

# AUTOSPORT

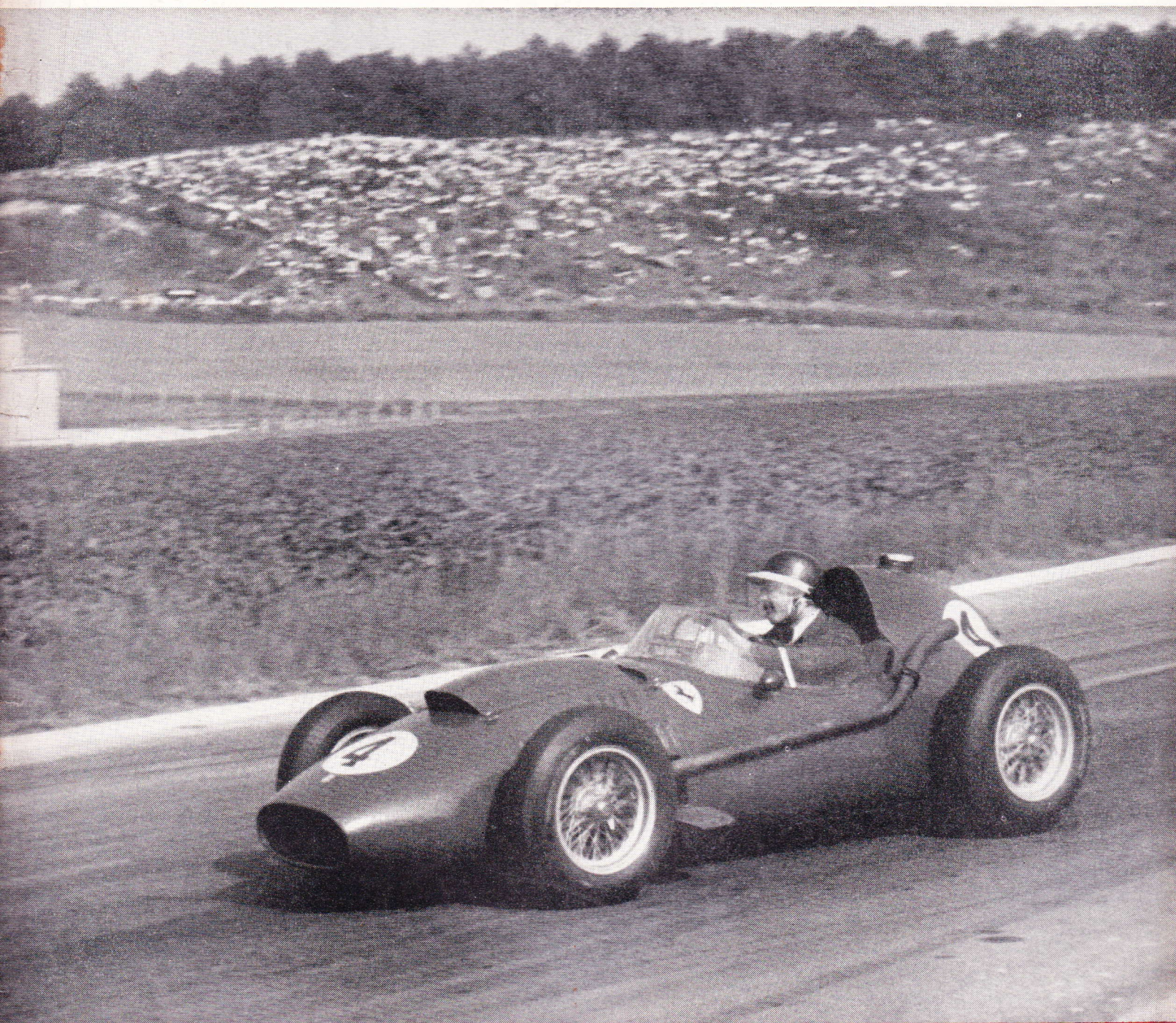
JULY 11, 1958

1/6

EVERY FRIDAY  
Vol. 17 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

FRENCH GRAND PRIX MEETING : REST-AND-BE-THANKFUL INTERNATIONAL HILL-CLIMB  
JOHN BOLSTER TESTS THE FIAT 500 : CLUB RACING AT CRYSTAL PALACE AND CHARTERHALL





**HERE  
WE GO...**

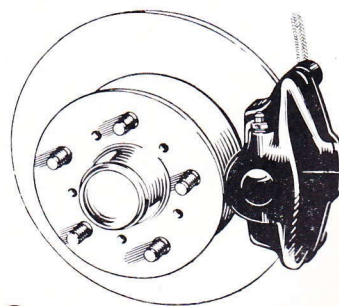
Photograph by courtesy of "Autosport"

***IN SAFETY...***  
***thanks to***

**Lockheed**

REGD. TRADE MARK

**HYDRAULIC DISC BRAKES**



**THE SAFEST DISC BRAKES IN THE WORLD**  
AUTOMOTIVE PRODUCTS COMPANY LIMITED, LEAMINGTON SPA, WARWICKSHIRE, ENGLAND



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 2

July 11, 1958

Managing Editor GREGOR GRANT

Assistant Editor STUART SEAGER

Road Tests and Technical

JOHN 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
Sports News	35
Rest-and-be-Thankful Hill-Climb	37
John Bolster Tests the Fiat 500	38
Records for Bueb and Russell at Crystal Palace	40
The Plymouth National Rally	42
Charterhall Meeting	43
French Grand Prix Meeting	44
Listers Win at Lime Rock	52
New Zealand Newsletter	54
Correspondence	56
Club News	57

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

Editorial and General Office  
Advertising Department

PADddington 7673  
PADddington 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

### FERRARI COMEBACK

MIKE HAWTHORN'S brilliant victory at Rheims last Sunday brought to an end the sequence of British victories in the *grandes épreuves*, and was the Italian marque's first win since Nürburgring, 1956, in a World Championship event. Already the Maranello concern has clinched the Sports Car Championship and Hawthorn's success brings him level with Stirling Moss for the Formula 1 title. Cruel misfortune put out the B.R.M. after a splendid performance, during which it showed itself to be every bit the equal of the Vanwall. Unhappily the race was marred by the loss of Luigi Musso, Italy's last remaining top-grade Grand Prix driver, who crashed after an error of judgment when endeavouring to keep close to Hawthorn. Fangio made one of his rare appearances in G.P. racing, and pleased all by his skill in challenging the faster B.R.M.s and Vanwalls with the new Maserati. Once again British cars failed in an F2 race on foreign soil, Behra in the new single-seater Porsche, and Peter Collins in the V-6 Ferrari finishing in front of the strongest Cooper and Lotus contingent ever to leave these shores. To private owner George Wicken went the honour of third place—a fine reward for a man who has always been a trier. Chief criticism of Rheims is the uninteresting (except to the drivers) 12 Hours Race for G.T. cars, the excuse for which is to bring people to the circus to increase the consumption of champagne.

### THE GREAT ALPINE MYSTERY

THERE must be some strong motive underlying the almost complete lack of support given by French manufacturers and entrants for the classic Alpine event—now renamed the Coupe des Alpes. The winning of a "coupe" must still carry with it a great deal of prestige, and it is difficult to understand the French attitude towards their one event in the European Touring Championship. The week-end sporting rallies are even better supported than ever, which fails to explain the apathy towards the full-scale International event, run for the most part in country familiar to the French rallymen. However, Britain is making an all-out effort this year, with strong works teams from Rootes, B.M.C., Fords and Triumphs. Many of our racing drivers are taking part, for this event is really road-racing up and down some of the toughest passes in the Alps—under conditions of summer heat, dust and loose surfaces which can be as treacherous as the ice of the "Monte". It is one of the severest tests of what a nominally production touring car can stand and a victory counts high in prestige for the manufacturer concerned.

### OUR COVER PICTURE

FARNHAM FLYER: Mike Hawthorn (Ferrari) who won last Sunday's Grand Prix de l'A.C.F. at Rheims—his first Grand Prix victory since Barcelona in 1953. He led from start to finish in Rheims's fastest-ever race and also established a new lap record at over 128 m.p.h.



# Big Day for BP at Crystal Palace



London Trophy

**1st LISTER JAGUAR**

**2nd LISTER JAGUAR — BRUCE HALFORD**

Saloon Car Race

**1st JAGUAR 3·4 — T. O. M. SOPWITH**

**2nd JAGUAR 3·4 — SIR GAWAINE BAILLIE**

Norbury Trophy (up to 1000 c.c.)

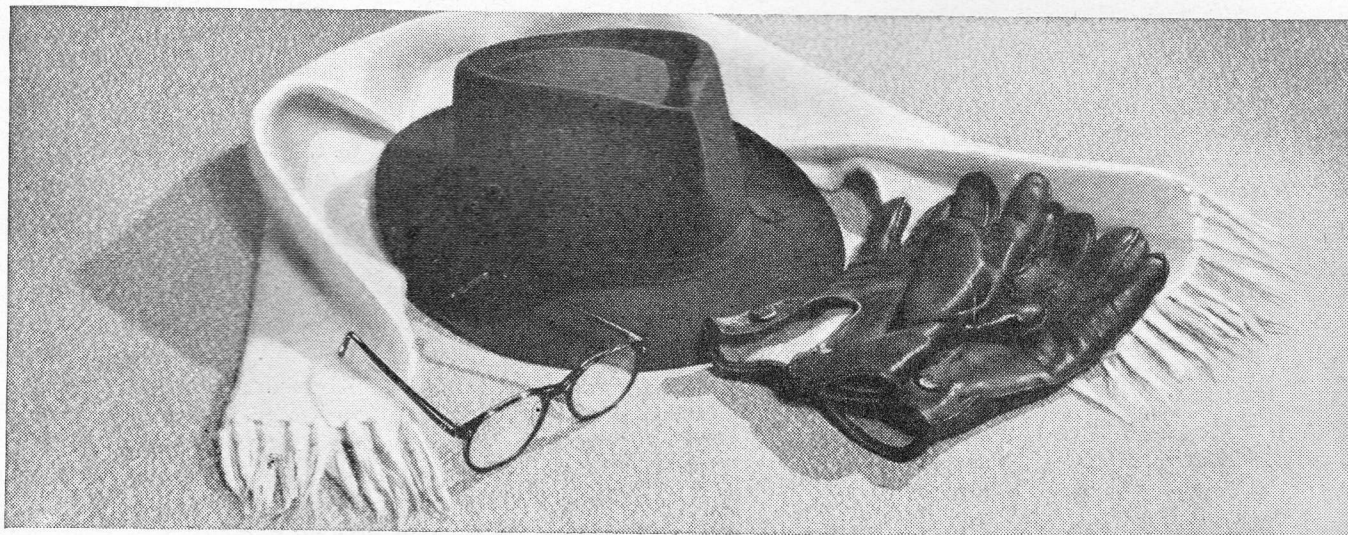
**1st TURNER — J. P. BALDON**

**2nd TURNER — B. A. M. GILBERT**

**3rd TURNER — A. NURSE**

(Subject to official confirmation)

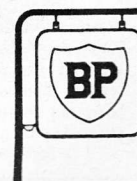
**ALL USING BP SUPER PLUS AND BP ENERGOL**



**You too, can use BP Products in your car**

**DRIVE IN WHERE YOU SEE THE BP SIGN**

THE BP SHIELD IS THE SYMBOL OF THE BRITISH PETROLEUM COMPANY LIMITED





# SPORTS NEWS

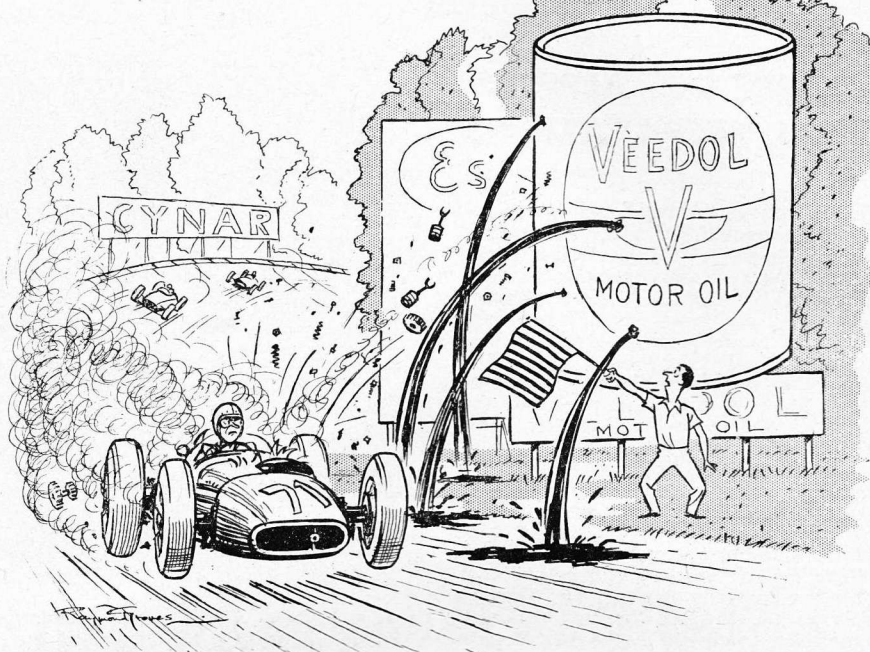
## ITALA'S ANNIVERSARY RUN

ON the 50th Anniversary of its victorious first appearance in the 1908 French Grand Prix, Sam Clutton took the monstrous 12-litre Itala to Silverstone last Monday for an attempt to cover 100 kms. in one hour. All went well until about half distance, when Clutton came in for a very quick refueling stop and handed over to Jack Williamson for the rest of the run. However, shortly afterwards the car shed a tyre at speed; although there were a few hectic moments, Williamson kept the car under control and brought it safely to a halt, but the attempt had to be abandoned. A gallant failure!

JOHN V. BOLSTER.

## THE WORLD CHAMPIONSHIP (After the French G.P.)

	Pts.
1. Mike Hawthorn (Ferrari) ..	23
Stirling Moss (Vanwall/Cooper) ..	23
3. Luigi Musso (Ferrari)—decd. ..	12
4. Harry Schell (B.R.M.) ..	11
5. Tony Brooks (Vanwall) ..	8
Maurice Trintignant (Cooper) ..	8
7. Peter Collins (Ferrari) ..	7
8. Jean Behra (B.R.M.) ..	6
Juan Manuel Fangio (Maserati) ..	6
10. Cliff Allison (Lotus) ..	5
11. Wolfgang von Trips (Ferrari) ..	4
12. Olivier Gendebien (Ferrari) ..	3



In this car one finds the usual beauty which one associates with Farina's more recent creations, namely "Florida II" and the "Superfast". The chassis has been modified to increase the luggage space but the car remains a two-seater. In order to improve travel comfort new materials have been used for heat and sound insulation and fully adjustable

seats of a new design have been fitted, together with a more efficient ventilation system.

GIANNI MARIN.

## WESTBROOK HAY NATIONAL HILL-CLIMB

THIS annual event, now in its sixth year, is the only National R.A.C. recognized event of its type held in the Home Counties. Because the Westbrook Hay course is a short one, only 650 yards, competition will be especially keen tomorrow (12th).

Classes are being held for all types of cars from saloons up to the most potent racing types and stark specials. Nearly 400 timed runs will be made during the course of the day starting with practising from 9.30 a.m. Over 75 drivers have already entered and the list includes Tony Marsh, reigning Hill-Climb Champion, together with his close contenders David Boshier-Jones and David Good in the racing car classes, already over 25 strong.

Perhaps somewhat less spectacular, the sports and saloon classes are also well supported, many well-known racing personalities being represented. What these cars may lose in sheer excitement is well compensated by the interest to spectators of the comparative performances of cars they themselves can purchase.

The event is being held on private ground at the Westbrook Hay Estate, Boxmoor, on A41 between Boxmoor and Berkhamsted.

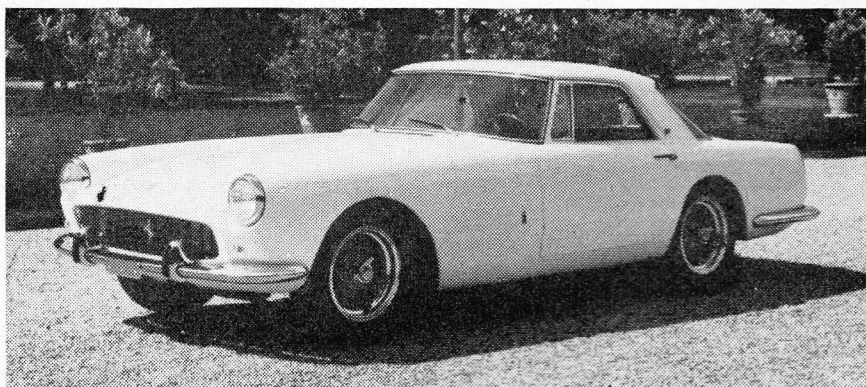


★  
**GRAND TOURING**—Ferrari-style. This latest 250 G.T. Ferrari is most luxurious, driving comfort being the first consideration. The lines of the new Pinin Farina body (below) are sleek and uncluttered by any useless decoration. A handsome car indeed!

## THE NEW 250 G.T. FERRARI

ENZO FERRARI has just unveiled his latest 250 G.T. car. Completely *au point* mechanically, the previous model nevertheless needed a few important bodywork modifications to improve passenger comfort and style. These are apparent in the new model.

The new coupé, which is going into production at the Pinin Farina works, embodies in its lines the classic beauty for which the great Turin designer is so well known. Farina's wish was to create a "body beautiful" which possessed all the characteristics of a fast car, but at the same time was commodious enough to satisfy prospective buyers of a Gran Turismo car.





## COUPE DES ALPES— FINAL PREPARATIONS

Marseilles, 5th July.

THE Continental entry for the "Alpine" is disappointingly small in number, but very high in quality. It seems that Rheims has kept away many well-known Alpinists, for Cotton, Vinatier, Michy, Ubezzi, Wicky, Nicol and Mairesse are all likely to be present at Rheims but absent at Marseilles.

Another surprising absence is that of Régie Renault, usually a power in the "Alpine", but it may be that their Competition Manager, Francois Landon (who made his name in this event), is unwilling to risk the wonderful impression made in the "Monte" by a similar failure to that of 1956 when all the "works" cars retired in the first stage.

The French industry will accordingly be represented by Panhard and Citroën only as the Peugeot "works" cars are now rather outclassed by the Alfa Romeo Giuliettas, of which there are no less than 11 entered.

The top-flight Continental drivers will, however, be there in force, headed by Andersson (Volvo), at present leading the Rally Championship, and Claude Storez (Porsche), both of whom will come down from Rheims. In addition there will be Collange, the 1956 winner, Houel, Lauga and Frescobaldi (Alfa Romeo Giuliettas), Tak (Mercedes 300SL), Parucci (Ferrari 250) and Gatsonides (TR3A) to say nothing of lesser stars.

The British contingent, unused to the sunshine and showing it by their whiteness or redness, are acclimatizing by the

★  
*FINAL CHECK on the bonnet safety catches by Peter Jopp at Marseilles, before the start of the "Alpine", in which he and Peter Harper share the driving of this modified Sunbeam Rapier. The Rally started last Monday and finishes tomorrow (Saturday).*  
★



sea. B.M.C., Fords and Standard-Triumphs are all at La Ciotat and Sunbeams are at Bandol. The two former teams brought their cars out on the Boulogne-Lyons train-ferry and report very warmly on the advantages of this way of travelling, which saves some 600 miles of motoring.

Several drivers, including Bill Bennett (Riley 1.5) have carried out "reccies" on the way down and report that the last day's run is as bad in practice as it is "on paper".

There have been the usual last-minute troubles with cars, but these have all been dealt with, and the British contingent is in good heart and looking forward to a really testing event.

JOHN GOTT.

## LUIGI MUSSO



LUIGI MUSSO, signing autographs for his fans, after his win (with Olivier Gendebien) in this year's Targa Florio. His death leaves Italy without a single top-line G.P. driver.

THE death of 31-year-old Luigi Musso at Rheims has robbed Italy of her sole surviving top-grade Grand Prix driver—a link with those great post-war drivers Alberto Ascari and Eugenio Castellotti. It is seldom that a fatal accident occurs in Formula 1 racing, and Musso's crash was entirely due to an error of judgment. Deeply religious, the Roman was keenly aware of his responsibilities as Italy's "number one". Courage he had in plenty, a courage which may often have led him to take risks by driving above his capabilities. However, who is to judge now that he has gone. His passing is a terrible blow to his fellow-drivers and to the motor-racing public as a whole. That he was idolized in his own country is beyond doubt, and one can still hear the passionate cries of "Musso—Musso" a week earlier at Monza when he mixed it with the American professionals. To his wife and relations AUTOSPORT offers its deepest sympathy in their tragic loss. It was a dark day for Italian motor racing, and many months may elapse before someone is found to take the place of that lion-hearted young man, Luigi Musso.

### ASTON MARTIN DB3S—62 EMU

SOME years ago an Aston Martin DB2, registration number VMF 64, was spoken of with great respect by members of the Feltham firm, drivers and the motor racing fraternity in general. In a long and arduous racing career it probably notched up more successes than any other individual car. It would appear, however, that another Aston is going to

better Old 64's record, for DB3S number 62 EMU has an enormous list of successes to its credit, culminating in its brilliant second place in this year's Vingt-quatre heures du Mans.

In this event Peter and Graham Whitehead were the first private entrants to finish and they were no less than 14 laps (120 miles) ahead of the other two private 3-litre Testa Rossa Ferraris.

62 EMU was first raced at Silverstone on 15th May, 1954, when it appeared as a coupé. It finished first in the 3-litre class in the hands of Roy Salvadori. It also ran at Le Mans that year but like its sister car, crashed disastrously.

Its first appearance in 1955 was at Silverstone in May when Reg Parnell won the big sports car race. At Le Mans that year, driven by Peter Collins and Paul Frère, it was second to Hawthorn's Jaguar. Collins established a new lap record at Aintree in it and he and Tony Brooks brought it into third place in the Goodwood Nine Hours race. In 1956, it was second in the Rouen Sports Car G.P. in the hands of Stirling Moss, fifth at Nürburgring (Collins and Brooks) and fourth at Oulton Park (Salvadori). In 1957, Graham Whitehead bought the car and gained many successes in national events as well as ninth place at Nürburgring. This year he won at Elstertanahajo, Finland, finished sixth with brother Peter at Nürburgring and, of course, with Peter again, came second at Le Mans. Truly 62 EMU is quite a car!

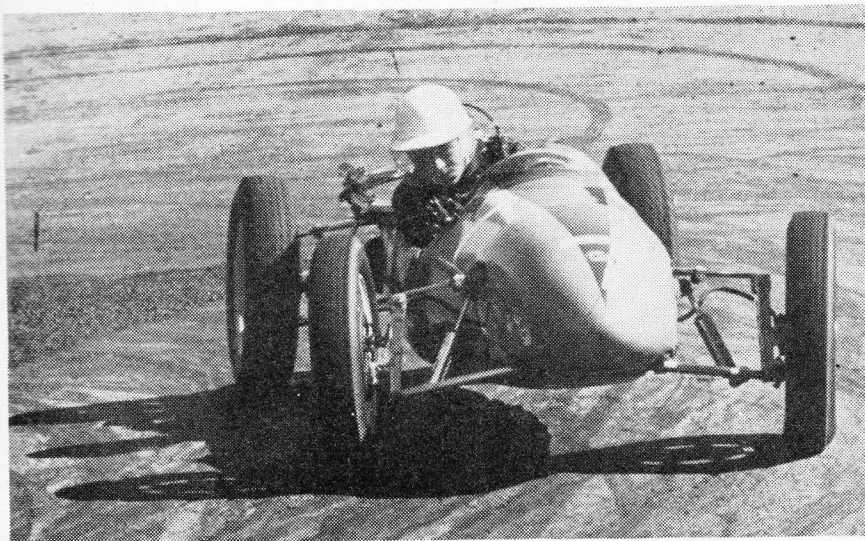
The Aston was prepared for the 24 hours race, as for all other events by Arthur Birks and George Smith, of Motorwork, Ltd., Chalfont St. Peter. All due credit to them!

### ST. JOHN HORSFALL RACE MEETING, SILVERSTONE

AMONG the hundred or so entries for the variety of events at this year's A.M.O.C. club classic on 12th July are Graham Whitehead with the Le Mans second-place Aston 62 EMU who is defending his title for the EMU Trophy for fastest A.M. at the meeting, John Dalton with the wishbone DB3S, Jean Bloxam and Eric Portman, both with similar models.

Other entrants are Tim Parnell and Patsy Burt with Formula 2 Coopers, Bob Berry (Jaguar), Roy Bloxam (H.W.M.-Jaguar), Mike Salmon (Jaguar C-type), John Bekaert (H.W.M.-Jaguar).





## RECORD BREAKING "REST"

*David Boshier-Jones (Cooper) makes B.T.D. and sets new hill record at R.S.A.C. Rest-and-be-Thankful Hill Climb*

by "Aeneas"

DAVID BOSHIER-JONES, in his runs for the R.A.C. Speed Hill-Climb Championship, broke the record for Rest-and-be-Thankful at the Royal Scottish Automobile Club's wonderful meeting last Saturday. Conditions were, admittedly, ideal, but the Welsh driver made the most of a dry road and his immaculate little Cooper flashed and shone in the bright sun in drives that were so precise they excited the admiration of every student of the difficult art of speed hill-climbing, including that of his nearest opponent, Michael Christie. From the time Boshier-Jones first set a new and unofficial record in practice until the final runs were made for the Championship the day never lacked interest. Always there was some fresh incident to capture the crowd's attention; no happening involved any serious derangements to drivers or motor cars and the day's real tragedy occurred when the refreshment tents ran out of liquids and ice cream.

The event opened with the class for racing cars up to 500 c.c. and Charles Ross started the proceedings with a gentle ascent in his J.P. that took 72.43 secs. We thought Bob Haddow, who has had lots of experience on the hill, would have led the class but it just wasn't his lucky day as, in his first climb, the Cooper packed up with clutch trouble. This left the field clear for T. G. F. Wilson who, making his first appearance on the Rest, set the surrounding heather on fire with a very nice climb in 64.99 secs.

First runs in the class for racing cars up to 1,100 c.c. were marked by a spectacular spin at the final hairpin from A. T. Norton whose Cooper has the 999 c.c. J.A.P. engine with aluminium bronze heads and special camshaft. Second runs included a miscalculation of the speed that the Stone Bridge bend can be taken at by D. R. Good but,



*OVER THE HUMP goes Jimmy Stewart in his XK 150 Jaguar, against a mountain backdrop. Stewart finished third in his class with a climb in 65.63 secs.*

luckily, his Cooper picked a soft bit of the banking and he was able to get things put right for the Championship runs. The class went to Boshier-Jones who clocked 53.82 secs., a time that was only approached by Mike Christie's 55.58.

The class for racing cars over 1,100 c.c. gave a clear-cut win to Norman Barclay in the Cooper with which he had made F.T.D. on the hill the previous week-end at the Scottish Sporting Car Club event. But in his first run J. Berry, in the E.R.A., might have beaten

*WELSHMAN wins in Scotland: David Boshier-Jones takes the correct line at the hairpin to break the existing hill record. First-class conditions helped to make a well-supported meeting a great success.*

him had he not taken a lump out of the banking at the hairpin.

In the sports cars up to 1,500 c.c. it was pleasant to see Averil Scott Moncrieff having a go in her Lotus. And she wasn't bad at that, though she was pipped for the Ladies' Award by Agnes Mickel (A.C.-Bristol) in the next class. However, Averil's ever-loving tells us that next time she is on the hill it will be in the Cooper-Climax with which Moss won the Empire Trophy. John Milne was merciless with his M.G.A but he just couldn't do a thing about Tom Dickson. The Perth driver, very modest and unassuming about his feats at Le Mans, was on top of his form and in two beautifully controlled runs led the class at 57.79 secs. Just when W. N. D. Bloor's Mk. IX Lotus might have done something about Dickson's Mk. XI model he went wide at Cobbler Bend and finished up with crown wheel and pinion bothers. Denis Dryden, making his first appearance in his Ford-engined, twin carb, self-built Lotus, took things gently but his little car was beautifully prepared and was an example to some more experienced types we know. This was a well supported class and there was a

good variety of machinery with K. S. Richardson outdoing his wife's efforts in the Porsche which they have used in Continental rallies.

The class for sports cars up to 2,000 c.c. was a good friend to Jim Clark. This able young Scot, driving the Porsche and the TR3 entered by the Border Reivers team, is a real find among home talent and he led the class with the Porsche and then took second place with the TR3 despite two very gallant efforts by J. Randles (Lister-Bristol) and the

*(Continued on page 56)*



**COMPACT MINIATURE:** This side view of the Fiat 500 gives a good impression of its size. Although very small it can accommodate two adults and two children.



4CV retails at 4,950 Swiss Francs, the Austin A35 costs 5,850 Swiss Francs, and for a Ford Anglia you must pay 6,600 Swiss Francs.

Let us, however, make an assessment of the car on British roads. The doors are of generous size, and the driving position is comfortable, though the pedals are offset to the left because of the wheel arch. The clutch is light and has a very short movement, but works smoothly with practice. All the controls are well arranged, with a finger-tip light switch and self-cancelling indicators. The heater works almost at once from cold, but is not particularly powerful.

The flexible mounting for the engine-transmission unit is really outstanding.

## JOHN BOLSTER TESTS THE

# FIAT 500

IN this country, none of the big manufacturers consider it worth while to list a very small car. On the Continent, on the other hand, there are plenty of makes which have engines around half the size of our smallest, and they enjoy a ready sale. In all cases, a two-cylinder air-cooled engine forms a part of the design, and the crank case is in unit with the gearbox and final drive.

A representative example of this trend is the subject of this week's road test, and it is built by no less a factory than the colossal Fiat concern. Obviously, Fiat consider that the sub-standard car has a big future, and it would appear that their thinking is as follows. There is a vast market for a car that is not merely cheaper than the orthodox small vehicle, but *much* cheaper. As no reduction in engineering standards or quality of material is permissible, the answer is to design a car which contains less material and requires fewer man-hours for its erection. The Fiat 500 is the result.

With a wheelbase of only 6 ft. and a track of 3 ft. 8 ins., the 500 is certainly small. It has a pressed-steel two-door saloon body, with a children's seat at the rear. There is a sunshine roof of the plastic hood variety which is truly excellent. The hood is entirely watertight, is neat in both positions, and is easy to raise and fold. The export model tested has separate bucket seats.

The front suspension is by wishbones and a transverse leaf spring, which has widely separated mounting points to allow the spring to act in lieu of an anti-roll torsion bar. Behind, there is an independent helical spring suspension system which is akin to swing axles, but which operates on inclined axes to promote some roll understeer. The rear wheels are driven through open articulated shafts, and there are telescopic dampers all round. The steering is by worm and segment through a two-piece track rod. The hydraulic brakes have an automatic adjustment.

Thus, the chassis specification concedes nothing to cheapness, but in the engine

and transmission there is considerable simplification. The engine is a blower-cooled, two-cylinder, four-stroke. It has a light-alloy block and head with cast iron liners, and the crankshaft is on two bearings. The chain-driven camshaft operates the overhead valves through pushrods and rockers. The low compression ratio of 6.55 to 1 permits the use of the cheapest fuels, and 15 b.h.p. is developed at a mere 4,000 r.p.m.

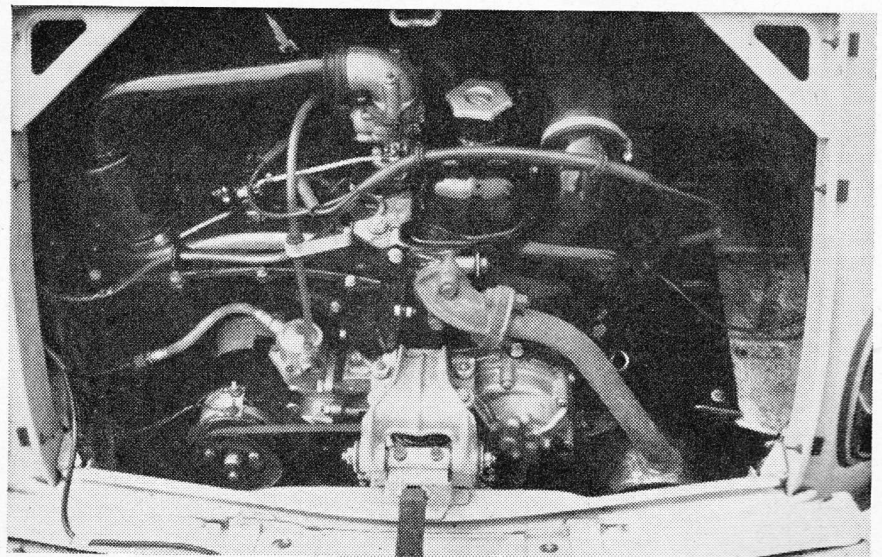
The engine is mounted behind the articulated half-shafts, and drives forward through a single dry plate clutch to a four-speed, all indirect, dog-type gearbox, without synchromesh. The layshaft of the gearbox is connected directly to the final drive pinion. There is a short, central, remote control gear lever.

Does this very small car, which is unconventional by British standards achieve its object? The answer is that it certainly does, if one compares prices on a "neutral" market. The fairest comparison is in Switzerland, where the Fiat is much cheaper than any orthodox four-cylinder, water-cooled car. The Fiat 500 costs 3,990 Swiss Francs, the Renault

The engine is, in fact, phenomenally smooth, though one can hear that it is a "twin" at low revs. It does not turn over especially quickly, and though it can attain 45 m.p.h. on third speed, it pays to change up at 40 to 42 m.p.h. It is possible to approach 30 m.p.h. in second, but 25 m.p.h. appears to coincide with the power peak. One can start off in this ratio on a level road, and first is a real emergency gear.

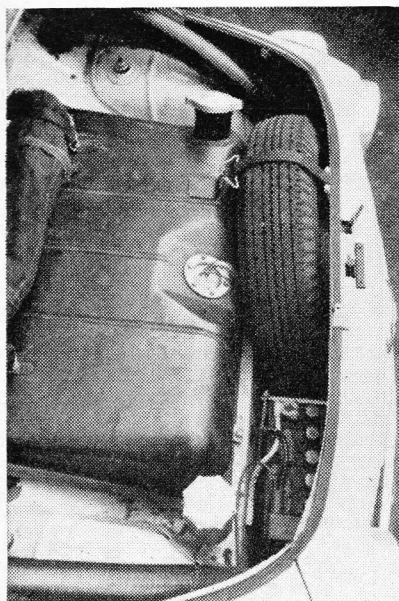
The gearchange is very easy, and only the gentlest of "clonks" heralds a clumsy change. The lack of synchromesh is therefore no hardship. A loud whine emanates from the cooling blower during acceleration on the gears, but the Fiat is quite remarkably quiet at steady high cruising speeds. I expected the little machine to seem slow on the straights, but this is by no means the case. It cruises at "60 on the clock," which is a genuine 55 m.p.h., with praiseworthy ease, and this is its most endearing feature.

In traffic, it is necessary to drive rather hard on the gears in order to keep up with more powerful cars. There is a



*"THE ENGINE is a blower-cooled, two-cylinder, four-stroke. It has a light-alloy block and head with cast iron liners and the crankshaft is on two bearings."*





**LUGGAGE SPACE** is nearly all taken up by the spare wheel, battery, fuel tank and tool kit.

curious paradox, inasmuch as this very small car shows up exceptionally well on the by-pass, yet is perhaps a little under powered for London and its suburbs. The car will do it, but this continuous use of peak revs. on the lower gears plays havoc with the fuel consumption.

That brings up another point. The Fiat 500 is economical when driven moderately, but when hard pressed it may use as much fuel as a small four-cylinder car for a given journey. Although this may seem disappointing at first, one must realize that England is a very difficult country, taken in the main, for low-powered cars. On the Continent, a steady cruising speed may often be maintained for very considerable periods, and under these conditions the machine with a tiny engine and a small frontal area must score.

The roadholding of the Fiat is good, and the brakes are very powerful indeed. The cornering power is quite high, but

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Fiat 500 convertible. Price £350 (£526 7s. with P.T.).

**Engine:** Two cylinders 66 mm. x 70 mm. (479 c.c.). Air cooling by blower. Pushrod operated overhead valves in light alloy head. Compression ratio 6.55 to 1. 15 b.h.p. at 4,000 r.p.m. Weber downdraught carburetter. Coil and distributor ignition.

**Transmission:** Single dry plate clutch, four-speed constant-mesh gearbox with central remote control lever, ratios 4.48, 6.66, 10.59, and 16.77 to 1. Spiral bevel final drive.

**Chassis:** Combined body and chassis. Independent front suspension by wishbones and transverse leaf spring with anti-roll mounting. Worm and segment steering box. Independent rear suspension by modified swing axles and helical springs. Telescopic dampers all round. Hydraulic self-adjusting brakes. 125 x 12 tyres on 12 ins. disc wheels.

**Equipment:** 12-volt lighting and starting. Speedometer, windscreen wiper, flashing direction indicators, heater.

**Dimensions:** Wheelbase, 6 ft.; track, 3 ft. 8 ins.; overall length, 9 ft. 9 ins.; width, 4 ft. 4 ins.; turning circle, 28 ft. Weight, 9½ cwt.

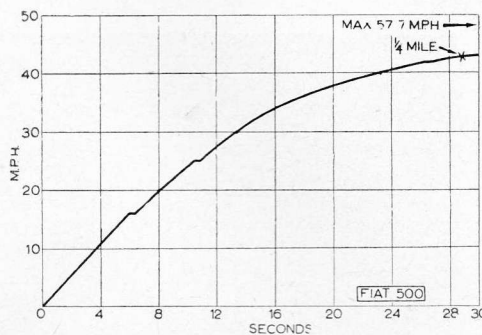
**Performance:** Maximum speed 57.7 m.p.h. Speeds in gears, 3rd 42 m.p.h., 2nd 25 m.p.h., 1st 16 m.p.h. Standing quarter-mile 28.9 secs. 0-30 m.p.h. 13.4 secs., 0-40 m.p.h. 22.2 secs.

**Fuel Consumption:** Driven hard, 42 m.p.g.; driven gently, 50 m.p.g. (approx.).

on wet roads there is a modicum of understeer. The independent suspension does a good job, but on rippled surfaces the short wheelbase and small wheels promote a tendency to pitch. The steering must be praised for its lightness and accuracy, though sudden gusts of wind can be felt.

In general, the little machine is well finished, of attractive appearance, and oh so easy to park. It is a splendid shopping car, but its smooth cruising renders it suitable for long journeys. The under-bonnet luggage space is largely occupied by the fuel tank, but if you leave the children at home there is plenty of room in the back. The four-stroke engine has perhaps not quite the acceleration of some two-cylinder two-strokes, but the chore of mixing petrol and oil is avoided. In its country of origin, this is one of the world's cheapest cars, but it is certainly a lot of fun to drive.

**REAR VIEW** shows the little car with the hood back. This is ideal for lovers of open air motoring.



**Acceleration Graph**



#### DISCS FOR DAIMLERS

A BROAD hint of "new and exciting motoring" from Daimler was given by Mr. Edward Turner, managing director of the Daimler Company, when he introduced a new 3.8-litre model in London last week.

The new car, named the Majestic, was described by Mr. Turner as "an interim measure". The six-cylinder engine has been increased to 3.8 litres, developing 147 b.h.p. at 4,400 r.p.m. Dunlop disc brakes are fitted on all four wheels, and included in the standard specification and list price.

So is automatic transmission, and a welcome feature is the provision of a lock for intermediate gear, operated from the dashboard which enables that ratio to be held when required.

The car is conservative in appearance, and is intended for that particular public to which this type of carriage has always appealed. Mr. Turner, however, said that the policy would be to put Daimler back in the motor car picture, gradually,

with "something of different lines", but he was certain the Majestic would "give every satisfaction". (Daimler are known to have been working on a V-8 two-litre engine, intended possibly for sports cars.)

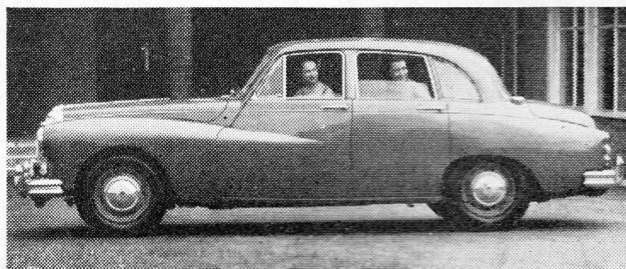
The Majestic has a substantial chassis, and employs independent front suspension and half-elliptic springs at the rear, with hydraulic telescopic type shock absorbers front and rear. A torsion stabilizing bar is used at the front, and it is claimed that the car will hold the road and corner at speed in a most un-

**MAJESTIC** — the new 3.8 Daimler limousine, 16 ft. 4 ins. long, but with a "sports" specification, including disc brakes all round. Post-war Daimlers have enjoyed a reputation for surprisingly good handling qualities.

obtrusive manner. Top speed is over 100 m.p.h., and a firm quote, as an instance of acceleration, is 0 to 30 m.p.h. in 4.9 seconds.

An adjustable steering wheel is fitted, the doors are wide opening, and the comprehensive range of instruments and accessories includes screen-washers. There is a dash-controlled petrol reserve, the total tank capacity being 18 gallons. It is anticipated that the petrol consumption would be 17-19 m.p.g. The total

(Continued on page 56)







**BUSY BUEB:** Winner of two races in the Lister-Jaguar was Ivor Bueb, seen here pressing on somewhat at North Tower.

## Records for Bueb and Russell at Crystal Palace

*New Figures for Unlimited Sports Cars Lap and Race Average—Russell Breaks Formula 3 Record*

**W**EATHER conditions that were quite definitely not entirely suitable for record-breaking failed to deter Ivor Bueb and Jim Russell at the B.R.S.C.C. national meeting at Crystal Palace on Saturday afternoon. Bueb, driving the works Lister-Jaguar in the unlimited sports car race, set a new lap record and won the first race at a new record average speed, while Russell—in conditions of grey skies and intermittent drizzle—took his F3 Cooper round to knock for six the existing 500 c.c. lap record.

Main races of the day were for the unlimited sports cars, and for Formula 2 cars—both events run as two separate races. First on the programme, however, came the Norbury Trophy race over 18 laps for sports cars entered in the AUTOSPORT Series-Production sports car championship. Once again victory went to Ian Walker in the light green Lotus Elite, and once again Peter Gammon followed him home in second place in the Elva Courier. Third was John Lawry, in the other Elite, and K. W. Mackenzie (M.G.A.) trotted home to beat J. P. Baldam, in the first of the remarkable Turners, into fourth place.

Of the Berkeleys, Jon Goddard Watts retired after 10 laps, while M.G.As did not have a good day out, either. Of this marque, Trafford was a non-starter, and Hayles and Wilcocks both retired. Fastest lap of the race was made by Walker at 69.69 m.p.h.; his winning race average was 67.89 m.p.h. and he finished some 12 seconds in front of Gammon. He also won the 1,001-1,300 c.c. class, the 1,301-1,600 c.c. class going, naturally, to Gammon's Courier.

After this came the first of the two 10-lappers for F2 cars. In pole position

on the grid was Ivor Bueb (Lotus), a clear favourite for the race and the only driver in practice to get below 1 min. 3 secs. a lap. Next to him was Sid Jensen, driving Thackwell's Kiwi Equipe Cooper, and the rest of the front row went to Jim Russell and R. L. Moore, both in Coopers. Patsy Burt, having now turned her affections towards F2 racing, had secured for herself a position on the third row for her first outing in the new car.

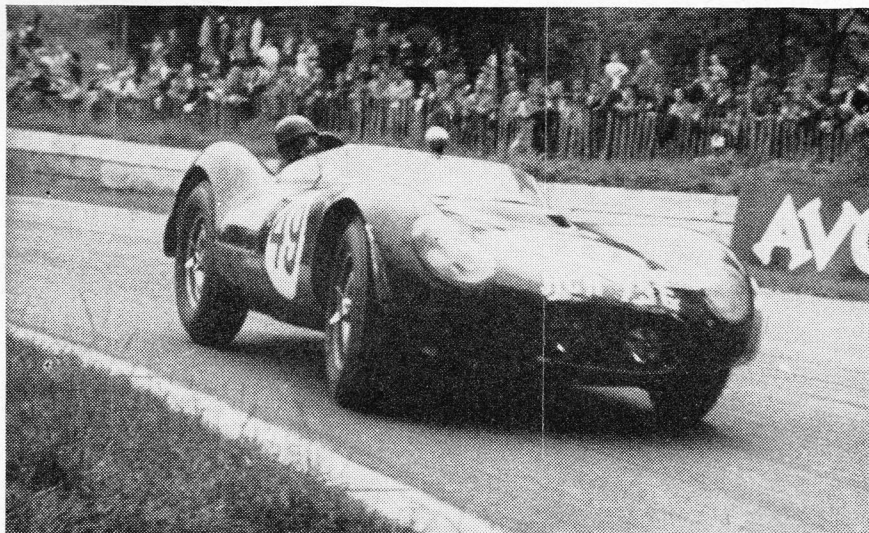
At the drop of the flag, however, it was not Bueb but Russell who took the lead. Try as he might, Bueb could not dislodge him and Russell led the leading trio—with Jensen in third place—well clear of the pack. He won at 78.43 m.p.h., just over a second ahead of Bueb, who held second place only by 0.2 sec. from Jensen, who set fastest lap at 1 min. 01.8 secs., a speed of 80.97 m.p.h. Fourth man was Moore, who trailed home almost a clear 10 seconds behind the leaders.

Next came one of the ever-popular, ever-frightening saloon car races—a mixed bag, this one, and in this form the events are much more exciting than when they are run for separate classes. Tommy Sopwith, in that tremendously fast 3.4 Jaguar, led throughout the 10 laps and was more than four seconds ahead after the first time round. But the car of the afternoon was the A.35 of—not Sprinzel, for once, but Shepherd. "Doc" found himself on the front row of the grid for the start, looking a little overawed at sharing it with two 3.4 Jaguars and J. M. Uren's Zephyr! At the end of the first lap he was in sixth place, ahead of Alan Foster's Magnette and two places up on Sprinzel. He maintained this place throughout, but in the final stages very nearly moved up one, and if he'd managed it it would have been at the expense of Haynes's Zephyr!

Sir Gawaine Baillie, in the other Equipe Endeavour Jaguar, started off at the back of the grid as a result of not having practised. However, it did not take him long to put this right and after one lap he was in fifth place, fourth after two laps, third after four laps and moving to second place on lap six. As he moved up so he seemed to go faster, and almost immediately he had taken second spot he was something like eight seconds clear of third man D. J. Uren (Jaguar 3.4).

Fastest lap of the race was made by Sopwith at 67.8 m.p.h. and he won by nearly half a minute.

Now came the unlimited sports cars race. The front row of the grid comprised Ivor Bueb (pole) in the works Lister, then Bruce Halford in the Lister-Jaguar he and Brian Naylor had raced at Le Mans this year. Next to him was Graham Whitehead in the DB3S Aston Martin 62 EMU—the car that everyone's heard of after its splendid performance in the Grand Prix d'Endurance—and, making up a bridge number, John Dalton in his DB3S. The smart little car at the back turned out to be the Broadley brothers' latest effort and successor to Lola, one of the fastest cars in 1172 Formula racing. The new car is



**LE MANS LISTER:** Bruce Halford rounds North Tower in his Lister which he raced at Le Mans this year. He finished second to Bueb in both sports car races.



*WHERE AM I GOING? F. W. Marriott peers out of his side window as he hurls his Minor 1000 round North Tower.*

very smartly turned out and—in spite of being quite untuned (the car ran for the very first time on the day before the race)—turned in a lap at 1 min. 6.1 secs., a speed of well over 75 m.p.h.

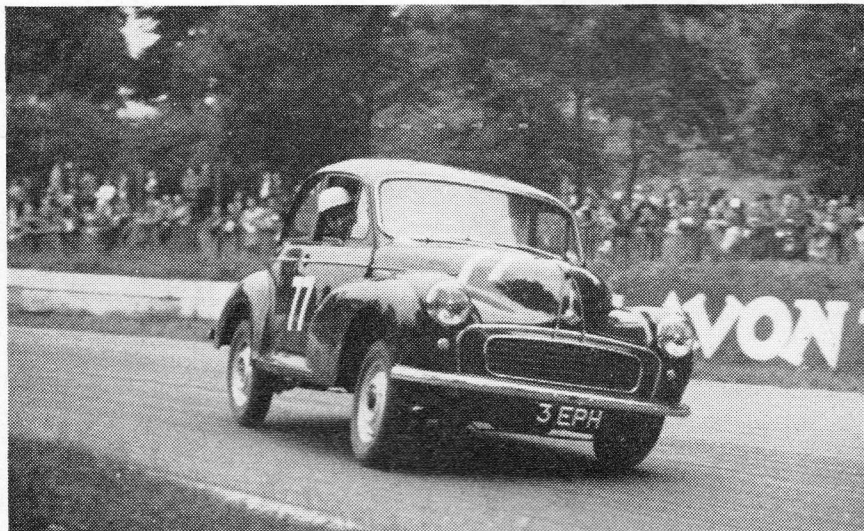
It was Bruce Halford who took the lead from the start with Graham Whitehead in hot pursuit, and that was the order after one lap. On lap two, however, Bueb dislodged the Aston Martin and began to harry Halford, getting in front on the third time round. On lap three Peter Mould (Cooper-Jaguar) made a pit-stop to cure a carburettor gasket derangement that was causing him to be sprayed with fuel, restarting after three more laps had been covered.

Once in front, Bueb merely consolidated his position, although with Halford and Whitehead trying hard to catch him this was no easy task. Nevertheless, he succeeded, and after two laps in front was the better part of four seconds ahead of Halford who was, in turn, increasing his lead over Whitehead. In fourth place, John Dalton was not having a good day and after seven laps was overhauled by Gordon Jones's 1.220 c.c. Lotus (Elite-engined?).

At the end of the 20 laps Bueb ran home the winner, some 16 seconds ahead of Halford who was, in turn, eight seconds in front of Whitehead. Bueb's fastest lap, at 79.43 m.p.h., constituted a new outright sports car lap record for the circuit, being 1.4 seconds better than Keith Hall's former time, while his race average, no less than 76.94 m.p.h., was the fastest for any sports car race there!

Fifth race of the day was the Redex challenge trophy race for F3 cars. This resulted in a win for the currently rising star of 500 c.c. racing, Trevor Taylor, who romped home 12 seconds ahead of Don Parker to win at 75.43 m.p.h. Third was Ian Raby. Fastest lap was turned in by Jim Russell, who retired on lap six with clutch trouble, but not before he had gone round in 1 min. 03.8 secs. (78.43 m.p.h.) to set a new F3 record. The J.A.P. award went to J. R. S. Parker (Cooper-J.A.P.).

Then came the second part of the



Anerley Trophy race for F2 cars, the competitors lining up in the same grid formation as before. This time Jensen made no mistake and shot straight into the lead, a lead he was never to lose for the whole race. Bueb, who held a permanent second place, began to move in for a kill on the last laps, but just failed to make it and Jensen got home first by exactly one second at an average speed of 79.94 m.p.h. Third was Jim Russell, while a private battle between Count S. Ouvaroff (Cooper) and M. Parkes (Fry) resolved itself into a win for Ouvaroff, who pipped Parkes for fourth place when the latter lifted his foot a little too soon at the end of the race. Fastest lap again went to Jim Russell, who seemed to be making a habit of that sort of thing, at 1 min. 01 sec.—a speed of 82.03 m.p.h. Jensen's performance in the race gave him the win on aggregate for the two races.

Last on the programme was the second race for unlimited sports cars. This time Bueb was going to make sure of it—even surer than last time! He went into an immediate lead which he increased steadily by two seconds a lap to start, then one second and finally easing off so that it never lengthened by more than one second per lap! At the end of the second lap he was nearly four seconds ahead on this basis; at

half-distance he was 9½ secs. in front and at the finish he was nearly 13 seconds clear from Bruce Halford, who followed him round all the way this time. A steady, race-long third place was held by Whitehead in the Aston, who stayed well in front of Gordon Jones.

Fastest lap went to Bueb this time at 78.93 m.p.h., while the winning race average was 76.98 m.p.h.

On aggregate the win, naturally, went to Bueb.

MARTYN WATKINS.

## Results

**"Autosport" Championship:** 1, I. Walker (Lotus Elite), 67.89 m.p.h.; 2, P. Gammon (Elva Courier); 3, J. Lawry (Lotus Elite). **Up to 1,000 c.c.:** 1, J. P. Baldam (Turner); 2, B. A. M. Gilbert (Turner); 3, A. Nurse (Turner). **Fastest lap:** Baldam, 65.16 m.p.h., 1,001-1,300 c.c.: 1, I. Walker (Elite); 2, J. Lawry (Elite). **Fastest lap:** Walker, 69.69 m.p.h., 1,301-1,600 c.c.: 1, P. D. Gammon (Elva Courier); 2, K. W. Mackenzie (M.G.A.); 3, D. G. Dixon (M.G.A.). **Fastest lap:** Gammon, 68.73 m.p.h.

**Formula 2—Race one:** 1, J. Russell (Cooper), 78.43 m.p.h.; 2, I. Bueb (Lotus); 3, S. H. Jensen (Cooper). **Fastest lap:** Jensen, 80.97 m.p.h.

**Race two:** 1, S. H. Jensen (Cooper), 79.94 m.p.h.; 2, I. Bueb (Lotus); 3, J. Russell (Cooper). **Fastest lap:** Russell, 82.03 m.p.h.

**Aggregate:** 1, Jensen; 2, Bueb; 3, Russell.

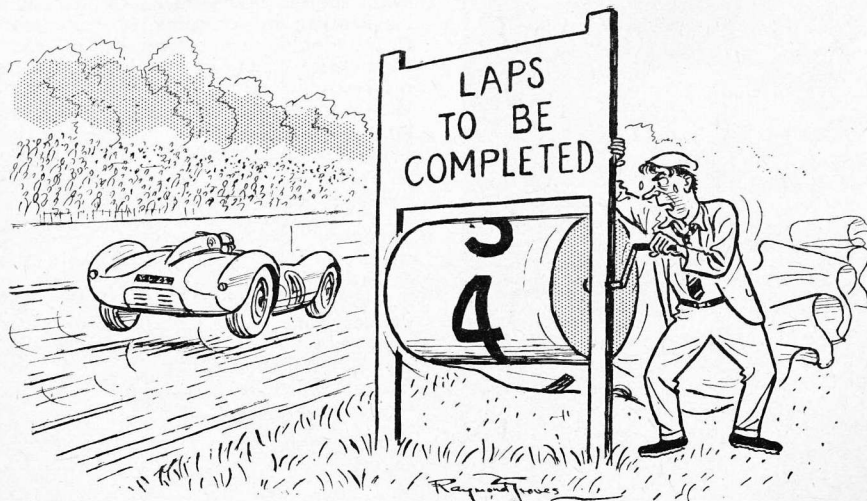
**Saloon car race:** 1, T. E. B. Sopwith (3.4 Jaguar), 66.88 m.p.h.; 2, Sir Gawaine Baillie (3.4 Jaguar); 3, D. J. Uren (3.4 Jaguar). **Up to 1,200 c.c.:** 1, G. C. Shepherd (A35); 2, J. Sprinzel (A35); 3, F. W. Marriott (Minor 1000). **Fastest lap:** Shepherd, 62.39 m.p.h., 1,201-1,600 c.c.: 1, A. T. Foster (Magneite); 2, D. Harris (Borgward Isabella); 3, M. B. Everley (Hillman Minx). **Fastest lap:** Foster and Harris, 62.24 m.p.h., 1,601-2,700 c.c.: 1, J. M. Uren (Zephyr); 2, D. B. Haynes (Zephyr). **Fastest lap:** Uren, 64.15 m.p.h. **Over 2,700 c.c.:** 1, T. E. B. Sopwith (Jaguar); 2, Sir G. Baillie (Jaguar); 3, D. J. Uren (Jaguar). **Fastest lap:** Sopwith, 67.8 m.p.h.

**Unlimited sports cars—Race one:** 1, I. Bueb (Lister-Jaguar), 76.94 m.p.h. (record race average); 2, B. Halford (Lister-Jaguar); 3, A. G. Whitehead (Aston Martin). **Fastest lap:** Bueb, 79.43 m.p.h. (record).

**Race two:** 1, Ivor Bueb (Lister-Jaguar), 76.98 m.p.h.; 2, B. Halford (Lister-Jaguar); 3, A. G. Whitehead (Aston Martin). **Fastest lap:** Bueb, 78.93 m.p.h.

**Aggregate:** 1, Bueb; 2, Halford; 3, Whitehead.

**Formula 3:** 1, T. Taylor (Beart-Cooper), 75.43 m.p.h.; 2, D. Parker (Cooper); 3, I. Raby (Flash Spl.). **Fastest lap:** J. Russell (Cooper), 78.43 m.p.h. (record).



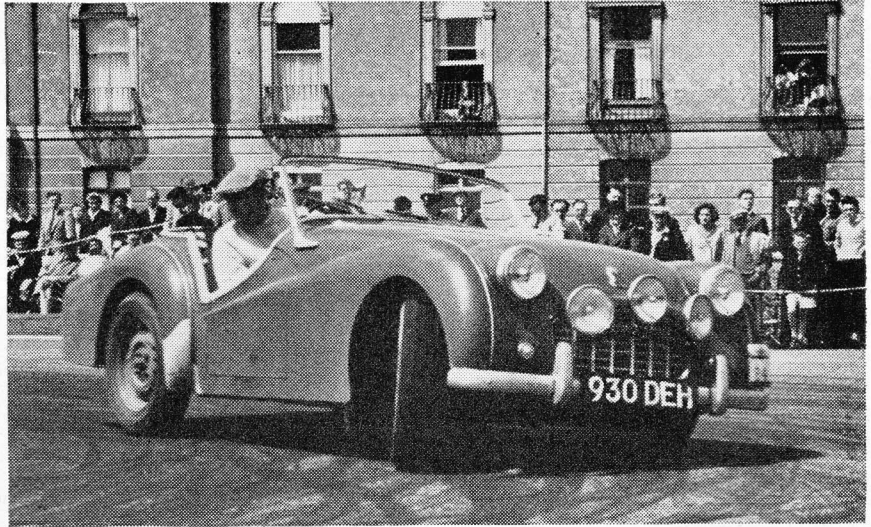
... and a comment on the Lister-Jaguar's progress from Raymond Groves.



**HARD A-STARBOARD.** Ron Gouldbourn pushes his TR3 round a pylon during the final tests at Plymouth Hoe.

At 6.1 p.m. on Friday, 27th June, the first competitor left Plymouth at the start of over 400 miles of motoring, followed by another 116 at one-minute intervals from Plymouth, Birmingham, Bristol, Southampton and London. Original entries showed a total of 130 and in actual fact the entry list had been over-subscribed showing how popular an event the "Plymouth Rally" has become.

Cars converged on Haldon Roadhouse from the various starting points having completed 150 miles of relatively easy motoring. This was, however, no foretaste of what was in store as only three completed the event with a clean sheet, proving that it was possible to the competent navigator and driver, though to say the least somewhat difficult, bearing



## 1958 PLYMOUTH NATIONAL RALLY

*D. H. Holland (Morris Minor 1000) Wins Jubilee Event*

in mind the experienced rallyists who fell by the wayside.

At Haldon the first secret route card was issued covering 120 miles of tortuous Devonshire lanes at an average speed of 30 m.p.h. This section was to prove the most difficult and in fact only the three competitors with clean sheets at the end of the event emerged without loss of marks. Numerous cars were also showing signs of encounters with either fixed or moving objects and the majority had lost substantial numbers of marks. This stage finished near Okehampton.

With dawn breaking cars left following the second secret route card. This was, however, considerably easier at the reduced speed of 26 and two-thirds miles per hour and finished at Bude in Cornwall. By contrast the majority completed this without loss of marks and the penalties that were incurred were insignificant by comparison. Towards the end a ford had to be negotiated which proved rather embarrassing to two Jaguars, both having to be towed out.

Apart from this, however, this particular stage went off without excitement.

At Bude breakfast had been arranged with a 90-minute break. This proved most welcome to competitors and hard-stressed machinery, both having a chance to cool down.

The final stage took competitors back to Plymouth at the reduced speed of 20 miles per hour for which Road Books were issued. These had been well prepared by the organizers and maps were certainly not required. As cars left Bude the weather looked very uninviting but however cleared up on the way back.

This stage was comparatively easy and only four competitors incurred penalties. The stress, however, was laid upon the tests encountered and some fine driving was observed. The first was on the original site of Davidstowe racing circuit which is unfortunately no longer in use. This test consisted of acceleration with a stop astride a line set at an angle, reverse out again and forward to a flying finish. Fastest time was recorded by

P. H. G. Morgan in 17.9 secs. driving a Morgan Plus 4, closely followed by W. A. G. Goodall also driving a Morgan in 18.6 secs. The Austin-Healey Sprite of A. D. Carr also did well to record a time of 20.3 secs., beating many of the more powerful sports cars.

The next test was at Horsebridge, near Callington, and was a speed hill-climb. The surface was somewhat loose and several hairpin bends had to be negotiated.

Fastest time was recorded by Mrs. Mayman driving a Morgan Plus 4, thereby proving that lady drivers can after all show the men how to do it. Her time was 38.3 secs., closely followed with a time of 38.5 secs. by T. A. Gold driving a TR3. B. R. Waddilove held his Jaguar 3.4 well, recording a time of 42.2 secs., which was by far the fastest for a car of this size.

The fourth test and final prior to reaching Plymouth was sited near Brennor and was a straightforward sprint. P. H. G. Morgan once again walked away with this, recording a time of 11.2 secs., with three other competitors tying for the second place in 12 secs.

The weather was by this time ideal for a quiet run of about 15 miles to the final control on the outskirts of Plymouth. After clocking in, competitors proceeded to the Hoe for a manoeuvrability test which finalized the morning's proceedings. P. H. G. Morgan once again showed how well he could handle his Morgan in recording 24 secs., with R. A. Gouldbourn second in 24.6 secs. Cars were then impounded and the drivers efficiently ferried to the rally headquarters where lunch had been arranged.

In the afternoon a large crowd gathered to watch the final tests and were well rewarded both by the standard of driving and the excellent weather. The first test consisted of encircling pylons in ever-decreasing circles much to the embarrassment of some drivers. T. A. Gold driving his TR3 returned the fast time of 33.2 secs., showing the spectators how it should be done, with W. A. G. Goodall second in 34.6 secs. The Berkeley of A. J. Ward was also

*(Continued on page 52)*



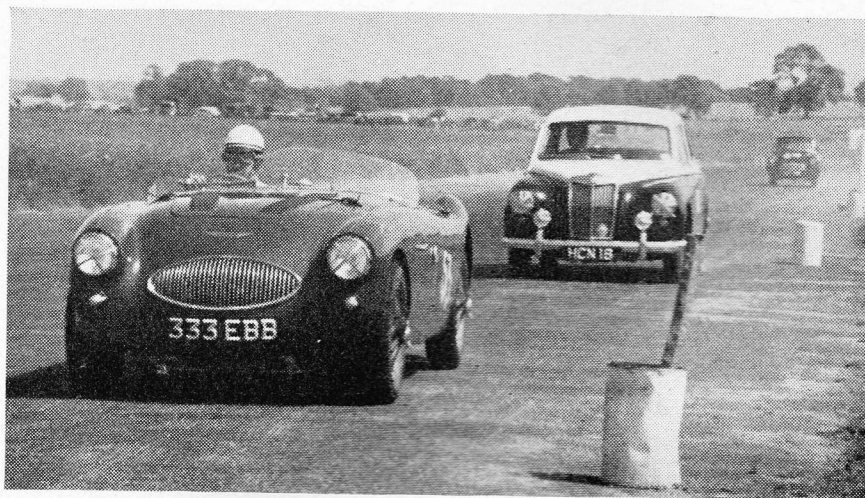
**WINNER** of the Hillman Cup was D. G. Astle in his Sunbeam Rapier. He is seen here during the final tests.



**FAST HEALEY:** Driven by Jimmy Blumer and J. McAdam this Austin-Healey 100S won two events. The car is owned by J. H. Lawson.

By courtesy of the Tyrer Equipe, your northern editor was enabled to pay his first visit for many years, nearly "really" North. Ensnared in a converted Bedford coach, complete with three families, children, animals, racer and all; this (when it came my turn to conduct) enormous vehicle gently but effortlessly ambled along, a magnificent mode of travel allowing plain visibility over the hedgerows.

Near the border, one fellow guest, a charming U.S.A.A.F. "Lootenant", caused consternation by producing passports and inquiring "Whither lay the customs?"—this in all seriousness! Arriving, our hearts were gladdened by



## Tropical Heatwave at B.M.R.C. Members' Charterhall

the sight and feel of hot, hot sun after some three weeks of non-stop rain. Charterhall was in carefree spirit, it didn't seem to matter who won (which was just as well) or what the handicappers did, or even if the timekeepers and lap charters weren't too certain; everybody, yes, everybody, either in open shirts or low-cut dresses, was out in the noon day sun and the whole atmosphere was one of gaiety and friendliness.

The racing, promoted by the B.M.R.C. and sponsored by the Winfield Joint Committee on Sunday, 6th July, consisted of five handicap events and drew a large entry of vastly assorted cars with speeds varying from 150 to a little over 50 m.p.h.; mix the lot and anything can happen, and it did—even to wheels coming off and many gyrations weird and wonderful to behold! For once, your scribe forbears as it was really impossible to take it all seriously, let alone follow just quite what was happening! Truth to tell, my lap scorer and I, out of the five "do's", only placed two seconds and a fourth, or thereabouts—nevertheless, the racing between the experts was hard, close and of real good value; it was such, oh such a pity that with the magnificent entry present, four good scratch races were not substituted.

Race I, 12 laps for Production Sports Cars, resulted in an easy win for Jimmy Blumer driving J. H. Lawson's

very fast Healey 100S. From scratch, driving superbly, he went through a large field of the popular sports marques. Next home was A. S. Berman (Healey Sprite) with one credit lap and 50 secs. Third was D. M. Bertram's neatly conducted TR, while fourth and fifth lay Jim Clarke (Porsche) and J. Sutton (Healey).

Race II, a 12-lapper for Racing Cars, was easily the best event of the day, as after the first few laps the scratch boys came through and the battle was on be-



tween Jim Clark, Tommy Dickson and Gillie Tyrer with the Lotuses of A. Walker and Johnnie Higham snapping at their heels. That was how they finished on the road but a credit lap allowed J. B. McAdam, taking Blumer's place in the Lawson Healey, to annex second spot.

Race III, 12 laps for Production Touring Cars. This one became definitely more complicated as it included

six cars with two credit laps and a further seven with one, to say nothing of many minutes and seconds for and against, and then to find the winner not even on the programme was a little too startling! Late entry D. A. Percival (Anglia) gained the day, to be quickly followed home by Jim Clark's Porsche, with C. P. Harrison (1.5 Riley) third. Next home were R. G. Mickel (Aceca-Bristol) and G. Durham (Carrera), the latter two having a grand scrap for the entire distance.

Race IV, 12 laps for Sports Cars. Due to cars receiving up to three credit laps this one was even more complicated but the flag was given to J. B. McAdam (Healey), who was nearly pipped on the post by team-mate Jim Blumer who, immediately followed by Tommy Dickson, had again come through the entire field. Fourth was Tyrer (C-type) and fifth J. L. Romanes in a Lotus-Climax.

Race V, the B.M.R.C. Trophy Race over 20 laps. This took in the first five from each of the day's races so cars ranged from D- and C-type Jaguars, very fast Lotuses down to a 1.5 Riley, the recipient of no less than five credit laps! Even so the handicappers did well to cause a very fine scrap between J. Blumer (craftily choosing the 100S and so receiving a lap start) and Tommy Dickson (Lotus), who was passed either on the line or not more than a yard past it by Jim Clark's D-type with Gillie Tyrer's C-type 10 yards after. Now came trouble, as the timekeepers, lap charters, etc., didn't quite agree, so some three sets of combinations were proposed, accepted, dissented, etc.; only fourth position being agreed, for the C-type!

What seemed the crux of the "pother" was the 1.5 Riley very ably driven by C. Harrison (not Cuth, or there would have been no doubt of the winner), as numerous folk including yours truly made him do 16 laps which, with his five credit, would have caused the race to cease a lap before it did! Anyway, provisional results gave the Riley first, followed by Tommy Dickson, Jim Clark, then Gillie Tyrer, all of whom had equally deserved to win. However, it was subsequently announced that in fact the race had been won by Jimmy Blumer instead!

So what! It was a grand family "Do" enjoyed by one and all and if it somewhat resembled "Muldoon's Party" everyone took it in good part!

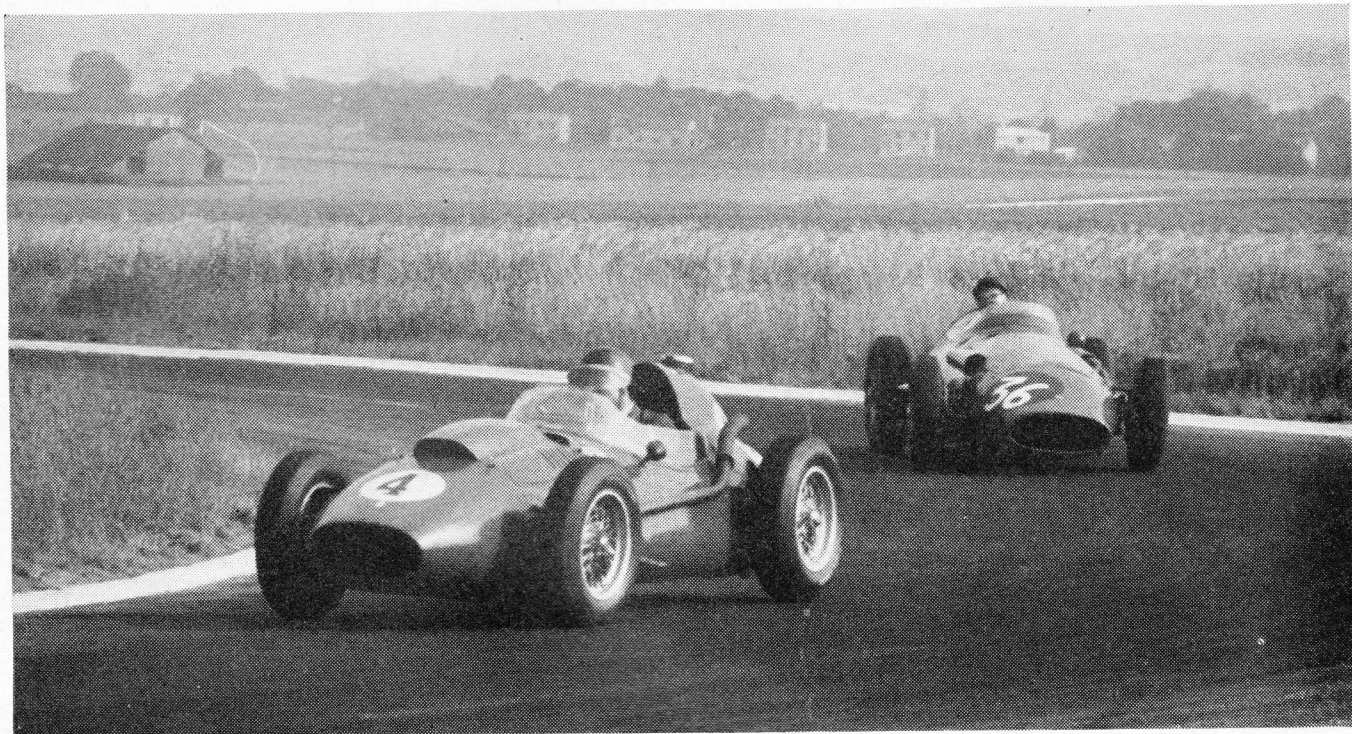
FRANCIS PENN.



★  
INTO TOFT'S  
TURN go Oliver  
Hart (T.V.R.-Climax) and A. Walker  
(Lotus). The T.V.R.  
is well known in  
America as the  
Jomar, and has  
gained many suc-  
cesses there.

★





## HAWTHORN WINS FASTEST EVER FRENCH G.P.

*Ferrari Ascendancy at Rheims—Moss (Vanwall) Runner-up after Tremendous Battle with Fangio (Maserati) and Behra (B.R.M.)—Fatal Accident to Musso—Behra's Porsche Runs Away with F2 Race*

At long last Mike Hawthorn's spell of ill-luck in Grand Prix racing came to an end. Driving his Ferrari with immaculate precision, he was never headed in last Sunday's Grand Prix de l'A.C.F. (French Grand Prix), winning the fastest event ever staged at Rheims, and setting up a new lap record in the process. Behind the "Farnham Flyer" there developed one of the most extraordinary battles ever seen on a circuit, featuring Fangio in the new Maserati, Behra (B.R.M.) and Moss (Vanwall) together, in the earlier stages, with Schell (B.R.M.). As they passed and repassed, wheel-to-wheel, slip-streaming each other in turn, the big crowd saw Grand Prix racing at its magnificent best. Eventually the contest resolved itself into a Moss-Behra duel, which even overshadowed the superb driving of Hawthorn. The failure of a fuel-pump drive eliminated the Frenchman, whose B.R.M. had been most impressive.

Unhappily the Ferrari rejoicing over their first 1958 G.P. victory was tinged with sadness following the fatal accident to Italy's sole G.P. driver of class. An error of judgment in attempting to keep with Hawthorn on the fast right-hander past the pits, made him enter the bend

**By Gregor Grant**

**Photography by George Phillips**

at Post 3 far too fast, lose control and crash at the spot where Annie Bousquet lost her life two years before.

Of the 21 starters, 11 were classified at the end; Fangio snatched fourth place behind von Trips (Ferrari), when Peter Collins's Ferrari blew up on the very last lap. It seemed as if Jack Brabham (Cooper) would take fifth place, but

Collins doggedly pushed his crippled car to the finish, to complete the full distance—one lap ahead of the Australian. All three B.R.M.s retired with minor troubles, two Vanwalls were eliminated, and Salvadori's Cooper was another to be pushed over the line after remaining stationary for many laps.

Mike Hawthorn's victory, together with his record lap, puts him level pegging with Moss for the World's Drivers' Championship, each having 23 points.

Jean Behra provided a major sensation in the 30-lap Formula 2 race, his



**RECORDMAN:** (Above) Mike Hawthorn, who won at record speed and established a new circuit record, "doubles" Phil Hill's Maserati at Muizon which leads on to the Garenne straight on the main Rheims-Soissons road. (Right) The Ferrari comes in after Hawthorn's lap of honour.



**HAND UP**—as Hawthorn crosses the finishing line to win his first Grand Prix since 1953.

single-seater Porsche RS scoring a runaway victory from Collins in the new F2 Ferrari, and the strong Cooper-Lotus challenge, which was headed by George Wicken's privately owned 1957 car, which took third place ahead of Ian Burgess (Cooper). This race was run at about 10 m.p.h. faster than the 1957 event.

A rather dreary 12 Hours Race for G.T. machinery proved to be a Ferrari benefit, headed by the Belgians, Gendebien and Frère. Great Britain's one pill of comfort was supplied by the Lotus of Innes Ireland and Pete Lovely which won the 1,300 c.c. category.

**PRACTICE** began on Wednesday, with Harry Schell putting in the best time of 2 mins. 23.1 secs. (208.849 k.p.h.). The B.R.M. was extremely impressive, the road-holding being beyond reproach. In all, 10 cars were produced in the F1 section, with Mike Hawthorn (Ferrari) turning in 2 mins. 23.8 secs., followed by Moss (Vanwall) with 2 mins. 24.1 secs. Moss, in Rob Walker's Cooper headed the F2 category with 2 mins. 37.7 secs. (189.513 k.p.h.), faster than the Trintignant-Salvadori joint lap record of 2 mins. 38.2 secs. Peter Collins did 2 mins. 39.6 secs. with the 1958 Ferrari, which has telescopic dampers contained

sister car would appear in F1 form. Even Cliff Allison's slim build required a certain amount of contortion to get into the driving seat.

Sensation of the session was Mike Hawthorn's 2 mins. 21.7 secs., a speed of 210.912 k.p.h. For passing the "210" Mike received the traditional 100 bottles of champagne, to which another 100 were added as his time remained unbeaten during the remainder of the training. Next best was Musso (2 mins. 22.4 secs.), followed by Moss (2 mins. 23.7 secs.), Fangio (2 mins. 25 secs.) and Behra (2 mins. 25.2 secs.). Juan Manuel displayed all his old craft, but the car

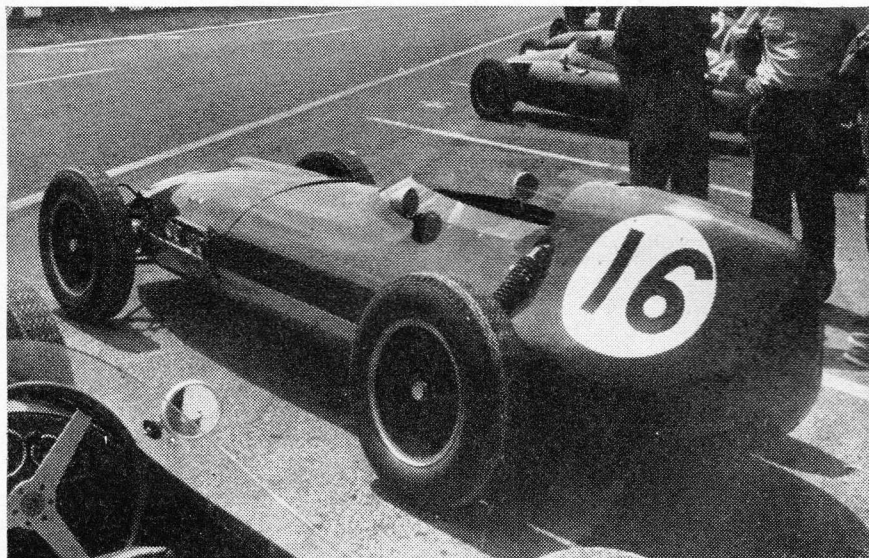
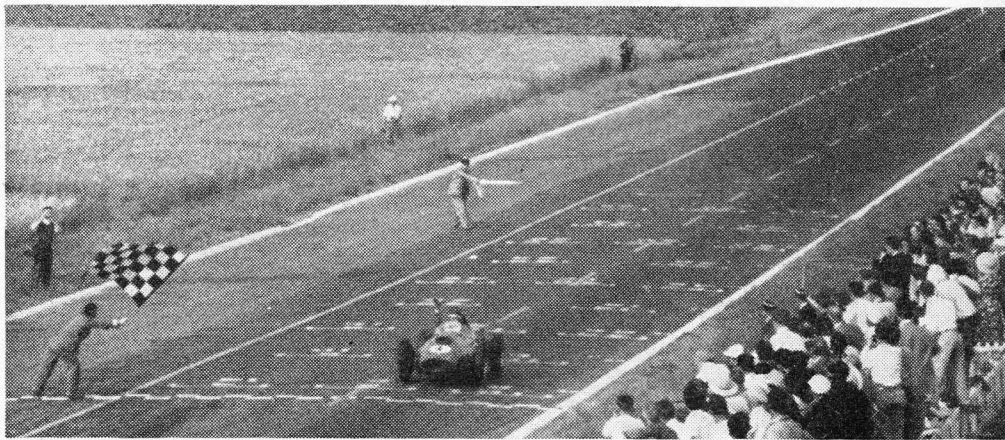
was definitely not quick enough. He also tried Godia's car, but could not improve on 2 mins. 27 secs.

There was dissension in the B.R.M. camp when Behra, unusual for him, began to adopt dictator tactics, maintaining that as No. 1 driver he should take over Schell's car. Mays and Berthon did not agree, the car having been put away for the race. However, the Frenchman got his way by threatening to tear up his contract. It was hardly fair on the ebullient Schell, who had shown on Wednesday top-class form in the car, and was being freely tipped as a likely winner.

A further 100 bottles of champagne were offered for best time in the F2 class. The "bubbly" was secured by Stirling Moss, who went round in 2 mins. 35.8 secs. (191.824 k.p.h.), 0.7 sec. quicker than Trintignant in the other Walker car. Collins did 2 mins. 36.7 secs., whilst Behra introduced the new Porsche with the satisfactory time of 2 mins. 37.4 secs. Graham Hill, with the older type Lotus returned 2 mins. 39.2 secs.—faster than all the works-entered Coopers.

Friday's final training period was notable for the extraordinary pace of the F2 Porsche, Behra circulating in 2 mins. 24.3 secs. (194.066 k.p.h.). This was a decided shock for Ferrari, and for the British contingent, as the car is basically the Le Mans-type RS, with central-seating. The four-o.h.c. engine running on aviation fuel gives approximately 147 b.h.p. at 7,500 r.p.m., and the car weighs around 12 cwt.—not particularly light for a modern F2 machine.

Trintignant escaped with burns on his neck when his Cooper caught fire at

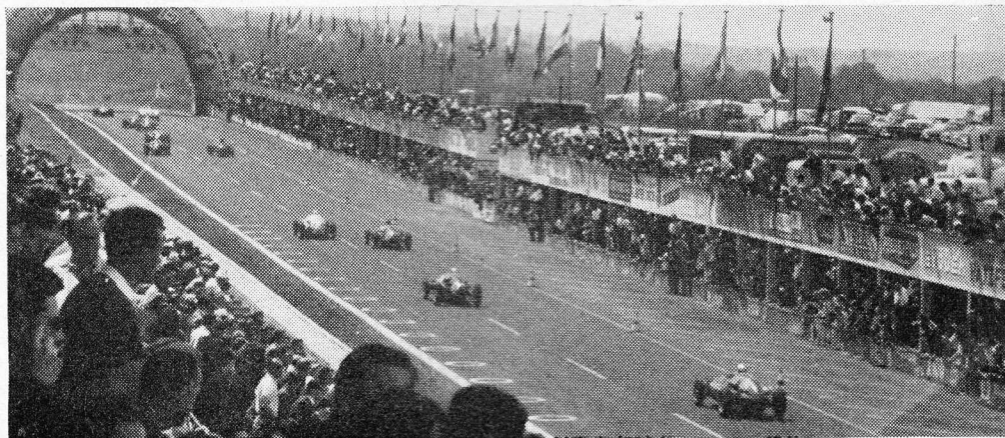


**VAN LOTUS?** (Above) The new Grand Prix Lotus bears a startling resemblance to the Vanwall.

**SCRIBES' VIEW** (right) of the start of the F2 race, as seen from the Press Box located opposite the pits.

within the front helical springs, revised rear suspension with cast-alloy piston-type dampers, and only a tail-located petrol tank.

Thursday's session was notable for the appearance of the brand-new F1 Lotus, which looks rather like a little Vanwall. How the ultra-low build is achieved with a vertically mounted Climax engine savours of Chapman magic. For its first trials it was fitted with a 1,500 c.c. engine, suggesting that it was actually intended for the F2 race, and that a





**HAPPY DÉBUT** for the single-seater Porsche, which won the "Coupe de Vitesse" in the hands of Jean Behra, at 15 k.p.h. faster than Trintignant's 1957 race average.

#### Starting Grid Formula 2

Moss (Cooper) 2 m. 35.8 s.	Collins (Ferrari) 2 m. 35.3 s.	Behra (Porsche) 2 m. 34.1 s.
Brabham (Cooper) 2 m. 36.6 s.		Trintignant (Cooper) 2 m. 36 s.
H. C. Taylor (Cooper) 2 m. 38.4 s.	Salvadori (Cooper) 2 m. 37.6 s.	Allison (Lotus) 2 m. 37.3 s.
G. Hill (Lotus) 2 m. 38.6 s.		Wicken (Cooper) 2 m. 38.5 s.
MacLaren (Cooper) 2 m. 40.4 s.	Bridger (Cooper) 2 m. 39.7 s.	Burgess (Cooper) 2 m. 39 s.
Naylor (Cooper) 2 m. 42 s.		Marsh (Cooper) 2 m. 41.5 s.
Da Silva Ramos (Cooper) 2 m. 48 s.	D. Taylor (Lotus) 2 m. 44.5 s.	Cabianca (Osca) 2 m. 42 s.
Gibson (Cooper) 2 m. 49.8 s.		Fast (Osca) 2 m. 48.6 s.
Piotti (Osca) 2 m. 51.8 s.	Leston (Lotus) 2 m. 51.1 s.	Von Dory (Porsche) 2 m. 49.8 s.
		Goethals (Cooper) 2 m. 57.2 s.

Muizon. The flames were extinguished, and "Petoulet" returned to the pits via helicopter. The car was not so badly damaged as anticipated, and Alf Francis & Co. immediately set about rebuilding it. Officials would not permit the machine to be retrieved until after 11 p.m. (end of the G.T. session), but the Walker boys set out in their truck after the G.P. cars had been out, and hauled away the Cooper "under their very eyes".

Another 100 bottles were offered for best time in F1, which Hawthorn captured with 2 mins. 24 secs. This brought his total to 300 bottles, suggesting that his T.T. Garage at Farnham is not exactly appropriately named—perhaps it will be changed to T.T. (*peut-être*). Fangio improved to 2 mins. 24.6 secs with the new Maserati, whilst Behra in Schell's B.R.M. did 2 mins. 24.2 secs. Collins (Ferrari) achieved 2 mins. 23.3 secs., and Brooks (Vanwall) 2 mins. 23.4 secs.

The unfortunate Trintignant had to walk home when his B.R.M. broke an oil pipe—his second mishap of the evening. Les Leston threw a rod at just 3,000 r.p.m. on his Lotus, but a replacement unit was available.

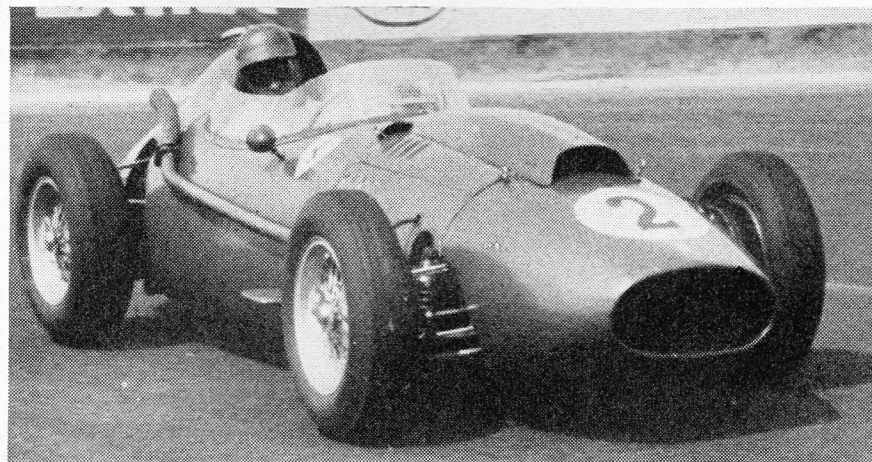
\* \* \*

#### The Coupe de Vitesse

THE weather was set fair when the professional 12 Hours Race finished at 12 noon, and the stage was set for the Coupe Internationale de Vitesse for Formula 2 machinery. Drivers were introduced with the traditional ceremony associated with Rheims, B.P. seemingly

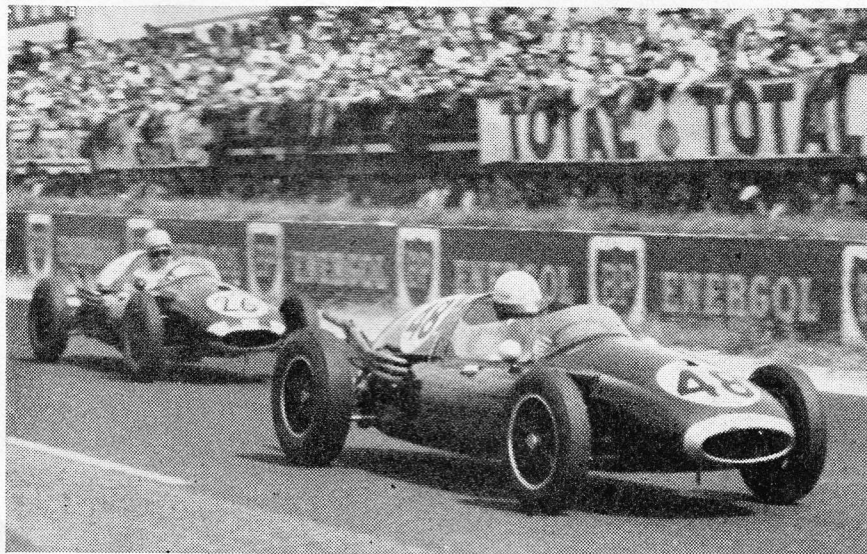
having conspired with the army authorities in having the band decked out in official B.P. colours of green and gold.

It was a truly international front row on the grid, with Germany's Porsche, Italy's Ferrari and Britain's Cooper occupying the places of honour. As engines revved, awaiting the fall of the flag, mechanics still pushed Leston's Lotus up and down the side-lines. As the field swept away, they were still coaxing the engine to start. Poor Brabham threw a con-rod on the line, and caused both Wicken's Cooper and Allison's new "Vanlotus" to shunt each other, the latter suffering a dented nose and (it transpired), a pierced oil tank. Wicken's car also had a non-standard front-end.



**MARANELLO'S LATEST:** (Above) Peter Collins in the new F2 Ferrari which finished second to Behra's Porsche.

**STIRRING DUEL** (left) between New Zealand's Bruce MacLaren and Britain's Henry Taylor, enlivened the F2 race. Taylor finished a few inches ahead of his rival at the end.



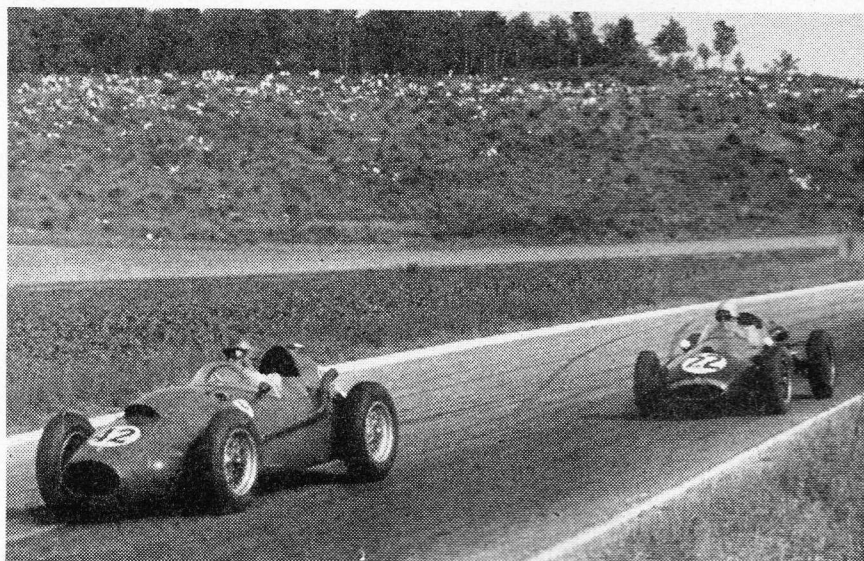
Behra made a superb start, with Moss and Collins trying desperately to out-accelerate each other as they screamed under the Dunlop Bridge, tailed by Salvadori (Cooper), MacLaren (Cooper) and Dennis Taylor (Lotus). As the rapidly spreading-out field hurtled down to Thillois, the silver car was still in front, pursued by red and dark blue streaks. Past the tribunes they flashed, Behra 2 secs. ahead of Moss and Collins; then followed Salvadori, MacLaren, Wicken, Burgess (Cooper) and Taylor (Henry), in George Nixon's Cooper.

Lap 2 and Moss had closed right up



on Behra after having passed him, and been repassed, the three leaders having pulled out a fairly substantial lead from the next up, George Wicken who was going like the wind in *C'est si Bon*, followed by Ian Burgess, Bruce McLaren and Henry Taylor. Salvadori pulled into his pit to retire—two "works" Coopers out already, and Graham Hill made a rapid stop with the older-type Lotus. Third time round, and Stirling was doing all he knew to take Behra, Collins having dropped back slightly in the rare-sounding Ferrari. Allison came in with the new Lotus overheating badly owing to the dented nose, and with a leaking oil tank. Mechanics tried to stop up the leak with a champagne cork, but officials rightly said *non*, and the car was pushed away.

Out in front Moss was steadily losing his battle, and Behra began to increase his lead at the rate of about a second per lap. Piotti stopped with his Osca, and Brian Naylor retired his Cooper after five laps. Trintignant, who had



**FERRARI v. COOPER:** Peter Collins after "doubling" Jack Brabham for the second time—an incident which later had repercussions when Collins (left) pushed his crippled car over the line to complete the full 50 laps—one more than Brabham who had already been flagged.

★

rapidly come into the reckoning and was in sixth place, catching Burgess, went out when a con-rod came through the side following the failure of an oil pipe—possibly damaged during Friday's conflagration.

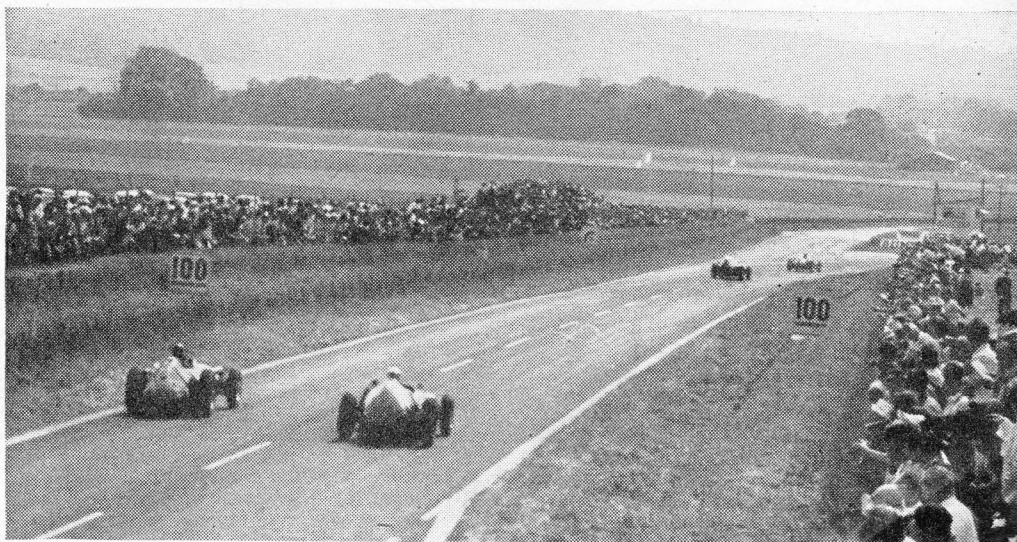
Then Moss began to challenge Behra again, and as they whistled past the pits the blue car was just 2 secs. behind; Collins had dropped back to 16 secs. behind the Porsche, whilst Wicken was increasing his lead over Burgess. Henry Taylor and Bruce McLaren were involved in a wheel-to-wheel dice, followed at some distance by Tony Marsh (Cooper). Moss's effort ended when he visited the pits to complain of falling oil pressure; out he went again, in fourth place behind Wicken, whom he overtook near Muizon. It was Stirling's final bid, for on lap 11 he retired, leaving Behra with some 18 secs. lead over Collins, and with the gallant Wicken in third place, driving the race of his life.

Lotus hopes received another blow when Graham Hill stopped for some rectifications. Dennis Taylor was circulating on about half-a-cylinder, and

Les Leston had at last managed to get going, many laps in arrears. It was definitely not Chapman's day, and the rival Surbiton stable's sole hope of success lay in the rather remote possibility that both Behra and Collins would pack up. Before his retirement, Moss (second lap) had set up a new F2 lap record of 2 mins. 36.7 secs.

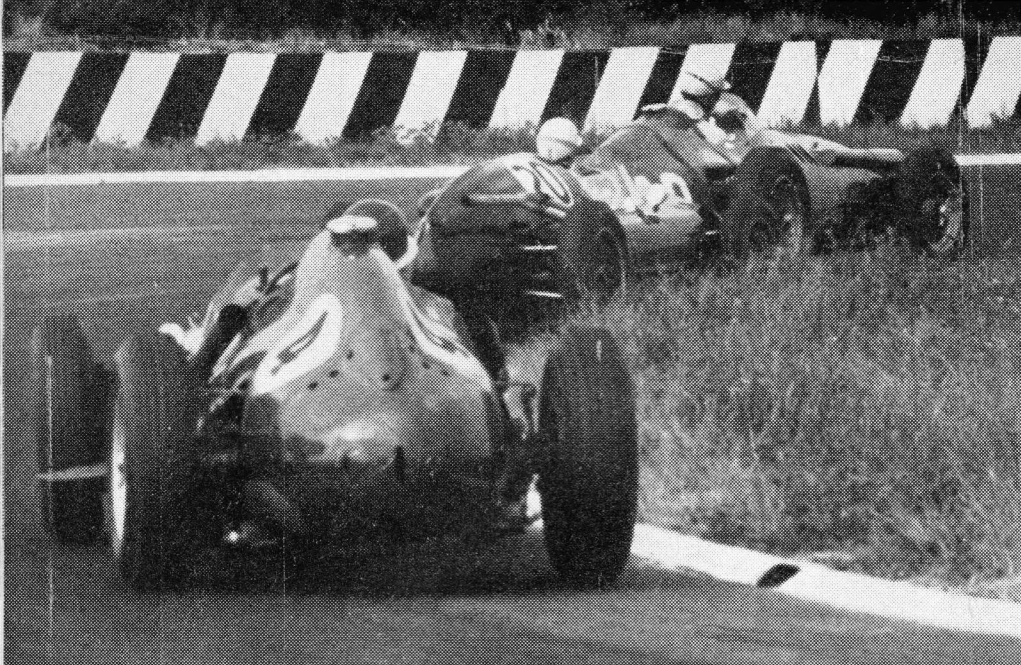
Behra, comfortably in the lead, was content to remain some 21 secs. in front of Pete Collins. Tom Bridger, in the B.R.P. light-green Cooper, who had made a poor start, had come up into ninth place behind Da Silva Ramos in Alan Brown's Cooper, but on the 13th lap, was "doubled" by Behra. Behind Wicken and Burgess, the Taylor-McLaren duel continued to the delight of the crowd, the two youngsters showing great skill; incidentally Taylor was on his honeymoon, having married Peggy Fitzpatrick the previous Monday!

Nothing could halt the train-like consistency of Jean Behra. The Porsche "monoplace" was distinctly quicker than anything else, and there was nothing that Peter Collins could do with Scuderia Ferrari's pride and joy. Brands Hatch scraps were recalled when Wicken lapped Bridger and they stayed together for some time. Burgess was quite content to hold his fourth place, never looking like making the slightest mistake. By lap 17 only Behra, Collins, Wicken, Burgess, Taylor and McLaren were on the same lap, whilst Marsh had overtaken Da Silva Ramos, and Bridger headed Cabianca's Osca and Gibson's Cooper. Leston gallantly kept circulating, as did Hill, but poor Dennis Taylor had since abandoned.



**BATTLE:** Fangio (Maserati) and Behra (B.R.M.) in pursuit of Moss's Vanwall during their epic struggle. The trio are about to overtake Salvadori's Cooper on the bend after the tribunes.





MUIZON—or Garenne as it is sometimes referred to—sees Hawthorn about to lap Godia's Maserati and Salvadori's Cooper.

#### Result Formula 2

(249.053 kiloms. = 30 laps)

1. Jean Behra (Porsche), 1 h. 19 m. 45 s., 187.374 k.p.h. (116.43 m.p.h.).
2. Peter Collins (Ferrari), 1 h. 20 m. 05.4 s.
3. George Wicken (Cooper), 1 h. 21 m. 57.3 s.
4. Ian Burgess (Cooper), 1 h. 22 m. 17.8 s.
5. Henry Taylor (Cooper), 1 lap behind.
6. Bruce MacLaren (Cooper), 1 lap.
7. Nino da Silva Ramos (Cooper), 1 lap.
8. Tom Bridger (Cooper), 1 lap.
9. G. Cagianca (Osca), 2 laps.
10. Dick Gibson (Cooper), 2 laps.
11. Christian Goethals (Cooper), 2 laps.
12. Von Dory (Porsche), 2 laps.
13. \*Graham Hill (Lotus), 3 laps.
14. \*Tony Marsh (Cooper), 6 laps.
15. Les Leston (Lotus), 9 laps.

\*Classified in official results—but did not finish.

Fastest lap: Moss (Cooper), 2 m. 36.7 s., 190.723 k.p.h. (118.5 m.p.h.).

The crowd's interest was centred on the Henry Taylor-Bruce MacLaren struggle, hardly a wheel's-width separating them as they tore round, both grinning happily. Taylor generally had a slight advantage, but the number of

times they changed places round the circuit could scarcely be counted.

Tony Marsh's bid failed on the 25th lap, when his engine chucked a rod through the side. Four laps from the end, Hill came to rest at the pits with his Lotus, leaving Leston as the sole survivor of the Hornsey brigade—many, many laps behind. Lap 27, and Behra managed to overtake both Taylor and MacLaren, having "doubled" everyone with the exception of Collins, Wicken and Burgess.

So it finished, with a Porsche victory in its very first outing in F2 form, comfortably ahead of Collins, Wicken and Burgess. Then interest was on the outcome of the Taylor-MacLaren duel, the latter having pushed ahead on the two previous laps. As they roared down from Thillois, they were level; then Taylor moved in front, and the New Zealander slip-streamed him, for a final bid over the line. Henry seemed to sense this, as he gave a really professional wiggle to the right, cutting MacLaren's slip-streaming tactics out altogether and having the advantage of accelerating whilst Bruce was still mak-

AUTOSPORT, JULY 11, 1958

ing up his mind. This, in fact, was the *pièce de résistance* of the entire race, saving it from a monotony which tended to develop when Moss retired.

N.B. A lap chart of the F2 race will be published next week.

\* \* \*

#### The Grand Prix de l'A.C.F.

THE crowd scarcely had time to relax before the Grand Prix cars were being wheeled to the start area. Peter Collins apparently had managed to overcome Enzo Ferrari's objections to his men driving in two successive races, and took his place in the team along with Hawthorn, Musso and von Trips. Graham Hill had the new Lotus, Allison being in the older car. Two blue-and-white painted Scuderia Centro-Sud Maseratis were to be driven by Carroll Shelby and Troy Ruttman; the latter, a former Indianapolis winner, stated quite categorically that he didn't care how



SANDWICH (above) provided a good view out of Muizon by Behra.

#### LAP-BY-LAP SCORE CHART OF THE

DRIVER	CAR N°	CAR
HAWTHORN	4	FERRARI
SHELL	16	BRM
MUSSO	2	FERRARI
MOSS	8	VANWALL
BROOKS	10	"
FANGIO	34	MASERATI
COLLINS	42	FERRARI
BEHRA	14	BRM.
TRINTIGNANT	18	"
LEWIS EVANS	12	VANWALL
BRABHAM	22	COOPER
BONNIER	38	MASERATI
SALVADORI	20	COOPER
HILL P	36	MASERATI
GERINI	32	"
GODIA	40	"
SHELBY	28	"
HILL G.	26	LOTUS
VON TRIPS	6	FERRARI
ALLISON	24	LOTUS
RUTTMANN	30	MASERATI



WINNER of the 12 hours G.T. race was this 250 Ferrari driven by Gendebien/Frère. Note the absence of windscreen—it was broken by a stone and then removed, together with the rear window. A full report of this race will appear next week.

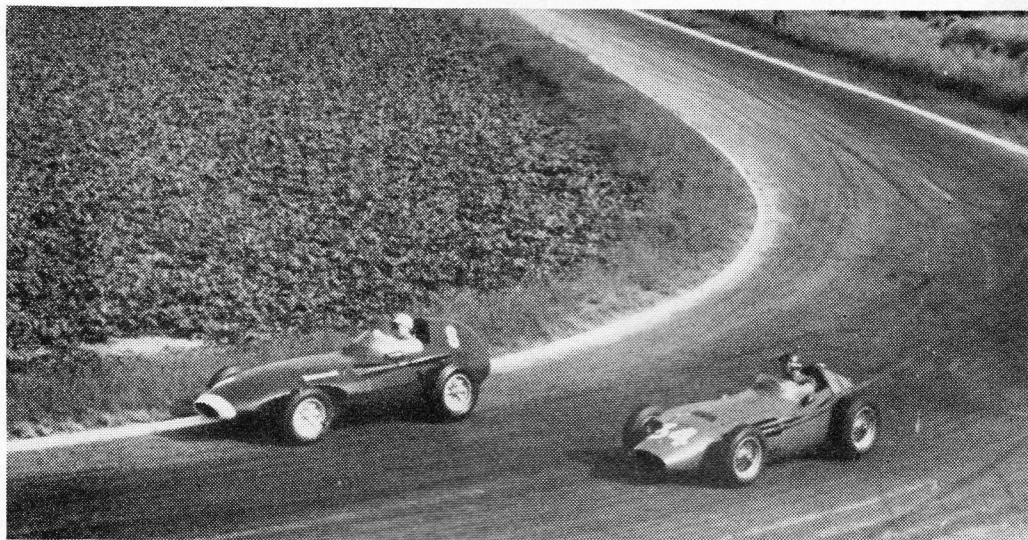


many times he was lapped; road racing was new to him, and he intended to make the race a full-distance practice session, learning everything possible. This was a most sensible approach—more power to your elbow Troy!

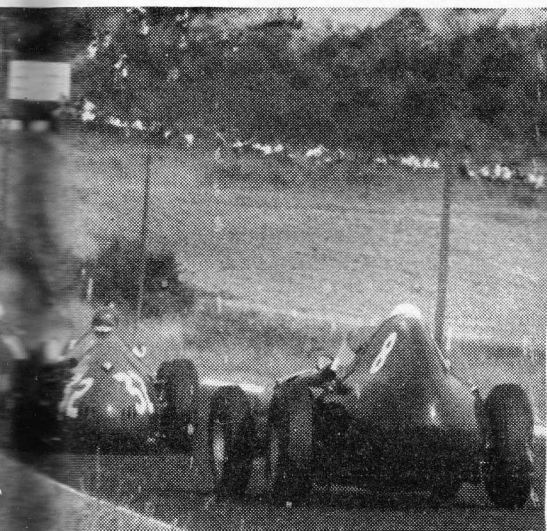
Le Mans winner Phil Hill was also in a Maserati—this time painted red.

Harry Schell was still disgruntled over the loss of his car, and his temper wasn't improved when he learned that owner Gibson had elected to drive his Cooper in the F2 race; "arree" believed that he was to be given the wheel—so, it is said, did the organizers, hence the last-minute admission of the car!

By the time the band had marched up and down, playing that curious music so reminiscent of Barnum and Bailey, the 21 cars were on the grid, surrounded by an army of helpers. As the drivers congregated for the final instructions, Fangio passed the gen that the corner past the pits was more slippery than



PROTAGONISTS: Moss (Vanwall) and Fangio (Maserati) sweep together into the Muizon Hairpin.



Gerini (Maserati) as he is overtaken by B.R.M. and Moss (Vanwall).

usual, and that it was not "flat-out" as in practice. This was hardly surprising in view of the scores of G.T. and F2 machinery that had already circulated, leaving rubber dust and a thin coating of oil all over the circuit!

The start was tremendous; with a great surge of sound, the French Grand Prix was on, with Harry Schell (B.R.M.) out-accelerating Tony Brooks (Vanwall). Mike Hawthorn (Ferrari), Luigi Musso (Ferrari) and Stirling Moss (Vanwall) as smoking tyres carried the field down under the Dunlop Bridge. However, after the fast bend, Mike Hawthorn took command, hurtling past the B.R.M. and the Vanwall. Down towards Thillois, and Moss had overtaken Brooks with Fangio right on his tail.

What a splendid sight that first lap was, with Hawthorn, Schell, Musso, Moss, Brooks and Fangio bunched together—Ferrari, B.R.M., Ferrari, Vanwall, Vanwall and Maserati. Poor von Trips appeared a long way behind, having

(Continued overleaf)

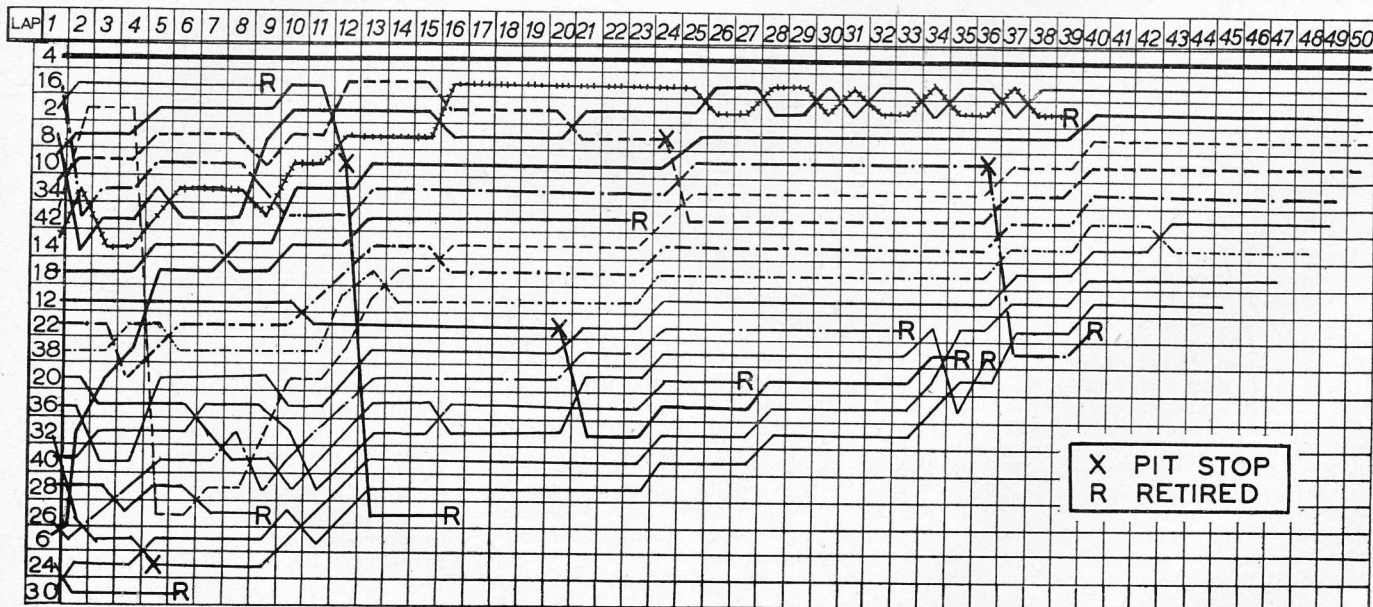
#### Starting Grid

##### Formula 1

Schell (B.R.M.) 2 m. 23.1 s.	Musso (Ferrari) 2 m. 22.4 s.	Hawthorn (Ferrari) 2 m. 21.7 s.
Brooks (Vanwall) 2 m. 23.4 s.	Trintignant (B.R.M.) 2 m. 23.7 s.	Collins (Ferrari) 2 m. 23.3 s.
Fangio (Maserati) 2 m. 24 s.	Lewis Evans (Vanwall) 2 m. 25.3 s.	Moss (Vanwall) 2 m. 23.7 s.
Phil Hill (Maserati) 2 m. 29.5 s.	Brabham (Cooper) 2 m. 27.3 s.	Behra (B.R.M.) 2 m. 24.2 s.
Gerini (Maserati) 2 m. 30.7 s.	Ruttman (Maserati) 2 m. 36 s.	Godia* (Maserati) 2 m. 27.1 s.
Allison (Lotus) 2 m. 49.7 s.	Shelby (Maserati) 2 m. 32 s.	Salvadori (Cooper) 2 m. 30 s.
		Bonnier (Maserati) 2 m. 30.9 s.
		G. Hill (Lotus) 2 m. 40.9 s.
		von Trips (Ferrari)

\* Put in by Fangio.

OF THE FRENCH G.P. Follow the progress of each car from its position at the end of the first lap.





stopped briefly at the start; however, he had already overtaken Hill's Lotus and Ruttmann's Maserati.

Lap two, and Musso had moved up to second place, 2 secs. behind Hawthorn; Collins had come up from nowhere to make it 1-2-3 for Ferrari—an ominous pattern. Brooks held fourth place, a few inches in front of Fangio, Behra had displaced Schell, and Trintignant was pressing Moss, having drawn away from Lewis-Evans's Vanwall which, although sounding far from crisp, had managed to keep in front of Brabham's Cooper. Hill stopped with the new Lotus, but was soon off again. Lap three, and the order was the same, but Moss went ahead of Behra and Schell. On the fourth lap, Peter Collins returned a new circuit record of 2 mins. 25.6 secs., and was rapidly closing up on both Hawthorn and Musso. To his horror, he went to brake for the Muizon turn, and the pedal was solid. The small rubber-backed metal air-scoop for the magneto had come adrift, and lodged under the pedal. Collins quick as lightning down-changed into bottom, and spun round without hitting anything. When he wanted to restart, he went into reverse and the gear lever refused to budge; desperately he battered at the lever with the air-scoop and at last freed the gear. As he passed the pits in 18th place, mechanics ducked as the offending air-scoop came flying through the air, chucked out by a furious Collins. Gerini halted with his Maserati, rejoining the race in last place, Hill's Lotus having been retired. Behind Brooks, a fierce battle had developed featuring Fangio, Schell, Behra and Moss. This brought the crowd to its feet, howling with excitement. It was real motor racing, with top-liners trusting each other's judgment; the slightest mistake, and anything could happen. Fangio was revealing his great mastery of the craft, pushing his Maserati as no Maserati has ever been pushed since Nürburgring, 1957. Past the pits, there was a scare-making moment, when Juan Manuel decided to take the inside of the group, and came out ahead. Foolish folk who tended to hang around in front of the pit counters scattered, and were never seen again where they oughtn't to be.

Tony Brooks was losing ground to the two Ferraris, and on lap nine was 12 secs. behind Hawthorn. It was now Moss-Fangio-Schell, Behra having dropped back slightly and was being challenged by von Trips who had fairly scorched round after his late start; from 19th place to eighth in about eight laps was certainly burning up the "tarmac".

Then on lap 10, the leaders came through, strung out and all looking tense. Tragedy had struck at Scuderia Ferrari, with Luigi Musso as the victim. On the notorious bend at Post 3 where Annie Bousquet and Mackay Fraser both lost their lives, the Italian went off the road, and his Ferrari overturned. He was catapulted out of the car, when travelling at over 130 m.p.h., receiving injuries from which he succumbed soon after admission to hospital. Apparently both Hawthorn and Musso were about to lap Gerini and Ruttmann; the Maserati drivers both pulled well in to allow the Ferraris free passage, and Hawthorn hurtled past just before the first corner. Musso's line was disturbed through having to pass two cars, but he must have been determined to keep up with

his team-mate, and took the corner far too fast—probably unmindful of the fact that it was more slippery than normal. He was completely out of control when he entered the second bend, and the car turned right over as it struck the grass verge.

At the same time, Carroll Shelby, who had been going well in a rough-sounding Maserati, abandoned with engine trouble. Thus with 10 laps gone, three cars were out of the race, and Mike Hawthorn led Brooks by 19 secs. Alas, Tony was also in trouble, and stopped on lap 12 with gearbox maladies and other complaints. Mechanics fiddled about with the car, and it eventually restarted, only to be retired on the 16th tour.

With Mike out on his own, focal point was the battle for second place. Fangio and Moss went through, wheel to wheel, and were then joined by Jean Behra. Von Trips had overtaken both Schell and Trintignant, but was too far back to be in the party. Lewis-Evans circulated ahead of Brabham's Cooper, followed by the Maseratis of Bonnier and Phil Hill. Collins was coming through at a great pace, endeavouring to make up for his mishap.

Lap 16 and Behra had edged in front of Fangio and Moss, the trio screaming into the fast bend after the pits in one solid mass. There didn't seem to be any foot-lifting, but these men knew exactly what they were about. After 17 laps, Mike Hawthorn was 30 secs. ahead of the battling group behind, losing perhaps one second the next time round, but still motoring as confidently and as brilliantly as ever. It looked to be Hawthorn's day, making up for the many disappointments he has suffered in many *grandes épreuves*—but there was a long way to go, and no one could foretell the outcome of the stirring contest going on behind the flying Ferrari, or how it might affect the issue.

Peter Collins had now overtaken Jack Brabham for eighth place, and was in full cry after the B.R.M.s of Schell and Trintignant, which circulated in close company behind the Ferrari of von Trips. Behra grimly held on to his second place, given no rest by Fangio and Moss, who changed places seemingly several times a lap. It was always the same manoeuvre coming down from Thillois; one would slipstream the other, and dodge out at the last minute hoping to get into the fast bend first. Anyway Fangio was getting a remarkable amount of speed out of the new Maserati—not enough, though, for the Modena people reckoned that the engine was not delivering the horses it had possessed in Argentina last January!

On the 20th lap Lewis-Evans stopped, and Tony Brooks took over what was obviously an ailing machine. Hawthorn led Behra by 30 secs., and the Frenchman had pulled out 5 secs. over Fangio, and 6.3 secs. over Moss. B.R.M. hopes were high; the car sounded healthy, and there were two more in sixth and seventh places, about a minute behind the "Farnham Flyer".

Then on the 24th, Fangio pulled into his pit, and after a brief halt restarted in seventh place. Moss had come right up with Behra again, and it was B.R.M. versus Vanwall with a vengeance. Neither possessed the slightest advantage over the other, and it was a case of slipstreaming and doing the dodging-ahead act, to hold any sort of lead for

longer than a minute or so. There was nothing wrong with the much-maligned B.R.M. brakes, as Behra dabbed the pedal for the Thillois hairpin after the 180 m.p.h. Soissons straight. In acceleration both cars were evenly matched, and their road-holding in the fast bend was a joy to behold. Yet, neither was fast enough to trouble Hawthorn, who on his form looked to be uncatchable. Here again, the Ferrari technicians have altered the road-holding department beyond belief. The Zandvoort twitch was gone, and Mike went through lap after lap as if on rails.

Fangio's halt had put von Trips into fourth place; the German was driving a splendid race, particularly after such an unfortunate start. Now B.R.M.s were reduced to two, for Trintignant went out with a fractured alloy oil-pipe. Yet Schell was far from being out of the reckoning, as he was then about 36 secs. behind von Trips. Hawthorn's lead over Behra was 27.2 secs., with Moss less than one second behind the Frenchman. The race average was 201.792 k.p.h., indicating that it would be won at over the "double-century".

Allison (Lotus) kept ahead of Salvadori's Cooper which was suffering from chronic clutch slip. Bonnier still led Phil Hill, behind Brabham's Cooper. At half-distance the race order was as follows:—

1. Hawthorn (Ferrari), 1 h. 13 m. 58.7 s., 201.993 k.p.h.
2. Moss (Vanwall), 1 h. 14 m. 25.9 s.
3. Behra (B.R.M.), 1 h. 14 m. 26.3 s.
4. von Trips (Ferrari), 1 h. 14 m. 53.8 s.
5. Schell (B.R.M.), 1 h. 15 m. 18.3 s.
6. Collins (Ferrari), 1 h. 15 m. 45.3 s.
7. Fangio (Maserati); 8. Brabham (Cooper); 9. Bonnier (Maserati); 10. Phil Hill (Maserati); 11. Graham Hill (Lotus); 12. Salvadori (Cooper); 13. Lewis-Evans/Brooks (Vanwall); 14. Gerini (Maserati); 15. Ruttmann (Maserati).

One lap earlier Godia did it all wrong, and finished up in a field; he was uninjured and walked back to the pits. Brooks, in Lewis-Evans's Vanwall, just could not get going properly, the car sounding erratic and emitting, from time to time, ominous-looking puffs of smoke from the exhaust.

Meanwhile the Behra-Moss contest developed even more in intensity, both lapping at the same speed as Hawthorn. Behra went in front on lap 31, lost the lead for two more laps, then retook the Vanwall. Only a toss of a coin would apparently settle this exciting struggle; however, Moss was going fast enough to approach Collins's lap record, which meant that Behra was also a possible contender. One could see Mike giving a quick look on the large score board as he went past, still seeing Collins's lap as the fastest.

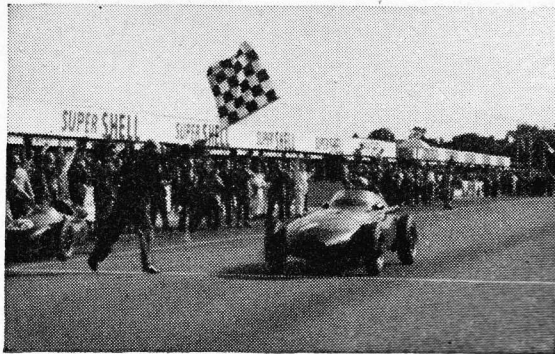
On the 36th lap, to the great disappointment of the Owen camp, Harry Schell's B.R.M. came to rest at the pits, and remained there whilst mechanics attempted to find out the reason for a complete loss of power. Two laps later Brooks gave up a hopeless task, and stopped with steam and smoke rising from a seriously over-heated engine. Once again Tony Vandervell's hopes rested on Moss's ability to bring his car home; but he and Behra were still at it hammer-and-tongs. On lap 37 the Frenchman nicked in front as they

(Continued on page 55)



YOUR BRAKES ARE YOUR BEST FRIENDS—GET TO KNOW THEM BETTER

# No. 4 Your stake in racing



Engine flat out, exhausts snarling, the low-slung aerodynamic car sweeps under the fluttering chequered flag. At the pits, excited team-mates, mechanics and fans crowd round as a garland is draped around the neck of the dirt-smudged, grinning driver.

This may sound pretty remote from built-for-comfort family motoring but there is a link. That hard-fought thrill-a-minute race had prizes not only for the competitors... it had prizes for everyone who owns, or contemplates owning, a car. For the racing components of today are the family car equipment of tomorrow.

## Biography of a Brake Lining

A new racing car is produced. But before it is even tested, the details of the braking system arrive at Ferodo Limited. Technicians study the list: weight of vehicle, maximum speed, type of brake, type and size of drum or disc and its material, braking ratio front to rear, size of tyres, axle, gear and pedal ratios.

From this they decide if a standard lining is suitable. If not, the laboratories may have an experimental lining or disc pad on their shelves that matches up or forms the basis of further development.

## In the Test House

If necessary tests are made on special machines which have a type of brake with known characteristics. Later, the new material is tested with the actual brake assembly to be used on the car.

When the experimental engineers have satisfied themselves that the lining or disc pad will cope with everything the car would normally be expected to do, they add the safety factor. This means carrying out a series of overload tests, proving that the material can take all the new car will give it—and lots more!

## Road Testing

Linings are next tested in a high performance car from the Ferodo test fleet. At the end of every thousand miles of motoring on a special circuit, a performance test is carried out, stops being made from speeds up to 100 m.p.h. at 75% g. deceleration. Ferodo-designed equipment records temperature and other data. After the tests, the lining or pad is inspected for wear.

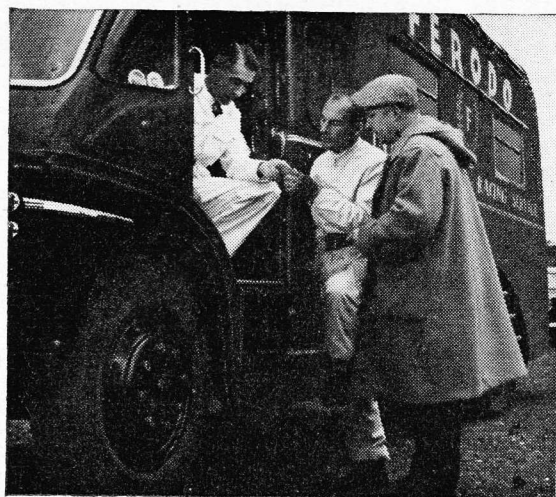
## Now, Race-Proving

The lining or pad is now handed over to the car builders. Their tests involve actual racing and may go on throughout a whole season. Ferodo seek the drivers' comments and reactions after the races. So a racing lining or pad is evolved. It's a never-ending search, for, as fast as a new material is evolved, so speeds increase and call for even tougher, more efficient linings or pads.

## You win all the way

Research for racing benefits all motorists. For the virtues of the racing lining of 1953 are incorporated in the 1958 car.

New linings and especially disc brake pads being evolved today for formula and sports cars will undoubtedly be on your production car in a few years time.



Your garage recommends

# FERODO

Anti-Fade BRAKE LININGS

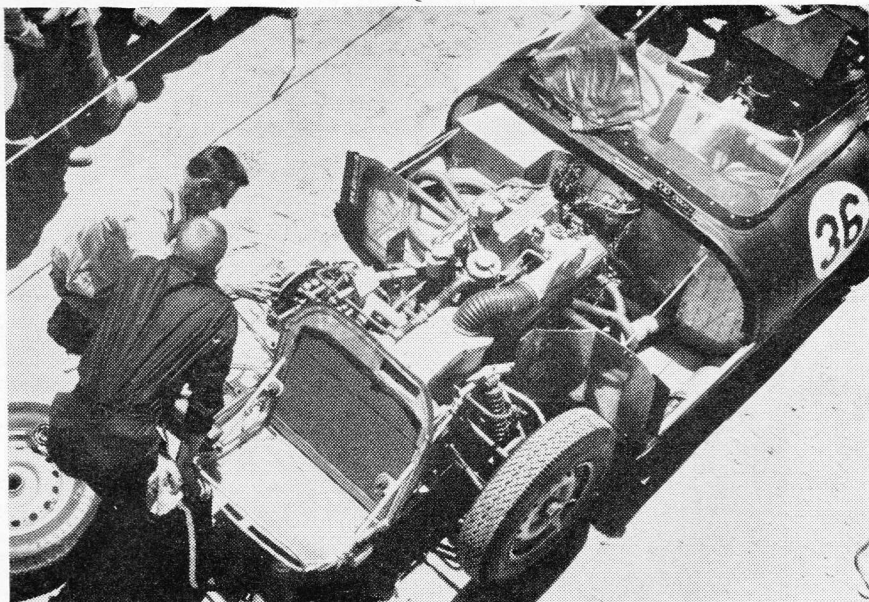


## LIME ROCK TO THE LISTER

IN brilliant sunshine before a record crowd of 14,000, Walter Hansgen drove a Lister-Jaguar to victory over formidable opposition from Aston Martins, Ferraris, Maseratis, and Porsches handled by some of the finest drivers in the East. Perfectly at home on the short, sharply curved road course, Hansgen led the entire 60 miles and made it look easy. But he dared not relax for just behind raged a battle between Bob Oker in his ex-Moss DBR2 Aston Martin and Bob Holbert at the controls of his potent Porsche Spyder. Close to them came Windridge in the new Corvette-engined Lister, Martin in a big 3.8 Ferrari, and another Aston Martin piloted by Markelson.

Lime Rock is only one and one-half miles around and has been designed to tax handling properties to the utmost. Big cars encounter stiff problems, particularly at the hairpin and through the esses. At midpoint in this race Andrey's Testa Rossa contacted the tail of Constantine's D-Jag, and sent him spinning, while John Fitch's Maserati picked up a nose dent and swung wide through the field before regaining the pavement. Hansgen's win was his sixth straight victory in National events this season.

Three other races, all 20-lappers, were staged this fine day. By any standards,



**LISTER-CORVETTE:** (Above) Powered by a fuel-injected V8 Corvette engine, this Lister is sponsored by Mrs. Harry Clark Boden. Numerous changes to the brakes and dampers are still in progress. (Below) Dennis Miller, of Montreal, cornered his M.G.A with verve and gained seventh place in the class F Production Race, dominated by Porsche Carreras.



the most sensational was the event for large production cars. Abreast on the starting line were three gleaming Corvettes conducted by Tom Kerr, Fred Windridge and Jim Jeffords. Their opposition included three Ferraris, two Aston Martins, two 300 SLs and a Jaguar XK 150S, this last in the capable hands of Walt Hansgen.

The 20 laps were treated as a sprint. Jeffords led a tight bunch of six cars through the turns as though they were roped together. Kerr and Windridge in the Corvettes were literally cramped by Arents in his Ferrari coupé, Constantine in an Aston DB2/4 and Hansgen in the stock Jaguar. These fellows constantly swapped position but no one could edge in front of Jeffords, until on the 15th lap he dramatically swung off the out-

side of the hairpin with overheating troubles. Windridge seized the front spot and managed to retain it long enough to lead Arents and Hansgen across the finish line. It was an especially creditable performance for Jaguar, running with full stock windscreen as against the denuded Corvette. By going deep into the corners Hansgen almost made his disc brakes compensate for the extra inches of the big vee-eight.

OZZIE LYONS.

### Results

#### Race One

1, Harry Carter (A.C.-Bristol), 69.8 m.p.h.; 2, Jordan King (A.C.-Bristol); 3, Richard Thompson (A-H 100/6). **Class E:** 1, Harry Carter (A.C.-Bristol); 2, Jordan King (A.C.-Bristol); 3, Harold Churtley (TR3). **Class D:** 1, Richard Thompson (A-H 100/6), 69.2 m.p.h.; 2, Col. Fred Moore (A-H 100M); 3, John Colgate (A-H 100/6).

#### Race Two

1, Emil Pupildy (Porsche Carrera GT), 71.5 m.p.h.; 2, Edward Hoyos (Porsche Carrera GT); 3, Sherman Decker (M.G.A.).

#### Race Three

1, Fred Windridge (Corvette), 73.0 m.p.h.; 2, George Arents (Ferrari 250 GT); 3, Walt. Hansgen (Jaguar XK 150 S). **Class B.P.:** 1, Fred Windridge (Corvette); 2, Tom Kerr (Corvette). **Class C.P.:** 1, George Arents (Ferrari 250 GT), 72.8 m.p.h.; 2, Walt. Hansgen (Jaguar XK 150 S); 3, George Constantine (Aston Martin DB2/4).

#### Race Four

1, Walt. Hansgen (Lister-Jaguar), 79.5 m.p.h.; 2, Bob Oker (Aston Martin DBR-2); 3, Bob Holbert (Porsche Spyder). **Class C.M.:** 1, Walt. Hansgen (Lister-Jaguar); 2, Bob Oker (Aston Martin DBR-2); 3, Fred Windridge (Lister-Corvette). **Class D.M.:** 1, Allen Markelson (Aston Martin DB2/4), 77 m.p.h.; 2, Joe Giubardo (A-H Spl.); 3, James Jackson (A-H 100M). **Class E.M.:** 1, John Fitch (Maserati 200S), 77.2 m.p.h.; 2, Gaston Andrey (Ferrari TR); 3, Frank Baptista (Ferrari TR). **Class F.M.:** 1, Bob Holbert (Porsche Spyder), 77.9 m.p.h.; 2, Denise McCluggage (Porsche 550RS).

### Plymouth Rally—continued

very well driven to record a time of 35.4 secs.

The final test of the rally comprised the usual pylon gyration plus an "axle-cracker". No axles cracked, however, though driver and crew of K. C. Chambers's Ford pushed the car through the last stage after his engine failed having been sounding extremely unhealthy. T. A. Gold confirmed the impression the spectators had been given on the first test with a time of 28.8 secs., thereby securing the fastest aggregate.

After a well-earned rest for a clean-up, tired competitors and officials were entertained by the Lord Mayor of Plymouth (Ald. G. Wingett) and Corporation at a civic reception held at the City's Art Gallery. The Lady Mayoress presented the awards.

The three competitors with clean sheets in the road section took the first three places proving that once again the road section of a rally provides the results with the tests deciding the ties.

The winner was D. H. Holland, starting at Birmingham, driving a Morris Minor 1000. Runner-up with 2.3 marks behind was B. W. Fursdon from South Devon, driving a Renault 750, and third was J. D. Wood, TR3. Holland's navigator (D. G. Phillips) won the Amberley Cup for the best navigator. The team award went to T. A. Gold (TR3), R. A. Gouldbourn (TR3), W. G. W. Mackintosh (Volkswagen) P. T. SHIPMAN.



# COLIN CHAPMAN

*Designer of  
the Lotus,  
turns motoring  
correspondent!*



How do you get a new slant on the motor car business? Where do you find a man who speaks with personal authority on every topic that crops up in the motoring world? You read the new motoring correspondent of the Sunday Dispatch, Colin Chapman. He

is one of the most successful car designers of the decade, and will bring you the news, and the news behind the news.

He's entertaining, discerning, a mine of information. His column will be of vital interest to you.

READ **COLIN CHAPMAN** IN THE **NEW**

Sunday  Dispatch



## NEW ZEALAND NEWSLETTER

by Peter Greenslade

**ROSS JENSEN**, New Zealand's road racing champion for the last two seasons, has been offered a chance to drive a Lister-Jaguar as a replacement for the late Archie Scott-Brown. He was to fly to England at the end of June to try out the car and decide whether he wants to join up with Brian Lister.

According to an Auckland report, if Jensen decides to join he will race in all the major sports car events during the rest of the season and will be given a 3.8 Lister-Jaguar to race in the 1959 New Zealand Grand Prix at Ardmore next January. The New Zealand International Grand Prix Organization will help finance Jensen with his trip to England.

Jensen started his racing career with a very good Austin-Healey and in the 1956-57 season was fortunate in that Peter Whitehead supplied him with his fast Monza Ferrari for the international events. Using the Ferrari, Jensen won the Association of New Zealand Car Club's road racing Gold Star. At the end of the season Jensen entered into negotiations for a 250F Maserati and eventually bought the car that Stirling Moss had raced.

In the season that has just ended here Jensen ran second to Jack Brabham in the N.Z.G.P., second to Scott-Brown in the Lady Wigram Trophy at Christchurch, and then he notched up his first international win by taking the New Zealand road race championship on the Dunedin round-the-houses circuit. He followed this up a week later by winning the international race on the Teretonga Park circuit at Invercargill.

Jensen will be the fourth New Zealander to visit Europe to race this season. The others are, of course, Bruce McLaren and Merv Neil, who are driving Cooper-Climax cars and are both of Auckland, and the Fielding Formula 3 exponent Syd Jensen, who is also doing some Formula 2 racing.

Although at the moment most interest for enthusiasts centres on the performances of Bruce McLaren, Merv Neil and Syd Jensen on their first European racing campaign, there is still quite a bit of motor sport going on in New Zealand even though it is winter.

New Zealand cricketers have been getting the lion's share of the newspaper publicity, but the New Zealand International Grand Prix Organization is keeping enthusiasts well posted with news releases on the Kiwi drivers' performances. Needless to say some of the old stagers with eyes on next year's road-racing Gold Star are getting something to think about—especially from McLaren.

However, at home here the sport goes on. The trials season is well on the way and the Canterbury Car Club was one of the first to start with its 18-hour 500-mile trial which turned out to be more than most had bargained for.

The route crossed and re-crossed the Southern Alps, and on the West Coast, which had been subjected to no less than half a dozen major floods in the space of seven months—the last in the week before the trial—they found washed-out roads and other hazards that the organizers had not even thought of.

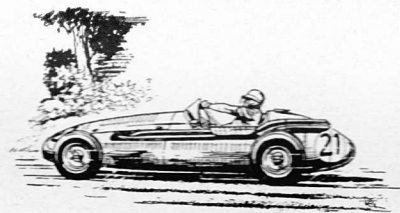
The winners were the expert Timaru team, J. B. Roberts and A. W. Mallard, who completed the course in an Austin A90 losing only 42 points.

One section was so badly washed out that only three cars—including the A90—completed it. The remainder of the entry forfeited 50 points on that section alone.

And while on the subject of trials: Yet another New Zealander has been showing the flag overseas. Petite Ruth Corbett, driving a Holden, has won the women's section of the gruelling Australian 7,000-mile Ampol trial. It was her first trials drive and she lost only 43 points.

Charles Stanton had a crack at his own Class B and national speed record for the flying kilometre with the Stanton Special the other day on the Canterbury Car Club's Tram Road venue, but could not do better than 168 miles an hour. His record stands at 168.6 miles an hour.

Carburettor icing was the trouble early in the day and later a tricky cross-wind came up. It was a pity because it seems likely that that was the last run the car would have with the blown Gipsy aero engine fitted. Plans now are to replace it with a Corvette motor with fuel injection and supercharger and replace the two-speed gearbox with a close ratio four-speed box.



However, despite trouble in warming the motor, Pat Hoare set new figures for the Class D category with his 3-litre Ferrari, raising the record from 139.2 miles an hour to 146.4 miles an hour. It was a good effort.

Now, just when it seemed that the speed season was definitely over, there is a chance that the Christchurch Motor Racing Club will run the New Zealand Beach Racing Championship. This event was originally allocated to the Canterbury Car Club, but the club decided to abandon it because of the heavy expenditure, without adequate return, for the C. W. F. Hamilton and J. F. Tutton Trophy races at Southbridge last season. Provided there is sufficient interest the beach race will be held mid-July. As far as New Zealand is concerned it has more sentimental value than anything else, as beach racing provided the start for motor sport here.

Next year's international calendar is being settled now. The N.Z.G.P. will be at Ardmore on 10th January, and the Lady Wigram Trophy at Christchurch a fortnight later. There is no news yet about the Dunedin international race. After the last one it seemed likely that the Otago Sports Car Club might have a difficult job getting the round-the-houses circuit again.

However, one thing is certain: The Southland Sports Car Club will be running its international race on its Teretonga Park circuit. That could be early

February. This club will also run a big national meeting before Christmas, and it seems likely that the Christchurch Motor Racing Club will also run at Southbridge either early or late in the 1958-59 season.

Frank Cantwell's Tojeiro-Jaguar has been restored to original form following its double somersault at the Teretonga Park international meeting. It was quite a big job but well worth while because import restrictions here are going to make things tough for drivers looking for new cars.

It seems almost certain that Christchurch's Dick Campbell, a noted 500 c.c. Cooper exponent, has won the Hill-Climb Gold Star this year although so far the Association of New Zealand Car Clubs has not made an official announcement.

The International Grand Prix Organization is looking for a new venue for the annual classic. There is a feeling that the Ardmore aerodrome circuit might not be available a few years hence. It seems that the organization has in mind a permanent circuit and already the executive has started an unofficial survey of an 80-acre reserve at Western Springs in Auckland. According to secretary Frank Perkins the ideal is a 100-miles-an-hour circuit, two miles round, figure-of-eight configuration with well-banked bends and at least 44 feet wide.

Western Springs, incidentally, already has a midget car racing track and on it recently a Lloyd 600 set New Zealand's first Class G endurance record. It is unofficial, however. In seven days the Lloyd, driven at from 45 to 50 miles an hour on the circuit which measures about half a mile, covered 7,457 miles wearing out 24 tyres, having seven oil changes and averaging 55 miles to the gallon.

The tyre situation was interesting. Only two sets were available for the attempt. So while one set was being worn down the other was being re-capped! The longest stop was nine minutes on the first day and six drivers took spells between half an hour and an hour at the wheel. It must have been a monotonous business because the Lloyd covered each lap in about 25 secs.

Rather than change the character of the N.Z.G.P. meeting—that could have meant anything and might even have meant fewer invitations to overseas drivers—the International Grand Prix Organization raised its annual subscriptions at the annual meeting recently and also decided to cut out some of the concessions to members. In his annual report the president, Mr. I. J. Hutchinson, stated that although the 1958 meeting was attended by one of the largest crowds ever, the financial result was a disappointment. However, there is no doubt that the organization is making a determined effort to see that the standard is maintained.

Finally, everyone will be pleased to hear that Tom Clark is fully recovered from the long illness that followed his bad crash at Bathurst, Australia, last season, and is now awaiting parts for the Super Squalo Ferrari from Italy in order to enter the fray once more in the coming season.

It should prove to be the best ever what with so many good cars in the country and the experience being gained in Europe at present by the New Zealand drivers.

PETER GREENSLADE.



**French Grand Prix—continued**

passed the tribunes, but next time round Stirling had the honour.

Then to the dismay of Mays, Berthon and Co., Moss's Vanwall came round on its own. The seconds dragged past—no Behra. This was on the 40th lap, when Hawthorn led by 24.7 secs. With 10 laps to run, Moss had a well-nigh impossible task, for it was obvious that Mike was driving with something in hand. Poor Behra had fallen a victim to a minor (but important) failure, the fuel pump drive had fractured.

Desperately mechanics worked on Schell's car, and at last it restarted, sounding very unhealthy. As the end of the race approached, he coasted into the pits to retire—also with fuel pump drive failure. He might have waited at the line and pushed his car over the finish—but he didn't!

Bonnier's car began to lack some vital gears, and was eventually overtaken by Phil Hill's Maserati. It was now Ferrari-Vanwall-Ferrari-Ferrari-Maserati, with von Trips, Collins and Fangio behind the two leaders.

Without warning, Hawthorn turned on the taps and returned a new record lap of 2 mins. 24.9 secs., 206.254 k.p.h. With victory apparently in the bag, that lap meant nine points in the World Championship! Salvadori abandoned his Cooper just short of the line, the clutch having packed up altogether.

Then the flag fell for a jubilant Mike Hawthorn, his first Grand Prix victory since he won at Barcelona in 1953. He was followed over the line by Jack

Brabham—one lap in arrears. This was to have curious repercussions, for, at Thillois, Peter Collins in fourth place, had his engine cut out completely. He coasted as far as possible, then got out and pushed. Toiling away, he was passed into fourth place by Fangio; eventually Brabham, coming round again after being flagged, passed him. However, Pete struggled to the finish, to complete 50 laps and take fifth place. As Brabham had been flagged, he could not have completed the full distance, being already one lap behind Collins who had "doubled" him around mid-distance.

Mike had a wonderful reception—as well he deserved to have. It was his second victory at Rheims for Ferrari, his first being that unforgettable duel with Fangio's Maserati. Stirling was the first to congratulate him, both cars coming in together after their extra lap. Nevertheless, the Ferrari folk were subdued, anxiously awaiting news of Musso whose injuries were known to have been very grave.

**Result**

1. Mike Hawthorn (Ferrari), 2 h. 03 m. 21.3 s., 201.898 k.p.h. (125.46 m.p.h.).
2. Stirling Moss (Vanwall), 2 h. 03 m. 45.9 s.
3. Wolfgang von Trips (Ferrari), 2 h. 04 m. 21 s.
4. Juan Manuel Fangio (Maserati), 2 h. 05 m. 51.9 s.
5. Peter Collins (Ferrari), 2 h. 08 m. 46.2 s.
6. Jack Brabham (Cooper), 1 lap behind.
7. Phil Hill (Maserati), 1 lap behind.
8. Joakim Bonnier (Maserati), 2 laps.
9. Gerino Gerini (Maserati), 3 laps.
10. Troy Ruttman (Maserati), 5 laps.
11. Roy Salvadori (Cooper), 13 laps.

Fastest lap: Mike Hawthorn (Ferrari), 2 m. 24.9 s., 206.254 k.p.h. (128.17 m.p.h.).

**Retirements**

Cliff Allison (Lotus), 6 laps, engine.  
Luigi Musso (Ferrari), 10 laps, crash.  
Carroll Shelby (Maserati), 10 laps, engine.  
Tony Brooks (Vanwall), 16 laps, gearbox.  
Maurice Trintignant (B.R.M.), 24 laps, oil pipe.  
Francisco Godia (Maserati), 29 laps, crash.  
Graham Hill (Lotus), 33 laps, engine.  
Brooks/Stuart Lewis-Evans (Vanwall), 35 laps, engine.  
Jean Behra (B.R.M.), 41 laps, fuel pump.  
Harry Schell (B.R.M.), 41 laps, fuel pump.

\* \* \*

**Rheims Notes.** A tremendous feat was the lifting of Harry Schell's Vespa minicar on to the next floor of the Lion d'Or. Harry's face next day was a study of complete and utter bewilderment. It was carried safely down later—suffering only minor scratches. . . . Reg Parnell was one of the helpers in the Cooper pit: his main concern was the G. T. Griffiths/Davies Mark III Aston Martin which was unfortunately shunted in the "12 Hours" by Guelfi's Ferrari. . . . So full was the town that on Friday night many people had to sleep in their cars. . . . French G.T. Ferrari owner astonished Irvine Chalmers-Watson and his friends by lending them his car to go round the circuit—he had met them only a few minutes before. . . . Fangio's Maserati was on Dunlop tyres, to the delight of Dick Jeffrey & Co. . . . Ex-Ecurie Ecosse driver Ian Stewart was seen around in a new Porsche "1600". . . . AUTOSPORT's Editor came up from Monza through dreadful weather (including snowstorms) in Donald Healey's fast yellow-and-black 100-Six Austin-Healey. . . . Behra's winning speed in the F2 race was 15 k.p.h. faster than Trintignant's 1957 average with the Ferrari.

## Give your car faster acceleration

If you drive a

**ZEPHYR • CONSUL • MORRIS  
MINOR and 1000 • PREFECT  
ANGLIA • FIAT 600 • RENAULT 750  
and DAUPHINE**

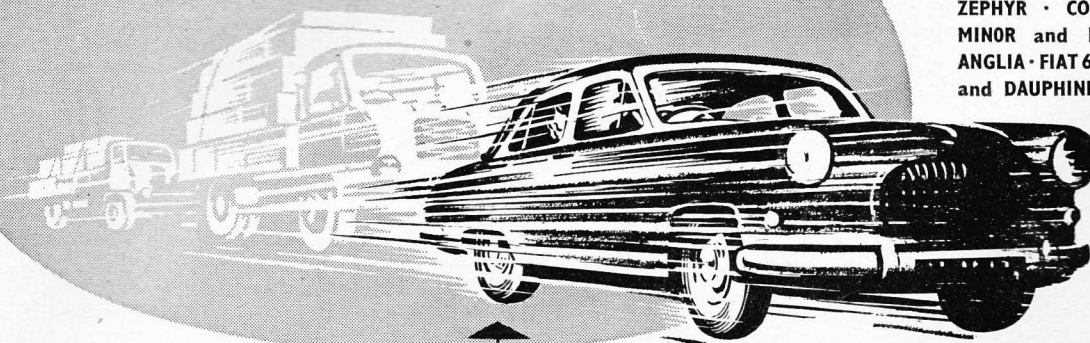


Illustration shows Servais High Efficiency Exhaust System for Ford Zephyrs and Ford Zodiacs.

Fit a **Servais High Efficiency Exhaust System** for faster acceleration, smoother cruising and saving in running costs. The smooth design of Servais Manifold helps exhaust gases to escape with maximum speed and efficiency. The Servais Silencer is designed for smooth working, too. Its no-baffle plate construction enables gases to escape freely, without obstruction.

## SERVAIS SILENCERS

For further information ask your garage or write to the manufacturers:

Servais Silencers, Ashford Road, London, N.W.2. Telephone: GLAdstone 0023 (3 lines) and at Northampton.



**Rest-and-be-Thankful—continued**

consistent climbs of Gray Mickel in the A.C.-Bristol.

Making his annual appearance on the hill was R. M. Bateman and, as ever, the happy-go-lucky Yorkshireman had an interesting self-built motor car. This had a side-valve V8 Cadillac engine, which he got out of a snowmobile, a hydramatic gearbox that nobody quite understands and hybrid front suspension based on a Vauxhall unit. It may not have been the quickest car on the hill but it gives the owner a lot of fun, even when he is clipping lumps out of the banking with it. Robin Smith was competing in a Ford Thunderbird and might have got below 70 secs, had the front brakes not locked as he was coming round the hairpin. We watched Jimmy Stewart in an XK 150 but power seemed an embarrassment to him for there was a definite tramp at the rear and his best time of 65.63 was nothing like as good as times set by him when he was driving a Silverstone-Healey. Never mind, it was good to see him on the Rest again and, although he tells us he has no intention of doing any racing, we hope he will show his face at the odd club event. Most exciting motor car in this class was definitely the huge 8-litre Barnato Hassan Bentley, driven by Keith Schellenberg. It's quite a handful and everyone was real windy when it mounted the banking at the hairpin and had its doors fly open.

But Schellenberg was completely unperturbed, got it quickly under control and finished his climb in fine style. Best time was made by J. P. Chapman with his Chapman Mercury. This has a 4240 Mercury engine, an Ardun overhead valve conversion with eight Amal carburettors, and made a fine show for its first effort on the Rest.

Final highlight of a well organized and thoroughly enjoyable event was the special class for the R.A.C. Championship. Boshier-Jones in the Cooper was magnificent. In his first run he clocked 53.68 and the crowd stood up and cheered for he had broken Tony Marsh's 1956 record of 53.75 secs. And then, in a quite unbelievable drive, the likeable little Welshman's tartan shirt and shining Cooper flashed up the winds of Glen Croe to set a time that we reckon will stand for some time—52.93 secs. No one could approach this. Not even Mike Christie, although, goodness knows, he tried hard enough. The best Mike could do was 55.27 and nearest to him was Chris Summers in the Farley Special at 55.84. Summers does enjoy himself and if there is anybody who may get below Boshier-Jones's figures he might very well be the one to do it. But even Chris will need to be very, very lucky and get an even better day than the wonderful one we had last week-end.

Best times in the Championship runs were: C. Summers, 55.84; M. Christie, 55.27; D. Boshier-Jones, 52.93; R. W.

Phillips, 63.02; D. R. Good, 57.59; A. T. Norton, 65.84; and J. Berry, 58.09.

We figure that Boshier-Jones is in the lead for the Championship with 31 points and Mike Christie second with 25.

**Results**

**Class 1. Racing Cars up to 500 c.c.:** 1, T. G. F. Wilson (Cooper-Norton), 64.99 s.; 2, C. C. Ross (J.P. J.A.P.), 72.43 s.; 3, I. G. London-Cox (Berkeley), 75.23 s. **Class 2. Racing Cars, 500-1,100 c.c.:** 1, D. Boshier-Jones (Cooper), 53.82 s.; 2, M. A. H. Christie (Cooper), 55.58 s.; 3, D. R. Good (Cooper), 56.19 s. **Classes 3, 4 and 5. Racing Cars over 1,100 c.c.:** 1, N. V. L. Barclay (Cooper), 57.61 s.; 2, J. Berry (E.R.A. S), 58.29 s.; 3, R. Fielding (Alta-Jaguar), 61.68 s. **Class 6. Sports Cars up to 1,500 c.c.:** 1, T. Dickson (Lotus XJ), 57.79 s.; 2, W. N. D. Bloor (Lotus IX), 63.66 s.; 3, J. G. Tallis (Lotus XD), 64.02 s. **Class 7. Sports Cars, 1,500-2,000 c.c.:** 1, J. Clark (Porsche 1600 S), 63.31 s.; 2, J. Clark (TR3), 65.28 s.; 3, J. Randles (Lister-Bristol), 66.09 s. **Class 8. Sports Cars over 2,000 c.c.:** 1, J. P. Chapman (Chapman Mercury), 62.66 s.; 2, A. C. Barrett-Greene (Jaguar C-type), 63.19 s.; 3, J. R. Stewart (Jaguar XK 150), 65.63 s.

**Daimler—continued**

price is £2,495, made up of a basic list price of £1,662 8s. 8d., and £832 11s. 4d. purchase tax.

Brief engine specifications are: Cylinders, 6; Bore/stroke, 3.4 inches/4.25 inches; cubic capacity, 3,794 c.c.; h.p. (R.A.C. racing), 27.74; compression ratio, 7.5 to 1; maximum b.h.p., 147 at 4,400 r.p.m.; maximum torque, 209 at 2,800 r.p.m. There is a four-bearing crankshaft, four-bearing camshaft, overhead valves, twin SU carburettors.

# CORRESPONDENCE

**Motor Racing Manners**

FROM time to time in recent months there have appeared in the motoring Press, references, both Editorial and by correspondents, to the declining standard of general manners displayed by some of the current crop of competitors at race meetings.

At the recent M.C.C. Silverstone meeting I had personal experience of this during a close brush with the maniacal driver of a blue Lotus, said driver apparently having acquired most of his technique (one could not call it skill) on the Rugby football field.

On the following day at Snetterton the following remarkable incident occurred. An Austin-Healey 100-S came on to the course for practice via the passage in the pits. It was held up to permit another car, already practising, to pass and was then signalled forward to where a lady pit marshal was awaiting the O.K. from the flag-marshal at the end of the pits before passing the car on to the course. The Austin-Healey driver drove up to within inches of this unfortunate lady's back, which was toward him, and kept his hand flat on his vulgar horn. This had the desired effect and she leaped out of his way, fortunately toward the pit counter and not toward the course where she might easily have been struck by a passing car.

This incident was witnessed by at least half-a-dozen people and the lady in question went off, most upset, to report the matter. But, the ill-mannered lout in the Austin-Healey turned up for his race and unfortunately survived it. Recently when two drivers chose Formula 3 cars instead of pistols to settle their differences the R.A.C. acted with commendable promptness. If they would come down like a ton of bricks on anyone guilty of bad or ill-mannered behaviour, *no matter how well known he might be*, the R.A.C. could be assured that the greater part of all participants in the sport was solidly behind them. A freer use of the black flag and the power to suspend licences might effect a welcome improvement in the present state of affairs.

D. A. WILCOCKS.

ST. ALBANS, HERTS.

**Scott-Brown Memorial**

ON behalf of the family and friends of Archie Scott-Brown I would like to thank Dr. Penny for his interest and advice. However, it should be made clear that the trustees are particularly concerned that the B.R.D.C. Memorial Fund should not lose its identity among the present financial processes of the State. In fact they have already taken legal advice to prevent this possibility.

It is felt that the Memorial should have a suitable and specific object, such as, for instance, providing facilities for treating severe burns at Addenbrook's Hospital, Cambridge.

If the fund is big enough there is little that would please Archie more than that it should benefit the nurses in some way, either through their own sports fund or, as has been suggested, by providing a lounge.

We are sure that the amount donated and its application will be publicized in due course.

PETER NOTT.

RUGBY.

I WOULD be very grateful if you would allow me to follow up my letter of 20th June relating to the above fund, since, in my anxiety, I may have delayed some contributions.

Let me hasten to say that I have been assured by no other person than Archie's mother that the utmost care is being taken to avoid the risk of losing the memorial in anonymity. If the money is to be used as a memorial under the Health Service, whatever is chosen will retain its individuality and will be something that would not normally be available under the Government, and in consequence will be of far greater value, which is what we should all wish.

No doubt you will be publishing details in due course, but at present no final plans can be made until it is known how much money will be available.

I do hope that if my remarks have delayed any contributions to the fund, this letter will now have cleared the air, since I am sure the Trustees are fully aware of the snags that I mentioned.

Dare I hope that this letter might be a reminder to others who may have postponed or overlooked their desire to be associated with this fund?

DR. RONALD M. PENNY.

LONDON, S.E.26.



# Club News

By MARTYN WATKINS

THE Eighth London Rally, organized by the **London Motor Club**, will be held on the 19th/20th September. Always an interesting rally, the "London"—a 650-mile event—achieved the biggest entry for any national rally in this country, prior to the present restriction by the R.A.C. to 240 cars. It has established itself as the best-run rally of its kind and is a qualifying event for the R.A.C. British Rally Championship and the B.R.T.D.A. Rally Gold Star.

This year's Joint Clerks of the Course, Ian Mackenzie and Ron Carradine, are planning the event along traditional lines with one or two "surprise" innovations. Competitors will set off from three start points on the Friday afternoon—The Royal Ascot Hotel, Ascot; Ian Appleyard's Garage in Leeds and Col. Bassett's Garage at Wellington near Taunton.

After comparatively easy runs converging on Wales, competitors will start the navigational sections in the remoter parts of the Welsh hills—really tough for experts and slightly less tough for novices. On Saturday the route will lead back on the finish at Ascot where the first car will be due in the early afternoon.

Ascot competitors will be "started" by broadcaster Raymond Baxter (B.B.C. commitments permitting) and amongst



*CAMION in the field: Having a go in a recent West Hants and Dorset C.C. autocross meeting is Harry Rose, in the ex-Tim Birkin blower 4½-litre Bentley, which was, we understand, not at all disgraced.*

well-known entrants will be found TV's Peter Dimmock, supported in all probability by a team from the B.B.C. Motoring Club. Stewards this year are

Nancy Mitchell, Sheila Van Damm and "Goff" Imhof, whose name is synonymous with past "Londons".

Regulations are now obtainable from the Secretary of the Rally, Mrs. M. Picken, May Cottage, Chipstead, Surrey.

## Coming Attractions

**July 12th.** B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.

Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants.

B.R.S.C.C. Race Meeting, Full Sutton, near York.

Herts County A. & Ae.C. National Hill-Climb, Westbrook Hay, near Watford, Herts.

Maidstone and Mid-Kent M.C. Autocross, Hope Park, Maidstone, Kent. Start, 2 p.m.

**July 13th.** Darlington and D.M.C. Sprint, Catterick, Yorks.

**July 19th.** British Grand Prix, Silverstone, near Towcester, Northants.

**July 20th.** Sevenoaks and D.M.C. Sprint, Brands Hatch, near Farningham, Kent.

Falcon M.C. Autocross, Walkern, near Stevenage, Herts. Start, 2.30 p.m.

**July 24th.** Bouley Bay National Hill-Climb, Jersey. Start, 2.30 p.m.

**July 26th.** Vintage Sports-Car Club Race Meeting, Silverstone, near Towcester, Northants.

B.A.R.C. Race Meeting, Aintree, near Liverpool, Cheshire.

Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.

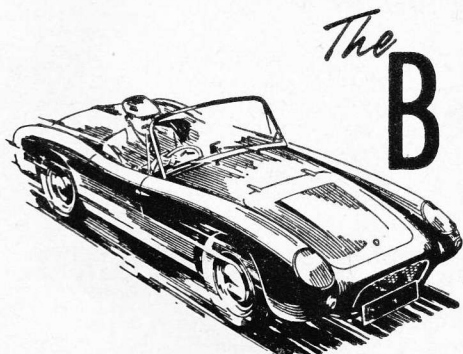
**July 27th.** Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

Bugatti O.C. Inter-Club Hill-Climb, Prescott, near Cheltenham, Gloucestershire.

Herts County A. & Ae.C. Sprint, Brands Hatch, near Farningham, Kent.

THOSE of you who employ the services of the **British Motor Racing Marshals Club** may be interested to hear that E. G. Cornwell, 11 Ashley Road, Penn, Wolverhampton, has taken over the duties of general secretary due to the resignation for business reasons of J. D. Bannister, formerly organizing secretary. As a result of this the secretary of the Midlands region has changed, and is now V. Bond, 114 Earlswood Road, Dorridge, Warwickshire. Mr. Cornwell's telephone number, by the way, is Wolverhampton 35897 and that of Mr. Bond is Knowle 2852.

DETAILS of a most intriguing event to be run in October have been sent to me by the organizing club, **Liverpool M.C.** Called the "Horsman-Monte" rally, the main award is a free entry in the 1959 Monte Carlo rally, with a car provided and all expenses paid for both



# The BERKELEY



is going places

*fast*

BERKELEY CARS LIMITED • BIGGLESWADE • BEDS



driver and co-driver. In addition, the car—a Minor 1000—will have been specially prepared and set up to win the *concourse* and, if it completes the course within the time limit, should stand a good chance of winning an award in this section.

Basically, the event is restricted and comprises a 250-mile night rally in North Wales: no—repeat no—navigation will be required! This, apparently, is because the Monte includes no problems of that sort. Instead, a detailed route card will be provided, and will be available early enough and will give sufficient map references to enable the route to be transferred to a map if you feel happier about it.

Incidentally, secretaries of clubs which have not been invited but have members who want to have a go should get in touch with the secretary of the rally, Ted Lambert, c/o Victor Horsman, Ltd., 48 Renshaw Street, Liverpool, 1. Regs. will be available about 1st August, and the event is scheduled for 4th-5th October.

**R**EGULATIONS are available for the **Herts County A. and Ae.C.** speed trials at Brands Hatch on 27th July. Invited clubs are M.G.C.C., N.L.E.C.C., M.C.C., Seven-Fifty M.C., Hants and Berks M.C., Maidstone and Mid-Kent M.C., T.E.A.C., Sevenoaks and D.M.C., Falcon M.C., Jaguar D.C., Harrow C.C. and West Essex C.C. Entries close on 22nd July and go to Miss I. Sweet, 75 Alexandra Road, Hemel Hempstead. . . . **Bexley L.C.C.** holds a treasure hunt on 13th July starting at 1 p.m. from Townley Road car park, Bexleyheath. . . . **Liverpool M.C.** holds a driving test meeting on 3rd August. Invited clubs are Chester M.C., B.A.R.C., Bolton-le-Moors C.C., Rhyl and D.M.C., Hagley and D.L.C.C., Nottingham S.C.C., Wirral "100" M.C., M.G.C.C., Lances and Ches. C.C., Manchester University M.C., Yorkshire S.C.C., North Staffs C.C. Entries close on 28th July and secretary of the meeting is Harold Gadd, 37 Hollytree Road, Woolton, Liverpool. Regs. for the Jeans Gold Cup rally, to be organized by the same club on 6th-7th September, will shortly be available: secretary of this event is Peter Torpey, 54 Eshe Road North, Liverpool 23. . . . **Birmingham Y.C.M.C.** Stourbridge section holds a closed driving test meeting on 20th July. . . . **West Hants and Dorset C.C.** holds a closed night trial on 26th-27th July. . . . **Sussex C. and M.C.C.**

holds a closed night rally on 26th-27th July, entries closing on 22nd July and going to L. Smith, 26 Upton Avenue, Southwick, Sussex. . . . **Falcon M.C.** autocross, run on a team-award basis, will be held on 20th July near Walkern, Herts. Entries close on 16th July and go to M. J. Lawrence, Rooks Nest Farm, Walkern, near Stevenage, Herts. Invited clubs are Seven-Fifty M.C., Bends A.E.C., East Anglian M.C., Harrow C.C., Cambridge 50 C.C., Harlow and D.A.C. and S.O.D.C. . . . Regulations are available for the **B.A.R.C.** members' race meeting at Aintree on 26th July, entries closing on 15th July. . . . **B.A.R.C.** (south-east centre) holds a driving test meeting under a closed permit on 20th July, entries going to G. W. Wright, Robin Hill Lodge, Fairfield Road, Eastbourne. . . . **Chiltern C.C.** holds its monthly treasure hunt on 12th July, starting at the Jolly Farmer, Gold Hill Common, at 6. . . . **Maidstone and Mid-Kent M.C.** holds a closed autocross meeting at Mote Park, Maidstone, on 12th July. The meeting is, apparently, being televised by ATV and is the first

direct TV broadcast from the town. . . . New secretary of the **United Hospitals and University of London M.C.** is D. B. Porter, "Braeside", How Lane, Chipstead, Surrey. . . . **Hastings, St. Leonards and East Sussex C.C.** holds a supper and social at High Beech Country Club, near St. Leonards, on 25th July. . . . **Leicestershire C.C.'s** autocross has been postponed until 27th July because of the state of the ground. . . . **Burnham-on-Sea M.C.**, with the co-operation of the **Vintage Sports-Car Club** and the **Veteran Car Club**, are running a veteran car rally on 17th August, closed to members of the three clubs with classes for veterans, Edwardian and vintage machines. . . . Regulations are available for the **West Essex C.C.** race meeting at Snetterton on 9th August. Invited clubs are B.A.R.C., Vintage Sports-Car Club, Bugatti O.C., Bentley D.C., Eastern Counties M.C., Snetterton M.R.C., Club Lotus, Jaguar D.C., Seven-Fifty M.C., Nottingham S.C.C. and Maidstone and Mid-Kent M.C. Entries close on 2nd August and go to John Trimble, c/o 160 Hermon Hill, South Woodford, London, E.18.

## BEKAERT BEST AT BRANDS

**H.W.M.-Jaguar Makes B.T.D. at M.G.C.C. Speed Trial**

**J**OHNN BEKAERT made only one run with his H.W.M.-Jaguar at Brands Hatch last Sunday, but it sufficed to give him the class win and best time of the day in the M.G. Car Club's (S.E. Centre) Speed Trial. On his second run, Roy Millbanks managed to pip Fred Warnell for second place by one-fifth of a second, Millbanks driving a Lotus Mk. VI with 1,500 c.c. M.G. engine and Warnell a Lotus Eleven with 1,100 c.c. Coventry-Climax unit.

The competitors were timed over two laps of the circuit—one standing lap, one flying—and the track remained dry despite threatening clouds. A notable run was made by Alec Jameson in his three-cylinder Berkeley, clocking 2 mins. 30.4 secs. to beat all the M.G.s except John Hayles's ex-Fitzwilliam car—which, by the way, had run its big-ends the previous day at Crystal Palace and been repaired overnight, giving Hayles a well-earned class win. Four Frazer-Nashes appeared in the 2-litre class, Dashwood's gaining the decision while Bond and Wilkes tied with, respectively, the ex-O'Hara Moore and ex-Gerard cars.

Only one car—Pile's immaculate Aston

Martin—executed a spin, and an entry of 67 was disposed of smoothly without hitches. F. W. McC.

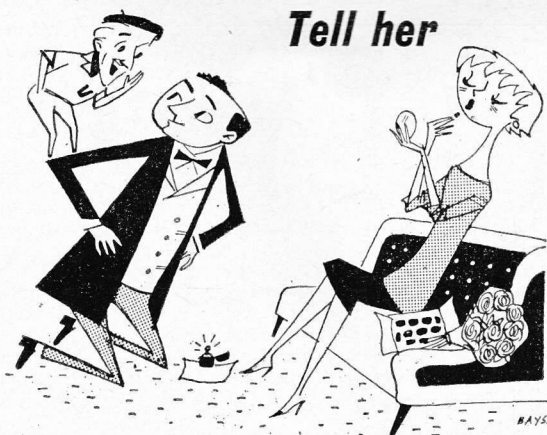
## Provisional Results

**Normal Series-Production Touring Cars: Up to 1,300 c.c.:** 1, D. Smith (Fiat 1100 TV), 2 m. 46.8 s.; 2, J. C. Larmie (M.G. Y-type), 2 m. 51.6 s.; 3, D. G. A. Overall (Renault Dauphine), 3 m. 52 s. **1,301 to 1,600 c.c.:** 1, D. Harris (Borgward Isabella), 2 m. 38.8 s.; 2, G. Woolf (M.G. Magnette), 2 m. 42.4 s.; 3, A. Marshall (M.G. Magnette), 2 m. 49.4 s.

**Improved Series-Production, Special Touring, Normal and Improved Series-Production Grand Touring Cars: Up to 1,000 c.c.:** 1, R. A. Jameson (Berkeley 500), 2 m. 30.4 s.; 2, J. E. Wheeler (Austin A35), 2 m. 46.4 s.; 3, J. Marks (Morris 1000), 2 m. 49.4 s. **1,001 to 1,300 c.c.:** 1, R. J. Connell (M.G. TC), 2 m. 38.4 s.; 2, R. Ide (M.G. TC), 2 m. 40.6 s.; 3, V. D. Clark (M.G. TC), 2 m. 44.8 s. **1,301 to 1,600 c.c.:** 1, J. Hayles (M.G.A.), 2 m. 26.3 s.; 2, D. Dixon (M.G.A.), 2 m. 35.4 s.; 3, T. E. Johnson (M.G.A. hardtop), 2 m. 36.8 s. **1,601 to 2,000 c.c.:** 1, J. Dashwood (Frazer-Nash), 2 m. 17.2 s.; 2, M. Bond (Frazer-Nash) and W. E. Wilkes (Frazer-Nash), 2 m. 18.8 s. (tie). **Over 2,000 c.c.:** 1, W. M. B. Smith (Jaguar XK 140 hardtop), 2 m. 30.0 s.; 2, S. G. Norman (Austin-Healey 100-Six), 2 m. 34.0 s.; 3, J. M. D. Knight (Jaguar XK 140 coupé), 2 m. 34.2 s.

**Other Cars: Up to 1,300 c.c.:** 1, F. Warnell (Lotus Eleven), 2 m. 13.2 s.; 2, R. Randall (Lotus Seven), 2 m. 13.8 s.; 3, J. Bedford (M.G. PB S), 2 m. 37.0 s. **Over 1,300 c.c.:** 1, J. Bekaert (H.W.M.-Jaguar), 2 m. 11.6 s.; 2, R. Millbanks (Lotus-M.G. MK, VD), 2 m. 13.0 s.; 3, S. F. Pile (Aston Martin Ulster), 2 m. 24.0 s.

**General Classification:** 1, J. Bekaert (H.W.M.-Jaguar), 2 m. 11.6 s.; 2, R. Millbanks (Lotus-M.G.), 2 m. 13.0 s.; 3, F. Warnell (Lotus Eleven), 2 m. 13.2 s.



**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.

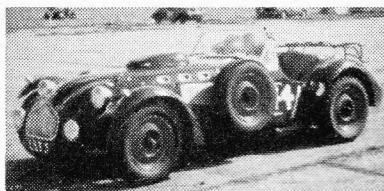
The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

## USED CARS FOR SALE

### A.C.

**1954** A.C. Ace, red, particularly potent, lovely condition. £850.—G. M. Barrett, 1 Walker Street, Macclesfield, Cheshire.

### ALLARD



### CADILLAC-ALLARD

Superb Road and Track car particularly suited to Sprints. Maintained in top mechanical condition, impeccable to look at and drive. Engine has Detroit racing equipment, twin carbs. Full weather kit. Finished in blue. Warning—Not suitable for beginners or "heavy feet". £550.

CHASESIDE MOTOR CO., LTD.,  
Castle Street, Hertford. Tel. No.: Hertford 2456.

**F**ACTORY-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 1933 sports tourer, new hood. £28 10s. for quick sale.—LIBerty 7035.

**1953** ALVIS Sports roadster, low mileage, new P.V.C. hood. Full details.—West, 3 Draycott Avenue, Kenton, Middx. Wordsworth 6642.

**1939** 12/70 SALOON, 14 h.p. Specimen example, two owners from new. £255. Terms.—John Ewer Motors, 28 Rosslyn Hill, Hampstead, N.W.3. SWIss Cottage 2020.

### ASTON MARTIN

**1938** ASTON MARTIN 2-litre 1.c. saloon, low oil pressure. £185 o.n.o.—LABurnum 1164.

### AUSTIN

**A**USTIN 7, formula body, low suspension, well shod, new battery, good engine. Must sell. £70 o.n.o.—Taylor, 24 Short Street, Wednesbury, Staffs.

### AUSTIN-HEALEY

**A**USTIN-HEALEY 100 BN2, 22,000 miles only, Pacific and Florida green, heater, competition clutch, lightweight steering wheel. Never raced or rallied, perfect condition throughout.—Holland Bros., Ltd., Bargate, Boston, Lincs. Phone 2255.

**U**NIQUE OPPORTUNITY to acquire the most immaculate AUSTIN-HEALEY in the country. Used only by our managing director. 1957 Austin-Healey 100-Six, ice blue/ivory, fitted overdrive, road speed tyres, wire wheels, heater, badge bar, detachable hard top. Taxed year, 4,900 miles. Exchanges and terms. £1,125.—Kingscote & Stephens, Ltd., London Road, Gloucester. Phone 21278-9.

**1955** AUSTIN-HEALEY 100, hard and soft tops, green, taxed. £675 o.n.o.—Bird & Yates, Ltd., Walsall Road, Cannock, Staffs. Cannock 2285-6.

**1955** AUSTIN-HEALEY 100M, cream and maroon, radio, heater, well tyred, taxed Dec. £700.—Cottee & Edwards (1939), Ltd., Castle Boulevard, Nottingham. Phone 52213.

**1954** EXCELLENT throughout. £535. Terms.—John Ewer Motors, 28 Rosslyn Hill, Hampstead, N.W.3. SWIss Cottage 2020.

### BENTLEY

**P**ARK WARD drophead 5-seater coupé, 1934, 3½-litre, heater, fog, etc. £495 o.n.o.—53 Hacton Lane, Hornchurch.

### BERKELEY

**B**ERKELEY distributors (Surrey): 492 c.c. now in stock, also latest 328 demonstration model, 4,000 miles only, latest mods. £435.—Surrey Car Co., 44 Richmond Road, Kingston-on-Thames. KINGston 6340/7660.

### BRISTOL

**402** 2-LITRE drophead, magnificent condition, tuned engine. £750 or exchange Cooper 1000 or anything fast.—Cuff's Garage, Frome 2511.

### B.S.A.

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

### BUCKLER

**B**UCKLER Mk. X, 1953, aerodynamic alloy B.R.G., new hood February, exchange Ford motor April, new clutch, weather equipment, 8 head, 4.7 c.w.p., etc., insured year. Owner going abroad, demonstrate anywhere. £325. Photos.—Baker, 334 Minster Road, Sheerness, Kent.

### CITROEN

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

**1937** CITROEN 12, P.O. red, economical for fast car, drive shafts, clutch, gearbox, steering and brakes recently overhauled. £130 o.n.o. —5 Dimsdale Street, Hertford.

### DAIMLER

**D**AIMLER 18, 1939, black, green upholstery. £135.—PROspect 9356, after 6 p.m.

### FORD

**F**ORD 10, 18,000 miles, Willment conversion, c/r, gears, sprayed B.R.G., 90 m.p.h. plus. Exchange. H.P.—KINGston 9635.

### FRAZER-NASH

**F**RAZER-NASH. Mille Miglia. Really beautiful specimen, un-raced, cellulosed, hood, tonneau and perspex sidescreen as new. Recently fitted ex-owner's new B54 Bristol engine. An immaculate and potent machine in every respect. £1,025.—The Weedon Road Garage, Northampton. Phone: 33155.

### FRAZER-NASH/BMW

**1938** MODEL FRAZER-NASH/BMW, Type 328 sports coupé, two seats, 0 to 30 in 3.4 secs., 103 m.p.h., powder blue. (Bills available.) Enthusiast's car, immaculate. £380.—Garland, 41 Sussex Street, S.W.1, or phone VICToria 6151, Ext. 4, between 1.30 to 5.

### GOGGOMOBIL

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

### HEINKEL

**1957** HEINKEL de luxe in outstanding condition, over 50 m.p.h. with great economy and reliability. £320 o.n.o.—MOGador (Surrey) 2158.

### JAGUAR

**J**AGUAR XK 140, November 1955, f.h.c., fully modified "C" type engine, 2 ins. carburettors, lead-bronze bearings, engine damper, 9:1 compression ratio, twin exhausts, racing clutch, Michelin X tyres, louvred bonnet, turbo-discs, heater, overdrive. Finished in sage green with matching upholstery. This is no ordinary 140, being specially built for a racing personality and probably the fastest 140 in existence. One director owner, maintained regardless of cost. Total mileage 23,000. Never raced or rallied, absolutely mint condition, owner forced to sell on doctor's orders. Taxed year. £1,150.—Telephone: Compton (Berkshire) 237.

### LAGONDA

**L**AGONDA 2-litre low-chassis tourer, 1931, complete engine, steering and brake overhaul last November, excellent condition. £225.—S. J. Skurray, Browning Hill, Baughurst, Basingstoke.

**M.45** TOURER. Bills held overhaul this year over £100. £165.—Richards & Carr, Ltd., 35 Kinnerton Street, S.W.1. BELgravia 3711.

### LOTUS

**EX-PETER** GAMMON LOTUS-M.G., perfect condition throughout. Best offer over £500.—Murchison, 31 Ascension Road, Romford, Essex. VALEntine 3414 business hours, all day Saturday.

### M.G.

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

**E**NTHUSIASTS.—A sports car that has lived a sheltered life in the hands of a racing mechanic, but has never even been driven hard. It has only recently been completely rebuilt, sprayed, chromed, and engine converted to TD Special, modified to Stage II. 4.8 axle with large tyres, all good. 1949 M.G. TC only just run in after rebuild, virtually mechanically perfect. Many spares, accessories, sixth wheel complete. Taxed. £450.—Goodall, 4 Richardson House, Englefield Green. View weekday evenings only.

**M.G.A.** BLUE/GREY, H.M.V. radio, heater, engine, tyres as new. £740.—Reading 73344, or Sonning 2106.

**M.G.** SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, 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.** TA, 1939. Black, super condition. Enthusiast maintained. Windtone horns, luggage rack, demister. £250 o.n.o.—Howse, Botley, Oxford 2544.

**M.G.** TC, 1949, green, recon. eng., many extras. £385.—Taylor, Sanderstead 1083.

**M.G.** TF, 1955 (1,500), black. Completely overhauled. Special aluminium dashboard, Derrington S wheel, Michelin X tyres, etc., twin 84 carbs, full weather equipment. First-class running condition. £665.—36 Dunstan Road, N.W.11. Tel.: ARCHway 1896 before 6.

(continued overleaf)

OFFICIAL



STOCKIST

## PARADE MOTORS (MITCHAM) LIMITED OFFER

**1956 M.G.A.**, blue/grey, heater, tonneau cover, spot lamps, etc. £775

**1956 M.G.A.** Black and red, wire wheels, heater, tonneau, hard top, low mileage £760

**1956 M.G.A.** Cream/black, many extras £755

**1954 M.G.** TF, black/green, vynide hood, radio £580

**1954 M.G.** TF. Black/beige. £585

**1953 M.G.** TD. Red/red. Specimen condition. £499

**1953 M.G.** TD. Cream/red, many extras. £485

**1953 M.G.** TD, red/red, supercharged £465

**1949 M.G.** TC. Green. In excellent condition. £385

**1948 M.G.** TC. Cream/green, 16 in. wheels, many other extras £375

**1947 M.G.** TC. Black/red, many extras. £345

**1947 M.G.** TC. White/beige. £345

**1946 M.G.** TC. Black/green, special body, cycle type wings £299

**1933 M.G.** J type, 4 seater in excellent condition £65

### 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 — PREFECT — ANGLIA**  
From £2 - 15 - 0 a day

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



**Hunts** (B'HAM) LTD.  
ESTABLISHED 1919

## BIRMINGHAM SPORTS CAR PEOPLE

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

New Lower H.P. Terms available. £25 reduction on any  
used car for which we do not have to accept another  
vehicle in part exchange.

**1954 Austin Healey**, British racing green, hard top,  
soft top, heater, overdrive, wire wheels, ex Donald  
Healey Motor Co. £675

**1955 Elva Sports** racing car, all enveloping body, full  
width screen and tonneau, Ford engine, modified  
regardless of expense. Must be fastest o.h.v. 1172 in  
the country. £425

**1955 Ford Special**, blue, space frame, independent  
suspension, hydraulic brakes, high compression head  
and pistons, twin S.U.s, 4 branch exhaust, full instru-  
mentation, aero and full width screen. Fibreglass  
Stiletto body, 12-volt electrics, alternative axle ratios,  
9½ cwt. The quickest and smartest Ford Special we  
have ever had. £350

**1954 Jaguar XK120** fixed head coupe, special equip-  
ment model, H.M.V. push button radio, heater, 140  
type rear seats, screenwashers, twin spots, luggage  
grid. The most magnificent maroon finish with red  
leather interior. The finest example of this car on  
offer anywhere at £825

New **M.G.A.** fixed head coupe, red, roadspeed tyres,  
extending steering column. £1,092

**1954 M.G. TF**, grey with red, heater, hard top, soft  
top, tonneau cover. In magnificent condition. £575

**1953 M.G. TD**, white, green interior, lady owner. A  
splendid example. £470

**1947 M.G. TC**, black/beige interior. In immaculate  
condition, all new tyres. £325

New **Morgan Plus Four**, 2 seater, TR3 engine, red.  
Identical to show model. £968

**1957 Morgan Plus Four** Coupe, TR3 engine, blue, new  
and unregistered. £898

**1957 Morgan 4/4**, red/black interior, flashers, tonneau.  
Supplied and maintained by ourselves. £550

**1955 Triumph TR2**, red with red hard top, soft top,  
heater, wheel discs, tonneau. Beige leather interior. £649

**1954 Triumph TR2**, red with beige, hard top, soft  
top, tonneau, heater, Michelin X tyres. £595

**1949 Triumph** 2,000 roadster fitted with XK120 body  
and all weather equipment. A professional conversion  
in black. £395

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 perform-  
ance available ex stock.

**BARDAHL AND LANDAR ROCKER COVERS**  
IN STOCK

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

### Classified Advertisements—continued

#### M.G.—continued

**TF**, 1954, red, red leather, many extras, im-  
maculate. £570 o.n.o.—Roxwell 275  
(Essex).

**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.

**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.

**1958 PEEL M.G.**, reconditioned 1,250 c.c.  
engine, clutch, four new springs, brakes  
refined, new 16 ins. wheels, tyres, tubes. Peel fibre-  
glass body sprayed white. Professionally trimmed  
(red), rewired, new battery, electrics, zip tonneau.  
Immaculate throughout. £395 o.n.o.—Wood, c/o  
"Autobodies", Main 7992 (Oldham).

**1957 M.G.A.**, red, one owner, as new con-  
dition throughout, new tyres. £785.—  
Cottee & Edwards (1939), Ltd., Castle Boulevard,  
Nottingham. Phone 52213.

**1957 (Sept.) M.G.A.** fixed head coupé, 6,000  
miles, positively outstanding example,  
fitted Michelin tyres, heater, twin pass lamps,  
reversing light, roof spotlight, screen washers,  
extras, luggage space, Halda Speedipilot, etc., etc.  
This car really has been carefully used, not raced.  
£945.—Finchley Motors, 23 Ballards Lane, Finchley,  
N.3. FINchley 1503.

**1955 LEONARD M.G.**, reconditioned 1,500 c.c.  
engine, fibreglass body, £295. 1938 M.G.  
TA, immaculate in B.R.G., £245. 1935 M.G. PA  
2-seater, new tyres, £130. Terms and exchanges.—  
Tolworth Autos, 434 Ewell Road, Tolworth, Surrey.  
ELMbridge 2049.

#### 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.

**MORGAN PLUS 4** foursome, 1952, Vanguard  
engine, red. £425. Will haggle.—Telephone:  
Bookham 465.

**MORGAN Plus 4**, 1954, 4-seater, Vanguard  
engine, red, very good condition. £425 o.n.o.  
—Prater, 17 Woodside Road, New Malden, Surrey.  
Tel.: MALden 3918, after 6 o'clock.

**1938 MORGAN 4/4 Sports 2-seater**, sound  
and original. Very attractive car with  
good performance. £175.—Bill Parke, 37 Latti-  
more Road, St. Albans.

#### MORRIS MINOR

**1956 (June) MORRIS MINOR** de luxe con-  
vertible, black, red leather, heater,  
Alexander conversion, immaculate. £485.—Seen 6  
Sollershot West, Letchworth, Herts. Phone 1265.

## Continental

### 'MONZA' RACING TYRES

More and more racing successes and lap  
records are being achieved on Race Tracks  
throughout the world by cars using  
Continental Tyres. We can now supply

FROM STOCK RACING TYRES IN SIZES

4'50 5'00 and 5'50 x 15

FOR LOTUS, COOPER, ELVA, Etc.

Full particulars on request

Official U.K. Distributors:—

**CONTINENTAL TYRE SALES**

2 CHESTER CLOSE, CHESTER STREET,

LONDON, S.W.1.

SLOane 8943



### RACING CARS

#### COOPER-JAGUAR

The ex-M. Head car HOT 95, this 1956 Cooper-  
Jaguar has been prepared regardless of cost for  
this season and is in mint condition. This very  
fast car is in demand by promoters and commands  
good starting money. The "D"-type Jaguar engine  
modified by Weslake to deliver 20 b.h.p. above  
standard "D"-type. Beautiful alloy body to "C"  
Appendix. Finished in white, will respray to  
buyer's requirements. Full history available and  
can be seen at Goodwood 12th July. Arrangements  
will be made for genuine buyer to test the car on  
a circuit.

Price £1,595.

Part exchange and H.P. available.

**BRACKNELL MOTORS, LTD.,**

London Road, Bracknell, Berks.

Phone 102/1223.

**COOPER Mk. VIII** modified to X, immaculate  
throughout, ex-T. P. Taylor, very successful  
car. £320 less engine or would sell with late type  
J.A.P.—Eccles, 17 Edwards Road, Little Sutton,  
Sutton Coldfield.

**COOPER Mk. 10**, Norton d.o.h.c. £525, offer  
or exchange.—Barcombe 274 (Sussex).

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

**LOTUS**, Formula 2, 1958. Only used three Hill-  
Climbs. Single cam Climax engine, specially  
built, five-speed constant mesh gearbox, Z.F. dif-  
ferential, etc. Unrepeatable bargain at £1,750 in-  
cluding spares.—Alexander Engineering Co., Ltd.,  
Haddenham, Bucks. Tel.: Haddenham 345.

**MARK X COOPER-NORTON**, d.o.h.c. engine in  
first-class condition, several major successes.  
Many spares including Featherbed gearbox, five-  
plate clutch, etc. £500.—A. V. Cowley, Broad-  
lands Cottage, Camden Park, Tunbridge Wells.  
Phone 349.

### ARNESTON MOTOR CO. LTD.

LONDON DISTRIBUTORS FOR

## BERKELEY CARS

The New 3 Cylinder Models  
are now on show for  
Inspection and Demonstration  
at our showrooms.

ORDERS ACCEPTED FOR EARLY DELIVERY  
AMERICAN EXPORT ENQUIRIES WELCOMED

**28 Albemarle Street**  
**London W1**

**Phone: HYDe Park 9323**



### 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 2226

**SPEEDWELL GARAGE**

53-55 High Street, Whitton, Twickenham

Popesgrove 3770



**K. N. RUDD LTD.**

Distributors for A.C. Cars.



**ACE-BRISTOL** 1958 series. Left hand drive export car for sale due to illness. 700 miles only. Oil cooler, luggage rack, overdrive. 100d 128 h.p. engine. 3.9 axle plus o/d. Michelin X, Alfins. Opportunity for purchaser requiring car for export before November at £1,275. Present list new, £1,500 or more.

**ACECA-Bristol** 1956 series, one owner. 100d Bristol engine fitted at the factory. Very well maintained specimen at a most attractive price.

**ACECA-Bristol** 1957 coupe with disc brakes, 100d2 specification maintained in excellent condition. Offers around £2,150.

**ASTON-MARTIN DB2/4** occasional four-seater sports saloon. Genuine 12,000 miles and maintained absolutely as new. £1,750.

**AUSTIN-HEALEY 100-6** special series two-seater in white with black upholstery. List price.

**DAUPHIN Sports Saloon**, two-tone paintwork. All the modifications we can fit, including lowered suspension, sports cam, etc. 80 m.p.h. and 0-60 in 18 secs. £665. Another, unmodified, and only 2,000 miles, 1958, at £685. New examples ready for delivery.

**JAGUAR** 1957 XK140 fixed head coupe special equipment series, genuine low mileage, one owner. £1,450.

**PORSCHE** 1956 1600 coupe. Well preserved example at £1,435.

**MGA** 1957 series. Immaculate. Sports two-seater in Turquoise. £685.

**TR3a**. White with Black. Discs. Immediate delivery at List.

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

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

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

**1957/58 FORMULA 3 Mk. II COOPER** D/K, Norton, virtually unused, original tyres, almost unmarked, obviously the greatest value at £595 complete, or £485 minus engine.—Fred Warnell Autos, Ltd., 242-248 Wood Street, off Lea Bridge Road, Whips Cross, E.17. Coppermill 1410.

**1957 FORMULA 2 COOPER-CLIMAX** (twin cam), ex-Sopwith, in first-class condition, complete with all spares. For sale owing to a complete and unexpected change in plans. £1,650 o.n.o.—S. & W. Motors, Ltd., Abington Street, Northampton. Telephone 32711.

**£175 O.N.O., ARNOTT Formula 3**, immaculate condition, Alfins, J.A.P. engine and chassis completely overhauled and renewed as necessary, valuable engine spares. Delivered reasonable distance.—Mayne, 51 Okehampton Crescent, Welling, Kent.

**RENAULT**

**FREE HOLIDAY ABROAD**.—Monthly prizes to buyers of new Dauphines. Immediate delivery, comprehensive selection of new and used models from £595. Terms. Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BELgravia 3711.

**RILEY**

**1936 SPORTS** saloon, twin carbs., mint example. £125. Terms.—John Ewer Motors, 28 Rosslyn Hill, Hampstead, N.W.3. SWISS Cottage 2020.

**SPECIALS**

**AUSTIN Special**, aluminium body, aero screens, tonneau cover, good acceleration. £150.—112 Hounslow Road, Feltham, Middx. FEL 3954.

**FALCON II**, 1,172 c.c. Special, new chassis, tyres, battery, radiator, recon. engine, steering, brakes, etc. £300.—Jones, 24 Park Avenue, Kids Grove, Stoke-on-Trent.

**FORD Special**, built 1952, aluminium body, hood, tonneau, 75 m.p.h., 45 m.p.g. £165.—Pinner 7695.

**FORD 8 Special**, Stiletto fibreglass body, full width screen, tonneau, tubular chassis, etc. Sell £265 o.n.o., or consider exchange for good Cooper-J.A.P. F3 car or 750 Formula car.—A. Youlten, Mayfair 7282, 10 a.m.-5 p.m. weekdays.

**1172 SPECIAL**, 7½ cwt., i.f.s., ladder frame, everything new, spare hot engine, finished but not registered, very stark. £250 o.n.o.—93 Pendennis Road, Streatham, S.W.16. Phone: STReamham 3647.

**WANTED**.—Rochdale G.T.F.10, partially completed with boxed chassis, or F10 (boxed chassis) suitable for above body.—Brooks, 41 Grange Drive, Glenhills, Leicester.

**SPORTS CARS****SPORTS MODELS, TWICKENHAM**  
offer:—

**1950 M.G. TD 2-seater**, green, full tonneau, many extras, a superb specimen in glittering condition. £435  
**1938 S.S. 100 JAGUAR 2½-litre 2-seater** in red. Beautiful example, without doubt the best available for sale today, upholstered in black with tonneau, spots, aero screens, etc. £395  
**1949 MORGAN 2-seater**, blue, full tonneau. A most attractive car. £335  
**1937 M.G. TA 2-seater** in brilliant red with red P.V.C. interior, excellent car in 1949 condition throughout. £235  
**1939 M.G. TA Tickford 2-seater d/h.**, in cream with red interior. Top condition. £245  
**LAGONDA RAPIDE 6-cylinder 4½-litre d/h.** coupé by Freestone and Webb. Black with fawn interior, fitted free wheel, etc., whole car in quite exceptional condition. £225

Solo, combination, scooters and saloons all taken in part exchange.

H.P. available on all models.

193 Richmond Road, Twickenham, Middx.  
Phone: POPesgrove 6729.

**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.

**1951 COOPER-M.G.**, new 1954, 1,476 c.c. engine, full Stage II tuned, 1½ ins. SU carbs, de Dion axle, unused two years. £465 o.n.o.—Phone: Hayes 5639 (Middlesex).

**L. F. DOVE,**

LTD.

THE

**FIRST OFFICIAL  
TR Centre**

Brief details of the following TRs for sale. We shall be glad to send complete details with engineer's report on request.

1955 TR2	.. .. .	£595
1955 TR2	.. .. .	£620
1955 TR2	.. .. .	£640
1957 TR3	.. .. .	£875
1958 TR3A	.. .. .	£995

The cheapest TR we have ever offered, needs a little work:

1954 TR2	.. .. .	£525
----------	---------	------

We have a variety of other T.R.'s coming in part exchange against new ones. Full details on request.

An engineer's report with every car, and our guarantee.

Hire Purchase. Part Exchange.

Headquarters London Sec. T.S.O.A..

**44/48 Kingston Road,  
Wimbledon, S.W.19**  
LIBerty 3456-8

**CRESSCARS LTD.**

Alan Baker offers:

**M.G. TD**, 1952, immaculate B.R.G., lots of extras. £469.

**JOWETT** Jupiter sports roadster, 1952 model. A particularly nice Jupiter in B.R.G. with practically new vyndie hood. Engine reconditioned within last 100 miles, Michelin X. £449.

**M.G. TC**, 1946, very well maintained specimen, new hood and tonneau. £329.

**M.G. TA**, 1939. Amazingly good TA with lots of refinements including latest type facia, ocelot seat covers, vyndie hood. £269.

**M.G./BMW SPORTS 2-seater**. Superb condition. Fantastic performance. £139.

And Many Others.

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

TUDor 9272.

(Two mins. East Finchley Station.)

(continued overleaf)

**THE CHEQUERED FLAG**

LTD. (9 a.m. to 9 p.m. weekdays)

LONDON'S LEADING SPORTS CAR SPECIALISTS

Tel.: CHISwick 7871/2/3

**ACE-BRISTOL** 2-litre 2-str., maroon, overhauled B.S.I. unit with oil-cooler, Alfins, X-tyres, etc. £995  
**LOTUS MK. XI** Le Mans 85 Stage II Climax, de Dion, discs, etc. £965

**TR3 1957 (Sept.)** 2-str., as brand new, hard/soft tops, o/d/drive, etc., unmarked in red. £965

**H.W.M. JAGUAR Comp.** 2-str., green, de Dion rear, unit to "D"-type specs., triple Webbers, etc. £945

**LISTER SPORTS** de Dion, discs, etc., Healey 100 unit, beautiful body, overdrive. £865

**M.G.A.** 1956 2-str., red/black, radio, htr., luggage rack, wire wheels and spots, etc. £825

**FRAZER NASH** Le Mans Replica, green, o/hauled unit, X tyres. £795

**TR3 1957 2-str.** unmarked red, disc brakes, extras. £795

**LOTUS MK. XI** 1957 sps. 2-str. Choice of 2, green or alloy, both tuned 100E units. from £765

**AUSTIN HEALEY 100 BN2** 1956, ice-blue, 4-speed box, o/d/drive, etc. £745

**AUSTIN HEALEY 100M BN1** 1955 2-str., dark green, o/d/drive, heater, spots. £695

**LOTUS MK. IX** Blue, Stage II Climax, Webbers, de Dion, Boranni wheels. £695

**COOPER-BRISTOL** 2-litre 1954 competition 2-str., unit overhauled, re-cellulosed B.R.G. £665

**JAGUAR XK120** 1955 roadster, blue, spec. equip., wire wheels, X tyres, etc. £665

**TR2** 1956 model, unmarked, racing green. £665

**M.G. TF 1500** 1955 2-str. Choice of 2, red (X-tyres) or ivory (wire wheels). £645

**TR2** 1955 model 2-str., spotless red, wire wheels. £645

**AUSTIN HEALEY 100** 1954 green, o/d/drive, spots, heater. Another ice-blue. £635

**TR2** 1955 2-str. Choice 3 spotless cars, ivory, or green. £635

**M.G. TF 1954 2-str.**, choice 5 really beautiful cars; red, ivory, green or birch grey. from £565

**TURNER 1957 2-seater**, white, tuned A35 unit, radio, heater. £565

**LEA-FRANCIS 2½ litre**, 2/4 seater roadster, beautiful car in electric blue. £525

**CONNAUGHT L3** 2-litre sports-racing 2-str., B.R.G., ex-works car, outstanding road performance. £495

**LOTUS MK VI** tuned 1,500 Consul unit, hydraulic brakes. £485

**HEALEY "SILVERSTONE"** 2.4-litre "D"-type 1950 2-str., red, beige leather, very fast. £465

**JUPITER** 1952 1½-litre roadster, bronze, radio, htr., spots, etc. £465

**M.G. TD 1950/1**, choice 4, 2-strs., black, blue, green, red, all excellent. from £445

**MORGAN PLUS 4** 1952 sports, 2-seater, spotless, red. £435

**H.R.G. 1500 2-strs.**, choice 2, first class examples of this sought-after model in black or green. from £395

**H.W.-ALTA** 1952 2-litre twin overhead cam, comp. 2-str., green, unit and box o/hauled. £395

**JAGUAR SS100 2½-litre 2-seater**, outstanding example in B.R.G. £395

**RILEY SPRITE 1½-litre 2-seater**, mint, in black, manual box. £385

**COOPER 1956 2-str.**, Ford unit, very neat in red. £345

**M.G. TC 1947/8 2-strs.**, choice 4, various colours. All above average. from £315

**DELLOW 1950 1172 2-str.**, red, very nippy. £295

**M.G. TA Tickford 1939 2-str.**, coupe, red. £295

**M.G. TA 1938 2-seaters**, red or blue £265

492/6 CHISWICK HIGH ROAD, W.4

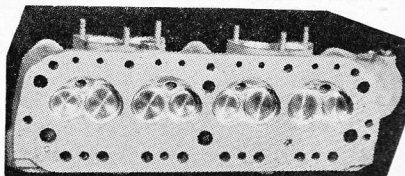


**MODS. for MOST MAKES**

by the

Originators of SPORTS & SPEED EQUIPMENT,  
with 36 years' experience of efficient design.

**THE H.R.G.-DERRINGTON L/A HEAD  
FOR THE "B" SERIES B.M.C. ENGINE**



**M.G.—A, ZA and ZB, RILEY, NASH, OXFORD, WOLSELEY.** 4-inlet port, cross-flow type develops 25% more power on same compression at 5,000 r.p.m. with 10% fuel saving and increased smoothness. Uses large M.G.A. valves, £58/10/- . Assembled with valves and springs, £68/10/- .

9 - 1, Flat Top H/C Pistons, £12/10/- set.

**LAYSTALL-LUCAS** for X.P.A.G. type M.G. & Wolseley 4/44, 20% increase in power, £59/10/-.

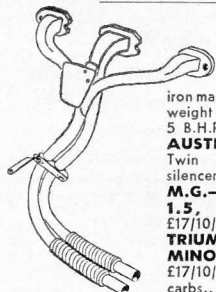
**WILLMENT "POWERMASTER"** kit for 100E, 50 B.H.P. at 5,000 R.P.M. on single carb., £55.

**RAYMOND MAYS LIGHT ALLOY HEADS** for Mk.II CONSUL AND ZEPHYR, 80 & 130 B.H.P., £75 & £120

**ALTA O.H.V.** Conversion Head for MORRIS MINOR S.V., nearly doubling power output, £48/10/-

**"SILVERTOP" HEADS** for S.V. engines give the "punch" of an O.H.V. head, 15% to 20% more power, 10% less petrol with equal smoothness.

**MODIFICATIONS** for all makes to considerably increase performance with greater economy. Send stamp for brochures mentioning make and model.

**EXTRACTOR TYPE  
HIGH EFFICIENCY  
MANIFOLDS.**

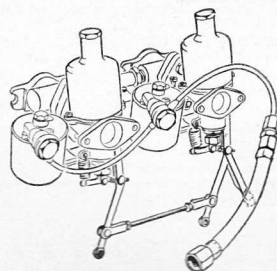
Replaces standard cast iron manifold, saving over 20 lbs. weight and developing from 5 B.H.P. more.

**AUSTIN-HEALEY** 4 cyl., £25. Twin bore straight through silencer for use with manifold, £5.

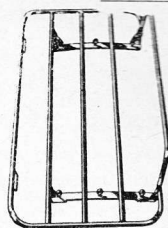
**M.G.—A & ZA, ZB, RILEY 1.5, WOLSELEY 1500,** £17/10/-.

**TRIUMPH TR2 & 3, £20. MINOR S.V., FORD 100E,** £17/10/-, fitted with twin S.U. carbs., £30.

**MINOR O.H.V., 1,000, A30 & A35,** £12/10/- . Comparative performance figures available.

**TWIN CARBURETTOR UNITS FOR MORE POWER  
on all POPULAR MAKES**

with 5 to 10% ECONOMY. All fitted with twin semi-down draught S.U. Carburettors for 4 cyl., 3 carburettors for 6 cyl. engines, from £17/10/- complete. Stamp, stating make, for details, performance figures.

**CHROMIUM TUBULAR  
LUGGAGE CARRIERS**  
for all popular makes.

Heavily chromium plated steel tubing combining strength with lightness, a handsome addition to any car. New models for the A/H Sprite, £7/15/- . M.G.—A, £9/15/- . other M.G. models from £8.

TR2 & 3, XK120, 140 & 150, Austin-Healey, Minor, Morgan, Anglia, Prefect, Consul & Zephyr Mk. I & II, Metropolitan and most other makes.

For M.G.—A

**V.W.  
DERRINGTON  
KINGSTON LTD**  
5621/2

159 &amp; 161 London Road, Kingston-on-Thames

**Classified Advertisements—continued****TRIUMPH**

**ELEGANT** TR2, black/white, wheel-spats, door handles, overdrive, alloy sump, competition suspension, Xs, radiator blind, Marchal pass lights, heater, adjustable column, etc. £650 or exchange A90-6.—Willmer, Letchworth 2170 (office hours).

**FRED WARNELL** offers this week's greatest TR value. June 1956 TR3, B.R.G. Michelin Xs, chrome luggage rack, heater, screen washers, excellent condition throughout. £695.—Fred Warnell Autos, Ltd., 242-248 Wood Street, off Lea Bridge Road, Whipp's Cross, E.17, Coppermill 1410.

**1957** (November) TR3, white, red upholstery, overdrive, heater, screenwasher, disc brakes, tonneau cover, Michelins, Marchal lamps, occasional rear seat. Never raced or rallied. Under 7,000 miles. Cost over £1,100.—Offers to 8 Devonshire Drive, Mickleover, Nr. Derby.

**1955** TR2, immaculate, any trial, terms. £569.—Sevenoaks 55211, Extension 643. Evenings, Sevenoaks 3344.

**1955** TR2, overdrive, wire wheels, B.R.G., tonneau, excellent condition, £680 o.n.o.—B. Mills, Rosenhurst, Park Lane, Bewdley, Worcs. Tel. 3214.

**TURNER**

**1957** TURNER 950 sports, Stage I tuned, many extras, just completely overhauled. Clean car, never raced. £600.—View at Turners, Penderford Airfield, Wolverhampton. Telephone: Fordhouses 3223.

**BOOKS**

**SERVICE MANUALS:**—Austin, £1 12s. 6d.; Chrysler, £1 17s. 6d.; Ford, £1 15s.; Hillman, £1 17s. 6d.; M.G., £2 2s. 6d.; Morris, £1 12s. 6d.; Peugeot, £1 12s. 6d.; Renault, £1 12s. 6d.; Riley, £1 12s. 6d.; Simca, £2; Singer, £1 12s. 6d.; Standard, £1 12s. 6d.; Volkswagen, £1 17s. 6d.; Wolseley, £1 12s. 6d. Enquiries, stamp please. Catalogue of Handbooks, Workshop Manuals, Motoring Books, 1s. 3d.—Vivian Gray, Mail Order Bookseller, Hurstpierpoint, Sussex.

**BUSINESSES FOR SALE**

**SMALL GARAGE FILLING STATION**, with nice living accommodation, Workshop, yard, all equipment, 33,000 gallons yearly. Repairs, car sales, Excellent living, £2,750.—Details, Box 2804.

**CONVERTED CARS**

**ALEXANDER** top the list of 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.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel: 345.

**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.** 497 c.c., Alfin barrel, hairpins, just overhauled, complete. Offers.—Eccles, 17 Edwards Road, Little Sutton, Sutton Coldfield.

**FIBREGLASS**

**FOR** glassfibre materials (or experimental and repair kits from 12s 6d., p.p. 1s. 3d.).—Write: Payne & Payne, Ltd., 6-10 Priory Mews, S.W.8.

**MAGAZINES**

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

**RALLY EQUIPMENT**

Personal service—by rally enthusiasts  
for rally enthusiasts

Send 6d. stamp for illustrated catalogue

RB Performance conversions

Ordnance Survey Maps

Lights etc. etc. etc.

**RALLY EQUIPMENT**

295 Edgware Road • Colindale • N.W.9  
COL 3633

# *Motoring is My Business*

by JOHN BOLSTER

Publication Date OCTOBER 15th

Price 18s.

(19s. post free)

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 doing.

Order from your bookseller or  
direct from the publishers:

**AUTOSPORT (Book Dept.)**

159 Praed Street, London, W.2



**MISCELLANEOUS**

**ALVIS 12 h.p.** Firefly spares. All parts excellent. Cheap.—Eccles, 17 Edwards Road, Little Sutton, Sutton Coldfield.

**LOST, STOLEN OR STRAYED**, one large "Umcopit" Parrot (Feather bed and two clanger model, Mk. II), last seen sitting on top of the mobile bar at Silverstone, shouting "Hurry, Hurry, Hurry! Get your veteran car shirts from Les Newey, colours red/grey, sand/white, light blue/white. Italian, short sleeve, pleasing Veteran Car design, sizes: large, medium, small, 25s. Send order (and 25s.) to Les Newey, Bradnocks Marsh, Hampton-in-Arden, Warwickshire. Guarantee all moneys returned if not satisfied."

**POP RIVET GUNS**, new, 30s., p.p. 1s. 6d. Rivets, new, 1/4 in., 6s. 100; 3/8 in., 7s. 100.—Lockwood, 76 Ernest Road, Bedhampton, Hants.

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

**THE NEW Magnette** portable tape recorder. Completely portable, powered by torch batteries, 69 gns. Part exchanges welcome.—The Camera Exchange, 8 and 9 Tunsate (off High Street), Guildford. Telephone 4040.

**PERSONAL****ORDSALL MOTORS**

extend a cordial invitation to all Northern Motoring Enthusiasts to examine their

**PARKER 500 MIDGET RACING CAR**

and the display of Speed and Rally Equipment displayed on their stand at The British Fair of Industry and Commerce, Belle Vue, Manchester. 4th-19th July.

**AUSTRALIAN ENTHUSIAST** would appreciate lift to German Grand Prix. Willing share expenses.—T. Weigall, c/o Bank of N.S.W., Berkeley Square, W.1.

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

**HIRE PURCHASE** finance available for all cars and equipment, etc. Credit sale and rental facilities also available.—D. Everard, Ltd., 62 Oxford Street, London, W.1. MUSEUM 0811.

**PHOTOGRAPHS**

**CAR PHOTOS FOR SALE**—Veteran, Vintage, Racing, Production. State interests, s.a.e. for lists.—A. Warvell, 76 Roney Avenue, Sheffield 8.

**PHOTOGRAPHS** of most cars at CRYSTAL PALACE and 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**

**FIRE EXTINGUISHERS**, Bradex from 39s. 6d., Eolopress 84s., Gwish 12s. 11d.—From Rally Equipment, see page 62.

**"NOT BAD, a Class Award."** (Thinks . . . it would have been an outright win if we'd been navigating with a Trip-Lite.) The GARFORD TRIP-LITE, 10s. post free, from GARFORD ROMERS, 1 Peterborough Road, Harrow, Middx.

**SAFETY GLASS**

**SAFETY GLASS** fitted to any car while you wait including curved windscreens.—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., Dept. 14, Crowland, Peterborough. Crowland 316-7.

**THE BEST DAMPERS IN THE WORLD** are Telfafo. Obtainable at most garages. In case of difficulty write to Telfafo, Ltd., Radway Road, Solihull, Warwickshire.

**SITUATIONS VACANT**

**SPORTS CAR SALESMAN OR SALESLADY** required by Hunts (Birmingham), Ltd., 49 Broad Street, Manchester, 1. Either trained or untrained applicants considered. Must be competent high-speed driver who knows his/her cars. Salary and commission. Some facilities for competitive events.

**SPARES & ACCESSORIES****SERVO BRAKES**

Power assistance can be fitted to the hydraulic brakes of your car, giving more powerful, smoother braking with less pedal pressure.

All enquiries to the

CONCESSIONAIRE

for

MIDLAND "HYPOWER" SERVO UNIT

CONNAUGHT ENGINEERING,

Portsmouth Road,

Send, Surrey.

Ripley 3018.

**DISMANTLING** 1950 Lagonda, 2 1/2-litre DB2 engine, make good special.—Cuff's Garage, Frome 2511.

**DISMANTLING** 1935 3 1/2-litre Bentley saloon. All parts available.—T. P. Breen, Ltd., High Road, Wheatstone, N.20. Hillside 7741.

**RAYMOND MAY'S** cylinder head, with manifold and triple SU carburettors, for Ford Zephyr, £40 o.n.o.—The River Garage, Old Stratford, Wolverton, Bucks. Tel.: Stony Stratford 2194.

**RILEY** 9 engine and box, twin SU mag., £10. Albion gearbox, chain drive with clutch, three forward and reverse, £3.—Jackson, 5 Tyson Street, Manchester, 8. Phone: CHE 2309.

**750 SPECIAL**, £30. Two new Morris Minor Alfins, £10. Lotus 7 bits, cheap.—Parkinson, 37 Glanville Road, Bromley.

(continued overleaf)

**St. Margarets Motors Ltd.**

for

"TR's and only TR's"

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

**1958 TR3A**. 3,500 miles, O/drive, heater, wire wheels, Michelin X, occasional seat, red/black leather. Definitely better than new.

£150 under list price.

**1955 TR2**. B.R.G. Hard top, radio, heater, mirrors, sliding screens. £695

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.**

(Half a minute St. Margarets Station)

Tel.: POPesgrove 9075

**TAUNTON MOTOR CLUB****AUTOCROSS**

August 4th

Bank Holiday Monday

AT 2 P.M.

**Walford Cross**

NEAR TAUNTON, SOMERSET

Map Reference: Sheet No. 177-273278

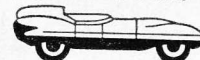
**over £100 IN CASH  
AWARDS**

Regulations from the Secretary of the Event

W. G. CAWSEY, 14 STATION ROAD, TAUNTON

TELEPHONE TAUNTON 2888

QUALITY CORNER  
**CAR EXCHANGE**  
HOVE 38595 (BTN.) LTD.  
18, CHURCH ROAD, HOVE



1958 Lotus Mk. XI 1100 c.c. Stage II Climax engine, Weber carbs., full appendix C.

1956 Lotus Mk. XI 1100 c.c. Climax engine, full appendix C.

1956 Lotus Club 1100 c.c. Stage I Climax engine wrap around screen.

Mk. VI Lotus Ford.

Bedford coach converted transporter and workshop.

Austin coach converted transporter and workshop, new tyres, reconditioned engine.

Your TR2, M.G., M.G.A or sports car gladly taken in part exchange.

**18 CHURCH ROAD, HOVE  
38595.**

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

**MILL GARAGE**

W. JACOBS & SON LTD.

Chigwell Road, South Woodford  
**LONDON E.18**

**M.G. T.D. 1953.** Excellent condition. £485

**WOLSELEY 4/44 1954.** Fitted new engine. Radio. Excellent condition. £550

**1955 Mark VII JAGUAR.** Radio, overdrive. Excellent condition. £865



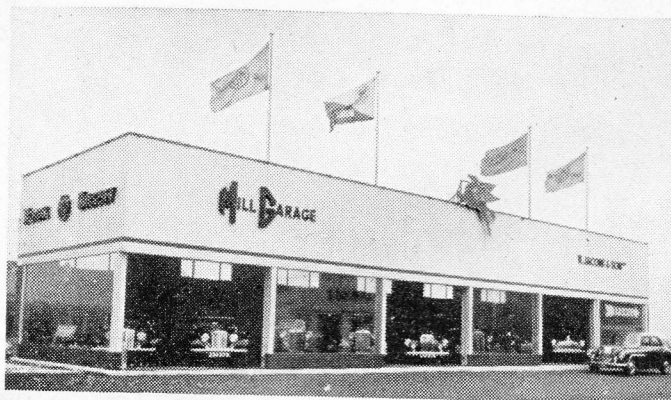
Terms, Part Exchanges as with all our Car Sales.



SPECIALISTS

**WANSTEAD 7783/4/5**

SPECIALISTS





**PRICE'S GARAGES LTD.****191-9 Leigh Road  
Leigh-on-Sea, Essex****OFFER FOR SALE**1957 MORGAN Plus 4, 2-seater, in green.  
TR3 engine, mileage 12,000, immaculate  
£7951956 AUSTIN-HEALEY 100, in white, 11,000  
miles, exceptional car £8451954 LOTUS Mk. VI Ford, full weather  
equipment £4951955 M.G. TF 1500, in red, must be seen  
to be appreciated, many extras £665

1956 M.G. MAGNETTE Saloon £825

Berkeley Car available  
for Demonstrations

Telephone: Leigh-on-Sea 77930

**DORCHESTER  
SERVICE STATION  
(Oxfordshire)**1955 Austin-Healey, ice-blue, overdrive,  
heater, radio, twin spots, loose  
covers, wire wheels, new tyres incl.  
T. & C. rear. Late property of one  
fastidious and wealthy owner. Just  
completely checked over throughout.  
Excellent value at .. £6951953 Griffiths-M.G. Ideal to start racing.  
500 racing miles only. Just rebuilt.  
Bargain .. £4601949 Triumph 1800, black saloon. Recon-  
ditioned engine fitted last week,  
radio. Bargain .. £3251947 Morris 10 Saloon. Reconditioned  
engine. New tyres. Excellent .. £285Hire Purchase, Part Exchanges, etc.  
Guarantees. Immediate Insurance.  
Open seven days a week, 8 a.m.-10 p.m.  
Dorchester-on-Thames, Oxon.  
Tel.: Warborough 285.**Classified Advertisements—continued****SUPERCHARGER****WADE** Supercharger installation for New Ford  
Anglia, complete in every respect, almost un-  
used. Cost £95. Specially tuned carburetter giving  
minimum of 25 m.p.g. and 90 m.p.h. Acceleration  
makes a 3.4 look silly. £30.—LABurnum 7568  
evenings.**TUNING SERVICE****MOTORTUNE, LTD.**, Jay Mews, Kensington  
Gore, S.W.7. KNIGHTSbridge 7771. Official  
agents for Mangolesti manifolds. "Twin-carb  
performance for under £10", most cars fitted.—  
Write for details.**WANTED****ALLARD CARS** always required. We buy, sell,  
service, exchange or part exchange against pur-  
chase of new Ford cars.—Adlards Motors, Ltd.  
(Allard Main Distributors), 43 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.  
**FORD "T"** model spares required.—Three trans-  
mission bands or linings. One complete set  
of engine gaskets and felts. Two valve plate  
gaskets. One connecting rod—big end. One set  
of tappets. One fan pulley and peg. One fan belt.  
One commutator and roller. Four spark plugs.  
One set of radiator hoses. One steering column.  
One arm and bolt for fan assembly. One hand  
brake pawl and ratchet and rivet.—Reply to  
Nock's Brickworks, Telephone: ERDington 5888.**LIGHT TRAILER** suitable for Austin-Healey  
required by purchase or hire.—Box 2798.**ROWLAND SMITH'S** The Car Buyers. Highest  
cash prices for all makes. Open 9-7 weekdays  
and Saturdays.—Hampstead High Street (Hamp-  
stead Tube), N.W.3. HAM 6041.**SET OF ALFIN DRUMS** for J2 Allard. Also  
speed equipment for Ford Mercury 24-stud  
engine, 4 ins. crankshaft, heads, twin, triple or  
quad carburetter manifold. Magneto and drive,  
racing camshaft, adjustable tappets, etc.—Write,  
stating price and condition, to K. W. Moore, 9  
Holmbury Gardens, Hayes, Middlesex.**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).**URGENT.**—Crankshaft for PA type M.G.—  
Roberts, 99 Plumstead Road, Erdington,  
Birmingham.**URGENTLY** require cylinder-head for Mk. I  
FWA Coventry Climax.—Box 2817.**VETERAN SPARES:** Bulb and reed for  
"Serpent" horn; also 9 ft. speaking tube;  
wanted for 1911 Silver Ghost Landulette.—Clarke,  
Connaught Engineering, Send, Surrey. Telephone:  
Ripley 3012.**WANTED.**—15 ins. Ford wheels.—David Lewis,  
Birmingham.**4.9 AXLE** for Lotus de Dion.—Fred Warnell  
Autos, Ltd., 242-248 Wood Street, off Lea  
Bridge Road, E.17. Coppermill 1410.**"1172"** ENTHUSIAST requires Buckler "90"  
frame.—Write, S. Falkner, 7 Leys Road,  
Cambridge.**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 demon-  
strations.—Mecca Garage, Magdalen Road, Exeter.**DELOW****DELOW DISTRIBUTORS**—The Gordon  
Garage, Ltd., 33-35 East Dulwich Road,  
London, S.E.22. Showrooms, 8-10 Lordship Lane,  
S.E.22. New Cross 2456.**FORD****ADLARDS 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.**9<sup>TH</sup>  
ST. JOHN HORSFALL  
RACE MEETING  
The Club Classic  
SILVERSTONE****SATURDAY  
JULY 12***First Race 12 noon***CIRCUIT PARKING**COACHES  
25/- ★CARS  
10/- ★M/CYCLES  
2/6

ORGANIZED BY ASTON MARTIN OWNERS' CLUB

SOLELY M.G. CARS — SALES &amp; SERVICE

Hounslow 3456  
2238**TOULMIN MOTORS****SALES** NEW CREAM M.G.A IN STOCK.**SPARES** The speediest C.O.D. service available, spares  
from 1930 all models, very comprehensive stock.**REPAIRS** Engine, Gearbox, Crank, Differential, Shock  
Absorbers, Dynamo Exchange Service.

PHONE OR WRITE

**343 Staines Road, Hounslow, Middx.**

7 P.M. WEEKDAYS • ALL DAY SATURDAY

**BOUND COPIES OF AUTOSPORT****Volume 15**We are now able to undertake the binding of readers' copies of  
AUTOSPORT, Volume 15 (July to December 1957). Volumes  
will be attractively bound in red cloth with gold lettering, and  
the charge for binding, inclusive of postage, is **25s.**A limited number of bound volumes for readers who have been  
unable to secure AUTOSPORT regularly are available at the  
price of **£2.17.6** each. Certain other already bound volumes  
are still available, price **£2.17.6.**Send in your orders now together with your remittance, but  
do NOT forward copies for binding until notified. Cheques  
and postal orders should be crossed and made payable to  
AUTOSPORT.**AUTOSPORT** (Bound Volumes Dept.)**159 Praed Street • London • W.2**



# AUTOSPORT BOOKS

## ***Available***

### **HIGH PERFORMANCE CARS 1957-58**

GRANT, BOLSTER, PAGE

Illustrated  
**Price 6/-**  
(6/9 Post Free)

## ***Coming***

October 15th, 1958

### **CASE HISTORY** by NORMAN SMITH

Illustrated  
**Price 30/-**  
(31/- Post Free)

### **MOTORING IS MY BUSINESS** by JOHN BOLSTER

Illustrated  
**Price 18/-**  
(19/- Post Free)

April, 1959

### **WORLD CHAMPIONSHIP** by GREGOR GRANT

Illustrated  
Approx. **Price 21/-**  
(22/- Post Free)

AUTOSPORT (Book Dept.),  
159 PRAED STREET, LONDON, W.2



**FOR FULL  
DRIVING POWER**

**better buy**

**BOSCH**



Manufactured in Germany by ROBERT BOSCH GmbH  
Sole Distributors in the United Kingdom  
**BOSCH LIMITED**

20 Carlisle Road, The Hyde, Hendon, London, N.W.9. COLindale 2211





CANTERBURY CATHEDRAL

**LUCAS**

*Quality*

**CAR BATTERIES**

**with 2 YEARS insured life**

**and 12 months Guarantee — at no extra cost**

**JOSEPH LUCAS LTD . BIRMINGHAM 19**