

# AUTOSPORT

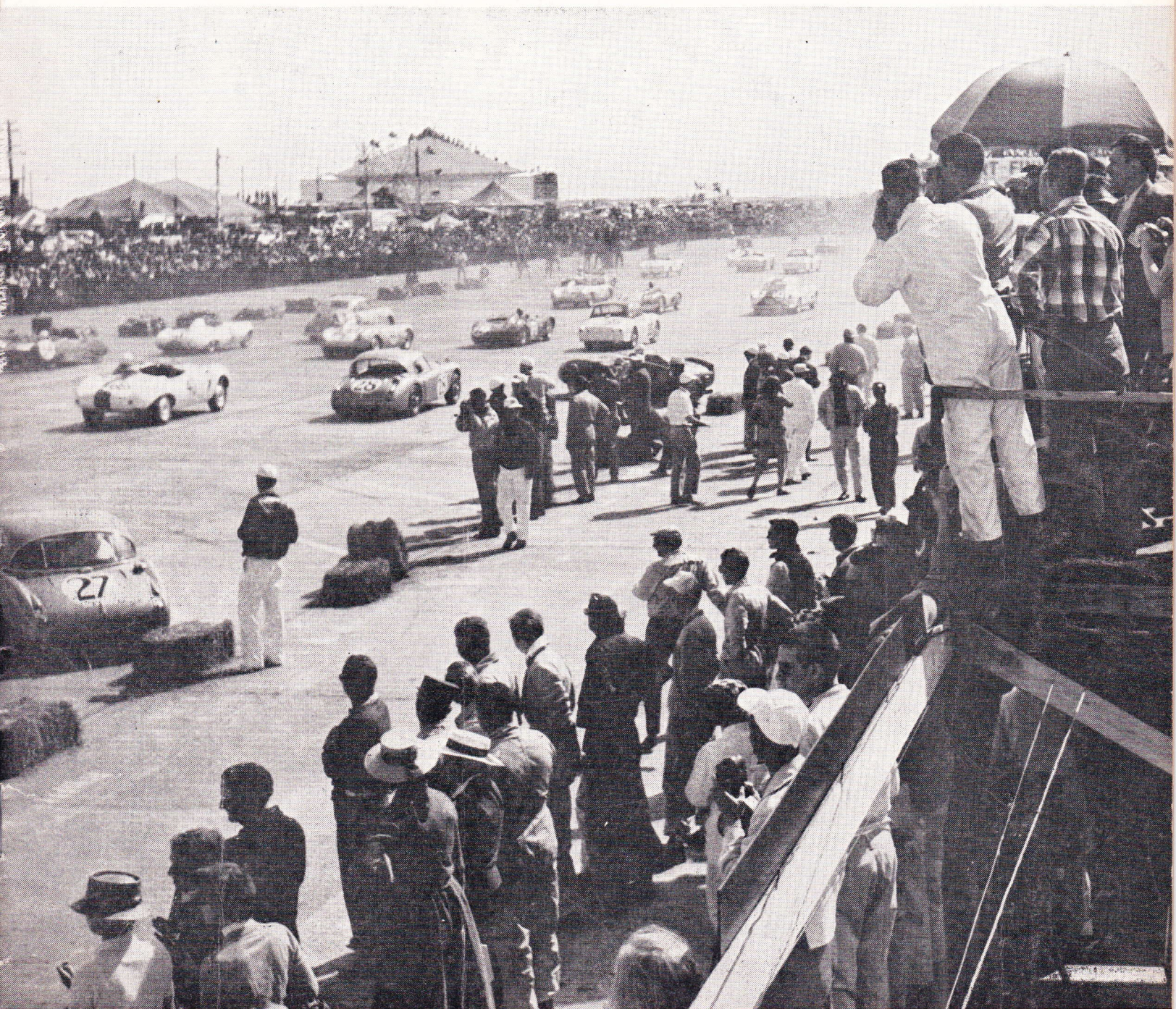
APRIL 4, 1958

1/6

EVERY FRIDAY  
Vol. 16 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

SEBRING 12-HOUR RACE — FULL REPORT AND PICTURES

LYON-CHARBONNIERES RALLY

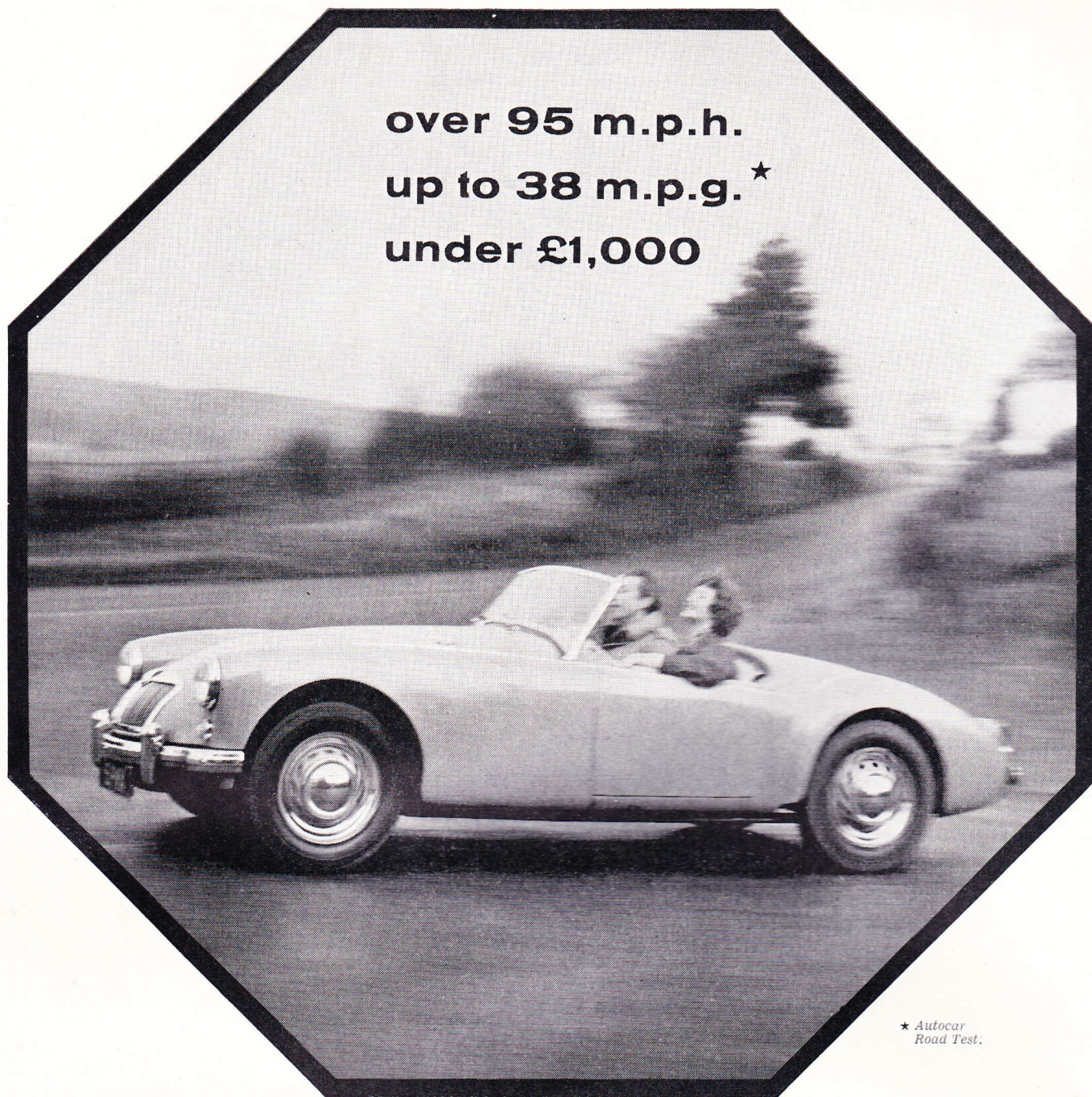
EASTER SPORT PREVIEW

RACING AT SNETTERTON AND MALLORY PARK

NEW LOTUS FIFTEEN



over 95 m.p.h.  
up to 38 m.p.g.\*  
under £1,000



\* Autocar  
Road Test.

## The brilliant MGA has today's highest performance-to-price ratio!



The M.G. Series MGA has everything a sports car should have—good breeding, impeccable road-holding, superb styling, sparkling performance and tremendous stamina. It is the most sought-after sports car in the world—Britain's top dollar-earner—and at under £1,000, boasts the highest performance-to-price ratio in its category. Your M.G. dealer is always proud to demonstrate the brilliant MGA. See him now!

*MGA Open Two-Seater.  
£663.0.0. plus £332. 17.0 P.T.  
Four cylinder 1.489 c.c. engine with  
twin S.U. carburettors. Fold-away  
hood and sidescreens. Real  
leather upholstery and safety glass.  
Fog lamps and wire wheels  
are optional extras.*

*Twelve Months' Warranty and backed by BMC  
Service—the most comprehensive in Europe.  
M.G. owners planning a Continental Tour  
should see their M.G. dealer for details of a  
free service which saves foreign currency.*

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD  
London Showrooms: Stratton House, 80 Piccadilly, London, W.1  
Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1





# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 16 No. 14

April 4, 1958

Managing Editor GREGOR GRANT

Assistant Editor STUART SEAGER

Road Tests and Technical

OHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

## CORRESPONDENTS

Northern Ireland

W. A. McMASTER

Eire

BARRY MASON

Continental

GERARD CROMBAC

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A. Editor

RUTH SANDS BENTLEY

West Coast

GORDON H. MARTIN

Southwest

JIM HALL

South America

Dr. VICENTE ALVAREZ

Canada

JACK O'DONOGHUE

## PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

## CONTENTS

	Page
Pit and Paddock . . . . .	419
Sports News . . . . .	420
New Lotus Fifteen . . . . .	421
Lyon-Charbonnières Rally . . . . .	422
Easter Holiday Racing Preview . . . . .	425
Mallory Park Opening . . . . .	426
Sebring 12 Hour Race . . . . .	428
Snetterton Spring Meeting . . . . .	434
Club News . . . . .	438

Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2

Editorial and General Office  
Advertising Department

PADDington 7673  
PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

## EDITORIAL

### EASTER PARADE

TRADITIONALLY the British motor-racing season opens at the Easter week-end, with Goodwood, Brands Hatch and Mallory Park replacing Brooklands. Enthusiasts will watch carefully the results of intense activity during the winter months, and many newcomers will be making their bid for popular favour. We in this country are indeed fortunate to have so many opportunities to watch, and to take part in our favourite Sport. Without the solid background of club meetings, it is extremely unlikely that British cars and drivers would have made such an impact on the International scene as has been a feature of the past decade. For the first time, the green cars will be more strongly represented in Grands Prix than the machines of any other country. Sheer enthusiasm has been responsible for this state of affairs, and the motor manufacturers of this country must realize that a great debt is owed to the motor-racing section of the community for the perseverance which has gradually built up our prestige to its highest-ever point. The fact that Great Britain has exported a record number of vehicles is no coincidence, for the invisible assets which accrue through success in motoring sport provide the most valuable source of publicity which could not be purchased at any price.

### THE EUROPEAN TOURING CHAMPIONSHIP

IT is felt that the present European Touring Championship does not carry the prestige it should. So varied are the qualifying events that it is more a matter of chance than anything else that points are scored. For example, what Continental crew has a chance of success in the R.A.C. Rally, or non-Scandinavians in the highly specialized "Viking" and "Midnight Sun"? It might be a much better idea if the F.I.A. could follow the present scoring for the French Championships, and work out a co-efficient based on the number of foreign entrants attracted to the various events. Thus the more sporting events would carry much higher pointage, and may result in a much fairer method of determining the various titles at stake.

### KEEPING IT DARK?

WE hear with some concern that the Montlhéry circuit near Paris is being banned to journalists for testing cars, and hope that this may not be the "thin edge of a wedge" which may restrict Press critics in their efforts to give fair appraisal to new models. This impartial appraisal is vital to a healthy industry, for the most conscientious of any one manufacturer's development testers is liable to have grown up with a new car's faults and be in a less effective position for recognizing them than an outsider of wide experience in all makes and types of vehicles.

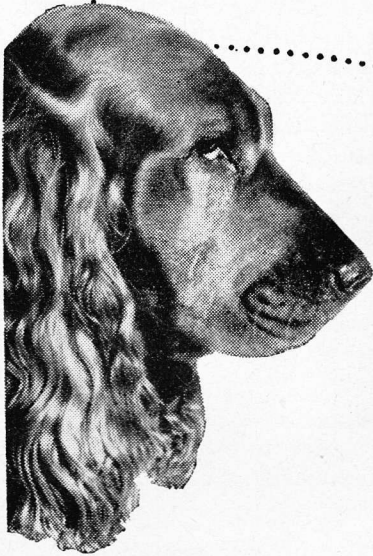
### OUR COVER PICTURE

*SUMMER SEND-OFF for the 12 Hours Sports Car Grand Prix at Sebring. The Florida sunshine beats down on a crowded scene, as with a crescendo of noise, dust rising high in the air, the cars are launched on their way in America's only long-distance International road race.*



Is  
Shell Multigrade  
the oil for  
family cars?

Yes  
Shell Multigrade  
is the family car's  
best friend



FAMILY MEN have to watch the pennies. Motoring for them has to be cheap and reliable, and there is no better way to ensure this than by using Shell X-100 Multigrade.

Here's a motor oil that might have been made specially for the family motorist. That's because at starting temperature Shell Multigrade flows so freely you get immediate engine lubrication, yet when your engine warms up—even on long runs to the coast with a full family load—Shell Multigrade is tough enough to stand up to the strain and continues to give perfect engine protection.

This means your engine keeps at top performance longer and you save money on overhauls. But that is not all, with Shell Multigrade you can actually save petrol on stop/start motoring.

Get Shell Multigrade next time you stop for petrol and to round off the job ask your dealer for the Shell lubrication Service to take care of the rest of your car. Don't forget, always specify Shell X-100 Motor Oil Multigrade.



FOOTNOTE Because Shell Multigrade comes in two grades, 10W/30 and 20W/40 it is ideal for all cars—fast or slow, old or new.

**EVERY ENGINE'S BEST FRIEND**





WITH full entry lists for three race meetings on Easter Monday, it is estimated that something like 300 cars will be racing in various parts of the country on that day—and if that's not a record. . . . !

PETER COLLINS and Mike Hawthorn will be driving works Ferraris at Goodwood on Easter Monday. Hawthorn has a Formula 1 car in the Goodwood Trophy race and Collins a sports car in the over 1,100 c.c. Sussex Trophy event.

LOTUS Elite entries for the AUTOSPORT Championship include the 1957 winner Ian Walker, John Lawry and R. Richardson (driver Keith Hall). D. J. Calvert will drive an Alfa Romeo Giulietta S.V.

#### FERRARI AND OSCA FOR BRITISH EMPIRE TROPHY

AMONGST the entries for the British Empire Trophy Race to be run at Oulton Park on Saturday, 12th April, are two 1½-litre Italian Oscas by the Swedish drivers Jon Fast and Sture Nottorp. Belgium's top racing stable, the Ecurie Nationale Belge, have also entered one of the latest 3-litre Ferraris and a Lister-Jaguar for their two drivers Freddy Rousselle and Pierre Meyrat. Belgian racing motor cyclist Pierre Berchem has entered his 1½-litre Lotus to add yet further international flavour to the North Country's first motor racing meeting of the 1958 season.

They face an array of British racing drivers and sports cars which include amongst others Peter Whitehead and Archie Scott-Brown (Lister-Jaguars); John Dalton and Graham Whitehead (Aston Martins); Graham Hill, Cliff Allison, Tony Marsh, Keith Hall, Innes Ireland and Roy Salvadori pin their faith on the marque Lotus.

The race, which is run in three heats and a final, should provide a fine day's racing and in the up to 1,100 c.c. Class (Heat One) a tremendous battle should ensue between the two "works" teams of Elva and Lotus.

Tickets may be obtained from Cheshire Car Circuit, Limited, 29 Eastgate Row North, Chester, and racing begins at 1.15 p.m., Saturday, 12th April.

THE Chequered Flag racing team has acquired two more cars—the ex-John Lawry Lotus-Ford and Percy Crabb's Tojeiro-Bristol, which Crabb will continue to drive. These cars will be raced in addition to the team's Lotus Eleven and the ex-Flockhart Austin-Healey 100S.

WORKS-PREPARED Riley 1.5s in the International Circuit of Ireland rally this week-end will be driven by Pat Moss/Ann Wisdom, William Chambers/D. H. McWhir and Frank Biggar/John Moore. A works-entered team of Triumph TR3s will be driven by Paddy Hopkirk/J. Scott, J. D. Titterington/B. McCaldin and E. T. McMillen/J. Haslett.

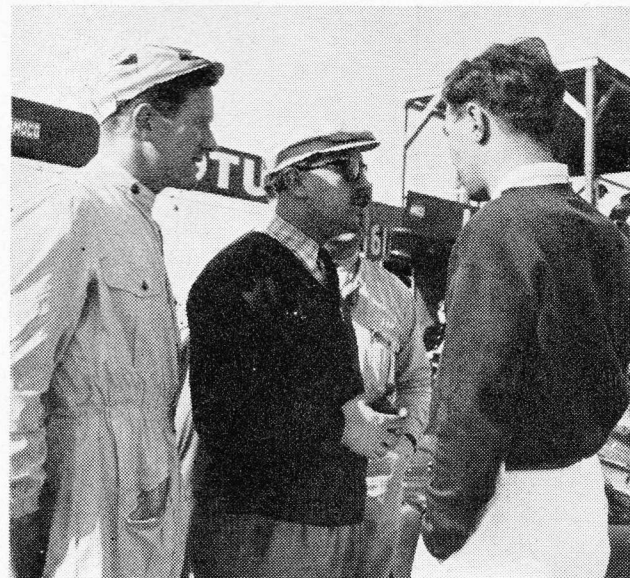
## PIT and PADDOCK

#### THE AINTREE "200"

TEAMS and drivers are this week being invited to nominate their entries for the Aintree International "200", the 200-mile main event of the meeting at the Liverpool circuit on Saturday, 19th April. This will be the first race of the new Grand Prix distance staged in Great Britain this year and the only appearance of Formula 1 racing machines in the North of England during the season.

The "200" is the oldest long-distance race in England, having first been staged at Brooklands 37 years ago. It was revived at Aintree in 1954 and held again in 1956, and on both occasions was won by Stirling Moss. Moss has already indicated that he will try for the hat-trick. He will drive the Formula 1 Cooper Climax machine which he piloted to victory against formidable Italian opposition in the Argentine Grand Prix at Buenos Aires in January.

Added spice to this important curtain-raiser to the Grand Prix season in Europe will be given by the supporting races arranged by the B.A.R.C. in conjunction with the Aintree Automobile Racing Co. These will be 50-mile scratch races for sports cars in the 1,100 c.c. and "unlimited" classes, and a 30-mile event for saloon cars.



DISCUSSING prospects in the race at Sebring are, left to right, Cliff Allison, Colin Chapman, Jay Chamberlain (behind Chapman) and Ron Flockhart. The Lotus works team were highest-placed British finishers.

#### SEBRING

AUTOSPORT wish to correct a printing error in the Shell advertisement giving the results of the Sebring 12-hour race which appeared in their issue of 28th March.

The first two cars used Shell X-100 Motor Oil, and not as stated Super Shell with I.C.A. The fuel for this race was supplied to a single specification by the organizers.

#### MONTLHERY BANNED TO JOURNALISTS

THE Montlhéry circuit near Paris has been banned to journalists for testing cars. French manufacturers state that they are an "inconvenience", but critics believe that the manufacturers are none too keen on having their products tested and faults discovered made known publicly. In the past, John Bolster has tested many Continental cars for AUTOSPORT on the track, and has never, at any time, had any notification of complaints. He will continue to test interesting machines, using other venues.

#### GOODWOOD TRANSFORMATION

WE recently went down to the B.A.R.C.'s own circuit at Goodwood to see just what had been going on there during the winter months. The occasion was the first of the club's admirable practice days and a certain amount of cement dust was being raised by the cars as they disturbed the evidence of major construction work, for much has been changed in the paddock area and both spectators and competitors will find their amenities at this pleasant Sussex venue greatly improved when they first make use of them on Easter Monday.

The whole paddock area has been greatly extended and the paddock stalls have been moved back from the track and also rearranged into three rectangular bays, direct access to which is possible only from a new competitors' enclosure behind them. Spectators may circulate in the area originally occupied by the stalls, and also between the new bays, although they will be separated from the cars inside by a low paling fence. Thus mechanics may now work unhindered by over-eager onlookers, whilst the latter may still have an excellent view of the cars being prepared.

The most spectacular new development is a full-size tunnel under the track near the paddock entrance which is capable of accommodating vehicles up to the size of the "1½-deck" transporters. It also gives access to a huge new members' parking area on the inside of the circuit; also, in addition to the existing pedestrian tunnel under the track by the pits, there is now one under the middle of Lavant Straight.

To cater for the increasing number of competitors and visitors who are users of light aircraft, two grass landing strips have been prepared in the middle of the circuit, and the field is approved and licensed by the Ministry of Transport. Some 30 private aircraft are expected to land there on Easter Monday, and to mark the opening of the airfield, members of the Tiger Club are to give a display of formation flying and aerobatics, starting at 12.30 p.m.—an hour before racing begins.



### THREE IMPORTANT BOOKS

Forthcoming "Autosport" Publications of Tremendous Interest to all Motor Racing Enthusiasts

THE proprietors of AUTOSPORT have arranged for the publication of three new motoring books, of great appeal to everyone interested in motor racing. For publication in the autumn are *Motoring is my Business*, by John Bolster, and *Case History*, by Norman Smith. Scheduled for early 1959 is *World Championship*, by Gregor Grant.

John Bolster's book is written in his usual informative and breezy style. It deals with every possible aspect of motoring sport, from his early connections with mechanized vehicles up to the present time. Famous names flit through its pages; stories are told which have never before appeared in print; the pre-war Brooklands and Shelsley days are faithfully described. J.V.B. even tells what it feels like to break one's neck! There is never a dull moment, and it is a book which can be read many times over. It is confidently predicted that *Motoring is my Business* will become one of the classic works. Written semi-humorously, and always in Bolster's immaculate English, it takes readers behind the scenes of motoring sport in a way that no previous book has quite succeeded in so doing.

Norman Smith's *Case History* includes much of the material used in the excellent articles which he wrote for AUTOSPORT. As a student of motor racing, he knows his subject inside out, and for the first time complete histories of famous racing marques are gathered together within the pages of one volume. The author describes vividly Ferrari, E.R.A., Maserati, Mercedes-Benz, Delage, Auto-Union, Alfa Romeo, Lago-Talbot, Cisitalia and H.W.M., their races and their cars. Many new facts are brought to light, and each chapter provides a complete record in itself of these world-famous marques.

*World Championship*, by Gregor Grant, is concerned with the *grandes epreuves* from 1949 to 1958 which counted for the World's Drivers' Championship. The author, having seen the majority of the races, and knowing all the drivers intimately, is able to give a complete picture of these events, and the intrigues which went on behind the scenes featuring many world-famous drivers. The Fangio-Farina feuds; the bribing of mechanics, the rows following orders to hand over cars; the machinations of race promoters—these and thousands of other details are included, in addition to descriptions of many of the greatest Grands Prix ever run. In *World Championship* no punches are pulled whatsoever.

All three books are profusely illustrated and produced on high-grade paper, with attractive bindings and dust jackets. *Motoring is my Business*, by John Bolster (publication date 15th October), price 18s. *Case History*, by Norman Smith (publication date 15th October), price 30s. *World Championship*, by Gregor Grant (publication April, 1959), approximate price 21s. *Post and packing 1s. extra for each title.*

Order from your bookseller or direct from the publishers: AUTOSPORT (Book Dept.), 159 Praed Street, London, W.2.

## THE SINGLE-SEATER FORMULA

Basic Regulations Decided by Committee

THE *ad hoc* committee formed to consider the formation of a new single-seater racing formula met on 28th March, and it has now decided on a set of regulations to form the basis for a new racing class.

Although these have been finalized, the committee has reserved its right to vary the formula at any time in the light of experience or due to the passage of time, a point which particularly applies to the chassis regulations.

Briefly, power units of any age will be permitted, provided that the engine has been used in a production saloon car of which at least 500 have been produced and sold. Air or water cooling systems will be permitted, and supercharging and overhead camshafts are prohibited. Capacity limits are up to 1,000 c.c. with overhead valves, or 1,500 c.c. with side valves. Two-stroke engines will be accepted up to 1,000 c.c.

This, basically, follows the pattern suggested by John Bolster at an open meeting some weeks ago at which the committee was formed.

Considerable attention was given to the matter of suitable and acceptable chassis. It was finally decided that any form of chassis, suspension, engine support, gearbox or final drive unit may be used provided that (a) it passes the club and R.A.C. scrutineers' examinations as to roadworthiness, safety and adequate strength of construction; and (b) the chassis is of *bona fide* amateur design and construction. Formula 2 and Formula 3 chassis of professional racing car manufacturers will not be eligible unless built prior to 1953. Any standard production chassis other than these may be used if more than 500 have been built and sold.

As will be seen, no restrictions have

## SPORTS NEWS

been placed on engine position, gearbox ratios or numbers of gears or on the system of final drive employed.

All cars must be registered, and details to be provided will, of course, include chassis numbers in the case of a frame not built by an amateur constructor. Details of all subsequent modifications must be notified and a "log-book" will be issued to each registered competitor.

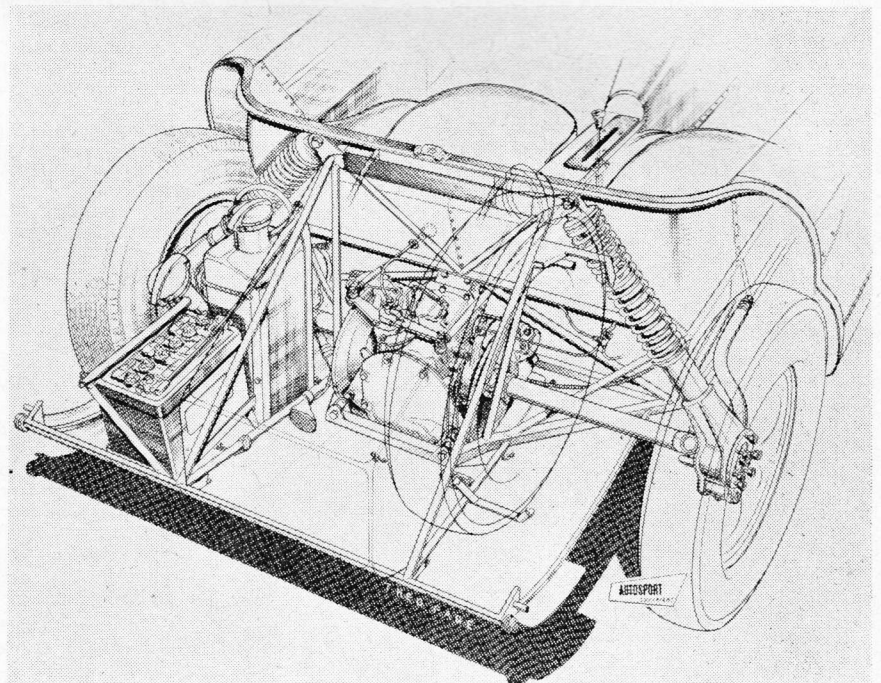
Other details of construction and design will be dealt with by standing R.A.C. regulations, this covering fire-proof bulkheads and other matters of this sort. No minimum cockpit width will be insisted on in view of the difficulties attendant on fulfilling such a requirement.

Secretary of the committee, which will be known as the "Monoposto Register", is Mr. K. I. Rees, of 62 Gloucester Gardens, Cockfosters, Herts. The next meeting will be held on Wednesday, 9th April.

MARTYN WATKINS.

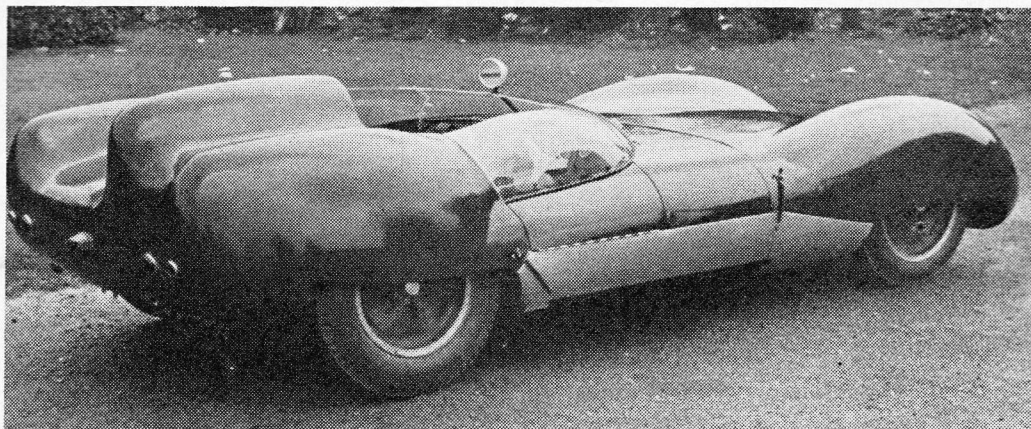
### SEVEN-FIFTY BRANDS

MEMBERS of the Seven-Fifty M.C. have a day of their own at Brands Hatch on 13th April, when the course will be open for a practice session. Object of the session is to give owners of 750 and 1,172 Formulae cars a short taste of things to come when their racing season begins this year. Entry is limited as for a closed event, and preference has been given to novice drivers so that they can find out the limitations of themselves and their cars before the serious business of competition.



LOTUS FIFTEEN: In this drawing by Theo Page of the latest Lotus sports car (described on facing page) can be seen the Chapman-designed strut-type i.r.s., the ZF differential in unit with the five-speed gearbox, and the inboard-mounted disc brakes.





*LOWER STILL—the Lotus Fifteen is the sleekest yet; even the windscreen is smoothly moulded to reduce wind-drag.*

# LOTUS FIFTEEN

*I.R.S. on the  
latest sports car  
from Hornsey*

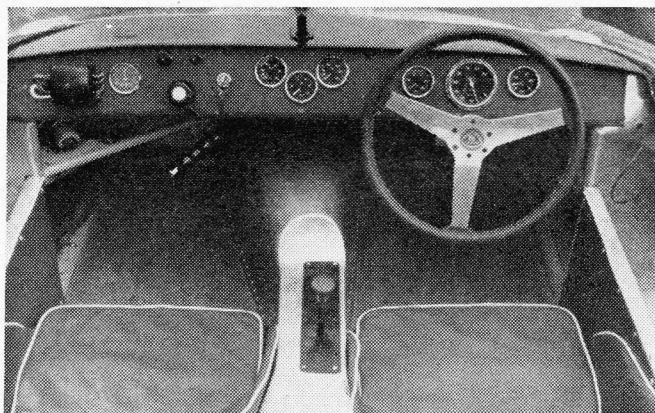
**L**AST week the latest of a long line of Lotuses was unveiled—the Lotus Fifteen. This is the 1958 version of the highly successful sports cars and a worthy successor to those which performed so well at Sebring. The new car looks even smaller than its ancestors and, in fact, the frontal area has been substantially reduced, by laying the twin-cam 1,500 c.c. Coventry Climax motor almost completely on its side—in fact only 28 deg. from the horizontal. Overall height has thus been reduced—and yet ground clearance has been increased as well! The other major advancement is that the rear suspension is now strut-

type all-independent, in a similar manner to the F2 car and the Elite, and a ZF limited-slip differential is in unit with a five-speed gearbox, out of which Lotus are now confident that the “bugs” have been ironed. In place of the fore-and-aft gate gearchange used in the F2 car, a positive-stop change, similar in principle to a motor-cycle foot-change, is used, while a separate knob, projecting between the seat-backs, is used to select reverse.

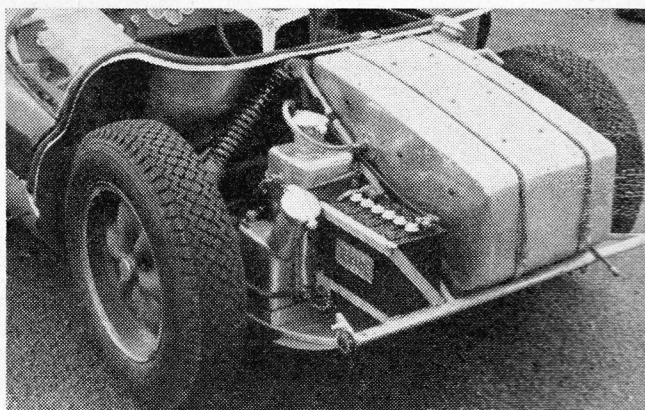
Front suspension is of the fabricated wishbone type, now standardised on all Lotuses, and magnesium alloy wheels

are fitted. Disc brakes are outboard at the front and inboard at the rear. Rear tyres of larger section are now employed.

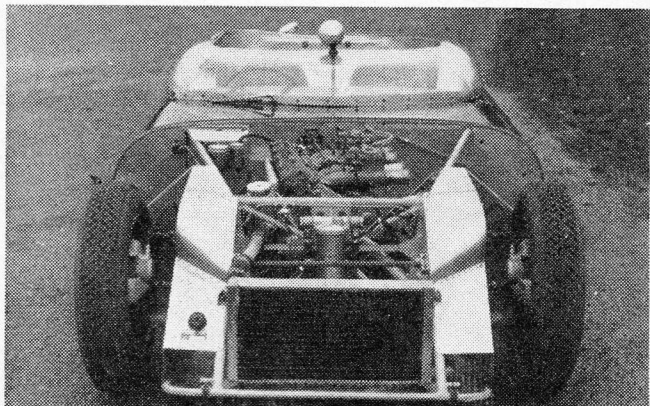
The radiator is now fully ducted, so that cooling air does not pass through the engine compartment. Other changes include the “building-in” of the previously detachable head-fairing and re-arrangement of stowage in the tail. The spare wheel is now mounted vertically on the right, and the battery and the three tanks—for gearbox and engine oil, and for fuel—occupy the remaining space. Weight, less fuel, is claimed to be 980 lbs.



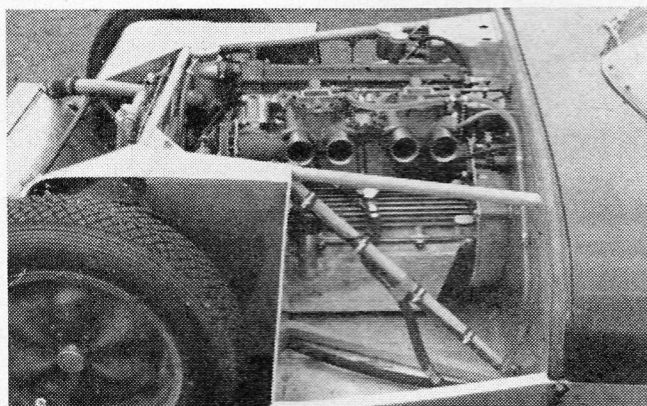
*COCKPIT layout is functional, yet comfortable. The gearchange is a simple, positive-stop device—move it in one direction for changes up and in the other for changes down.*



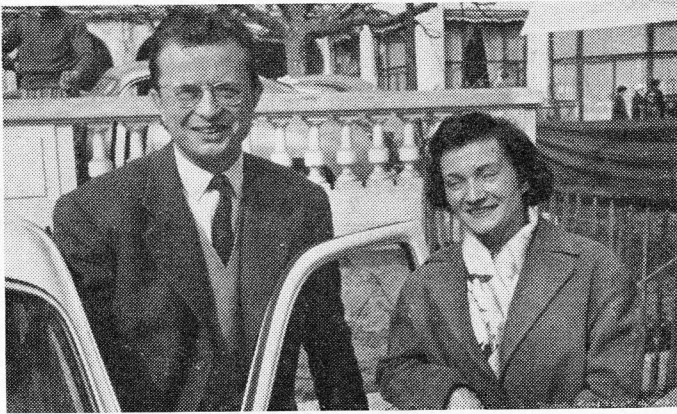
*TAIL is occupied by three tanks for oil and fuel, plus the battery and spare wheel. For suspension details, see the Theo Page drawing on facing page. This is the first sports Lotus to have full i.r.s.*



*ENGINE is tucked well down on its side, as these pictures show. Dry-sump lubrication is employed and the carburettors are twin-choke Webers.*







## The 11th LYON-CHARBONNIERES RALLY

A.C. du Rhone's Event a Model for all Rally Organizers — Diplomatic Handling of Mairesse Incident by Michel Blanchon—Speculation on St. Jean-en-Royans

by GREGOR GRANT

Photography by George Phillips

*WINNERS (Top, left) M. and Mme Gentilini, leaders in general classification with their Alfa Romeo.*

*MORAL WINNER (Top, right) Willy Mairesse (Mercedes-Benz) whose drive at St. Jean-en-Royans made rally history.*

As briefly reported in last week's issue, the 11th Rallye Internationale Lyon-Charbonnières was won outright by M. and Mme Gentilini in an Alfa Giulietta Berlina, one of those four-door touring cars which have posed a problem for all rally organizers. Fitted with the Sprint Veloce engine, it qualifies as an improved series touring machine, and, as was shown in the 1957 Tour de France, as well as in numerous other events, it approaches the performance of its Grand Touring stablemate. In the 1,300 c.c. category it is virtually unbeatable, being far ahead in performance of its nearest rival, the Simca.

As was expected, the result of the rally depended on the dreaded St. Jean-en-Royans special stage. This section, 38.5 kilometres in length, was routed via the Cols de la Croix, Col du Pionnier, Carrefour des Trois Routes, the Forestiere and the Col de l'Echarasson. As regards terrifying mountainous terrain, this was the lot. Narrow roads with, in places, dreadful surfaces and the added hazard of "chutes des pierres", countless bends, ice in many places, snow piled on the

*RUNNER-UP (Right) Claude Storez on the Charbonnières speed hill-climb with his Carrera-powered Porsche Speedster.*

*MILLE MIGLIA pattern formed by ramp at the Charbonnières start, showing Mmes Honore/Spiers (Alfa Giulietta) and Greger/Kunz (Porsche Carrera) awaiting the starting signal.*



happened. In the 1,000 c.c. touring class, the best performance was put up by Guichet/Angelvin (Renault Dauphine), with 38 mins. 28.6 secs., or a deficiency of 4 mins. 6.8 secs. In the 1,300 c.c. category, the Gentilinis were only 26.8 secs. out, in a strongly supported class in which best times were made by nine Alfas, the nearest Simca having a deficiency of 4 mins. 17.2 secs. Another superb performance was that of M. and Mme Trautmann in their ID 19 Citroën, who did 35 mins. 27 secs. with a standard time of 33 mins. 11 secs.

Now we come to the G.T. cars, with their supposedly impossible time of 32 mins. 0.5 sec. Easily best in the smallest class were Consten and the ex-Etoile Filante driver, Hebert, in their D.B., with 33 mins. 43.4 secs., the next best being





Picart/Giemohft (DB) with 36 mins 0.7 sec. In the 1,600 c.c. category, Storez/Buchet, despite going off the road twice, took their Carrera-powered Porsche Speedster round in 32 mins. 40.6 secs., or 25 secs. faster than the works Porsche pair Greger/Kunz.

Mairesse's performance with the Mercedes-Benz 300SL is now a matter of rally history, the Belgian doing the course in the incredible time of 29 mins. 22.2 secs., which, being an average of over 78 k.p.h., cost him 600 penalty points for exceeding the rally average of 75 k.p.h. maximum. As was reported last week, he was given a special prize. During the prize-presentation, Michel Blanchon of the Casino of Charbonnières, presented him with a trophy and



*HOLD-UP on the way to Dijon by the inevitable goods train with countless trucks. In line ahead are the Augias/Delaye Peugeot, the Mairesse/Desse Mercedes, the Grant/Phillips Triumph TR3 and the Boutin/Dejardin Alfa.*

*RAPID FILL-UP for the Triumphs of Grant and Annie Soisbault and Boutin's Alfa from Shell-Berre's racing tender near Charbonnières.*



town of St. Jean-en-Royans had a complete electrical failure just as crews were preparing for the special stage.

Now to return to the rally itself; the circuit was of 1,200 kilometres, taking in most of the familiar "Charbonnières" country in the Massif Central. There was scarcely ever time to let up in order to maintain the imposed minimum average which, in the case of the TR3 driven by George Phillips and me was 60 k.p.h. Consequently, when a tyre punctured right at the start of the Charbonnières-Terrenoire section on a pitch-black road, no attempt could be made to change a wheel until all competitors had passed. We decided to get back on to the main road, and there changed the wheel. However, despite furious driving, we were late at Terrenoire, losing more time winking out the passage control official at St. Symphorien who had vanished into a café. We plugged on, but with such a deficit it was pretty hopeless and after finding some pretty excessive tyre wear on the offside rear, we decided to hand in our book at St. Jean-en-Royans with just over a third of the distance completed.

Tommy Clarke and John Sunley had even worse luck when their A.C. Aceca broke a half-shaft at Seurre before reaching the concentration at Charbonnières. Out of the original 132 entries (maximum

a cheque for 500,000 francs. This was a most diplomatic gesture, as, although Mairesse had agreed that the fault was his, many of his fellow rally drivers were ripe for making trouble over the penalization. Blanchon's gesture spiked their guns completely, leaving everyone with the impression that the Belgian was the moral victor.

However, Mairesse's remarkable performance tended to outshine another wonderful feat, that of Annie Soisbault and Lise Renaud, who achieved 34 mins. 08.4 secs., with the former's red TR3. Unlike many of her rivals, Annie had never driven over the section, and her effort not only won for her the sadly depleted over 1,600 c.c. class, but the

Coupe des Dames and sixth place in the general classification. She is now regarded on the Continent as the logical successor to Gilberte Thirion, who recently retired from competitions. Petite Lise Renaud makes an ideal partner to the tall Parisienne, and this combination will bear watching in all future events. It was certainly a wise move on Ken Richardson's part to sign her up for Triumphs!

To add to everyone's tribulations, the

*UNUSUAL CARS in rallies are (below, left) Gravier's Dauphine Pich., with "fibreglass" body and (right) Sara-yac's delightful "Gran Turismo" Abarth "750".*







*DAY WEAR* by (above, left) Lise Renaud, Annie (Davy Crockett) Soisbault and Mme Blanchoud.



*EVENING:* Outsize pepper mills were amongst the many prizes awarded to Mlle Soisbault/Lise Renaud after their wonderful performance.

permitted), just 114 clocked in at the casino for the second stage.

Organization throughout was absolutely tip-top, and timing was by means of the popular Longines Printogines instruments, crews being responsible for recording their own times at controls. At Charbonnières everything possible was done to aid competitors, the facilities including hot showers, barbers, Swedish masseurs and swiftly served meals. In addition, full information was available from IBM electronic brains, which turned out masses of printed matter relating to the progress of the event.

First retirement was the Rene Cotton/Bertoglio Alfa S.V., which burst a brake pipe at Terrenoire. Maring/Lesieur lost their brakes completely on the way to Le Puy, and Michel/Guiraud had similar trouble with their fast Panhard. With kilometre after kilometre of winding roads, brakes took an awful beating. On the way to Mezilhac, Mmes Honore/Spiers smacked a snow bank with their Giulietta and smashed the radiator. The Germans, In der Etst/Rottger, stopped with their Porsche to render first-aid, and they themselves were hopelessly late at the control. De Ganay/Blanchet left Mezilhac with a very rough-sounding Panhard, and retired a few kilometres farther on.

Fortunately for competitors the weather was well-nigh perfect, little ice being present except at the top of l'Escrinet. Boutin/Dejardin retired their Alfa with ignition bothers at St. Privat.

The well-known St. Peray-Valence road with its multitudinous sharp bends and walls always in the wrong places had recently been resurfaced; consequently one had to watch out carefully for loose gravel. It was on this road that the Monte Carlo rally winner broke a half-shaft on his works Dauphine, and, despite desperate efforts to obtain a replacement, had to retire at Valence.

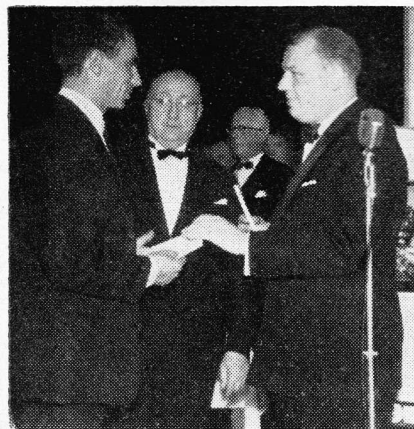
Mmes Blanchoud/Wagner packed up at St. Jean-en-Royans with their Simca —no reasons given. The special stage took a fairly heavy toll, including the Gerrar 250GT of Peron/Behra which burnt out its clutch. Mmes Convert/Terray hit a wall with their Giulietta S.V., whilst Bedin/Henri (Alfa 1900 TI) went off the road at St. Nazaire le Desert. Mmes Texier/Cherret crashed their Simca at Pont en Royans, whilst Pons/Eynnonerie almost wrecked their Peugeot 403 after running into a wall at Montmorin. Numerous cars broke down, and we ourselves nearly followed an Alfa over a steep drop after the Limouches hill-climb. I saw the red

reflector lights and thought it was on the road. The TR3 leapt over a bank, and came to rest a few yards from the proper road—sole damage being a bent sump-protector. We reversed out without difficulty, wondering how the crew were going to recover their sadly bent Alfa.



*RISING STAR* in France is Consten, whose driving has brought him to the forefront in Continental rallies.

*CURIOUS BEHAVIOUR* (below) of front suspension on Michaux's D.B.-Panhard during the Charbonnières speed hill-climb.



*DIPLOMATIC GESTURE* by Michel Blanchon who, watched by Jean Prylle, President of the A.C. du Rhône, presents Mairesse with a special award and a cheque for 500,000 francs.





EASTER is here—or nearly so—once again, and whether we have the sun or the rain we shall at least have plenty of motor sport introduce us to the warming-up laps of the new season. There really is something for everyone this weekend, whether your taste be for a long-distance trial or for international racing.

So let's have a look at the diary, and see where we can go to watch our sport.

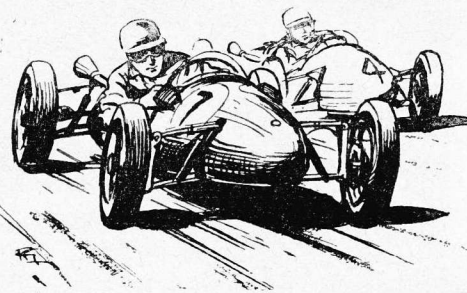
The weekend starts for the long-distance trial enthusiasts with the **M.C.C. Land's End Trial**, which starts from Longford, Middlesex, Launceston and Kenilworth on Good Friday (4th April) and journeys down to Newquay by way of all the well-known, classic trials hills. Best places for spectators to get a good view of the trial are Beggar's Roost and Station Lane, near Lynton; Darracott (near Bude); Hustyn (near Wadebridge); and Bluehills Mine (near Perranporth). The first competitor is due at Station Lane at 3.57 a.m. on 5th April; at Beggar's Roost at 4 a.m.; reaches Darracott at 7.36 a.m.; Hustyn at 11.40 a.m.; and

able entry from Mike Hawthorn in a Ferrari. Two B.R.M.s are entered, with Jean Behra and Harry Shell as drivers: you will remember that it was Behra who drove the B.R.M. to its win at the Silverstone International Trophy Meeting last September. Horace Gould and Bruce Halford have entered their privately owned Maseratis, while Australian motor cyclists Ken Kavanagh and Keith Campbell have entered with similar machines. Paul Emery's Emeryson, which now has a Jaguar 2.4-litre engine, will be running and there are six F2 cars, with a further two as reserves, down to give the big boys a run for their money. Two Connaughts, including the "Dart" model, are entered.

The Lavant Cup race, for Formula 2 cars, has works Cooper and Lotus entries, Cliff Allison and Graham Hill in Hornsey cars and Jack Brabham in a Cooper. Stirling Moss makes another appearance again in a Rob Walker Cooper, Stuart Lewis-Evans or Tom Bridger will drive a Cooper entered by Moss Motors, and there are 14 other entrants—all in

Programme starts at noon and includes races for 1,100 c.c. sports cars, unlimited sports and racing cars, 500 c.c. racing cars, and standard production saloon and sports cars.

The small sports cars compete for the Chequered Flag trophy, and entries for this include 14 Lotuses, six Elvas and

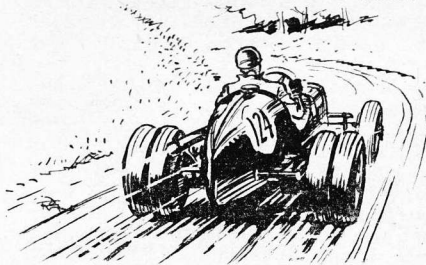


four Coopers plus a new car, the Dolphin-Climax, which makes its racing début at the meeting and will be piloted by E. V. Waddington.

Unlimited sports and racing cars trying for the Easter Trophy will include Russ Taylor and Norman Hillwood in Lister-Jaguars, three E.R.A.s in the hands of Bill Moss, D. Hull and M. Brewer, J. Turner in Alan Brown's Cooper-Alta, Geoff Williamson in a supercharged Lotus-Ford, Percy Crabb's Tojeiro and John Horridge in the Lister-Bristol.

Drivers of 500 c.c. cars will include Alex Cowley, Gordon Jones, P. R. Ellis and Don Parker in Coopers and C. Scott-MacArthur in a new car—the Saxon.

The John Davy Trophy race for standard production saloon cars sees a lineup which includes John Sprinzel and Doc G. C. Shepherd in A35s and Jeff Sparrowe in a DKW. Harold Grace has entered a Riley 1.5, Patsy Burt in a new Sunbeam Rapier and Alan Foster, John Waller and John Webb in M.G. Magnettes. Among the heavy metal in this event, there is Don Parker in a Jensen, Tommy Sopwith, John Young and Sir Gawaine Baillie in 3.4 Jaguars and Jack Sears in the formidable Austin A105.



Entries for the production sports car race include Ace-Bristols, TRs and a Frazer-Nash.

Also scheduled for Easter Monday are the **Nottingham S.C.C.** race meeting at **Mallory Park**, near Hinkley, Leicestershire. There's an AUTOSPORT series-production sports car championship event at this meeting.

Two hill-climbs, run, respectively by **West Cornwall M.C.** at **Trengwainton**, near Madron, Penzance, and **South Wales A.C.** at **Castel Farm, Llangynydd**, near Bridgend, both start at 2 p.m. For the people who prefer not to travel far in the course of their competition, **Liverpool M.C.** holds a driving test meeting at the **Dunlop Rubber Co.'s ground, Speke, near Liverpool**: this starts at 2.30 p.m.

So wherever you go, enjoy yourselves!

MARTYN WATKINS.

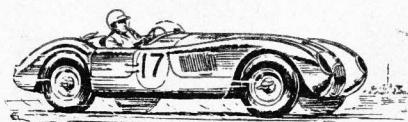
# EASTER MOTOR SPORT

## A Guide To Where To Go and What To See This Weekend

Bluehills Mine at 1.20 p.m. The last competitor follows about 6½ hours later. First man home will reach the Headland Hotel, Newquay, where the trial finishes, at about 2.20 p.m.

That, really, is about all there is for the trials man over the holiday period. But for speed enthusiasts there is sport a-plenty, starting with the **East Anglian M.C.** autocross meeting at **Wolves Hall, Tending, near Colchester, Essex**, on Easter Sunday, starting at 2 p.m. On the same day the **250 M.R.C.** is holding a restricted sprint event at **Stapleford**, five miles north-east of Chigwell, Essex, on A113. Both these events are always good for interesting spectating, while an autocross, somehow, seems to combine all the best features of trials, sprints and races at the same time.

It is on Monday, however, that the enthusiast has a real feast, with three race meetings scattered throughout the country—and one of them an international—together with a couple of hill-climbs and a driving test meeting.



First comes the **B.A.R.C. International meeting at Goodwood**, near Chichester, Sussex. Racing starts at 1.30 p.m. and there will be events for Formula 1, 2 and 3 racing cars, and sports cars up to and exceeding 1,100 c.c. Principal race of the day is, of course, the Glover Trophy race, a Formula 1 event over 100 miles. Entries for this race already promise some fine motor racing, with Stirling Moss driving the Rob Walker 2-litre Cooper-Climax which won the Argentine Grand Prix, a pair of works 2-litre Coopers to be driven by Roy Salvadori and Jack Brabham and a prob-

Coopers except Dennis Taylor, whose Lotus will be running.

A 50-mile race for sports cars of over 1,100 c.c. will see Archie Scott-Brown,



in a new Lister-Jaguar, two Ecurie National Belge cars—a 3-litre Testa Rossa Ferrari and a Lister-Jaguar—and two new 2-litre Lotuses, to be driven by Hill and Allison, on the starting line among several other Astons, Jaguars and Lister-Jaguars. A real challenge comes from Mrs. Jean Bloxam in her new car, the ex-David Brown Aston Martin DB3S coupé.

The smaller sports cars, up to 1,100 c.c., compete for the Chichester Cup and principal contestants here are two new works Lotuses, driven by Stacey and Hall, and a brace of works Elvas, to be driven by Chris Bristow and Robbie Mackenzie-Low. Innes Ireland is in a Lotus and among the rest of the field is Ron Flockhart, who drives the John Coombes Lotus.

Favourites for the 500 c.c. race are Stuart Lewis-Evans, in the Beart-Cooper, and Jim Russell, who will drive Robin Jackson's new car: there is, as always, a strong "supporting cast".

For the opening race meeting at **Brands Hatch**, near Farningham, Kent, on Easter Monday, there is a first-class entry of 110, with Tommy Sopwith, Don Parker, Ian Raby, Alan Stacey, Alex Cowley, Don Iszatt, Bill Moss, Bill Wilks, Jack Sears, Harold Grace, John Sprinzel and Alan Foster among the drivers and Lister-Jaguars, E.R.A.s, Lotuses, Elvas and 3.4 Jaguars among the cars.





## MALLORY PARK OPENING

### *P. J. Arundell Wins a Brace at Season's First Meeting on Improved Circuit*

CLIVE WORMLEIGHTON and his trusty men have certainly worked like beavers at Mallory Park during the close season. The very narrow hairpin at "Shaws" which has always penalized the larger car has been widened by up to 20 feet. This, in effect, should make the circuit at least a second faster. In addition, the large and rather dangerous tree guarding "Shaws" exit has been removed and a neat row of sunken barrelling introduced. This allows spectators to walk all the way along to the hairpin where most of the "incidents" occur!

Secondly, new, large and well inscribed corner markers are widely displayed at each and every braking point; lastly, but certainly not least, there is water everywhere. Practically the whole of the inside is now purposely flooded, your Northern Editor enjoying a "speed-boat trip round the island" during the lunch break! Certainly it makes the very picturesque Mallory scene more so!

Now to get on, B.A.R.C. opened the season on Saturday, 29th March, just jumping Snetterton's gun under weather conditions which were none of the best. After a night of rain the track dried off, but the paddock and footpaths didn't! Sticky red mud impeded progress, much of it being carried out on to the tarmac of the track and the biting cold over-cast day was not conducive to high-speed motoring.

However, a larger crowd than was expected witnessed well above average racing with Tommy Dickson's Lotus-Climax, now Weber inducted, making B.T.D. with a cracking 58.8 secs. Strange to

say, he did not win the race in question, as one Jimmy Blumer, at the wheel of a "strange" but similar car in which he had only sat for 30 miles, drove the race of his life to win by one and a half secs.!

Event one was a seven-lap scratch race for 500 c.c. cars: on the grid were 11 Cooper-Nortons and one lone J.A.P. For the first three laps S. Bloor led J. K. Pitcher and G. M. Jones, but on lap 5 Bloor, who in his rapid progress had done a 1 min. 6 secs. tour, found trouble, the lead going to Jones with Pitcher, D.

*LOTUSEERS—Jimmy Blumer, very much at home in a strange car, leads Keith Greene out of Shaws. Note the extension for the public down to the end of the corner, and the wider bend.*

Wagner and A. E. Liddle hard on his heels. This order continued until the last lap when just about everything happened. Wagner took Jones and Pitcher disappeared, leaving Liddle firmly in third place. Two incidents occurred up at Shaws, J. P. Cavill having a "moment" when a brake locked, and P. Barrack, who entered much too fast, hit the barrier but continued without much damage.

Next, event two was the first of two seven-lap handicaps for sports cars. After the first lap, in which the limit man, J. Goddard Watts (Berkeley) buzzed round in the lead, W. A. Mackenzie, driving an extremely fast M.G.A. really twisted the handicapper's tail and won as he liked. The second man, C. J. Steele, driving a rather clever adaptation of Cooper and Zephyr, was some 15 secs. behind. Third home was J. D. Wood (TR3). In this race R. A. Brightman (A.C. Aceca) entered "Shaws" miles too fast and most deservedly hit the bank hard!

The second handicap took in the Lotus cars and was run at a much higher speed than its predecessor. For the first three laps the limit man, R. V. Staples (Lotus-Ford) held off the attack of its Climax relations but by lap 4 sheer power told. R. N. Prior (Lotus-Climax) had worked his way from scratch through the field and was far too fast to be overtaken; into second and third spots quickly swept M. Taylor and C. Martyn, similarly mounted.

Entrants for a seven-lap "marque" scratch race included TR, M.G.A., Morgan, Plus Four and Austin-Healey. The race produced a superb scrap between the winner, J. A. Ewer (TR3) and K. W. Mackenzie (M.G.A.), the latter not quite succeeding in pulling off the double. These two, lap after lap, gave the spectators a fine display of genuine "as you can buy" sports car driving.



*FIRST AIRING for Jean Bloxam's new car: the DB3S coupé showed that she'll probably win just as often as she did in the DB2!*



**THE RIGHT WAY**—and the wrong way—for Shaws! P. H. Arnold takes his TR through while R. Brightman finds a less conventional line for his Aceca—it didn't work!

while not overshadowed was third man home, D. Pacey (Plus Four) only a couple of seconds after.

Event five, a seven-lap scratch race for sports cars up to 1,100 c.c., was quite the best race of the day. It included a line-up of a dozen "Loti-Climax" driven by such Mallory names as T. Dickson, K. A. Greene, D. J. Brough, G. M. Campbell Jones, and last, but certainly not least, the eventual winner, J. Blumer.

Admiring the capabilities of Jimmy Blumer, but knowing full well he had hardly "driven" the car, I, in company with numerous other so-called "experts", thought this race a gift for Tommy Dickson, who has seldom been beaten at Mallory, and were our faces red when, from the start, Jimmy Blumer streaked into the lead and held a 30-yard "ditto" for seven laps. Not even a lap in 58 secs. by Tommy, only a couple of seconds off the all-time record, could do anything about it! Rather overshadowed by this was a fine third place only 2 secs. later by Keith Greene.

A seven-lap scratch race for sports cars over 1,100 c.c. was a gift to M. G. Dickens in an overbored Lotus-Climax, with a 16-sec. gain over E. R. Protheroe, who was driving what appeared to be the ex-Dalton Healey, and E. E. Ward Thomas (DB3S). This race also reintroduced two ladies, Mrs. Jean Bloxam, whose very pretty DB3S coupé was having its first "airing" and went like a bomb to finish sixth, its note *en passant* sounding terrific, and Miss R. Massey who, after a good start, lost her 150 Jaguar hardtop coming out of "Gerrards" and finished on the mud but a few yards from "Clive's" lake.

Another seven-lap scratch race for sports cars up to 1,100 c.c. reintroduced to Mallory habitués P. J. Arundell, who last year astonished one and all in his superb driving of what appeared to be a standard M.G. TD. This year he has forsaken this and has taken to himself a Lotus-Climax, and as a duck takes to water so—! Driving against such well-known Mallory "Climax" characters as Taylor, Harpin, Escott, Utley and Bramley, Arundell won as he liked from Taylor and Harpin. For the incident-minded, J. Mackay overdid it at Shaws, and L. I. Bramley produced a most hair-raising spin through the fast Esses but continued, nothing daunted.

A seven-lap scratch race for unlimited sports cars brought the return match between Dickson and Blumer, and blow me down if exactly the same thing didn't happen again. Jimmy shot off like a rocket to lead all the way, until lap 6 when, in his own words, "At Shaws I lost it, spun like a clot and then, if that wasn't enough, stalled the engine which refused point-blank to restart!" Dickson, of course, was first, but on this occasion Jones took Greene for second spot.

Event nine was another seven-lap scratch race for unlimited sports cars, and for the first six laps C. J. Escott, who had started with an oily clutch, held off Arundell, who was breathing down his neck and never let up. Lap 7 found both the leaders lapping "tail-end



Charlies" and in so doing were both baulked; just before the Esses Arundell got by to win by a couple of seconds with Harpin firmly in third spot. Poor Bramley found the "spot" exciting from Gerrards, spun it and visited the "bul-rushes".

Event 10, a seven-lap closed car handicap, was one of those "horrors" to work out the leaders. P. Coleby's little G.T. "Goggo" receiving two laps from Jean Bloxam's DB3S coupé. But it was the middlemen who gained the day, first home being J. M. Dunlop, well-known Anglia exponent, from Edgar Wadsworth in his "perennial" Healey-Elliott. Jean Bloxam, whose car sounded and was driven "just right", took a well-earned third.

So, after thanking "Mac" and Jean for their wonderful Press service, and tired but happy that the "real" job is here again, came the long trail home!

FRANCIS PENN.

#### Results

**Formula 3:** 1, D. Wagner (Cooper-Norton), 77.04 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, A. E. Liddle (Cooper-Norton). **Fastest lap:** S. Bloor (Cooper-Norton), 80.20 m.p.h.

**Sports Car Handicap:** 1, K. W. Mackenzie (M.G.A.), 69.40 m.p.h.; 2, C. J. Steele (Cooper-Zephyr); 3, J. D. Wood (Triumph TR3). **Fastest lap:** Mackenzie and Wood, 71.89 m.p.h.

**Sports Car Handicap:** 1, R. N. Prior (Lotus-Climax), 74.84 m.p.h.; 2, M. Taylor (Lotus-Climax); 3, C. Martyn (Lotus-Climax). **Fastest lap:** Martyn and Taylor, 78.9 m.p.h.

**Marque Scratch Race:** 1, J. A. G. Ewer (Triumph TR2), 70.43 m.p.h.; 2, K. W. Mackenzie (M.G.A.); 3, D. Pacey (Morgan Plus Four). **Fastest lap:** J. Looker (Morgan Plus Four), 72.97 m.p.h.

**Sports Cars up to 1,100 c.c.:** 1, J. Blumer (Lotus-Climax), 80.01 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, K. A. Greene (Lotus-Climax). **Fastest lap:** Dickson 82.65 m.p.h.

**Over 1,100 c.c.:** 1, M. G. F. Dickens (Lotus-Climax), 75.90 m.p.h.; 2, E. R. Protheroe (Austin-Healey 100S); 3, G. E. Ward Thomas (Aston Martin DB3S). **Fastest lap:** Dickens, 78.14 m.p.h.

**Sports Cars up to 1,100 c.c.:** 1, P. J. Arundell (Lotus-Climax), 76.90 m.p.h.; 2, M. Taylor (Lotus-Climax); 3, B. Harpin (Lotus-Climax). **Fastest lap:** Arundell, 77.93 m.p.h.

**Unlimited Sports Cars:** 1, T. Dickson (Lotus-Climax), 80.88 m.p.h.; 2, G. M. Jones (Lotus-Climax); 3, K. A. Greene (Lotus-Climax). **Fastest lap:** Dickson, 82.93 m.p.h.

**Unlimited Sports Cars:** 1, P. J. Arundell (Lotus-Climax), 78.50 m.p.h.; 2, C. G. Escott (Lotus-Climax); 3, B. Harpin (Lotus-Climax). **Fastest lap:** Arundell, 82.09 m.p.h.

**Closed Car Handicap:** 1, J. M. Dunlop (Ford Anglia), 59.32 m.p.h.; 2, E. B. Wadsworth (Healey); 3, Mrs. Jean Bloxam (Aston Martin DB3S). **Fastest lap:** Mrs. Bloxam, 74.53 m.p.h.

## East Surrey M.C. "Martini" Rally

### Tight Schedules and Concentrated Navigation for a Full-Entry Road Event

**L**AST year, fuel rationing caused the East Surrey M.C.'s Martini Rally to be held in the form of what was probably the first and certainly the most original of the "table-top rallies". However, no such circumstances arose in 1958 and last weekend the event took off for the first time as a road event.

Somewhere between 250 and 300 miles were covered during the course of the rally, which started on 29th March from the T.A. Headquarters, Marlpit Lane, Coulsdon, Surrey. A full entry list of 120 was, in fact, only the first part of the tremendous response that came from over 30 clubs: the number of applications received totalled the greater part of 200!

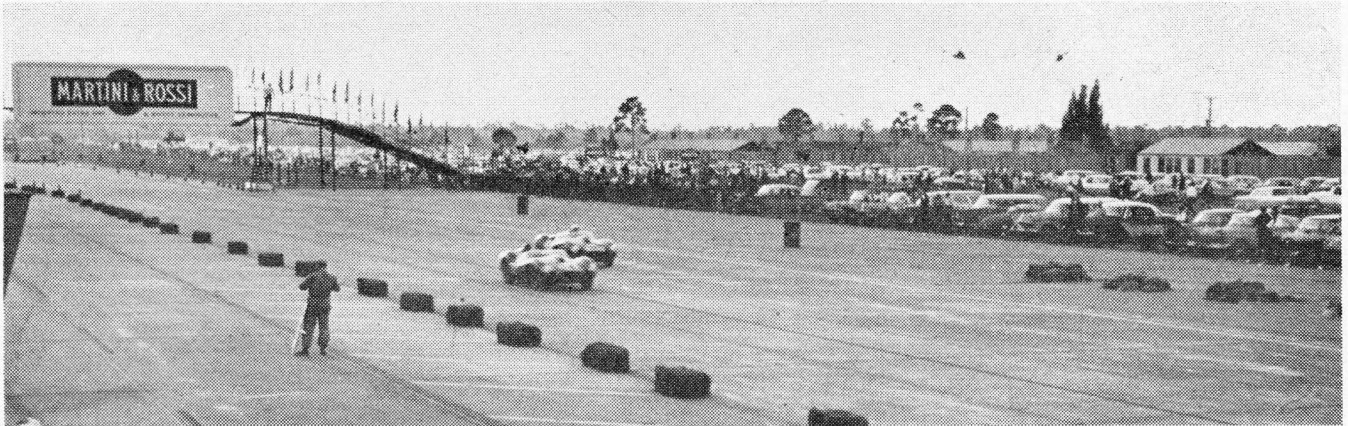
The night's motoring followed a varied pattern in four sections, all involving precise though straightforward navigation: problems set were of a conventional nature and no one was required to do clever things with compasses or protractors.

First section combined average speed with navigation from one of those dreadful sheets of paper with a wiggly line drawn on it. This has to be mated up with the relevant map and indicates diagrammatically the route to be followed. Average speed set was 28.5 m.p.h., which left no room for mistakes.

Then came the second section, a standard sort of map-reading exercise with 19 route checks and eight time

(Continued on page 442)





ON THEIR OWN. Phil Hill and Graf von Trips streak past the pits, having a private battle during the later stages of the race. Hill, co-driving with Peter Collins, was to go on to win the race, but the von Trips/Hawthorn Ferrari was fated to retire with transmission troubles.

## Ferraris Win in Florida

Peter Collins and Phil Hill Win Sebring 12-hour Race—Aston Martins and Jaguars Fail but Lotus Gain Fourth, Sixth and Ninth Places

SCORING their second straight victory in the world sports car championship race series, and averaging 86.6 m.p.h. in a Ferrari 250TR, Peter Collins and Phil Hill finished some six miles ahead of Luigi Musso and Olivier Gendebien in a sister car to win the Sebring 12-hour race. Both Ferraris were without brakes at the finish. The Collins/Hill car completed 200 laps for 1,040 miles, compared with the Fangio/Behra total of 1,024.4 miles last year. Harry Shell and Wolfgang Seidel (Porsche Spyder) were third, seven laps behind the winners.

During practice Stirling Moss (Aston Martin) set a new lap record of 91.994 m.p.h., a full second faster than Jean Behra's record lap last year in a Maserati. By race morning, the Moss/Brooks Aston Martin was a heavy favourite to win. It led for four hours before retiring with a broken rear end, to give first place to Collins and Hill. Early in the race Moss completed the fastest lap of the day in 3 mins. 20 secs., 96 m.p.h. Of the 65 starters, 24 failed to finish.

By RUTH SANDS BENTLEY

Photographs by Gordon Martin  
and the Author

Commendable performances were given by the 1,096 c.c. Lotus cars and by a little 748 c.c. Osca, with an independent Lotus driven by Weiss and Tallaksen finishing fourth overall; the Lotus team of Chapman/Allison and Chamberlain/Frost finishing sixth and ninth respectively; and the de Tomaso/de Tomaso Osca finishing eighth overall and winning the Index of Performance.

Practice days were cold and windy with sand blowing fiercely, but a bright sun greeted race day and the winds had died down. The thermometer was up a bit, but it was still much too cool for Florida. Contestants were getting a pre-race thrill by entering the paddock area via the new Martini and Rossi bridge, a steep, narrow construction designed to please hill-climbers but to scare the wits out of back-seat drivers. Band music

sounded as beauteous majorettes appeared, coming under the new bridge and strutting smartly. Some 35 per cent more spectators than last year were finding vantage points around the 5.2-mile course while photographers were vying for space on the steps of the Amoco bridge to shoot the Le Mans start. There was a silence during the invocation and an eruption of racket afterwards as engines were warmed up and cars were pushed to their starting places. Numbers were not painted on the road surface, so quite a bit of shifting transpired before the 65 mounts got settled. Flags of the 16 countries were raised while race chairman Alec Ulmann welcomed the drivers from each nation; contestants began taking their places opposite their cars; the band played our national anthem; and chief scorer and timer Joe Lane started counting off the seconds. But something went awry, and at the down count of 30 several drivers dashed forward, only to be ordered back in line. This necessitated a recount, obviously maddening some of the young men who ran like demons when the flag finally fell, Shell flying into his Porsche without bothering to open the door.

Kilborn (Corvette) was first away, followed by Hill (Ferrari), Crawford (Lister-Jaguar), Hawthorn (Ferrari) and Flockhart (Lister-Jaguar). Stalled at the start was Bradley (Elva) who received a loud ovation when he eventually got going.

At the end of the first lap Moss (Aston Martin) was leading, setting a torrid pace for Hawthorn (Ferrari), Salvadori (Aston Martin), Hill (Ferrari), Scott-Brown (Lister-Jaguar), Gendebien (Ferrari), von Neuman (Ferrari), Crawford (Lister-



MOBBED! Phil Hill and Peter Collins (back to the camera) faced a barrage of microphones and cameras at the wildly disorganized finish line after their record breaking win. This perfectly matched pair of drivers have won three out of the last three sports car championship races, two of them counting towards this year's championship.



Jaguar) and Fitch (Ferrari) as they passed in that order. A short distance back and running dead even were Sanderson (Jaguar) and Shell (Porsche). The fuel-injection system broke in Kilborn's Corvette and he coasted slowly into his pits, having been first overall and then last on the same lap. He lost six laps while making repairs.

Moss completed lap two in 3 mins. 23.3 secs. and held a 4.9-second lead over Hawthorn, next lap increasing his lead and by lap four being 12 secs. in front. Gendebien created excitement at U Turn when he ran his Ferrari up the back of Scott-Brown's Lister-Jaguar, his tyre touching Archie's shoulder! The damage forced the Lister-Jaguar to retire, much to the disappointment of everyone at the race course, for the popular Scott-Brown/Hansgen pairing with the new Lister-Jaguar had been heralded as a likely winner of the race. The two Lister-Jaguars at Sebring were making their initial appearance in America. Gendebien stopped at his pits for 35 minutes while the Ferrari was being checked and the dented front end repaired.

Jeffords (Corvette) wearing a lavender crash helmet to match his car, was plagued with wheel trouble, first losing a near-side front wheel, repairing it, and then losing the near-side rear and taking a hairy ride off the course. The spinner nuts would not hold his wheel, so he retired. The other two Corvettes, driven by Doane/Rathman and Thompson/Windridge/Kilborn, made numerous pit stops during the 12 hours, but they finished—the former in 12th place and the latter in 33rd. Rathman's handling of the big car was spectacular. Although the Corvette sounded as if it were dropping a load of bricks every time Rathman downshifted for a turn, the great driver who finished second at Indianapolis last year was going through the esses faster than any other car on the course.

By lap six Moss was 21.6 secs. ahead of Hawthorn who was being caught by Salvadori. The three British drivers in the three lead cars were showing unusual ability. Moss had momentarily slowed, but the pressure of the battle going on behind him caused him to quicken his pace again, and he completed lap seven in 3 mins. 24.4 secs. Hawthorn, sandwiched between the two very fast Aston Martins, was trying desperately to stave off Salvadori. Crawford's Lister-Jaguar coasted slowly along the back stretch, experiencing the valve trouble which was to retire all of the Jaguars.

Salvadori (Aston Martin) passed Hawthorn (Ferrari) on lap eight to reach second place, and Fitch (Ferrari) was having a ding-dong battle with the Porsches of Behra and Shell, sometimes finding himself between them and sometimes out in front.

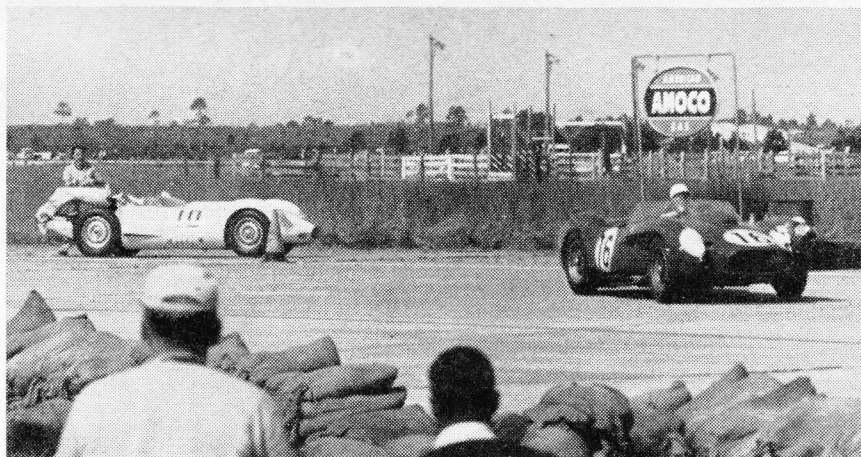
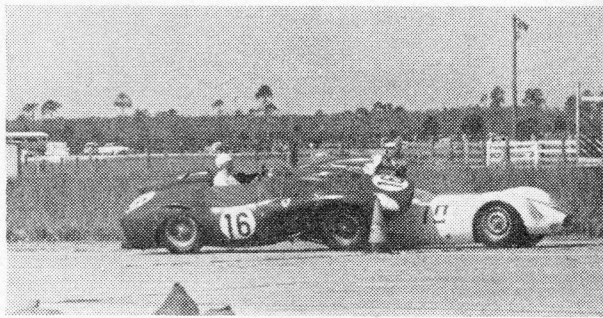
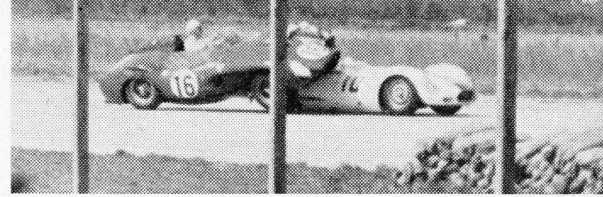
The celebrated Ecurie Ecosse team, who were here for the first time, were running ninth and 10th in team order, Sanderson handling the lead car and Flockhart the other. But it was the first time out for the 3-litre cars, and the three tight springs on each valve were causing too much strain on the heads. There was little time left for the two blue cars.

Lap 12, Hawthorn repassed Salvadori while Hansgen took over for Cunningham (Jaguar). The battle for second place was raging, with Salvadori pushing Hawthorn every second. Von Neuman,

in a privately entered Ferrari, was circling in 3 mins. 31 secs. and moving closer to the factory cars; and Behra (Porsche) was lapping in 3 mins. 31.3 secs. Constantine, who had been running second in the Grand Touring category, drove his Aston Martin Mk. III behind the pits and removed the left back wheel in an attempt to reach the centre of the car's differential bothers. The car had not been retired, and he worked for hours before finally retiring it.

By lap 17, Hill (Ferrari) was catching Hawthorn (Ferrari) who had again lost second spot to Salvadori (Aston Martin); and Fitch had moved ahead of Behra (Porsche) and Shell (Porsche). At the end of the first hour (11 a.m.) the four leading drivers—Moss, Salvadori, Hawthorn and Hill—were in the only un-lapped cars. They had completed 17 laps. Von Neuman was fifth with 16 laps and Fitch sixth. The Porsches of Behra and Shell were next, the Duncan/Bonnier Maserati had moved to ninth place, and the Scottish Jaguars were right behind it. Hansgen was in the pits with Cunningham's D Jaguar, valve spring trouble forcing its retirement. Sebring was becoming a testing ground for the 3-litre cars.

The blistering pace continued in the second hour, with Hawthorn and Hill both passing Salvadori, and Hill overtaking Hawthorn to reach second place which he and his co-driver, Peter Collins, would keep until they took the lead. Moss could not now afford to let up,



**PRANG SPECTACULAR!** The camera catches four stages of the crash which put Archie Scott-Brown out of the race. (Top) Gendebien's Ferrari rides up the back of the Lister-Jaguar. (Centre) The two cars have now collected a marker barrel as they slide to a halt. (Bottom) The drivers leap out to inspect the damage whilst the other Lister passes by. (Above) Archie stands disconsolately by his car and watches the Ferrari make its way to the pit, where it was repaired and was able to continue to finish second in the race.

and he covered his 31st lap in 3 mins. 20 secs., setting the new record of 96 m.p.h. against Behra's old one of 91.7 m.p.h. Rubirosa (Ferrari) pulled into his pits with a broken gas line, the right-hand side of his car covered with petrol. His repairs were rapid and he soon rejoined the race.

At the very beginning of the race, Wallace (Porsche) stalled and was next-to-last away; at the end of the third hour he was leading the F Sports class. Kunstle and Miles (Porsche) had been leading F Sports, but pit stops because of fuel-pump trouble had lost them two laps.

Driver changes were frequent in the third hour. Brooks took over from Moss, Collins from Hill, von Trips from Hawthorn, Shelby from Salvadori, Hugus from Fitch, Windridge from Kilborn (Corvette), Erhman from Stiles (Austin-Healey), and so on. Valve trouble retired the Sanderson/Bueb Jaguar; Constantine continued working on the Mk. III Aston Martin behind the pits with hopes of at least finishing the race, and Said (Ferrari) came in for tyres at 12.35. The weary driver had worked 25 straight hours preparing his car for the race. Because licence problems kept his co-driver, Palmer-Morewood, out of the





encies. Late reports on Flynn sound encouraging. He will recuperate at the Colony Club in Palm Beach, Florida, where his friends can reach him with letters.

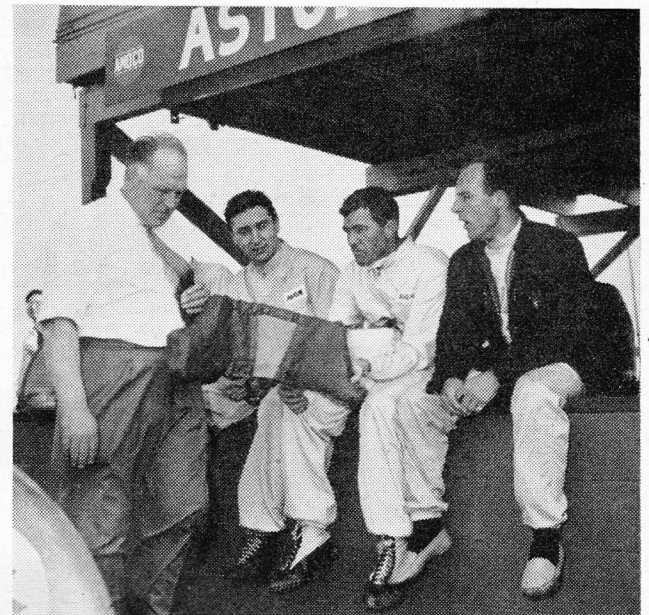
The last of the Jaguars left the race when the Flockhart/Gregory machine, suffering from valve trouble, came to rest on Warehouse Straight. The Jaguar pits now turned their attention to the little Abarth-Fiat co-driven by Denise McCluggage and Ruth Levy, for it was the only Briggs Cunningham entry left in the race. The motoring journalist was dicing merrily with a DB, but her car was doomed too. Around 7 p.m. the gears went.

The Triumph TR3 team was still intact, the Oker/Hurtley car leading

race, Said continued on his way. But he made contact with a sandbank a short while later. Baptista (Elva) also had trouble with a sandbank, but got his car back on the course.

At 1 p.m. Brooks/Moss were still leading, Collins/Hill were second, and Shelby was third—but the Aston Martin was spitting on turns and the Texan made several pit stops when a universal joint broke at the end of the rod from the gear lever to the rear-mounted gearbox. Mechanics worked on the car for 59 minutes and the car rejoined the race with an improvised joint, but it very soon broke again and the car was out for good. And so the order became Brooks/Moss, Collins/Hill, von Trips/Hawthorn, Barth/Behra, Ginther/von Neuman, Seidel/Shell, Musso/Gendebien, Hugus/Fitch and Gregory/Flockhart. The Porsches—in fourth and sixth positions—almost did not make the race. The vessel on which the Porsche factory shipped their cars became stranded on the high seas when it lost its rudder, and the cars only arrived in Sebring in time for night practice. Drivers who had been lapped many times by the fast-moving bolides probably were wishing the Porsches were still adrift! They were also holding second and third places on Index, behind the de Tomaso Osca. The Behra/Barth Porsche led Class E at 1 p.m., and the von Hanstein/Linge Porsche was leading in Class 10 Grand Touring. But it was early, and with seven hours to go anything could happen. Moss and Brooks,

**H A R E A N D HOUNDS:** (Above) Roy Salvadori in the second works Aston, screams under the M.G. bridge just before the Esses, with the two Ferraris of Hill and Hawthorn hard on his heels, during their battle for second place in the early stages of the race. (Right) Pre-race pow-wow. (L. to r.) Reg Parnell, Roy Salvadori, Carroll Shelby and Stirling Moss having a chat during a practice period, when their chances of winning looked rosy indeed.

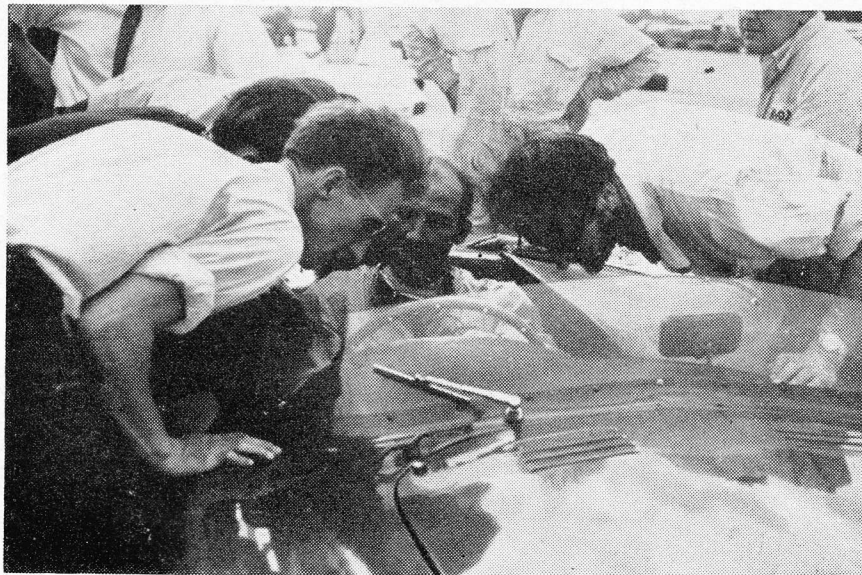


★

who were leading not only on overall position but in Class D as well, were to find that out!

At 1.45 p.m. Chet Flynn flipped his 250TR Ferrari, injuring his left eye quite seriously and breaking his shoulder bone. He was flown to a hospital in St. Petersburg in one of the medical helicopters which were on hand for such emerg-

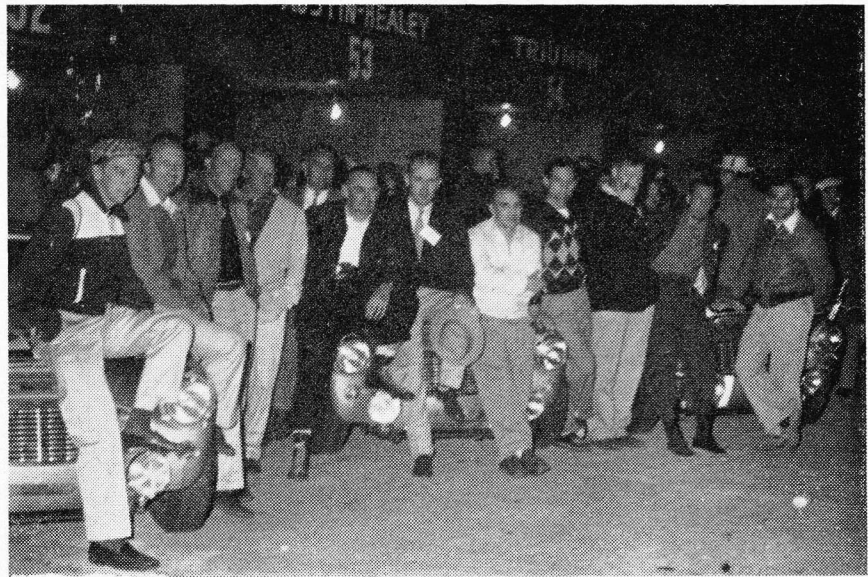
Class 7 Grand Touring. But the A.C.-Bristols of Rothschild/Kimberly/Lott and Milo/Forlong/McClure were moving in fast, the latter would surely have been eligible for a *persistence award* if one had been offered. Dr. Dick Milo left Pennsylvania in his Plymouth Fury tow car, a special job with tight suspension, engine modifications, etc., for his southward trek to Florida. On his trailer sat his Le Mans A.C.-Bristol. Somewhere in Virginia the trailer hitch swayed open, the trailer rolling over in one direction and the Plymouth in the other—several times. Dr. and Mrs. Milo were hospitalized briefly, Mrs. Milo sustaining an arm injury and appearing at Sebring wearing a sling. Dr. Milo called Hap Arnold, a Bristol importer in Virginia, and asked him to have the motor removed from the demolished sports car. He hurried back to Pennsylvania, got out his Packard and another trailer, and loaded it with another A.C.-Bristol, the engine of which was in England being overhauled. He called Sebring and gained permission for late technical inspection; and the night before the race he worked on his car until 4 a.m. So, in addition to his \$100 entry fee, it took two tow cars, two trailers and



**NOT SO ROSY!** Stirling Moss explains to the Aston boys the troubles he is having with the car. After holding first and second places for over four hours, the two DBR1s were forced to retire, leaving the race to the Ferraris.



**THREE STARTED — THREE FINISHED.** The tired but happy Austin-Healey team poses with honoured guests Donald Healey and Donald Healey, Jr., after their cars finished 14th, 17th and 23rd overall.



two sports cars for him to enter the race. But it was worthwhile, for the A.C. won its class.

The Austin-Healeys were all intact too, but one member of their crew should have been wearing a fireman's uniform. Perhaps if there had been a prize for the most unique pit job he would have won it. Every time a car came in, he went under it with a fire extinguisher and pumped liquid up into the clutch housing or, at least, in that general vicinity.

Lou Comito, who operates a sports car garage in Long Island, will have customers asking why they must leave their car with him *three days* to have a head gasket replaced. He drove his Alfa into his pits, replaced a head gasket, and was away again in *50 minutes!* And he finished third in Class 5 Grand Touring, a category dominated by Veloces. He and Allen Markelson were leading their class when the head gasket went.

At 2 p.m. Brooks came into his pits for Moss to take over. Collins was only 10 seconds behind, and the 3 mins. 45 secs. stop gave Moss an unsurmountable handicap. Collins had a wide lead when Moss returned to the course, and Collins's own pit stop a short while later was very fast indeed. Hill took over the Ferrari without losing first place. At 3 p.m. the order was Hill/Collins, Moss/Brooks, Hawthorn/von Trips, Musso/Gendebien, von Neuman/Ginther, Behra/Barth, Shell/Seidel, Duncan/Bonnier, Wallace/Holbert and Fitch/Hugus. Moss, driving without the car's bonnet (which had blown off, chipping the driver's visor and taking part of the windscreen with it!), was streaking by, having made up all but 24 seconds of the time lost in the pits. Two laps later he had cut the time to 15 seconds, but at 3.20 the Aston Martin was back in the pits for good, with a broken rear axle.

Count Karol de Beaufort's Porsche stopped on the back straight and he pushed it a mile to his pits; and in a

nearby field a spectator's Mark VII Jaguar was burned out by a grass fire, bringing out the fire department and a helicopter!

The Wallace/Holbert Porsche left the road when its brakes locked in the esses and a rear wheel sheared. It had been running fourth on Index with only 18 points separating it from the leading Osca. Holbert's engineering skill got the car back in the race and kept it going to the end. Charlie Moran relieved Paul Ceresole at the wheel of the Le Mans Lotus; the gearbox case broke on the Duncan/Bonnier Maserati, which was fifth overall after a splendid drive; Bob Said retired when a brake of the Ferrari collapsed; the O'Shea/Kessler 250GT Ferrari was leading the Grand Touring category and moving up with the top overall cars; and the Collins/Hill and Hawthorn/von Trips Ferraris were having a terrific battle. Lap after lap they fought, sometimes one slipstreaming the other, sometimes running almost even, and sometimes swapping positions.

Charles Sherman, who had driven well, rolled his red Morgan in the esses when cut off by a Porsche. He righted the bent Morgan and drove back to the pits. Chief Steward Bill Smythe

would not allow the bashed car to re-enter the race but did let it cross the finish line at the race's end.

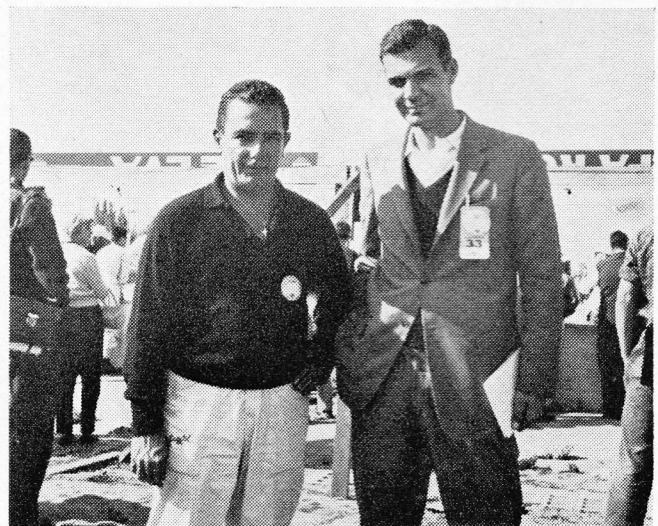
At 4.22 p.m. a magnificent show of driving came to an end when Behra retired the new 1,587 c.c. Porsche because of an oil leak. The Shell/Seidel Porsche was in fourth position, but it had a broken headlamp which would have to be repaired before dusk.

Collins and von Trips continued their dicing, and driving was hazardous because of the sinking sun. The sun was now at eye level, blinding the drivers as they swung around the big bend. The course was being prepared for night driving, and officials drove around the course to check installations.

At 6.30 the "lights on" signal was given and the night became cold as the sun disappeared. The four leading cars were Ferraris and they continued their rapid pace, the cool air helping to prevent blow-outs so prevalent at Sebring on the usually suffocatingly hot days. At 7.30 the stirring dicing for first place came to an end when Hawthorn swung into his pit *sans* headlights. His stay was long, and finally the announcement came that transmission trouble was retiring the car! The order became



**WELL TRAINED** Louise Collins, sitting on the bonnet of a car, times her husband's car, now in the hands of Phil Hill, while her spouse looks on.



**JEAN BEHRA**, who drove a works Porsche in the race, is seen here in the paddock with Ken Rudeen of Sports Illustrated.





Collins/Hill, Musso/Gendebien, von Neuman/Ginther and Shell/Seidel. The leading car was a lap ahead, and the three fast Lotuses were now among the top ten, two of them having been there for a long while. O'Shea (Ferrari) took over for Kessler, Helburn (Ferrari) for Rubirosa, Hill for Collins, and von Neuman for Ginther. But after a few laps von Neuman drove back to the pits with the car sounding like a concrete mixer. Another fine drive had ended. Linton replaced Beck in the 1500 Osca which was leading Class F; the de Tomaso baby Osca was running like a jewel, which, incidentally, it is; Musso's Ferrari seemed to be catching Hill's, although they would still be a lap apart; and the Wallace/Holbert Porsche appeared to be held together with surgical tape as it passed with its many dents. The Thompson/Windredge/Kilborn Corvette had also seen much patch work in the pits.

By 9.30 p.m. everyone was looking for a spot for viewing the finish; masses formed at the finish line; and cameras were placed for action.

At 9.40 Hill pulled into his pits and turned the Ferrari over to Collins, who drove on to victory. A portable ramp was quickly towed to the finish line

where wreaths of kumquats would be placed around the winner's shoulders by Mary Ulmann and where Race Queen Betty Frazee would kiss the victors

*DECEPTIVELY FAST* and as reliable as the sun itself was the beautiful little 750 c.c. desmodromic valve Osca (left). In the hands of Alessandro de Tomaso and his wife (the former Isabelle Haskel) this car won the Index of performance and finished eighth overall! (Below) The Shell/Seidel Porsche, which finished third, flashes past the pits. Note the new commentary tower.

while flashlights glared. Hill jumped in the car as Collins finished his victory lap and the two drove to the ramp which was now swarming with hundreds of fans. Collins gunned his engine to climb the ramp and shouted: "Look out! I haven't any brakes!"

### Results

#### General Classification

1, Peter Collins/Phil Hill (Ferrari), 200 laps, 86.6 m.p.h.; 2, Luigi Musso/Olivier Gendebien (Ferrari), 199 laps, 86.2 m.p.h.; 3, Harry Shell/Wolfgang Seidel (Porsche), 83.6 m.p.h.; 4, Weiss/Tallakson (Lotus); 5, B. Kessler/P. O'Shea (Ferrari); 6, C. Chapman/C. Allison (Lotus); 7, Arents/Reid (Ferrari); 8, A. de Tomaso/Mme. de Tomaso (Osca); 9, J. Chamberlain/W. Frost (Lotus); 10, von Hanstein/Linge (Porsche). **Fastest lap: Stirling Moss (Aston Martin), 3 m. 30.3 s. (new lap record).**

#### Index of Performance

1, A. de Tomaso/Mme. de Tomaso (Osca); 2, H. Shell/W. Seidel (Porsche); 3, Weiss/Tallakson (Lotus); 4, C. Chapman/C. Allison (Lotus); 5, P.



"WATYA DOIN', BUD?" The gentleman sitting on the car is apparently unmoved as Frank Baptista's Elva plunges off course towards him.



SCOTS WHA' HAE? Masten Gregory (driving in a kilt?) takes hasty avoiding action in the Ecurie Ecosse Jaguar as George Reid spins his G.T. Ferrari at the hairpin.



**CRUNCH!** (Right) Rubirosa's Ferrari hits the bank as the Chamberlain/Frost Lotus speeds by at the Webster Turns. (Below) The race continues as darkness falls as the Musso/Gendebien Ferrari charges through the Webster Turns ahead of an Abarth-Fiat and a D.B.

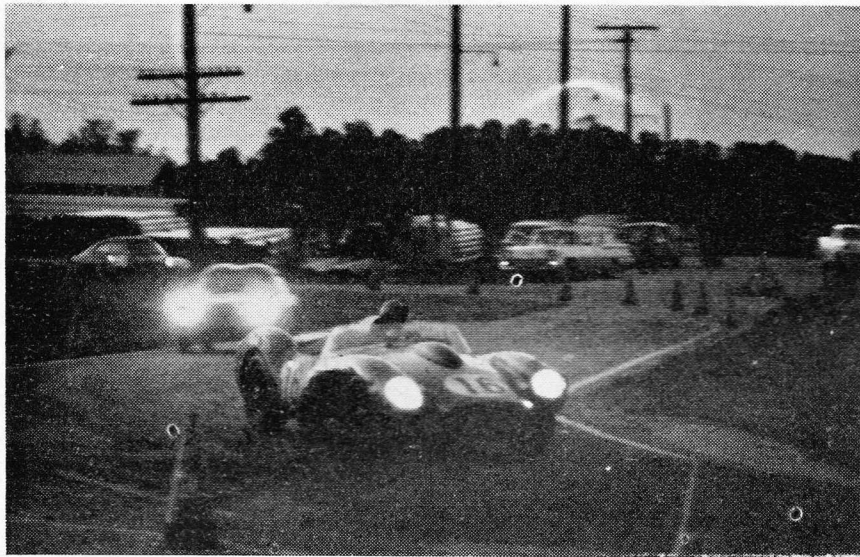
Collins/P. Hill (Ferrari); 6, J. Chamberlain/W. Frost (Lotus); 7, L. Musso/O. Gendebien (Ferrari).

**Class Results**

**Sports Cars up to 750 c.c.:** A. de Tomaso/Mmc. de Tomaso (Osca). **750-1,100 c.c.:** Weiss/Tallakson (Lotus). **1,100-1,500 c.c.:** Stetson/Beck (Osca). **1,500-2,000 c.c.:** H. Shell/W. Seidel (Porsche). **2,000-3,000 c.c.:** P. Collins/P. Hill (Ferrari).  
**Grand Touring Car, 750-1,000 c.c.:** Kessinger/West (Fiat Abarth). **1,000-1,300 c.c.:** Van Beuren/Velasquez (Alfa Romeo). **1,300-1,600 c.c.:** Von Hanstein/Linge (Porsche). **1,600-2,600 c.c.:** Fuller/Day (A.C.-Bristol). **2,600-3,500 c.c.:** O'Shea/Kessler (Ferrari). **Over 3,500 c.c.:** Doane/Rathman (Chevrolet).

**SEBRING SHORTIES**

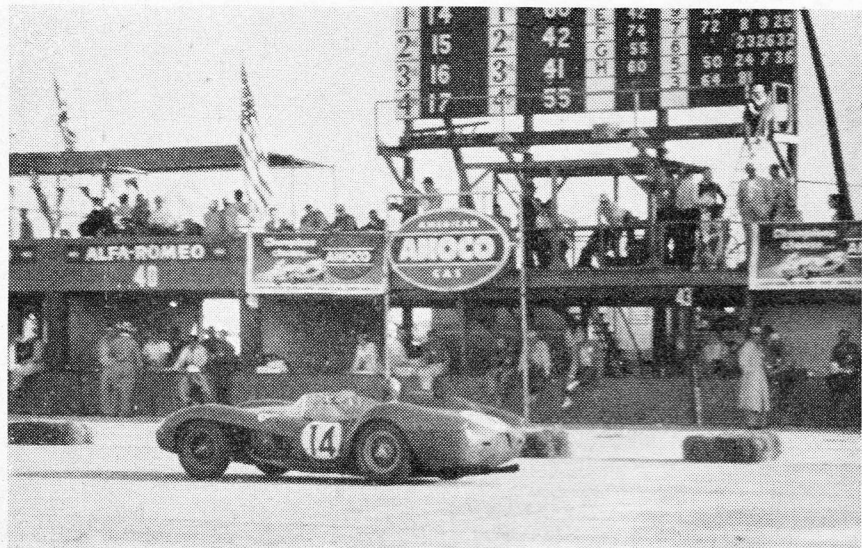
**PHIL HILL** drove from California to Florida in a 1939 Packard to enter it in the old-car event the day preceding the 12-hour race. The Packard won Class 8 in the *concours d'élégance* but



lost all gears—excepting high—in a drag race with a Mercedes 540K during the gymkhana. . . . After winning the Grand Prix of Endurance, Hill set off for New York in his one-gear Packard. In a small town named Waldo, still in Florida, Hill accelerated from 15 to 25 m.p.h. to get around a big truck. A car happened to be approaching from the other direction, but it was quite a distance down the road. However, the driver of the other car just happened to be the town marshal. To throw his weight around, the marshal stopped the Packard, accused Hill of almost causing a head-on collision, and fined the Sebring winner \$15! . . . The Austin-Healey team won the coveted Nisonger "Team Prize Trophy" for their performance in the Sebring race. British Motor Corporation, who won the same prize last year and the year before with the M.G.A entries, had no M.G.s in the race this year. They concentrated on the Austin-Healey 100-Sixes. The seven drivers alternating at the wheels were Colonel Fred Moore, Major Bill Kinche-loe, Major Gill Geitner, Phil Stiles, Gus

Ehrman, Dr. Harold Kunz and Ray Cuomo. . . . There was no loud speaker behind the Press stand at Sebring, and not a single word from the public address system was audible. This made note-taking during the 12 hours ex-

tremely difficult, and this reporter ran up and down the stairs to the Press stand so very many times in an effort to find out what was going on that it took days to get over the strenuous week-end. Also, the new radio tower next to the Press stand obliterated the view of oncoming cars—making lap-charting impossible. . . . Dick Wall, who recently won \$42,000 on the TV programme known as "21", was wearing a kilt when he met the Ecurie Ecosse team at Idlewild. Wall, a teacher at Fordham University, went to school in Edinburgh, Scotland, and became well acquainted with the Scottish drivers. He plans to be married in June and will honeymoon at Le Mans. . . . Ralph Durbin and Max Goldman, who co-drove Wackey Arnolt's Arnolt-Bristol at Sebring, were doing very well indeed until their last lap, which took 1 hr. 50 mins! . . . Katie and Stirling Moss rushed back to New York from Sebring to be guests of honour at a cocktail party given by Mr. and Mrs. Bill Haworth. The party was in recognition of Stirling's new book, *In the Track of Speed*, which has been published by G. P. Putnam & Sons and which gives the reader a cockpit view of many exciting racing experiences. The party was enjoyable, and Stirling autographed books for the guests.



**FIRST AT THE END:** Peter Collins passes the pits during the later stages of the race. He and Phil Hill covered 200 laps of the 5.2-mile circuit.





## Snetterton Spring Meeting

*Two Major Wins for Archie Scott-Brown  
and the New Lister-Jaguar*

THE last Sunday in March brought us, traditionally, the Spring Race Meeting at Snetterton which, following the event at Mallory Park the previous day, has got another British racing season off to a splendid start. The weather was kind, the public enclosures were well filled, and the racing was as good and as enjoyable as always at this very pleasant circuit. The day started auspiciously with the news that Brian Lister's wife had presented him with a daughter at 10.15, their first new model; she (the daughter) must, we feel, be a motor racing enthusiast, for she was not scheduled to put in an appearance for another three or four days. Brian's other new creation, the 1958 Lister-Jaguar, also gave him considerable cause for rejoicing by winning its two races most convincingly in the hands of Archie Scott-Brown.

The other feature of particular interest at this meeting was the first appearance in open competition of some of Jim Russell's pupils, two of whom were driving their own cars. Jim, too, has every reason to be well pleased; his fledglings were involved in the fiercest race, with the largest field, in the day's programme, and their driving was exemplary. None of them showed the slightest sign of becoming hot and bothered and one, Brian Bleaney, worked his way quietly up to sixth place in very exalted company. It was rough luck on Gerry Smith, whom we saw performing a couple of weeks earlier, that he was robbed of a drive when his car devoured a bearing in practice.

Proceedings opened this time with the race for sports cars up to 1½ litres, run in two classes, and it certainly got things going with a swing. The approach to the first corner was frighteningly full of motor cars but somehow they sorted

themselves out, with Campbell Jones leading from Tom Dickson, Tony Marsh and Innes Ireland, all in Lotuses and all 1,100s except for Marsh. Next time round it was obvious that Innes Ireland had tasted blood and at the beginning of lap three he stormed into the lead which he was to hold until the last lap. He was travelling at a fantastic pace but Campbell Jones never let go, and he was rewarded with victory when Ireland had the sickening misfortune to run out of fuel with the chequered flag in sight. Tom Dickson must have performed an unrehearsed manoeuvre on the fifth lap which lost him his third place to Keith Greene, who battled merrily throughout the race with Tony Marsh, the 1,500 c.c. class winner.

The next race was another two-part affair for cars up to and over 2,700 c.c. It was Archie Scott-Brown all the way, and he won by a colossal margin without apparently hurrying at all. An equally comfortable second was John Bekaert in the H.W.M. which he and his

*MIXED BAG for the start of the Formule Libre race, with a collection ranging from a Lister-Jaguar and Lotuses to Formula 2 Coopers and E.R.A.s.*

crew had spent the whole of the previous night running in round the circuit, having had to rebuild the engine after a valve dropped; the turnout of this car, incidentally, is a joy to behold. In the smaller class no one could get anywhere near Dickie Stoop, who kept his veteran Frazer-Nash well up with the D-type Jaguars of Ian Baillie and Johnny Sieff. The third D-type, of Ashmore, overdid things at Riches Corner on the fourth lap and departed at high speed into the ploughed field on the right of the course; almost immediately afterwards W. E. Wilks, surprisingly, put his Frazer-Nash equally smartly into the ploughed field on the left of the course, what time three of the T.R. brigade made valiant efforts to follow suit. Meanwhile, J. Dashwood was going very well in another Le Mans Rep, Frazer-Nash but, although he made it impossible for Dickie Stoop to relax, he never managed to get to grips with him.

The Formula 3 race followed and it lacked the excitement of those of last year, when Jim Russell and Tommy Bridger were waging eternal war. Jim was a non-starter this time and Tommy is too heavily committed to race a 500 this season. Don Parker had things very much his own way as expected, particularly after J. K. Pitcher's machine became mortally ill on the second round. Philip Robinson's car also died after he had worked up to second place, which left Donald Wagner and A. T. Skelton to dispute the places, which they did in quite a lively manner, Wagner eventually getting the decision. Beck and Liddle had a fine scrap farther back, but Dunnage came home fourth after a very steady, lonely race. A. E. Prince apparently did a certain amount of motoring on the banks round the course and finished up with a really sensational spin coming out of the Esses.

The *Formule Libre* race looked promising on paper, but poor Geoff Richardson's Syracuse Connaught fell a victim to grievous maladies on the grid just before the start and had to be  
(Continued on page 436)



*WINNER of the two major races of the afternoon was Archie Scott-Brown in the 1958 version of the Lister-Jaguar. The victories were in the Formule Libre race and the event for sports cars over 2,700 c.c.*





# The pattern's a knockout

It takes an expert to tell a good car tyre.

The Pirelli pattern 337 is designed to give extra long life, together with firm, safe road-holding. It is a particularly valuable tyre if your car has independent front suspension. It is one of three patterns evolved by Pirelli scientists who have studied every possible aspect of tyre wear with the most advanced equipment in the world.

The three patterns the 337, Aerflex, and the new Dual Purpose, are each built on to carcasses which are unsurpassed for ply strength and rubber quality. Pirelli offer several patterns because different cars and different *kinds of motoring* create different problems in tyre performance. Make sure of getting the tyres your car needs by calling on your Pirelli dealer. He will recommend the patterns which will give the highest mileage and the greatest safety for *your* car and *your* kind of motoring.

*He'll save you pounds in the long run.*



# PIRELLI

**WITH TUBE OR TUBELESS**

337





### Snetterton—continued

pushed away, which left Archie completely unchallenged once more. Fortune did not smile on the E.R.A. team either. Brewer's car stalled on the line and then failed to last the distance, and Douglas Hull had a piston failure after doing great things with the ex-Peter Bell 2-litre sprint car. Bill Moss got Remus home in quite a creditable position but, Heavens, what a handful these old cars are on a bumpy track! Brian Naylor held second place throughout in the Formula 2 Cooper and John Bekaert, after another gentle opening, worked the H.W.M. up to third but, on the seventh lap, something went awry at the Esses and he retired. Tom Dickson, who made no mistake this time and motored extremely rapidly, inherited third place when the H.W.M. withdrew. Another man who went astonishingly fast at times was Peter Arundell who now drives a Lotus, but his position in the field was very far from constant. Keith Greene and Dickie Stoop, now in the Formula 2 Cooper, had a great tussle and were joined in the closing stages by

Michael Taylor in the Ireland-entered Lotus; on the last lap, however, Taylor spun mightily at Coram Curve and Stoop passed Greene on the run up to the line.

The saloons had their benefit at the end of the programme this time, and very frightening they looked too. The two Equipe Endeavour 3.4 Jaguars, beautifully driven by Tommy Sopwith and Sir Gawaine Baillie, streaked away from the rest of the field and looked perfectly safe even when lapping at nearly 79 m.p.h. but the others, even those with full independence, demonstrated convincingly that they had no natural inclination to remain on the course and were doing so under considerable protest, subdued by the skill and courage of their drivers. The race was made up of the usual collection of private battles which were so absorbing to watch that one had no time to consider the progress of the cars in their respective classes. The Jaguars, of course, were out on their own, even before Don Parker's Jensen retimed its own ignition with a conspicuous lack of success; Jack Sears collected his accus-

*THE ESSES—and some fast motoring by Keith Greene who leads Dickie Stoop's F2 Cooper—the latter car with one wheel off the ground!*

tomed win in the 3-litre class at the cost of a great deal of rubber from the walls of his tyres; Louis Manduca had an easy win in the 2-litre class, having spent the race fighting with the heavier metal, while in the small class Johnny Sprinzel just conceded the honours to J. M. Young's Prefect after a hectic struggle in which it seemed that the Ford must have been a shade faster on the straights—not that it was in any way loitering about in the swerves, but the Sprinzelwagen was achieving the seemingly impossible, as were the two other A35s of Robin Richards and McKechnie farther down the field. For sheer spectacle this race for so-called "normal" road cars was the best value for money in the programme and the spectators loved every minute of it.

DAVID PRITCHARD.

### Results

**Race 1 (up to 1,100 c.c.):** 1, Campbell Jones (Lotus-Climax), 85.70 m.p.h.; 2, Innes Ireland (Lotus-Climax); 3, Keith Greene (Lotus-Climax). **Fastest lap:** Ireland, 88.04 m.p.h.

**Up to 1,500 c.c.:** 1, Tony Marsh (Lotus-Climax), 83.88 m.p.h.; 2, S. G. Young (Par-Son); 3, M. G. F. Dickens (Lotus-Climax). **Fastest lap:** Marsh, 86.63 m.p.h.

**Race 2 (up to 2,700 c.c.):** 1, R. J. Stoop (Frazer-Nash), 81.05 m.p.h.; 2, J. Dashwood (Frazer-Nash); 3, C. R. Hanson (Austin-Healey). **Fastest lap:** Stoop, 82.79 m.p.h.

**Over 2,700 c.c.:** 1, Archie Scott-Brown (Lister-Jaguar), 87.35 m.p.h.; 2, John Bekaert (H.W.M.-Jaguar); 3, Major Ian Baillie (Jaguar D-type). **Fastest lap:** Scott-Brown, 88.69 m.p.h.

**Formula 3:** 1, Don Parker (Cooper), 79.87 m.p.h.; 2, D. Wagner (Cooper); 3, A. T. Skelton (Martin-Norton). **Fastest lap:** Parker, 81.95 m.p.h.

**Formule Libre:** 1, Archie Scott-Brown (Lister-Jaguar), 88.83 m.p.h.; 2, Brian Naylor (Cooper-Climax F2); 3, Tom Dickson (Lotus-Climax).

**Saloon Cars (up to 1,300 c.c.):** J. M. Young (Ford Prefect), 65.82 m.p.h. **Fastest lap:** Young and Sprinzel (A35), 67.13 m.p.h.

**Up to 2,000 c.c.:** Louis Manduca (Alfa Romeo 1900), 70.13 m.p.h. **Fastest lap:** Manduca, 72.43 m.p.h.

**Up to 3,000 c.c.:** Jack Sears (Austin A105), 70.80 m.p.h. **Fastest lap:** Sears, 72.64 m.p.h.

**Over 3,000 c.c.:** Tom Sopwith (Jaguar 3.4), 75.32 m.p.h. **Fastest lap:** Sopwith, 78.64 m.p.h.

## A Pukka Saab!

RECENTLY announced by the Svenska Aeroplan AB of Sweden is a new Saab model called the Granturismo 750. Based on the well-tried Saab 93 which has performed so well in Continental rallies (one competed in this year's R.A.C. Rally), the new car is fitted with the Sonnett super sports engine of 748 c.c., developing 50 b.h.p. Larger brakes are fitted and the interior is furnished in full "G.T." style. Standard equipment includes bucket seats (the passenger's being fully reclining and fitted with a headrest), safety harnesses, rev. counter, wood-rimmed steering wheel, grab handles, Halda Speedpilot long-range lamps and racing tyres. A factory tuning kit is available which raises the b.h.p. to 57, and for this version a 0-50 m.p.h. time of 9.5 secs. is claimed. As with previous Saabs, the engine is a three-cylinder two-stroke unit, driving the front wheels. The GT 750 will make its world debut at the New York Motor Show, opening on 5th April.

★  
Interior of the new model has bucket seats safety harnesses, a head-rest for the navigator's chair and a Halda Speedpilot.  
★





**CASTROL  
WINS**

**AT SEBRING**

12 HOUR ENDURANCE GRAND PRIX

**TEAM PRIZE  
AUSTIN-HEALEY**

also two class wins

*(Subject to official confirmation)*

**Follow the experts**

ALWAYS ASK FOR

**CASTROL**

**by name**





# Club News

By MARTYN WATKINS

WHAT a curious situation can sometimes develop in this business of restricted rallies these days. The point was raised at the recent Club's Conference, and I couldn't help agreeing with the speakers there when it was mooted that, as in days of yore, the number of invited clubs be limited.

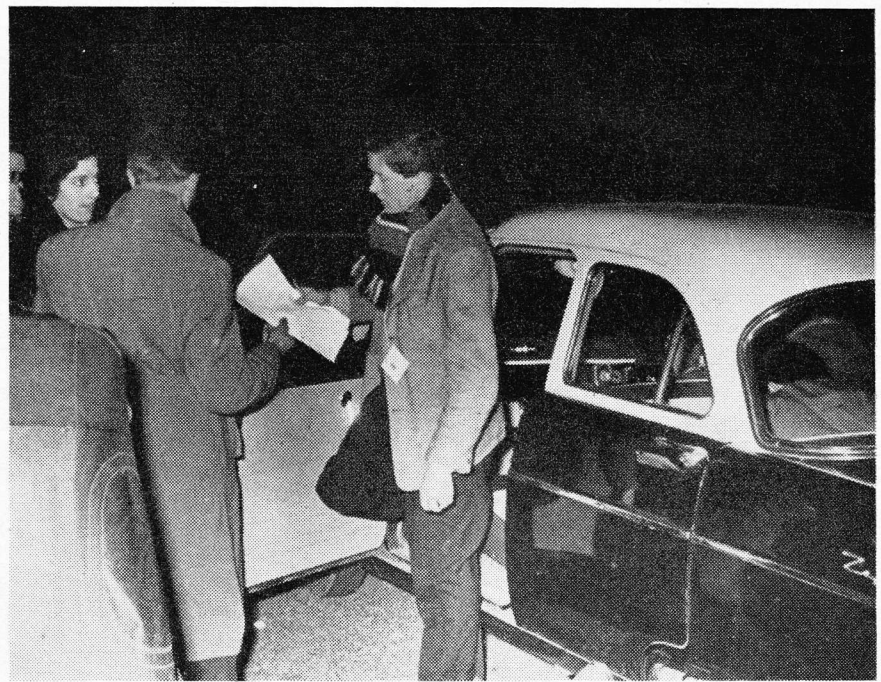
An example of what can and does happen these days was shown by a "restricted" rally that took place last weekend, when there were well over 30 invited clubs and a total entry—some of which, obviously, had to be disappointed—of something like 180. If that, indeed, be a restricted event it is difficult to see what it restricts apart from a limited entry of 120, all that is permissible. Clearly, an invitation list of that calibre brings the event open to a field comparable with that from which entries for a national rally will be drawn, while to limit the entries from such a large number of eligible clubs serves only to disappoint a couple of score of would-be competitors and this, in turn, may well dissuade some of them, new to the game, from trying another time.

It is fully appreciated that the original purpose of withdrawing the limit on the number of clubs which may be invited to a restricted event was to endeavour to limit the number of events filling our poor old crowded competition calendar. Yet no one can honestly claim that this has worked in either theory or practice, and the only real result has been extra work for everyone connected with the event and a good deal of what may well be a disheartening blow to entrants.

And now my "beef" is over, may I just wish you all a happy motoring Easter, and may none of you go home on a tow-ropes!

★

WE seem to have another national rally on 16th-18th May—what an



CHECKING IN at a night control during a stiff Rochester M.C. rally recently is F. Butler, who drove his Zephyr into third place. Only six out of 23 crews finished within time allowance!

awful lot of nationals there are, to be sure—run, this time, by the **Lancs A.C.** This is the 12th in their series of Morecambe rallies and regulations are obtainable from J. Taylor, Lancs A.C., Sudell Cross, Blackburn, and entries close on 18th April. Timing will be by sealed watches, and there is a special night navigation section of about 200 miles. Rally starting points are at Glasgow, Pontefract, Morecambe, Buxton and Luton. . . . **Woking Conservative Association** financial aid committee are holding a daylight rally on 19th April for cars and motor-cycles. Start is at the White Rose Lane Garage, Woking, Surrey, at 2.15 p.m. and closing date for entries is 13th April, these going to Mrs. B. H. Bowring, The Barrens, White Rose

Lane, Woking, Surrey. . . . **Yeovil C.C.** are holding their annual "Bats' Rally" on 12th-13th April. Start is at the Haven Garage, Yeovil, and the event classifies as a restricted night navigation rally. Regs are available from D. Colvil, 67 Cedar Grove, Yeovil, Somerset; entries close on 8th April and invited are all clubs within the South-Western Association. . . . **Midland A.C.** is again to sponsor the junior hill-climb and sprint championship, the season commencing on 1st May. Entry forms and regs are available from the Secretary, Midland A.C., 4 Vicarage Road, Edgbaston, Birmingham, 15. . . . **Association of Midland Car Clubs** council meets at the Diglis Hotel, Riverside, Worcester, on 15th April, at 7.30 p.m. . . . Supplementary regulations are available for the Bouley Bay national hill-climb—a championship event—on 24th July. Entries close on 7th July and go to the General Secretary. **Jersey M.C. and L.C.C.**, 27 Hill Street, Jersey. It seems appropriate to point out that an allowance of up to £20 per entrant towards expenses will be paid to those competing for the British Hill-Climb championship. . . . **Bugatti O.C.** testing week-end this year at Prescott will be on 12th-13th April: drivers are asked to advise Messrs. C. A. N. May and John Jervis Virr of their attendance and types of car at the Crescent Copper Works, Edward Street, Parade, Birmingham, 1. . . . **Bentley D.C.** holds its annual general meeting on 19th April at 3 p.m. at the Bear Hotel, Woodstock, Oxon. . . . Also lined up for their annual general meeting are the **Shenstone and D.C.C.**, theirs coming off on 30th April at the Parson and Clerk Hotel, Chester Road, Sutton Coldfield. . . . **Midlands M.E.C.** holds the sixth annual "Cambrian rally" on 11th-12th April, starting at the Fleur-de-Lys, Lowsonford. A night navigation section—to Wales and back—covers around 200 miles. Invited clubs are Birmingham Y.C.M.C., Birmingham Uni-

## Coming Attractions

**April 6th.** East Anglian M.C. Auto-cross, Wolves Hall, Tendring, near Colchester. Start, 2 p.m.

250 M.R.C. Sprint, Stapleford, near Chigwell, Essex.

**April 7th.** B.A.R.C. International Race Meeting, Goodwood, near Chichester, Sussex. Start, 1.30 p.m.

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12 noon.

Notts S.C.C. Race Meeting, Mal-lory Park, near Hinckley, Leics.

South Wales A.C. Hill-Climb, Castel Farm, Llangynydd, near Bridg-end. Start, 2 p.m.

West Cornwall M.C. Hill-Climb, Trengwainton, near Madon, Penzance. Start, 2 p.m.

Liverpool M.C. Driving Tests, Dunlop Rubber Co., Speke, near Liverpool. Start, 2.30 p.m.

**April 12th.** British Empire Trophy Race Meeting, Oulton Park, near

Tarporley, Cheshire. Start, 1.15 p.m.

Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.15 p.m.

**April 13th.** B.A.R.C. Hill-Climb, Brunton, near Collingbourne Ducis, Wilts. Start, 2.30 p.m.

Seven-Fifty M.C. Sprint, Brands Hatch, near Farningham, Kent.

Bolton-Le-Moors C.C. Driving Tests, Blackpool. Start, 12 noon.

Lancs and Cheshire C.C. Derbyshire Trial, Matlock Bath, Derbyshire. Start, 11 a.m.

**April 19th.** B.A.R.C. International Race Meeting, Aintree, near Liverpool.

**April 20th.** B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.

Thames Estuary A.C. National Driving Tests, Orsett, near Grays, Essex. Start, 10.30 a.m.

B.A.R.C. Driving Tests, Mallory Park, near Hinckley, Leics. Start, 2.30 p.m.

(Continued on page 440)





## R.A.C. RALLY 1958

CLASS 8-1301 c.c. to 2000 c.c.

Normal Series Production Touring Cars

**1<sup>ST</sup>** YARRANTON, A. L.  
TAYLOR, J. P.

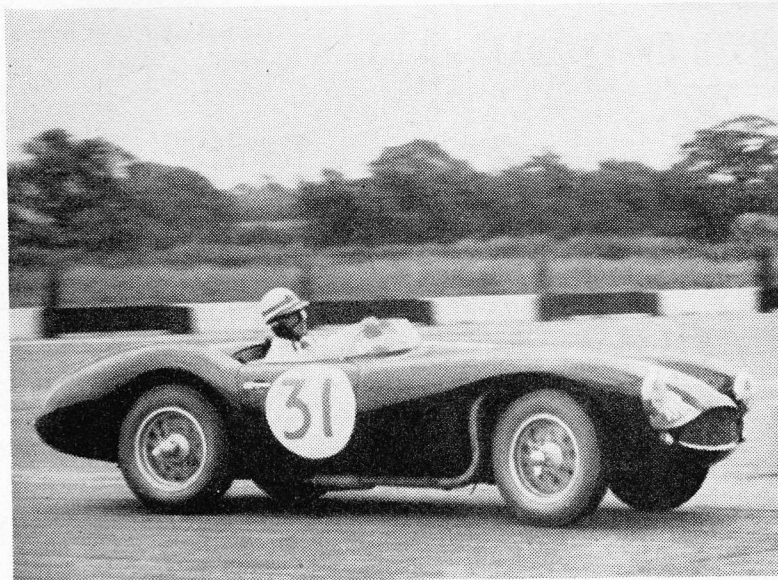
**2<sup>ND</sup>** GOODALL, W. A. G.  
THOMAS, J.

**THE MORGAN MOTOR CO. LTD.  
MALVERN LINK, WORCESTER**

## KIEFT SPORTS CAR CO. LTD.

Manufacturers of fine competition cars and racing engines

**OFFER FOR SALE:**



### The ASTON MARTIN DB 3S as raced by Berwyn Baxter

This car was originally built by Aston Martins for the late K. Wharton, and after completing only 600 miles, it was sold with the intention of being raced internationally by our Managing Director, Mr. Berwyn Baxter, and the late Ken Wharton. The car has had many successes in the hands of Mr. Baxter, including winning the EMU Trophy in 1956 for the fastest lap recorded by an Aston Martin at the club circuit Silverstone. This car also appeared as one of the Warren Ingram team cars in the film 'Check Point', and immediately afterwards went to the Aston Martin workshops for modifications and a complete rebuild. Since that date it has completed at the most 2,000 miles, during which time it has been maintained by our General Manager personally, so that it is probably the most immaculate Aston Martin DB 3S available.

It is Mr. Baxter's wish that, for family reasons, the car is offered for sale at £1,900.

For full details apply to:  
Merrick W. Taylor (Gen. Manager)

**KIEFT SPORTS CAR CO. LTD., Bordesley Street, Birmingham 5, England**



**Club News—continued**

versity M.C., Cirencester M.C., Hagley and D.L.C.C., Linden C.C., Morgan 4/4 Club, Shenstone and D.C.C., Sunbac, Wolverhampton and South Staffs C.C. and Worcestershire M.C. Regs and entry forms are available from L. Hill, 100 Prospect Lane, Solihull, Warks. . . .

**Taunton M.C.** holds a series of inter-club driving tests on 4th May, eligible clubs being Bristol M.C. and L.C.C., B.A.R.C.(S.W.), Hagley and D.L.C.C., Cirencester M.C., West Hants and Dorset C.C., West of England M.C., Yeovil C.C., Bristol Aero. Co. M.C., Exeter M.C., Hereford M.C., Stroud and D.M.C., Torbay M.C., S. Wales A.C., Burnham-on-Sea M.C., Exmoor M.C., Plymouth M.C., Swansea M.C., North Devon M.C., and North Cornwall M.C. Entries close on 26th April and go to W. G. Cawsey, 14 Station Road, Taunton, Somerset. . . . Regulations are available for the **Singer O.C.** Spring rally on 20th April. Invited clubs are A.C.O.C., Alvis O.C., Brent Vale M.C., C.S.M.A., Herts County Ae. and A.C., M.G.C.C. (South-eastern Centre), Renault O.C., N.L.E.C.C., S.O.D.C., Isle of Wight C.C., A.E.R.E.M.C., and Mid-Surrey A.C. Entries close on 16th April and go to E. P. Ellis, 23 Elmers Drive, Teddington, Middlesex. . . . Closing date for the **Lancs and Cheshire C.C.** Derbyshire trial, a B.T.R.D.A. and championship event, is 8th April—competition is on 13th April. . . . **M.G.C.C.** (North-west Centre) has a film show on 16th April at the Bull and Butcher Hotel, Burnley. . . . **Sunbac** also has a film show lined up for 10th April, theirs being at the Boot Hotel, Lapworth. On 19th April

they have their Llandudno rally, a closed event covering about 250 miles. Entries close on 12th April and go to J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warks.

**MIDLANDS M.E.C.**

**T**HE annual general meeting of the M.E.C. was held on 26th March at the White Swan Hotel, Edmund Street, Birmingham. Stewart Forrest was re-elected president, Len Hill, hon. secretary, and Gilbert Couzens hon. treasurer. The following members were re-elected to the committee: S. Cornthwaite, G. Dix, R. Eades, S. Forrest, B. Humphries, A. Thompson, R. Thompson. R. Best and M. Eaves were also voted on to the committee. The meeting was very well attended and points of interest were discussed very freely.

**BUCKINGHAM AND D.M.C.**

**T**HE March rally for the Doug Gater Trophy was held on Sunday, 16th March. Entitled "The Straight and Narrow Way", it attracted a large entry, and although the going was far from straight, it was certainly narrow in parts. Navigation by map references and compass bearings, correctly worked out, produced a picturesque course which led through the Chilterns. In the main, the navigational tests produced good results, but marks were lost in the timed sections. Driving tests included in the event were of a high order and called for skill in negotiation.

**Results**

**Best Performance:** 1, D. Payne; 2, R. Hancock; 3, Shelagh Smith; 4, J. Gurney; 5, Mr. Line; 6, Mr. Roberts.

**ROCHESTER M.C.**

**D**UE to petrol rationing, the Bills Trophy rally was run as an indoor navigational exercise last year. This year, however, the organizers, Mr. and Mrs. Albert Lintott, made up for it by making the event tougher than usual. Unfortunately it seemed that the event was a little too tough for most, for of the 23 starters only six managed to complete the course. This annual event has achieved for itself the reputation of being a navigators' rally, and while it is advisable to have a car and a driver both in fair working order, it is vital, if success is to be achieved, to obtain the services of a genius. If this be beyond one's grasp, then fill the car with as many near-geniuses as can be recruited!

Starting from the Bredhurst Bell on 23rd March, the 70-mile route contained five time controls and 23 intermediate check points before finishing back at the "Bell" again. The first three controls were located on the map by intricate navigation, involving protractors, compasses, map references and bad language! At the final control the winner did very well to lose only 13 mins. on a course in which most people lost over an hour. This win provided quite an international flavour to the event as the driver is British, the navigator Swedish and the car is French.

**Results**

**Best Performance:** 1, R. Thomas (Simca); 2, T. May (Riley); 3, F. Butler (Zephyr).

**TAUNTON MOTOR CLUB & INTER-CLUB**

**DRIVING TESTS**

**BIG DATE! MAY 4th!**

IN THE COUNTRY'S FINEST DRIVING TEST ARENA

**100 GNS. CASH AWARDS PRESENTED ON THE DAY**

SOUVENIR AWARD TO EVERY COMPETITOR

REGULATIONS NOW AVAILABLE FROM:—

W. G. CAWSEY, 14 STATION ROAD, TAUNTON.

Phone 2888

**RHYL AND DISTRICT MOTOR CLUB**

Rali Gogledd Cymru (North Wales Rally)  
12th/13th April, 1958. Regulations from

**A. H. RUTT,**

Basingwerk, Greenfield  
Holywell, Flintshire

(Tel.: Holywell 3221.)

This is a B.T. & R.D.A. Silver Star Event.

**THE SCOTTISH SPEED CHAMPIONSHIP**

ORGANIZED BY THE BORDER MOTOR RACING CLUB

For Best Performance on Aggregate in any 4 races and 3 other Speed Events.

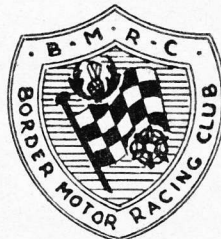
Two Categories—Racing and Sports/Racing and Production Saloons and Sports Cars.

Open to Competitors from all parts of the United Kingdom.

Both Handicap and Scratch Events included.

Regulations and Entry Forms now available from the Secretary at the address below:

**IAN SCOTT WATSON**



1st PRIZE

THE SCOTTISH CLUBS SPEED TROPHY

A Replica and £30.

Trophies and Cash Awards to the best 5 overall

HARELAW, L'MOOR GREENLAW, BERWICKSHIRE

• P.S.—Why not Join the Border Motor Racing Club?

**Lothian Car Club**  
Sprint, Winfield, 20th April.

**Winfield Joint Committee**  
Race Meetings, Charterhall, 27th April. 29th June. 28th September.

**Aberdeen & District M.C.**  
Race Meetings, Crimond, 21st June and 16th August.

**Royal Scottish A.C.**  
National Hill-Climb, 6th July.

**M.G. Car Club**  
Sprint, Hawick, 8th June.

**Scottish Sporting C.C.**  
Sprints, 28th June and 13th September.

**Berwick & District M.C.**  
Sprint, Winfield, 27th July.

**Border Motor Racing Club**  
Handicap Race Meeting, 6th July.



### SPORTING OWNER DRIVERS' CLUB

At 10 p.m. on 22nd March the first of 30 cars left Dunstable to tackle the 300-mile Rallye Dubonnet organized by the S.O.D.C. Prior to the start the competitors had undertaken a driving test which was to be used as a tie decider.

The route led the cars north of Bedford and then south-east to the half-way stop at Boreham. A cold but clear night gave competitors little trouble in keeping to the 30 m.p.h. average, and most of the cars had clean sheets until the deep ford at Standon had to be crossed. Here F. A. York (Jaguar 2.4) came to rest in

mid-stream and had to resort to reversing out on his starter. This caused a hold up and many cars were late at the next time control. A six-mile section near Malden caused more lost marks, and after this competitors headed west back to the finish at Aston Clinton, where breakfast was served at The Bell Hotel.

Only the winner completed the entire course without losing any marks.

#### Provisional Results

**Outright Winner:** F. E. Still (M.G.A.) **Open Class:** 1. F. E. Still (M.G.A.); 2. A. Tyrell (TR2); 3. E. B. Kay (XK 120). **Closed:** 1. A. Piggott (VW); 2. M. H. Abbott (Minor 1000); 3. J. K. Sumpter (Wyvern). **One-Make Awards:** B.M.C., F. E. Still; Vauxhall, J. K. Sumpter; Skoda, A. W. Beckett; Ford, H. J. Cook.

## CIRCUIT OF IRELAND INTERNATIONAL RALLY

THE Circuit of Ireland International Rally starts from Belfast and Dublin this evening (4th April) and will continue until next Tuesday afternoon, when it is due to finish at Bangor, Co. Down. This is the first time for some years that the Circuit of Ireland has been an international event, last year's being abandoned owing to petrol rationing. The total entry of 100 cars is disappointing, but the Ulster A.C., organizers of the rally, are hopeful that by staging a good meeting this year the future of the rally, as an international, can be assured.

The first starter will leave the Belfast starting point at 7.35 tonight, the remainder of the Belfast starters leaving at intervals of one minute. The Belfast start will be from the portico of the

City Hall and the starter will be the Lord Mayor of Belfast. About 8.50 p.m., all of the Belfast starters having been despatched, the first Dublin starter will leave the Mansion House and the Lord Mayor of Dublin will drop the flag.

For the first time, the sports cars will lead the Circuit of Ireland and the first man away will be Paddy Hopkirk, leading a team of works-entered Triumph TR3s. His team-mates will be Desmond Titterington and Ernest McMillen.

A common route will be joined at Dundalk, from which town the cars will head for Kilcock, in Co. Kildare, then by a secret route over the Wicklow Mountains to Wexford and on to Waterford and Tramore, where, for the trouble-free, there will be time for breakfast on

Saturday morning. Between Tramore and Killarney there will be two more lengthy secret routes, presumably with driving tests included as an additional hazard. The first car is due into Killarney at 3.20 p.m. on Saturday at the end of Stage one.

Stage two, on 6th April, is completely secret and will not be revealed until the last moment. It is known that it covers the comparatively short distance of 161 miles, returning to Killarney for the second night halt. Traditionally, it will no doubt include some of the roughest motoring of the rally with, perhaps, a visit to the awe-inspiring Tim Healy Pass, and pre-Circuit rumour has it that this year the competitors will be expected to drive against the clock *downhill* on reaching the Pass.

Stage three, from Killarney to Bangor, will involve 27 hours of driving and a distance of 732 miles. The first car will leave Killarney at 8.20 a.m. and head for the Dingle Peninsula, cross the Connor Pass and follow the road to Limerick before heading for Corkscrew Hill in Co. Clare. The afternoon will be spent hill-climbing at this point. Continuing north, the cars will pass through Galway and up to Louisburgh in Co. Mayo then by secret route to Carrick-on-Shannon and by another secret route to Ar dara in Co. Donegal.

Around 5 o'clock on Easter Tuesday morning the cars will cross the Eire-Ulster border and head for Londonderry. After that there only remains the run to Kirkistown airfield for the speed test and the final 10 miles to Bangor.

(Continued overleaf)

**MILL GARAGE** Chigwell Road, South Woodford  
W. JACOBS & SON LTD. LONDON E.18

### M.G.A COUPE

LATEST MODELS FOR EARLY DELIVERY.  
DEMONSTRATION COUPE AVAILABLE.  
WE CAN ARRANGE EXTRA LUGGAGE  
SPACE ON THIS MODEL.



Terms, Part Exchanges as with all our Car Sales.



SPECIALISTS

WANSTEAD 7783/4/5

SPECIALISTS

SOLELY M.G. CARS — SALES & SERVICE



Hounslow  
2238 & 3456



STOCKIST

BUY YOUR NEW ZB OR M.G.A  
FROM THE M.G. SPECIALISTS

### TOULMIN MOTORS

SPARES  
SALES  
REPAIRS

From 1930 all models. Phone or write for the most comprehensive stock of M.G. spares in the country. Have you tried our speedy C.O.D. service? New telescopic friction shock absorbers complete with brackets and bushes, per pair £7 10s. Engine Exchange Service.

343 Staines Road, Hounslow, Middx.

7 P.M. WEEKDAYS • ALL DAY SATURDAY

THE ASSOCIATION OF NORTH EASTERN  
AND CUMBERLAND CAR CLUBS

## MARTINI RALLY

FOR THE MARTINI CHALLENGE CUP  
presented by

**MARTINI & ROSSI LTD**

Sunday, 20th April 1958

Particulars from

J. D. STUART, HON. SEC., 155 CONISCLIFFE ROAD, DARLINGTON



**"Martini" Rally—continued**

controls which had to be visited in the order listed. The usual hydrant and sluice-valve plates were used for the most part on the route checks and all of these were easily visible from the road—when they had been found. For although the section was not a tight one, some of the map references given were less precise than they might have been, and many competitors wasted precious minutes looking for these checks—a process which resulted in some very brisk motoring indeed. An additional hazard throughout this section, and one which increased as the night went on, was thick mist—the nasty, patchy sort of stuff that isn't thick enough to bother about but which is much too thick to ignore.

At the end of this section was the supper stop, for which an excellent meal was laid on at Shoreham Airport, where fuel and so on were also available.

From here the third section started, involving a series of diagrams of small areas which had to be identified and located on the map. The usual route checks and controls were thrown in to keep you on the right lines, but this was less difficult than might be expected and few navigators were really bothered.

It was the fourth section, starting from Frensham Ponds, that caused the heart-break. This was one of those unpleasant "visit the points in any order you please" exercises, with a host of references to be plotted and three time controls to be visited with a total time allowance of 2 hours 28 minutes. This left absolutely no time at all for error, and even those crews who plotted accurately but who did so before moving off found themselves seriously behind time.

Those who kept to course and who worked out the only correct route out of an infinite variety of permutations found some very brisk motoring ahead of them. And this was not without cost: Lloyd Robert's Renault Dauphine, in which I was crew-member and which finished third, twice ran across frantically waved torches to find on the first occasion that a red Allard had gone straight on at a corner to fetch up with what must have been a very severe bump against a solid bank; the second time it was a Riley which had not made a left-turn at a tee-junction and was stationary, with its front end hanging over a ditch.

Soon, however, it was to be our turn. A very slight error put us a few minutes behind time—but however few, those minutes had to be made up. Came a 90

degree left-hander, the road went round the corner and we did not! One of those horrid, slithering noises preceded a solid bump, and there was our poor little Dauphine, front wheels in the ditch and rear wheels out of it, but, unfortunately, with neither pair touching the ground. Ten minutes of heaving, pushing and, oddly enough, hardly any bad language: then, very sportingly, we were placed on the end of a stout rope and towed out by a later competitor. Reprieved, on we went, but the time could not be made up and we dropped almost our first penalty marks.

The end of this section brought us to White Waltham airfield for breakfast and a series of driving tests. These test results, decided on a formula to place all cars on a level footing, were used in the marking in addition to being tie-deciders.

That was all the real business of the night. There remained a final section with a very leisurely average speed to take us back to Croydon Aerodrome for the finish. This was controlled by a combination of straightforward route card and a few map references, with a sprinkling of route checks on the way. On this section occurred a slight but nevertheless annoying error in organization, with the reference of one route check being two squares out on the map. Many crews, including ourselves, were delayed by this and there were some harsh thoughts about it at the finish, where matters were rectified by "scrubbing" time on the last sub-section.

All in all, however, the event was a good one which provided a testing time for both drivers and navigators. But if the event is repeated next year—and I sincerely hope it will be, for in common with most other competitors I thoroughly enjoyed it—I must recommend that the organizers brush up on their map-reading!

MARTYN WATKINS.

**Provisional Results**

**Best Performance:** 1. C. W. Dart (Triumph 14/60); 2. R. D. May (Morris Oxford II); 3. L. Roberts (Renault Dauphine); 4. S. Clements (M.G. Magnette); 5. Mrs. I. M. Scott (Sunbeam Rapier D). **Team Award:** L. Wright (Standard 10); J. Jefferies (Anglia); C. Williams (Fiat 1100). **Driving Test Award:** S. Smythe (Riley Tourer). 64 crews finished.

**Circuit of Ireland—continued**

where the last two driving tests will take place.

The results of the rally will be known around 9 p.m. on Easter Tuesday and

will be posted at Caproni's Ballroom, Bangor, where the rally dance and prize-giving will take place.

W. A. McMASTER.

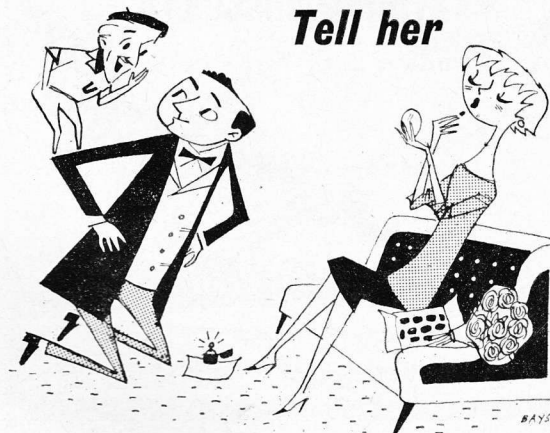
**Complete entries are:—**

**Class 1 (closed cars up to 1,000 c.c.):** 948 c.c. Austin—J. F. B. Balmer/A. H. Hewitt; T. Boyd/E. R. Scott; B. J. Finn/W. R. McMillan; G. H. Hurst/J. C. Moffit; J. C. Millard/D. C. Reynolds; C. H. Manders/R. A. Meyer; S. Rutledge/B. Stewart; C. Molyneux/K. H. Allen; J. S. McLean/Miss E. Kerr; R. L. D. Pinkerton/M. Carson; V. Stanfield/M. Batley; G. P. C. Thompson/R. A. Pillai; C. G. C. Whaley/M. J. Ingram. 948 c.c. Morris—R. H. Graham/J. A. Clarke; R. Noble/J. Phillips; B. M. Curran/M. C. Taylor. 896 c.c. DKW—T. A. Burke/S. J. Healy; J. M. Hennessy/P. A. O'Sullivan; M. W. Keane/H. Ponsobny; R. A. Stafford/J. V. Hart.

**Class 2 (closed cars, 1,001 c.c. to 1,300 c.c.):** 1,172 c.c. Ford—T. Allison/Mrs. J. Allison; R. H. Cowden/R. J. Cowden; Mrs. W. M. Gillespie/Mrs. L. E. McHaffey; R. McElhinney/N. Hannigan; R. B. Nixon/D. W. Johnston; F. R. Stinson/J. McDowell. 1,192 c.c. Volkswagen—L. J. Woulfe/M. Mulcahy; C. Vard/D. Wheeler; K. Sherry/S. de Barra; R. Robinson/Miss V. McIvor; B. C. Potts/E. Unsworth; J. O'Mahony/R. H. Tilson; T. P. O'Connell/J. P. Cassidy; R. G. McBurney/R. McBurney; S. H. M. Logan/Miss S. O'Clery; W. D. Lacey/J. A. Garvey; W. E. Kilroy/Mrs. H. Kilroy; W. B. Kechow/W. S. Ryan; B. Devine/G. Devine; J. L. Cullen/D. Cullen; T. V. Connolly/B. McMahon; F. Bradshaw/A. N. Other. 1,290 c.c. Simca—B. W. Johnston/W. N. McFadzean; J. N. Brooks/J. Rodgers; P. D. Kramm/J. C. Du Woulin. 1,089 Fiat—M. G. O'Brien/J. M. Byrne. 1,089 Skoda—W. Chesney/H. J. Chesney.

**Class 3 (closed cars over 1,300 c.c.):** 1,489 c.c. Riley—Miss P. Moss/Miss A. Wisdom; W. R. Chambers/D. H. McWhir; F. Bigger/J. S. Moore; R. C. Eames/J. A. Kennedy; W. R. Caughey/W. J. McIlwrath; J. R. Martin/J. A. S. Allen; S. Moore/R. Moore. 1,494 c.c. Sunbeam Rapier—J. Allen/D. J. Rollins; J. L. Dowling/G. Alton; J. E. Dowling/C. E. J. Atkinson; J. Peile/R. R. Bell. 1,390 c.c. Hillman—A. G. Ryan/P. A. Grehan; C. M. Pithers/A. A. Pithers; A. McCusker/W. A. Dowling; A. G. Annett/J. Shields. 2,262 c.c. Ford—C. W. S. Austin/M. A. Graham; D. A. R. Baggallay/J. N. H. Brennan. 1,703 c.c. Ford—J. Harvey/J. Gavin. 1,496 c.c. Singer—P. J. Bunting/M. Crawford; W. H. Connolly/R. H. F. Burns. 1,489 c.c. M.G.—W. Beattie/G. T. Crabbe; R. E. M. Humphreys/J. G. Kennedy. 2,639 c.c. Austin—J. C. Little/C. R. Megaw; J. C. Oakman/W. W. Oakman. 1,468 c.c. Peugeot—M. D. D. Heather/B. F. Garry; M. A. McMonagle/B. Connolly. 2,262 c.c. Vauxhall—W. Rottger/T. Davies.

**Class 4 (sports cars, any capacity):** 1,991 c.c. Triumph—Mrs. D. L. Bigger/Mrs. T. Agnew; J. A. D. Chesney/J. Clarke; T. J. Farrell/M. Acheson; N. Frederick/M. Mulligan; L. V. C. Henderson/A. S. Henderson; A. D. Malcolm/W. Mullen; M. Mansfield/A. N. Other; R. C. McKinney/F. D. Erskine; W. J. Reid/J. B. Waddell; D. A. Henderson/A. M. Gamble; D. A. Wilkins/A. N. Other; P. B. Hopkirk/J. S. Scott; J. D. Titterton/B. McCaldin; E. T. McMillen/J. Haslett. 1,489 c.c. M.G.—D. Acheson/E. Hobson; Mrs. E. Flynn/Mrs. C. E. J. Atkinson. 1,250 c.c. M.G.—H. Chambers/G. McDowell; G. F. A. Day/P. Hamilton; F. W. Stemberge/J. H. Pyper. 2,088 c.c. Morgan—J. F. F. Howe/H. F. Curry. 1,991 c.c. Morgan—Mrs. P. Mayman/Miss V. Domleo. 3,442 c.c. Jaguar—G. H. F. Parkes/G. W. Howarth. 1,390 c.c. Hillman—W. J. Kinnear/V. H. Spry. 1,172 c.c. Ford—W. T. Todd/J. Todd. 948 c.c. Standard—B. Emerson A. T. Carroll. 1,971 c.c. A.C.—W. Bradshaw/M. Archer.



**Tell her**

**you're getting an M.G.A.!**

Give her the joy and pride of riding in the incomparable M.G.A., so comfortable as well as comely. Give yourself the delight of driving the latest, greatest little sports car in the illustrious M.G. tradition—powered for speed, built for safety, pre-eminent in performance. Call in today at University Motors and enjoy deciding whether to choose the elegant M.G.A. Coupe, or the equally attractive open version! Hire purchase and part exchange.

**UNIVERSITY MOTORS LTD.**

Sales: Stratton House, 80 Piccadilly, W.1.  
Service: 7 Hertford Street, London, W.1.  
Telephone: GROsvenor 4141.

Sole  
London  
M.G. Distributors





# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

PRESS TIME:

TUESDAY 10 a.m.

Tel: PADDINGTON 7671-2

RATES: 6d. per word, 3s. 6d. per line, 40s. per single column inch. Minimum charge 6s., not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1s. to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

## USED CARS FOR SALE

### ALLARD

FACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—VAN 1835, 3 Keswick Road, Putney, S.W.15. (See also New Fords.)

### ALVIS

ALVIS Firefly saloon, 1932, good condition. £40.—Dr. Game, 4a Jennings Road, St. Albans. Tel. 53962.

### ASTON MARTIN

DB2/4, REG. 1954, white, Vantage engine, 36,000 miles, radio, heater, M/X tyres. £1,425. Consider "interesting" exchange.—Baigent, 10 Rushley Avenue, Sheffield. Telephone 74818.

### AUSTIN

1952 A90 chassis, complete with engine, gearbox, axles and wheel, ready to tow away, £75 o.n.o.—Renown Motors, Ltd., Peterborough Mews, Peterborough Road, Parsons Green, S.W.6. RENown 1650.

1933 (Oct.) GENUINE AUSTIN 8 h.p. Ulster 2-str. sports, British Racing Green with black wings, nice lines, fold-flat screen, bonnet straps, outside exhaust, well shod, excellent performance. £125, or £62 10s. deposit, bal. 12 mths.—Harold Ireland, Ltd., 326 Wilmslow Road, Fallowfield, Manchester, 14. Tel.: RUS 4161.

1932 AUSTIN 7 saloon, taxed, excellent runner. £35 o.n.o.—FOREST Hill 0208.

### AUSTIN-HEALEY

1955 AUSTIN-HEALEY B.N.1, green, green interior, in exceptional condition throughout, full Le Mans modifications, one owner from new.—Clapham, Ashlea, Keighley.

### BUCKLER



BUCKLER-M.G., 1,250 c.c.

Lucas Laystall Head, etc., etc., etc. 1,400 miles only. Professionally built in our own workshop at a cost of £1,000. Any saloon taken in part exchange with cash adjustment either way. Price, including approximately £50 worth of spares, £550.

ALL SPARES-COVENTRY,  
171 Lockhurst Lane, Coventry.  
Phone: Coventry 89269.

### B.S.A.

BASIL ROY, LTD., B.S.A. (Scout Models) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

### CITROEN

CONTINENTAL CARS REQUIRED, all models, —Searle, Ltd., 14 Bridge Road, Chertsey (2389), Surrey.

### COOPER

COOPER Mk. IX, fitted with d.o.h.c. Norton 500 c.c. In absolutely perfect condition after complete rebuild ready for the forthcoming season. No expense has been spared to ready this car. For sale complete with specially built trailer. £525 o.n.o.—Chronicle Motors, Ltd., 18-20 Brighton Street, Wallasey, Cheshire. Phone: Wallasey 2288.

F3, MK. X mods., perfect condition—smartest in England—with new gearbox, Norton d.o.h.c. engine, carb, ex/pipe, engine plates. £550.—6 Corporation Oaks, Nottingham.

### DELLOW

DELLOW, 1955, "Untried", in excellent condition, heater, new battery, all weather equipment, two spares. £385.—Lewis, 32 Vicarage Road, Hampton Road, Kingston-on-Thames.

### DKW

1954 SONDERKLASSE F/H COUPÉ, dual tone green, light grey upholstery. A potent car in immaculate condition. Property of the garage manager. £540, H.P. terms, Exchange (docile) considered.—Phone: VANDYKE (London) 2975, 11-5 weekdays.

### FIAT

WANTED PRIVATELY. FIAT 600.—John Armstrong. TEMple Bar 4455 day, BAYs-water 5093 evenings.

### FORD

ELVA-ANGLIA, overdrive on all gears, four-branch exhaust, every possible modification including full instruments on leather dash, twin Solex, fitted carpets, loose covers, electric wipers, Wind-tone horns, push-button radio, respayed dark blue with whitewall tyres, with spare outside boot. All work has been carried out regardless of expense. Chrome bumpers with over-riders and twin spots, £615.—FOREST Hill 7754, 87a Sydenham Hill, S.E.26.

FORD 8 h.p. Anglia, 1953, outstanding condition. £325. Terms, or exchange sports or coupé with adjustment.—45 Shirehall Park, N.W.4. Hendon 7755.

### FRAZER-NASH



MILLE MIGLIA COUPÉ,

suitable circuit, hill-climb, sprint, touring. Exchange for small saloon, utility or van and cash.

### HARRY SUTCLIFFE,

Broadway,  
Wores.

Tel.: Broadway 3201.

### GOGGOMOBIL

CONNAUGHT ENGINEERING, England's largest distributors. New and used GOGGOMOBILS always in stock.—Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122.

### JAGUAR

JAGUAR Type C, red, detachable hardtop, re-conditioned gearbox, new back axle, very good coachwork. £890.—W. M. B. Smith, Footscray 5200, Dartford 3088.

XK 120, 1951, white open sports, hardtop to fit, recon, steering, brakes, transmission, gearbox, also works engine 195 b.h.p., four new X tyres. Car will pass works inspection. Present owner since new. £600. H.P. terms available.—G. Lee, "Sonamarg", Windsor Lane, Gt. Missenden, Bucks. Tel. 2500.

### LAGONDA

LAGONDA 16/80 open tourer, very nice condition. £180.—Bridge Garage, Berkhamsted. Tel. 871.

### LANCIA

LANCIA APRILIA, late 1939, £200.—Normanville. TEMple Bar 4455 day, HAMpstead 0807 evenings.

LANCIA Augusta, 1935, de luxe, wire wheels, saloon. Entire car available as excellent spares. Many parts new or reconditioned. Cheap to enthusiast.—Telephone: Bewdley 2301.

£295—1939 1½-litre Aprilia saloon, invoices available for £950, heater, etc. Terms. Exchanges.—Lockhart's 12-16 Chiltern Road, Dunstable. Telephone 114.

### LOTUS

THE SCUDERIA FUTURA LOTUS Mk. VIII One of the few in this country. 1,489 c.c. M.G. engine (NOT bored 1,250). Laystall racing head, special crank, valves and rods. 11½ ins. turbo-finned brakes, de Dion axle, inboard brakes, TC gearbox, good tyres.

Mechanically and bodily 100 per cent., just stripped and overhauled by well-known racing mechanic (references if required). New front suspension, latest type Chorlon joints. Finished in red, with yellow wheels, smart appearance inside and out. Considered by some the fastest M.G.-engined car in this country, first-class roadholding, very reliable. Always sure of a "place" in its class. Ten places in 10 meetings in 1957. Further details on request. Inspection arranged. H.P. terms if required.

Serious offers around £675 considered.  
Entered Mallory Park, Easter Monday.

### RIDY,

68 Shaw Road, Rochdale, Lancs.  
Phone 2582 after 7 p.m. or Ashton 2962.

LOTUS-CLIMAX Mk. XI, 1100 Le Mans body, B.R.G.—31 Galley Lane, Barnet. Tel. 4244.

LOTUS Mk. VIII, fitted highly-tuned 1500 M.G., specification includes de Dion, Alfins. £600 o.n.o.—Johnstone, Christ's College, Cambridge.

(Continued overleaf)

OFFICIAL  STOCKIST

## PARADE MOTORS (MITCHAM) LIMITED OFFER

1957 M.G.A. White, black upholstery. 800 miles. Owner must sell owing to illness. Bargain. £865

1956 M.G.A. Red with red upholstery, Ace discs, tonneau cover. Immaculate. £785

1956 M.G.A. Green and black. Fitted with many extras. £775

1956 M.G.A. Red and red. Fitted radio, heater, full tonneau cover and other extras. L/H/D. £685

1954 M.G. TF. Black and beige, immaculate condition. £599

1954 M.G. TF. Green, beige upholstery. Specimen car. £595

1954 M.G. TF. Red, in really superb condition. £585

1951 M.G. TD. Black with red upholstery. One owner. £465

1949 M.G. TC. Red and red. £395

1946 M.G. TC. Black and beige, fitted with loads of extras. £345

### ALL M.G.s URGENTLY WANTED FOR SPOT CASH

ALL CARS FULLY GUARANTEED, SPARES & SERVICE. H.P., INSURANCE & PART EXCHANGES EFFECTED.

SELF-DRIVE HIRE — 1958 FORD  
CONSUL — PREFER — ANGLIA  
From £2-15-0 a day

66/67 Monarch Parade, Mitcham  
Phone: 3392-7188

LAMBRETTA HIRE SERVICE LTD.  
221-227 & 233 THE BROADWAY, WIMBLEDON, S.W.19  
CHerrywood 3241/2/3  
and 32 MONARCH PARADE, MITCHAM



## St. Margarets Motors Ltd.

for  
"TR's and only TR's"

**IMMACULATE TRs URGENTLY  
REQUIRED FOR CASH OR PART  
EXCHANGE**

**1956 TR3.** B.R.G., black hard top and soft top, cream leather interior, o/drive, radio, heater, wire wheels, Michelin X, electric washers, occasional seat, twin Marchals, etc., etc. Originally cost over £1,300. **£800**

**1956 TR3.** Hard top coupe, red, black top, o/drive, heater, Michelin X. 18,000 miles. **£780**

**1956 TR3.** B.R.G., black soft top and tonneau, cream leather interior, o/drive, heater, wire wheels, occasional seat, washers, etc. **£765**

**1956 TR3.** Hard top coupe, Pearl white, black top and interior, heater, washers, carrier, etc. **£775**

**1955 TR2.** B.R.G., laminated hard top, soft top, radio, heater, screen washers, sliding screens. 23,000 miles, an absolute specimen. **£695**

**1955 TR2.** (Reg. Oct. 1956). Red, heater, leather, etc. 17,000 miles **£710**

**1955 TR2.** Grey, blue leather, black hood and sliding screens, o/drive 2nd, 3rd and top, heater, tonneau, etc. A truly faultless motor car **£750**

**1955 TR2.** Red, red leather, black hood, o/drive, heater, one owner. **£685**

**1955 TR2.** Red, heater, Michelin X. One owner. **£645**

Showrooms open until 10 p.m. (6 p.m. Sundays)

Hire purchase - Exchanges - Insurance

THE 100% TRIUMPH ENTHUSIASTS

91/95, St. Margarets Road,  
Twickenham, Middx.

Tel.: POPesgrove 9075

## K. N. RUDD LTD.

Distributors for A.C. Cars.



**Ace-Bristol** sports 2-seater. Absolutely unmarked and as new. Chrome wheels, 100D engine. In same trim as the "3 hour" winner. 6,000 miles genuine guaranteed mileage with one owner. No competition. Delivery 7 days. **£1,785**

**A.C. Ace** 1955 sports 2-seater. Not a low mileage specimen but in very nice order, and at a most attractive price. **£835**

**A.C. Aceca** and **Ace** demonstrations by appointment. Literature by return. Specialised accessories and tuning service. Mail order spares.

### Dauphines.

**New Dauphine** from stock with latest tuning kit, to include sports camshaft, lowered suspension, H/C head, 4-branch exhaust, etc., etc. Prices from **£815** according to tune. Part Exchanges welcomed. Used model usually available with and without tuning kit. Demonstrator available.

**Renault 750**, 1956, in first-class condition throughout. **£485**

**Lotus Mk. IX Ex Mr. Cunane.** An exceptionally well kept M.G. engine car cellulosed in immaculate white with black upholstery. Racing and road trim kit de Dion axle. Opportunity at **£750**

**Aston Martin Mk. II.** Genuine 3,000 miles. 1957, one owner, taxed. Indistinguishable from a new car in every way. **£2,525**

**TR3.** New 1958 series in blue with black hood, discs, etc., latest style coachwork. List price

**A.C. Aces, Acecas Urgently Wanted for  
Cash, Part Exchanges—Terms**

## K. N. RUDD (Engrs.) LTD.

41 High Street, Worthing, SUSSEX. Phone 7773/4

### Classified Advertisements—continued

#### MERCEDES-BENZ

**1939** MERCEDES-BENZ 170V saloon, new battery, brakes overhauled, 12-gallon rear tank, SU pump, I.F.S., I.F.S., I.h.d. £100 o.n.o.—Wheeler, 14 Laburnum Grove, New Malden, Surrey. MAL 5149.

#### M.G.

**U.M.** HAVE THE LARGEST STOCK OF M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.

**M.G.** MAGNA, 1934, in very good order, good M.G. tyres, good runner. £65.—Renown Motors, Ltd., 1 Peterborough Mews, Peterborough Road, Parsons Green, S.W.6. RENOWN 1650.

**M.G.** MAGNETTE, £60 o.n.o., recently re-sprayed, good tyres and weather equipment, engine needs attention. Ideal car for converting to special. Almost complete spare engine to go with car.—Wright, "St. Malo", 5 Claremont Avenue, Hershham, Walton-on-Thames, Surrey.

**M.G.** PA, good condition, new battery. £100, or exchange 750 c.c. special engine, with or without chassis.—LARKSWOOD 7121, (London).

**M.G.** SPARES.—Most parts in stock for all M.G. models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

**M.G.** TD, 1953 (July), one owner, 18,000 miles (factory replacement engine 6,000 miles), fawn/red. £475 or near offer.—Moore's Presto, CRO 6004.

**M.G.** TF, August 1954, red with red interior, extras include luggage carrier, badge bar, overall tonneau cover, etc. This car has been maintained by an enthusiastic owner regardless of cost. Open to any inspection. £575 o.n.o.—Tel.: Bourne End 641.

**M.G.** TUNING SPECIALISTS. Hoods, side-screen manufacturers.—P.M.G. Motors, Dee Road, Richmond, RICHmond 6220.

**TOULMIN MOTORS.**—The most comprehensive range of M.G. spares in the country for every Model M.G. Order your new car or spares from the Specialists.—343 Staines Road, Hounslow, Middx. HOUNslow 2238-3456.

**THOMSON'S** hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, half-shafts, crown-pinion sets, and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.  
**1938/39** TA, black, recently decarbonized, tonneau, spotlight, excellent tyres. £225.—Phone: Meiton Mowbray 533.

#### MORGAN

**BASIL ROY, LTD.**, Main London distributors. Official spare parts stockists. Service and repairs. Sales enquiries for overseas visitors or purchasers invited.—161 Gt. Portland Street, W.1. LANGham 7733.

**MORGAN PLUS** 4 cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialists, 1A South Ealing Road, Ealing, W.5. EALing 0570.

#### RACING KIT

OVERALLS, TROUSERS, CRASH HATS,  
DRIVING BOOTS, GLOVES, GOGGLES.

#### STOP WATCHES

SWISS, BRITISH AND AMERICAN MAKES  
from 55s.  
SPLIT ACTION MODELS, £5 15s.

#### RALLY EQUIPMENT

COCKPIT NAVIGATION LAMPS, 8s. 6d.;  
CAR COMPASS, 19s. 6d.; OUTSIDE AIR-  
TEMP. THERMOMETERS, 22s. 6d.; HEL-  
PHOS WINDSCREEN SPOT LAMP, 69s. 6d.;  
MAP ROMERS, 2s. 6d.; MAGNIFYING MAP  
TORCH, 35s.; HALDA PILOT, 19 gns.

World's largest stockists of G.P. Racing Kit  
and Rally Equipment.

Write for free illustrated catalogue.  
Home and Export Trade Enquiries Invited.

LES LESTON, LTD.,  
314 High Holborn, London, W.C.1.  
Phone: Chancery 8655.

#### RACING CARS

##### COOPER-BRISTOL

Single-seat, 2-litre Racing Car,  
Ex-Bob Gerard.

This is the most famous Cooper-Bristol ever raced, and is the fastest and most reliable in the country. Had countless victories and places in International races including the British Grand Prix. Fitted Presclector gearbox, ZF diff., with spare complete 4.0 ZF diff., spare set wheels, etc. The car had new block and engine made as new by Bob Gerard in August 1957, at a cost of £200. Offered perfect throughout. Numerous wins and places in 1957 at Oulton, Mallory, Shelsley and Prescott. Shelsley 37.99 secs., Prescott 44.91 secs., Mallory Park 58 secs., Silverstone G.P. Circuit 1.57 min. A most suitable racing car for Goodwood and Aintree Formula 1 Races.

£750

(exchanges welcome)

NIXON'S GARAGE, LTD.,  
Newcastle, Staffs.  
Tel. 64631.

#### CONNAUGHT

2-LITRE. SINGLE SEAT. SERIES A.

Unused since 1955 season, and at present stripped ready for minute inspection. Engine would be proven on our test bed before installation, for genuine buyer. Numerous spares include complete set spur gears, spare set wheels, etc.

Fully equipped Transporter also available if required.

Box 2739.

**COOPER-ALTA** (ex-Moss) single-seater, 2-litre racing car. Very reliable and simple to maintain, two extra axle ratios. Ideal car for the track, sprint, or hill-climb. Can be seen at Brands Hatch on Easter Monday. A proposition at £585!—J. Turner, 52 The Greenwood, Boxgrove Road, Guildford 67784.



Brand New

## SPEEDWELL AUSTIN A35s

With full engine and suspension modifications to stage TWO. 0-60 m.p.h. in 16 seconds and a top speed of over 85 m.p.h. Prices quoted are inclusive of delivery charges, number plates, tax for the quarter, driver's safety belt, 100 m.p.h. calibrated speedometer and free tuning facilities for one year. Speedwell cars are guaranteed for twelve months, and any additional instruments and modifications can be arranged. Hire Purchase and Insurance available.

2-door saloon £660

2-door de-luxe £675

SPEEDWELL PERFORMANCE CONVERSIONS LTD.

763 Finchley Road, London, N.W.11

Speedwell 6960

SPEEDWELL GARAGE

53-55 High Street, Whitton, Twickenham

Popesgrove 3770



# GRAHAM PEACOCK (WIRRAL) LTD.

DISTRIBUTORS

## AC ACE & ACECA

SOUTH-WEST LANCASHIRE, CHESHIRE & NORTH WALES

## SIMCA

SOUTH-WEST LANCAS & PART CHESHIRE

## TURNER 950 SPORTS

NORTH OF ENGLAND

## CLATTERBRIDGE · WIRRAL · CHESHIRE

BROMBOROUGH 3255

DEMONSTRATORS ALWAYS AVAILABLE

**L**OLA 1172 is for sale. The fastest and most successful 1172 car ever built. Holder of Chapman Cup Championship of Ireland, etc. £595.—G. Broadley, 137 High Street, Bromley, Kent. RAV 0630, evenings Farnborough 3409.

**L**OTUS Mk. XI. Full appendix 3. Wishbones, magnesium wheels, professionally built, superbly finished with much steel detail chromed. Brand new, not yet run, with Stage II Climax and certain spares. £1,575.—Box 2736.

**T**URNER-LEA-FRANCIS 1½-litre sports racing car, 1953. Red, excellent condition. Can be viewed over Easter at Monkspath Garage, Shirley, Warwickshire. Shirley 1645.

**W**ANTED URGENTLY, 500 racing car with or without engine, any condition or any year.—Below.

**L. E. RABY—BUYS, SELLS, EXCHANGES—** 500s, 1,100s, 1,500s, unlimited, racing and sports cars. Hire purchase, exporting.—71 Arundel Road, Peasehaven 3237, Sussex.

**1957 BLOWN ANGLIA**, ex-Mackay, 34 mods. including special racing Willment o.h.i.v. head, Rootes type blower, or two SUs, rev. counter, oil gauge, special springs, shockers, anti-roll bar, etc. For performance, see race reports of Boxing Day, Brands Hatch. Capable over 100 m.p.h. £650.—Phone: Day, MOUNTVIEW (London) 5285; evening, MOUNTVIEW (London) 3649.

### RAILTON

**R**AILTON 1935, brakes recently overhauled, new exhaust silencer and tail pipe. Reason for low price—body needs attention, mechanically sound. £35.—Wright, "St. Malo", 5 Claremont Avenue, Hershaw, Walton-on-Thames, Surrey.

### RENAULT

**SEVEN 1957 DAUPHINES**, including sun roof, Ferlec and normal models. Comprehensive selection from £635. Terms, Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BEL-gravia 3711.

## CARR BROS GARAGES LTD

Leaders in Automobile Services since 1921

HIGH ST. PURLEY SURREY

End of Croydon by-pass. UPLands 4811-7

### SPORTS CAR DEPT.

Have to offer:—

**LOTUS Mk. IX, 1955.** Fully tuned 1,172 c.c. unit. Many major successes in 56/57. One of the quickest available.

**M.G. TC, 1949.** Black with red. Coachwork immaculate and free from rust, excellent mechanically, well shod. . . . £395

**M.G. TC, 1947.** Ivory with green. The best example we have seen for a very long time. Enthusiast maintained. . . . £375

**TRIUMPH 1800 Roadster.** Blue/fawn, new engine fitted 1956, excellent bodily condition, well shod. . . . £375

**SINGER SPECIAL 1½-litre,** professionally constructed along traditional lines, extremely attractive, very potent. . . . £345

**M.G. TA 2-str. Sports.** Choice of 2 from £195

**750 SPECIAL.** Fitted attractive Fibreglass body, full weather equipment, several mods. . . . £175

**GOOD SPORTS CARS URGENTLY REQUIRED.**

Kindly contact **ROD TUCKER**

at UPLands 4812 till 9 p.m. and week-ends.

### RILEY

**1953 RILEY 1½,** engine and gearbox, axles, bodywork, etc., or sell complete. £95.—Renown Motors, Ltd., 1 Peterborough Mews, Peterborough Road, Parsons Green, S.W.6. RENown 1650.

**1934 RILEY 9 Monaco saloon,** four-speed floor change gearbox, first-class mechanical condition, new batteries. £60.—F. W. Page, 1 Middlefarm Cottages, Throcking, Buntingford, Herts.

### ROLLS-ROYCE

**1934, REGISTERED 1937, ROLLS 20/25** limousine, face-forward occasionals, black/fawn cloth, bodywork by Schmidt of Geneva, ex-diplomatic car. In immaculate and faultless condition. Taxed for year. £325.—Below.

**1933 ROLLS 20/25 limousine** by Park Ward, face-forward occasionals, black/blue hide, engine just completely rebuilt, the whole car in unusually fine condition. £300.—Woodyatts of Malvern, Telephone 390.

### SINGER

**SINGER 1500 roadster,** (Sept.) 1954, twin carburetter conversion, many extras, first-class condition, A.A. or R.A.C. inspection invited. £439.—Edwards, Bungalow, Corporation Street, Bishops Castle. Phone 21.

### SPECIALS

**A.C.-ENGINED** with all latest mods. Almost completed with Fibreglass body. Bargain, £285 o.n.o.—Tel.: WESTern 4311.

**AUSTIN Special,** aerodynamic fibreglass body, telescopic shock absorbers, screen, stop and head lights, fitted, brand new 500 x 15 wheels, tyres and tubes, less engine. Bargain, £120 o.n.o.—5 Grove Road, Selsey, Sussex.

**CANNON III Trials Car,** 1,172 c.c., engine in excellent condition, usual mods. £160.—C. E. Quitmann, 4 Tudor Crescent, Otford, Kent.

**RILEY 9 TOURER.** Knock-ons, larger crank, helical box, coil ignition, etc. Ideal basis for special. £49 10s. o.n.o.—Fishwick, 23A Milton Road, Harpenden, Herts.

**£49 CHASSIS** for Ford/1000/Climax and five bodies.—Watling Cars, Branch Road, Park-street, Nr. St. Albans.

### SPORTS CARS

#### THE LISTER-MASERATI

Completely prepared for this season, at the ridiculous price of  
£750,

or offers above this figure?

#### AUSTIN 7 GRASSHOPPER

Ex-works car, blown, and in immaculate condition.

Very full history available. £195.

ALAN MOORE,

Pine Garage, Edlesborough.

Tel.: Eaton Bray 236.

(Continued overleaf)

## CENTRAL NEWBURY MOTORS LIMITED

A selection of the more interesting of  
our stock of 100 vehicles

**1924 Model "T" FORD 2-door saloon.** Yellow and black. Virtually as new. Engine completely overhauled 260 miles ago. A really magnificent gem for the collector. . . . £295

**1949 ALLARD 4-seat D.H. coupe.** Dark blue. Radio and heater. Immaculate. . . . £245

**1951 JAGUAR "XK 120" roadster.** Cream/red hide. Heater and luggage rack. An excellent example. . . . £565

**1947 M.G. "TC Midget".** Black/green hide. . . . £325

**1956 M.G.A.** Red, red hide. Extras include: wire wheels, heater, chrome luggage rack, wing mirrors, badge bar. Low mileage. Immaculate. . . . £775

### NEWBURY, BERKS.

Telephone: NEWBURY 2000 (3 lines)

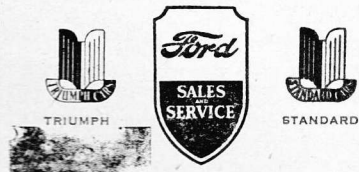
## BASIL ROY LTD

ESTABLISHED OVER 35 YEARS

of London for **NEW CARS**



MAIN LONDON DISTRIBUTORS  
AND RETAIL DEALER FOR



### MORRIS



PERSONAL EXPORT AND SELF-DRIVE  
HIRE FACILITIES AVAILABLE

Pye Radio supplied and fitted

161 GT. PORTLAND STREET, W.1  
LAN. 7733

## FRED WARNELL

offers:—

**1958 TR3As** in stock, for immediate delivery.

**1956 JAGUAR 2.4.** Special equipment, rev. counter, heater, etc., plus overdrive, gradient meter. Fabulous condition. . . . £1,245

**1956 M.G.A.** Blue, radio, turbo discs, chrome luggage rack, tonneau, loose covers, Michelin X, hard and soft tops, heater, twin spots, twin pass lamps, reverse light, superb condition. . . . £795

**1956 M.G.A.** Green, radio, turbo discs, chrome luggage rack, tonneau, loose covers, extremely pretty car. . . . £775

**1954 AUSTIN HEALEY.** Two tone black and red, black upholstery, heater, screen washers, twin spots, luggage rack. An extremely pleasant specimen. . . . £649

**1953 M.G. TD.** Powder blue, faultless throughout. . . . £499

**1957/8 De Luxe BERKELEY, Excelsior** engine. Used demonstrations only and slightly soiled, unregistered. Cost £575. Accept . . . £499

**1955 TURNER SPECIAL.** not Aerodynamic, TD. 1500 cc. M.G. engine. (700 miles since £110 overhaul), magnesium wheels, independent suspension all round. . . . £399

**1949 M.G. TC.** Black with red upholstery, outstanding condition, many extras. . . . £395

**1949 MK. V JAGUAR.** Black with red upholstery, enthusiast maintained. An elegant car for . . . £375

**1957 Lotus Mark XI.** Stage III Climax motor, 1958 mods. De Dion rear axle, disc brakes, remarkably good condition. Four races only. Seen Brands Easter Monday. . . . £1,095 or nearest.

Please call and inspect our immaculate stock. Above average price paid for above average condition sports cars.

## FRED WARNELL AUTOS LTD.

242-248 WOOD STREET, E.17

off Lea Bridge Road, Whips Cross.

Tel.: COPPERMILL 1410



# L. F. DOVE,

LTD.

## THE FIRST OFFICIAL TR Centre

offer from a stock of over  
30 New and used TR's

NEW T.R.3A now available in choice of colour while they last. **£1,049**

1957 T.R.3 with wire wheels. Under 10,000. Many expensive and sensible extras. **£780**

1956 T.R.3 with 3-sp. overdrive, etc. One elderly owner who will gladly meet the buyer. 15,000 miles only. **£760**

1955 T.R.2. British Racing Green. One owner, 3-speed Overdrive, Michelin X, Radio, Heater, Radiator Blind, Telescopic Steering, Spot lights, Badge bar, in fact everything on. Spare unused. **£675**

1956 T.R.3 with a host of extras. One owner driver. Hard top, wire wheels, etc. Blue with red. **£780**

1955 T.R.2. The cheapest we have ever been able to offer. One owner. Extras. **£595**

All Guaranteed.

Hire Purchase. Part Exchange.

Headquarters London Sec. T.S.O.A.,  
**44/48 Kingston Road,  
Wimbledon, S.W.19**

LiBerty 3456-8

# Hunts

(B'HAM) LTD.

ESTABLISHED 1919

## BIRMINGHAM SPORTS CAR PEOPLE

Agents for Morris, Standard, Triumph, M.G.,  
Wolseley and Morris Commercial.  
Distributors for Morgan.

H. P. Terms Available.

1950 Alvis. 14 h.p. tourer, reconditioned engine, immaculate. Chance to buy quality car for **£395**

1955 Ford Consul. Duotone, Dorchester Grey/Bristol Fawn, red interior. Good tyres. **£535**

1954 Morris 1/2 ton van, reconditioned engine, recently resprayed, new tyres, passenger's seat, etc. An ideal dual purpose vehicle. **£325**

1956 M.G.A. Green, heater, low mileage, as new. **£795**

1954 M.G. TF. Black. In showroom condition throughout. Choice of two. Most immaculate examples we have ever had. **£575**

1949 M.G. TC. Black. **£275**

1947 M.G. TC. Black. **£335**

1957 Triumph TR3. Blue, heater, disc brakes, one owner, many extras. **£825**

1957 Triumph TR3. Duotone, black wings, white body, disc brakes, low mileage. **£825**

1954 Triumph TR2. Maroon, badge bar, spots, etc. **£595**

1958 Morgan. Plus Four 2 seater, TR engine, red. Identical to Show model. **£968**

1957 Morgan. Plus Four, TR engine. Spécial ivory finish. £100 under list price. New and unregistered. **£875**

1957 Morgan. Plus Four coupe, TR engine. Blue. £100 under list price. New and unregistered. **£930**

1956 Morgan. Plus Four 2 seater, TR3 engine with Barwell head, heater and special all-weather equipment. British racing green. **£695**

1953 Morgan. Plus Four 4 seater tourer, fitted TR2 engine 5,000 miles ago during complete works overhaul. Immaculate light blue. **£495**

1949 Morgan. 4/4 coupe. Blue, reconditioned engine. **£345**

Demonstrations anywhere, any time by appointment.

We are anxious to acquire good used sports cars and to this end will allow a fair part exchange price for your old car.

Alexander Conversion for improved performance available ex stock.

BARDAHL IN STOCK

49, BROAD STREET, BIRMINGHAM, 1  
MIDland 7591-2

### Classified Advertisements—continued

#### SPORTS CARS—continued

##### THE CHEQUERED FLAG

Proudly offer an incomparable selection of some 65 hand-picked sports and competition cars all at realistic prices. Please write or telephone for details.

Deferred terms, immediate insurance, specific guarantee, fair part exchanges, after-sales services, etc., with pleasure.

Open 9 till 9 weekdays and 10 till 4 Sundays.

##### THE CHEQUERED FLAG

(Sports Car Specialists), Ltd.,

492-496 Chiswick High Road, W.4.

Telephone: CHI 0558 and CHI 2619.

(2 mins. Chiswick Park Tube Station)

On the main A4.

**J.A.G.** ALUMINIUM BODY, 1,467 c.c., specially built M.G. engine, less than 500 miles since new engine, gearbox, back axle and shock absorbers, 110 m.p.h. Lap times at Goodwood and Silverstone available, including photographs. £475.—City Motors, Woodstock Road, Oxford 55160.

**M.K.** IA ELVA-CLIMAX, Stage II engine, not raced since complete overhaul, equipped for road or track, white with red upholstery, Stage I cam among extras. £800. Will haggle.—Cundiff, "Johnsville", Percy Avenue, Kingsgate, Broadstairs, Kent. Thanet 63145.

**STANLEY H. RICHARDSON.**—I am always interested in purchasing all types of Vintage and contemporary sports and race cars, in mint condition, also any of the above suitable for rebuilding, or the salvaging of spares. Particular interest for every model M.G., 12 onwards.—"The Meads", 33 Church Road, Cowley, Middlesex, Uxbridge 2062 any time.

#### SURREY SPORTS CARS

offer the following selected cars:—

£315 1940 M.G. TB 2-seater, excellent in ivory with red interior. Extras include windtones, sealed beam units, heater, spot, vynide hood and side curtains.

£195 1936 Hillman Aero Minx 2-seater. Beautifully finished in light blue cellulose, a specimen.

£195 1935 M.G. PA 2-seater. Excellent in red.

£185 1937 TA, red; another £195, 1938, black; 1939 TA Tickford, £255.

Motor cycles, scooters and saloon cars gladly accepted in part exchange. Hire purchase available. The above and many other sports cars may be seen at—

60 The Cricket Green, Mitcham, Surrey.

Tel.: Mitcham 7857 daytime, KINgston 8369 evenings.

#### CRESSCARS LTD.

Alan Baker Offers:

A further selection of hand-picked sports cars, all in better than average condition and at really competitive prices.

**M.G.** TC, 1947. Tuned engine, four-branch exhaust, telescopic shockers, 16-inch rear wheels, Dunlop racing tyres. Immaculate. Black with red leather. Terrific performance. Specimen TC. £398.

**M.G.** TC, 1947. Beautifully maintained in black, red leather, reconditioned engine recently fitted. A particularly nice TC. £369.

**M.G.** TA, 1937. Outstanding in black with red leather, engine and gearbox recently reconditioned. Vynide hood, radio, screen washers, an outstanding TA. £279.

**M.G.** TA Tickford coupé, 1939. Specimen car, B.R.G., 16 ins. rears, P.V.C. hood, £269.

**M.G.** TA, 1938. Red, spot lamps, chrome luggage grid, windtones, etc. £269.

**M.G.** VA Sports 4-seater, 1937, original condition in black with beige hide. Quite first class mechanically, new hood and screens. Certainly one of the better VAs available. £198.

**MORGAN** 4/4 sports 4-seater, 1950. Extremely well maintained in red. Bills available for considerable reconditioning. £359.

**JAGUAR** 1½-litre special equipment saloon, 1947. Superbly maintained in suede green, engine recently reconditioned. £339.

And Many Others.

Sports Cars Urgently Wanted. Top Cash Prices.  
156 High Road, Finchley, N.2.  
TUDOR 9272.

(Two mins. East Finchley Station.)

#### SUNBEAM

NEW RAPIER saloons and convertibles for early delivery. Competitive prices offered for TR2s and 3s in part exchange.—A. V. Motors, Ltd., of Teddington. Tel.: Molesey 4684.

#### TRAILERS

**TRAILER** for racing car, two new Norton gearboxes. Suitable for Cooper racing car.—Keylock, Westbury, Cusop, Hay-on-Wye.

#### TRANSPORTERS

**A.E.C.** DIESEL COACH, ex-Connaught Engineering, very well equipped and in excellent condition. £290 o.n.o.—Box 2740.

#### TRIUMPH

**TR3**, 1956, full tonneau, overdrive, not raced or rallied, one owner, low mileage. £765.—Lawrence, c/o E.A.C., Ltd., Bath Row, Birmingham, 15. Phone MID 2206.

1954 TR2, B.R.G., heater, overdrive, disc brakes, Michelin X, one driver only. Not rallied/raced. Excellent condition. £650 o.n.o.—The Eden Bridge Motor Co., Ltd., Station Road, Eden Bridge, Kent. Tel.: Eden Bridge 3150.

1939 TRIUMPH Dolomite sports saloon, triple carb conversion, new tyres, batteries, clutch, hub, in very good order and appearance. 26 m.p.g. and 90 m.p.h. £135 o.n.o. And 1932 Morris Minor spares, cheap.—Young, 8 Deronda Road, London, S.E.24.

#### TURNER

£425—1951 sports 2-seater, three-carburettor Zephyr engine, close-ratio four-speed gearbox, i.f.s., l.r.s., £565. 1957 803 cc. sports 2-seater, 100 miles only. Terms. Exchanges.—Lockhart's, 12-16 Chiltern Road, Dunstable. Tel. 114.

#### BOOKS

**VOLKSWAGEN SERVICE MANUAL**, £2 2s.; Ford "Consul", "Zephyr", ditto, £1 15s.; Morris "Eight" (E), "Ten" (M) ditto, £1 12s. 6d.; Renault "Dauphine" Repair Handbook, £1 4s.; Volkswagen ditto, 16s. Catalogue of 650 handbooks, workshop manuals, motoring books, 1s. 3d. Enquiries, stamp please.—Vivian Gray, Motorists' Bookseller, Hurstpierpoint, Sussex. Mail order only.

#### CARBURETTORS

1 1/2 INS. SU carburettors, suit M.G., A90, etc. As new, £7 10s. pair.—D. Postma, 34 Boundary Road, Norwich.

#### CONVERTED CARS

ALEXANDER top the list for rally-tested conversions and/or Laycock overdrives for most Austin, Morris, Wolseley and Ford models, Standard 8 and 10, Minx I and II, Rapier I and II, o.h.v. Husky, Gazelle, Dauphine, Magnette and Metropolitan. Write for details, there is an Alexander fitting agent quite near you.

**ENTHUSIASTS' CORNER:** 1956 Alexander Special Minx saloon, pearl grey and seacrest green, heater, Michelin X, twin SUs, h/c head, centre gear lever, Laycock o/drive third and top. Staff car. Autocar road test available. £775.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel.: 345.

#### CONVERSION UNITS

ALEXANDER CONVERSIONS supplied and fitted to all popular makes, 48-hour service.—Halls (Finchley), Ltd., 314 Regent's Park Road, N.3. Tel.: FINchley 5908.

#### ENGINEERING SERVICES

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVERSIDE 6496.

**KNOCK-ON HUBS** respined. Brake drums machined. Starter rings fitted, 24-hour service.—Don Parker, 1A Sangora Road, S.W.11. Battersea 7327.

**SPECIALIZED** machine shop facilities for racing engine and components. Trade enquiries welcome.—Burtonwood Engineering, London, N.W.9. COL 4661.

#### ENGINES

**J.A.P.** 500 c.c., c/w, spares, head, etc. £37.—Bayton, 20 Hillcrest View, Beckenham, Kent.



**NORTON D.O.H.C.** 600 c.c., completely overhauled, suitable for Continental racing. No cambox (fits 500 c.c. cambox). £45.—6 Corporation Oaks, Nottingham.

**HOTELS**

**LITTLE GUIDE TO VILLAGE INNS, FARMS AND HOTELS** on and off the beaten track round Britain's coast and countryside. 5s. 4d. post paid from Victor Hilton (AS), Harbourside, Torquay.

**MAGAZINES**

**AMERICAN AUTO MAGS.**—Subscriptions can be arranged to publications throughout the World.—Publishers Services, 7 Stanham Road, Dartford, Kent.

**MISCELLANEOUS**

**EXACTA VAREX IIA F/2 Biotar.** The very latest model, £168. Eight Leicas from £46. Rolleiflexes from £36. Part exchanges and hire purchase welcomed.—The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford, Telephone 4040.

**FOR SALE.**—New and slightly used spares: XK, Morris Minor, Porsche, Frazer-Nash; Derrington twin SU set; several SUs; 600 x 16 racing, Road Speed and remoulds, several 200 miles only; Minor aluminium bonnet; stop watches; Leica 3F, Zeiss Ikonta, detailed list.—Sutcliffe, Broadway, Worcs.

**STEEL TUBES,** round and square, for all types of construction. List on application.—C. S. Harbour, Ltd., 322A London Road, Isleworth, Middx. Hounslow 6613.

**PERSONAL**

**CETTE ANNEE MON ONCLE LE FERVENT D'AUTOMOBILISME VOYAGERA AU MANS PAR AVION POUR "LES 24 HEURES".**

Regretfully we are not qualified to improve your French but can certainly book you by Air or Sea to Continental Races, and by special coach to Goodwood and Silverstone. Stamped envelope for details. **CHARTERSPACE, LTD.,** 266a High Street, Uxbridge.

**HIRE PURCHASE** facilities arranged on private deals.—Westminster Credit Finance Limited, 60-62 Finsbury Pavement, London. Tel.: MON 7684.

**PHOTOGRAPHS**

**PHOTOGRAPHS** taken on Martini Rally available from Brian Sheldon, Photography, 225 Leigham Court Road, S.W.16. STREatham 4564.

**PHOTOGRAPHS** of most cars at MALLORY PARK and JAGUAR Sprint at BRANDS HATCH—Charles Dunn, Greenleaves, Woking, Surrey. Telephone 3737.

**RADIATORS & FUEL TANKS**

**GALLAY, LTD.,** give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. New radiators supplied or built to specification.—103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

**RALLY EQUIPMENT**

**THE GARFORD ROMER** is still only 4s. post free. **THE GARFORD TRIP-LITE** is new—it gives Navigator more illumination of speed-mileage counter—10s. post free.—All from Garford Romers, 1 Peterborough Road, Harrow, Middx.

**SAFETY GLASS**

**SAFETY GLASS** fitted to any car while you wait including curved windcreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Dollis Hill 7222.

**SHOCK ABSORBERS**

**KONI** adjustable telescopic shock absorbers.—For details write sole concessionaires. Postland Engineering & Trading Co., Ltd., Crowland, Peterborough. Crowland 316-7.

**THE** winning team of Standard Pennant Cars was fitted at the front with Telfalo—the best dampers in the world. Obtainable from Telfalo, Ltd., Radway Road, Solihull, Warwickshire.

**SPARES & ACCESSORIES**

**COMPETITION** laminated wood, aluminium steering wheels, hand made for your column, £7 10s.—Wallace, 98 Webber Street, S.E.1. WAT 5228.

**DISMANTLED** 1935 A.C., G/box, rear axle, electrics, etc. Good condition, 1938/39 engine, good castings. £35 o.n.o.—Valentine, 11 Sumner Place, S.W.7.

**FORD** Ten gearbox, sound, £5.—N. P. Bradshaw, Hill Farm, Newborough, Peterborough.

**LAYCOCK** Overdrive Conversion for Ford Anglia 100E. Used less than 500 miles. Available fitted to spare gearbox, £60, or separated, £50. Owner buying another car already fitted overdrive.—Truscott, Long Meadow, Fontwell, Arundel, Eastergate 3117.

**NORTON SPARES.**—F/bed barrels, w.d. gearboxes, pair Manx flywheels complete with con, rod, new Lucas magneto, Burman clutch complete, Ferodo clutch plates. Offers.—6 Corporation Oaks, Nottingham.

**1952 RILEY-HEALEY** spares, engine and gearbox, rear axles, etc.—Renown Motors, Ltd., 1 Peterborough Mews, Peterborough Road, Parsons Green, S.W.6. RENown 1650.

**SUPERCHARGERS**

**MARSHALL SUPERCHARGER** for M.G. TC, excell. cond. £18.—Phone: BUS 1866.

**MARSHALL** supercharger for Ford 10 engine, good condition. £25.—Alex Underwood (Motors), Ltd., Queensberry Road, Kettering. Phone 3351.

**TUNING SERVICE**

**YIMKIN ENGINEERING**

Specialist Garage Work, Development and Tuning. Speedwell Equipment for A35s. 9-11 Cherry Orchard Road, East Croydon, Surrey. Phone: CROYdon 6298.

**TYRES**

**FOUR** Pirelli "Speed", 5.90-15, little used, never punctured, less than half-price, £20 the set. Four Dunlop G.T., 5.60-15, one brand new, £6, three some use left or suitable retread, offers? Six Dunlop Airseal tubes, 5.60-15, offers?—Harvey, 93 Burdett Road, London, E.3.

**WANTED**

**ALLARD CARS** always required. We buy, sell, service, exchange or part-exchange against purchase of New Ford cars.—Adlards Motors, Ltd. (Allard Main Distributors), 433 Acre Lane, S.W.2. BRIxton 6431.

**BASIL ROY, LTD.,** require Morgan Plus Four models for cash or part-exchange for any make.—161 Gt. Portland Street, W.1. LANGham 7733.

**ONE** FIBREGLASS HARDTOP to fit "Ashley" body. Preferably black.—Walker, "Alwyn", Framley Lane, Lightcliffe, Nr. Halifax. Tel.: Halifax 69653.

**REV. COUNTER,** M.G. TD.—D. Hill, 248 Burnley Road, Padiham, Lancs.

**ROWLAND SMITH'S** The Car Buyers. Highest cash prices for all makes. Open 9-7 weekdays and Saturdays.—Hampstead High Street (Hampstead Tube), N.W.3. HAM 6041.

**SPORTS CARS URGENTLY WANTED** for cash. No pre-war except Rolls, Bentley or M.G., no specials, no S.O.R., no "let us sell it for you", no bull-dust. Unlimited cash available.—Performance Cars, Ltd., EALing 8841, 4 lines.

**TWIN** carburetter conversion and/or four-branch exhaust manifold wanted for Consul Mk. II.—Box 2741.

**WANTED.**—Crash damaged cars, sports or otherwise. Cash.—Lishman, Scruton, Northallerton, Yorks.

(Continued overleaf)

Special Government Release

**TIME OF FLIGHT**

(ELAPSED TIME)

**8-DAY CLOCKS**



Virtually unobtainable—this remarkable Smith made clock is recognised to be the finest of its type. Fully jewelled—Breguet Hairspring. 8-day, split-second timing. Records start and stopping times. Incorporates 1/4th second stop watch of extreme accuracy. Diameter of dial 3". Each clock is accompanied by certificate of accuracy, and 12-months guarantee. Current value approx. £43.

**£15-0-0** POST FREE

Ex-Government

**3-DRAW**

**TELESCOPES**

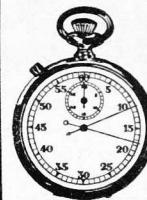
Extremely powerful instruments with approximate magnification of 25 x 50 mm. O.G. Length closed 12", open 36". Wt. 2-lbs. Complete with leather case and slings. Tripod optional at 12/6d. extra.

**£7-15-0**

EX-ADMIRALTY

**SPLIT ACTION**

**STOP WATCHES**



Finest Swiss Precision Timers. Unlike an ordinary stopwatch, this special timer has two main hands, either of which can be stopped independently of the other. Reads to 1/10th second and records on small minute dial to 30 minutes. Tested and fully guaranteed. Maker's price approx. £20.

**£5-15-0** POST FREE

Captured German Stores

6 x 30 PRISMATIC

**BINOCULARS**

Extremely high quality by best German makers, i.e. Leitz, Hensoldt, etc. Light-weight construction. With case **£8.15.0**

**EX-R.A.F. ILLUMINATED MAP READERS**

Tremendous clarity and power of this wide-angle 3" diameter lens enables smallest map details to be read with ease. Brilliance is instantly controlled by turn of switch. Complete with replaceable batteries and 6 bulbs.



**38/6** POSTAGE 1/6d.

EVERY PURCHASE CARRIES FULL REFUND GUARANTEE OR WE WILL SEND ON 10 DAYS' FREE TRIAL

**CHARLES FRANK**

67-75 SALTMARKET, GLASGOW, C.1  
Phone Bell 2106/7 Established 1907

Britain's largest stockists of ex-Government binoculars and scientific equipment.



# STOCK CAR RACING



**GOOD FRIDAY 7-45 P.M.**

Six Great Races including  
"Kings of Crash" Trophy  
Admission 3/6—10/6.  
(Children half-price)

Huge Car Park in Stadium Grounds  
Nearest Station: Plaistow (District Railway)

## WEST HAM STADIUM

### ROBIN SMITH SPORTS CARS

Chalet Garage,

Hill Street, Southport 5059, Lanes,  
offer

1956 Mercedes 190SL, red and black,  
with hard/soft tops, dual heater,  
fog lamps and screenwashers, self-  
seeker radio, leather upholstery,  
low mileage . . . . . £2,250

1954 TR2, red, hard top and soft top,  
radio, heater, leather upholstery,  
screenwashers, spot and fog lights,  
overdrive, wire wheels, and only  
20,000 miles, never raced or rallied . . . . . £695

1957 Berkeley de luxe 328 c.c., holder  
class lap record at Aintree. Ideal  
car for the racing man with a tight  
budget. Twin carbs, and fully  
tuned, guaranteed . . . . . £435

**DISTRIBUTORS FOR BERKELEY sports cars,  
now in stock from £499.**

Robin Smith Sports Cars is associated with the  
Curtis Smith Garage organization.

# ARNESTON

of

Albemarle Street

THE

## BERKELEY SPORTS CAR

LONDON DISTRIBUTORS

AND

SERVICE SPECIALISTS

Special Colour Schemes to Choice

Service Dept.:

PRImrose 4467

Sales

# HYDe Park 9323

### Classified Advertisements—continued

#### WANTED—continued

WANTED.—Formula 3 car, with or without  
engine.—G. R. Clowes, 5711 Kimbark Avenue,  
Chicago, Ill., U.S.A.

WANTED URGENTLY, lightweight trailer to  
carry Lotus XI.—Phone: Orpington 21072.

1957 BORGWARD Isabella T.S. engine  
wanted.—La Trobe, Charing, Kent.

#### WATERSPORT



The leading British Outboard Cruiser.  
Two berths, toilet, galley Over 25 m.p.h.  
Easily trailed. Beautifully finished  
Prices from £525 ex motor. Trailer: £67.10  
**PORT HAMBLE LTD., HAMBLE, SOUTHAMPTON**

## NEW CARS FOR SALE

#### ASTON MARTIN

DENIS DAVIS CARS OF EXETER. Official  
Retail Dealers for Aston Martin and Lagonda  
Cars, always in stock for inspection and demonstra-  
tions.—Mecca Garage, Magdalen Road, Exeter; and  
Cabrian Garage, Cambrian Road, Newport, Mon.

#### DELLOW

DELLOW DISTRIBUTORS. — The Gordon  
Garage, Ltd., 33-35 East Dulwich Road,  
London, S.E. 22. Showrooms, 8-19 Lordship Lane,  
S.E.22. NEW Cross 2456.

#### FORD

ALLARDS MOTORS, LTD., Acre Lane, S.W.2.  
Main Ford Distributors. Consult us for  
delivery of all Ford models. Overseas Residents'  
inquiries welcomed.—Export Dept., BRI 6431-2-3-  
4-5-6 (see also Allard used cars).

#### GOGGOMOBIL

CONNAUGHT ENGINEERING, England's largest  
distributors.—Connaught Engineering, Ports-  
mouth Road, Send, Surrey. Tel.: Ripley 3122.

GOGGOMOBIL, LTD., Sole U.K. Concession-  
aires, 93-95 Old Brompton Road, London,  
S.W.7. KNI 7705.

#### PEUGEOT

IMMEDIATE DELIVERY of 1958 models.—  
Lockhart's, 12-16 Chiltern Road, Dunstable.  
Telephone 114.

#### TURNER

TURNER 950 c.c. sports cars, immediate delivery.  
Distributors for South, South-East England  
and South London.—Windmill Garage, Worthing  
Road, Rustington, Sussex. Rustington 2347.

#### VW

PRESTWICH (HOVE), LTD., Volkswagen dis-  
tributors for Sussex. Demonstrations, Spares,  
Service.—26-28 St. John's Road, Hove, 3. Tel.:  
34037.

# Continental TYRES

FAMOUS THROUGHOUT THE WORLD FOR HIGH  
QUALITY AND OUTSTANDING PERFORMANCE.

Original equipment on Mercedes-Benz, Porsche, etc.  
**CONTINENTAL RECORD**—A SPECIAL TYRE with  
the properties of a Racing Tyre for average speeds of  
100 m.p.h.—Top speed 110 m.p.h.

**CONTINENTAL SUPER RECORD**—For safety and  
excellent performance at speeds up to 160 m.p.h.  
**RECORD TYRES** are available in sizes for most SPORTS  
CARS—full particulars and Price List sent  
on request.

ALSO STANDARD AND WINTER TYRES.

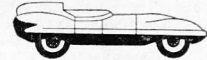
Official U.K. Distributors:—

**CONTINENTAL TYRE SALES**  
2 CHESTER CLOSE, CHESTER STREET,  
LONDON, S.W.1. SLOane 8943



## QUALITY CORNER CAR EXCHANGE HOVE 38595 LTD.

18, CHURCH ROAD, HOVE

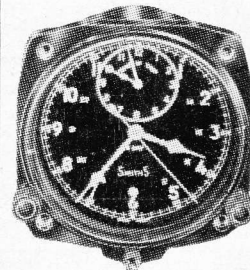


Lotus XI. Stage II engine. Series I chassis.  
Choice of two cars.  
Lotus IX with Stage II Climax engine, de Dion.  
1100 Cooper, less engine.  
1100 Sports Cooper, with ENV box.  
Special Wilen Modified Triumph TR2.  
Mk. IX Cooper, D/N. Norton.  
Mk. VI 750 c.c. Supercharged Lotus.  
Special Vanguard Transporter.

18 CHURCH ROAD, HOVE  
38595.

Hours of Business - - - 9 a.m. to 8 p.m.  
Open Sunday mornings for inquiries.

## It's Rally Time . . .



**TIME-  
OF-  
TRIP  
CLOCK**

**£15**

12 MONTHS'  
GUARANTEE

*. . . essential to all  
competition drivers!*

Offered at a fraction of list price, this Time-of-Trip clock  
is three clocks in one. 8 day clock, Time-of-Trip and  
1/5th sec. stop watch. Has a Jaeger le Coultre Swiss  
jewelled movement and is of the dash board mounting  
type 3 1/2" wide overall. Is designed to compute time  
of trip during journey or total time of journey which  
involves intermediate stops.

**FLOUORESCENT DIAL FOR  
NIGHT DRIVING**

## A RALLY DRIVER'S MUST

Illuminated map  
magnifier.

Romer-Marked Glass.

Rheostat controlled  
for dimming  
light.



**35/-**

2/- P. & P.

Complete with batteries and bulb.

### OUTSTANDING OFFER

EX-GOVERNMENT SPLIT ACTION STOP WATCHES  
These fine precision Swiss jewelled stop watches are  
ideal for individual and successive timing. Either hand  
can be stopped independently. Split  
Action obtained by pressure side button.  
Reads to 1/5th sec. and records on small  
minute dial to 30 minutes. Every  
watch fully tested and guaranteed.  
These watches are made to a high  
standard of Government Specification.  
Original cost approximately £20.0.0.



Other models from 52/6.

Send 1/6 for catalogue.

**£5.5.0**  
incl. P. & P.

### UNITED TECHNICAL SUPPLIES

DEPT. A, 3 HARROW ROAD, LONDON, W.2

Telephone: PAD 2515



# RALLY EQUIPMENT

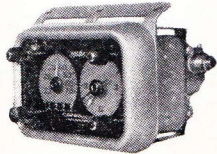
★ **NOW OPEN**  
**NEW SHOWROOMS**

SIX MILES FROM MARBLE ARCH

**R.B.**  
**PERFORMANCE**  
**CONVERSIONS**

**AIRFLOWED**  
**CYLINDER**  
**HEADS** from £40  
including fitting

**M.G.A GEARBOXES**  
Reverse gear  
mechanism modified  
**£4.10.0**



**HALDA SPEEDPILOT**  
**£19.19.0**

or **£2.19.0** deposit and 8 payments  
of **£2.6.7**

Ordnance Survey Maps by return of post. All Rally aids  
stocked—send 6d. for illustrated catalogue.

## RALLY EQUIPMENT

**295 EDGWARE ROAD, COLINDALE, N.W.9**

Telephone: COLindale 3633

you can't go  
wrong with

# Rally SLACKS

IN HEAVY  
**CAVALRY TWILL**

by Mersley  
priced at  
**£6.10.0.**

(including postage)

★ Fawn shade, 22 oz. pure  
worsted Cavalry Twill  
(Heavyweight).  
*Other shades available on  
request.*

★ Shirt grip control with  
slide adjusting band.

★ Zip fly.

*Over 42" waist 10/- extra*

Merely send waist and inside  
leg measurement together with  
cheque or cash to —



18" Bottoms

Illustration of  
actual trousers

★ Nylon reinforced pockets.

★ Order by post with com-  
plete confidence.

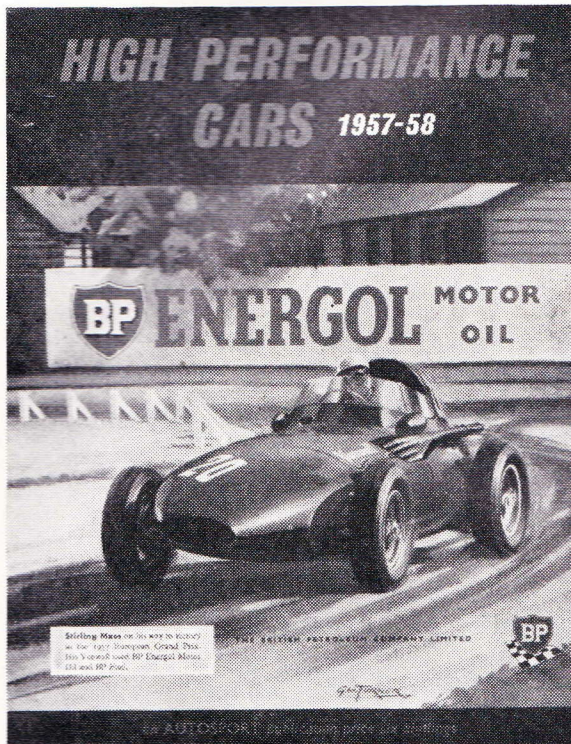
Money refunded without  
question if trousers found  
unsuitable, and returned  
within seven days.

## ERNEST MOORE

(Rally Dept. A.S.) 45 Cherry St., Birmingham 2.

*Also at Cheltenham*

**TAILOR OF GOOD CLOTHES FOR OVER 50 YEARS**



### HIGH PERFORMANCE CARS 1957-58

Size 11" x 8½". 80 pages. Price 6/- net from  
your local bookseller. 6/9 post free. Edited  
by Gregor Grant and John Bolster. Technical  
drawings by Theo Page. Once again this  
annual contains special articles and features  
reviewing the highlights of the past year, an  
extensive series of road tests and technical  
drawings and a great quantity of photographs

## AUTOSPORT

**159 PRAED STREET, LONDON, W.2**



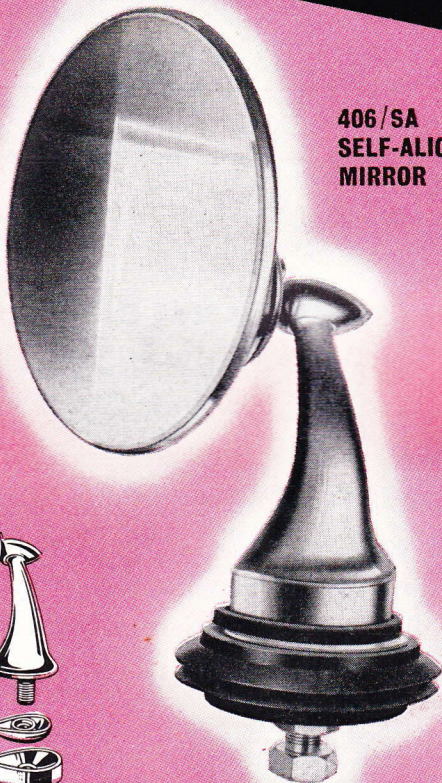


**WT 618  
WINDTONE  
HORNS**



**ELECTRIC  
SCREENJET**

# LUCAS *Motoring "Essentials"*



**406/SA  
SELF-ALIGNING  
MIRROR**

#### Electric Screenjet

Finger pressure is all that is necessary on the push-button switch to set into motion a cycle of operations that are fully automatic—ejection of the jets, recharging of the pump and switching off ready for further use. These are the advantages of the Lucas Screenjet, the first ever all-electric windscreen washer. 6 or 12 volt, complete with switch, cable and twin jet nozzle 72s. 6d.

#### WT 618 Windtone Horns

Though remarkably light and compact, these Lucas Windtones give distinctive warning notes that are powerful, penetrating and pleasant. They are supplied in specially blended pairs—one high note and one low note—combined to give a mellow note. Finished in polished ebony black. Complete with cables and simple fitting instructions 6 volt and 12 volt, price £5 0s. 0d. per set.

#### 406/SA Self-aligning Mirror

The Lucas Self-aligning Mirror absorbs accidental bumps and knocks without damaging the mirror. By virtue of its perfect swing-back action it always returns to its pre-set position. 406 type 25s. 0d., convex lens. 407 type 23s. 6d., flat glass. Available for left- or right-hand fitting.

**FOR SAFE AND DEPENDABLE MOTORING**

**JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND**