

# AUTOSPORT

JUNE 3, 1960

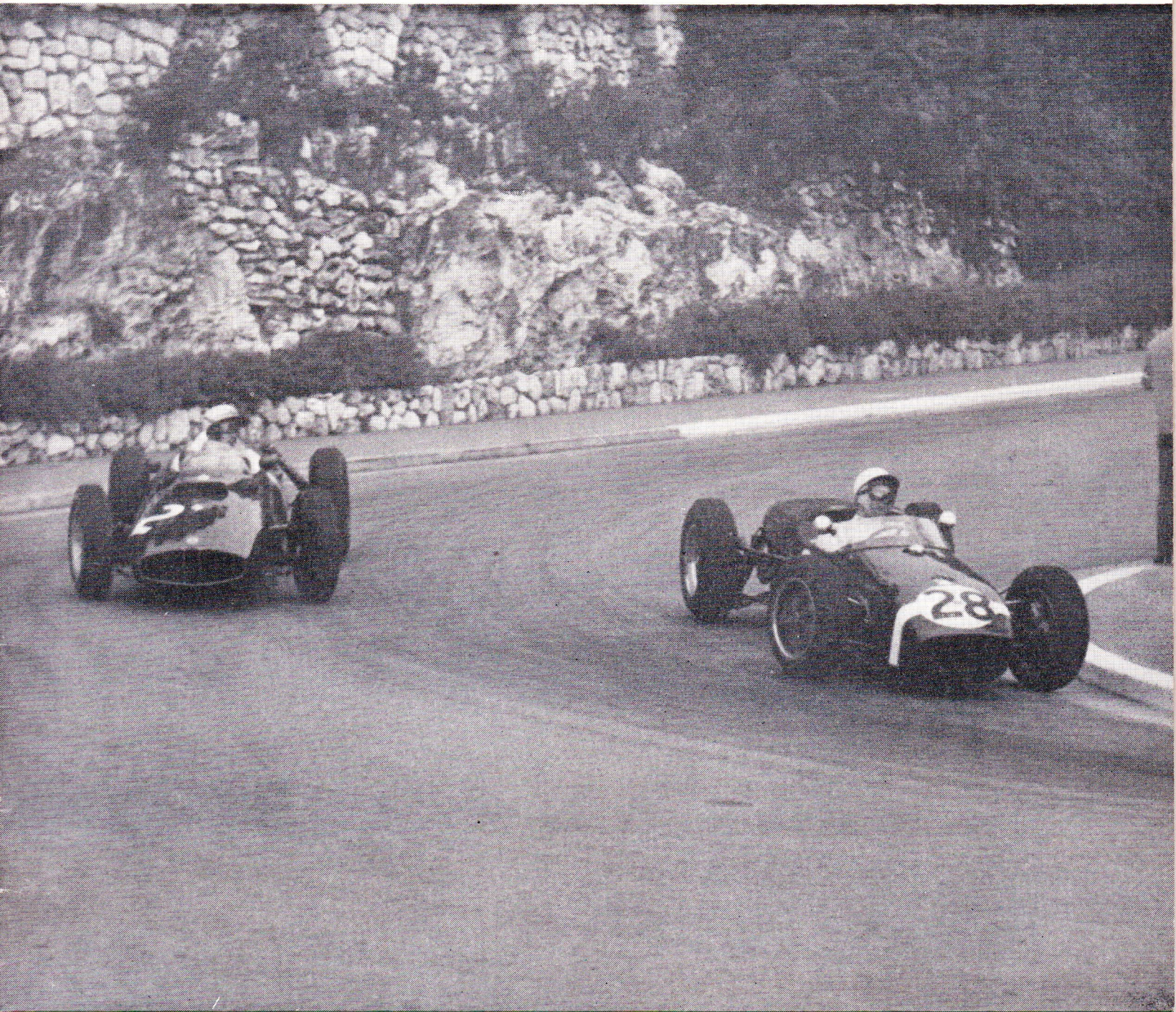
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EVERY FRIDAY  
Vol. 20 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY

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

356



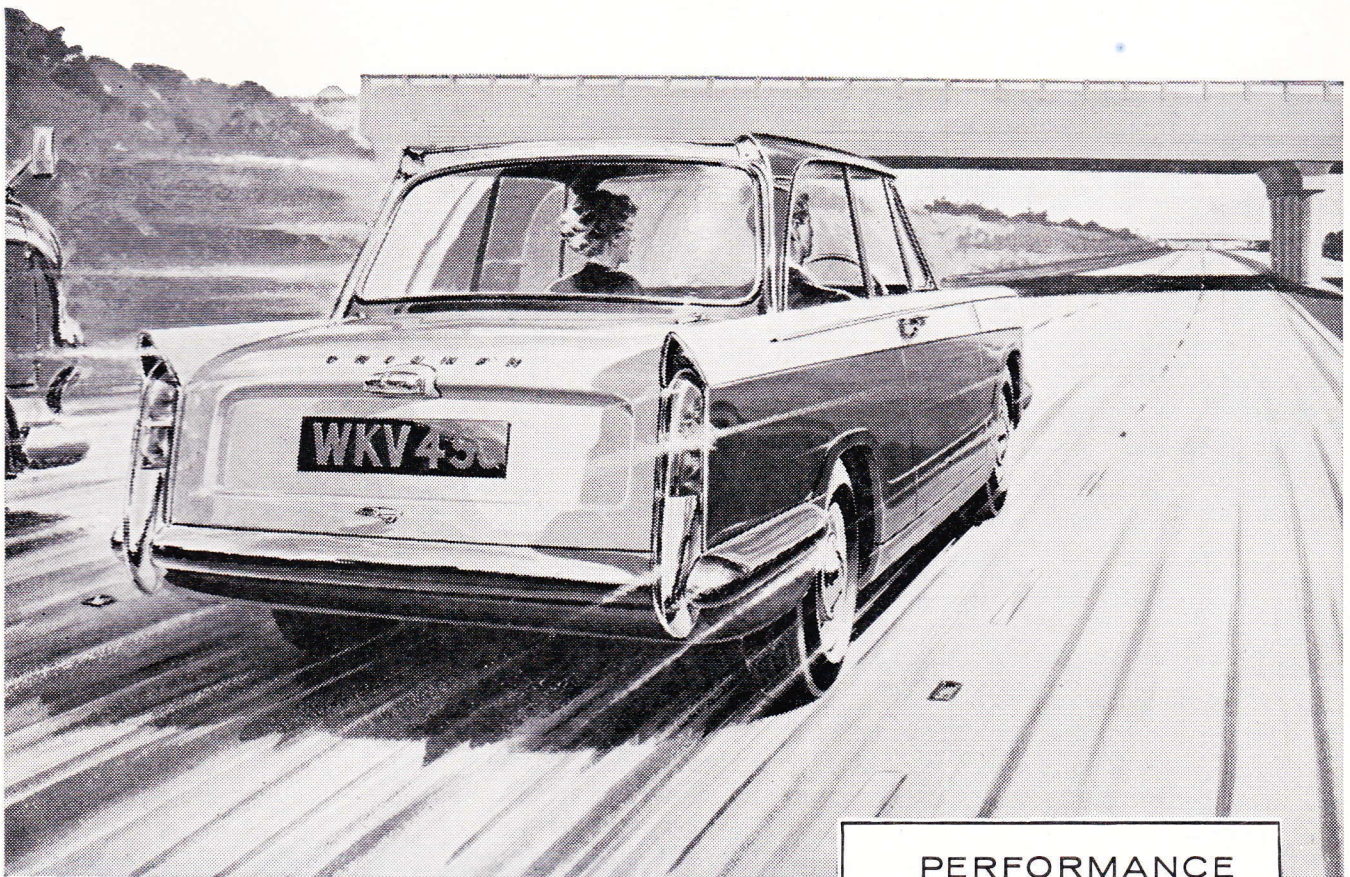
## ***IN THIS ISSUE***

THE MONACO GRAND PRIX—FULL REPORT AND PICTURES

WHITSUN SPORTING PROGRAMME : NURBURGRING 1,000 KMS. REVIEWED

# Introducing the **TWIN-CARB**

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## MONACO GRAND PRIX

# 1st LOTUS

## Stirling Moss

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*Results subject to  
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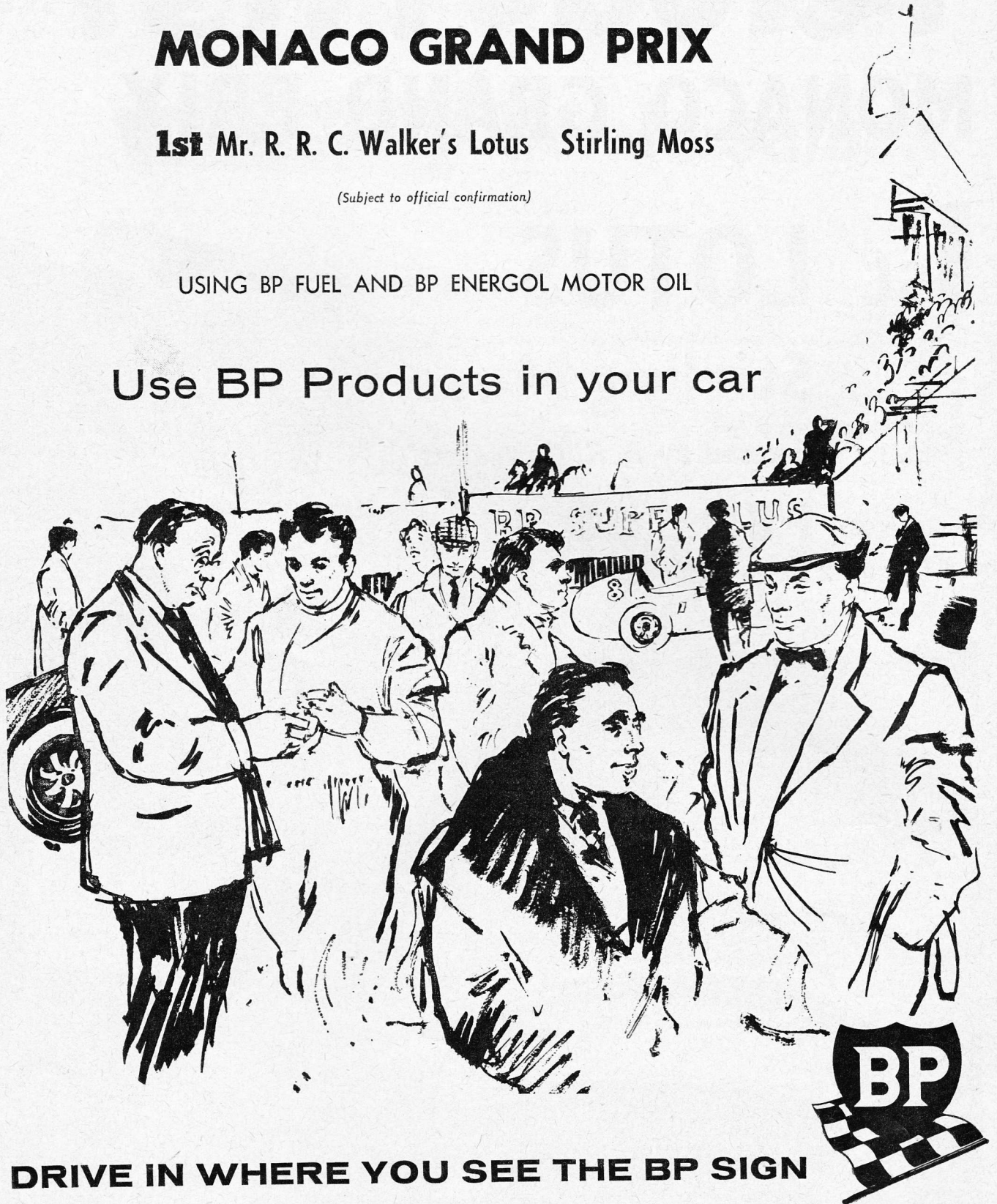
## MONACO GRAND PRIX

**1st** Mr. R. R. C. Walker's Lotus Stirling Moss

*(Subject to official confirmation)*

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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 20 No. 23 June 3, 1960

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## EDITORIAL

### THE WALKER INFLUENCE

IT says a lot for the influence of Rob Walker that Lotus should have its very first Grand Prix success in one of his cars, driven by Stirling Moss. Oddly enough, the same stable was responsible for the initial Cooper-Climax G.P. victory, when Moss won at Buenos Aires in 1957. It was also a Walker car which Brabham drove at Monaco in 1956, thus introducing the single-seater Cooper to the *Grandes Épreuves*. No praise can be high enough for Moss's immaculate drive at Monte Carlo, particularly as the opposition was tremendously strong. His feat should stop the idle tongues wagging that Moss is a "car breaker". Whilst the official Team Lotus cars fell by the wayside, Moss's car went gaily on and on—with only a loose plug lead causing an unexpected pit stop. Bonnier's performance in the B.R.M. was exceptional, and it nearly broke his heart when rear suspension trouble intervened. One must also mention Bruce McLaren (Cooper-Climax), new Monaco lap record holder and leader in the World Championship; Phil Hill, who never gave up trying and proved that Ferrari is still a formidable contender; and Ritchie Ginther, well known in U.S.A. but a stranger to European racing, whose efforts with Ferrari's new rear-engined machine were admirable. As for the Reventlow Scarabs, one could not envisage these cars qualifying for Monaco, during training when 17 drivers actually beat the existing lap record. Although it was a fine effort to bring the unraced cars all the way from California, it offers proof that the Americans have still a great deal to learn as regards European style Grand Prix racing. One important fact did emerge—Lance Reventlow informed AUTOSPORT that all work has been stopped on 1,500 c.c. cars, and that his organization will concentrate on the International Formula—even to the extent of producing 3-litre cars should the regulations permit.

### THE JAGUAR-DAIMLER MERGER

WITH the recent announcement of the proposed purchase by Jaguar of the Daimler Motor Co. together with all plant and equipment, stocks and work in progress—the latter including cars as well as armoured vehicle and bus production—and the service and spares divisions there is considerable scope for speculation on the future of the two marques. Daimler has a long-established reputation for the production of cars in the luxury field, while Jaguar has been steadily increasing its inroads into this market; the latter firm has a good reputation for sports cars of high quality and performance at remarkably low prices, and from Daimlers there has but recently come the SP250 sports car. Whatever the outcome, we have as facts the joining of two of the most famous makes in the Industry, and it is understood that there is no intention of allowing the Daimler name—one of the oldest in motoring—to die.

### OUR COVER PICTURE

GOING THROUGH: In classic style Stirling Moss snatches the lead from Bonnier's B.R.M. as the Swedish driver goes wide on to the Promenade on the 17th lap of the Monaco Grand Prix—to go on to win.



*Sculptured grace . . . and a special kind of motoring*

*which no other car in the world can offer*



**JAGUAR**

*Grace . . . Space . . . Pace*

*One of the Trophies won by Jaguar  
in their Le Mans victories of  
1951, 1953, 1955, 1956, 1957*

*ALMOST BURIED beneath laurels and garlands, Stirling Moss on his lap of honour after the Monaco Grand Prix. This was the first Grande Epreuve victory which a Lotus has achieved and it is ironic that it should go to a private stable, albeit the most successful private stable of recent years.*

## PIT and PADDOCK

### SEBRING SPRITE AT THE NÜRBURGRING

THE Sebring Sprite used by Cyril Simson and Paul Hawkins (who is the chief mechanic of the newly formed Healey Speed Division) in the Nürburgring 1,000 kms. race was prepared in London to the full specification now available from the Healey Motor Company. This includes disc brakes, wire "knock-on" wheels, "Sebring" engine with 1½ ins. SU carburettors, sports cam and 11-gallon tank, etc.

These Sprites have been homologated with the F.I.A. and are therefore eligible as standard Gran Turismo cars in international competitions.

Of interest, perhaps, is the fact that only standard body components were employed, including the normal headlamps, and even so, the car was pulling just under 100 m.p.h. on the straights throughout the length of the race. It eventually finished sixth in the 1,150 c.c. sports car class (behind four Lolas and a works D.B.) and averaged 164.1 k.p.h.

### FLIGHT TO LE MANS

A FEW seats remain untaken on the Craven M.C.'s charter air flight to Le Mans. The plane, a Dakota, leaves Heath Row on the morning of 25th June and returns on the evening of the 26th. Cost of the return flight is £13 and details can be had from John Poulton, Craven M.C., The Chestnuts, Flowers Hill, Pangbourne, Berks.



### "GRAND TIMBER TOURING"

THE Marcos G.T. car, the remarkable wood-construction machine with which Bill Moss did so well at Brands Hatch on Sunday, is now in production and orders can be taken. Enquiries should go to Jem Marsh at Speedex Castings and Accessories, 17A Windsor Street, Luton, Beds.

### WORLD CHAMPIONSHIPS

Drivers		Pts.
1. Bruce McLaren	...	14
2. Stirling Moss	...	8
3. Cliff Allison	...	6
4. Phil Hill	...	4
5. Tony Brooks	...	3
Carlos Menditeguy	...	3
7. Joe Bonnier	...	2
W. von Trips	...	2
9. Innes Ireland	...	1
Richard Ginther	...	1
Formula 1 Constructors		Pts.
1. Cooper-Climax	...	14
2. Ferrari	...	10
3. Lotus	...	9
4. B.R.M.	...	2

AT Rheims on 3rd July there is to be a Formula Junior event. Twenty cars will start after a selection of fastest practice times—training will be in two heats of 50 miles and will take place on Wednesday, Thursday and Friday. Entries should be sent to Jean Lucas, Inter-Auto-Course, 65 Avenue d'Iena, Paris, 16, who is clerk of the course. Jabby Crombac, AUTOSPORT correspondent, is handling the entries on behalf of the club.

### INDIANAPOLIS 500-MILE RACE

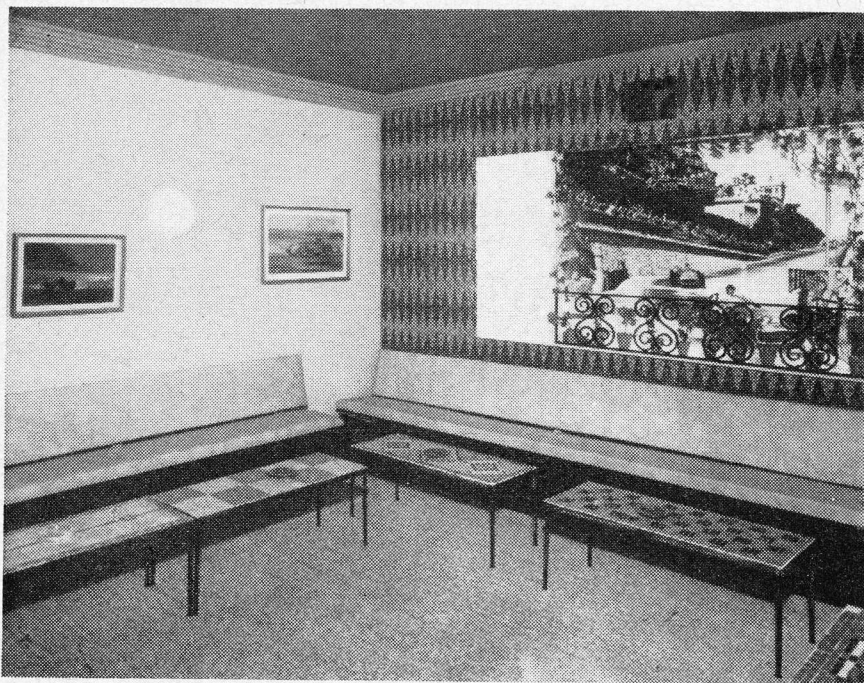
JIM RATHMANN, driving a Ken Paul Special, won the 44th annual 500-mile race at Indianapolis, U.S.A. This event counts towards the World Championship and places Rathmann second equal in the table with Stirling Moss (8 points each), behind Bruce McLaren who has 14. Sensation of the practice sessions was Jim Hurtubise who lapped in his Travelon Trailer Special at 149.601 m.p.h.—setting a new record at his first "Brickyard" appearance. A full report and pictures will appear in a future issue of AUTOSPORT.

### ZANDVOORT—WHIT MONDAY

THIRD leg of the World Championship takes place at Zandvoort on 6th June. At the time of going to press the provisional entries were:—

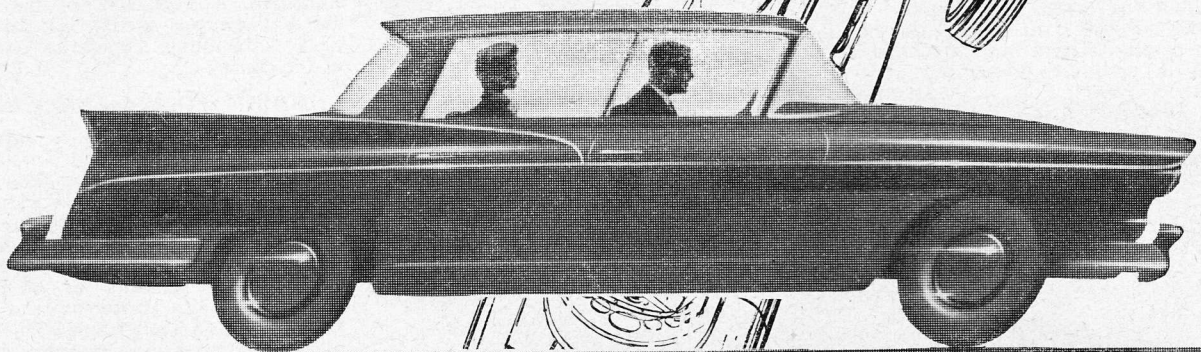
- B.R.M.:** Bonnier, Hill, Gurney.
- Cooper-Climax** (works): Brabham, McLaren.
- Cooper-Climax** (Yeoman): Brooks, Bristow.
- Team Lotus:** Ireland, Stacey, Surtees.
- Walker Equipe:** Stirling Moss (Lotus).
- Reventlow Automobiles:** Reventlow, Daigh (Scarab).
- Centro-Sud:** Burgess, Gregory (Cooper-Maserati).
- Aston Martin:** Salvadori, Trintignant.
- Ferrari:** Von Trips, P. Hill, Ginther.

A CORNER of the B.R.S.C.C.'s recently opened Auto-Bar in the Raffles Club, 3 Cromwell Road, London, S.W.7. All members of the B.R.S.C.C. will be able to take advantage of this "optional extra" in their membership for one guinea a year. Full details from Nick Syrett at 6 Buckingham Street, London, W.C.2.



# *The Fastest, Fiercest Racing* ***BREEDS THE SAFEST*** ***TYRES FOR YOU!***

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**LATEST DUNLOP SUCCESS!**

**MONACO**  
**Grand Prix**

**1<sup>st.</sup>**  
STIRLING MOSS  
Lotus-Climax  
ALSO  
**2<sup>nd.</sup> \* 3<sup>rd.</sup>**

\* Also fitted with Dunlop Disc Brakes  
(Subject to official confirmation)

## **HOW IT BENEFITS YOU**

At Fort Dunlop the tyre experts study the flow of information from this unique laboratory of the track. For, designing a world-beating racing tyre or a tyre for the family saloon, their objects are the same: (1) to make still tougher, longer-lasting treads and stronger sidewalls; (2) to improve grip on wet roads and dry: in short, to produce the safest and most dependable tyres for their purpose. Obviously, the Dunlop tyres bred in this way for your motoring are the best and safest tyres in the world!

# **DUNLOP**





## The Whitsun Programme

### A Busy Weekend for the Enthusiast

FOR the motor sporting enthusiast this week-end will be one of the busiest Bank Holiday periods for a long time, with important events on each of the three days of the holiday and with no fewer than four national category race meetings on Monday alone.

Things start off with Saturday, when northern enthusiasts will be able to see a day's good racing at the B.R.S.C.C. meeting at Rufforth, in Yorkshire, a recently opened course which has been altered for this season and has already this year seen some excellent competition.

Farther south, Silverstone will be the scene of the M.G. Car Club's annual meeting, when M.G.s of all types, shapes and ages will be competing amongst themselves in a long day full of scratch and handicap races and reliability trials. Proceedings here start at about noon and the day, given good weather, is invariably an entertaining one. Not all the cars, of course, are M.G.s, but this popular marque naturally predominate, and among themselves provide very close competition.

On Monday, due to a change in date, there is the Dutch Grand Prix at Zandvoort, and after last Sunday's remarkable Monaco race this will attract even more interest than usual. For good measure, if you happen to be popping over, there is a Formula Junior race as well and whatever happens at this circuit in the dunes the racing is bound to have all the thrills and excitement of international Grand Prix racing.

At home on Sunday there is a Bugatti Owners Club hill-climb at Prescott, and apart from the usual delights of the garden party atmosphere at this most lovely of venues there is the added interest of the new course extension. This will be used for the first time at this meeting, and the faster cars are expected to reach over 100 m.p.h. on parts of the new hill. An opening ceremony will be performed by reigning hill-climb champion David Boshier-Jones, who will probably make a demonstration run. Competition proper starts at 1.30 p.m.

This brings us to Monday, busiest day of all. In the north, the B.R.S.C.C. has a national race meeting at Oulton Park, near Tarporley, Cheshire. The meeting is organized on Continental lines, with three long races instead of the usual number of short events, and the main event of the day will be the 101 miles Formula Junior race. Entries for this include Trevor Taylor, in a works Lotus, D. G. Addicot (Elva-Auto Union), Mike Spence (Cooper-Austin), Brian Hart (Terrier) and Ted Whiteaway, in a Condor. A new car making its first appearance in this country will be the Dolphin-Ford, driven by Dennis Latchford. Other races at the meeting will include sports cars and a combined touring and G.T. event, both over 75 miles. Piper's 2½-litre Lotus will meet Naylor's Cooper-Maserati in the sports car event, along with Lister-Jaguars and Aston Martins. The touring and G.T. race will

### HOW THEY STAND—

#### THE "AUTOSPORT" CHAMPIONSHIP

Provisional placings after the first four rounds  
(subject to confirmation).

Driver	Car	Class Score
1. F. R. Gerard	Turner	A 18
2. S. J. Scrimgeour	Turner	A 17
3. J. H. Gaston	Sprite	A 16
C. Summers	Elite	B 16
5. A. T. Foster	M.G.A Twin-Cam	B 15
6. K. W. McKenzie	Turner	A 14
T. Dickson	Elite	B 14
J. Sutton	Austin-Healey 100	C 14
9. G. Morgan	Turner	A 11
L. Mayman	Morgan Plus 4	C 11
11. A. J. Nurse	Elite	B 10
12. J. B. Wagstaff	Elite	B 9
13. P. J. S. Lumsden	Elite	B 8
S. H. Handel	Jaguar XK 120	C 8
15. R. R. Bryant	Turner	A 7
T. Bridger	M.G.A Twin-Cam	B 7
17. J. P. Fergusson	Elva Courier	B 6
R. North	Triumph TR3	C 6
R. F. Bloxam	Frazer-Nash	C 6
20. K. L. Spellman	Sprite	A 4
21. C. McLaren	Turner	A 3
R. G. Falconer	Turner	A 3
W. E. J. Allen	Elite	B 3
J. Graydon-Whitehead	Elva Courier	B 3
E. J. B. Mitchell	Acc-Bristol	C 3
26. E. P. Foden	Sprite	A 2
R. Vincent	Elite	B 2
F. P. E. Dewe	M.G.A Twin-Cam	B 2
29. R. M. Shepherd-Barron	Alfa Romeo Giulietta	B 1

ULTRA-MODERN transporter has been given to Ecurie Ecosse by the Association. The vehicle will carry three cars (two on the top deck), and has a driver-mechanic compartment and a spares cabin. John Stenhouse (Chairman of the Ecurie Ecosse Association) hands over the keys to David Murray, while "Wilkie" Wilkinson, A. K. Stevenson (R.S.A.C.), Lord Bruce and Mr. Ronald Alexander look on.

## SPORTS NEWS

see Doc Shepherd, John Young, John Aley and the DB4 Aston of Jonathan Sieff, who will meet opposition from Jaguars, Lotus Elites and, in the smaller class, TVRs. Racing here starts at 2 p.m.

The B.A.R.C. has two meetings, both nationals, at Crystal Palace and Goodwood. At the former, the main event will be the 50-mile F2 race, entries for which include Jim Clark (Lotus), Peter Ashdown (Lola), Bruce Halford and John Campbell Jones (Coopers) and, in the Yeoman Credit Cooper, well-known sports car driver Jack Sears. The two New Zealanders Lawton and Hulme will also appear in Coopers, along with George Wicken (Cooper), one of the joint lap-record holders. A first-class Formula Junior entry has been received including Lotus, Lola, Cooper, Elva and Envoy entries, while the new Britannia will have its first outing in the hands of Tom Bridger. Eleven hundred c.c. sports cars, and a saloon car event, complete the day's programme. Racing starts at 1.30 p.m.

At Goodwood, there is a very full entry for a programme which includes one of the AUTOSPORT series-production sports car championship events and a race for pre-war racing cars as out of the ordinary features for this circuit, which is near Chichester, Sussex. For the main event of the day, there are entries from Ecurie Ecosse, John Coombs's Racing Organization, the Taylor and Crawley racing team and many well-known private entries, while a fine field of cars will take their places on the grid for the pre-war racing car event, including E.R.A.s, Maserati, Alfa Romeo and Barnato-Hassan Bentley cars. First event is at 1.30 p.m.

In the Midlands, the pleasant Mallow Park circuit has a full national meeting run by the Nottingham S.C.C., and again an AUTOSPORT championship event is featured on the programme.

An excellent field of Formula Junior cars is here, too, so that just about everyone with a Junior is racing it somewhere this week-end!

Supposing you can't get out and about? The television services will be reporting on Oulton Park, on the B.B.C. channel, on Monday, with news flashes in an overall sport programme, with intermittent flashes from 1.55 p.m.

Just one other point. Rather overshadowed on the broad view but nevertheless of considerable interest to those in the West Country is the Wiscombe hill-climb, a closed co-promotion event being run by the West of England M.C., Taunton M.C. and Plymouth M.C. on Whit Monday at this pleasant hill near Honiton, starting at 2 p.m.

MARTYN WATKINS.

**PRESSING HARD:** In the opening stages of the race Stirling Moss (Lotus) closely pursues Jack Brabham's Cooper after the Station hairpin.

Gasometer; Gurney's car broke its rear suspension. Salvadori abandoned after hitting the wall at the Gasometer; both Trintignant (Cooper-Maserati) and Bristow (Cooper-Climax) suffered gearbox derangements.

Most remarkable occurrence was when Gurney was sent out to drive round in a car which was not only a danger to himself, but to everyone else, and Jack Brabham was permitted to circulate after having officially been disqualified for having outside assistance to re-start.

**T**RAINING began on Thursday afternoon in brilliant sunshine, with 20 Formula 1 cars present. Non-arrivals were the Centro-Sud cars for Trintignant, Gregory and Scarlatti.

First to come under starter's orders

# Moss The Magnificent

**Stirling Wins Monaco G.P. After Pit-Stop with Lotus-Climax—Only Four Raceworthy Cars Running at Finish—Bruce McLaren Consolidates Lead in World Championship**

**I**N a race of varying fortunes, Stirling Moss (Lotus-Climax) completely flattened the opposition by winning the 17th Grand Prix of Monaco at 67.68 m.p.h., by 52.1 secs. from Bruce McLaren (Cooper-Climax), who was followed home by Phil Hill (Ferrari). Of the 16 starters, only four were actually running till near the end, when cars were suddenly made mobile again with drivers in search of Championship points—a sort of Grand Prix des Cripples, featuring Brabham (Cooper-Climax), Bonnier (B.R.M.) and Gurney (B.R.M.), all of whom had fallen by the wayside.

Joe Bonnier drove the race of his life and, when rain suddenly fell, it looked as if he might repeat his 1959 Zandvoort victory—particularly as Jack Brabham had already dropped his Cooper-Climax when in the lead, and Moss had decided to take things exceedingly gently on the slippery surface. When Stirling had to stop at his pits to have a loose plug lead fixed on the 60th lap, the Swedish driver went into the lead again (he had been in front for the first 16 laps), but with rapidly drying roads, Moss was soon in command. Still, Bonnier was very much the challenger, only to have to give up when something broke in the transmission. After this Moss was entirely on his own, for both Bruce McLaren and Phil Hill were way behind, and Tony Brooks (Cooper-Climax) was about a lap in arrears, having lost ground following a spin-off in the wet.

McLaren set up a new lap record of 1 min. 36.2 secs., but Moss did several laps under 1 min. 37 secs., when his pit hung out a signal mistakenly giving him five laps to go, instead of 35!

A really outstanding performance was that of Ritchie Ginther, who took out

the more or less untried Ferrari *con motore posteriore*, and was in fifth place when gearbox trouble intervened. This was the American's very first Formula 1 race. Although Moss made amends by winning with the Walker Lotus, the Cheshunt men had a poor day. Surtees

BY GREGOR GRANT

Photography by George Phillips

packed up with gearbox bothers, Stacey broke his suspension, and Ireland had to have medical attention after pushing his car for over a mile—the magneto was later found to be shorting on the rev. counter drive.

Von Trips's Ferrari lost its brakes; Graham Hill shunted his B.R.M. against the Radio Monte-Carlo box near the

was Chris Bristow, in the Yeoman Credit Cooper-Climax, followed soon afterwards by Roy Salvadori in the Atkins machine, and Innes Ireland (Lotus). Unfortunately something went wrong with the electrical timing apparatus, and in consequence the figures were not accepted for qualifying the drivers. Stirling Moss, in the dark blue Walker Lotus, was really sensational, going round in the incredible time of 1 min. 36.7 secs.—getting on for 4 secs. quicker than Brabham's 1959 record. Graham Hill turned in a 1 min. 38.6 secs. with his B.R.M., whilst both Cliff Allison (Ferrari) and Brabham (Cooper-Climax) did 1 min. 38.8 secs. Also under the existing lap record were Tony Brooks (Yeoman Credit Cooper-Climax), 1 min. 39 secs., Dan Gurney (B.R.M.), 1 min. 40.1 secs., Phil Hill (Ferrari), 1 min. 40.1 secs., and Chris Bristow, 1 min. 40.2 secs.



**MIRABEAU:** The Phil Hill | Bruce McLaren battle for second place at its most exciting, with the American's Ferrari sliding wide.

**SCARAB:** Chuck Daigh trying vainly to qualify one of the two Reventlow challengers during practice.

**BELOW:** Innes Ireland's epic push uphill from Ste. Devote to the Casino.

Both Innes Ireland (Lotus) and Taffy von Trips (Ferrari) returned 1 min. 40.8 secs., and Salvadori, 1 min. 41 secs. Making up the fastest 16 were Bruce McLaren (Cooper-Climax), Bruce Halford (Cooper-Climax), Alan Stacey (Lotus), Brian Naylor (Cooper-Maserati) and John Surtees (Lotus).

Ritchie Ginther appeared with the very experimental rear-engined Ferrari, but his best was only 1 min. 48 secs. The Reventlow Scarabs were right at the bottom of the list; Lance Reventlow and Chuck Daigh both wore safety harness.

Brabham stopped early on with the cockpit full of oil, which had to be carefully drained out at the pits. Bonnier's B.R.M. was in trouble, and did not complete a timed lap. The F.J. event will be described next week, but one must remark on the quite fantastic speeds achieved by Henry Taylor in Tyrell's Cooper-Austin, who was nearly 6 secs. faster than Michael Mays's 1959 record of 1 min. 54 secs., in the Stanguellini. So many F.J. cars were in Monaco that the organizers had to split up the training sessions to find the fastest 22 drivers for Saturday's race.

It was a case of "up with the lark" on Friday, or, in some cases, straight from the night-boxes. Practice began at the unearthly hour of 0600 hrs., when the crackle of exhausts awakened the entire Principality. In the Junior section, Jim Clark (Lotus) bettered Henry Taylor's time by no less than 3 secs., and Trevor Taylor by 2 secs.

The fight for places amongst the F1 drivers went on unabated. Moss did 1 min. 36.3 secs. (73.05 m.p.h.), Brabham, 1 min. 37.3 secs., and both Brooks and Bristow, 1 min. 37.7 secs. Allison, hurrying round with his Ferrari, crashed at the chicane and was taken to hospital with a fractured arm and facial cuts; the car was wrecked. No less than 11 drivers were under the lap record. With a session due on Saturday after the F.J. race, the 16 fastest did not include Trintignant, Stacey, Burgess, Daigh and Reventlow. The main trouble with the



Scarabs was suspension, the springs being too hard and causing wheel-lift. Moss took round Lance's car for a few laps, and returned 1 min. 45.1 secs. Burgess blew up the engine of his Maserati.

Actually the folk with the biggest sweat on as regards inclusion were von Trips (Ferrari), G. Hill (B.R.M.), Gregory and Naylor. Von Trips had his chassis break, which led to an incident when team-manager Tavoni rather unnecessarily assaulted a pressman, who merely tried to take a picture of the breakage.

Saturday evening's training produced the expected scramble to qualify. Soon it was obvious that the 16 would all have to be under 1 min. 40 secs. At one time Innes Ireland was not in the list, so Stirling Moss sportingly undertook to show him the way round. It was quite a spectacle! Moss pointed out proper lines, braking points and where to tramp on the loud pedal—meanwhile sticking up two fingers in what looked like a rude gesture. He was merely indicating "use second gear here"!

Innes was a fast learner, and in next to no time had clocked a safe 1 min. 38.2 secs. McLaren had already done a 1 min. 38.6 secs., but a timekeepers'

error made it 1 min. 39.2 secs. The New Zealander did fast lap after fast lap, till it was officially confirmed.

However, it was the efforts of Trintignant to qualify his Centro-Sud Cooper-Maserati which caused the greatest excitement. It wasn't until the second last lap of the session that the Frenchman did a 1 min. 39.1 secs.—which was hard luck on Bruce Halford who was just one-fifth of a second slower. A curious fact was that Trint's time was slowest of the 16, but 1.3 secs. quicker than Brabham's record.

Moss tried Ireland's car and vice versa, to sort out gear-change problems. All Lotus rear ends were raised 2 ins. to avoid grounding. The non-qualifiers were Brian Naylor, Giorgio Scarlatti, Masten Gregory, Ian Burgess, Chuck Daigh, Lance Reventlow and the unlucky Halford. A wonderful effort was Ritchie Ginther's, who got the rear-engined Ferrari in with 1 min. 38.6 secs.

\* \* \*

JUST before the "off", to the astonishment of the crowd, what looked like a world-famous Field-Marshal was seen in the pits area. Gendarmes were not quite sure what to do, but breathed a sigh of relief when the military figure was revealed as Peter Kavanagh doing one of his well-known impersonations.

When the Royal Rolls-Royce and its coterie of motor-cycle outriders appeared, zero hour had approached. After changing to an open car and driving round the circuit, Prince Rainier and Princess Grace settled down to watch the race. The 16 cars were lined up as follows:—

**Starting Grid**

Bristow (Cooper-C.) 1 m. 37.7 s.	Brabham (Cooper-C.) 1 m. 37.3 s.	Moss (Lotus-C.) 1 m. 36.3 s.
	Bonnier (B.R.M.) 1 m. 37.7 s.	Brooks (Cooper-C.) 1 m. 37.7 s.
von Trips (Ferrari) 1 m. 38.3 s.	Ireland (Lotus-C.) 1 m. 38.2 s.	G. Hill (B.R.M.) 1 m. 38.0 s.
	P. Hill (Ferrari) 1 m. 38.6 s.	Ginther (Ferrari) 1 m. 38.6 s.
Stacey (Lotus-C.) 1 m. 38.9 s.	Salvadori (Cooper-C.) 1 m. 38.7 s.	McLaren (Cooper-C.) 1 m. 38.6 s.
	Surtees (Lotus-C.) 1 m. 39.0 s.	Gurney (B.R.M.) 1 m. 38.9 s.
		Trintignant (Cooper-M.) 1 m. 39.1 s.



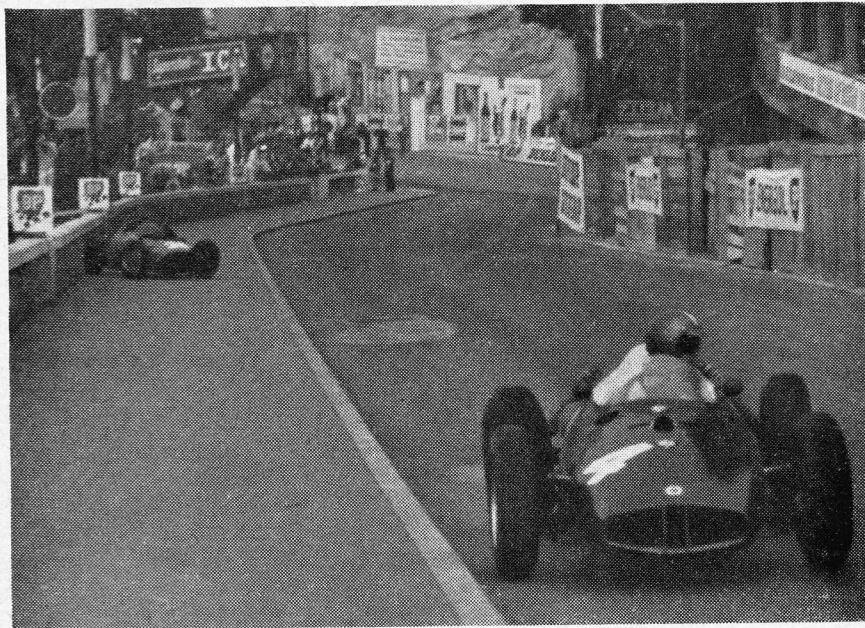
**TWENTY LAPS GONE:** Joe Bonnier pulls over to let Jack Brabham through, with Tony Brooks (Yeoman Credit Cooper) close behind the Australian.

chicane, swept past the tobacconist's kiosk to hurtle past the pits and brake hard at the gasometer. His standing lap was 1 min. 43.8 secs., and the B.R.M. was chased by Brabham, Moss, Brooks, Bristow, Phil Hill, Ireland, von Trips, Graham Hill and Surtees in that order. Lap two, and the red Ferrari had overtaken Bristow's Cooper. Bringing up the rear were Gurney and Stacey.

Then Moss began to put on the pressure, and on the fourth lap took Brabham right in front of the Royal Box. Ireland had managed to whip his Lotus ahead of Bristow's Cooper. Moss's progress was meteoric. On the third tour he set a new lap record of 1 min. 38.5 secs. (114.946 k.p.h.), and next time round had reduced this to 1 min. 37.6 secs. Bonnier still led, but the gap was slowly diminishing; Phil Hill was pressing Brooks's Cooper, and Ireland led a tight mob comprising Bristow, G. Hill, McLaren and Surtees. Another group was headed by Salvadori, von Trips and Gurney. To the dismay of the crowd, Trintignant pulled in to retire his Centro-Sud Cooper-Maserati with gearbox failure after five laps.

Whilst most drivers wrestled with steering wheels, corrected slides and indulged in a variety of "cross-hands boogie", the immaculate Moss seemed to tour round, even taking time to wave to acquaintances. A quick flick of the wheel, a kind of gliding movement, and the dark-blue Lotus was round Beau Rivage and down to the Station hairpin far faster than it looked.

Bonnier was driving really well, but must have realized that the writing was on the wall when the front of the Lotus began to loom larger in his rear mirrors. Farther back, Bruce McLaren began to travel at a tremendous speed, closing up on Ireland's Lotus. At 10 laps, Bonnier led Moss by just 0.8 sec., Brabham by 5.9 secs., Brooks by 8.3 secs. and Phil Hill by the same. The race average had gone up to over 113 k.p.h. McLaren set up a new lap record



**B.R.M. CRAB:** Dan Gurney coming up from Ste. Devote in his "four-wheel steering" B.R.M. Abandoned car is von Trips's Ferrari.

Bonnier was off like a flash, even before the flag fell, and when the jostling pack had sorted itself out after the gasometer turn, the B.R.M. was in front, followed by Brabham, Moss, Brooks and Bristow. To the horror of the crowd, flames enveloped the rear of von Trips's Ferrari, but were fortunately extinguished in the downrush of air towards Beau Rivage. The majority of cars seemed to have emerged from the notorious traffic jam unscathed, although Salvadori's Cooper had a slightly dented tail.

From the stands on the Quai d'Albert and from countless hotel and apartment windows, glasses were trained on the exit of the tunnel. In an incredibly short space of time, Bonnier roared out of the confine, braked for the tricky

**REAR-ENGINE:** Ritchie Ginther at the Gasometer hairpin in the new Ferrari, in which he completed 70 laps to take sixth place.



**IN YOU GO!** Phil Hill (Ferrari) waves on Bruce McLaren (Cooper) at the Station hairpin during their tremendous race-long duel—which resulted in second place for Bruce.

on his 10th tour with 1 min. 37.4 secs., and next time round he returned a remarkable 1 min. 36.2 secs. (117.694 k.p.h.), and moved up in front of Ireland.

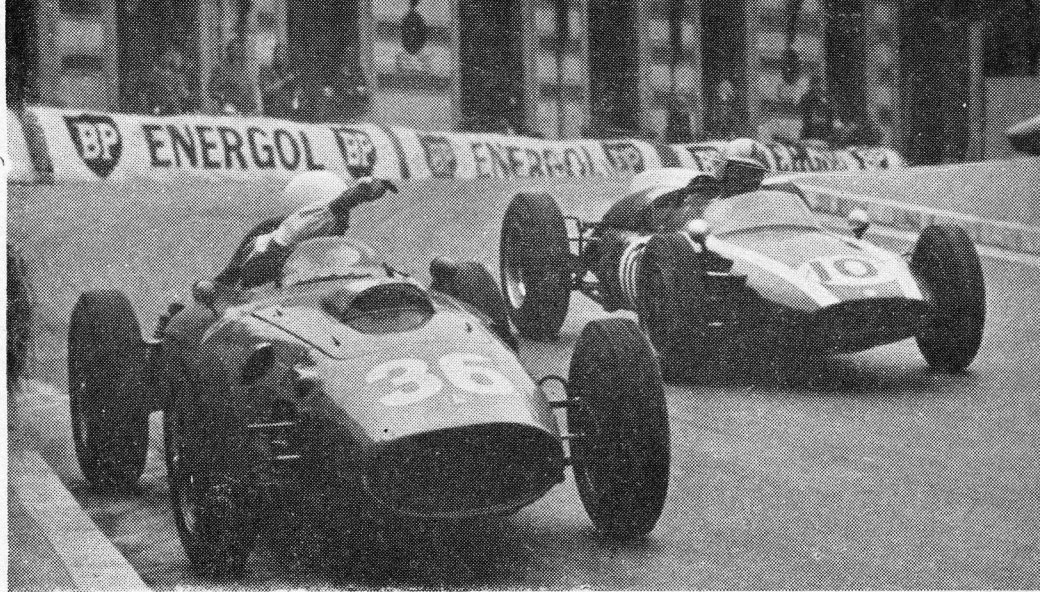
The tremendous duels and battles could not let the great crowd relax. Moss was now set to take the lead, whilst Brabham, Brooks and Phil Hill dived it out behind, followed by a similar dispute involving Graham Hill, Bristow and McLaren—all of whom had drawn away from Ireland and Surtees. Back a bit more, and Salvadori, von Trips and Gurney were at it hammer-and-tongs, with Stacey and Ginther bringing up the rear. Ginther was doing a magnificent job with the unraced, rear-engined Ferrari—which was going far better than had been anticipated.

Bonnier and Moss were neck-and-neck, but Brabham and Co. were also closing up to give the crowd the superb spectacle of no fewer than five cars travelling almost nose-to-tail along the promenade out of the chicane. Lap 17, and Moss had taken the lead, just as McLaren scooted past Bristow. Ireland's engine was misfiring badly, and Surtees was rapidly overhauling the Lotus team-leader.

Once Stirling got ahead he steadily pulled out a lead from Bonnier. At 18 laps, the forceful Bristow coasted despondently into his pit to retire with gearbox troubles—a fate which also befell Surtees, but mechanics slaved to try to put it right. Brabham suddenly rocketed past Bonnier to take second spot, and at 20 laps the race order was:

1. Moss (Lotus), 33 m. 11.2 s., 113.720 k.p.h.
2. Brabham (Cooper), 33 m. 13.9 s.
3. Bonnier (B.R.M.), 33 m. 14.9 s.
4. Brooks; 5. Phil Hill; 6. G. Hill; 7. McLaren; 8. Ireland; 9. Salvadori; 10. von Trips.

With Moss out in front by some 6



secs., the battle behind raged fast and furious. Bonnier took the bit within his teeth, sped past Brabham to regain second place, with Brooks, the two Hills and McLaren looking for the slightest opportunity to pass one another. This was real motor-racing with a vengeance, but darkening skies and thick cloud over the Alpes Maritimes presaged rain. Sure enough large splatters began to appear on the road surface, although it was still dry at the Beau Rivage end of the circuit.

At 30 laps, Moss led Bonnier by 4.7 secs., Brabham by 5.3 secs., and Brooks by 6.3 secs. Down came the rain, turning the "tarmac" into a shining, treacherous surface. Cars began slithering madly in all directions. Salvadori went past his pits, indicating that he would need a vizor. Suddenly the Cooper slid viciously, and came into violent contact with the barriers at the gasometer hairpin. Roy restarted with a slightly bent car, did one slow lap, and finally retired.

Meanwhile Moss had slowed right down, never having driven the Lotus

previously in the wet, and on the 34th lap Brabham went in front. Brooks had dropped right back following a revolving act, and reappeared in seventh place with the tail of his Yeoman Credit Cooper bashed in: apparently Phil Hill had run into the back of his car at the Station hairpin. In blinding rain, it was a case of "doucement-doucement", but it was almost impossible to control cars on roads like skating rinks. Phil Hill slid his Ferrari wildly at the Casino, held it, but ceded his fourth place to McLaren; his namesake also snapped in front of the Italian car.

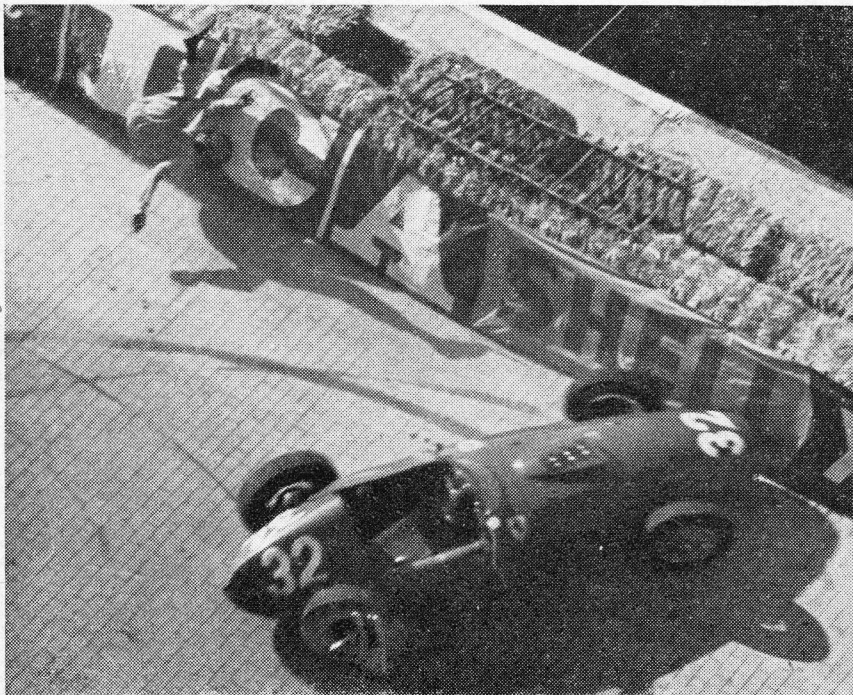
Bonnier was doing everything according to the book, and now seemed to be in a position to steal away Moss's second place. Stirling wasn't taking the slightest chance of a spin, although he kept Brabham's Cooper always in view. The unfortunate Stacey had retired with broken suspension, and Surtees also had to watch his car being pushed to the dead park. Innes Ireland's engine sounded dreadful, spluttering and banging as he tried in vain to stop Gurney from overtaking his Lotus.

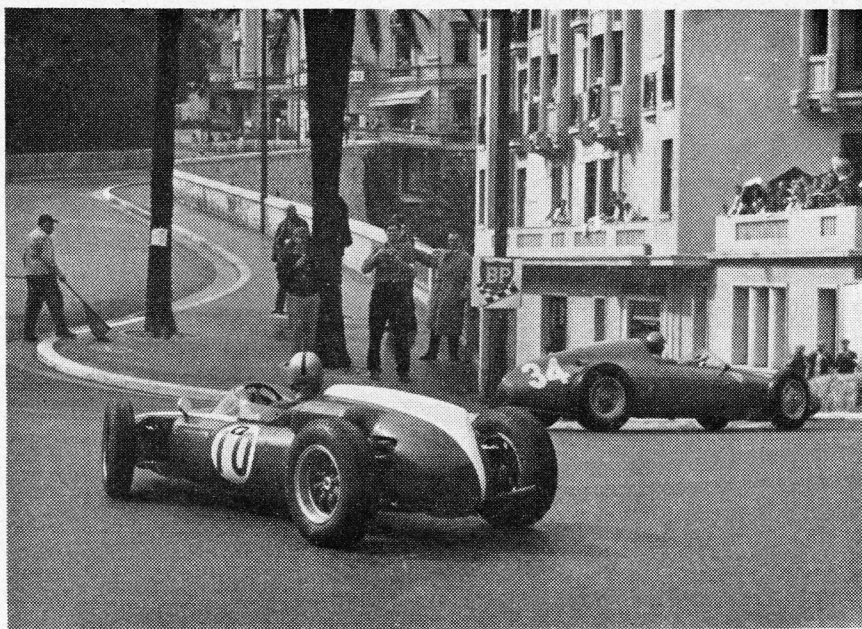
Then, on the 41st lap, when conditions were simply appalling, Moss came round Ste Devote to find Brabham's Cooper spinning like a top. A collision seemed inevitable, but the ice-cool Moss gave the wheel a quick flick, missed the Cooper by millimetres, and out of the corner of his eye watched it finish up against the retaining wall. The car had to be got out of the way, and officials manhandled it in trying to get Brabham to restart. This, of course, meant disqualification; however, it was pointing downhill and the World Champion could not possibly restart it himself. With Moss in front of Bonnier, Cooper-Climax hopes rested on McLaren who lay in third place ahead of Graham Hill and Phil Hill, who were only a few yards apart.

The rain had dropped the average speed down to just over 106 k.p.h., and at half-distance (50 laps) the official order was:—

1. Moss (Lotus), 1 h. 28 m. 50 s.
2. Bonnier (B.R.M.), 1 h. 29 m. 03.6 s.
3. McLaren (Cooper), 1 h. 29 m. 36.1 s.
4. G. Hill (B.R.M.), 1 h. 30 m. 12.1 s.
5. P. Hill (Ferrari), 1 h. 30 m. 14.4 s.
6. Brooks (Cooper), 49 laps; 7. Ireland (Lotus); 8. von Trips (Ferrari); 9. Ginther (Ferrari).

**CRASH:** Cliff Allison—fortunately not seriously injured—is flung out of his Ferrari after his crash at the chicane during Friday's practice.





Gurney had made vain attempts to keep an ailing B.R.M. going, and finally came into his pit with the back end of the car apparently disconnected from the rest of the chassis. At least the rear wheels were steering just as effectively as were the front.

The rain had eased off, and the roads began to dry fairly rapidly, but not before Bruce McLaren had revolved at Renaissance, and had given the two Hills a chance to catch up with him to dispute third place. With 60 laps coming up, Ireland's sick Lotus finally came to rest at Beau Rivage, defying all the Scotsman's efforts to restart. Then Moss's supporters had a shock when Stirling came into the pits. A loose plug lead was traced, fixed, but Bonnier had now taken the lead. A 20 secs. advantage had fallen to a 10 secs. deficiency—but after just one lap this was down to 9½ secs., then 6½ secs. and 5½ secs. There was nothing that Bonnier could do about a Moss in such irresistible form. At 67 laps, there was half a second in it, and one tour later Stirling once again led the Monaco G.P. Behind there was a magnificent scrap between McLaren and Phil Hill, the American managing to get ahead just as Moss took the lead. Graham Hill had also been in this battle, but somehow or other got out of control coming out of the gasometer turn, and tried to demolish Radio Monte-Carlo's commentary box. Pieces flew in all directions, the oil cooler shot into the air, slightly injuring an official, and oil spurted on to the roadway—right in the path of Bonnier, who was then about to be overtaken by Moss. The latter went wide and almost scraped the straw bales as he took the B.R.M. which also managed to keep out of the oil. Then both Phil Hill and McLaren came round again, both sliding viciously on the slippery patch. Eventually people produced a bag of cement which was distributed on the road, and bits of B.R.M.

*START of the Formula Junior race, which will be reported next week. Left to right are Clark (114), Ashdown (104), T. Taylor (112) and the winner, Henry Taylor (150).*

and box were lifted out of the way.

Hill escaped absolutely unscathed, but justifiably annoyed with himself. With Gurney's car in the graveyard, only six cars remained, with Brooks still a lap in arrears, and Ginther valiantly keeping his rear-engined job in the picture. Alas, at 70 laps the American drew into the pits to retire with transmission failure.

Stirling began to travel at a very high rate of knots, doing three laps all under 1 min. 36.8 secs. When it had reached 1 min. 36.4 secs., and his lead over Bonnier had stretched to 8 secs., the Walker pit wondered what it was all about, and hung out a pit signal giving Moss the dope. Earlier he had also screamed round, worrying his entrant more than a trifle. Apparently the "3" had dropped off the signal board, and instead of reading 35 laps to go, it read 5. Stirl reckoned he hadn't much time in which to make certain of victory, and only eased off when he realized that an error had been made.

With just 22 laps to go, the unfortunate Bonnier coasted in with rear suspension failure. He had driven one of the best races of his career, and thoroughly deserved the applause which thundered from the stands as he climbed dejectedly from his B.R.M. Moss, of course, was a vast distance in front of the struggling McLaren-Hill drama—something like a minute and a half! McLaren repassed Hill, and out came the Ferrari "faster" signals. The Californian responded nobly, and Bruce had

*SPINNING is Bruce McLaren, as Ginther's rear-engined Ferrari goes through at the Station hairpin.*

to fight every inch of the way to stay ahead of the red car. Tony Brooks circulated in fourth place, his only hope being in something happening to any of the leaders.

Out of the tunnel had come Innes Ireland pushing his Lotus, and it was a tricky business wangling the car through the chicane before the others tore through. With the prospect of only four finishers, things began to liven up at the pits. Brabham went back to his car, and as Ireland slowly appeared, completely exhausted, out of the dead car park emerged the B.R.M.s of Bonnier and Gurney. Touring slowly round, Joe was meticulous in not getting in the way of the four survivors. Poor Gurney, however, couldn't even steer his wreck, and the decision to send him out in a car in that state was unforgivable. Imagine the feelings of McLaren and Hill, dicing madly for that second place, when at the tobacconist's kiosk they were faced with a B.R.M. travelling crabwise almost in the centre of the road. By the grace of God, nothing happened, but it could have led to a nasty incident.

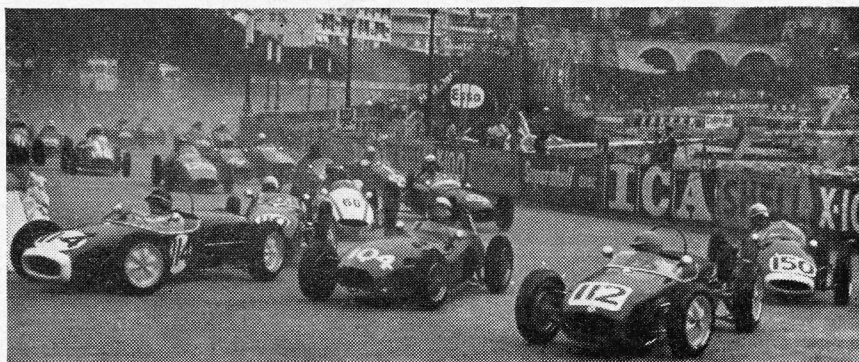
Round and round toured Stirling Moss, as Phil Hill gradually dropped back from the flying McLaren. The tension was tremendous, for everyone was rooting for Moss, and hoping that nothing would stop a well-deserved victory. Nothing did, and to cheers from thousands upon thousands of people, the chequered flag dropped on the dark blue Lotus and a deliriously happy Moss.

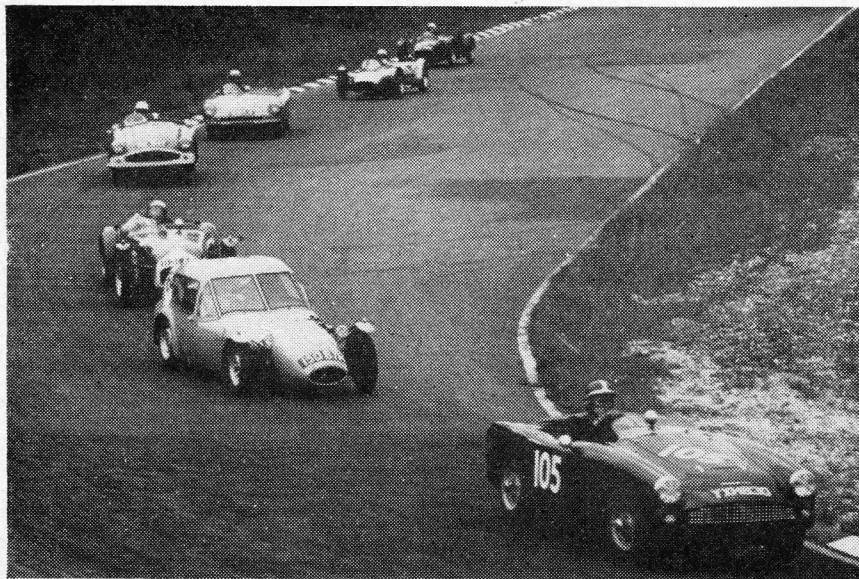
Meanwhile the farce of the "crocks' race" continued; the disqualified Brabham rather pointlessly circulated, Ireland's Lotus, Gurney's B.R.M. and Ginther's Ferrari were duly pushed over the line, but Bonnier was at least still mobile, and had earned his two points in the World Championship.

It had been an unforgettable spectacle, thrilling the vast crowd including the hundreds who had come over on the several Webbair flights, as well as the numbers who had elected to drive down to Monaco. In the harbour were scores of craft, from small launches to luxurious ocean-going cruisers.

#### Result

1. Stirling Moss (Lotus-Climax), 2 h. 53 m. 45.5 s. (108,599 k.p.h.).
2. Bruce McLaren (Cooper-Climax), 2 h. 54 m. 37.6 s.
3. Phil Hill (Ferrari), 2 h. 54 m. 47.4 s.
4. Tony Brooks (Cooper-Climax), 99 laps.
5. Joakim Bonnier (B.R.M.), 83 laps.
6. Ritchie Ginther (Ferrari), 70 laps.
7. W. von Trips (Ferrari), 61 laps.
8. Innes Ireland (Lotus-Climax), 56 laps.





*TEMPORARILY* leading the 1,000 c.c. sports cars is Scrimgeour's Turner, but Bill Moss is right behind him in the winning Marcos G.T., about to take the lead.

Union right through from the back row to take an initial lead, but at Druids Brian Hart came through. The car was suffering from some sort of fuel starvation on the corners initially, and he and Bradshaw took it in turns to pass each other for a bit.

Then the Terrier started working on all four cylinders and Hart quickly disposed of the Elva and set off, in second place, in pursuit of Andrews's Lotus. Bradshaw had a fine battle for third place with Addicott (Elva-Auto-Union) and Johnson (Elva), Johnson finally taking the honours. Andrews was too far ahead to be caught, and the Terrier finished second, sharing fastest lap in 60 secs. (74.4 m.p.h.) with Andrews.

Race six, for Ford-engined 1,172 c.c. sports cars, saw victory finally going to D. G. Addicott (Lotus Seven) after a race-long dice with R. Legg (Lotus), C. Coomber (Wells) and C. Bond-Smith (Terrier). Addicott's fastest lap being in 64.6 secs. (69.10 m.p.h.) which is very good going indeed.

Event seven, another 10-lapper for 1,000 c.c. sports cars, was rather dull, providing a runaway win for B. Allart (Lotus Seven). After four laps he was 15 secs. or so ahead of C. N. Ramus's hardtop Sprite, which was being pursued in spirited style by M. R. French's left-hand drive open Sprite, which spent much of its time going sideways—albeit under control. Allart eventually came home something like half a minute ahead of second man Ramus after setting fastest lap in 66.8 secs. (66.83 m.p.h.).

Event eight was for marque sports cars—the usual collection of makes normally associated with B.A.R.C. events. Eventual winner after an extremely well-driven race was B. McCowen in the Scuderia Light Blue Ace-Bristol. McCowen came through from the back row of the grid to set off in pursuit of Hextall's TR, which held the lead until lap eight, when McCowen got through. Hextall did not let him get away but was unable to catch him.

*(Continued overleaf)*

## Drama at Brands Hatch

Full Programme at B.R.S.C.C. Meeting

IT must have been the heat, or something. Whatever it was, the standard of driving generally left a great deal to be desired at Sunday's B.R.S.C.C. Brands Hatch meeting. Not everyone was guilty, of course: there were several displays of something approaching brilliance but these were more than balanced by some inspired foolishness.

First race of the day—a long day of 12 races, each of 10 laps—saw a fairly spirited dice between Gordon Jones and Jack Pitcher, both on Cooper-Nortons. These two far outdistanced the rest of the field which thereafter proceeded to dwindle rapidly with a retirement on almost every lap until the original number of starters was just about halved. After seven laps Pitcher took the lead from Jones and proceeded to win comfortably, also recording fastest lap.

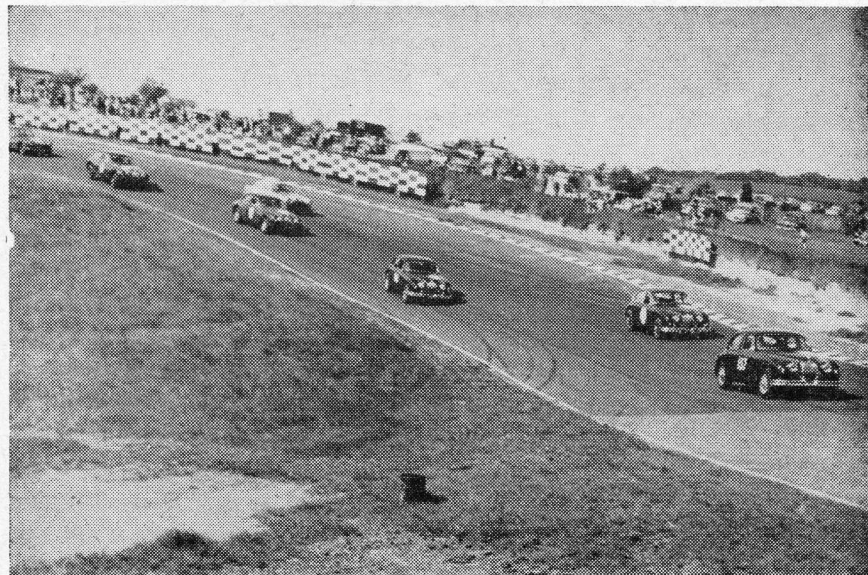
Race two was for sports cars up to 1,000 c.c., and saw the first win for the revolutionary Marcos G.T., powered by a Cosworth-tuned 105E Ford engine and in the more than capable hands of Bill Moss. Starting from the back row of the grid he was third at the end of one lap, stayed there for another lap and then, on lap three, passed both Beatty's Lotus Seven and Scrimgeour's fast Turner to take the lead and stay there, to win by some 5 secs. from J. A. Murrell (D.R.W.-Ford) and Beatty. Murrell had the consolation of fastest lap, but never really looked like catching Moss, despite a leaking battery which was causing some concern to the Marcos équipe.

Touring cars up to 1,000 c.c. had a 10-lapper next, some amusement being caused on the grid when someone rushed up with a seat which he placed in John Young's Ford! This must have been important, for Young immediately took a clear lead to win by something like a quarter of a minute. Several retirements

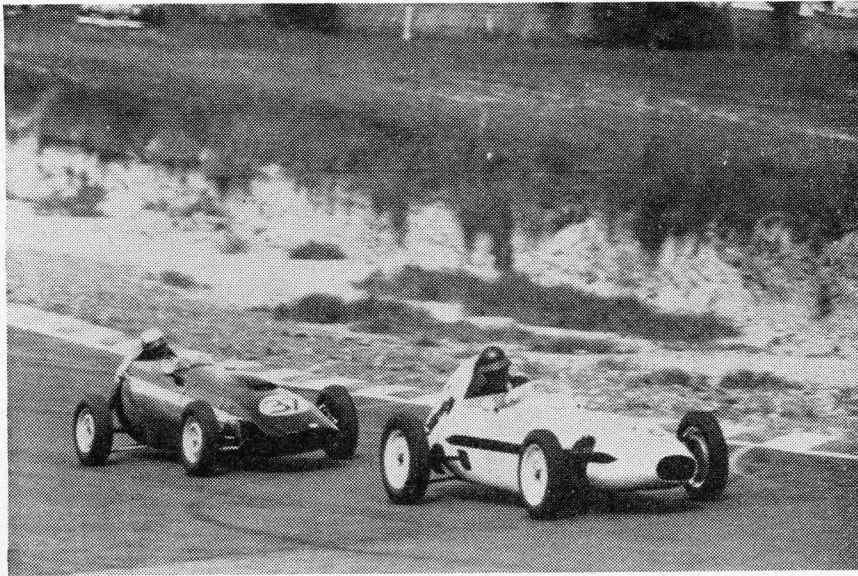
spoiled this one, too, although Cumming (A35), Hedges (A40) and Minoprio (A40) had a fine dice for third place.

Event four, for unlimited sports cars, saw a clear win for Chris Steele's little 1,100 c.c. Lola, which took the lead to the tune of 1½ secs. after the first lap and stayed in front. In close pursuit, however, was Gordon Lee's Lister-Jaguar, which never let Steele get right away until the last lap, when Gordon was pushed off on Clearways in a rank piece of clottishness by a Lotus which was being lapped. Two or three people in this piece started the day's fashion for spinning, including Hetreed, who shunted the bank at Paddock Bend to the enormous detriment of his formerly beautiful DB3S.

This was followed by the Formula Junior race, remarkable for the extremely high performance of Brian Hart's Terrier-Ford. J. Bradshaw, one of Jim Russell's boys, got his Elva-Auto-



**DOWNHILL** from Paddock in the big touring car race goes the field, led by Tim Powell (Jaguar 3.4) who eventually won the event.



Ninth race was for the big touring cars, and here there was real chaos, with more cars spinning than staying on the island. Tim Powell (Jaguar 3.4) took an initial lead and stayed there, but behind him everything happened. Fredman's Peerless overturned at Paddock on lap two while avoiding the spinning Jaguar of G. F. Williams, without injury to the driver, while Parness subsequently spun his Jaguar, and Sargeant his Riley 1.5, the latter seeing fit to reverse off the bank back on to the track. Parness began to corner on three wheels to try to catch the leaders after his spin, and eventually finished third behind Powell and B. G. Aston.

Race 10, for unlimited sports cars, was won by J. Wenden, another of Jim Russell's boys, in a square-tailed Cooper. Wenden led in splendid style throughout from Bailey's Tojeiro, and navigated his way well among slower cars and spinning cars. Fastest lap was set by Fox, in an Elva, but he retired at Clearways on the last lap after his second "race incident".

Race 11, for unlimited racing cars, was little but a demonstration of how to drive fast at Brands Hatch, the demonstrator being George Wicken in his F2 Cooper. His total time for the 10 laps, including, of course, a standing start, was only 10 mins. exactly, and his fastest

**JIM'S BOYS:** The Russell pupils were well to the fore. J. Wenden (Cooper) leads A. Bailey (Tojeiro), S. Fox (Elva) and fellow pupil I. Kemp (Cooper).

**JUNIORS:** Just—and only just—ahead of Brian Hart's Terrier is Dizzy Addicott's Auto-Union-engined Elva. Hart soon passed for second place.

way. A nasty looking accident at Paddock Bend shortened Black's XK 140 by a couple of feet but did not seriously injure the driver, and at the same spot another spill was narrowly avoided when someone's TR went round and round violently. After a close fight with Cremer's TR2, second place went to Lovett's similar car, some 12 secs. behind Dangerfield.

MARTYN WATKINS.

**500 c.c. Racing Cars:** 1, J. Pitcher (Cooper-Norton), 71.79 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, G. F. Meharey (Cooper-J.A.P.). **Fastest lap:** Pitcher, 73.42 m.p.h.

**Sports Cars, up to 1,000 c.c. (A):** 1, W. F. Moss (Marcos G.T.), 66.79 m.p.h.; 2, J. A. Murrell (D.R.W. Mk. 1D); 3, J. M. Beatty (Lotus VII). **Fastest lap:** Murrell, 68.89 m.p.h.

**Touring Cars, up to 1,000 c.c.:** 1, J. Young (Ford Anglia), 63.23 m.p.h.; 2, J. Richard Aley (Austin A35); 3, A. P. Hedges (Austin A40). **Fastest lap:** Young, 64.51 m.p.h.

**Unlimited Sports Cars (A):** 1, C. Steele (Lola), 64.32 m.p.h.; 2, R. F. Pierpoint (Lotus XV); 3, J. R. T. van Sickle (Lotus XI). **Fastest lap:** Steele, 74.90 m.p.h.

**Formula Junior Cars:** 1, C. W. Andrews (Lotus-Ford), 72.59 m.p.h.; 2, B. R. Hart (Terrier-Ford); 3, C. Johnson (Elva-Auto-Union). **Fastest lap:** Andrews and Hart, 74.40 m.p.h. (Record).

**1,172 c.c. Sports Cars:** 1, D. G. Addicott (Lotus VII), 67.33 m.p.h.; 2, R. Legg (Lotus VII); 3, J. Derisley (Lotus VII). **Fastest lap:** Addicott, 69.10 m.p.h.

**Sports Cars, up to 1,000 c.c. (B):** 1, B. Allart (Lotus VII), 65.07 m.p.h.; 2, C. N. Ramus (Austin-Healey Sprite); 3, M. R. French (Austin-Healey Sprite). **Fastest lap:** Allart, 66.83 m.p.h.

**Marque Sports Cars:** 1, B. McCowen (A.C.-Bristol), 66.95 m.p.h.; 2, C. D. Hextall (Triumph TR2); 3, T. S. Petersen (TR3). **Fastest lap:** McCowen, 68.47 m.p.h.

**Touring Cars, over 1,000 c.c.: Overall Winner:** T. Powell (Jaguar 3.4), 64.90 m.p.h. **Class A:** 1, L. Leston (Volvo 122S), 59.66 m.p.h.; 2, J. B. Hodgson (M.G. Magnette); 3, M. Sargeant (Riley 1.5). **Class B:** 1, J. R. Todd (Peerless), 62.63 m.p.h.; 2, A. Bunce (Tornado Typhoon). **Class C:** 1, T. Powell (Jaguar 3.4), 64.90 m.p.h.; 2, B. G. Aston (Jaguar 3.4); 3, V. H. Parness (Jaguar 3.8).

**Unlimited Sports Cars (B):** 1, J. Wenden (Cooper), 65.55 m.p.h.; 2, A. Bailey (Tojeiro); 3, I. Kemp (Cooper). **Fastest lap:** S. A. Fox (Elva), 67.84 m.p.h.

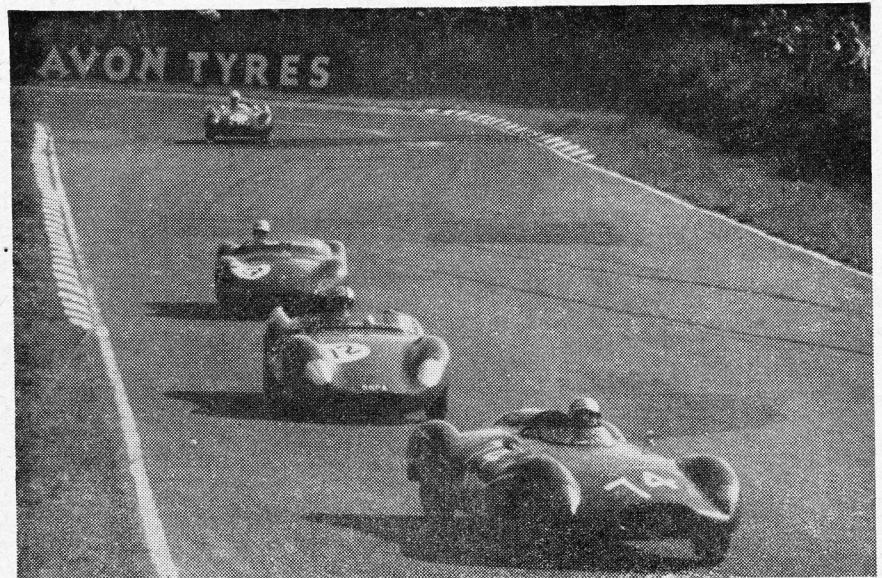
**Unlimited Racing Cars:** 1, G. Wicken (Cooper F2), 74.40 m.p.h.; 2, E. G. Willmott (Cooper-Norton); 3, D. Mason (Elva-Auto-Union). **Fastest lap:** Wicken, 76.18 m.p.h.

**Marque Sports Cars (B):** 1, N. H. Dangerfield (Triumph TR3), 64.42 m.p.h.; 2, J. E. Lovett (TR2); 3, I. Cremer (TR2). **Fastest lap:** Dangerfield, 66.04 m.p.h.

lap, in 58.6 secs., is only fractionally slower than the existing Formula 1 lap record!

George, gaining at the rate of about 5 secs. a lap on the field, eventually won by some 51 secs. from Willmott's Cooper-Norton and Mason's Elva-Auto-Union.

Marque sports cars closed the day, a 10-lapper being won easily by N. H. Dangerfield (TR) after leading all the





**CLASS WINNER:** David Harrison's Frazer-Nash seen at the hairpin on the run which won the over 3,000 c.c. sports car class from modern opposition.

**M**AINTEINING his run of a new record with every outing, Josh Randles set a new course record at the Westmorland Motor Club's hill-climb at Barbon, near Kirkby Lonsdale, on Saturday, 21st May.

Since acquiring his new Cooper Monaco, Randles set a new class record on the first outing, a new course record at Melbourne, and then followed up on the third outing with another course record in 31.47 secs., beating Alan Ensoll in the D-type Jaguar by nearly a second.

The Barbon venue is the most picturesque of any hill-climb in the North and was at its best for the meeting. The entry of some 70 cars included machines covering some 50 years of competition motoring, ranging from 1912 to the



## Picturesque Barbon

**Josh Randles (Cooper Monaco) Makes B.T.D. at Westmorland M.C. Hill-Climb**

present day, as the organizers always attract a colourful vintage entry to the events.

The course consists of half a mile of well-surfaced road with an average gradient of one-in-12 with two left-hand bends, one tight and one fast, and then a very tight right-hand hairpin only about 70 yards from the finish.

First to attempt the climb were the smallest sports cars, and here the fast Lotus Seven conducted by Ken Jones had no difficulty in losing the rest of the field by no fewer than four seconds.

The next class brought out several immaculate post-vintage thoroughbred cars—most of them Frazer-Nashes—among the moderns. Fastest of them was M. Bromley-Johnson's Frazer-Nash in 38.81 secs. who was fourth overall.

Class winner, without difficulty, was R. G. Hirst (Cooper-M.G.).

P. M. Bradley's very much modified and rapid Morgan took the 2,000 c.c. sports car class beating even K. M. Nutter's modern Frazer-Nash. Harry Brierley's Austin-Healey 3000 and David Harrison's well-known old big Frazer-Nash took the two larger sports car classes.

In the sports racing classes none of the Lotuses went very quickly and it was left to the big boys to provide the fireworks. Alan Ensoll clocked the fastest to that time on his first run in 32.58 secs., but immediately after Josh Randles came up in a very neat run in 31.60 secs., breaking C. A. N. May's four-year-old course record. On his second run Ensoll tried very hard to remedy the deficiency,

taking the hairpin as quickly as possible, sliding out and still power-sliding as he crossed the line to improve slightly to 32.45 secs., but Randles, with the Cooper singing out beautifully, rasped up in 31.47 secs. to set the new Barbon record.

The antique machinery came out in the next class.

M. J. Bradley (4½-litre Bentley) was the fastest of the Bentley's and ran wide on the hairpin, over a rock and regained the road on his last run, losing hardly a second in the process. Fastest was A. K. Haworth in 34.87 secs., sounding as fine as only a supercharged Bugatti can as he set a new vintage course record. Main interest in the class was centred on the 1912 9-litre Mercedes-Benz of J. A. Williamson which has been a fire engine and a crop-sprayer during its career before being rescued and restored to its present fine Mercedes white paintwork and polished radiator. This climbed in a creditable 43.87 secs.—fine for a 48-year-old.

Main attraction in the pre-1940 racing car class was Jim Berry's supercharged E.R.A. which made B.T.D. last year, so it was a big disappointment when it was announced that he would not be running. He had damaged the gearbox during practice.

Fastest in the class was John Grice's Bugatti, with B. H. Davenport's old 1923 1½-litre G.N. Spider causing much interest although sounding slightly off form.

### Provisional Results

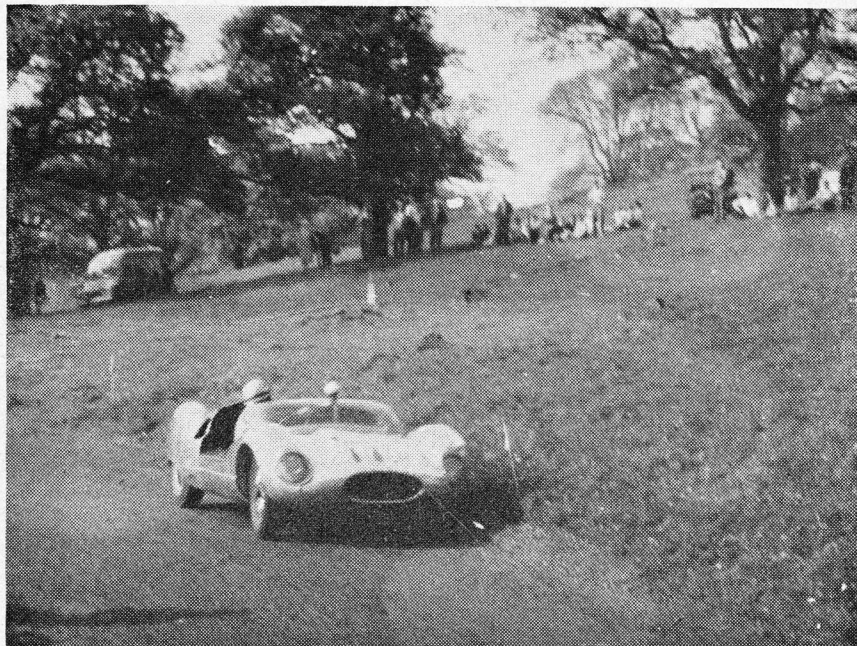
**Best Time of Day:** J. Randles (Cooper Monaco), 31.47 s.

**Sports Cars, up to 1,250 c.c.:** 1, K. D. Jones (Lotus VII 948), 34.40; 2, D. McIver (Berkeley 649), 38.40. **1,500 c.c.:** 1, R. G. Hirst (Cooper-M.G.), 34.88; 2, E. B. Wadsworth (Denzel), 36.87. **2,000 c.c.:** 1, P. M. Bradley (Morgan), 34.04; 2, K. M. Nutter (Frazer-Nash), 35.41. **3,000 c.c.:** H. Brierley (Austin-Healey 3000), 37.98. **Over 3,000 c.c.:** 1, D. A. Harrison (Frazer-Nash), 33.54; 2, J. L. Hepworth (Aston Martin DB4), 35.74.

**Sports-racing Cars, up to 1,250 c.c.:** R. Dawson (Lotus), 35.55. **1,500 c.c.:** J. R. Walton (Riley Spl.), 36.80. **Over 1,500 c.c.:** J. Randles (Cooper Monaco), 31.47.

**Vintage Sports Cars, up to 1,500 c.c.:** H. Spence (Lea-Francis), 38.51. **Unlimited:** A. K. Haworth (Supercharged Bugatti 1,990 c.c.), 34.87. **Formula 3 Racing Cars:** K. Moore (Kieft), 35.25. **Pre-1940 Racing Cars:** J. A. R. Grice (Supercharged Bugatti 1,496 c.c.), 35.97.

**Best Time by Westmorland M.C. member:** P. M. Bradley. **Aston Martin Trophy (best by pre-1940 Production Sports Car):** M. Bromley-Johnson (Frazer-Nash), 38.81. **Special Award (best car under 750 c.c.):** McIver (Berkeley). **Best Saloon:** B. F. Milton (Porsche), 36.40.



*B.T.D. went to Josh Randles in his Cooper Monaco. Here he is seen on the last hairpin, 70 yards from the finish.*

Results

**Handicap Race for Sports Cars up to 1,600 c.c.:**  
1, M. F. Goodwin (Lotus Seven), 69.54 m.p.h.; 2, R. Legg (Lotus Seven); 3, M. Baring (Lotus Elite).  
**Fastest lap:** Baring, 73.28 m.p.h.

**Handicap Race for Sports Cars over 1,600 c.c.:**  
1, J. O. Coundley (Lister-Jaguar), 80.97 m.p.h.; 2, B. Hetreed (Aston DB3S); 3, E. C. Booth (Frazer-Nash).  
**Fastest lap:** Coundley, 83.41 m.p.h.

**Formula Junior:** 1, C. W. Andrews (Lotus), 78.30 m.p.h.; 2, A. Eccles (Elva); 3, L. Gibbs (Lotus).  
**Fastest lap:** Andrews, 80.85 m.p.h.

**Handicap Race for Sports Cars up to 1,600 c.c.:**  
1, Mrs. R. B. Gibbs (Lotus), 73.56 m.p.h.; 2, P. E. Warr (Lotus); 3, J. W. Anstice Brown (Halselec).  
**Fastest lap:** Gibbs, 74.98 m.p.h.

**Elwell Smith Trophy:** 1, I. H. Mann (A. M. Ulster), 62.06 m.p.h.; 2, M. Ward (A. M. Le Mans); 3, A. E. Riseley (A. M. International).  
**Fastest lap:** Mann, 65.54 m.p.h.

**U.S.A.F. Trophy Race:** 1, R. Carter (F2 Cooper), 82.44 m.p.h.; 2, V. Wilson (F2 Cooper); 3, F. Gardner (F2 Lotus).  
**Fastest lap:** Carter, 83.90 m.p.h.

**The 100 mile Sports Car Race, over 2,001 c.c.:**  
1, J. O. Coundley (Lister-Jaguar), 75.4 m.p.h.; 2, R. P. Sturgess (C-type); 3, J. Ewer (Lister Corvette).  
**Fastest lap:** Coundley, 83.90 m.p.h.

**1,601-2,000 c.c.:** 1, E. C. Booth (Frazer-Nash); 2, G. Dempsey (A.C.-Bristol); 3, W. G. Woodhouse (Tornado Thunderbolt).

**1,301-1,600 c.c.:** 1, D. Wilson (Toucan); 2, M. Reid (M.G.A.); 3, J. Munger (M.G. Twin-Cam).

**1,001-1,300 c.c.:** 1, G. Eden (Lotus Seventeen); 2, K. A. Zelenka (Lotus Eleven); 3, L. Parrish (Lotus Eleven).

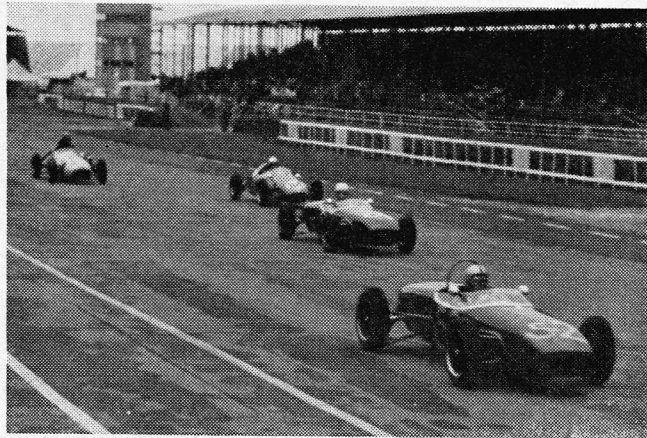
**Up to 1,000 c.c.:** 1, J. V. R. Van Niekerk (G.S.M. Delta); 2, K. McKenzie (Turner); 3, D. Harris (A.-H. Sprite).



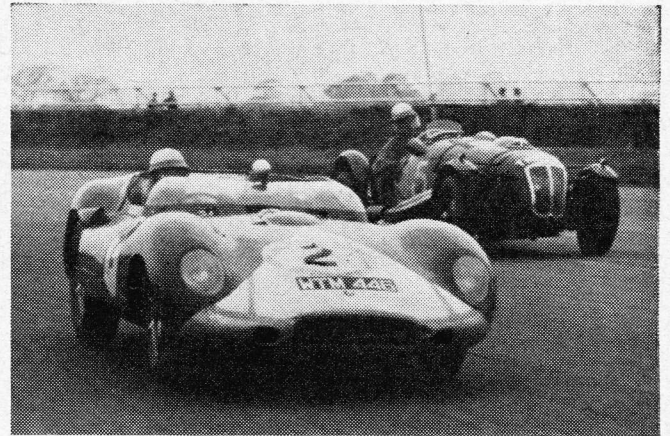
*ON THE LIMIT? John Ewer's Lister Corvette and R. P. Sturgess's "C"-type in close company. These two had a splendid dice throughout the entire event and finished third and second respectively.*

# Aston-Martini Silverstone

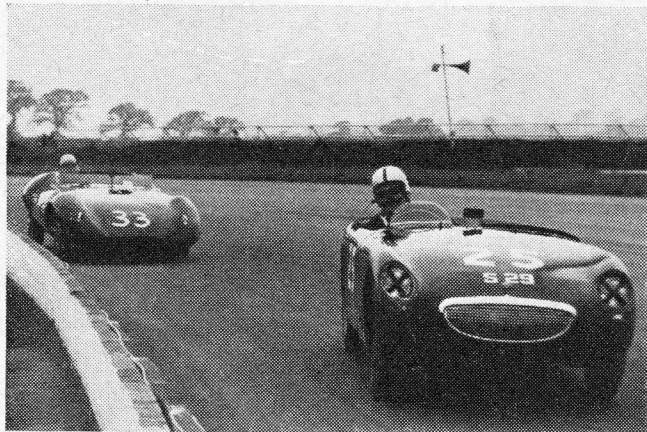
PHOTOGRAPHY BY GEORGE PHILLIPS



*ENTIRE FIELD! The Formula Junior event sadly depleted by the now common disease of "non-starting". All four competitors, C. W. Andrews (Lotus), L. Gibbs (Lotus), D. Rickman (Cooper) and A. Eccles (Elva).*



*CLASS WINNERS: Both apparently in a hurry, John Coundley (Lister-Jaguar) and E. Booth (Frazer-Nash) at Cope during the Martini 100 event, in which both won their class.*



*FAST RIGHT-HANDER: Taking interesting lines through Cope corner are Lord Strathcarron (Austin-Healey Sprite) and D. Wilson in his very quick Toucan.*



*HANDICAPPER'S NIGHTMARE! A somewhat varied selection of cars at the start of sports car handicap event, which was won by Mrs. B. Gibbs.*



**JUST AHEAD:** Probably the closest race of the day was the saloon car event. Here Alan Hutcheson (Riley 1.5) is just ahead of Ratcliffe's Minor and Bill Blydenstein's Borgward.

secs. ahead of second man Hedges (A40), who was closely followed by B. G. Aston in the ex-Sir Gawaine Baillie 3.4 Jaguar.

First of the scratch races was an event for sports cars up to 1,100 c.c. Into Gerards Bend went Ken Loasby, P. Boshier-Jones and D. Howard, but on the second lap Howard shot through to second place, and although he tried hard he couldn't get near Ken Loasby who won, never having been headed during the race. In the meanwhile there had been a great dice going on at the tail end of the field between Harrison Hansley (Lotus), York (Lotus) and Bailey (Tojeiro) who all gave a show of very sporting driving.

First away in the marque race was Colin Hextall (TR3), closely pursued by Peterson (TR3) and Dangerfield (TR3), but before they had emerged from Gerards Bend Brian McCowen, in the Scuderia Light Blue A.C.-Bristol, was hard on their heels, having come through the pack from the back row of the grid. Although the leaders had drawn away a little the rest of the cars were in a tight bunch not far behind, all being very steady. Unfortunately R. D. Attwood overdid things a little at Gerards Bend on the fourth lap but luckily he didn't hit anybody. Peterson was held up a little by these gyrations but, undismayed, rejoined the fray. The third lap saw McCowen taking Dangerfield, who was in the ex-Sid Hurrell TR, and Peterson in the ex-Bill de Selincourt TR.

Not content with this McCowen began to challenge Colin Hextall, who drove immaculately throughout the event and in spite of McCowen's bid still crossed the finishing line a couple of seconds ahead of the very fast Bristol-engined A.C.

Following the marque event came what was definitely one of the best driven races of the day. It was won by Dickinson's Lotus-Ford which was closely pursued for the entire event by Michael Henderson's Lotus-Austin, who in turn had Marten (Lotus-Ford) on his tail for all seven laps. These three circulated the track as if they were joined by invisible tow-bars, and were a joy to behold.

The most experienced drivers were seen in the closest race of the day—the saloon car event. Ratcliffe's very fast Morris shot into the lead in front of

*(Continued on page 764)*

## RACING IN THE MIDLANDS

### High Standard of Driving at B.A.R.C. Meeting

THE B.A.R.C.'s sixth annual members' meeting at Mallory Park was without a doubt an unqualified success. Although there were no records broken the standard of driving was high and apart from Willoughby (Lotus) spinning coming out of Devils Elbow, and R. D. Attwood (TR3) gyrating at Gerards Bend, there were no mishaps. Scuderia Light Blue were there in force, sporting a Peerless, an A40, a Gemini (B.M.C. "A" type) and, perhaps the most spectacular performer of them all, an A.C.-Bristol. The members of this team are all from Cambridge and may soon be rivalling the Cambridge Racing Team. Ken Loasby won the sports and unlimited sports car events, while Colin Hextall, in his well-known white TR, took the marque award. Alan Hutcheson, probably one of the most experienced drivers there, took the saloon car trophy—but not without a terrific dice with R. W. Ratcliffe (Morris 1000) and Bill Blydenstein (Borgward).

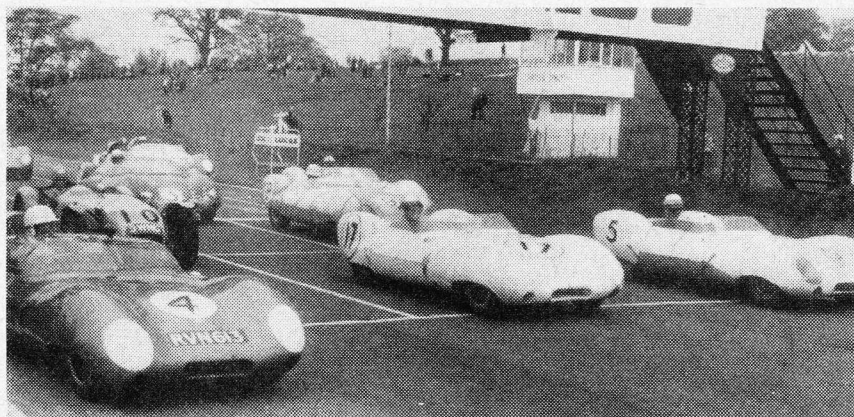
During all races the track remained dry for, although the skies were threatening, it never actually rained.

The first race was a seven-lap handicap for sports cars. This included a gaggle of Lotuses, with Howard and Willoughby on scratch. Although they both went "like the clappers" they couldn't make up their 40 secs. handicap on the eventual winner H. Stiller (Lotus Elite), whose position was never really disputed after he took the lead on the third lap. Aubrey (Lotus), who had started 20 secs. from scratch, shot up

through the field to finish second behind Stiller.

The second handicap race consisted mainly of production sports cars, an exception to this being Mrs. K. Howard in the ex-Les Leston Lotus. S. A. Goodwin, driving his very fast Ford-engined Goodwin Special, took the lead after the first lap and looked as if he was going to keep it until R. D. Attwood just managed to get by on the last lap and crossed the line only .06 sec. ahead of Goodwin. Mrs. Howard found her handicap a little too much for only seven laps, perhaps given a few more she might have managed to pull it off. The last of the handicap races was for saloon cars but at one stage it looked as if Bullen's Tornado Typhoon was going to be a non-starter—however, at the last moment the scrutineers gave him the O.K. over an oil leak. Perhaps this may have been an added incentive for he drove superbly, taking the lead on the third lap and coming over the line 14

**EYES ON THE FLAG:** Drivers still looking at the starter as they accelerate off in the sports car event. The winner Ken Loasby (5) has pole position, while Howard (17), who took second spot, is alongside.

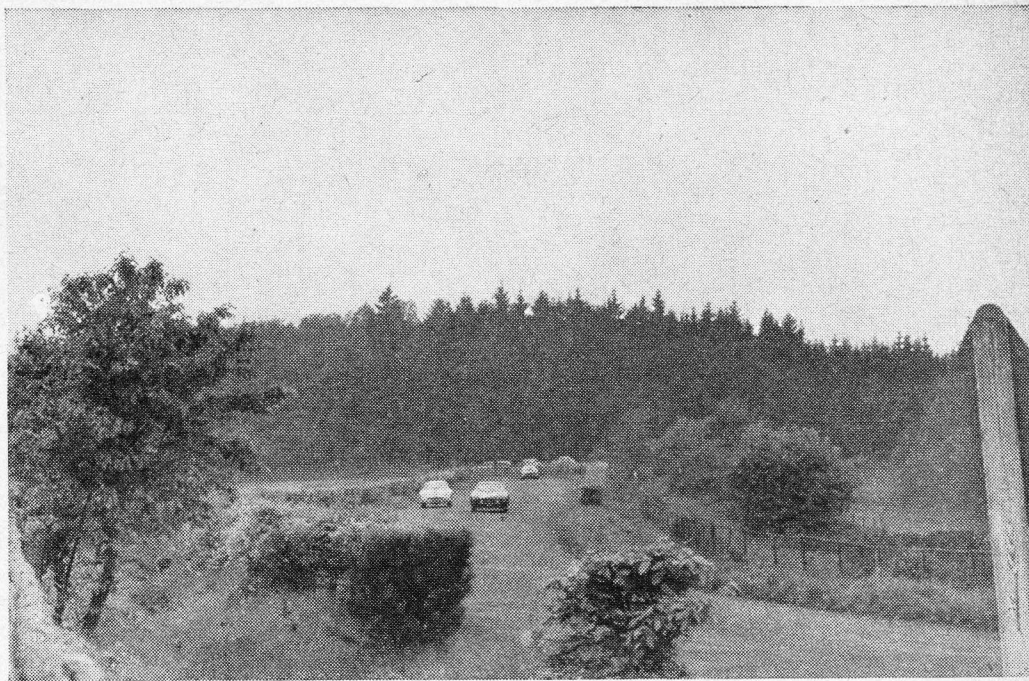




# West Side S

**A Visit During the 1,000  
Unphotographed Points on the**

**TOP LEFT:** Wehrseifen: The Lindermann/Rosenhammer G.T. Porsche leads Baron de Pucci (Porsche) at Adenau crossing. **ABOVE:** Stangl/Degner G.T. car upside-down in the forest after leaving the circuit between Aremberg and the Adenau Forest. **TOP RIGHT:** Moss leads its class for so long, leads the Taylor and Crawley Aston Martin to difficulties. **CENTRE RIGHT:** A trio of the smaller cars at the Aremberg bridge on the run down to Fuchsrohe, the Moss/Crawley



# Story . . .

## 100 kms. Race to Previously the Nürburgring's West Side

... leads the Siegfasth/Fransson Alfa Romeo and the Whitehead/  
... . **CENTRE LEFT:** What to do with your old Ferrari—the  
... road at Fuchsrohre. **BOTTOM LEFT:** Bernard Consten (Alfa)  
... Fuchsrohre—a trio of Alfas on an especially tricky part of the  
... Schwedenkreuz—the Baillie/Parkes Elite, which in the race was  
... Martin DB4, which practised but did not race due to homologation  
... just after the Adenau Forest. **BOTTOM RIGHT:** Leaving  
... Maserati leads the DB of Hazard and Bruwaene.



eventually signalled him past as they went down the straight on the last lap. R. W. Willoughby, trying perhaps a little too hard on the first lap, lost it coming out of Devils Elbow and charged the bank, luckily without injury to himself. The order as they crossed the line was Dickson (which, of course, didn't count), Loasby, Mrs. Howard and J. M. Bramall.

Winding up the meeting came the Formula Junior and monoposto event, which didn't suffer from the normal Formula Junior disease—great numbers of non-starters. R. A. S. Ames, who has been doing so well recently, led from start to finish, driving his well-prepared Elva-Austin faultlessly to victory from Mears (Lotus), a relative newcomer to racing who showed considerable promise. Brian Hart (Terrier) had a ding-dong battle with König's Scorpion, which he eventually passed to finish third. Boden and Johnson, two of Jim Russell's "boys", who have had considerable success recently, had to be content with fifth and sixth places respectively.

PATRICK McNALLY.

**Results**

**Sports Car Handicap (A):** 1 H. Stiller (Lotus Elite), 74.21 m.p.h.; 2, A. R. Aubrey (Lotus-Climax); 3, P. Brayshaw (Elva Courier). **Fastest lap:** D. Howard (Lotus), 81.82 m.p.h.

**Sports Car Handicap (B):** 1, R. D. Attwood (Triumph TR3), 73.92 m.p.h.; 2, S. A. Goodwin (Goodwin Spl.); 3, P. W. Thomas (Austin-Healey Sprite). **Fastest lap:** Attwood, 76.66 m.p.h.

**Closed Car Handicap:** 1, A. J. S. Bullen (Tornado-Typhoon), 72.20 m.p.h.; 2, A. P. Hedges (Austin A40); 3, B. G. Aston (Jaguar 3.4). **Fastest lap:** A. Dobson (Lotus Elite), 73.64 m.p.h.

**Sports Cars, up to 1,100 c.c.:** 1, K. M. Loasby (Lotus-Climax), 81.93 m.p.h.; 2, D. Howard (Lotus-Climax); 3, P. Boshier-Jones (Lotus-Climax). **Fastest lap:** Loasby, 83.50 m.p.h.

**Marque Scratch Race:** 1, C. D. Hextall (Triumph TR2), 74.44 m.p.h.; 2, B. McCowen (A.C.-Bristol); 3, N. H. Danerfield (Triumph TR3). **Fastest lap:** McCowen, 76.41 m.p.h.

**Cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.:** 1, J. F. Dickinson (Lotus-Ford), 71.47 m.p.h.; 2, M. Henderson (Lotus-Austin); 3, P. Marten (Lotus-Ford). **Fastest lap:** Henderson, 73.86 m.p.h.

**Saloon Cars:** 1, A. S. Hutcheson (Riley 1.5), 69.85 m.p.h.; 2, H. W. Ratcliffe (Morris Minor); 3, W. B. Blydenstein (Borgward). **Fastest lap:** Ratcliffe, 71.67 m.p.h.

**Unlimited Sports Cars:** 1, K. M. Loasby (Lotus-Climax), 82.45 m.p.h.; 2, Mrs. K. Howard (Lotus-Climax); 3, J. M. Bramall (Lotus-Climax). **Fastest lap:** T. Dickson (Lotus), 86.47 m.p.h.

**Formula Junior and Monoposto Register Racing Cars:** 1, R. A. S. Ames (Elva-Austin), 78.75 m.p.h.; 2, M. A. Mears (Lotus-Ford); 3, B. R. Hart (Terrier-Ford). **Fastest lap:** Hart, 82.09 m.p.h.



ABOVE: Not airborne yet: Vickers test pilot B. G. Aston in the ex-Gawaine Baillie 3.4 at Shaws followed closely by J. F. Dickinson (Lotus) and Willoughby (Lotus).

LEFT: Brakes applied as they come into the hairpin, K. Murdoch (Lotus-Austin) leads P. Gourju (Sprite) and P. W. Thomas (Sprite).

BELOW: Tyre wear? Perhaps a little, as Brian Bailey swings his Volvo into Shaws Corner.

**Mallory Park—continued**

Alan Hutcheson (Riley 1.5) and Bill Blydenstein (Borgward) but coming out of Lake Esses Hutcheson managed to squeeze past the less-experienced Ratcliffe on the inside and get in front where he stayed till he received the chequered flag. Ratcliffe, never less than a second or two behind Hutcheson's Riley, withheld Blydenstein's onslaughts, which very nearly succeeded at one point as Billy was trying every trick in the book to get past this indecently quick Morris 1000. Ratcliffe took a very well-deserved second place and set fastest lap, with Bill Blydenstein having to be content with third spot for a change.

At the start of the unlimited sports car event there was a very annoyed driver on the grid—Tom Dickson's Lotus wouldn't start. At the fall of the flag away went the field closely pursued by Dickson, who received a push start, this unfortunately excluding him from the results. For at the end of the second lap he lay second, and on the third he challenged Ken Loasby, who





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**CAR-TOPPING:** A medium of transport very necessary on today's overcrowded roads. The Sprat rides with ease on the roof of a "Quatre Chevaux". Cost of this attractive outboard two-seater is only £55.

## WATERSPORT

JOHN BOLSTER  
TESTS THE

# Sprat Cartop Runabout

To drive a good car on an empty road is a pleasure that never palls. To creep along for hours in a queue many miles long is something akin to purgatory. For this reason, more and more motorists are taking to the water to get away from it all.

No industry offers a greater variety of types, sizes and prices than does the boat-building fraternity. Nevertheless, many of the most desirable boats require a large trailer for their transport, which is not ideal for our overcrowded roads. The cartop boat reduces the mobility of the family barouche very little, and adds nothing to its length. So, for the waterborne motorist, car-topping is the transport medium *par excellence*.

The marine section of Connaught Engineering has been exhibiting a really portable cartop speed-boat, and as soon as I saw the little beauty, I arranged to borrow it for a test. The Sprat is a very attractive outboard two-seater, of wooden construction and with delightful lines. It is only 7 ft. 6 ins. long, 4 ft. wide, and weighs 78 lb. fully equipped, so it will travel on the smallest cars. To prove this, I collected it on the roof rack of a 750 c.c. Renault, which was already chock full of passengers and nautical equipment.

The 4 CV proved capable of sustaining a cruising speed of 50 m.p.h. and

more. Side winds were felt, of course, but less than was expected, and hills were climbed at a rousing 40 m.p.h. on second speed. During the journey from Connaught's to Birdham Yacht Club, we were overtaken on occasion but we also overtook our quota of fellow road-users. The conclusion, then, is that the Sprat will ride with ease on the roof of a "Quatre Chevaux", and that boating is now a practical proposition for the man with the smallest car.

Much more important, however, is the

behaviour of the boat in the water. A very considerable breeze was making the harbour somewhat choppy when we launched our ship. As motive power, we had a 5 h.p. Clinton motor of 95 c.c., which is light enough for a boy to carry and stows easily in a car, yet has the "big motor" feature of a separate fuel tank. The Sprat will potter around on 1½ h.p. or plane really fast with a more expensive two-cylinder 10 or 15 h.p. outboard. The little Clinton gave enough power to nip smartly through the rough water, ignoring waves and current, with two people aboard.

What followed was extremely interesting. My son Bill, who weighs exactly half as much as I do, took the boat out solo. The busy hum of the little two-stroke rose to a scream, and there was the Sprat planing beautifully on only 95 c.c.! I was unable to measure the speed, but it looked as though the boat was approaching 15 m.p.h. or so, which proves that the shape is quite outstandingly efficient. With 10 h.p. to play with, the Sprat would certainly be a fast little boat.

Though costing only £55, the craft is thoroughly well made and finished, and the price includes wheel steering and a windscreen. It felt perfectly safe in the kind of weather that most people would regard as a good enough excuse to stay in the bar of the Yacht Club. One also kept remarkably dry during these aquatic amusements.

The Sprat is made by Adams Tools of Streatham and is sold by Connaught Engineering. A special roof rack is available at £5 15s., but I used an ordinary luggage rack to which shaped wooden ends had been temporarily attached, and I loaded and unloaded the boat myself with only the help of two schoolboys. This is *the* small boat to go with a small car. It's lots of fun, remarkably safe, and could render the summer holidays a time of absolute bliss for the generation who are not yet old enough to motor on the roads.

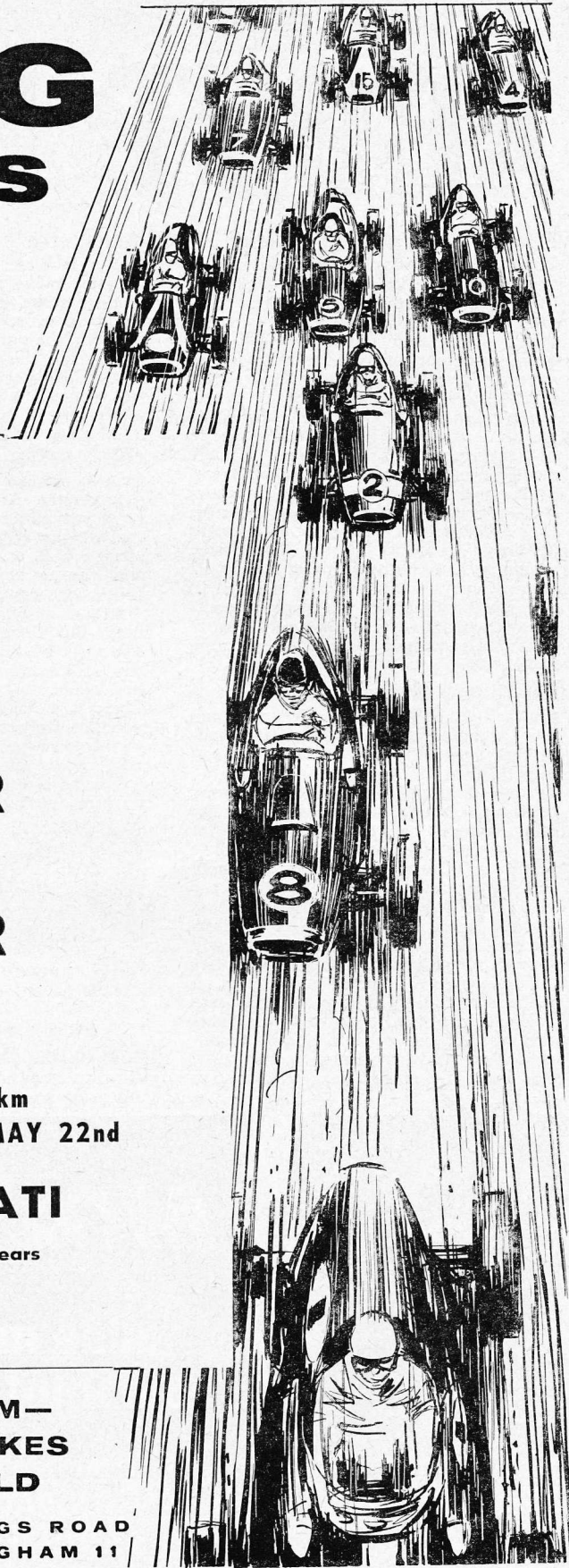


*THE lightness of the Sprat Cartop Runabout is being demonstrated very well here. The craft—as can be seen, two men can easily lift it—has a length of 7 ft. 6 ins. and a weight of only 78 lb. in fully equipped condition.*



**START**

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**GIRLING  
DISC BRAKES**  
on successful cars  
**IN MONACO**



**MONACO GRAND PRIX**

**1<sup>ST</sup> LOTUS**

**2<sup>ND</sup> COOPER**

**4<sup>TH</sup> COOPER**

**NURBURGRING 1,000km  
SPORTS CAR RACE—MAY 22nd**

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# THE FACTS ABOUT MOLYSLIP

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You waste 70% of your petrol overcoming friction and heat losses! Friction is caused by bearing surfaces working together . . . producing heat, wear and drag . . . thereby losing power and wasting petrol. The bearings in your car would seize up if they were not protected against excessive friction by oil. But oil alone cannot do everything; there are certain instances when all oils lose some of their effectiveness due to heat and pressure. If this were not so, there would never be any wear or loss of power. Is there a better answer? There is—MOLYSLIP—a highly refined form of Molybdenum Disulphide ( $MoS_2$ ), a lubricant supplement developed to reduce friction in precision machinery. MOLYSLIP is one of the purest suspensions of  $MoS_2$ , known to science. In addition it is balanced with special additives to enhance its over-all performance and triple-processed, specially for motoring applications.

## Here's how Moly slip works

MOLYSLIP consists of atoms of Molybdenum (the toughest metal known to man) sandwiched between atoms of sulphur and suspended in fluid—see dia. (A). You add MOLYSLIP to the oil in your sump, gearbox, back axle and steering—and the sulphur atoms, having a great affinity for metal, 'plate' the bearing surfaces. The next layer of MOLYSLIP molecules cannot find any metal to 'plate', so they sit on top of the plated layer . . . and so on. There are 40 such layers in a millionth of an inch! See dia. (B). Whilst the sulphur atoms will plate on metal with a tenacious grip, they will slide over each other quite freely. A permanent, gliding cushion of MOLYSLIP molecules is formed between bearing surfaces which resists pressure and heat, cannot drain off (due to the plating action) . . . and creates a phenomenal, anti-friction effect.

## Demonstrate it yourself

Rub a pack of cards between your hands. The top and bottom cards will stick to your palms, but the cards in between slide freely. In other words, your hands are the bearing surfaces, the outside cards are the 'plated' layers, and the cards in between are the MOLYSLIP molecular cushion. In this way, MOLYSLIP reduces friction and provides a safety film of lubricant which is effective at all times.

## The benefits of using Moly slip

Reduce friction and you automatically reduce wear. A reduction of friction also gives you easier starting from cold . . . enables your engine to operate closer to its rated B.H.P. . . . gives you more power than you get at present and an improved petrol consumption. Racing motorists use MOLYSLIP to gain this maximum performance. But there are other benefits too. Motorists who use MOLYSLIP in the gearbox, back axle and steering box say it gives an exhilarating 'just-serviced' feeling. There is a reason for this. As MOLYSLIP smooths away friction, it will result in silky-smooth gear changing, a silent rear axle, finger-light steering and so on. Your car seems suddenly 'tuned up' to perfect performance, whatever its age.

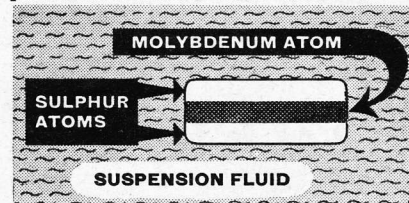


Diagram A

MOLYSLIP MOLECULE (diagrammatic)

## How to use Moly slip

MOLYSLIP is suitable for all cars and all oils. 'MOLYSLIP FOR ENGINES' you add to the oil

in your sump . . . or you can ask for it when you go in for an oil change. A 10 oz. tin costs 15/- and lasts 5,000 miles. Don't worry if you have an oil change in the middle of this period—MOLYSLIP's plating action will remain. For adding to gearbox, back axle and steering, you need MOLYSLIP 'G'. This also costs 15/- for 10 oz., but lasts 10,000 miles. Full instructions are supplied with all containers.

You can get MOLYSLIP from any branch of Halfords . . . and most garages, including all the Lex and Blue Star branches.

## To sum up

The addition of MOLYSLIP to your oil brings you a whole new world of anti-friction motoring. You'll feel this exhilarating

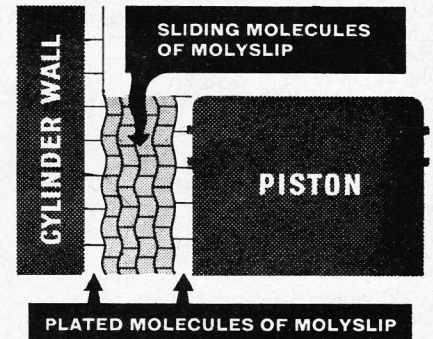


Diagram B

PLATING AND LUBRICATING EFFECT OF MOLYSLIP

effect immediately, but more important still, you'll get longer engine life, easier starting, maximum power and better petrol consumption. Only MOLYSLIP can do this for you . . . because only MOLYSLIP is triple-compounded for absolute purity, held in stable suspension and balanced with important additives. *These are the facts.*



# MOLYSLIP

adds miles more to your motoring pleasure



# CORRESPONDENCE

## Formula Junior Prospects

**N**OBODY will deny the really splendid victories achieved by Team Lotus in recent Formula Junior events.

Let it not be forgotten that these works cars include expensive components that are not readily available to the private purchaser, consequently there is a danger of defeating the object of the introduction of Formula Junior, which is to encourage the lesser known drivers and constructors to go motor racing in diluted Grand Prix conditions.

I am sure good sense will prevail so that works entries will soon be withdrawn and works support abolished so that private chaps can have a go!

R. E. HARDY.

LONDON, N.W.6.

## "The Gay Cavalier"

**I** SHOULD think that the tragic death of Harry Schell, the Franco-American driver, at Silverstone on Friday, 13th May, while practising for the following day's International meeting, came as a great shock to all followers of motor racing. For myself, I thought of Harry Schell as a brilliant driver, and it was a sheer joy to watch his colourful performances.

I feel that we in Britain owe him much for his loyalty to British cars and particularly his perseverance with the Vanwall in its troublesome years 1955 and 1956. Even though it usually retired with mechanical troubles, it was not before Harry had shown that it had the speed to keep up with the leaders, and his driving at Rheims and Monza in 1956 will be long remembered. His driving for B.R.M. also is something to remember. Though he had no outright successes with the car he brought it in on many occasions in very creditable positions, the Dutch G.P. 1958 perhaps being the best.

To show that he was just no ordinary driver one will find on looking back on his racing career that he was asked to represent such major Grand Prix teams as Gordini, Maserati and Ferrari, as well as Vanwall, B.R.M. and latterly the Yeoman Credit Cooper-Climax team.

I think his name deserves to be remembered as much as those of Ascari and Hawthorn. And I am sure that his most likeable and sporting personality will be greatly missed by all who knew and saw the "Gay Cavalier" of motor racing in action.

J. S. HIRST.

ROSSALL, LANCS.

## World Championship

**W**E in Australia receive your great magazine some six weeks late by surface mail, so my letter may appear a bit tardy. However, on reading the correspondence in the 19th February issue, I finally boiled over at a remark by Mr. P. W. Swinger that if ten points instead of eight were awarded for a G.P. win Stirling Moss would have been Champion in 1958.

Now I am an English enthusiast living in the home country of the present World Champion, and I wish to protest at the continual inferences being published by you, both in correspondence and articles by your own staff, that the present World Champion won only because he had the car and Stirling had bad luck. This is a most unsporting attitude, and also untrue, and will impress neither of the two gentlemen mentioned.

In any case, Mr. Moss was in a position at the beginning of the season to choose his mount, and had the experience necessary to choose well.

All that will be achieved by these silly arguments is to show lack of appreciation of a great performance by a very well liked driver and to detract from the honour of the title.

We never heard that the Championship was the cause of the decline of F1 racing (D. J. H. Lloyd) when there was a good chance of an English driver winning it!

Don't let the Aussies say we can't take it, as I have to live here!

Anyway, thanks for a great journal and let's have more of the stuff like Jack Fairman's "On Testing Racing Cars".

H. G. HARRISON.

NEW SOUTH WALES, AUSTRALIA.

The Editor is not bound to be in agreement with opinions expressed by readers.

# Read what they say about MOLYSLIP

### INCREASED M.P.G.

"We have found these (Moly-slip and Moly-slip 'G') to be quite up to the standards claimed and have credited them with a noticeable improvement in gearbox noise... great improvement when used as ordinary lubrication... and finally an increase from 34 to 36 miles per gallon"

Yours faithfully,  
H. D. Walkers & Sons Ltd.  
Taxis and Private Cars

### BETTER ACCELERATION

"I have put Moly-slip and Moly-slip 'G' into my car, a Minor 1000 Convertible, and your product seems most successful. The running is much smoother after using it in the engine, gearbox and back axle... the acceleration is better... the acceleration the car reaches maximum speed in a much shorter distance than before"

Yours faithfully,  
P.B.  
Birmingham, 29

### PRONOUNCED SILKINESS

"A few days ago my Ford Prefect was serviced, and I asked for MOLYSLIP to be added to engine, gearbox and back axle. I have never written in this manner about any product, but I feel I must comment on the effect of your Moly-slip. The engine was so quiet in traffic I had to glance at the oil pressure warning light to assure myself that the engine had not stalled... and there is a pronounced silkiness in the running of the car, which has covered since new 53,600 miles".

Yours truly,  
R.S.H.  
Bristol

### SAVED ANGLIA IN SPAIN

"I took my Anglia on a 2000 mile trip to Spain with four passengers and too much luggage. Before the trip I fitted a new engine and treated this, the gearbox and back axle with Moly-slip... On a fast, but rugged section, the radiator boiled dry. I am certain that without Moly-slip, I would have had a seized engine and seven hundred miles to go!"

Yours truly,  
L.G.  
Barlow, Essex

## AND NOW MOLYSLIP MULTI-PURPOSE GREASE

Just as Moly-slip plates the bearing surfaces in your engine and transmission, so Moly-slip Multi-Purpose Grease plates all the vital metal-to-metal surfaces on the rest of your car with anti-friction molecules. Moly-slip Multi-Purpose Grease is unaffected by wiping action of moving parts, shock impacts caused by bumpy roads, drenchings from thrown-up water or extremes of heat and cold. You can feel the difference immediately in smoother driving, when Moly-slip Multi-Purpose Grease has been used—you can hear the difference, too—squeaks disappear for good!



Ask for Moly-slip Multi-Purpose Grease, obtainable from all branches of **HALFORDS** Garages and Accessory Dealers. A 1 lb. tin costs **8/6d.**... also available in 7 lb. tins.

### PROTECT WITH MOLYSLIP MULTI-PURPOSE GREASE

you can feel the difference!

TO: THE SLIP GROUP OF COMPANIES  
34 Great St. Helens, London, E.C.3

Send me full technical information on the MOLYSLIP range of anti-friction products.

NAME \_\_\_\_\_

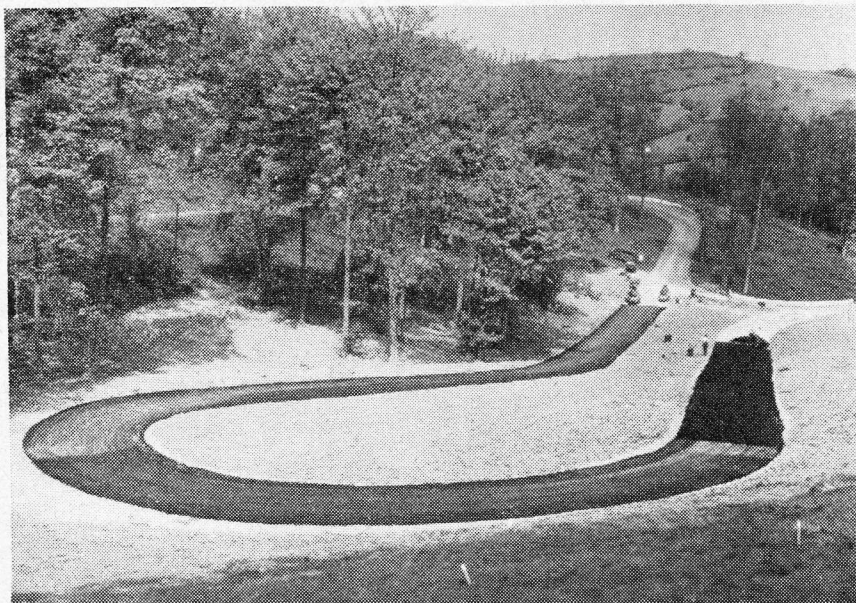
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# Club News

By MICHAEL DURIN

INDUSTRIAL rivalry, it seems, spreads into the realms of motoring sport. An inter-works competition for the R.A.C.-recognized clubs within the English Electric Group will be held at "Y" Building Car Park, Stevenage Works, on 26th June. This driving test meeting will be co-promoted by **Marconi A.C.** and by the **English Electric M.C.s** of **Stafford, Stevenage, Kidsgrove** and **Preston**. All entries should be sent, by 20th June, to K. Hubble, English Electric Aviation, Ltd., Instrument Wing Z.1, Stevenage, Herts. . . . The **Triumph S.C.C.** has, apparently, been somewhat dormant for some time but has now taken a fresh lease of active life. At a recent meeting it was decided that all Triumph owners would in future be made welcome and all existing and prospective members are requested to write for information to A. Warren-Lambert, Furzedown, Rowledge, Farnham, Surrey. . . . A *concours d'élégance* will be held at the Recreation Ground, Bath, on 30th July, for cars coming under the classifications of Veteran, Edwardian, Vintage saloons, Vintage cars other than saloons, and post-Vintage thoroughbreds. The proceeds of this *concours* are to be devoted to a fund for the foundation of the first Cheshire Home (for the incurably sick) in Somerset. Details and entry forms are available from T. Hooper Jones, Wynsmeet, Horsecombe Brow, Combe Down, Bath. . . . The **750 M.C.** have organized a day's outing on the banks of the Welsh Harp, London, N.W.10, on 5th June. There will be a driving test meeting for **V.S.C.C.**, **Bentley D.C.**, **A.M.O.C.**, **Alvis O.C.**, **Lagonda C.C.**, **London M.C.**, **Harrow C.C.**, **Kodak C.C.**, **Sevenoaks and D.M.C.**, **North London E.C.C.**, **Surrey S.C.C.**, **West Essex C.C.** and **Maidstone and Mid-Kent M.C.**; a fun-fair and a *concours d'élégance* open to any enthusiast. Details from Frank Tiedeman, 185 Swakeleys Road, Ickenham, Uxbridge, Middlesex, and/or Peter Haddon, 78 Tenby Road, Edgware, Middlesex. . . . **North Staffs M.C.** are to have a driving test meeting at Darley Moor airfield near Ashbourne on 12th June. Invited clubs are **Liverpool M.C.**, **English Electric (Stafford) M.C.**, **Stafford and D.C.C.**, **Mid-Cheshire M.C.**, **Wolverhampton and South Staffs C.C.**, **B.A.R.C.**



**NEW EXTENSION**, with work still in progress, at Prescott hill. The new climb will come into operation at the Bugatti O.C. event on 5th June. Best time on the hill is expected to be around 50 seconds.

## Coming Attractions

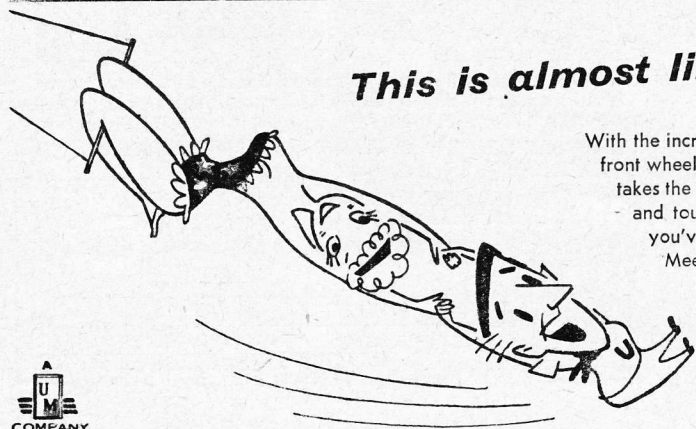
**4th June.** *M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants.*  
**B.R.S.C.C. Race Meeting, Rufforth, near York.**  
**5th June.** *Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk. Start, 2.30 p.m.*  
*Falcon M.C. Driving Test Meeting, Colliers End Camp, near Ware, Herts. Start, 10 a.m.*  
*Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Start, 1.15 p.m.*  
**6th June.** *Dutch Grand Prix, Zandvoort (F1, Junior).*  
*Race Meeting, Mallory Park, near Hinckley, Leics.*  
**B.A.R.C. Race Meeting, Crystal Palace, London. Start, 1.30 p.m.**  
**B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.**  
**B.R.S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 2 p.m.**

*West of England, Taunton and Plymouth M.C.s Hill-Climb, Wiscombe. Start, 2 p.m.*  
**7th June.** *Midland A.C. Hill-Climb, Shelsley Walsh.*  
**Grand Prix de Rouen Essart (F2).**  
*Thames Estuary A.C. Hill-Climb, Brands Hatch, near Farningham, Kent.*  
**15th-18th June.** *Rally of the Midnight Sun.*  
**18th June.** *Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants.*  
**B.A.R.C. Race Meeting, Aintree, near Liverpool.**  
**19th June.** *Eastern Counties M.C. Race Meeting, Snetterton, near Thetford, Norfolk.*  
**V.S.C.C. Rally, Kildrummie Castle, Aberdeenshire. Start, 10 a.m.**  
**Belgian Grand Prix (F1), Spa.**  
**24th-25th June.** *Plymouth M.C. Plymouth National Rally.*  
**24th-30th June.** *Alpine Rally.*

(N.-W.), **Nantwich C.C.**, **Congleton M.C.** and **Derbyshire County C.C.** Entries close 8th June and regs. are available from J. Cartwright, 11 Edward Avenue, Newcastle, Staffs. . . . The **Welsh Rally of the Nuneaton M.C.** is to be held on 18th-19th June. This 350-mile event is open to members of Coventry and Warwickshire M.C., Godiva C.C., Jaguar A.M.C., Rugby M.C., Leicestershire C.C., Hagley and D.L.C.C., Wolverhampton and South Staffs C.C., Dowty M.C., Herefordshire M.C. and the 432 M.C. Secretary of the event is L. Bridgewater,

237 Haunchwood Road, Nuneaton, and entries close 8th June. . . . **Snetterton M.R.C.** have a closed race meeting at Snetterton on 12th June. Secretary of the meeting is Oliver Lear, S.M.R.C., Old Buckenham Hall, Attleborough, Norfolk, who must have all entries by 7th June. . . . **Mid-Surrey A.C.'s** Barnstaple Cup driving test meeting will be held at the War Department Site, Park Road, Banstead, Surrey, on 19th June. Secretary of this closed event is P. Gaillard, 45 Burgh Wood, Banstead, Surrey.

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With the increased capacity of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m., plus front wheel disc brakes and improved rear wheel braking, the incomparable MGA 1600 takes the lead among sports cars for speed allied with safety. Traditional MG flexibility and toughness combined with vividly heightened performance make this the car you've always dreamed of driving. Gay new colours—open and coupe models. Meet the MGA 1600 at University Motors now! Hire purchase and part exchange.

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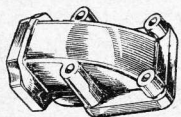
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**"CONTINENTAL"** Speed mirrors, heavily chromed on brass, 37/6, post 1/6.




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For Sprite, TR, Minor 1000, £7-15-0. Super model for Sprite, TR, M.G.-A, Consul, Zephyr, £9-15-0. Jaguar XK, 120, 140, 150, 3.4, Herald, Metropolitan, £10-10-0, and most other makes, bolt on and clamp on types, cge. pass. train, 7/6.

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Increase power output by 3 to 10 B.H.P. For all 'A' ser. B.M.C. cars £10, 'B' ser. £15. TR2 & 3, Morgan, Peerless £20, Healey 100/4 with twin silencer £27-10-0. Lotus Elite £17-10-0 and for most other popular makes. With twin S.U. carbs. for Ford 100E £22-10-0, 105E £35. Mini-Minor, A.7 £27-10-0. Triumph Herald inlet and exhaust (less carbs.) £21.

**RAM PIPES**



Tuned lengths for Power for S.U. carbs.  
1 1/4" 32/6  
1 1/2" 32/6  
2" 45/-  
New type 1 3/8" & 1 3/4" 40/- per pair.

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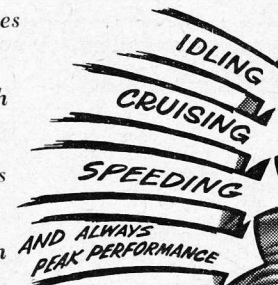
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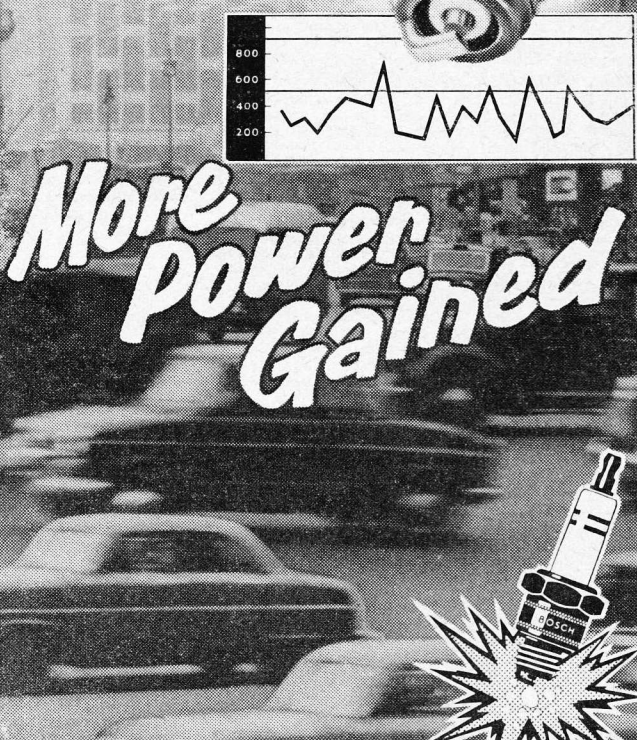
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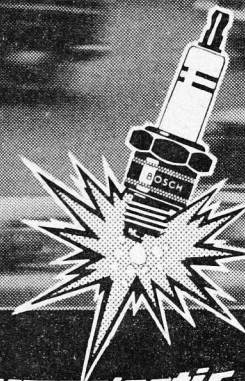
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**A.C. ACE-BRISTOL**, Sept. 1957, blue with white leather, 22,000 miles, unmarked, just overhauled, £1,125 o.n.o., or would consider exchange for good sports saloon.—M. Kellelt, 101 Shetcliffe Lane, Bradford, 4. Tel. 681356.

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**ASTON MARTIN DB3S** series, first registered 21st May, 1953, regd. No. YMY 307, twin plug head, Weber carbs, reconditioned engine, not yet completed 100 miles. Spare exhaust system, full width screen, hood, side curtains, wipers, British Racing Green. This car is in a most superb condition and is an ideal touring car or sports-racing. Price £1,400 o.n.o. Two owners.—Ashmores, Ltd., West Bromwich. Phone 0766.

**1959 SERIES DB2/4** saloon. This superb car has had only one executive owner since new and has been agent maintained. Finished in satin bronze with black trim, fitted radio, heater, washers, "X" tyres, disc brakes, etc. Very low mileage and as new guaranteed car. £2,595.—Catshill Garage, Catshill, Bromsgrove, Worcs. Bromsgrove 2236. Terms, Insurance, Exchanges.

**1958 ASTON MARTIN** Mark III saloon, B.R.G., twin exhausts, genuine 12,000 miles, radio, immaculate condition.—Riversley Garage, Nuneaton. Phone: Nuneaton 2842, or Tremlett, Chapel End 270.

**1955 3-LITRE DB2/4 D/H.** coupé. 43,000 miles from new. Continental tyres, radio, heater. Blue/blue upholstery. Immaculate.—Phone Mr. Salmon, Gerrards Cross Motor Co., 2077 and 2478.

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**1959 A40 de luxe**, red and black, 12,000 miles, Alexander Stage II conversion, Servais silencer, anti-roll bar, radio, heater, windscreen washers, twin spotlamps. No competitors. £675. Private sale.—SHEpherds Bush 7593, or Burgh Heath 2268.

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**AUSTIN-HEALEY** 100/4, 1954, full Le Mans mods., engine overhaul 2,000 miles ago, heater, wireless, overdrive, fog light. £600.—Wilson, Prospect Avenue, Uddingston, Nr. Glasgow. Phone 333.

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**Peerless 1959 Phase I G.T. saloon.** Cloud white with black leather interior. 9,000 miles only, one owner, and fitted disc brakes, heater, overdrive, etc. £1,135

**Lancia G.T. 2500 Spyder 1956.** A particularly attractive car in Italian red. De Dion rear end, Webers, floor change, radio, heater, and full-length tonneau cover. £1,665

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**Volvo 1225 1959 saloon.** Unmarked in red; one owner from new, nominal mileage only and fitted with X tyres, radio, heater, rack. £1,095

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**Porsche 1600 Super Speedster 1956 2-seater.** Red with black interior, recently fitted factory unit, X tyres, new hood, etc. £1,235

**Alfa Romeo 1900 Super Sprint 1954.** Spotless pale blue coachwork by Carrozzeria Touring of Milan, with dark blue leather interior. Equipped with radio, heater, chrome wire wheels, 5-speed gearbox, etc. £1,625

**Jensen 541.** An exceptional 1954 2-4 seater in burgundy red with off white interior. Fitted radio, heater, overdrive, etc. £1,095

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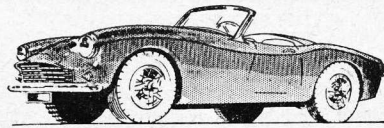
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**M.G.A. COUPE 1,500.** Sept. 1958. Green with grey interior, fitted heater, screen washers, etc., one owner from new. £745

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**AUSTIN-HEALEY SPRITE.** 1958. Low mileage, fitted heater, spotlights, finished in pale blue with black interior. £575

**AUSTIN-HEALEY.** First reg. 1957, two owners, very low mileage, with overdrive, wire wheels, heater, high lift camshaft, high compression pistons, hard top, finished in Alfa Red. £595

**TRIUMPH TR2.** 1955 November. Two owners only, fitted heater, Rimmelshers, screen washers, wing mirrors, etc., finished in blue. £545

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**TRIUMPH TR2.** 1955. British Racing Green with red interior, fawn hood, etc., almost new Michelin "X" tyres, heater, screen washers TR3 grill £545

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Green. 3-speed o/drive. Heater, etc.

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Series Roadster. Old English white. Heater, tonneau cover, 'X' tyres, badge bar, screen washers.

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Fitted wing mirrors, badge bar, seat covers.

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1947/48

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### Classified Advertisements—continued SPORTS CARS—continued

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Frazer-Nash Mille Miglia, 1952. Two-seater in B.R.G., washers, tonneau, F.N.S. unit £765

Turner, 1958. Two-seater in pale green, fitted radio, X tyres, tonneau cover, washers £525

Jowett Jupiter, 1952. Two-seater in red, Series III unit, wing mirrors, etc. ... £425

Lotus Mk. VI, 1954. Two-seater, exceptional condition, in alloy finish with highly tuned Consul unit, M.G. gearbox, etc. ... £425

Frazer-Nash/BMW, 1938. Two/four-seater in red, fitted Bristol unit, X tyres, spot lamp £395

Healey-Silverstone, 1950. D-type 2-seater in deep maroon, fitted heater, twin spots ... £395

M.G. Special, built 1955, tubular chassis, 1,500 c.c. M.G. unit, wire wheels, Alfins ... £395

Ford Rochdale G.T. A particularly neat example in white, recently fitted new unit ... £375

Ford Special, built 1959 and cost £650. Bills available, fitted highly tuned Aquaplane 1172 unit ... £295

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SAAB 93B G.T. Saloon ... £845

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1951 Mk. I Dellow, offered with spare Ford 8 car at ... £200

1939 Ford 10, with high-compression head and special manifolds ... £125

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#### STUDEBAKER

STUDEBAKER CHAMPION r.h.d., heater, etc. £265. Terms and exchanges.—BRIxton 6872/3.

#### SUNBEAM-TALBOT

SUNBEAM-TALBOT 90, silver grey, radio, heater, many extras, excellent condition (May 1952). £375.—Phone: Romford 46728.

1951 SUNBEAM-TALBOT 90, radio, heater. £275. Terms and exchanges.—BRIxton 6872/3.

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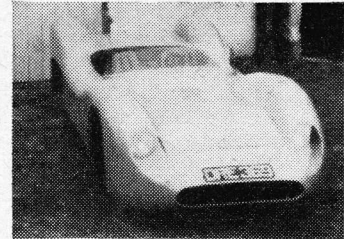
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TR3A (1958) HARDTOP. Green, rear seat, heater, tonneau, twin spotlights, 31,000. £760.—Mr. Tony, 55 Stafford Street, Hanley, Staffs.

MESSRS.

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1958 M.G.A. Coupe. Black and ivory, heater. £825

1957 M.G.A. Coupe. White with black. Moto-Rola radio, heater, washers, adjustable column, twin wing mirrors, twin exhaust. £795

1957 M.G.A. Sports. Grey with red. Heater, washers, wing mirrors. £745

1955 T.R.2. Red/beige. Heater, washers, twin spotlights, hand light, wing mirrors. £575

1955 T.R.2. Green/beige. Heater, wing mirrors, wire wheels. £590

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1947 M.G. TC. Must be seen to be believed. £335

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- 1958 TR3A, also blue as above. Overdrive, wire wheels, heater, etc. Very similar to the above car ... **£825**
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- 1958 TR3A. B.R.G., all the equipment, overdrive, wire wheels, plus a hardtop, etc. **£825**
- 1958 TR3A. Black with red inside, heater, tonneau, one owner who has kept it in wonderful shape ... **£790**
- 1957 TR3. Red with wire wheels, etc. ... **£695**
- 1956 TR3. Blue with hardtop, heater, etc. **£595**
- 1955 TR. White with red, heater, etc. **£525**

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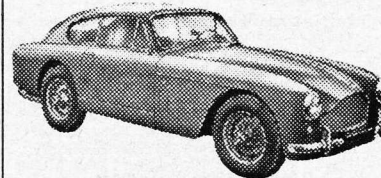
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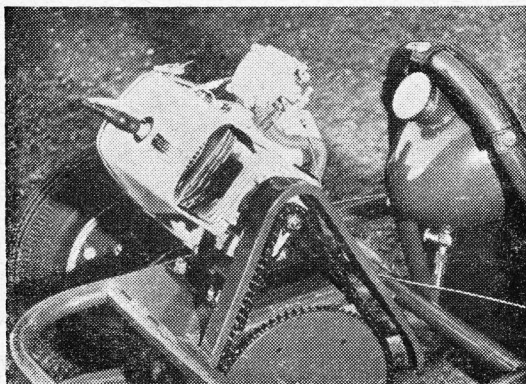
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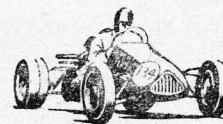
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(Continued overleaf)

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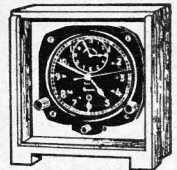
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# Optone beats eye fatigue in the Monte Carlo Rally



"It keeps my eyes clear and fresh. I always take a supply with me," says Peter Harper, leading British Rally driver and trophy winner, with 100,000 competition miles to his credit. He is Managing Director of G. E. Harper Ltd., Rootes Distributor of Stevenage.



"Marvellous. So refreshing, and so easy to use. It's a must for every motorist," says Pat Moss, sister of Stirling Moss, and Britain's top woman Rally driver. She shared the Coupe des Dames in the Monte Carlo Rally this year and last with Ann Wisdom driving an Austin A40.



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