez. We are told that he is 6 ft. tall, weighs 12 stone 11 lb., has a bald head (looks very distinguished), is 40 years old and is still single!

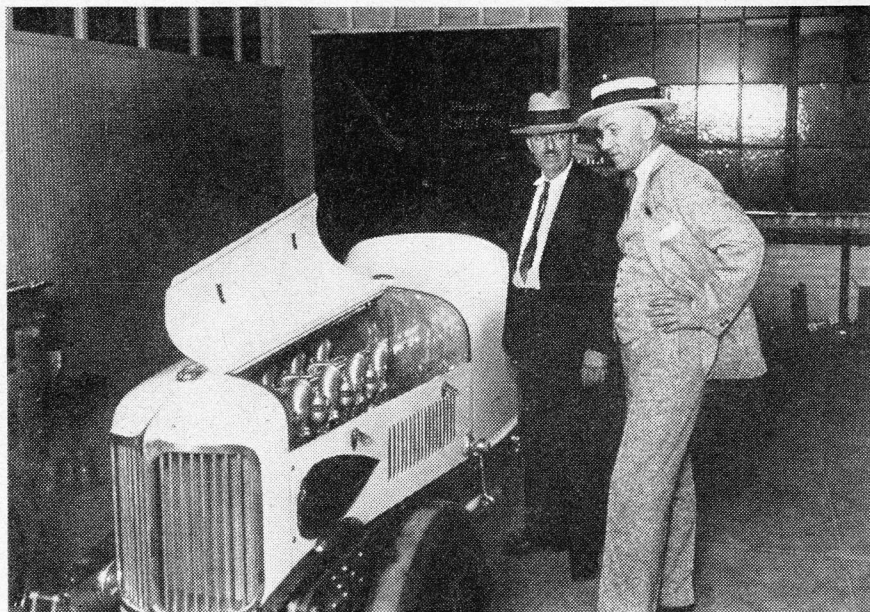
the engine and two at the rear of the car. Side members formed the rocker-panels and their lower side was curved to give the body its contour. Suspension was independent all round, by eight transverse quarter-elliptic springs, four to each end of the frame—not super-imposed, as Miller's practice was with longitudinal quarter-elliptics—but on the same horizontal plane. On the front, the axle shaft ran in between and parallel to the springs. A part resembling an airplane wing connected each wheel to the frame; these neat airfoil pieces, cast in duralumin, housed the springs and brake-lines (and axle shafts, at front) and served as control arms for the suspension. Regular Ford brakes were installed and Miller Rudge-type wire wheels were mounted on three ball-bearings. A speedometer, reading up to

160 m.p.h., was substituted for the customary tachometer. A truly novel idea was the steering-box mechanism: instead of the conventional, Miller used a planetary system of his own design. Steering-box was bolted to the front-drive housing. This mechanism had a tendency to seize under extreme heat and was the source of continual trouble—but it was too late to do anything about it.

The body was the last word in streamlining—the Ford-Millers were proclaimed "the most beautiful cars ever seen at Indianapolis"—a well-deserved title. Streamlining was considered in every detail, and the car was bare of any contour-disturbing protuberances—no mechanism was left on the outside: steering-linkage ran inside of the frame and the exhaust pipe was a flat, rectangular-section, tube running under the body, in the centre of the car.

Ford-Millers lacked the necessary straightaway speed but made up for that, to some extent (until the steering started giving trouble), on the corners, thanks to the excellent chassis. With a top speed of only about 130 m.p.h., they could lap the speedway as fast as 113 m.p.h. in time trials.

Bob Sall and Ted Horn drove the only two Ford-Millers that could make the race and both were forced out with steering trouble: Sall was out on the 47th lap—Horn kept going to the 145th, being awarded the 15th place in final classification. Dissatisfied with the performance of the "team", Ford people decided to abandon the project. Racing connoisseurs would certainly have given it another try; there were none of the various troubles which could not have been fixed had work on the cars started several months earlier, so that the 10 machines could be completed with ample time to make full tests under race conditions. For one thing, steering-mechanism would have been revised—



MILLER'S COMEBACK: In 1932, Harry Miller shows one of his new cars for the "500" to an interested visitor. This is a rear-drive, 4,962 c.c. It was a Vee-Sixteen, with de Dion rear-end and quarter-elliptic springing all round.

most probably Miller would have reverted to the conventional type. Given the time needed, Miller might have got a full team ready to do a good job the following year. But the sponsors had lost their interest: it takes race-minded men to come back after a knock-down. . . . Among racing people, Miller was given all the credit for having designed and built a real masterpiece which he, unfortunately, had no time for "debugging". And not all was lost: those cars kept racing at Indianapolis for years, with special engines substituted for the Fords and one of them had the distinction of winning fourth place in the 1941 "500", housing the original Novi engine.

Twelve Millers won top honours at Indianapolis in 1935: nine of these were "fours". The following year, Millers captured the first six places. Seventh and eighth, and farther down the final list, a new engine-marque had registered: "Offenhauser", a name destined to be prestiged by 15 Indianapolis wins, starting with the 1937 race.

After the Ford experiment, Harry Miller had two non-productive years—racewise, that is—but in 1938 he was back at "his" speedway. The American Automobile Association had changed the competition rules, adopting the new 3/4-litre International Formula. Evidently, America could afford "pur-sang" racing again, and there were some announcements of European competition returning to Indianapolis. In order to attract the oil industry, use of commercial petrol and oil was made compulsory. A displacement-limitation formula—yet on pump petrol—was the right incentive for Miller's spirit and he set to work on a new project. By the middle of March, his last design rolled into the garage area at Indianapolis: the first unit of a planned five-car fleet; an aluminium-coloured, new and different machine. The engine was a 3,778 c.c. "four" (108 x 114.3 mm.) unblown, with

an alleged output of 225 h.p. at 4,500 r.p.m.; mounted on a rear-drive chassis with a 95-inch wheelbase. In its original form, engine-cooling was obtained by tubular radiator pipes weaving around the streamlined nose of the car—these were soon replaced by two small radiators of the conventional type, placed alongside the bonnet. Outrigger, streamlined fuel-tanks were on each side of the frame. Brakes were disc, of a new, exclusive design, with 90 square inches of effective surface per wheel. The four-wheel independent suspension was similar to the 1935 Ford-Miller layout and it incorporated hydraulic shock-absorbers controllable from the instrument board. Self-starting was demanded by the regulations; in order to eliminate non-essential weight, Miller had done away with the storage-battery and the conventional starting-motor, using, instead, an aircraft-type cartridge starter to turn the engine over.

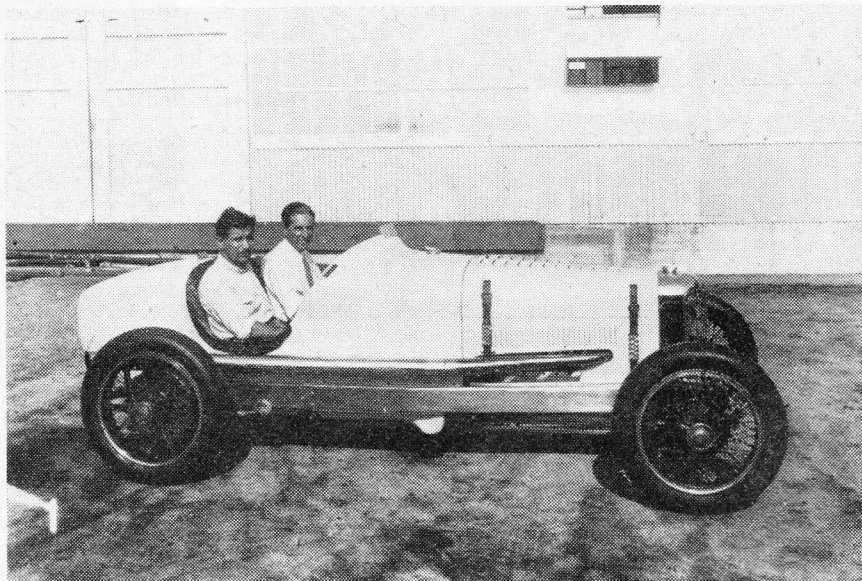
Two of these cars had been completed and appeared at the track with all the time needed to test and adjust them. They were disappointingly slow and failed to qualify, but Harry Miller was

not particularly interested in them any more. Long before these units were completed, he had devoted himself to his newer design: the rear-engined, four-wheel-drive, blown "six". This new machine was sponsored by the Gulf Oil Company to be a demonstrator for their new 81-octane petrol and Gulfpride oil. It could not be ready in time for the 1938 "500", but three of them reported for the 1939 event and immediately became the centre of attraction and controversy in "Gasoline Alley". Engine was an entirely new "six", single-cast aluminium block, offset at an angle of 45 degrees from the vertical. With over-square cylinders (88.9 x 82.5 mm.) it had a displacement of 2,995 c.c. A large, double-entry centrifugal supercharger, fed by two opposed Miller carburetters, was driven by a planetary gear system off the rear end of the crankshaft; it turned at 5½ times engine speed, giving 20-lb. pressure at 32,000 r.p.m. Mixture was delivered to the inlet ports through a large, finned, aluminium inter-cooler located alongside the bonnet. On commercial 81-octane petrol, this engine was reported to give 300 h.p. at 7,000 r.p.m. The cartridge-starter had been retained but the large-diameter, trombone-shaped exhaust pipe of the 1938 prototype had been scrapped and exhaust gases now blew off via six individual, vertical headers.

The 102-inch wheelbase chassis had eight transverse quarter-elliptic springs for all-wheel independent suspension; disc-brakes were used. Power from the engine was taken by a central shaft to the front end of the car, where a four-speed gearbox was located in a compact unit with the transfer-gears (to the offset shaft that drove both axles) and the front-axle differential.

The body was streamlined and the "airplane wings" housing the suspension elements were used. Fuel-tanks on both sides were streamlined, too, and blended smoothly with the car contour.

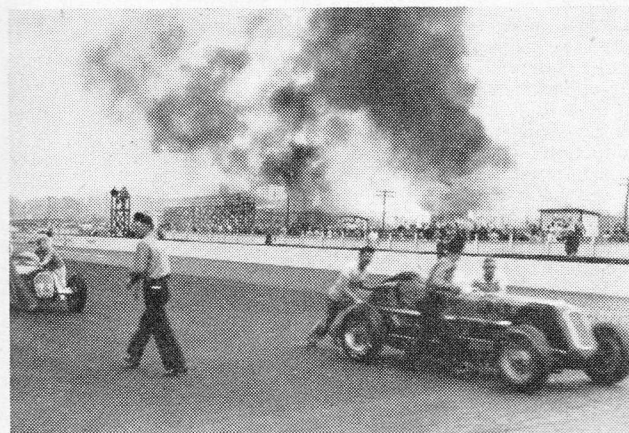
Controversy and all, the Gulf-Millers



INDIANAPOLIS WINNER of 1930. Owner Harry Hartz and mechanic Jean Marcenae in the 2,428 c.c. straight-eight Miller that Billy Arnold drove to victory—the first front-drive car to win the "500".

made a good impression in practice, but tough luck was to be the sign of their debut: one car crashed and burned to the ground, the second one spun out and was wrecked. The third—driven by George Bailey—qualified at 125 m.p.h. average but was forced out of the race with valve trouble. Two Gulf-Millers were entered in 1940: George Bailey was killed in one while practising; the second car was withdrawn as officials declared outrigger fuel-tanks created an unnecessary hazard in case of accident.

For the 1941 race, tanks were re-located. New, bulky box-section stainless-steel frame side-members were built, within which were two tanks on each side, cushioned by felt pads. Two cars were to be driven by Al Miller and George Barringer: both qualified, but Barringer's car burned in the garage fire, a few hours before the start. Miller was



★
 HARRY A. MILLER, INC. 1931: (Above) Miller and his personnel line up in front of the Los Angeles plant. Miller is first left, Leon Goosens is third from right and Offenhauser is fifth from right. The Gulf-Miller was destroyed in this garage fire (left) at Indianapolis in 1941.

out of the race with a broken gearshift lever, on the 22nd lap. The Gulf-Millers were, decidedly, jinxed, but they had shown good speed and traction: Miller was apparently nearing his goal of "integral adherence" but the controversy was still on—keener by the year. The four-wheel-drive principle had been pronounced not only inadequate but positively dangerous by reputed authorities: the quiet, vibration-free cockpit was blamed for giving no indication of the car's actual speed and therefore a false sensation of security. But theoretical criticism, however rational it was, lost some of its value after a top-ranking pilot like Al Miller stated, some years later: "It was by far the best handling and riding car I'd ever driven. . . ."

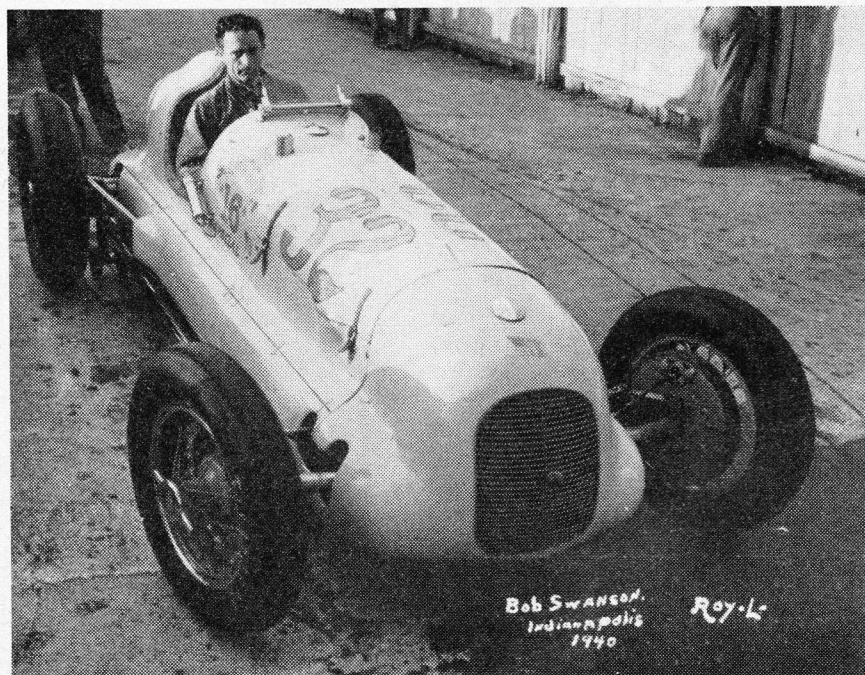
The rear-engined, four-wheel-drive cars have entered history as "The Last of the Marvellous Millers" and no other machine of their time could match them in design or constructional excellence—or in misfortune, as it was. Everything in them was new, different, revolutionary; every single detail a voucher for Harry Miller's redoubtable personality. This was his final burst of glory: for a quarter of a century, this giant of high-speed engineering had given life to his admirable, passionate dreams; this "car from Mars" was the most fitting adieu to the speedway he loved and so in-

timately knew. Harry Miller spent the final years of his life operating an engineering shop in Detroit; the Second World War had started and the Old Man was busy with the design of experimental aircraft engines. Still the dreamer, the genial intuitive, poor health would not restrain his creative eagerness,

but it obviously impaired the materialization of his ideas. His last designs were justly accused of carelessness. Retired from the speedway, with an ailing heart, declination set in rapidly—and cancer of the face was yet to speed up the final phase. Miller passed away in May, 1943. Four years later, his rear-engined car made its last appearance at Indianapolis and recorded an unofficial average of 136 miles per hour.

ACKNOWLEDGMENT

THE Harry Miller Saga has been a project of reasonable magnitude—the writer enjoyed every minute of the work involved, in the hope that the finished story would give AUTOSPORT readers reading pleasure of historical value, technically and otherwise. However, the article could not have been produced without the co-operation of a fine group of racing friends in the United States, who obliged with invaluable and essential data. The names to whom credit is due may sound familiar: Albert Bloemker (Publicity Director, Indianapolis Speedway), Griffith Borgeson, Peter De Paolo, John Kozub, Charles Lytle and Walt Woestman. Indianapolis pictures were supplied by the Speedway, through the Publicity Dept. Pictures of the early times, board-speedway activity, close-ups of personalities and, in general, old photographs taken in the West Coast, are by Ted Wilson (1403 Mercer Avenue, San Jose 25, California, U.S.A.), owner of the "Wilson Photo Collection", the most valuable treasure of historical racing negatives the writer ever had the opportunity to examine; Mr. Wilson's file-room can be properly called "the racing old-timer's paradise".



THE THREE-LITRE "parallel" Sixteen built in 1927 for the record car was later installed in a conventional race chassis. The late Bob Swanson is shown in this car before the 1940 Indy race.

BEAUTY PLUS: The Floride has considerably more performance than the standard Dauphine. This is matched with better roadholding, and the ride is first class.

and a full 40 b.h.p. is developed at 5,000 r.p.m.

On taking over the car, I was at once impressed by the luxurious equipment, the comfort of the seats, the good all-round visibility, and the admiring glances of the ladies of Paris. Out on the open road, I soon found that this more expensive model is going to justify its extra price. It has considerably more performance than a standard Dauphine, but this is matched by better roadholding, and the ride is first-class. Anybody who has driven on the roads of Northern France will know that they provide a real test of suspension and the Floride earned top marks.

I had beside me my friend, Harry Mundy, the Technical Editor of the *Autocar*. He amused himself with a

JOHN BOLSTER
TRIES THE **Renault Floride...**

THE Renault Floride has been a tantalizing car! The Régie Renault have dangled it before us at the motor shows, but have refused our money with disdain. Many readers of AUTOSPORT have gone so far as to ask me to get them one "under the counter", for never has there been a prettier little car; I mean, if you can't get girls with a Floride, you can't get girls! Now, the Floride is in full production and the cadence is to be 200 a week, so I have hastened to carry out a road test.

The Régie Renault certainly know how to throw a party, and they held a series of them for several groups of journalists. In brief, we were to collect our Florides in Paris, drive them to Brittany, spend a day there testing them à l'outrance, and then rush back across France to the gay city—a most agreeable prospect.

The body of the Floride is a very beautiful two-seater with children's seating at the rear and a front luggage boot. The construction is all-steel, and the complete body is welded to the lower "punt" of the Dauphine, which is suitably reinforced. The vehicle is a little heavier than the Dauphine saloon, weighing some 14½ cwt. as a drophead, just under 15 cwt. as a fixed head coupé, or 15¼ cwt. with a detachable hardtop. These figures include a full petrol tank and all the usual equipment.

A little lower than the standard chassis, the Floride retains the all-independent suspension of the Dauphine, with suitably modified characteristics. A three-speed or a four-speed gearbox may be had at option, and the Ferlec clutch is available in the former case. The three-speed is the new Dauphine standard box, with narrow neutral position, and the four-speed is the Gordini. The ratios with the former box are 4.52, 7.87, and 16.17 to 1, and with the latter they are 4.5, 6.4, 9.2, and 16.2 to 1.

The engine has the standard Dauphine capacity of 845 c.c. and it shares with that unit the much stronger "bottom end" that has recently been standardized. It develops considerably more power throughout the range by virtue of better

breathing. The light alloy cylinder head gives a compression ratio of 8 to 1, and has inlet valves 1 mm. larger than standard. The ports and induction system are also bigger, and the carburetter is a 32 mm. Solex. A new camshaft gives longer opening periods to the valves,

★

BRITONS ABROAD: John Bolster and Harry Munday share a joke. Any uniformity is purely co-incidental.

★



ELEGANT: "The body of the Floride is a very beautiful two-seater with children's seating at the rear. . . . If you can't get girls with a Floride, you can't get girls!"

slide rule and a stopwatch, from which he deduced that I was driving at from 70 to 75 m.p.h. On arrival in Brittany, we found that our overall average speed, including a refuelling stop and with very careful negotiation of villages, was 52.6 m.p.h. This was on a three-speed car. As one section of the route was winding, the average speed could have been increased with the use of a four-speed gearbox. The fuel consumption was outstandingly good in view of the average speed, and missed the 35 m.p.g. bracket by only a small margin. I imagine that the average owner will cruise at 60 m.p.h. or so and be rewarded by a consumption approaching 40 m.p.g.

While in Brittany, I tried the four-speed model, and found the closer ratios invaluable on hilly and winding roads. The drive back to Paris was carried out in torrential rain, and I "played myself in" very carefully in view of the treacherous road surfaces. Having found that the Floride was without vice, I was able to work up towards a similar average to that of the outward journey, while the large headlights gave a powerful beam. I am never sorry to arrive in Paris, but I did regret having to hand back "my" Floride.

I already knew that the Floride was a pretty car. What my test has proved, I feel, is that even with a tiny engine of only 845 c.c., it can make fast journeys which one would find difficulty in emulating with many much faster cars. I have to thank my friend, Robert Sicot, for letting me take part in this delightful preview. By the way, will American readers please note that for them the Floride is called "Caravel".

Price in the U.K. is approximately £1,200, including purchase tax.

The test cars were fitted with most ingenious transistorized radios which operated normally with external aerials. However, they could be detached easily, when they played from self-contained aerials and batteries.

SPRITE AT MONTE: J.V.B. (lucky man) says: "It was decided that I should thrash a modified car all the way to Monte Carlo . . . we cruised at a steady 5,000 r.p.m.".

. . . And goes to Monaco in a Sprite

THE Austin-Healey Sprite is now a very popular small sports car. In view of the fashion among owners to modify such machines for increased performance, the makers have very wisely produced a handbook on special tuning. They also list all the necessary components to carry out such modifications, and cars so treated have proved themselves in circuit races.

However, races are one thing, but the sheer battering of 2,000 fast miles on French roads is quite another. So, it was decided that I should thrash a modified car all the way to Monte Carlo, Donald Healey would use it as a hack during the Grand Prix period, and I should bring it home again, via Paris, of course.

Among the special equipment fitted to the test car was the following, though I have left out fitting charges, port polishing, and so on, which are all in the maker's list.

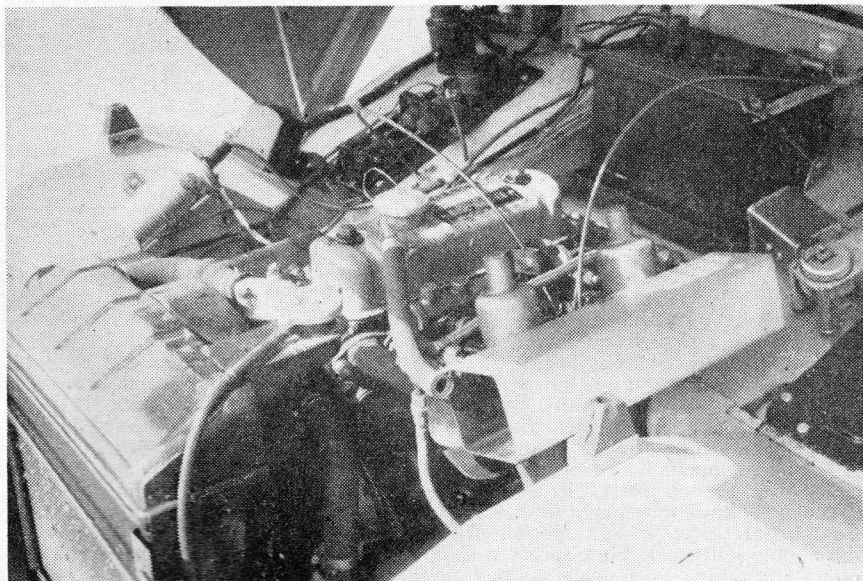
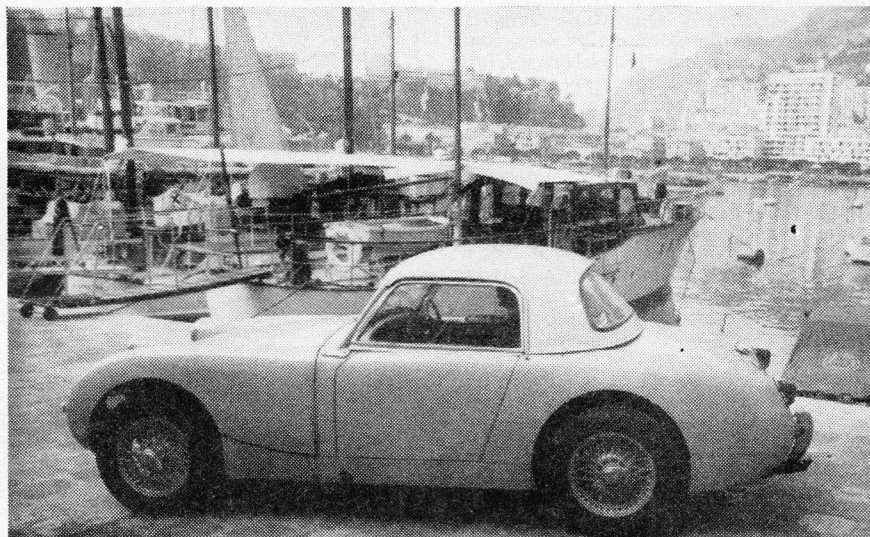
9.3 to 1 pistons	£9 10s.
Special camshaft	£6 0s.
Dual exhaust	£11 0s.

Wire wheels and disc brakes	£89 10s.
Shock absorber valves	£3 0s.
Anti-roll bar	£8 10s.
Hardtop and sliding windows	£46 10s.
1½ ins. carburettors, air box, etc.	

Obviously, I had got myself a Sprite with a difference.

So, with one wife, plenty of luggage, and very little time to spare, I set off for Ferryfield, where the courtesy and efficiency of Silver City were up to their usual very high standard. Once on the extremely rough roads of Northern France, I began to worry. At a cruising speed of 80 m.p.h. the car was taking such a pounding that I felt something must break, and at 90 m.p.h. it was difficult to keep straight on the highly cambered roads. Suddenly I had an idea, and a test proved that the tyres were carrying a high "racing" pressure.

I blessed the Austin-Healey handbook, for it gave tyre pressures in pounds and kilogrammes. The garage man who let out the air exclaimed with joy at the *freins disques*, and we set off again in a transformed car. Not only was the ride much more tolerable, but one could



take fast corners in a slide instead of a series of hops. We cruised at a steady 5,000 r.p.m., and our date with Donald did not seem so difficult to achieve.

The next delay was due to two *gendarmes*, who accused me of the speed excessive and the conduct dangerous which, they said, would set me back 2,700 francs. I remarked loudly that all coppers are asterisks, which was luckily misunderstood. "In that case, monsieur," said the *flic*, "it will only be the 900 francs for the *déravage* over the yellow line." I paid, and drove at 5,500 r.p.m. to make up for lost time.

Hour after hour, the lovely country of France unrolled itself, and as the French so-called "super" petrol replaced the British, the gearbox had to be used more and more to combat pinking. Still,

FAST AND RELIABLE was Bolster's verdict after battering the Sprite over 2,000 miles of French roads. Although this engine was tuned for competition work it coped extremely well with the requirements of fast touring.

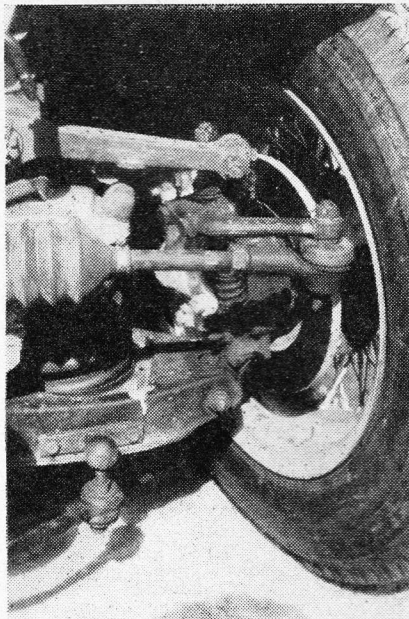
THE SPRITE WITH A DIFFERENCE
seen against the imposing background of Monte Carlo harbour. In the distance can be seen the royal palace of the Grimaldis.

the French *garagiste* is a splendid fellow, cheerful, efficient, and ever ready to clean dead flies off the screen. The Sprite never dropped below 32 m.p.g., and if some oil was consumed, one may blame the continuous high speed and the very hot weather.

The farther south we went, the better the roads became, and as the Sprite entered Monte Carlo it was running as well as ever. Here I must take back my remarks about coppers, for the Monte Carlo variety, in their splendid uniforms, are first class fellows. Two of them became my particular friends, and I sang with them in César's restaurant a number of *chansons paillasses*, finishing with "Tipperary" which, as every good Monegasque knows, is the national anthem of the English.

A few words on the racing: I was disappointed with the Juniors. 500 c.c. racing gave us the modern lightweight Grand Prix car and the modern driving style. Most of the Juniors have out-of-date chassis, and there is nothing to learn from them. The whole thing is too much like the Monomill circus, and though it may produce good fun at Club meetings, the sophisticated spectators at Grands Prix will not be amused. I may be in a minority, but I am sorry to see 500 c.c. racing give place to this.

The Grand Prix itself was an epic, and the excitement almost unbearable. After watching the practising, I put my money on Jack Brabham, which was better than losing it at the Casino. I feel that Jack's record lap, when there was oil all over the course, was as fine a piece of driving as I have ever seen. I was also enormously impressed with the roadholding of the Porsche in practice, and it is a great pity that von Trips "dropped it"



"FREINS DISQUES": The disc brakes fitted to the Sprite were masters of the situation under all conditions and their high speed behaviour was beyond criticism.



before he had settled down. There is little one can say about the bad luck of Stirling Moss and Rob Walker, for the cup of victory was dashed from their very lips.

So, the homeward trek began, and after a day of recuperation in Paris, I returned to England's shores. That tough little Sprite was still on full song, and had proved both fast and reliable. The disc brakes are, of course, entirely masters of the situation under all conditions, and although one needs to press the pedal at 30 m.p.h., the high speed behaviour is beyond criticism. For long-distance driving on Continental roads, a softer suspension setting could probably be found which would not impair the roadholding. For my taste, the special twin exhaust system is too noisy, and I think it could be made quieter without appreciably affecting the performance. The present compression ratio could be retained for French petrol if a light alloy cylinder head were made available.

Continental motoring is a specialised subject, but more and more sports car owners are taking their cars abroad.

That this Sprite, which had been specially developed for an entirely different purpose, should come out of it so well, is indeed a tribute. Perhaps a "Continental suspension kit" could be added to that already impressive list of special parts? Finally, for those who really enjoy "having a go" in the Paris traffic, a tuned Sprite is just about ideal!

A B.R.M. FOR B.R.P.

ALFRED OWEN has given a 1959 Grand Prix B.R.M. to the British Racing Partnership to race independently. There are no strings attached. Bourne will continue to develop B.R.M., and will, of course, supply the necessary spares for the B.R.P. machine. The car will be painted light green, and will be driven by either Stirling Moss or Ivor Bueb, whichever is available. Preparation and maintenance will be under the direction of Tony Robinson at Lots Road. First appearance of the car will be in the French Grand Prix (Grand Prix d'Europe) on 5th July.

"WORLD CHAMPIONSHIP"

Reviewed by John Morgan,
Secretary, B.A.R.C.

REGOR GRANT is nothing if not industrious, and, busy editor though he is, has found time to write a book devoted to the World Championship of Drivers. Beginning with a series of brief biographies of the great men who have become World Champions—Farina, Alberto Ascari, Fangio and Hawthorn—the plan of the book develops with descriptions of the cars driven by the title-holders, and compact and colourful accounts of the races in which the various individual point-winning successes were gained.

Although most self-respecting enthusiasts will have closely followed the careers of the motor racing stars, the author of *World Championship* brings out a number of interesting facts and sidelights on character, and writes in a racy, journalistic style easy to read. The great Fangio, we noticed, is variously given the quoted description of "first gentleman" of motor racing, "El Chueco", "the bandy one", and so on. By the way, although born in a suburb of Buenos Aires, Fangio was, in fact, the child of Italian parents.

Concerning the Championship itself, many will learn, perhaps with surprise, that this did not come into being until 1950, the first-ever qualifying event being the R.A.C. British Grand Prix held in

May of that year. As in these days, the championship was based upon the various *grandes épreuves* listed by the F.I.A. The original method of scoring points has been largely followed ever since, though, in the opinion of many, it could now well be reviewed. Meanwhile, the existence of the Championship has undoubtedly added enormously to world interest in motor racing, and this book is a valuable record of the Championship to date.

Writing from his track-side seat, so to speak, the author recaptures many of the great moments in Grand Prix racing, and apart from the champions themselves, many other famous drivers and contenders for the supreme honour are caught in the spotlight to receive their share of recognition. I have seen many important races during a long spell in car racing, but there is one event I wish I could claim to have seen: the French Grand Prix at Rheims in 1953 when the young Hawthorn won by a second from Fangio. With such giants as Gonzalez, Ascari and Farina also in the field, that must have been an occasion.

The text of *World Championship* is supported by a splendid selection of 75 photographs on art paper, and concludes with the detailed results of the *grandes épreuves* between and including the years 1950 to 1958. With an added note of the lap-record holders for 1958, this section is most useful for reference purposes.

There is an extremely interesting preface written by the late Mike Hawthorn. This was actually transcribed and approved by Mike from a tape recording made a week or two before he so tragically lost his life. As one reads, one "hears" Mike talking away in his cheerful fashion. He says he was "completely overwhelmed", after winning the Championship, to know that his name would thus join those of the redoubtable Farina, Ascari and Fangio. Nevertheless, he was worthy of such company.

I enjoyed reading *World Championship* and it has a secure place in my somewhat crowded bookshelf. I am sure readers of AUTOSPORT will enjoy it too.

Title: "World Championship".

Author: Gregor Grant (with preface by Mike Hawthorn).

Size: 5½ ins. x 8½ ins.; 208 pp.; 75 half-tone illustrations.

Publishers: AUTOSPORT, 159 Praed Street, London, W.2.

Price: 21s.

PORSCHE PULVERIZE FERRARI

1-2-3-4 in 43rd Targa Florio for German Cars

LAST Sunday's 14-lap (1,008 kilometres) Targa Florio was a complete debacle for Scuderia Ferrari, not one of their cars completing the difficult mountain circuit. Transmission trouble eliminated the 3-litre cars of Gendebien and Gurney, and Cabianca's new 2-litre. Behra overturned his 3-litre, but, aided by spectators, got it back on its wheels. He returned to the pits, and Tony Brooks took over. The steering was damaged, however, and Brooks went off-course and abandoned.

Before his accident, Behra was credited with a lap in 42 mins. 16 secs., which, if confirmed, beats Stirling Moss's existing record of 42 mins. 17.5 secs., put up in 1958 with the Aston Martin. If this is so, then it was a notable achievement, for rain had made the course very slippery in the mountains.

Dan Gurney, in the new 340 b.h.p. Le Mans Ferrari, took the lead on the first lap, chased by Behra.

Results

- *Barth/Seidel (Porsche "1500"), 11 h. 2 m. 21 s., 91.310 k.p.h.
- Mahle/Strahle/Linge (Porsche "1500"), 11 h. 24 m. 20.2 s.
- *Pucci/Von Hanstein (Porsche Carrera), 11 h. 31 m. 44 s.
- Strahle/Linge/Mahle (Porsche Carrera), 11 h. 36 m.
- Boffa/Drogo (2.0 Maserati), 11 h. 41 m. 20 s.
- *Colin Davis/Sepe (Alfa Conrero), 12 h. 4 m. 9 s.
- *Bini/Mantovani (Osca); 8, Camarota/Tramontana (Ferrari); 9, Le Pira/Siracusa (Ferrari); 10, Rotolo/Cavaliere (Osca); 11, Picone/Begliavia (Alfa S.V.); 12, Coco/Fabbia (Alfa S.V.); 13, Garini/Prinoth (Abarth Zagato "750"). * Class winners.

THE LEADERS IN THE "AUTOSPORT" CHAMPIONSHIP

Classification after the first three qualifying races.

1. J. P. Fergusson	Elva Courier	18
2. J. H. Gaston	Sprite	16
3. F. R. Gerard	Turner	14
J. H. D. Whitmore	Lotus Elite	14
5. B. A. M. Gilbert	Turner	13
6. W. E. Needham	M.G.A.	12
J. McKechnie	Acc-Bristol	12
J. G. Sears	Austin-Healey	12
9. G. R. Baird	Elva Courier	11
M. Wayne	Elva Courier	11
11. R. M. Shepherd-Barron	Alfa Romeo G.S.V.	10
R. A. V. Staples	A.C. Ace	10
13. E. J. B. Mitchell	Acc-Bristol	9
A. G. W. Belcher	Morgan Plus Four	9
15. A. J. Nurse	Turner	8
J. Clark	Lotus Elite	8
J. Lawry	Lotus Elite	8
R. J. Stoop	Frazer-Nash	8
J. G. Tallis	Frazer-Nash	8
Sir Gawaine Baillie	Chevrolet Corvette	8
E. R. Protheroe	Jaguar XK 120	8
22. J. I. Goddard-Watts	Berkeley	7
K. W. McKenzie	Sprite	7
24. A. C. James	M.G.A.	6
P. H. Sutcliffe	Frazer-Nash	6
26. A. McKechnie	Sprite	5
A. Lanfranchi	Frazer-Nash and Austin-Healey	5
I. L. Taylor	Triumph	5
29. R. Vincent	Lotus Elite	4
T. Entwistle	M.G.A.	4
C. R. Hanson	Austin-Healey	4
M. C. Bowling	Austin-Healey	4
33. M. H. Clare	Berkeley	2
K. P. Tomei	Elva Courier	2
N. Green	Austin-Healey	2

Team Placings after the first three qualifying races.

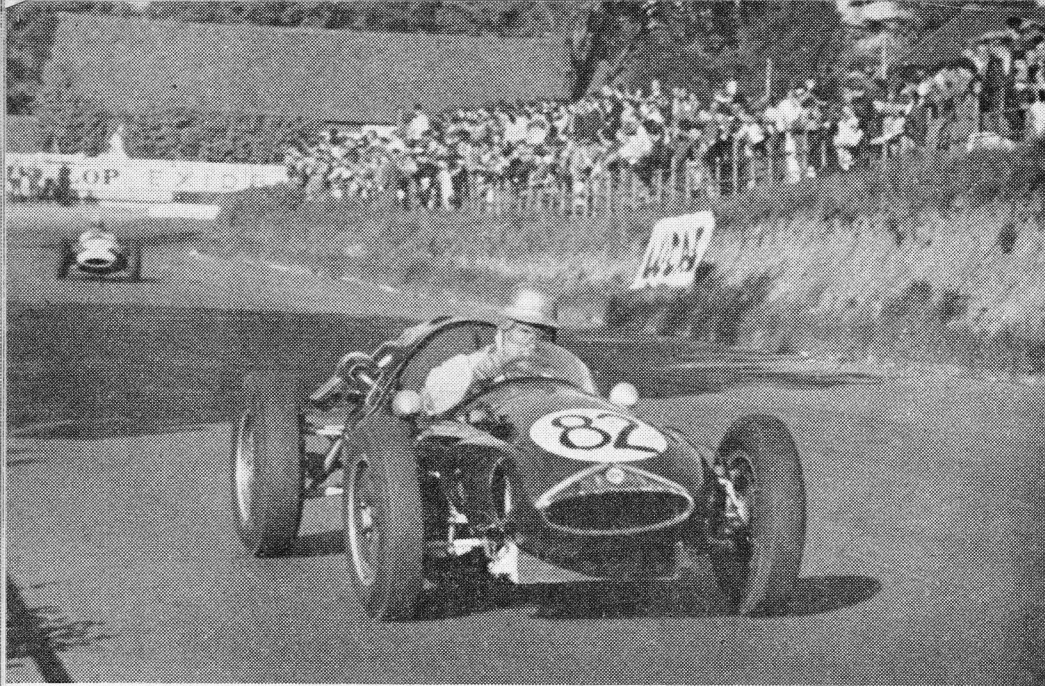
1. TEAM SPRITE				
J. H. Gaston	...	16	} 23	
K. W. McKenzie	...	7		
C. P. Tooley	...	0		
2. ELVA COURIER				
G. R. Baird	...	11	} 22	
C. Meek	...	0		
M. Wayne	...	11		
3. TURNER TEAM				
B. A. M. Gilbert	...	13	} 21	
R. G. Falconer	...	0		
A. J. Nurse	...	8		
4. ECURIE CHILTERN				
D. G. Dixon	...	0	} 17	
J. McKechnie	...	12		
A. McKechnie	...	5		
7. TEAM FAIRTHORPE ELECTRON				
E. J. B. Mitchell	...	9	} 14	
J. Heppenstall	...	0		
A. Lanfranchi	...	5		
6. TEAM "TRIPLE 'S'"				
R. A. Hudson	...	0	} 10	
C. R. Hanson	...	4		
P. H. Sutcliffe	...	6		
5. HUDDERSFIELD M.R.C.				
P. Butt	...	0	} 0	
F. Collins	...	0		
C. J. Green	...	0		

Class placings after the first three qualifying races.

Class	Driver	Mallory 30th March	Silverstone 9th May	Mallory 18th May	TOTAL
Class A					
1.	J. H. Gaston	...	8	8	16
2.	F. R. Gerard	...	8	6	14
3.	B. A. M. Gilbert	...	3	6	13
4.	A. J. Nurse	...	4	1	8
5.	J. I. Goddard-Watts	...	6	1	7
7.	A. McKechnie	...	2	3	7
8.	M. H. Clare	...	1	4	5
Class B					
1.	J. H. D. Whitmore	...	6	8	14
2.	R. Shepherd-Barron	...	4	6	10
3.	J. Clark	...	8	...	8
5.	R. Vincent	...	...	4	4
Class C					
1.	J. P. Fergusson	...	6	6	18
2.	W. E. Needham	...	4	8	12

Class	Driver	Elva	M.G.A.	Elva	TOTAL
Class D					
1.	J. McKechnie	...	8	4	12
2.	R. A. V. Staples	...	4	2	10
3.	E. J. B. Mitchell	...	3	6	9
5.	R. J. Stoop	...	...	3	6
7.	P. H. Sutcliffe	...	...	8	8
8.	I. L. Taylor	...	...	6	6
Class E					
1.	J. G. Sears	...	6	6	12
2.	Sir Gawaine Baillie	...	8	...	8
4.	A. Lanfranchi	...	...	8	8
5.	C. R. Hanson	...	2(Cl.D)	3	5
7.	N. Green	...	...	4	4

ON HIS WAY to victory goes Brian Naylor in his J.B.W.-Maserati in the Formule Libre race.



to Mallory Park the Lolas. In the hands of Peter Gammon and B. J. Cox these won rather easily from P. Boshier-Jones (Lotus) and J. C. Brierley (Elva). Incidents in this race included spins and grass cutting by C. Escott (Lotus) and L. Bramley (Lotus) who both continued unabated.

Event three was the first heat of the Formule Libre race and was mainly composed of Formula 2 Coopers. This was led from start to finish by Chris Summers, with K. H. Jack close behind. For two laps J. Dalton (Aston Martin DB3S) managed to hold third place but was passed first by Brian Whitehouse and then a lap later by Stuart Dodd, both of whose Formula 2 cars could and did out-accelerate him. Then after a further two laps' scrap, Geoff Richardson's

MALLORY PARK on Whit Monday went all Continental, when a blazing hot sun reflected a kaleidoscope of colour from the gay apparel of the multitude of spectators massing the hillside which overlooks the start area.

Since the Easter meeting, more improvements have been made, the Press photographers' stand above Shaws Corner (which was always full!!) has been removed, thus allowing a new through-way for the cash customers. A heavy earth bank now protects the gallery overlooking that popular bend, and a new to me, though it may have existed before, large and well-designed scoreboard sited opposite the Press box.

The meeting started on time with a seven lap heat for sports-racing cars up to 1,200 c.c. First into Gerards Bend was Tom Dickson (Lotus-Climax) then Chris Threlfall (Tojeiro-Climax) and E. Pantlin (Lotus-Climax), with Peter Arundell, similarly mounted, close behind. Half-way round Gerards, the Lotuses of Peter Gordon and K. Ralphs became involved, the succeeding prang doing both cars a "bit of no good". Gordon was slightly injured but Ralphs escaped unhurt. Lap three, Arundell took Pantlin for third place and on the last lap Threlfall passed Dickson on the run up to Shaws, then was soundly

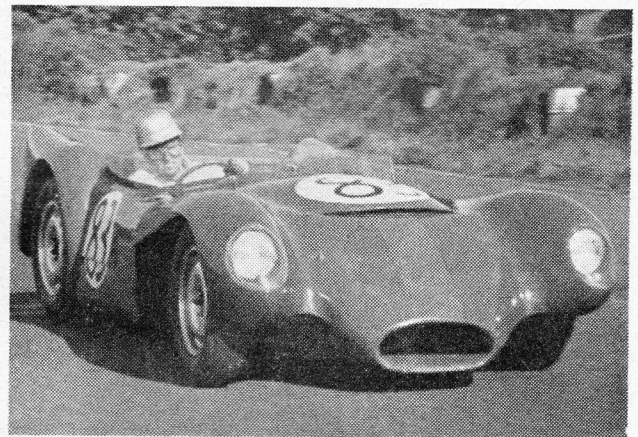
MAGNIFICENT MALLORY

Brian Naylor and Tim Parnell Win Main Events

SECOND WIN of the day came for Brian Naylor in his J.B.W.-Ferrari (right) in the big sports car race.

★

PRANG SPECTACULAR (below) as Chris Summers rolls his three-wheeled Cooper. The driver escaped with a slightly cut head.



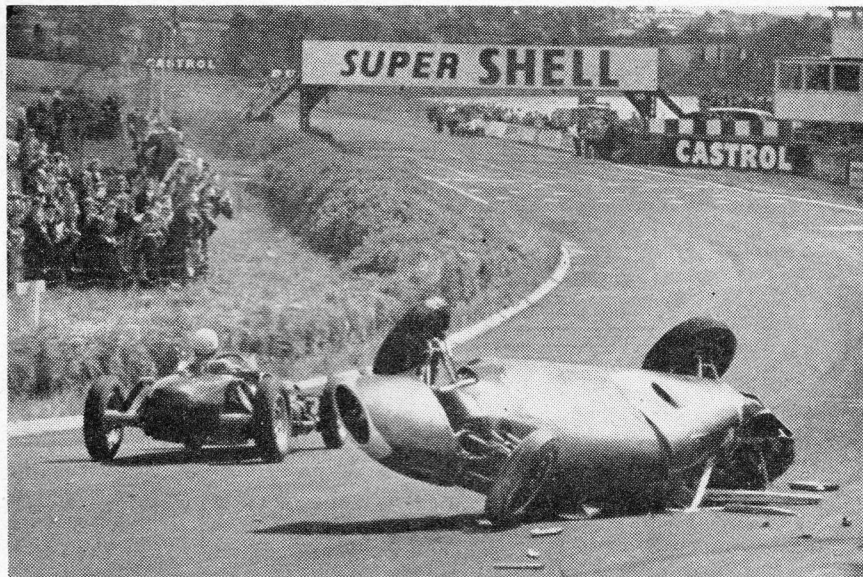
shunted on the apex of the corner when Dickson tried a repass which didn't quite come off!

Heat two came next, which introduced

Connaught Formula 1 finally put paid to the Aston's chances of place money!

The second heat of the Formule Libre race was rather a gift to Brian Naylor whose Formula 1 Cooper-Maserati (sorry, J.B.W.-Maserati) was easily the most potent machine present. He should have run in the previous heat with the Formula 2 boys but was delayed by a broken oil pipe. However, a good scrap ensued for second place between Arundell, Threlfall, Pantlin and T. Maggs, the South African entry with a Lotus-Climax. These finished in order stated with only yards separating them.

Event six, a 20-lapper for sports cars up to 1,200 c.c., looked easy for the two Lolas; but it didn't quite work out that way. First into Gerards was Threlfall, with Cox, Dickson, then Gammon, close behind. At Shaws Corner, Cox tried to "rush" Threlfall on the inside but in so doing received a gentle stock car tap which left him nose to the bank "till all but he had fled"! Lap three, and Gammon took a lead he was never to lose, winning by some 20 seconds from Arundell who in turn had displaced Threlfall on lap 10. At one time though, in addition to those mentioned, Brierley and Boshier-Jones were in the scrap for place money, until the latter's car over-



FIRST LAP of the up to 1,200 c.c. sports car race and winner Chris Threlfall (Tojeiro) is already in the lead from Cox (Lola).

turned at Gerards and caught fire, being very quickly extinguished by "on the ball" marshals.

The next race was over 40 laps for Formula 2 cars, and on lap one occurred one of those unfortunate incidents which probably altered the entire race positioning. Tim Parnell was leading Brian Whitehouse out of Shaws, the latter's Cooper emitting a heavy oil haze which would appear to have momentarily un-sighted Chris Summers, hard on their heels. Summer's Cooper swung, hit the retaining fence at Devils Elbow tail first, then overturned, half blocking the road. The driver escaped with slight head cuts. Lap four and Whitehouse was out, second spot being taken by Stuart Dodd with K. H. Jack third, some distance behind. R. H. Carter, who had had the grandfather of all slides coming out of Gerards, nearly visiting the lake in his meteoric effort, now tried all he knew to catch up, finally passing Jack into third place on the 32nd lap. It was just as well that Parnell had built up nearly a lap lead, as his motor began misbehaving to the tune of first one then two pots out. The only other finisher was W. A. Jones, in what looked like the prototype F2 Lister-Climax, who was some eight laps in arrears.

Event nine was a 20-lapper for unlimited sports-racing cars and was merely a question of whether John Dalton's Aston Martin DB3S could hold Brian Naylor's J.B.W.-Ferrari—it couldn't! Third place, some 20 seconds later, was taken by Edward Greenall in a Lotus 1500.

Last, but certainly not least, came the final of the *Formule Libre* event. This



as was expected, was just all Naylor. The Formula 1 J.B.W.-Maserati, lapping in around 57 seconds, looked and sounded magnificent. It ran through untroubled except for a moment when, on lap 15, Parnell, who, driving better than ever before, decided to have a "go" through the Esses. Naylor looked round, then opened up! Jack took third place, some 20 seconds after.

So ended a day equipped with perfect weather, tip top racing, organization and friendly "spirit"—what more can any motor racing enthusiast require?

FRANCIS PENN.

Results

Sports Cars, up to 1,200 c.c. (Heat 1): 1, C. H. Threlfall (Tojeiro), 81.92 m.p.h.; 2, T. Dickson (Lotus); 3, P. J. Arundell (Lotus). **Fastest lap:** Threlfall, 83.50 m.p.h.

Sports Cars, up to 1,200 c.c. (Heat 2): 1, P. D. Gammon (Lola), 83.15 m.p.h.; 2, B. J. Cox (Lola); 3, P. Boshier-Jones (Lotus). **Fastest lap:** Gammon, 86.17 m.p.h.

Formule Libre (Heat 1): 1, C. Summers (Cooper F2), 82.94 m.p.h.; 2, K. Jack (Cooper F2); 3, B. Whitehouse (Cooper F2). **Fastest lap:** Summers, 85.87 m.p.h.

Formule Libre (Heat 2): 1, B. Naylor (J.B.W.-Maserati), 82.41 m.p.h.; 2, P. J. Arundell (Lotus); 3, C. H. Threlfall (Tojeiro). **Fastest lap:** Naylor, 84.97 m.p.h.

Series Production Sports Cars, up to 1,000 c.c.: 1, J. H. Gaston (Austin-Healey Sprite), 71.92 m.p.h.; 2, F. R. Gerard (Turner); 3, B. Gilbert (Turner). **Fastest lap:** Gerard, 73.41 m.p.h.

Sports Cars, up to 1,200 c.c. (Final): 1, P. D. Gammon (Lola), 83.53 m.p.h.; 2, P. J. Arundell (Lotus); 3, C. H. Threlfall (Tojeiro). **Fastest lap:** Gammon, 87.10 m.p.h.

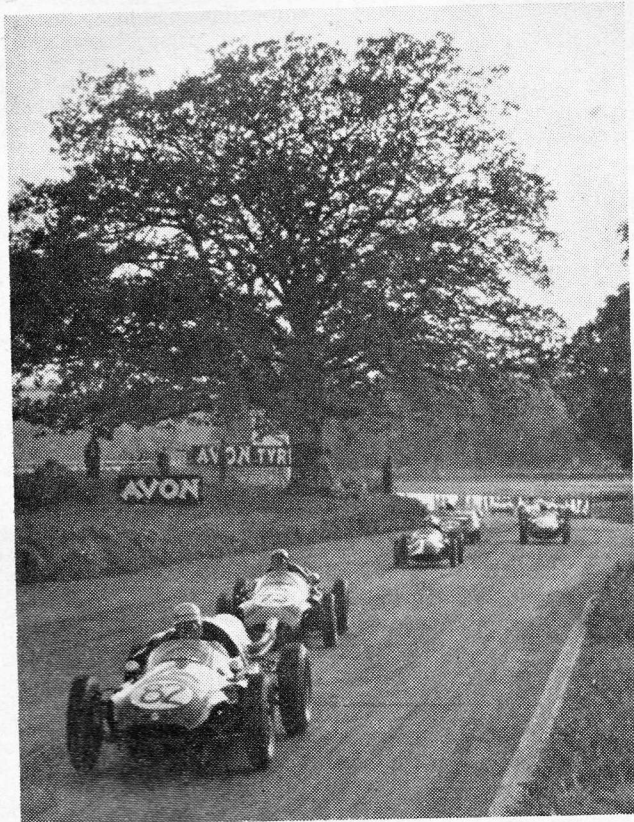
Formula 2: 1, R. H. Parnell (Cooper), 79.95 m.p.h.; 2, C. S. Dodd (Cooper); 3, K. Jack (Cooper). **Fastest lap:** Parnell, 85.26 m.p.h.

Series Production Sports Cars, 1,001-1,600 c.c.: 1, J. Whitmore (Lotus Elite), 75.14 m.p.h.; 2, D. Buxton (Lotus Elite); 3, R. M. Shepherd-Barron (Alfa Romeo). **Fastest lap:** Whitmore, 77.14 m.p.h.

Sports Cars, over 1,201 c.c.: 1, B. Naylor (J.B.W.-Ferrari), 79.44 m.p.h.; 2, J. Dalton (Aston Martin); 3, E. G. Greenall (Lotus). **Fastest lap:** Naylor, 81.82 m.p.h.

Series Production Sports Cars, 1,601-2,000 c.c. and over 2,001 c.c. (overall winner): E. R. Protheroe (Jaguar), 75.47 m.p.h.; **1,601-2,000 c.c.:** 1, J. G. Tallis (Frazer-Nash); 2, A. Belcher (Morgan); 3, B. Harpin (Ace-Bristol). **Over 2,001 c.c.:** 1, Protheroe; 2, J. G. Sears (Austin-Healey); 3, J. Sutton (Austin-Healey). **Fastest lap:** Protheroe, 77.14 m.p.h.

Formule Libre: 1, B. Naylor (J.B.W.-Maserati), 84.27 m.p.h.; 2, R. H. Parnell (Cooper F2); 3, K. Jack (Cooper F2). **Fastest lap:** Parnell, 85.87 m.p.h.



★
THIS SPLENDID Francis Penn photograph, taken from Shaw's Corner, shows Brian Naylor (J.B.W. - Maserati) leading Tim Parnell (Cooper) on the first lap of the Formule Libre final.
★

PETER GORDON, whose Lotus crashed at Mallory Park on Whit Monday, tells us that, although suffering from rib injuries, he is recovering fast and hopes to be racing again soon. Meanwhile, he will be pleased to see or hear from any of his friends.

THE two Ecurie Ecosse entries for Nürburgring will be driven by Ron Flockhart, Masten Gregory, Jock Laurence and most probably Innes Ireland. The same team will do duty at Le Mans a fortnight later.

RADIO LUXEMBOURG will feature a special interview with Stirling Moss by Les Leston at 8.30 p.m. in "Grand Prix Gossip", on 29th May, eve of the Dutch G.P.

BRITISH team for the opening round of the "World Cup" against Holland at Zandvoort on 5th July will include Lotus Elite, Elva Courier and M.G. "Twin-Cam".

Lotus-Climax. All exhibits are fully described, together with a brief summary of their history. Lord Montagu has indeed done a service to all enthusiasts in producing an accurate and well-illustrated volume, which will be not only a standard reference work, but will provide many hours of reading to all who are interested in automobiles.

From the same house comes Arthur Owen's *The Racing Coopers* (21s.), an exhaustive study and record of the famous Surbiton firm founded by Charles and John Cooper. This traces the entire history of the marque, since the introduction of the 500 c.c. Cooper-J.A.P., to the present Grand Prix single-seaters. The author has had considerable experience of Coopers, and has been concerned in many successful record attempts, as well as racing them in sprints, hill-climbs and on circuits. The story of the two Coopers is most interesting, Charles formerly being racing manager to Kaye Don. It is intriguing to note that all Coopers built since the original have had all-independent suspension. For a short time front-engined cars were built, beginning with the Cooper-M.G., then the F2 Cooper-Bristol, and finally a few Cooper-Jaguars. Nowadays the concern has reverted entirely to "engine-in-the-back", the present-day Grand Prix car bearing a remarkable similarity in general layout to that original "500" built 13 years ago. Owen's book brings back the great days of 500 c.c. racing—a branch of the sport which has produced many famous names. Well illustrated, the book retains reader interest until the final chapter, and can certainly be regarded as an official history of the marque.

Cassells have also brought out a fictional work by the late Mike Hawthorn, *Carlotti Joins the Team* (10s. 6d.), intended for younger readers. Whilst the ingredients are familiar, the motor racing background is authentic, being based on the Champion's personal experiences with Scuderia Ferrari. It was intended to run a series of Carlotti adventures, but only one more was completed before Mike's tragic accident. Central character is a tri-lingual youth with a natural flair for driving, and the tales are related by Mike himself.

Another Cassell's offering is *Nuvolari*, by Count Lurani (21s.), translated by John Eason Gibson. As its name implies, the book tells of the fabulous Tazio Nuvolari, the "Flying Mantuan", who has become a legend in the world of motor racing. Although hero-worship is obvious throughout the narrative, it is a factual account of the great Italian driver's life, from his early motorcycle days to when he was the most colourful and skilled figure in Grand Prix racing. His races are fully described, but the reader is made conscious of the many tragedies which pursued him throughout his adventurous life. His wonderful come-back as a sick man, when he finished second in the Mille Miglia with an 1,100 c.c. Cisitalia, is only one instance of the indomitable courage which has made the little Italian a household name. His name will live forever in the annals of the sport which he adorned. It was his style which inspired later masters such as Farina, Ascari and Fangio, and no one can deny that Tazio Nuvolari was the father of modern G.P. driving.

Frederick Muller has reissued Charles Fothergill's *The True Book About*

A Summer Bookshelf

New Reading for Motor-Minded People

BY AUTO-LIBRA

WITH summer holidays in the offing, there is plenty of new reading matter of interest to motor-minded people. More and more books with a motoring background are being issued each year, and not a few have reached the point of becoming best-sellers. The majority of those issued earlier in the year have been reviewed in AUTOSPORT, but quite a number of new titles have just come to hand.

Of outstanding interest is *The Motor-ing Montagus*, by Lord Montagu of Beaulieu, published at 30s. net, by Cassell and Co., Ltd., 55 Red Lion Square, London, W.C.1. Whilst this is mainly the story of the Montagu Museum, the first part is devoted to Lord Montagu's father, one of the pioneers of motoring in Great Britain, and a tremendous enthusiast. He was also a very able journalist, which served him in later years when he founded *The Car Illustrated* in 1902, which continued

until 1914. For a record of Edwardian motoring, copies of the magazine are unequalled, and much sought after by collectors. The establishment of the Museum is described by the author in great detail, and it is difficult to imagine that this matchless collection was started as recently as 1952, with a 1903, 6 h.p. De Dion Bouton. Oldest car in the Museum is the Knight, built in 1895, and most remarkable is the 1896 Pennington three-wheeler, for which extravagant claims were made by its "inventor", who was undoubtedly one of the most successful adventurers of his day. Racing exhibits include John Bolster's inimitable "Bloody Mary", the 1902 "Paris-Vienna" De Dietrich, 1908 G.P. Austin, 1912 Lorraine Dietrich "Vieux Charles Trois", 1912 "Coupe de l'Auto" Sunbeam, the Segrave record-breaker and others, The Golden Arrow, 750 c.c. 2-o.h.c. Austin, V-16 B.R.M., D-type Jaguar, W.196 Mercedes-Benz and F2

Motor Cars (8s. 6d.), a compact little volume which offers a good introduction to motoring for comparative novices. Main criticism is that the line drawings are a trifle crude, and that some of the copy could have been brought more up to date, many of the cars mentioned having been superseded by later types.

AUTOSPORT have done very well with John Bolster's *Motoring is my Business* (18s.) and Norman Smith's *Case History* (30s.), and their latest is *World Championship* by Gregor Grant (21s.). This is an account of the races for the Championship of the World since 1950, when it was first won by Farina, and ends with that classic Casablanca event when Mike Hawthorn's second place gave him the title. This book is reviewed elsewhere by B.A.R.C. secretary, John Morgan. From the same author comes a very much enlarged *British Sports Cars*, published by G. T. Foulis at 21s. This book, first published in 1947, has now been brought completely up to date, and includes a separate post-war section, together with many new illustrations. Foulis have also issued *Motoring Holidays in Great Britain*, by Christopher Trent (21s.), with superb illustrations by the author. As a guide to our own countryside, Mr. Trent is almost in a class by himself, and, fortunately, he manages to avoid anything in

the nature of travel handbooks, in his well-written and most informative volume.

Also on the subject of touring is *Go Continental—by Car*, by W. Hutton, published by Iliffes at 17s. 6d. For the tyro, this book is invaluable, and seeded foreign tourists will also find it exceedingly helpful. A feature is the inclusion of no less than 27 maps, showing the best approach routes to various centres and towns.

Temple Press, Ltd., have brought out the 36th edition of *The Motor Manual* (10s. 6d.), probably the best-seller of all motoring publications. Since it was first published in 1903, over a million and a half copies have been sold. It contains a great deal of valuable information for the owner-driver, and, of course, has been brought completely up to date.

Floyd Clymer's classic yearbook on *Indianapolis* (\$2) is as concise as ever. No other publication goes into such great detail regarding a race, and there is also a special section devoted to Monza. It is interesting to note that the complete race report, and a tribute to Fangio, by the Editor of AUTOSPORT, are included. For those interested in the technical side of American racing cars, the annual is a must.

For those wishing to visit Germany,

the *Varta-Fuhrer* guide, 1959-60, is almost essential, with its hundreds of special maps, details of 13,600 hotels and restaurants, and every possible item of information for the visitor. It costs DM 19.80, from Mairs Geographischer Verlag, Stuttgart.

Baedecker is, of course, a very famous name in guide books. Latest issues from George Allen and Unwin, Ltd., Ruskin House, London, W.C.1, are *Benelux* and *Austria*, both at 28s. These guides are as comprehensive as any to be found in the world, and are the result of exhaustive research by an experienced staff.

A most useful book for intending car buyers is Pitman's *Choosing Your Car for 1959*, by Jerry Ames (10s), with no less than 33 illustrated road tests of well-known cars, and handy specifications.

Finally we have *Automobile Year*, edited by Ami Guichard, surely the best-produced annual in the world. Packed with interesting articles, and wonderful colour reproductions, it represents Swiss publishing at its finest. The contributors include Count Lurani, Gordon Wilkins, Jacques Ickx, Diana Bartley and Gunther Molter, and there is a special section devoted to the *grandes épreuves* of 1958. It is distributed in Great Britain by G. T. Foulis, and costs 50s.

TRINTIGNANT'S PAU VICTORY

Coopers 1-2-3-4—Colin Davis (Taraschi) Wins Formula Junior

MAURICE TRINTIGNANT gained a fine victory in Rob Walker's Cooper-Climax in the F2 Pau Grand Prix on 18th May. In second place came Bruce McLaren in a "works" Cooper-Climax, followed by Lucien Bianchi in the Belgian-entered car, and then Tony Marsh's machine.

It was Masten Gregory (Cooper-Climax) who took the lead, chased by Jean Behra in his own single-seater Porsche. Behra slid on the third lap, hit a pavement, buckling a couple of wheels and losing some five minutes at the pits. Gregory then led Trintignant till the 20th lap, when he too smacked a pavement. He restarted, only to stop soon afterwards with gearbox trouble.

Trintignant, consistently brilliant in the wet, thereafter dominated the race. His driving was absolutely faultless, and he gradually drew away from the runner-up, Bruce McLaren, who was pursued by Lucien Bianchi. The last-named, one of the recent discoveries in road-racing, was just over 16 seconds behind McLaren. All the others were "doubled", with Marsh in fourth place followed by Behra's Porsche and Henry Taylor's Cooper. Behra had the satisfaction of making fastest lap in 1 min. 36.8 secs.

The Stanguellini had to play second fiddle to Colin Davis and his Taraschi, who led for the entire 40 laps, on a soaking wet circuit. Fangio's protégé, Bordeu (Stanguellini), challenged the British driver, but spun off when a brake locked. He returned to the attack, but could not catch the Swiss Michael May (Stanguellini)—Monaco winner.

Results

(80 laps = 220.8 km.)

1, Maurice Trintignant (Cooper-Climax), 2 h. 23 m. 34.5 s. (92.273 k.p.h.).

2, Bruce McLaren (Cooper-Climax), 2 h. 24 m. 49.3 s.
3, Lucien Bianchi (Cooper-Climax), 2 h. 25 m. 6.1 s.
4, Tony Marsh (Cooper-Climax), 79 laps; 5, Jean Behra (Porsche), 79; 6, Henry Taylor (Cooper-Climax), 79; 7, J. R. Lewis (Cooper-Climax), 79; 8, Keith Greene (Cooper-Climax), 78; 9, Harry Schell (Porsche), 77; 10, J. Campbell-Jones (Cooper-Climax), 77; 11, De Changy (Cooper-Climax), 76; 12, Bob Hicks (Lotus-Climax), 74.
Fastest lap: Behra, 1 m. 36.8 s. (102.644 k.p.h.).

Formula Junior (40 laps)

1, Colin Davis (Taraschi), 1 h. 14 m. 21.4 s. (89.094 k.p.h.); 2, Michael May (Stanguellini), 1 h. 15 m. 21 s.; 3, Juan-Manuel Bordeu (Stanguellini), 1 h. 15 m. 23 s.; 4, Branca (Moretti), 1 h. 15 m. 58.6 s.; 5, Armagnac (D.B.-Panhard), 1 h. 16 m. 0.2 s.
Fastest lap: Bordeu, 1 m. 45.3 s. (94.358 k.p.h.).

THE "AUTOSPORT" TEAM CHAMPIONSHIP

Close Struggle for Lead—Turners Head Sprites by 1 Point—Chiltern Third

THE struggle to head the Team Trophy table in the AUTOSPORT Championship is far closer than last year, when the Turners early established a big lead. This season they still head the list, but only by a single point, their top scorer being "Bam" Gilbert, with 13 points. Topping the Sprite challenge is Paddy Gaston with 16 points, a total which also gives him the lead in the Championship table. Placings (subject to revision) are as follows:—

	Pts.
1, Turners	20
2, Sprites	19
3, Ecurie Chiltern	17
4, Elva Courier	15
5, Huddersfield M.R.C.	13
6, Triple "S"	11

Incidentally, "Bam" Gilbert's score is 13 points, and not 10 points as was given in last week's issue. He therefore moves up to fifth in general classification—1 point behind Bob Gerard (Turner), Ferguson (Elva) and Whitmore (Elite).

LOTUS driver Rousseau won the Pente-côte Rally, held at La Baule on 17th-18th May. There were 63 entrants. The Py-Droilleau Ace-Bristol won the 2-litre category.

B.R.S.C.C. TOURING CAR CHAMPIONSHIP, 1959

Placings up to and including B.R.D.C. International Trophy meeting, 2nd May

	Pts.
1, I. Bueb (Jaguar 3.4)	28
G. C. Shepherd (Austin A40)	28
2, J. M. Uren (Ford Zephyr)	21
3, L. Leston (Riley 1.5)	20
4, R. F. Salvadori (Jaguar 3.4)	18
5, Sir G. Baillie (Jaguar 3.4)	14
6, P. Blond (Jaguar 2.4)	12
J. M. Young (Ford Prefect)	12
7, J. Sprinzel (Austin A35)	7
8, L. Adams (Austin A35)	6
E. R. Protheroe (Jaguar 3.4)	6
F. W. Scott (Hillman Minx)	6
9, J. H. Gaston (Austin A35)	4
D. Harris (Borgward Isabella)	4
D. B. Haynes (Ford Zephyr)	4
M. J. Kingham (Ford Zephyr)	4
H. R. Vincent (Wolsley 1500)	4
C. J. R. Willment (Ford Anglia)	4
10, H. Brierley (Sunbeam Rapier)	3
E. W. Cuff Miller (Ford Zephyr)	3
T. Dickson (Jaguar 3.4)	3
T. Fry (Austin A35)	3
R. F. North (SAAB)	3
C. J. Steele (Borgward Isabella)	3
D. J. Uren (Ford Zephyr)	3
11, F. R. Gerard (Austin A35)	2

The next qualifying round for the up to 1,300 c.c. and 1,301 c.c. to 1,600 c.c. classes took place in the B.R.S.C.C. National Open meeting at Crystal Palace on 18th May and for the 1,601 to 2,600 c.c. and over 2,600 c.c. classes in the B.A.R.C. National British meeting at Goodwood on the same date.

B.R.S.C.C. SPORTS CAR CHAMPIONSHIP, 1959

Placings up to and including B.R.D.C. International Trophy meeting, 2nd May

	Pts.
1, P. H. Ashdown (Lola-Climax)	37
2, R. Salvadori (Cooper-Maserati)	30
3, I. Bueb (Lister-Jaguar)	21
4, M. J. C. Taylor (Lola-Climax)	20
5, R. Flockhart (Lister-Jaguar and Tojeiro-Jaguar)	19
6, A. Stacey (Lotus-Climax)	16
7, A. G. Whitehead (Aston Martin DBR1)	13
T. Dickson (Elva-Climax and Lotus-Climax)	13
8, P. D. Gammon (Lola-Climax)	12
9, P. Blond (Jaguar D and Lister-Jaguar)	10
Hon. E. G. Greenall (Lotus-Climax)	10
N. G. Hill (Lotus-Climax)	10
10, J. Brabham (Cooper-Climax)	9
J. Clark (Lister-Jaguar)	9
11, J. Russell (Cooper-Climax)	8
I. Ireland (Lotus-Climax)	8
12, P. J. Arundell (Lotus-Climax)	7
J. R. G. Bekaert (Lister-Jaguar)	7
13, S. Moss (Aston Martin DBR1)	6
R. N. Prior (Lotus-Climax)	6
14, G. H. Breakell (Lotus-Climax)	4
J. Lawrence (Tojeiro-Jaguar)	4
W. F. Moss (Lister-Jaguar)	4
15, J. Blumer (Lotus-Climax)	3
M. G. D. Graham (Lotus-Climax)	3

FIRST LAP of the 200 miles event, and Bob Staples' A.C. Ace leads Peter Mould's Lister-Jaguar into Copse after the start.

twin-cam. Handicap winners were Ide for the M.G.s and Jacobsz for the Lotuses, fastest lap of the race also going to the South African with a lap in 1 min. 15.4 secs.

Race three was a five-lap scratch race with additional handicap for A.C.s, Bentleys, Coopers, Healeys, Morgans, Sprites, TRs and Volkswagens. No Bentleys and no Coopers ran but the rest of them had a splendid dice. So far as the leader went the issue was never in doubt, for E. Searle's Ace-Bristol took the lead on the first lap, drew steadily away from the field to the tune of eight seconds by lap three and thereafter motored home in almost leisurely manner, followed all the way—albeit at a respectful distance—by Bill de Selincourt's TR3. Third at the end of the first lap was Bob Staples (A.C.-engined Ace), which kept ahead of all the other Bristol-engined Aces but was passed on lap two by A. Belcher's Morgan Plus Four. Thereafter J. F. Turner (Ace-Bristol) crept through the field to gain places in the most remarkable manner. At the end of the first lap he was twelfth, tenth after two laps, sixth after three and four laps and then, on the very last lap, apparently just managed to pass Staples on the line for fourth place. This, in fact, was the order for the scratch section of the race, fastest lap being recorded by Turner in 1 min. 18 secs.—a brisk enough way to take an Ace round the club circuit—and the handicap winner J. Venn (Austin-Healey), who finished sixth overall.

Then came the relay race. Entered were 21 teams, representing Jaguar, Aston Martin, Lotus, A.C., Triumph, M.G., Peerless, Healey Sprite and Riley, and of these two did not run. Non-starters were the Riley team of 1.5 saloons and the third Aston Martin *équipe*, consisting of Spa, Ulster, Speed model and International examples.

Facing the cars as they lined up for the Le Mans start were 129 laps of the club circuit—something over 200 miles, in fact, and each was required to make a pit-stop to change one sparking plug during the race—the car to come in on the lap corresponding to its racing number.

The 200 Miles Relay Race

Excellent Racing at A.M.O.C. Meeting

BY MARTYN WATKINS

A WARM, sunny day at Silverstone on Saturday greeted the Aston Martin O.C. national race meeting at which the feature event was the David Brown Trophy 200 miles relay race for "one-make" teams, with three short, five-lappers to fill in the day's programme. Organization was as slick as one would have expected from a club with A.M.O.C.'s reputation and a first-class entry covered just about everything from vintage sports-cars to family saloons and modern sports-racing machinery.

First race of the day was a complicated-sounding but straightforward enough five-lapper, comprising a scratch race for Aston Martins, with a sealed handicap, run in conjunction with a similar event for Jaguars. The only complication arises out of the fact that there are five results for this one—one for each scratch race, one for each handicap and an overall result. All clear? Right.

Overall, the race was a runaway win for Peter Mould (Lister-Jaguar), who took an immediate lead and held it throughout. In fact, the order of the first four never changed, but with Peter Mould lapping consistently in about 1 min. 12 secs., and recording a fastest lap in 1 min. 10.2 secs., neither Michael Salmon ("D"-type), who was second, nor John Dalton, third in his Aston Martin DB3S, could make any impression. A consistent fifth was Mrs. Jean Bloxam (DB3S) ahead of J. B. Rodger's "D"-type Jaguar.

Obviously, Mould took the outright victory as well as a win in the Jaguar scratch race, with Salmon second in both categories and Peter Sargent, fourth overall, third in the Jaguar scratch race. The Aston Martin part of the affair was won by Dalton, with Jean Bloxam second and Lyndon Sims (DB2) third. Salmon won the Jaguar handicap and Dalton that for the Astons.

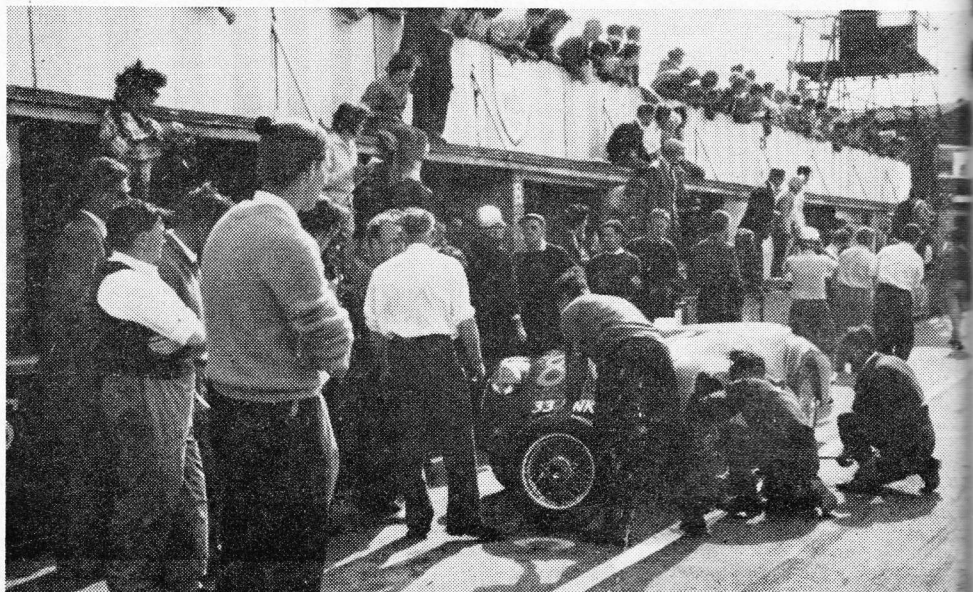
The second race—another five-lapper—saw an assortment of Lotuses and M.G.s on the line, the latter ranging from Twin-Cams to V. Clark's venerable TC. A

clear-cut win in this one went to Louis Jacobsz (Lotus) of Team South Africa, but Len Gibbs (Lotus) stayed with him all the way to make a race of it. Both leading cars drew well away from the field in the most remarkable manner: after only four laps of the five-lap race more than 36 seconds separated Gibbs, in second position, from third man Bob Ide, at that point leading the M.G.s in the ex-Peter Tomei TD.

Jacobsz, lapping steadily in 1 min. 15 secs, or so, kept ahead of Gibbs to win the race overall and the Lotus part of it, Gibbs crossing the line in second place three-quarters of a minute ahead of the third man. A certain amount of argument went on about third place among the two leading M.G.s, Ide, in the TC, working his way through the field in splendid manner from seventh place on lap one to third spot, leading the Abingdon contingent, by lap four. Geoff Dear, however, in one of the Octagon Stable twin-cams from, I think, the West Hants and Dorset C.C., followed him through and managed to pass the older car on the last lap.

Third in the Lotus scratch race was Mrs. Bluebelle Gibbs, while third spot among the M.G.s went to R. J. Crossfield's

BUSTLE at the pits surrounds Bill de Selincourt's TR3, which had two wheels changed when both showed signs of collapse in the later stages of the race.



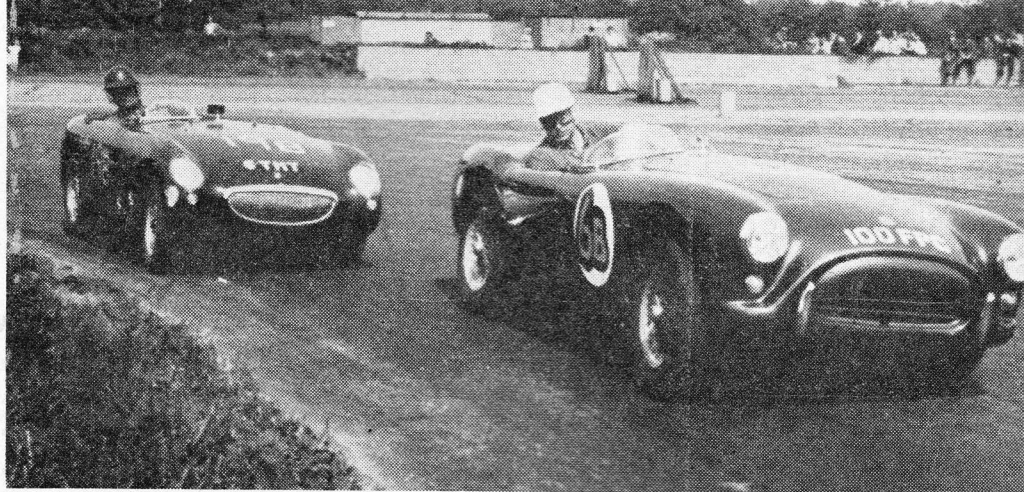
THROUGH BECKETTS go the A.C.-Bristol of J. McKechnie, hotly pursued by Wing Commander MacKenzie's Sprite—the latter a member of the fourth placed team.

At precisely 11 minutes past two—oddly enough, the scheduled starting time—David Brown started the race, and the number one drivers sprinted across the track to their motor-cars. With such a varied line-up, ranging from "bread-and-butter" machines to one-purpose sports-racers, the atmosphere was tremendous. First away was Bob Staples in the A.C.-engined Ace, while Mrs. Jean Bloxam, who was a trifle out-sprinted by all those great burly men, made a really first-class get-away and as they passed out of sight beneath the bridge passed Staples. An excellent start was made by Peter Mould, whose Lister left the line third and was leading the race before Becketts was reached. At the end of lap one the order was Mould, Staples, Mrs. Bloxam, followed by G. Morgan's Lotus and Sid Hurrell's TR. Pit activity started immediately, for Mike Salmon, his "D"-type running in team No. 1, accordingly arrived at the pits after the first lap for his compulsory plug change, which was accomplished in very quick time. As he departed, Mrs. Jean Bloxam brought the DB3S in for her compulsory stop.

Peter Mould, in the lead on actual distance by a handsome margin, was lapping steadily in 1 min. 12 secs.—an improvement of three seconds on handicap, which focused strong attention on the Jaguar No. 2 team as possible contenders. Nevertheless, 200 miles had yet to be covered.

After four laps Mike Salmon had his headlights on as his "D"-type, sounding absolutely magnificent, simply blasted past the smaller, slower cars. After five laps came the first change of car and driver, Paddy Gaston bringing his Sprite in to hand over to Wing Cmdr. MacKenzie. For the heavy metal, the baulking—all of it, actually, quite unavoidable, for a very high standard of driving was being displayed—was quite alarming. Additional despondency must have been caused by one of the XK 150 Jaguars, which was depositing pints of fuel all over Woodcote and Becketts—and possibly Copse as well.

After 10 laps Sid Hurrell was leading on the road in his TR, while Lyndon Sims (DB2) led for the Aston Martin



Results

David Brown Trophy 200 Mile Relay Race: 1. Lotus No. 4 team (J. Graydon-Whitehead, P. D. Anders, A. T. Korczynsky and Mrs. Bluebelle Gibbs, Lotus Elevens), 129 laps, 67.77 m.p.h.; 2. Jaguar No. 4 team (R. F. Taylor, E. G. Brown, C. M. Clairmont, XK 120s, and R. A. Gibson, XK 140), 129 laps; 3. Lotus No. 3 team (D. Hitches, E. A. Martin, M. R. Eyre, Lotus Sevens-Fords), 129 laps; 4. Healey Sprite No. 2 team (S. Ldr. J. H. Gaston, W. Cmdr. MacKenzie, M. Bond, Sprites), 128 laps; 5. Healey Sprite No. 1 team (Miss Rosemary Seers, G. H. Williamson, M. B. Baring, A. McKechnie, Sprites), 126 laps; 6. Peerless team (I. Burvill Holmes, T. Rose, A. Bertorelli, G.T. 2-litres), 126 laps.

Scratch Race for Aston Martins and Jaguars: 1. P. Mould (Lister-Jaguar), 80.67 m.p.h.; 2. M. Salmon (Jaguar "D"-type); 3. J. Dalton (Aston Martin DB3S). **Fastest lap:** Mould, 82.70 m.p.h. **Aston Martin Scratch Race:** 1. J. Dalton (DB3S); 2. Mrs. Jean Bloxam (DB3S); 3. L. Sims (DB2).

Aston Martin Handicap: 1. J. Dalton (DB3S); 2. Count C. de Salis (DB2/4) and Mrs. Jean Bloxam (DB3S); 4. L. Sims (DB2).

Jaguar Scratch Race: 1. P. Mould (Lister-Jaguar); 2. M. Salmon ("D"-type); 3. P. Sargent ("C"-type).

Jaguar Handicap: 1. M. Salmon ("D"-type); 2. M. Brook (XK 150); 3. P. Mould (Lister-Jaguar).

Scratch Race for M.G.s and Lotuses: 1. L. Jacobsz (Lotus), 75.45 m.p.h.; 2. L. Gibbs (Lotus); 3. G. N. Dear (M.G.A.). **Festest lap:** Jacobsz, 76.77 m.p.h.

M.G. Scratch Race: 1. G. N. Dear (M.G.A.); 2. R. B. Ide (M.G. TD); 3. R. J. Crosfield (M.G.A.).

M.G. Handicap: 1. R. B. Ide (TD); 2. M. Reid (M.G.A.); 3. V. D. Clark (TC).

Lotus Scratch Race: 1. L. Jacobsz; 2. L. Gibbs; 3. Mrs. Bluebelle Gibbs.

Lotus Handicap: 1. L. Jacobsz; 2. J. M. Edwards; 3. L. Gibbs.

Scratch and Handicap Race for A.C., Healey, Morgan, Sprite, Triumph and Volkswagen: 1. E. Searle (Ace-Bristol), 72.68 m.p.h.; 2. R. W. de Selincourt (Triumph); 3. A. Belcher (Morgan). **Fastest lap:** J. F. Turner (Ace-Bristol), 74.22 m.p.h. **Handicap Section:** 1. J. Venn (Austin-Healey); 2. R. W. de Selincourt (Triumph); 3. A. Belcher (Morgan).

team and D. Hitches (Lotus-Ford Seven) for the No. 3 Lotus team.

Fuel was still being scattered on the corners by the Jaguar, although in decreasing quantities as the tank emptied. Bob Ide brought his M.G. TD in for his compulsory plug change and overshot his pit, causing his crew to take exercise in the most energetic manner.

By 2.30 p.m., after 19 minutes of racing, the Peerless of I. Burvill Holmes was leading on handicap, Hitches's Lotus Seven being second. Talking of Lotuses, Peter Lumsden's Elite was lapping two seconds better than his scheduled handicap time. Five minutes later Peter Mould pulled into the pits to retire his car with carburation defects, and J. B. Rodger's "D"-type took over. The Peerless still led the race on handicap, with A. T. Korczynsky's Lotus second for Lotus No. 4 team, Hitches third for Lotus No. 3 team and Baring's Healey Sprite fourth for the No. 1 Sprite team. T. Entwistle's M.G.A. arrived at the pits boiling furiously while things began to happen on Woodcote, still very slippery although fuel was no longer gushing out of the Jaguar. Bob Staples nearly lost the Ace and on the next lap Lyndon Sims had a tremendous moment with his DB2, both drivers sorting things out and getting back in charge with commendable briskness.

By 2.45 p.m., Korczynsky's Lotus took the lead on handicap—and immediately came to the pits for a car and driver change, P. D. Anders taking over with a Lotus which sounded off form. As Baring's Sprite passed the pits, the rest of the team stood in a line and solemnly waved their right legs at him—which ranks as one of the most unconventional "go faster" pit signals ever.

Another moment occurred at Woodcote when Burvill Holmes found his Peerless, back in the lead after Korczynsky's stop, sideways at Woodcote, but he straightened things out and pressed on, with Hitches, now second on handicap, in hot pursuit.

Shortly before 3 p.m. Hitches passed the leading Peerless to put the Ford-engined Lotus Sevens in the lead, while Anders moved up into second place, making the order Lotus No. 3 team, Lotus No. 4 team, Peerless team and, now, the Aston Martin No. 2 team, comprising two DB road models and Chamberlain's 2-litre Speed Model. Bob Staples, still out on the circuit for the A.C. team, passed the pits with the engine

(Continued on page 706)



CLOSE COMPANY at Copse: R. F. Taylor's XK Jaguar, of the team which finished in second place, leads Sid Hurrell's TR3 into the right-hander.

FINEST RACE of the day was the 750 Formula event, won by Roy Lee (No. 2) after a pit stop—in a 10-lap race—and a tremendous battle with Marsh's Speedex car.

into fifth place and the battle between Youlton and Rook continued unabated until Rook lost some ground due to over-enthusiasm at Coram Curve. The fifth lap saw little change in the order except that Martin, who had been a lap behind the leaders after his pit stop, had moved into a position between Youlton and Rook in his efforts to catch up and seemed, by his presence, to have slowed things up a little. On the sixth lap came a moment of drama—Lee, who had been well in the lead, came into the pits suffering from overheating, due to a blown gasket, and took on about a gallon of water. He got away again very quickly, but not before the Speedex had taken over first place by a considerable margin. In third place Tony Cross was within striking distance and going well until his steering column broke and caused him to leave the road at the hairpin.

The driver received minor injuries, but his car looked a bit secondhand. Roy Lee had been lapping considerably faster than J. G. W. Marsh and there was much speculation and calculation as to his chances of catching Marsh in the remaining six laps. From that moment all the interest in the race became concentrated on the first two cars. Could Lee catch Marsh? On every lap the gap narrowed as Lee made up a few seconds every time round, but both drivers were really trying very hard and it didn't seem that Lee could gain enough ground in the available time. On the ninth lap Lee was still quite a long way back and it looked as though it was all over but, when they appeared in the Esses, Lee was close and gaining all the time. He went through Coram appreciably faster than Marsh and as they entered the finishing straight there was very little distance between them. Both cars were using all their revs. in the gears and, as they neared the line, Lee began to creep ahead, his front wheels slowly moving in front of the Speedex and he crossed the line a winner by the length of his bonnet in a most spectacularly exciting finish, one of the few men to have won a 10-lap

(Continued on page 700)

Club Racing At Its Best

West Essex C.C. Snetterton "Double Twelve" Trophy Meeting

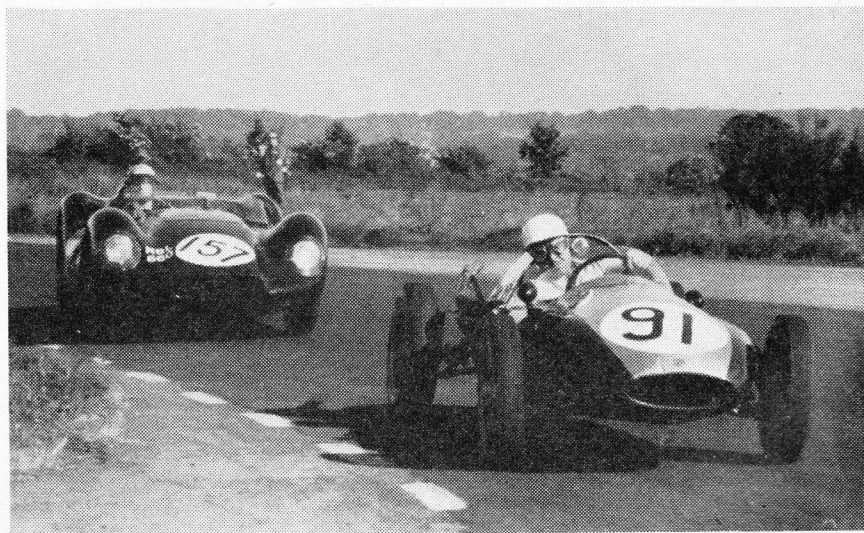
THE West Essex Car Club "Double Twelve" Trophy race meeting at Snetterton was club racing at its best. All conditions were in favour of a good meeting—the weather was perfect, there was a very good entry and the organization was first class. One of the most significant points to arise from the day's sport was that expensive machinery is by no means necessary for good racing—the 750 race was undoubtedly the most interesting and entertaining of the day.

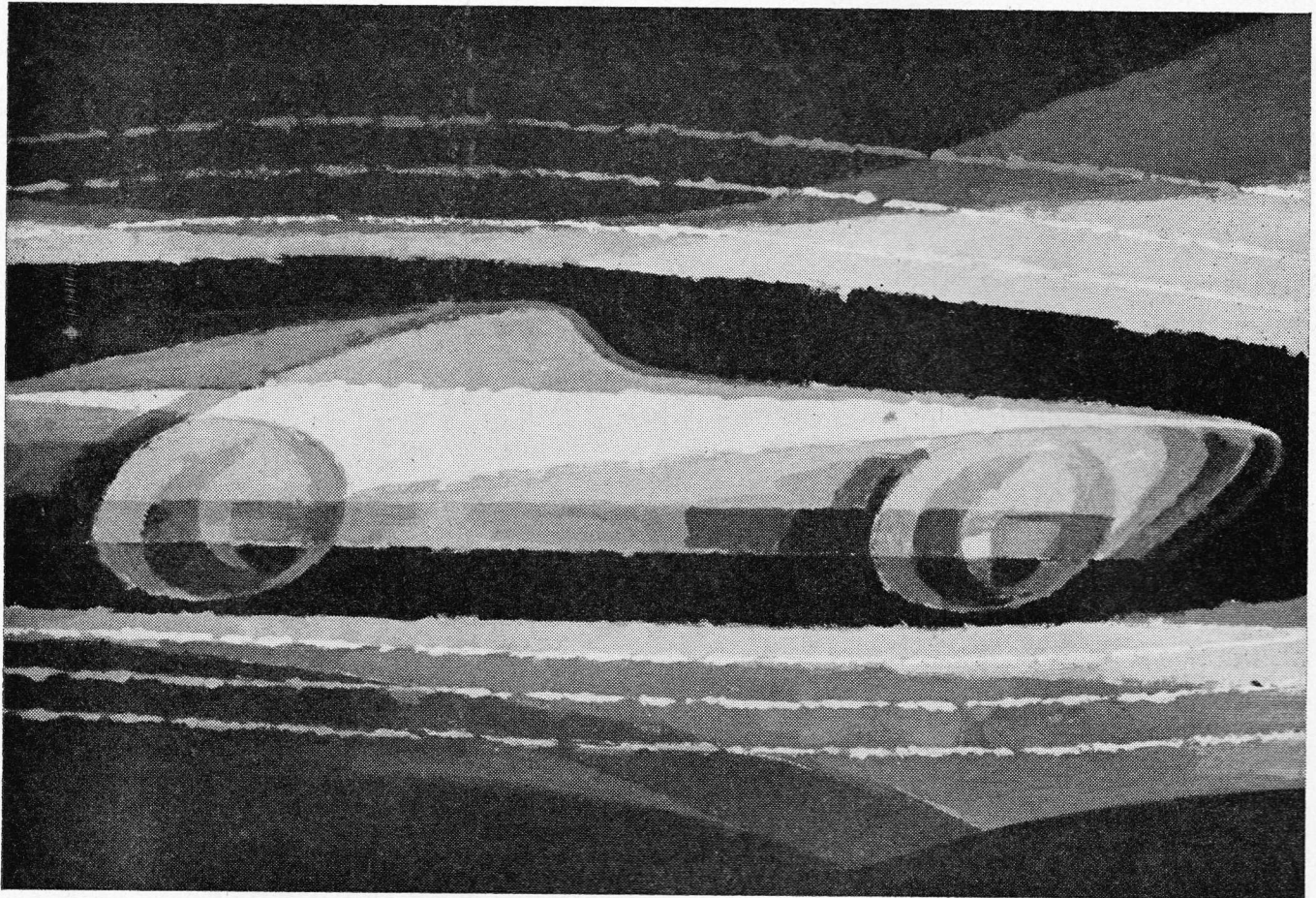
This event was in fact the first on the programme. There were 15 entrants and 10 of them came to the start; the field got away quite well, only M. Powter's silver car being slow. Roy Lee, from the second row, came up fast, jockeying for position with the beautifully prepared Team Sigma cars of Mike Fetherstonhaugh and A. E. Densham and, as they disappeared round Riches Corner, he moved into first place. At the end of the first lap Lee had a three seconds lead from J. G. W. Marsh's Speedex, which was closely followed by P. A. Cross's silver Austin. Lee's L.R.M., in full song and sounding delightfully crisp, was appreciably faster down the pit straight than any of the other cars. There was quite a long gap after the leaders, then Len Rowe's Ulster came through, followed by G. Martin's Austin-Martin, Fetherstonhaugh's F.W. Special and A. J. Youlton's Austin—all fairly close together. A. E. Densham's Molina-Austin appeared with smoke billowing from its cockpit and pulled into the pits, where it was immediately surrounded by a crowd of no less than 17 people, to the great displeasure of sundry pit marshals. After a brief stop he got under way again, still smoking, to come in at the end of his next lap and retire with chronic overheating.

On the second lap Lee was still firmly in the lead and had opened up an even longer gap between himself and the Speedex, which had a considerable lead from Rowe and the rest of the field who were all travelling in fairly close com-

pany in more or less the same order, with the exception of Powter's Austin, which had disappeared from the lap chart. At the back of the field E. N. Rook and A. J. Youlton were enjoying a hard fought struggle, with Youlton in the lead as they passed the pits. On the third lap the order was unchanged, but Lee had pulled out a lead of almost 12 seconds and was "going like a bomb". Although they were all trying hard the rest of the field seemed to have settled down to the order they had taken at the end of the previous lap, with the exception of Messrs. Rook and Youlton, who came past the pits side by side, both going full bore and with not a rev. to choose between them. Rook seemed to be in the ascendancy as they went into Riches Corner, but Youlton wasn't giving an inch. On the fourth lap Lee had increased his lead again and P. A. Cross was gradually closing on Marsh's Speedex. Len Rowe's Ulster (which is almost completely original) was still firmly established in fourth place but the Austin-Martin had dropped back and came into the pits for water. Fetherstonhaugh's F.W. Special, which was also suffering from overheating, moved up

LEADING John Bekaert in the Formule Libre race is Jim Russell, who made up ground enormously after a slow start in which Bekaert went clear ahead.





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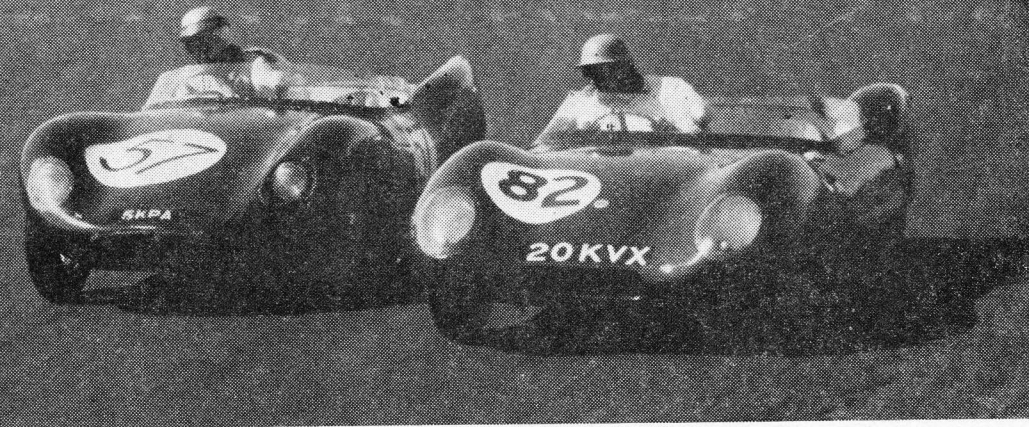
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SIDE BY SIDE through the hairpin go Martin Wills's Lotus (82) and A. V. Hegbourne's Tojeiro during the 1,100 c.c. race.



Snetterton—continued

race after a pit-stop. His fastest lap was recorded at 2 mins. 16.6 secs. (71.16 m.p.h.)—7 secs. better than his own 750 lap record!

The second event, a 10-lap race for sports cars complying with the 1172 formula, was something of an anti-climax after the excitement which had been provided by their smaller brethren. O. R. Hart took an immediate lead in his very pretty Terrier Mark II and went on to win as he pleased. At the end of the first lap Hart was followed by Alan Wershat's Lolita and D. Hitches's Lotus Seven. On the second lap Hitches took over second place and that order remained constant for the next five laps, the race degenerating into something of a procession. On the seventh lap Lolita disappeared from the lap chart and was not seen again, being supplanted by E. A. W. Martin, who had been driving his Lotus Seven with great verve in a short-lived dice with David Rees's Austin-Rees and C. C. J. Nicholson's Lotus Seven on the first lap. E. Dobson, in fourth place, had been driving a very steady race which was rewarded on the ninth lap when he made his effort and passed Martin into third place. Otherwise there was little interest in this event, which was more or less an exhibition drive by Hart in his very rapid Terrier.

Third event on the programme was a 10-lapper for sports cars of up to 1,100 c.c., complying with appendix "C". And just to make sure that they all complied, the scrutineers went around inspecting cars to ensure that they had brought their spare wheels to the starting line.

Eleven Lotuses, two Tojeiros, a Cooper, an Elva and an Austin-Healey Sprite came to the start. At the end of the first lap Chris Steele (Lotus) and Ian Raby (Cooper) came through in the lead, while Keith Greene, in his Lotus Seventeen, was well back in the field after a poor start, but going very well and coming up quickly. M. Niven came into the pits at the end of the first lap with a large gash in the nearside panelling of his Lotus Eleven and was forced to stop as the bonnet securing spring had been shorn away. E. L. Hine's Eleven failed to complete the first lap. When they came round for the second time Raby

was established in the lead, Keith Greene was second and Chris Steele had dropped back to third place. After coming through from eighth place on his first lap Keith was really getting down to it and was challenging Raby for the lead as they went through Riches Corner and down to Sear Corner. This battle continued throughout the next lap and the leaders gradually got farther and farther away from Chris Steele in third place who, as he passed the pits, made signals which seemed to indicate that all was not well with his engine. Two other scraps were going on simultaneously—one between Chris Threlfall and Martin

Results

750 Formula: 1, R. D. Lee (L.R.M.), 67.73 m.p.h.; 2, J. G. W. Marsh (Speedex); 3, L. Rowe (Austin Ulster). **Fastest lap:** Lee, 71.16 m.p.h.

1172 Formula: 1, O. R. Hart (Terrier), 77.74 m.p.h.; 2, D. Hitches (Lotus); 3, E. Dobson (Lotus). **Fastest lap:** Hart, 79.54 m.p.h.

Sports cars up to 1,100 c.c.: 1, K. A. Greene (Lotus), 86.28 m.p.h.; 2, I. E. Raby (Cooper); 3, C. Steele (Lotus). **Fastest lap:** Raby, 88.04 m.p.h.

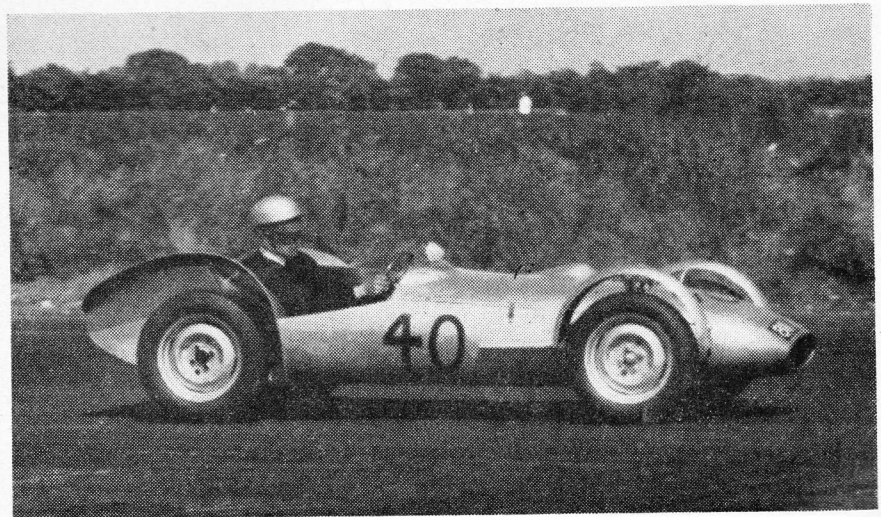
"Double Twelve" Trophy race, 12 laps, for sports cars over 1,100 c.c.: Over 3,000 c.c.: 1, J. Bekaert (Lyster-Jaguar), 89.90 m.p.h.; 2, W. F. Moss (Lyster-Jaguar); 3, J. Ashmore (Jaguar). **Fastest lap:** Bekaert, 91.35 m.p.h. Under 3,000 c.c.: 1, P. Mould (Lyster-Jaguar); 2, D. Buxton (Lotus Elite); 3, D. N. Aitchison (Austin-Healey). **Fastest lap:** Mould, 87.41 m.p.h.

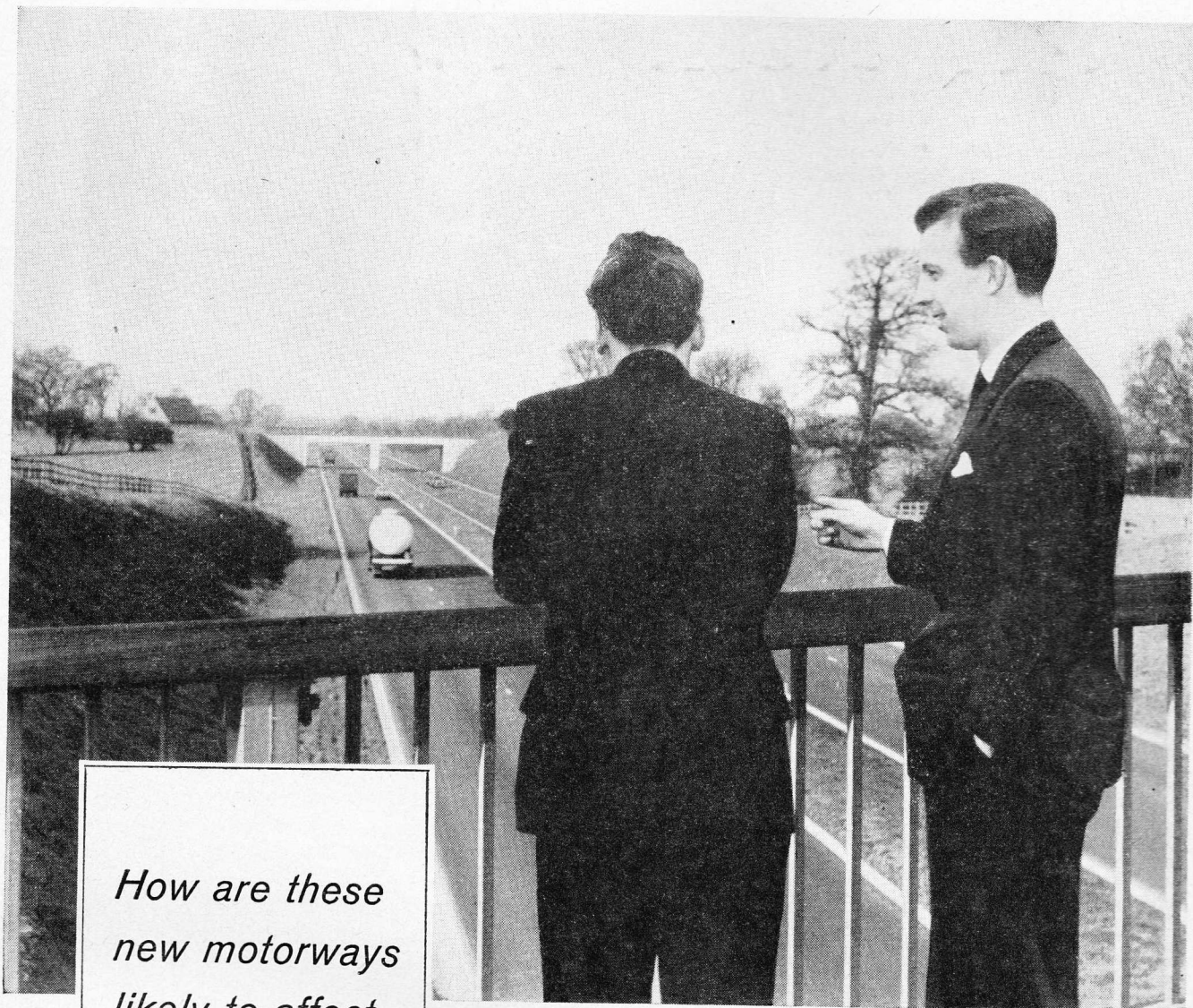
Formule Libre: 1, J. Russell (Cooper), 91.96 m.p.h.; 2, J. Bekaert (Lyster-Jaguar); 3, K. A. Greene (Cooper). **Fastest lap:** Russell, 95.11 m.p.h.

Series Production cars: 1, M. J. Kingham (Ford), 75.04 m.p.h.; 2, J. M. Young (Ford); 3, R. Bryant (Austin). **Fastest lap:** Kingham, 75.58 m.p.h.

Grand Touring cars: 1, P. Wozzley (Mercedes-Benz), 79.93 m.p.h.; 2, D. Buxton (Lotus Elite); 3, R. Shepherd-Barron (Alfa Romeo). **Fastest lap:** Wozzley, 80.20 m.p.h.

PRETTY WINNER by a very wide margin in the 1,172 Formula event was Hart's Terrier Mark II, which took an immediate lead after the start.





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START of the main sports car race. Graham Whitehead's Aston Martin DBR1 is nearest the camera, beside the Ferrari Monza of Carl Otto Bremer. The width of the track is such that the cars line up only two abreast.

THE Finnish Automobile Club's meeting, the Elaintahanajo, "came of age" on Sunday, 10th May, when they held their 21st race meeting.

The meeting consisted of races for solo motor-cycles, "chairs", 500 c.c. and Grand Touring and Sports cars up to and over 2 litres.

Two days of practice were held in perfect spring-like weather hot enough to melt the tar which made the circuit slippery.

The circuit is a true road circuit of some two kilometres, adjacent to the Olympic Stadium in a delightful woodland setting but with trees close to the road allowing no margin for error as Andre Pilette in the Ecurie Belge Lister-Jaguar found to his cost.

His car struck a tree during practice,

Motor Racing in Finland

"Coming of Age" of the Elaintahanajo

BY A. M. WILSON

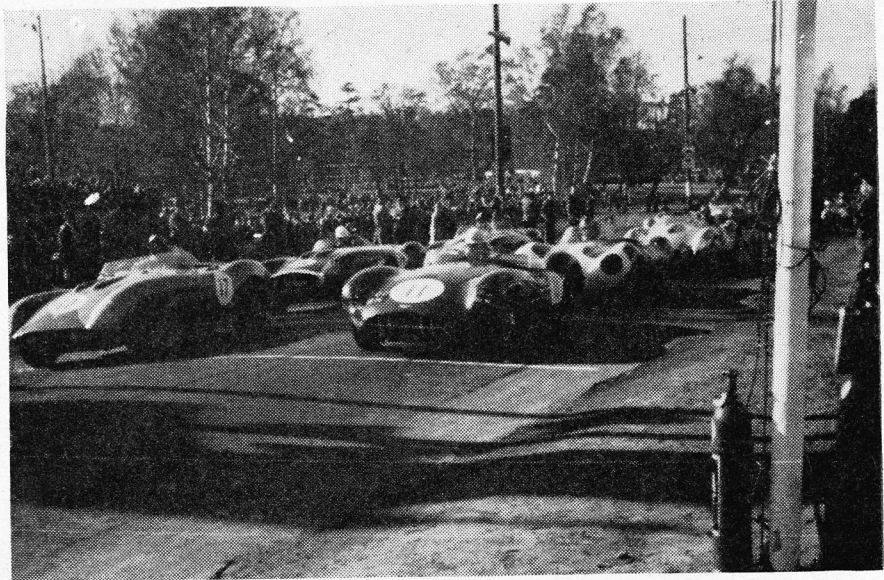
completely wrecking the chassis. Pilette fortunately stepping out of the wreckage unhurt.

Fastest practice time was achieved by "local boy" Curt Lincoln in a brand new Cooper Monaco in 1 min. 1.6 secs., followed by the Finn, Carl Otto Bremer, in a 3-litre Monza Ferrari in 1 min. 3.2 secs., and Graham Whitehead in the DBR1 Aston Martin was close behind in 1 min. 3.4 secs. David Piper, the only other British competitor, with his 2-litre Lotus could not better 1 min. 8 secs.

Lincoln's Cooper Monaco, which had been entered for the over 2-litre class, was put into the under 2-litre class after a protest had been lodged.

Race day dawned to bright sun and a cloudless sky and a large if somewhat partisan crowd made its way to the circuit: attendance figures were in the region of 80,000, all paying customers.

After the "chairs" and solo motor-cycles had whetted the crowd's appetite, the touring cars came out to start the car programme. The 15-lap event produced a runaway victory for Hammarlund from Sweden and his very rapid Porsche Carrera followed by four more Porsches.



treacherous by oil and rubber left by the previous races.

When the lights changed to green, light signals being used for the first time on the circuit, Whitehead took the lead which was short-lived as Bremer passed



★
BRITISH LOTUS at the corner before the pits is that of David Piper, who finished second in the under 2-litre class of the main sports car race.

★

The 500 c.c. race resulted in a win for Curt Lincoln who after a bad start worked his way through the field to take the lead on the last lap.

The main event of the day for sports cars of under and over 2 litres was run over 25 laps on a circuit made even more

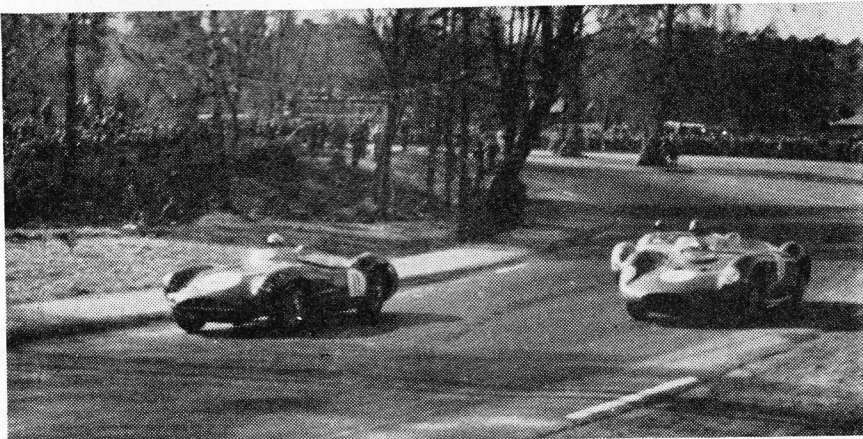
him on the uphill stretch after the sharp right-hander on the first lap.

Bremer, driving an inspired race, held a lead of some three seconds until the leaders started to overtake the tail-enders, when the narrowness of the circuit allowed the gap to increase.

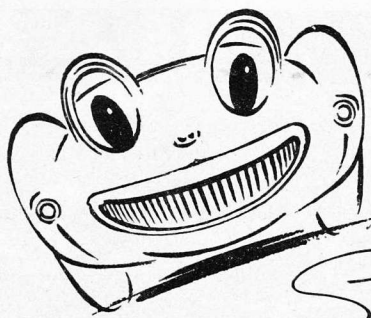
Lincoln led the under 2-litre class followed at a distance by Piper, a situation which continued to the end of the race.

A D-type Jaguar driven by the Finn, Keinanen, caused some excitement by arriving at the end of the straight with all four wheels locked and smoke coming from the tyres on every lap.

Bremer with a time of 26 mins. 26 secs., a race record, finished a worthy winner five seconds in front of Whitehead who kept up the chase to the bitter end, changing gear no less than nine times a lap on the five-speed box.



SWINGING through a fast bend, Graham Whitehead's Aston Martin leads Erik Lundgren's 2-litre Maserati. Note the closeness of the trees to the road as well as the narrowness of the latter.



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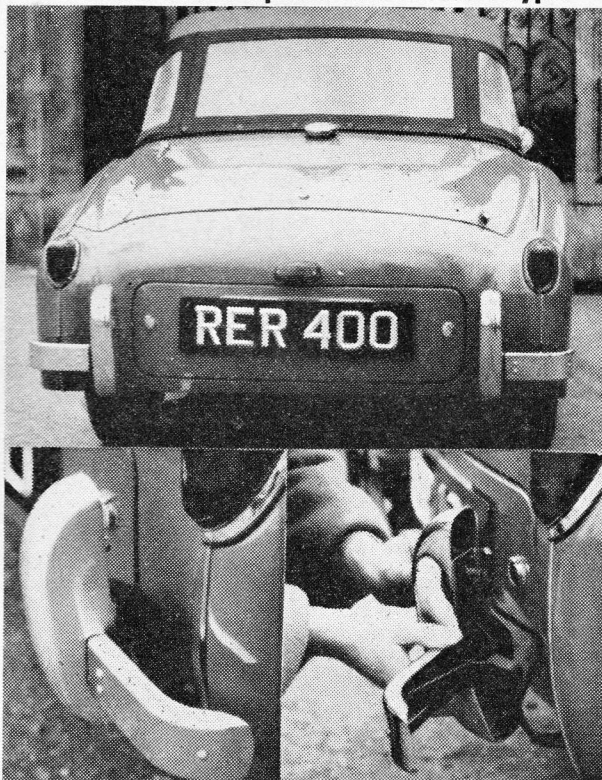
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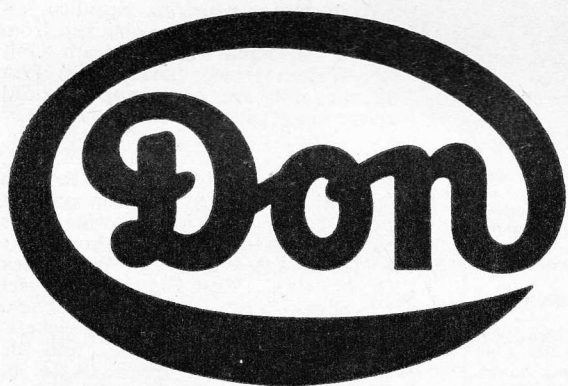
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Club News

By MARTYN WATKINS

WHETHER you know it or not, you enthusiasts are developing expensive tastes, says Graham Warner, the go-ahead young head of sports car specialists "The Chequered Flag". Going down . . . the demand for the £250 Bucklers, Morgans and like varieties of the earlier 1950s. Going up . . . the call for TR3As, M.G.As, and Austin-Healey 100-Sixes.

Warner, whose showroom in Chiswick sold more sports cars in the first fortnight of May than in the whole of the preceding month, said: "Easier hire purchase terms have turned the sports car market upside down. People who would have put £200 down on a £400 car a year ago now use the same amount of money to buy a £1,000 piece of machinery. It is quite amazing the number of people in the £1,100-£1,200 a year class who now accept a big hire purchase commitment, and it often appears to be a matter of keeping up with the Joneses. People now prefer to buy a better but dearer car out of income, rather than buy outright an old model with the risk of heavy running and maintenance costs."

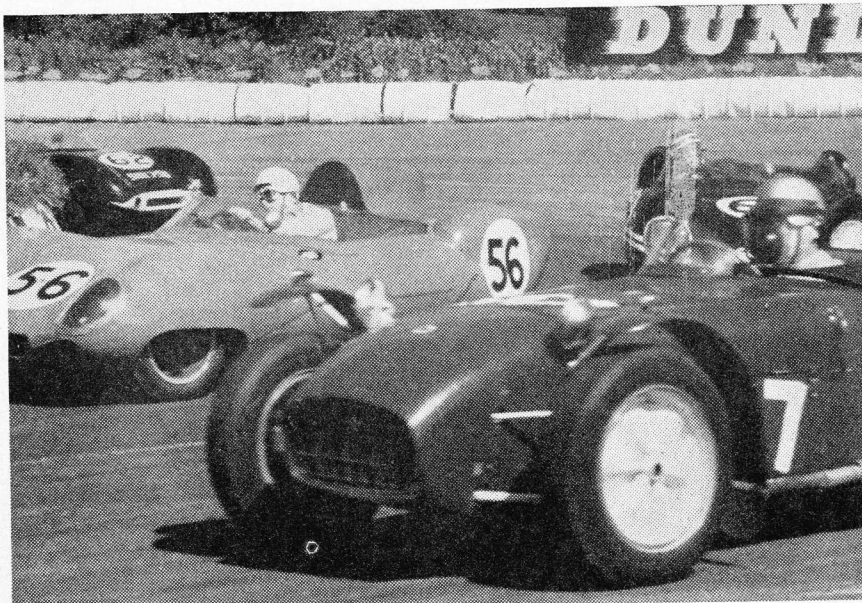
* * *

THE B.A.R.C.'s 13th Annual Rally at Eastbourne will take place on 13th June. The Rally and Driving Tests will be held during the morning and afternoon. The Winter Garden Ball and Midnight *Concours d'Élégance* will take place between 9 p.m. and 1.30 a.m. Entries (£2 2s.) close on 30th May and should be sent to the General Secretary, B.A.R.C., 55 Park Lane, London, W.1.

The Dagenham C.C.'s *Concours d'Élégance* will be held at 2 p.m. on 12th July in Central Park, Dagenham. This is a closed event. Entries (5s.) should be sent to E. Sach, 12 Webb House, Kershaw Road, Dagenham, Essex. . . .

The V.S.C.C.'s Kildrummy Castle Rally will be held on 14th June. This event will be open to all owners of veteran and vintage motor cars, motor-cycles and commercial vehicles. The start will be at 10 a.m. from Kildrummy Castle. Entries (10s.) close 30th May and should be sent to Frank C. Connon, 12 Golden Square, Aberdeen. . . . The Mid-Surrey A.C.'s Driving Test meeting will take place at the War Dept. site, Park Road, Banstead, Surrey, on 7th June, starting at 1.30. This is a closed event and entries (10s.) close on 1st June. They should be sent to P. Benwell, 6 Beverley Road, Upper Teddington Road, Hampton Wick, Kingston-on-Thames, Surrey. . . .

On 5th July the Evesham A.C. hold their Annual Sprint at Long Marston Aerodrome, starting at 2 p.m. Regs. may be had from Mrs. M. E. Jehan, Twixfarms, Bredon, Tewkesbury, Glos. . . . On 2nd June at "Ye Olde Leather Bottle" Warrington, the East Surrey M.C. will hold an Extraordinary General Meeting to receive and adopt the resolution passed by the Committee "that the Club be formed into a Company Limited by Guarantee". The meeting starts at 8 p.m. . . . The Jaguar D.C.'s 3rd Hurlingham Barbecue and 2nd *Concours d'Élégance* will be held on 3rd June. . . . The first man to lap Snetterton at 100



ALL SORTS of Lotuses take the Shaws hairpin at Mallory Park at once and together—as fine a mixed bag as ever you could have. Brave man with the camera who took this one was Francis Penn.

m.p.h. will receive £100 and a trophy, donated by Alperton Caravans, Newmarket, and Stanley Boshier. Competitors at the Eastern Counties M.C. Meeting on 14th June will have a chance to try for this booty. . . . The London M.C. is organizing a sprint meeting for members only at Brands Hatch on 16th August.

Coming Attractions

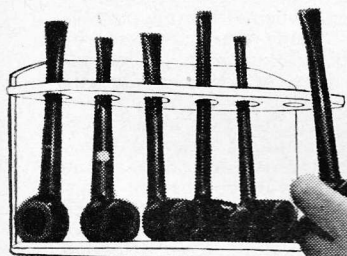
- May 30th. Indianapolis 500 Miles Race, Indiana, U.S.A.
- May 31st. Dutch Grand Prix, Zandvoort, Holland (F1).
- B.A.R.C. Hill-Climb, Firtle, near Lewes, Sussex.
- June 6th. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
- Eight Clubs Race Meeting, Silverstone, near Towcester, Northants.
- Lancashire and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.45 a.m.
- Sunbac Ragley Park Hill-Climb, Ragley Park, near Alcester. Start, 2 p.m.
- June 7th. A.D.A.C. 1,000 kms. Race, Nürburg, Germany (S).
- Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Gloucestershire. Start, 1.30 p.m.
- Thames Estuary A.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 10.30 a.m.
- June 14th. Eastern Counties M.C. National Race Meeting, Snetterton, near Thetford, Norfolk.
- Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.
- London M.C. Driving Test Meeting, Warley Barracks, Brentwood, Essex.

Regs. will be ready before the end of June from F. Dennis Dent, 8/12 Minerva Road, North Acton, London, N.W.10. . . . The American Drivers' Club of G.B. has recently established a Northern Branch at Mildenhall, Suffolk. Communications should be addressed to M/Sgt. John W. Flynn, U.S.A.F., 1625th Supron (MATS), R.A.F. Mildenhall, Suffolk. . . . The Epping Forest Motorsport Association are arranging two air tours this year—to Le Mans and Rheims. The schedules are as follows: Le Mans: by Viscount, leaving London Airport 8.30 a.m. Saturday, 20th June, returning 8.30 p.m. London, 21st June. Rheims: by Viscount,

leaving London Airport 8.30 a.m. Sunday, 5th July, returning 9 p.m. same day. The return fare, including admission to the circuit and meals on the flights, is £16 10s. for either meeting. Bookings (with £3 deposit) should be sent as soon as possible to the Secretary, E.F.M.A., 203 High Road, Loughton, Essex. Grandstand seats are available on request. . . . Two events on the Healey D.C.'s calendar: there will be a social run to the Montagu Motor Museum, Beaulieu, on 28th June. Details may be obtained from Miss M. H. Paul, Walton Heath Golf Club, Walton Heath, Surrey. On 19th July the club are organizing a social treasure hunt/rally in the Kent/Surrey area. Details from R. A. Postlethwaite, 10 Hayes Way, Beckenham, Kent. . . . The S.W. Centre of the B.A.R.C. is staging a hill-climb at Brunton on 21st June at 2.30 p.m. The following clubs are invited to send a team of three cars: 750 M.C., South Wales A.C., West Essex C.C., M.G.C.C., West Hants and Dorset C.C., Surrey S.M.C., Bristol M.C. and L.C.C., Morgan 4/4 Club, Vickers-Armstrongs (Weybridge) M.C., and the West Cornwall M.C. Entries (£4 6s. 3d. including insurance) close on 10th June and should be sent to Peter Pyle, 31 West Street, Fareham, Hants. Please note that the club's Southampton *Concours d'Élégance* will now be held on 12th July and not 14th July. . . . The Cemian M.C.'s Knowland Trophy Driving Test Meeting will be held on 28th June at the R.E.M.E. Drivers' Training Route, Aldershot, from 11 a.m. The following clubs have been invited: Lagonda C.C., Harrow C.C., Craven M.C., London M.C., N.L.E.C.C., Hants and Berks M.C., East Surrey M.C., American D.C., B.A.R.C., Herts County A. and Ae.C. Details may be had from K. D. Rubens, Flat 4, 86 Portland Place, W.1. . . . The Newry and D.M.C.'s Circuit of Down Trial will take place on 6th June, starting from The Gearbox, Sandys Street, Newry, at 10 a.m. The following clubs have been invited: The Ulster A.C., Knock M.C. and C.C., Larne M.C., among others.

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Silverstone—continued

sounding rough and uneven, and on the next lap came to the pits for a driver change, the A.C. engine having broken a rocker.

Jean Bloxam and Michael Salmon next arrived at the pits for their replacement team members to take over, the latter having been motoring very quickly indeed. He accomplished one lap in 1 min. 11 secs., a four seconds improvement on handicap. Count Charles de Salis (DB2-4) took over for the Aston Martin team and Peter Sargent went out for the Jaguars with his "C"-type. As he ran to his car his goggles strap broke and he set off without them, returning to the pits after a few laps for a visor. Burvill Holmes brought his Peerless in for a car and driver change.

At 3.10 p.m. Lyndon Sims took his Aston Martin through to lead on handicap, and on the next lap came in to hand over to Chamberlain's pre-war car.

By 3.25 p.m. E. A. Martin, leading for the Lotus Seven team, completed his equipe's 73rd lap, while D. J. Uren's 3.4 Jaguar was in seventh place for the No. 2 Jaguar team, the leaders being the Lotus Sevens, followed by the Lotus No. 4 team, then the A.C.s and, in fifth place, Aston Martin No. 2.

Dear's M.G.A. was smoking heavily on Woodcote, the fog gradually getting worse until Geoff retired the car. Its malady was unstated, but would appear to have been expensive.

Still leading the race were the team of Ford-engined Lotus Sevens. Graham Hill took over for the Elites and Uren brought the 3.4 in to the pits, making a miscalculation on the way in and shifting several oil drums. At 3.50 p.m. Peter Sargent came in to hand over to Gerald Ashmore ("D"-type) after a splendid drive which could not, unfortunately, overcome the handicap.

A couple of laps later, E. A. Martin, still leading for the Lotus Sevens, came in to hand over to M. R. Eyre. Eight minutes later, at exactly 4 p.m., the lead changed hands. After being out in front for the majority of the race, the Sevens lost it to Lotus No. 4 team, which had been in second place almost as long. The Sevens became second, with the No. 2 Healey Sprite team in third place. Fifth was No. 4 Jaguar team, and gaining ground.

At 4.30 the pits again became a scene of great drama as Bill de Selincourt came in with two wheels in danger of collapse on his TR. Both were changed with great haste, while Graham Hill

abandoned his Elite on the circuit and came running to the pits to hand over to Graham Warner for the Elite team. De Selincourt went off again, but was clearly in trouble with the handling of his car and getting in great discomfort on Woodcote. With six laps to go the No. 4 Jaguar team moved into second place, dropping the Sevens to third position.

And that was how it finished, after 207 miles of motor-racing. Mrs. Bluebelle Gibbs took the chequered flag at exactly 4.45 p.m. to record a win for the Lotus No. 4 team which completed 129 laps. Second, and also with 129 laps, was the No. 4 Jaguar team and the Lotus Sevens third, having also completed 129 laps. Fourth, with 128 laps, was the Healey Sprite No. 2 team, fifth the Healey Sprite No. 1 team (126 laps).

Average speed of the winning team was 67.77 m.p.h. Fastest average of the race was recorded by the Jaguar No. 1 team, with a speed, not allowing for handicaps or anything else, of 77.3 m.p.h.

So ended another David Brown Trophy relay race. Altogether an excellent afternoon's motor-racing.

Snetterton—continued

(position), Keith Greene and R. M. Carter. John Bekaert made an electrifying start, with Bill Moss not far behind, but Jim Russell was slow in making his getaway and was left far behind. At the end of the first lap, however, Jim was hot on Bekaert's heels and rapidly overhauling him. The big Lister-Jaguar was still ahead at the end of the second lap, but not by more than a few feet. They were both considerably in front of Bill Moss, whose third place was being threatened by Keith Greene. Russell took the lead on the third lap and Greene got past Moss but couldn't catch Bekaert. This took place on the third lap and the order of the first five never changed again. Russell had a considerable lead from Bekaert, who, in turn, was far ahead of Greene. In fourth place, Bill Moss was being unsuccessfully pressed by Carter and the only real competition was for sixth place, where Peter Mould and Gerry Ashmore were having quite a "do".

The next event was another 10-lapper, this time for series production cars complying with appendix "J". M. J. Kingham's very fast Zephyr took an immediate lead—and that was that. From the back of the grid J. M. Young's astonishing Ford Prefect began to carve

through the field and was in third place, behind the Zephyr and P. Pilsworth's Riley 1.5, at the end of the first lap. Young passed Pilsworth on the second lap; this order remained unchanged until the eighth lap, when the Cambridge Racing A35 of J. A. B. Taylor passed Pilsworth into third place. On the ninth lap R. Bryant (A35) and Pilsworth both got past Taylor and that was how it ended.

The last race of the day, for Grand Touring cars, was another of those in which one man led from start to finish. From the drop of the flag, the immense power of Peter Woozley's Mercedes Benz 300SL left the others behind. At the end of the first lap he had an impressive lead over David Buxton's Lotus Elite in second place. By virtue of an excellent start and some brisk motoring, S. J. Hill had his Peerless in third place, but was being very rapidly overhauled by Bob Staples's A.C. Staples got past Hill on the next lap and when Hill came past the pits he was being hard pressed by Richard Shepherd-Barron in his beautiful, left-hand drive, Alfa Romeo Giulietta Sprint Veloce, who passed him on the fourth lap. The first two places were secure in the hands of Peter Woozley and David Buxton, but Bob Staples and Richard Shepherd-Barron then commenced a most stirring duel which lasted throughout the race. For five successive laps Shepherd-Barron chased Staples, making up some distance on Riches Corner and Sear Corner and closing close up to the A.C.'s tail along the Norwich Straight. The A.C. gained on the hairpin, Home Straight, the Esses and Coram, but the Alfa always caught up at the same places until it at last got past on the eighth lap. Once in front of Staples, Shepherd-Barron had to work really hard to keep his lead and was pressed all round the circuit. Staples never gave up trying and, although he did not regain third place, he was relentless in his attempts to get past. M. B. McKee (Triumph) in fifth place simply couldn't keep up the pace and was left far behind, although he led the rest of the field and drove very well. Woozley and Buxton were out on their own all the time and only mistakes could rob them of their commanding leads—mistakes which they didn't make.

It was a first class meeting which upheld the traditions of the "Double Twelve" and although several of the races tended to be processional, none of them were without interest.

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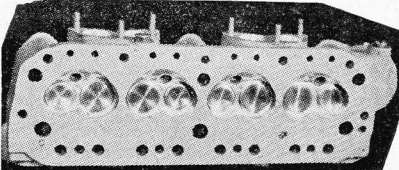
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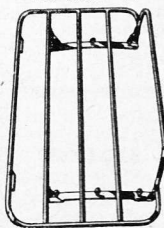
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1953 M.G. TD, Mk. II.	Cream, metal wind-screens, excellent example ...	£450
1957 Berkeley 328.	Excelsior engine, B.R.G.	£299
1958 Austin-Healey Sprite.	9,000 miles, one owner, heater, overriders, etc. ...	£580
1955 Fiat 600.	4-branch Abarth exhaust ...	£415
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1954 TR2.	Black, two owners, wire wheels, excellent condition ...	£545
1955 (Nov.) Ford Anglia.	Aquaplane conversion, heater, radio ...	£465
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Extra items available: over-run brakes, ball tow hitch, loading ramps, and lighting sets, canvas tilts, etc.

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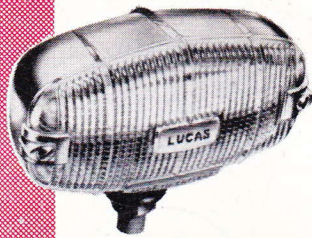
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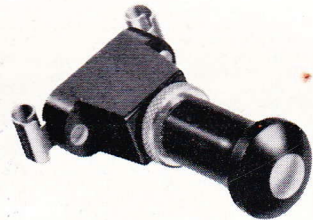
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