

# AUTOSPORT

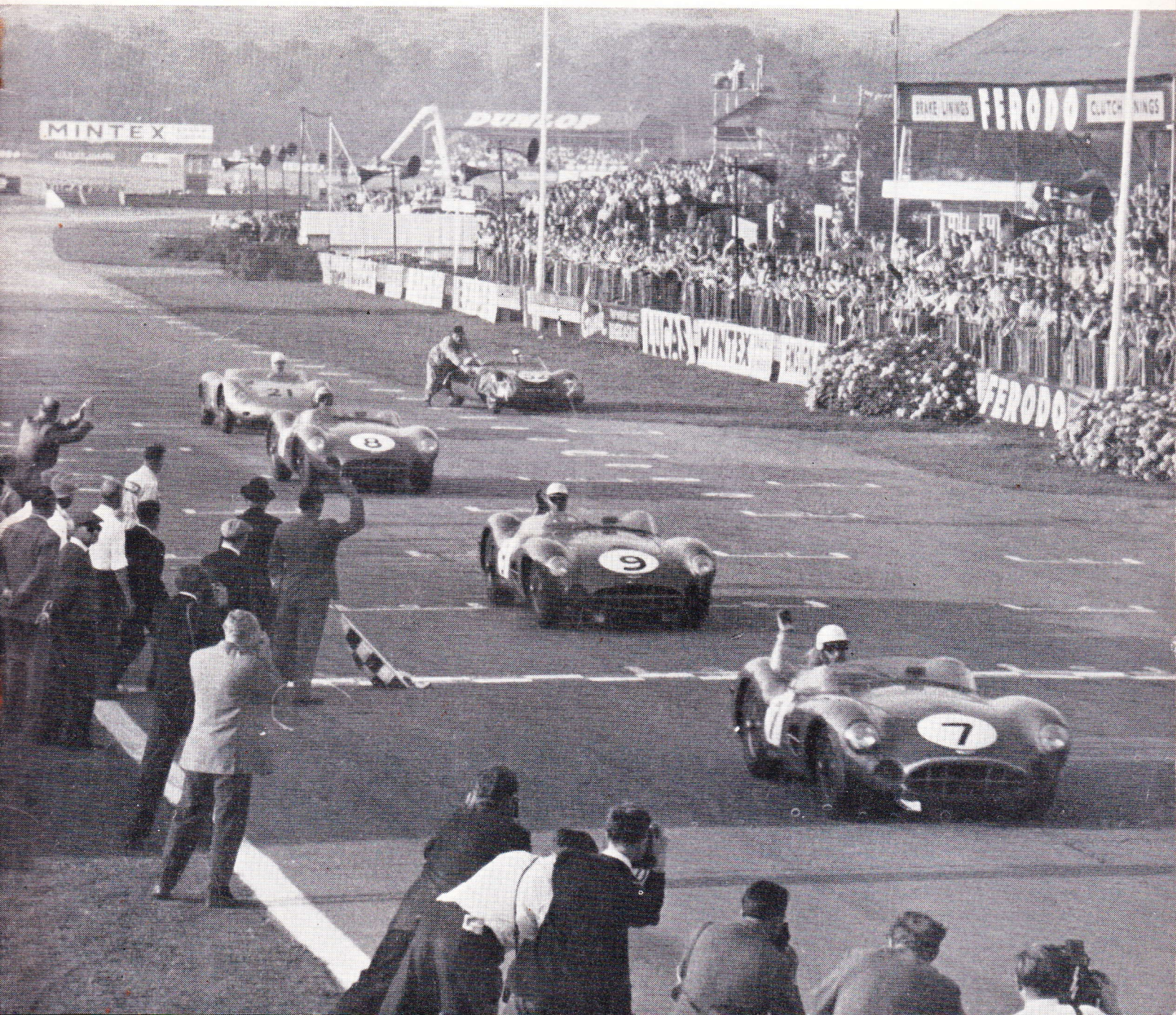
SEPTEMBER 19, 1958

1/6

EVERY FRIDAY  
Vol. 17 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

R.A.C. TOURIST TROPHY RACE AT GOODWOOD—FULL REPORT AND PICTURES



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# R.A.C. TOURIST TROPHY

GOODWOOD 13 SEPTEMBER 1958

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by DAVID BROWN

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**2<sup>nd</sup> and 3<sup>rd</sup>**

also **TEAM PRIZE**

**won on**

(Subject to  
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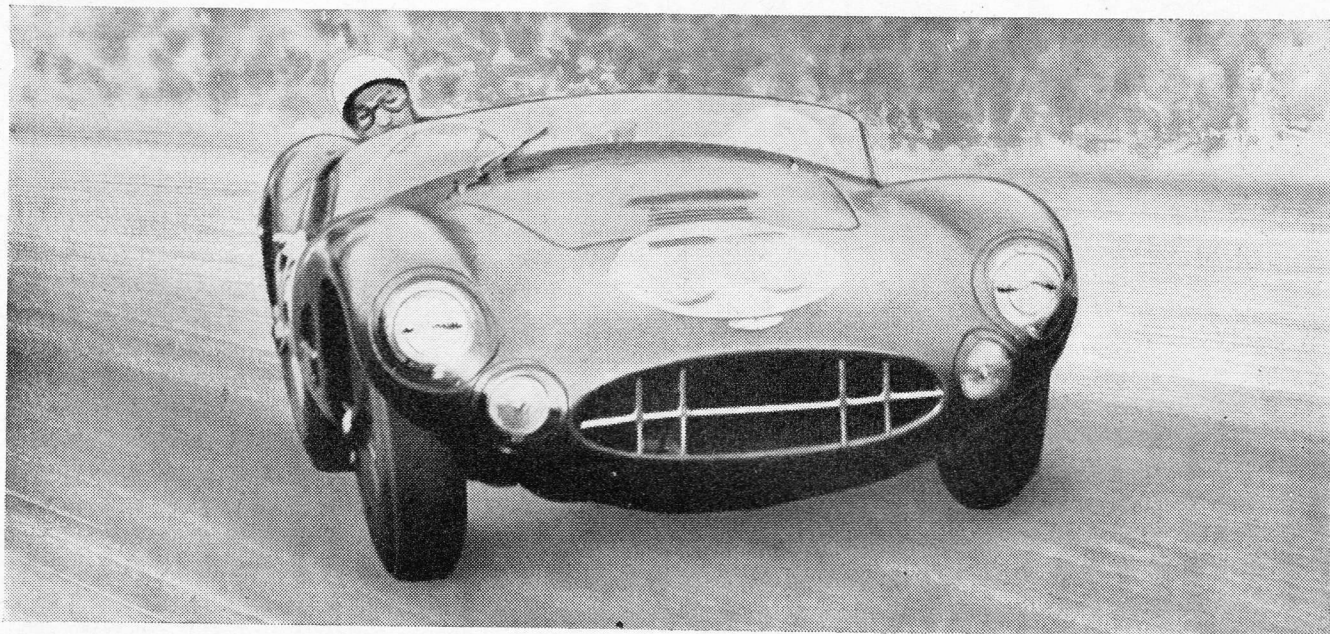
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# R.A.C. TOURIST TROPHY RACE GOODWOOD

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*Photograph by courtesy of "The Autocar"*

**1st DAVID BROWN ASTON MARTIN  
STIRLING MOSS & C. A. S. BROOKS**

**2nd DAVID BROWN ASTON MARTIN  
R. SALVADORI & J. BRABHAM**

**3rd DAVID BROWN ASTON MARTIN  
C. SHELBY & S. LEWIS-EVANS**

**4th PORSCHE - J. BEHRA & E. BARTH**  
(also winner of 1,500 cc class)



*(Subject to official confirmation)*

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





# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 12 September 19, 1958

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## EDITORIAL

### G.P. RACING—THE DRIVERS' VIEWS

IT was gratifying to learn that AUTOSPORT'S contention that there is nothing wrong with present-day Grand Prix racing cars, was unanimously supported by top-line British drivers at the recent R.A.C. meeting. As drivers from this country form the largest proportion of successful entrants in the *grandes épreuves*, their views must be treated with the respect they deserve from the F.I.A. Sensational stories which have appeared recently in certain sections of the Press have apparently influenced people beyond their natural powers of judgment, resulting in an entirely wrong impression that modern Grand Prix racing is dangerous beyond belief. It is very satisfying to learn that the accredited motoring correspondents of the British National Press are completely disgusted with the rubbish produced by "writers" claiming to have an intimate knowledge of motor racing, and its personalities. Some, it is sad to relate, are professional journalists, but at least one was a very well-known racing driver until he retired in 1957. What is certain is that all racing drivers will be extremely guarded concerning what they say—particularly in front of reporters with whom they are not fully conversant. One has only to quote the many comments reputed to have been made by Juan Manuel Fangio, which in the majority of cases, on investigation, have proved to be completely untrue. As regards motor racing itself, AUTOSPORT believes, and always has believed, that technical representation on the C.S.I. of the F.I.A. by delegates appointed by the interested constructors, whether of sports or formulae machines, is absolutely essential. The "cloak and dagger" methods of the F.I.A. are to be deplored, and there must be no repetition of the mysterious decisions which suddenly changed the types of fuel to be used, and limited World Championship sports car racing to 3 litres. If the last-named was Italian inspired, then it assuredly back-fired, undoubtedly resulting in the complete withdrawal of Officine Maserati from all branches of racing. Anyway, there are far too many rules and regulations connected with motoring sport, and far too many otherwise unoccupied people busying themselves in justifying appointments in which, unfortunately, they appear to regard themselves as "little Hitlers". The civil service mind must be eradicated from our sport, and the regulations covering the activities of all branches of the sport coached in simple terms for all to understand. The success of British-built cars in the *grandes épreuves* seems to have inspired the delegates of certain other countries on the F.I.A. to seek to change the existing formula. The proposal to introduce a 750 c.c. formula is far more serious than many people appreciate, and our F.I.A. representatives must watch British interests.

### OUR COVER PICTURE

ASTON MARTIN'S T.T. In line ahead come Stirling Moss, Roy Salvadori and Carroll Shelby for a 1-2-3 victory in last Saturday's R.A.C. Tourist Trophy race at Goodwood. Behind is Jean Behra (Porsche) who finished fourth, whilst Stuart Dodds pushes his crippled Lotus over the line.

Photo: George Phillips



# RAC TOURIST TROPHY GOODWOOD



## 1<sup>st</sup> DAVID BROWN ASTON MARTIN DBR1

(S. MOSS & C. A. S. BROOKS — Av. 88.33 m.p.h.)

2<sup>nd</sup> ASTON MARTIN DBR1  
R. SALVADORI · J. BRABHAM

3<sup>rd</sup> ASTON MARTIN DBR1  
C. SHELBY · S. LEWIS-EVANS

Lap Record 93.3 m.p.h. (S. Moss)

ASTON MARTINS WON TEAM AWARD

"... a superlative demonstration of high speed reliability."—THE TIMES



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# SPORTS NEWS

**C**OUNT STEPHEN OUVAROFF, the burly Australian who has raced a Cooper F2 machine this season, has sold the car and expects to take delivery of a Lister-Jaguar early next year.

**C**OUPÉ DU SALON Formula. 2 and G.T. races are to be held at Monthéry on 5th October. The F2 event is over 75 miles. Details from Union Sportive Automobile, 54 Rue La Perouse, Paris.

**W**OLFGANG VON TRIPS, who broke his left leg in an accident during the Italian G.P., has now been released from hospital at Monza.

**R**ON FLOCKHART was seen spectating at the T.T. He was looking fit and appears to be well on the way to a full recovery following the spinal injuries received at Rouen early this season.

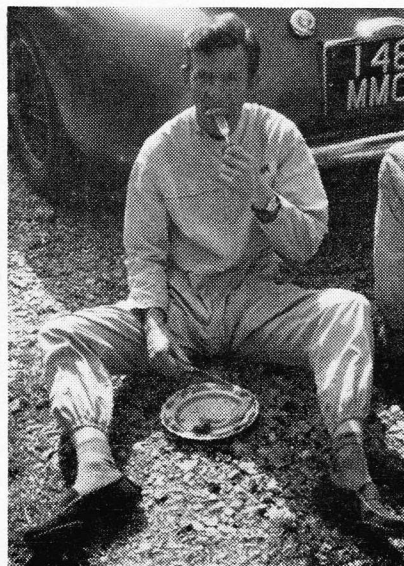
## AMERICAN INTERNATIONAL RALLY

**T**HE F.I.A. in Paris have announced that the American International Rally on 4th-7th November has been awarded full international status and has been listed on the Calendar as such an event. This is the first time the F.I.A. has granted full international status to a Rally event held in the U.S.A. Negotiations with the F.I.A. were handled by Duane Carter, Director of Competition for the United States Auto Club, and Charles Moran, Jr., Chairman of the Automobile Competition Committee for the United States (F.I.A.). Details may be obtained from Rally Headquarters, at 4015 Benedict Canyon Drive, Sherman Oaks, Calif., U.S.A.

## BRANDS HATCH NATIONAL MEETING

**T**HE last car race meeting at Brands Hatch between now and Boxing Day will take place on Sunday, 5th October. It is of National status and will feature a 100-lap programme of nine races including deciding events for two season-long national championships.

The titles to be contested are for the B.R.S.C.C. National Saloon Car Championship and the National 500 c.c.



★  
**TIFFIN FOR TONY:** Brooks (above) takes time out for some nourishment in the paddock during the T.T. at Goodwood last Saturday.

★  
**TIRED TEXAN** (right): Carroll Shelby relaxes whilst Lewis-Evans drives. The Hat is now the property of the Editor!



Championship. In the former Tommy Sopwith leads with his 3.4-litre Jaguar, having already gained maximum possible points in the necessary seven out of 10 qualifying events.

If, however, Jack Sears in his Austin A105 can win his class and put up fastest lap—as is extremely likely—then he can equal Sopwith's score. If this happens an additional on-the-spot handicap event will be run off to decide the absolute champion.

In the 500 c.c. Championship Trevor Taylor, leading Stuart Lewis-Evans by 22 points to 14, is almost certain to take the title.

The full programme, which starts at 1 p.m., features two 10-lap heats and a 15-lap final of an 1,100 c.c. Appendix C sports car race; two 500 c.c. events, including the 10-lap *World Sports Trophy*; a 15-lap unlimited sports car race; 10 laps for 1,172 c.c. Ford-engined sports cars and, of course, saloon car events.

Also for the first time at Brands, there will be a 10-lap marque race in up to and over 1,500 c.c. classes for A.C.-engined Aces, all Austin-Healey Sprite and 100 models except the 100S, Jaguar XK 120, 140 and 150s, M.G. TC, TD, TF, M.G.A and twin-cam, Morgan Plus Four and 4-4, Triumph TR2, 3 and 3A, Jowett Jupiter and Turner 950.

## VIKING RALLY

**T**HAT Scandinavian classic, the International Viking Rally, starts today (19th) and finishes on Sunday. The

Rootes Group have entered four Sunbeam Rapiers, two to be crewed by Peter Harper/Jimmy Ray and Mary Handley-Page/Lola Grounds, while the other two cars have Norwegian crews. Carsten Johansson, who captains one car, won the Viking in 1953 and 1954 and has twice been a member of the winning team in the Midnight Sun Rally. He will have Helge Mikkelsen as his co-driver. The fourth crew are Lasse Ekeberg and Knut Solberg.

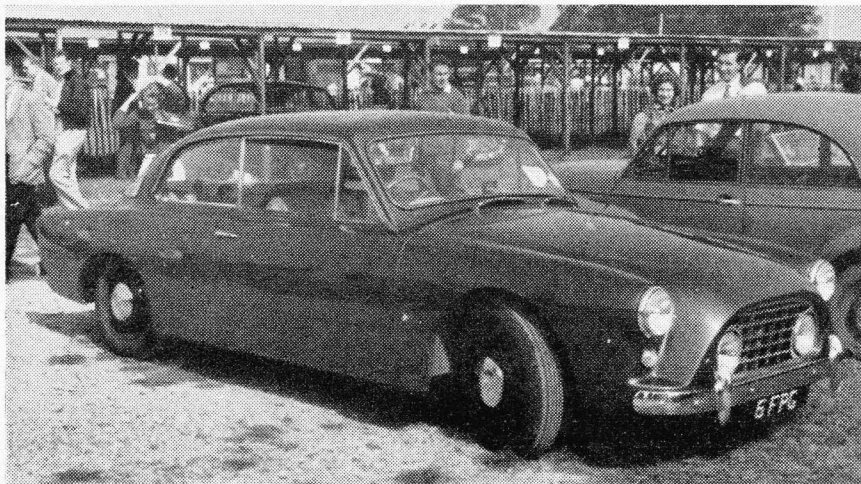
The sole official B.M.C. entry in the Rally will be the Morris Minor 1000 of Pat Moss and Ann Wisdom.

## BERLIN G.P.

**Q**UITE a number of British drivers are taking part in the Berlin G.P. which is to be held on the very fast Avus circuit this Sunday (21st). This is a 200-mile race, for Formula 2 and 1½-litre sports cars, run in two classes concurrently. The Avus "circuit" is really a 2½-mile stretch of twin-track *Autobahn*, with a banked turn at one end and a hairpin at the other, joining the two roadways.

There are two works Lotus entries: an F2 car to be driven by Cliff Allison,

*EXPERIMENTAL A.C. saloon—a full four/five-seater—was seen last Saturday in the paddock at Goodwood. It has swing-axle rear suspension.*





and a Fifteen Sports car, piloted by Keith Hall. Private F2 Lotus entries include Ivor Bueb and Denis Taylor. No works Coopers are going, but privately entered F2 Coopers will be driven by Bruce McLaren, Ian Burgess, Tony Marsh, Jack Brabham, Jim Russell and George Wicken.

### SNETTERTON—11th OCTOBER Full List of Qualifiers for "Autosport" Three Hours Race—Final of 1958 Series- Production Sports Car Championship

No fewer than 24 entrants have qualified for participation in the "Autosport" Three Hours Race, at Snetterton on 11th October. To make up the field of 27, three others will be invited, and a list of reserves drawn up. All entrants appearing in the table should inform Oliver Sear, Old Buckenham Hall, Attleborough, Norfolk, of their intention to compete.

In addition to the "Three Hours", which starts at 4 p.m. and finishes in darkness, there is a special invitation closed car event for Special Series Touring Cars and Normal Grand Touring Cars. Amongst the vehicles likely to be seen in this event are Aston Martin, Jaguar, Jensen, Riley, M.G., A.C. Aceca, Porsche, Austin, Triumph, Austin-Healey, Volvo, Alfa Giulietta, Mercedes-Benz, Borgward, Dauphine-Gordini, Morris and DKW. It will be interesting to see whether or not Sopwith's Jaguar will prove a match for some of the G.T. cars, such as Sears's Austin-Healey.

There may also be a special 10-lap scratch race for sports-racing cars of 1,100 c.c., 2,000 c.c. and over 2,000 c.c.

## THE WORLD CHAMPIONSHIP

### "Chess Game" Anticipated at Casablanca

THE full positions in the 1958 World Drivers' Championship are set out below. As only the best six performances count, Hawthorn's present total is 40. Moss has scored in five races, so all 32 points count.

This means that in order to win the title, Moss would have to score a victory

at Casablanca plus fastest lap, and Hawthorn would require to finish not lower than second position to prevent him so doing. For example, if Mike finishes second, his total would be 42 points, if third, 40 points. The fastest lap would make these 43 and 41 respectively. Thus if Hawthorn breaks down, it is obvious that Ferrari strategy would make him take over another car to prevent Moss from making fastest lap. He would, of course, receive no points for

	Argentina	Monza	Zandvoort	Spa	Rheims	Silverstone	Nurburgring	Portugal	Monza	Points	Possible Points
1. Hawthorn (Ferrari) .. ..	4	1	2	7	9	7	—	7	6	40	45
2. Moss (Cooper and Vanwall) ..	8	—	9	—	6	—	1	8	—	32	41
3. Brooks (Vanwall) .. ..	—	—	—	8	—	—	8	—	8	24	33
4. Salvadori (Cooper) .. ..	—	—	3	—	—	4	6	—	2*	15	24
5. Schell (B.R.M.) (Maserati) ..	1	2	6	2	—	2	—	1	—	14	23
6. Trintignant (Cooper) .. ..	—	8	—	—	—	—	4	—	—	12	21
7. Lewis-Evans (Vanwall) .. ..	—	—	—	4	—	3	—	4	—	11	20
8. Behra (B.R.M.1) (Maserati) ..	2	4	—	—	—	—	—	3	—	9	18
Von Trips (Ferrari) .. ..	—	—	—	—	4	—	3	2	—	9	18
10. Fangio (Maserati) .. ..	4	—	—	—	3	—	—	—	—	7	16
11. Allison (Lotus) .. ..	—	1	1	3	—	—	—	—	—	5	14
P. Hill (Ferrari) .. ..	—	—	—	—	—	—	—	—	5	5	14
Brabham (Cooper) .. ..	—	3	—	—	1	1	—	—	—	5	14
14. McLaren (Cooper) .. ..	—	—	—	—	—	—	2	—	—	2	11
15. Gendebien (Ferrari) .. ..	—	—	—	1	—	—	—	—	—	1	10
G. Hill (Lotus) .. ..	—	—	—	—	—	—	—	—	1	1	10

Heavy type denotes best 6 for Hawthorn and 5 for Moss.

\*Removal of disqualification of Gregory/Shelby at Monza gave Salvadori 5th place instead of 4th.

### Present 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	Brands Hatch August 30	Total	Actual (6 Events)
Ian Walker (Lotus Elite)	—	9*	9*	—	9*	8	9*	9*	9*	8	—	—	9*	79	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
A. D. Nurse (Turner)	6	4	6	—	6	4	6	8	4	4	6	—	8	62	40
J. R. Stoop (Frazer-Nash)	—	8	—	—	—	—	6	8	—	9*	—	8	—	39	39
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*	4	—	37	37
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	—	—	2	33	29
W. E. Wilks (Frazer-Nash)	—	2	9*	6	—	—	—	1	—	2	—	3	—	23	23
J. Lawry (Lotus Elite)	—	—	—	—	—	—	—	6	4	—	6	—	6	22	22
M. S. Bond (Frazer-Nash)	—	3	2	2	—	—	4	3	—	3	—	6	—	23	21
J. Hayles (M.G.A.)	—	4	—	—	—	—	3	3	—	—	4	—	3	17	17
C. W. Lawson (Porsche)	—	—	—	—	4	3	—	—	—	6	3	—	—	16	16

Other qualifiers, having taken part in 6 events are:—P. Fergusson (Elva), 15. J. Dashwood (Frazer-Nash), 11. R. A. Jameson (Berkeley), 11. C. P. Tooley (M.G.A.), 9. J. A. P. Trafford (M.G.A.), 8. C. Goddard-Watts (Berkeley), 9. R. Vincent (M.G.A.), 5. S. A. Hurrell (Triumph TR2), 5. D. G. Dixon (M.G.A.), 4. J. M. Taylor (Triumph TR3), 1.

The field will be made up to 27 starters from competitors who have scored in under 6 events. These will be eligible for the Snetterton "Three Hours", but will not be awarded points for the final classification.

\*Score includes 1 point for fastest lap.

†Denotes class leader.

this but would stop his rival from gaining 9 points.

Consequently the odds are strongly in favour of Hawthorn. He does not have to do anything to win—only to prevent Moss from scoring maximum points, and/or to secure second place for 6 points.

## LE TOUR DE FRANCE

### Progress Report

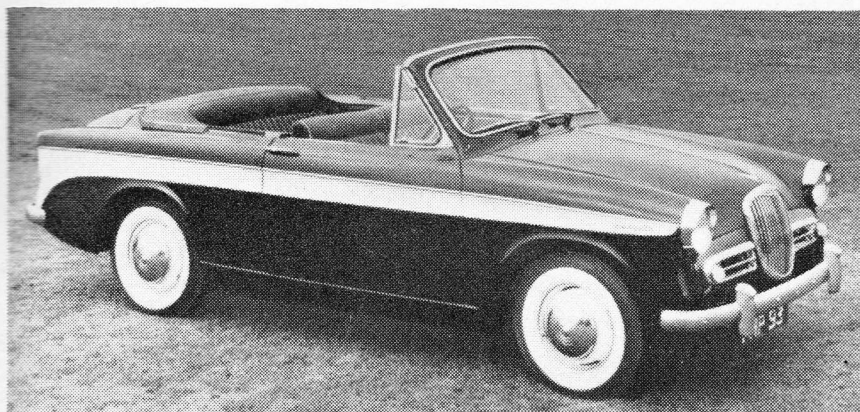
THE Tour de France began at Nice on Sunday, 14th September, and is due to finish at Pau on 21st September. It is proving an extremely tough event, and engines are suffering a high mortality rate, apart from the usual panel-bashing incidents. In the first two days, 29 retirements were announced, and it would appear that, at this rate, there may be remarkably few competitors to contest the final event, which is 30 laps of the Circuit of Pau.

The rally is divided into four sections, for both the grand touring and touring categories have scratch and index classifications. After La Turbie and Mont Revard hill-climbs, and the Circuit of Reims event of 12 laps, the Sopwith/Goldthorp Jaguar led the touring class, with the Whiteheads second in a similar car. On the Index of Performance, the Hébert/Consten Alfa Giulietta was at the head. Gendebien and Bianchi kept their Ferrari 250 GT in front of the grand touring class and, as usual, a D.B.-Panhard (Laureau-Jaeger) led the Index. However, the Sopwith Jaguar did not turn up at Le Touquet, the end of the first stage, and appears to have retired.

Among the other unlucky ones, the

(Continued on page 361)





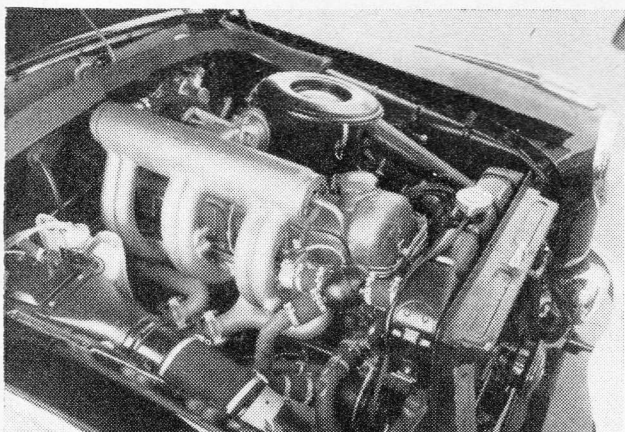
# New Models

A batch of new variations on established themes, plus one or two fresh items, have recently been announced. Here they are — as a Motor Show preview



ROOTES have announced changes to the Singer Gazelle (above) and Hillman Minx (right). The Gazelle changes are mainly minor styling improvements, but the Minx now has the same, single-carburettor 1½-litre engine—the touring version of the Rapier unit, instead of the 1,400 c.c. motor. It also has the improved steering gear, now common to all three marques.

LLOYD (left) have introduced the 600 c.c. Alexander TS—restyled and with increased performance.

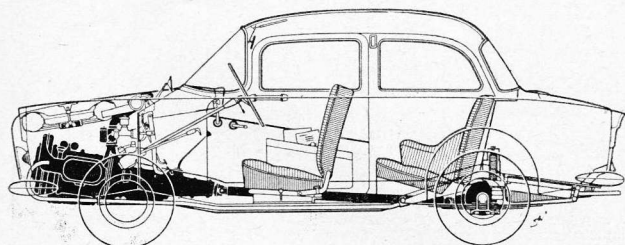


★  
FAMILIAR Mercedes-Benz 220 saloon is now available as the 220SE, with Bosch fuel injection equipment, claimed to give a nine per cent. increase in performance (left).

★  
RENAULT Frigate (right) has a redesigned front grille, but is mechanically unchanged.



INNOVATION from Goggomobil reveals startling developments! The new Goggo (shown below, right, with the old 400 c.c. two-stroke model) has a choice of 600 or 700 c.c. motors, but they are now four-strokes (albeit flat twins), forward-mounted, complete with prop-shafts and rigid rear axles slung on semi-elliptic springs!





*SWOOPING* through Kidney Bend, during the Vintage race which is an annual feature of the August Bank Holiday Brands Hatch meeting, goes John Bolster in his 1911 7.4-litre Rolls-Royce.

tremely quickly and the gearchange must be put through with rapidity to secure a quiet engagement. This sliding pinion gearbox is both easy and light to handle, and the ratios are all very close.

On top gear, the great machine has a wonderfully long stride. At 60 m.p.h. the engine is literally idling, and a touch of the accelerator produces very real acceleration, with each power impulse easily felt. There is some mechanical noise, but it is by no means excessive, nor is the engine unduly rough. On the Grand Prix circuit at Silverstone, I frequently achieved 1,250 r.p.m., which is well over 75 m.p.h. At this speed the braking is very gradual indeed, both hand and foot being strongly employed

## ***In nostalgic mood***

**JOHN BOLSTER**

***indulges in some***

# Edwardian Road Tests

I AM an enthusiast for practically any sort of motoring. Nearly all cars appeal to me in some way, from the earliest London-to-Brighton "tuff-tuff" to the excitingly secret 1959 model. Perhaps, though, the cars of the Edwardian era attract me most of all. In those days, roads were empty and pockets were full, while the modern, high-speed engine had not been born. If you wanted to go fast, you bought a big engine—it was as simple as that.

This obsession of mine for the gentle monsters of that halcyon age is apparently shared by many, and I am constantly being asked what it is like to drive the great machines. It therefore seemed opportune to write a potted road test report on five Edwardians which I have driven recently. Of all these cars, perhaps the 12-litre Itala is the most celebrated, and so it seems proper to begin the recital with some impressions of a recent test which I made of this giant racer, though I first drove it more than 20 years ago.

The Itala was built for the 1908 Grand Prix, in which it performed with distinction, though the victory went to Mercedes. Many formulae have been used through the years, and at that time it was decided that cars were becoming too light and engines too big, some power units approaching 20 litres having appeared. So, a minimum weight of 22½ cwt. was chosen, and in the case of four-cylinder cars like the Itala, the bore was limited to 155 mm. The constructors chose a 160 mm. stroke, which gave them the useful capacity of 12,000 c.c., and they placed the inlet valves in cages in the non-detachable cylinder heads, with the exhaust valves below them. An extra set of cams at the top of a pair of vertical shafts operate the interrupters for the low-tension ignition, which are inside the cylinders. With a compression

ratio of 4½ to 1, about 100 b.h.p. is produced at some 1,750 r.p.m.

The chassis is conventional for the date, being of channel section with semi-elliptic springs all round, but the use of a bevel-driven back axle instead of side chains is unusual among the "monsters". There is a multi-plate clutch, and the separate four-speed gearbox has a right-hand gate which is "back to front", with top gear forward. The handbrake operates in drums on the rear wheels, and the foot brake contracts on a small drum behind the gearbox.

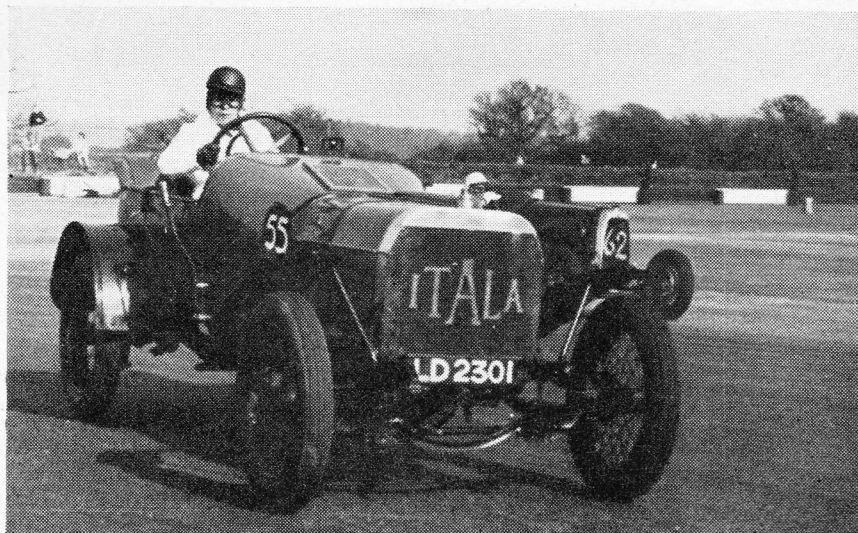
Nowadays, the Itala has a very handsome four-seater body, which long ago replaced the racing two-seater, but the driving position remains unchanged. One sits high above the world, and all the controls are perfectly placed. The car rocks gently as the giant engine ticks over, and first speed goes in with a slight crunch due to clutch drag. Once under way, the power unit picks up revs ex-

in obtaining any appreciable retardation. However, the Grand Prix circuits of old had straights many miles long, on which the Itala probably held about 95 m.p.h.

The steering is very quick and fairly heavy and the ride is hard, but one has a wonderful sense of control. The rear end breaks away on fast corners, but the car may be slid under control with very great ease. Above all, the Itala is extremely lively and responsive, and is in every way a joy to drive.

Another famous Edwardian that I drove recently was the Hutton that won the 1908 T.T. Mr. Hutton had no factory of his own, so he gave Napier's a contract to build his cars for him. This one was constructed for the "four inch" formula, and has an engine of 4 ins. x 7 ins. (5,760 c.c.). The cylinders are in two pairs, with copper water jackets, and the valves are at the side. Normal sparking plug ignition is provided by a magneto, but an auxiliary trembler coil

**THE MONSTER:** Owner "Sam" Clutton corners the formidable 12-litre 1908 Itala during a Vintage race at Silverstone. This huge car handles with surprising ease.





gives very easy starting. Like the Itala, the Hutton has a "backwards" gear-change, but unlike that car it has an indirect top gear.

The Hutton has a genuine racing body, beautifully restored by Francis Hutton Stott. If there were any less of it, there would be nothing to sit on, for the whole body consists of a pair of bucket seats. Once again, the driving position is excellent, and the gearchange is rapid and easy. The steering is quite remarkably light, and all four wheels can be slid under complete control. The springing is much softer than would be expected, the shock absorbers being a very early oil-filled type, and some pitching occurs on bumpy roads. Curiously enough, the axle ratio, at 3 to 1, is low for an Edwardian, and even at Brands Hatch the engine is quite "busy" on the straight. It is recorded that William Watson had to coast downhill on the Isle of Man circuit to prevent over-revving, and although the car has lapped Brooklands at over 80 m.p.h., it would appear likely that a higher gear was fitted for the track.

The Hutton has similar braking arrangements to the Itala, but in practice they are more effective. The bigger machine has, of course, more exciting acceleration, but the Napier-built racer is quite a lively car, though mechanically noisy.

The next car on my programme is the Prince Henry Vauxhall, with which Lord Montagu won the recent Brands Hatch race. This car was built just before the Kaiser war, but except for the absence of front brakes it is much more like a sports model of 1925 vintage. The four-seater body has very pleasant lines, and the chassis has a wheelbase of 9 ft. 9 ins. and a track of 4 ft. 6 ins.

The side-valve engine has a bore and stroke of 95 mm. x 140 mm. (3.964 c.c.), the monobloc having a fixed head with screw-in valve caps. The porting is more generous than was usual at this date, and the engine probably turns over at something like 3,000 r.p.m. One does not feel the punch of each individual cylinder, and the whole machine runs astonishingly smoothly, so that it does not seem as fast as it is. The right-hand gearchange is light and easy, and third is high enough to be a very useful gear. The car feels solid and all in one piece, unlike the typical whippy chassis of the period, but the rear-end does tend to break away under extreme conditions.

About as different as it could be is the 1913 Talbot of Barry Clarke. The engine is again a four-cylinder side-valve and the dimensions are 102 mm. x 140 mm. (4.576 c.c.). Yet, this unit has much more punch than that of the Vauxhall, but it becomes rough as soon as the revs. begin to rise. The Talbot feels much faster than the Prince Henry, but it loses by being unable to rev. on the gears, and the contrary is in fact the case. The roadholding is excellent, and the car can safely be cornered very fast, with a marked understeering tendency; the steering is quite remarkably heavy.

Although the suspension is not soft, the car rides the bumps very well. The hand brake is quite effective, but the transmission brake is less powerful than these things usually are. Without its body, the chassis of the Talbot weighs 21½ cwt., and that of the Vauxhall exactly one ton.

Finally, I road tested my own 1911

*PRINCE HENRY* (upper picture): Lord Montagu's 4-litre Vauxhall is original except for well-base wheels and modern shock-absorbers. It won the Brands Hatch race with some ease.

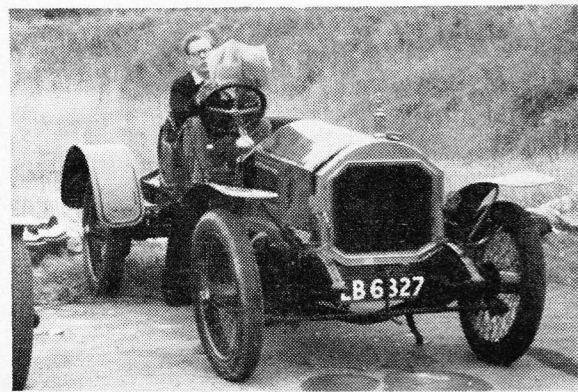
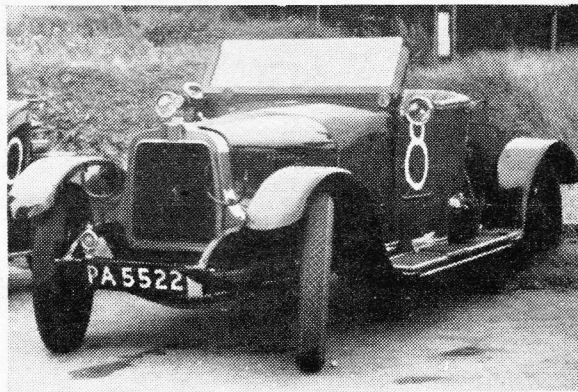
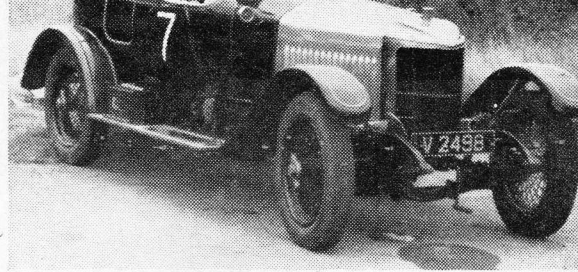
20/50 *TALBOT* (centre): Barry Clarke's 4½-litre two-seater is of basically the same type as Percy Lambert's "hundred-in the hour" single-seater.

*T.T. WINNER* (lower): "Steady" Barker, sitting in the 1908 T.T. Hutton, wonders whether handicapper Barker has given him a chance. This 5½-litre sports-racing car was built by Napier's.

Rolls-Royce! This is a six-cylinder Silver Ghost touring car of 7.4 litres capacity. It has a wheelbase of about 11½ feet and weighs some 36½ cwt. complete, so it is quite a big car. The Rolls differs from all the other cars in this article in having only three speeds, and the gearchange is not an easy one, but one travels on top speed for most of the time. Also, the accelerator pedal is on the right, while the central position is adopted on the others.

Edwardians do not have electric starters, but the Rolls will often start "on the switch", thanks to its trembler coil. The silence and smooth running of the engine are beyond belief, and the easy gliding sensation at around 50 m.p.h. is something that has never been surpassed. The maximum speed approaches 70 m.p.h. on a really long straight, but 60 m.p.h. is quite often seen on the road. This feels a very big car at first, but it is faster round corners than would be expected, and has a neutral steering characteristic. Only 1¼ turns are needed to take the steering from one full lock to the other. The brakes are quite fair if hand and foot are used together, but make a loud hissing noise as they have cast iron linings. The fuel consumption is 13 m.p.g., or worse if second gear is used much, and these engines are always fairly heavy on oil.

It is interesting that at Brands Hatch, the Vauxhall can beat the Rolls, which in turn can just get away from the Talbot. The Hutton has better acceleration than these three, but, of course, the Itala could leave them all, as Sam Clut-



ton has frequently proved. Each of these cars has its own personality, and with their "crash" gearboxes and handle starting they would be quite useless to the average modern motorist. Yet, I have loved every moment of driving them, and hope that I shall have the privilege of handling them all again.

#### GRAND PRIX BOX OFFICE

**TOMMY THOMSON**, Managing Director of Charterspace, Ltd., the travel company who have for several years organized special charter flights to the various Continental motor races and who will continue to be responsible for actual travelling arrangements, has now registered a new organization to be known as the "Grand Prix Box Office" at 29 Windsor Street, Uxbridge.

Any spectator, whether routing by Charterspace, Ltd., or travelling independently, will be able to purchase Continental admission tickets at a cost no greater than by direct application to the Promoters. In the case of certain of the more popular grandstands, blocks of numbered seats will be held at the Grand Prix Box Office, thus enabling clients to receive immediate confirmation of their reservations, without the usual delay in referring the bookings to the respective European centres.

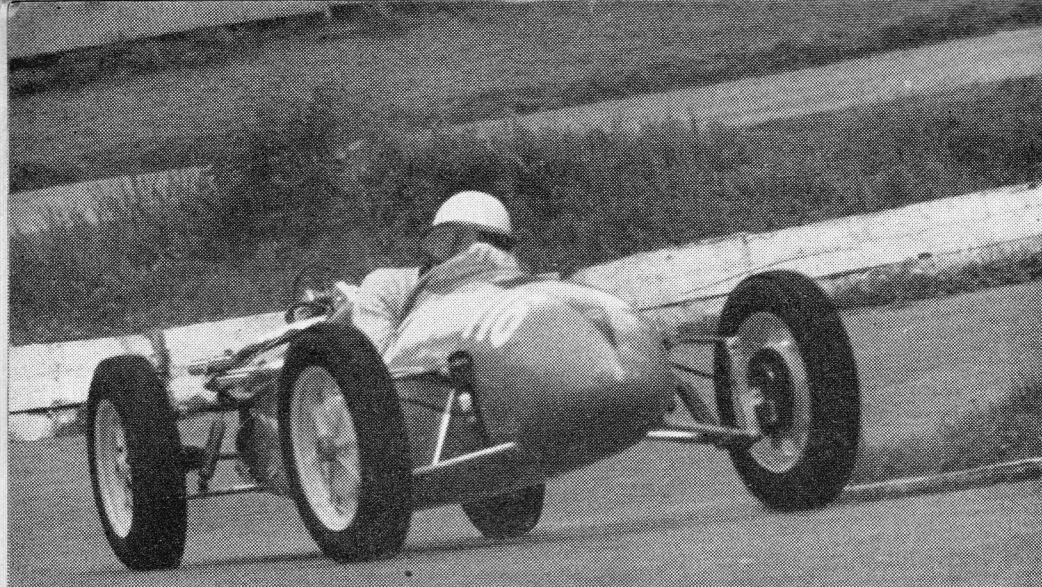
At present the coverage includes Le

Mans, Rheims, Rouen, Monaco, Spa and Nürburgring, and it is hoped by 1959 to add Monza and Zandvoort. Payment can be accepted in Sterling, provided clients obtain the usual Currency Control Form, which is issued immediately at their local or any bank. For the present time anyway, British events are not included in this service.

#### Tour de France—continued

Hicks-Rousseau Lotus was eliminated early with mechanical trouble, and the similar car of Georges Houel and Les Leston split its sump at Reims. However, the Jaguar of Baillie and Jopp was well up, as were the Triumphs of McKay and Lewin and of Annie Soisbault and Michèle Cancre. Stuart Lewis-Evans was going very well in a Porsche Carrera, and a similar car, driven by Storez-Buchet, was actually second in the grand touring category, ahead of the Trintignant/Picard Ferrari, and that of Peron and Schell.





meeting where he made best time of the day, and a new record, despite opposition from Boshier-Jones.

Obviously he would be out for a repeat at Prescott; and equally obvious that was something which Boshier-Jones could not allow if he was to bear the championship title easily.

In practice they both broke the record; and we were ready for a dramatic climax to the season on Sunday.

And drama there was with the first run of Boshier-Jones in Class 5. Crouching over the wheel he stormed away in a perfect start from a position well over to the right, and put a new record down in the book with 41.42 secs. Marsh, waiting almost on the line was warned by his mechanic.

## Records Fly at Prescott

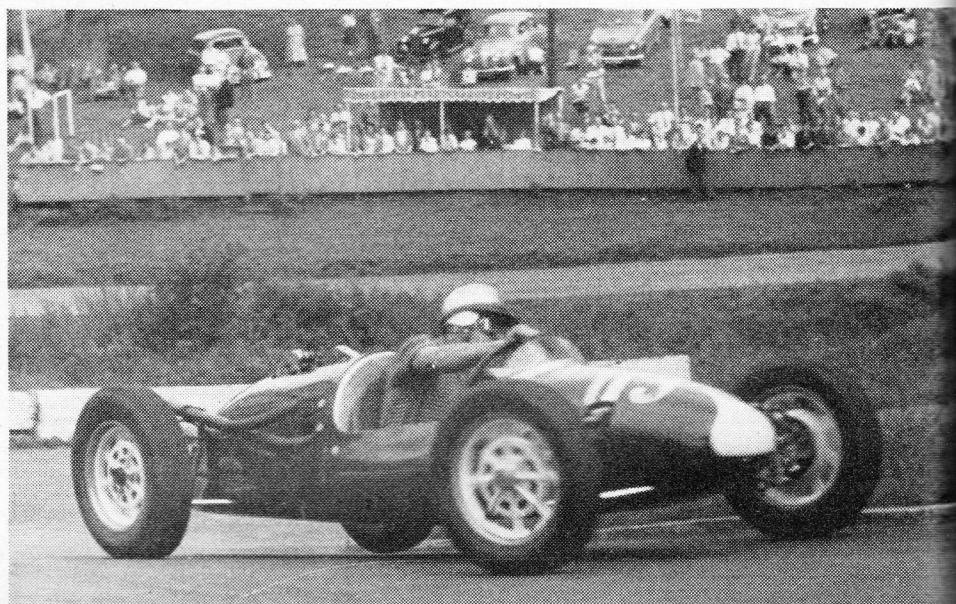
**David Boshier-Jones (Cooper) makes B.T.D. at B.O.C. National Hill-Climb; Record crowd sees Hill Record broken six times**

BRILLIANT sunshine and the promise of a battle between the new and former R.A.C. Hill-Climb Champions, D. Boshier-Jones and A. E. Marsh, brought a crowd of record proportions to the Bugatti Owners' Club National Hill-Climb at Prescott last Sunday.

They were not disappointed. The sun blazed, once the morning mist had cleared, and Boshier-Jones and Marsh broke the previous record of 41.87 secs., set by Marsh in June of this year, six times—three times each. In the end Boshier-Jones left it at a phenomenal 41 secs., the fastest time of the day. Marsh's best time was 41.08 secs.

It was vintage stuff. In their three major clashes—the event for the R.A.C. Championship contestants and the class for cars of two to three cylinders over 500 c.c.—they met four times, and in the aggregate there was only a difference of 0.08 sec. Three times Boshier-Jones was fastest, and Marsh once.

This clash was the major attraction of the day. Boshier-Jones with a handsome lead, had already made certain of the championship, but Marsh, the deposed champion, had been away from hill-climbs for most of the season. He returned at the recent Shelsley Walsh



*RIVALS: David Boshier-Jones (top of page) battled with Tony Marsh (above) for best time of the day, and each broke Marsh's hill record three times, Boshier-Jones finally setting the new one at exactly 41 seconds.*

### Results

**Fastest Time of day:** D. Boshier-Jones (Cooper), 41 s. **Second Fastest time:** A. E. Marsh (Cooper), 41.08 s. **Fastest time by Sports Car:** R. Fielding (Cooper-Climax), 46.35 s. **Fastest time by Woman Driver, Racing Car:** Miss P. Burt (Cooper), 44.86 s. **Fastest time by Woman Driver, Sports Car:** Mrs. Pauline Mayman (Lotus), 49.19 s. **B.O.C. 500 c.c. Championship:** R. B. James (Cooper), 45.10 s. **Staniland Trophy:** A. E. Marsh (Cooper), 43.03 s.

**John Broad 1,500 c.c. Trophy:** A. E. Marsh (Cooper), 43.03 s. **E.R.A. Trophy:** A. Jeddere-Fisher (E.R.A.), 44.85 s.

**Foreign Drivers' Trophy:** A. J. C. Mackay (Cooper), 45.10 s. **Rolt Trophy:** R. W. Phillips (Fairley), 43.56 s. **Thoroughbred Sports Car Team Trophy:** Bentley team.

**Class Results. Sports Cars, up to 1,100 c.c.:** 1. J. Richards (Lotus), 47.19 s.; 2. L. Mayman (Lotus), 47.89 s.; 3. J. G. Tallis (Lotus), 48.53 s.

**1,101-1,600 c.c.:** 1. R. Fielding (Cooper), 46.35 s.; 2. E. Lewis (Lotus), 47.84 s.; 3. F. B. Williams (Cooper), 50.06 s.

**1,601-3,000 c.c.:** 1. P. H. G. Cottrell (Lotus-Bristol), 47.26 s.; 2. G. Wilson (A.C.-Bristol), 48.46 s.; 3. J. R. Rudd (Frazer-Nash), 48.84 s.

**Sports Cars, over 3,000 c.c.:** 1. F. H. Allard (Allard), 47.55 s.; 2. P. Scragg (Jaguar), 47.72 s.; 3. J. P. Chapman (Chapman Mercury), 48.19 s.

**Racing Cars, Formula 2:** 1. A. E. Marsh (Cooper), 43.03 s.; 2. M. A. H. Christie (Lotus), 43.75 s.; 3. A. J. C. Mackay (Cooper), 45.10 s.

**Up to 500 c.c.:** 1. R. B. James (Cooper), 45.10 s.; 2. D. Parker (Cooper), 45.85 s.; 3. Miss Pauline Brock (Cooper), 46.46 s.

**Up to 2,500 c.c., four or more cylinders:** 1. R. W. Phillips (Fairley), 43.56 s.; 2. D. H. C. Hull (E.R.A.), 44.85 s.; 3. J. Berry (E.R.A.), 46.18 s.

**Over 500 c.c., two or three cylinders:** 1. D. Boshier-Jones (Cooper), 41.42 s.; 2. A. E. Marsh (Cooper), 41.46 s.; 3. M. A. H. Christie (Cooper), 42.95 s.

**Grand Touring Cars:** 1. A. Roberts (Mercedes), 51 s.; 2. K. S. Richardson (Porsche), 52.69 s.; 3. J. Broad (Porsche), 52.96 s.

**Bugatti Handicap:** 1. E. J. Sibbald; 2. F. E. Wall; 3. D. F. Mallalieu.

**R.A.C. British Hill-Climb Championship, Final Round:** 1. D. Boshier-Jones (Cooper), 41 s.; 2. A. E. Marsh (Cooper), 41.08 s.; 3. M. A. H. Christie (Cooper), 42.25 s.

His was also a good start, but appeared to change up a fraction earlier than Boshier-Jones and his time was 41.87 secs. Second runs in the class brought no alteration, with the Welshman slightly slower with 41.80 secs., and Marsh slightly quicker, but not quick enough with 41.46 secs.

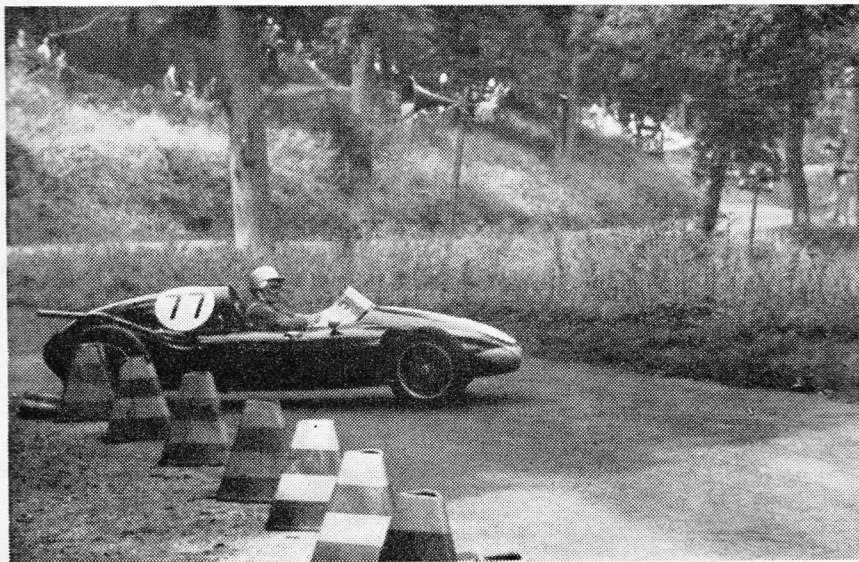
But there was still the final event in the Championship series to come, for which there were 20 entrants, and where Marsh could be depended to try to put himself in front.

And try he most certainly did. This time he went ahead of Boshier-Jones, and with a great effort brought even more finger-biting equalling Boshier-Jones's record with 41.42 secs.

Boshier-Jones took this news calmly in the Paddock, and excitingly on the Hill. Forty-one secs. was the answer to Marsh's challenge.

Marsh made another attempt to master





the new champion in his second run, and returned 41.08 secs.—again nearly but not quite.

So with his rival's runs completed, Boshier-Jones could afford to take it easily, which on this day meant a climb of 41.93 secs.

Almost like a second feature to this epic was the struggle between Michael Christie and David Good for the honour of the third fastest of the day. Christie won this glory but some idea of the tenseness of the major event is shown by the fact that his best was 42.25 secs., 1.25 secs. slower than the new record.

This Christie-Good friendly rivalry has been seen at Prescott for a number of years, with the former always slightly ahead. On Sunday he did 42.95 secs. and 42.97 secs. in Class 5, and 43.72 secs. and 42.25 secs. in the championship runs. Good did 43.28 secs., then his personal best, in his first run, 43.30 secs., 42.88 secs. and 44.45 secs.

Record breaking was not for men only. Mrs. Pauline Mayman took her Lotus up in the very first run of the day with a time of 49.19 secs., a new ladies' sports car record, and Miss Patsy Burt produced a new ladies' racing car record coming down to 45.32 secs. in her Cooper 1,460 on her first run, then 45.32 secs. on her second attempt, and finally achieving 44.86 secs.

Private scraps were there in plenty.

★

*OFF COURSE: Alan McKay (F2 Cooper), above, starts a game of skittles with the markers at the Esses. However, his first run stood as a class third.*

*ON LINE: Pauline Brock (right) finished third in the well-supported 500 c.c. class.*

★



The Bugatti 500 c.c. championship, based on the fastest time at the two major meetings at Prescott in the season, was won last year by Dick James of Coventry. This year Miss Pauline Brock took the lead at the May meeting, but only by one-hundredth of a sec.

James soon altered that by producing 45.10 secs. with a well-judged first run, while the best Miss Brock could do was 46.46 secs. So James retained his title, and also won Class 3, with Don Parker second and Miss Brock third.

Marques also had a private battle, in this case a triangular affair between Bentley, Invicta and Vauxhall, for the "Thoroughbred" sports car team trophy, with the Bentley boys winning. Alick Pitts roared up in 54.90 secs. and 54.68 secs., G. H. G. Burton in 50.44 secs. and 49.93 secs. (the fastest run in this series) and H. S. Pounds in 53.84 secs. and 52.84 secs.

For Invicta S. R. H. Loxton managed 55.42 secs. and 55.47 secs., D. Monro 56.46 secs. and 57.01 secs., and J. A. Shutler 54.21 secs. and 53.97 secs.

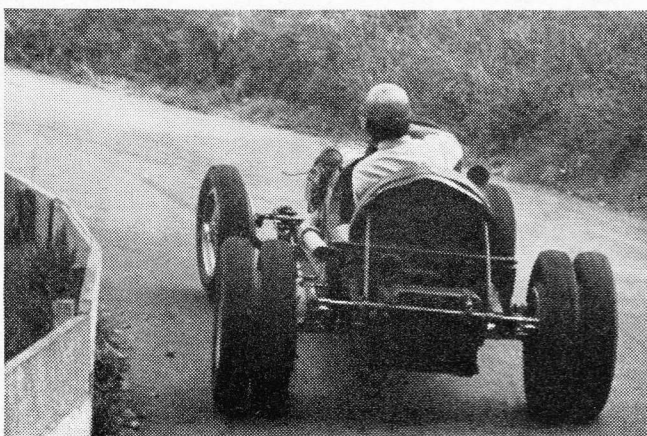
A two-man Vauxhall team had three runs each, M. L. Quartermaine returning 54.50 secs., 55.22 secs. and 54.27 secs., and H. Douglas Reid 61.72 secs., 61.56 secs. and 60.87 secs.

Not least of the day's achievements was the work of the officials in bringing the programme back to schedule after a delay of nearly 30 mins. when David Pick had wrecked the timing hut at the

top of the hill. His Cooper-Bristol coming out of the notorious semi-circle, swerved over the concrete step of the hut, and ripped through the timing apparatus. His car was damaged front and rear.

Later Hatton hit the bales at Orchard causing further delay and Cleaver had a fire under the bonnet of his Cooper.

Nevertheless, with an admirable lack of fuss, the officials finished the day's racing with 10 mins. in hand on the scheduled finish of 6 p.m.



*TWO DRIVERS, one car: Arthur Jeddere Fisher (left) drove his own 2-litre blown E.R.A., but Douglas Hull (right) drove the same car just a wee bit quicker, for a class record.*



*FLAG RAISED, and the front row gets ready to move: From left to right, Moss (Vanwall), Brooks (Vanwall), Hawthorn (Ferrari) and Lewis-Evans (Vanwall).*

these units had already been bought and paid for, and were on the late Peter Collins's personal road car. The entire equipment was up to racing standards, and once Ferrari had decided to use them, it was up to Dunlops to offer advice, even from the purely safety angle. Surely it is also in the interests of the British concern to convince Enzo Ferrari that disc brakes are the wear for modern racing and high-performance cars? Were Ferrari to produce the famous 250GT with Dunlop or Girling disc brakes, it would be a feather in the cap of the British industry; after all, this particular machine is regarded as one of the world's finest high-performance cars, and Dunlops, as an International concern, would be doing a disservice to everyone concerned, if they did not try to get Italy's foremost racing car constructor to adopt their products on his production vehicles.

Brooks's tenacious drive earned him plaudits on all sides, although the Italian spectators were obviously disappointed that the Ferrari did not win. Tony himself realized that the heat of the day would be a severe test on tyres in a race of 400 kilometres, and after he passed Mike 10 laps from the end, he continually glanced at his covers, ever on the look-out for the ominous breaker strip. As it transpired, the tyres would have been good for a few laps more, but nevertheless the whole thing was a complete gamble and reflects great credit on the courage of Brooks. It should be made clear that Brooks went the whole distance without a wheel change: all Vanwalls were on 700 x 16 rear tyres, and not the size quoted by me in last week's issue.

Once again the B.B.C. lost the chance of doing an on-the-spot commentary, but made use of the services of a British journalist who happened to be there, for a brief summary. With the eyes of the entire motor racing world on the Moss-Hawthorn duel for Championship honours, one would have thought that the Corporation would have made every effort to do a live broadcast. The ubiquitous Ronnie Noble was there, employing a team of Italian cameramen

## MONZA FOR THRILLS

*Looking Back On The Vanwall Victory in The Italian Grand Prix*

**By GREGOR GRANT**

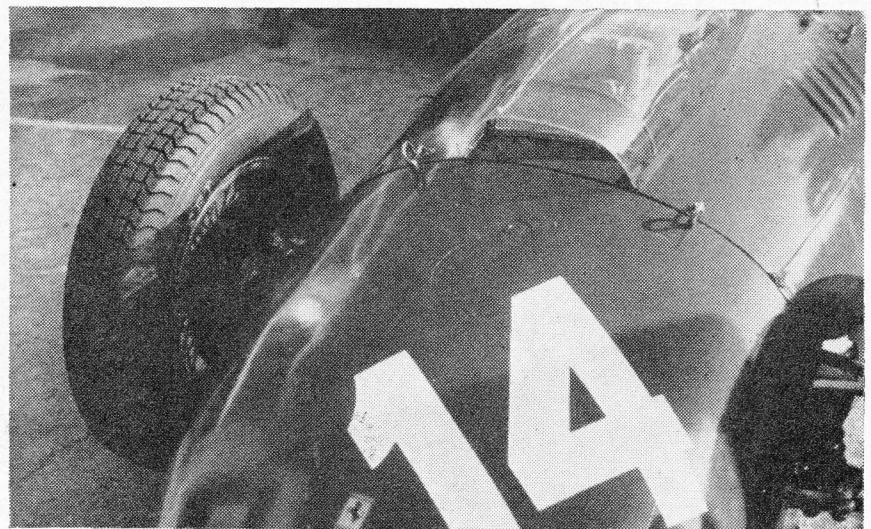
IT is a fact that Monza invariably produces the most exciting Grands Prix with really surprise finishes. After the exit of Stirling Moss, and Tony Brooks's early pit stop, Vanwall hopes were pinned on Lewis-Evans. Hawthorn looked as if he would win as he liked, after Phil Hill had stopped to change a wheel. Ferrari, of course, were also weakened with von Trips crashing into Harry Schell's B.R.M., and Gendebien with a crippled car following a start line incident with the Cooper of Jack Brabham. When Lewis-Evans retired with overheating, the onus appeared to fall on Behra to prevent a Ferrari victory. I must say that the B.R.M. went extremely well, and it was a great pity that braking troubles intervened to prevent the Frenchman from offering a proper challenge to Mike Hawthorn.

Masten Gregory shook Ferrari by challenging Hawthorn for the lead with the Fangio "Rheims" Maserati entered by Temple Buell. In point of fact, the little American driver was credited with a lap of 1 min. 43.3 secs., achieved on his 39th lap when he slipstreamed Hawthorn and passed him for a brief period. Hawthorn's quickest was 1 min. 43.4 secs., and Moss's 1 min. 43.8 secs. Lewis-Evans did 1 min. 44 secs., and Brooks, during his pursuit of Hawthorn, returned 1 min. 43.5 secs. Thus Phil Hill's 1 min. 42.9 secs., and Gregory's 1 min. 43.3 secs. must rank as the fastest laps of the race—a fine achievement for the two American drivers!

Mike Hawthorn reckoned that his clutch troubles began on the line, when there was a delay in dropping the flag. The start was rather chaotic, and only the front line people appeared to see the flag dropped at the appropriate moment. Harry Schell took a very wide route via the grass verge, and nearly knocked down Tony Vandervell who had been yelling at the starters to get on with the race. I should think that there is a great deal to be said for the Brands Hatch method of starting, with cars on a dummy grid and then advancing to the start line proper with a maximum time on the line of one minute. This certainly does clear the area of mechanics and others, and improves the whole thing from a safety angle.

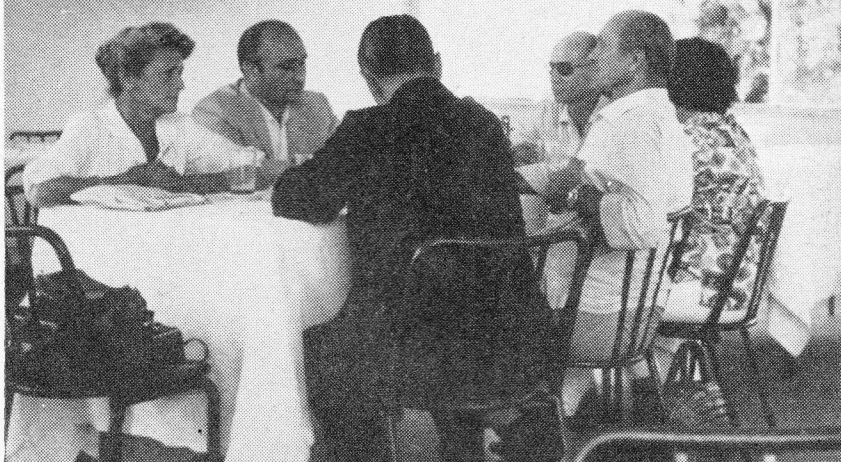
I do believe that everyone was pleased when Temple Buell's protest was eventually upheld, giving Gregory and Shelby their well-deserved fourth place. It was, of course, hard lines on Salvadori and the Cooper, making a difference of about £150 in prize-money, but Coopers themselves did not really expect to be given fourth spot, despite the supposed disqualification of the Americans. It should be explained that Shelby was originally down to drive the second of the Buell Maseratis, but qualified with a Centro Sud Maserati. This packed up almost at the start of the race, and when Gregory came in to change his wheels, also suffering from the effects of his Silverstone accident, Buell assumed that Carroll Shelby could take over the car. It was not until the race had finished that doubts were cast on Shelby's eligibility to drive that particular car, and consequently the officials decided to disqualify the entry. However, Temple re-read the regulations and could find nothing that debarred his original driver from taking over from another nominated driver. The officials thereupon decided that the placing would stand, although by changing drivers Championship points were forfeited.

There were many wild accusations made against Dunlops regarding lack of patriotism and so on, in permitting disc brakes to be used on Hawthorn's Ferrari. The truth of the matter is that



*DISC BRAKES, from the late Peter Collins's car fitted to Hawthorn's Ferrari. All cars had the new forward-scoop "Perspex" hood over the carburettors.*





MONZA GROUP includes Juan Manuel Fangio, Senorina Fangio, Louis Chiron and Mme. Chiron.

★

NEW ROLE (left) for Noel Cunningham-Reid, photographing B.P.'s new Fangio film. Also seen are commentator Nevil Lloyd and motoring writer Bernard Cahier.

for his Sportsview TV programme. Ronnie deserves a great deal of credit for putting the big races on record during the season for the popular Wednesday evening programme, and it is quite possible that the Dimmock-Noble-Fox combination will go into the live television business in respect of certain

of the major Continental motor races. It is only a matter of time!

Once again the super-efficient Milanese car thieves were busy. David York, of Vanwalls, had his spare wheel pinched, whilst the owner of a 300SL Mercedes, attempting to start his car in the morning, found that the batteries had dis-

appeared, as well as some expensive seat covers—and his car pass for the race! Monday following the race was a double celebration for the Vanwall equipe; in addition to Brooks's great victory, it was Mr. Vandervell's 60th birthday—the second successive year he has been able to have a double celebration in Italy!

## Bentley Day at Firle

Jaguar fastest at B.D.C. Hill-Climb

A WARM sunny day with misty clouds scudding rapidly across the sky, and a howling wind at the top of the hill greeted a very good entry and a considerable concourse of spectators to this popular annual event.

The clockwork precision of the Bentley Drivers' Club organization was only interrupted to allow a farm tractor and large trailer up and down the hill between batches of cars on its vital work of getting in the devastated harvest, and also by a fine demonstration run by Tony Marsh, our hill-climb champion. He chose to run in the big twin Cooper rather than the Formula 2 car, the former probably being less of a handful on Firle's somewhat bumpy surface. However, he cracked the hill record unofficially at 25.31 secs. as against 26.71 secs. Best time for the tractor circa 90.7 secs., and it achieved 8 m.p.h. through the speed timed section!

The meeting opened with the event run for the Bentley handicap award. The result of this was immediately settled, although, of course, nobody realised it at the time. D. W. Llewellyn, who was No. 1 on the programme, and went off No. 1 in his 3-litre Bentley did 32.04 secs. gross, giving him a net of 27.04 secs., a time that none of the lower handicap men could approach. Even George Burton, perhaps not surprisingly easily the fastest of the rest, and whose car, of course, now boasts a de Dion rear end, could not better 29.72 secs. from scratch. This was slower than last year, and might have been due to his large "holiday" wheels and tyres.

The brothers Bradley, M.J. and R.P., both tried hard with the 3-litre and gave their usual exhibition of forceful motoring, but after one run something went amiss with the 4½. H. S. Pounds did two very good runs with the ex-Barry Eastick car (best 31.07 secs.). The owner, now, has much modified it, no less than 1 cwt. having been carved off the fly-wheel, and the exhaust system has been tidied up, the whole car now weighing 25 cwt. The result is much more power, which is very evident.

In the two last classes of the Bentley Handicap, that for blower 4½s and the big 6½- and 8-litre cars, and that for the

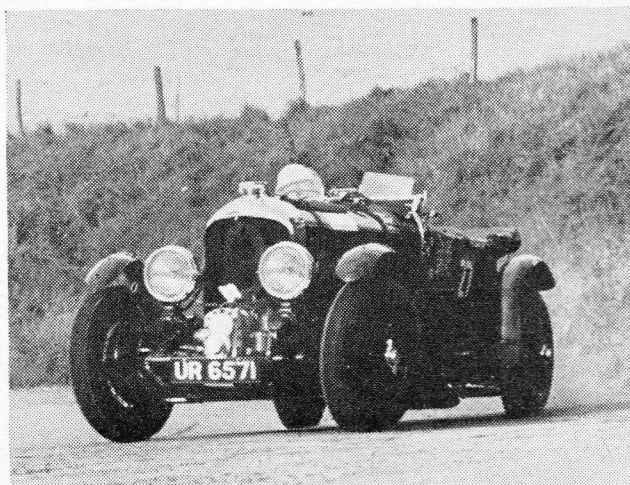
post-1931 cars, Stanley Sears must particularly have enjoyed himself. In the former class he drove his fine Dorothy Paget Le Mans team car—the blower car in which the late Tim Birkin had that famous and monumental dice with Rudy Carracciola in his enormous blown Mercedes—and in the latter class he drove his sleek and beautiful Continental. Even if only for sentimental reasons this writer was glad to see the old car win, if only just! (33.26 secs.—33.31 secs.). Incidentally, Stanley Sears was the nearest in these two classes to getting among the handicap leaders.

We next turned our attention to the fine entry from other clubs, which included the B.A.R.C., Brighton and Hove M.C., A.M.O.C. and the Lagonda Club. There were, of course, a good smattering of Bentleys contesting these classes as well.

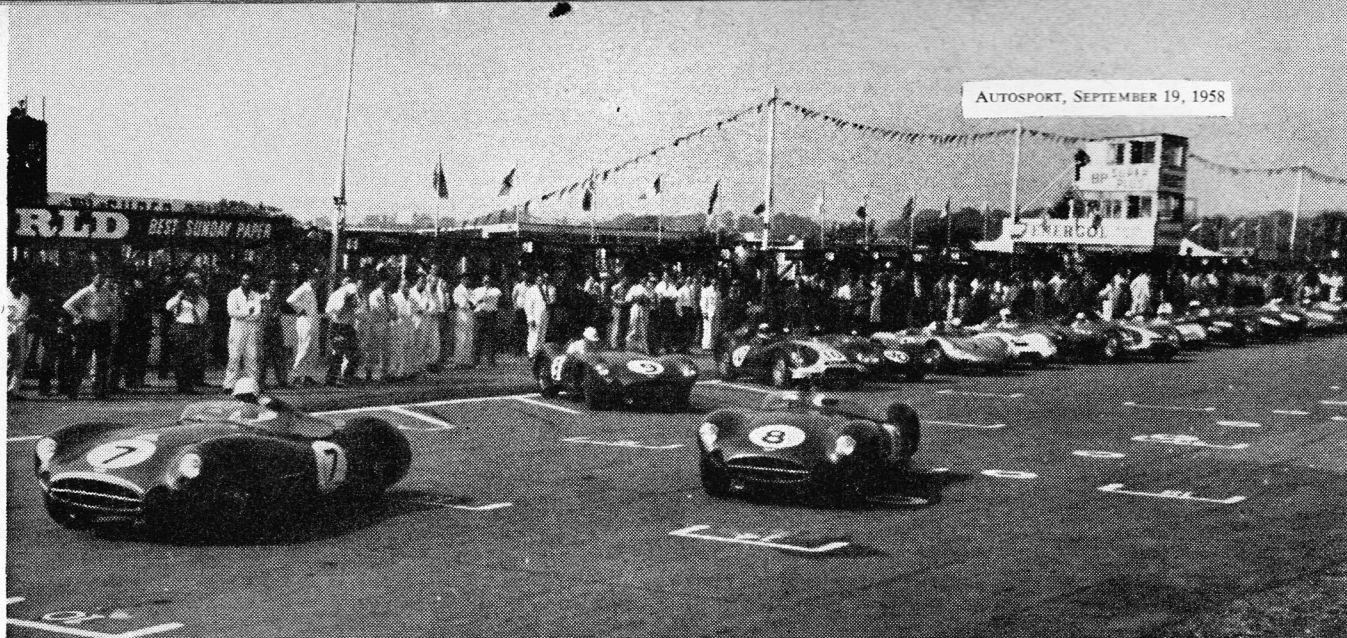
In Class F, for cars up to 1,500 c.c., we had a varied assortment ranging from

(Continued on page 372)

★  
HEAVY METAL:  
Stanley Sears takes  
the 4½-litre team car  
through the first  
bend.  
★







## ASTON MARTIN—ONE-TWO-THREE

Convincing Victory for the David Brown Cars in the R.A.C. T.T. at Goodwood—Moss Sets New Sports Car Lap Record—Fine Performance by Behra/Barth (Porsche)—Class Win for Ashdown/Jones (Lotus)

As a demonstration of high-speed reliability, the performance of Aston Martins in last Saturday's R.A.C. Tourist Trophy race could not be faulted. The three David Brown cars completely dominated the four hours' race sponsored by the *News of the World*, and organized by the B.A.R.C. By clever juggling during the closing stages, team manager Reg Parnell was able to bring his cars over the finishing line in a triumphant procession, headed by the victorious Moss/Brooks machine. Efficient organization, particularly on the part of the Avon tyre people, defeated the threat of the smaller-engined cars, and the tyres on the Astons gave no cause for anxiety whatsoever, in direct contrast to the Behra/Barth Porsche which lost a great deal of ground due to changes and inspections.

The Lister-Jaguar challenge virtually ended when Ivor Bueb went off course in avoiding Edward Greenall's Lotus which had been flicked by Salvadori's Aston Martin coming out of Madgwick. Salvadori carried on after a brief stop at the pits for a looksee, but both the Lotus and the Lister were rendered *hors de combat*. Bueb eventually took over Ross Jensen's car, but this later stopped with front suspension failure. The Jaguars of both Ecurie Ecosse and Duncan Hamilton were not quite fast enough to challenge the Astons, although during the early stages the beautifully prepared 2-litre Lotus entered by John Coombs, and driven by Bruce McLaren, was rapid enough to worry the Feltham pit. However, it later was delayed with gear-selector trouble, and was eventually retired. The Team Lotus 2-litre car was never in the picture, following a poor start, and eventually went out with a dropped valve.

Jean Behra and Edgar Barth were virtually unchallenged in the 2-litre category with the Porsche 1500 RSK; another Porsche was second, whilst Dick Jacobs's M.G.A Twin-Cam, probably the only genuine production car in the race, earned third place in the hands of Tom Bridger and Alan Foster. The 1,100 c.c. class produced a tremendous Lotus

By GREGOR GRANT

Photography by George Phillips

and Elva struggle, with many of the Hornsey cars in and out of pits with overheating and starter motor troubles. After the Stacey/Hall car dropped back, victory went to another Team Lotus entry driven by Peter Ashdown and Gordon Jones.

During his victorious drive, Moss set up a new sports car record in 1 min. 32.36 secs. (93.3 m.p.h.). Behra not only broke the existing 1½-litre record, but also set up new 2-litre figures with

the Porsche; both records were formerly held by Lotus. The Gammon/Broadley Lola returned a new 1,100 c.c. class record.

\* \* \*

THE non-appearance of Ferrari was a great disappointment, but with von Trips in hospital following his Monza crash, Gendebien on the Tour de France, Phil Hill back in the U.S.A. for a medical check-up, Enzo had no one to team up with Mike Hawthorn and reluctantly scratched the entry. The Belgian cars were also non-starters, one still being repaired at Maranello, and the

★  
*THEY'RE OFF—on their four hours' trip (top), and the Aston Martins of Stirling Moss and Carroll Shelby are already in the lead.*



★  
*VICTORS: (Right) Stirling Moss and Tony Brooks being presented with the Tourist Trophy by News of the World chief's wife, Lady Carr. Also seen are the Duke of Richmond and Gordon, and John Morgan.*



other unable to arrive at the circuit in time. The works Osca was also absent, and Ecurie Ecosse substituted the veteran Le Mans-winning D-type for the Tojeiro-Jaguar originally entered. Wilkie Wilkinson decided that the Monza car, in process of being converted to Appendix C specifications, could not be made ready in time, so David Murray was represented by only one car, to be driven by Masten Gregory and Innes Ireland.

The sports car lap record held by Mike Hawthorn (Ferrari) looked certain to be broken on race day, Salvadori and Moss getting down below it on several occasions with their Aston Martins. Salvadori did 1 min. 32.2 secs. on Friday, following Moss's 1 min. 32 secs. the previous day. Porsche were more than a trifle disturbed to learn that tyre wear on the very fast Behra/Barth car was much greater than anticipated, and that more frequent pit stops might have to be scheduled.

#### Some Best Practice Laps

Moss (Aston Martin)	...	1 m. 32 s.
Salvadori (Aston Martin)	...	1 m. 32.2 s.
Brooks (Aston Martin)	...	1 m. 33.2 s.
Bueb (Lister-Jaguar)	...	1 m. 33.2 s.
Halford (Lister-Jaguar)	...	1 m. 33.4 s.
Brabham (Aston Martin)	...	1 m. 33.6 s.
Hill (Lotus)	...	1 m. 34.4 s.
Lewis-Evans (Aston Martin)	...	1 m. 34.8 s.
Allison (Lotus)	...	1 m. 35.2 s.
Behra (Porsche)	...	1 m. 35.6 s.
Jensen (Lotus)	...	1 m. 35.8 s.

A glorious day brought out a surprisingly large crowd, considering the absence of Continental opposition. So, as 2 p.m. approached, 29 drivers crouched on the grandstand side of the pits, awaiting the signal to start off on the first Tourist Trophy race to be run on the mainland of Great Britain since 1938. As the seconds ticked away, tension grew; Ebby dropped his Union Jack, and the mad scramble began, with Moss and Shelby making picture starts in their Aston Martins. The Frost/Stoop Lotus was still being repaired following the fracture of an oil pipe just before the start. Left on the line were Masten Gregory (Jaguar) and Cliff Allison (2-litre Lotus). After what seemed an age during which the starter motors ground away slower and slower, both cars finally got away.

Aston Martins immediately took command of the situation, with Moss, Shelby and Salvadori passing the pits in that order, followed by Bueb's Lister-Jaguar.

The unfortunate Ian Raby turned his works Elva over, and was taken to hospital with leg injuries. The Shale/Dalton Lotus broke its final drive on the very first lap, and the entrants set about the formidable task of replacing it out on the circuit. Salvadori replaced Shelby for second place, and Ivor Bueb rapidly began to close up on the Feltham cars. Moss equalled Hawthorn's record of 1 min. 34.8 secs. (91.14 m.p.h.) on his fifth lap. Ross Jensen was dropping back slightly, and was being challenged by the immaculate Coombs Lotus and the Behra Porsche. Then on the 10th lap came a blow for Listers. At Madgwick, Salvadori rather overdid things

**MADGWICK METHODS**—The contrast in cornering style is clearly depicted by these George Phillips pictures showing (top to bottom), Moss, Salvadori and Shelby in their Aston Martins.





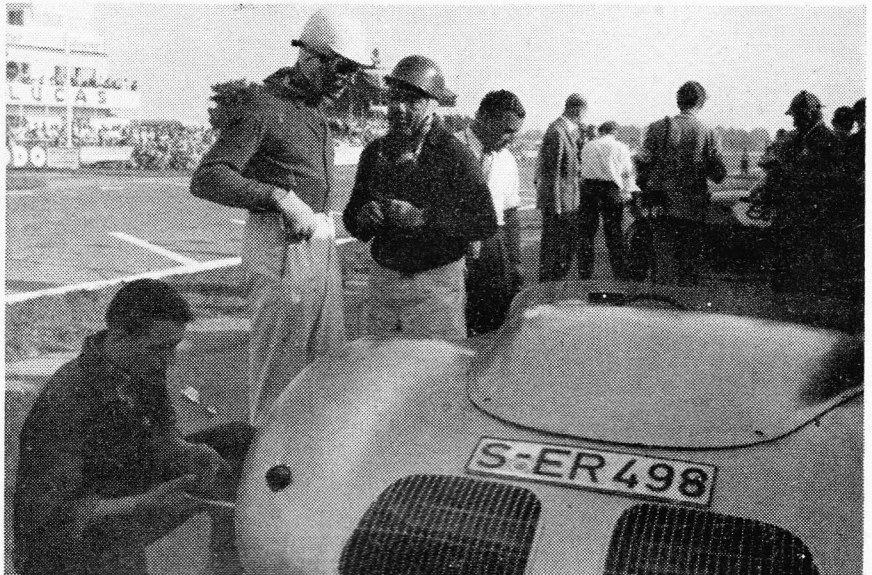
*FELTHAM v. COVENTRY: Innes Ireland in the Ecurie Ecosse Jaguar, about to be overtaken by Lewis-Evans (Aston Martin).*

Lotuses. On lap 16 Moss broke the sports car record with 1 min. 34.6 secs. (91.33 m.p.h.).

As the end of the first hour approached, Aston Martins made ready for pit stops. Ivor Bueb had replaced Ross Jensen in the remaining Lister, but was a full lap behind the leaders. In point of fact, the three Astons had already lapped the entire field, with the exception of Behra and McLaren. The latter shortly afterwards had the wretched luck to have gear-selector trouble, and was delayed at the pits for some time whilst mechanics tried to find some suitable ratios. The Les Leston/Fisher Lotus was retired with gearbox troubles.

when overtaking Edward Greenall's Lotus; the cars touched and the smaller car went off-course. Shelby managed to scrape through untouched, but Bueb took avoiding action and also went off the road. He tried desperately to re-start, and eventually got moving only to stop for good with badly damaged steering.

Gregory and Allison were rapidly making up lost ground after their bad starts, overtaking car after car in their efforts to get to grips with the flying Feltham cars. There was a formidable task, for Moss was already setting up new lap records for sports cars, and was backed up by Shelby. Salvadori, after a 24 secs. stop to see if there was any damage, came through the field at a tremendous pace and in seemingly next-to-no-time was back in third place. Young McLaren had held third place for a time when Salvadori had fallen back, but he was continually being pressed by Jean Behra in the stubby looking Porsche. Stacey was going really rapidly in his 1,100 c.c. Lotus, in which class there was an exciting struggle between Michael Taylor and Henry Taylor, both in



*PORSCHE PAIR. (Above) Jean Behra hands over to Edgar Barth in the class-winning Porsche.*



*FINAL STOP: Jack Brabham brings in the Aston Martin, whilst Roy Salvadori makes ready to take over. Beside him is team manager Reg Parnell.*

#### Positions at 3 p.m.

1. Moss (Aston Martin), 37 laps, 90.52 m.p.h.
2. Shelby (Aston Martin), 37 laps.
3. Salvadori (Aston Martin), 36 laps.
4. Bueb (Lister), 36 laps.
5. Behra (Porsche), 36 laps.
6. Gregory (Jaguar), 35 laps.
7. Allison (Lotus), 35 laps.
8. Stacey (Lotus), 35 laps.
9. de Beaufort (Porsche), 34 laps.
10. Mackenzie-Low (Lotus), 34 laps.
11. Greene (Lotus), 34 laps.

In came the Ecurie Ecosse Jaguar, tyres were changed and Innes Ireland took over. Bruce Halford replaced Bueb in the Lister, and then Moss came in with the Aston Martin to hand over to Brooks. The car overshot the pit area, causing a slight amount of confusion when mechanics started to change the wheels and all but put back one of the worn front ones on the rear. The stop occupied 80 secs., and meanwhile Shelby had taken the lead. It was soon his turn to come in, and this time everything went according to plan—65 secs. and Lewis-Evans was away. Brabham took over from Salvadori (68 secs.). All four wheels were changed on all three cars. Behra carried on without handing



over to Edgar Barth. Tony Brooks was soon back in the lead with the Moss car No. 7, and yet another challenger was eliminated when Halford came to rest at the chicane with a fractured king-pin on his Lister. Martyn (Lotus) and Westcott (Lotus) came in for water. The A.C.-Bristol Le Mans prototype also suffered from overheating, and made repeated stops for water. The crew eventually replaced the hose connections, but the trouble still persisted.

The works 2-litre Lotus was suffering from falling oil pressure, and shortly after Graham Hill took over there was an ominous clatter—a valve had dropped. The McLaren/Jensen car had also been withdrawn, and earlier the fantastically quick Lola driven by Peter Gammon had, of all things, a puncture caused by a split pin. The *équipe*, for some extraordinary reason, had no spare wheel of the right size, so the puncture had to be repaired in the pits. Whilst sympathy is offered for the misfortune, surely this was no way to go motor racing?



**TWIN - CAM:** (Above) Tom Bridger in Dick Jacobs's M.G.A., which he shared with Alan Foster. It was third in the 2-litre class.

★

**WATER BOTHERS:** (Left) The Anthony/Whiteaway A.C.-Bristol has a water-hose replaced.

★

**TEXAN:** (Below) Carroll Shelby (Aston Martin) holds off Ivor Bueb (Lister-Jaguar) during the early stages of the race.

to have the rear wing straightened. Mackenzie-Low refitted a silencer to his Elva, before handing over to Ian Burgess. Michael Taylor stopped with fuel pump trouble, and Keith Greene took over. Martyn changed his header-tank in an effort to cure an insatiable thirst for water, whilst Burgess brought the Elva in again for new plugs. Jimmy Blumer handed his Lotus over to Stuart Dodds, and water was also added. It was announced that the Moss/Brooks Aston Martin had knocked the lap record down to 1 min. 32.6 secs. (93.3 m.p.h.).

#### Position at 4 p.m.

1. Brooks (Aston Martin), 74 laps, 88.90 m.p.h.
2. Lewis-Evans (Aston Martin), 73 laps.
3. Brabham (Aston Martin), 73 laps.
4. Behra (Porsche), 72 laps.
5. Stacey (Lotus), 71 laps.
6. Ireland (Jaguar), 70 laps.
7. Gregory (Jaguar), 70 laps.
8. Ashdown (Lotus), 70 laps.
9. de Beaufort (Porsche), 68 laps.
10. H. Taylor (Lotus), 67 laps.
11. Anthony (A.C.-Bristol), 66 laps.

Two hours gone, and Brooks was nearly a lap ahead of Lewis-Evans and Brabham, with Behra two behind the leader. The astonishing Stacey/Hall "1100" was in fifth place, ahead of Innes Ireland (Jaguar). By 4.30 p.m. all three Astons had completed 92 laps—two more than Behra's Porsche. The A.C.-Bristol was in continual water trouble, and was nine laps behind the Porsche. Gordon Jones was holding his own with

Out on the circuit the Shale/Dalton car was slowly being repaired. After about 1½ hours, the car rejoined the race. It was not to last long, however, for braking troubles intervened, starting with the rear brakes having to be bled.

Nothing seemed to be able to halt the progress of the Aston Martins. Brooks was carrying on where Moss left off, and both Lewis-Evans and Brabham were running with train-like consistency. Peter Blond, who had driven admirably, had handed over to patron Duncan Hamilton, who, as always, thrilled the crowd with his power-sliding method of cornering. Innes Ireland was in pursuit with the Ecurie Ecosse car, both being well ahead of the red D-type of Sieff/Charles.

Maurice Charles banged the chicane with the red D-type, and was at the pits





(Left) *Duel: Jean Behra (Porsche) leading Bruce McLaren in the Coombs 2-litre Lotus. Their battle ended when the New Zealander had gear-selector trouble.*

power of contracts signed with other concerns.

#### General Classification

- 1.\*Stirling Moss/Tony Brooks (Aston Martin), 148 laps (88.33 m.p.h.).
  2. Roy Salvadori/Jack Brabham, 148 laps.
  3. Carroll Shelby/Stuart Lewis-Evans, 148 laps.
  - 4.\*Jean Behra/Edgar Barth (Porsche 1500), 144 laps (85.93 m.p.h.).
  5. Masten Gregory/Innes Ireland (Jaguar), 143 laps.
  6. Peter Blond/Duncan Hamilton (Jaguar), 142 laps.
  - 7.\*Peter Ashdown/Gordon Jones (Lotus 1100), 138 laps (82.78 m.p.h.).
  8. Count de Beaufort/B. Heins (Porsche 1500), 135 laps.
  9. Maurice Charles/J. Sieff (Jaguar), 135 laps.
  10. Keith Greene/Michael Taylor (Lotus 1100), 134 laps.
  11. Henry Taylor/Nicholas Green (Lotus 1100), 131 laps.
  12. C. Haas/John Brown (Elva 1100), 131 laps.
  13. Bill Frost/Dick Stoop (Lotus 1100), 128 laps.
  14. Tom Bridger/Alan Foster (M.G.A. "Twin-Cam"), 127 laps.
  15. Jack Westcott/Peter Arundell (Lotus 1100), 125 laps.
  16. E. H. Broadley/Peter Gammon (Lola 1100), 124 laps.
  17. Alan Stacey/Keith Hall (Lotus 1100), 121 laps.
  18. D. Graham/C. Martyn (Lotus 1100), 110 laps.
  19. Mike Anthony/E. N. Whiteaway (A.C.-Bristol), 105 laps.
  20. Ian Burgess/R. Mackenzie-Low (Elva 1100), 102 laps.
  21. Jimmy Blumer/Stuart Dodd (Lotus 1100), 99 laps.
- Fastest laps:** Over 2 litres, Moss/Brooks, 1 m. 32.6 s. (93.3 m.p.h.).†  
 1,101-2,000 c.c., Behra/Barth, 1 m. 35.2 s. (90.76 m.p.h.).†  
 Up to 1,100 c.c., Gammon/Broadley, 1 m. 38.8 s. (87.45 m.p.h.).

\* Class winners.

† New class records.

Stacey in the 1,100 class. Foster had taken over the twin-o.h.c. M.G.A. which was running very consistently, if not very rapidly.

Broadley took over his Lola from Gammon, and Nicholas Green changed places with Henry Taylor in the Lotus. Graham's Lotus spluttered and banged, remaining at the pits for some time. Dodd had difficulty in restarting, and later lost 6 mins. repairing a leaking fuel tank. Whiteaway was 9 mins. replacing a water hose on the A.C.-Bristol.

Astons made their final pit stops without incident, but it was noted that only three wheels were changed. Moss, Salvadori and Lewis-Evans (64 secs., 65 secs. and 64 secs. respectively) took over for the final stint, whilst Edgar Barth replaced Behra in the Porsche.

#### Position at 5 p.m.

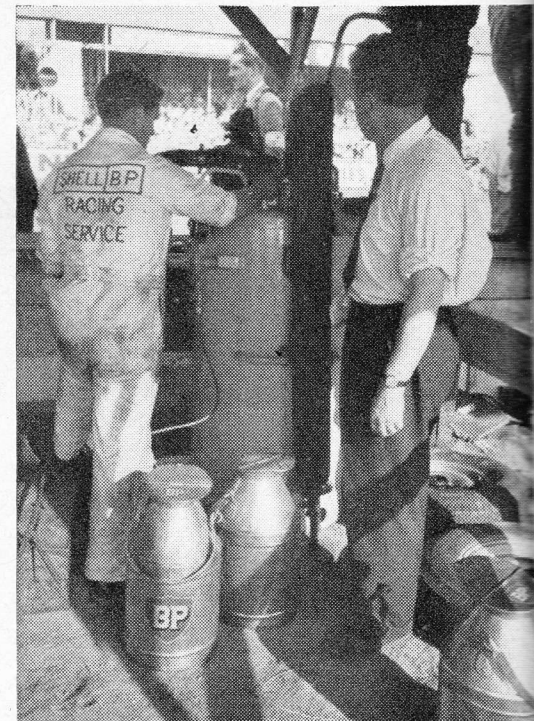
1. Moss (Aston Martin), 110 laps, 88.29 m.p.h.
2. Shelby (Aston Martin), 110 laps.
3. Salvadori (Aston Martin), 109 laps.
4. Barth (Porsche), 107 laps.
5. Blond (Jaguar), 105 laps.
6. Gregory (Jaguar), 105 laps.
7. Stacey (Lotus), 104 laps.
8. Jones (Lotus), 103 laps.
9. Greene (Lotus), 100 laps.

The final hour saw the Feltham cars gradually being brought together for a line-ahead finish. There was excitement in front of the pits when Dodds's gear-box seized and the Lotus spun round and was shunted by Arundell (Lotus), who carried on with a crumpled front.

Gregory had taken over from Innes Ireland after a very rapid 60 secs. stop when all four wheels were changed, fuel and oil added. The American pressed on in the hope of catching Barth for fourth place: the Ecurie Ecosse car had already displaced the Blond/Hamilton machine. The Stacey/Hall car was delayed with starter trouble, and another battery was added to give 24 volts. Even then the engine was reluctant to fire. This put the Ashdown/Jones car in the lead in the 1,100 c.c. class. Repeated stops by the A.C.-Bristol for water, and the elimination of the 2-litre Lotuses, brought the Bridger/Foster M.G.A into third place in the 2-litre class.

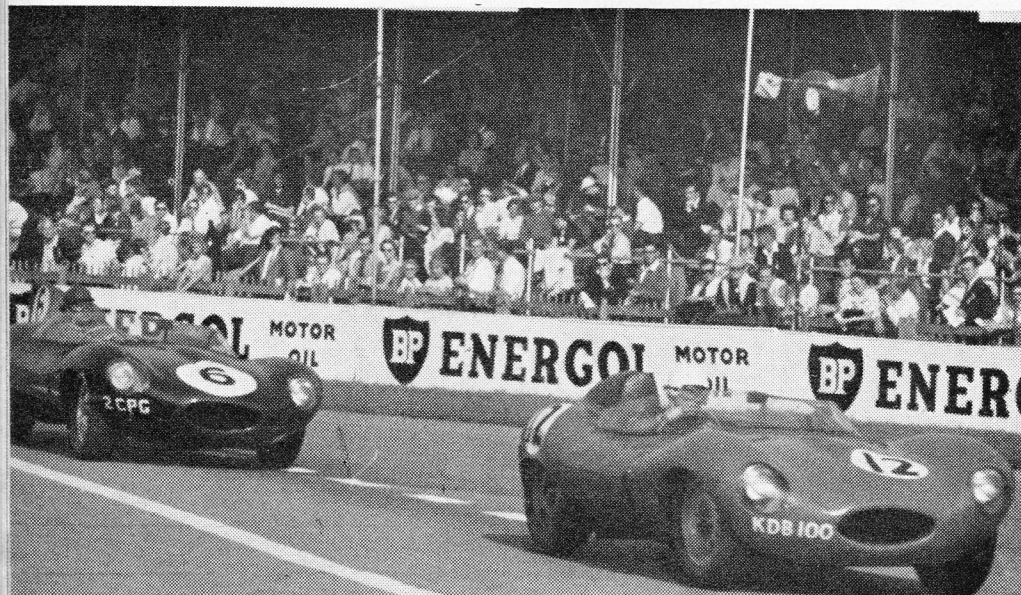
Then it was all over, with the three green Aston Martins triumphantly going over the line a few yards apart. Meanwhile Dodds pushed his car over the line, and the Graham/Martyn car finished on its starter motor. Barth maintained his fourth place, followed by the veteran Ecurie Ecosse D-type.

It had been an interesting race, with new sports car class records. Astons and Porsche finished with the same number of points in the Sports Car Championship, joint runners-up to Ferrari. A peculiar feature of a certain tyre manufacturer's success advertisement in the national Press was the announcement that the T.T. was won by C. A. S. Brooks and co-driver! Such is the

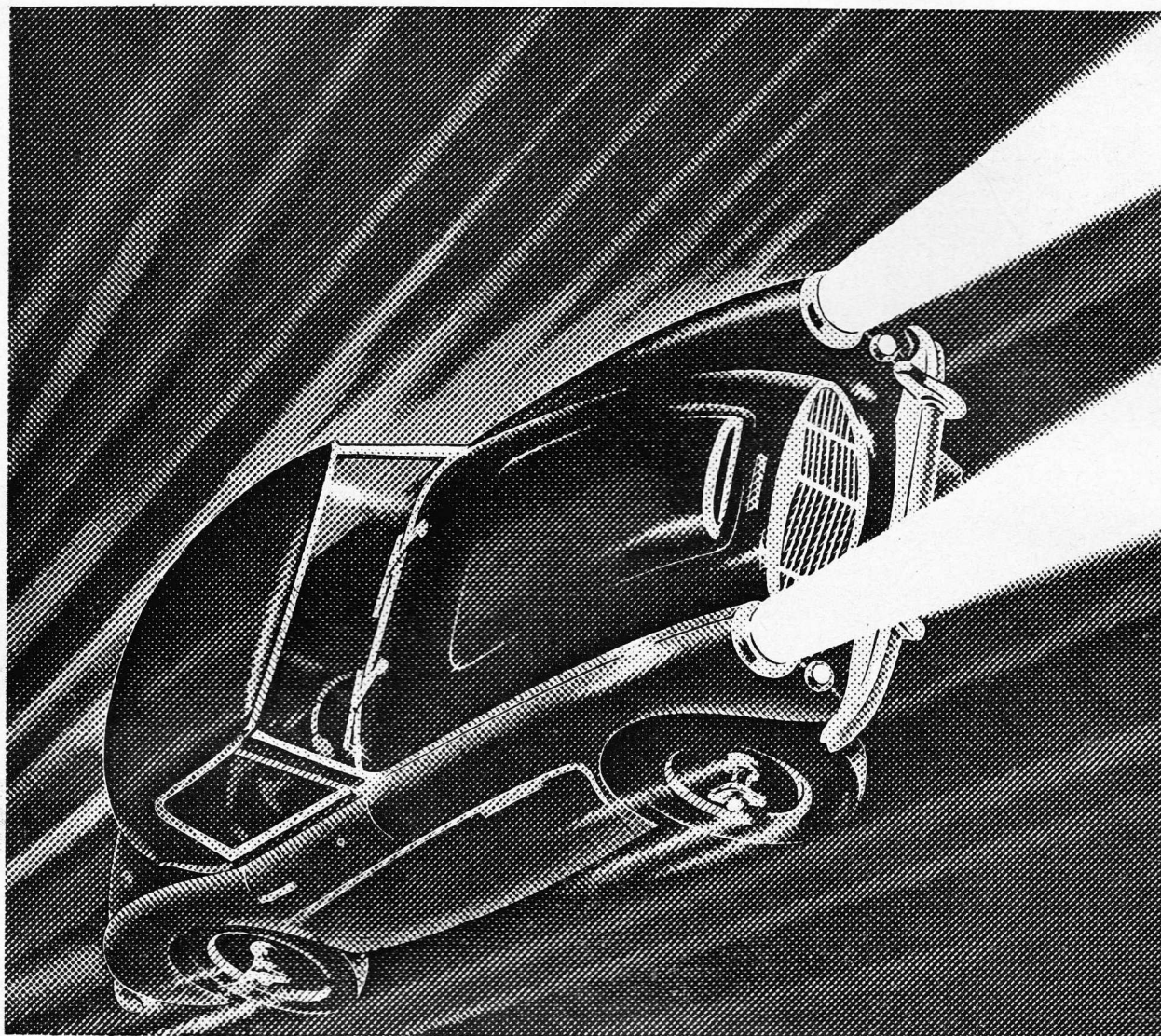


**PRESSURE SYSTEM:** (Above) Brian Turll checks the fuel-feed system adopted by Shell.

**JAGUARS TWO:** (Left) Sieff and Hamilton at Woodcote with their D-type Jaguars.







# Austin-Healey break 7 World Records on **CASTROL**

Driving an Austin-Healey at Montlhéry (9-12/9/58) a group of Cambridge University students have just broken a series of International Class D World Records. These range from 2 days at 98.73 m.p.h. to 4 days at 97.04 m.p.h. The car relied on Castrol recommended by Austin-Healey. *(Subject to official confirmation.)*





REMARKABLE get-together of Britain's top men in motor racing preceded the departure of our delegates to the recent F.I.A. conference at Milan. On the left of the conference table at the Royal Automobile Club is the Chairman of the Competitions Committee, Earl Howe, and clockwise round the table are seen Dean Delamont, Basil Tye, Raymond Mays, John Eason Gibson, Peter Whitehead, Stirling Moss, Reg Parnell, Mike Hawthorn, John Cooper, Colin Chapman, Roy Salvadori and Tony Vandervell.

Photo: Jack Esten

#### Firle—continued

modern saloons, an apparently chain gang 'Nash but with a modified Lea-Francis engine to Dudley Coram's lovely old G.P. Aston Martin. To begin with, W. G. F. Swayne's M.G.A looked as though it might win the class, as he was very swift and tidy the whole way, doing 33.55 secs. on his first run, his best. But J. J. Richards in his Climax-powered Lotus proved to be the fastest, albeit a little hair-raising, also on his first run in 28.41 secs. On his second run he failed to make the top bend going straight on for a few yards. Richards nearly lost the class to T. H. Shaddick who, having driven the car through floods on his way from Bournemouth proceeded up the hill on his second run in 28.42 secs. in his Brimotors-Elva, also Climax-engined. Shaddick had to remove the bonnet from the car for his second run as it tended to crack due to Firle's bumps. Whether this has anything to do with it is difficult to say, but he was over  $1\frac{1}{2}$  secs. faster without it!

Class G, from 1,501-2,600 c.c., had another mixed and interesting bag. There was the usual collection of TRs which ran most consistently and of which R. Segal was the fastest in his TR2 in 31.08 secs. on his second run. Miss Betty Haig came out in her new car, the ex-Mike Hawthorn, ex-Alan Brown, much changed-about Cooper-Bristol. She said that the carburation was not right, and

it sounded that way but nevertheless she did 31.47 secs. on her first run, and proved to be the fastest lady. Tony Marsh appeared in a Porsche, which seemed very standard, and he was as neat as one would have expected taking almost the same time for his two runs, the best being 32.93 secs. An interesting car was that of S. F. Pile in a Le Mans Aston Martin of yesteryear, in perfect condition, hiding, deceivingly, a Bristol engine of more than usual power, and he got up in 29.66 secs. on his second run. W. E. Wilks, however, takes a lot of beating in his Frazer-Nash, and he did 29.28 secs. and 29.46 secs., and very excitingly, too.

Class H, 2,601-3,500 c.c., saw the return of a couple of Bentleys, those of Llewellyn and Don McKenzie, the former being quite easily the fastest of the pair in a best of 32.26 secs. It also saw the beginning of a much-savoured battle for f.t.d. between Gillie Tyrer and Michael Salmon in their C-type Jaguars. In actual fact the matter was settled on their first runs when Salmon went up in 27.48 secs., which set a new record for sports cars. It was not an easy win. Tyrer making 27.71 secs. on his second run. It would seem that a ZF differential made some difference as Salmon had noticeably less wheelspin, particularly when putting on the power when coming out of the bottom bend. Talking about wheelspin, E. G. Brown, in a Jag 120

hardtop, must have left the longest black streaks ever seen at Firle leading out of the bottom bend, the last one nearly 25 yards long!

Class I was for big stuff normally aspirated and the entry was all Bentley and Lagonda except for D. Monro's well-known Invicta. George Burton, although not as fast as other years, was quite fast enough to settle the class, as usual coming through the top bend in a slightly sideways condition, in 29.80 secs. on his second run in the class. D. J. R. Chapman was next best in his  $4\frac{1}{2}$  Bentley with 31.60 secs. on his second run. The fastest of the Lagondas was that belonging to D. D. Overy, the car known as the Scarlet Woman, but as there was only one of them running that was not difficult. But it was fastest when being driven not by the owner but by P. A. Hunt, who maintains it, and who made 33.46 secs. on his second run as against a best of 34.03 secs. by the owner.

Classes J and K were for the super-charged machinery. The former for the little ones, namely two 939 c.c. M.G.s. One, that of J. F. R. Bedford had been one of the old Cream Cracker Team. The latter class, for the big blown cars also consisted of two cars. The blower  $4\frac{1}{2}$  Bentley of H. Rose, and the 2.3 blown Bugatti of F. E. Wall, painted a startling shade of red.

Some close times were expected from  
(Continued on page 384)



# Ferodo First

**23<sup>RD</sup> R.A.C. Tourist Trophy Race**

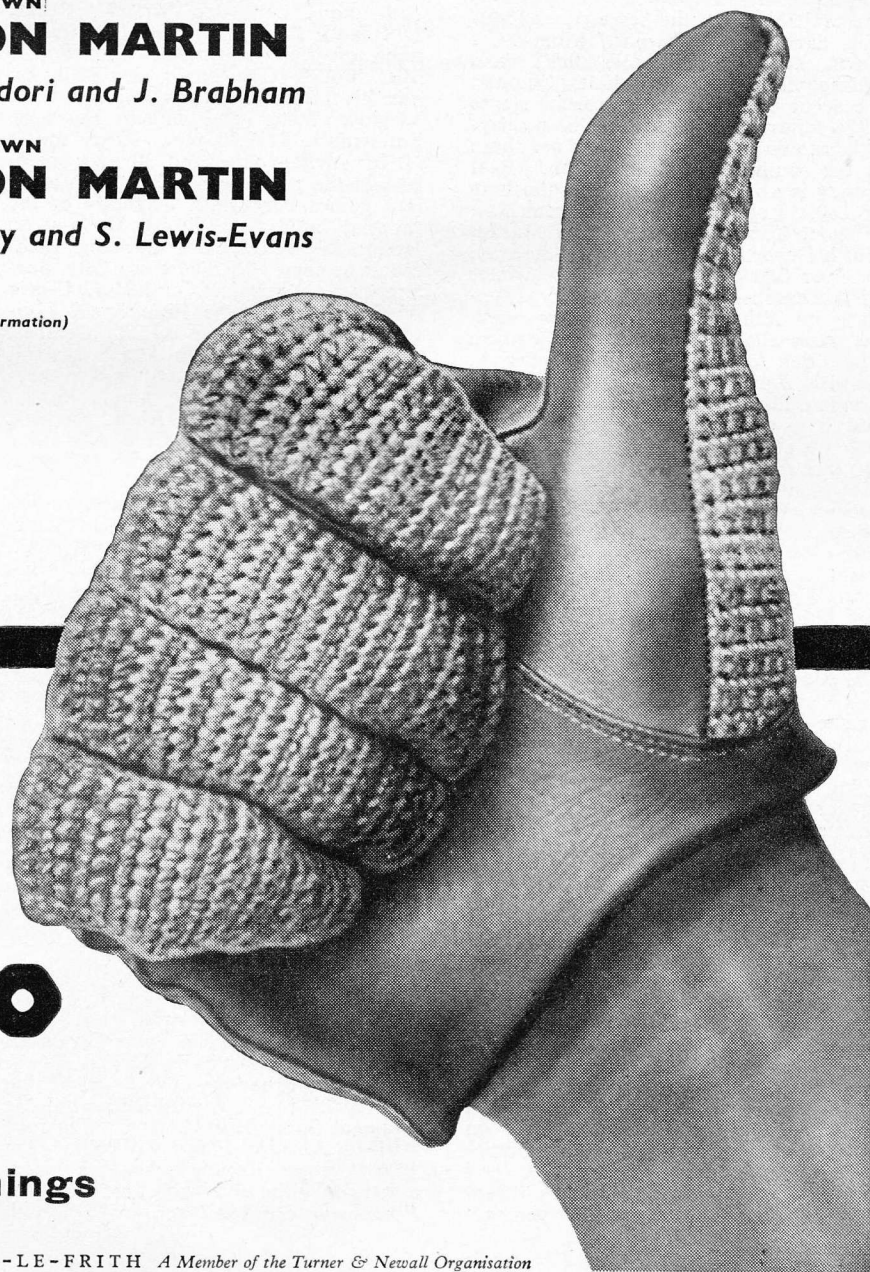
**DAVID BROWN**

**1<sup>ST</sup> ASTON MARTIN**  
*Stirling Moss and C.A.S. Brooks*

**2<sup>ND</sup> DAVID BROWN**  
**ASTON MARTIN**  
*R. Salvadori and J. Brabham*

**3<sup>RD</sup> DAVID BROWN**  
**ASTON MARTIN**  
*C. Shelby and S. Lewis-Evans*

*(Subject to official confirmation)*



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**FERODO**

**Disc Brake Pads**

**Anti-Fade Brake Linings**



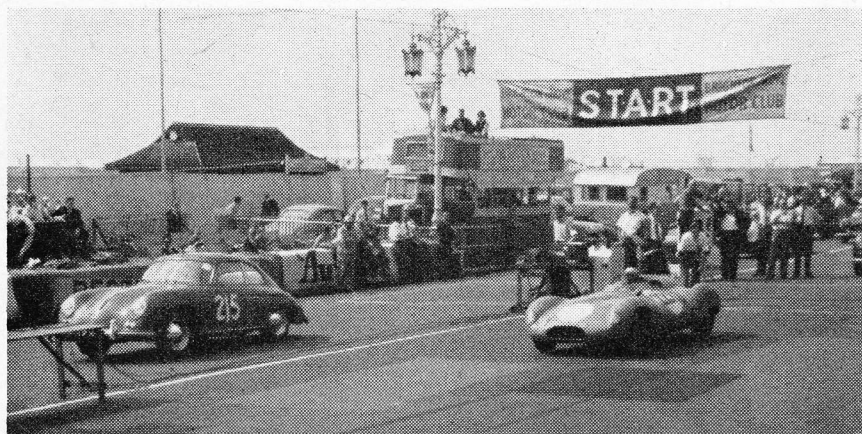
# Club News

By CHRISTOPHER NIXON

MARTYN WATKINS having disappeared from the office for a fortnight's holiday, I find myself this week (and next) presenting Club News for all you news-hungry members.

First item of interest this week is on an apologetic note. "The Committee of the S.W. Centre of the B.A.R.C. regret that the speed trial which was to be held on 5th October will not now take place, owing to administrative difficulties." Thuswise reads a letter from Mr. T. H. Fisk, P.R.O. for the S.W. Centre. However, the next event on the club's calendar, the Night Navigation Rally, will be held on 1st November. Regs will be available shortly.

NEXT month the **Newport C.C.** are holding their restricted Foster Trophy rally on 4th October, entries closing on 24th September. Regulations are available from the Secretary, 2 Eveswell Park Road, Newport, Mon. . . . **North Devon M.C.** holds this year's "Ilfracombe Rally" on 4th-5th October, the event being run in six special stages of 30 miles each. There will be no daylight running and invited clubs are those in the south-western Association. Real money is available in prizes to the tune of £60. Regs. are available from Ron Willson, Combe House, Combe Martin, North Devon. The event is, by the way, a Silver Star qualifier. . . . The winter trials season—yes, it's here already—starts on 28th September with, as usual, the **West Hants and Dorset C.C.** Knott Cup Trial. Invited clubs are the Bristol, Kentish Border, Landrover Owners (!), London, Plymouth, Southsea and Sunbac and it is also open to entrants in this year's trials Championship. Entries close on 18th September and regs. are available from R. R. Mountford, 6 Orchard Avenue, Parkstone, Poole, Dorset. . . . **Shenstone and D.C.C.** holds the Buxton Rally on 18th October, a Silver Star event to which invited clubs are Birmingham Y.C.M.C., Bugatti O.C., Hagley and D.L.C.C., Midland A.C., Lancs and Cheshire C.C., M.G.C.C. (N.W. and Midland centres), Knowdale C.C., Mid-Cheshire M.C., M.M.E.C., Pathfinders and Derby M.C., Shenstone and D.C.C., Sheffield and Hallamshire M.C., Sunbac and Jaguar D.C. Entries close on 6th October and go to M. F. Finnemore, 3 High Street, Sutton Coldfield. . . . **Forces M.C.** (London group) hold a novices' evening rally on 27th September, covering 75 miles. Secretary of the meeting is G. A. Reynolds, 259 Burntwood Road, London, S.W.17. . . . **The Lancs and Cheshire C.C.** are staging their new Ellancee Rally on the 27th and 28th September. Competitors will start from the Liver Inn, Rhydtalog (well, *you* pronounce it) at 10 a.m. on the Saturday and follow a route to Llandudno where they will stay the night at the Grand Hotel. There will be a dinner and dance that evening (watch it, boys, there is more to come in the morning!) and the driving tests will take place on the West Shore on Sunday. Accommodation for Saturday night, dinner and dance, and breakfast and lunch on Sunday will cost only 45s. plus 10 per cent



**LADIES' TURN:** Competing in the ladies' sports car classes at Brighton Speed Trials were Eunice Griffin in a Porsche 1600 Super, and Jean Curtis in an 1,100 c.c. Cooper.

staff gratuity. All hotel reservations must be made direct to the Grand Hotel, Llandudno. Tel.: Llandudno 6245. Entries for the rally must be returned with the 25s. fee to Mr. W. Reeks, 15 Chadril Road, Cheadle, Cheshire, by noon on 16th September. . . . **Forces M.C.** hold a Night Navigation Rally on 4th/5th October. Starts will be from Virginia Water and Hilsea Barracks, Portsmouth, at 9.30 p.m. Entry fee is £2 for invited clubs and 30s. for members of the promoting club. Team entry is 1 guinea per team. Secretary of the meeting is Captain D. B. Callow, 6c Holmesdale Road, Kew Gardens, Richmond, Surrey. Entries close 26th September. . . . Organized by the **S.E. Centre of the B.A.R.C.**, the Firle Speed Hill-Climb will take place on 5th October. . . . The **Peterborough M.C.'s** seventh Autumn Navigational Rally will be held on 25th-26th October. Clubs invited are: Advertising M.C., Allard Owners' Club, American Drivers' Club, A.M.O.C., Bedford Automobile Enthusiasts' Club, Bedford Motor Club, Bentley Drivers' Club, Birmingham Young Conservatives M.C., B.A.R.C., Bugatti Owners' Club, Cambridge 50 C.C., Charnwood C.C., Cheltenham M.C., Chiltern C.C., Club Lotus, Coventry & Warwickshire M.C., East Anglian M.C., Forces Motoring Club, Hants & Berks M.C., Jaguar Drivers' Club, K.L. & D.M.C., Lea Francis M.C., L.M.C., Loughborough College M.C., Mablethorpe & District M.C., Melton Mowbray C.C., Metropolitan Police M.C., M.M.E.C., Morgan 4/4 Club, Old Culfordians M.C., Oxford M.C., Rugby Motor Club, 750 C.C., Skegness M.C., Spalding C.C., Sporting Car Club of Norfolk, S.O.D.C., Sun Motoring Club, Thames Estuary A.C., Triumph Sports Owners Assoc. (London Centre), United Hospitals and University of London M.C., Volkswagen Owners' Club. Starting places are North London, Bedford and Peterborough. Time of departure will be 11 p.m. Competitors will finish (we hope) at about 1 p.m. on Sunday, at Peterborough. The entry fee is £2 and all entries must be in to Dr. R. M. E. Smith, 203 Broadway, Peterborough, by 18th October. . . . **The West Essex C.C.'s** National Speed Hill-Climb at Stapleford Airfield, Abridge, Essex, will be held on 12th October. Regs will shortly be available and will be obtainable from J. M. A. Edmonson, c/o 160 Hermon Hill, South

Woodford, London, E.18. . . . The **Shenstone and D.M.C.** have put a new word into the rally dictionary. It is "Treasure-gymbarbecue". You can sort that little lot out for yourselves and if you then decide to have a "shoofitie" (or "butcher's", according to your profession) the thing starts from Park Lane, Shenstone, at 7.30 p.m. on 27th September. Entries must be received by the last post on 22nd September. They should be sent with the fees (22s. for gentlemen, 18s. for ladies) to D. G. Phillips, 86 Birmingham Road, Sutton Coldfield, Warwickshire. . . . The Gunter Trophy Sprint Meeting, organized by the **Yorkshire S.C.C.** and the **Darlington and D.M.C.**, will be held at Sherburn Airfield, Sherburn-in-Elmet, Yorks, on 21st September. . . . The **Nottingham S.C.C.'s** "Dukeries Rally" will be held on 28th September. Entries, with the 10s. fee, should be sent to R. Parker, 3 Maplebeck Road, Arnold, Nottingham. Entries close 24th September. . . . Organized by the **London M.C.**, the Harleyford Hill-Climb will take place at Harleyford Manor, nr. Marlow, Bucks, on 28th September. Start is at 2 p.m. . . . The **Allard O.C.'s** Club Meeting and Film Show will take place at the King's Arms Hotel, Fulham Palace Road, S.W.6, on 23rd September, at 8 p.m. . . . Does your Morris have a Bullnose? If so get out the Brasso and start polishing, for at Woburn Abbey on the 28th of this month the **Bullnose Morris Club** are staging a Rally of (did you guess?) Bullnose Morrises. Starting time is not available but buffet service in the Press tent will apparently be available from 11 a.m., so presumably the fun begins at about 10 a.m. . . . The **Vintage S.C.C.** will stage their Beaulieu Rally at Beaulieu, Hants, on 21st September. . . . The **London M.C.** are providing what should be a very good evening's entertainment on 22nd of this month. They are having a TV Quiz. The Question Master will be "Mac" Hobley and the television team will comprise Barbara Roscoe, Tommy Trinder, Dave King and Peter Haigh. The Club's team will be Mrs. Nancy Mitchell, Raymond Baxter, Reg Parnell and our own John Bolster. The riot will take place at the Paviour's Arms, Page Street, Westminster, badinage commencing at 8 p.m. "You lucky people!" . . . The **Herts County A. and A.C.** announce that their Sprint Meeting scheduled to

(Continued on page 376)



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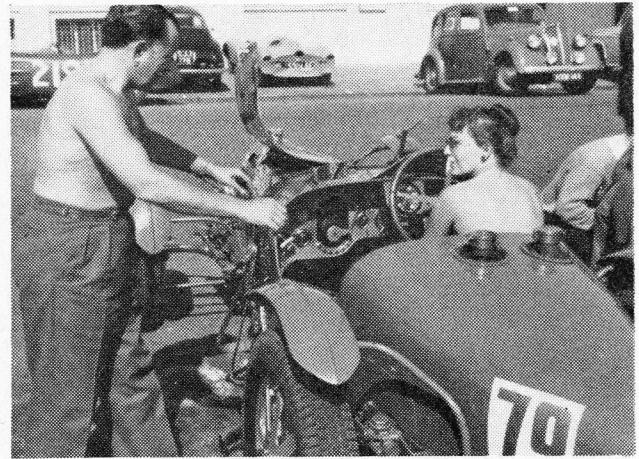




**Club News—continued**

be held at Brands on 21st September will not now be held. Instead, on 5th October there will be a Hill-Climb at Harleyford, run co-jointly by the H.C.A. and A.C., N.L.E.C.C., Triumph S.O.A., Brentvale M.C., the Allard O.C. Regs are available from Eric Sturt, c/o Chandos Press, Ltd., South Road, Edgware. . . . The **Sussex Car and M.C.C.** will promote the Central Southern Inter-Club Driving Test Meeting at Goodwood on 4th October. Invited clubs are the Anglia and Prefect Owners' Club, Chichester M.C., Eight Clubs, Forces M.C., Mid-Surrey A.C., Oxford M.C., Southsea M.C., Worthing M.C., Bognor Regis M.C., C.S.M.A. (Southampton), Esso (Fawley) Motor Cycle and C.C., Horsham and Dist. M.C. and L.C.C., Singer Owners' Club, Westinghouse M.C., West Hants and Dorset C.C. Entries close on 27th September and forms may be had from R. Gillam Esq., 95 Applesham Way, Portslade, Sussex. The meeting starts at 12 noon. . . . J. B. Mitchell, Assistant Secretary of the **N.W. Centre of the M.G.C.C.**, wants more team entries for the Centre's Northern Rally on 3rd/4th October. Closing date for entries at normal fee is 20th September, after which late entries at £3 3s. will be accepted up to 27th September, so come along, teams, let's have you. . . . The **Stockport M.C.'s** Widgery Rally had to be postponed due to lack of entries, it will now be held on 5th October. . . . The **Sevenoaks and D.M.C.** are holding a closed Driving Test Meeting on 21st September at Gaza Barracks, Hildenborough. Start is at 10.30 a.m. . . . The **Jaguar D.C.** and the **Bentley D.C.** have got together and organized a Race Meeting at Silverstone on 4th October. Those eligible will be members of the two promoting clubs, driving Jaguars and Bentleys respectively, members of the **A.M.O.C.** driving Aston Martins and members of the **Lagonda Club** driving Lagondas. The meeting starts at 12.45 p.m. Entries may be had from the joint secretaries of the meeting, The Jaguar D.C., Ltd., 75 Baker Street, London, W.1. They must be returned with the necessary lolly by 22nd September. . . . Two events on the **Chiltern C.C.'s** calendar—on Sunday they are having a Gymkhana at Mr. B. Russell's grounds, about two miles south of Gerrards Cross. The event starts at 3 p.m. On 18th-19th October they stage their Mercury Rally, a night navigation event. . . . The **Cambridge University A.C.'s** Autumn Speed Trial will be held at Snetterton on 18th October, starting at 2 p.m. Members of the fol-

★  
HOT WEATHER wear for F. E. Wall and Miss Audrey Pepper, who is seated in his Bugatti at the Brighton Speed Trials. A very smart sun-suit in fact completed the ensemble!  
★

**Coming Attractions**

**September 20th. Mid-Cheshire M.C. International Race Meeting, Oulton Park, near Tarporley, Cheshire. (F3, S. Closed and Vintage). Start, 1.30 p.m.**

*Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.*

**September 21st. Berlin G.P., Avus Circuit. (F2, S.).**

**September 27th. North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.**

*B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.*

**September 28th. Modena G.P. (F1 F2, S.).**

*Winfield Joint Committee Race Meeting, Charterhall, Berwickshire. Start, 2.30 p.m.*

*M.G.C.C. Sprint, Brands Hatch, near Farningham, Kent.*

*Oxford M.C. Sprint, Chipping Norton Airfield, Oxford.*


*B.A.R.C. Sprint, Hudson Road Mills, Leeds. Start, 2 p.m.*

**October 5th. Coupe du Salon Races (F2, G.T.), Monthléry, France.**

*B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 p.m.*

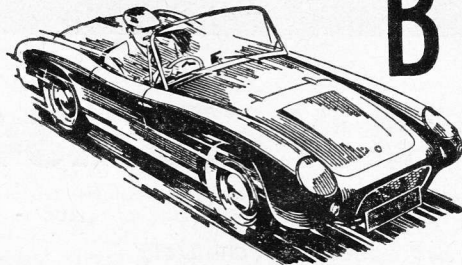
lowing clubs have been invited to compete: C.U.A.C., Combined Universities M.C., East Anglian M.C., Thames Estuary A.C., Romford Enthusiasts' C.C., Cambridge 50 C.C., M.G.C.C. (South Eastern). Entries close on 14th October and should be sent to B. D. Whitaker, Esq., Caius College, Cambridge. . . . **King's College M.C.** are this year running the Inter-Varsity Rally. The event will take place on 25th-26th October. Start will be at Ilkley. The event is open to members of all University Motor Clubs. Regs may be obtained from J. H. Walker, Esq., 39 Queen's Road, Jesmond, Newcastle-upon-Tyne, 2. . . . **The Wolseley Hornet Special Club** are holding Driving Tests and Gymkhana events at Honeybourne Aerodrome, nr.

Evesham on 21st September. . . . The **Surrey Sporting M.C.** are staging their first hill-climb at Harlesford, nr. Marlow, Bucks, on 26th October. Invited clubs are: Mid Surrey M.C., East Surrey M.C., Forces M.C., Club Lotus, 750 M.C., Guildford M.C., Maidstone & Mid Kent M.C., London M.C., C.S.M.A., B.A.R.C., B.R.S.C.C. Further details may be had from D. Sherlock, Esq., 16 Gloucester Road, Redhill, Surrey. . . . The **Bolton-le-Moors C.C.** is a very go-ahead organisation and when they set about constructing a Rally they think of all sorts of things that will appeal to the competitors. So, for those who like their Sunday morning in bed the Club's Midnight Rally should have immense appeal. It  
(Continued on page 378)

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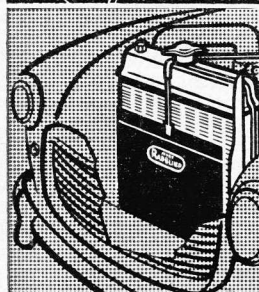


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*OH, I SAY CHAPS, steady on! Mr. G. D. Pick almost completely demolished the new timing hut at the top of Prescott with his Cooper-Bristol. The debris is seen in this picture. Miraculously, no one was seriously hurt, except the B.O.C.'s pride!*

#### Club News—continued

comprises a late start on Saturday night, a four-hours route with a meal and results before dawn. The main objective is to complete a relatively simple main road section without penalty. For the more adventurous, there will be two voluntary Special Sections. Entries are open to all R.A.C. recognised clubs and regs may be had from L. Bradley, Esq., 168 Thicketford Road, Bolton. . . . The Gwynedd Rally, organized by the **Caernarvonshire and Anglesey M.C.** and the

**South Caernarvonshire M.C.** will take place on 11th-12th October. There will be three starting points, Drome Garage, Queensferry, Promenade Garage, Llandudno, and Maes Engineering Co., Criccieth. Starting time will be 9 p.m. The following clubs have been invited: **B.A.R.C. (N.W. Centre)**, Birmingham Young Conservatives Motor Club, Bolton le Moors Car Club, Chester Motor Club, Cheshire Motor Club, Eastwood and District Motor Club, Knowlale Car Club, Lancs Auto Club, Lancs and

Cheshire Car Club, Liverpool Motor Club, London Motor Club, M.G. Car Club (N.W. Centre), Morecambe Car Club, North Wales Car Club, North Staffs Motor Club, Nottingham Sports Car Club, Oswestry and District Motor Club, Rhyl and District Motor Club, Southport Motor Club, Warrington and District Motor Club, Wirral 100 Motor Club. Regs may be had from D. C. Mills, Menton, Woodhill Road, Colwyn Bay. Entries close 6th October. . . .

The **N.W. Centre** of the **B.A.R.C.** will hold their Autumn Driving Tests on 12th October at No. 1 Car Park, New Brighton. The tests will commence at 12 noon. The following clubs are invited: Aintree Circuit Club, Bolton-le-Moors C.C., Broughton-Bretton M.C., Chester M.C., Glossop & Dist. M.C., Jaguar Drivers' Club, Lancashire A.C., Lancs & Cheshire C.C., Liverpool M.C., M.G. Car Club, Mid-Cheshire M.C., North Staffs M.C., North Wales C.C., Rhyl & Dist. M.C., Warrington & Dist. M.C., West Lancs M.C., Wirral 100 M.C. Regs may be had from G. F. Irving, Esq., 27 Stanley Street, Liverpool, 1. Entries close on 8th October.

## Hill-Climbing at Harleyford

B.T.D. for Gordon Lee (C-type Jaguar) in Four Clubs Event

**L**AST Sunday the Chiltern, Oxford, Southsea and Singer Owners' Clubs joined forces to stage a hill-climb in the beautiful riverside setting of Harleyford Manor, near Marlow. It was their first venture at this venue and, although the prevailing atmosphere was definitely garden-party, this concealed some very capable behind-the-scenes organization and the event was a great success. They had, of course, their minor teething troubles which took the form of drums of wire that refused to pay out, intercom. systems that failed to materialize, an unexpected requirement for marshals to control public rights-of-way and so forth, but they were the first to admit to these hidden snags and did the best they could with the resources at their disposal; a very good best it was too

and the event, once under way, was run off with commendable slickness. They had the satisfaction at the end of being complimented by the R.A.C. steward, so that everything seems all set for the upgrading of the meeting next year, which was one of the objects of the exercise. There was also a gratifying Presidential turn-out; the Chiltern club were very pleased to see their President, Viscount Curzon, taking an interest in proceedings, while the President of the Oxford club, Sir Charles Kimber, was a competitor, recording very creditable times with his TR2.

The hill at Harleyford is not, as a hill, anything to get very excited about but, like Stapleford, it contains a couple of quite vicious corners to test the courage and judgment of the drivers while, for

those less actively engaged, the scenery is glorious.

The start lies at the edge of the extensive lawns of the old Manor House and the early part of the quarter-mile timed section runs away from the river towards a wooded hillside in a gentle right-hand curve; then an acute right-hander over a hump leads into a short rush up to a sharp left-hander that "winds up", where a promising climb is made or marred; thereafter the narrow road bends right again, past a house and up a moderate slope to a flat-out finish. For the lower-powered cars at least, a four-speed gearbox is a highly desirable feature.

The saloon cars were split into three classes, under 1-litre, 1 to 2 litres, and over 2 litres. In the smallest class, C. K. Bond-Smith made two electrifying climbs in his Speedwell A35 to take the class by the handsome margin of nearly 4 secs.; he was, in fact, the only driver of a closed car under 2 litres to break 31 secs. This car is a comparatively

(Continued on page 384)

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**PERSONAL**

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PHOTOGRAPHS of most cars at R.A.C. T.T. Goodwood, B.O.C. Prescott, M.C.C. Sprint Wellsbourne.—Charles Dunn, Greenleaves, Woking, Surrey. Telephone 3737.

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HALDA Speed-Pilot, perfect order. £15 o.n.o.—Godsmark, Westgate, Louth, Lincs.

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WANTED for Cooper Mk. VII, VIII or IX, secondhand rack and pinion steering, back alloy uprights, half-shafts, back sprocket magnesium-alloy casing.—Write, R. Martini, 12 Grosvenor Terrace, Jersey, C.I.

1954 AUSTIN-HEALEY or "E" type Silverstone. Would consider other potent and interesting machinery, including sports racers.—Walker, 37 Lemont Road, Totley. Phone: Sheffield 71297.

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**GOGGOMOBIL**

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

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**Harleyford—continued**

new toy and he seemed as surprised as anyone at its startling performance. The middle class contained several very enthusiastic-sounding Fords which undoubtedly suffered by reason of their three-speed gearboxes; there was one Jowett Javelin and the rest were four-speed products of B.M.C. and Rootes. Despite the unsuitable ratios, J. S. Huggins managed to break 32 secs. on his first run in the Anglia, but Paul Treadgold's Sunbeam Rapier was half a second quicker first time up; on the second runs the Ford just failed to achieve its previous time, while the Rapier carved off another fifth to clinch the class. The large saloons were a Jensen, a 2.4 Jaguar and a 3.4 Jaguar with two drivers; the half-minute began to take a beating once these were on the course and on his first run in the 3.4 J. T. Hodges made a beautifully judged climb which got him to the top in under 28 secs.—this effort remained unbeaten in the class.

The open cars were also split into three classes, the dividing lines being 1,100 and 1,600 c.c. There were only

two starters in the small class but this did not detract from the performance of S. B. Bailey, a very cheery dark-skinned lad in a machine billed as a Singer Replica; it is said to be one of the 1935 team cars and it certainly packs a punch. The middle class was completely dominated by J. Holland's Mk VI Lotus which twice broke 28 secs. despite a "moment" on the sharp right-hander second time up; other creditable runs in this class were made by John Munger, who cracked 29 secs. with his M.G.A. on his first attempt, and by J. M. Edwards, who got inside the half-minute on his second climb with the H.R.G. M. D. Major just failed to do this with the Buckler, although it looked very fast.

The bulk of the big open cars came from the Triumph factory, leavened by one Morgan Plus 4, which beat them all, and one XK 140 which beat the Morgan; Brian Folley, by whose brother's courtesy the hill was used, provided some excitement by clouting the bank smartly at the left-hander on his first run, but all was well apart from a slight dent in the rear wing of his TR3. The real fireworks, however, came from

the remaining two cars in the class. Edward Portman's DB3S which bettered 26 secs. on its second climb and Gordon Lee's C-type Jaguar which was completely on its own. His recorded times were both in the 23-sec. bracket, which was good enough in all conscience, but his first climb was absolutely breathtaking; it was a model of perfect control the whole way up and his speed through the two vicious corners was fantastic but, unfortunately, the timing gear elected to play up and his effort must remain as "the fish that got away". It was undoubtedly a whale of a great fish, though, more's the pity!

DAVID PRITCHARD.

**Provisional Results**

**B.T.D.:** Gordon Lee (C-type Jaguar), 23.67 s.  
**Saloons, up to 1,000 c.c.:** C. K. Bond-Smith (Austin A35), 30.84 s.  
**1,001-2,000 c.c.:** P. H. Treadgold (Sunbeam Rapier), 31.25 s.  
**Over 2,000 c.c.:** J. T. Hodges (3.4 Jaguar), 27.85 s.  
**Open, up to 1,100 c.c.:** S. B. Bailey (Singer Replica), 31.73 s.  
**1,101-1,600 c.c.:** J. Holland (Lotus VI), 27.43 s.  
**Over 1,600 c.c.:** E. H. B. Portman (Aston Martin DB3S), 25.55 s.

**Firle—continued**

the two M.G.s and such was the case. A nestful of giant hornets was let loose and Bedford arrived at the top very neatly in 32.85 secs. He followed this with 32.67 secs. in spite of a slightly sideways arrival. Evidently the very nice streamlined shape of S. B. Rolfe's Arnott-blown car did not help him to beat his rival as his best time was 33.09 secs.

For the big boys that Bugatti was much too fast for the Bentley. Noises that this writer does not often hear these days heralded his arrival very nicely placed at the top bend, when he did his best time of 30.33 secs., and similarly nicely placed at the bottom bend on his second run, not quite so fast.

Thus ended an extremely enjoyable day. Good organization, good competition, some hard and at times fierce driving, but no accidents worth mentioning.

PATRICK BENJAFIELD.

**Results**

**B.T.D.:** P. M. Salmon (C-type Jaguar), 27.48 s. (new sports car record). **Fastest Bentley:** G. H. G. Burton (4½-litre), 29.76 s. **Best Lady Driver:** Miss Betty Haig (Cooper-Bristol), 31.47 s. **Bentley Handicap:** 1, D. W. Llewellyn (3-litre), 27.04 s.; 2, R. F. Wenley (3-litre), 27.11 s.; 3, F. J. Bobby (4½-litre), 27.76 s.

**Class Winners:** 3-litre Bentleys: D. W. Llewellyn, 32.04 s. **Short-chassis 4½-litre Bentleys:** G. H. G. Burton, 29.76 s. **Long-chassis 4½-litre**

**Bentleys:** M. J. Bradley, 32.69 s. **4½-(S), 6½- and 8-litre Bentleys:** O. A. Batten (8-litre), 32.33 s. **Post-1931 Bentleys:** S. E. Sears (Continental), 33.31 s.

**Up to 1,500 c.c.:** J. J. Richards (Lotus-Climax), 28.41 s. **1,501-2,600 c.c.:** W. E. Wilks (Frazer-Nash), 29.28 s. **2,601-3,500 c.c.:** P. M. Salmon (C-type Jaguar), 27.48 s. **Over 3,500 c.c.:** C. H. G. Burton (4½-litre Bentley), 29.80 s.

**Supercharged Cars, up to 2,000 c.c.:** J. F. R. Bedford (M.G.), 32.67 s. **Supercharged Cars, over 2,000 c.c.:** F. E. Wall (Bugatti), 30.33 s.

**LIVERPOOL M.C.****Jeans Gold Cup Rally****Results**

**Jeans Gold Cup and special prize:** J. D. Wood (TR3). **"Daily Courier" Cup (Runner-up):** K. C. Walker (TR3). **Sir Leslie Scott Bowl (Ladies' Crew):** Mrs. P. Mayman (Morgan). **Mead Martin Cup (Liverpool Member):** J. W. Waddington (2.4).

**Class 1:** P. C. Byrom (Morris). **Class 2:** A. C. Crowther (Ford). **Class 3:** J. Waddington (2.4). **Class 4:** B. Healey (Hillman). **Class 5:** J. D. Wood (TR3).

**Team Prize:** A. Pownall (Dauphine) and P. Byrom (Morris).

**Peter Reece/Barry Davies Memorial Driving Tests (best five out of six):** Winner, P. Baldam (Turner); 2, R. M. Dobson (Morgan Plus Four); 3, J. R. Kirkham (Sprite).

**JAGUAR D.C.****Sprint, Wellerbourne, 16th August**

**B.T.D. by Midlands Branch Member:** D. Rogers (XK 140 coupé).

**B.T.D. by a visiting Branch Member:** G. Lee ("C" type).

**Class Winners:** R. I. Romaine (London); A. A. Cotterell (Midlands); E. G. Brown (London); F. B.

Sykes (Northern); E. G. Brown (London); R. G. Playford (London); W. A. Powell (London).

**Ladies':** Miss R. Massey (London).  
**B.T.D., regardless of Branch or Class:** G. Lee (London), "C" type, 22.68 s.

**HARROW C.C.****Navigation Rally, 13th/14th September**

**Experts:** 1, G. J. Butcher/Miss N. Young (Singer); 2, Mrs. C. M. Stull/L. N. Needham (VW-Express). **Novices:** 1, M. W. Bishop/G. Smith (Morris Minor); 2, M. W. Perry/R. W. Tull (Hillman Minx).

**CHATEAU IMPNEY**

FOLLOWING the successful début last year of their new sprint course in the grounds of the Chateau Impney Hotel near Droitwich Spa, the Hagley Club are hoping once again, on Sunday, 28th September, to attract the cream of the country's hill-climb and sprint drivers. Spectator viewing facilities have been greatly improved since the last meeting and this, coupled to the notably slick Hagley organization, is expected to ensure a good day's sport for all.

Among the 70 entries so far received are the names of: Tony Marsh, David Boshier-Jones, Patsy Burt, Reg Phillips, David Good, Dick James, Phil Scragg, Tom Norton, David Shale and Ashley Cleave. The meeting will start at 1 p.m. and admission is free although a charge will be made for car parking.

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1953 ALLARD J2, streamlined 2-str.	£495
1951 ALLARD J2, Ardun O.H.V.	£295
1950 ALLARD 91P Saloon, blue	£235
1948 ALLARD 71K 2-str., B.R.G.	£195
1951 ALVIS 3-litre, beige, 1956 engine	£465
1950 ALVIS Sports Roadster, ivory	£375
1937 ALVIS SP25 Tourer, bronze	£265
1951 ARMSTRONG SIDDELEY drophead, spotless, black	£315
1955 ASTON MARTIN DB2/4, 3-litre, drophead, radio, heater	£1,485
1955 ASTON MARTIN DB3S, B.R.G., show-piece	£1,985
1949 (Sept.) AUSTIN Sheerline, grey/beige	£245

## AUSTIN-HEALEY

NEW BN6, 2-str., primrose/black	£1,226
NEW SPRITE, white/red, extras	£707
1957 BN4, spotless, black/red	£945
1957 BN4, blue/ivory, H.O.W.I.	£925
1957 BN4, ice blue/ivory, spotless	£885
1955 BN1, spotless white, H.O.Q.W.	£645
1954 BN1, red/black, H.O.Q.W.	£545
1954 BN1, ice blue, average, H.O.Q.W.	£535

1950 BENTLEY S.S.S., showpiece	£1,295
1935 BENTLEY 3½-litre Park Ward Saloon	£235
1934 BENTLEY 3½ Park Ward, d/h, grey	£345
1934 BENTLEY 3½ Park Ward Saloon	£225
1930 BENTLEY Speed 6 Saloon, two owners	£245
1957 BERKELEY, one owner, blue	£395
1949 BRISTOL 400, maroon, specimen	£545
1955 COOPER-JAGUAR, discs, Webers	£895
1951 COOPER-M.G., ex Peter Reece	£425
1950 CONNAUGHT 1,480 c.c., 2-str	£435
1952 CHEVROLET 2-door, L.H.D.	£445
1949 DAIMLER, Barker Sports, exceptional	£655
1951 DELLOW, twin carburettors, etc.	£215
1955 (Sept.) THAMES 5-cwt. van, excellent	£295
1954 ZEPHYR, grey/red, H.P.R.2	£465
1954 FORD MAINLINE, heater, radio	£595
1953 F.N. TARGA-FLORIO, B.S.I. engine	£995
1938 F.N. B.M.W. 328, 2-seater, B.R.G.	£355
1951 HEALEY "C" type tourer, grey	£395
1952 (Sept.) HUMBER Snipe, heater	£295

## JAGUAR

1955 XK140, d/h, B.C.H.O.P.R.S.I.	£1,095
1954 XK120 drophead, ex Hawthorn, H.2	£695
1954 XK120S/E, hard top, E.H.P.W.X	£695
1953 (Oct.) XK120, pastel green, specimen	£555
1953 Mk. VII, black/biscuit, R.H.2	£545
1951 XK120, blue/black, superb, H.P.X.	£565
1951 XK120, blue, ex Tyrer, H.R.Q.	£555
1951 XK120, spotless B.R.G., B.H.P.W.	£525
1951 XK120, black/ivory, recent overhaul	£495
1951 XK120, lovely white specimen	£465
1951 XK120, high comp., twin pipes	£395
1950 Mk. V Saloon, black, R.H.P.	£355
1937 S.S.100 2½-litre, B.R.G.	£225
1951 (Dec.) JOWETT Jupiter, beige/red, H.	£445
1952 LAGONDA 2.6, floor change, maroon	£465
1939 LAGONDA V12, saloon, exceptional	£245

## LOTUS

1956 Eleven Climax Two, discs, de-Dion	£745
1956 Eleven Club Climax, racing gears	£595
1956 Eight, 1172, spotless red	£495
1955 Eight (MG 1500), inboard brakes	£495
1955 (Oct.) Mk. VI, TC gearbox, silver, 1500	£495
1955 Mk. VI, 1172, 4,000 miles	£445
1958 Mk. VIII, 800 miles, red	£795

## M.G.

NEW ZB Magnette, maroon/red	£1,072
1957 "A", hard top, red, B.H.P.R. I	£895
1956 "A", radio, heater, rack	£715
1956 "A", lovely blue specimen	£695
1956 "A", blue, one owner	£695
1955 TF 1500, one owner, red specimen	£615
1955 TF 1500, spotless, green, one owner	£595
1954 TF, green/green hide	£595
1954 TF, unmarked ivory example	£575
1954 TF, ivory/green hide	£575
1954 TF, beautiful black specimen	£575
1954 TF, spotless green	£555
1954 TF, low mileage, red, radio	£545

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D-disc brakes.	S-occasional seats.
E-dual exhaust.	T-hardtop.
F-Fog light.	W-wire wheels.
H-heater.	X-Michelin "X" tyres.
L-leather.	I-one owner.
O-overdrive.	2-two owners.

1953 TD, 1958 engine, spotless black	£495
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1953 TD, black, above average	£445
1953 TD, black/green example	£445
1952 TD, ivory specimen, radio, heater	£435
1952 TD, superb example, black	£435
1952 TD, 1956 engine, nice green example	£445
1952 TD, nice black car, heater	£425
1952 TD, black, new "X" tyres, new hood	£425
1951 TD, maroon specimen	£445
1951 TD, works engine 1958, ivory	£415
1951 (Sept.) TD, B.R.G., Stage III	£455
1951 TD, nice red specimen	£435
1951 TD, black, supplied by us	£415
1950 TD, B.R.G., sound example	£395
1949 (Dec.) TC, superb black, B.P.R.	£395
1949 TC, green/green hide	£375
1949 TC, beautiful red specimen	£355
1949 TC, nice B.R.G. specimen	£355
1949 TC, B.R.G., supplied by us	£345
1947 TC, spotless black	£355
1947 TC, average B.R.G. example	£295
1946 TC, black, supplied by us	£315
1947 TC, red, clean and tidy	£305
1946 TC, black, fair all round	£295
1940 (Oct.) TB, nice red car	£295
1940 TB, ivory specimen	£295
1940 TB, exceptional specimen, B.R.G.	£285
1939 (Dec.) TA, Tickford, 1957 engine	£285
1939 TB Tickford, drophead, ivory	£255
1939 TA Tickford, ivory, tidy	£245

1939 TA, green, average condition	£235
1938 TA, B.R.G., replacement engine	£265
1938 (Oct.) TA, two owners, red	£225
1938 VA, 12 h.p. Tourer, black, tidy	£145
1937 TA, black, very tidy	£255
1937 TA, nice red car	£235
1937 TA, average black example	£225
1937 TA, ivory, sound order	£225
1936 TA, red/ivory, exceptional, radio	£265
1935 PA, 2-str., B.R.G., sound	£155
1935 PA Tourer, red, fair	£95
1933 JA, ivory/red, quite exceptional	£115
1938 MERCEDES-BENZ 20 h.p., 2-str., d/h	£295
1938 MERCEDES-BENZ "230" Saloon, radio	£235
1957 MORGAN 4/4 Series II, 1172, red	£575
1955 (Sept.) MORGAN Plus 4, drophead, red	£535
1953 MORGAN Plus 4, 4-str., blue	£395
1958 (July) MINOR De-luxe traveller, grey	£685
1957 MINOR "1000", grey, B.R.I.	£565
1954 MINOR convertible, grey, H.R.	£445
1951 MINOR convertible, Derrington Mods	£355
1956 OLDSMOBILE Holiday, charcoal/lime	£1,595
1957 RENAULT Dauphine, Ventoux convd.	£635
1957 RENAULT Dauphine, A.F.H.P.R.I.	£625
1947 (1927) ROLLS-ROYCE Southern O.D.	£265

## RILEY

NEW 2.6 Shannon, leaf green, bench seat	£1,411
NEW 1.5, blue, on show	£864
1956 Pathfinder, H.R. Superb blue	£755
1953 RMF 2½ Saloon, maroon/biscuit	£525
1950 2½ Roadster, B.R.G./beige, heater	£455
1948 2½ Saloon, black/red	£375
1947 2½ Saloon, black/brown hide	£295
1947 1½ Drophead, ivory/black	£375
1951 SINGER 4-AB Roadster, grey/red	£325
1955 STANDARD 8, Derrington Mods.E, H.P.	£475

## SUNBEAM-TALBOT

1955 (Sept.) Alpine, red, 17,000, 1 owner	£695
1954 Alpine, 20,000 miles, blue	£595
1954 Alpine, Spotless, blue/grey	£565
1951 "90" Saloon, blue/grey, radio	£445
1950 "90" Conv., bronze/red hide, H.R.	£395

## TRIUMPH

1957 TR3, red/white, 17,000, D.H.O.W.I.	£795
1957 TR3, white/white, H.S.T.I.	£795
1957 TR3, red/red, D.R.W.2	£755
1956 TR3, B.R.G. Specimen, H.Q.P.X.	£725
1955 TR2, Superb B.R.G., H.O.Q.	£635
1955 TR2, Superb B.R.G., H.2	£595
1955 TR2, Spotless, red specimen	£595
1955 TR2, Superb red specimen	£595
1955 TR2, Spotless, B.R.G., B.P.Q.R.	£595
1954 TR2, ivory, B.O.Q.	£595
1954 (Sept.) TR2, H.O.Q.R.	£595
1954 TR2, ivory/red, B.H.P.	£555
1954 TR2, red/red, O.Q.	£545
1949 2000 Roadster, cream/black, hood	£325
1949 2000 Roadster, B.R.G.	£295
1948 1800 Roadster, spotless red	£375
1948 1800 Roadster, grey	£345
1947 1800 Roadster, spotless grey	£385
NEW WOLSELEY 1500, beige/red	£796

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