

AUTOSPORT

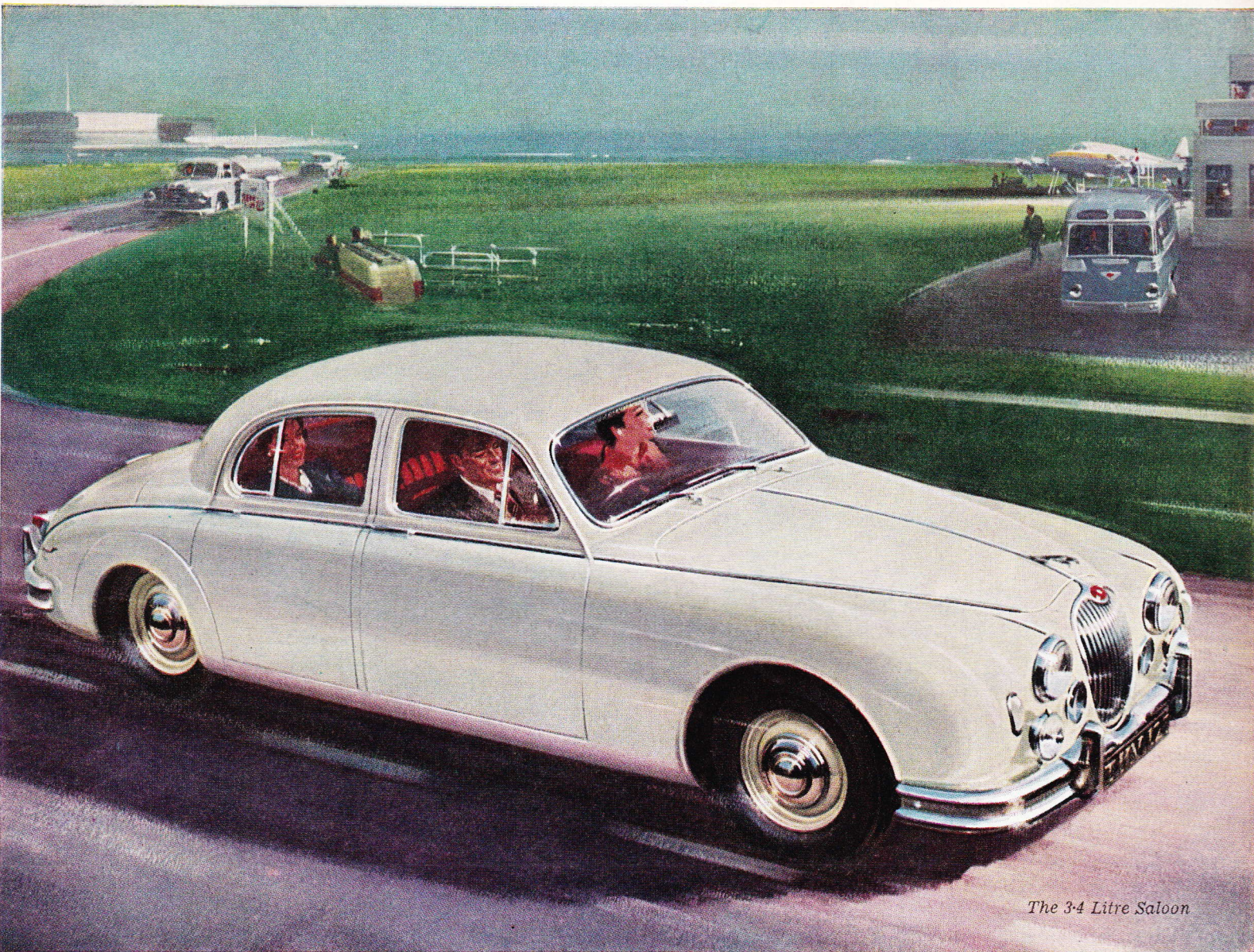
OCTOBER 24, 1958

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EVERY FRIDAY
Vol. 17 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

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



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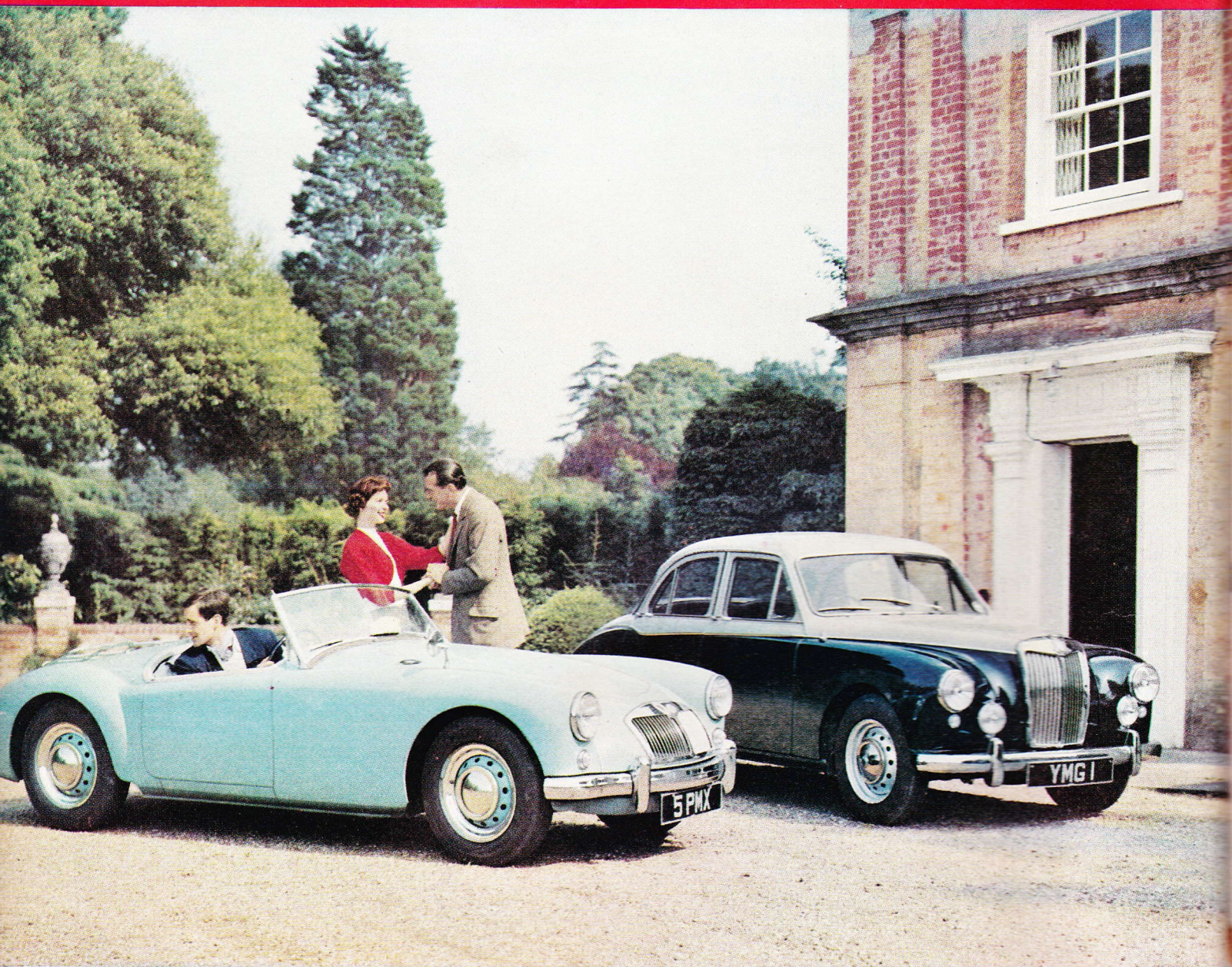
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 17

October 24, 1958

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EDITORIAL

EARLS COURT, 1958

ALTHOUGH the Motor Show is primarily Great Britain's exhibition, the stands also include motor vehicles from all over the world. These will be studied, not only by potential purchasers, but by Britain's own manufacturers who must look to the possibility of a European free market in the future. The fact that this country has, this year, already exported more vehicles than Western Germany, should not be allowed to provoke any sense of complacency. After all, the Volkswagen, major contributor to Germany's car exports, was conceived over 20 years ago, and is virtually unaltered as regards its main specification. The position regarding sports and high-performance cars is highly satisfactory, British manufacturers having received the lion's share of this market. This is undoubtedly due to the ever-increasing prestige by successes in racing, particularly in Grands Prix, and far better organization in after-sales service overseas. International rallies have also played their part, and manufacturers realize their importance in both development and publicity programmes. It is also gratifying to know that this country has entered the Grand Touring class, for so long the special province of Continental manufacturers. The new DB4 Aston Martin is a magnificent example of modern automobile engineering, and has been developed as a result of Mr. David Brown's sports car racing activities. Jaguars continue to amaze the rest of the world with a value-for-performance formula never previously attained. B.M.C. have stabilized their production of high-performance machines, Rootes have a new Super-Snipe, M.G. a "Twin-Cam", Triumph the TR3; in fact the high-performance market is pretty well covered from A to Z by British-made products which will be seen at Earls Court.

HAWTHORN—CHAMPION OF THE WORLD

FOR the first time since the World Championship was introduced for the 1950 season, the honour has gone to the British driver—Mike Hawthorn from Farnham, born in Yorkshire. "The Farnham Flyer" has been the most colourful personality in British racing for many years, leaping to fame almost overnight with his remarkable performances with a Cooper-Bristol at Goodwood, on Easter Monday, 1952. Then came his chance to join a Continental racing team, the first British driver since Dick Seaman to be invited to do so. He seized this opportunity with both hands, and was acclaimed all over the world for his victory at Rheims in 1953, after a tremendous duel with Juan Manuel Fangio. The following year he assisted in humbling the mighty Mercedes-Benz team, by winning the Spanish G.P. at Barcelona. Stirling Moss's last-minute challenge failed, but it was an outside chance at the most, requiring victory plus the fastest lap plus Hawthorn finishing no better than third, to ensure the title for Vanwall. Anyway, it was most satisfying to know that, before the start of the Grand Prix of Morocco, the issue lay entirely between drivers from this country.

STIRLING MOSS, VANWALL, WINS MOROCCAN GRAND PRIX ON B.P. FUEL AND B.P. ENERGOL



**1st VANWALL
STIRLING MOSS**
(breaking the race and lap record)
(Subject to official confirmation)



You too can use BP Products in your car
DRIVE IN WHERE YOU SEE THE BP SIGN



SPORTS NEWS

JEAN BLOXAM has sold her silver-grey Aston Martin DB3S coupé, and plans to replace it with 62 EMU, the very successful DB3S Aston which belonged to the late Peter Whitehead.

BRIAN NAYLOR plans to sell his remarkable J.B.W.-Maserati and build another one powered by a 3-litre Ferrari Monza engine. The existing car, out of 21 races entered, has won 14 and gained two seconds and two thirds.

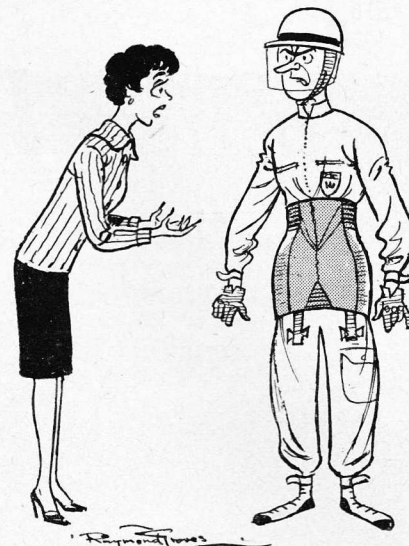
PAUL SWAELENS has won the Belgian hill-climb championship with a Cooper-Norton, the first time a 500 c.c. car has achieved this.

18-year-old South African Penelope Coelen. Stirling always says that he never likes being driven by anyone, but admits "this experience will have its compensations"!

AMERICAN RALLY CANCELLED

BECAUSE of "unforeseen technical difficulties", the organizers of the American International Rally, which was to have started on 4th November, have announced its cancellation. It is planned to hold the event next year when the obstacles have been overcome. Sunbeam had entered a Rapier team which included Peter Harper.

ALEXANDER ENGINEERING have appointed Tom Byatt, Ltd., of Stoke-on-Trent, and Hanley Garage, Ltd., of Hanley, as suppliers of "Added Performance" conversions in Staffordshire for Vauxhall and Austin cars respectively.



"But, darling, they won't show when you're sitting down . . .!"

0-100 M.P.H. AND STOP IN 26.2 SECONDS

IT has been claimed that the Aston Martin DB4 will accelerate from 0-100 m.p.h. and stop again in less than 30 seconds.

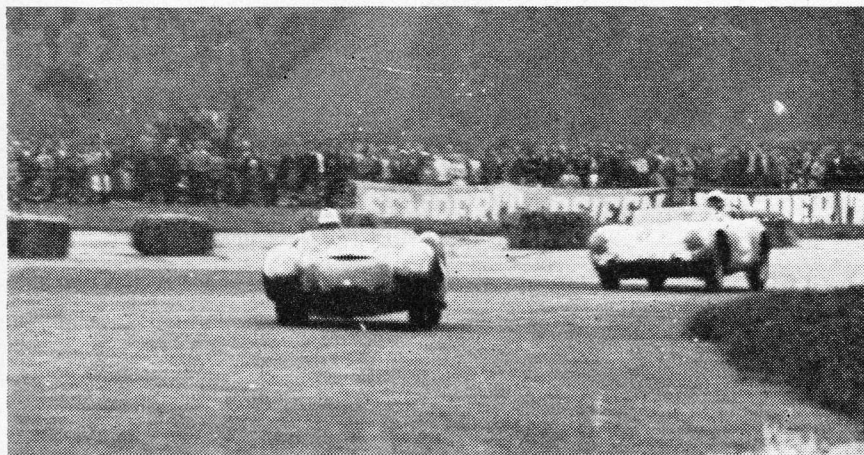
To substantiate this an observed test of six consecutive runs, accelerating from 0-100 m.p.h. and stopping again, at intervals of one minute, was carried out at the Motor Industry Research Association test ground.

The Aston Martin DB4 was a standard production model, fitted with 3.54:1 axle ratio, Dunlop disc brakes and Ferodo friction pads.

The Motor Industry Research Association

Report on: Acceleration and deceleration tests on an Aston Martin DB4 saloon.

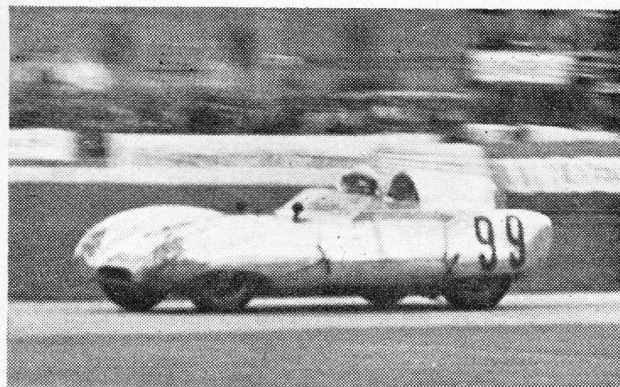
For: Aston Martin Lagonda Limited.



MOSS EXAMINES BEAUTY QUEENS

STIRLING MOSS is to be the "examiner" at a unique driving test to be conducted during the London Motor Show, to find the Earls Court "Driving Princess". Qualification to take part is that each girl entrant must have won a beauty contest and must have held a clean driving licence for at least a year. Tests will be conducted in an NSU Prinz and there are substantial prizes. It is no coincidence that the contestants for the "Miss World" competition are in London at the moment and candidates for the test include the new title-holder,

AUSTRIAN outing for Brian Naylor (above, leading de Beaufort's Porsche), resulted in his winning the main event at Innsbruck recently with his J.B.W. C. S. Dodd (right) made a fine showing in his Lotus with a second place in the 1,100 c.c. class, after starting from the back row of the grid.



BEFORE he left to clinch the World Championship at Casablanca, Mike Hawthorn (taking a back seat, left) was a judge, together with TV personality Eamonn Andrews in choosing "Miss Triumph, 1958" the lucky winner being Miss Sheila Lunn.

Object of Test: To measure the times to accelerate from 0-100 m.p.h. and to decelerate from 100 m.p.h. to rest, six times at intervals of one minute.

Conditions of Test: Tests were made on a level road surface of dry tarmac under the following condition: **Wind,** Nil; **Temperature,** 60 deg. F; **Barometer,** 29.90 ins. Hg.; **Load,** Driver and observer.

Results:	Test No.	Seconds 0-100-0 m.p.h.
	1	27.4
	2	26.2
	3	27.8
	4	27.2
	5	27.4
	6	27.4
	Mean	27.2

Date: 2nd October, 1958, signed A. Fogg, Director.

HUGH E. KYNASTON has been appointed chief sales executive of University Motors of Piccadilly, London, W.1.

a new **ROVER**

This—the 3 litre—is an entirely new Rover. Longer, lower, wider, it handles with delightful delicacy. Comfort and all-round vision are outstanding, and the performance reflects a very satisfying specification.



THE ROVER 3 LITRE

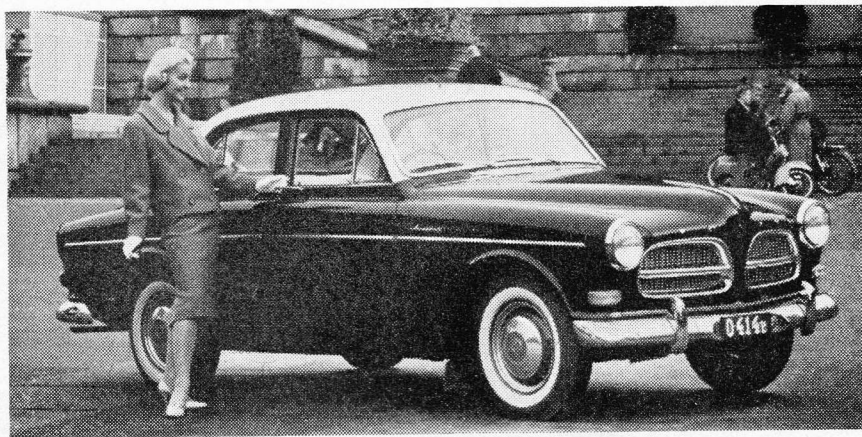
The latest achievement of Rover engineering. With conventional gearbox, £1,763.17.od. including purchase tax. Also available with fully automatic transmission.

... and the 60, 75, 90 and 105 are all improved

These four famous Rovers are now improved both in appearance and in technical specification. Prices: 2 litre 60: £1,349.17.od., 75: £1,478.17.od., 90: £1,538.17.od., 105: £1,628.17.od. All the above prices are inclusive of purchase tax. Restrained two-tone colour schemes are available at extra cost on all Rover models.

VOLVO FOR BRITAIN

FOR the very first time, a Swedish car is being offered for sale on the British automobile market. Last Thursday it was announced that the Brooklands Motor Co., Ltd., of 103 New Bond Street, London, W.1, had been appointed as concessionaires for the Volvo 122S which is to be introduced into this country. Readers will remember that John Bolster tested the Volvo Amazon not long ago and was greatly impressed by this high-performance 1,600 c.c. saloon. The name "Amazon" has now been dropped and the designation "122S" replaces it. Price in this country will be £1,399 1s. 10d., including P.T., and the very full standard equipment includes heater, radiator blind and provision for front seat safety belts.



ALFA-RENAULT?

A TRADE agreement has been signed between France's Regie Renault and Italy's Alfa Romeo concern, to enable Renault Dauphines to be built under licence and sold in Italy and for Alfa Romeo cars similarly to be marketed in France. The resulting reduced prices are another step towards the intriguing prospect of the European Common Market.

DURING practice for the Grand Turismo and saloon car race at the "Three Hours" meeting at Snetterton on 11th October, Sqn.-Ldr. "Paddy" Gaston's Downton-tuned A35 had a camshaft bearing seize. He was allowed to race an Austin-Healey Sprite—provided he waived the right to an award.

This car was in no way prepared for racing yet nevertheless he gained a class second, never lagging more than 200 yards behind the winning Alfa Romeo and, in spite of a defective clutch, kept nearly half a lap ahead of John Sprinzel's A35. Altogether quite an achievement!

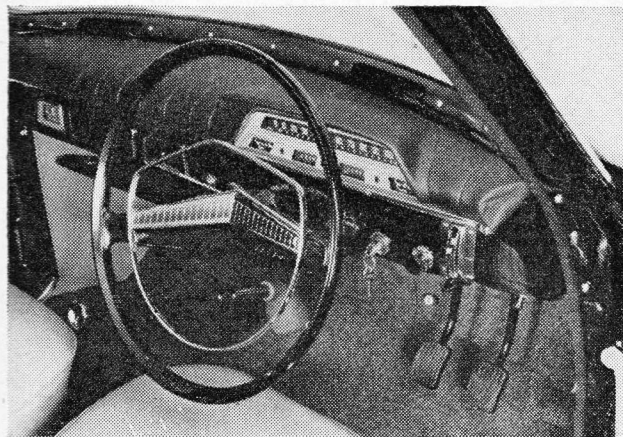
SPECIAL series versions of the Aston Martin DB Mk. 3 are now available for the first time. A new three-carburettor engine and twin-exhaust system are fitted. Engine specification includes a special inlet manifold, 1½ ins. S.U. carburettors and 8.6:1 c.r. pistons. Power developed at 5,500 r.p.m. is 195 b.h.p. The special series model costs an additional £375, making a total (including tax) of £3,556 7s.

JOHN LAWRY asks us to give due credit to Jim Whitehouse, of Arden Racing and Sports Cars, Ltd., who was the wizard who prepared Lawry's Elite for the AUTOSPORT "Three Hours" race.

DRIVING in his first Continental meeting, Colin Dodd (Lotus 1100) secured second place to a works Osca at the Innsbruck meeting on 5th October. The car was prepared at only two days' notice and defeated several works entries from Osca and elsewhere.

JOHN DUGDALE, author, journalist and formerly with Jaguar of North America, is the new U.S.A. representative of the S.M.M. & T.

MEMBERS of the Steering Wheel Club, 2a Brick Street, London, W.1 (just off Park Lane), and their friends who are visiting the Motor Show, may like to be reminded that lunches and dinners are to be had at this popular motoring rendezvous. The club is open from 12 noon-3 p.m. and from 5 p.m.-11 p.m.



VOLVO 122S has now been introduced into Britain. Cock-pit layout is smart, yet very practical. Central gearchange has synchromesh on all four speeds.

AUSTRALIAN G.P.

LEX DAVISON came out of "retirement" on October 6th to win the 23rd Australian Grand Prix over 30 laps of the testing 3¼-mile Mt. Panorama circuit at Bathurst, New South Wales, in his 3-litre 635 Ferrari. An entry of 27 took part this year, including New Zealanders Merv Neil (1,700 c.c. Cooper-Climax) and Tom Clark (Super Squalo Ferrari) and Australians Stan Jones (250F Maserati), Ted Gray (Tornado) and Ern Seeliger (Maybach), the two latter cars having Chevrolet Corvette engines. Gray led for more than half distance, but later had brake troubles and eventually retired with suspension failure. Jones had been lying second with Davison a close third until the Maserati dropped a valve, and then Davison took the lead for the rest of the race. A full report will appear in a later issue.

Results

1, A. N. Davison (Ferrari); 2, E. Seeliger (Maybach); 3, T. Hawkes (Repco-Cooper); 4, M. J. Neil (Cooper-Climax).

WARSAW START FOR MONTE CARLO RALLY

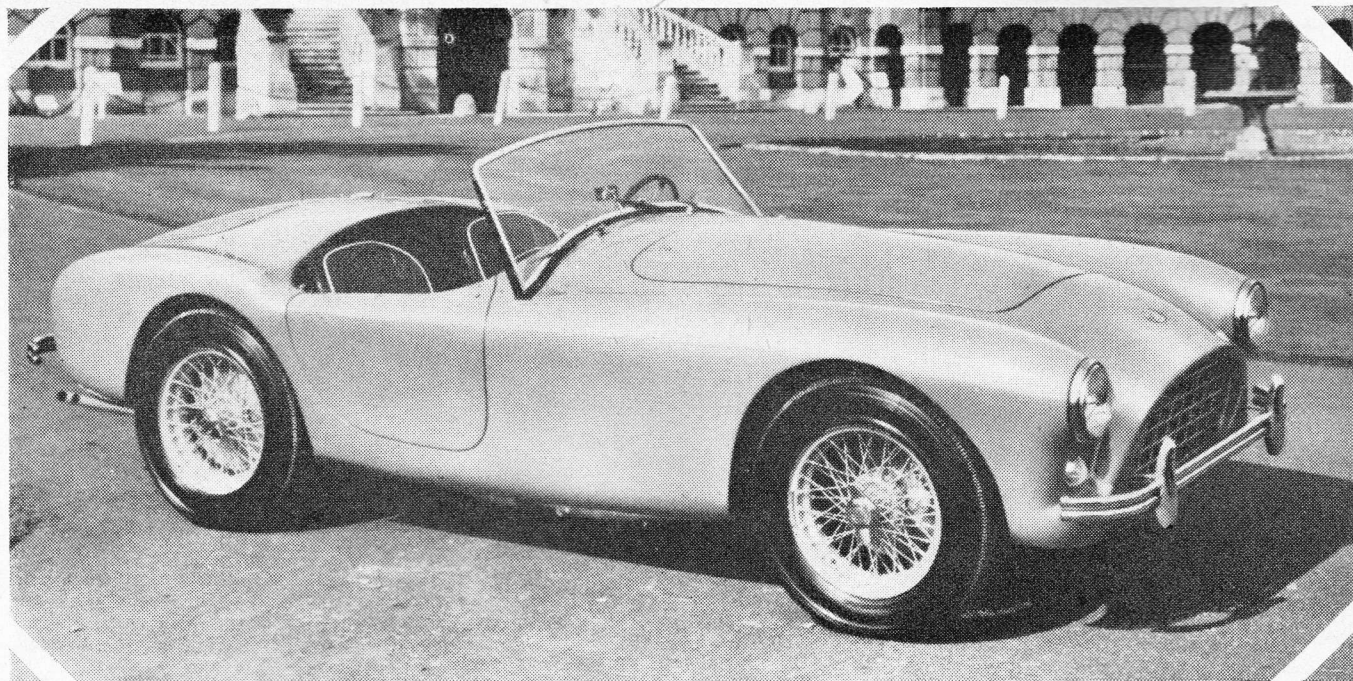
IT was announced by the A.C. of Monaco that the Rallye Monte-Carlo (18th-25th January, 1959) will include a starting point from Warsaw, Poland. The route will be via Gdynia, Poznan, Lubeck, Leipzig, Hanover, Fulda, Augsburg, Trento, Brescia, Turin and Gap. Oslo has been replaced by Stockholm. Concentration area for all routes will be Chambery. Distance of the final eliminating test on 21st January has been reduced from 1,000 to 490 kilometres.

TURNERS FOR 1959

TURNER SPORTS CARS announce that their 950 c.c. sports car will be continued in its present form for 1959, but with larger and more powerful 8 ins. x 1½ ins. 2LS brakes on the front and a redesigned dashboard layout including matched speedometer and rev. counter, and extra instruments.

A new model has also been introduced which is basically the same as the 950 c.c. model, but incorporating the 1,100 c.c. Mark I Coventry-Climax engine, at a basic price of £750 (purchase tax £376 10s.). The total production of these cars at the present time is being shipped to the States and South Africa. Both models will be homologated so that they may be eligible for the major Continental rallies, etc. A team of the 950 c.c. sports cars recently won the 1958 AUTOSPORT Series-Production Sports Car Championship and also the team award. Another notable success during the season, was the outright win in the Six-Hour Sam Collier Memorial Race in Florida 1957 and a second place in the same race in 1958 with the Coventry-Climax-engined car.

A further development of interest to enthusiasts in this country is also announced. Arrangements have recently been completed with the Customs and Excise to enable a complete Turner Sports Car to be marketed in kit form, unassembled and unpainted. These kits consist of all parts and the price is £550 ex works. This arrangement at the present time concerns the 950 c.c. model only, but the Climax version will be available in the near future.



THE **FASTEST** AND **SAFEST** 2-LITRE PRODUCTION SPORTS CAR

See the A.C. **ACE** and **ACECA** on **Stand 165** but preferably try them on the road. Experience the unique qualities of 125 horse power concentrated in a chassis of advanced design. Enjoy the positive handling and instant response that ensure high average speeds with perfect safety on today's winding and congested roads.

ACE with A.C. Engine	£1,100	0	0	plus P.T. £551	7	0
with Bristol Engine	£1,340	0	0	plus P.T. £671	7	0
ACECA with A.C. Engine	£1,375	0	0	plus P.T. £688	17	0
with Bristol Engine	£1,585	0	0	plus P.T. £793	17	0



CARS LTD.,
THAMES DITTON, SURREY

Tel: Emberbrook 5621.

Telegraphic Address: 'Autocarrier, Thames Ditton'



SALUTE the new Champion! In one of the most dramatic finales of any post-war motor racing season, Mike Hawthorn won the honour of being the 1958 World Champion at Casablanca on Sunday. The race was won by Stirling Moss who also set up fastest lap to gain maximum points for the event.

After the two days of practice Hawthorn in his Ferrari had gained pole position. Alongside him were Stirling Moss and Stuart Lewis-Evans, both in Vanwalls. The second row comprised Phil Hill (Ferrari) and Jean Behra (B.R.M.).

The tactics of the Ferrari and Vanwall teams with regards to the Championship seemed fairly obvious. Stirling had to stake everything on his incredible skill and the ability of the Vanwall to stay in one piece, for he had to win the race and make fastest lap. Of the Ferrari boys Phil Hill was to be the pacemaker. It was his job to harry the Vanwall and try to blow it up. All Hawthorn had to do to win the Championship was to finish in second place. So Phil was to try to win the race and Mike would be quite content to finish behind him. However, Moss had the very able backing of Tony Brooks and Stuart Lewis-Evans and it was Tony's job to see that he, too, finished in front of Mike. All this gave promise of a terrific duel on Sunday.

Under a burning sun tempered by a gentle breeze the flag dropped to release the impatient field. Moss and Lewis-Evans shot into the lead.

Hawthorn, wary of his clutch which let him down at Monza, took it gently to

Mike Hawthorn— World Champion 1958!

avoid trouble. As they came past the pits at the end of the first lap Stirling was in the lead with Phil Hill alongside him! Not for long though, for Stirling drew away from the American. Hawthorn took second place for a few laps but then dropped back to let Hill do the work. Meanwhile Tony Brooks had been moving up quietly and on lap 16 Mike found himself being shadowed by the Vanwall. For some laps there was a great fight for third place but then the Vanwall began to lose oil and Mike knew he was safe. Sure enough Tony was forced to retire on the circuit and the danger was over.

On lap seven Stirling set up a new lap record of 2 mins. 24 secs. (117.9 m.p.h.). Phil Hill then replied with 2 mins. 23.3 secs. but on lap 20 Stirling clinched that deal with a time of 2 mins. 22.9 secs. He drew farther and farther away from Hill, eventually returning a fastest lap of 2 mins. 22.5 secs. Hill was then ordered to slow down and a couple of laps later Mike passed him into second place and remained there to the end.

With only 50 miles to go poor Stuart Lewis-Evans had a bad smash. Rounding a bend at about 150 m.p.h. his Vanwall hit an oil patch. There followed a series of hair-raising slides, completely beyond Stuart's control, before the car hit a tree and caught fire. Stuart got

out enveloped in flames and ran away from the wreck. He was rushed to hospital where, at the time of going to press, his condition was stated to be critical. Olivier Gendebien also crashed on the far side of the circuit, his Ferrari being split in two. It is believed he suffered only superficial injuries.

So Stirling won in 2 hrs. 9 mins. 15.1 secs. (116.23 m.p.h.). Mike was second some 75 seconds behind. On the 10.30 p.m. B.B.C. news (Sunday) there was a short interview with the new World Champion. Amid a tremendous hubbub he was asked "How do you feel?" "Well, I'm b——y glad it's over!" replied Mike! He was heartily congratulated by Stirling who must have been bitterly disappointed to be runner-up in the Championship for the fourth time!

Tony Brooks, although a non-finisher, retained his third place in the table, and Tony Vandervell won the Manufacturers' Championship. Truly a joy day for Britain!

A full, illustrated report of the race will appear in next week's edition.

Results

1, Stirling Moss (Vanwall), 2 h. 9 m. 15.1 s. (116.23 m.p.h.); 2, Mike Hawthorn (Ferrari), 2 h. 10 m. 31.8 s.; 3, Phil Hill (Ferrari), 2 h. 10 m. 40.6 s.; 4, Joakim Bonnier (B.R.M.); 5, Harry Schell (B.R.M.). Fastest lap: Moss, 2 m 22.5 s. (118.7 m.p.h.).

Open Revolt in the S.C.C.A.

by Gordon H. Martin

Two far-west regions of the powerful Sports Car Club of America have revolted because of the parent organization's stand against "professional" road racing. Thus the Northern California and the San Diego regions of the S.C.C.A. have joined the California Sports Car Club, largest independent racing club in the U.S., in tearing down the controversial barrier between so-called "amateur" and "professional" racing.

The announcements came on the eve of the big \$12,500 Riverside Grand Prix sponsored by the *Los Angeles Times-Mirror*, 11th-12th October, and will mark the first time, aside from Sebring, that European drivers have been allowed to race in the same event with amateur club contestants and so-called professionals from the ranks of the United States Auto Club. The Riverside event was F.I.A. sanctioned and was sponsored by U.S.A.C. together with help and officiating from the California Sports Car Club.

The events leading up to the open revolt in the west might tend to clarify the recent moves. Since the war, the board of directors of S.C.C.A. have held fast to a position that anyone who raced for money in the U.S. was regarded as a "professional" and therefore unfit to race with "amateurs" for at least one year. U.S. drivers who entered races in Mexico or in Europe were thus still "amateurs" when they raced in the United States. Two factions opposing

this position gained ground. (a) Those who felt that earning and/or winning money anywhere should mark a driver as "professional", and those (b) who observed the lack of controversy in Europe where no barrier existed at all. The latter group also had strong support from visiting Englishmen such as John Wyrer, Gregor Grant and Stirling Moss.

In the early part of 1958 the S.C.C.A. yielded to the pressure of those who declared that a driver who raced for money *anywhere* was a "professional" and rules were altered to this effect. Thus, for the first time, drivers like Phil Hill, Masten Gregory, Carroll Shelby, Dan Gurney and Bruce Kessler were black-listed from U.S. club events as "professionals".

As soon as S.C.C.A. had made their new ruling, the United States Automobile Club, the sanctioning body for all U.S. professional racing, including dirt tracks, midgets, stock cars and the Indianapolis 500, swung into action and early in May announced the formation of a U.S.A.C. division for U.S. road racing. U.S.A.C. scheduled four or five races for 1958 and promised at least 12 for 1959. When the *Los Angeles Times and Mirror-News* put up \$12,500 in prize money for the U.S.A.C. race at Riverside, the scene was set for a chain reaction.

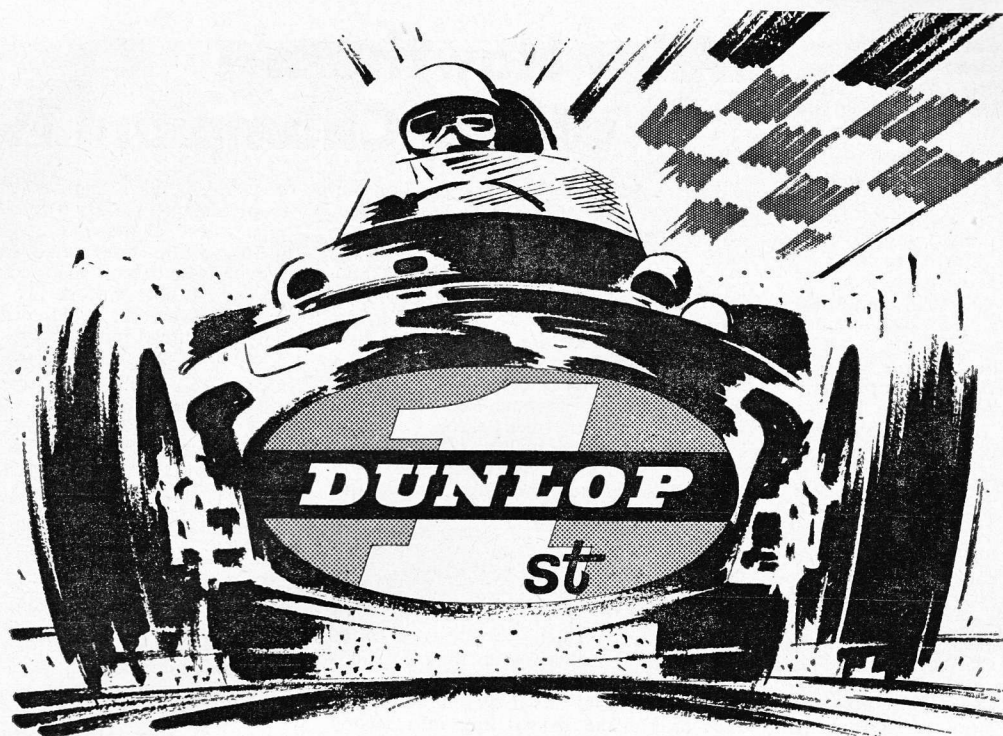
The California Sports Car Club, which has generally tried to co-ordinate its activities and rules with that of the S.C.C.A., ruled that its "amateur" drivers would be allowed to race at the Riverside event only; the national board of S.C.C.A. ruled that no S.C.A. drivers would be allowed to compete in any California Sports Car Club events after the Riverside date, as henceforth the

C.S.C.C. would be regarded as a "professional club".

On 24th September, the C.S.C.C. declared that "the action by the S.C.C.A. National Contest Board was prompted by the change in C.S.C.C. rules allowing their drivers to participate in professional events sanctioned by U.S.A.C., F.I.A. (in addition to those) of S.C.C.A. and C.S.C.C." Bill Pollack, president of C.S.C.C., further announced that the C.S.C.C. welcomed the participation in its races of any and all S.C.C.A. members and offered C.S.C.C. facilities to any S.C.C.A. group sharing the thinking of the C.S.C.C. The small San Diego region of S.C.C.A. immediately announced its support of the C.S.C.C. stand and broke off relations with the National S.C.C.A.

On 18th September, the large and active Northern California Region of the S.C.C.A. voted to support the policies of the C.S.C.C. and the San Diego group in a resolution declaring that the national policy of the S.C.C.A. was "unrealistic as not being in keeping with the present and future status of sports car racing in this country and on the Pacific Coast".

Sources close to the overall picture indicated there would be no rivalry between the Northern and Southern California groups and both areas are expected to continue sponsoring races for amateur drivers at which professional drivers would be welcome, and that no penalties would be invoked against members of either group who wished to race in U.S.A.C. or F.I.A. events. But presumably, members of either group would be barred from National S.C.C.A. events and the local events sponsored by the still loyal Los Angeles Region of the S.C.C.A.



IN Monaco Grand Prix — Dutch Grand Prix
European Grand Prix — German Grand Prix
Portuguese Grand Prix — Italian Grand Prix

AND NOW **Moroccan Grand Prix**

1st. STIRLING MOSS
VANWALL

(Subject to official confirmation)

DUNLOP TYRES
BUILT BETTER TO LAST LONGER

ELEVEN- HUNDRED CROSS-ROADS?



Peter Riley, an ardent enthusiast for 1,100 c.c. class racing, thinks he and his colleagues are being hard done by. Here he answers some of the criticisms levelled at the class and puts up a strong argument for the defence of his own particular form of motor racing.

PERHAPS journalists, especially in motor sport, do not always realize how great a power they wield. In our sport a very high percentage of enthusiasts read and discuss every opinion expressed by the leading technical and sporting writers. During the last 12 months these distinguished men have been criticizing the small sports-racing car class which up until now has been tremendously popular. They are in danger of spoiling an excellent form of racing and allowing it to fall into the same sad decay as the half-litre class.

One of the best points about the 1,100 is that it is a very good racing car for the private owner. A really good race-winning 1,100 can be built for £1,450, brand new on the starting line. This compares favourably with a race-worthy TR3 at £1,100; Austin-Healey at £1,400; or Bristol-Ace at £2,200. Engine spares are not any more expensive, tyre and fuel bills are lower.

To say that a Lotus Eleven, for instance, is not really a sports car is quite wrong, for this design follows in the tradition of the great sports cars of the past. It offers the same merits and consequent discomforts as such machines as the Surbaisse Amilcar, the Brooklands Riley Nine, the Type 37 Bugatti and others. Lotus, Lister, Elva and their kin build sports cars for motor sport, not for taking Aunt Ada to the Church Social; she'd be happier in a bus.

Her Majesty's Government have by the ill wind of Purchase Tax blown us some good. Owners of sports-racing cars are forced by this penal tax to assemble their own machines, thereby gaining a more intimate knowledge of the structure, on which their success and, indeed, lives depend.

Lack of competition to the all-conquering Cooper-Norton led to the failure of the 500 c.c. class. The 1,100s are more fortunately placed; Lola is beginning to get what she wants, Elvas snatch laurels from the Lord of smug Loti, and the Tojeiros go better at every meeting. All this hard work can be brought to naught by continued press criticism.

These cars with maxima between 120-130 m.p.h. are cheap enough for a large number of private individuals to have bought, and yet are fast enough to train international drivers of the calibre of Cliff Allison, Graham Hill, Keith Hall, Innes Ireland, Les Leston, Alan Stacey, etc. All these men have driven in Grand Prix and International Classics without any further transition stage.

Now let us turn from pure racing to the engineering developments that a good form of motor racing should bring in its wake. The roads of the world will, without doubt, become even more congested in the next decade. The high performance car must by virtue of this condition become as small and compact as is feasible. From these small sports cars can spring the grand

tourer of 1965. The Lotus Elite has somewhat tentatively shown the type of machine produced when a good quantity of light car experience has been gained on the track. A whole new class of small grand tourers can be developed from the sports cars which compete on the track. If the grand tourers themselves are used initially for racing they will cost more than £2,000 (carrying the tax burden) be more expensive to maintain, carry more elaborate equipment, be more expensive to repair after accident damage and will be fewer in consequence. Besides which they will be slower and less able to provide a racing spectacle or to train high-quality drivers.

With the lessons learnt in 1,100 racing we can fight, conquer and then outsell Porsche of Germany, Alfa Romeo of Italy and the small production car derivatives of France.

With respect I think that the curtailing of this class can do nobody any good and the interests of our sportsmen and our countrymen a considerable disservice.

DINING OUT

THE Bolton-le-Moors Car Club gave their annual dinner-dance on Tuesday, 14th October, at the local Pack Horse Hotel, where some 160 members and their guests enjoyed a "reet" good evening.

After speeches by the club president, Jack Brown, and Tom Warburton, who welcomed those present, an amusing reply was made by Jeff Dixon, chairman of the Liverpool Motor Club. The presentation of the main awards was made by Reg Harris, ex World Champion of Cycling, the guest of honour, to: K. C. Walker, A. H. Hill, A. Edmondson, G. P. Crabtree and P. L. Glaister.

From then on, dancing, drinking and dicing, not necessarily in that order, went on till a late hour!

A WIN FOR COATES

WITH the only clean sheet in the event, Norman Coates, in his versatile N.H.C. Special, won the Yorkshire Sports Car Club's Horsfall Trophy Trial on Sunday, 12th October.

The event was designed to cater for specials, sports cars and saloons and give each an equal chance while providing competition on trials hills, driving tests and a short sprint.

There were 20 starters at the head-

quarters in Driffild, five specials and the rest evenly divided between saloons and sports cars. The route went direct to Langtoftdale, where eight observed climbs were laid out on a grass surface. The specials tackled four harder climbs and the "rest" had their own series of hills.

Coates showed his winning form early in the event by being the only special-driver to climb any of the hills. He got up one of them while the other spun to a standstill on the lower slopes. The saloons and sports drivers found things a little easier, but no one climbed any of the hills clean.

A driving test was laid out at Langtoftdale, and then followed lunch. After lunch the drivers went to Hutton Cranswick airfield for the rest of the tests—another five—and the short sprint in the usual Y.S.C.C. form of an elongated "U".

P.C.

Provisional Results

Horsfall Trophy (Best Performance): N. H. Coates (N.H.C. Spl.), 0 marks lost.

Best Saloon: H. O. Holliday (Speedwell Minor 1000), 1 mark lost.

Best Sports: N. H. Baguley (Triumph TR3), 8.2 marks lost.

Best Special: L. Hurt (Ford Spl.), 8.4 marks lost.

First Class Awards: D. J. B. Brown (Renault Dauphine) and R. J. Wilson (R.J.S.). **Team Award:** "The Industrial Mites" (Holliday and Wilson).



100-Six 6-cyl. 2.6 litre engine. Overdrive extra

AUSTIN HEALEY... *shortest distance between two points*

Sprite 4-cyl. 948 cc engine, 4-speed gearbox



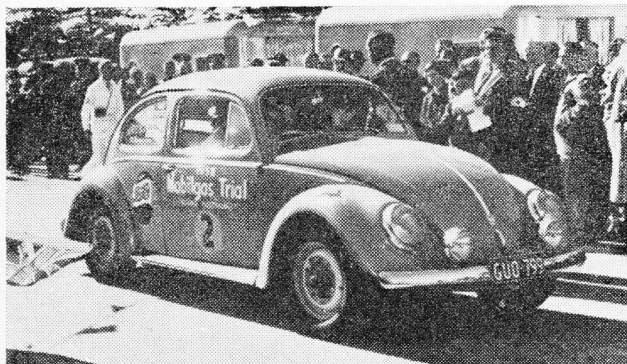
Summer Holiday?

MOBILGAS RALLY-1958

AS winter approaches with its inevitable snow and sleet, it is interesting to look back to this recent event to see what sort of weather was encountered. A scorching sun, torrential rain, floods and also jay-walkers in the form of kangaroos! All this goes to make what is perhaps the most difficult "rally" of all—the Round Australia.

* * *

THE first two places in this 10,000-mile, 19-day event were taken by those incredible little vehicles, Volkswagens. The winning crew, Eddie Perkins and A. Smith, lost only 11 points. Second were Greg Cusack/P. Lawless, 55 points. The toughness of the reliability course



★
WINNING VWs: (Left) Eddie Perkins gets the flag and leaves the start at Bondi Beach, Sydney. (Above) One of the victorious "beetles" scurries along a dusty road in the Northern Territory. In the same district a Hillman Minx crosses a ford (below).

The change from rough going was almost miraculous at Katherine, where cars joined the road from Alice Springs in the heart of Australia to Darwin. Unfortunately, on this stretch between Darwin and Tennant Creek two cars turned over and the co-driver of one, Jack Phillips of Tasmania, was fatally injured. The driver escaped with shock and minor injuries.

After further long stretches, the cars passed through Brisbane and on over the "Roof of Australia"—the Alps—to Sydney.

Full results appeared in a previous issue.

was highlighted early when floods in Victoria caused a last-minute change of route on the first lap. Similar conditions were encountered again after leaving Perth in Western Australia. A cloud-burst of two inches of rain turned the stretch to Carnarvon, 594 miles away, into a quagmire. The result was that many cars were bogged down.

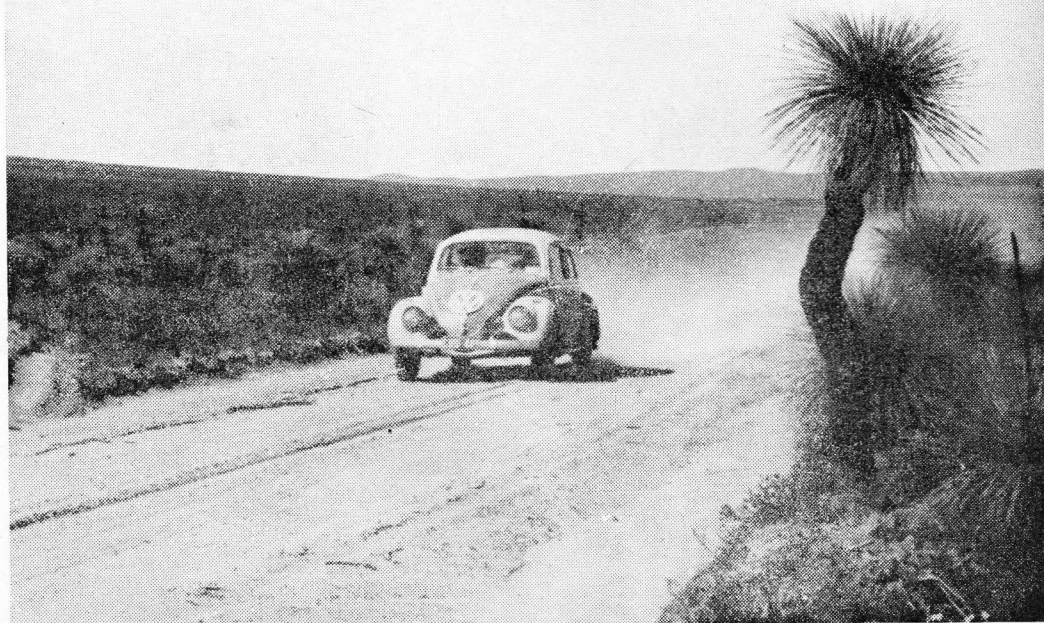
After reaching the cattle port at Derby in the North West, the cars struck inland into "The Great Silence", some of the most remote territory in the world with only the Flying Doctor Service for internal and external communications. The road was almost non-existent in places—sometimes only two obscure wheel tracks between tall grass, or through the big dust bowls. This dust, as fine as talcum powder, is as abrasive as valve paste, choking engines and coating the cars and everything in them. Stirred up, it hangs in the air for hours.



SHOVE, COBBER!: Les Youngs, in his Minor 1000, negotiates a steep sand-dune at Julian Bay.



ROCKY TERRAIN: A Skoda 440 feels its way over the chassis-breaking track leading to Top Springs.





Miss your bus if you like

but don't miss the

STANDARD

and

TRIUMPH

STANDS

AT THE MOTOR SHOW

STANDARD STAND

THE **NEW** STANDARD VIGNALE VANGUARD

THE **NEW** VANGUARD ESTATE CAR

THE **NEW** STANDARD ENSIGN

TRIUMPH STAND

THE TRIUMPH T.R.3

This famous sports car has won more international awards than any other car in its class. A model in competition trim and a hard top version can also be seen.



THE STANDARD MOTOR COMPANY LIMITED, COVENTRY

Earls Court Galaxy...

Sporting machinery of every conceivable type will be on display at this year's London Motor Show. Here is a brief alphabetical guide to remind you of the points to look out for at Earls Court

Stand Numbers in Brackets

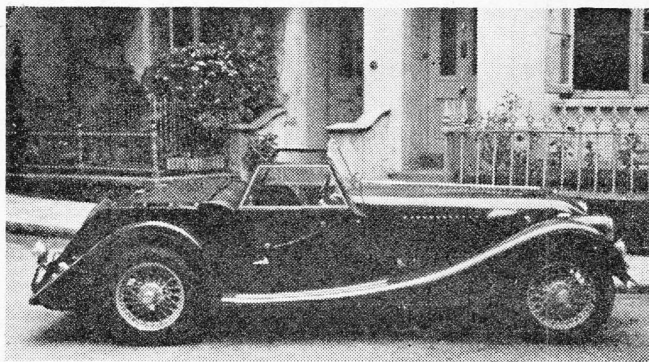
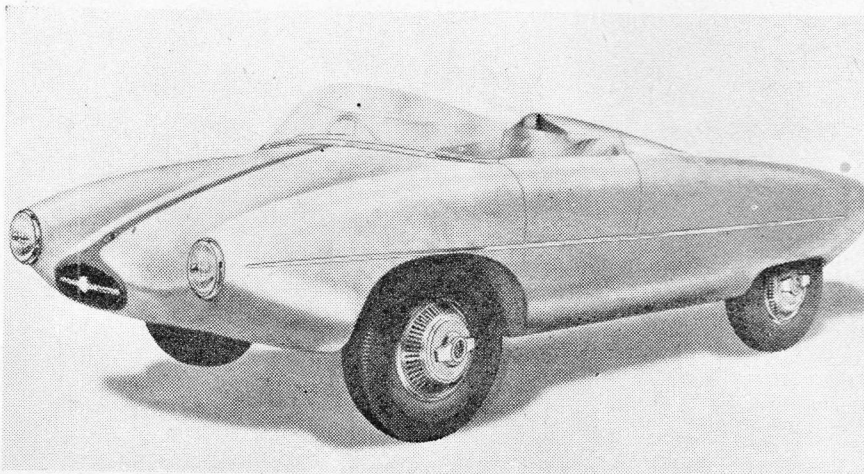
A.C. (165). Independently sprung 2-litre machines, with power-outputs up to 120 b.h.p. Removable hardtop available on open two-seater. Stripped Ace-Bristol chassis on view.

Alfa Romeo (164). Twin-o.h.c. four-cylinder engines of 1,300 and 1,900 c.c.: famed Giulietta Sprint Veloce: up-to-date Italian styling.

Alvis (149). Park-Ward version of the stylish Graber bodies on the 100 m.p.h., 3-litre six-cylinder chassis.

Armstrong Siddeley (158). Star Sapphire with disc brakes on front wheels, and increased performance from o.h.v. six-cylinder engine.

Aston Martin (164). Superb 3.7-litre, six-cylinder, two-o.h.c. DB4 with body design by Touring of Milan (Super-



EXTREMES of current sports car design are illustrated in these two pictures. On the left is the Morgan Plus Four, which has altered very little since the pre-war days of the Coventry-Climax powered "4/4". It now has the Triumph TR3 engine and many detail improvements, and is still greatly beloved by sporting drivers for its outstanding roadworthiness and responsive handling qualities. Quite new is the Frisky "Sprint", an artist's impression of which is shown above, and which will make its first appearance at the London Show. This is designed to Appendix C requirements and is powered by a three-cylinder 492 c.c. two-stroke engine similar to that used in the Berkeley 500, kerb weight is only 690 lbs. and a top speed of over 90 m.p.h. is claimed for it. There are also plans for a successor with a 700 c.c. engine and capable of speeds around 115 m.p.h.!

leggera). Disc brakes all round and exquisite finish.

Austin-Healey (122). Cutaway version of the "Sprite", making its debut at Earls Court. Rally successes emphasize growing popularity of "100-Six" models.

Bentley (167). Magnificent range of vehicles, including the "Continental", and the "S", which has similar specification to Rolls-Royce. New convertible "Continental".

Berkeley (172). New four-seater "500": "fibreglass" body construction, three-cylinder, two-stroke Excelsior engine.

Borgward (127). Popular German 1½-litre car, now available in TS form with 75 b.h.p. engine.

Bristol (151). Recently introduced 2.2-litre model, with disc brakes and luxurious Beutler body.

Chevrolet (137). Corvette with 5.7-litre, V-8 engine (fuel injection), developing 290 b.h.p.

Chrysler (139). V-8 engine with output of 300 b.h.p.

Citroën (150). Pneumatic suspension, hydraulic controls and disc brakes on DS19.

Daimler (142). Début of the six-cylinder, 3.8-litre Majestic.

Facel Vega (126). France's prestige car, with superb coachwork, and a remarkable performance from Chrysler, V-8, 5.9-litre engine developing 360 b.h.p. —easily most powerful car at Earls Court.

Ferrari (118). Mike Hawthorn introduces r/h drive 250 G.T., 3-litre models of this world-famous make.

Fiat (141). Range of economy cars, and Zagato-bodied 1,200 "TV".

NEWEST in the B.M.C. range is the Austin A40. Mechanically similar to the A35, which has shown itself to be very amenable to tuning and for which full "conversion" kits are readily available, the new model has a handsome Farina-designed body and a useful interior layout; it should be a popular rally machine.



Show

A random selection of some of
which will be on Display

Alphabetical List—continued

Frazer-Nash (128). 2.6-litre, V-8 "Continental" with de Dion rear axle. Also V-8 BMW with 162 b.h.p., 3.6-litre engine.

Frisky (117). New competition "Sprint" two-seater with all-independent suspension and 500 c.c. two-stroke engine.

Goggomobil (171). Brand-new four-stroke with front engine and rear drive.

NEW ROOF (above) for the A.C. Ace is this well-designed fibreglass hardtop, now available as an "extra". TWIN-CAM M.G. (right) is already showing promise in competition. With its 1,588 c.c., 2 o.h.c. engine having a claimed output of 108 b.h.p., and disc brakes all round, it goes—and stops—quickly. PEERLESS is a newcomer to the scene (below). Triumph-powered and well-proved at Le Mans, this four-seater has a fibreglass body.



Humber (146). The recently introduced 2.6-litre Super Snipe with hemispherical-head, o.h.v. six-cylinder engine.

Isetta (174). New "600" from Germany, and British-built "300".

Jaguar (155). Mark IX with 3.8-litre engine and disc brakes: XK 150 and XK 150S two-seaters. Highly successful 2.4 and 3.4-litre models.

Jensen (169). "Fibreglass" bodies on "541" R-type: 4-litre, six-cylinder engine.

Lancia (170). G.T. and Flaminia models with V-6, 2½-litre engines: V-4 "1100" Appia.

Lincoln (131). Ford's prestige car: also Ford Fairline and Thunderbird on same stand.

Lotus (123). Exciting Elite 1.2-litre coupé with Coventry-Climax engine and bonded-resin construction. Single-seater Formula 1 machine—only single-seater in Show.

Mercedes-Benz (121). Fuel injection on 220SE. Famed 300SL and 190SL models.

M.G. (154). Recently introduced 1.6-litre "Twin-Cam", with disc brakes and centre-lock Dunlop wheels.

Morgan (129). Range of TR3-engined sports cars (Plus Four) and Series II "4/4" with 1,172 Ford engine.

Parade

the High Performance Machines
at the London Motor Show

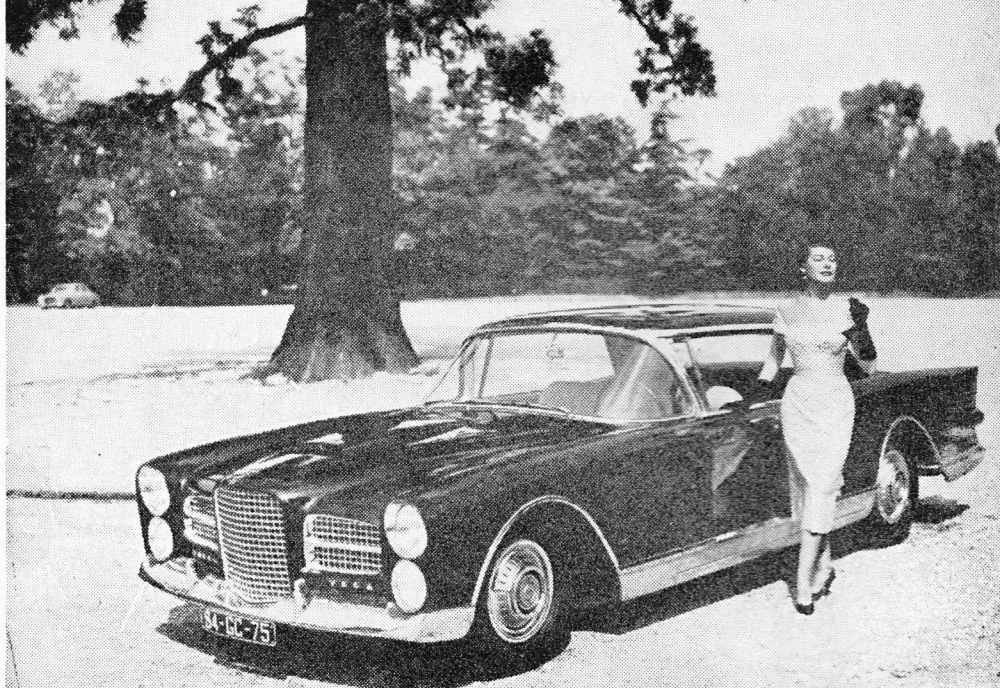
Full Specifications overleaf

NSU (173). 600 c.c. Prinz sports saloon with twin-cylinder, o.h.c. engine.

Oldsmobile (132). New 6.5-litre, V-8 engine developing 315 b.h.p.

Panhard (148). Right-hand steering versions of well-known "Dyna".

Peerless (113). First appearance of 2-litre Grand Touring model, with TR3 engine, de Dion axle, "Fibreglass" four-seater saloon body and disc brakes. Stripped chassis on view.



CHIC, elegant—the height of fashion in automobiles and "Haute Couture"! The Facel Vega "Excellence" (above) is France's prestige car of the moment. Powered by a 6-litre American V-8 engine, it now has British disc brakes fitted. CHEEKY, rather than chic, the Austin-Healey Sprite (left) is proving itself in competition and is a very likeable little sports car indeed. SPORTING ELEGANCE in the British manner; the Jaguar XK 150 (below). The open two-seater version is now available on the home market.

Porsche (130). New Drauz convertible on push-rod "1600" chassis.

Renault (143). Recently introduced "Floride" version of Monte Carlo-winning Dauphine.

Riley (153). One-point-Five and Two-point-Six models.

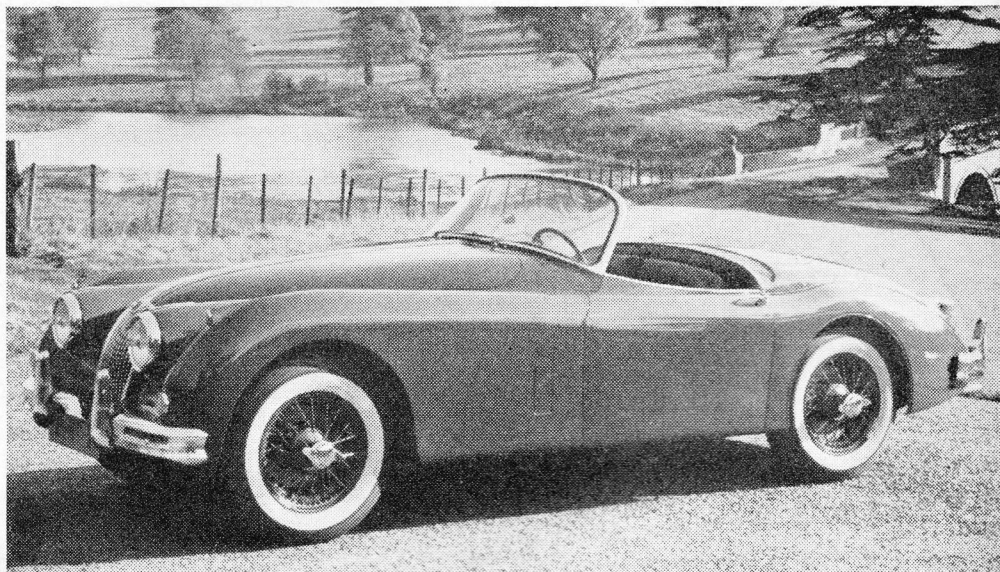
Rover (161). The new 3-litre, with stressed-skin body construction.

Simca (124). Aronde, 1.2-litre engine developing 57 b.h.p.

Sunbeam (159). Successful Rapier saloons and convertibles.

Triumph (135). TR3 sports cars, including stripped chassis.

Volvo (115). Swedish high-performance touring car with all-synchromesh, four-speed gearbox and 122S engine (two SU carburettors).



SPECIFICATIONS

of High Performance Models for 1959

KEY TO ABBREVIATIONS. N.S., not showing at Earls Court. Cyls.: L, in line; V, vee; H, horizontally opposed. Valves: OHV, overhead valves; SV, side valves; OHIV, overhead inlet, side exhaust; OHC, overhead camshaft; 2OHC, twin overhead camshafts; TS, two-stroke. Cooling: W, water; A, air. Carburettors: SU, SU; SX, Solex; ST, Stromberg; W, Weber; Z, Zenith; A, Amal; R, Rochester; F, F.I., Fuel Injection. Suspension: (Suspension media): T, transverse leaf springs; H, helical springs; S, semi-elliptic leaf springs; B, torsion bars; P, hydro-pneumatic; †, front wheel drive; Q, quarter elliptic. (Linkage): W, wishbones; V, vertical sides; T, trailing links or arms; S, split or swing axle; D, de Dion axle; R, rigid (live) axle. Brakes: DR, drums DI, disc.

Make	Stand No.	Type	Power Unit										Gear Ratios(to:1)				SUSPENSION		BRAKES		Dimensions (ins.)				Price (£)	
			Cyls.	Bore (mm.)	Stroke (mm.)	Capacity (c.c.)	Compression ratio (to 1)	Valves	Cooling	B.H.P.	R.P.M.	Carburettor(s)	Front	Rear	Front	Rear	Overall length	Overall width	Ground clearance	Wheelbase	Weight (lbs.)	Basic	Including P. Tax			
A.C.	165	Ace (A.C. engine)*	L6	65	100	1991	8	OHC	W	90	4500	35U	TW	DR	DR	DR	151½	59½	6	90	1685	1,100	1,651 7 0			
		Aceca (A.C. engine)	L6	65	100	1991	8	OHC	W	90	4500	35U	TW	DR	DR	DR	153½	61	6	90	1848	1,375	2,063 17 0			
		Ace (Bristol engine)*	L6	69	96	1971	8.5	OHC	W	120	5750	35X	TW	DR	DR	DR	153½	59½	6	90	1792	1,340	2,011 7 0			
		Aceca (Bristol engine)	L6	69	96	1971	8.5	OHC	W	105	5000	35X	TW	DR	DR	DR	153½	61	6	90	2016	1,585	2,378 14 0			
Alfa Romeo	134	2000 Spyder	L4	84.5	88	1975	—	OHC	W	115	5800	25X	HW	DR	DR	DR	177	65½	6	98½	2464	2,195	3,293 17 0			
		1900 Super Sprint	L4	84.5	88	1975	8	OHC	W	115	5000	25X	HW	DR	DR	DR	170	63	6	98½	2128	2,450	3,676 7 0			
		1900 Super Saloon	L4	84.5	88	1975	7.5	OHC	W	90/95	5200	15X	HW	DR	DR	DR	174	63	6	105½	2352	1,695	2,543 17 0			
		Giulietta Spyder	L4	74	75	1290	9.5	OHC	W	90	6000	2W	HW	DR	DR	DR	152	61	5½	86½	1792	1,965	2,948 17 0			
Alfa Romeo	134	Spyder Veloce	L4	74	75	1290	9.5	OHC	W	95	6000	2W	HW	DR	DR	DR	152	60	5½	86½	1764	1,895	2,743 17 0			
		Sprint Veloce	L4	74	75	1290	9.5	OHC	W	90	6000	2W	HW	DR	DR	DR	154	60	5½	94	1680	1,945	2,918 17 0			
		Sprint Coupé	L4	74	75	1290	8	OHC	W	65	6000	15X	HW	DR	DR	DR	154	60	9	94	1792	1,635	2,453 17 0			
		Giulietta II	L4	74	75	1290	8	OHC	W	65	6000	15X	HW	DR	DR	DR	154½	60	9	94	1970	1,460	2,191 7 0			
Allard	N.S.	Palm Beach Mk. II* (Jaguar)	L6	83	106	3442	8	OHC	W	210	5500	25U	BW	DR	DR	DR	150	63	6	96	2408	1,300	1,951 7 0			
		3-litre Graber	L6	84	90	2993	8	OHC	W	104	4000	25U	HW	SR	DR	DR	189	66	7	111½	3283	2,300	3,451 7 0			
Armstrong Siddeley	158	Star Sapphire	L6	97	90	3990	7.5	OHC	W	165	4250	15T	HW	SR	DI	DR	194	66	7	114	3920	1,995	2,993 17 0			
		DB4 DB Mk. III*	L6	92	92	3670	8.2	2OHC	W	240	5500	25U	HW	DR	DI	DR	176½	66	7	98	2884	2,650	3,976 7 0			
Austin-Healey	122	100 Six*	L6	79.4	89	2639	8.5	OHC	W	117	4750	25U	HW	SR	DR	DR	147½	65	5½	92	2464	762	1,144 7 0			
		Sprite	L4	62.9	76.2	948	8.3	OHC	W	42.5	5000	25U	HW	QR	DR	DR	127½	53	5	80	1428	445	667 7 0			
Auto Union	128	1000	L3	74	76	980	7.25	TS	W	44	4500	15X	TW	TR†	DR	DR	156¾	64½	8	92½	1985	850	1,276 7 0			
		Continental	L6	95.25	114.30	4887	8	OHC	W	—	—	25U	HW	SR	DR	DR	210½	72	7	123	—	4,995	7,493 17 0			
Berkeley	167	Sports	L3	58	62	328	7.5	TS	A	18	5000	1A	HW	HW†	DR	DR	123	50	7	70	672	381.154	597 18 11			
		500 Sports	L3	58	62	492	7.5	TS	W	30	5500	3A	HW	HW†	DR	DR	123	50	7	70	672	381.154	597 18 11			
B.M.W.	128	507	V8	82	75	3168	7.5	OHC	W	173	5000	25X	BW	BR	DR	DR	173	65	7	97½	2579	3,100	4,651 7 0			
		503	V8	82	75	3168	7.5	OHC	W	162	4800	25X	BW	BR	DR	DR	186½	67	7	111½	3219	3,500	5,275 7 0			
		502	V8	82	75	3168	7.5	OHC	W	162	4800	25X	BW	BR	DR	DR	185	66	7	116	3218	2,165	3,258 17 0			
		502	V8	82	75	3168	7.5	OHC	W	162	4800	25X	BW	BR	DR	DR	185	66	7	116	3218	2,165	3,258 17 0			

	151	406	L4	68-7	99-6	2216	8-5	OHV	W	105	4700	3SX	15-4	7-8	5-5	4-3	TW	BR	DI	DI	196	68	6½	114	3010	2,995	4,493	17	0
Bristol	150	D.S.19	L4	78	100	1911	7-5	OHV	W	75	4500	1W	13-79	6-96	4-77	3-31	PW	PT	DI	DI	189	70½	—	123	2464	1,090	1,636	7	0
Citroën	142	Majestic	L6	86-36	108	3794	7-5	OHV	W	147	4400	2SU	9-047	5-625	—	3-92	HW	SR	DI	DI	196	73¾	7	114	4032	1,663	2,495	0	0
Daimler	N.S.	Mk. IV Courier	L4	72-39 73	66-6 88-9	1098 1489	8-3	OHC OHV	W W	82 72	6800 5500	2SU 2SU	13-56 5-12	8-25 5-12	TO ORDER	3-7	HW HW	HW HR	DR DR	DR DR	127 154	59½	—	90	1428	—	—	—	—
Elva	126	H.N.500*	V8	104-6	85-8	5907	10	OHV	W	360	5200	2R	11-4	6-5	4-6	3-3	HW	SR	DR	DR	181	70¾	7	114¾	3750	3,150	4,726	7	0
Facel Vega	N.S.	Electron Minor Electron	L4	63 72-4	76 66-6	948 1098	8-25 9-8	OHV OHC	W W	38 83	5000 6800	2SU	19-45 —	11-2 —	6-62	4-55	HW HW	HR HR	DR DR	DR DR	120 144	58 60	7 7	81 82	965 1210	479 769	719	17	0
Fairthorpe	141	1200 Gran Luce	L4	72	75	1221	—	OHV	W	55	5300	1W	16-58	10-23	6-75	4-30	HW	SR	DR	DR	154½	57½	5	92	2016	789-10	1,199	2	0
Fiat	128	Continental	V8	74	75	2580	7-5	OHV	W	140	4800	2SU	11-58	7-1	4-7	3-4	HW	HD	DR	DR	163	67	6	99	1352	2,300	3,451	7	0
Frazer-Nash	117	Sprint	L3	58	62	492	8-25	TS	A	30	5700	3A	15-2	9-2	6-3	4-6	HW	HW	DR	DR	122½	56	5	68	690	—	—	—	—
Frisky	155	Mk. IX Mk. VIII 2-4 Saloon 3-4 Saloon XK150*	L6	87 83 83 83	106 106 106 106	3781 3442 2483 3442	8 8 8 8	2OHC 2OHC 2OHC 2OHC	W W W W	225 210 112 210	5500 5500 3750 5500	2SU 2SU 2SU 2SU	12-73 12-73 14-11 11-95	7-47 7-47 7-47 9-01	5-16 5-16 4-38 6-20	4-37 4-37 4-37 3-54	BW BW BW BW	SR SR SR SR	DI DI DI DI	DI DI DI DI	196½ 196½ 180¾ 180¾	73 73 66¾ 66¾	7½ 7½ 7 7	120 120 107¾ 107¾	3980 3900 3030 3118	1,329 1,219 996 1,114	1,994 1,829 1,495 1,672	17	0
Jaguar	169	541R 541*	L6	87 87	111 111	3993 3993	7-6 7-4	OHV OHV	W W	150 130	4100 3700	2SU 3SU	11-4 9-9	6-56 6-8	4-55 4-2	3-54 2-9	HW HW	SR SR	DI DI	DI DI	178 178	63 63	7 7	105 105	2968	1,435	2,153	17	0
Jensen	170	Aurelia G.T.2500*	V6	78	85-5	2451	8	OHV	W	118	5000	1W	11-42	7-58	5-22	3-69	HW	SR	DR	DR	169	—	6	104½	2744	2,230	3,346	7	0
Lancia	123	Elite Eleven Le Mans* Eleven Club Eleven Sports	L4	76-2 72-39 73	66-6 66-6 89	1220 1098 1098	8-5 9-8 7-5	OHC OHV OHV SV	W W W W	75 75 75 36	6100 6100 6350 4500	1SU 2SU 2SU 1Z	16-5 2SU 2SU 1Z	10-1 9-15 —	6-2 6-1 —	4-6 4-5 —	TW HS HS HS	HT HD HR HR	DI DI DI DI	DI DI DI DI	144 134 134	58 53 53	5 5 5	88 85 85	1204 1,387 1,083 872	1,957 2,080 1,624 1,308	7	0	
Mercedes-Benz	121	190SL 300SL Roadster	L4	85 85	83-6 88	1897 2296	8-5	OHC OHC	W W	105 250	5700 6200	25X F.Inj.	13-7 12-2	9-0 7-2	5-0 5-1	3-9 3-6	HW HW	HS HS	DR DR	DR DR	165 180	68 70	6 5	94 94½	2380 3000	1,850 3,750	2,776 5,626	7	0
M.G.	154	Twin-Cam M.G.A.* Magneette	L4	75-4 73	89 89	1588 1489	8-5 8-3	2OHC OHV OHV	W W W	108 72 68	6700 5500 4600	2SU 2SU 2SU	15-65 15-65 16-53	9-52 9-52 10-1	5-91 5-91 6-25	4-3 4-3 4-55	HW HW HW	SR SR SR	DI DI DI	DI DI DI	156 156 169	58 58 63	6 6½	94 102	2084 2009 2404	834 663 714	1,256 993 1,072	17	0
Morgan	129	Plus 4 (TR engine) 4/4 Series II	L4	83 63-5	92 92-5	1991 1172	8-5 7	OHV SV	W W	100 36	5000 4400	2SU 1SX	12-8 17-3	7-4 8-9	5-2 4-4	3-7 4-4	HV HV	SR SR	DR DR	DR DR	144 144	56 56	7 7	96 96	1876 1456	645 498	968 748	17	0
Peerless	113	G.T. Saloon*	L4	83	92	1991	8-5	OHV	W	100	5500	2SU	12-5	7-4	4-9	3-7	HW	SD	DI	DI	162	46	6	94½	—	998	1,498	7	0
Porsche	130	365A 1600 Super Carrera	H4	82-5 82-5	74 74	1582 1582	8-5 8-5	OHV OHV 2OHC	A A A	60 75 100	4500 5000 6200	2Z 25X 25X	14-1 13-9	7-8 7-7	5-4 4-9	3-9 3-5	BT BT	BS BS	DR DR	DR DR	155½ 155½	65½ 65½	6½ 6½	82-7 83	1874 1764 1850	1,305 1,425 1,910	1,958 2,138 2,866	17	0
Renault	143	Dauphine Gordini	L4	58 58	80 80	845 845	7-2 7-6	OHV OHV	W W	30 38	4250 5000	1SX 1SX	16-2 16-19	7-9 9-21	4-7 4-7	4-68	HW HW	HS HS	DR DR	DR DR	115 155	60 60	6 6	89½ 1399	512	769	7	0	
Riley	153	1-5 2-6*	L4	73 79-4	89 89	1489 2639	8-3 8-5	OHV OHV	W W	68 101	5400 4750	2SU 2SU	13-56 12-93	8-25 8-03	5-12 5-6	3-73 3-9	BW BW	SR SR	DR DR	DR DR	153 185½	62 67	6½ 6½	86 103½	2060 3505	575 940	863 1,411	17	0
Rover	161	105S 3-Litre	L6	73 77-8	105 105	2638 2995	8-5 8-75	OHV OHV	W W	108 105	4250 4250	2SU 1SU	14-5 13-2	8-8 7-9	5-9 5-37	4-3 3-9	HW HW	SR SR	DR DR	DR DR	178½ 186½	65 70	7½ 7½	111 110½	3248 3360	1,088 1,175	1,633 1,763	7	0
Sunbeam	159	Rapier*	L4	79	76-2	1494	8-5	OHV	W	68	5200	2Z	15-2	11-8	7-12	4-78	HW	SR	DR	DR	160½	60¾	7	96	2280	737	1,107	12	0
Triumph	135	TR3*	L4	83	92	1991	8-5	OHV	W	100	5000	2SU	12-5	7-4	4-9	3-7	HW	SR	DI	DI	151	55½	6	88	1988	699	1,049	17	0
Turner	N.S.	950 Sports 1100 Climax	L4	62-9 72-39	76-2 66-6	948 1098	8-3 9-8	OHV OHV	W W	43 75	5000 6200	2SU 2SU	16-0	10-8	6-4	4-6	HW HW	HR HR	DR DR	DR DR	138 138	54 54	6	80½ 80½	1176 1232	575 750	863 1,126	19	0

*A.C. Ace: Hardtop now available. Front disc brakes available on both models. *Allard: Opt. automatic transmission. *Aston Martin: O/D on DB Mk. III opt. extra. Spec. series engine. *Austin-Healey: O/D opt. extra. *Facel Vega: Automatic transmission opt. extra. *Jaguar XK 150: Hardtop also available. *Jensen: O/D opt. extra on 541. *Lancia: Also available as a convertible. *Lotus: Le Mans "75," 75 b.h.p. at 6,250 r.p.m. Le Mans "85," 83 b.h.p. at 6,800 r.p.m. *M.G.A.: Hardtop also available. *Peerless: O/D opt. extra. *Riley: O/D opt. extra. *Sunbeam: O/D opt. extra. *Triumph: O/D opt. extra.

A VW—EXPRESS

*Impressions of a Volkswagen with added "steam"—
and an appraisal of this controversial German "beetle"*

RECENTLY I had the opportunity of making my first close acquaintance with the Volkswagen. For some reason, this highly controversial "people's car" had not come my way and for some time I had been seeking an opportunity of finding out for myself whether it was really as good—or as bad—as various interested parties made out. Thus when Messrs. Rally Equipment, of 295 Edgware Road, London, N.W.9, offered me the use, for a week-end, of a 1958 VW fitted with the Express twin-carburettor conversion kit which they are now importing from Western Germany, I jumped at the chance.

Taking the conversion first, I was shown the complete kit, packed ready for dispatch, and this is remarkably complete, down to the last fibre washer. Full fitting instructions are supplied (in English!) and the outfit costs £38 10s., plus £7 for installation, if required. The existing Solex carburettor is utilized, matched with an extra new one, plus a complete set of new jets for both. The carburettors are mounted on short inlet stubs, connected to the exhaust manifolds by "hot spot pipes". The inlet stubs are of a special design, in which there is an air jacket around the middle of the stub, so that it keeps cooler there than at either end. This appears to have a beneficial effect on atomization and the elimination of "flat spots". Balance pipes, throttle linkage and mounting bracket, fuel piping and a petrol filter are provided and ready shaped to bolt straight on.

The whole kit is completely external and designed to improve greatly the deliberately restricted "breathing" of the standard car; it does not increase the compression ratio and thus put extra strain on the mechanical components, but as the engine will now rev. much more freely than before, the onus is on

the driver to avoid unnecessarily astronomical r.p.m. figures, for the sake of the standard crank.

I did not have the opportunity to take a detailed set of performance figures, but a genuine 0-60 comes up in a little over 20 seconds—nearly 10 seconds faster than standard—and the maximum speed goes up by about 9 m.p.h., to more than 75 m.p.h.

The speedometer on the car is undoubtedly optimistic, but 70 m.p.h. (indicated) cruising is quite normal and 80-85 shows quite often on down gradients. There are no signs of impaired flexibility, but the high gearing demands frequent use of the gearbox anyway. With the modified carburettor layout, the choke is rendered inoperative, but three pumps with the throttle before starting provided a rich enough mixture for the coldest morning. Petrol consumption, driven hard, was 29 m.p.g., and not so hard, 33 m.p.g.

All the kit parts are beautifully made and the only snag to the installation seems to be that the rearward sparking plugs are made difficult to reach. There is, incidentally, an alternative single carburettor conversion with improved manifolding and new jets for the existing carb., at only £7 10s., although we did not try this version.

Turning to the car itself, I have to be very careful. Let me say at the outset, that I was enormously impressed by it, that it fulfils almost my every requirement in a "hack" transport-cum-club rally machine and that I am seriously considering investing in one before long. "But surely," you say, "there must be some snags?" Well, true, there are, but the amazing thing about it is that they are so few and seem so unimportant in the face of everything else being so right. But then I may have odd require-

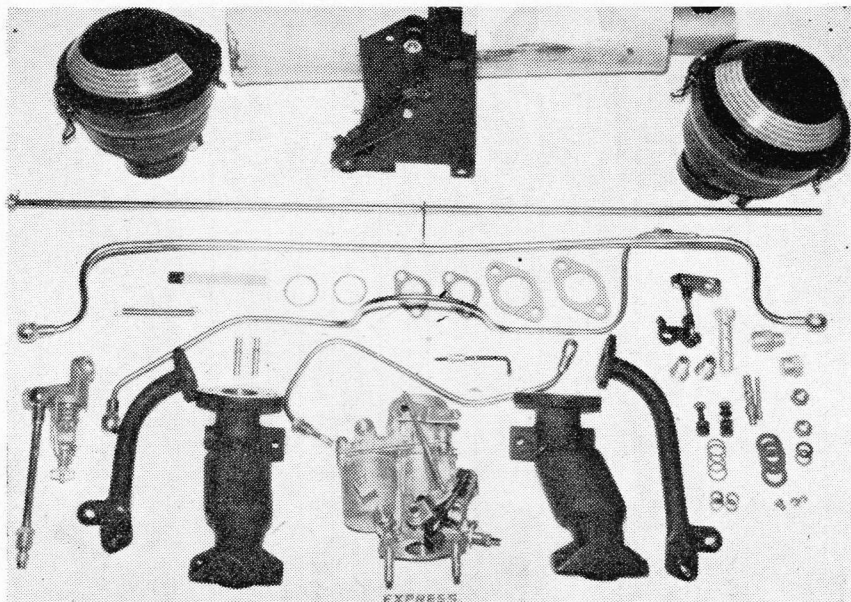
ments and the oddities of the VW may just fit me and those other oddities who buy them!

First, then, the driving position. As far as I am concerned, it is perfection. The pedals are positioned squarely to the front and well spaced; the throttle pedal is of the treadle type and placed slightly farther away than the brake pedal, so that heel-and-toe changes are immediately automatic. For the same reason, when the seat is adjusted to relax my throttle leg, I do not have to stretch to push the clutch out. The steering wheel is nearly vertical, square to the front and at a comfortable reach, so that a full half-turn can be made, without stretching at all, without shifting the hands on the rim. The back of each front seat is adjustable for rake, quite simply by a three-step cam, and at last I can lean back comfortably and not be folded up in the middle. The seats are well shaped, too, for lateral support, although a little on the hard side (I'm not too well padded!). In short, the car seems to have been designed around a driver of average dimensions and not the deformed chimpanzee which seems to have been the "model" for almost every other small saloon.

The gear lever, vertical and floor-mounted of course, is within a handspan of the steering wheel rim and requires no stretching to reach any gear. And the gearbox itself is perhaps the greatest single reason for the world-wide success of this odd-looking little car. It is so much better than any other gearbox I have ever tried, as to make all the others seem primitive and detestable. The movement from gear to gear is short, only the lightest of finger pressure is necessary to engage a cog, and the synchromesh is literally unbeatable! Only a token dab on the clutch is necessary, for upward or downward changes, and the lever can be flipped through as fast as one can move it. Double-declutching becomes a thing of the past, for it is quicker to snap the change straight through with the throttle open and for a party trick it is possible to declutch at any road and engine speed, and whirl the lever around like a pudding spoon, between second, third and top, with never a sound! The ratios, too, are an enthusiast's delight; there is none of this "emergency low" nonsense—first gear is there to be used, second is a good traffic gear, third takes one nearly up to maximum speed and top is an *autobahn* ratio on which one can drive flat out all day with the engine seemingly just ticking over. Third gear is used a good deal even on main roads in this country, but this is a pure pleasure, not a disadvantage, with this box.

It is true that the engine is noisy at low speeds—it has a distinctly "agricultural" note, but once into its stride, nearly all the noise is left behind and long distances can be covered in a quite remarkably effortless manner. This ease of travel is enhanced by the suspen-

COMPLETE to the last nut and washer, and ready to bolt straight on, the Express VW conversion gives an effective increase in performance without requiring any modification to the mechanical parts of the engine itself. The "straight-through" silencer shown is not now considered necessary and is no longer supplied.



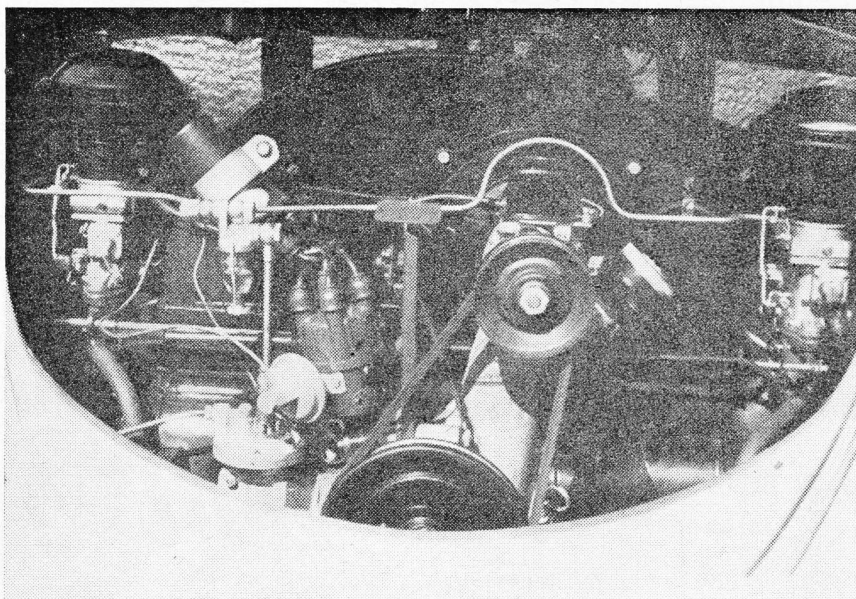
ACCESSIBILITY of those components requiring occasional maintenance is outstandingly good on the VW. The twin-carburettor conversion masks the rearward plugs, but otherwise has no snags. The bowl-type fuel filter is supplied with the kit.

sion which, although a little firm at low speeds, irons the bumps right out at the speeds you and I employ, and the car can be driven ruthlessly over the roughest of rally "white roads" without feeling the slightest fear of any damage resulting. The wheels are comparatively big, the undertray is completely flat with no silencers, sumps, fuel tanks or wiring hanging vulnerably below and, apart from the sturdy rear swing-axle suspension, the front wheels are on trailing arms, which ride over bumps without twisting strains.

Yet another outstanding feature of this car is the detail finish and general standards of construction. Although it is not unduly heavy, every piece of metal seems thicker than on other cars and not a single detail is "cheap" or skimpy in construction. Even the ash tray slides silently out of the fascia on four greased, spring-loaded rollers, and the front window quarter-lights have safety catches on their catches so that they cannot be opened with a penknife from the outside. The doors shut with a coach-built thud that would not disgrace a Rolls-Royce and the draught-sealing is so good that the doors literally cannot be shut from inside unless a window is open. Even the glove locker has a properly built-up lid and closes with almost as solid a thud as the doors!

The headlights are first class, combining long reach with good spread and the well-concealed instrument lights have rheostat dimming. The eight-gallon fuel tank has an enormous filler neck, some four inches across, but surprisingly there is no fuel gauge. However, there is a simple reserve tap on the bulkhead inside the cockpit and this is certainly more reliable than most gauges.

Snags? Well, luggage space is one, if



you insist on carrying four people. They will all be quite comfortable; even in the back there is plenty of leg room, but the front bonnet is small and the space behind the rear seats is not large. However, when only two people are aboard, the rear seat-back folds flat and has rubbing strips on its rear surface to give a very large luggage platform indeed.

However, the only real snag is the roadholding, which is by no means above reproach in the wet. In the dry, it is very steady, almost roll-free, and the oversteer is a help to an enterprising driver, but in the wet the tail breaks away under circumstances which an understeering car would not even notice. True, the steering is so light, quick and high geared that correction can be effectively applied, but it is not a happy car in the wet. However, I am assured by various owners that considerable improvements can be effected by (a) fitting Michelin X tyres to the rear wheels; (b) fitting a front anti-roll bar and/or (c) reducing the camber of the rear

wheels by resetting the torsion bars. This latter cure is vouched for by Francis Penn, our Northern Editor, whose own VW now sits down and gives no trouble at all. It is quite a simple "mod.", but precludes the carrying of full loads in the back, which would cause the suspension to hit the bump stops.

So the VW seems to be a thoroughly well-designed, practical car, built to very high standards of engineering and although conceived as a "people's car" has been developed in meticulous detail to the point where the enthusiast can find a great deal of pleasure in driving it. And, apparently, it never wears out.

At £750, including tax, the VW is not cheap, but even so, it is hard to think of another car in its class at under this price which offers such good value for money. It is a sobering thought, that if the crippling import duty were not imposed, the car would sell for around £500-£550, including tax. Roll on, the European Common Market!

STUART SEAGER.

GWYNEDD RALLY

THE Gwynedd Rally, run on the night of 11th/12th October under the joint organization of the S. Caernarvonshire M.C. and the Caernarvonshire and Anglesey M.C., was an extremely well-planned restricted event deserving of a larger entry than the 37 cars which came under starters' orders at Queensferry, Llandudno and Criccieth.

From these three points competitors converged on the central control just north of Bala and set off on the first half of the route. This section, which led over some of the wilder and less known roads of Caernarvonshire, was tight enough to sort out the entire entry, and by far the best performance was put up by Mike Hinde and Glyn Jones who had lost only five minutes in their TR2 by the time the end of the section was reached at Menai Bridge.

Here there was an hour's halt for petrol and refreshments and competitors then set off on a tour of Anglesey, some 20 controls being visited in about 100 miles of intensive motoring. For this

section competitors were handed a marked map, folded the wrong way in the now traditional style, at the moment of departure. Although it was expected that the rally was now about to begin in real earnest, this half proved easier than the first and three cars reported back at Menai Bridge without any further loss of marks. These were Hinde and Jones in the TR2, Colin Bethell and R. McGrory (Rapier) and Eric Mather/Ian Hall (A35).

After a further halt competitors made their way via a tie-deciding driving test outside Bangor to the finish at Deganywy. It is rather noteworthy that the team prize winners, Bill McIntosh/Stewart Turner (VW) and Mather not only lost the same number of road marks but also tied exactly on the special test. They deny most emphatically that there was any collusion!

All the competitors spoke highly of the route which was the work of none other than ex-trials champion Cyril Bold, who showed that his talents are not limited to mud-plugging! All the

roads used were well surfaced and the winner was not, as is so often the case, the man who cared least for his car's welfare. In fact the results depended on one's ability to cover short mountain sections on time—and also on how fast one could open (and close) gates, of which there were an unprecedented number!

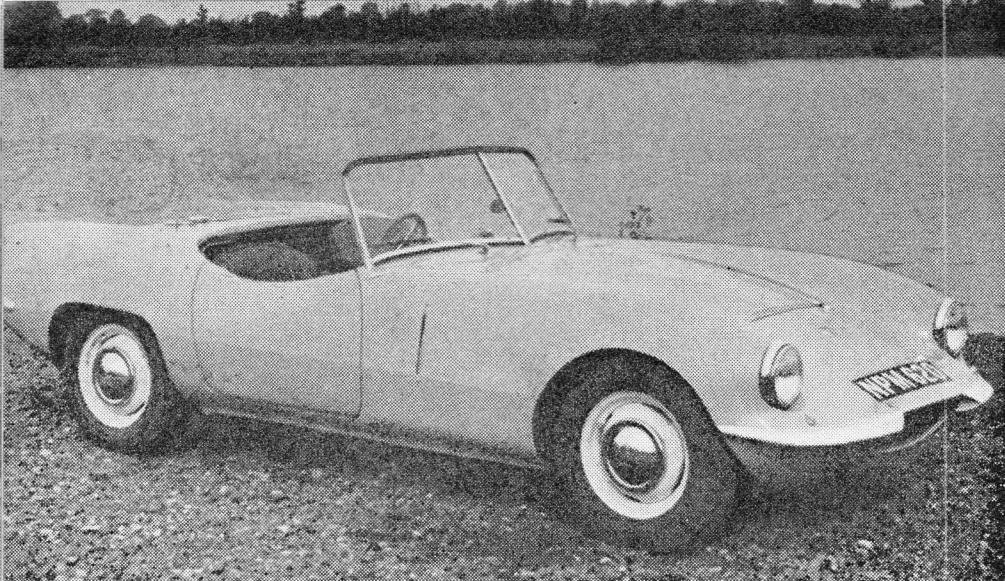
In view of the current controversy over large cash awards it is interesting that the cash prizes were made on a sliding scale, from £20 to the winner down to £2 10s. for sixth in general classification. This seems to be the fairest way of allocating prize money and is a genuine help with the high cost of competing in rallies today.

IAN J. HALL.

Results

Best Performance: 1, M. Hinde (TR2); 2, W. G. Mackintosh (VW); 3, S. E. Mather (A35); 4, C. C. Bethell (Rapier); 5, K. Walker (TR3); 6, G. P. Flint (Jowett); 7, P. Simister (Ford); 8, Mrs. Woolley (TR3); 9, B. Foulkes (Morris); 10, T. E. Rowland (Ford).
Best Navigator: T. G. Jones. **Best in Test:** B. Foulkes. **Team Award:** W. G. Mackintosh and S. E. Mather.

COURIER for the series-production version was this near-prototype tested by John Bolster. With "cooking" engine installed the Elva achieved over 95 m.p.h.



JOHN BOLSTER TESTS THE *Elva Courier*

THE name Elva is usually associated with small sports-racing cars. Frank Nichols first brought his cars to the fore as Ford-engined competition machines, and subsequently they have become better known as Coventry-Climax-engined 1,100 c.c. contenders. Now, he has broken entirely new ground by offering a thoroughly "civilized" sports car for everyday use on the road. If the buyer decides to race it, that is his affair, but above all it has the necessary weather protection, silence, and flexibility for going to the office, to parties, or on holidays. It is, in fact, equally suitable for sporting or courting.

The Courier, as the new model is known, is now in steady production, though all the present series are earmarked for export. The price on the home market will depend on the exact purchase tax, which is at present being calculated by the authorities, but the figure will be quite moderate. For the present, complete—and I mean complete—kits of parts are to be made available to the amateur at a figure of £600 to £650.

For some time, I had been badgering Frank Nichols to let me have a Courier for road test. He eventually capitulated to the extent of lending me an early production car that had a sub-standard engine. The engines to be used will be the B-series B.M.C. power units in M.G.A. tune. However, these engines were in short supply, and so "my" Courier had an Austin A55 unit which had been hurriedly adapted to twin carburettors. It can be expected that when the authentic engines are available in quantity, the performance figures of the production cars will improve appreciably.

The B.M.C. engine is allied with its own excellent four-speed gearbox. An open shaft takes the drive to a hypoid axle with a 3.7 to 1 ratio, also of B.M.C. origin. The chassis is a straight tubular structure, to which the fibreglass body is bonded, and the tubular wishbones are of Elva manufacture. For a specialist sports car, the number of parts actually constructed in the parent factory is worthy of remark, and this is very far from being a "component job".

Frank Nichols is a believer in independent rear suspension, but has found it impossible to make this available at a competitive price, though he may offer

it later on a more expensive 2 o.h.c. version of the car. However, by deleting our arch-enemy, the semi-elliptic spring, and locating his rear axle on twin trailing arms and a Panhard rod, he has been able to achieve a very acceptable standard of roadholding.

An exceptionally high finish has been imparted to the body; indeed I was involved in arguments with people who refused to believe that it was of fibreglass construction. The hood has an ingenious folding frame which disappears behind the seats, and they may be tilted forward to facilitate the manoeuvre. The V-type windscreen is high, because proper protection is essential in a fundamentally touring type of sports car, and the sidescreens give good shelter without any tendency to flap.

I cannot tolerate a sports car with inadequate luggage space, for its *raison d'être* is surely long-distance high-speed touring. The Elva Courier has a really large boot, giving ample room for the baggage of a touring couple. In the

case of "my" car, this advantage was not fully appreciated, because my luggage was found to be afloat after a thunderstorm! However, I have Mr. Nichols's solemn promise that he will fit proper drainage channels to the boot lids of all production cars.

On the road, the Courier immediately earns a bonus mark for silent running. This must be quite the quietest small sports car, there being literally no mechanical noise and only a subdued "burble" from the exhaust. The light weight renders this a very lively car, as the performance figures show. The well-chosen ratios and the excellent gear-change make the frequent use of the box a pleasure, and the whole character of the car invites one to "press on".

The driving position, with arms extended, is very comfortable, and I found this a pleasant car for long journeys. Only the left foot appears to have been forgotten, for there is a lack of parking space for this useful appendage. Apart from that, the pedals are well arranged, and are suitably placed for "heel and toe". The car is cosy when the hood is erect, and the fabric does not tend to flap against one's head, the height being more than adequate.

The engine is mounted very far back in the frame, and the resultant weight distribution allows extremely rapid get-aways to be made without wheelspin. The rear wheels never hop under these conditions, for the axle is positively located. The behaviour of the rear end can in fact be commended.

There is no roll whatever, the car cornering "flat" like a racing car, and for fast road driving the suspension works particularly well. On a racing circuit, I was able, by cornering at and beyond the limit of adhesion, to uncover a slight weakness of the front dampers. This has now been taken care of, and



INDIVIDUAL body treatment on the Elva Courier results in a pleasing shape of modern design. The provision of a large luggage locker will be appreciated by fast tourists, for whom the car is intended.

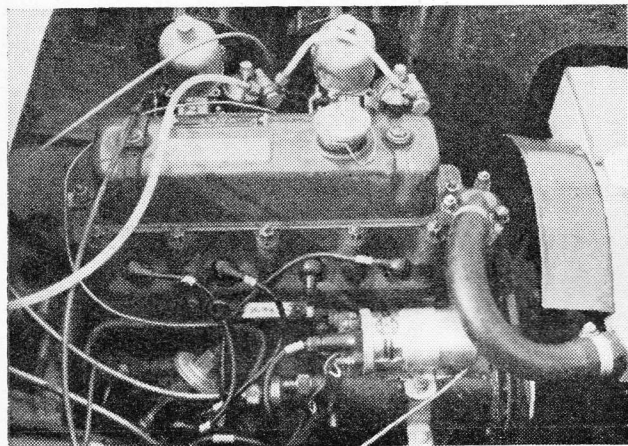
cars going to the public will have rather softer front springs with much stronger dampers. Thus, the production cars will have a setting that will permit them to be used in club racing straight away with no adjustment whatever, and this criticism applies only to the hack car that I used.

The braking is very effective. The pedal pressure is reasonably firm, presumably due to the use of competition-type linings, but one can really apply the anchors at speed without promoting any instability. No fading was experienced during the test.

Fuel economy is a marked feature, and the 27 m.p.g. quoted in the data panel includes the timed performance tests. Well over 30 m.p.g. could be guaranteed during normal use; this is

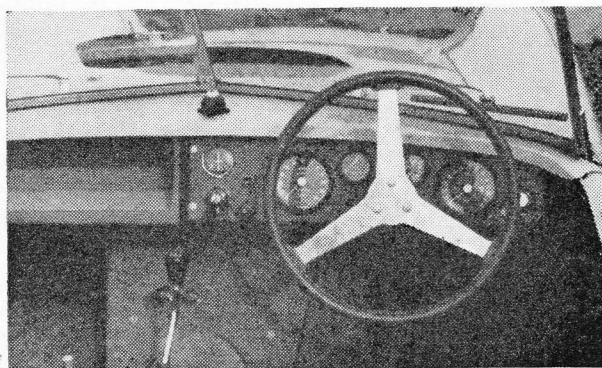
another good point for Continental touring.

The Elva Courier is a new sports-touring car of individual and attractive appearance and with many practical features. Its silent running encourages one to drive fast, and simultaneously discourages police attention. Similarly, the rapid and entirely roll-free cornering, and the absence of tyre scream, avoid alerting the lady on one's left to the fact that a bit of a dice is in progress. I am promised a trial, in the near future, of an M.G.A.-engined car with stronger front dampers and provision for keeping my pyjamas dry. With these small improvements, I am sure that the Courier will be one of our most pleasant sports cars, and I look forward to some delightful motoring.

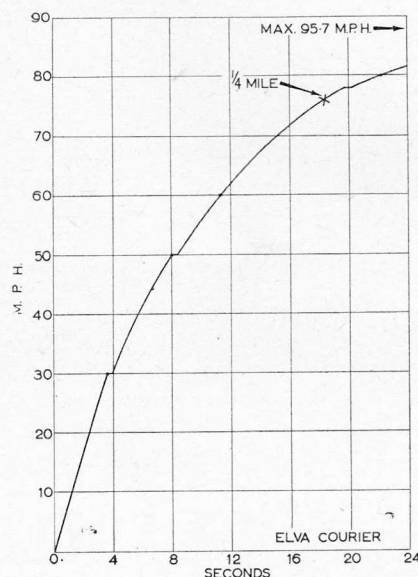
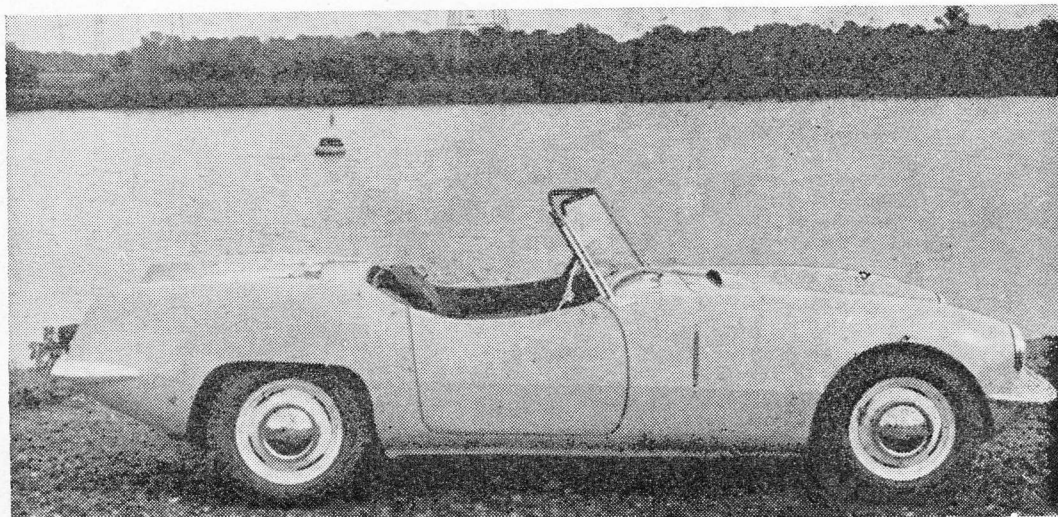


★
POWER-UNIT of the Courier will be M.G.A. The test-car was fitted with a two-carburettor Austin A55 engine.
★

★
SIMPLE TREATMENT (Right) of the facia panel is effective: racing experience has gone into the three-spoke steering wheel, the low bonnet line, cranked gear lever and fly-off handbrake.



★
GOOD-LOOKER. In profile the Elva Courier is a most handsome machine, comparable with the best Continental "Spys". The low frontal area and smooth body contours assist in most economical running—27 m.p.g. driven really hard!



Acceleration Graph

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Elva Courier sports 2-seater. Price: see text.

Engine: Four cylinders 73.025 mm. x 88.9 mm. (1.489 c.c.). Compression ratio, 8.3 to 1. 72 b.h.p. at 5,500 r.p.m. Pushrod operated overhead valves. Twin SU carburettors. Lucas coil and distributor.

Transmission: Borg and Beck clutch. Four-speed gearbox with central remote control lever and synchromesh on upper three gears, ratios 3.73, 5.12, 8.25, and 13.56 to 1. Open propeller shaft to hypoid rear axle.

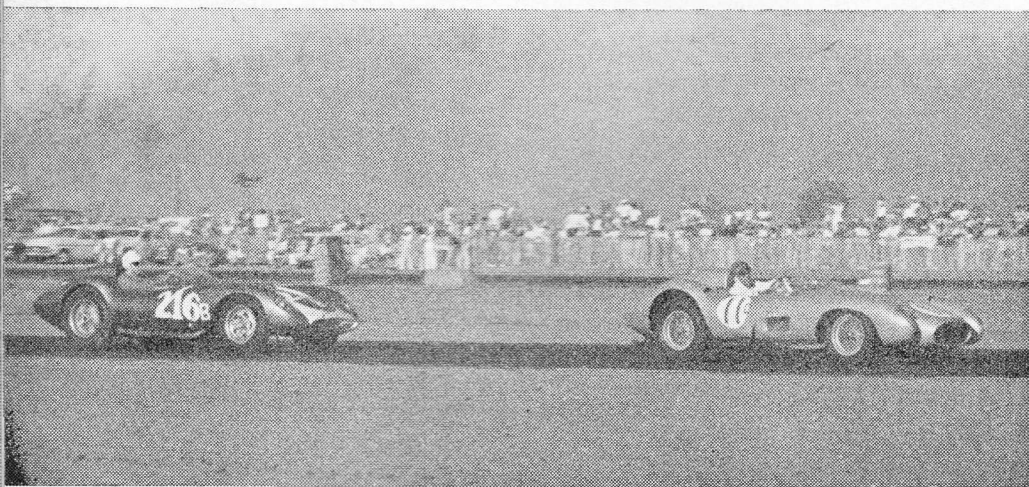
Chassis: Twin tubular frame bonded to fibreglass body. Independent front suspension by wishbones. Rack and pinion steering. Rigid rear axle on twin trailing arms with lateral location by Panhard rod. Helical springs and telescopic dampers all round. Lockheed hydraulic brakes with 9 ins. x 1½ ins. drums in front, 8 ins. x 1½ ins. drums at rear. Bolt-on wheels, fitted 5.20-14 ins. tyres.

Dimensions: Wheelbase, 7 ft. 6 ins.; track, 4 ft. 2½ ins.; overall length, 12 ft. 10 ins.; width, 4 ft. 11½ ins. Turning circle, 35 ft. Weight, 12½ cwt.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure, water temperature and fuel gauges, self cancelling wipers. Semaphore-type direction indicators.

Performance: Maximum speed, 95.7 m.p.h. Speeds in gears: 3rd, 78 m.p.h.; 2nd, 50 m.p.h.; 1st, 30 m.p.h. Standing quarter-mile, 18.4 secs., acceleration, 0-30 m.p.h. 3.6 secs., 0-50 m.p.h. 8 secs., 0-60 m.p.h. 11.2 secs., 0-70 m.p.h. 15.2 secs., 0-80 m.p.h. 22.2 secs.

Fuel Consumption: Driven hard, 27 m.p.g.



VACA VALLEY NATIONAL

Johnny von Neumann (4.1 Ferrari) wins after a stirring duel with Lance Reventlow (5.5 Scarab)

Story and pictures by Gordon H. Martin

THE duel between John von Neumann (4.1 Ferrari) and Lance Reventlow (5.5 Scarab Mk. III) was so heated that both cars flew off the circuit in the fastest race ever run at Vaca Valley Raceway, 50 miles from San Francisco, California. Reventlow was unhurt when he crashed off the circuit and out of the lead in the closing laps of the race, but his car was too badly bent to continue. Meanwhile, von Neumann was fighting his way back into the lead after also having left the circuit earlier in the race. He managed to retake the lead in his battered Ferrari just four laps from the end and finished the race two seconds ahead of Jack McAfee in a 1,600 c.c. Porsche RSK Spyder.

The Northern California Region of the Sports Car Club of America was the only West Coast region to schedule a National event this year. This region then moved to withdraw from the National S.C.C.A. on the day after the Vaca Valley National race because of the National organization's stand against "amateur" and "professional" drivers participating in the same race event. With other West Coast regions of the S.C.C.A. also in general revolt from the parent organization, this may well have been the last "amateur" S.C.C.A. National to be held west of the Rockies.

The week-end's racing schedule at Vaca Valley consisted of preliminary races on Saturday and five major races on Sunday. The first race on Sunday was a 30-lapper for production cars up to 1,300 c.c. and modified cars up to 1,100 c.c. Lotuses dominated this race with Stan Peterson's Mk. XI covering the 63 miles in 50 mins. 31.5 secs., and averaging 78.3 m.p.h. on his fastest lap. Jim Lowe finished only two seconds behind and John Miller and Daniel Hernandez were third and fourth, all in Lotus Mk. XIs. Steve Froines led the

production cars home with his Alfa Giulietta Veloce in fifth place. Bill Wood's Deutsch-Bonnet Special took home the honours for 750 c.c. modified cars and placed ninth overall.

The next 30-lap race for 1,600 c.c. and 2,000 c.c. production cars was a walk-away for John Barneson's 1,600 c.c. Porsche G.T. Carrera Speedster. He led from start to finish, covering the 63 miles in 51 mins. 34.5 secs., and recorded the fastest lap of the race at an unofficial 77.1 m.p.h. Don Dickey in a similar car made a determined bid to catch Barneson mid-point in the race and might have very well changed the outcome, but he got carried away with too much zeal and ended up roaring off into a dusty field, scaring himself and the nearest spectators half to death. He gingerly crept back on to the course and into the fray to settle for sixth place overall. Bob Herda, satisfied with sticking close to Barneson, finished second in a 1,600 c.c. Porsche Super and Mitch Michelmore was third in another Carrera. An A.C. Bristol driven by Chick Leson headed the 2,000 c.c. contingent in fourth place.

The third race of the afternoon was strictly an M.G. affair for 10 laps. Robert Potter led from start to finish in an M.G.A. (21 miles in 18 mins. 39 secs.) followed by Lee Talbot and Ed Leslie,

DUEL OF THE DAY: Johnny von Neumann keeps his Ferrari ahead of Lance Reventlow's pretty Scarab.

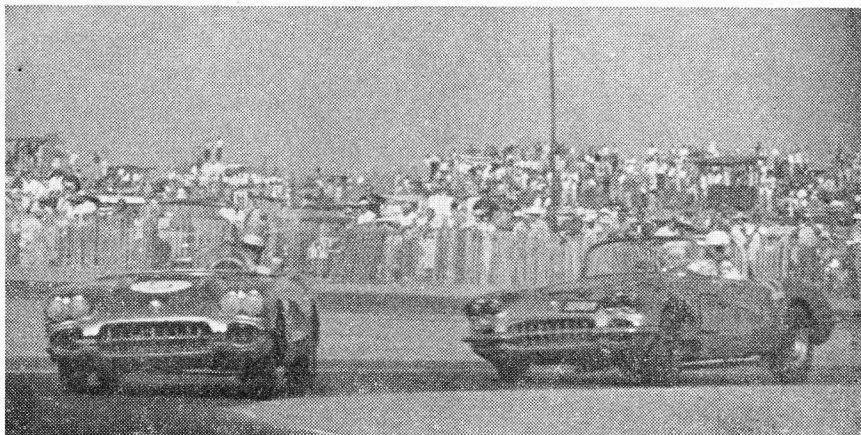
also piloting M.G.As. Unfortunately, no twin-cam models were present.

Lunch time entertainment along the 3,500-foot start-finish straight was provided by one of those fantastic U.S. freaks, a "Dragster". This unusual 1,380-pound vehicle, sporting a 6,787 c.c. fuel-injected Chrysler V-8 engine running on Nitromethane (600 b.h.p. at 6,000 r.p.m.!) accomplished the spectacular feat of reaching 160 m.p.h. in a standing quarter-mile! Previously this "car", driven by Arthur "Red" Jones, had reached 167 m.p.h. in the same distance.

Race four was unintentionally two races; the Corvettes in one, all the other cars in another. Four Corvettes that managed to finish the race held the first four places with no one else even close. The rest of the cars in the race for production cars in the 3,000 c.c., 3,500 c.c., and the 5,000 c.c. classes had to be content with what was left. Jim Jeffords came 2,500 miles from Milwaukee, Wisconsin, with his Corvette to seek another cup and one more win in a National S.C.C.A. race and clinch his claim to the National S.C.C.A. title for the championship in the over 3,000 c.c. production car category. This he did with ease, winning both the Saturday and Sunday races over determined opposition from the West Coast Chevy drivers. Andy Porterfield in a new 1959 Corvette broke his car trying to keep the flying Jeffords in sight on Saturday, and on Sunday Hugh Harn grabbed an early lead, only to give in to Jeffords on lap six of the 30-lap event. He finished second, 42 seconds behind Jeffords. Everyone else on the course got lapped by the winner who covered 63 miles in 39 mins. 7.8 secs. Jeffords's fastest lap was 78.6 m.p.h. and he recorded as high as 122 m.p.h. through the traps on the main straight. His record for the year in nine races is seven wins and he failed to finish twice. This is the record of an all-out champion.

Sandy Greenblat finished third and William Slater was fourth, both in Corvettes. Ray Rairdon took fifth and first in the 3,500 c.c. class in a Mercedes-Benz 300SL and Charles Parsons was seventh and first in the 2,700 c.c. class in a Le Mans Austin-Healey.

The 40-lap main event for modified cars from 1,100 c.c. and up figured to be a straight duel between John von Neumann's new 4.1 Ferrari and Lance Reventlow's newest Scarab (the third) with Jack McAfee available in a 1,600 c.c. Porsche RSK Spyder to pick up



A COUPLA' CORVETTES. Jim Jeffords (seen here in the lead) clinched the title for big production cars with his win over Hugh Harn (behind Jeffords). He travelled 2,500 miles to compete in this race.

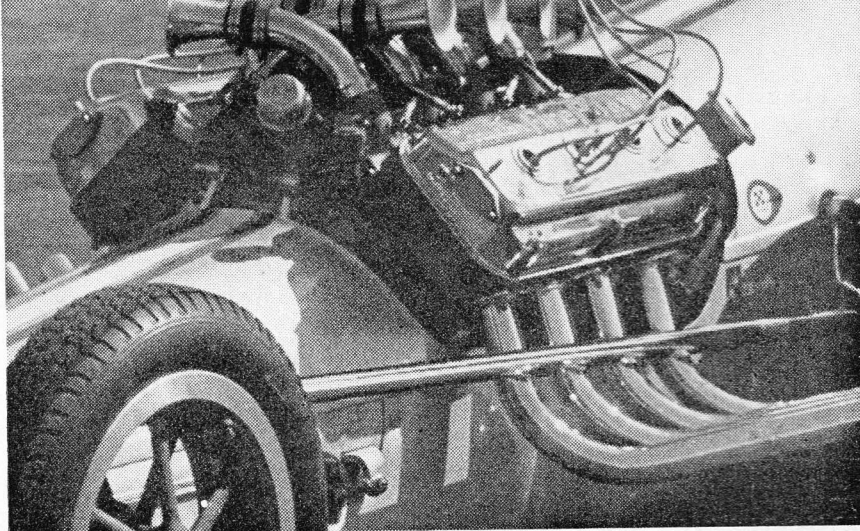
the pieces if anything went wrong. Plenty did and McAfee almost had his day.

The race got off to a spectacular start. Reventlow had failed to finish Saturday's preliminary race so he was stuck at the very back of the grid. On the front row with von Neumann (Saturday's winner) was McAfee and Sam Weiss in a 2-litre Ferrari. The starter dropped the flag and the multi-coloured sea of cars screamed away with Reventlow's fuel-injected Corvette-powered Scarab zig-zagging neatly through the pack completely unscathed! It was fantastic; coming out of turn one the Scarab was in fourth place, having disposed of 19 cars already! Going past the pits after one lap Reventlow was safely in second place, just one second behind von Neumann. But that was all von Neumann would allow and he kept the Scarab in his rear-view mirror the next 22 laps. Reventlow, only inches behind, tried repeatedly to get by the Ferrari, but it was no use. Both cars thundered down the main straight, hitting as high as 138 m.p.h. through the timing traps, with only inches separating them. Meanwhile McAfee never let the evenly matched Scarab and Ferrari out of his sight as he fell behind on the straights, but made it up on the bends, easily holding third place.

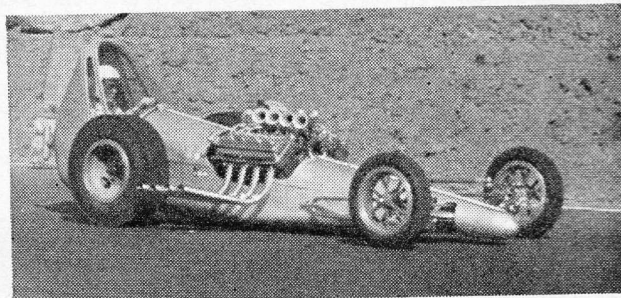
A ding-dong battle that had the crowds complete attention was also being waged for fourth place between Sam Weiss (2.0 Ferrari) and Chuck Howard (1,600 c.c. Porsche-powered Cooper). Howard and Weiss traded places relentlessly throughout the race and the issue was constantly in doubt until the chequered flag ended the best race of their careers.

Reventlow finally made his move on the 23rd lap, got past von Neumann who had just posted the fastest lap of the race at an unofficial 85.9 m.p.h., and proceeded to open up the gap to 11 seconds by the 29th lap. Then von Neumann, not quite used to a centre throttle, "mis-stepped", lost control and went flying off the course backwards! When the atomic bomb-like cloud of dust and hay bale "fall-out" had settled, von Neumann tore back on to the course with a badly bent Ferrari. He was now in third spot behind McAfee and 30 seconds behind the Scarab.

Reventlow had the race in his pocket—almost. On the 34th lap the pocket developed a big hole. Although he was



JUST 6,787 c.c.!! This Chrysler V-8 "Dragster" (above) engine develops 600 b.h.p. at 6,000 r.p.m. on fuel-injected Nitromethane. (Right) This is the "car" the engine powers. Actually we think it's a put-up job. Can you see the "key" at the back? That's how they wind up the elastic!



32 seconds ahead of McAfee and 37 seconds ahead of von Neumann, with only six laps more to go, Reventlow lost the race. Whether he over-braked or his brakes locked, the blue and silver Scarab went straight when the roadway turned. The Scarab went farming through a massive pile of protective hay bales and ploughed through some already ploughed ground. Reventlow climbed out uninjured and waved at McAfee and von Neumann as they went by. The Scarab was through for this race.

McAfee, with six laps left in the race, now found himself leading, with a job before him trying to keep ahead of a charging von Neumann. Two laps later, just four from the end, von Neumann was back in front and took the chequered flag with just two seconds to spare, McAfee second. Whew! The 84-mile race was completed in a record 1 hour 55 secs., or just under 84 m.p.h.

Class wins went to von Neumann for up to 5,000 c.c., and McAfee had the 2-litre prize nailed down.

Weiss's Ferrari and Howard's Porsche-Cooper were still battling it out. Weiss was leading on the last lap, when his Ferrari gear shift momentarily locked in neutral on the back straight. Weiss waved Howard by, grabbed the lever with both hands, got it back into gear and tore after Howard. Too late! Howard was third, 43 seconds behind von Neumann and half a second ahead of Weiss. An outstanding fifth place overall and first in the 3-litre class went to Mrs. Josie McLaughlin, John von Neumann's step-daughter and only lady in the race, smoothly handling a fierce 3.0 Ferrari. Ray Seher's D-type Jaguar finished sixth and second in the 3,500 c.c. class, while Gordon Glycer's 2.0 Ferrari settled for seventh and third in the 2-litre class. Eighteen of the starters finished the race.

M.C.C. DERBYSHIRE TRIAL

3RD-4TH OCTOBER

SOON after leaving the four starting points—London, Manchester, Bristol and King's Lynn—at 11 p.m., the skies ripped open and rain fell in torrents during practically the whole night run. The hot refreshments provided at Rootes Works, Coventry, this being the first stop, were very welcome. A fairly tight schedule from Coventry to Cromford caused some surprise but nevertheless enlivened the horrible night weather.

The first observed section, at Cloyley Wood, caused little trouble and was quickly followed by breakfast at Bake-well. After a two-hour interval competitors set off in bright sunshine for the trials route proper. Tests at Lymer Rake and Moorside were soon disposed of, and the trial arrived at Blackermill.

Divided into two sections this greasy winding lane caused considerable trouble and delays amounted to about 1½ hours. Many first-class awards were lost, and although some sports cars failed miserably D. Hilliard made a beautifully judged and effortless climb with an old "C" type Ford saloon.

A further 12 miles over the dales of Derbyshire and competitors found that the night's rain had softened the tortuous climb of Haggside and failure after failure was recorded. With typical bulldozing tactics J. P. Davis's VW was literally forced to the top to record the only clean climb by a saloon.

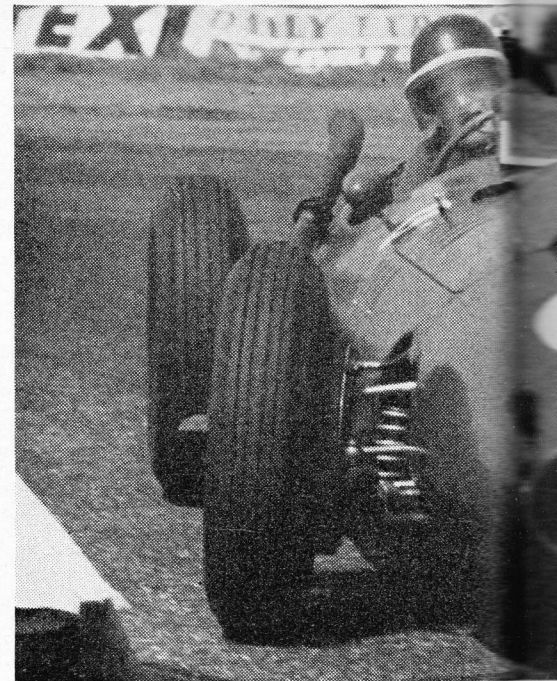
The rocks and gradient of Bamford Clough combined to trouble the majority, and "S" for stopped was recorded against all but the chosen few. A new introduction at Car Top, and an old favourite behind the village of Egam, known as Highcliffe, led to Litton Slack where more than once an entire entry has had to

admit defeat. This was again almost in such a mood. The weather was still reasonably fine when the first competitors arrived and notable climbs were made by E. Jackson (VW) and H. E. Cleghorn (Dellow). However, this was to be all for the heavens opened and rain fell in a liquid sheet—and the ensuing quagmire stopped the rest of the entry.

Ted Cleghorn's Dellow recorded the only clear car performance and won the Class 3 award, and amongst the remaining 45 entries none qualified for First Class awards, only four for Second Class and 11 for Third Class.

Results

Class 3: A. E. Cleghorn (Dellow). Class 4: E. Jackson (VW). Second Class: A. J. Apps (Cotton); M. J. Barker (Wombat); H. W. Tucker-Peake (Tucker-M.G.); D. G. Fleming (Primrose). Third Class: E. S. Edwards, C. R. Parsons, A. C. Bulpin, J. P. Davis, Miss D. Freeman, J. C. Wilson, P. Le Conteur, D. G. Turgey, F. P. Barker, R. E. Warren, R. P. J. Morley. Team Award: Falconers Team (H. W. Tucker-Peake, R. E. Warren, D. G. Fleming).

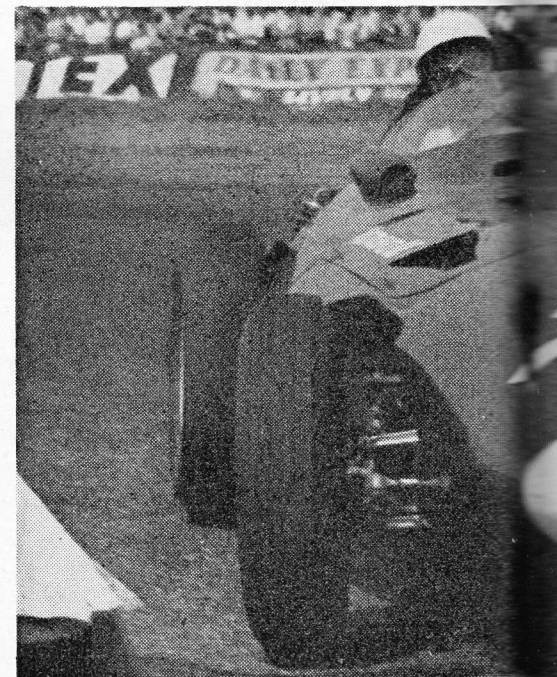


FARNHAM FLYER: (Left) Mike Hawthorn in the G.P. at Monza and (above) at Beckett's in the early stages of the British Grand Prix.

The First

Moss, Hawthorn
"Three Star" Drivers

By GREGOR



STIRLING MOSS (right) whose struggle was the highlight of 1958 racing. (Above) Seen in the Grand Prix.

A FEATURE that was introduced several years ago in AUTOSPORT, has now been adopted by several motor sporting journals, namely, the "starring" of drivers in the order of their achievements during the season. The World Championship table should give some indication of ratings, but this is not always so. Often a driver has performed outstandingly in certain events, but has had no luck in the *Grandes Épreuves*. Still, the Championship table this year certainly does give a clue to the order in which drivers ought to be rated, and one must, unreservedly, place British drivers at the top of the list.

For the three-star rating I select Mike Hawthorn, Stirling Moss and Tony

Brooks, easily the most outstanding drivers of 1958. Hawthorn has been absolutely brilliant this year, and has been an inspiration to Scuderia Ferrari. His courage, after the tragedies of Luigi Musso and Peter Collins, has gained for him the admiration of the entire motor sporting world—and the general public. He has certainly justified the opinion of the great Juan Manuel Fangio, that, on his day, Hawthorn is the fastest driver in the world. He is no stylist, and his crouch behind the wheel is reminiscent of the positions adopted by the old-time conductors; but for sheer car control at high speed, there is little to approach him. He looks temperamental in a racing car, gritting his teeth and appear-



...pensive mood before the start of the Italian Grand Prix at Silverstone.

t Division

... and Brooks
Drivers for 1958

GRANT



Hawthorn for the World Championship was George Phillips at Beckett's during the British Grand Prix.

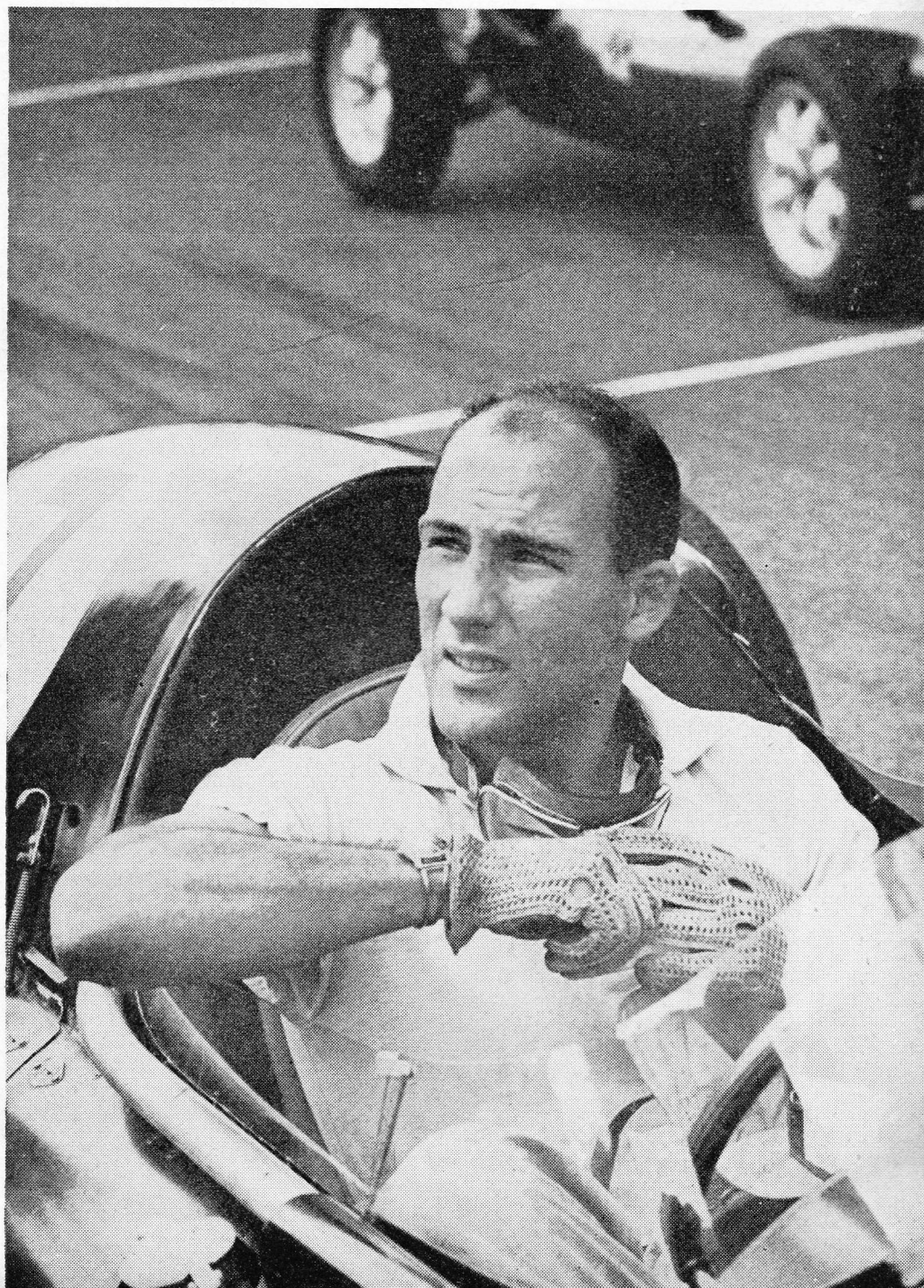
ing to urge on his car; yet Mike is cold and calculating under his facial contortions, as his rivals know to their cost. The truth of the matter is that Hawthorn wasn't born with a "poker face", and will never look as cool, calm and collected as Fangio, Moss, Brooks, Farina and Co.

Stirling Moss is probably the greatest driver of our time now that Fangio has retired. His will to win, exceptional ability and complete mastery of the art of motor-racing are acknowledged throughout the world. It was unfortunate for him that his bid for the World Championship coincided with the return to winning form of his friendly rival, "the Farnham Flyer". Moss in a Vanwall is a sheer delight, a combination of a wonderful racing machine and a top-line driver. In my own opinion, he is the greatest wet-road racing driver of all time—and that includes Fangio, Caracciola, Ascari and all the others who formerly held claim to that distinction. However, this article is being written on the eve of Casablanca—and who knows,

he may just pull off that outside chance of taking the title from Hawthorn?

Rated equally with Moss and Hawthorn is Tony Brooks, surely one of the most important motor-racing discoveries of the present time. Always calm, Brooks also possesses that will to win so necessary in the make-up of the successful racing driver. He is the most relaxed person I have ever met behind the wheel of a Grand Prix machine; nothing seems to flurry or worry him, and in the past year or so he has completely mastered the art of conducting a racing machine. His three G.P. wins for Vanwall were all gained the hard way. At Spa-Francorchamps he shook off the menace of the Ferraris; at Nürburgring he was involved in another battle with the Maranello cars, and his pursuit of Hawthorn at Monza was almost a classic in its way. Fangio put the finger on him as a future World Champion, and no one will dispute the opinion of the master.

Now comes the 64 thousand dollar question; who are the two-star men? This





JEAN BEHRA



STUART LEWIS-EVANS



JACK BRABHAM

First Division—continued

is where I really stick out my neck. First of all I pick out Roy Salvadori, another British driver, whose performances in a Cooper have shown him to be a conductor of rare ability. Salvadori has the genuine G.P. temperament, undoubted courage, and will never give up so long as the wheels are going round. He may not have the sheer skill of the "three-star" men, but on certain circuits he is the most difficult man to beat once he has the taste. Ranked with Roy is Maurice Trintignant, one of the most consistent drivers in modern racing. His extraordinary performance at Monaco, when he covered lap after lap at almost identical speed, was a lesson on how to win a Grand Prix when the odds are stacked against one. His attitude to motor racing is in complete contrast to that of Salvadori; he carefully measures

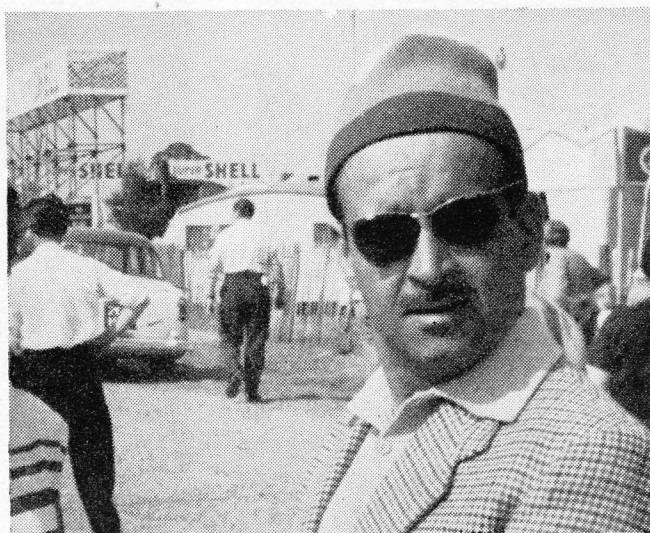
up the opposition before deciding at what speed to drive, unlike Roy who goes like a bat from the drop of the flag.

Jack Brabham is not quite so colourful in his driving as his Cooper teammate, but nevertheless he thoroughly deserves a two-star rating. Gone is the skid-cornering technique which looked faster than it actually was. "Brab" has learned a lot these past few months, and could quite easily be the first Australian to win a world title. Also in the "two-star" category are Phil Hill, Jean Behra, Harry Schell and Stuart Lewis-Evans. Phil's few opportunities to prove his worth were seized with both hands, and the little Californian's drive in the wet at Le Mans will go down in motor-racing history. Yet it was Monza that put the stamp on his ability when, for the first time as a member of the Scuderia Ferrari G.P. team, he led the Italian

Grand Prix for five laps, and also set up a new circuit record. Sometimes Behra is faster than Harry, but during 1958 it was invariably the flamboyant Schell who set the pace for B.R.M. In my opinion they are both fairly equal as regards ability, and both are worthy of inclusion in any Grand Prix team.

Lewis-Evans has been a tower of strength in the Vanwall team, and has always done what was required of him. As the "junior" member of the team, he naturally was not always given the chance to show what he could do, but on many occasions he has proved his ability to travel at extremely high speeds in close company with the acknowledged stars.

Now we come to the "lone star rangers", men who may be knocking on the door, but have yet to accomplish great deeds to put them in the front-rank



RANKED TOGETHER in the First Division are Roy Salvadori (left) and Maurice Trintignant. Salvadori has the genuine Grand Prix temperament and undoubted courage, and on certain circuits is very hard to beat. Maurice Trintignant is one of the most consistent drivers in modern racing, and will long be remembered for his astonishing performance in winning the Monaco G.P. His attitude to racing is in contrast to Salvadori's, and he carefully weighs up the opposition beforehand.



CARROLL SHELBY



MASTEN GREGORY



PHIL HILL

category. Most outstanding of these is the American Masten Gregory, who, with any luck, should be in the three-star class before long. Then there is Olivier Gendebien, that wonderful Belgian driver who now shows signs of being as good a formula driver as he has been in sports-car races and International rallies.

Naturally there will be countless arguments about the above selection. There will be strong supporters for Carroll Shelby, Taffy von Trips, Joakim Bonnier, Graham Hill, and Cliff Allison, all of whom are worthy of star rating and must go into Division One.

This brings us to the other drivers, many of whom have not had the opportunity to appear in top-grade racing, and whose abilities must be judged in other fields. Grouping Shelby and Co. with the top-liners, we come to the stars of the future. In that category I would put Bruce McLaren of New Zealand, and the Englishman Henry Taylor, both of whom seem to have that extra something which goes into the making of a Grand Prix conductor. Then there is that man of boundless courage, Brian Naylor, who gets faster and faster with every outing. Ian Burgess, whose unfortunate accident at Avus temporarily halted ever-increasing skill; Trevor Taylor, who is on the list of several team managers, as is his 500 c.c. rival Tommy Bridger. Denis Taylor is a man who is not given the

praise he deserves, and on his performances on wet tracks alone, must be mentioned. Ron Flockhart, a 1957 top-liner, had an unfortunate accident early in the season at Rouen, but a return to

his earlier form would put him automatically in Division I.

Two Belgians are worthy of inclusion, Andre Pilette and Lucien Bianchi. The last-named, who started as the late



BRIAN NAYLOR



TREVOR TAYLOR



★
TRIUMPHANT SMILES from Tony Brooks and a Vanwall mechanic after winning the German Grand Prix in August. He is comfortably among the world's top-ranking drivers.
★

Johnnie Claes's mechanic, and has been Gendebien's co-driver in International rallies, is tipped as one of the racing discoveries of 1958. Pilette has made a return to form, and would be worth considering in a works team for 1959. Consten, better known as a rally driver, is easily France's most promising conductor. Possessing almost uncanny driving skill, with experience he will surely be seen in top-class racing. Then there are Keith Hall, Ivor Bueb, Jim Russell, Bruce Halford, George Wicken and Tony Marsh—all of whom have plenty of real racing experience. Russell has done very little racing abroad, but is undoubtedly one of the fastest of the F2 folk. One must also consider Ian Walker, who, although mostly seen in production sports car events, could quite easily be developed for a higher category of motoring sport.

(Continued on page 550)



Fourth Krugersdorp Hill-Climb

B.T.D. by Porsche Spyder—Old Record Still Stands

DESPITE the fact that it had not been advertised and under threatening clouds, a sizeable crowd turned out at the Krugersdorp Hill on 13th September to watch the climb organized by the North Rand Branch of the Sports Car Club of South Africa, Ltd. In his new Porsche Spyder, Ian Fraser-Jones made the swiftest climb in 57.4 secs. This means that the absolute record remains at 54 secs., achieved by the same driver in a Cooper-Bristol. "Frones", as he is known in these parts, would easily have lowered his record had it not been for the fact that his rev. counter was not operating. The runs were held in the afternoon, under favourable conditions. Sixty-four cars were put through their paces, most making two attempts. New records now stand in the sports and saloon car classes.

Main contenders for honours in the class for cars of up to 1,000 c.c. capacity were two DKWs, two Auto Unions and a 750 c.c. Fiat-Abarth. With so many cars competing in the entire event, the organizers were allowing two cars on the hill at once. The little Abarth was efficiently driven by young "Zappy" Lupini, of Scuderia Lupini, and made 74 secs. George Cook, master DKW exponent, carefully avoided wheelspin to record 69.6 secs., but it was the very successful Pieterse-Auto Union combination from Pretoria which set a new class record at 68 secs.

In Class B there were no challengers worth mentioning for the three Alfa Romeo Giulietta S.V.s, two of which were Lupini cars. The class was for saloons of engine capacities between 1,001 and 1,300 c.c. An interesting job was Chouler's Austin A35. It seemed to have yards more acceleration than a Morris 1000 which had gone up earlier. A glance at the programme told the story—"blown", and therefore competing one class higher than if in standard trim. Ever since its introduction to the Johannesburg market, the Karmann-Ghia

Volkswagen has been looked upon by a very large section of the public as a high-performance automobile. But the myth was finally shattered at Krugersdorp. The car impressed no one, being very sedately handled by "Jeffs" Watson, vintage enthusiast and prominent S.C.C. member. First Alfa up was handled by another young-looking Lupini, identified by the initial "M". The car's progress up the three-hairpin course might be described as one long "rev". The duration of the run, however, was far from long—61.2 secs. "Horse" Boyden, in the other Lupini Alfa, could not better this, possibly since he accelerated from the top bend with his right-hand rear wheel on a surface of rock and grass, resulting in excessive "spin". The third Alfa, blue (as opposed to red), lacked the power of its Scuderia rivals.

Class C was a joke. For saloons of 1,301 to 2,000 c.c. it attracted two entries—a new Opel Rekord and the "Team Porsche" Porsche Damen 1600, Tony Fergusson up. The G.M. car handled better than one expected, but was so sluggish in exits from the bends that one felt inclined to get behind and push. Its time was inferior to the "warmed over" Morris 1000, while the Porsche, incredibly smooth-running during acceleration, was 1 sec. slower than the Boyden Giulietta.

Again there were only two entries in Class D (Unlimited Saloons). Bill Smith, of Benoni, former fastest Triumph driver, took up the big Mercedes-Benz 219 in 68.5, while Briggs caused a hold-up in the proceedings when the near-side wheel of his A70 collapsed on the final, severe right-hander. A spare was fitted and the car driven off before the 1,800 c.c. sports cars could make their charge.

P. L. Oliver had the impudence to take on the M.G.A. host with his 492 c.c. Berkeley. An incredible din emanated from the depth of the valley and a blue midget sports car was seen making exceedingly rapid progress towards

FASTEST—but still not fast enough to beat the record. Ian Fraser-Jones rounds Edwards Bend during his second run, which was the fastest of the day.

Hairpin 1. Suddenly, no noise—Oliver had slewed sideways on the bend and the back of the car was now being picked up by marshals so that the Berkeley could return to the hockey stick. Next, S. P. Viljoen showed the eagerness of the 1,100 c.c. Climax unit by taking up the R. W. Evans Garage (Pretoria) Fairthorpe Electron very smoothly and like a feather on a gust of wind. Time: 58.9 secs., first to break the minute. All but one of the M.G.As were beaten by a certain 1,250 c.c. home-built M.G. sports lightweight, owned by Brian Newby. Pollock was the only driver of purchased M.G. machinery who gave the impression of being "clued up". In a potent car, he made a faster time than the slowest Alfa. When the Berkeley went up again one noticed the revless ease with which the climb was accomplished. The car took only 64.9 secs., despite an occasional "miss". The silver Porsche Spyder was in this class, of course, but the car was taken up with such restraint that one wondered whether Fraser-Jones was using the first run as a warm-up for the angry-sounding engine. It was hard to believe that he had reached the top only 58.3 secs. after departure.

The latest Lupini car is a new Ferrari 250 GT. It was entered in the class for sports cars exceeding 1,800 c.c., in company with ten Triumphs, seven Austin-Healey Hundred-Sixes, one Mercedes-Benz 190SL and one Morgan Plus Four. Of course, everyone assumed that L. Lupini would hopelessly outdo the others, but instead he took it very easy to record 63.1. The big yellow car has a terrifying scream and attracted a swarm of fans after its only climb. A. Bernardi, attempting to pilot the 190SL, made an unbelievable hash-up. Within less than 70 seconds, he chose gears incorrectly, set his indicators winking and accidentally pressed the horn button. B. St. John Rowland showed that he knows all there is to know about driving a TR2. At 59.3, he was the first TR-boy ever to break the minute. A. Gerst made a fast climb, too, and it turned out that his time equalled that of Rowland. Most of the Triumph brigade were obviously experienced. Not long ago, the Triumph was reckoned to be the "cowboy's car". This "honour" has been taken over by the M.G.A. The fastest Austin-Healey was not up to the Triumph mark and the Morgan was slower still. The crowd was still growing and, through conglomerating on the inside of the final turn, was spoiling the competitors' view of the road ahead. Marshals soon cleared them back.

There was only one class for racing cars—unlimited capacity—and only three competitors. Bill Dunlop, well-known Pretoria midget-car racer, has acquired the Fergusson Cooper-Norton, which made the fastest climb at the previous meet. Bill is still sorting things out, however, and was 3½ secs. outside Fergusson's 56. Hartman demonstrated the good cornering properties of his Netuar, but his time was not taken. A newcomer to this class, Alan McGuinness, drove a bodiless M.G. up in 1 min. 4 secs.

(Continued on page 550)

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MADE BY THE MAKERS OF CASTROL



LIMIT MAN in a saloon car handicap at Goodwood. The author's diminutive little Goggo is right out in front of the large field, waiting to be flagged off and to try not to be engulfed by the others!

"SIMPLIFICATE and add lightness", which has always appealed to me as being one of the most important design principles, also appeared to have been borne in mind by the designers of the Goggomobil, as far as I could see from pictures and press reports from the Continental shows. So the first sight of one of these engaging little cars "in the metal" in London really fired my enthusiasm—though that always tends to be a bit inflammable—and at the earliest possible moment I amassed the required bags of bullion and handed them over in exchange for one of the first batch of T300 Goggos, a 293 c.c. fixed-head saloon.

Of course, the price of these things in this country is fantastic, as purchase tax is charged on the sum of the import price plus the import duty, so that anyone who fancies the prospect of sampling the joys of small car motoring in the Continental manner, with a twin two-stroke motor



"LIMIT MAN"

that really does its job, and four-wheel independent suspension, finds himself buying one Goggomobil for the price of jolly nearly two of them in their native Germany.

However, having as usual let my heart rule my pocket, I drove down to Brighton to watch the sprinters at play immediately after taking delivery. And from then on every mile that I drove made me like my choice the more.

After about a couple of hundred miles running, my wife, Pat, and I loaded the Goggo inside and out with all the paraphernalia of family holiday travel and with our small daughter comfortably tucked into her carrycot on the back seat we drove down to Devon to stay on the edge of Dartmoor. And it was during the time that we spent exploring that most fascinating part of the country that the Goggo's general handling characteristics started a wild train of thought . . . why not go club racing with this tiddler?

For the next few months the Goggo did its fair share of work in and around

London, and with our move down to Horsham it became my "commuter-wagen" between that fair urban district and my crust of daily bread in Kensington, and we were well able to keep our end up in the "you-push-me-and-I'll-shove-you" morning and evening Metropolitan G.P.

Then, in common with so many other people, we held our breath and prayed for the end of the long and discontented winter of Suez and Hungary, and when at last it once more became more or less un-criminal to buy petrol my lurking demon dug me in the ribs and ordered me to join the B.A.R.C. with the express aim and object of going motor racing in my very small family saloon.

To add to all my follies I wrote to Rob Walker, and then went to see him at the racing shop at Pippbrook, to ask him to help me in my effort, and instead of

having me arrested as a dangerous lunatic he said he would help. And what's more, he did, bless him. It's a pity there are so few people like Rob Walker about in this sour old world, for with a few more like him it would be a much happier place.

Armed with the reassuring thought that the full might of the Pippbrook Garage was behind me if I broke the thing I went to Goodwood for the first memorable practice session, and started another phase in the long, long process of learning to drive that began with my earliest conscious listening to the music of vintage engines and gearboxes, and will go on and on . . .

At first I felt very small, very foolish, very frightened. And I nearly had a heart attack when one of the Lotuseers shot past with great sound and fury and at an infinitely greater rate of knots on the Lavant Straight (which isn't) where in terms of knots the Goggo was, at its best, doing a pretty elementary "granny". That little incident reminded me to keep a very sharp look out astern and, indeed, all around me, and to avoid like the plague getting in the way of the quicker people at any time, and at the end of the session I found that I had committed enough lappery - without - nonsense to qualify to run at the next members' meeting in a novice handicap.

On this great day the Goggo went unslowly enough to beat John Webb's famous Astra van's 350 c.c. lap record! However, this triumph was short-lived, because about half an hour later Nelson

(Continued on page 544)

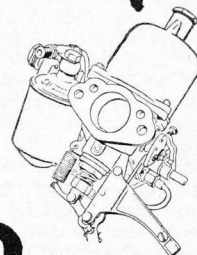


OVER THE LINE goes the Goggo coupé at the end of its first outing, at Mallory Park at the close of the 1957 season.

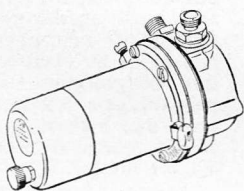
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Limit Man—continued

Graham snatched it away again with his Berkeley, but it was all good for a quiet giggle, and the customers seemed to be very smitten with my comic little "Family Racer". Bill Boddy, of *Motor Sport*, said, "Have you tuned it?" and looked as though he disbelieved me when I said "No, sir", but in fact the Goggo was completely standard for this first run, and the modifications that were eventually carried out on this and the subsequent TS300 coupé were very simple and inexpensive, so that they never lost an atom of their high internal safety factor and they always were well-mannered and tractable for their normal "daily-breading" activities.

Just after this first run the drive-side main bearing said "that's enough" when I was driving up to London so I left the Goggo at Pippbrook where a new main was very expeditiously fitted and all was well again in good time to go to Firle on 2nd June, and here was demonstrated the joy of the manual gearbox in the Goggo. When the light goes green you just wind it up to a nice pale blue note, let the clutch in all in one fell swoop and the device just goes off as straight as a die. Then, as it "peaks" in bottom gear, you stamp on the clutch pedal and flick the lever into the next-highest-cog position, just as quickly as you can move hand and foot, and it's in and doing the job with no delay and no trouble at all.

Some users of the early Goggos with the clutch on the crankshaft complained of the "clonk" as the gear was changed, but this was no real disadvantage, no damage was done and the gear always engaged unhesitatingly. And when this motor of mine was stripped for the second breakage, the near-side big-end bearing, the gearbox was in very good condition and the clutch was quite unworried by all the snatch take-offs it had had to endure.

This big-end failure took place after the Gosport club's sprint at Eastney, where the Goggo did the standing quarter in 23.21 secs. and 22.69 secs. on the second run, and this time the crank was replaced with the newer type which has double-row rollers in the big-ends and an even more robust centre main bearing.

A fellow-enthusiast for small two-stroke devices, Jeremy Menzies, joined me for the trip to Silverstone on 22nd June for the M.C.C. high-speed trial meeting and here we had a jolly good day. I landed a first class award in the half-hour trial, Jeremy was second to Mackenzie's M.G.A in the 10-lap handicap and I was third to Richards's "Alexandered" A35 Austin and Piper's Ford Prefect in the five-lapper, but we had to miss the "winners' handicap" at the end because the near-side rear tyre had developed a "weariness" and a slow leak and at that time I had no spare wheel for the car!

The little Goggo saloon's last dice for me was at Great Auclum (which is a hill specially made for Goggomobils) where we did 29.96 secs. in the wet and 28.73 secs on the second run when the hill was dry.

It was just after Great Auclum that I first saw the new TS300 coupé Goggo with the amazing Getrag "Selectromat" gear-swapping arrangement, and I

FINIS: The end of a delightful partnership. Peter Coleby's little Goggo, having been put back on its wheels, sits bent and forlorn by the side of the track at Brands Hatch after its roll.

promptly fell very heavily for this delightful, desirable little car, though, looking at it with a good deal of "hindsight", I now realize that it was a foolishly extravagant move to get the coupé instead of my grand little saloon. The saloon was going extraordinarily well, it could be "thought" rather than driven round corners on or off the correct line, and it would undoubtedly have continued to motor like a small supercharged bumble bee for a lot more thousands of miles with very little trouble . . . but I fell for the look of the coupé, and the fascination of that very pleasant electric pre-selector gearbox, and I must say that as time went on the coupé proved to be a faster "circuit" car than the saloon, though the electric cog-swapper was neither as quick nor as certain as was the manual gearbox, which was very much improved in later cars, which have the clutch mounted on the input shaft.

In the long run the coupé was heavier than the saloon, though it was a slightly better "shape" from the point of view of beating its way through head-winds and so forth. Also the centre of gravity was a trifle, but a significant trifle, farther to the rear, and for some unaccountable reason the steering-gear ratio had been lowered. These small alterations made the car feel more like a "rear-engined" job than had the saloon, so that in the wet, especially, I felt less completely happy with the "Glammerwagen", but this relative "insecurity" was later alleviated by the use of Metzeler snow tyres, which have an excellent square block tread with a really good "shoulder", in place of the standard pattern of Metzeler tyres originally fitted. However, the snow tyres showed signs of wearing more rapidly than the originals; I think the tread rubber was rather softer.

The coupé had its first run at Mallory Park at the end of the 1957 season, and just as it was delivered, in other words standard, but with no wheel-discs or bumpers, and I thoroughly enjoyed this and the subsequent run at the final members' meeting at Goodwood. Then we settled down to the winter routine of using the Goggo for daily commuting, and battling against the normal horrors of the British climate to do what essential modifications I could find time and money to perform, with the car standing out of doors, as it always did because we have not yet managed to amass enough "buttons and washers" to build a garage!

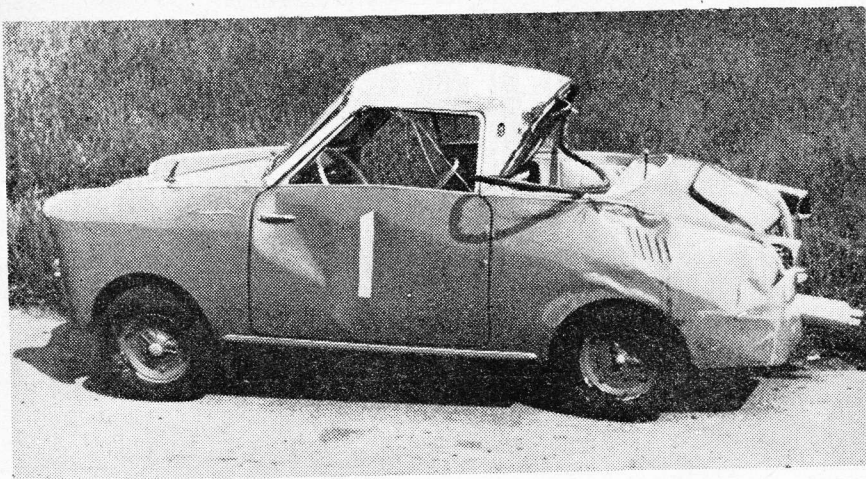
The original exhaust system was a

weird device intended to silence to the stringent standards of German regulations and also to heat air for the front cockpit and the demisters. It was too heavy for my money, and it repeatedly developed unwanted cracks, so I threw it away, and proceeded to devise an alternative . . . in fact several alternatives. But eventually I chopped a hole in the rear panel to permit the use of two Burgess absorption silencers which were mounted on short exhaust stubs. This arrangement worked quite satisfactorily, and caused quite a stir among all sections of the community, both aurally and visually!

I had the old cylinder-heads from the saloon, which had $\frac{3}{8}$ of an inch removed from the joint faces to raise the compression ratio, and by trial and error we found the best ignition setting and also got the single carburettor into the right frame of mind, and then small movements of metal were performed to improve breathing. These small modifications were enough to improve the power output in the higher ranges, without in any way upsetting the normal good "shopping" manners, so when the unit had to be stripped to replace a burned-out bottom-gear solenoid I had the primary gear arrangements amended to give the highest available "final-drive ratio", which is normally used on the 400 c.c. Goggo.

I know that it is more usual to lower overall gear ratios for small motors, but for some time I had felt that the Goggo coupé was going "over the top" and that it would pay to raise them in this case. And so it was for in the final form (as I had the car) the readily usable indicated maximum speed in third gear was raised from 45 m.p.h. to 55 m.p.h., and on the last occasion that I ran the car at Goodwood it was arriving at the "moment of truth" at Woodcote at 70 m.p.h. instead of about 65 m.p.h., while third had become a useful gear for negotiation of the chicane.

The Goggo went so well in practice at this meeting that we got re-handcapped for our trouble!—but not to worry, I still went as quickly as possible in the race, and that wasn't any quicker than the practice, either, so we both enjoyed it greatly. But sadly enough that was the Goggo's swan song for me. I had done nearly 20,000 miles in that fantastic little motor car, of assorted road work, club racing and sprints, in 10 months. And during that time I had only "lost it" once on a dark and dirty



night on the way home from London in the winter, when fortunately I did a smart "180" with negative contact any solid objects. But on the 15th June this year we went as usual, Pat, the two kids and myself, to Brands Hatch for the Thames Estuary sprint. I set off from the bottom straight on the first lap of practice, arrived at Paddock Bend at a nice clip, but started to leave it in a manner calculated to finish up the bank on the outside, or on the infield. We did neither of these things but stayed "on the course" in the best B.A.R.C. traditions while I twirled the perishing wheel and swore horrid oaths at it for five hairy great slides and then, as we arrived at the upward slope of Druids Rise the Goggo said "I've had enough of this" and it just got down and rolled like a naughty little pony. When the "sparks-and-glass" began I relaxed and sat comfortably in my seat until the car came to rest on its near-side. Then I climbed out to indicate to anyone who might be interested that that was the end of that performance. . . .

Viewing the resultant "battery" of my beloved little "Poor Man's Porsche", and remembering that I had Pat and the kids with me I felt decidedly sick at having made such an absolute ass of myself, but we were both very touched by the kindness of all the official bodies at the meeting towards us after the accident, and we were particularly touched when Roy and Jean Bloxam offered to load us into their Jaguar and Mike Salmon's "C"-type, to transport us back to Horsham. As Jean Bloxam and her Aston Martin and me and my Goggomobil had been at "opposite ends" of a

number of saloon car handicaps in the last couple of seasons I felt that this was indeed a manifestation of the best spirit in club racing.

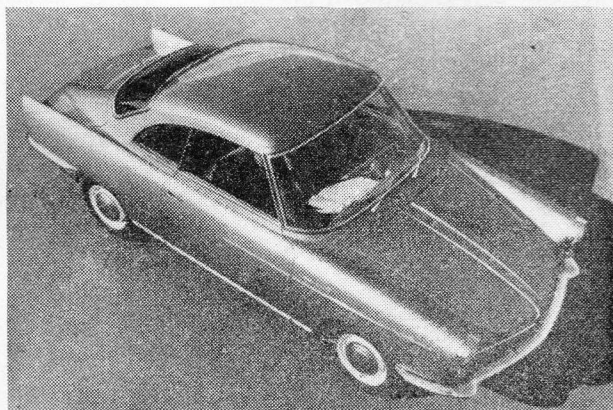
However, Pat had got her "emergency organization" into overdrive very early in the proceedings and ordered a taxi to fetch us home, so we spectated for the rest of the day, and returned home, duly chastened, in a strange vehicle—the first time in two seasons' "nonsense" that the Goggo had not got us safely there-and-back.

For a variety of reasons this accident was a disaster for all of us. Rob Walker had told me that he would be much too much involved with all his Grand Prix commitments with the Pippbrook Coopers to be able to help me this year, and in any case I think he had not found that he was able to sell anything like a

reasonable number of Goggomobils. So I decided to press on for as long as possible with diminishing resources in the hope that I might finish the season without damaging the motor car, and perhaps as the result be able to dream up some more enterprising device from who-knows-where? for next season . . . but it was not to be, and I think here there is a basic lesson to be learned by other would-be dicers from my misfortune—that if you want to go motor racing, even in a small way and in a small motor car you can do just that thing, and have tremendous fun in the process, BUT you must have at least some bags of bullion to keep you going, and in reserve for emergencies.

It was fun, tremendous fun on my "shoestring", but when it broke it hurt. . . .

NEWCOMER to the ranks of German miniature cars with a sporting temperament is the NSU Sport Prinz, which will be on show at Earls Court for the first time this year. The 583 c.c. twin-cylinder o.h.c. engine and sleek Bertone body give it a top speed of around 85 m.p.h. Suspension is, of course, all-independent.



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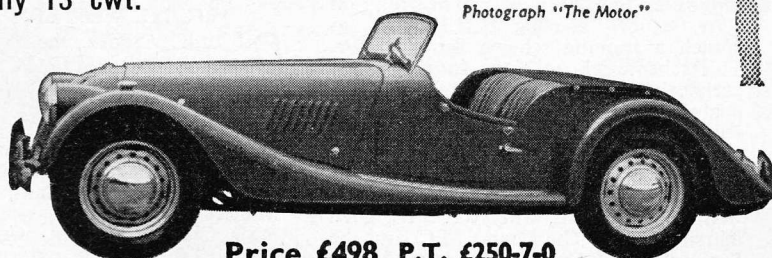
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MOTOR SHOW · EARLS COURT

Club News

By MARTYN WATKINS

WELL, we're back again: once again my thanks to colleague Chris Nixon, who has been a very good boy indeed. Perhaps we'll let him look at some of the pretty motor cars at Earls Court as a special prize. And talking of Earls Court, that, of course, is all we can think about this week and next. This year there seems to be something of a dearth of new cars for the clubman—apart, of course, from models which have been around for some while yet are nevertheless appearing at the Show for the first time.

On the sporting side, the Aston Martin DB4—for those of us who can afford this sort of chariot—the Austin-Healey Sprite and the twin-cam M.G.A. will be of major interest. The latter two cars, of course, have already made something of a mark in competition and the Aston was out a fortnight ago. However, there may yet be one or two surprises. Anyway, we'll see you there!

* * *

Now then, what else is on in the near future? Supplementary regulations are now available for the **Northumbrian M.C.** "Guy Fawkes Rally" on 15th-16th November. Invited are all member clubs of the North-Eastern and Cumberland Association, Yorkshire S.C.C. and Westmorland C.C. Full details are available from E. R. Cornelius, Martin's Bank Chambers, 305 Westgate Road, Newcastle-on-Tyne, 4. . . . After a lapse of some years, the **Thames Estuary A.C.** are reviving their autumn rally, a closed event which takes place on 2nd November. It is a daylight route-card event on similar lines to the club's recent Anniversary Rally. Secretary of the event is P. Austin, 19 Clarence Road, Southend-on-Sea, Essex. . . .

B.A.R.C. (north-western centre) holds its annual dinner and dance at Blundell-sands Hotel, near Liverpool, on 27th November, for which tickets are available from the secretary or from G. Irving, 27 Stanley Street, Liverpool, 1. . . .

Newquay M.C. are holding their fifth annual Newquay Rally on 15th-16th November, open to member clubs of the South-Western Association. Regs. are available from I. A. Start, 24 Narrowcliff, Newquay, Cornwall. . . .

Bugatti O.C. is making its own contribution to the Fifth of November and all that with a jolly sounding bonfire party at Prescott on that very day, starting at 7.30 p.m. A barbecue is being organized and tickets, costing 10s., are available from the secretary, B.O.C., Crescent Copper Works, Edward Street Parade, Birmingham, 1. . . . **Old Merchant Taylors M.C.** is also going all fire-worky and explosive with its annual firework rally on 8th November. On 3rd December the first winter film show, starting at 8 p.m., takes place at "Durrants", Croxley Green, near Watford, Herts—where they claim to have the longest bar in Hertfordshire, by the way! . . . **Harrow C.C.** holds a social run for novices and the less-experienced on 26th October for which regs. are available from L. N. Needham, 295 Edgware Road, N.W.9. On 9th November there is the same club's Cottingham



WEAK WINTER SUNLIGHT filters through the trees in this striking trials picture to remind us that summer has gone, the trials season is upon us and motor-racing takes a back seat until the spring.

Memorial autocross at Colne Park, Essex. Invited clubs are Falcon M.C., M.C.C., East Anglian M.C., London M.C., M.G.C.C., Seven-Fifty M.C. and Thames Estuary A.C. Regs. are available from N. Denison, 6-8 Whitchurch Parade, Edgware, Middlesex. . . .

Coming Attractions

October 26th. *London M.C. Sprint, Brands Hatch, near Farnham, Kent.*

Huddersfield M.C. Driving Tests, Dewsbury, Yorks.

Herefordshire M.C./Hagley D.L.-C.C. Driving Tests, Vono Works, Tipton, Staffs.

November 2nd. *Veteran C.C. London to Brighton Run.*

November 9th. *Venezuelan G.P. (S).*

British Motor Racing Marshals Club holds a social gathering and film show at the "Clarence", Whitehall, London (opposite the Whitehall Theatre), on 30th October, starting at 7.30 p.m., to launch a training scheme for marshals. This scheme will take the form of comprehensive lectures, a fire-fighting demonstration at which members will be able to acquaint themselves with the latest equipment and actual marshalling experience under expert tuition. This sounds interesting—trot along and see what it's all about, will you? We need marshals. . . . The **Forces M.C.** and the **Royal Military College of Science Motor Sport Club**—what a superb title—combine to run the Cotswold rally on 8th-9th November, invited clubs being Bir-

mingham U.M.C., Bristol M.C. and L.C.C., Cheltenham M.C., Dowty M.C., Herefordshire M.C., Newport C.C., Riley M.C., South Wales A.C., Westinghouse M.C., Birmingham Y.C.M.C., Bugatti O.C., Cirencester M.C., Evesham M.C., M.G.C.C., Stroud and D.M.C., Worcester M.C., American D.C., Bristol A.M.C., Burnham-on-Sea M.C., C.U.A.C., Hants and Berks M.C., Midlands M.E.C., O.U.M.D.C., R.A.S.C.C. and Sunbac—and if that doesn't include your lot we can't help it! Entries go to and regs. come from Lieut. G. Flower, 51 Faringdon Road, Watchfield, near Swindon, Wilts. . . . **Midlands M.E.C.** hold a miniature rally on 8th November, designed as a day and early evening navigation event and closed to club. About 160 miles will be covered. . . . Looking ahead to December, the **Lancashire A.C.** is running its Whittaker Trophy rally on 6th-7th of that month. Supplementary regs. are now available and the secretary of the meeting is I. Taylor, L.A.C., Sudell Cross, Blackburn, Lancs.

M.G.C.C. WESTERN RALLY

ON 10th October, the first of the 73 starters in the M.G.C.C. South Western Centre's Eighth Western Rally left Virginia Water on the first stage of the 400 mile route terminating at Weston-super-Mare. Among them was number six, P. J. Pelley with H. R. Braithwaite in the M.G.A. Twin-Cam, the eventual winners.

Sir Charles Kimber, with T. Roden, in the TR2 led the entrants from Birmingham away on the 90 mile run-in to the central point. Their fine effort was

(Continued on page 550)

CORRESPONDENCE

Rally Prize Money

MAY I use your columns to comment on the criticisms which have been passed in various quarters of money prizes for rallies. From the amount of concern over the matter, one would imagine that there is a rally with a major prize every week. In actual fact there have only been the Bolton, the Morecambe and the Welsh Festival with any appreciable prizes this year, with the Horsman-Monte to come. Therefore, the complaint that clubs are having to cancel events through entries being attracted to clashing rallies with money prizes does not hold, particularly as two of the three were Nationals. In any case, if one or two events have to be cancelled, this is no bad thing—the calendar is far too crowded as it is.

One hoary myth used as an argument against large prizes is that they will lead to undesirable driving and cheating. I wonder how many who advance this theory have been on a rally with a major prize (or on a rally at all for that matter). As your excellent report on the Bolton made clear, it was a first class rally with no complaints or protests. The standard of driving and sportsmanship which exists amongst the regular rally competitors is one of the finer things about our sport and any "undesirables" attracted by money prizes would not get away with shabby driving for long. And no amount of undesirable driving or cheating, short of the use of helicopters or the study of levitation, will get you from A to B any quicker.

Rallying is such a costly pastime that if clubs can attract enough entries to run events with high entry fees and big prizes, why on earth stop them. I believe that no restrictions should be placed on prizes. Awards should be left entirely to the discretion of organizers.

STUART TURNER.

BARLASTON, STOKE-ON-TRENT.

Motor Boat Racing

IT was nice to see recently a page in your magazine devoted to a "road" test by J.V.B. of an outboard runabout.

Fast runabouts, both inboard and outboard, are after all a branch of "motor" sport, indeed, a rapidly expanding one. This is due, I think, to congested road conditions excluding the week-end rallyist and making spectating difficult at race meetings, and the increased costs of competition.

I noticed John Bolster competing, and George Phillips taking photographs at a recent London Motor Boat Racing Club September Trophy race meeting for inboard and outboard runabouts at Littleton Lake, Chertsey.

I hope their participation and interest will be reflected in your excellent magazine by further "road" tests of similar craft, and by reports and photographs of races such as the one mentioned when they next occur.

P. A. TOLER.

MITCHAM, SURREY.

Sign Please!

IF you could find space in your correspondence for the following it would be greatly appreciated, and would no doubt save many heartburns.

We are continually receiving enquiries from customers who either fail to sign their letters or even mention their address. We are obviously most anxious to reply to their requests, but cannot possibly do so when an address is not given, and it is also likely that when the name is missing although the address is given, this reply may not reach the enquirer.

It would also be helpful if customers would print their names, for very often their signatures are quite illegible.

We also find that the overseas habit of not putting the name or address upon the correspondence but writing it on the envelope can cause a considerable delay in endeavouring to trace the envelope to which the letter belongs.

Your assistance in this matter would be greatly appreciated.

V. W. DERRINGTON.

KINGSTON-ON-THAMES.

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

OVER TO John Arlott



I want two things from a tobacco . . .
and St. Bruno has them both. It has a very

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Stapleford Swan-Song

B.T.D. for Patsy Burt (F2 Cooper) in West Essex Car Club's National Speed Hill-Climb

THE final event of the 1958 season at Stapleford Airfield, near Abridge, in Essex, was a swan-song indeed. People of other nations regard us with amused tolerance on account of our characteristic prepossession with the weather, but motor sport enthusiasts, at least, have every reason to be deeply concerned with the vagaries of our peculiar climate. Sandwiched between spells of the worst possible motoring weather, last week-end was fine, warm and sunny and this reprieve, coupled with a fine entry and excellent organization, made Sunday's meeting a thoroughly enjoyable event for competitors and spectators alike. The West Essex Club richly deserved their success for, apart from putting their heart and soul into the running of the event, they had spent a considerable sum of money on resurfacing the hill so that the full length and width of the original $\frac{1}{4}$ -mile course could be used.

Despite this improvement, Paul Emery's 1955 record of 45.87 secs. is still unbeaten, although Patsy Burt got within three-tenths of this time on her second run to establish best time of the day; we think that this is the first occasion on which a member of the fair sex has achieved this honour in an event of national status and the hearty congratulations of all go to this very courageous girl, whose driving is as immaculate as the turn-out of her cars. Keith Greene was down to drive the F2 Lotus but this car did not materialize and he used instead the hard-worked sports version, with which he tried very hard, but unsuccessfully, to match Patsy's performance.

The feathers started to fly very early on in the proceedings when John Young, the third competitor on the long programme, took his Elva-headed Prefect to the top in 59.33 secs., which was to stand as the fastest first run by any car in the saloon classes. (He had got the full use of all four cylinders after completing a large proportion of the one-hour event at Snetterton the previous day on three, at apparently unabated speed!) Not content with this performance, he further reduced his time on the second run by over 2 secs., though, in fact, no other saloon achieved his original time. For the record, his second run in the sports class, at the end of the day, was more than 3 secs. faster than his initial effort; this is certainly a fabulous car. Alan Foster, driving Dick Jacobs's Magnette, was highly delighted to beat A. Clark's VW which concealed a Porsche power unit, but the large Fords of J. M. Uren and Sammy Rees, particularly the latter's blown Zodiac, were not as quick as one might have expected.

Thanks to the two Lotus-Climax XIs of Keith Greene and Malcolm Kingham having entered, and qualified, for higher-ranking awards, Ash Cleave's splendid performance in the veteran Morris Special gave him the honours in the small-capacity sports class, a well-deserved reward for a man who happily comes from Cornwall to compete in Essex. This remarkable vehicle gets

more rapid and more stable with every year that passes and has so far not shown any signs of having reached its limit, although it is now running on an astronomical compression ratio for which pump fuel is nevertheless adequate. A great deal of skill has gone into this little machine over the years and it is very nice to see this unobtrusive, kindly man still getting his share of success.

In the next class two competitors managed to get the better of Young's Prefect, apart from Barry Millbank, who won a higher-ranking award. J. Burke made a 3-sec. improvement over his first run to take the class with his Porsche Carrera, and Peter Tomei gave his usual polished performance with the famous "T.D." The 3-litre class fell to J. R. Rudd's Frazer-Nash, with Dennis Jenkinson second; Jenks had a full-time job coping with prodigious oversteer, but he made it. Triumphant among the largest sports cars was Sidney Allard, driving his very beautiful G.T. creation which has a Jaguar power unit.

The Bentley handicap for the Tim Birkin Memorial Trophy provided a great turn-up for the book in the form of D. W. Llewellyn's 3-litre. On the basis of scratchman Michael Bradley's very consistent times with the 4½ in the three classes which he entered, Llewellyn went up the hill a clear 4 secs. faster than the handicapper expected, and his gross time of 57.56 secs. was a remarkable achievement.

The sports-racing classes brought out the faster sports cars and some very fierce machinery in the large categories. Malcolm Kingham and Barry Millbank achieved success in the smaller-capacity classes, Josh Randles learned a lot about the hill during the day to win the 2-litre class and Peter Wooley was left with the top class when Sidney Allard triumphed with his new Steyr-engined device in the corresponding racing class. These two were frightening to watch, Wooley's Hinton-Allard having almost uncontrollable fire power from its colossal Chrysler engine and Sidney's machine showing a marked dislike for having its brakes applied, a very necessary operation!

The 250 c.c. racers are growing up rapidly and put up some creditable performances, H. B. Pickett's J.B.S. taking the honours. Two of the 500 drivers, Newton and Shaw, broke the magic 50 secs. but the rest found some difficulty in getting everything just right through the Esses. The Cooper twins were well in the running for B.T.D. but A. F. Rivers-Fletcher, the neatest of anyone at the Esses, had the sickening luck to break a chain on a very promising second run. However, his first time was good enough to win him the class. The old Gordon Brettell blown single-seater Austin made a welcome reappearance in this class, but its new owner has not yet got used to persuading it round corners. Dr. Bayliss introduced some more nostalgia in the form of a Type 35B Bugatti, which made all the right noises and twirled its starting handle in classic fashion; it could not, however,

cope with the Lister-Bristol and Arthur Jeddere-Fisher's 2-litre E.R.A. which, in the hands of Douglas Hull, won the 2½-litre racing class. As aforesaid, the unlimited racing class fell to Sidney Allard, who somehow muffed his start on the first run but bettered Peter Wooley's time at the second attempt; both excellent spectator-value!

Once again, congratulations to the West Essex Club on their handling of the meeting. If we say that their organization was in the same class as that found at Shelsley and Prescott, we hope that we convey the right impression. Roll on, next season.

DAVID PRITCHARD.

Results

B.T.D.: Miss P. Burt (Cooper F2), 46.16 s.
Second B.T.D.: K. A. Greene (Lotus XD), 46.62 s.
The Ilford Pictorial Trophy: K. A. Greene (Lotus XD). **Tim Birkin Memorial Trophy:** D. W. Llewellyn (Bentley 3-litre).

Saloons, up to 1,300 c.c.: J. M. Young (Ford Prefect), 57.18 s. **1,301-2,000 c.c.:** 1, A. T. Foster (M.G. Magnette), 59.60 s.; 2, A. Clark (Volkswagen), 61.12 s. **Over 2,000 c.c.:** J. M. Uren (Ford Zephyr), 58.79 s. **Sports up to 1,100 c.c.:** 1, W. A. Cleave (Morris Spl.), 56.70 s.; 2, Dr. G. C. Shepherd (Austin A35), 61.89 s. **1,101-1,500 c.c.:** 1, J. Burke (Porsche Carrera), 55.83 s.; 2, K. P. Tomei (M.G. TD), 56.13 s. **1,501-3,000 c.c.:** 1, J. R. Rudd (Frazer-Nash), 51.49 s.; 2, D. S. Jenkinson (Porsche 356A), 53.95 s. **Over 3,000 c.c.:** S. H. Allard (Allard G.T.), 52.58 s. **Bentley Handicap:** D. W. Llewellyn (Bentley 3-litre), 51.36 s. **Sports-Racing, up to 1,200 c.c.:** 1, M. J. Kingham (Lotus XD), 48.70 s.; 2, J. G. Tallis (Lotus VD), 52.95 s. **1,201-1,500 c.c.:** B. R. Millbank (Lotus VI), 50.43 s. **1,501-2,000 c.c.:** J. Randles (Lister-Bristol), 50.14 s. **Over 2,000 c.c.:** P. Wooley (Hinton Allard Spl.), 49.00 s. **Racing, up to 250 c.c.:** H. B. Pickett (J.B.S.), 59.95 s. **251-500 c.c.:** 1, A. J. C. Newton (Cooper), 49.30 s.; 2, W. J. Shaw (Cooper), 49.96 s. **501-1,500 c.c.:** 1, A. F. Rivers-Fletcher (Cooper), 47.39 s.; 2, M. Hutton (Cooper), 47.46 s. **1,501-2,500 c.c.:** D. H. C. Hull (E.R.A.), 47.43 s. **Over 2,500 c.c.:** S. H. Allard (Allard), 48.39 s.

MOBILGAS TRIAL WINNERS FOR MONTE CARLO RALLY

THE winner of this year's gruelling Mobilgas Round Australia Trial, Eddie Perkins, will be competing in the 1959 Monte Carlo Rally. His co-driver will be Greg Cusack who finished second in the trial. The pair will drive a 1600S Porsche.

In order to be able to compete in the rally, Perkins and Cusack have been awarded £A1,500 by the Vacuum Oil Company and Qantas Airlines have given them a free return trip to Europe.

THE VETERAN RUN

OVER 200 entries have been received for the R.A.C.'s Commemoration Run from London to Brighton for veteran cars, which takes place on Sunday, 2nd November, although last year's record entry of 236 has not been reached. For the second successive year, the oldest car in the run will be the 1888 Rogier-Benz, entered by the South Kensington Science Museum and driven once more by C. F. Caunter, who is in charge of the Museum's road transport section. Last year, it will be remembered, Mr. Caunter "ran out of brakes" in the appalling weather conditions and, after colliding with a modern car, retired.

William Pollack, president of the Antique Automobile Club of America, is coming over to drive a 1903 Mercedes lent by James Allday, past president of the Veteran Car Club of Great Britain.

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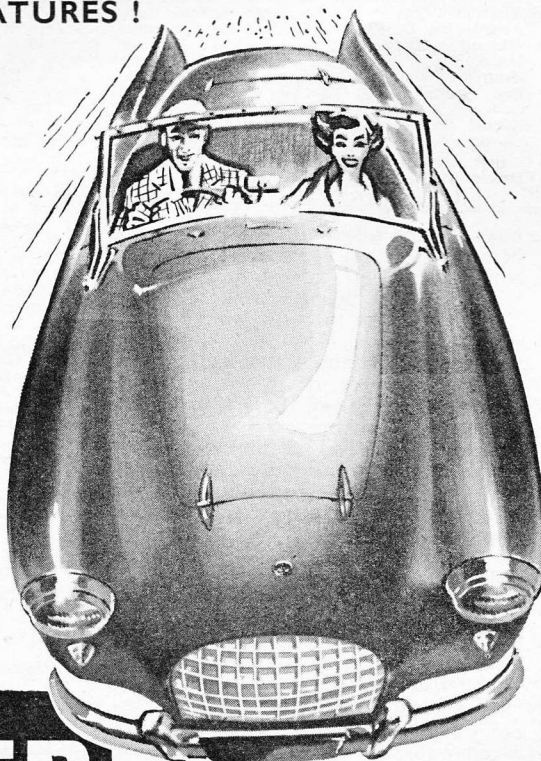
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Western Rally—continued

unfortunately terminated by the failure of a fan belt in the latter stages.

"Captain" Bill Cawsey, partnered by Ken Bridle in the TR3A, was the first of the Exeter starters to join the fray. Not far behind him came Aimee Lefevre in the well-souped Rapier.

The rallying point at the Shoe filling station, near Marshfield, was a hive of activity as the contestants prepared for the first actual rallying stage. This was aptly named Twenty Questions and was an observation section of 57 miles that led competitors through some typical Cotswold jungle to the Gupsil Manor, near Tewkesbury.

This first section, although only at an average of 26½ m.p.h., caused havoc among the crews, many being penalized. The best performance on this stretch was by far that of P. W. S. White and Dave Donovan, in the Riley 1.5, who only dropped 150 points, giving them a commanding lead.

The first loop out of Gupsil led competitors into the maze of little lanes around Malvern. One tight section over the shoulder of the Malvern Hills caught out quite a lot but 13 clean sheets on this section evened out things and Eric Shillabeare in the Jaguar with Mike Southcombe, two of the Yeovil Motor Club's leading lights, moved up to threaten the leader's position.

Section four, a tight series of "Eight Clubs" sections, was difficult enough without the added hazard of several really extensive floods. Drivers were faced with apparently endless and bottomless inky black pools, in places completely covering the verges to a depth of several inches and over which hung ominous clouds of wispy mist.

Thick mist also added to the task that had been set, and the effort of D. Seigle Morris and V. Elford in the TR3A (complete with D20 registration number), who turned in the only clean sheet on this section, was really quite outstanding.

Section five kept crews really busy to get near the 30 m.p.h. average required of them. A really exciting "Alpine" mountain stretch, this, that wound up

and down and around Minchinhampton Common, near Stroud, a notorious "navigator's nightmare" that kept many crews literally going round and round in circles. This proved to be the real sorter-out, the performances here settling the final finishing order.

The last section, in daylight at a reduced average, led the weary crews down out of the mud and wet of the Cotswolds to the welcome softness of the Chew Valley en route to the final check near Weston.

Fatigue took its toll here, a Pennant meeting a TR head-on in a narrow lane whilst both were trying to take a short cut off the route.

Considerably refreshed by the breakfast at the Grand Atlantic, and cheered by the warm autumn sun, drivers vied with each other in the exciting driving test laid out on the extensive promenade. Times are not available at present but it seems unlikely that David Warren's performance with the TR will be bettered. David seems to make a habit of putting up fastest time of the day in this type of test.

Mike King's hardworking team had the Provisional Results ready almost before the scream of tyres had faded. They showed that the Twin-Cam M.G.A. had had its first West Country success.

Provisional Results

Best Performance: P. J. Pelley/H. R. Braithwaite (M.G.A. Twin-Cam) 405 marks lost. **Best M.G. Member driving M.G. car:** Brian Harding/Henry Liddon (M.G. Magnette). **British Trials and Rally Drivers' Association Award:** M. R. Davies/Ray Long (TR3).

Class Awards. Touring Cars, up to 1,600 c.c.: 1, I. A. Grant/T. A. Pigott (Sunbeam Rapier); 2, P. W. S. White/D. Donovan (Riley 1.5). **Grand Touring Cars, up to 1,600 c.c.:** J. F. Haarer/J. T. D. Haarer (M.G.); 2, P. Dawson/R. F. Taylor (M.G.A. coupé). **Grand Touring Cars, over 1,600 c.c.:** 1, M. R. Davies/R. Long (TR3); 2, D. Seigle Morris/V. H. Elford (TR3A).

South Western Centre Award: E. P. Harris/C. Warfield (Wolsley 1500); **South Eastern Centre Award:** Dr. D. Rossdale/D. Manning (Magnette); **Midland Centre Award:** V. J. Wood/G. Heard (Austin-Healey 100/6); **Devon and Cornwall Centre Award:** P. S. Ripley/M. Britton (M.G.A.); **Best Novice Award (Touring Cars below 1,600 c.c.):** F. R. Rutter/C. H. Rutter (Minor 1000); **(Grand Touring Cars below 1,600 c.c.):** J. A. C. Cooper (M.G.A.).

Best Overall Performance by a Novice: P. Dawson/R. F. Taylor (M.G.A. coupé).

Krugerdsorp—continued

Thus the six cars to beat 60 secs. on the first attempt were the Spyder, the Fairthorpe, two TR3s, the Healey and the Formula 3 racer, in that order.

Only 50 per cent of the entrants improved on their second attempts. In the group of small saloons, Pieterse was one second slower, due to four-stroking. The Abarth's driver really manhandled the steering wheel to cut one second off his 74 and Cook made no improvement. None of the Alfas in the next saloon class improved and Lupini again beat Boyden, who engaged neutral on the second sharp turn. In the class for saloons of 1,301 c.c.-2,000 c.c. (supported by two drivers) Fergusson cut off only a fraction of a second with the Porsche. Sports cars up to 1,800 c.c.: of course, many of the drivers in this class made better times, especially Pollock, who reached the top in an amazing 61.9 secs. with an M.G. clearly more powerful than those of his rivals. Fraser-Jones came up part way through the over-1,800 c.c. sports class to set f.t.d., though still holding the revs. very much down.

Over 1,800 c.c. sports-cars: the only difference between the two best Triumph

boys was the colour of their cars, Gerst's being blue with a white stripe and Rowland's dark green. Their times were once more identical at 58.9 secs. Another TR3 pilot broke the "60" barrier. This was D. Charlton, who looks extremely young. The Austin-Healey owners were obviously relying on speed over the straight stretches and did not get inside the minute. Racing cars: Dunlop got things rather taped to improve by 1½ secs. The Netuar caused excitement and hasty retreat on the part of yours truly when the off-side front brake locked on the approach to hairpin No. 2 (the left-hander known as "Edwards"). Hartman ended up with the scruffy special's tail-end off the road on the outside of the bend. Undaunted, he quickly dropped to "first", built up the revs. and took off, kicking up a shower of grit and grass. Time: 62.6 secs.

In retrospect, this first (and probably only) hill-climb of 1958 was not quite as enjoyable as its predecessor, due to the lack of a public address system. Everything was well under control and delays were unheard of. Obviously the Porsche Spyder will one day help Fraser-Jones to a new record, unless the Lupini

First Division—continued

I realize that there are many other claimants, but these are my own personal opinions, based on what I have observed during the 1958 racing season. It is difficult to assess American, Italian and German drivers, not having seen them in action during the year. However, I am sure that Walt Hansen should find a place in any list of ratings, as well as Chuck Daigh, Ed Crawford, Gurney and others whose racing is confined to U.S.A., except in isolated instances. Edgar Barth of Germany must also be considered, and also Curt Lincoln from Finland. Then there is the Swedish driver, Gunnar Carlson, who defeated Moss in the Swedish G.P. for sports cars.

Some may grumble at the preponderance of British drivers—but, on the other hand, no one can possibly deny that they have been more prominent than those from any other country.

As a postscript I must mention Juan Manuel Fangio. The greatest of all has definitely announced his retirement, and therefore cannot be included in a list of "seeded" drivers.

THE RATINGS

Division 1	Division 2
Mike Hawthorn***	(No particular order)
Stirling Moss***	Ron Flockhart
Tony Brooks***	Bruce McLaren
Roy Salvadori**	Henry Taylor
Maurice Trintignant**	André Pilette
Jack Brabham**	Lucien Bianchi
Jean Behra**	Bernard Consten
Harry Schell**	Keith Hall
Phil Hill**	Ivor Bueb
Stuart Lewis-Evans**	Brian Taylor
Masten Gregory*	Trevor Taylor
Oliver Gendebien*	Tommy Bridger
Carroll Shelby*	Jim Russell
Wolfgang von Trips*	Tony Marsh
Cliff Allison*	Denis Taylor
Graham Hill*	George Wicken
Joachim Bonnier*	Bruce Halford
	Ian Walker

Ferrari should be present. Incidentally, the Italo-South African scuderia have a spare 3-litre Ferrari engine for placing in a racing chassis.

N. R. WHITEHEAD.

Results

B.T.D.: 1, J. Fraser-Jones (Porsche Spyder), 57.4 s.; 2, W. Dunlop (Cooper-Norton F3), 58.0 s.; 3, B. St. John Rowland (Triumph TR3), A. Gerst (Triumph TR3), S. P. Viljoen (Fairthorpe Electron), 58.9 s.

Saloons, up to 1,000 c.c.: 1, E. Pieterse (Auto Union 1000), 68.0 s.; 2, G. W. Cook (DKW), 69.6 s.; 3, G. Lupini (Fiat Abarth 750), 73.0 s. **1,001-1,300 c.c.:** 1, M. Lupini (Alfa Romeo Giulietta S/V), 61.2 s. (saloon car record); 2, H. Boyden (Alfa Romeo Giulietta S/V), 61.7 s.; 3, H. B. Kellfens (Alfa Romeo Giulietta S/V), 63.5 s.

Sports Cars, up to 1,800 c.c.: 1, I. J. Fraser-Jones (Porsche Spyder), 57.4 s. (sports car record); 2, S. P. Viljoen (Fairthorpe Electron), 58.9 s.; 3, R. Pollock (M.G.A.), 61.9 s. **Over 1,800 c.c.:** 1, A. Gerst, B. St. John Rowland (Triumph TR3s), 58.9 s.; 3, D. W. Charlton (Triumph TR3), 59.2 s.

Racing Cars, unlimited: 1, W. Dunlop (Cooper-Norton F3), 58.0 s.; 2, J. Hartman (Netuar), 62.6 s.; 3, A. S. McGuinness (M.G. 1250), 64.0 s.

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5th October**

Saloons up to 1,300 c.c.: 1, R. Kinch (Anglia), 36.75 s.; **Over 1,300 c.c.:** 1, G. Viola (Allard), 32.93 s.; 2, F. Lewis (Allard), 33.30 s. **Open, etc., up to 1,200 c.c.:** 1, M. Murray (Sprite), 33.42 s.; **Up to 1,900 c.c.:** 1, C. P. Tooley (M.G.A.), 31.79 s.; **Up to 2,500 c.c.:** 1, A. Blair (Morgan), 30.17 s.; 2, D. W. Price (TR3), 30.47 s.; 3, A. Gray (TR2), 31.06 s. **Over 2,500 c.c.:** 1, D. Farrell (Allard), 32.02 s.; 2, Mrs. Farrell (Allard), 32.03 s. **Specials:** 1, S. Allard (Allard), 30.92 s. **Racing Cars:** 1, D. Good (Cooper VIII), 28.05 s. **Team:** "Palm Beach", P. Morel, G. Viola and F. Lewis, 109.61 pts.

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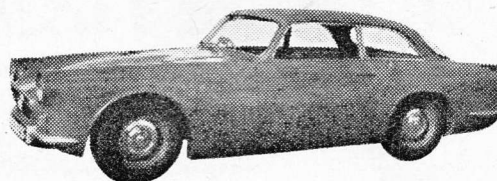
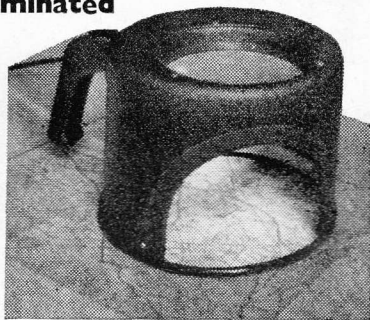
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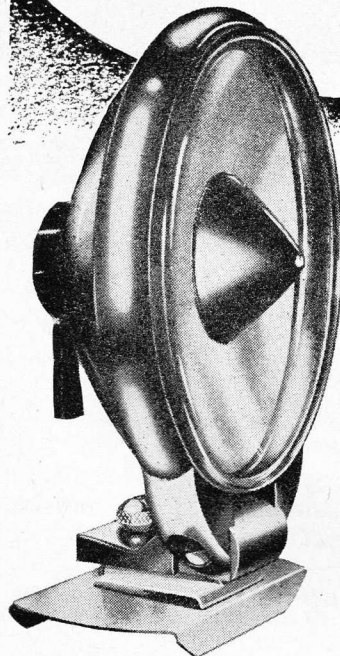
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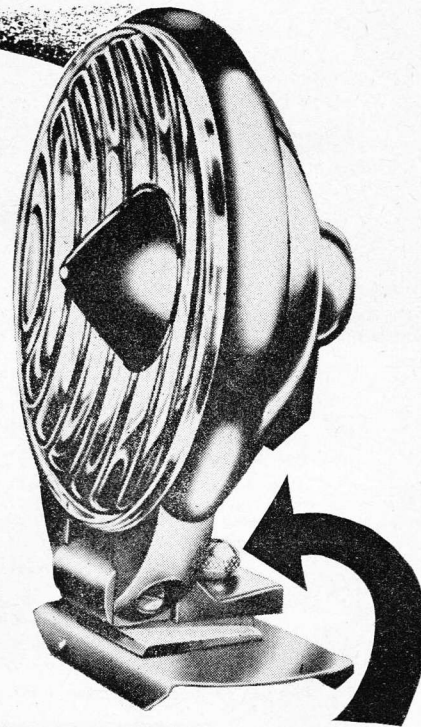


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1954 BN1, black showpiece, F,H,O,R,T,W	£575
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1934 BENTLEY 3½-litre Park Ward Saloon	£225
1930 BENTLEY Speed 6 Saloon, 2 owners	£155
1956 BORGWARD ISABELLA, superb grey	£795

1955 COOPER-JAGUAR "D", discs, Webers	£895
1953 COOPER-M.G., very potent, ivory/blk.	£355
1952 CHEVROLET 2-door, L.H.D.	£395

1949 DAIMLER Barker Sports, exceptional	£635
1956 FORD CONSUL Mk. II Saloon, blk/red	£625
1956 FORD 2-str. Fibreglass Special, green	£235
1955 FORD PERFECT, unmarked blk/red, H	£445
1954 FORD MAINLINE Saloon, pale blue, H	£445
1954 FORD ZEPHYR, grey red, H,I	£445
1953 FORD ZEPHYR, black red, A,H,P,R	£395
1952 (Nov.) FORD ANGLIA, 1957 engine	£285
1953 F.N. TARGA-FLORIO, B.S.I engine	£895
1938 F.N. B.M.W. "328", beautiful spec.	£395
1951 HEALEY "C" type Tourer, grey	£395
1952 (Sept.) HUMBER Super Snipe, blk, H	£265

JAGUAR

1957 3.4, green, A,E,F,H,O,P,R,2	£1,395
1955 XK140 Drophead, B,C,H,O,P,R,S,I	£1,045
1954 XK120 Drophead, apple green, H,2	£695
1953 (Oct.) XK120, pastel green specimen	£555
1951 XK120, blue, ex Tyrer, H,Q,R	£495
1951 XK120, superb blue/black, E,H,P,X	£495
1951 XK120, beautiful black showpiece	£495
1951 XK120, well maintained example	£475
1951 XK120, black/ivory, recent overhaul	£465
1951 XK120, spotless B.R.G., B,H,P,W	£465
1938 3½-litre S.S.100, B.R.G.	£355

1953 JUPITER, Series III, unmarked, red	£455
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1952 JAVELIN De-Luxe, black/beige, H,R	£375
1952 LAGONDA 2.6, floor change, maroon	£595
1949 LEA-FRANCIS Roadster, grey/black	£365

LOTUS

1958 Seven 1172, 800 miles showpiece	£695
1956 Eleven Climax Two, discs, De Dion	£695

1956 Eight 1172, spotless red	£445
1956 Mk. VI, 1172, 4,000 miles	£445
1955 Eight (MG 1500), inboard brakes	£545
1955 (Oct.) Mk.VI/MG 1500, TC gearbox	£465

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B-luggage rack.	Q-tonneau cover.
C-"C"-type head.	R-radio.
D-disc brakes.	S-occasional seats.
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F-fog light.	W-wire wheels.
G-heater.	X-Michelin "X" tyres.
L-leather.	I-one owner.
O-overdrive.	2-two owners.

M.G.

NEW ZB Magnette, maroon/red	£1,072
1956 Magnette, spotless blue, H,R,X,I	£755
1956 (Oct.) M.G.A., unmarked red	£755
1956 M.G.A., beautiful blue, B,H,R	£715
1955 TF 1500, 1 owner, red specimen	£615
1955 TF 1500, jewelled green, I	£595
1954 TF, ivory/green hide, Q,W,X	£575
1954 TF, unmarked ivory example	£555
1954 TF, spotless red, A,Q	£535
1953 TD, well maintained red example	£475
1953 TD, original red, one owner	£455
1953 TD, black/green example	£445
1952 TD, B.R.G., absolute specimen, R	£495
1952 TD, 1956 engine, nice green example	£445
1952 TD, superb example, black	£435
1952 TD, nice black car, heater	£425

1957 COOPER CLIMAX Twin cam. Formula II, Ex Monteiro. Little raced, latest mods. Never shunted. Not S.O.R., therefore realistic £1,495

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1949 TC, beautiful red specimen	£355
1949 TC, B.R.G., supplied by us	£345
1947 TC, exceptional condition, blk.	£375
1947 TC, spotless black/red	£335
1947 TC, red, clean and tidy	£305
1947 TC, very neat and tidy, black	£295
1947 TC, average B.R.G. example	£295
1946 TC, black, supplied by us	£295
1946 TC, black, fair all round	£295
1940 TB, ivory specimen	£275
1940 TB, exceptional specimen, B.R.G.	£265
1939 TA Tickford, B.R.G., 1958 engine	£265
1939 TA, very tidy red example	£215
1939 TA, nice black example	£215
1939 TB Tickford Drophead, ivory	£215
1939 2-litre Saloon, reasonable, black	£85
1938 TA, red/ivory, 1957 engine	£245
1938 (Oct.) TA, 2 owners, red	£225
1938 TA, ivory/red, really exceptional	£215
1938 (Oct.) TA, B.R.G., very tidy	£195
1938 VA, 12 h.p. Tourer, black, tidy	£145
1937 TA, ivory, sound order	£215

1936 PB, 2-str., well preserved, B.R.G.	£155
1935 PA, 2-str., B.R.G., sound	£135
1935 PA Tourer, red, fair	£95

1938 MERCEDES-BENZ 20 h.p., 2-str., D/H	£245
1938 MERCEDES-BENZ "230" Saloon, radio	£235
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1957 MORRIS "1000" De-Luxe Traveller, H	£675
1957 MORRIS "1000" De-Luxe Convertible	£545
1955 MINOR Saloon, nice condition, black	£445
1952 MORRIS Oxford, nice black example	£375
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NEW 2.6, Duo green, bench seat	£1,411
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1953 RMF 2½-Saloon, maroon/biscuit	£525
1952 1½-litre Saloon, B.R.G., H,R,2	£515
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1949 (Nov.) 1½-Saloon, black/red, H,R,2	£375
1948 2½-Saloon, black/red	£335
1947 1½-litre Drophead, ivory/black	£335
1947 2½-Saloon, sunshine roof, black, H	£295
1947 2½-Saloon, black/brown hide	£265
1937 1½ Falcon, really exceptional	£195
1956 (Dec.) SINGER Hunter, black, H,I	£565
1955 STANDARD 8, Derrington Mods., E,H	£445

SUNBEAM-TALBOT

1955 (Sept.) Alpine, red, 1 owner	£645
1954 Alpine, 20,000 miles, blue	£595
1954 Alpine, spotless blue/grey	£565
1953 (Oct.) Alpine, spotless red example	£645
1953 (Nov.) Alpine, average example, black	£435
1952 "90" Convertible, ice blue, H	£475
1951 "90" Saloon, blue/grey, H,R	£395
1934 Talbot 105, 2/4-str., s/charged	£295

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1957 TR3, red/white, 17,000, D,H,O,W,I	£795
1956 TR2, B.R.G., nice example, H,T,X	£615
1955 TR2, white specimen, B,H,X	£625
1955 TR2, superb B.R.G., H,O,Q	£595
1955 TR2, ivory/black, B,H,P,Q,2	£595
1955 TR2, spotless red specimen	£595
1955 TR2, superb red specimen	£595
1955 TR2, B.R.G., A,P,S,X,2	£565
1954 TR2, red/grey, good example, H,X	£575
1954 (Sept.) TR2, pearl white, H,Q,R	£525
1949 2000 Roadster, spotless B.R.G.	£375
1949 2000 Roadster, unmarked red	£375
1949 2000 Roadster, cream/black hood	£325
1949 Renown, excellent example, grey, H	£325
1948 (Sept.) 1800 Roadster, red, R	£395
1947 1800 Roadster, spotless grey	£365
1947 1800 Saloon, unmarked grey, H,P	£295
1946 1800 Roadster, spotless red/black	£295
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1956 WYVERN, unmarked green specimen, H	£545
NEW WOLSELEY 1500, beige/red	£796

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(continued overleaf)

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1954 M.G. TF. Red and beige, full tonneau. **£565**
1954 M.G. TF. Black and green, radio. **£555**
1953 M.G. TD. Red and red, heater, luggage carrier. **£485**
1946 M.G. TC. Black, cycle type wings, excellent condition throughout. **£299**
1953 (Late) HILLMAN Minx Californian. **£445**
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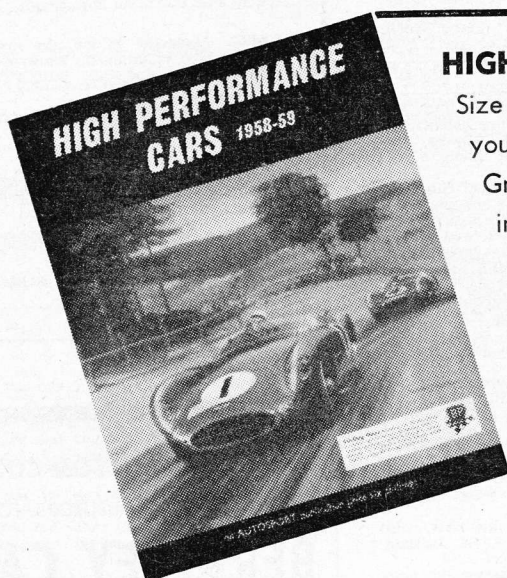
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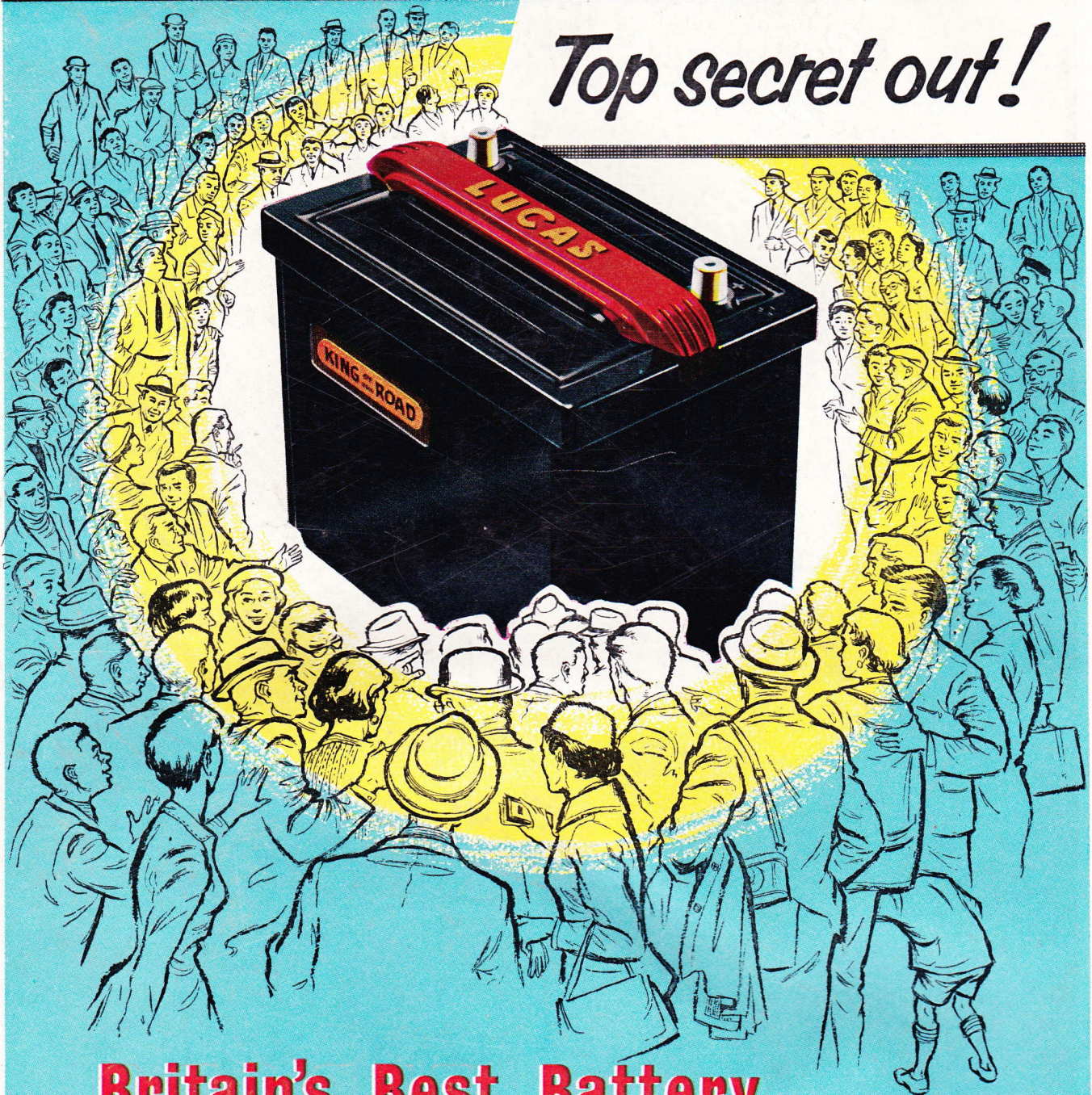
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