

AUTOSPORT

AUGUST 22, 1958

1/6

EVERY FRIDAY
Vol. 17 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

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

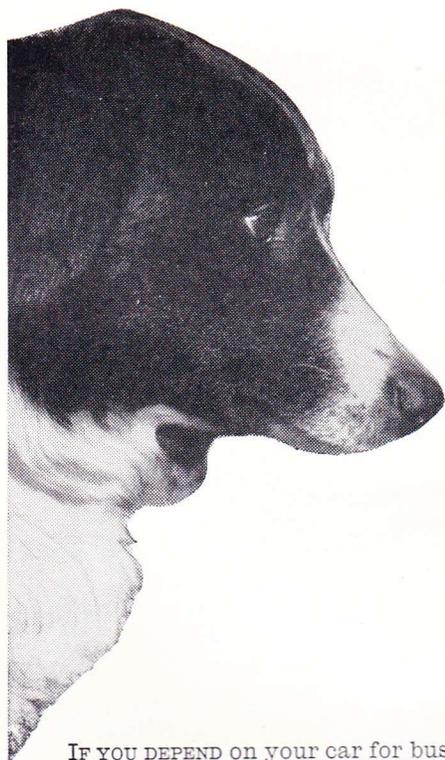


IN THIS ISSUE

THE NATIONAL SIX HOURS RELAY RACE : THE SWEDISH INTERNATIONAL RACES
JOHN BOLSTER TESTS THE BENTLEY CONTINENTAL : THE REVENTLOW PROJECT

There's no holiday
for hard-working cars
That's why they need the
finest engine oil

For a car always on
the go Shell Multigrade is
an engine's best friend



IF YOU DEPEND on your car for business; if it's on the go all hours of the day, then you need Shell X-100 Motor Oil Multigrade to keep your engine running smoothly this summer.

Because Shell Multigrade flows freely it gives immediate lubrication, yet when your engine warms up — even on long runs — Shell Multigrade is tough enough to give perfect engine protection.

No wonder with Shell Multigrade in your sump your car keeps its top performance longer and you save on engine overhauls. But that is not all, with Shell Multigrade you can actually save petrol on stop/start motoring.

Change to Shell Multigrade now and to round off the job ask your dealer for Shell Lubrication Service to take care of the rest of your car. Don't forget, always specify Shell X-100 Motor Oil Multigrade.



Footnote: Shell Multigrade comes in two grades, 10W/30 and 20W/40. Your garageman knows which is best for your type of engine.

EVERY ENGINE'S BEST FRIEND



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 8

August 22, 1958

Managing Editor GREGOR GRANT

Assistant Editor STUART SEAGER

Technical Editor

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
Pit and Paddock	226
Sports News	227
Correspondence	229
John Bolster Tests the Bentley Continental	230
Swedish International Races	232
Is Grand Prix Racing Dangerous? by Gregor Grant	234
The National Six Hours Relay Race	236
The Lance Reventlow Project	240
Taunton M.C. Autocross	242
Sunbac Driving Tests	243
Club News	246
The Scottish Grouse Rally	248
A Laminated Wood Sports Car Body	250

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

Editorial and General Office
Advertising Department

PADdington 7673
PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

THE BRIGGS CUNNINGHAM HERITAGE

ONCE again the U.S.A.'s prestige in International racing is in the hands of a private concern. In California, Reventlow Automobiles Inc. has produced the Scarab, a fairly modern conception of a sports-racing car, built up from American components. In so doing, Lance Reventlow and his associates are following in the footsteps of Briggs Cunningham, whose efforts to put the U.S.A. on the road racing map gained for him the admiration of the motor sporting world. His was a glorious failure—if it could be called failure!—with the disappearance of the big Cunninghams from Le Mans, something of the glamour of the race went with them. Detroit remained more or less indifferent to his activities, but would have been all too eager to cash in on a victory at Le Mans. Finally the U.S. Treasury put a stop to the Cunningham enterprises, with tax demands which few men could have continued to satisfy. Now Lance Reventlow has entered the lists, spurred by the same enthusiasm which inspired Briggs Cunningham. The Scarabs, at present being raced in American events, are intended for European road races next year; the team behind the project has the ability to produce raceworthy machines, and if success comes their way it would supply a tremendous fillip to International sports car racing in every way. There is also the thrilling prospect that, through the Reventlow project, Grand Prix racing may be established in U.S.A. With so many really excellent circuits being opened in the U.S.A., Grand Prix racing is bound to come, and even the builders of Indianapolis and Speedway machines realize the possibilities of full-scale Formula 1 racing in their own country. Visits to Europe by the Indianapolis people for the Monza "500" have also brought them into contact with European-style racing—activities with which they were not entirely unimpressed. AUTOSPORT feels that the U.S.A. is on the threshold of embarking on organized road racing, backed by the self-same interests that support Indianapolis. There is also opportunity for concerns such as Reventlow Automobiles, which, with a sports-racing background, may be able to follow the pattern set by Ferrari in Italy.

NEW ZEALAND

ENTHUSIASM for motor racing continues to grow in New Zealand, although restrictions prevent the importation of the latest machinery. It is, therefore, all the more to the credit of "Buzz" Perkins and his fellow-directors of the Auckland Grand Prix that every effort is being made to make the annual road race the most important to be staged in the Antipodes. The very considerable cost is cheerfully borne by the organizers, who are convinced of the sport's future "Down Under".

OUR COVER PICTURE

GROWING SPORT: That Autocross is rapidly becoming popular with the public is undeniable for at the event staged by the Yorkshire S.C.C., the East Yorkshire S.C.C., and the B.A.R.C. (Yorks centre) recently, more than 4,000 people went to see the fun. G. D. Clark provided some of it and is seen here with the front wheels of his Zephyr well off the ground.

CARTOONIST Raymond Groves was afraid of this at the Six Hours Relay Race—but it never happened!

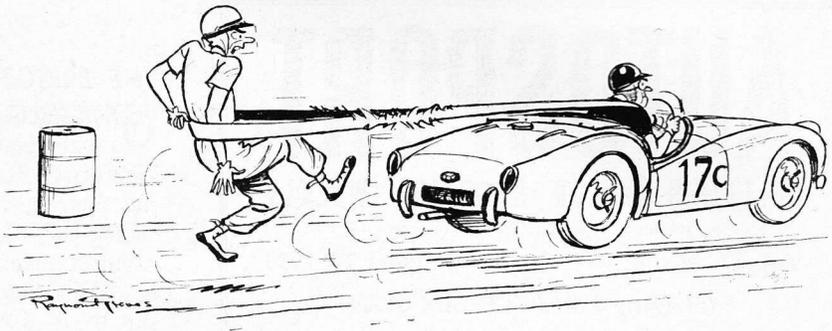
CARS will be permitted to run with aero screens in the "Three Hours" AUTOSPORT final at Snetterton, on 11th October.

AFRICAN competition enthusiasts would like to see a North African start for the Monte Carlo Rally. Leslie Brooke is behind a movement to get one!

A "TOUR DE FRANCE" type of rally will be staged next year by the A.C. of Madagascar—over a 4,700 kilometres route.

NO CUSTOMS DOCUMENTS FOR MOTORISTS TO NORWAY

BRITISH visitors need no longer bother about a carnet when taking their car or motor cycle to Norway. And they do not need an international driving licence, either. All that is needed is your own driving licence, the registration book and the "green (insurance) card" plus a GB plate. Normally, the customs officers will only ask to see the insurance card, which is stamped with the date of arrival.



PIT and PADDOCK

FOR various reasons, D. J. Levy (A.C.-Bristol), P. J. Sargent (Jaguar) and E. N. Whiteaway (A.C.-Bristol) have withdrawn from the AUTOSPORT Series-Production Sports Car Championship. Last qualifying event will be at Brands Hatch on 30th August.

MIKE HAWTHORN was interviewed last Sunday on the I.T.A. programme "Looking Ahead".

MANY of Frankie Penn's Nürburgring pictures were taken from the Dunlop Bridge: this was fixed by Dick Jeffrey, British Competitions Manager for Dunlops.

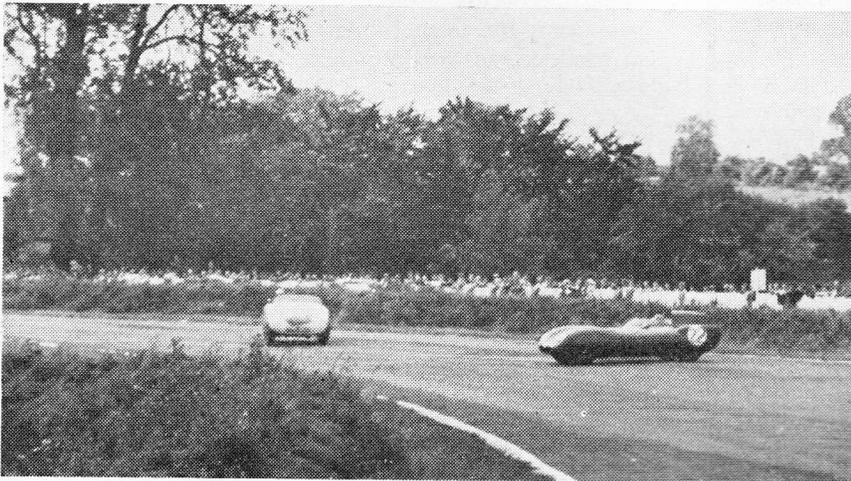
A STANDARD ENSIGN won the recent Rhodesian Economy Run. It recorded 48.10 m.p.g. (78.17 ton m.p.g.). A Standard Pennant came second in its class, recording 53.73 m.p.g. (62.50 ton m.p.g.).

THE Standard Motor Company's challenge for major awards in the Marathon of the Road has been further strengthened by the addition of a team of three TR3s representing the British Army.

The teams are: 1, Lt.-Col. M. G. M. Crosby, O.B.E., M.C./Major R. W. Holmes; 2, Capt. P. Scarf/Capt. T. Simonds; 3, Major J. E. T. Raper/Major J. O. Parry.

AS a special dispensation the R.A.C. have agreed that the entry list for the Formula 2 Kentish Hundred International race—to be held at Brands Hatch on 30th August—should be increased from 14 to 16 competitors.

A NEW Kieft 1,100 c.c. sports racing car is on the stocks. It will have a space frame and all independent suspension. Deliveries are expected to commence early in September.

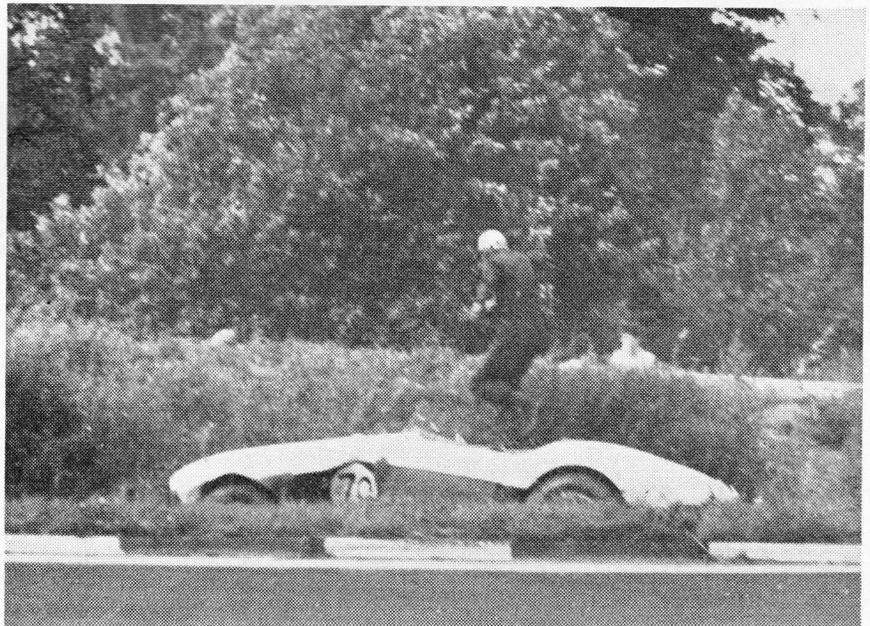


IT BEGAN LIKE THIS—the start of the crash which involved J. Higham (Lotus) and Dick Protheroe (Austin-Healey) at the Mallory Park August Monday meeting. Here, Higham is spinning while Protheroe begins taking avoiding action. . . .

VERY probable that Mike Hawthorn, Juan Manuel Fangio, Carroll Shelby and Roy Salvadori will take part in the Grand Prix of Auckland, N.Z., next January. Stirling Moss has already contracted to go.

TALKING about New Zealand—that pleasant young man Bruce McLaren is surely one of that country's better exports! Incidentally, "Buzz" Perkins reveals plans for a new £100,000 circuit for the 1960 G.P.

. . . AND ENDED LIKE THIS—Protheroe broadsided in trying to avoid the spinning Lotus and collided with it. His car then bounced off across the track to finish in a ditch some 40 yards farther on. Protheroe (right) leaps out of the car in case of fire. Both drivers came out unharmed but the machines were sadly bent.



LATEST in the line of Bristol cars is the type 406, a two-door, four-seater saloon powered by a 2.2-litre engine developed from the 2-litre unit still used in the A.C. models. The body is of completely new design with an increase in interior space, and Dunlop servo-assisted brakes are fitted to all wheels.

THE MARATHON OF THE ROAD Twelve Timed Stretches Will Be The Basis of Classification

THE classification of the Marathon of the Road (formerly Liège-Rome-Liège) will be carried out according to two criteria.

First, competitors will be classified according to the number of penalty points they have incurred.

Next, those competitors who have completed the 5,300 kilometre course without being penalized at all will be classified according to the total time taken to cross the 12 great passes, listed as follows:—

1, Moistrocca (Yugoslavia), from Predil to Kransjka Gora (55 kms.); 2, Halanmali Pass (Yugoslavia), from Obrovak to St. Rok (38 kms.); 3, Moistrocca, from Kransjka Gora to Predil (55 kms.); 4, Passo Duran (Italy), from Dont to Agordo (20 kms.); 5, Stelvio and Gavia (Italy), from Trafoi to Pont di Legno (77 kms.); 6, Vivione (Italy), from Forno d'Allione to Schilpario (32.5 kms.); 7, Izoard (France), from Cervières to Arvieux (20 kms.); 8, Allos (France), from Barcelonnette to La Foux (24 kms.); 9, St. Jean Pass (France), from Eyzalaye to Laborel (12 kms.); 10, Soubeyrand (France), from Bellecombe to Remuzat (13.5 kms.); 11, La Chaudière Pass (France), from Bezaudin to Saillans (19 kms.); 12, Echarasson Pass (France), from St. Jean en Royans to the D.199/D.76 crossroads (14 kms.).

These 12 stretches will be timed to the second.

DATE of the Grand Prix of Casablanca is 19th October, and not 26th October as is generally quoted. A Formula 2 event will precede the Grand Prix. AUTOSPORT has information of a special air charter, leaving on 22nd October and returning 27th October.



SPORTS NEWS

TOUR DE FRANCE

Entries Already Exceed 80

ENTRIES for the Tour de France close on 23rd August, but by last week-end over 80 had been received. Amongst the interesting crews are "Equipe Endeavour", with Tommy Sopwith/Goldthorp and Sir Gawaine Baillie/Peter Jopp (3.4 Jaguars), José Behra/Stuart Lewis-Evans (Porsche Carrera), M. and Mme Trautmann (Citroën DS19), Maurice Trintignant/François Picard (Ferrari), the Cubans Drogo/Gomez-Mena (Ferrari), da Silva Ramos (Jaguar), Estager (Ferrari), Bousillot-Mazetti (Ferrari), Laureau, Armagnac and Mme. Meunier (Panhard). It is almost certain that Stirling Moss/Peter Garnier will be in a G.T. Maserati.

The entry list is limited to 120.

KURT LINCOLN (Cooper) of Finland won the International F3 race held at Hohenstein last Sunday, and described as the Grand Prix of the German Democratic Republic. His average speed for the 10 laps of the 8.73 kms. circuit was 130.81 k.p.h. Runner-up was Ahrens (Cooper).

AN AMERICAN INTERNATIONAL RALLY

ALLEN GUIBERSON and George A. Holland, directors of the American Rally Club, recently announced the dates of the 4th-7th November for the running of the first American International Rally. The Rally will mark the first event of its kind to be held in the United States and is expected to attract many foreign entries as well as U.S. teams.

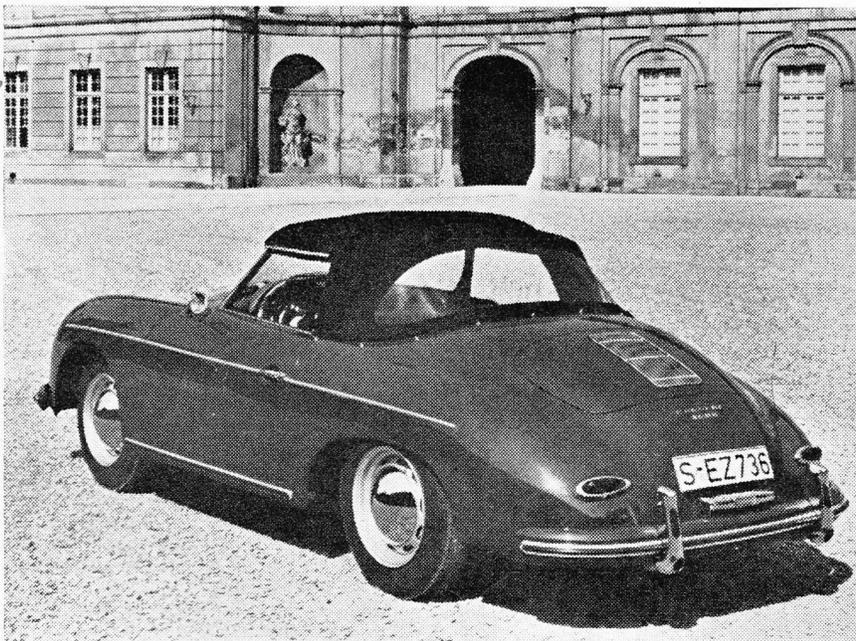
The course will consist of eight routes starting from Los Angeles, San Francisco, Vancouver, B.C., Canada, Mexico City, Dallas, Miami, Detroit, and New York. All of these routes will finish in Los Angeles on 7th November and will each be approximately 3,200 miles in length.

A minimum purse of \$10,000.00 is guaranteed against 40 per cent. of the total entry fees. Cash awards will be made to the first 10 overall places, the best entry from each of the starting cities, the best team of three cars, and the best women's crew.

The Rally will consist of three reliability legs and the final regularity leg, and will cover every type of terrain from 10,000 foot mountain passes to sea-level deserts. November weather conditions will add to the difficulty of the Rally and provide a severe test of both man and machine.

Entry forms and rule books can be obtained from the American Rally Club, 4015 Benedict Canyon Drive, Sherman Oaks, California.

NEW from Porsche is a convertible, known as the "Convertible 'D'". The body is built by Drauz instead of Reutter and features wind-up windows, a higher, reinforced windscreen and an enlarged rear window. The model is available with the standard 1600 engine or the 1600 Super unit.

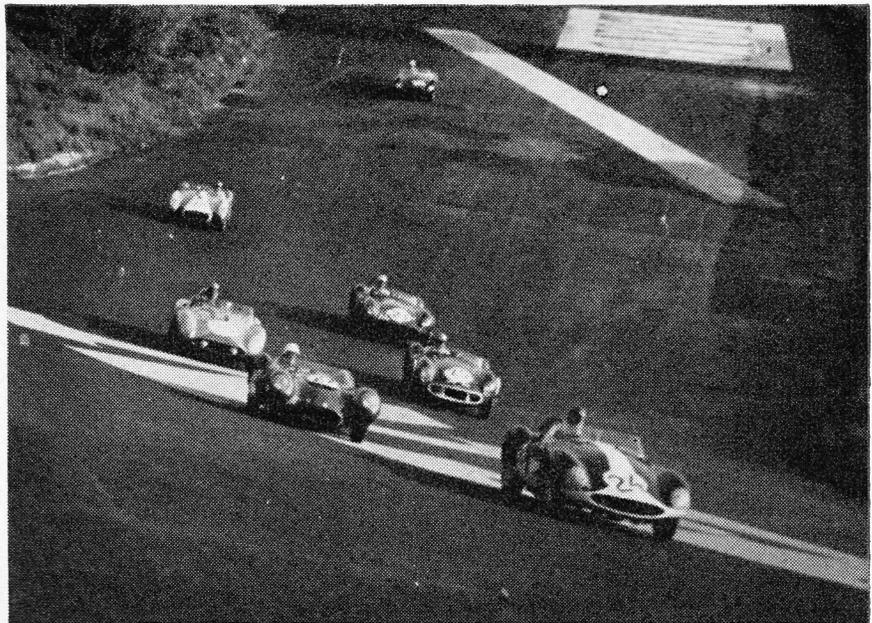


LEADING in his Monza Ferrari is Gunnar Carlsson, in front of Moss in the J.B.W.-Maserati and the Whitehead's Aston Martin.

GRAND INTERNATIONAL AT ROSKILDE RING

ALL records, both with regard to lap times as well as the number of spectators, came tumbling down at this week-end's biggest event yet at Roskilde Ring, Denmark. More than 50,000 spectators watched a series of exciting events comprising racing-sports cars under 1,100 c.c., over 1,500 c.c. and Formula 3 cars. A special attraction was the debut of Stirling Moss at Roskilde Ring and although a broken connecting rod put him out of the race in the very first heat he was able to continue the Saturday's races in the J.B.W.-Maserati of Brian Naylor. He drove this car superbly and lowered the lap record considerably to 46.7 secs. Owing to his misfortune in the first heat he was, however, given a time equal to that of the slowest driver in the heat in order to enable him to continue in the race, which, of course, was a very severe handicap. On Sunday morning a new engine was installed in Moss's Maserati, but although he drove beautifully in the three heats he was beaten by the narrow margin of $\frac{1}{10}$ of a sec. by the Swede, Gunnar Carlsson, in a Monza Ferrari. Carlsson stubbornly kept to his inside position on all corners during the last heat, thereby preventing Moss getting past him until the 11th of the 16 laps. The enormous applause which greeted Moss after the race clearly showed where the spectators' sympathies were. After the race Moss told your correspondent that he found the track very interesting but that his car was too big for Roskilde Ring, which he finds very similar to Brands Hatch. He thought it a very informal and sporting meeting. He is looking forward to coming again next year, but he will then bring a smaller car.

In the 1,100 c.c. class we watched some very exciting heats with Mike



Anthony, Bob Hicks, Ian Raby and the Danish drivers Voigt-Nielsen and Arne Ditlevsen battling it out through seven heats. Mike Anthony carried away the first prize 3 secs. in advance in total time of Arne Ditlevsen. There has been some talk about arranging an Anglo-Danish 1,100 c.c. meeting at Brands Hatch, and if this materializes there should be a good chance of a really exciting series of races.

The Formula 3 races were dominated by Danish drivers, champion Poul Rasmussen scoring a comfortable victory over Niels Gerromo of Sweden, with Danes occupying the next three positions.

A. SCHONWANDT.

INADVERTENTLY the average fuel-consumption figure was omitted in last week's road test of the 3.4 Jaguar. This was 19 m.p.g.

Results

Sports Cars, over 1,500 c.c.: 1, Gunnar Carlsson (Ferrari), 58 m. 29.6 s.; 2, Stirling Moss (Maserati); 3, Carl Otto Bremer (Ferrari). **Fastest lap:** Moss, 46.7 s.

Sports Cars, up to 1,100 c.c.: 1, Mike Anthony (Lotus), 49 m. 50.3 s.; 2, Arne Ditlevsen (Lotus); 3, Julius Voigt-Nielsen (Lotus). **Fastest lap:** Anthony and Voigt-Nielsen, 47.9 s.

Formula 3: 1, Poul Rasmussen (Cooper-Norton), 36 m. 41.6 s.; 2, Niels Gerromo (Cooper-Norton); 3, Kiehn-Bertelsen (Cooper-Norton). **Fastest lap:** Rasmussen, 48.0 s.

PORTUGUESE G.P.—OPORTO Three Ferraris For Championship Race —Monza Winner Rathmann in a Maserati

THE Grand Prix of Portugal takes place on the twisty, 4.6-mile circuit near the River Douro, on Sunday. This is Portugal's first genuine Grand Prix, and is also a World Championship event.

The circuit itself is a sort of Pescara in miniature, with a back-leg consisting of twists and turns; however, the surface is better. Pits and grandstands are situated on the short Esplanada Rio de Janeiro; there is a very fast straight on the Avenida da Boavista, where cars should reach about 170 m.p.h. Chief hazards are the hundreds of yew trees which line the roadway on the back-leg.

So far as can be ascertained, the lineup for the race will be:—

Vanwall: Moss, Brooks, Lewis-Evans. **Ferrari:** Hawthorn, von Trips, Phil Hill. **B.R.M.:** Behra, Schell. **Cooper:** Salvadori, Brabham, Trintignant (Walker). **Lotus:** Allison, Hill. **Maserati:** Carroll Shelby (Buell), Bonnier, Godia, Rathmann (Centrosud), Oliviera (Independent).

SHELSLEY WALSH NATIONAL HILL-CLIMB

THE second Shelsley national meeting of the year—on 30th August—has attracted a fine entry for what is the sixth round in the British Hill-Climb Championship. Entries have been received from Tony Marsh, David Boshier-Jones—the latter's appearance, presumably, depending on his recovery from an accident in Ireland—Mike Christie, Chris Summers and Dick Henderson. Boshier-Jones is at present leading in the Championship, while Summers is in third position behind David Good.

Shelsley Walsh is near Worcester and the timed runs commence at 1 p.m.

PLACINGS IN THE "AUTOSPORT" CHAMPIONSHIP

	Mallory Park April 7	Silverstone May 10	Mallory Park May 11	Goodwood May 26	Mallory Park May 26	Snetterton June 1	Brands Hatch June 8	Snetterton June 29	Crystal Palace July 5	Snetterton July 27	Mallory Park August 4	Brands Hatch August 4	Total	Actual (6 Events)	
Ian Walker (Lotus Elite) ..	—	9*	9*	—	9*	8	9*	9*	9*	8	—	—	70	54	†
D. J. Protheroe (Austin-Healey)	9*	—	—	—	8	9*	8	6	—	6	9*	—	55	49	†
J. P. Baldam (Turner) ..	—	8	8	—	8	8	8	—	8	—	4	—	52	48	†
J. R. Stoop (Frazer-Nash) ..	—	8	—	—	—	—	6	8	—	9*	—	8	39	39	
A. D. Nurse (Turner) ..	6	4	6	—	6	4	6	8	4	4	6	—	54	38	
B. A. M. Gilbert (Turner) ..	8	6	4	—	4	6	4	6	6	6	3	—	53	38	
P. D. Gammon (Elva) ..	—	—	—	—	6	6	6	—	6	—	9*	—	33	33	†
C. R. Hanson (Austin-Healey)	6	6	6	—	—	4	—	4	—	—	4	—	30	30	
K. W. MacKenzie (M.G.A) ..	8	6	6	—	—	4	2	1	3	1	—	—	31	29	
M. S. Bond (Frazer-Nash) ..	—	3	2	2	—	—	4	3	—	3	—	6	23	21	

* denotes fastest lap; † denotes class leader.

CORRESPONDENCE

Motor Racing on the Air

MAY I applaud your editorial in last week's issue of AUTOSPORT on the vexed subject of television and motor racing? It is most encouraging to see you taking up this sadly neglected aspect of the sport.

The popularity and success of a television programme depend on the size of the viewing audience. Motor racing, as a sport, has surely one of the largest followings, and only the privileged few are in a position to travel to watch the major Continental races. It is, therefore, reasonable to assume that if some of the foreign *Grandes Epreuves* were televised, they would attract a very considerable audience. As you point out in your editorial, the expense can hardly be the reason for the failure to cover overseas events when one remembers the World Cup football series last June. I know of no other sport with a following of similar proportions to that of motor racing which has been so regrettably neglected by radio and television, not to mention the "lay" Press. Horse racing, cricket, association and rugby football, tennis, golf, rowing, swimming, athletics, and many others are all generously covered, and in my opinion we are quite justified in our criticism of the inadequacy of motor sport programmes.

Is it too much to ask for sound and/or television coverage of at least the Italian, French, German, Dutch and Belgian Grands Prix, all of which could perhaps be transmitted to Great Britain through the machinery of "Eurovision"? Many thousands of people in this country would derive great pleasure from being able to follow the fortunes of the leading drivers not only in one of the World Championship events, but in most of them.

Finally, perhaps I should confess that I am not the proud owner of a television set, but I would gladly purchase one tomorrow if some of the principal Continental races were included in future television programmes. Meanwhile, I shall have to be content with the excellent reporting and brilliant photography in your magazine, of which I am an ardent reader. Long may you flourish!

I. HUGHES HALLETT.

LONDON, N.W.3.

Praise From Christmas Island!

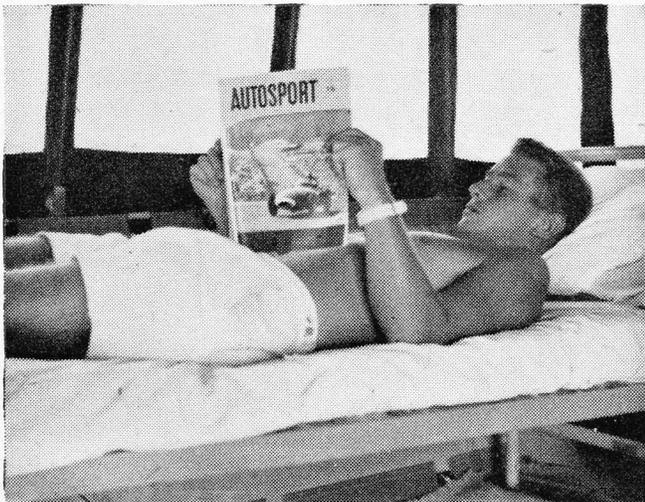
ALTHOUGH there is no motoring of any competitive nature out here on Christmas Island, enthusiasm is kept alive with the help of your fine magazine. The number of people who wish to read the copy I have sent out each week is ever increasing.

I took this photograph of myself just after this copy had arrived and before I was descended upon by the "horde".

Thank you, AUTOSPORT, for an interesting and up-to-date magazine. Keep it up.

ROBIN P. VIGGERS.

R.A.F., CHRISTMAS ISLAND.



IN THE TROPICAL HEAT of Christmas Island, reader Robin Viggers relaxes on his bunk and reads our Belgian G.P. issue. It's nice to know that someone's had a summer!

Brands Hatch

I WAS surprised and disappointed to read J. V. Bolster's commentary on the "Chequered Trophy" race (Brands Hatch, August Bank Holiday Monday) in the 8th August issue.

He reports that Hill and Stacey spun off three times, and goes on to say "perhaps there was some oil there, which allowed Bristow to win with the Hume-Lotus".

This seems a very grudging acknowledgment of Chris Bristow's driving, particularly since:—

- (a) J. V. Bolster, in his spoken commentary at Brands Hatch, first of all predicted Bristow would spin off, as he was driving so fast,
- (b) from my own observation at Brands Hatch, Bristow was very close to the two leading drivers, and in order to win, had to avoid colliding with them, when they spun off, as well as control his own fast-moving car on a "perhaps oily surface".

RENÉE HALM (MISS).

HAMPSTEAD, N.W.3.

JOHN BOLSTER'S commentaries may sometimes be a delight to hear but when one reads his account of the Chequered Flag Trophy race at Brands Hatch on August Bank Holiday, which I have only just seen upon return to London, he seems to be guilty of extreme partiality—and this is no kind of encouragement to a young driver like Bristow, who won the race in the Hume-Lotus *because* he drove brilliantly.

He moved up from fifth or six to take third place right on the tails of Hill and Stacey in about the sixth lap and they went round nose to tail, Bristow braking harder than the other two at Paddock Bend to avoid ramming Stacey. It was obvious that he would have taken them had they not spun off. And this happened because they realized the danger from him and were going too fast! I am sure that Graham Hill is too much of a sportsman to begrudge Bristow his victory, so let our commentators be imbued with the same spirit—*please*.

LISA HUGHES.

LONDON, W.1.

Racing Fuels Again

WOULD Dr. Bayley please tell us what the engine breakdowns were which the Vanwalls experienced at Rheims and Silverstone, and how they could possibly have been caused by the fuel?

Will he also tell us why these same cars were able to win at Spa and Nürburgring at record-breaking speeds, on similar fuel?

JOHN V. BOLSTER.

HORSHAM, SUSSEX.

Monza and the U.P.P.I.

I WONDER if I might take advantage of your correspondence column to try to clear up the lack of understanding that seems to prevail between the members of the U.P.P.I. and interested followers of our sport.

I know that I can speak on behalf of the majority of the members of U.P.P.I. when I tell you that the reason we decided not to race at Monza last year was because there was not a car available that could be considered safe to maintain the speeds that were necessary.

The main reason for this was that all the vehicles available to us were fitted with normal 16 ins. racing wheels and tyres as well as a chassis constructed for the purpose of Grand Prix and sports car competitions.

This year all the cars driven by members of our organization had been specially modified or built for the circuit and were using tyres of considerably increased section and diameter.

With regard to the race itself, I speak only personally when I say that although I enjoyed meeting the Americans, seeing their cars and watching them perform, to me the race proved little as it is mainly a test of courage rather than skill. Grand Prix racing, on the other hand, is to those who participate a test of skill of the driver and the engineers backing him.

I would not condemn the race at Monza although personally I have no wish to race in that type of competition next year.

STIRLING MOSS.

LONDON, W.C.2.

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

CONTINENTAL LINES. The two-door Mulliner body is both beautiful and efficient, having a smaller frontal area than the normal "S" series Bentley.

When one enters the Bentley, a sense of well-being is at once engendered. The sheer quality of the polished wood, the leather upholstery, and the head lining and carpets, is something that no other car can approach. The all-round visibility is excellent, and although this is a very big car, quite a large proportion of it is ahead of the driver. Personally, I would prefer an old-fashioned lever to the pull-out hand brake.

The automatic transmission has the unusual virtue of being entirely free from "creep", even when starting from cold. The big machine may be eased away almost imperceptibly from a standstill,

JOHN BOLSTER TESTS **The Bentley Continental**

THE Rolls-Royce and Bentley cars of the current "S-series" combine high performance with luxury in an astonishing manner. These machines now have the high-compression engine that was originally a "Continental" feature, and are capable of speeds around 105 m.p.h., coupled with outstanding acceleration.

Nevertheless, it was found that a demand existed for a Continental version of the new car. This model has now been introduced, and I have recently been able to try one over quite a useful mileage. The theory behind the Continental is that, by reducing the frontal area and the weight, the 4.9-litre engine will pull an axle ratio of 2.92:1, against 3.42:1 for the Standard S-series. This change increases the maximum speed by a full 10 m.p.h. Furthermore, a different governor setting is employed for the automatic gearbox, which enables the driver to run up to a maximum speed of 82 m.p.h. in third gear, as opposed to 67 m.p.h. or so.

Naturally, much of the extra performance is due to the design of the body. The test car was fitted with a Mulliner two-door saloon of light alloy construction. The front seats are special lightweight ones, with adjustable backs which can be folded down for access to the rear

seat. This is a bench-type, with folding central arm rest. The luggage boot is of fair size, but the swept tail shape limits its vertical dimension.

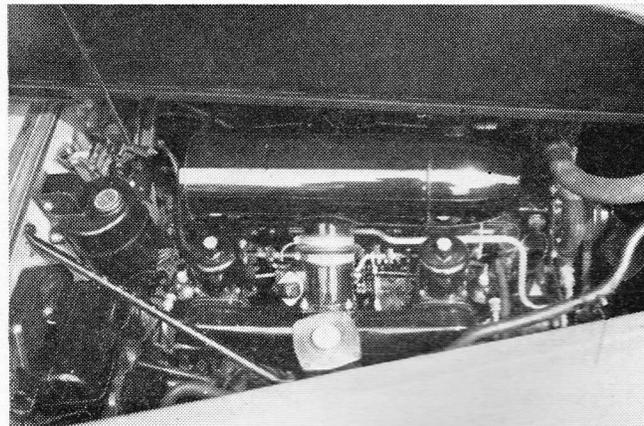
The engine is the well-known big six, with inlet valves seating in the head and exhaust valves in the block. It is rubber mounted at three points, and assembled in unit with the four-speed automatic gearbox and fluid clutch. The driver may over-ride the automatic selection by using the hand-lever, with the exception that the governor prevents destructive over-revving of the engine. For instance, if he attempts to change down at 100 m.p.h., the transmission will hold the direct drive until the speed has been reduced to 80 m.p.h. or so. There is a "kick-down" on the accelerator.

There are three notable features about the otherwise conventional chassis. The most important of these is the servo-brake system, which includes the famous Rolls-Royce gearbox-driven servo, and has two master cylinders plus a mechanical hook-up to the rear shoes. Failure is thus impossible. Also notable are the Z-member, which eliminates bouncing of the rear wheels, and the special floating centre bearing of the divided propeller shaft, which avoids vibration and snatch in the transmission.

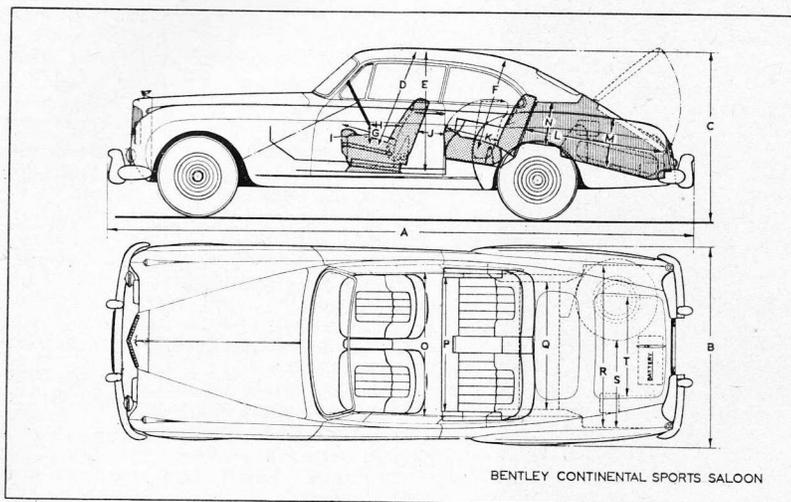
and it will float along at 30 m.p.h. in top gear with the rev. counter in the region of 1,000 r.p.m. Alternatively, firm pressure on the accelerator will produce two black lines on the tarmac, under which conditions the mighty torque of those great cylinders results in really spectacular acceleration.

The high gearing of the Continental makes it a little less lively on top speed than the standard model, but the increased revolution range in third gear more than makes up for this. Quite apart from performance figures, the untiring ease of fast travel with the engine turning relatively slowly is one of those intangibles that render the Continental ideal for long distance touring. The change, either up or down, between top and third gears is barely perceptible, but the wider gap between third and second occasionally makes itself felt. At the timed maximum speed of 115.4 m.p.h., the rev. counter indicated 4,000 r.p.m.

It is a pleasure once again to be able to praise the brakes of the Bentley. The largest American cars may be able to compete with it in sheer speed, but their brakes are not in the same world. There is a smell of hot linings after repeated high speed applications, but no reasonable driver will experience brake fade.



POWER UNIT (left). The well-known big six, with inlet valves seating in the head and exhaust valves in the block, is rubber mounted at three points and assembled with the four-speed automatic gearbox and fluid clutch. The luggage boot (right) is of fair size but the swept tail shape limits its vertical dimension.



Bentley Continental Sports Saloon

- A Overall length, 17 ft. 8 ins.
- B Overall width, 5 ft. 11½ ins.
- C Overall height, 5 ft. 2 ins.
- D Front seat head room, 3 ft. 1 in.
- E Floor to roof, 3 ft. 7½ ins.
- F Rear seat head room, 2 ft. 10½ ins.
- G Depth of front seat cushion, 1 ft. 8½ ins.
- H Steering wheel to seat squab, 1 ft. 0½ in.
- I Steering wheel to seat cushion, 6 ins.
- J Back of front seat to edge of rear seat cushion, 9½ ins.
- K Depth of rear seat cushion, 1 ft. 8 ins.
- L Depth of luggage compartment, 4 ft. 1 in.
- M Height of luggage compartment, 1 ft. 4 ins.
- N Height at front end of luggage compartment, 1 ft. 3 ins.
- O Width between doors at belt, 4 ft. 4 ins.
- P Width of rear seat between arm rests, 4 ft. 0 in.
- Q Width of luggage compartment between wheel arches, 3 ft. 10 ins.
- R Width of luggage compartment, 4 ft. 10 ins.
- S Width of luggage compartment between side and spare wheel, 2 ft. 6 ins.
- T Width of luggage compartment door opening, 2 ft. 11 ins.

Specification and Performance Data

Car Tested: Bentley Continental two-door Mulliner saloon. Price £5,275 (£7,913 17s. including P.T.).
Engine: Six cylinders 95.25 mm. x 114.30 mm. (4,887 c.c.). Overhead inlet and side exhaust valves. Compression ratio 8 to 1. Twin SU carburettors with automatic choke. Delco-Remy twin contact breaker distributor.

Transmission: Fluid clutch and four-speed epicyclic gearbox with automatic change, plus over-riding hand control and kick-down. Ratios: 2.92, 4.25, 7.69, and 11.17 to 1. Open divided propeller shaft with floating steady bearing. Hypoid rear axle.

Chassis: Box section frame with cruciform bracing. Independent front suspension by wishbones and helical springs. Cam and roller steering box connected by transverse link to three-piece track rod. Rear axle on semi-elliptic springs with combined torque-resisting and anti-roll member. Piston-type dampers all round, with two-position electric control at rear. 8.00-15 ins. tyres on five-stud disc wheels. Hydraulic brakes in front, with hydrostatic non-adjustable shoes, operated by gearbox-driven mechanical servo. Rear brakes

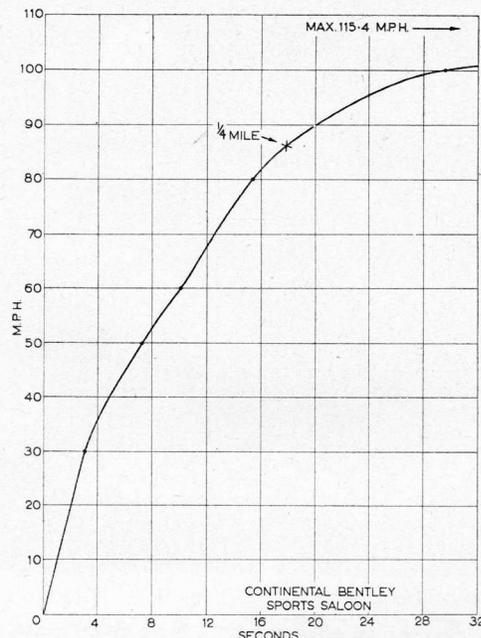
60 per cent, hydraulically operated by servo and 40 per cent mechanically direct from pedal. Separate master cylinders and reservoirs for front and rear brakes. Pull-out hand brake on rear wheels. 11½ ins. x 3 ins. finned cast iron drums all round.

Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Ammeter. Oil pressure, water temperature, petrol and sump level gauges with warning light. Two-speed self-parking windscreen wipers and washers. Flashing direction indicators. Cigar lighter. Built-in heating, demisting, and ventilation system. Clock, radio, spotlights, picnic tables. Ladies' companions.

Dimensions: Wheelbase, 10 ft. 3 ins.; track, front 4 ft. 10 ins., rear 5 ft.; overall length, 17 ft. 8 ins.; width, 5 ft. 11½ ins. Turning circle, 41 ft. 8 ins. Weight, 1 ton 15 cwt. (approx.).

Performance: Maximum speed, 115.4 m.p.h. Standing quarter-mile, 17.8 secs. Acceleration: 0-30 m.p.h. 3 secs.; 0-50 m.p.h. 7.2 secs.; 0-60 m.p.h. 10.2 secs.; 0-80 m.p.h. 15.4 secs.; 0-100 m.p.h. 29.6 secs.

Fuel Consumption: 14 m.p.g.



Acceleration Graph

Considering its large size and substantial weight, the car handles well. It remains controllable at high speeds on wet roads, and in this respect it is infinitely better than the Bentleys of a few years ago. If one drives too fast on really bad roads, one becomes conscious that the suspension is hitting on the bump stops, but under all normal conditions the ride is as luxurious as one would expect.

With its good roadholding and brakes, and with really fierce acceleration available at a touch of the pedal, one naturally drives this car fast. Given a clear road, 100 m.p.h. is as good a cruising speed as any other, and the miles, or kilometres, are swallowed up as the passengers relax in comfort. On some of our winding roads, a large car is at a disadvantage, but it is a compliment to say that the Bentley's size is not so apparent as one would expect.

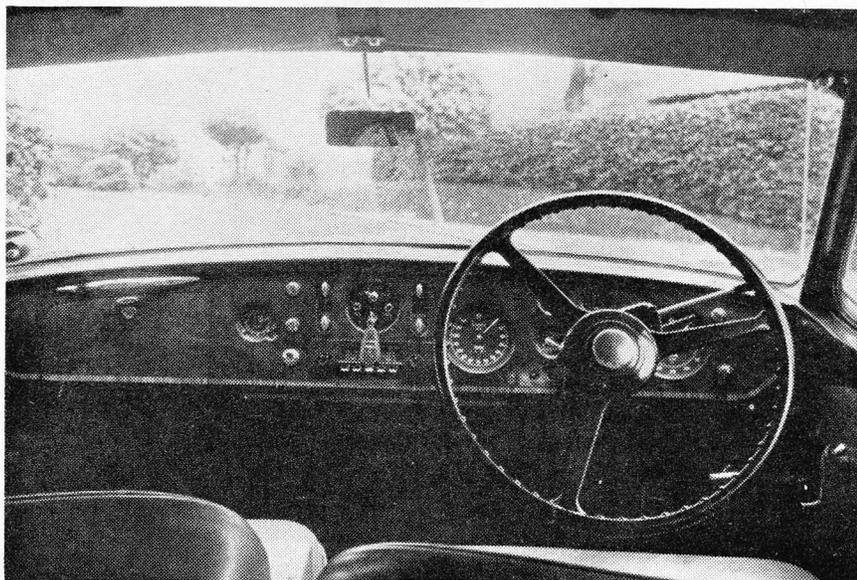
The Bentley Continental is a car of severely classical design which nevertheless achieves a high degree of excellence by sheer quality of construction. In doing so, it develops an individuality, a character, call it what you will, that makes it entirely different from any other *marque*. The man who drives a Continental lives in an enchanted world, for everybody calls him "sir" and he may park where lesser cars can never tread. I have never met so many polite policemen as when I was driving this Bentley!

MARATHON OF THE ROAD

B.M.C. and Triumph "Works" Entries

B.M.C. will be represented by Pat Moss/Anne Wisdom, Nancy Mitchell/Anne Hall, Joan Johns/Sam Moore, Gerry Burgess/Sam Croft-Pearson—all in Austin-Healey 100-Sixes, and John Gott/Ray Brookes (M.G.A.). Triumphs have a fully international side comprising R. de Lageneste (Switzerland)/P. Blanchet (France), the Belgians R. Leidgen/C. Dubois, the Dutchmen Maurice Gatsonides/R. Gorris, and the French girls Annie Soisbault/Renée Wagner. All are in TR3s.

The rally starts on 27th August.



DASHBOARD LAYOUT in the Bentley style. The big steering wheel, large instruments and fine quality panelling are well shown.

ON HIS WAY to victory, Moss throws the Maserati into a right-hander, leading on general classification and in the over 2-litre category.

Interest in the following race, for G.T. cars up to 2,000 c.c., was centred on what the new twin-cam M.G.A could do against the Porsches—Carreras and 1600 Super. However hard Elmhorn drove his M.G. he had to give best to half-a-dozen of his rivals when the 15 laps of the heat were completed. As the twin-cam M.G.A had only been delivered a few days earlier one may hope for better results when it has been given time for proper running in.

Line-up for the Le Mans start of the 50-lap main event was based on practice times and was as follows:—

Position	Driver	Class	Car
1	Moss	VII	Maserati
2	Naylor	VI	Lotus-Maserati
3	de Beaufort	VI	Porsche
4	G. Carlsson	VII	Ferrari
5	Bonnier	VI	Maserati
6	Whitehead	VII	Aston Martin
7	Kvarnstrom	VI	Ferrari
8	Brehmer	VII	Ferrari
9	Lincoln	VII	Ferrari
10	Fast	VI	Osca
11	Keinänen	VII	Ferrari
12	Rehn	VI	Ferrari
13	Edin	VI	Ferrari
14	Geitel	VI	Ferrari
15	Seidel	VII	Ferrari

Class VI: up to 2,000 c.c.
Class VII: over 2,000 c.c.

At the fall of the flag Moss for once was beaten in the sprint-rush, Gunnar Carlsson taking the lead before the rest

Swedish International Races

Wins for Stirling Moss and Brian Naylor

By Hans Fries

As the Swedish G.P. at Kristianstad was not run this year, an International sports car race was organized at the Karlskoga motor-stadium on 10th August. The circuit, which is situated in a shallow bowl of open land surrounded by forest, offers a perfect view for the spectators from practically any part of the course, which has recently been lengthened from 2 to 3 kilometres. A profusion of bends connected by short straights keeps lap speeds down to 60-65 m.p.h. for the fastest machinery.

Run concurrently in two classes, up to 2,000 c.c. and over 2,000 c.c., the main event was over 50 laps. Shorter races for standard and G.T. cars filled out the day's programme.

As the calendar was free from other events the promoters were lucky enough to secure Stirling Moss for the race. Bringing his 3-litre Maserati, accompanied by Graham Whitehead (Aston Martin) and Brian Naylor (Lotus-Maserati), the trio made up the British entry. Carroll Shelby from U.S.A. and Bianchi from Belgium were non-starters. The rest of the non-Scandinavian entry consisted of Seidel from Germany (Ferrari), de Beaufort, Holland (Porsche), and Jon Fast, U.S.A. (Osca). Bonnier had entered his Maserati in the smaller class. A group of eight Ferraris was shared by five drivers from Finland and three from Sweden, best known among whom were Curt Lincoln, Finland, and Gunnar Carlsson, Sweden.

As expected, Moss was fastest during Saturday's practice, clocking 1 min. 40.5 secs. against Naylor's and de Beaufort's 1 min. 41.5 secs. Gunnar Carlsson was next with 1 min. 41.6 secs., followed by Bonnier, 1 min. 42.6 secs., and Whitehead, 1 min. 43.8 secs.

At half past one on Sunday the first heat was flagged away. Around 25,000 spectators were then enjoying one of the rare real summer days this year. Whereas the DKWs dominated the smallest class for standard cars, the situation was reversed when it came to modified standard cars, the G.T. version of the

Saab 93 beating the DKW for the first three places.

A lone Alfa Berlina faced a score of Volvos in the heat for bigger special-standard cars, and did well to finish third behind Nystrom who had a comparatively easy victory from Bonnier, both, of course, in Volvos.

★

B E A M I N G SMILES all round as Stirling receives the B.P. Trophy from the hands of one of Sweden's local beauties—the reigning beauty queen, to be exact!

★

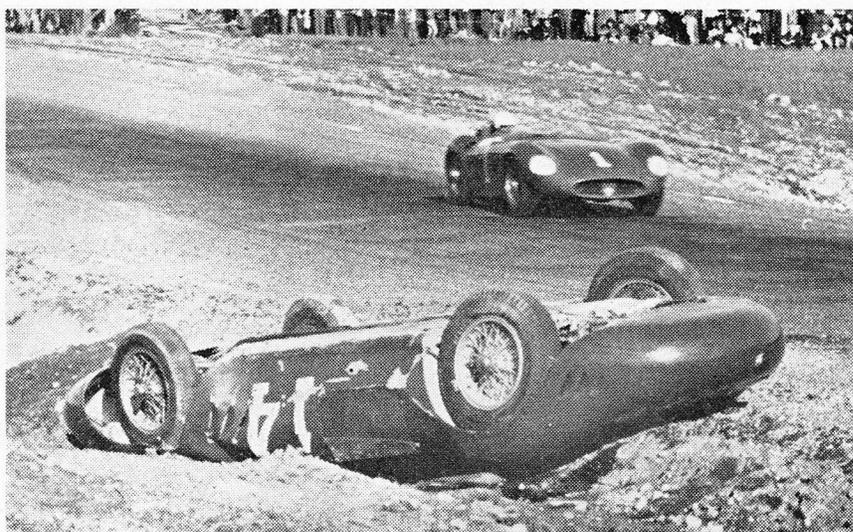


MOSS passes the inverted Maserati of "local boy" Joakim Bonnier. The latter's car broadsided and somersaulted to land upside down—the driver was thrown clear and was quite unhurt!

of the field; no one, however, was left behind.

As the cars passed the line on their first lap Gunnar Carlsson held his lead followed by de Beaufort, Moss, Bonnier, Naylor and Whitehead. Next lap Moss had moved up behind Carlsson, otherwise positions were unchanged. Lap three brought no changes amongst the leading cars but on his fourth lap Moss moved into first position, never to lose it or even be challenged! Bonnier, in fourth position, met trouble on his fifth lap when he suddenly broadsided, then somersaulted and landed under the car beside the road. Bonnier was thrown out, completely unhurt, a lucky escape indeed!

Until lap 12 the positions remained the same, Moss leading and drawing away a little each lap from Gunnar Carlsson, who also impressed with a safe and steady drive. Third man, leading the smaller cars, was de Beaufort, followed by Naylor, Whitehead, and the Finnish duo Brehmer and Lincoln. Whitehead was passed on lap 12 by Brehmer and Lincoln. By now Moss was about 200 metres in front of Carlsson. So the race went on until lap 19 when Naylor took de Beaufort and the lead in the class, being about 30 secs. behind Moss. From then the silver Porsche of de Beaufort fell back from the green Lotus-Maserati and by lap 27 de Beaufort stopped on the course and subsequently retired. Moss completed his 28th lap just as Whitehead passed the line one lap in arrears. Moss had then lapped the field save Carlsson, Naylor, Brehmer and Lincoln. On lap 34 Moss "doubled" Lincoln, who was now leading Whitehead by 15 secs.



The race developed into a steady procession, with no incidents; Moss lapped Brehmer on the 39th tour and when he (Moss) took the flag Naylor was in danger of being caught. Carlsson finished a safe second 25 secs. behind, Naylor took third place in general classification and class win with Brehmer, Lincoln, Whitehead behind.

Results

Class VII, over 2,000 c.c.: 1, Moss, 1 h. 25 m. 21.3 s.; 2, Carlsson, 1 h. 25 m. 46.1 s.; 3, Brehmer, 49 laps; 4, Lincoln, 49 laps; 5, Whitehead, 49 laps; 6, Keinänen, 45 laps.

Class VI, up to 2,000 c.c.: 1, Naylor, 1 h. 27 m. 2.5 s.; 2, Kvarnstrom, 48 laps; 3, Kronegård, 47 laps; 4, Edin, 46 laps; 5, Geitel, 45 laps.

COMMENTS BY A. M. WILSON

THE circuit is something between Brands Hatch and Crystal Palace, but the surface rapidly deteriorated. This caused much loose stuff to lie around, and there

was one notorious pot-hole several inches deep.

Although Stirling Moss was fastest officially in practice with the 3-litre Maserati, he actually recorded a better time in Brian Naylor's 2-litre Lotus-Maserati, turning in 1 min. 39.5 secs. This rather indicated that the course did favour smaller machines!

Drivers were also rather worried about the possibility of excessive tyre wear owing to the abrasive surface. Apart from numerous spins in practice, the only real drama was when Eddie Astrand inverted his Alfa Romeo Berlina, considerably bending the coachwork.

The Swedish authorities showed great enterprise in completely resurfacing the track, and filling in the many pot-holes. Melting tar provided an unlooked-for hazard when Gosta Amals overturned his TR3 in the opening event: the tar was responsible for many spectacular incidents during the earlier races.

For the main event, there was much discussion as to whether or not spare wheels should be carried—they weren't! Carlsson, who led the race for the opening stages, was impressively quick. Bonnier's crash was definitely due to a skid on the melting tar, as he was endeavouring to catch de Beaufort's Porsche. Jon Fast's exit with his Osca was the result of a con. rod breaking. He deposited the entire contents of his sump on the already slippery circuit.

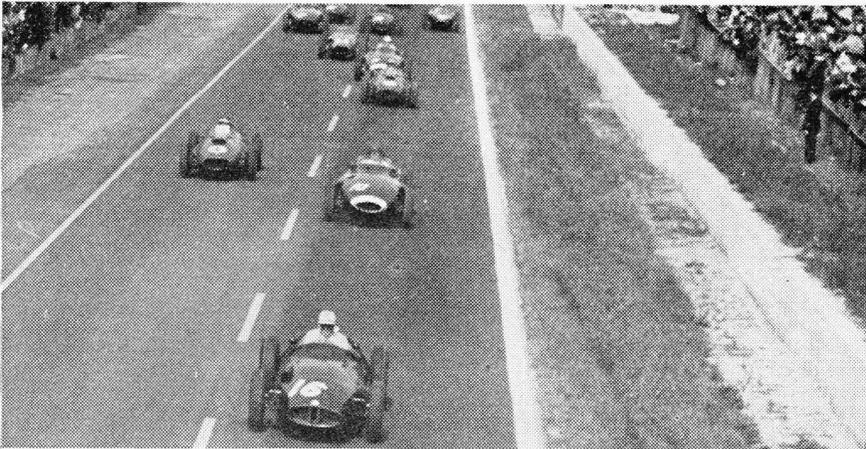
Graham Whitehead drove the veteran Aston Martin with the usual *sang-froid*, to finish a comfortable third in the over 2-litre class, behind Moss and Carlsson. Brian Naylor was uncatchable in his very potent Lotus-Maserati, being a lap ahead of his rivals, and finishing third in general classification.

**G.T. and Special Series Touring Cars
(15 Laps=45 kms.)**

1. Carl Gunnar Hammarlund (Porsche), 28 m. 02.4 s.
2. Egon Wohlin, (Porsche Carrera), 28 m. 19.1 s.
3. Per Anders Ygberg (Porsche 1600 Super), 28 m. 26.2 s.
4. Alrik Stenström (Porsche Carrera), 28 m. 29.6 s.
5. Folke Sjöberg (Porsche Carrera), 28 m. 35.0 s.
6. Harald Kronegård (Porsche 1600), 28 m. 35.0 s.
7. Bo Elmhorn (M.G.A Twin Cam), 28 m. 37.5 s.
8. Harry Bengtsson (Porsche 1600 Super), 29 m. 06.6 s.
9. Olle Renvall (Alfa Romeo Veloce), 29 m. 27.2 s.
10. Håkan Holmlund (Alfa Romeo 1900 Super Sprint), 29 m. 42.2 s.



★
STRANGER among the line of Porsches in the G.T. race is a lone BMW. The Porsches, however, filled the first six places.
★



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

IS GRAND PRIX RACING DANGEROUS?



BY GREGOR GRANT

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

It is worth recording, before starting investigations, that a certain Swiss newspaper carried articles following the accident to Peter Collins, praising the decision to abandon G.P. racing in Switzerland, and actually stating that due to this, lives must have been saved. Yet in that country, there are innumerable fatal accidents involving people taking part in winter sports and mountaineering activities, which rate merely a few lines in the newspapers. There is no suggestion whatsoever of banning any of these activities; after all, this would have a dreadful effect on a national industry—tourism!

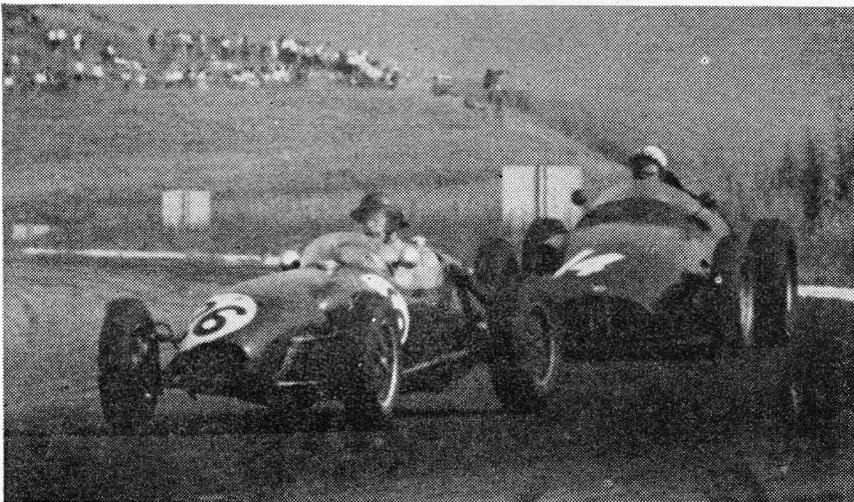


LIGHTER CARS have been suggested to be a source of danger, but in fact they have an enviable safety record. Here the 250F Maserati (above) exemplifies the older and relatively heavier type. The B.R.M. and Lotus are of medium and ultra-light weight respectively, and Cliff Allison is seen below leading Jean Behra at Rheims.

possibly justify any suggestions for banning travel. Far from being the most hazardous of occupations, motor racing does not even compare with other activities; in point of fact, fatal accidents to housewives are far more numerous every year than the total number of people killed taking part in, or due to, motor racing!

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

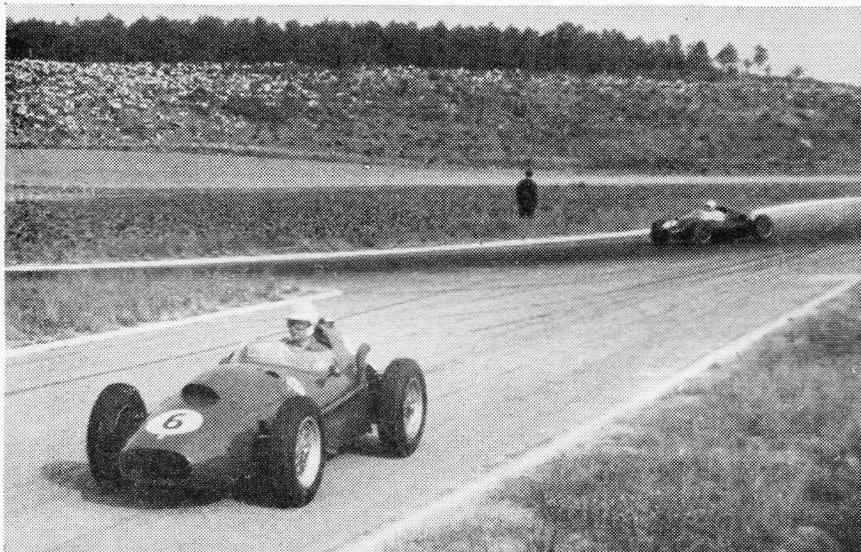
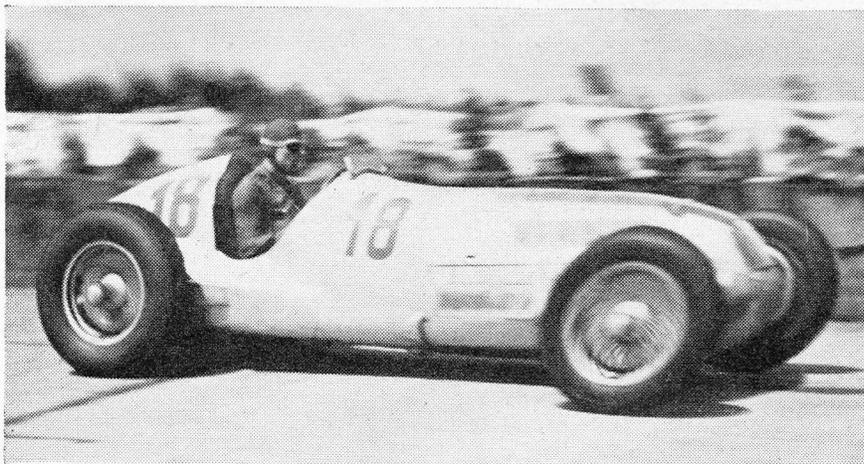
In 1933 there occurred the worst-ever accident in the entire history of Grand Prix racing, when Campari (Alfa Romeo), Borzacchini (Maserati) and Czaykowski (Bugatti) were all killed in the Monza Grand Prix. Sir Henry Birkin's death followed blood poisoning due to burns



received from the exhaust pipe of his Maserati in the 1933 Tripoli G.P. In 1934, the fatal accidents were Bouriat (Bugatti) in the Picardy G.P., Gaupillat (Bugatti) in the Dieppe G.P., Aloatti (Bugatti) in the Targa Florio and Guy Moll (Alfa Romeo) in the Coppa Acerbo. Hugh Hamilton also lost his life when his Maserati crashed during the last lap of the Swiss G.P. That was indeed a "black year" for G.P. racing.

Now begins the period of the most powerful cars ever to take part in Grand Prix racing, with Mercedes-Benz develop-

DICK SEAMAN (right) was the first Englishman to drive in the Mercedes-Benz team, and gave his life for the sport. His enormous supercharged Mercedes-Benz of the pre-war era is indeed a contrast to the Ferrari and Cooper below.



ing as much as 650 b.h.p. If fatal accidents should occur, then surely these monsters, which were the result of the 750 kilogrammes formula (designed to reduce speeds), would provide untold hazards? Actually the first fatal accident took place at Nürburgring, when von Delius (Auto Union) was killed following a collision with Seaman's Mercedes. In 1938 the toll was Siena (Maserati) and Hartman (Maserati)—both at Tripoli—and Marazza (Maserati) at Monza. Poor Dick Seaman was killed when his Mercedes crashed in the 1939 Belgian G.P.

at Spa-Francorchamps. Thus, apart from Merz (Mercedes) during tests of an experimental car at Avus in 1933, and Rosemeyer (Auto Union) during record attempts, the fabulously powerful German cars resulted in only two fatalities!

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

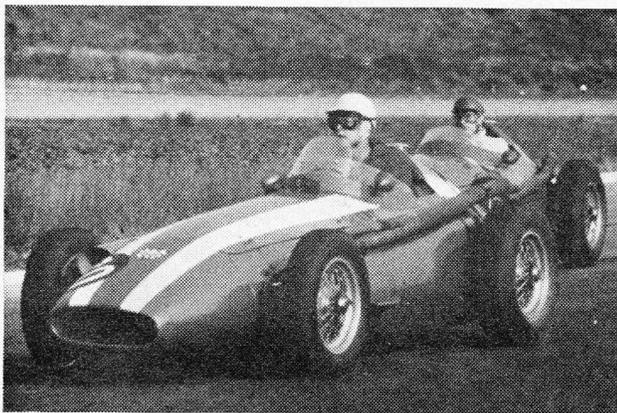
Maserati. He was killed on the very first lap of the 1948 Swiss Grand Prix at Berne, in which event Varzi (Alfa Romeo) lost his life whilst practising on a wet road. St. John Horsfall (E.R.A.) was killed in the Silverstone International Trophy, 1949—not a Grand Prix—Sommer in a minor French race at Haute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

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

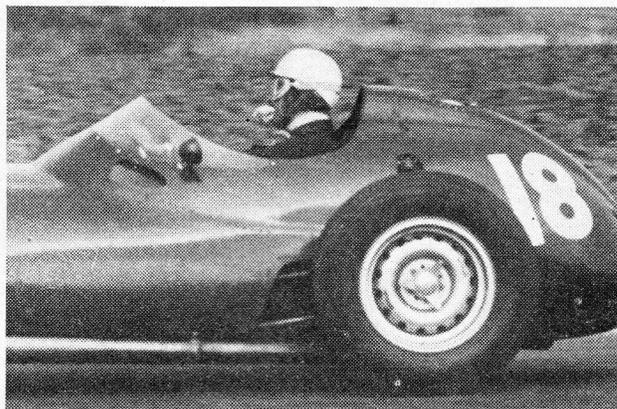
Thus it can be said that the total number of fatalities in post-war Grand Prix racing comprises Kautz, Musso and Collins. What about Jean-Pierre Wimille some will ask? Well, the great French driver was killed in a Simca during practice for the 1949 Buenos Aires race.

Now can any blame be laid at the door of racing car designers for these three post-war tragedies? The answer is very definitely "no". Neither the construction of the cars, nor the state of the circuit, were contributing factors to these three crashes. It is sad to relate that both Luigi Musso and Peter Collins were killed following errors of judgment. The former attempted to follow Mike Hawthorn through the notoriously fast bend past the pits, when Mike overtook two slower cars. He went in just that extra bit quicker than was safe, and lost control.

(Continued on page 247)



NEW BOYS: Troy Ruttman and Gerino Gerini tackle a brace of Maseratis at Rheims.



OLD HAND: Maurice Trintignant grapples with a very sick B.R.M. before being forced to retire.

*THE SPIRIT OF THE SIX HOURS—
as cars and drivers await their turn at
the pits, a string of team members dashes
past, led by D. M. Bertram for the
"Healeys and Friends",*

laps of the three teams from the Seven-Fifty M.C.—a total of 14 750 Formula cars which included the very fast machines of Dave Rees (N.W. Centre), Roy Lee and John Wilks (London Centre "A" team).

Now, in case you aren't sure what all this is about, let us explain that the object is to convey a token—in this instance a coloured sash—round a special 2½-mile circuit as many times as possible during the six hours of the race. To do this, the manager of each team may send out his cars in any order as many times as he likes for such long periods as he thinks fit. Here, of course, is ample scope for tactics and planning as well as the opportunity to recover ground should any of his cars suffer mechanical trouble. The im-

The Six Hours Relay Race

Speedwell Stable (A35s) Wins Seven-Fifty M.C. Classic

THIS year's edition of the Seven-Fifty Motor Club's classic national six hours relay race at Silverstone on Saturday resulted in a very shrewd, very clever win for the Speedwell Stable. Always the danger to the teams of larger and faster cars, with 32 credit laps, the team went into the lead just after 5.30 p.m., after being locked in close combat with the Morgan Plus Four team for some time. With an hour to go, the winners led the Morgans by 0.2 of a lap and scored a victory by one clear lap. It was a splendid demonstration of the phenomenal powers possessed by the modified A35s, pointed out the consistency of the drivers—John Sprinzel, Graham Hill, Len Adams and George Hulbert—and, more than anything else, reflected greatly on the shrewdness of the team's manager, B. Mason.

Promptly at 1 p.m., Holland Birkett dropped the flag and the 21 drivers sprinted across the track to begin the first stint of six hours' continuous motor racing for themselves and their teammates. Gillie Tyrer's very rapid "C"-type Jaguar, out first for the Jaguar Drivers' Club team, immediately began to try to make up some of the credit laps the threatening opposition—always considered to be the Speedwell entry—had been given, while B. J. Cox (Elva) also started in earnest to make sure that the scratch Jaguars did not pull out too much of a lead over his own team—also scratch—of Lancs and Cheshire C.C. machines. D. M. Bertram, whose TR3 was opening the batting for the "Healeys and Friends" team, had the bad luck to make a poor start, but caught up ground in enterprising style.

A total entry of 21 teams of cars filled the pits, and already there was Le Mans-style bustle as team managers began to work out scheduled lap speeds, changes and so on. Of these teams, three shared the scratch mark—the four Lotuses and one Elva of the Lancs and Cheshire C.C. team, the Innes Ireland Stable—four Lotus Elevens—and the Jaguar D.C., the latter comprising the "C"-types of Tyrer and P. Sargent and N.

NOT LONG TO GO—as the start approaches the pits are full of bustle. J. Randle's Lister-Bristol has a touch of paint while team conferences go on behind.

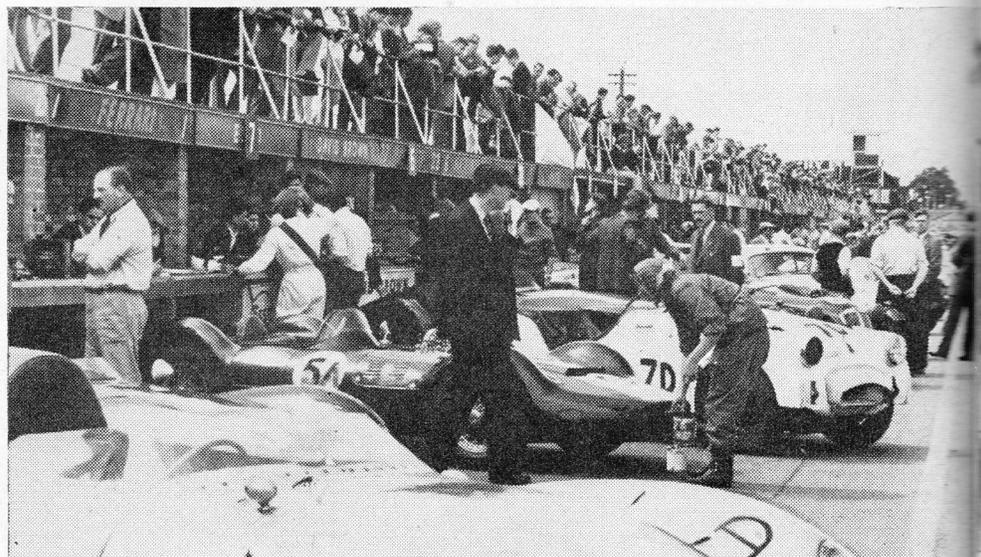
★
FAST BABY—John Sprinzel, leading for the winning team, takes his A35 round Copse at high speed.



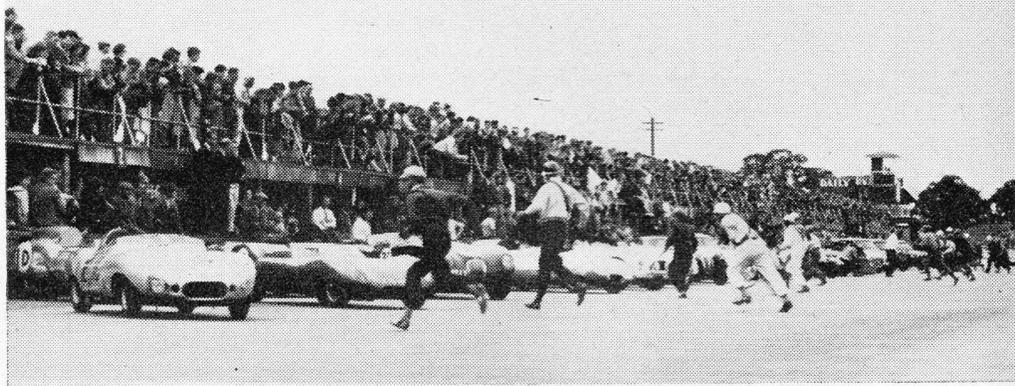
Hillwood's Lister-Jaguar. The driving of the Lister was shared by Hillwood and Peter Mould, the latter's Cooper-Jaguar having sustained transmission maladies during practice.

These three teams were faced with the task of making up numbers of credit laps of the remainder of the field, this allowance varying from one lap in the case of Lotuses and Coopers of the "Mixed Climax" team to the 34 credit

portant thing is the sash: this must complete each lap in the proper manner whether it is carried by someone in a car or on foot. In other words, if your car breaks down out on the circuit and you decide it will be easier to run back to the pits with it rather than wait for a relief car to come out, then you must run round the remainder of the course and carry the sash over the line. This is, of course, just one good reason why



ONE O'CLOCK—drivers sprint for their cars as Holland Birkett drops the flag—the Six Hours Relay Race is on and the crowd watches to see who will be first away.



most people prefer to wait for another car to come out to collect it!

With all this in mind, Tyrer and Cox—between them driving the fastest cars on the circuit at that moment—lapped steadily in and around the 1 min. 52 secs. mark—very quickly indeed for the circuit and a distinct improvement on their practice times. But a great deal of ground had to be made up and at 1.30 p.m.—after 30 minutes' racing—the leaders were the 1172 Formula team and the Tortoise Stable (a team of mixed Lotus Sixes and Sevens) who had—including a percentage of handicap—covered a distance of 16.5 laps each. Third was the 750 Formula N.W. centre team, with 15.8 laps, and equal fourth—0.4 of a lap behind—were the Porsches and the Healeys and Friends, backed up by the Powermasters—Ford saloons with i.o.e. conversions.

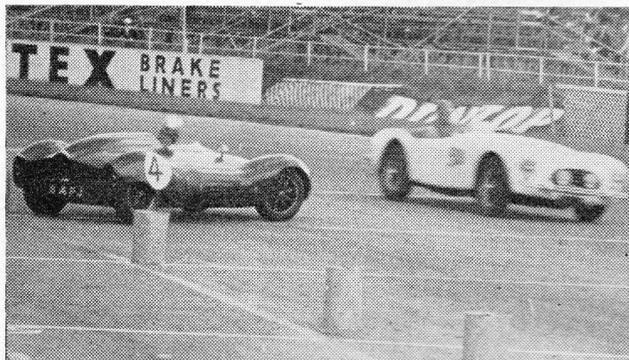
Activity in the pits area now heightened, for it was just after 1.30 p.m. that

slowed up, reaching the pits at reduced speed for a change of sash.

Lap times altered to varying degrees in various teams after an hour's racing, for a threatening black cloud halted over the circuit and deposited the day's only rain. The pits area and the "home straight" remained dry, but competitors were faced with an alarming discrepancy out on the back of the circuit, where it was reported to be distinctly wet!

At two o'clock Bertram brought his TR in for a well-earned rest, having made up for his bad start and having brought the team up to what must have

Another five minutes and misfortune struck at one of the leading teams—the Tortoise Stable. Their car stopped at Maggotts Curve and the driver climbed out, a sure sign of more than maladjustment. By now three teams shared the lead: the Jaguar D.C., the Lancs and Cheshire C.C.—thanks to the sterling efforts of Tyrer and Cox—and the Powermasters all having completed 31 laps. But their lead was far from secure and right on their heels came the joint holders of fourth place—the Porsches, led by Dennis Jenkinson, and the Healeys and Friends—with 30.8 laps, while the Morgan Plus Four team, managed by Lionel Mayman and led by Peter Morgan, shared sixth place with the Jowett Jupiters at 30.5 laps. J. M. Uren had taken over from John Willment for the Powermasters, and—lending hope to the other leading teams—was lapping some five seconds per lap slower, and team manager Ian Walker was no doubt thinking very deeply! At this stage of the race, with five hours' motoring still ahead, such a narrow lead was in no way giving cause for complacency, although eminently satisfactory in view of the company his team was keeping!



★
EXCUSE ME! B. P. Spicer's Cooper-Climax, stalled after a spin at Woodcote, waits while R. C. Green's A.C. Ace flashes past.

the first cars began to come in. Here, too, valuable time can be gained or lost in handing over the sash, and the replacement car must be ready to accelerate away and on with the race as soon as the driver has his team's token. One rear tyre of Tyrer's Jaguar began to lose rubber at an alarming rate, while Wilks's 750 Formula car returned to the paddock at about 1.45 p.m. to be checked for an almost complete disappearance of brakes. A few minutes later the opening car of the Mixed Climax team

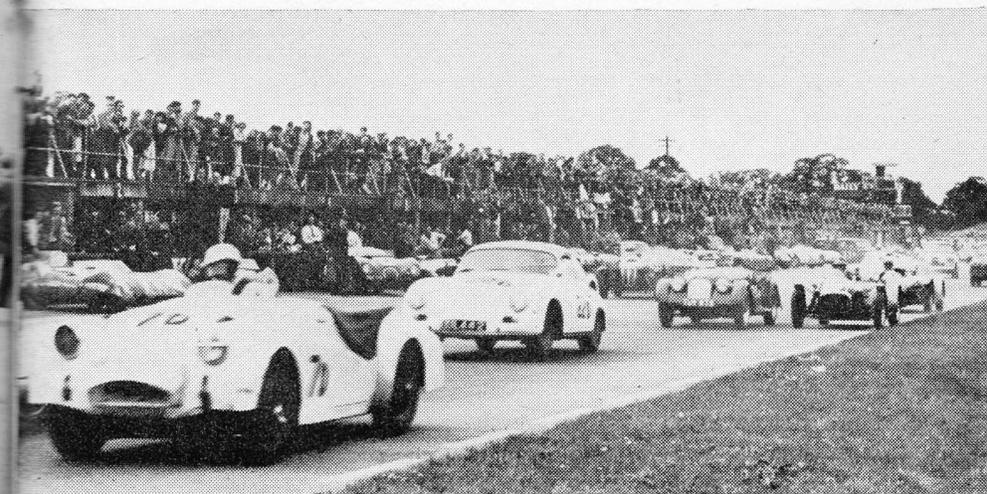
been very nearly its proper position in the scheme of the race. R. Lowe, who had just taken out his blown 1,100 c.c. R.L.M. Special to replace Harold Grace's Riley 1.5 for the Odds and S.O.D.C. team, stopped his car at Maggotts with undisclosed mechanical trouble, and Douglas Wilson-Spratt went out in his white Austin-Healey Sprite to collect the sash. Cox brought in the Elva for a change of car for the Lancs and Cheshire team, Colin Escott taking out his Lotus Eleven in his place.

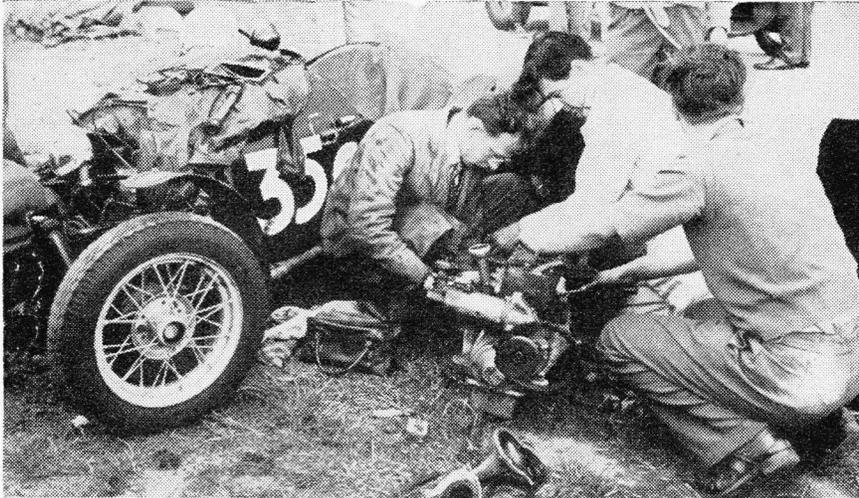
★
At half-past two the blow fell on the Lancs and Cheshire team when Bloor stopped at the hairpin. C. S. Dodd went out in his place, picking up the sash on the way round, and Bloor was towed in to the paddock. Leaders now were the Chiltern Car Club representatives at 46.3 laps, sharing the lead with the Healeys and Friends and the Jowett Jupiters. In joint fourth position, at 46 laps, were the Innes Ireland Stable, the Jaguars, the West Hants and Dorset C.C.'s Octagon Stable team of M.G.As, and M.G.C.C. team of similar cars and—appearing for the first time with the leaders—the Speedwell Stable.

Just after the half-hour John Sprinzel came into the pits with the famous red A35 to hand over the sash to Len Adams, in the yellow car. Then, within a few minutes, W. E. Wilks came in to hand over to Dickie Stoop, for the Frazer-Nash team, while Douglas Wilson-Spratt brought in the Sprite, Harold Grace taking the sash in his stead.

So the race continued. By now the cars had spread out all round the circuit, racing going on in a continuous stream, while spectator interest was focused on the pits, where there was constant bustle. The Triumphs of the Chiltern Car Club team pulled out an extra stop or two,

ONE O'CLOCK—plus a few seconds. One after another engines roar into life and the Le Mans-style traffic jam is thick as drivers accelerate away for their first stint.





ENGINE CHANGE for one of the 750 Formula (North-West) team cars. Helpers work briskly as, on the circuit, the race continues, while somewhere out there is another car of their team!

and began to gain four seconds a lap on handicap over the Jowetts, evidently intent on ousting them from their share of the lead. As 3 o'clock approached, L. J. Parvin brought his Ford Spl. in for a changeover, D. Lewis taking his Lotus Mark VI out with the sash. B. P. Spicer's Cooper-Climax of the Mixed Climax team also came in, misfiring noticeably. Harold Grace, whose Riley was showing no signs of the hard work it was being called on to do (the team now being one car short), was not neglecting the interests of the Odds and S.O.D.C. team: he was motoring in a very great hurry and using the grass verge each time he passed through the hairpin.

By 3 o'clock the Jaguar team held the lead having covered 62 laps. Behind them, in joint second place, came the Healeys and Friends and the Octagon Stable, and with them, at 61.7 laps, was the Speedwell Stable, having moved from sixth to joint second place in 30 minutes. The Chiltern Triumphs had dropped to fifth place, at 61.3 laps, while 61 laps, giving them a joint sixth place, had been covered by the Innes Ireland Stable, the Alfa/Bristol team (Randles's Lister-Bristol, Portman's Aston Martin and the A.C. Aces of Green and Howard), the Morgans, the Jowetts and the Powermasters.

No team, therefore, was in anything like a comfortable position, with 10 teams within a lap of each other.

Luck was not to stay with the Jowetts, however. B. T. Thomas, in one of the three R.4 Jupiters, had his bonnet fly open while on the downhill straight to the hairpin. Wind pressure snapped the fibreglass panel, which struck him on the head before flying away. The driver lost control of the car and it overturned, throwing him out without any serious injury. If luck had left the team she certainly remained with Mr. Thomas! It is, incidentally, a first-class argument for fitting bonnet security straps and one is tempted to wonder why these were not, in fact, used.

Very soon after this had occurred one of the 750 Formula cars came to a halt on the grass verge on the exit from the hairpin and "Jenks"—out in his 1600 Super for the Porsche team—wanted

that bit of country! What is inevitably known as a "phenomenal avoidance" occurred and only feelings and nerves were discomfited.

At around half-past three the Jaguar team sent out the Lister, driven by Peter Mould. The lead had now changed hands again and in front was the North-West Centre team of 750 Formula cars, led by Rees, with a total of 77.3 laps. Jointly second were the Innes Ireland Stable and the Jaguars—which accounted for Peter Mould's rapid appraisal of a car he had never driven before—both of whom had covered 77 laps. At 76.4 laps, in fourth place, came the Chiltern C.C. Triumphs while a tremendous dice, which was to last for the rest of the race, was on between the M.G.As of the West Hants and Dorset C.C. Octagon Stable and the M.G.C.C., both teams having 76.3 laps in the bag, and both enjoying 20 credit laps. Thus half-distance had arrived—and still only one lap separated the leaders from the next five places. Between the M.G.As it was real neck-and-neck racing, and J. Hayles, in the M.G.C.C. team, showed that he was aware of the fact by applying full power and getting really phenomenal wheel-spin as he left the hairpin. Geoff Dear (West Hants and Dorset) was trying equally hard, and spun his car—right in front of someone's TR—coming out of the hairpin. Again, no damage was done except to pride. Hayles's prowess was short-lived, however, and before very long he motored slowly through

Tower Corner making dreadful noises denoting bearing failure.

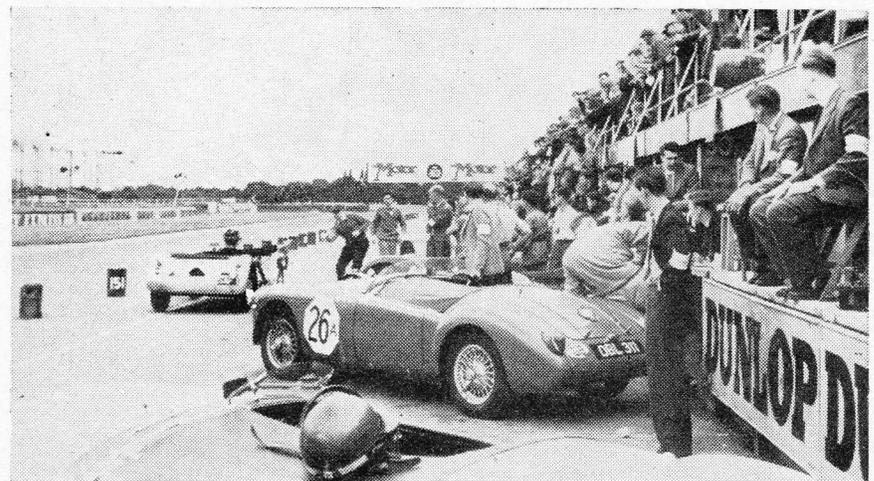
This evened the odds a little, for the West Hants people had only three cars in their team—those of Geoff Dear, J. M. Noble and M. J. Reid, whose car displayed Mille Miglia markings and boasted an enormous device in the cockpit which appeared to be a system for replenishing oil without stopping. The retirement of Hayles brought the M.G.C.C. team down to three, too, their contingent now consisting of Chris Tooley in an ex-works, ex-Nancy Mitchell car, S. G. Cobban and C. Shove.

Next on the list for calamity were the Powermasters, who withdrew at about this time after a series of troubles had eliminated the cars of Uren and Willment—the latter having had all his oil siphon out, which was bad for it. . . . The third car—the Anglia of G. Williamson—was withdrawn on the grounds that conditions were not really fair on either the car or the owner!

At 4 o'clock came significant news: the Speedwell Stable was in the lead, with 93 laps to its credit. In second place, however, came a strong challenge from the Morgan Plus Fours, with 92.5 laps. At 92 laps, in a joint third place, came the Innes Ireland Stable of Lotus Elevens, the Jaguars, and the M.G.A teams from the M.G.C.C. and the West Hants and Dorset club—still running neck-and-neck but ahead, now, of the Chiltern C.C. Triumphs. There was still only that one lap separating the whole lot of them, though, and now was the time when tactics and swift changes would help enormously.

There was trouble, too, in the S.O.D.C. pit. An assortment of ailments had befallen them and of their team one car—Lowe's R.L.M. Special—was still stationary at Maggotts. Harold Grace's Riley 1.5—boasting an enormous cold-air intake of similar dimensions to the one that lived on his famous Pathfinder—must obviously have been feeling very hard-worked.

What was holding the attention of most people—at least, those who had no team problems of their own—was the attempt by the Morgan Plus Fours to overhaul the Speedwell Stable cars. By



SASH CHANGE—a Lotus slows to hand over the sash while an assistant stands by to grab it and pass it to the relief driver, who is already in his car.

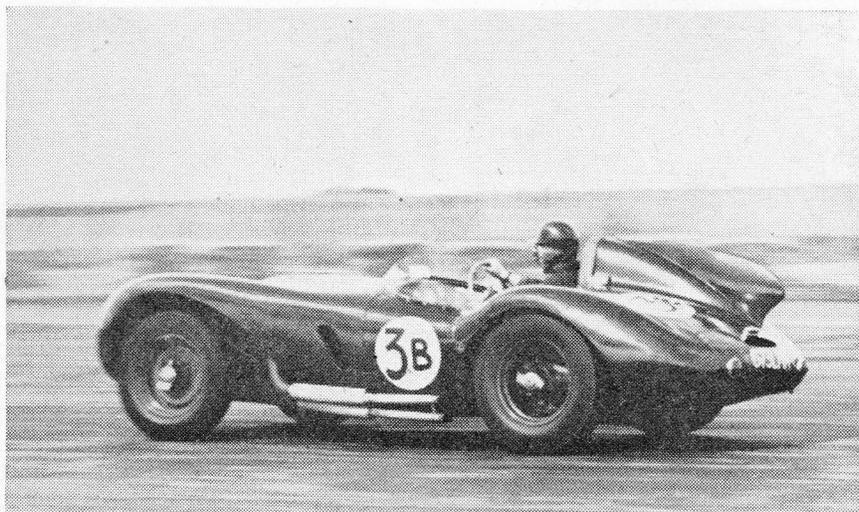
FIRST TIME out in Norman Hillwood's Lister-Jaguar, Peter Mould swings it fast through Tower Bend to keep his team's current second place—or to move into the lead if he can.

half-past four—with 2½ hours of racing still to go—the teams had drawn level at 108.7 laps, and for the first time the leaders were a full lap clear of those right behind them, the third place being occupied—at 107.7 laps—by the West Hants and the M.G.C.C. teams. Fifth place was held by the Frazer-Nash team now, at 107.1 laps, while the Jaguars, having covered 106 laps, had dropped to sixth position.

The 750 Formula teams were having their own private battle, too. In the early part of the race the North-West centre had held supremacy but gradually the two London centre teams had caught up, the "A" team having taken a clear lead over both the other two. The 1172 Formula team was also engaged in the Seven-Fifty Club "members' dice" and everyone was trying very hard indeed; in fact, if the two most fascinating sights on the circuit had had to be named at that juncture, then they would have been the antics of the front wheels on Parvin's Ford Special (1172 Team) and on D. G. Groves's 750 Formula car as the pair of them motored almost flat out through Maggotts and the right-handed kink that comes immediately afterwards!

The Morgan-Speedwell battle raged on. By 5 o'clock the Morgans had secured what was, so far, the clearest lead of the race by moving in front by 0.7 of a lap with a total of 125 against the Speedwell Stable's 124.3. Third came the M.G.C.C., now well ahead of the West Hants and Dorset C.C. with 123.3 laps, fourth was the Innes Ireland Stable with 123 and in fifth place came Frazer-Nash and Chiltern C.C. with 122.7 laps.

The Frazer-Nash team's effort received a setback at 5.20 p.m., when Dickie Stoop's car lost its offside front wheel on the fast left-hander at Tower. The car continued straight on, fortunately without overturning, and removed a collection of straw bales, a few yards of oak-paling fence and ploughed on for a clear hundred yards into the field beyond. Stoop, unhurt, leapt out and sprinted to the pits with the sash, displaying great strength of purpose under the circumstances!



Sprinzel and his merry men—particularly team manager Mason—were not content with second place. John Sprinzel drove with his usual zest, verve, forcefulness—call it what you will, but it works—while Graham Hill was having the time of his life in the grey car. The Austins stood on their noses under braking for the hairpin, then stood on their tails under the force of acceleration as they came out of the turn. The net result was that by 5.30 p.m. they had narrowed the gap tremendously, and although the Morgans still led, with 140.2 laps, the Speedwell cars were right behind them with 140! The M.G.C.C. were still third, with 139 laps, but their protagonists from West Hampshire had now moved up to fourth place again, sharing the 138-lap mark with the Innes Ireland Stable. Frazer-Nash was sharing sixth place, at 137.2 laps, with the Tortoise Stable, who were beginning to return to the front of the field.

A set-back now came to the 750 Formula London "B" team, J. G. W. Marsh's car stopping out on the circuit, while it was reported from the hairpin that one of the Tortoise Stable Lotus was stationary there. The North-West Centre 750 team shared its rivals' misfortune quite soon, however, when one of their cars spun round at Club.

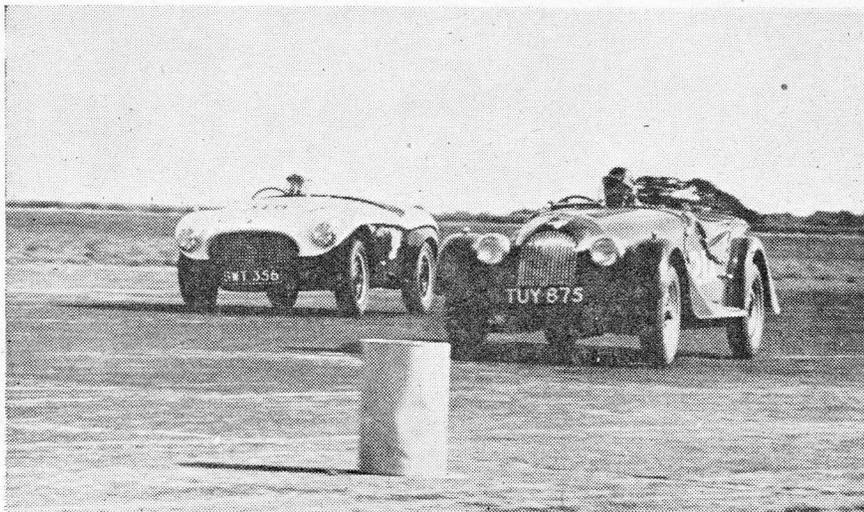
Meanwhile, the Speedwell cars were being driven to the limit in an effort to get in front of—and stay in front of—the Moggies. By 6 o'clock—an hour's racing still to go—they had achieved the

first part of this task by snatching a narrow lead, with 155.7 laps compared with the Morgans' 155.5. In third place, the West Hants and Dorset cars had worked wonders by sharing it with their determined rivals from the M.G.C.C. and now both teams shared 153.6 laps. The Innes Ireland Stable and, now, the Alfa/Bristol team jointly held fifth place with 153 laps, and for the first time the leaders were two laps ahead of the opposition—in the case of the Speedwell team, fractionally over two laps ahead of the third team, which was the largest margin so far in the race.

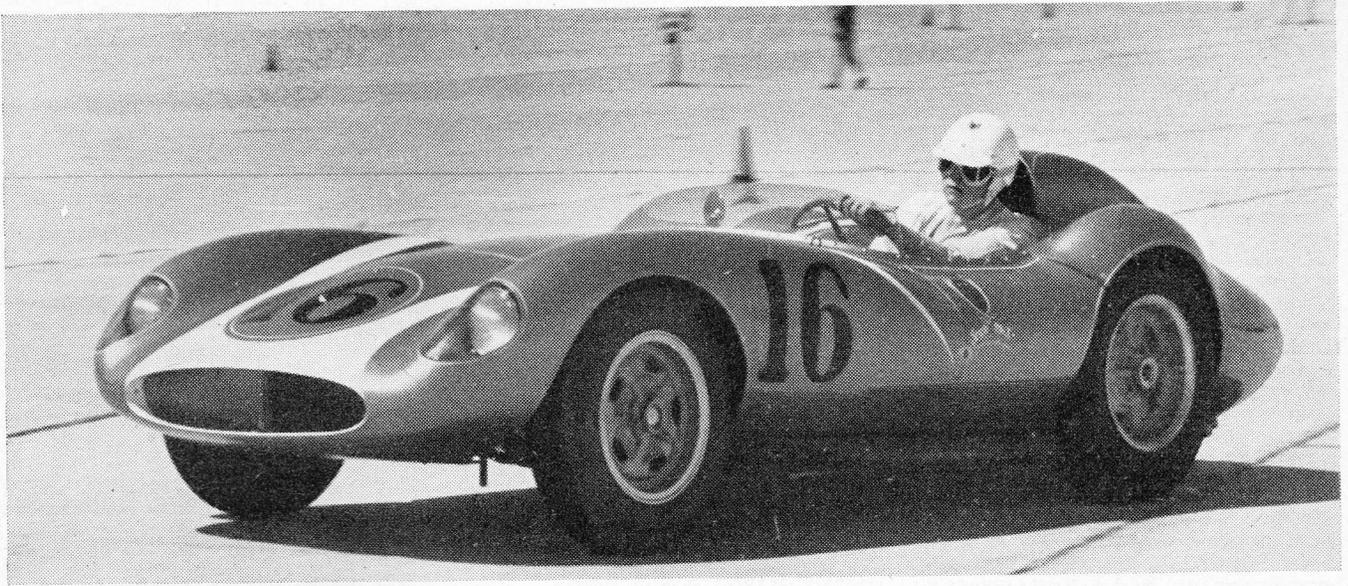
Things in the pit area became a little tense when, at about 6.20 p.m., Graham Hill was reported to be slowing in the yellow car formerly driven by Adams. He came to the pits and handed over the sash to Adams, who went out in the grey car formerly driven by Hill. No time was wasted, however, and with 30 minutes to go they had consolidated their position, leading the race with 171.3 laps, compared with the Morgans' total of 170.7. The Innes Ireland Stable had now moved up to third place with 169 laps, closely followed by Alfa/Bristol with 168.5. The two M.G.A. teams shared fifth place with 168.3 laps.

At 6.35 p.m. Lionel Mayman came in for a change of sash in the Morgan Plus Four team and R. E. Meredith took over. Almost immediately, however, Meredith was back at the pits, his bonnet having worked loose, and valuable time was lost while this was secured. Off he went again—and then yet again he called in, and this time Lionel Mayman went out in his place. Much valuable time had been lost here, and at this stage of the race it could be ill-afforded. By 6.45 p.m.—15 minutes before the end—the Odds and S.O.D.C., who had been off the track for something over an hour and were thought to have retired, appeared again, Douglas Wilson-Spratt having brought out the Sprite to enable the team to be classified as finishers. The M.G.C.C. and West Hants and Dorset teams—still battling—moved into third and fourth place, only a few yards apart. The Speedwell Stable still led the race, but Lionel Mayman

(Continued on page 256)



MORGAN AND JOWETT—as their teams lie neck-and-neck, so Miss E. A. Neale (Jupiter R.4) and Peter Morgan (Morgan) dice through Tower: at this stage it is anyone's race.



The Lance Reventlow Project

Scarabs prove to be well-designed and very fast Sports-Racing Cars—Ideas for Formula 1?

THE Scarab, produced under the aegis of Lance Reventlow (Reventlow Automobiles Inc.) at Los Angeles, has proved itself to be an excellent sports-racing machine. Purposely AUTOSPORT has refrained from any advance comments concerning the car, mainly because Lance himself has been adverse to anything savouring of "bally-hoo". However, it has been run successfully and, what is more, scored its first victory at Santa Barbara recently.

When Lance and his manager Warren

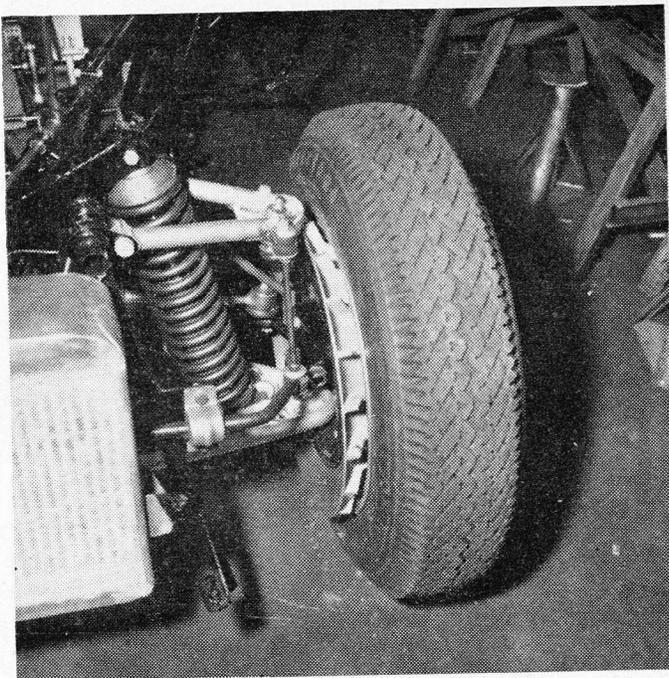
Olson were in Europe, the idea of an all-American sports-racing car was first mooted. Late in 1957, plans were formulated, and in less than six months the Scarab prototype was being tested by Chuck Haigh. First outing was at Willow Springs, where it was motored round gently to find out what was what. After modifications it was taken back to Willow, and Chuck took over 4 secs. off the existing track record.

It was tried out satisfactorily at Riverside, then taken to Phoenix where

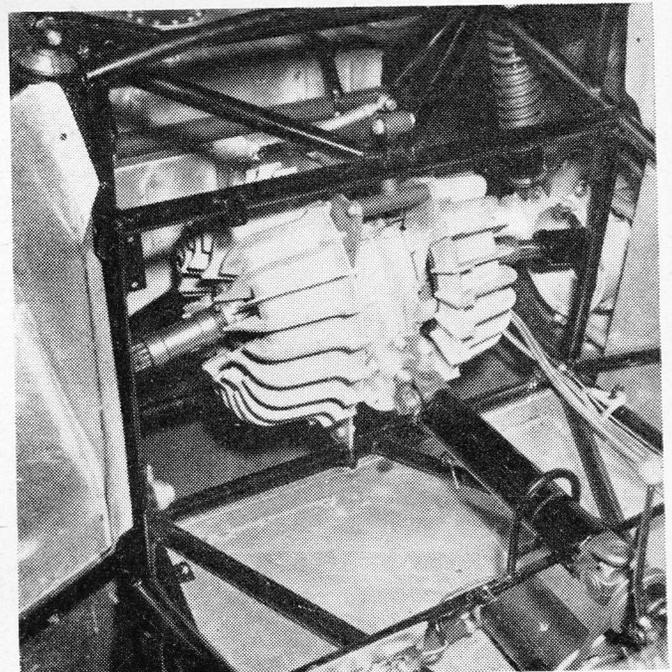
Ritchie Ginther knocked 3 secs. off the lap record. Gradually it was evolved into a really top-class machine.

Technical work on the car was undertaken by Dick Trautman, Tom Barnes and Chuck Haigh. Later Emil Diedt of Blue Crown Special fame joined the team. Originally the Scarab was intended for Le Mans, but the F.I.A.'s 3-litre limit prevented that ambitious trip.

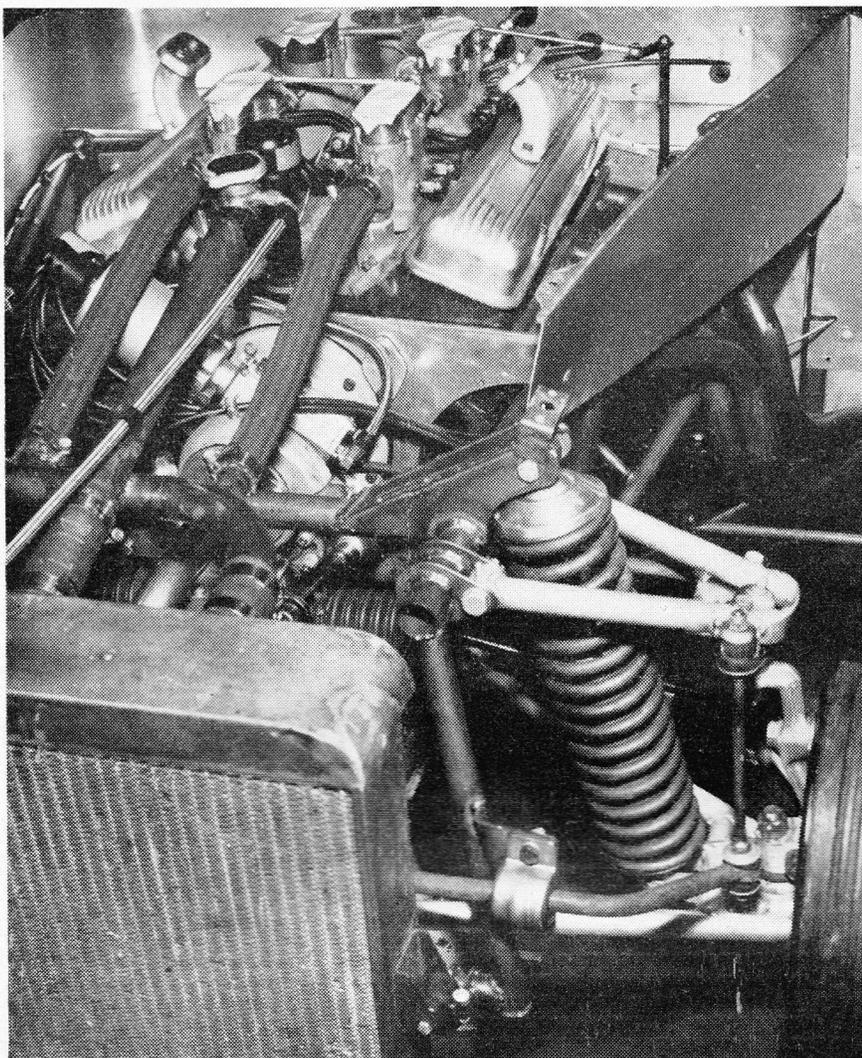
There is nothing novel about the Scarab: its success lies in applying well-proved engineering principles, using a



FRONT END, showing the double-wishbones and large helical spring. The shroud has been removed from the huge 11 ins x 4 ins. brakes.



REAR DETAILS: Shrouds are also not shown on the inboard brakes which are located on each side of the Hallibrand limited-slip differential unit.



(ABOVE) The V8 Chevrolet Corvette engine is mounted fairly well back in the frame. This was the prototype with standard Mercury front brakes!

thoroughly tried engine, and ensuring that workmanship is as near perfect as possible.

The chassis frame is built up from 1 1/4 ins. "4130" chrome-molybdenum tubes, the entire structure weighing about 130 lb. Unequal-length wish-bones are used at the front, controlled by Monroe helical-springs enclosing telescopic dampers. At the rear, a de Dion layout is featured, with helical springs located in the manner of Van-

wall and Lotus. The suspension is located by radius rods and Watts linkage. Drum brakes, of Reventlow Automobiles design, are used in the Mark I, but undoubtedly disc units will later be fitted. Dual Girling master-cylinders are employed, and the rack-and-pinion steering is of Morris Minor origin. Incidentally, the rear brakes are inboard, fitted on each side of the Hallibrand differential unit, which is of the limited-slip pattern and has quick-change gears. Hallibrand light-alloy wheels, familiar on Indianapolis cars, carry Firestone racing tyres.

Power-unit is V8 Chevrolet of 4,941 c.c. This has been subjected to careful tuning, but little alteration from standard. Ports have been polished, and double springs have been fitted to 1 3/8 ins. exhaust and 1 1/8 ins. inlet valves. Water pump and Scintilla magneto are gear-driven, belt drive having been dispensed with entirely for auxiliaries. An Engle camshaft is employed, and the weight of the flywheel reduced to 10 lb. The single-plate clutch utilizes a light-alloy pressure plate.

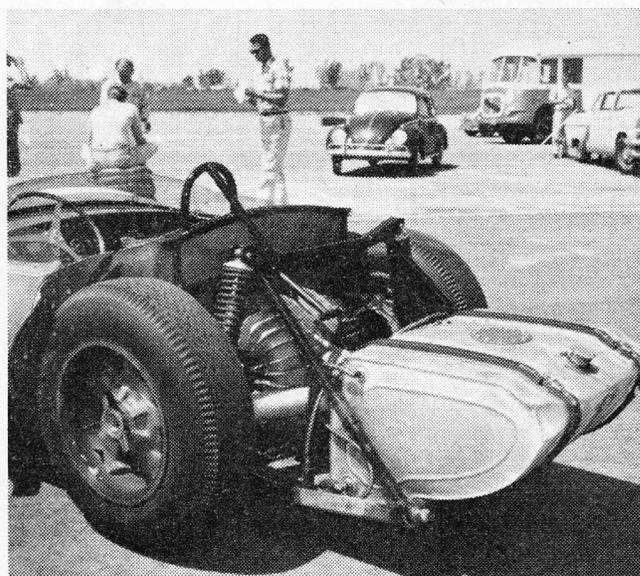
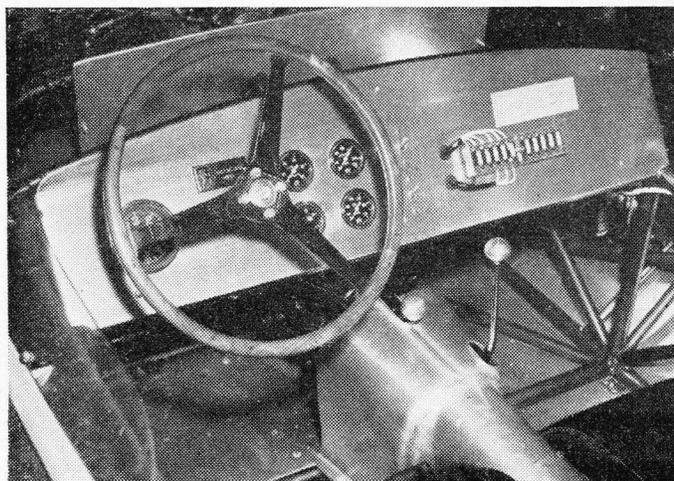
Hilborn-Travers fuel injection is used, with the very latest pattern injector nozzles. Although the engine will run up to 7,500 r.p.m., Haigh has marked "7 thou" as the limit mark on the tachometer. At present, power-output exceeds 300 b.h.p.

Overall weight of the Scarab, with its light-alloy body, is 1,725 lb.—a notable achievement with an engine of nearly 5 litres.

A Meyer-Drake 3-litre engine has also been prepared, but this is intended for 1959 F.I.A. Championship races. Obviously the Reventlow concern intends to concentrate on American-built power-units and components: it is no secret that a Formula 1 machine is on the stocks, for which a brand-new engine has been designed.

The Reventlow project is the first

★



(ABOVE) The outrigger fuel tank is a feature; also seen are the outsize shrouds with heavy cooling fins for the inboard rear brakes.

(LEFT) Cockpit layout is simple and functional. The extra gear lever is for reverse.



THE Taunton Motor Club staged another successful autocross meeting on 4th August, at Walford Cross. Careful stage management provided the large crowd with an entertainment-packed afternoon.

All competitors paraded round the course, behind the Chard Town Silver Band, while B.B.C.'s Derek Jones provided the crowd with a brief history of each driver and car. During the afternoon, a competition for decorated cars was also held, which provided light relief, and was won by Mrs. W. G. Cawsey, wife of the energetic secretary of the meeting.

Cars came to the line in fours, and each pair took off with a 30 seconds interval. Though individual times counted, there were some quite startling dices during the day.

Class 1, for open cars up to 1,500 c.c., saw Geoff Dear victorious, driving the ex-Nancy Mitchell M.G., which, although stated to be quite standard, was extremely potent, and recorded 2 mins. 7.2 secs. on his fastest tour. Second place went to M. C. Reid's M.G.A., now painted green, which was one second slower.

The up to 1,500 saloons saw quite a bit of dicing. The left-hander just before the finish passed around a very large tree, and those folk who cut the corner fine, got very much airborne over a large root, well off line. There were several excursions through the bales, and quite a few practically passed under the outstretched arm of the man with the chequered flag! Finest of these was A. G. Denman, who exploded the straw bales and headed straight for the nice TR3 of the secretary. Contact was avoided and the secretary hurriedly removed his motor! Mr. Denman's Riley was also unscathed. I. R. Hunter took the class, with a well-judged couple of runs in 133.4 secs. This young man is only 17, and shows promise in this type of event, driving a Borgward. Second spot went to D. J. Harnett's Riley, with

DUST STORM was created by Peter Cooper seen here trying hard in his Ford.

MAKING HAY while the sun shines! A. G. Denman's Riley deals with the straw bales. The Clerk of the Course's TR3 in the foreground escaped!

Dauphine looked as if it had rolled on some previous run in practice.

The over 1,500 c.c. open cars class brought forth some good runs. Mrs. M. Standbridge twice beat J. E. R. Cleaver, both driving Aces, and obviously enjoying every minute. Such enterprise gave her the trophy for fastest lady driver, with 129.6 secs. Tom Bryant's Morgan circulated fairly gently on its first tour, then really turned the heat on for the second, getting down to 125.2, which gave Mr. B. the B.T.D. As he is the oldest competing member of the West Hants & Dorset C.C., and, possibly, the oldest driver present on the day, this caused great joy to fellow club members.

A. C. Westwood made a welcome appearance, with a Healey Silverstone, and diced mightily, but went tail first into the bales on his first run. Sharing the Healey was Miss D. Freeman, who had a tremendous go with E. M. Rogers (Morgan), getting over the line by a wheel after two laps more or less neck and neck. R. P. Standbridge took things

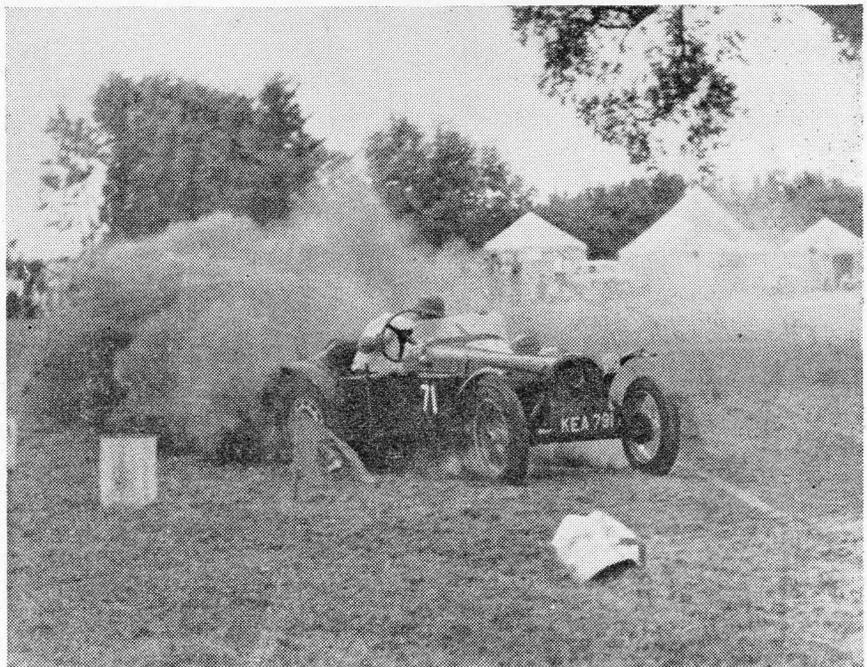
Taunton M.C. Autocross

Tom Bryant (Morgan) Makes B.T.D.

his first run in 135.4. A. F. Lefevre's Rapiere was hard driven, and on one occasion, looked like overturning on "tree root" corner. A couple of A35s were very firmly driven, on three, two, and (it appeared on occasions) one wheel! One gentleman, who shall be nameless, twice overcooked it, and went behind the bales, dodged the timekeepers and commentators marquee, which also contained the Mayor of Taunton, and naughtily rejoined the course across the bows of a following competitor. However, all was well, and the crowd loved it! G. Mabbs drove a Standard 8 with considerable verve, while George Brown's

quietly on the corners, but motored to such effect on the straights that he recorded 125.4, winning the class. The big saloons went very comfortably to H. Rose's Lancia, which circulated in 127.2, very little slower than some of the faster sports cars. R. J. Harris suffered a flat tyre on his A105, Peter Cooper's Vanguard and S. G. Davey's Zephyr rocked and rolled with some violence. The modified saloons had a class on their own, and went to B. S. Palmer's highly interesting and vintage looking Riley Kestrel (with an A.C. engine). This car was hairy enough to circulate in 129 secs.

(Continued on page 248)



OUTRIGHT WINNER of the series of tests was R. Dillow, who is seen taking his TR through one of them. All tests were run singly and the site was found to be excellent.

ON Sunday, 10th August, Sunbac held a series of driving tests at, and by courtesy of, the "Vono" Works, Dudley Port. Here is a new and modern factory in the midst of acres of wide concrete paths and courtyards all set among a profusion of terraced gardens and flower beds, and yet in the very shadow of Birmingham itself. A perfect site, worthy of national status, and to my mind eminently suited to the type of speed event that the Yorks Sports Car Club run at the Burton factory at Leeds!

To allow the large crowd of members and friends a comfortable view, the terrace opposite the main courtyard was filled with rows of deck chairs, and the tests, of which there were six, all closely superintended by Jack Woodhouse and Ken Rawlings, were run singly, thus enabling each competitor to watch his rival's performance, a much better scheme than a sprawling series all in use at once.

Sunbac Driving Tests

First-Class Venue for Midlands Event

Before describing the tests and due to the rather constant repetition of one name, i.e., McLaughlin, let me explain that there were two, or rather three: I. B., J. A. and Mrs. B., and as the two former were both driving two cars each, well just don't blame me!

Test 1 was a forward and reverse into garages, then between pylons to a box finish. Fastest here was R. Dillow (TR) in 25.2; next came J. A. (Austin-Healey), 26.6, and third was P. Pollitt (TR), with 27.4.

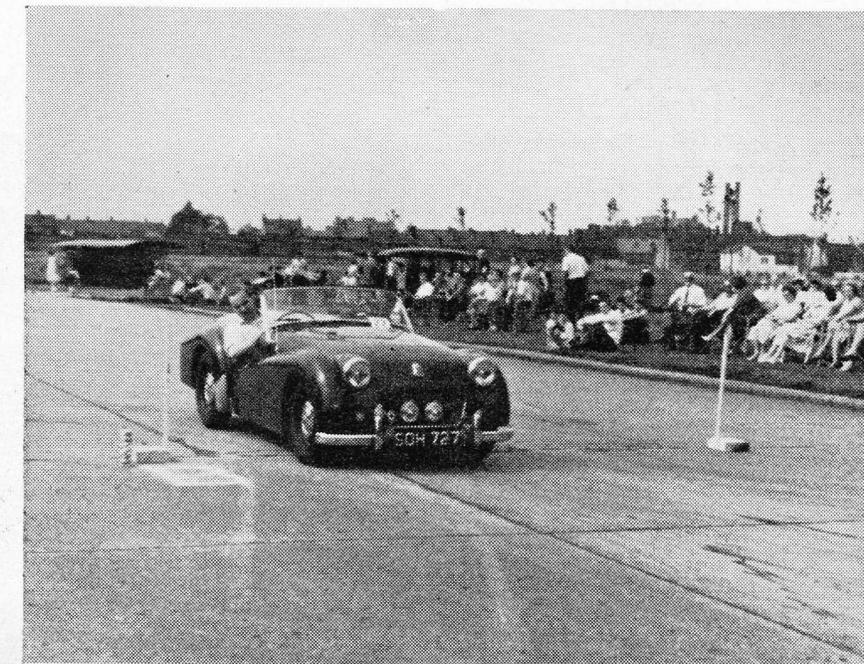
Test 2 involved a five pylon twist followed by a garage, then to a box finish. This saw equal runs between J. A. McLaughlin (Austin-Healey) and Dillow with 30.8, followed by F. D. Woodhall (Dauphine) in 31 secs.

Test 3 was a double forward and reverse involving two garages and a semi-scissor movement before stopping in a box. Only two cars broke 40 secs., these being I. B. and J. A. McLaughlin in TR and Healey with 38.8 and 39.8 respectively. Next best was L. J. Tracy (Jaguar) in 40 secs.

Fourth test was a double-scissors, involving four pylons with a double stop and reverse from baulk lines, again to the usual box finish. J. A. was again fastest with 38.2, then Pollitt with 38.6, followed by Woodhall in 39.4.

By now the position for the lead was clearing. With two tests to go, J. A. in the Healey led Dillow by three marks; no one else was within striking distance; so following a short interval, in which a thunderstorm struck, flooding the course, which, amazingly, just as quickly dried, the proceedings continued.

Test 5 involved many pylons and dead line forward and reverse movement to finish in the now perpetual box. The order of procedure being reversed, Dillow, last number, started first and recording 40 secs. remained there! Next came Pollitt with 41.8, and third J. A. in the A35 in 42.2. With the Healey,



starting nearly last, he scored a mere 43.6 plus a five second penalty for "removing" a pylon. Now it was Dillow who led by six marks, so on to Test 6—a long "wiggle-woggle" using some dozen pylons. Woodhall and the Dauphine were tops with 38, and next came I. B. McLaughlin (TR) in 39, whilst J. A. (A35) was third in 39.4. In the "Trophy" runs both contenders made grave errors. J. A. (Austin-Healey) put himself right out of the running by failing to do the test correctly so gaining an enormous penalty to finish with 69 secs., while Dillow did 38.4 but in so doing knocked down two pylons thereby adding 10 to his score, but still gained the day by two marks from Woodhall, who, with the Dauphine, had made six flawless tours.

FRANCIS PENN.

CRAIGANTLET HILL-CLIMB

DAVID BOSHER-JONES, over in Ulster to collect some points in the Hill-Climb Championship by taking part in the Ulster A.C.'s Craigantlet climb last Saturday, crashed during a very fast second climb in his 1,098 c.c. Cooper-J.A.P. and was unable to make his championship run. He was taken to a Belfast hospital for observation.

The Ulster event has, it must be admitted, lost much of its former glories (a reflection, no doubt, of the cessation of road racing in Ulster). In all, there were only 33 entries, all but two of these, Boshier-Jones and J. Berry (1,960 c.c. E.R.A. Special s/c), being Irish drivers.

Boshier-Jones had just made a primary climb in 69.99 secs. (fractionally outside the record of 69.26 secs. made last year by Dick Henderson in his Cooper). This was good enough to give him b.t.d. but his second attempt had all the appearance of creating a new figure until, taking a left-hander which came after a long straight, he hugged the bank too closely. His car struck the grass

and was deflected across the road, where, after colliding with the opposite bank, it overturned twice.

Berry's best time of 73.97 secs. was good enough to give him second place in the climbs, the best of the Irish drivers being Malcolm Templeton (1,500 c.c. Lotus-Climax) in 76.22 secs. Hector Graham, who had made his 1,250 c.c. Cooper-J.A.P. virtually unbeatable in Irish climbs this year, had a poor day with a sick engine, his best effort being a climb in 85.70 secs.

Among the closed cars, Nigel O'Flaherty (1,489 c.c. Porsche) had the over 1,000 c.c. class in his pocket with a climb in 85.15 secs. until an eagle-eyed scrutineer decreed that he had failed to carry full equipment during his ascent and he was disqualified.

W. A. McMASTER.

Results

Closed Production Cars, up to 1,000 c.c.: 1, P. B. Hopkirk (A35 Speedwell), 95.09 s.; 2, I. H. Titterton (A35 Speedwell), 97.90 s.; 3, F. A. Keane (896 DKW), 100.60 s.

Closed Production Cars, 1,000-1,500 c.c.: 1, J. R. Martin (1,489 Riley), 93.42 s.; 2, S. Moore (1,489 Riley), 94.50 s.

Closed Production Car, over 1,500 c.c.: E. D. McGuire (3,993 Jensen), 92.44 s.

Production Sports Cars, over 1,500 c.c.: 1, W. T. Bradshaw (1,971 A.C.-Bristol), 85.30 s.; 2, Reid (1,991 Triumph), 86.95 s.; 3, D. A. Henderson (1,991 Triumph), 88.64 s.

Open, other than racing and supercharged cars, up to 1,300 c.c.: 1, J. L. Crossle (1,172 Crossle-Ford), 82.30 s.; 2, F. A. Keane (896 DKW), 100.60 s. **Over 1,300 c.c.:** 1, M. Templeton (1,500 Lotus-Climax), 76.22 s.; 2, N. O'Flaherty (1,498 Porsche), 85.15 s.; 3, Lord Dunleath (1,496 Frazer-Nash) and W. T. Bradshaw (A.C.-Bristol), 85.30 s.

Open to all: 1, D. Boshier-Jones (1,098 Cooper-J.A.P.), 69.99 s.; 2, J. Berry (1,960 E.R.A. Spl. s/c), 73.97 s.

Open Handicap: 1, Lord Dunleath (1,496 Frazer-Nash), net time 63.30 s.; 2, F. A. Keane (896 DKW), 66.60 s.; 3, P. B. Hopkirk (A35 Speedwell), 67.09 s.

Handicap confined to Appen'ix "J" cars: 1, S. Moore (1,489 Riley), net time 69.5 s.; 2, W. E. T. Bradshaw (1,971 A.C.-Bristol), 73.3 s.

LIVERPOOL M.C.

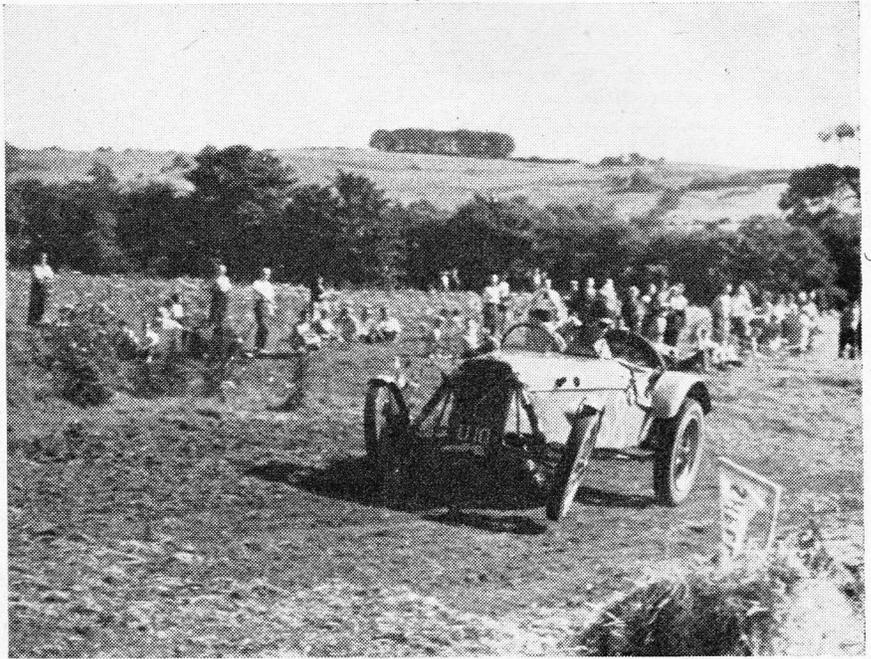
Driving Tests, 3rd August

Best Performance: T. A. God (Triumph TR3). **Best Closed Car:** A. H. Hill (Austin A35). **Best L.M.C. Member:** W. B. Holland (Triumph TR3). **Class Awards:** C. A. Pashley (Fiat); H. Foster (Ford Anglia); H. L. Livingston (Wolsley); I. Mantle (Berkeley); J. F. Livingston (Morgan). **Novice Award:** J. S. Berry (S.C.B. Spl.). **Team Award:** W. B. H. Hand, R. A. Gouldbourn and A. H. Hill.

WITH THE front wheels taking up the frightening angles usual on this car, "Fur" Coates lines up for a left-hander during his b.t.d. run at this popular event.

WHEN some 4,000-odd northern spectators regularly pay good money to see an Autocross, you can bet your life it's something quite out of the ordinary, because in that part of the world "folks like summat good for their brass"! It was your Northern Editor's first visit to the ninth Autocross meeting jointly organized by the B.A.R.C. (Yorks Centre), the East Yorkshire Sports Car Club and the Yorkshire Sports Car Club, and, quite frankly, it was an astonishing spectacle!

Take three large fields, use the first for spectator parking, complete with three taped entrance lanes worthy of any big race meeting, the second for members and officials, and the third for the "do itself", all this by the courtesy of Messrs. P. A. and M. L. Snowden (the latter competing with gusto) who not only made the course available, but also loaned all the straw bales required, together with large farm wagons to act as grand stands.



Yorkshire's Big Autocross

N. H. Coates Makes B.T.D. at Three-Club Event

The actual circuit, on good hard grass, ran straight and level for 200 yards then into a well-straw-baled, correctly banked, right-hander, then immediately came a climbing turn to the left, at the beginning of which the faster cars were bottoming with heart-rending sounds; next a short straight to an acute left-hand turn. Straight again for perhaps 100 yards to a sudden and disastrous three-foot drop which started a short sharp snake, consisting of well-cambered right, left, right turns closely guarded by encroaching straw bales. Then up a rough, one-in-six to a sharp right-hand turn where cars were airborne and side-

ways on all in the same movement; following this came a wide hairpin which rejoined the main start straight for the second lap.

Total distance measured some 880 yards to be lapped twice, each driver being allowed three runs, and as competitors were started at 25-sec. intervals, spectators were able to view four cars on the circuit at once. Yes, it did happen once and once only, *i.e.*, one car catching another, but a quick red flag and a re-run sorted that one out.

Class I. Touring cars up to 950 c.c.

This was virtually "all Ken Lee" who, driving a Speedwell A35, with a run in



Results

B.T.D.: N. H. Coates (N.H.C. ID), 1 m. 49.5 s.
Class 1. Touring Cars up to 950 c.c.: 1, K. N. Lee (A35), 2 m. 05.7 s.; 2, H. O. Holliday (Minor 1000); 3, J. H. Parkin (Dauphine). **Class 2. Touring Cars, 950-1,300 c.c.:** 1, J. Harrison (Anglia), 2 m. 03.4 s.; 2, A. J. Hodgett (VW); 3, G. R. Monkman (Fiat T.V.). **Class 3. Touring Cars, 1,300-1,900 c.c.:** 1, J. P. Boardman (Borgward), 2 m. 04.8 s.; 2, P. H. Dickinson (Consul); 3, G. L. Thompson (Minx). **Class 4. Touring Cars, unlimited:** 1, M. E. Marsh (Allard), 2 m. 0.4 s.; 2, E. D. Clark (Zephyr); 3, A. Richardson (Zephyr). **Class 5. Sports Cars, up to 1,500 c.c.:** 1, P. A. Hartley (M.G.A.), 2 m. 0.0 s.; 2, P. A. Richardson (M.G.A.); 3, A. Grayson (Rochdale Ford). **Class 6. Sports Cars, 1,500-2,700 c.c.:** 1, E. D. Clark (TR3), 1 m. 54.7 s.; 2, S. H. Newton (TR2); 3, T. T. Candlish (TR3). **Class 7. Sports Cars, unlimited:** 1, E. P. Ensell (C-type Jaguar), 1 m. 49.6 s.; 2, P. H. Dickinson (XK 150); 3, R. M. Bateman (R.M.B. ID). **Class 8. Non-Series Production Cars, up to 2,000 c.c., and Deltows:** 1, N. H. Coates (N.H.C. ID), 1 m. 49.5 s.; 2, R. J. Wilson (R.J.S.); 3, J. D. C. Collinge (Garford), 2 m. 00.7 s.

2 mins. 5.7 secs. was 2 secs. faster than H. O. Holliday (Minor 1000).

Class II. Touring cars, 950-1,300 c.c. Speeds slightly faster with John Harrison's Anglia assuming alarming angles to record 2 mins. 3.4 secs. to beat A. J. Hodgett's VW with 2 mins. 5.9 secs. and G. R. Monkman's Fiat TV in 2 mins. 6.4 secs.

Class III. Touring cars, 1,300-1,900 c.c.

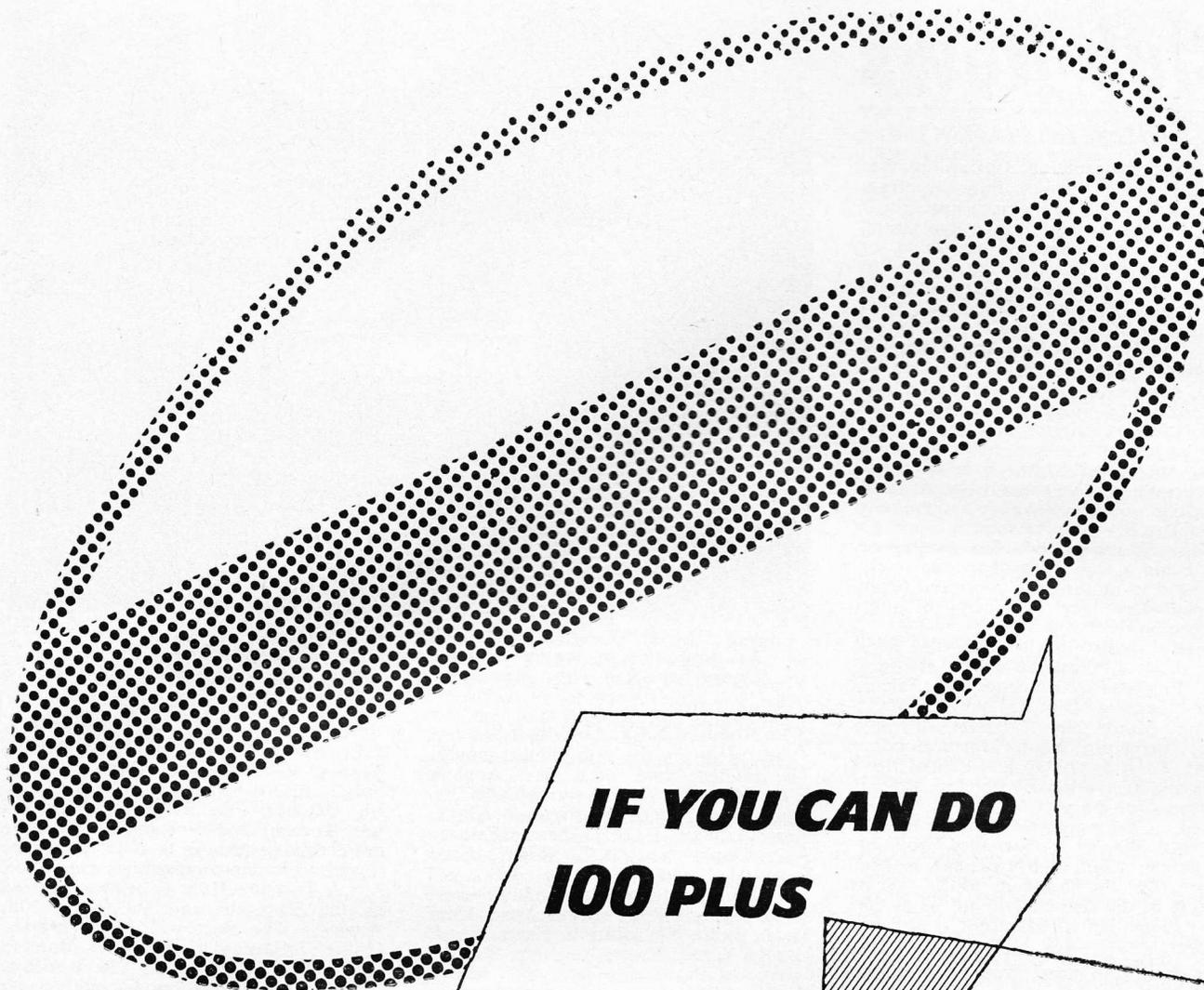
Here J. P. Boardman's well-known Borgward was just too fast with 2 mins. 4.8 secs. for P. H. Dickinson's Consul with 2 mins. 5.8 secs.; third was G. L. Thompson (Minx) with 2 mins. 8 secs.

Class IV. Touring cars unlimited. This brought out a gaggle of well-souped Zephyrs, a DS19 and an aged Allard tourer which, despite its looks, gained the day in the very capable hands of M. E. Marsh, time 2 mins. 0.4 sec., which just put paid to E. D. Clark (Zephyr) with 2 mins. 1.4 secs.

Class V. Sports cars up to 1,500 c.c. Contrary to expectations, times did

(Continued on page 247)

DIGGING the near-side front end of his XK 150 well into the soil, P. H. Dickinson nevertheless enjoyed himself and achieved second place in his class.



**IF YOU CAN DO
100 PLUS**

**THIS
IS YOUR TYRE**

It is a scientific fact that, above 85 m.p.h., the graphs of tyre temperature and stress rise with increasing steepness.

Pirelli designers have studied every aspect of this problem—especially when producing their supremely successful racing tyres.

The Pirelli Speed is a road tyre built to withstand all the stresses of fast cornering, hard braking and centrifugal force. Its distinctive tread pattern is scientifically calculated for the optimum combination of mileage, stability and safety, at a hundred plus.



PIRELLI

Speed

Club News

By MARTYN WATKINS

ANOTHER cancellation turned up last week—which makes three meetings this season which either have not or will not take place. This one is the closed **B.R.S.C.C.** race meeting scheduled to take place at Brands Hatch on 7th September. Unforeseen circumstances have caused it to be called off.

THE London Counties Association of Motor Clubs is now officially on again, thanks to the efforts of a bunch of Falcon M.C. people. Objects of the Association are "liaison and mutual consultation on all matters connected with motor sport and in the production of the calendar, and to present the views of the clubs to the R.A.C. Competitions Committee". Membership is open to any R.A.C. recognized club wishing to join, being a club other than one solely interested in motor-cycle sport and being accepted by the Council of the Association.

Briefly, these clubs include the Bedford Auto Enthusiasts' Club, Bedford M.C., English Electric, Stevenage, Falcon M.C., Jaguar D.C., London M.C., Mascot Motor Sports Club, Murphy M.C., Navigators' Club, North London E.C.C., Sporting O.D.C. and United Hospitals and University of London M.C.

Officers for the year have already been elected. Chairman is Mr. Tucker-Peake, with Mr. Warren as secretary (both of the Falcon Club) and treasurer is Mr. Lawson of the London M.C. Next meeting of the Association will be at the Red Lion Hotel, Hatfield, on 6th October.

CRY from the heart from the **Bristol M.C. and L.C.C.** The club wants to promote both a hill-climb and an auto-cross, and the only thing that is stopping them is that they don't know of anywhere in the district that they can do so. So if anyone does know of a suitable venue for either or both of these events, perhaps you'd get in touch with the club at Central Chambers, 8-16 Park Street, Bristol, 1.



NAVIGATOR'S NIGHTMARE—or please where do we go from here? No panic, though, for the Hillman and crew were competitors in the E. A. Denny "sporting rally" run by the Yorkshire S.C.C. and the Yorkshire centre of the B.A.R.C.

THE Romford E.C.C. hold their September Sprint on the 14th of next month. The invited clubs are: East Anglian M.C., M.G.C.C. (S.-E. centre), 750 C.C., West Essex C.C., Snetterton M.R.C., North London E.C.C., Thames Estuary A.C., Cambridge U.A.C., B.D.C., Ford Sports M.C. and Club Lotus. The event will be held at Snetterton and will start at 2.30 p.m. Regs may be had from M. A. Pratt, 57 Squirrels Heath Road, Harold Wood, Essex. . . . On the day before, 13th September, the **Motor Cycling Club** promote their sprint meeting. Clubs invited are the B.D.C., 750 M.C., M.M.E.C., Wood Green and D.M.C., Vintage M.C.C., Triumph Owners' M.C.C., Morgan Three Wheeler Club and the Bulldog M.C.C. This will take place at Wellesbourne Mountford, near Stratford-on-Avon. Regs are obtainable from A. B. Souther, 12 Vyner's Way, Ickenham, Middlesex. Entries

close 1st September. . . . The **Lothian C.C.** are holding a Festival Driving Trophy at the Waverly Market, Edinburgh, on 3rd September, at 7 p.m. On 5th October they stage their driving tests and on 2nd November they have more driving tests or a rally, yet to be organized by the competitions committee. . . . A Treasure Hunt is being organized by the **Shenstone and D.C.C.** on 30th August. The start will be at Messrs. Griffin's Garage Car Park, Marston Green, at 3.30 p.m. . . . The **B.A.R.C. (S.-E. centre)** are having a gymkhana at Stone Cross, near Eastbourne, on 24th August, at 2.30 p.m. . . . The **East Anglian M.C.** hold their Clacton Rally on 26th/27th September. The starts are from The Welsh Harp, Edgware Road, Rouncil Towers, Kenilworth, and Bury St. Edmunds. Regs may be had from E. S. Ridley, c/o 1 Out Northgate, Bury St. Edmunds. . . . The **Lancs and Cheshire C.C.** hold their Autumn Race Meeting at Oulton Park on 11th October. Regs may be had from E. N. Bloor, 33 Gilswood Road, Wythenshawe, Manchester 22. . . . The Scott-Brown Memorial Trophy meeting organized by the **Snetterton M.R.C.** will be held at Snetterton on 7th September. The event starts at 2 p.m. Invited clubs are the B.A.R.C., B.R.S.C.C., Club Lotus and E.C.M.C. Regs may be had from Oliver Sear, Old Buckenham Hall, Attleborough, Norfolk. Entries close on 26th August. . . . The **South Wales A.C.** stage their Castel Hill-Climb, near Maesteg, on 21st September. Regs may be had from Maberly L. Parker, Fairacre, Cardiff Road, Llandaff, Cardiff. . . . John Gott will recount his experiences in the 1958 Alpine Rally to the **North London E.C.C.** at 8.30 p.m. on 22nd August at the East Herts County Club, Hall Lane, Watford Way, Hendon, N.W.4. Chris Tooley will also show colour slides of this event. The evening's entertainment begins at 8 p.m. with dancing. Admission is free. . . . The **Liverpool M.C.'s** Jeans Rally will be held on 6th/7th September. Invited

Coming Attractions

August 23rd. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

August 24th. Portuguese Grand Prix (F1, F2).

Vintage Sports Car Club Hill-Climb, Prescott, near Cheltenham, Gloucestershire. Start, 1.45 p.m.

Thames Estuary A.C. Hill-Climb, Stapleford, near Chigwell, Essex.

August 30th. B.R.S.C.C. International Race Meeting, Brands Hatch, near Farningham, Kent (F1, F2, S).

Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 1.30 p.m.

Midland A.C. Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

Sussex C. and M.C.C. Inter-club Driving Tests, Goodwood Circuit, near Chichester, Sussex. Start, 12 noon.

September 6th. Brighton and Hove M.C. National Speed Trials, Madeira Drive, Brighton, Sussex. Start, 9.30 a.m.

Sinbac Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

September 7th. Italian Grand Prix. Snetterton M.R.C. Scott-Brown Memorial Trophy Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Bentley D.C. Hill-Climb, Firle, near Lewes, Sussex.

B.A.R.C. Hill-Climb, Brunton, near Collingbourne Ducis, Wiltshire.

Oxford M.C./Southsea M.C./Chiltern C.C./Singer O.C. Hill-Climb, Harleford, near Marlow, Bucks.

clubs are: Airedale and Pennine M.C.C., Blackpool and Fylde M.C., Bolton-le-Moors C.C., B.A.R.C., Broughton-Bretton M.C., Chester M.C., Cumberland S.C.C., Darlington and D.M.C., De Lacey M.C. of Pontefract, East Yorkshire C.C., Fylde M.S.G., Furness and D.M.C., Glossop and D.M.C., Hagley and D.L.C.C., Hants and Berks M.C., Jaguar Drivers' Club, Kirkby Lonsdale M.C., Knowledale C.C., Lancashire A.C., Lancashire and Cheshire C.C., London M.C., Ltd., Morecambe C.C., Manchester U.M.C., M.G.C.C., Mid-Cheshire M.C., Middlesbrough and D.M.C., Midland A.C., North Midland M.C., North Staffordshire M.C., North Wales C.C., Nottingham S.C.C., Rhyl and D.M.C., Riley M.C., R.A.F. Assn. M.C., Sheffield and Hallamshire M.C., Southport M.C., Sunbac, Warrington and D.M.C., West Cumberland M.C., Westmorland M.C., Wirral 100 M.C., Wolverhampton and S. Staffs. M.C., Yorkshire S.C.C., Welsh Counties M.C. and West Lancashire M.C. The three starting points will be the Municipal Car Park, Victoria Street, Liverpool, De Lacey Motor Club H.Q., Ferrybridge, and the Jungle Café, at Kendal (Shap), on the A.6. Regs may be had from P. D. Torpey, 54 Eshe Road North, Blundellsands, Liverpool 23. . . . The **Pathfinders and Derby M.C.** are holding the Midland Rally on 20th/21st September. The event will start at 10 p.m. at the Green Man Garage, Ashbourne. Regs may be had from J. W. E. Jordan, Higherlands, Repton, Derby.

Yorkshire Autocross—continued

not vastly improve, fastest being P. A. Hartley's M.G.A in 2 mins. against P. A. Richardson, similarly mounted, with 2 mins. 0.8 sec.

Class VI. Sports cars, 1,500-2,700 c.c. Down came the times with a bump when E. D. Clark (TR3) and S. H. Newton (TR2) with times of 1 min. 54.7 secs. and 1 min. 54.8 secs. really raised the average!

Class VII. Sports cars unlimited. Although under-subscribed, this produced some fine driving when E. D. Ensoll in a C-type Jaguar produced a fantastic 1 min. 49.7 secs. (of which more anon) and in second spot P. H. Dickinson in an XK 150 an astonishing 1 min. 53.3 secs.

Class VIII. Non-series production cars up to 2,000 c.c. and Dellow.

This last class produced the day's best! And how the crowd loved it! The entry consisted of nine trials specials and one Dellow which, strange to say, did not figure. The stars were Roland Wilson (R.J.S.) and Norman (Fur) Coates (N.H.C.2). For the first two runs it was Wilson with runs showing an improvement of 0.4 and 0.5 sec., his best being 1 min. 51.6 secs., which looked "good enough".

The course, which was cutting up, was at its worst for the third runs, for, with clouds of dust and flying earth heralding every car, conditions seemed impossible, but down came the times when, lo and behold, in Class VII, Ensoll on his third run with the C-type knocked the all-time record for a Burton with a magnificent 1 min. 49.6 secs. in a car deemed by the informed totally unsuitable, and how! This really put the cat among the pigeons. Coates went first, and, trying all he knew, with the little car airborne half the time, and the driver

most of it, turned, slid, twisted and flew to the extent of a fantastic time of 1 min. 49.5 secs. and, as it turned out, B.T.D., a really wonderful effort! Wilson, unfortunately delayed by false starts, try as he could, could not better 1 min. 50.9 secs.: hard luck and a good try! So it ended, a day to remember with glorious sunshine, first rate organization and a deal of friendly good-humoured rivalry.

FRANCIS PENN.

Reventlow Project—continued

serious attempt to build European-style machines since Briggs Cunningham created his cars: In American events, there should be some pretty fierce competition between the Scarabs and the Lister-Chevrolets sponsored by Carroll Shelby.

If enthusiasm means anything, Lance Reventlow and his associates are going the right way. Since G.M. have abandoned the interesting Corvette "space-frame" machine, the road is wide open for an all-American sports-racing car which may bring prestige to U.S.A. automobile engineering. Detroit appears to be uninterested, so as so often happened in the past, enterprise is left entirely to a privately owned concern.

Anyway AUTOSPORT wishes all the best to the Scarab and its descendants, and hopes to see the marquee in Europe for the 1959 series of International sports-car races!

G.P. Racing—continued

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

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

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

men of practically comparable skill. Yet even the greatest drivers can, and do, commit errors of judgment; that is the human element.

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

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

ILKLEY RALLY

HARD KNOTT and Wrynose passes, the Yorkshire Dales and the North Yorkshire Moors were all included in the 330-mile road section of the Ilkley and District Motor Club's "Ilkley Rally" held on Saturday night and Sunday, 16th-17th August.

The rally started and finished at Ilkley and attracted an entry of 36, 33 of whom actually left the start line. Twelve and a quarter hours later, only 25 drivers finished the course.

The rally included a lot of long road sections and few marks were lost on the general route. A special navigation section indicated by a long string of map references and timed to the nearest minute with secret time checks caught out everyone and the first 10 places were taken by drivers who lost marks only on this section.

The route lay from Ilkley to the North-East of Yorkshire through Rose-dale Abbey to a rest halt at Croft. The later stages ran through the Northern dales to the Lake District and then over Ulpha Fell towards the Newby Bridge area and the East to Ilkley.

P. C.

Provisional Results

Best Performance (tie): M. Grass (Wolsey 4/44) and P. C. Byrom (Morris Minor 1000), 10 marks lost. **Navigators' awards:** K. Pollard and R. P. Lichtensteger.

Up to 1,200 c.c.: M. Pickersgill (Renault Dauphine), 20. **1,200-1,900. c.c. (tie):** D. J. O'Connor (Riley 1.5) and A. Silcox (Commer van), 80. **Best over 1,900 c.c.:** B. R. Waddilove (Jaguar 3.4), 30.

First Class Awards: R. D. Fenwick (Morris 1000), 40; A. P. Wiles (Ford Anglia), 40; G. Bowes (Triumph TR2), 60; I. Broadbent (Hillman Minx), 90. **Team Award:** S. E. Richardson (Anglia), J. J. Blackburn (Sunbeam) and R. D. Fenwick—"The Wold'uns".

Recent Results

M.G. CAR CLUB (NORTH-WEST CENTRE)
Chelford Gymkhana, 10th August

Best Performance of the Day: R. H. F. Jones/ Miss M. Meacham (M.G. TD).

Concours: B.M.C. Open Cars, R. H. F. Jones (M.G. TD); M.M.C. Closed Cars: Mrs. A. Holt (M.G. Magnette); **Other Makes:** H. Clarke (Rover).

Ensemble: Closed, J. Mayson/Mrs. R. Mayson (Aston Martin DB2/4); Open, R. H. F. Jones/ Miss M. Meacham (M.G. TD).

Treasure Hunt: 1, J. H. Brooks (Morris Minor 1000); 2, J. H. Brownlow (M.G. TD); 3, R. C. Povise (Metropolitan).

Driving Test: Open, P. W. D. Smith (M.G.A.); Closed, J. Mitchell (Austin A55).

No Grumbles About This "Grouse"

A First-Class Scottish Rally

By Aeneas

ONE of the most interesting events on the Scottish rally calendar is the 55 Car Club's annual Grouse Rally. This year's concoction was no exception as, from the time competitors left Dundee's Riverside Drive on late Saturday evening until they arrived at Blairgowrie around Sunday noon they didn't have time to weary. The "Grouse" covered almost 400 miles in about 13 hours, it was all done on red or yellow roads on four ordnance maps, the general average was 30 miles an hour and there were no mathematical exercises or problems in ballistics among the route sheets. On the face of it, in fact, the Grouse Rally looked fairly straightforward but, actually, it proved to be so well integrated and had its time controls so cunningly located that no one was clean on the road. A remarkable thing about the event was the fact that a great number of the entry lost marks for early arrival at controls and even the experts, with Haldas and the usual calculating devices, seemed to be very much at a loss.

Winners of the rally were Charles Paterson and Stewart Sloan in their M.G. Magnette and there is little doubt that the combination of Paterson's driving and Sloan's navigation is becoming a thorn in the flesh of Bob Macpherson and Ninian Paterson for Bob is well in the running for the Scottish Rally Championship, while Ninian, the existing Champion, may have gone off form recently but, as there are still four "counters" to take place he may yet come into his own. But on the form shown by Charles Paterson in the Grouse Rally he will have to go some, for Charles only lost 160 marks in the general classification and the nearest approach to his performance was that of Hardie Brown, in a Riley, who lost 308 and had the benefit of being a farmer in the area and given to using some of the byways in his own search for rally routes as an organizer in the Dunfermline Car Club.

However, that's by the way, the seven sections of the route meant some fairly hard motoring but incidents were remarkably few. Young D. J. Robertson found his Austin A90 a bit of a handful on some of the narrow roads that were used and he finally bounced it off a

bank. This was detrimental to its future description in the second-hand car market but wasn't injurious to the crew. The Ford Anglia driven by D. C. Watt was also among the retirements after bouncing off not one bank but two and one of our recollections of this event will always be the look on the face of the navigator of J. B. Stewart's Morris Minor when he heard that the car was bent and the occupants unharmed. His chagrin was caused by the fact that the car was his and it had only been after a great deal of cajoling that he had allowed his brother to borrow it for the occasion. Bill Duff, who is coming on apace in his Renault, did very well in the event. He didn't bag a grouse but he did capture himself a hare and then during a phenomenal spot of cornering he lost hare, spare wheel and roof rack. Needless to state he made immediate plans for recovery and deposited the roof rack behind a hedge. If he misses the spot of its location at first search he reckons the smell from the hare will duly assist him in his search!

Certainly the event covered some little-used territory and although the night and the succeeding day were fine there was little traffic on the roads and no one could have been incommoded. Spots like Kingsmuir, Dunnichan, Oathlaw, Monikie, Auchenblae, Marykirk and Noranside show that the rally travelled through some very quiet country indeed and, even at a coffee halt in Kirriemuir and the breakfast stop in St. Cyrus, competitors were considerate and thoughtful of other road users and inhabitants which all adds to the good name of our sport. The organization reflects much credit on Joe Franchi, who was responsible for most of the route, and a bunch of courteous and friendly marshals. At controls and at the driving test they did their job in a most pleasant and efficient manner. The driving test—a lovely downhill forward into a limited stop and then reverse back round a bend ere going smartly back to the finish effort—was run without fuss and was done with terrific éclat by Ron Dalglish in his Triumph. Bob Crawford going through the motions very rapidly indeed was unlucky enough to overshoot a line in his Rapier and Ninian Paterson did the same with his M.G.A. Jumping out of

reverse put paid to nice drives by Ian Calderwood (M.G.) and Bob Hillman (Hillman) but Sandy Morrison took things gently and finished up by being a good deal faster than he looked in his M.G. TF.

Adding to a first class event was the rapid production of results by Ray Caird and his assistants for, before the last car had been in an hour and while the competitors were having lunch, the scoreboard went up.

Results

Best Performance: C. B. Paterson (M.G. Magnette); 2, J. H. Brown (Riley); 3, W. L. Morrison (M.G. Magnette).

Class Winners. Touring Cars, 1,300 c.c. and under: A. R. Davidson (Morris). 1,301 c.c. and over: C. B. Paterson (M.G. Magnette). **Modified Touring Cars, Grand Touring and Specials:** J. McM. Innes (Standard).

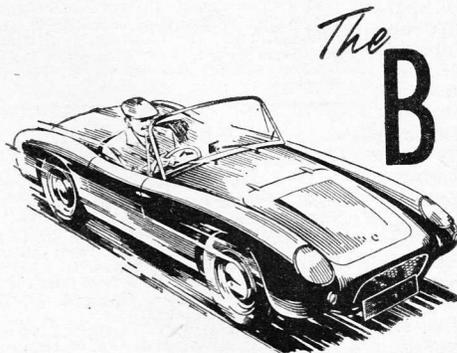
Taunton—continued

dead, Harold Tilzey did havoc with the marker drums, and several people showed their undercars to the crowd. Second spot went to Tom Pascoe's Porsche with 130 secs. flat.

The specials class brought forth some interesting machinery, notably that spidery-looking Ford of Peter Cooper's, which went like a bomb with 126.6. B. G. Higgins' Invicta slid about, and looked a fierce machine, during a scrap with Bater's Dellow, in which there echoed a startling "scrunch" as the cars contacted in the midst of a dust cloud. R. M. Stokes overcooked the hairpin, and neatly rolled his Dellow over and back again, without personal hurt. John Buncombe's Dellow was blown, and made a lovely noise. J. M. Burry's Lilfo and D. Bruce's Ford went at it hammer and tongs, and practically dead-heated. Right at the end, A. M. Park quietly circulated in 126.2, which netted him class victory.

Out of 11 invited Clubs, the team award went to West Hants & Dorset C.C., who took five classes and B.T.D. Those not in the money took away large quantities of red dust, and the memory of a very good afternoon's sport.

A. HOLLISTER.



The **BERKELEY** 

is going places

fast

BERKELEY CARS LIMITED · BIGGLESWADE · BEDS

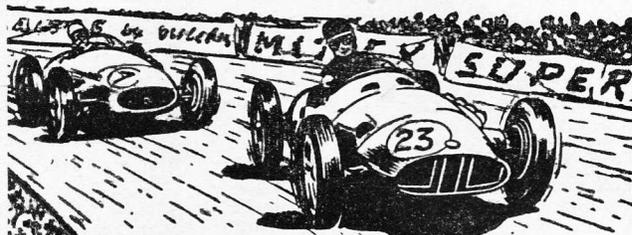
The Trailblazers

by T. R. NICHOLSON

"Fifty years ago motorcars took second place to horse or camel for transcontinental journeying except where railways had been laid. T. R. Nicholson describes nine different transcontinental excursions by motorcar during the early 1900's. Judged by modern standards, it seems remarkable that so many of the cars used in these adventures were wrecked in ditches, overturned, or sank into river beds, yet could be recovered, straightened, repaired at the roadside, and driven on. Readers will be grateful to the author for his painstaking research." MAURICE SMITH (Editor of *Autorcar*), *Evening Standard*. "Related in full, enthralling detail by the author of *Adventurer's Road*. Covering as it does a completely different field of motoring activity to that of racing, so extensively chronicled, it comes absolutely fresh and wholly fascinating to the reader." *Motoring News*.

192 pages 20 pages illus. 4 maps 21/- net

CASSELL



KENTISH HUNDRED INTERNATIONAL MEETING

Organised by the British Racing and Sports Car Club.

Entries include:

**STIRLING MOSS
M. TRINTIGNANT
HARRY SCHELL
JACK BRABHAM
ROY SALVADORI
S. LEWIS-EVANS
ETC.**

ADMISSION: 6/-; Children 2/-;
Car Park 10/-; Combinations 5/-;
Motor Cycles 2/6.

Advance bookings: Covered stands
26/- (including admission) children
22/-, plus car park at above prices
from Brands Hatch Circuit, Fawkham,
Kent. Tel.: West Ash 331

BRANDS HATCH

A20 ROUTE
Nr. FARNINGHAM, KENT

**SATURDAY
AUGUST 30TH
11 A.M.**

the pigswisker

for families
at leisure

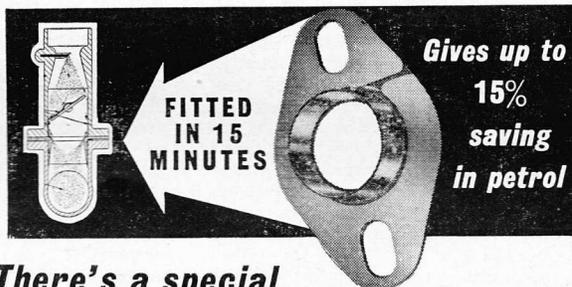


The original heavy-knit sweater. **FOR MEN AND WOMEN**, with crew neck or shawl collar, 5-6 gns. In canary, navy, romany green, saxe blue, strawberry, breton red, scarlet, fawn, grey, off-white, black. **FOR CHILDREN**, with crew neck, approx. 54/6d. In canary, navy, scarlet, saxe blue, fawn.

*Make sure it is a genuine
Pigswisker—look for this mark.

ALLEN SOLLY

ARNOLD · NOTTINGHAM



**There's a special
MOTORTUNE GM MANIFOLD MODIFIER
scientifically designed for your car**

Getting an equal supply of atomised mixture to each cylinder of an engine is an extremely difficult problem, and it is only practicable to provide a compromise in the case of most standard production cars. Nevertheless, this compromise can be improved on, and your engine's efficiency improved in terms of performance and fuel consumption. The scientific principle of the Motortune GM Manifold Modifier is fully explained in a leaflet, which is yours for the asking. Fitted easily, it costs only 20/- to 30/-, depending on your carburettor size. No moving or wearing parts.

**Unique and genuine GUARANTEE
— full money back if dissatisfied**

Fit a modifier, and if your consumption, acceleration, tick-over, cold-starting, and engine performance are not considerably improved, return it with the written guarantee for full refund. (NOTE: The modifier will not repair your engine—it can only improve it).

Please send details of the MOTORTUNE GM MANIFOLD MODIFIER

NAME

ADDRESS

MAKE, YEAR AND MODEL OF CAR

Post to MOTORTUNE LTD., Jay Mews, Kensington Gore, London, S.W.7
A.228

HOW IT LOOKS—the prototype wood-bodied sports car, built by Mr. Austin Farrar, of the Wolverstone Shipyard, Ltd., Ipswich. It was seen at a Snetterton sprint earlier this year.

THIS wooden car body is not "just another special" but a serious attempt to utilize well-tried boat-building practice developed during the past 10 years to solve some of the problems of the present-day coach builder.

The prototype is a sports car, powered by a tuned Standard Ten engine in a special chassis by W. J. Coe, Ltd., of Ipswich. In addition to the engine, the transmission, steering and suspension are all Standard Ten, although the springing has been adjusted to suit a total weight of about half that of the Standard.

The wooden construction is, however, not limited to open sports cars, and already plans are in hand for a two-seater coupé employing the same chassis and power unit, the lower part of the



A Laminated Wood Car Body

body being made on the same mould.

There is no attempt to compete with the mass-production car body fabricated from numerous steel pressings; but to do the same job as the limited production coach-built bodies which are still made of beaten aluminium or steel shells supported on a wooden or tubular framework.

A good deal has been heard recently of the use of fibreglass in this application on account of its great strength-to-weight ratio; but the strength of fibreglass is largely tensile and in order to get sufficient stiffness it tends to be rather heavy and consequently costly. In addition the moulds required for fibreglass are themselves rather costly.

The form of construction known as "moulded plywood" or "cold-moulded" has become increasingly popular in small boat construction since the introduction of synthetic resin adhesives which are not only waterproof but proof also against biological attack. In boat building it has made possible hulls without ribs or frames, easier to maintain and combining great strength with lightness to such an extent that the conventional clinker-built dinghy is fast going out of favour. The mould required is a relatively simple affair with sections spaced

about one foot apart and covered with an openwork of battens and this can be used many times without damage.

The method of construction consists of laying over the mould diagonally, strips of thin veneer of a suitable hardwood. These are temporarily tacked in place with staples and a second skin is laid over the first at an angle, the planks being tailored to fit edge-to-edge to allow for any double curvature. These planks are then lifted and glued to the first skin, being held in place with staples driven through the first skin into the mould. When the glue has set, which may be a few hours or overnight according to the speed of hardener used with the glue, the holding staples are withdrawn and any excess of glue is sanded off to give a smooth surface. A third skin is then fitted and glued in place with the planks lying at an angle to the first and second skins and, when the glue holding this has set and the staples removed, it can be sanded down to a fine finish and painted.

The limitations on shape of moulded construction are not serious. It is an advantage not to have very small radii, either convex or concave, but chines or sharp or rounded edges can be dealt with easily. There is no limitation on

double curvature; and in fact its use helps to give stiffness.

In this prototype example the shell of the car body has been treated as far as possible as a boat and the mould was planked all over. The resulting shell taken off the mould in a single piece and stiffening introduced where necessary before cutting openings for bonnet, spare wheel, doors and cockpit.

In this example full advantage has been taken of the stiffness given by curved shapes to reduce the weight; and the skin thickness where the curves are fairly sharp is only $\frac{1}{8}$ in. but this is increased to $\frac{3}{8}$ in. where there are large flattish areas such as the sides of the car and the top of the bonnet and boot. The result of this is that considerable pressure with the hand produces only the slightest deflection of any part of the body. This means that a "parking bump" which makes a deep dent in a metal body would have no effect at all beyond a scratch in the paintwork.

One of the great advantages of moulded construction is the stiffness and strength of a body so built combined with very light weight. This is because the skin itself is stress-bearing and can be varied in thickness according to the loads it has to carry and additional stiffening can be introduced where needed without complicated structure.

This article originally appeared in the magazine of J. Giltsten and Son, Ltd., hardwood and veneer producers and distributors, to whom we are grateful.

Come and see the New Twin-Cam M.G.A.

at University!

107 b.h.p. at 6,500 r.p.m. . . . from rest to 100 m.p.h. with breath-taking acceleration . . . Maximum speed in excess of 110 m.p.h.—this superlative performance put up by the M.G.A. with the new 1,589 c.c. twin overhead camshaft engine. Latest type Dunlop disc brakes on all four wheels add extra safety to extra speed. Come today and see the phenomenal Twin-Cam M.G.A. at University Motors!

Hire purchase and part exchange.

UNIVERSITY MOTORS LIMITED

Sales: Stratton House, 80 Piccadilly, W.1.

Service: 7 Hertford Street, London, W.1.

Telephone: GROsvenor 4141.



Sole London
M.G. Distributors

Safety first!



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.

ACE-BRISTOL, genuine as new, low mileage specimen. Never driven fast or in competition, £1,699. Another, full 140 b.h.p., tuned, discs, unmarked, 8,500 miles, £1,795. Both taxed and guaranteed.—Below.

A.C. ACE and A.C. ACECA, examples of both in stock, from £895. Rudds, the leading A.C. distributors, offer demonstrations of any model at your address by arrangement. Exchanges, Terms, Literature.—41 High Street, Worthing 7773-4.

ACECA-BRISTOL, 1955, head overhauled at Bristol, engine overhauled, new clutch, £1,300.—Hosking, 37 Canning Place, Liverpool. Phone: Royal 6889.

A.C. SPORTS, 1934, triple carbs, dual exhaust, suit enthusiast.—Box 2854.

1948 A.C. sports saloon, recon. engine, excel. cond., £350 o.n.o. Terms arranged.—"Worth", Cottes Way, Hill Head, Hants. Stubbington 7085.

1946 A.C. drophead foursome coupé, perfect mechanical condition. Replaced engine five months ago, excellent tyres. Owner gone abroad. Bargain £295.—Apply Manager, Callens Garage, North Street, Horsham, Sussex. Tel.: Horsham 4079.

ACE-BRISTOL

ACE-BRISTOL. Undoubtedly the fastest in the country. First at Goodwood and placed six times this season. Has been maintained regardless of cost and is now offered for sale completely overhauled and road equipped. Discs, specially tuned motor, colour blue, in perfect condition throughout. Price £1,450.—Whiteaway, Parklands Place, Merrow Guildford 68787.

ALLARD

ALLARD (1948) 71K sports 2-seater. Specimen condition throughout, faultless mechanically. Recent replacement engine and complete chassis overhaul. Immaculate B.R.G. Nearly new weather equipment and tyres. £295.—Fletcher, 43 Park Lane, Whitefield, Lancs. Whitefield 2000.

DROPHEAD FOURSOME. Outstanding example M type, countless extras. £245. Terms. Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BELgravia 3711.

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

1951 ALLARD P.1 saloon, recently fitted reconditioned engine. Sound car. Nearest £260.—Hudson, 64 Headingley Lane, Leeds 6.

ALVIS

ALVIS Crested Eagle sports saloon, mechanically excellent, attractive appearance. Taxed. £80.—W. S. Bader, Alma Road Garage, St. Albans 57771.

ASTON-MARTIN

ASTON MARTIN, May 1953, Vantage engine, 15,000 miles, black/red, silver wheels, no competitors. One of last five made and undoubtedly finest in existence anywhere. £1,175.—Contact Archers Garage, Shirley, Solihull, Warwickshire.

1953 ASTON MARTIN DB2/4, grey, one owner, exceptional condition. £1,225.—G. E. Harper, Ltd., London Road, Stevenage. Tel.: Stevenage 700-1.

AUSTIN

FAST 750 SPECIAL—excellent condition. Many spares. £120 o.n.o. H.P. arranged.—Phone HOUNslow 5362.

FOR SALE.—A35 Van, only 3,000 miles, unmarked, guaranteed as brand new. Blue, blue seats, sunvisors, £400. Speedwell suspension conversion available, fitted if desired.—Miss Haig, Kingshouse, Tillington, Petworth. £50, "ALEXANDER" engine, exhaust and suspension conversion for A35 (including fitting).—Full particulars from Richards of Boreham, nr. Chelmsford, Essex. (Phone: Boreham 271). Distributors of all "Alexander conversions" for Essex.

AUSTIN-HEALEY

AUSTIN-HEALEY, green, Oct. 1955, genuine 22,000 miles, luggage grid, heater, Michelin tyres. £675.—Bays, Temple Bar 6491, evenings Walton-on-Thames 2750.

AUSTIN-HEALEY Sprite, 1958 (June), 2,000 miles, heater and many extras. As new. £715 or exchange.—Elliott, Kingsley Road, Bideford. Phone 744.

1955 AUSTIN-HEALEY, red, well above average condition. £595.—G. E. Harper, Ltd., London Road, Stevenage. Tel.: Stevenage 700-1.

1954 AUSTIN-HEALEY, red, radio, heater, 4-speed gearbox, twin spots, badge bar, etc. Bargain, £585.—Kings Langley 2492 (evenings).

1954 AUSTIN-HEALEY, ice blue, 25,000 miles genuine, immaculate condition throughout, many extras. £545.—Tel.: Brentwood 2219.

BEDFORD

ESPECIALLY BUILT on Bedford chassis. Four-berth, two compartments with separate compartment for cooking and refrigeration. Fitted with Calor gas stove and refrigerator. Tables fitted in floor, mirror, chest of drawers and wardrobe. Sliding doors between each compartment. Water pump to pick up from ground level. 12 volt Tiny Tim lighting plant, fitted inside. This vehicle is beautifully kept and fitted out. £675. Almost anything taken in part exchange.—Write King's Motors (Oxford), Ltd., New Road, Oxford. Tel. 48458-9.

BENTLEY

BENTLEY 2-seater 4½-litre, rebuilt 1948, engine overhauled, Speed Six brakes and axle, top speed 110 m.p.h. £350.—MAIda Vale 5370.

BERKELEY

BERKELEY distributors (Surrey). Immediate delivery 492 c.c. now in stock, also 1957 328 demonstration model, 4,000 miles only, latest mods. £435.—Surrey Car Co., 44 Richmond Road, Kingston-on-Thames. KINGston 6340-7660.

BOND

FOR THE MOST COMPREHENSIVE selection of used three-wheelers in the country writes to King's Motors, New Road, Oxford. We stock 50 new and second hand models for immediate delivery. Hire Purchase available on every vehicle. Motor-cycles, scooters, cars and combinations taken in part exchange. 48 hours by post or 15 minutes in our showrooms. No references or guarantors.—King's Motors, New Road, Oxford. Tel. 48458-9.

B.S.A.

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

BUCKLER

1953 BUCKLER, recon. engine 100 miles, full delivery at Aquaplane, M.G. gearbox, all-enveloping body. £360.—10 Blackthorne Grove, Bexleyheath, Kent.

ELVA

ELVA-CLIMAX, March, 1958, 1,100 c.c. sports/racing car. Climax engine, 89 b.h.p., perfect condition. Full appendix C mods. Beautiful car, any offers, exchanges considered.—Chris Bristow, Luxury Cars Garage, 186 Atkins Road, London, S.W.4. TULse Hill 1051.

FORD

1955 IMMACULATE FORD Zephyr convertible, power-operated hood, two-tone, fitted numerous extras including Raymond May's two carb conversion, alloy head, Laycock de Normanville overdrive, rad. blind, twin Lucas spots, seat covers, windscreen washers, Continental type spare wheel extension, extra floor mats, wing mirrors. Tyres as new, Rimbellishers. A beautiful car throughout. Offers around £625. H.P. terms available.—Jack Kendall (Boreham Wood), Ltd., Whitehouse Avenue, Boreham Wood, Herts. ELStree 3413.

FRAZER-NASH/B.M.W.

FRAZER-NASH/BMW, 1938 model, type 328 sports 2-seater coupé. Excellent condition. £375 o.n.o.—Garland, 41 Sussex Street, S.W.1, or Phone VICToria 6151, Ext. 4.

GOGGOMOBIL

BUY YOUR GOGGO from Main Distributors London and Middlesex. New and used Goggomobils for immediate delivery. Spares and Service.—Mansell & Fisher, 93-95 Old Brompton Road, London, S.W.7. KNIGHtsbridge 7705.

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

1957 GOGGOMOBIL saloon, sunroof, heater, faultless. £365.—Hampstead 6632, 6 p.m.

HEALEY

HEALEY 2.4, 1949 (1955 streamlined metal body), 2-seater sports conv., paintwork immaculate, engine excellent, A.A. test invited. Any trial. £395.—Call after 6 p.m., or w/e., Caravan, 2 Northcourt Road, Abingdon, Berks.

JAGUAR

C TYPE JAGUAR, 9.1 comp. ratio, engine just reconditioned, new crankshaft, lead bronze bearings, oil pump, timing chains, piston rings, valves, springs, etc. New radiator, clutch and back axle, completely rewired, resprayed and reupholstered. £1,025.—W. M. B. Smith, Footscray 5200.

1957 (OCTOBER) JAGUAR XK 150 fixed head coupé, special equipment model, overdrive, one owner, British Racing Green, supplied, maintained and serviced by distributors since new, Michelin X tyres. £1,775.—MacVitie, Malvern. Tel.: 300.

(continued overleaf)

OFFICIAL  STOCKIST

PARADE MOTORS (MITCHAM) LIMITED OFFER

1956 M.G.A. White/black tonneau, etc. £755

1954 M.G. TF. Red/red. Absolutely immaculate throughout. £595

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

1953 M.G. TD. Black/beige tonneau, etc. £495

1953 M.G. TD. Cream and red, excellent condition throughout. £485

1951 M.G. T.D. Black and red, beautiful condition, many extras. £455

1951 M.G. TD. Red/beige, many extras. £450

1948 M.G. TC. Green/green, full tonneau cover, luggage carrier, etc. £360

1947 M.G. TC. Black/beige, new hood. £315

1946 M.G. TC. Special body. £299

1946 M.G. TC. Green and beige, new hood £285

1938 M.G. TA. Excellent condition throughout. £240

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 — PERFECT — ANGLIA
From £2 - 15 - 0 a day

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

LAMBRETTA HIRE SERVICE LTD.
221-227 & 233 THE BROADWAY, WIMBLEDON, S.W.19

CHerrywood 3241/2/3
and 32 MONARCH PARADE, MITCHAM

BE INDEPENDENT!

The advantages of well-designed independent suspension to all four wheels of the modern car are not apparent by casual demonstration under normal conditions of daily use, it's only by driving a good distance, preferably over roads you know well, that its inherent safety factor becomes an essential part of your own motoring requirements.

Yes, we know that the general impression is that this "luxury" involves a heavy capital expenditure, but we respectfully draw your attention to the fact that the little Dauphine now retailing at only £759 inclusive has rapidly made inroads into world markets, partly because of its tenacious grip while this standard asset has been further enhanced by simple and inexpensive modifications carried out in our workshops in the light of our extensive road racing experience.

We have a demonstrator fitted with lowered suspension and high geared steering, plus an engine tune-up kit which allows for speeds of 85 m.p.h. and acceleration rates of 0-60 in 16 secs. This car, capable of keeping close company with almost any other irrespective of price on English roads, is available to prospective customers on a self-drive basis which places you under no obligation to buy. Subsequent purchasers have hire fees refunded. Why not prove the point before buying your next car? Road test reports, modification kits, leaflets and catalogues sent by return. Demonstrations at your address by arrangement.

K. N. RUDD LTD.

41 HIGH STREET,
WORTHING, SUSSEX

Tel.: Worthing 7773/4

Automobile Distributors.

NEW and USED
DAUPHINES IN STOCK.

SPEEDWELL GARAGE



STOP PRESS

The new roll bar for 1.5
Riley and 1500 Wolesley
now available.

Available for immediate delivery New
SPEEDWELL AUSTIN A.35. Fully guaranteed,
taxed, registered and modified to
Stage II with heater. £690

New HEALEY SPRITE, Speedwell modified
to Stage II. Heater, rev. counter,
laminated screen, etc.

RENAULT "DAUPHINE" in stock
£758 17s

1936 4½ BENTLEY Saloon, mechanically
perfect and immaculate. £450

TUNING AND RACE PREPARATION
ROLLS AND BENTLEY SPECIALISTS

SPEEDWELL GARAGE

HIGH ST., WHITTON, TWICKENHAM, MIDD.

Telephone: POPesgrove 3770

Classified Advertisements—continued

JOWETT

1952 JOWETT Jupiter, excellent condition,
many extras. Nearest £360.—Coppull 300.

LOTUS

ECURIE WHITE ROSE 1958 LOTUS-CLIMAX
MK. XI, Series II 1100 Stage II Climax (five
bearing cams). Total mileage under 800. Spares
include crank, rods, pistons, water pump, head and
gearbox, etc. Owner, owing to business commitments,
cannot finish latter part of season. The lot
£1,250.—Burgess, The White House, Acklam,
Middlesbrough. Phone: 89476, office 3981.

LOTUS ELEVEN, Lc Mans, Series I, ex-Alan
Stacey, Appendix C, Stage I and II cams, 4.2
and 4.5 axles. All in excellent condition. £900.—
D. Pasterfield, Stanford-le-Hope 3224.

LOTUS MK. VI, 1172 Formula, no snags, attractive
appearance, fast. Quick sale essential.
£400 o.n.o.—Darley, 334 Wickham Road, Shirley,
Croydon, Spring Park 2066.

M.G.

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

M.G.A. APRIL 1956, hardtop, soft top, radio,
heater, twin spots, reversing light,
etc., 13,000 miles, one owner, spare unused, taxed
year. Really *concours* throughout. £745—
—Everest Garage, POPesgrove 9075.

M.G.A. FINISHED in white, fitted with hard
top, sliding side screens, soft top and
original side screens, radiator blind, windscreen
washer, fog and reversing lights, map reading light,
heater, Derrington steering wheel, badge bar, oil
cooler, supplementary electric petrol pump. Racing
clutch, 9/1 pistons. Polished and gas-flowed head.
New much-modified suspension. Special upholstery,
latest type disc brakes all four wheels. 100 per
cent, condition throughout, approx 20,000 miles
from new. £850, no offers. Seen Manchester area.—
Box 2855.

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, excellent condition, new hood,
battery, recent overhaul. £245.—Write
Young, Rose Cottage, Chapel Hill, Soulbury,
Leighton Buzzard, Beds.

M.G. 1951 TD, black, very good condition
throughout. £450 o.n.o.—Hough, "Grey-
stones", Cranham, Glos. Phone: Painswick 2170.

TF, 1954, red, red leather, many extras, immaculate,
late. £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.

M.G. M.G. M.G. M.G. M.G.

S. H. RICHARDSON

Wanted, M.G. wanted, any model, any condition,
any age, even models which are only suitable for
salvage of spares. Full engine, chassis and body
recondition service. I have never yet refused to
buy any M.G. A good selection always available.

GOLD STAR GARAGE,

Moor Lane, Staines,
Colnbrook 2259/Uxbridge 2062.

M.G. M.G. M.G. M.G. M.G.

YOU WON'T FIND ANOTHER LIKE THIS.
M.G. open sports 4-seater, two owners from
new, everything original, condition as new. Taxed.
First £125 secures, or any exchange.—G. A. Final,
"Garsyte", Sandpit Hill, Cholesbury, Tring, Herts.
Phone: Cholesbury 360.

1953 JULY, M.G. TD, black, new engine Jan.
1958, 10,000 mls., Stage III, 9.3:1 compression,
new clutch and brakes, immaculate in
every way, X tyres, spots, badge bar, tonneau.
£465.—WANstead 5972, or WOolwich 8081, 11.30
a.m.-5.0 p.m.

1940 M.G. TB, ex-Gammon head, H.L. cam-
shaft, Woodhead/Monroe conversion,
radio, new hood, extras and spares. 300 gns. o.n.o.
—209 Worpleston Road, Guildford.

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.

1958 MORGAN 2-seater sports, finished in
red with black upholstery. This is virtually
a new car. £745.—King's Motors, New
Road, Oxford. Tel. 48458/9.

MORRIS

1949 D/H, coupé, fitted Ford 10 unit, Aqua-
plane manifolds, two SU carbs, four-speed
box, extras include heater, spot. Only £295.—
Reading 83511.

RACING CARS

CONNAUGHT

Chassis B7, 2½-litre Alta, Weslake head, latest type
con. rods and pistons, now converted to petrol.
Many spares including gears, torsion bars, wheels
and tyres. Full mechanical history documented.
Second New Zealand G.P., record lap at Brands
Hatch, etc. For further details and price (part
exchange considered) apply:

L. F. WARD, LTD.,

215 Selsdon Park Road, Addington, Surrey.
Tel.: ADDiscombe 8941.

FORMULA 3 GROSE Special, complete less
engine, spare long-range tanks, engine plates
for Norton, new tyres. £100 o.n.o. Low-loading
trailer, brakes, new tyres, 2 ins, hitch, £30.—214
Barnsley Road, Sheffield, 4. Tel. 386812.

FORMULA 3 Starlike S.K. Norton with trailer.
Excellent condition, ready to race.—Box 2851.
E. RABY—BUYS, SELLS, EXCHANGES—
I. 500s, 1,100s, 1,500s, unlimited, racing and sports
cars. Hire purchase, exporting.—71 Arundel Road,
Peacehaven 3237, Sussex.

OTA 500 c.c. racing car, Norton engine, good
order, recently overhauled. £125. Trailer available.
—Eastwood, Oak Lea, Over Kellet, Nr. Carn-
forth, Lanes.

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.

RAILTON

1938 RAILTON FAIRMILE DROPHEAD COUPÉ.

New Michelin X tyres, Telford shock absorbers,
many extras. First class condition throughout.

£350 o.n.o.

Phone: CANonbury 7848, evenings
after 7.

RELIANT

FOR THE MOST COMPREHENSIVE selection
of used three-wheelers in the country write to
King's Motors, New Road, Oxford. We stock 50
new and second hand models for immediate
delivery. Hire Purchase available on every vehicle.
Motor-cycles, scooters, cars and combinations taken
in part exchange. 48 hours by post or 15 minutes
in our showrooms. No references or guarantors.—
Kings' Motors, New Road, Oxford. Tel. 48458-9.

RENAULT

DAUPHINES.—Choice of three in stock, from
£575, fully tuned, 1958, works mileage only,
taxed, lowered suspension, 85 m.p.h., 0-60 16 sec.
£815. New examples, immediate delivery.—Rudds,
Renault Agency, 41 High Street, Worthing 7773-4.
Details of tuning kits, road test by return.
4 C.V., 1955, blue, sun roof saloon, full Autobleu
conversion, X tyres on rear, only 18,000 miles
since new, a most entertaining, safe and surprisingly
fast and comfortable business/competition car. £485.
—J. D. Short, 2 West Stockwell Street, Colchester,
Essex. (Daytime) Colchester 3218.

1950 RENAULT 750, very nice condition, blue,
heater. £250.—Phone: Maidstone 7420.

RILEY

RILEY SPARES.—E.N.V. type 75 gearboxes
(two), £6 each. Riley Merlin 8, Webb block,
£4. Riley 9 engine, 1932, complete, £6 10s.
18/19 knock-on wheels, 15s. Half-shafts, 25s.
5.125 diff. assembly with pinion, £6 Ditto, 5.5
straight cut, £6. Riley 9 big port head, large
valves, £8.—W. S. Bader, Alma Road Garage, St.
Albans 57771.

SINGER

£110 O.N.O., SINGER 4-str. sports, 1935
(1948 10 h.p. engine), new hood, screens,
battery, brakes, etc., exceptional condition. Absurd
price for quick sale, going U.S.A. late August.
Seen S.W. London.—PROspect 2832.

SPECIALS

FORD-M.G., Lister suspension, hydraulic brakes,
£80.—S. Fielder, 6 Shakespeare Road, Addle-
stone, Surrey.

St. Margarets Motors Ltd.

for

"TR's and only TR's"

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

1957 June TR3. Red, disc brakes, radio, heater, occasional seat, tonneau, 13,000 miles. Taxed year, one owner. **£795**

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

FORD 1,172 c.c. fibreglass Special, reg. 1958, all parts new, many mods., tubular chassis, i.f.s. £325 o.n.o.—LEE Green 5960.

SPORTS CARS

JIMMY BLUMER

OFFERS:

1957 LOTUS Mk. XI, Series II. Full Appendix "C". Joint holder Aintree Club Circuit Record. Thoroughly prepared and ready to race .. **£1,149**

1957 LOTUS Mk. XI sports, Ford 100E, Red. Very little used .. **£749**

1957 Professionally built FORD Rochdale G.T. saloon. Superbly finished in red **£449**

1954 Model JAGUAR Mk. VII, Battle-ship grey .. **£599**

1948 H.R.G. 1500 sports, cream .. **£299**

Part exchanges welcome. Hire Purchase. Insurance.

ROSEBERRY SERVICE STATION,

1 ACKLAM ROAD,

MIDDLESBROUGH 87683-4.

CRESSCARS LTD.

Alan Baker offers:

A comprehensive selection of sports cars, each and every one a better than average specimen of its particular type, unless otherwise stated, and all at new, low level prices:—

JAGUAR XK 120 sports, 1953 model, high lift cams, dual exhaust, high ratio axle, new tyres. £559.

M.G. TD, 1953, immaculate, black. £489.

M.G. TC, 1949, excellent in B.R.G., £379.

M.G. VA, 1½-litre sports 4-seater, immaculate, in cherry red, reconditioned engine. £198.

M.G. PA, Airline sports saloon, excellent runner, needs a little minor tidying, hence £129.

VINTAGE M.G. M-type sports, 1930. Original and unspoiled. £89.

And Many Others.

Sports Cars Urgently Wanted. Top Cash Prices.

156 High Road, Finchley, N.2.

TUDOR 9272.

(Two mins, East Finchley Station.)

SURREY SPORTS CARS

60 The Cricket Green, Mitcham, Surrey.

£250 1953 M.G. TD body fitted to excellent Singer Le Mans chassis. The car for person seeking modern lines in the lower price bracket.

£195 1937 M.G. TA 2-str. in black cell.

£120 1935 M.G. PA 2-str., red, sound mech.

£55 Austin 750 Spl., new hood and side screens.

Tel.: MITcham 9292

Open till 7 p.m. Sundays included

H.W.M.-JAGUAR, 1955,

Works' car "D" type engine, de Dion rear with ZF differential, Borrani wheels, full appendix C, new Dunlop racing tyres. Colour, green. Ready for racing.

£1,400.

BARTON MOTORS (PRESTON), LTD.,

Tel.: 4664 (10 lines).

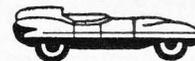
ELVA-CLIMAX, 1,100 c.c., Stage II, engine completely overhauled and only raced once since then. The late Archie Scott-Brown broke the 1,100 c.c. lap record at Brands in this car last Oct. Modified to Appendix "C", the whole car has been maintained regardless of cost. Would consider part exchange. Offers.—Jarvis, Hall Road, Norwich 24739.

1957 TR3, ivory, red, discs, heater, etc., £795.
1956 TR3, red, red, heater, radio, £695.
1956 M.G.A., red, red, heater, etc., £730.
1955 Healey 100, blue, blue, radio, heater, O/D., hard-top, £715.—Carlton Garage, Preston 78141.

QUALITY CORNER CAR EXCHANGE HOVE 38595

(BTN.) LTD.

18, CHURCH ROAD, HOVE



New Morgan 4/4 Series II 2-seater, B.R. green. Delivery from stock **List price £748 7s.**

1957 Hillman Minx series I saloon, fitted with Alexander conversion. As new throughout, very fast .. **£715**

1955 TR2, B.R. Green, well maintained, first registered Nov. 1954 .. **£585**

1955 Austin-Healey 100 2-seater. Cream, radio and heater, excellent condition **£665**

1954 TR2, ivory, wire wheels, excellent chassis and recently resprayed .. **£535**

1948 Bristol 2-litre "400" sports saloon. Excellent throughout, fitted radio and heater .. **£595**

**EXCHANGES AND HIRE PURCHASE
HOVE 38595.**

R.G.S. ATALANTA. £750.



Fibreglass body. All independent Alfin brakes. Three ins. tube chassis. 2-litre B.M.C. engine. Colour, peony red. Emigrating, car unsuitable. Part exchange any high clearance vehicle, with cash adjustment.

A. J. W. PETTY,
"Lychgate", Sandy Lane,
West Farnborough, Hants.

TRIUMPH

TR2 HARDTOP, August 1955, 25,000 miles, black/red leather, heater, Michelin X, spots, luggage rack, immaculate condition, £600. H.P. arranged.—45 Hugh Road, Smethwick 41, Staffs.

(continued overleaf)

THE CHEQUERED FLAG

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

Tel.: CHiswick 7871/2/3

LONDON'S LEADING SPORTS CAR SPECIALISTS

FERRARI "MILLE MIGLIA" SPYDER, by Vignale, 5-speed box, 2 litre V12 unit. Fabulous car. **£1,685**
AUSTIN HEALEY 100/6 1957 2½4-str. blue/cream, o/drive, wire wheels, radio, etc., unmarked. **£1,095**
JAGUAR XK 140 1955 fixed head, grey/red leather, o/drive, radio, heater, spots. **£995**
H.W.M. JAGUAR Comp. 2-str., green, de Dion rear, unit to "D"-type specs., triple Webers, etc. **£895**
LOTUS MK. XI Le Mans 85 stage II Climax, de Dion, discs, etc., pale blue. **£895**
M.G.A. 1957 fixed head, ivory, red leather, radio, heater, spots, grid, washers, wheel discs, etc. **£885**
FRAZER-NASH special, lightweight Le Mans replica, B.R.G. Highly tuned unit. **£845**
COOPER 1100 sports/racing 2-seater 1956. Red, stage II Climax unit. **£835**
M.G.A. 1956 2-str., pale blue/black, radio, htr., luggage rack, wire wheels and spots, etc. **£815**
TR2 1957 2-str., unmarked; black, disc brakes, 3-speed o/drive, grid, etc., one owner. **£815**
FRAZER-NASH Le Mans Replica, green, o/hailed unit, X tyres, new weather equipment. **£795**
LOTUS MK. XI 1956 "Club" 2-seater, Stage II Climax, full width screen, one owner. **£795**

LOTUS MK. XI 1958 series II (wishbone), blue, 100E unit with all mods. Scarcely used. **£795**
M.G.A. 1956 2-str., spotless red, wire wheels. **£785**
M.G.A. 1956 2-str., ivory, extras, one owner. **£745**
AUSTIN HEALEY 100 BN2 1956, ice-blue, 4-speed box, o/drive, etc. **£745**
JAGUAR XK120 1954 Spec. equip. fixed head, pale green, all extras. **£695**
JAGUAR XK120 1954 D/H coupe, black; radio, heater, X tyres, new hood. Another grey. **£695**
AUSTIN HEALEY 100 BNI 1955 model 2-str., dual blue/white o/drive, radio heater. **£685**
TR2 1956 model, unmarked racing green. **£665**
AUSTIN HEALEY 100M, light/dark blue. Le Mans mods. Alfins O/drive, rear seat **£645**
M.G. TF 1500 1955 2-str., ivory, wire wheels. **£635**
SWALLOW DORETTI 1957 (regd.) TR3 engine, 2-seater, cream with red hardtop **£635**
TR2 1955 2-str. Choice 3 spotless cars, ivory or green. **£635**
AUSTIN HEALEY 100 1954 green, o/drive spots, heater. Another ice-blue. **£595**

M.G. TF 1954 2-strs., choice 5 really beautiful cars; red, ivory, green or birch grey. from **£565**
JAGUAR XK120 1952 Roadster. Immaculate green, several extras **£535**
ELVA 1957 1100 sports, red. Beautiful **£495**
HEALEY SILVERSTONE E type, 2-seater, pale blue, unit reconditioned **£495**
M.G. TD 1950/1, choice 4, 2-strs., black, blue, green, red, all excellent. from **£445**
ALLARD J2 super sports, B.R.G., de Dion rear **£395**
LOTUS MK. VI tuned Ford unit, green. **£395**
JAGUAR SSI00 2½-litre 2-str., outstanding, B.R.G. **£385**
SINGER 4 AD 1952, 1500 roadster, silver. **£385**
H.R.G. 1949 1500 "SPA Replica", B.R.G. **£375**
BUCKLER MK. V 1956 1172 2-str., blue. **£345**
M.G. TC 1947/8 2-strs., choice 6 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. **£285**
TRIUMPH 1800 Roadster 1948, performs well. **£285**
M.G. TA 1938 2-seaters, red, blue or ivory from **£215**

(Mr. B. V. Briggs, Nottingham 64201, is our authorised Midland Buyer.)

492/6 CHISWICK HIGH ROAD, W.4

Classified Advertisements—continued

TRIUMPH—continued

TR2, OCT. 1955, 23,000 miles, fawn, o/d., hr., Xs, tonneau, spots. £660.—Roberts 100 Whippendell Road, Watford. Gadebrook 3587 evenings.

TR2, 1955. An almost unmarked car, new tyres, laminated hardtop, hood, sliding screens, heater, radio, spot, washers, luggage carrier, must be one of the finest TR2s available. H.P. Excellent insurance for good drivers. £675 o.n.o.—Box 2850.

TR2/3, 1954, perfect throughout, black/white, overdrive, heater, leather, numerous extras, unraced, enthusiast owner. Genuine reason for sale. £575 or nearest.—Bates, 86 Vernon Avenue, Rugby, Warwickshire.

1956 TR3, "X"s, all extras, B.R.G., 22,000. £750.—Crawford, Adelaide Cottage, Adelaide Square, Windsor 3408, after 7 p.m.

1955 TR2, red, hard and soft top, clean car. £630.—Crawley (Sussex) 25783.

£535, 1955, TR2. Wire wheels, heater, excellent throughout, no competition.—John Ewer Motors, 28 Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020.

£635, 1955, TR2. Disc brakes, o/d, Michelin X, oil cooler, gas-flowed cylinder head, Laystall crank, Koni shock absorbers, H6 carbs., anti-roll bar, tonneau cover. Absolutely perfect mechanical condition, and open to any inspection whatever.—John Ewer Motors, 28 Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020.

VOLKSWAGEN

Single and Twin Carburettor Conversions

0-56 m.p.h. 19.5 secs.

Send for details to

RALLY EQUIPMENT,

295 Edgware Road,

Colindale, N.W.9.

COLINDALE 3633-3840.

BOOKS

WORKSHOP MANUALS.—Austin, Morris, Peugeot, Renault, Riley, Standard, Wolseley, 32s. 6d. each; Chrysler, Ford, Hillman, Volkswagen, 37s. 6s. each; Simca, 40s.; M.G. 42s. 6d. Enquiries, stamp please. Catalogue of handbooks, workshop manuals, motoring books, 1s. 3d.—Vivian Gray, Mail Order Bookseller, Hurstpierpoint, Sussex.

CARBURETTERS

WEBERS DCO3/38 manifolds and fittings, ex-Lotus, for sale. View Goodwood 23rd.—Write Ferrari, 127 Long Acre, W.C.2.

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.

CONNAUGHT ENGINEERING for all Conversions.—See under "Engineering Services".

L. F. DOVE,

LTD.

THE
FIRST OFFICIAL
TR Centre

We have noticed that more and more buyers of TRs are leaving their purchase until now, because the markets are lower. They are, of course, absolutely right, in addition to which, the selection is better now than in the Spring.

Don't forget we cannot possibly advertise all our cars, there just isn't enough space. So please write for more information.

1955 TR2 in magnificent condition fitted with tonneau, heater, Mich. X, badge bar and lamps, etc. £625

1954 TR2, wire wheels, O/D, heater, Mich. X, and extras too numerous to list £595

1955 TR2 with hard and soft tops, disc-brakes, O/D, Mich. X sliding screens, etc. £710

1958 TR3A, Primrose/black, wire wheels, heater, etc. £965

One only—shop soiled **TR3**, complete with full guarantee.

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

THE MANGOLETSI Inlet Manifold with its patented inserts will really give you twin carburettor performance for under £10. For post-war cars only.—Motortune, Ltd., Official Agents, Jay Mews, Kensington Gore, S.W.7. KNI 7771.

1957 ALEXANDER Minx convertible, two-tone blue, o/d., radio, heater, wheel discs and whitewalls, 11,000 miles, one owner, Demonstration and delivery over any reasonable distance. Cost over £1,000, price £795.—Adcock's, Chichester 2415.

ENGINEERING SERVICES

Connaught Engineering, Portsmouth Road, Send, Surrey.—A small workshop staffed by ex-racing team mechanics is available for specialized quality work. By appointment only with Mr. J. R. Wilkins, Ripley, Surrey, 3018.

We supply and fit the following conversions:—

*Roger Boudot (Dauphine).

*Pierre Ferry (Dauphine and 4CV).

*Alexander. Laycock overdrives.

*"Hypower" Brake Servo Units.

Mangoletsi Manifolds.

*United Kingdom Agents

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., Lower 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.

ENGINES

NORTON short-stroke complete, unused since rebuild. £150 o.n.o.—Manning, 169 Farley Road, Selsdon. Sanderstead 1575.

EXCHANGES

EXCHANGE Stage II TD/2 M.G., B.R.G., "X"s, 30,000 miles, grid, spots, immaculate, for Rochdale G.T. and adjustment. Preferably untrimmed, untuned, or late A40 sports, Minx d.h.c.—Crook, 15 Farmington Road, Benhall, Cheltenham.

REGISTRATION numbers wanted for exchange, PJE 1 and MBE 1, all expenses paid and arrangements made, plus remuneration.—Box 2856.

MAGAZINES

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

AMERICAN AUTO PUBLICATIONS. Year's subscription *Motor Trend* 32s. 6d.; *Hot Rod* 32s. 6d. Specimen back numbers 2s. 6d. each. Complete catalogue free.—Willen, Ltd. (Dept. 19), 9 Drapers Gardens, London, E.C.2.

MISCELLANEOUS

LATEST Canon V.T. De Luxe, FL2 Canon lens perfect condition, £160. Four light-value Roliflex's from £95 to £125. Part exchanges and hire purchase welcome.—The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford. Telephone 4040.

SPARE WHEEL, complete with brand new Pirelli speed tyre, for TR3. £12, no offers.—Hindes, 54 Adelphi Gardens, Slough, Bucks.

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

PERSONAL

BUSINESS OPPORTUNITY.

Is your workshop department a paying proposition? Two internationally known engineers, forced to leave their premises owing to take-over, are prepared to run a well-equipped workshop on profit sharing basis. Specialists in Continental sports and racing cars. Expert machinists and toolmakers. Can train staff and have own well-established clientele. Prefer near London but not essential. Box 2857.

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.

SPORTING MOTORISTS' LUXURY FLAT. Furnished/unfurnished. Central heating, Constant hot water, Garage, workshop, One mile Brands, Half hour London, Quiet, Swimming, Tennis, Long/short let, No premium/children.—Stanwell, West Kingsdown, Wrotham.

MILL GARAGE Chigwell Road, South Woodford

W. JACOBS & SON LTD.

LONDON E.18

SPECIALISTS



ENTHUSIASTS



PROMPT C.O.D. SERVICE.
COMPREHENSIVE RANGE OF
GENUINE SPARES.



WANSTEAD 7783/4/5

SOLELY M.G. CARS — SALES & SERVICE



Hounslow 3456
2238

OFFICIAL



STOCKIST

TOULMIN MOTORS

SALES NEW ZB MAGNETTE 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.

343 Staines Road, Hounslow, Middx.

PHONE OR WRITE • 7 P.M. WEEKDAYS • ALL DAY SATURDAY

PHOTOGRAPHS

PHOTOGRAPHS of most cars at Brands Hatch Bank Holiday meeting and B.D.C. Silverstone.—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

EQUIP YOURSELF for the coming season at Rally Equipment (see this page).

THE ORGANIZERS must have used a different map." (Thinks . . . it's not a different map this navigator needs, it's 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

DAMPERS. The best in the world are Telfafo. Obtainable at most garages.—In case of difficulty write to Telfafo, Ltd., Radway Road, Solihull, Warwickshire.

KONI adjustable telescopic shock absorbers.—For details write sole concessionaires, Postland Engineering & Trading Co., Ltd., Dept. 14, Crowland, Peterborough. Crowland 316-7.

SITUATIONS VACANT

WELL-EDUCATED YOUNG MAN, with good background, required as mechanic to racing car. Would also be required to maintain small company's vehicles. Accommodation would be provided. Hertfordshire area.—Box 2853.

RALLY EQUIPMENT

Maps by RETURN post, Navigating Lights, Rally Navigation Book, Compasses, Protractors, Romers
Send 6d. stamp for illustrated catalogue

RALLY EQUIPMENT

295 Edgware Road • Colindale • N.W.9

COLindale 3633/3840

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

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

SPARES & ACCESSORIES

BREAKING for spares—hundreds of pre-war cars. Open week-ends.—Richard Eade, "Newhaven", Whitehill, Bordon, Hants. Phone: Bordon 183.

DISMANTLING 1935 3½-litre Bentley saloon, all parts available.—T. P. Breen, Ltd., High Road, Whetstone, N.20. HILLSide 7741.

LATE TYPE XK 120 head with valves and inlet manifold, flowed ports, excellent condition. £20.—Reading 72538.

TYRES

5.50-5.90 x 15: Five part-used Dunlop Road Speed tyres. £15.—Semis, PUTney 8503.

WANTED

ALLARD CARS always required. We buy, sell, service, exchange or part exchange against purchase of new Ford cars.—Adlards Motors, Ltd., (Allard Main Distributors), 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.

COVENTRY CLIMAX 1100 F.W.A. engine, condition immaterial.—Rocket Motor Company, 782/818 Queens Drive, Liverpool 13.

DELLOW Mk. I, cash paid, but nothing over £280 considered.—Full details to J. Parker, Ivy Cottage, Walton-le-Dale, Nr. Preston. Telephone: Preston 3521.

FAIR PRICE OFFERED for late model sports car, write off, or near write off, Aston, Jaguar, M.G., TR, A.C. or similar.—M. E. Wyatt, Clee Hall, Old Clee, Grimsby. Tel.: Cleethorpes 61789.

MORGAN.—Wanted: Plus 4, 4-seater, '52 or onwards. Will exchange 4/4 2-str., 1946, with cash. Details to Box 2852.

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

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

WANTED.—Blown Amilcar 6.—John Lyndhurst, New Beach, Earmley, nr. Chichester.

WANTED.—Light trailer, with brakes, to carry 750 car.—Reading 83511.

WANTED.—ROLLS Pre-1938, any model, also mascot, instruction book, 700 x 21 tyres.—154 Lancing Road, Orpington. Phone 22433.

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 demonstrations.—Mecca Garage, Magdalen Road, Exeter.

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

CONCESSIONAIRES FOR U.K.: Goggomobil, Limited, 93-95 Old Brompton Road, London, S.W.7. KNightsbridge 7705.

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

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.

COMING IN to hand over is Harold Grace (Riley). The car had developed a noise in the nearside front wheel which was found to be the result of the wheel having pulled over the retaining nuts!

Six Hours Relay Race—continued

was being very determined about things and had narrowed the gap a little, Speedwell cars having totalled 179.6 laps to the Moggies' 179.3.

With but two minutes to go, Miss E. A. Neale, of the Jowett Jupiter team, brought her R.4 into the pits. But the team manager had his eye on the clock and promptly sent her out again to do another lap!

Promptly at 7 o'clock Holland Birkett produced the chequered flag, and the Speedwell Stable had won the 1958 Six Hours Relay Race, just one lap ahead of the Morgan Plus Four team. The M.G.C.C. proved victorious in the battle of the M.G.As and finished a lap in front of the West Hants and Dorset C.C. Octagon Stable. The Innes Ireland Stable dropped to fifth place, ahead of the Alfa/Bristol team, while the Lancs and Cheshire C.C. team took seventh place. The Frazer-Nash team, well up with the leaders until quite late in the race, dropped to 11th place, with 183 laps, and finished just one lap in front of the 750 Formula London "A" team which, led by Roy Lee and managed with great ability by G. J. G. Hollom, achieved 12th position—in spite of oil-cooling problems—comfortably ahead of the other 750 teams and beating teams including many faster cars which might have been expected to overcome the handicap. Twenty teams finished, the



sole retirement being that of the Powermasters team.

MARTYN WATKINS.

Results

1, **Speedwell Stable** (J. Sprinzel, G. Hill, G. F. Hulbert and L. Adams in modified Austin A35s), 187 laps completed; 2, **Morgan Plus Four** (P. H. G. Morgan, R. E. Meredith, L. Mayman and A. G. W. Belcher in Morgan Plus Fours), 186 laps; 3, **M.G. Car Club** (C. P. Tooley, J. Hayles, S. G. Cobban and C. Shove in M.G.As), 185 laps; 4, **The Octagon Stable** (G. N. Dear, J. M. Noble and M. J. Reid of the West Hants and Dorset C.C. in M.G.As), 184 laps; 5, **Innes Ireland Stable** (Lotus Elevens); 6, **Alfa/Bristol** (Lister-Bristol, A.C. Aces

and Aston Martin DB3S); 7, **Lancashire and Cheshire C.C.** (Lotus and Elva); 8, **Chiltern C.C.** (Triumph TRs); 9, **Jaguar D.C.** ("C"-type Jaguars and Lister-Jaguar); 10, **Tortoise Stable** (Lotus Mk. VI and Sevens); 11, **Frazer-Nash** (Frazer-Nash Le Mans and Sebring models); 12, **750 Formula London "A"** (Formula Specials and Ulster); 13, **Healeys and Friends** (Austin-Healeys, Triumph TR3s and Atalanta); 14, **Jowett Jupiters** (Jupiters and R4s); 15, **1172 Formula** (Buckler, Lotus and Ford Special); 16, **Porsche** (1300 Super, 1500 Carrera and 1600 Supers); 17, **750 Formula London "B"** (Formula Specials); 18, **750 Formula North-west centre** (Formula Specials); 19, **Mixed Climax** (Lotus and Cooper Climaxes); 20, **Odds and S.O.D.C.** (Austin-Healey Sprite, Riley 1.5, Austin A50 Special, R.L.M. Special, Ford Prefect and Berkeley).

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 ST., LONDON, W.2

Performance Cars Ltd.

M.A.A.

THE WORLD'S LEADING SPORTS CAR SPECIALISTS

B.M.T.A.

GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

Tel.: EALing 8841 (6 lines)

"Half-way between London Airport and Piccadilly Circus."

3 minutes from Northfields Tube Station (Piccadilly Line). Buses Nos. 97, 91, 65, 655, 667. Green Line 704.

A scintillating selection of the latest, fastest and most meticulously presented cars. (More than most put together.)

Agents for Austin-Healey, M.G., Riley, Renault, Morris, Singer, Wolseley

1950 ALVIS Sports Roadster, ivory	£345
1940 ALVIS 12/70 Sports Saloon, black	£205
1937 ALVIS Speed 25 d/h, superb, blue	£325
1933 ALFA ROMEO/NASH Coupe (horrible)	£75
1955 ASTON MARTIN DB2/4, 3-litre, d/h, radio, heater, unmarked maroon	£1,485
1955 ASTON MARTIN DB3S, hardly used, unmarked B.R.G., showpiece	£1,985
1956 AUSTIN A90, blue, heater, one owner	£575
1951 AUSTIN Seven, fibreglass special	£135
1949 (Sept.) AUSTIN Sheerline, black/beige	£245
1951 ARMSTRONG-SIDDELEY Hurricane d/h	£345
1950 ALLARD 91P Saloon, blue	£235
1948 ALLARD 71K, 2-seater, B.R.G.	£235

AUSTIN-HEALEY

1958 BN6, 2-str., primrose/black, NEW	£1,226
1957 BN4, black and red, spotless	£925
1955 BN1, original green/white, h/top	£745
1955 BN1, ivory/green, h/top, radio	£715
1955 BN1, spotless ivory car	£645
1955 BN1, spotless red showpiece	£625
1954 BN1, one owner, superb black	£615
1954 BN1, hard-top and soft-top, red/black ..	£595
1954 BN1, ice blue, average car	£535
1954 BN1, champagne/maroon	£525
1954 BN1, ice blue, average car	£525

1950 BENTLEY S.S. Saloon, meticulously maintained showpiece	£1,325
1934 BENTLEY 3½ Park Ward d/h, black	£345
1934 BENTLEY 3½ Park Ward Saloon	£225
1930 BENTLEY Speed 6 Saloon, two owners ..	£245
1957 BERKELEY, 3,000 miles, blue, extras ..	£395
1949 BRISTOL 400, exceptional, maroon	£595
1951 COOPER M.G. 1,476 c.c.	£465
1951 COOPER M.G., Ex Peter Reece	£395
1950 CONNAUGHT 1,480 c.c., 2-seater ..	£395
1952 CHEVROLET, 2-door, L.H.D.	£445
1955 FORD ZEPHYR, power hood, radio, heater, spotless green, 1 owner	£565
1954 FORD MAINLINE, radio, heater	£595
1953 F.N. TARGA-FLORIO, BSI engine ...	£995
1938 F.N. B.M.W. 328, 2-seater, B.R.G.	£345
1936 F.N. B.M.W. Cabriolet, blue	£145
1935 F.N. B.M.W. 2-litre Convertible, B.R.G. ..	£95
1951 HEALEY "C" type tourer, grey	£455
1950 HEALEY SILVERSTONE, unmarked red	£475
1952 (Sept.) HUMBER Super Snipe, heater ..	£295

JAGUAR

1955 XK 140 d/h, "C" engine, overdrive	£1,095
1954 "D" type, 100% works team car, fine record, Webers, discs, B.R.G.	£1,845
1954 XK120 Special equipment, h/top, ivory ..	£725
1954 XK120 Drophead, radio, heater	£765
1954 XK120 Drophead, Ex Hawthorn	£765
1954 XK120 Drophead, B.R.G., superb	£725
1953 (October) XK120, excellent car	£555
1952 (Aug.) "C" type, overdrive	£845
1952 Mk. VII, black/red hide, radio	£575
1951 XK120, blue/black, excellent	£565
1951 XK120, wire wheels, B.R.G.	£535

1951 XK120, blue, Ex Tyrer, Ex Mortimer ...	£555
1951 XK120, black/ivory, recent overhaul	£495
1951 XK120, blue/grey, fast example	£425

1951 JOWETT JUPITER, beige/red, heater	£445
1951 LAGONDA 2½-litre Sports Saloon	£445
1939 LAGONDA V12 Sedan, exceptional	£245
1937 LAGONDA LG45 tourer, ivory	£265
1949 LEA-FRANCIS Roadster, ice blue	£335

LOTUS

1956 Eleven, Climax Two, discs, de Dion	£795
1956 (Nov.) Eleven, Ford 1,172 c.c.	£695
1956 Eleven, Club Climax, racing gears	£665
1956 Eight, 1,172 c.c., spotless red	£545
1955 Eight (M.G. 1500), inboard brakes	£645
1955 Six, M.G. 1,098 c.c.	£445

M.G.

1958 ZB Magnette, maroon/red hide, NEW ...	£1,072
1957 M.G.A., hard top, red, one owner, radio and heater, luggage rack, 13,000 miles ...	£895
1956 M.G.A., ivory, one owner	£725
1956 M.G.A., radio, heater, rack	£715
1956 "A", blue, one owner	£675
1955 TF 1500, one owner, red specimen	£615
1955 TF 1500, jewelecent green, one owner ..	£625
1954 ZA Magnette, radio, black	£645
1954 TF, green/green hide	£595
1954 TF, grey, beautiful example	£595
1954 TF, unmarked, ivory example	£575
1954 TF, ivory/green hide	£575
1954 TF, spotless green	£575
1954 TF, beautiful black specimen	£575
1954 TF, lovely red specimen	£555
1953 TD, radio, heater, 1958 engine, red	£495
1953 TD, lovely B.R.G. specimen	£495
1953 TD, original red, one owner	£485
1953 TD, black, above average	£475
1953 TD, red/beige showpiece	£445
1952 TD, superb example, black	£455
1952 TD, 1956 engine, nice green example ..	£465
1952 TD, nice car, heater	£445
1951 TD, 1958 engine, B.R.G., Stage III	£445
1952 TD, black, new "X" tyres, new hood ...	£425
1951 TD, exceptionally fast example	£465
1951 TD, blue/beige hide	£435
1951 TD, nice red specimen	£435
1951 TD, blue, above average	£425
1951 TD, black, supplied by us	£415
1950 TD, B.R.G., sound example	£405
1949 TC, green, green hide	£395
1949 TC, beautiful red specimen	£355
1949 TC, B.R.G., supplied by us	£355
1947 TC, nice ivory car	£345
1947 TC, black/green hide	£315
1947 TC, ivory, average condition	£305
1946 TC, black, supplied by us	£345
1946 TC, beautiful black example	£345
1946 TC, black, fair all round	£325
1939 TB, well above average, white	£295
1940 TB, spotless black/red	£285
1939 TA Tickford, 1957 engine, B.R.G.	£275

1939 TB Tickford d/head, ivory	£265
1939 TA, green, average condition	£245
1938 (Oct.) TA Tickford, tidy black car	£285
1938 TA, B.R.G., replacement engine	£265
1937 (Sept.) TA, spotless red	£235
1937 TA, average black example	£235
1937 TA, ivory, sound order	£225
1934 PA, red, 2-seater	£195
1935 PA, 2-seater, B.R.G., sound	£155
1938 VA, 1½-litre tourer, black, tidy	£145
1937 TA, only one at this price, red	£125
1935 PA Tourer, red, fair	£95

1936 MERCEDES-BENZ, 500K Wendover drophead	£445
1938 MERCEDES 20 h.p., 2-seater, drophead ..	£345
1938 MERCEDES "230" Saloon, radio	£235
1957 MORGAN 4/4 Series 11, unmarked, red ..	£625
1955 (Sept.) MORGAN Plus 4 drophead, red ..	£555
1953 MORGAN Plus 4 Tourer, spotless blue ..	£395
1957 MINOR "1000" convertible, grey/red ..	£545
1951 MINOR convertible, Derrington Mods ..	£355
1956 OLDSMOBILE Holiday, charcoal/lime ..	£1,595

1958 RILEY 1.5, blue, on show	£864
1958 RILEY 2.6, shannon/leaf green, NEW ..	£1,411
1958 (May) RILEY 1.5, birch grey, 1,850 mls. ..	£825
1956 RILEY Pathfinder, one owner, radio	£765
1956 RILEY Pathfinder, radio, heater	£755
1950 RILEY 2½-litre Roadster, B.R.G.	£495
1948 RILEY 2½-litre saloon, black/red	£375
1947 (1927) ROLLS-ROYCE Southern O.D.	£265
1947 ROVER 12 saloon, black	£275
1951 SINGER 4AB Roadster, grey/red	£325
1954 SUNBEAM Alpine, blue/grey	£595
1951 SUNBEAM Talbot 90 saloon, radio	£445
1954 VAUXHALL Velox, one owner, grey	£445

TRIUMPH

1957 TR3, white/white hard top, one owner ...	£825
1957 TR3, white/red, one owner, discs, overdrive, w/wheels, heater, "X" tyres	£795
1956 TR3, overdrive, spotless blue	£695
1955 TR2, spotless red specimen	£665
1955 TR2, heater, rear seats, red	£655
1955 TR2, overdrive, superb B.R.G.	£655
1955 TR2, hard top, overdrive, one owner ...	£625
1955 TR2, superb B.R.G.	£595
1954 (Sept.) TR2, overdrive, radio	£595
1954 TR2, overdrive, tonneau, rack, ivory ...	£595
1954 TR2, overdrive, unmarked red	£565
1954 TR2, radio, blue/grey, superb	£555
1949 2000 Roadster, superb, blue	£415
1949 2000 Roadster, cream/black hood	£385
1949 200 Roadster, ivory/red	£315
1949 2000 Roadster, B.R.G.	£325
1948 1800 Roadster, spotless red	£395
1948 1800 Roadster, grey	£345
1946 (Sept.) 1800 Roadster, spotless blue	£325

1958 WOLSELEY 1500, grey/off white, NEW ..	£811
--	------

Immediate H.P. and Insurance.

Part-Exchange welcomed.

A.A. and R.A.C. examinations gladly welcomed. Written guaranteed repurchase (Overseas Visitors).

SALES: 6 days a week from 9 until 7; Sundays 11-5. WORKS: 5½-day week, 8 until 6. Ealing 9522. PETROL STATION: 7 days a week from 7 until midnight.

★ SHOWHALLS ILLUMINATED ALL NIGHT FOR VIEWING

LUCAS *Lights the way to safer night driving*

Lucas Fog and Long Range Driving Lamps are designed to give maximum light under all conditions of night driving. The Fog Lamp models SFT700S and SFT576 incorporate the famous Lucas "Flat-topped" beam. Lucas "Block-pattern" lens, special reflector, pre-focus bulb and bulb shield combine to give an exceptionally wide spread of light without upward or back glare.

The Long Range Driving Lamps SLR700S (100,000 candle power) and SLR576 (80,000 candle power) give a thin pencil beam of great intensity, and are intended for use in conjunction with the cars normal headlamps. Styled for use in matched pairs with the corresponding foglamp model.

Prices

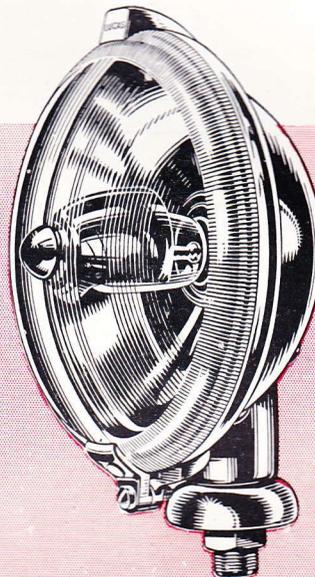
SLR & SFT576 82/6 each

SLR700S 105/-

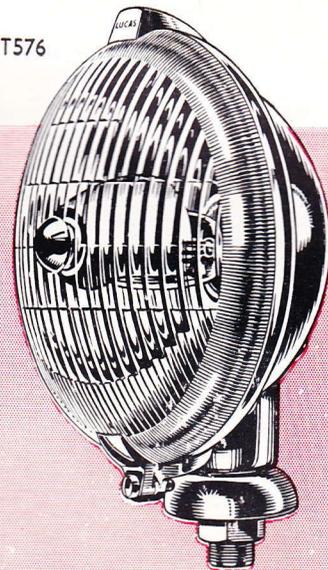
SFT700S 92/6

Complete with cable switch and bracket

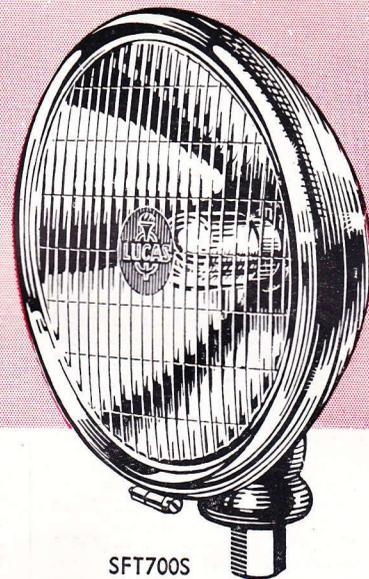
SLR576



SFT576



SLR700S



SFT700S

LUCAS

FOG & LONG RANGE DRIVING LAMPS

obtainable at all good garages

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND