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ARDMORE

10TH.JANUARY 1959



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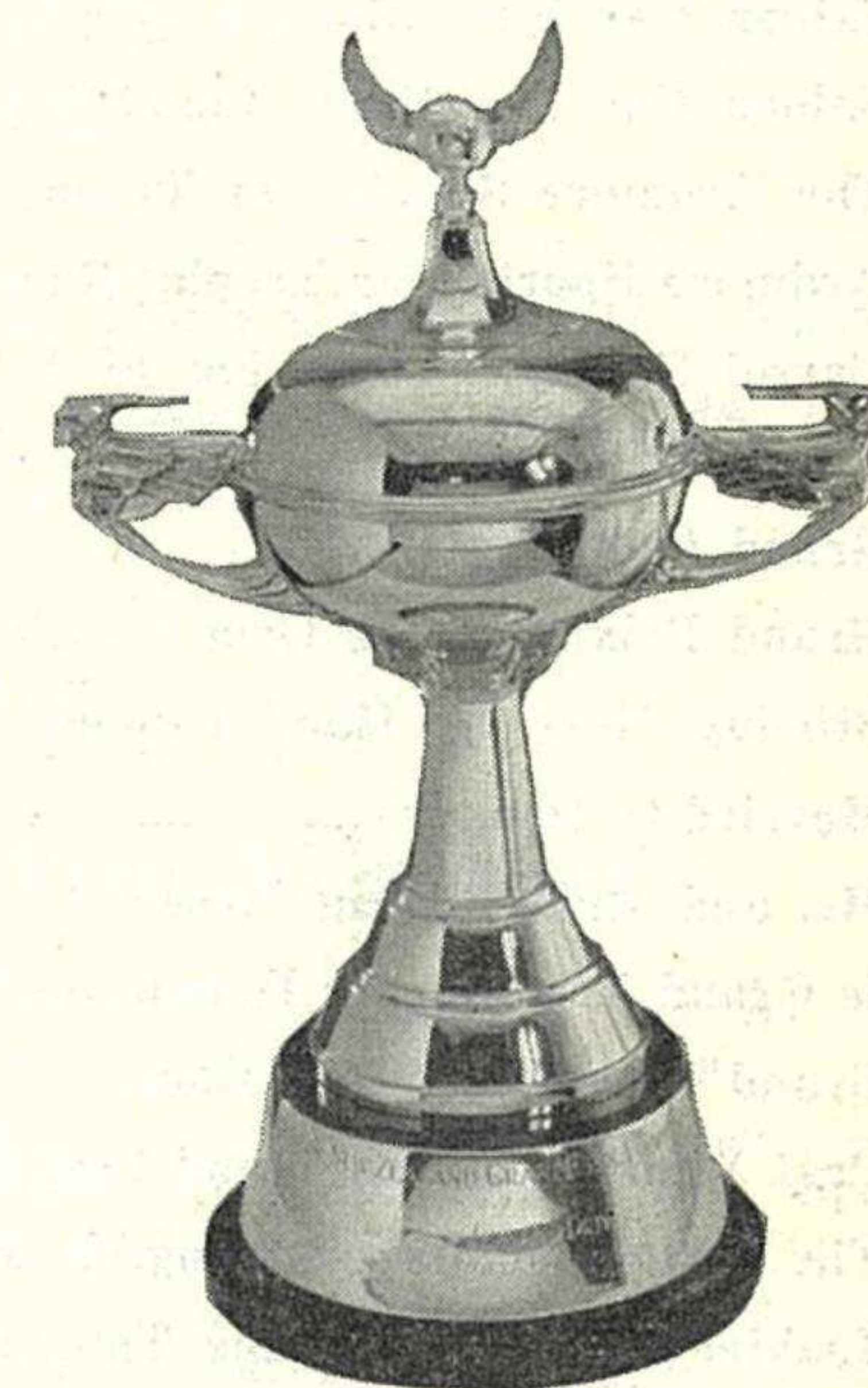
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SIXTH NEW ZEALAND INTERNATIONAL GRAND PRIX MEETING



THE N.Z. MOTOR CUP
Presented for annual competition.



THE LEONARD LORD TROPHY
Presented for annual competition
for the first New Zealand driver.

ARDMORE, JANUARY 10th, 1959

Organised by the New Zealand International Grand Prix (Auckland) Incorporated and administered under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules of the Association of New Zealand Car Clubs and The Supplementary Rules issued by the New Zealand International Grand Prix (Auckland) Incorporated.

PERMIT No. 469.

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NOTICE: The entire contents of this programme are strictly Copyright.

ORDER OF THE DAY—Saturday, January 10th

- 6.00 a.m. **GATES OPEN:** Food and hot drinks will be available as from this time for the convenience of long distance travellers who have been on the road all night.
- 9.00 a.m. **MOTOR CYCLE RACE UP TO 350 C.C.**
- 9.35 a.m. **SALOON CAR RACE.**
- 10.15 a.m. **GRAND PRIX FIRST HEAT.**
- 11.00 a.m. **GRAND PRIX SECOND HEAT.**
- 11.45 a.m. **THE ARDMORE SPORTS CAR TROPHY RACE.**
- 1.15 p.m. **ARDMORE MOTOR CYCLE CLASSIC.**
- 2.15 p.m. **SIXTH N.Z. INTERNATIONAL GRAND PRIX.**
- 4.35 p.m. **ULTIMATE EKCO FEATURE RACE.**

8.00 p.m. to 2.00 a.m. **GRAND PRIX PARTY** at the **PETER PAN CABARET**
All information in connection with the Party available at Enquiries at the Eastern End of the Members' Stand.

PLEASE NOTE . . . !

For Your Comfort . . . and Your Neighbour's

DANGER . . . Motor Racing is dangerous. You are here at your own risk. It is a condition of admission that all persons having any connection with the Promoters and/or Organisation and/or conduct of this Meeting, including the owners of the land, the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (fatal or otherwise) to you or damage to your property howsoever caused.

PARKING . . . Please park where instructed by the Car Park Attendants and under no condition move your car until the meeting is over.

CONSIDERATION . . . Please avoid damage to land and fences in and around the circuit. Where possible please dispose of litter in the drums provided. Patrons are especially advised that the College Grounds are Out of Bounds.

SAFETY . . . The fences have been erected for your protection. They represent the safety distances from the track as prescribed by the International Racing Rules. **Do Keep Behind These Fences.**

TEMPORARY STANDS . . . The promoters reserve the right to remove any stands erected by

spectators which may interfere with the viewing and personal comfort of other patrons.

ANIMALS . . . Dogs, and other animals are in no circumstances admitted to the circuit.

LAP OF HONOUR . . . After the 6th Grand Prix the winner will be taken around the circuit in an open sports car. This car will be driven right up alongside the safety fence so please do not crowd to the edge of the track. You will obtain a far better view of the winner if you remain exactly where you are.

DEPARTURE . . . Considerable thought and planning has been given to facilitate your easy departure from the circuit at the end of the day. Please co-operate to the fullest extent with the Car Park Attendants and the Police and Traffic Officers who are all combining to make your journey home as easy as possible. **Above all, Drive Home Carefully.**

CARAVAN PARK . . . Why not make the Grand Prix a regular part of your holidays? Use the Caravan Park and early in the year make reservations for either a Caravan or Tenting Site. Remember, this is the ideal way to see both the Grand Prix and the Practice Day.

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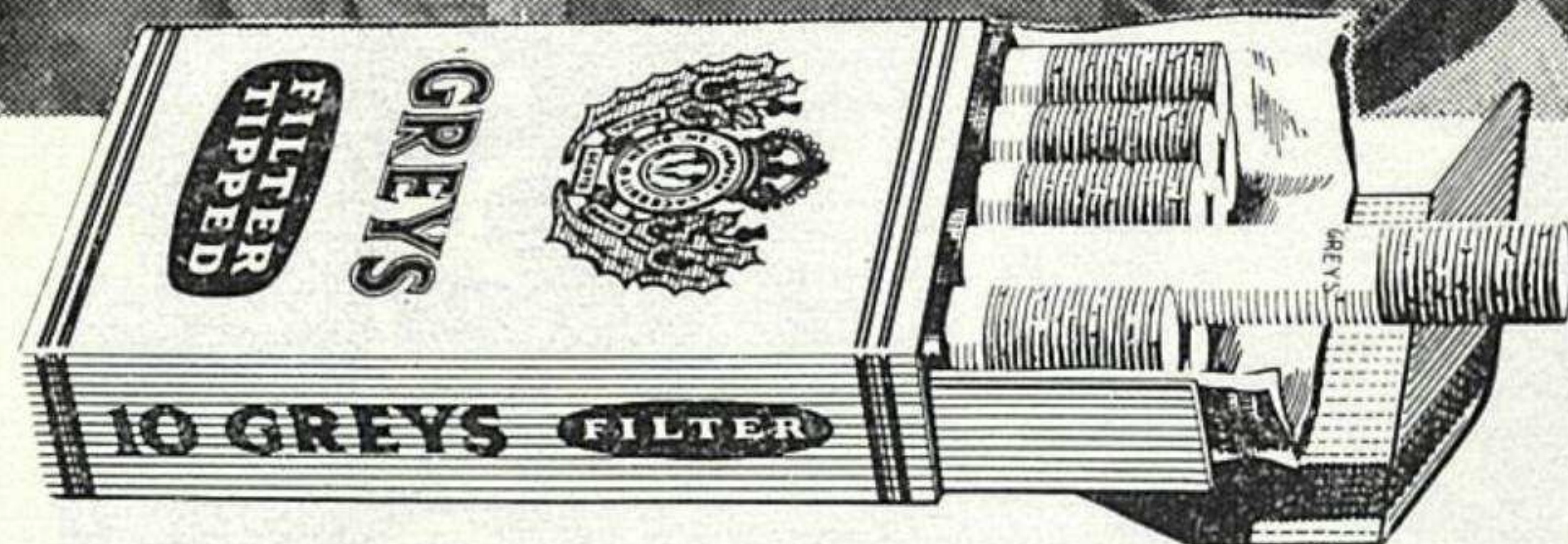
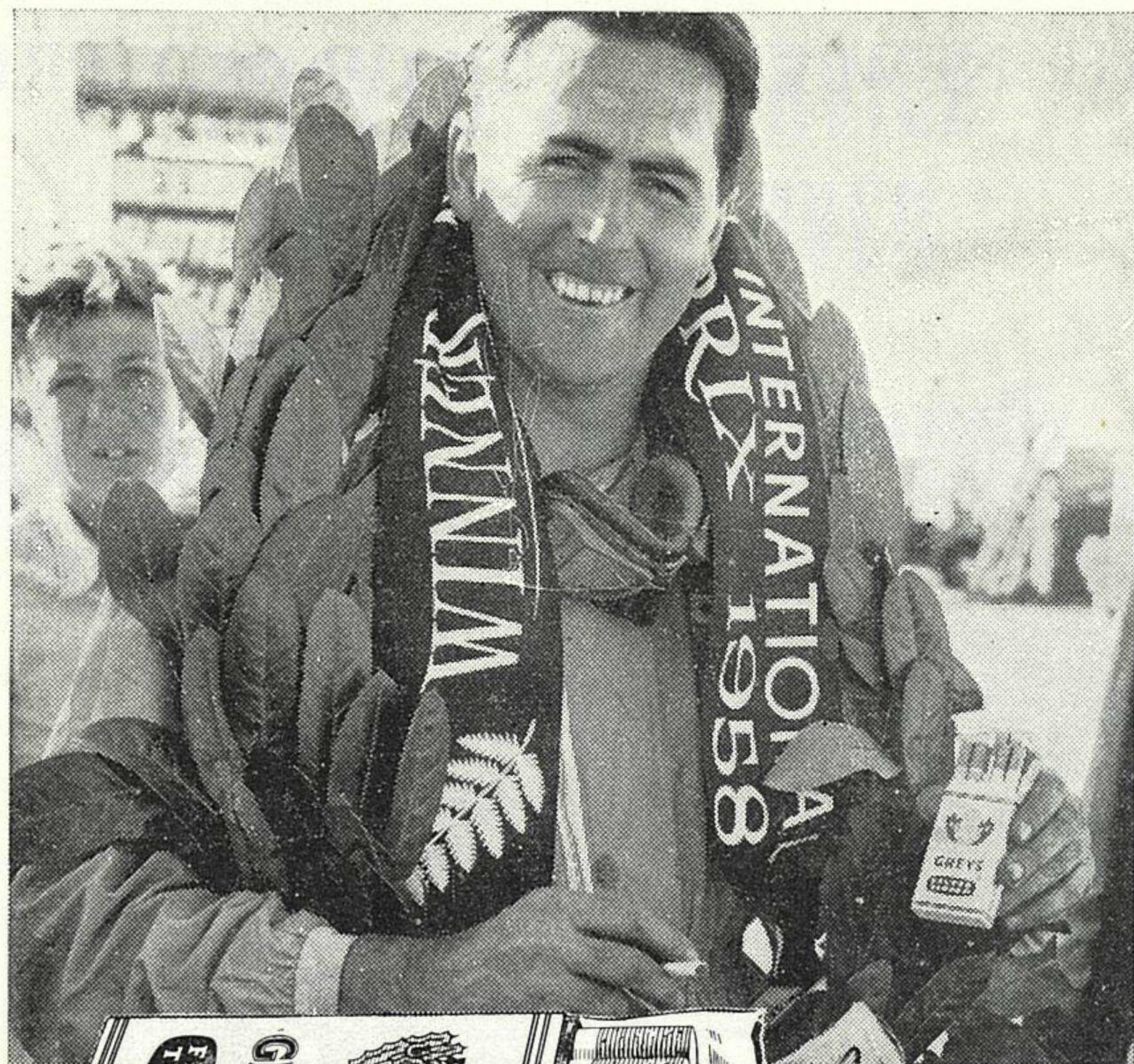
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JACK BRABHAM with the victor's smile, having just won the Fifth N.Z. Grand Prix at Ardmore on January 11, 1958, with his 1960 c.c. Cooper Climax.



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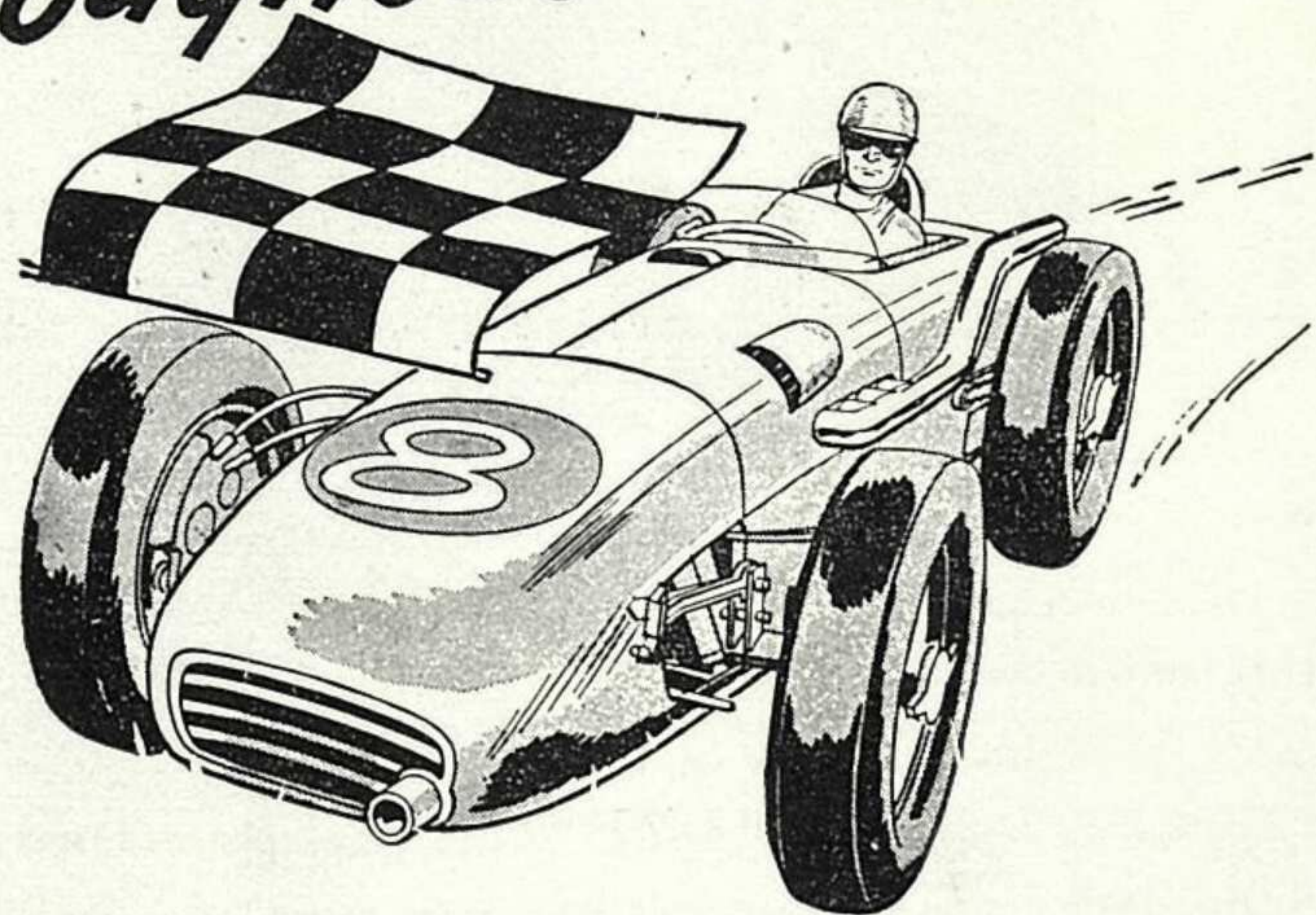
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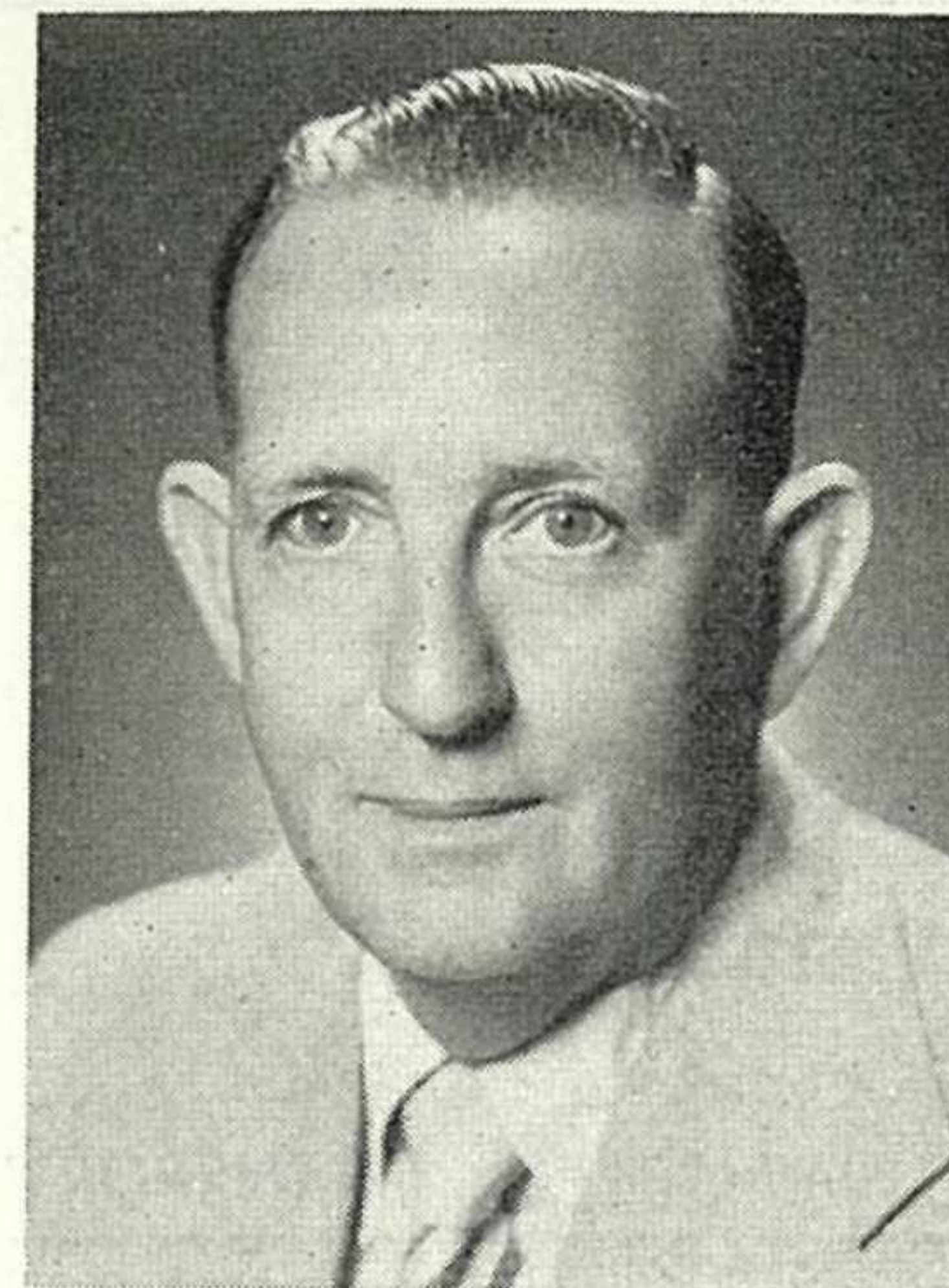
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“SIXTH” TIME

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PRESIDENT,

New Zealand International Grand Prix
(Auckland) Inc.



*H*OW proud we all are today to see eight International Standards flying from the mast-heads. Each country represented by the cream of racing drivers, handling the world's best and latest rolling stock.

The amazing enthusiasm, not only of our own large membership, but also of the many thousands interested in motor racing, has proved an inspiration to me throughout the year.

The outstanding success of this Grand Prix is a tribute to the organising ability and incredibly long hours of work of our secretary, “Buzz” Perkins, and his secretarial staff.

We congratulate Bruce McLaren and Ross Jensen, who have proved themselves worthy ambassadors of the best country in the world. Your Grand Prix has now established itself as an event of International importance. This organisation will continue to aid and encourage New Zealand drivers of outstanding promise to gain experience overseas in competition with the world's best.

The efficient management of this single day requires a staff well exceeding one thousand officials, and to all those organisations and associations who come so readily to our assistance may I express our appreciation. May I also thank my Executive who have made my task a simple one indeed.

It is my wish that this organisation will soon not only control its own circuit, but a circuit equipped with buildings and those necessary amenities demanded by the most popular sport in the world today.

Anything is possible, if we, one and all, will it so.

W. H. KNOX,

President.

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UNDER NEW ZEALAND AUTO CYCLE UNION RULES

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Motor cycle racing throughout the world is conducted under international rules laid down by the Federation Internationale Motorcycliste, with headquarters in Paris. New Zealand is affiliated to this body through the Auto Cycle Union, London.

The World Championship Series of races held annually in Europe from May to September has classes for 125 c.c. (Ultra Lightweight), 250 c.c. (Lightweight), 350 c.c. (Junior), 500 c.c. (Senior), and sidecar (500 c.c.). Riders may compete in each class, and several times two classes have been won by the one rider and on the same make of machine.

At the present the Italians are predominant in all classes except the sidecar, where German machines have a slight edge on the British.

British riders, however, continue to dominate the larger capacity classes, being contracted to ride the very fast and expensive Italian "works" machines. For the past two seasons

John Surtees, of London, has won the Junior and Senior Championships on M.V. Augusta 4-cylinder O.H.C. cycles. The £600 500 c.c. develops some 60 h.p. at 11,000 r.p.m., and is capable of a top speed of 160 m.p.h. The record race lap on the very fast Belgian Grand Prix course was put up by Surtees last July at 120 m.p.h. for the 4-mile circuit, and 115 m.p.h. for the 103-mile race.

Speeds like this will not be achieved today, but we have quite a number of competitors who have ridden on such courses over the past few seasons in Europe. Last year's Motor Cycle Classic Race was won by Peter Murphy on a Matchless Twin at 76 m.p.h. He was timed at 124 m.p.h. on the back straight. Contenders for this year's honours will be John Hempleman, fresh from a successful season's racing in Europe, and other riders with experience abroad, John Anderson, Noel McCutcheon, Bill Collett, Dene Hollier and veteran Len Perry.

PRIZE MONEY—EVENT 1: Up to 350 c.c. Race.

Championship Section	Handicap Section
1st: £30	£10
2nd: £15	£5
3rd: £8	£3
4th: £4	£2
5th: £2	£1

PRIZE MONEY—EVENT 6: Ardmore M.C. Classic.

Championship Section	Handicap Section
1st: £75	£12
2nd: £30	£5
3rd: £15	£3
4th: £5	£2
5th: £2	£1

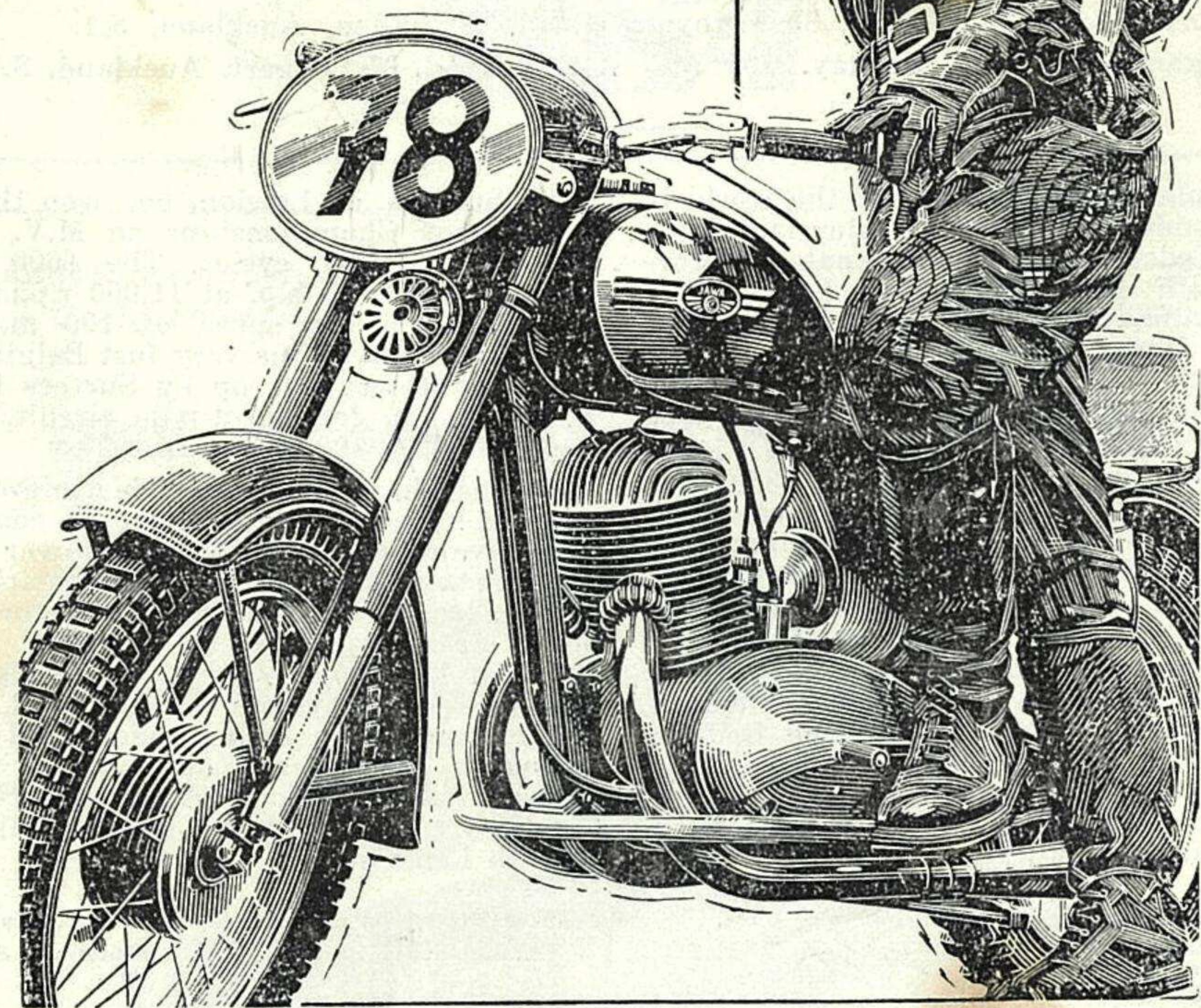
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Event One

MOTOR CYCLES up to 350 c.c.

10 LAPS OF 2 MILES = 20 MILES

START 9.0 a.m.

Massed Start: Fastest in front of grid. Handicap Section: Riders improving most on Handicap times as decided before the race will be placed getters in this division. All will receive the chequered flag after the outright winner crosses the line. After calculation of finishing times all placings will be announced.

No.	Rider	Machine	Handicap	LAP																	
				1	2	3	4	5	6	7	8	9	10								
2.	HEMPLEMAN J. Auckland	Norton Manx		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3.	BUTTERWORTH P. Auckland	Velocette 250		6	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
4.	HOLMES W. Benneydale	A.J.S. 7R		22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
5.	CARDON F. Auckland	Norton Manx		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6.	McKAY B. Rotorua	A.J.S. 7R		6	6	6	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
7.	COLLET W. Auckland	Norton Manx		37	37	37	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
8.	CLEVERLEY M. Whangarei	B.S.A. G.S.		27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
9.	HOLLIER D. Taihape	Norton Manx		67	67	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
10.	GRAYDON D. Auckland	B.S.A. G.S.			56	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
12.	CAMPBELL G. Sydney, Australia	A.J.S. 7R			44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
15.	WEST B. Murupara	B.S.A. G.S.						52	52	52	52	52	52	52	52	52	52	52	52	52	52
16.	McCULLOCH R. Rotorua	B.S.A. G.S.						10	10	10	10	10	10	10	10	10	10	10	10	10	10
17.	BOENDERS F. Paeroa	N.S.U.																			
19.	NEWBROOK R. Wellington	A.J.S. 7R																			
20.	CLARKSON P. F. Auckland	A.J.S. 250 Special																			
21.	ANDERSON J. Wellington	Norton Manx																			
22.	McCUTCHEON N. Dunedin	A.J.S. 7R																			
25.	THOMPSON W. Auckland	B.S.A.																			
27.	FARNSWORTH J. Auckland	B.S.A. G.S.																			
30.	WILLIAMSON G. Auckland	B.S.A. G.S.																			
32.	WHEATLEY J. Te Awamutu	A.J.S. 7R																			
33.	LE QUESNE N. Hamilton	A.J.S. 7R																			
35.	HOLDSWORTH J. Auckland	B.S.A. G.S.																			
36.	ANDERSON H. Benneydale	B.S.A. G.S.																			
37.	ANDERSON H. R. Ohinewai	B.S.A. G.S.																			
38.	DOBBS A. Napier	B.S.A. G.S.																			
42.	BELL A. Auckland	Velocette KSS																			
43.	LUCENA C. Auckland	Velocette																			
44.	McNEILL D Christchurch	A.J.S. 7R																			
45.	HAILEY L. Auckland	A.J.S. 7R																			
46.	REID W. Auckland	Velocette KTT																			
47.	WILLIAMS E. Auckland	Velocette KSS																			
50.	WILLIAMS M. Auckland	Velocette																			
67.	STONE P. Auckland	Jawa CZ Works 250																			
71.	READ J. Auckland	B.S.A.																			

Placings Outright: 1. 2, 2. 21, 3. 22, 4. 5, 5. 37, 6. 6, Handicap: 1. 4, 2. 5, 3. 6, 4. 5, 5. 6, 6. 6, 7. 6, 8. 6, 9. 6, 10. 6

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SALOON CAR RACE ENTRANTS

10 LAPS

20 MILES

START 9.35 A.M.

The cars will be started according to their handicaps which are based on the times which they returned at official practice. The slowest car going first, the fastest being the last to leave the line. The race is run in three sections: i.e., the winner of the speed section, the winner of the handicap section, and the respective winners in each class. All the cars are virtually "standard", the only modifications permitted are the extras as offered by the factory.

Car No.	Entrant/Driver	Car	c.c.
Up to 1000 c.c.:			
96	F. A. BUCKENHAM/F. A. BUCKENHAM	Morris Minor 1000	948
98	CANTWELL CARS LTD./To be Nominated	Puma	948
100	CANTWELL CARS LTD./To be Nominated	Puma	948
101	A. C. COUTTS/A. C. COUTTS	Abarth Fiat	747
115	J. C. N. HISTED/J. C. N. HISTED	Austin A35	948
116	R. S. HUGHES/R. G. HUGHES	Ford	933
118	C. J. KNIGHT/C. J. KNIGHT	Standard 8	803
131	J. M. SHEPPARD/J. M. SHEPPARD	Morris Minor	803
135	G. H. VERRY/G. H. VERRY	Austin A35	948
139	J. M. WINDLEBURN/J. M. WINDLEBURN	Austin A35	948
140	B. WOOD/B. WOOD	Renault	748
1001 — 1600 c.c.:			
97	L. BULCRAIG/L. BULCRAIG	Humber 80	1390
105	OSTOFT ENGINEERING/M. DRAPER	Ford Anglia	1172
104	OSTOFT ENGINEERING/R. DRAPER	Ford Escort	1172
106	A. S. FARLAND/A. S. FARLAND	Ford Anglia	1172
109	R. C. GROVES/R. C. GROVES	Ford Anglia	1172
110	M. E. HACKETT/M. E. HACKETT	Humber 80	1390
111	F. S. HAMLIN/F. S. HAMLIN	Wolseley	1489
114	H. J. HEASLEY/H. J. HEASLEY	Humber 80	1390
119	R. E. LANGFORD/D. C. JENKIN	Goliath	1094
120	R. B. LANGLEY/R. B. LANGLEY	Simca	1290
121	M. H. LAWSON/M. H. LAWSON	Ford Consul	1508
124	D. J. MARWOOD/D. J. MARWOOD	Hillman	1390
125	J. B. MEEKAN/J. B. MEEKAN	Hillman	1260
127	D. MULLINS/D. MULLINS	Hillman Minx	1390
128	P. R. ORSTEIN/P. R. ORSTEIN	Humber 80	1390
133	R. H. SMITH/R. H. SMITH	Porsche	1488
134	F. G. VERRY/F. G. VERRY	Humber 80	1390
142	G. A. WRIGHT/G. A. WRIGHT	Ford 10	1172
143	K. G. WRIGHT/K. G. WRIGHT	Ford Consul	1508
1601 — 2000 c.c.:			
144	J. ANTUNOVICH/J. ANTUNOVICH	Citreon 15	1911
107	J. N. FORDE/J. N. FORDE	Alfa-Romeo	1975
2001 — 2600 c.c.:			
103	N. DICKSON/N. DICKSON	Ford Zephyr	2553
108	H. H. GEORGE/H. H. GEORGE	Ford Zephyr	2261
112	C. W. HARRIS/C. W. HARRIS	Holden Special	2171
113	J. M. HAYES/J. M. HAYES	Ford Zephyr	2553
122	A. McBEATH/A. McBEATH	Ford Zephyr	2261
129	W. POTTS, Jnr./W. POTTS, Jnr.	Ford Zephyr	2253
130	C. A. RANSLEY/C. A. RANSLEY	Riley	2443
132	R. A. SMITH/R. A. SMITH	Standard Vanguard	2088
136	P. WELCH/P. WELCH	Riley	2443
141	O. A. WOOD/O. A. WOOD	Ford Zephyr	2553
2601 — 3500 c.c.:			
95	R. J. ARCHIBALD/R. J. ARCHIBALD	Jaguar XK150	3442
102	R. WONG/F. CROWTHER	Jaguar XK150	3442
117	A. R. JOHNSON/A. R. JOHNSON	Rover 90	2638
123	J. N. MACKINTOSH/J. N. MACKINTOSH	Austin A90	2639
126	OSTOFT ENGINEERING/J. MEIKLE	Armstrong Siddeley	3435
Over 3500 c.c.:			
138	J. B. E. WILSON/J. B. E. WILSON	Chevrolet	4750

LAP SCORE CHART AND AWARDS Refer Page 17

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SALOON CAR RACE LAP SCORE CHART

Fill in names of the qualifiers, car Nos., and cars as they are announced over the public address system.

10 LAPS		20 MILES		START 9.35 a.m.									
Car. No.	Driver	Car		1	2	3	4	5	6	7	8	9	10
95	Arthur	Arthur											
72	Quinn												
109	Arthur												
113	Hayes												
108	George												
141	Wood												
122	McBeth												
103	Dickson												
129	P												
119	Hamlin												
114	Hosley												
128	Marston												
124	Marwood												
107	Ford												
127	Mullins												
100	NEIL	Neil											
115													
139	Windelrum												
135	Wemy												
97	Buldragh												
148	Loag												
132	Smith												
110	Hackett												
143	Wright												
121	Parison												
136	136	Wolch											
130	Ramsley												
105	Drofer												
104	R Drofer												
106	Farland												
101	Louth												
96	Buchlan												
109	grove												
118	Knigh												
126													
156													
151													
142													

RESULTS: Speed Section—1st 95, 2nd 72, 3rd 109
 Handicap Sec.—1st, 2nd, 3rd
 Class Sections: Up to 1000 c.c., 1001-1600 c.c., 1601-2000 c.c., 2001-2600 c.c., 2601-3500 c.c., Over 3500 c.c.

AWARDS
 Speed Section: 1st — £50 donated by Godfrey Phillips N.Z. Ltd., and the Cooper and Curd Trophy.
 2nd — £30 " " C. L. Edwards, Esq., and the Hudson & Burnham Trophy.
 3rd — £15 " " N.Z.I.G.P. Members, and the Better Brakes Trophy.
 Handicap Section: 1st — £50 donated by Wilton Motor Body, and the Wilton Motor Body Trophy.
 2nd — £30 " " Roly Magness Ltd., and the Roly Magness Trophy.
 3rd — £15 " " Paton Motors Ltd., and the Burnie Roband Trophy.
 Class Section: Up to 1000 c.c.—£20 donated by Wilton Motor Body, and the Wilton Motor Body Trophy.
 1001 c.c.-1600 c.c.—£20 " " Engine Assemblies Ltd., and the Hudson and Burnham Trophy.
 1601 c.c.-2000 c.c.—£20 " " Regent Catering Co., and the Spiro Trophy.
 2001 c.c.-2600 c.c.—£20 " " Safeway Scaffolding Ltd., and the Suburban Buses Trophy.
 2601 c.c.-3500 c.c.—£20 " " N.Z.I.G.P. Members.
 Over 3500 c.c.—£20 " " N.Z.I.G.P. Members.
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The ARDMORE SPORTS CAR TROPHY RACE

The start will be by handicap with the slowest cars going off first and the fastest cars last.
Handicaps are based on times returned during official practice.

25 Laps 50 MILES START 11.45 a.m.

Car. No.	Entrant/Driver	Nat.	Car	c.c.
Up to and including 1100 c.c.:				
41	J. PALMER/J. PALMER	N.Z.	Lotus	1098
55	N. R. WITHERS/N. R. WITHERS	N.Z.	Singer	1074
74	CANTWELL CARS LTD./To be Nominated	N.Z.	Puma Sports	948
75	CANTWELL CARS LTD./To be Nominated	N.Z.	Puma Sports Racing	948
79	C. D. FLEMING/C. D. FLEMING	N.Z.	Morgan	900
90	I. STEPHENSON/I. STEPHENSON	N.Z.	Buckler	1096
1100 c.c. and up to and including 1500 c.c.:				
21	C. O. JENNINGS/C. O. JENNINGS	Malaya	M.G.A.	1489
42	R. A. LEVIS/R. A. LEVIS	N.Z.	R.A.L.	1172
44	G. W. LAWTON/G. W. LAWTON	N.Z.	Cooper Climax	1500
48	MRS. I. WALKER/F. de JOUX	N.Z.	Consul Special	1489
54	D. V. SIMPKIN/D. V. SIMPKIN	N.Z.	Buckler 90	1172
57	W. HARRIS/W. HARRIS	N.Z.	Buckler 90	1172
58	W. M. GILL/W. M. GILL	N.Z.	Buckler Mk 90	1172
61	C. L. GRANT/C. L. GRANT	N.Z.	Elva-Ford	1172
65	WELTEX PLASTICS/R. J. BLACKBURN	N.Z.	Mistral	1172
66	D. R. BISHOP/D. R. BISHOP	N.Z.	Buckler	1172
67	R. I. BILLINGTON/R. I. BILLINGTON	N.Z.	Elfo-Special	1172
70	J. ANDERSON/J. ANDERSON	N.Z.	Mistral	1172
76	S. D. CRAWFORD/S. D. CRAWFORD	N.Z.	M.G. T.F.	1466
81	D. C. GARRETT/D. C. GARRETT	N.Z.	Riley	1496
82	D. N. GOUK/D. N. GOUK	N.Z.	M.G.	1489
83	J. J. GRANT/J. J. GRANT	N.Z.	M.G.T.C.	1350
84	C. M. HOGAN/C. M. HOGAN	N.Z.	Special M.G.	1498
85	D. C. HULME/D. C. HULME	N.Z.	M.G.	1489
92	M. WALKER/M. WALKER	N.Z.	Ford 10 Special	1172
93	T. FOX/T. FOX	N.Z.	M.G.A.	1489
94	G. HEDGES/G. HEDGES	N.Z.	Buckler 90	1172
1500 c.c. and up to and including 2000 c.c.:				
68	G. S. BARRY/G. S. BARRY	N.Z.	Triumph T.R.2	1991
77	F. DEVEREUX/F. DEVEREUX	N.Z.	Triumph T.R.2	1991
78	P. C. ELFORD/P. C. ELFORD	N.Z.	Morgan +4	1991
2000 c.c. and up to and including 3000 c.c.:				
9	K. D. HARRIS/K. D. HARRIS	N.Z.	Ferrari	2998
13	G. H. PIERCE/G. H. PIERCE	N.Z.	Austin Healey	2660
30	T. SULMAN/T. SULMAN	Australia	Aston Martin	2980
51	M. RICHARDS/M. RICHARDS	N.Z.	Austin Healey	2660
87	R. B. LANGLEY/R. B. LANGLEY	N.Z.	Austin Healey	2660
Over 3000 c.c.:				
6	CANTWELL CARS LTD./To be Nominated	N.Z.	Tojeiro/Jaguar	3442
62	W. H. FORDER/W. H. FORDER	N.Z.	Dodge	3880
69	E. L. AVERY/To be Nominated	N.Z.	H.W.M.	5500
71	A. D. BELL/A. D. BELL	N.Z.	Jaguar X.K.120	3442
72	G. QUIRK/G. QUIRK	N.Z.	Jaguar X.K.120	3400
80	J. G. FORSYTH/J. G. FORSYTH	N.Z.	Jaguar X.K.120	3442
86	G. H. JACKSON/G. H. JACKSON	N.Z.	Lincoln	4376
88	D. S. McDONAGH/D. S. McDONAGH	N.Z.	Ford V8 Special	3760
89	J. G. MORRIS/J. G. MORRIS	N.Z.	Ford Mercury	3910
91	AUBYN MOTORS/P. GENDALL	N.Z.	Allard Cadillac	5000
145	K. S. SANDBROOK/K. S. SANDBROOK	N.Z.	Jaguar X.K.120	3442

AWARDS

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Fastest Time Awards: 1st—£100 and the Richard Webb Memorial Cup and the Ken Wharton Trophy.

2nd—£60 and the Braisons Trophy.
3rd—£40 and the Associated Engineering Trophy.

Handicap Awards: 1st—£75 and the Misses G. J. and S. Reid Trophy.

2nd—£50 and the Len Adams Trophy.
3rd—£30 and the Syd Jensen Trophy.

Class Awards: Up to 1100 c.c.—£10 and the L. W. Hall Trophy.

1101 c.c. - 1500 c.c.—£10 and the Donkin Trophy.

1501 c.c.-2000 c.c.—£10 and the Norautos Trophy.

2001 c.c.-3000 c.c.—£10 and the James Stenberg Trophy.

Over 3000 c.c.—£10 and the Cecil Wood Trophy.

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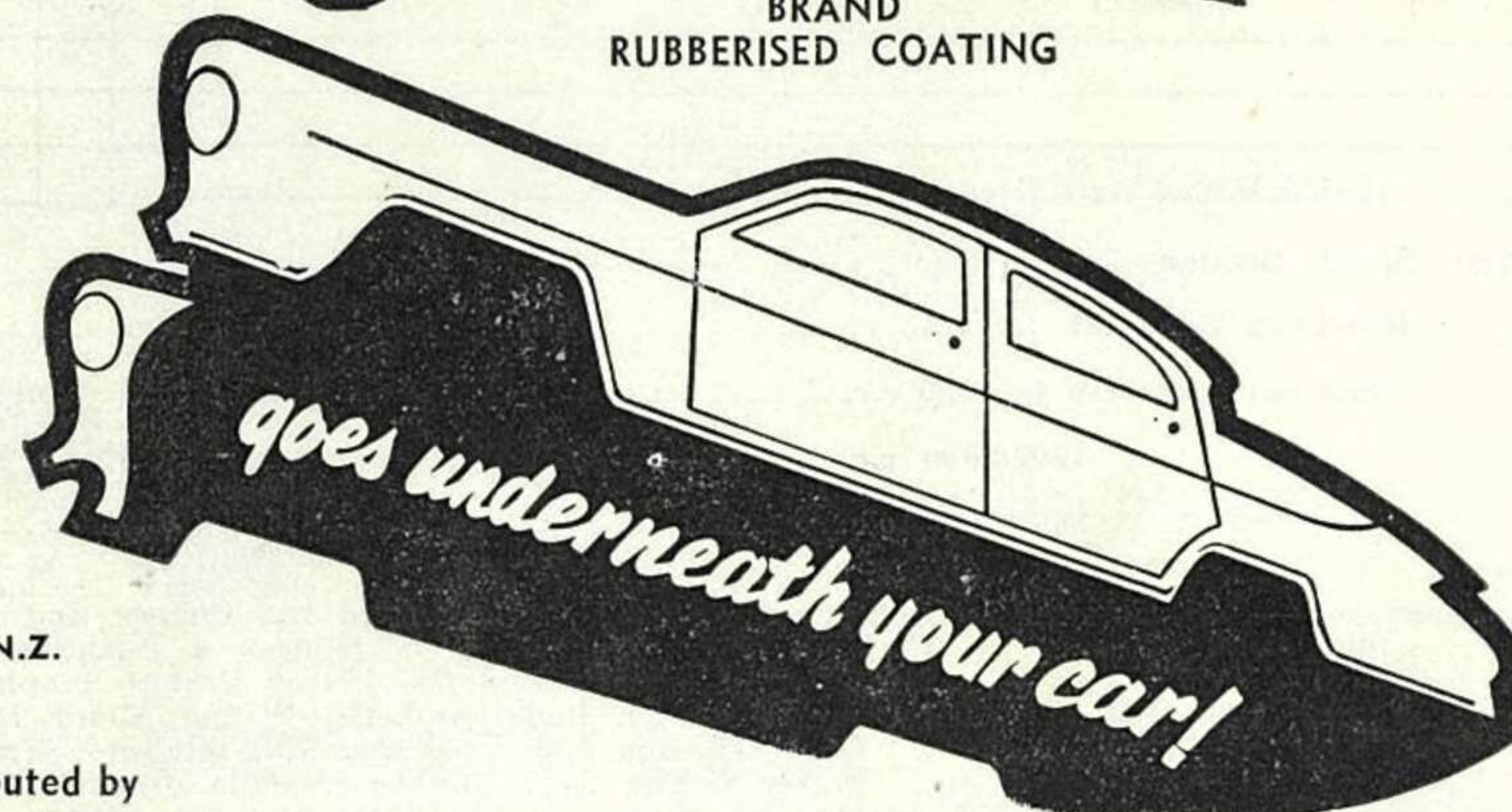


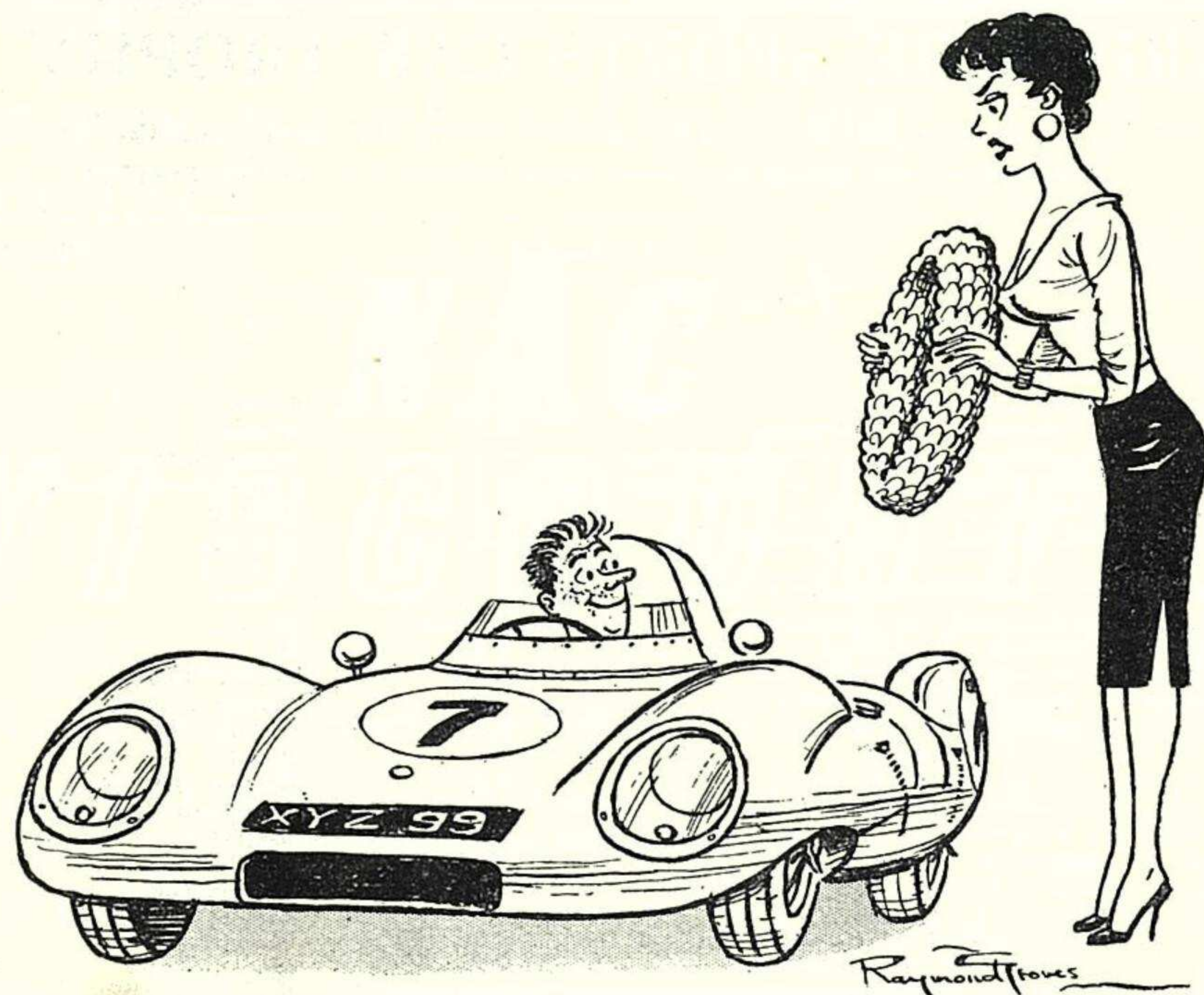
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Well I'm not coming down there — so it's a deadlock.

ARDMORE SPORTS CAR TROPHY RACE

Lap Score Chart

Fill in the drivers' names, car Nos., and make of car as the qualifiers are announced over the public address system.

25 LAPS 50 MILES START 11.45 LE MANS START

Car No.	Driver	Car Make	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
9																											
40																											
13																											
51																											
91																											
3																											
15																											
26	Pearce																										
2	Hunter																										
55																											
5-14																											
5-24																											
5-35																											
5-54																											
5-54																											
5-54																											
4-40																											
6-14																											
6-14																											
6-23																											
7-9																											
7-9																											
7-48																											
7-57																											
8-6																											
8-26																											
8-46																											
9-4																											
9-5																											
9-5																											
9-29																											
11-57																											
11-54																											
13-40																											

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RESULTS:

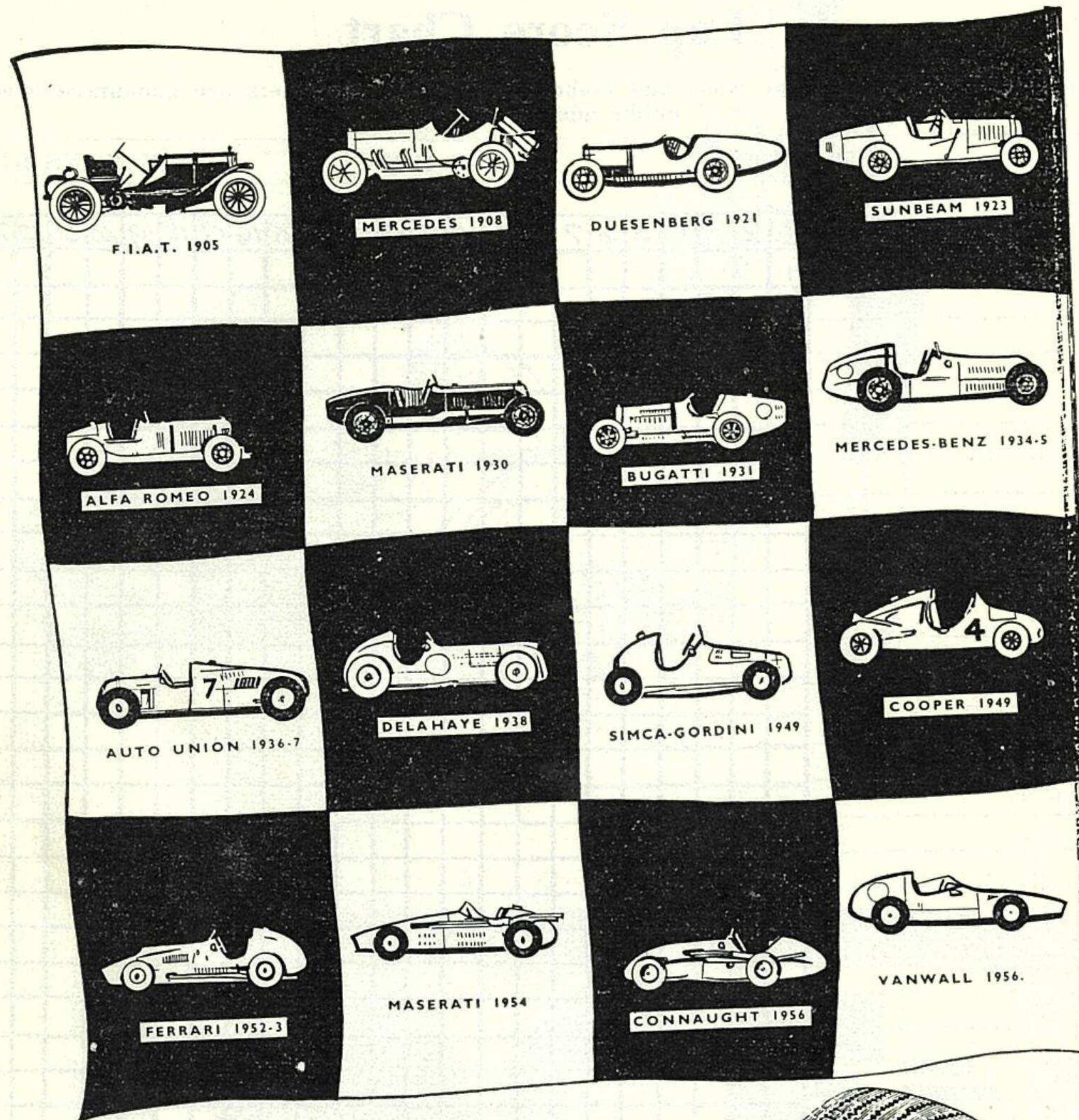
Speed Section — 1st 2nd 3rd

Handicap Sec. — 1st 2nd 3rd

Class Sections: Up to 1100 c.c. 1101-1500 c.c.

1501-2000 c.c. 2001-3000 c.c.

Over 3000 c.c.



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CARROLL SHELBY

Champion of U.S.A.

By HANS TANNER

Specially written for N.Z.I.G.P.

CARROLL SHELBY, together with Phil Hill, ranks as America's most experienced and successful driver. During his 7 years in motor racing he has driven more different makes of racing cars than any other American, ranging from TC M.G.s through the more powerful Maserati and Ferrari sports cars, finally graduating to Formula 1 Maseratis and Indianapolis type cars. As a youngster Shelby suffered constantly from illness, but he was fascinated with fast aircraft and cars. When he went to high school at fourteen he had outgrown his illness and soon had his first experiences with cars at the wheel of a hopped up Willys.

During the war he satisfied his craving for speed in the U.S. Air Force, and in 1952 took part in his first race with a borrowed M.G. He won the race, and so decided to embark on a career of professional racing driving. The following year he was given a Cadillac Allard by his friend, Roy Cherryholms, and won most of the eight or ten races that he entered.

His first international race was when he was invited to take part in the 1954 Thousand Kilometer Race at Buenos Aires. From that day on he never looked back. He was asked to drive for Aston Martin at Sebring, and came to Europe to drive several races for Aston, taking a second at Aintree, a third at Silverstone, and a fifth at Monza.

As a result of his performances he was invited to take part in a record-breaking attempt by Austin Healy at Bonneville: this in turn led to a ride in the Austin Healy team in the Pan American Road Race. He drove so well on the difficult Tuxtla to Oaxaca section that he was third overall in the first day's classification; the next day he had his first bad pile up, turning over five times, luckily only breaking his elbow. His experiences began to temper his over-enthusiasm and by continually learning and remembering from these experiences he has shown himself one of America's most intelligent drivers.

In 1955 Shelby drove for Tony Parravano in the Targa Florio, and at Oulton Park. He was again with Aston Martin at Sebring before he began his long and successful association with John Edgar. Through Edgar and



Chinetti he was able to drive the finest machinery available in the U.S.A. He took the troublesome 4.4 Ferrari to the only two wins of its career, and with the 4.5 litre Indianapolis Ferrari he won Giant's Despair and Mount Washington Hill Climbs.

In 1957 the Edgar stable changed to Maseratis, but Shelby was no newcomer to this Marque; he had driven a Formula 1 Maserati in the Grand Prix of Syracuse, coming in sixth in his first Grand Prix. After a tremendously successful 1957 season, during which he drove for the Maserati team at Sebring, he was seen back on the European circuits in 1958, driving for the Aston Martin works team. For Grand Prix racing he joined up with the Scuderia Centro Sud, for whom he drove at Silverstone and Reims. Later in the season he joined up with the Temple Buell team, running the Factory Grand Prix Maseratis. In his first race for the team he was right amongst the internationally famous aces, but a locked brake on the last lap robbed him of a well-deserved place. At Monza he and Gregory shared a car which, after having been in the lead, placed fourth.

In New Zealand he will be driving the latest 1959 Formula 1 Maserati.

ENTRANTS FOR THE SIXTH NEW ZEALAND INTERNATIONAL GRAND PRIX

All cars will compete in the two preliminary heats and the 24 fastest cars (not necessarily the first 12 from each heat) will qualify to start in the big race. Qualifying is based on the time taken to complete the 30-mile heat and has no bearing on any individual lap times. The organisers still reserve the right, if necessary, to allow a competitor to start in the final event even though they did not qualify, in which case they would be placed on the back of the grid.

Most of those not qualifying will be competing in the Ultimate Race at the end of the programme.

Car No.	Entrant/Driver	Nat.	Car	c.c.
1	J. BONNIER/J. BONNIER	Sweden	Maserati	2500
2	OWEN RACING ORG./R. FLOCKHART	Scotland	B.R.M.	2500
3	TEMPLE BUELL/H. SCHELL	France	Maserati	2500
4	J. BRABHAM/J.BRABHAM	Australia	Cooper	2200
5	TEMPLE BUELL/CARROLL SHELBY	U.S.A.	Maserati	2500
6	CANTWELL CARS LTD./F. CANTWELL	N.Z.	Tojerio Jaguar	3442
7	R. R. C. WALKER RACING TEAM/S. MOSS	Great Britain	Rob Walker Cooper	2200
8	A. GLASS/A. GLASS	Australia	Ferrari	3500
9	K. HARRIS/K. HARRIS	N.Z.	Ferrari	2998
10	B. STILWELL/B. STILWELL	Australia	Maserati 250F	2500
11	A. FREEMAN/A. FREEMAN	N.Z.	Largo Talbot	4485
12	TEMPLE BUELL/G. SCARLATTI	Italy	Maserati	5600
13	G. PIERCE/G. PIERCE	N.Z.	Austin Healey 100S	2660
14	S. JENSEN/S. JENSEN	N.Z.	Cooper Climax	1460
15	T. SHELLY/T. SHELLY	N.Z.	Cooper Climax F2	1500
16	P. HOARE/P. HOARE	N.Z.	Ferrari	2996
17	J. MANSEL/J. MANSEL	N.Z.	Cooper Bristol BS1	1971
18	R. JENSEN/R. JENSEN	N.Z.	Maserati 250F	2500
19	R. ROYCROFT/R. ROYCROFT	N.Z.	Ferrari V12	4500
20	R. JENSEN/To be nominated	N.Z.	Maserati 250F	2500
22	T. CLARK/T. CLARK	N.Z.	Super Squalo Ferrari	3500
23	OSTOFT ENGINEERING/To be nominated	N.Z.	Cooper F2	1460
24	G. QUIRK/G. QUIRK	N.Z.	Maserati 250F	2500
25	R. THACKWELL/R. THACKWELL	N.Z.	Cooper F2	1500
33	G. PALMER/L. GILBERT	N.Z.	Cooper Bristol MK2	1971
34	R. DUNCAN/R. DUNCAN	N.Z.	Connaught	1960
35	R. McCUTCHEON/R. McCUTCHEON	N.Z.	Normac Special	3930
36	R. WATSON/R. GIBBONS	N.Z.	Lycoming Special	4733
37	M. NEIL/M. NEIL	N.Z.	Cooper Climax	1960
40	B. TRACEY/B. TRACEY	N.Z.	Alfa-Romeo	2905
47	L. McLAREN/B. McLAREN	N.Z.	Cooper	1960
51	M. RICHARDS/M. RICHARDS	N.Z.	Austin Healey 100S	2660
56	MALCOLM'S SUPER SVCE/J. MALCOLM	N.Z.	Cooper Holden	

For G.P. Awards See Page 57

"THE SAFEWAY LAP SCORE BOARD"

Through the courtesy of Messrs. Safeway Scaffolding, a 30ft. Lap Scoring Tower will be erected in the centre of the inner circuit with the numbers of the first four cars marked and in full view of practically every spectator around the track. Owing to all the races except the Grand Prix being of short distances, the Lap Score Board will only be in operation for the Grand Prix itself but the final placings will be exhibited after each race. The four figures displayed on the Lap Score Board denote the placing of the first four cars regardless of Nationality.

SIXTH NEW ZEALAND INTERNATIONAL GRAND PRIX HEATS

The following are the starters in these heats but the order does not necessarily indicate their grid positions — space on dotted line gives you room to pencil in their placings at the conclusion of the heats.

HEAT No. 1 15 LAPS 30 Miles Start 10.15 a.m. GRID START

Car No.	Driver	Placing	Car No.	Driver	Placing
1	J. BONNIER	3	25	R. THACKWELL	
3	H. SCHELL	4	34	R. DUNCAN	
4	J. BRABHAM	1	35	R. McCUTCHEON	
6	F. CANTWELL		36	R. GIBBONS	
10	B. STILWELL		37	M. NEIL	
13	G. PIERCE		40	B. TRACEY	
17	J. MANSEL		47	B. McLAREN	2
22	T. CLARK		56	J. MALCOLM	
23	To be Nominated				

HEAT No. 2 15 LAPS 30 Miles Start 11.00 a.m. GRID START

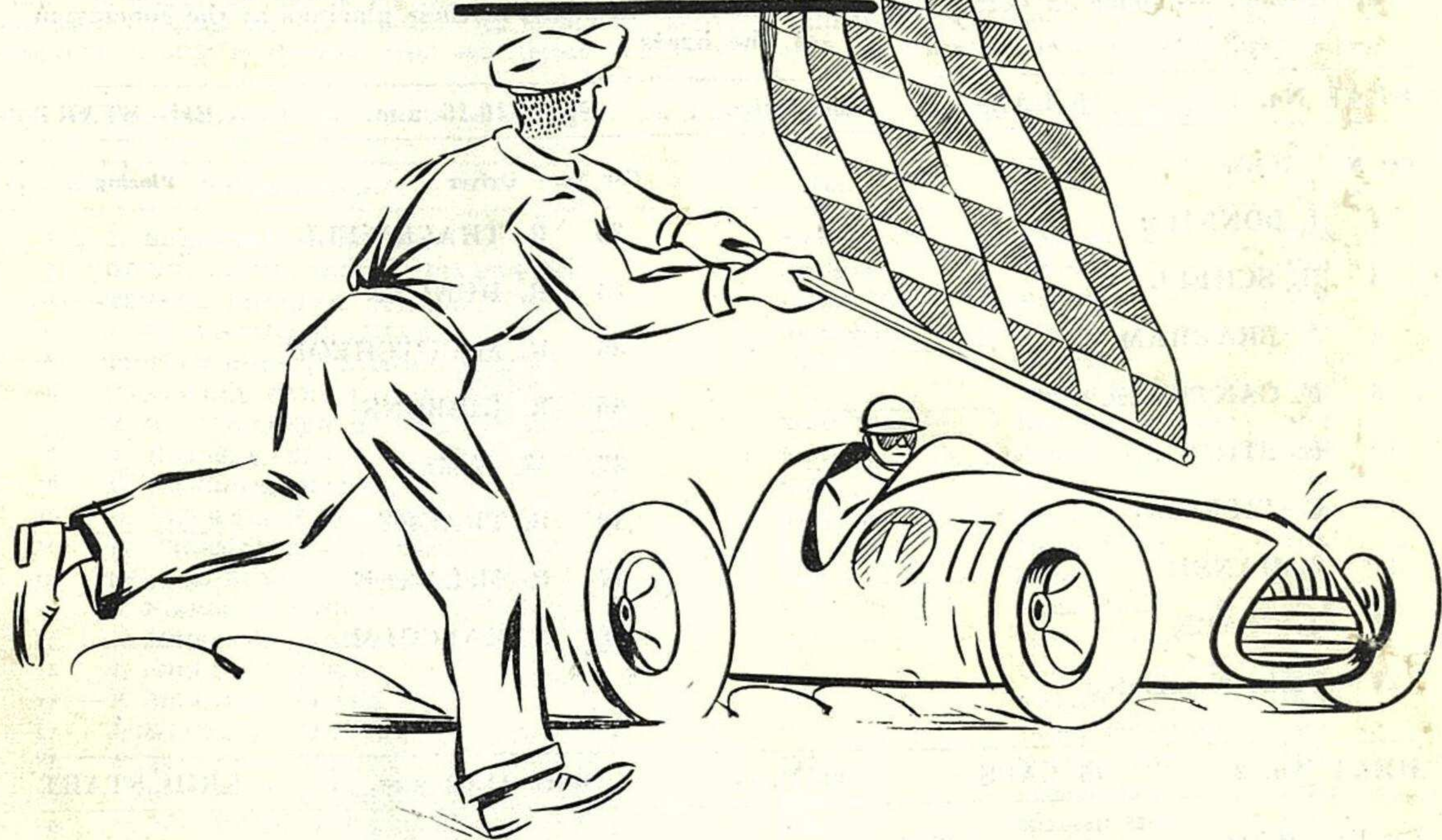
Car No.	Driver	Placing	Car No.	Driver	Placing
2	R. FLOCKHART	1	15	T. SHELLY	
5	C. SHELBY	2	16	P. HOARE	
7	S. MOSS		18	R. JENSEN	3
8	A. GLASS		19	R. ROYCROFT	
9	K. HARRIS		20	To be Nominated	
11	A. FREEMAN		24	G. QUIRK	
12	G. SCARLATTI		33	L. GILBERT	
14	S. JENSEN		51	M. RICHARDS	

PRIZES

GRAND PRIX — HEAT No. 1				GRAND PRIX — HEAT No. 2			
1st	—£50	donated by the Auckland Star	1st	—£50	donated by the Auckland Star		
2nd	—£30	" " " " " "	2nd	—£30	" " " " " "		
3rd	—£20	" " " " " "	3rd	—£20	" " " " " "		

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6th NEW ZEALAND INTERNATIONAL GRAND PRIX

STARTING GRID POSITIONS

After the two qualifying heats the cars and drivers who will be starting in the Grand Prix will be announced over the public address in the order in which they qualified. The fastest qualifier will start from No. 1 position and so on. Fill in the car numbers as they are announced and it will form a very interesting record for you.

	Bonnie 1 4	Wharen 47 3	Braham 4 2	Flaherty 12 1
10 Hutchell 8	R Jensen 18 7	Shelby 5 6	Steel 3 5	
	Clark 22 12	Mansell 17 11	Jensen 14 10	Gibbs 36 9
Glass 8 16	Hockwell 25 15	Neil 37 14	Hoare 16 13	
	Freeman 11 20	Gilbert 33 19	Hogg 9 18	Quirk 24 17
Deegan 31	Raper 15	Wagner 40	Moss 7 21	
24	23	22	21	

LAP SPEED TABLE

One lap of the Ardmore Circuit equals 2.0 miles. To ascertain the speed of any individual car, time it for one complete lap and read off the average speed from this table.

LAP TIME CONVERSION TO M.P.H.

Ardmore Two-Mile Circuit

Time	Speed	Time	Speed	Time	Speed	Time	Speed
1.22	87.804	1.32	78.261	1.42	70.588	1.52	64.286
1.23	86.746	1.33	77.419	1.43	69.903	1.53	63.717
1.24	85.712	1.34	76.596	1.44	69.230	1.54	63.158
1.25	84.704	1.35	75.789	1.45	68.571	1.55	62.609
1.26	83.721	1.36	75.000	1.46	67.925	1.56	62.070
1.27	82.759	1.37	74.227	1.47	67.289	1.57	61.538
1.28	81.818	1.38	73.469	1.48	66.667	1.58	61.017
1.29	80.899	1.39	72.728	1.49	65.903	1.59	60.505
1.30	80.000	1.40	72.000	1.50	65.454	2.00	60.000
1.31	79.121	1.41	71.288	1.51	64.865		

See Pages 36 and 37 for Lap Score Chart.

Gummed rings and valves steal power — free them with REDeX

STIRLING MOSS

Specially written for N.Z.I.G.P. by HANS TANNER



UNQUESTIONABLY the best sports car driver in the world, Stirling Moss would also have been world champion on Grand Prix cars for 1955, 1956 and 1957 if it had not been for the old maestro, Fangio. Time and time again Moss has pulled off such dazzling performances that drivers who have long been accepted as aces fade as if they were mere beginners in comparison. This year he again missed the much-sought world championship, but only by one point, and he did in fact win more races than Hawthorn, who amassed his points more by steady second places than outright and conclusive victories.

Moss had the advantage of being born into motor racing. His father, a highly-successful dental surgeon, had driven the Barber War-nock Fords on two occasions at Indianapolis, and had set the first ever 100 m.p.h. lap in a Ford at Brooklands.

Alfred Moss taught Stirling to drive before he could even reach the control pedals, and Stirling obtained his first driving licence a few months before he was actually sixteen.

His first competition was with Austins, Singers and B.M.W., all in trials. Then he bought himself a Cooper, a car completely unknown in those days. At his first appearance he broke the record for the Prescott hill climb, and the following week he beat all the accepted aces in the 500 c.c. class, beating the Stanmer Park record twice.

The following year he branched out to race on the Continent, this time with an 1100 c.c. Cooper. Whilst putting up impressive performances with this car he found that he missed many victories because of its unreliability, but he did finish a spectacular third behind Villoresi and Tadini at the Garda Race, his first ever Continental event.

John Heath, the builder of the H.W.M. racing cars, was quick to see Stirling's potentialities, and the combination of Moss and the H.W.M. severely shook up the European drivers and often had the great Ascari very worried. This British combination, in fact, caused Enzo Ferrari to design a new car as his drivers could no longer cope with the pressure.

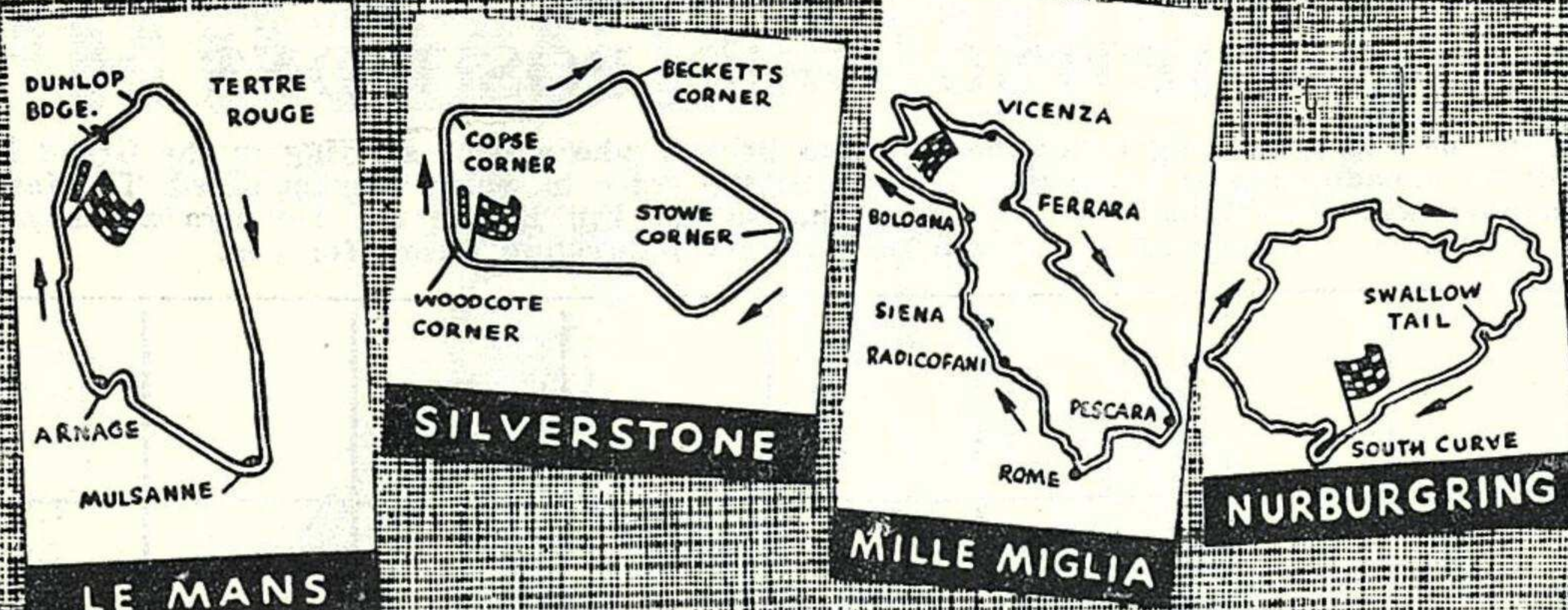
After he had won his first British Championship, he left H.W.M. and decided to have

a special car built for the Formula 2 races on the Continent. He had very little success with this car and he finally returned to a Cooper, with which he gave the Ferrari team a fright for a few laps at Monza.

Alfred Moss was determined to have Stirling in the top line, so he decided on a foreign car. A Maserati was chosen, and in the middle of the season when Fangio went to Mercedes Benz the Maserati company offered Stirling a factory car. At Monza he more than repaid this confidence when he led both Ferrari and Mercedes, appearing to be a certain winner when a broken oil pipe put him out.

The following year Mercedes Benz, impressed by his Monza performance, signed him on as No. 2 driver to Fangio. This gave him a wonderful opportunity to learn, and most of the time he finished second behind his maestro. He nevertheless won the British Grand Prix and had a very successful season of sports car racing for the German factory. He began with a sensational victory in the Mille Miglia, and ended the season by winning the Targa Florio with Peter Collins, thus assuring the Daimler Benz Company of the Manufacturers' World Championship. When Mercedes Benz withdrew from racing he returned to Maserati, beginning the season with a win at Monte Carlo ahead of Fangio, and ending it with another victory ahead of Fangio at Monza.

He then transferred his affections to the British Vanwall, but despite high hopes of the championship he did not get going until the middle of the season, mainly due to faults in the car. However, once he got going he won the British Pescara and Italian Grand Prix. The 1958 season saw him again with Vanwall, but for the first race of the season he drove Rob Walker's Cooper to a sensational victory at Buenos Aires. Stirling's past successes with the little Surbiton cars would indicate the likelihood of his starting the 1959 season with another Cooper victory at Auckland.

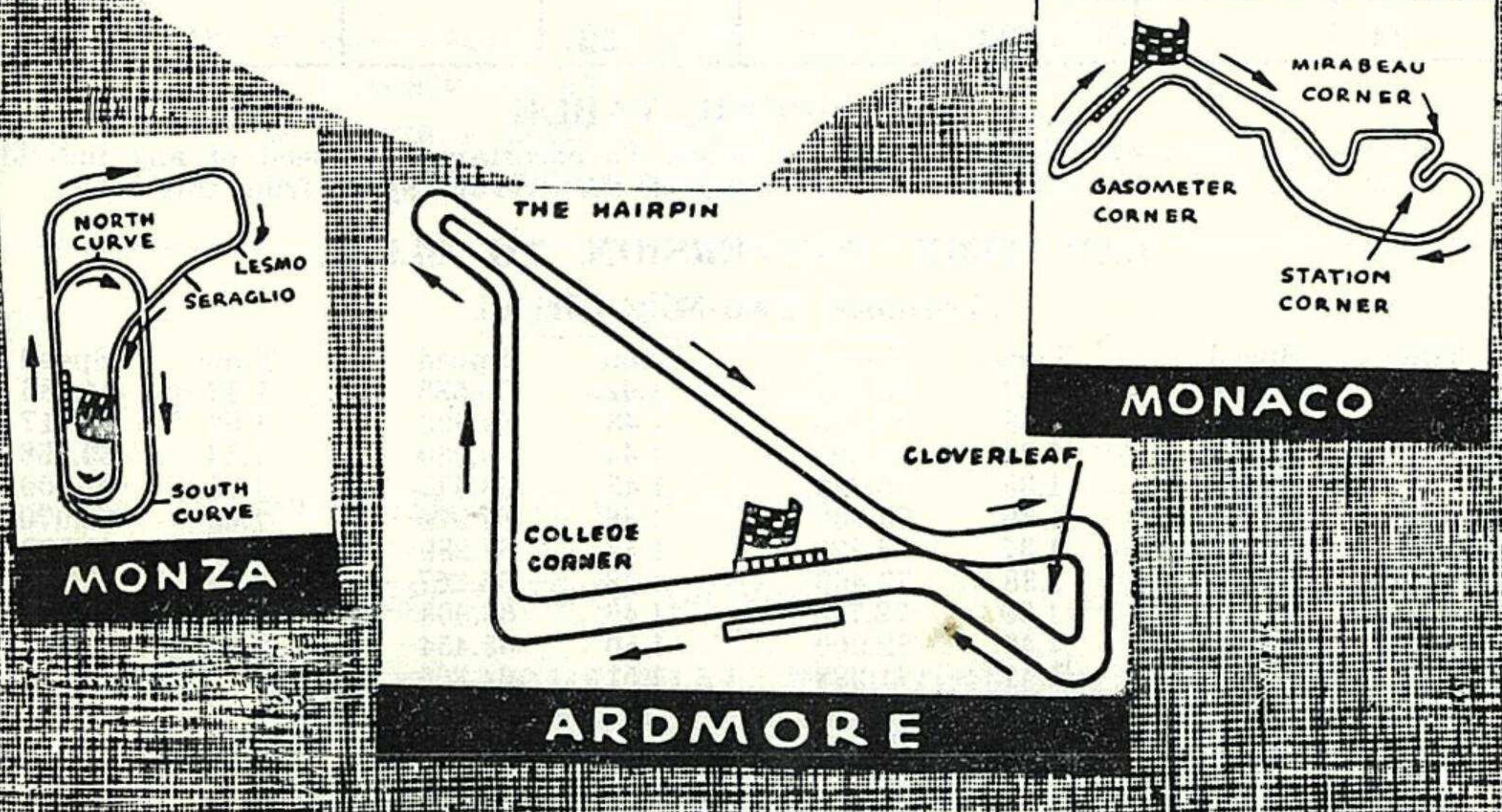


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Married to Danger

by Mrs. STIRLING MOSS

Hand to her mouth . . . tension in her heart . . . Katie Moss watches Stirling at the start of another race

TWO years have passed since I first came to Britain and met the man whom I married nine months ago. In this article I should like to try and tell you something about him: a little of that side of him which perhaps you never see, and a little of our life together.

When someone actually asks you to write down in black and white things that you have only had as thoughts in your own head, it's very difficult to know where to start.

Stirling is, in many ways, like any other man, of changeable moods.

He's generous and he's selfish. He's kind and he's inconsiderate. He's thoughtful and he's thoughtless.

There are many times when I think I know and understand him as well as I ever could—and then he'll turn around and do something completely out of character.

There are also many ways in which he is not average. Because of his profession he has his own moods. There are times before a race when he will become very tense, and, more often than not, this is accompanied by a calm which seems to come over him.

This is a side of our life in which I have very little part.

I rarely see him when we arrive at a circuit on the day of the race. The hour or two before the start he usually spends going from pit to pit, mechanic to mechanic, driver to driver, talking over the results of practice or anything else which may occupy his mind.

After the race there is another mood. The calm that reigned before becomes excitement if he has won, disappointment if he has lost. This I am part of.

★

"I have become part of Stirling . . . a little of me goes with him wherever he is. Luckily we are seldom apart."

★

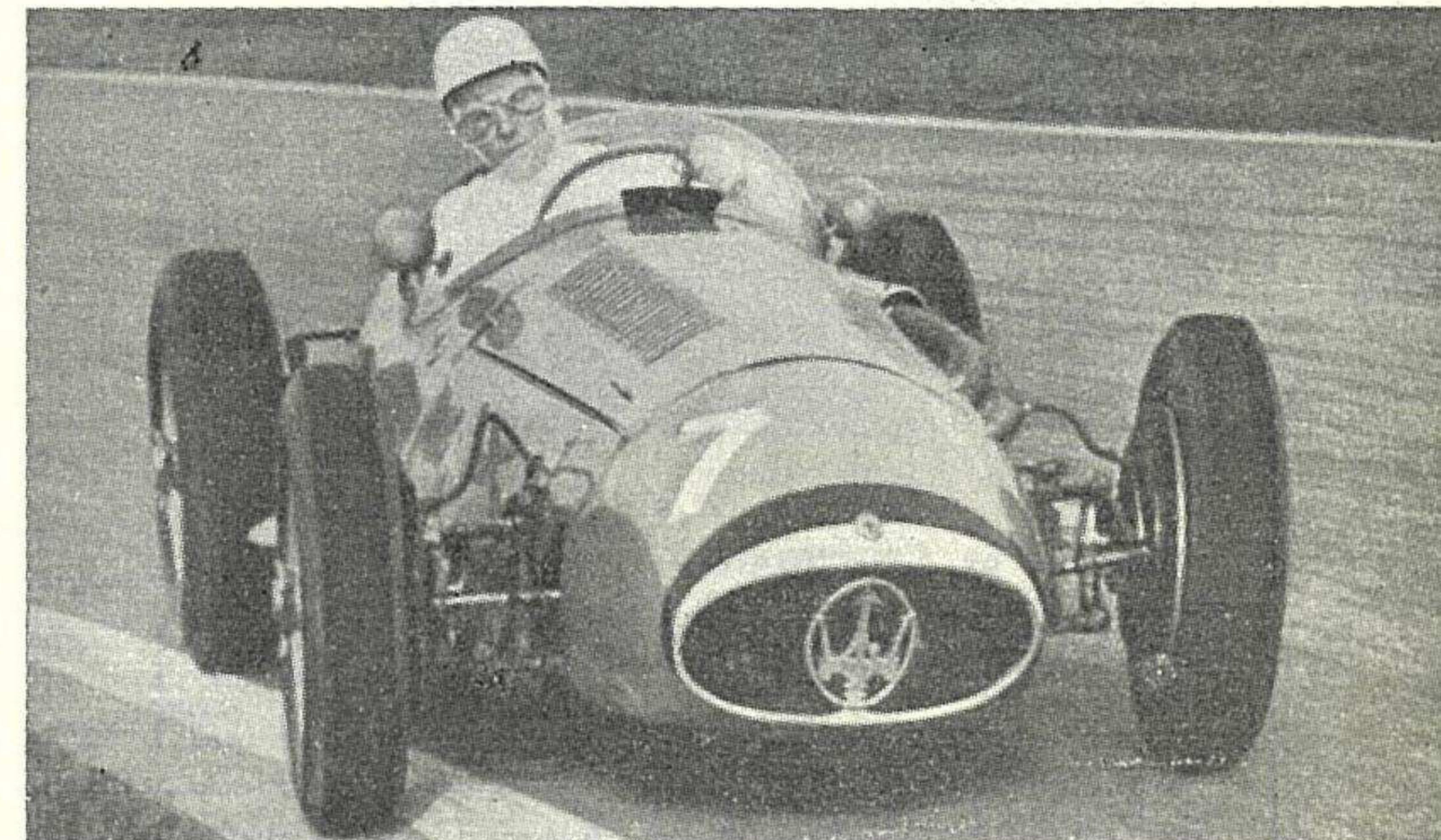
Winning is a very great thing in anyone's life, and each win brings Stirling one step nearer his ambition. It makes life and what we are striving for a reality, and the work that we do seem less futile.

I feel proud when he receives the garland around his neck. I feel proud when he holds his tired body rigid for the National Anthem—and I feel just as proud when he comes in after a hard race behind the victor.

Losing is a disappointment, but, more than that, a worry! To be beaten by an equal car is a mental strain—and Stirling takes great pains to figure out why he's been beaten.

THE UNANSWERED QUESTIONS

If the car has had mechanical trouble, hundreds of questions with no answers go running through his head.



Will they find the trouble? Will it happen again? Will something else happen?

I try in my own way to be a help to Stirling at these times, though I find it difficult not having any practical experience.

Early this year, while we were in Sicily for the Targa Florio, Stirling took me for two laps of the 48-mile circuit in the racing car. I believe this helped me to understand a great deal about him that I could not have found out in any other way. To watch his face and the intense co-ordination of hand, foot and mind, made what had previously been assumptions something real to me.

In a profession like driving, self-discipline is as necessary as being physically fit and mentally alert. I now understand how strong one has to be to put up with the strain one is under in these conditions.

(Continued on Page 33)

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Marriage, to Stirling and me, is a partnership. When you are with someone day and night for any length of time you become part of them—and a little of me goes with Stirling wherever he is.

We are seldom apart—though sometimes it is unavoidable when he has a long way to go for a very short time. I find it far worse sitting in London wondering what is happening than being there to see for myself.

This brings to light a question which nearly everyone, meeting me for the first time, asks me. "How do you feel when your husband is racing?" When I reply that I am used to it, that is not entirely true. I don't believe that one ever gets used to it.

When I met Stirling he was racing. And I don't believe that anyone, no matter how practical, can, when they find themselves falling in love, sit down and ask themselves logical questions. Should I deny this man my love—or should I be denied his—just because he's a racing driver? We were in love, and that was all that mattered.

PLANS FOR THE FUTURE

Also, it would be untrue to say that I am never nervous. There are many moments when, for one reason or another, Stirling will be late coming by the pit.

To be honest, I can't tell you how I feel or what I think. It is something you have to experience to understand.

Most of our spare time we spend in London. Stirling spends his days at the office, and I do the housework and have dinner ready when he comes home at night.

We are, at the moment, living in a very small flat, but we hope to find something bigger soon. The time we have together we spend planning how we are going to redecorate it. We have so many magazines with so many ideas that it would take ten houses to put them all into!

We argue, just like everyone else—but never about racing.

People ask me when I'll persuade Stirling to retire. I can only tell you never. When he does—of his own accord—we will find a new life together. Until then, I shall stand beside him, whatever his choice.

At the moment, it's the world championship. It's what he wants—so it's what I want!



Mr. and Mrs. STIRLING MOSS

after their wedding at
St. Peter's, Eaton Square,
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Is Grand Prix Racing Dangerous?

By *GREGOR GRANT*

THE recent fatal accidents to Luigi Musso and Peter Collins have provoked a great deal of comment, generally from ill-informed sources, that Grand Prix racing is far too dangerous. Cars are criticised for becoming too light for safety, engines for becoming inordinately powerful, and certain circuits for being too fast. I believe that it is time to examine the true facts, and to investigate the total number of casualties that have actually occurred during *Grandes Epreuves*, excluding practising and testing. I do not propose to deal with minor races, in which G.P. cars may have run, because the criticisms are levelled at actual full-scale Grand Prix racing.

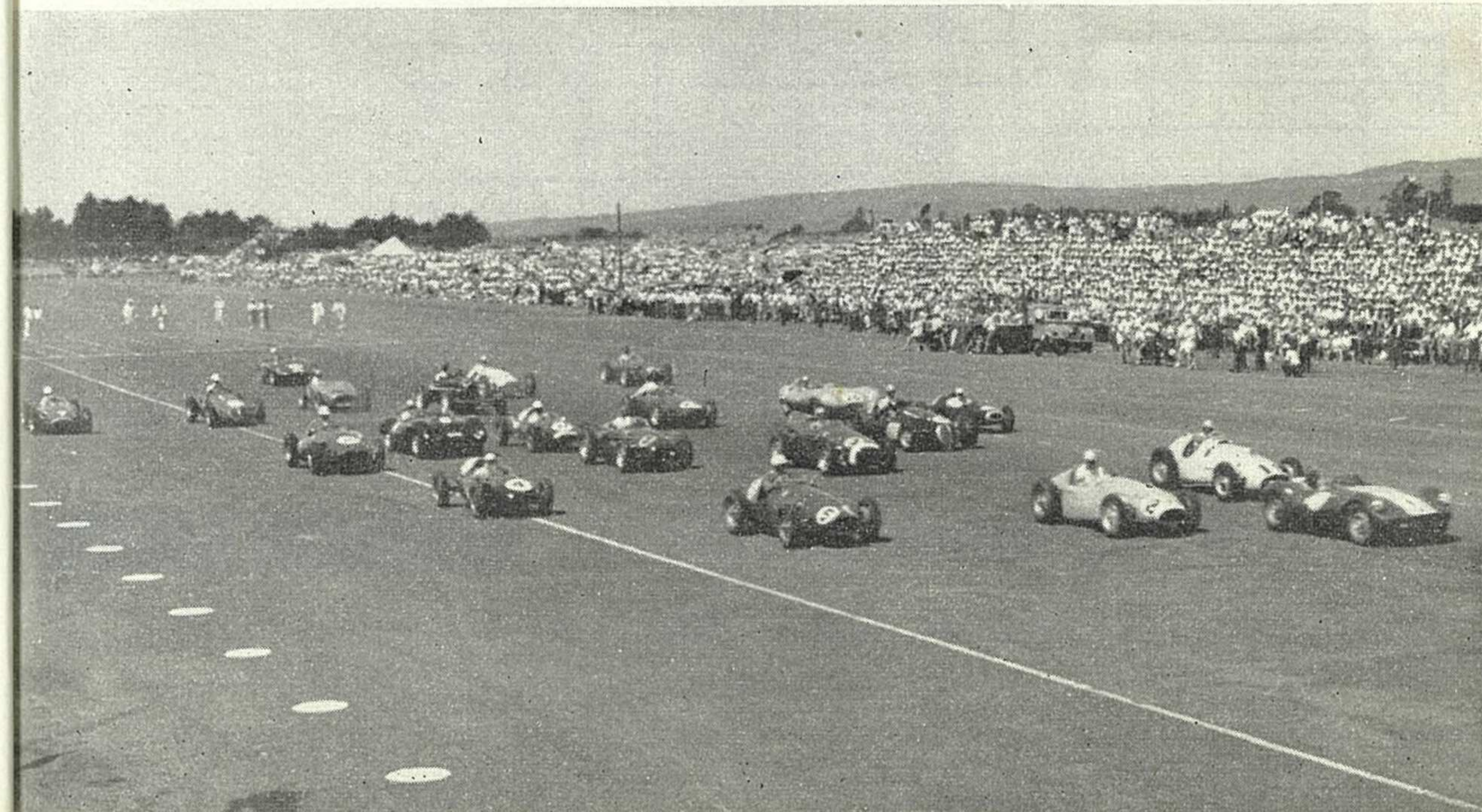
It is worth recording, before starting investigations, that a certain Swiss newspaper carried articles following the accident to Peter Collins, praising the decision to abandon G.P. racing in Switzerland, and actually stating that due to this, lives must have been saved. Yet in that country, there are innumerable fatal accidents involving people taking part in

winter sports and mountaineering activities, which rate merely a few lines in the newspapers. There is no suggestion whatsoever of banning any of these activities; after all, this would have a dreadful effect on a national industry—tourism!

Again, in the course of one year, more than 1000 persons lose their lives in Great Britain alone in drowning accidents. It would be folly to suggest that swimming and sailing ought to be banned. True, safety precautions are taken—but this also applies to motor racing which is recognised as being a dangerous sport. One does not see on the back of an airline ticket "Flying is dangerous," nor are passengers informed at railway terminals that there is any risk to life on train journeys. Yet accidents do happen, and even when casualties are frighteningly heavy, no one could possibly justify any suggestions for banning travel. Far from being the most hazardous of occupations, motor racing does not even compare with other activities; in point of fact, fatal accidents to housewives are

MASSED STARTS are not really so dangerous as they look, and trouble is seldom experienced on the first crowded lap.

(Continued on Page 39)



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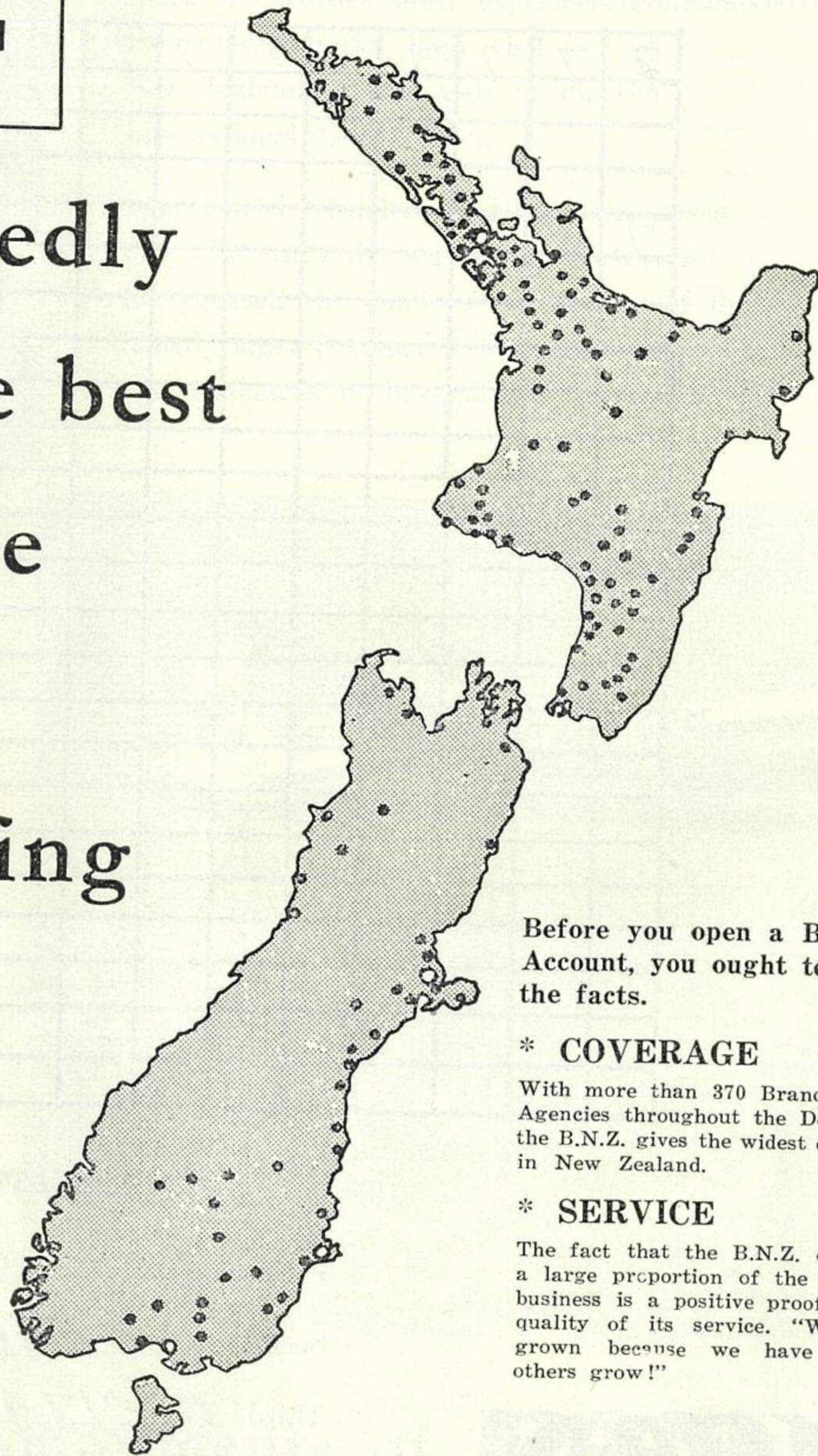
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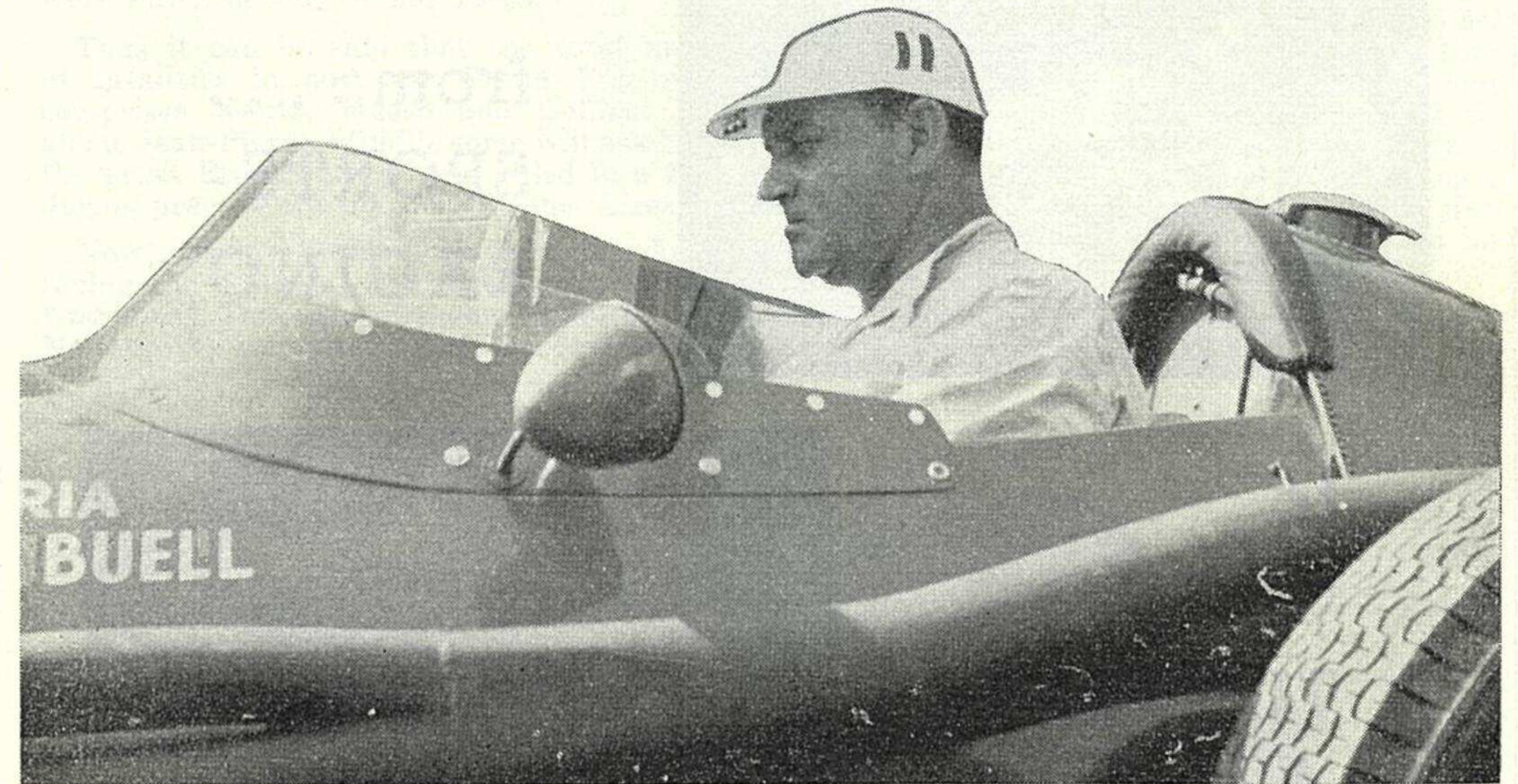
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far more numerous every year than the total number of people killed taking part in, or due to, motor racing!

However, let us examine the record of Grand Prix racing. Probably the first fatal accident during a race was in 1908, when Cissac (Panhard) was killed during the French Grand Prix at Dieppe. We have to go to 1922 for the next G.P. fatality, involving Nazarro (Fiat) in the French G.P. at Strasbourg. Two years later Count Zborowski (Mercedes) lost his life in the Grand Prix d'Europe at Monza; in 1925 Alberto Ascari's father was killed in his Alfa Romeo at Montlhéry during the French G.P. Materassi was fatally injured in the G.P. d'Europe at Monza in a Talbot (1928), and

Coppa Acerbo. Hugh Hamilton also lost his life when his Maserati crashed during the last lap of the Swiss G.P. That was indeed a "black year" for G.P. racing.

Now begins the period of the most powerful cars ever to take part in Grand Prix racing, with Mercedes-Benz developing as much as 650 b.h.p. If fatal accidents should occur, then surely these monsters, which were the result of the 750 kilogrammes formula (designed to reduce speeds), would provide untold hazards? Actually the first fatal accident took place at Nürburgring, when von Delius (Auto Union) was killed following a collision with Seaman's Mercedes. In 1938 the toll was Siena (Maserati) and Hartman (Maserati)—both at



GUERRINO BERTOCCHI the famous Maserati test driver, seated in the new Piccolo Maserati during a series of tests at the Autodrome, Modena. It is men such as Bertocchi who, by their continual testing and re-testing have done more to make the modern F 1 car as safe as is possible. He is this year visiting New Zealand for the first time and all connected with the sport will welcome this great driver to this country.

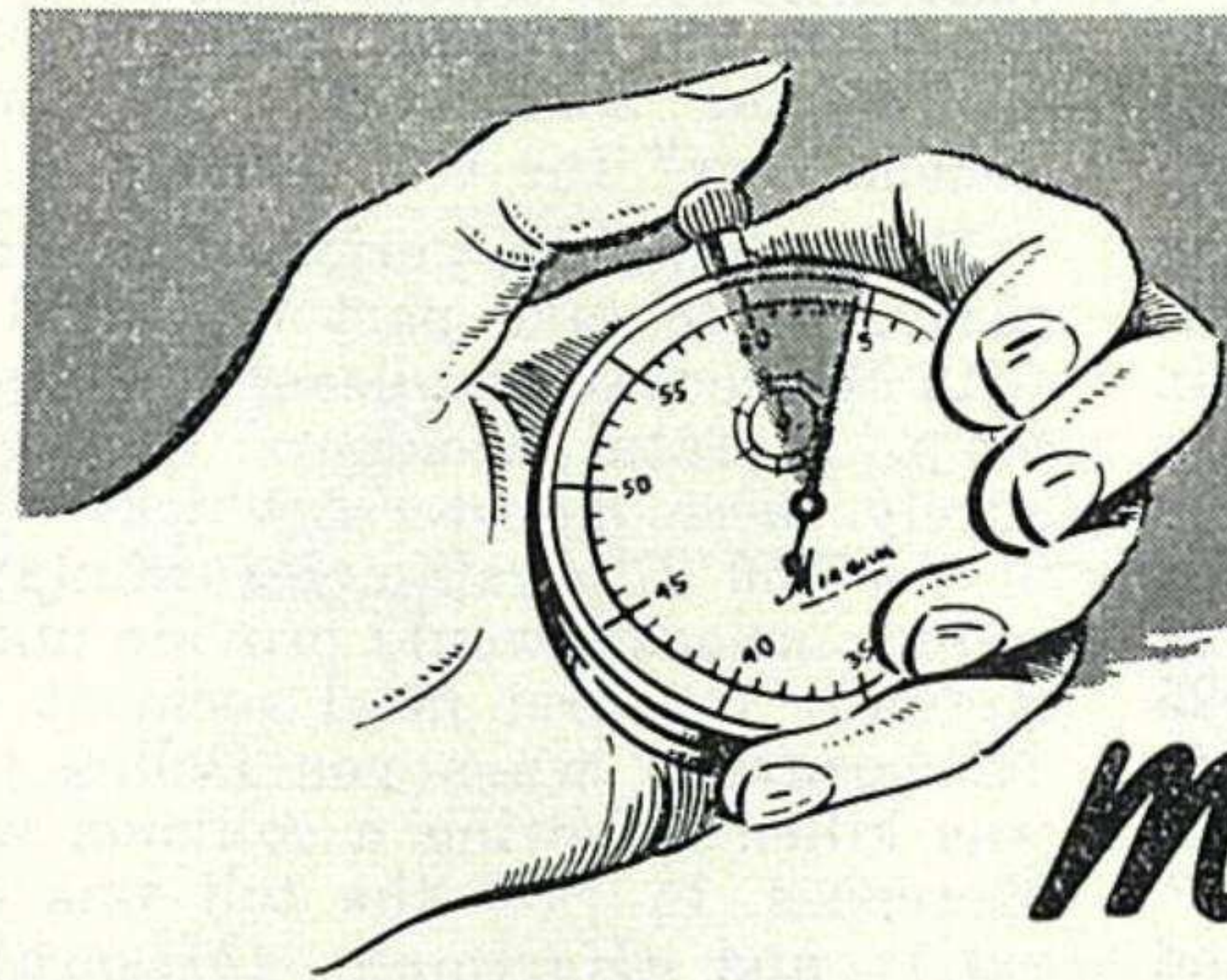
Junek (Bugatti) and von Halle (Amilcar) in the 1928 German G.P. at Nürburgring—but this was a sports car event!

In 1933 there occurred the worst-ever accident in the entire history of Grand Prix racing, when Campari (Alfa Romeo), Borzacchini (Maserati) and Czaykowski (Bugatti) were all killed in the Monza Grand Prix. Sir Henry Birkin's death followed blood poisoning due to burns received from the exhaust pipe of his Maserati in the 1933 Tripoli G.P. In 1934, the fatal accidents were Bouriat (Bugatti) in the Picardy G.P., Gaupillat (Bugatti) in the Dieppe G.P., Aloatti (Bugatti) in the Targa Florio and Guy Moll (Alfa Romeo) in the

Tripoli—and Marazza (Maserati) at Monza. Poor Dick Seaman was killed when his Mercedes crashed in the 1939 Belgian G.P. at Spa-Francorchamps. Thus, apart from Merz (Mercedes) during tests of an experimental car at Avus in 1933, and Rosemeyer (Auto Union) during record attempts, the fabulously powerful German cars resulted in only two fatalities!

Now we come to the post-war era; in 1946 Mazaud (Maserati) was killed at Nantes in a "little cylinders" event—not a Grand Prix as is generally supposed. Christian Kautz, former Auto Union team driver, attempted to make a come-back in a car with which he was out of practice—the supercharged 1½-litre Maserati.

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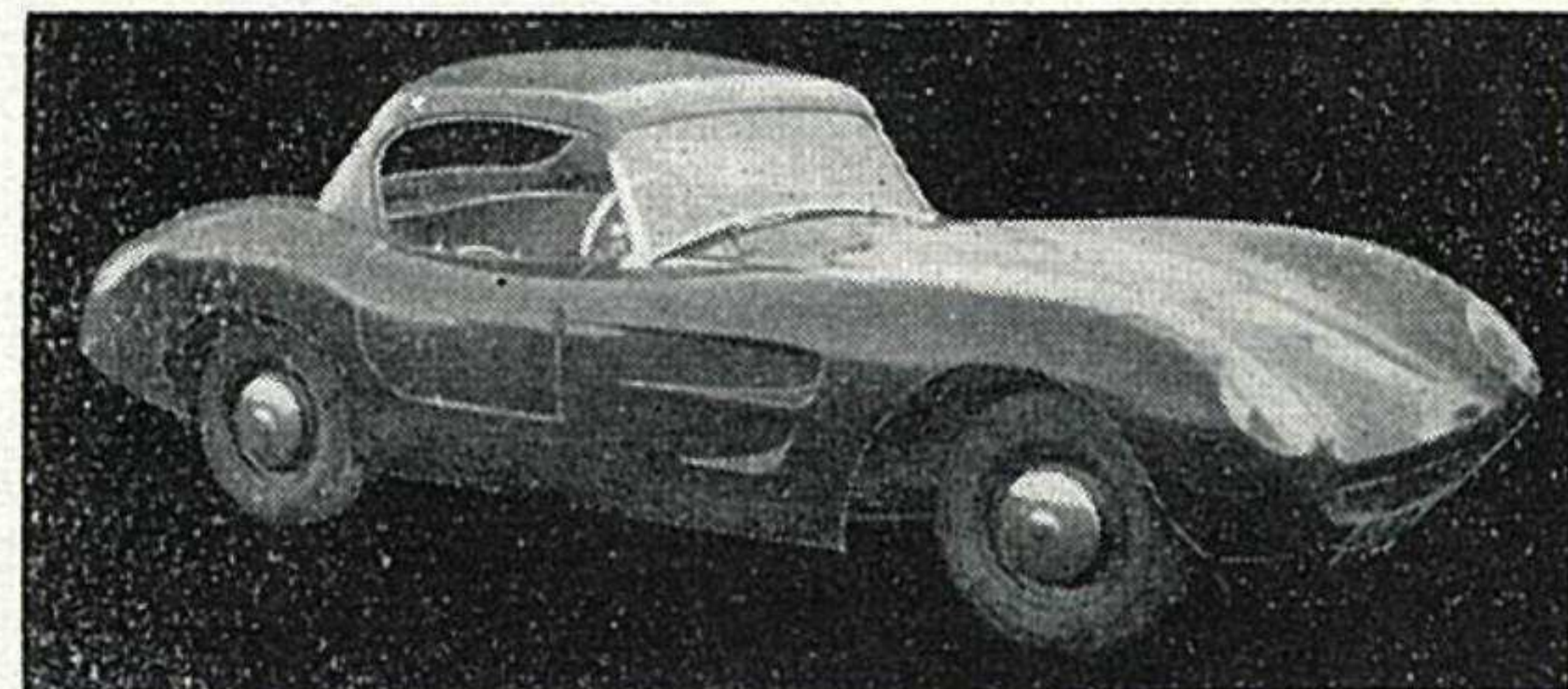


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He was killed on the very first lap of the 1948 Swiss Grand Prix at Berne, in which event Varzi (Alfa Romeo) lost his life whilst practicing on a wet road. St. John Horsfall (E.R.A) was killed in the Silverstone International Trophy, 1949—not a Grand Prix—Sommer in a minor French race at Haute Garonne, and Fagioli in a G.T. Lancia at Monaco.

Both Alberto Ascari and Eugenio Castellotti lost their lives away from the Grand Prix scene, the former whilst more or less joy-riding at Monza in a sports Ferrari, and Castellotti whilst testing an experimental car at Modena. Marimon's fatal accident occurred during practice for the German Grand Prix, whilst one or two practically unknown drivers were killed in very minor races.

Thus it can be said that the total number of fatalities in post-war Grand Prix racing comprises Kautz, Musso and Collins. What about Jean-Pierre Wimille some will ask? Well, the great French driver was killed in a Simca during practice for the 1949 Buenos Aires race.

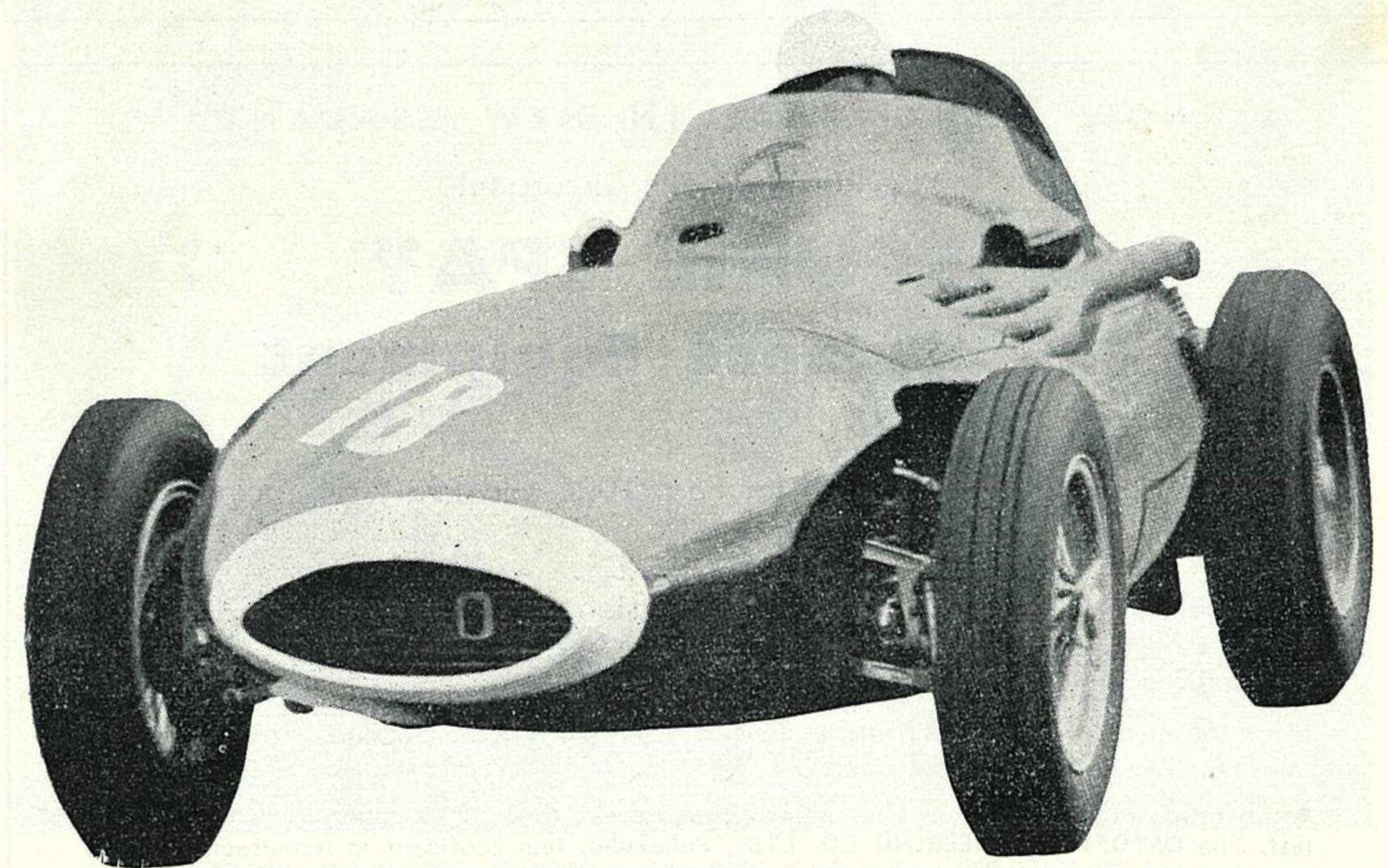
Now can any blame be laid at the door of racing car designers for these three post-war tragedies? The answer is very definitely "no." Neither the construction of the cars, nor the

state of the circuit, were contributing factors to these three crashes. It is sad to relate that both Luigi Musso and Peter Collins were killed following errors of judgment. The former attempted to follow Mike Hawthorn through the notoriously fast bend past the pits, when Mike overtook two slower cars. He went in just that extra bit quicker than was safe, and lost control.

Poor Peter's accident is all the more inexplicable when it is realised that he had a practically incident-free record. There was no question of his car having brake troubles as experienced by von Trips. Both Collins and Mike Hawthorn was pursuing Tony Brooks' Vanwall; at the right-hander called the Pflanzgarten, Peter's Ferrari was very close behind the Vanwall. For some reason or other, Collins went into the bend too fast, was unable to hold his usual line, and hit the bank. Nine times out of ten, a driver of Collin's skill and judgment would have got out of trouble, but this was the odd and fatal occasion. To his friend Mike, coming up behind, the events leading up to the accident were horrifyingly vivid; Hawthorn simply states that Pete seemed to lose his line.

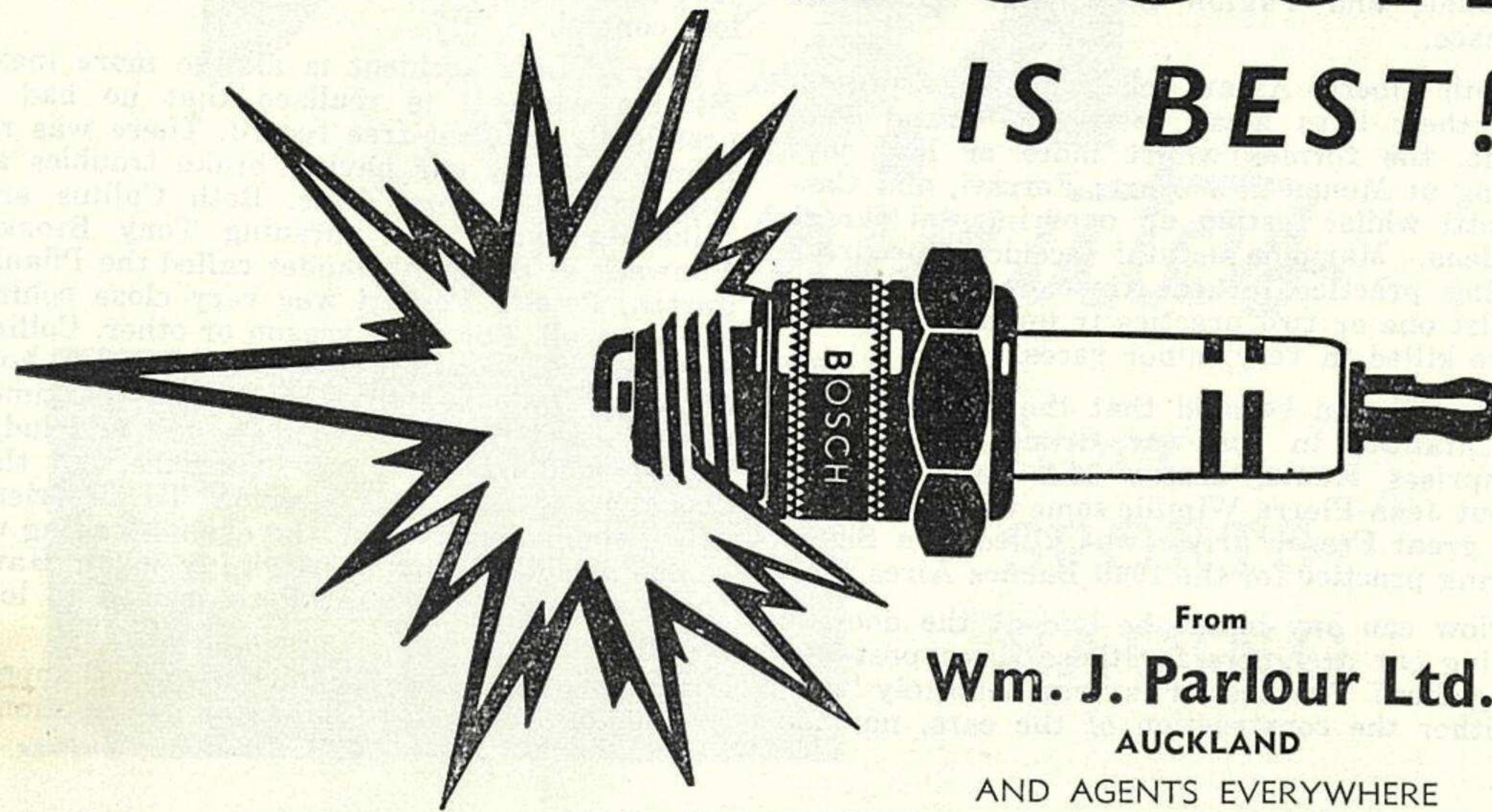
Immediately following such a tragic happening, many things are said due to emotional

(Continued on Page 43)



Stirling Moss at speed in the Vanwall. Always keen to drive a British car, he realised his ambition by winning the 1957 British Grand Prix, to become the first British driver ever to have accomplished this feat.

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upsets. Nevertheless, since the accident, I have never heard any suggestion from drivers that G.P. racing should be altered. The men who go in for Grand Prix racing accept it as a calculated risk; they realise full well that it is a perilous pastime, and that no regulations can be drawn up which would guarantee safety. Reducing engine capacity, insisting on weight limits, introducing chicanes to cut down circuit speeds—none of these can make the slightest difference to the acknowledged fact that all forms of motor racing are dangerous.

Sports car racing has a far greater record of fatalities than has G.P. racing. A large percentage of fatal accidents is undoubtedly due to the speed differential involved when cars of varying capacities and ultimate performance potential are lumped together on the same circuit, often handled by drivers of indifferent ability. In full-scale Grand Prix racing, cars of fairly level performance are driven by men of practically comparable skill. Yet even the greatest drivers can, and do,

commit errors of judgment; that is the human element.

Loss of life is always to be deplored, but I cannot see any justification for making Musso and Collins martyrs. Both these young men knew full well the hazards of their chosen occupation, and the fact that they lost their lives is no excuse for a movement to ban modern Grand Prix racing. It is part of the modern way of living, taking the place of the old-time chariot racing when men of similar mental and physical attributes pitted their skill against their rivals.

One must approach the whole question of present-day activities with a balanced mind, realising that no amount of legislation will prevent young men from participating in the Sport which lies nearest to their heart. Grand Prix racing is no more dangerous than any form of activity which includes calculated risk, and is indeed a great deal safer than many other branches of sport, mechanised or otherwise!



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Best New Zealander: SID JENSEN — Cooper — Placed 6th.
1956. STIRLING MOSS — 250F Maserati — 100 laps in 152 mins. 43.1 secs. (2 mile circuit)
Best New Zealander: RON ROYCROFT — Bugatti Jaguar — Placed 6th.
1957. REG PARNELL — 3½ litre Super Squalo Ferrari —
120 laps in 187 mins. 56.1 secs. (2 mile circuit)
Best New Zealander: ROSS JENSEN — Monza Ferrari — Placed 4th.
1958. JACK BRABHAM — Cooper F.1. — 75 laps in 113 mins. 24.3 secs. (2 mile circuit)
Best New Zealander: ROSS JENSEN — 250F Maserati — Placed 2nd.

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The Future of Motor Racing

By JOHN BOLSTER

John Bolster is probably the most knowledgeable of all motor racing journalists today. He is seen in this photograph in characteristic guise. Never to be seen at a meeting without his now-famous deerstalker hat, John also uses a portable tape recorder to record personal observations during the day. This article has been written by him especially for this programme.

MOTOR racing is the finest sport in the world. It has had its ups and downs, but for more than sixty glorious years it has exerted an irresistible fascination upon the best and most courageous of men. For the participant and the spectator alike, the combination of virtuoso technique and the most delicate finesse, with sheer toughness and—yes, danger—make this the sport of sports.

The first races were the great town-to-town events around the turn of the century. That was real road racing, but the possibility of controlling the spectators did not exist, and disaster was inevitable. At that period, people were not so callous as they are today, for they had not experienced the horrors of two world wars. Thus, when several accidents occurred in the Paris-Madrid race of 1903, the whole civilised world was horrified, and it looked like the end of motor racing.

Nowadays, almost any air crash or rail disaster has more tragic results than the "Race to Death"—as the newspapers called it—but from then on it became obvious that races must be held on closed circuits.

So motor racing, as we know it, was born, and in 1906 the first Grand Prix was held. Ever since then, Grand Prix racing has been the best and the greatest, and no other form of motoring competition has meant anything by comparison. It has been called motor racing in the grand manner, but it simply means international racing by the fastest cars and the very best drivers. So, if you go to watch a Grand Prix, you know you're going to see the best there is, and if you are invited to drive in one, you can be certain that you

are one of the very few really superb drivers in the world.

Let us not decry the less important races, however. Without a nursery, no Grand Prix drivers could gain the necessary experience. In any small club event you may be witnessing the first steps of a budding Fangio, and so every little race may have its importance. The amateur with his inexpensive sports car can flourish in the carefree atmosphere of a small local meeting, and eventually he may develop into one of the truly great. Then his motor racing will become deadly serious, and probably less enjoyable, but his ambition will drive him on if this is his destiny.

During its many years of existence, Grand Prix racing has been run under various different formulae. By this I mean that regulations have been agreed internationally to limit the size of power of the cars. It might be thought that an absolutely free formula would be best, but that is by no means the case. Wherever anything approaching a free formula has existed, racing has gone into the doldrums, and that is not a matter of opinion but the verdict of history.

Good motor racing demands the effective participation of different makes and nationalities of cars. Overwhelming superiority is fatal, and a formula must therefore be chosen that will be attractive to as many factories as possible. That brings us to the crux of the matter, which is the financial side of racing.

In the very early days, it never occurred to anybody that the spectators should pay for their enjoyment. Most of the drivers were

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wealthy aristocrats, and either owned the cars they drove or paid heavily for the privilege of driving in works' teams. Since then, we are all immeasurably poorer, for we have wasted our fortunes on the follies of war. The Grand Prix driver is a professional, and expects to get the rate for the job. The manufacturer of the car cannot afford to build and enter it unless he gets starting money from the race organiser. So it boils down to this:

Motor racing has become a sport for which the spectator must pay. It is, in fact, an entertainment, and is competitive with every other form of diversion for the money in the pockets of the public. Luckily, by enclosing the crowd for their own safety we can also make it impossible for them to enjoy a free view. Yet we now have a duty, for if we fail to provide the sort of show that the man in the public enclosure demands, he won't pay for our sport.

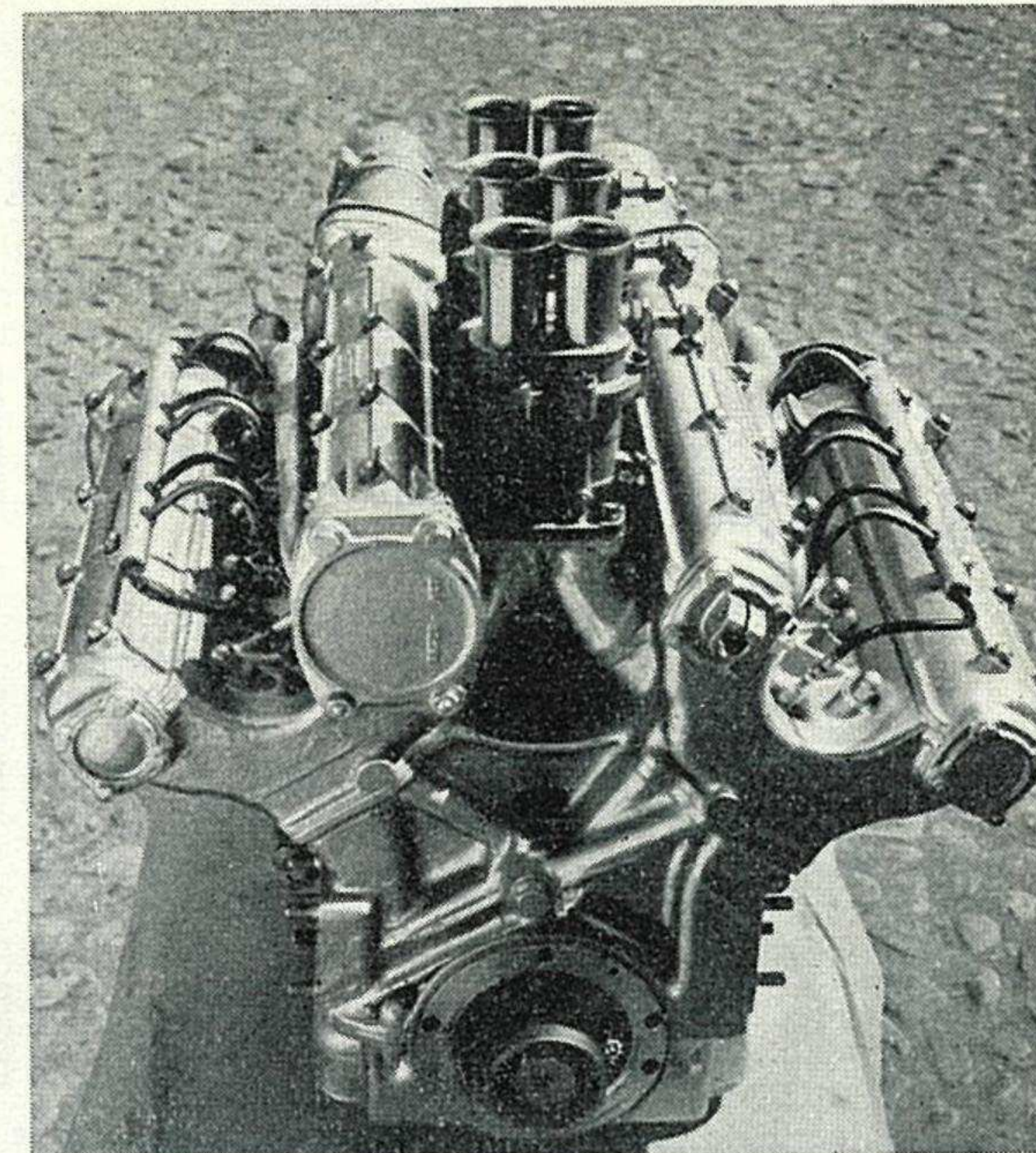
Thus, motor racing in the future must above all provide a spectacle. Past formulae, which permitted the building of extremely expensive supercharged cars, produced all the drama, noise and smell that the public craved. In doing so, however, they ruined the manufacturers financially, so that one after another dropped out. Racing was in its death throes, and even Grand Prix events were run with a ban on Formula I cars, and a field made up of Formula II machines!

It was at this point that the current 2½-litre unsupercharged formula saved the sport.

There were cries that this was milk-and-water racing, but the result has been the most exciting, evenly matched and unpredictable racing that we have ever seen. It is extremely fast, too, as witness the lap records that have fallen.

Let us hope that 2½-litre racing may continue, with no further changes of fuel to make expensive engine alterations necessary. If we could be assured that no change would take place for a considerable period, it is certain that new cars, built in the light of recent experience, would be produced by all the competing firms.

At the moment, the Ferrari has, without doubt, the best engine, but it lacks the brakes of the British cars, and to some extent the roadholding. The Cooper has the best suspension, and is by far the easiest car to handle, but is well down on power. Vanwall and B.R.M. are getting toward the limit with



The beautifully designed Ferrari V-6 engine. Basically designed for the Formula 2 car this engine in its larger 2½-litre form has proved most formidable.

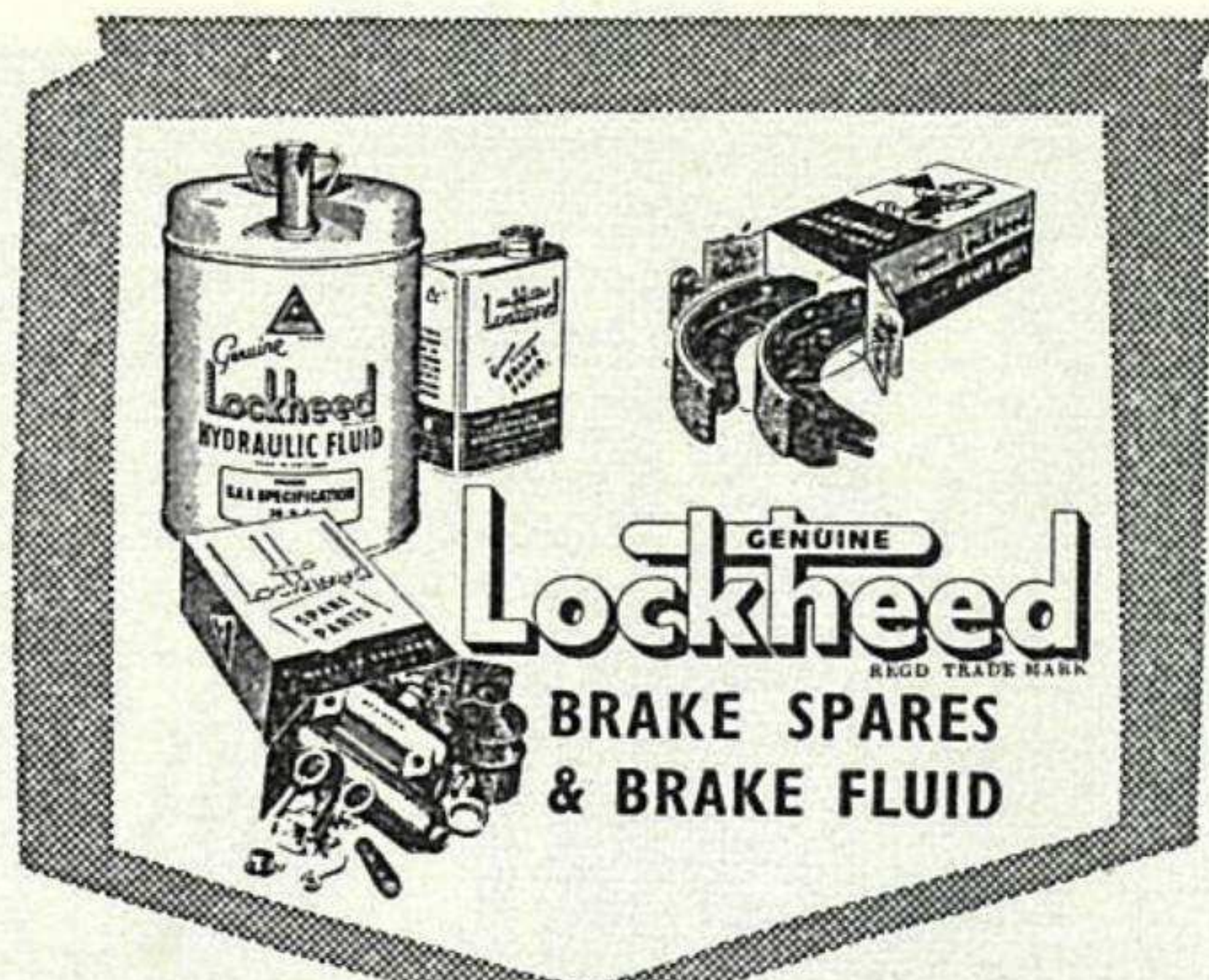
their four-cylinder designs, and I am sure that both firms have V-type engines and multi-cylinders at the back of their minds. Let the international governing body, the F.I.A., announce boldly that the present formula shall stay. We have heard whispers of a 750 c.c. limit; which would kill racing as a spectacle and discourage the racing car constructors. We have a success, so let us continue with it.

If this sensible course is followed, I predict that V-6 and V-8 cylinder engines will become all but universal. I think that the Continentals will copy the British disc brakes, and I would be willing to wager that the de Dion axle will die a natural death. Independent suspension of all four wheels is the true and only answer.

There remains the question of safety, and here we must be realistic. Absolute safety for the spectators is indispensable, and I think that enough is now known about the necessary precautions to ensure this. Safety for the drivers will never be more than relative, and I am convinced that the present cars are the safest that have ever been built.

It has been suggested that the cars are too light, but I categorically deny this. If they were flimsy or did not hold the road well, that might be a reasonable deduction. In fact,

(Continued on page 51)



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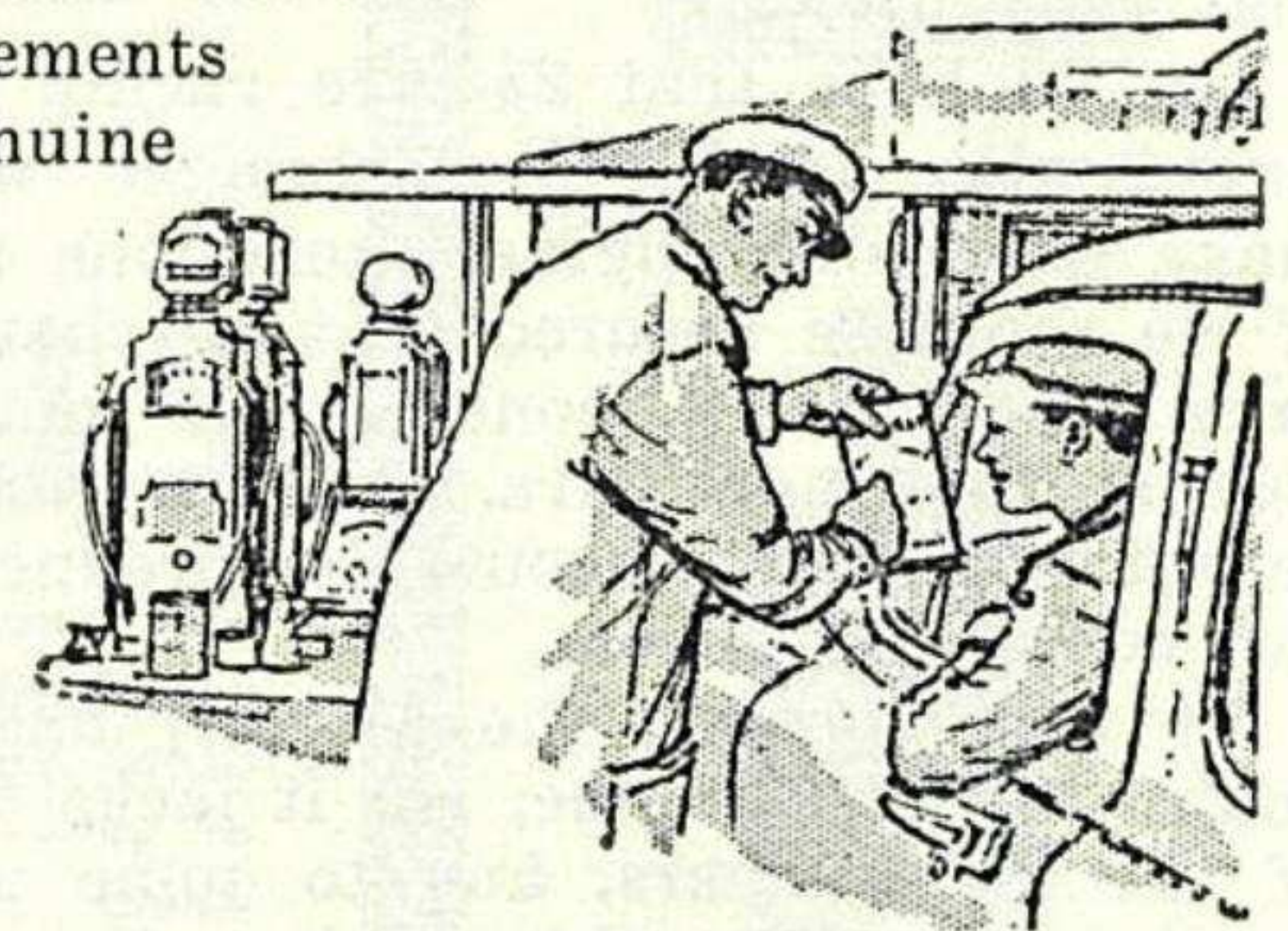


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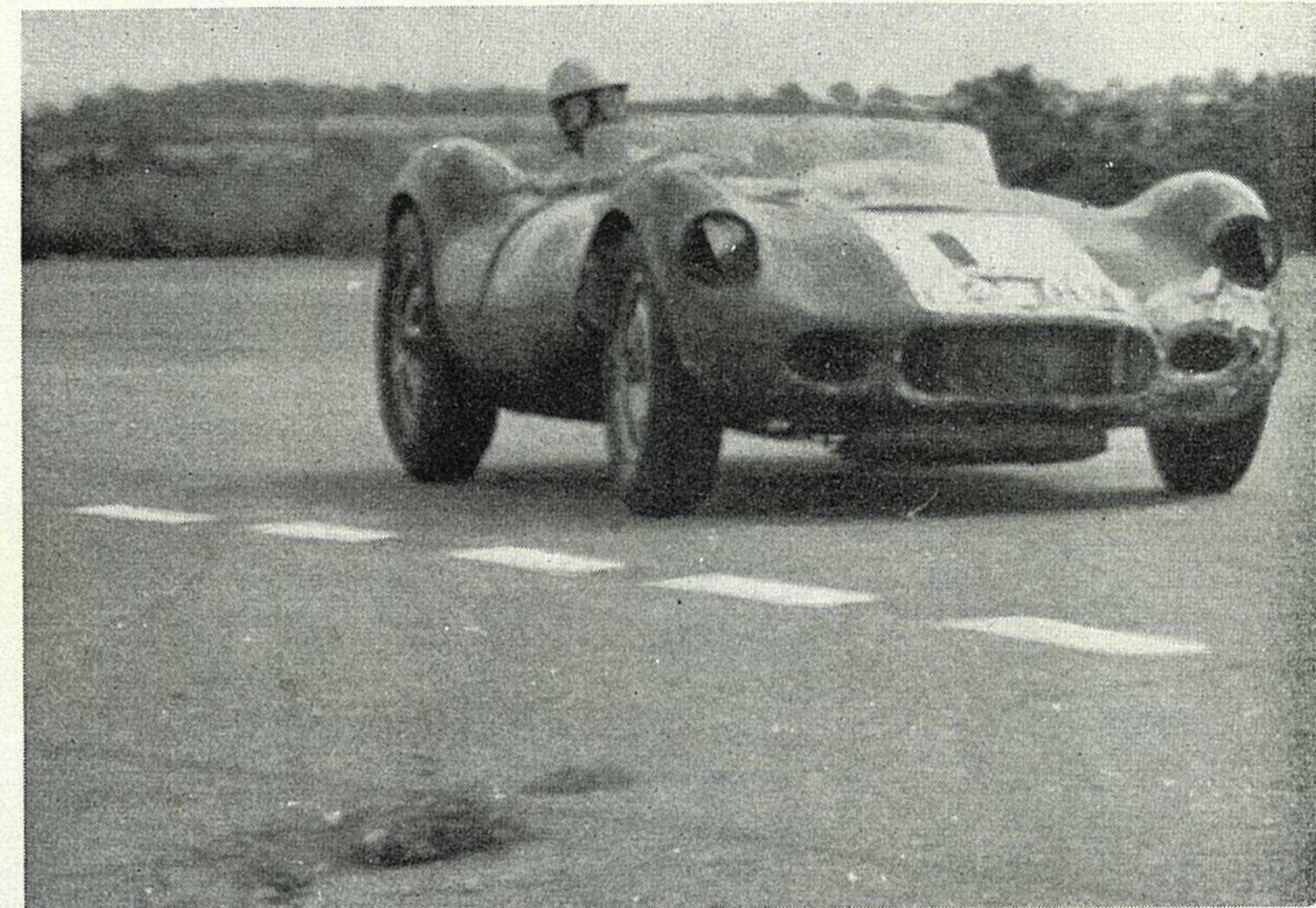
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reliability is excellent, and accidents have not been caused by breakages. The current cars have the best roadholding ever, which is proved by their ability to beat the lap records of their much more powerful predecessors. Yet, this superb roadholding may be a danger in itself. The world's best drivers will learn to press any car until it is right on the limit, and a machine with exceptional cornering power will consequently be going faster if it eventually reaches the point of no return. It would be absurd, however, to suggest

lion-hearted drivers, of limitless courage, take risks with their eyes wide open and accept the consequences. I am sure that the modern Grand Prix car is not inherently dangerous, but I cannot say the same for the sports-racing car. These machines are often extremely fast, but their drivers are sunk low in the streamlined bodywork, and cannot exert the same control as a man in a single-seater. The sports-racing car, which is unsuitable for use on the road, is frankly an absurd vehicle.



ROSS JENSEN at Snetterton in the 3.8 Lister-Jaguar when undergoing his trial which gained him a place in the Brian Lister Works Team. The car he is driving is the same car that Archie Scott-Brown drove at Ardmore in 1958, and virtually the same in design as the car in which he so tragically lost his life when he crashed at Spa Francorchamps during the last season.

that a car with bad roadholding was a safe car, simply because its slower cornering made any crash that took place less violent! Let us keep a sense of proportion. For several years there have been a tragically large number of fatal accidents in so-called sports car racing, while the Grand Prix drivers have been mercifully free from trouble. That tragedy has now struck the brilliant young men in G.P. racing is nothing to do with the formula or the cars, but simply a thing that can always happen when a dangerous sport is played to its limit. These

I wish that sports car racing could be abolished, except for standard production models, and that some of the money now squandered upon it could be made available for Grand Prix racing. The future of motor racing depends on its success as a business. The motor racing organiser is in show business, whether he likes it or not. The oil companies and accessory firms help to finance the game, as do certain newspapers, but fundamentally it is the public who pay. Let's give them value for money!

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JOAKIM BONNIER

By HANS TANNER

Specially Written for N.Z.I.G.P.

THE bearded Swedish Champion has shown this year that he is the most promising of the young European drivers.

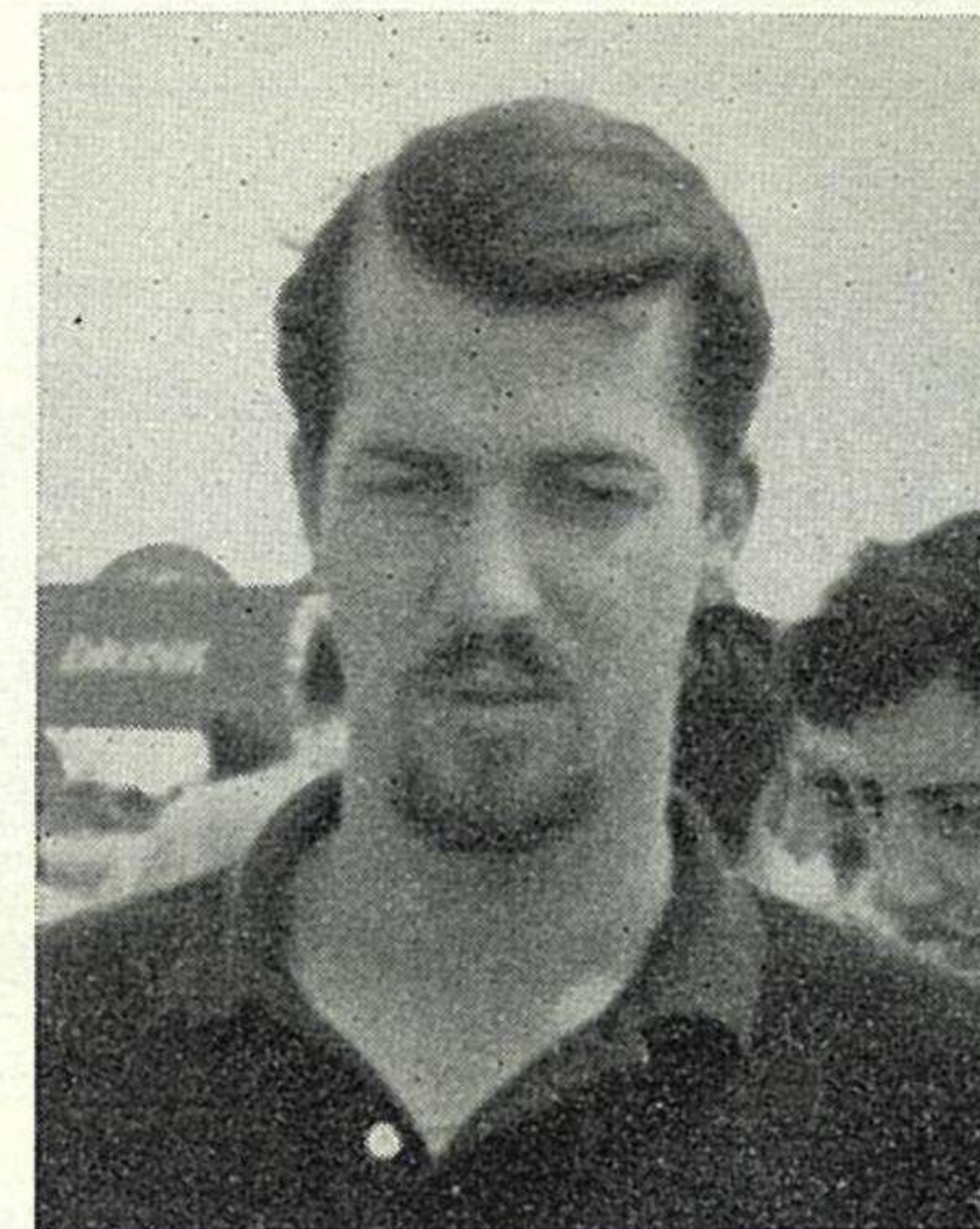
A good friend of Stirling Moss, he has learnt a great deal from the brilliant Englishman. This factor, coupled with a large amount of experience and great natural ability, should make him one of the serious contenders for the 1959 World Championship honours.

Bonnier began racing with small saloon cars in Swedish rallies and ice races. Through being an Alfa Romeo agent in Stockholm he was fortunate enough to obtain one of the famous Disco Volante 3.5-litre Alfas, with which he had most of his early racing experiences. With this car he did a great deal of racing on the ice and won 9 races out of 11 entered.

The Alfa gave him his first taste of international races, and to gain more experience he entered in as many races as possible with his Alfa Giulietta.

Mimmo Dei, of the Scuderia Centro Sud, had been watching him, and after an excellent performance at the Tourist Trophy with a 2-litre Maserati, invited him to drive for his Formula I Maserati team.

Bonnier throughout the season spent most of the time learning how to handle a Formula I car, but he soon showed that he could do some really fast motoring. By the time Monza came along he was driving so



well that he was able to challenge Hawthorn's Ferrari with his antiquated Centro Sud car, for lap after lap he led Ferrari's No. 1 driver until he finally had to retire due to overheating.

For the 1958 season he purchased the ex Fangio Formula I Maserati, and competed in every World Championship event. He was invited to drive for the Borgward sports car team and scored a

brilliant win at Freiburg. He just missed being German Champion by losing to Behra by 4-10ths of a second on the Avus track. Both he and Behra broke all the records set by Fangio's Grand Prix Mercedes Benz. For the Monza race he was invited to drive for B.R.M. and, with the oldest car, was able to stay right behind the main group of aces, Hawthorn, Behra, Brooks and Lewis Evans.

He took his ex Fangio Maserati to the U.S.A. for the first American Formula I race; the trip was an overwhelming success and he had no difficulty in winning.

B.R.M., satisfied with his Monza performance, sent him to Casablanca, this time with a better car. Bonnier shook all the aces by being right up front from the beginning of the race, challenging Hawthorn for third place, and finally finishing fourth overall in the event.

In New Zealand he drives the same Formula I Maserati with which he won the Watkins Glen Grand Prix in the U.S.A.

REDeX LUBRICATION BULLETIN

Whether you're a keen competition enthusiast, or an owner-driver who happens to take a personal interest in your car's efficiency, this Bulletin is worth keeping apart for future reference. Here in easily understood form are the procedures and instrument data most often requested from the REDeX Organisation.

THE REDeX QUICK CONVERSION

When your car is due for an oil change have your garage flush the engine with neat REDeX and fill crank case with 3 parts of new oil to 1 part REDeX. Gearbox and back axle proportions are 1 part REDeX to 5 parts new oil. Add 1 shot ($\frac{1}{2}$ oz.) REDeX to each gallon of petrol and keep using REDeX as an upper cylinder lubricant between oil changes. You must always keep a tin of REDeX handy for general purposes particularly if you attend to your own oil changes. Prices are listed in the next column for bulk REDeX and full details are printed on the containers.

REDeX is very effective in preventing excess carbon or gumming of rings and valves. Two simple methods which you can apply yourself are the REDeX **bore soak** and the REDeX **air bleed**.

THE REDeX BORE SOAK

Remove spark plugs and pour at least one oz. down each hole. Leave motor standing as long as convenient and this will soften excess carbon, free up rings and valves, thus improving compression.

THE REDeX AIR BLEED

This simply means that with your motor set to run at a fast idle, you gradually "bleed" about 5 oz. REDeX through carburettor air intake, controlling the rate to avoid choking carburettor. As you'll want proof of the result, hold clean pad of cloth over exhaust and you'll get an idea of the amount of carbon that was clogging your motor. For best results the air bleed should be done in conjunction with the bore soak. For continued peak performance we suggest you make this part of your weekly maintenance programme. Incidentally if you adopt this treatment with your outboard and motor mower you will be amazed.

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 4th — £175 " " Lewis Eady Ltd., and the Douglas Holt Trophy.
 5th — £100 " " Godfrey Phillips N.Z. Ltd., and the John Chambers Trophy.
 6th — £75 " " the following Whangarei garages: Abbeys Service Centre, Len Adams Ltd., Haywood Motors Ltd., Tapper Howard Ltd., Whangarei Engineering Coy. Ltd., Carr Bros. Ltd., Paine Bros. (N.A.) Ltd., North Auckland Farmers' Co-op. Ltd., Westons Motors Ltd. and the Whangarei Tractor Coy. Ltd., and the G. Gilltrap Trophy.
 7th — £50 " " Joseph Lucas Ltd., and the Motorways Trophy.
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 A Trophy and Miniature for 1st N.Z. Made Car: Anonymous.

ACKNOWLEDGMENTS

A meeting of this size must obviously depend to a very large extent upon the generosity and kindness shown by individuals and business houses. To the donors of trophies and prize monies we extend our sincere thanks. Motor racing is a vitally expensive proposition, and in New Zealand in particular, where all contestants are strictly non-professional, these awards do represent a very direct contribution toward defrayment of their huge expenses. In addition to the above we express our deep appreciation:

To all Honorary Officials, listed on page 7, who, together with their teams of assistants, make the controlling of this event possible. These are the true enthusiasts who have contributed so much to the extraordinary progress in Motor Racing in New Zealand over six short years.

To Berin Spiro, of Spiro Florists, our thanks for donating the winners' Laurels for the sixth time.

To the City Traffic Department for their close co-operation through the year, and in particular in connection with the procession.

Special appreciation to the Transport Department for their sterling work in overcoming traffic difficulties.

To the Civil Aviation Administration for their permission to land; and controlling of planes landing on the circuit.

To the Royal New Zealand Navy (Devonport) for the supply of flags and permission for the appearance of the Royal Marine Band.

To the Air Training Corps for the circuit communications.

To Messrs. Cable Price and Tapper Howard (Whangarei) for the loan of Land Rovers.

To Mr. Porter, Cartage Contractor, for his continual kindness and support in providing transport when required.

To Signcraft, Ltd., Tasman Empire Airways Ltd., Utilities Ltd., National Airways Corporation, for their continued help and support throughout the year.

To the following companies who have made breakdown vehicles available: Tappenden Motors Ltd., Lees Bros. (Papakura) Ltd., J. Phillips, Auckland Motor Painters Ltd., Joseph Lucas (N.Z.) Ltd., East Tamaki Motors Ltd., Towing and Wrecking Services, and K. Riley.

To Ron Hogan our special appreciation for his frequently supplying breakdown equipment for the conveyance of overseas cars.

To Pan American Airways our special thanks for their very material support.

To W. S. Smith & Co. we offer our particular thanks for their continued assistance and kindness shown to our office throughout the year.

To Messrs. H. O. Wiles and Messrs. Motor Specialties Ltd. we offer our particular thanks for their generosity and material assistance throughout the year.

To Kerridge Odeon and Rank Film Distributors Ltd. for making it possible to screen previews to our members.

To Petersons Air Travel for flying Stirling and Katie Moss to Rotorua gratis; to Brent's Hotel for accommodating Katie and Stirling Moss for their brief holiday.

To the Station Hotel, Auckland, for looking after our visiting drivers whilst in Auckland.

Our appreciation is especially expressed to all N.Z.I.G.P. members who have helped us so considerably in being able to create an event of this magnitude in New Zealand.

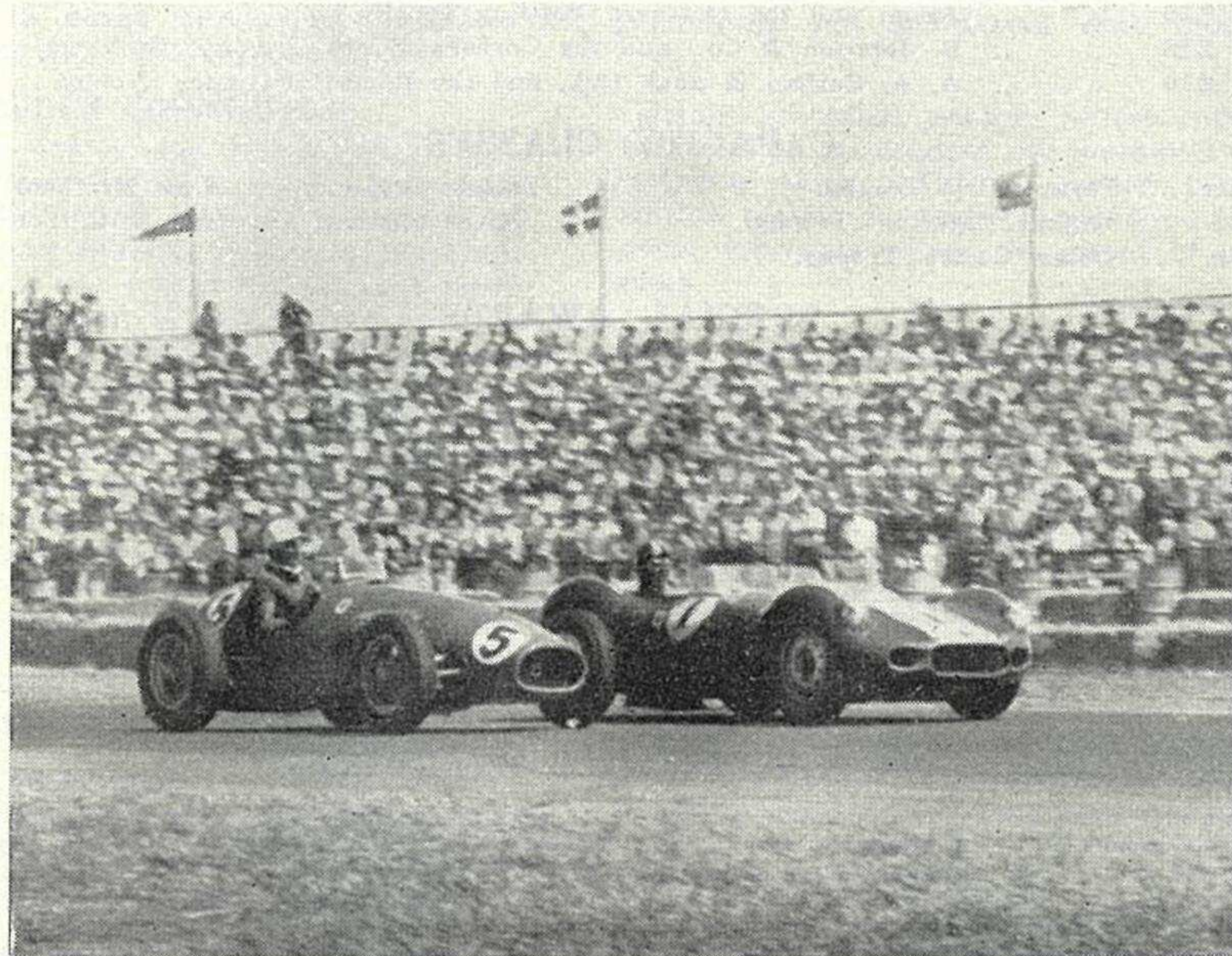
To all those we have omitted to mention above we apologise, but would assure them that our appreciation is none the less heartfelt.

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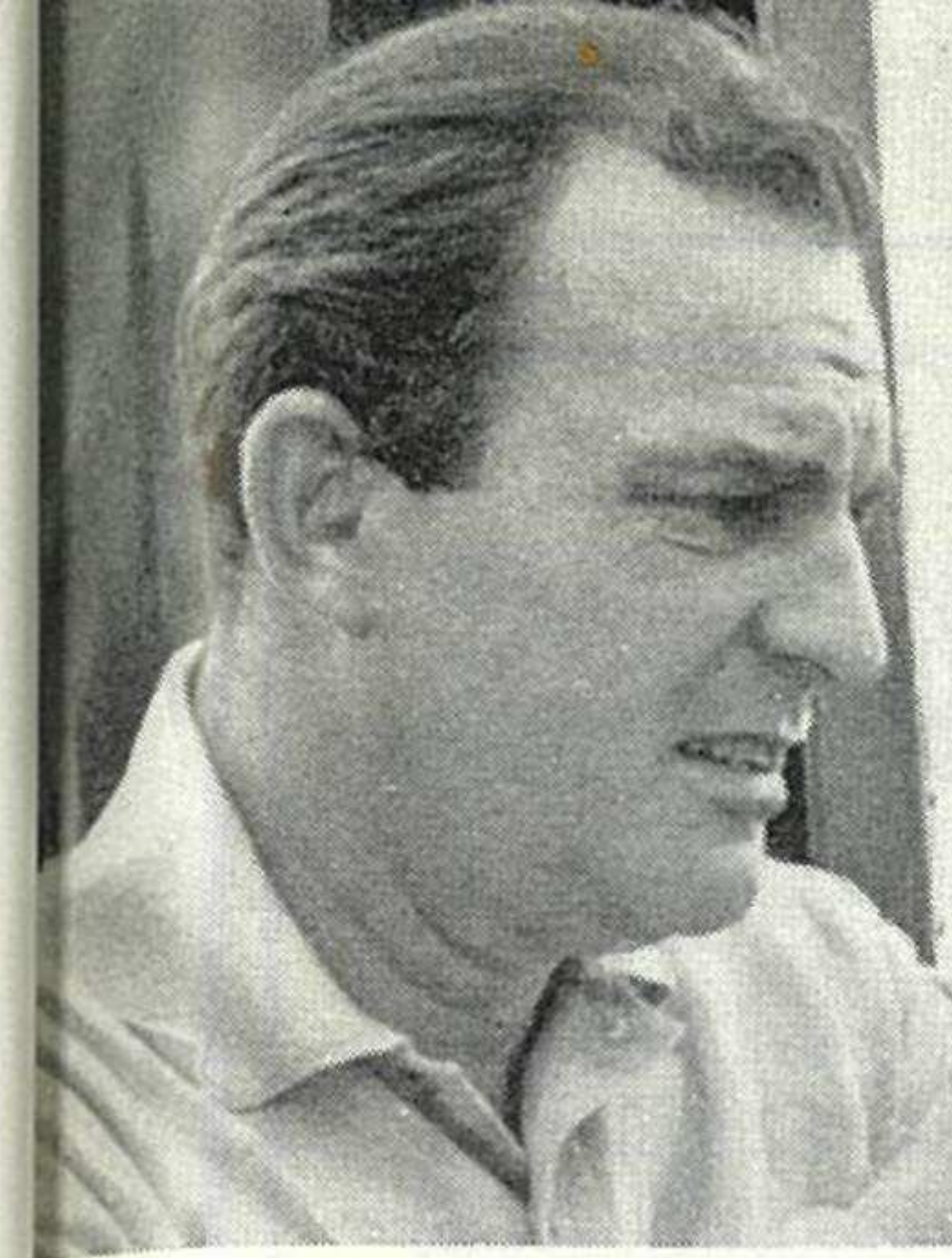
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HARRY SCHELL

Specially Written for N.Z.I.G.P. by HANS TANNER

HARRY SCHELL was born into Grand Prix racing. His father was the famous Laury Schell, racing driver and the patron of the pre-war Ecurie Bleu, which raced Talbots, Delahayes and Maseratis. When his father died

in an automobile accident, his mother, Lucy O'Reilly Schell, took over the management of the team, sending two of the 8-cylinder supercharged Maseratis to Indianapolis with Rene Dreyfus and Rene Le Begue. Harry's parents had also been responsible for the building of the 4.5-litre unsupercharged Delahayes that were driven to first and third places at Pau and Comotti.

With such a background Harry was naturally eager to get into racing himself after he had completed his military service with the American Forces.

He showed his potentialities early. Driving an 1100 c.c. Cooper during the 1950 season, he put on many fine performances, often giving the Ferrari and Simca aces plenty to worry about. On the narrow and twisting Aix le Bains circuit he comfortably won his heat from Vallone, the Ferrari works driver. Raymond Sommer, No. 1 Ferrari ace, won the other heat. In the final Schell jumped into the lead and began to draw away from Sommer. When he had built up a commanding lead and appeared to be a certain winner his clutch gave out and he was forced to retire.

In the German Grand Prix, Schell had a tremendous duel with the great Herrmann Lang before dropping out, and at Marseilles he brought his little 1100 c.c. car in sixth among the 2 litres.

Gordini invited Schell to join his team in 1953, and he immediately proved himself a useful addition. At Pau, Schell pushed his car up to third place behind the Ferraris of Ascari and Hawthorn. At Bordeaux, with Fangio in the Gordini team, Schell naturally was not given the best car, but nevertheless

stuck closely behind the Argentine champion, placing fourth. At the end of the season Harry went shopping for a Grand Prix car, and bought from Fangio the 2-litre in which Fangio had won at Monza. He later fitted it with a 2.5-litre engine. While the car was still a 2-litre he surprised everyone by coming in fifth among the 2.5-litre cars at the Grand Prix of Argentina. He then won the 3-litre class, and placed second overall with a Ferrari in the 1000 km. of Buenos Aires, driving all but four laps in the gruelling heat himself. The following weekend in the Grand Prix of Buenos Aires he again pulled off a surprise by bringing his 2-litre home fourth.

With the 2.5-litre engine installed, he completed the season with mixed success. Then came the last race of the season at Barcelona. Omer Orsi, of the Maserati factory, had been watching his progress, and decided to let him have one of the latest De Dion cars for the event. All the world's top drivers were there: Fangio, Kling and Herrmann with the Mercedes Benz; Ascari, Villorosi and Castellotti with Lancias; Musso and Mieres with Maseratis; Hawthorn and Trintignant with Ferraris. As the flag dropped a blue and white Maserati shot into the lead. Before the end of the pits straight, the unrated Harry Schell was already 400 yards in the lead. The chase was hot and furious. Ascari, Fangio and Hawthorn set out after him, intent on passing him at the earliest opportunity. After a few laps of the blistering pace, the aces were badly shaken to discover that they were not gaining a yard on the flying American. Ascari's car blew up and Fangio's engine went sick, the pace had been too hot. Only Hawthorn hung on, and when Harry went a little too wide on a corner and slammed into the bales, Hawthorn went by to win the race. Schell's car was too bent to continue, but he had shown everyone that, in a good car, he was a man to be reckoned with.

At Ardmore he drives for a marque that has always been his favourite. The Scuderia Buel has entered him on the latest 1959 model Formula I Maserati.

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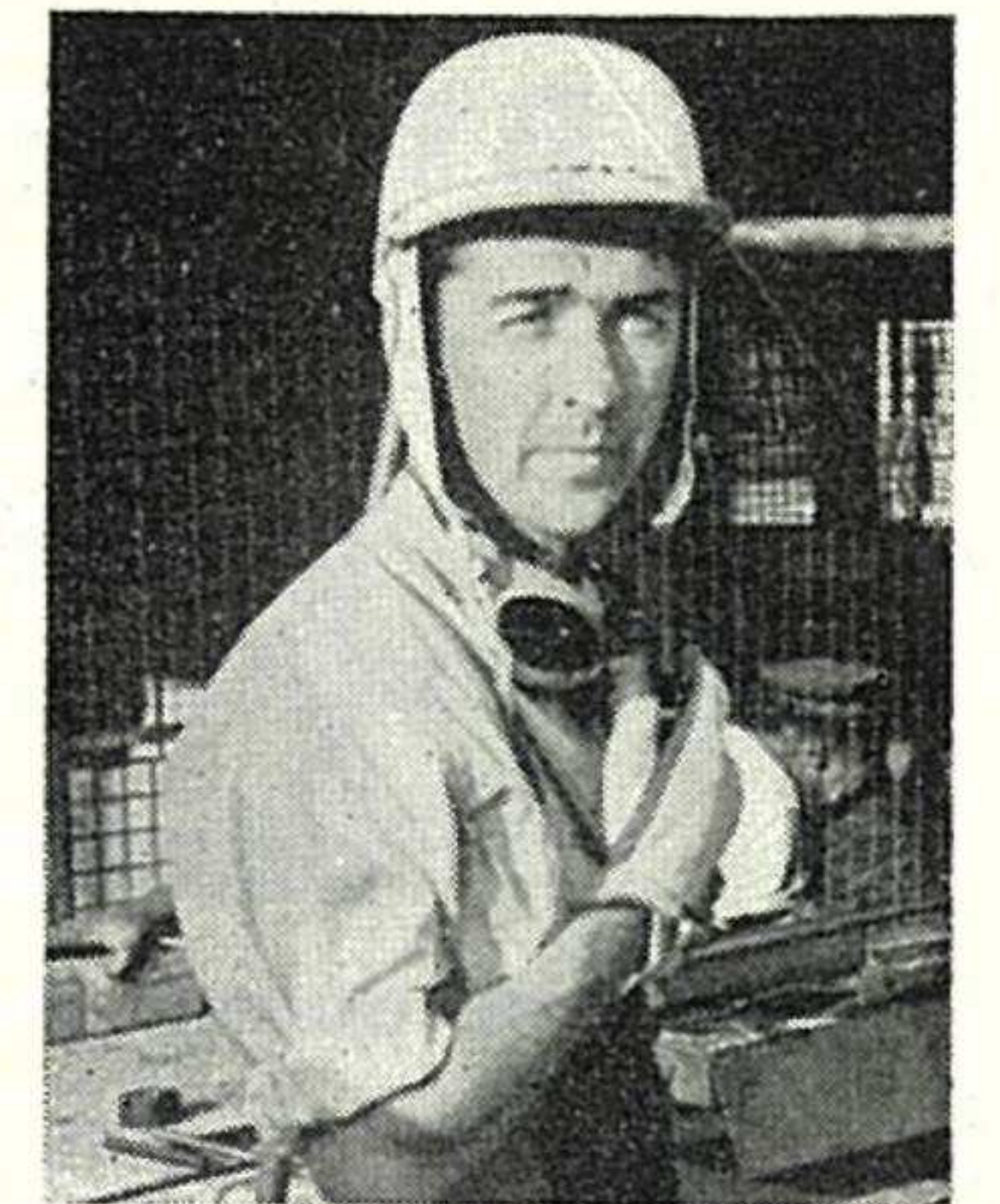
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In Memoriam



STUART LEWIS-EVANS

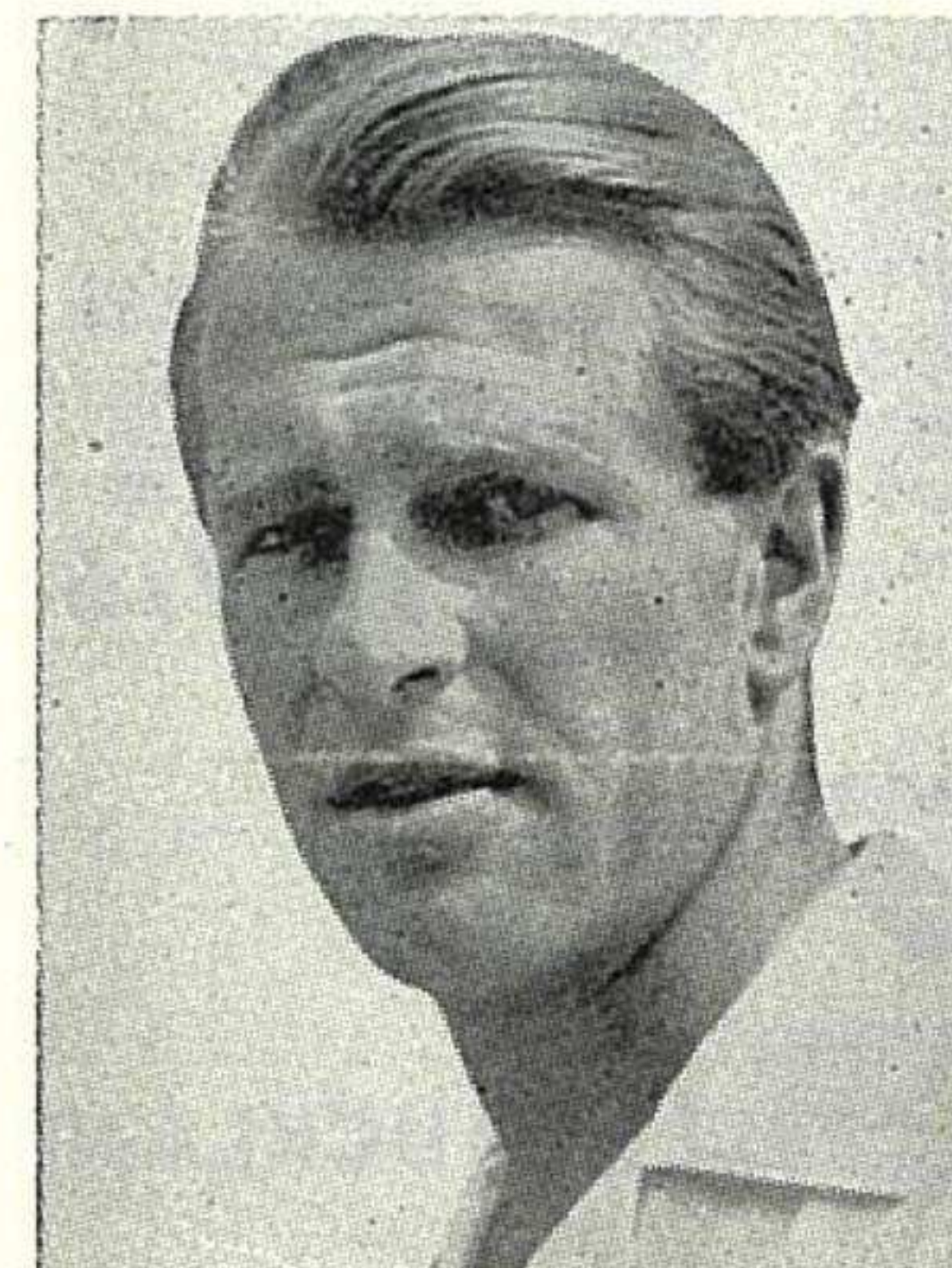


PETER WHITEHEAD



ARCHIE
SCOTT-BROWN

We will always remember these drivers who gave their lives during the 1958 season for the sport they loved



LUIGI MUSSO



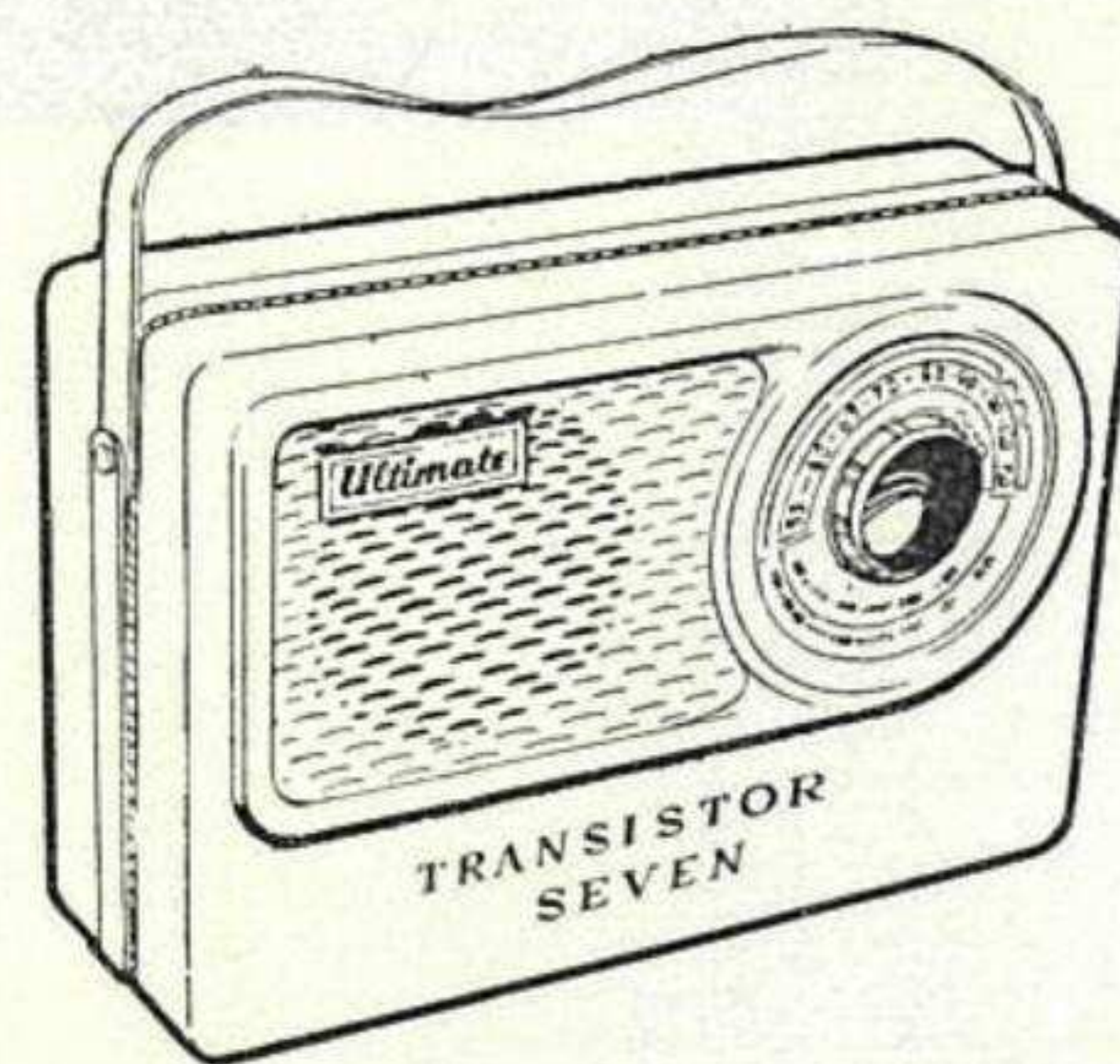
PETER COLLINS

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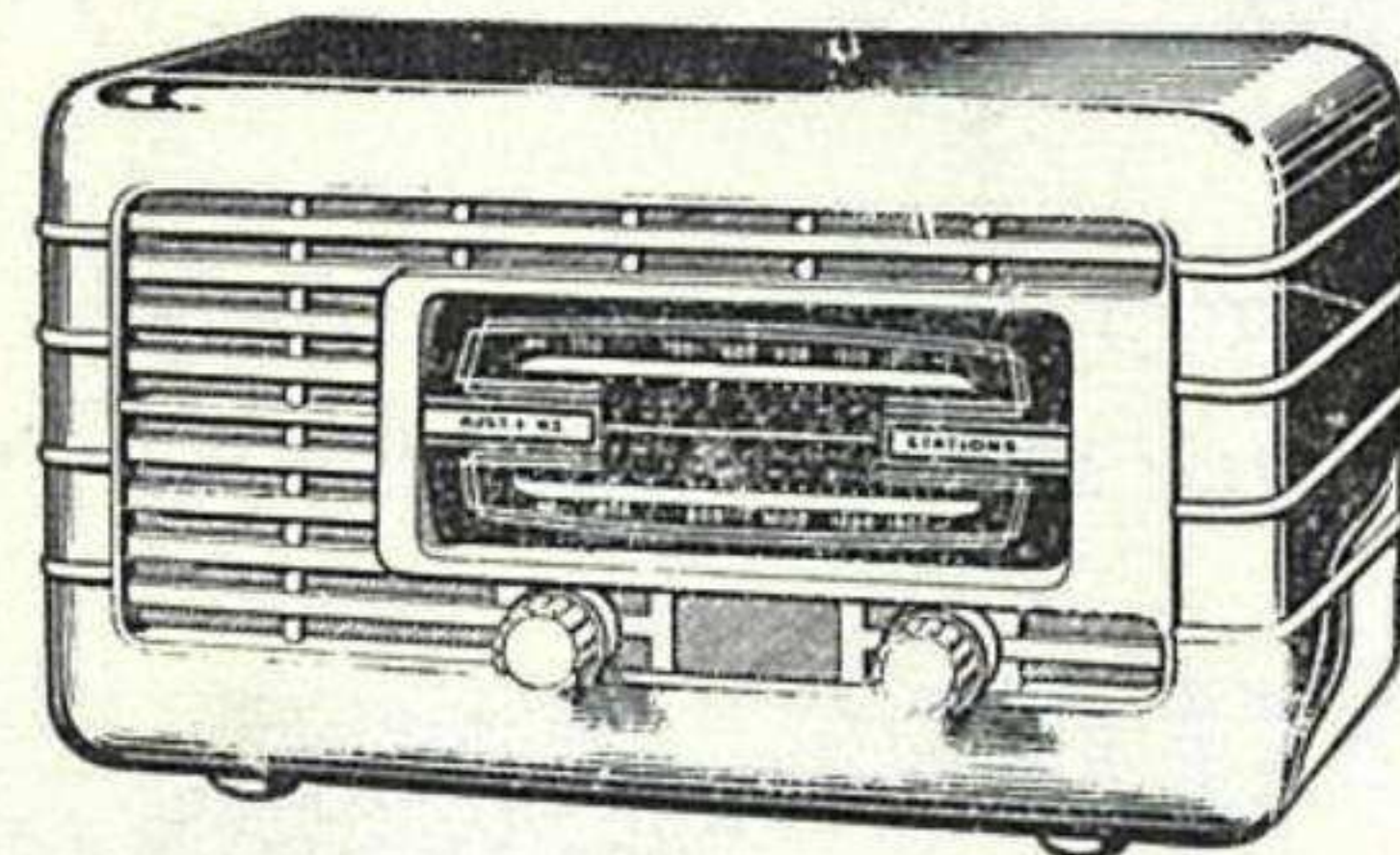
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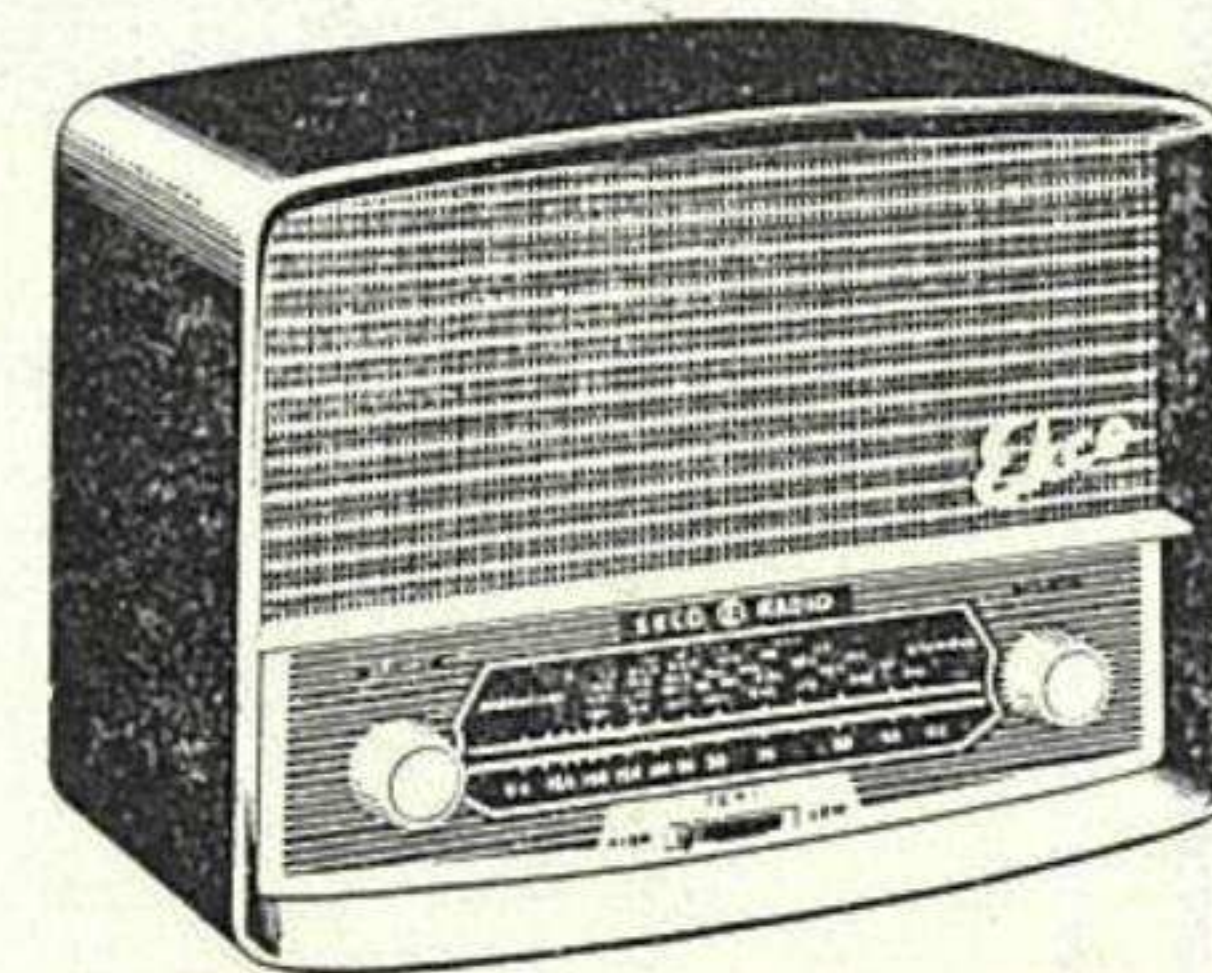
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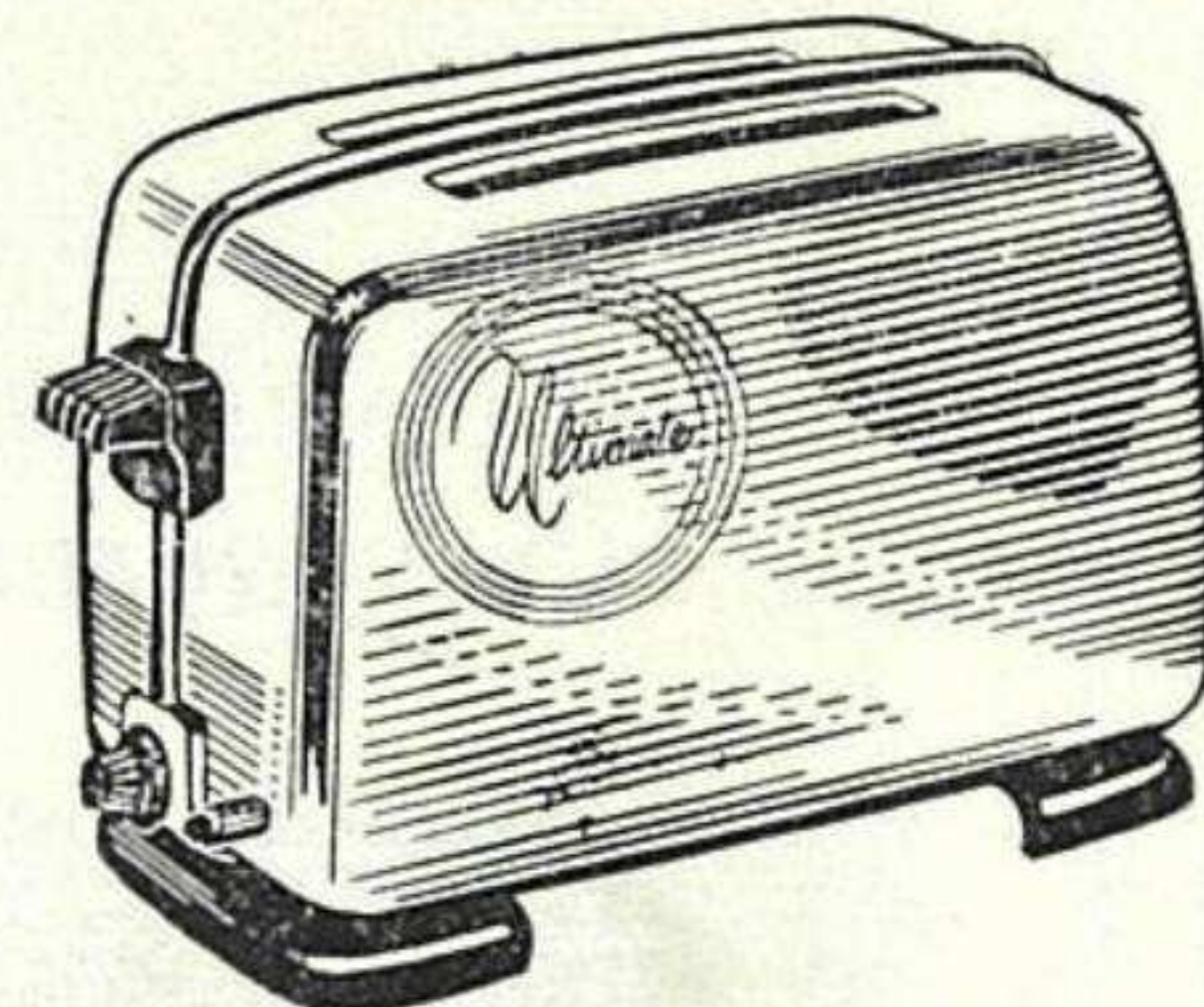
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Ultimate EKCO

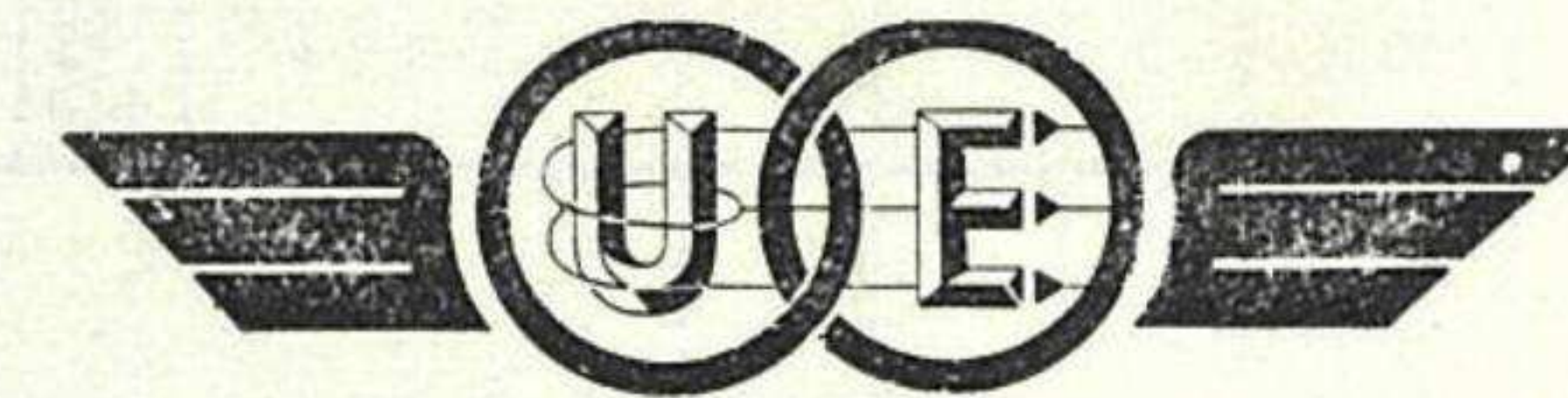
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ENTRANTS IN THE ULTIMATE-EKCO RACE CAR FEATURE

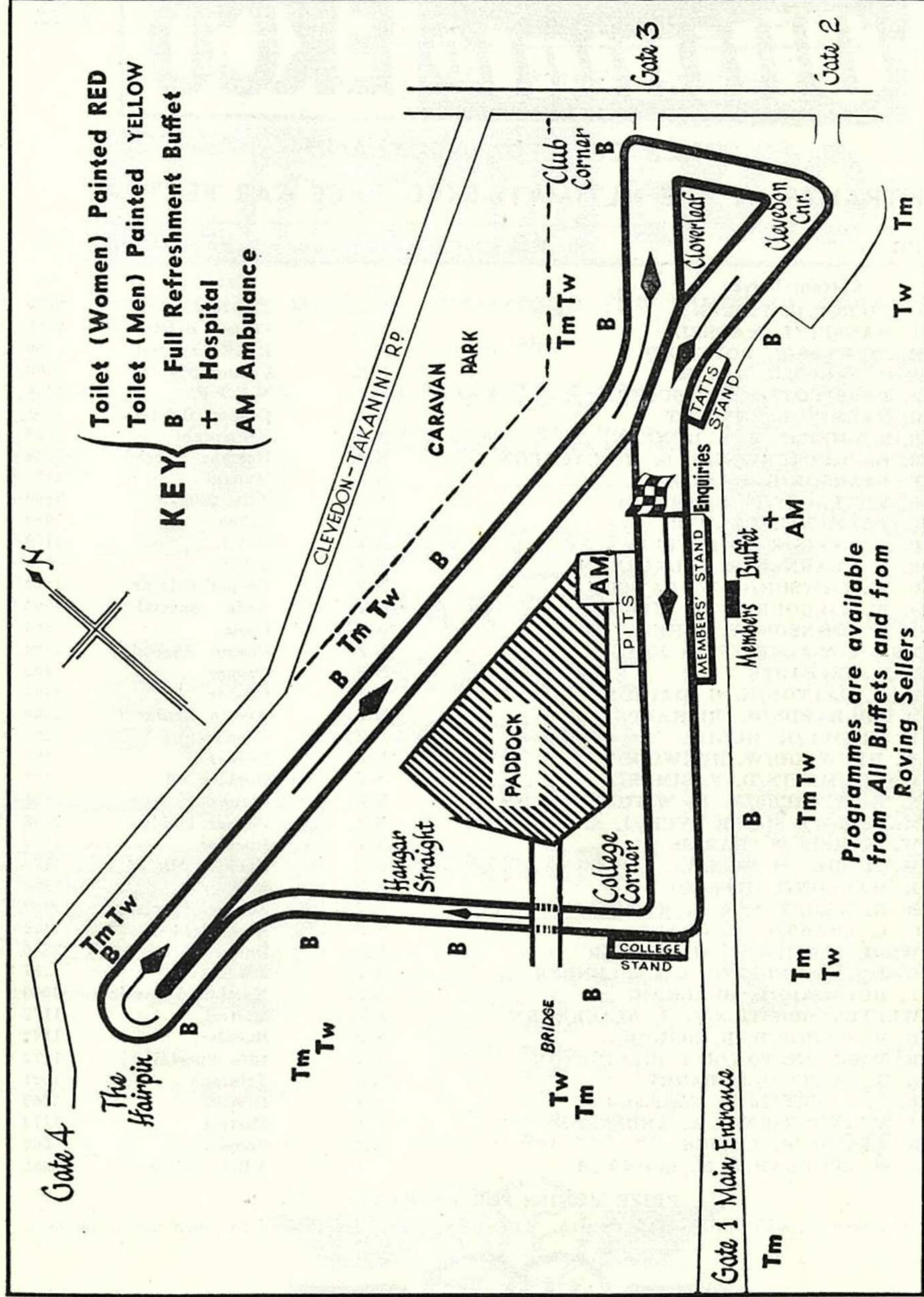
15 LAPS	30 MILES	START 4.35 p.m.	
Car No.	Entrant/Driver	Nat.	Car c.c.
13	G. PIERCE/G. PIERCE	N.Z.	Austin Healey 2660
17	J. MANSEL/J. MANSEL	N.Z.	Cooper Bristol 2000
27	R.J.R. CARS/R. ROYCROFT	N.Z.	R.J.R. Special 3500
28	J. H. SAGER/K. SAGER	N.Z.	Cooper Mk 1x 500
29	B. PRESTCOTT/B. PRESCOTT	N.Z.	M.G.T.F. 1250
33	G. PALMER/L. GILBERT	N.Z.	Cooper Bristol 1971
34	R. S. DUNCAN/R. S. DUNCAN	N.Z.	Connaught 1960
35	R. G. McCUTCHEON/R. G. McCUTCHEON	N.Z.	Normac Special 3930
38	B. PEARSON/B. PEARSON	N.Z.	Mistral 1177
40	B. E. TRACEY/B. E. TRACEY	N.Z.	Alfa Romeo 2900
41	G. PALMER/J. PALMER	N.Z.	Lotus 1089
42	R. A. LEVIS/R. A. LEVIS	N.Z.	R.A.L. 1172
43	R. T. LEARNAN/R. T. LEARNAN	N.Z.	R.G.R. 499
44	G. W. LAWSON/G. W. LAWSON	N.Z.	Cooper Climax 1500
45	S. W. KILGOUR/S. W. KILGOUR	N.Z.	Ardun Special 4500
46	A. R. JOHNSON/W. J. KELLY	N.Z.	Cooper 500
48	MRS. I. WALKER/F. de JOUX	N.Z.	Consul Special 1489
49	D. W. JEFFARES	N.Z.	Cooper 499
50	K. G. DALTON/K. G. DALTON	N.Z.	Cooper 1096
51	M. RICHARDS/M. RICHARDS	N.Z.	Austin Healey 2660
52	R. HUGILL/R. HUGILL	N.Z.	Cooper 497
53	W. HENWOOD/W. HENWOOD	N.Z.	Cooper 998
54	D. V. SIMPKIN/D. V. SIMPKIN	N.Z.	Buckler 90 1172
55	N. R. WITHERS/N. R. WITHERS	N.Z.	Singer 1074
56	MALCOLM'S SUPER SVCE./J. A. MALCOLM	N.Z.	Cooper Holden 2000
57	W. HARRIS/W. HARRIS	N.Z.	Buckler 1172
58	W. M. GILL/W. M. GILL	N.Z.	Buckler Mk 90 1172
59	L. HANLON/L. HANLON	N.Z.	M.G. 1500
60	R. G. HAMPTON/R. G. HAMPTON	N.Z.	Zepher Special 2262
61	C. L. GRANT/C. L. GRANT	N.Z.	Elva Ford 1172
62	W. H. FORDER/W. H. FORDER	N.Z.	Dodge 3880
63	C. J. CALLENDER/C. J. CALLENDER	N.Z.	J.B.S. 497
64	L. BULCRAIG/L. BULCRAIG	N.Z.	Northland Special 4000
65	WELTEX PLASTICS/R. J. BLACKBURN	N.Z.	Mistral 1172
66	D. R. BISHOP/D. R. BISHOP	N.Z.	Buckler 1172
67	R. I. BILLINGTON/R. I. BILLINGTON	N.Z.	Elfo Special 1172
68	G. S. BARRY/G. S. BARRY	N.Z.	Triumph 1991
69	E. L. AVERY/To be Nominated	N.Z.	H.W.M. 5500
70	J. A. ANDERSON/J. A. ANDERSON	N.Z.	Mistral 1172
73	R. LEVICK/R. LEVICK	N.Z.	Cooper 500
99	J. M. SCURRAH/J. M. SCURRAH	N.Z.	J.B.S. Triumph 650

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First, £100; second, £50; third, £25; fourth, £15; fifth, £10. Plus Trophy for each placed entrant.



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Car. No. Driver

Car

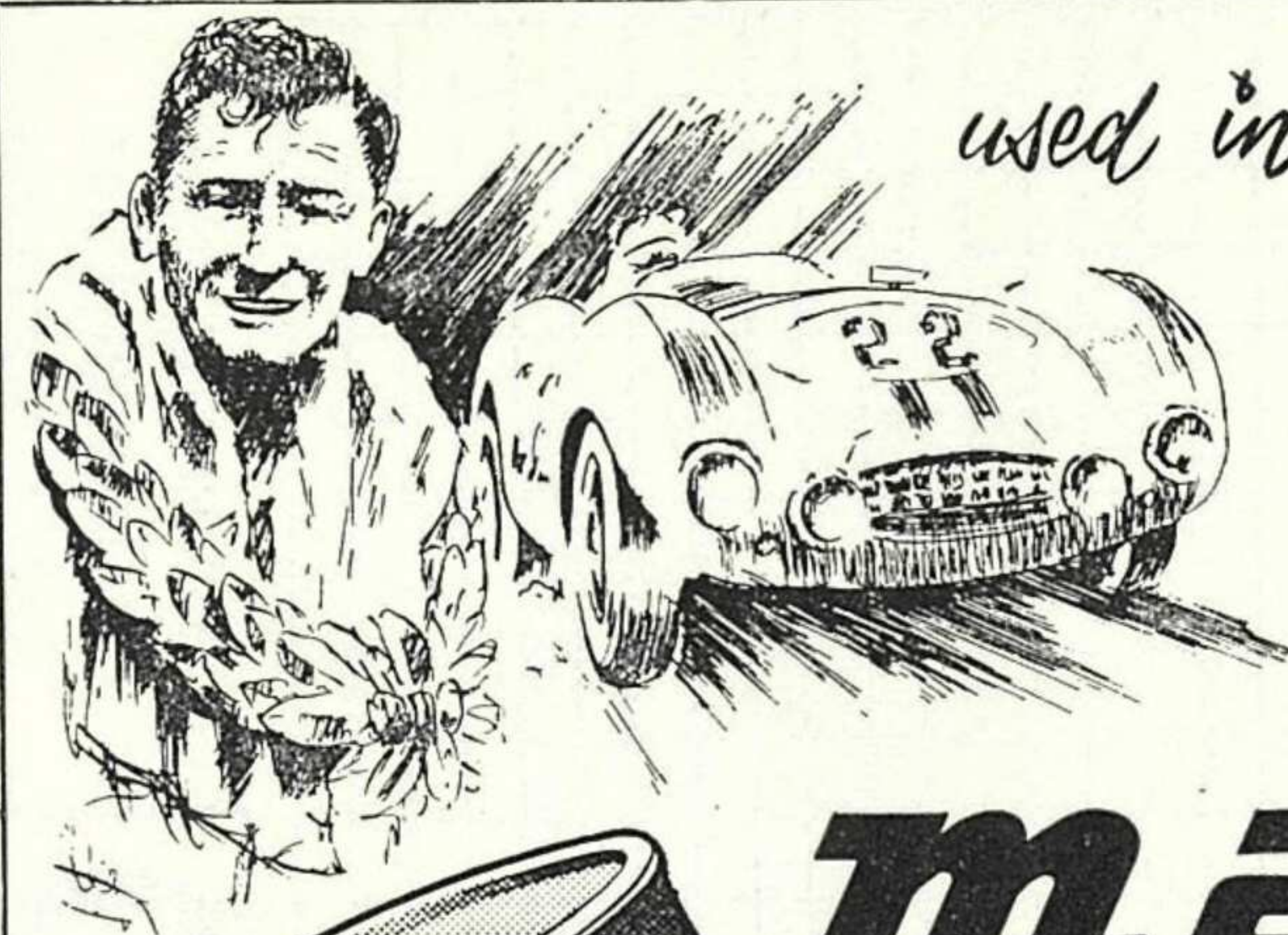
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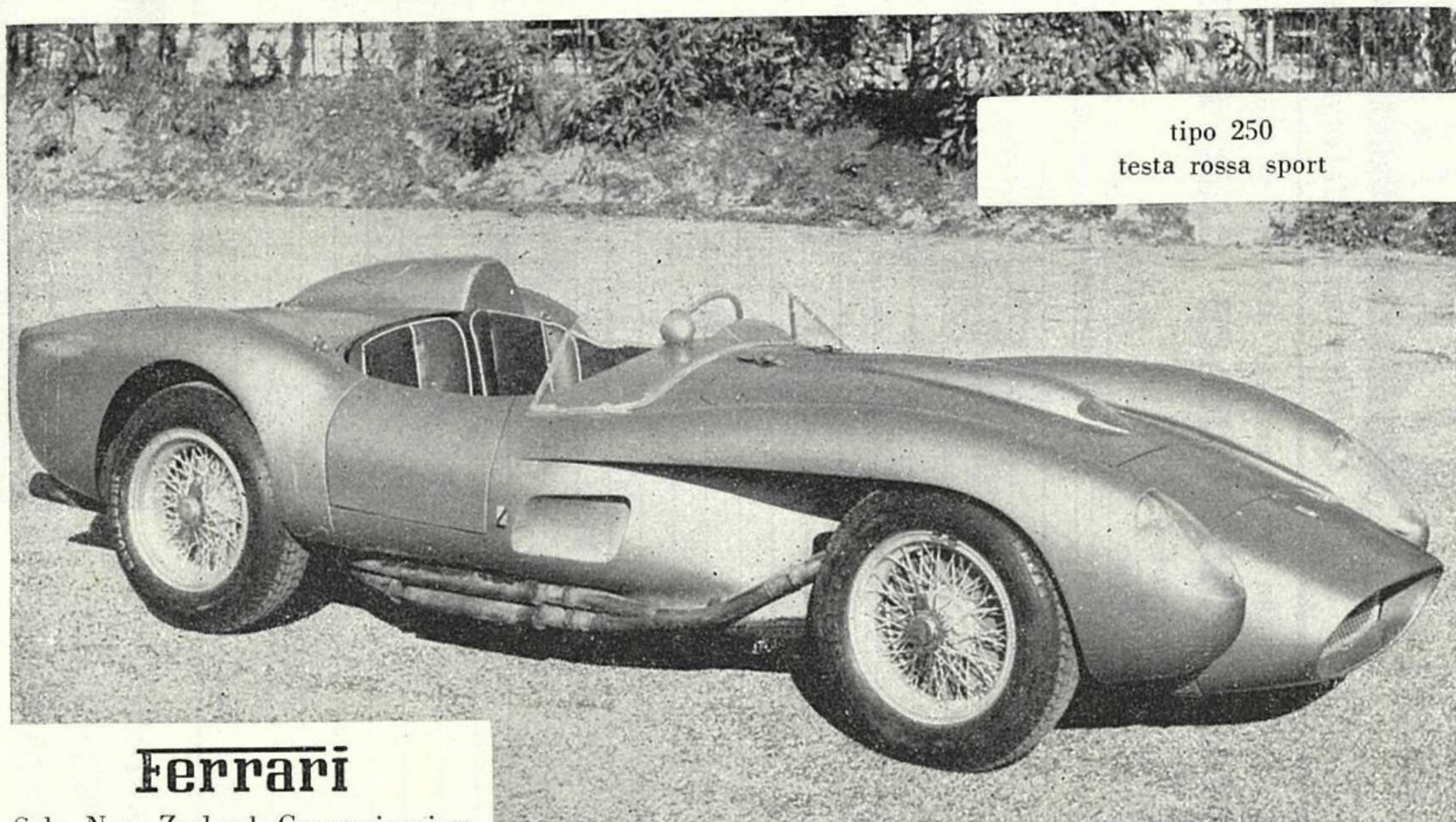
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YELLOW (Steady): Take care, danger.

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BLUE (Waved): Another competitor is trying to overtake you.

BLUE (Steady): Another competitor is following you very closely.

WHITE: An Ambulance or Service Vehicle is on the circuit, take great care.

BLACK: Displayed by Chief Flag Marshall together with competitor's number is signal for that competitor to stop on the next lap.

BLACK AND WHITE CHEQUERED: Signal for the winner and also displayed subsequently to each car signifying the end of the race.

NATIONAL FLAG: This will be used for starting all races.

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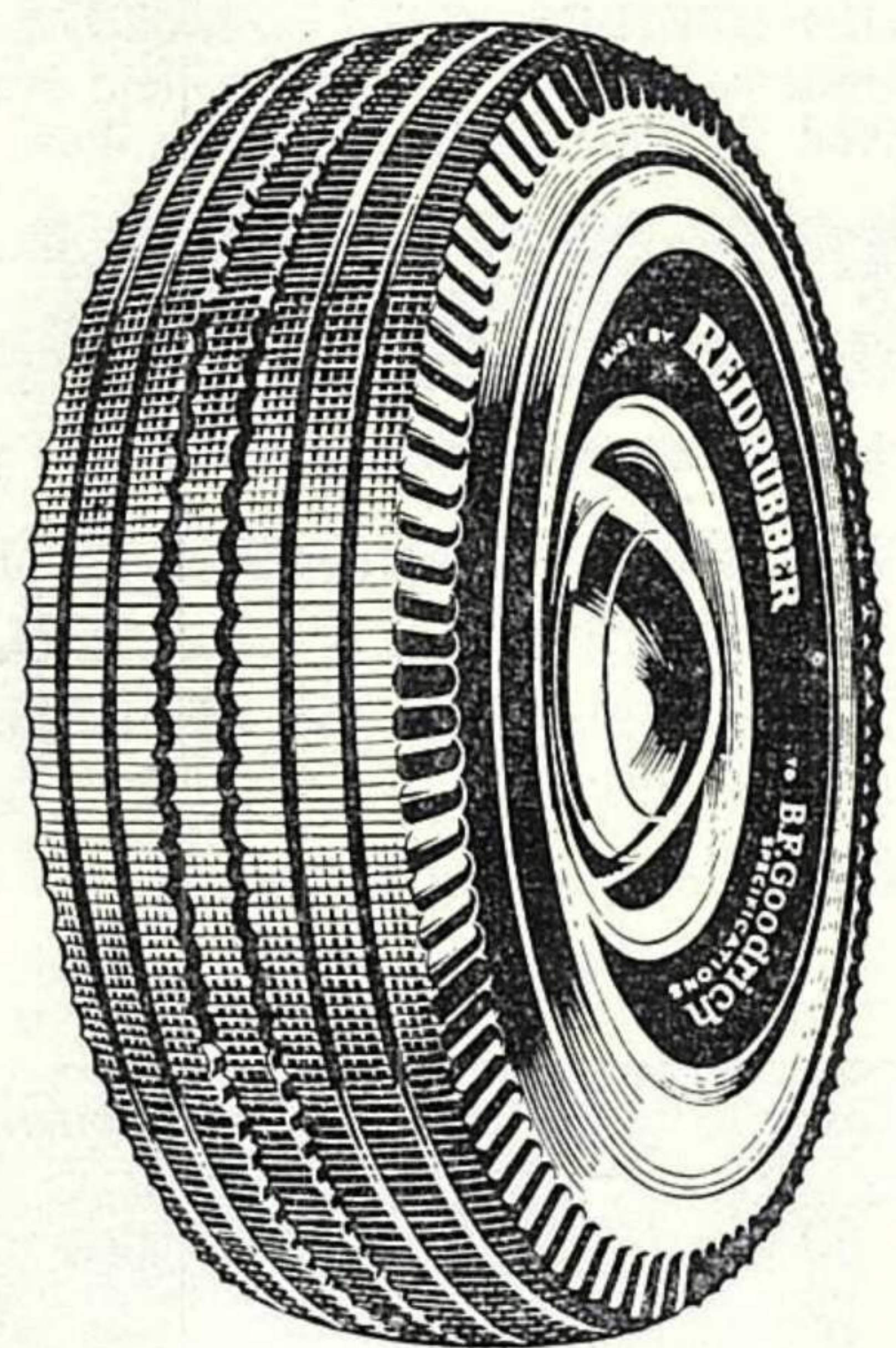
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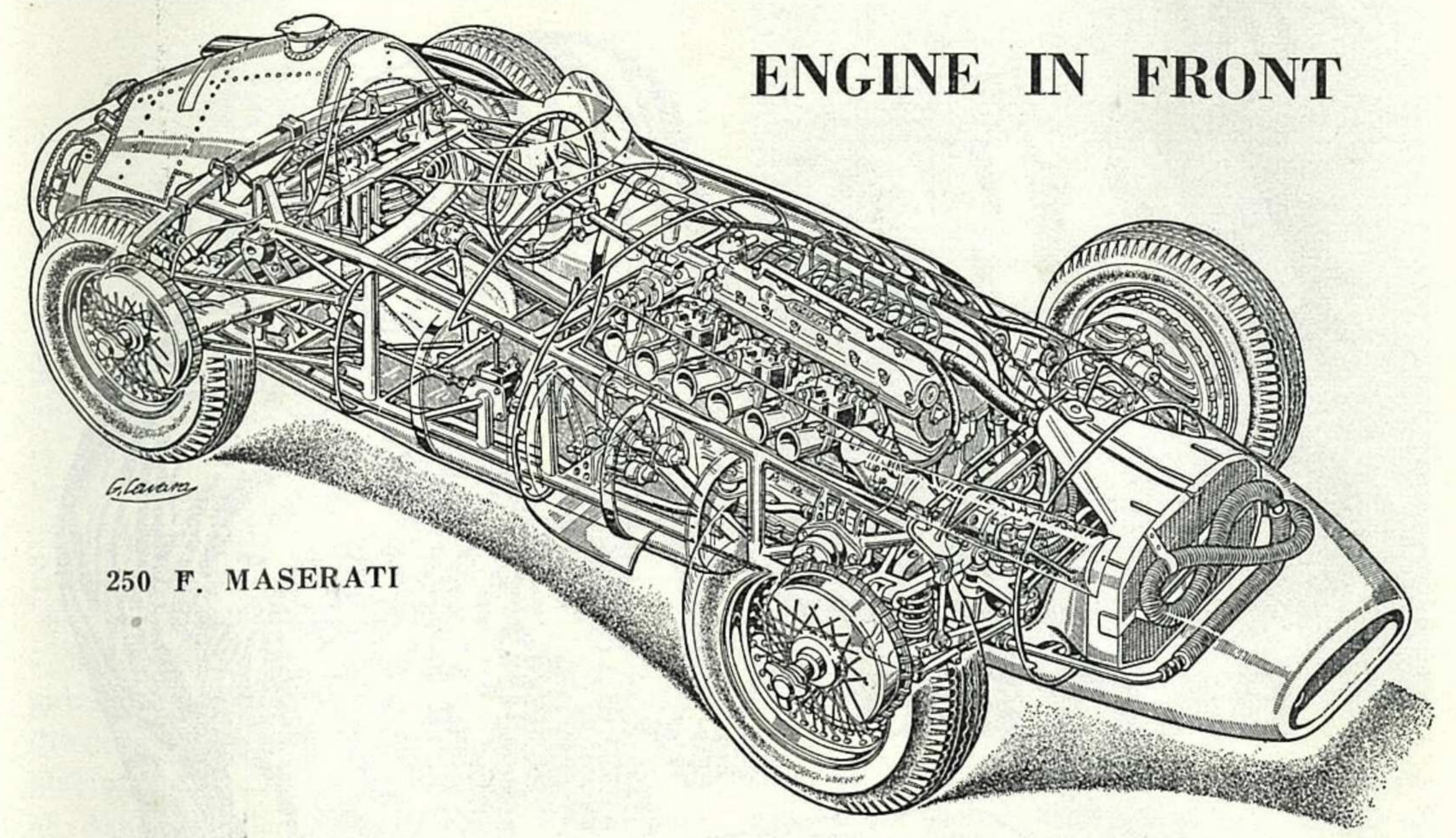
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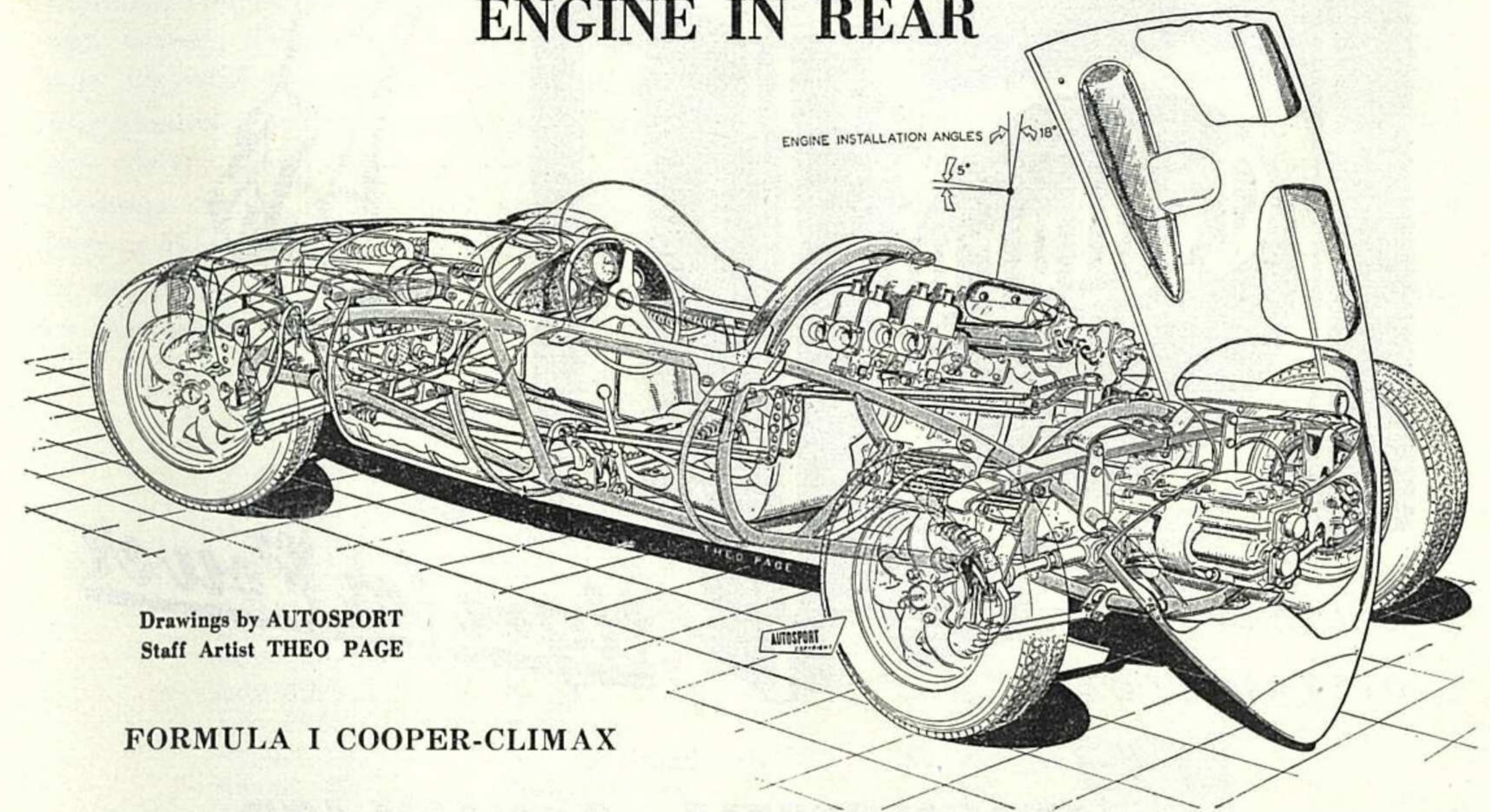
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Driver to Europe, 1958

**BRUCE
McLAREN**



IN last year's programme we explained our aims and intentions of raising money and financing a New Zealand driver to go to Europe. All the nominations were carefully considered and observed, and it was finally decided after the Grand Prix that Bruce McLaren would be the candidate. We have no reason to regret our choice.

In sixteen international races, Bruce gained three victories, two seconds, five thirds, two fifths, two sixths and two ninth placings. He suffered two retirements, one at Arvus in the Berlin Grand Prix, when he was lying third towards the end of the race, and the other in the John Coombes Lotus sports car in the Goodwood International Tourist Trophy Race when his gear-box seized. His win in the Nurburgring was regarded throughout Europe as an unprecedented achievement, as it is the first time any driver has scored a victory on this tortuous circuit at his first attempt. It has been a remarkable season, both with regard to consistent driving and finishing, and to us because it has confirmed our supposition

that we have drivers in New Zealand who, given the chance, can meet the cream of European aces on level footing and acquit themselves with the utmost credit.

McLaren's resultant contract for the 1959 season as a works driver is the logical outcome of such a season, and with the extremely competitive state of motor racing in England and the fact that Coopers already had tested nearly 3000 drivers at their school, proves all the more conclusively that this contract has been won by sheer ability.

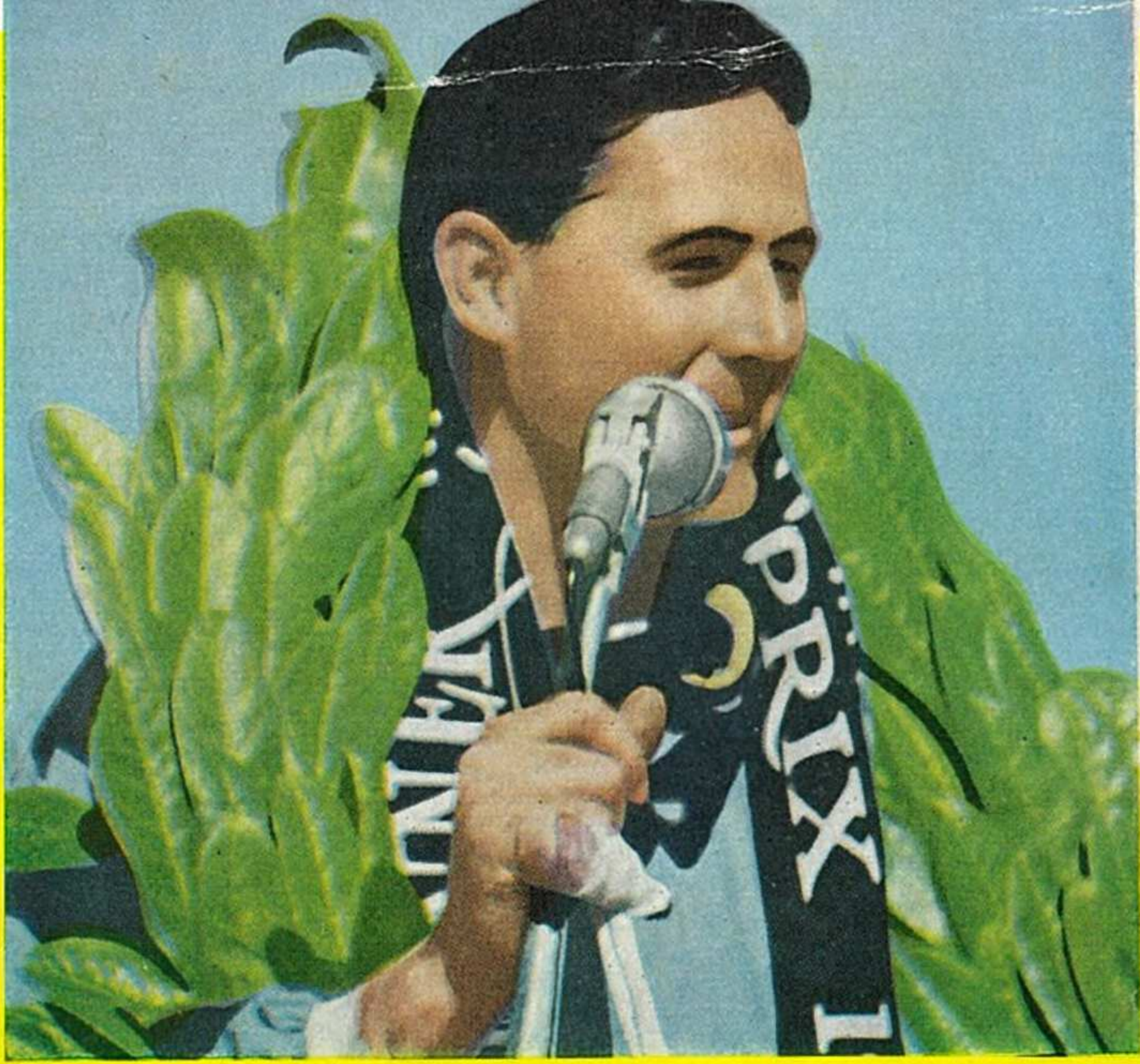
For the 1959 season we wish Bruce McLaren unbounded success.

FINAL PLACINGS ACHIEVED IN EUROPE BY BRUCE McLAREN

April 19th	.....	Aintree 200	9th
May 3rd	.....	Silverstone International	9th
May 11th	.....	Silverstone National	1st (Circuit record)
May 18th	.....	Brands Hatch	1st (Equalled lap record)
May 25th	.....	Crystal Palace	3rd (New lap record)
June 8th	.....	Brands Hatch	5th
June 15th	.....	Prix de Paris	3rd (Lap record)
July 6th	.....	Rheims	6th
July 29th	.....	Snetterton	2nd
August 3rd	.....	German Grand Prix	F1, 5th 1st, F2
August 4th	Brands Hatch	3rd
August 30th	Brands Hatch	6th
		Casablanca	2nd
		Snetterton	3rd

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When this popular Australian received the chequered flag, after a superb display in his formula 1 Cooper, on his fifth appearance at Ardmore, enthusiasts throughout New Zealand were delighted. Currently World formula 2 Champion, Brabham is an international favourite for his sportsmanship and personality, as much as his virtuoso driving. We pay tribute to his qualities as a driver and as a man, and wish him further success today.

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