

and David Brown products were 1-2-3-4 in the order Collins, Parnell, Salvadori, Shelby, with Sanderson and Titterington next up.

An interesting variety in Bristol-engined cars disputed the 2-litre class lead, Alan Brown (Cooper) holding it initially, until Rodney Nuckey in the bright green Warrior thrust through first after four rounds. Three laps later it was Archie Scott-Brown's Lister ahead, while Tony Crook's familiar crimson Cooper was ever lurking in the neighbourhood, until it went sick and slowed

*LISTER: (Left) Archie Scott-Brown, who scored a surprise win in the 2-litre class with the latest Lister-Bristol.*

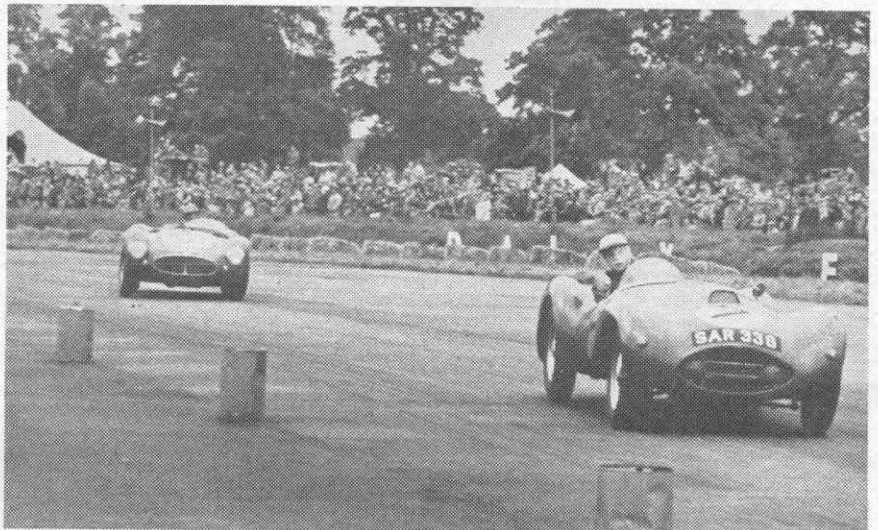
*WALTZING MASER: (Below), Rod Nuckey (Warrior) comes through, whilst Mike Sparken's Maserati slides at Woodcote Corner.*

#### 9th British G.P.—continued

of 2-litre class contenders: Mike Sparken's Gilby Engineering-entered Maserati, the new Lister-Bristol driven by Scott-Brown, Rodney Nuckey in the Warrior, Brown, Crook and McMillan in Cooper-Bristols, the latter's white car arrestingly F2, with a stark legality of wings and passenger's seat, Cliff Davis's Tojeiro, Truman with a new Doretti, Clairmonte's Clairmonte, whose knobby bonnet suggests a lacking of *lebensraum* for the Lea-Francis/Connaught engine, and several Frazer-Nashes, amongst them a new Sebring model.

Tony Rolt had practice-lapped in 1 min. 55 secs. with his Ecosse Jaguar, 1 sec. better than anyone else, but when the Le Mans start had been performed and the cars were jostling their way down to Copse Corner the big blue cars were challenged by Peter Collins in No. 20 Aston Martin—and not long after negotiating that tricky, tin-lined turn, it was No. 20 leading, at a truly spanking pace. Behind, Sanderson's Jaguar and Brown's Cooper-Bristol contacted in the crush, and there were several other near-misses, while farther—much farther—back, poor McMillan's white Cooper played fickle and refused to start; when it did get going, he went off in a long power snake down the straight.

Collins led commandingly, and very impressively, in the DB3S on the opening round, with Reg Parnell in the Lagonda following, heading the Jaguars of Rolt and Sanderson and the remainder—a tight-packed, snarling succession of cars, with McMillan at the tail, indulging a ferocious slide along the pit straight in his haste. Peter Collins was



driving brilliantly; he led lap 2, and every lap thereafter, and none could approach him. Rolt's Jaguar went off form, and he ceded third place to Abecassis in the green H.W.M.; a further lap and he was down to fifth, behind Sanderson, while the Ecurie Ecosse's Irish recruit, Titterington, began moving up. The circuit was slippery, and Mike Sparken's Maserati and an Austin-Healey did a joint waltz off-course at Copse. George Abecassis lost third place on lap 7 to a determined Salvadori, and a lap later the H.W.M. departed the race in a spectacular slide and a still more spectacular splash into the trough at Woodcote. Eighth lap,

Clairmonte had trouble early and withdrew with a blown gasket.

McMillan had been mixing it enthusiastically with sundry Jaguars, but the stewards decided he should be disqualified for receiving a push start. Hearty bangs from his engine suggested a certain mechanical ennui in any case, as he finally pulled in on the 15th lap, just as Tony Crook came slowly in from Woodcote, also to retire.

At 15 laps (10 to go) the overall order was Collins, Salvadori, Parnell, Shelby, and now Scott-Brown lay a magnificent fifth, ahead of Sanderson's Jaguar, Alan Brown and Titterington, who had spun at Becketts. At 20 laps the first five went unchanged, but Brown had displaced Sanderson from sixth, while a round later Titterington spurred past both Sanderson and Brown. Tony Gaze (H.W.M.) stopped at Becketts, so did Peter Reece (Frazer-Nash), who retired. Hans David's Jaguar, exhausting through an un baffled silencer, assailed the eardrums in most un-Jaguarly manner, while Sparken's

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*DORETTI: Don Truman with the attractive new 2-litre TR2-powered Doretti which performed creditably in the sports car race.*