

AUTOSPORT

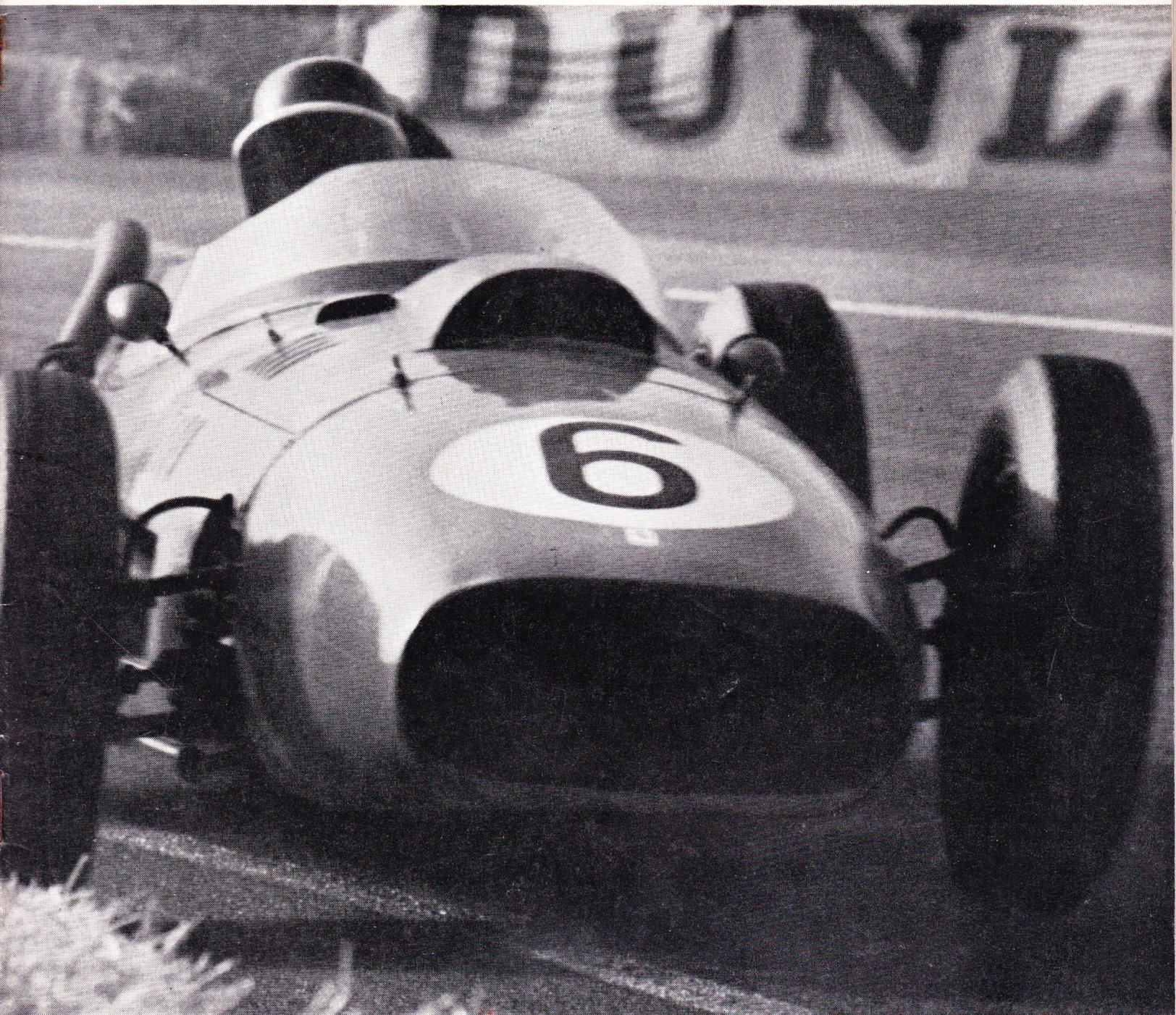
OCTOBER 31, 1958

1/6

EVERY FRIDAY
Vol. 17 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

MOROCCAN GRAND PRIX AT CASABLANCA — FULL REPORT AND PICTURES
JOHN BOLSTER REVIEWS THE LONDON MOTOR SHOW : RIVERSIDE GRAND PRIX

Mike Hawthorn

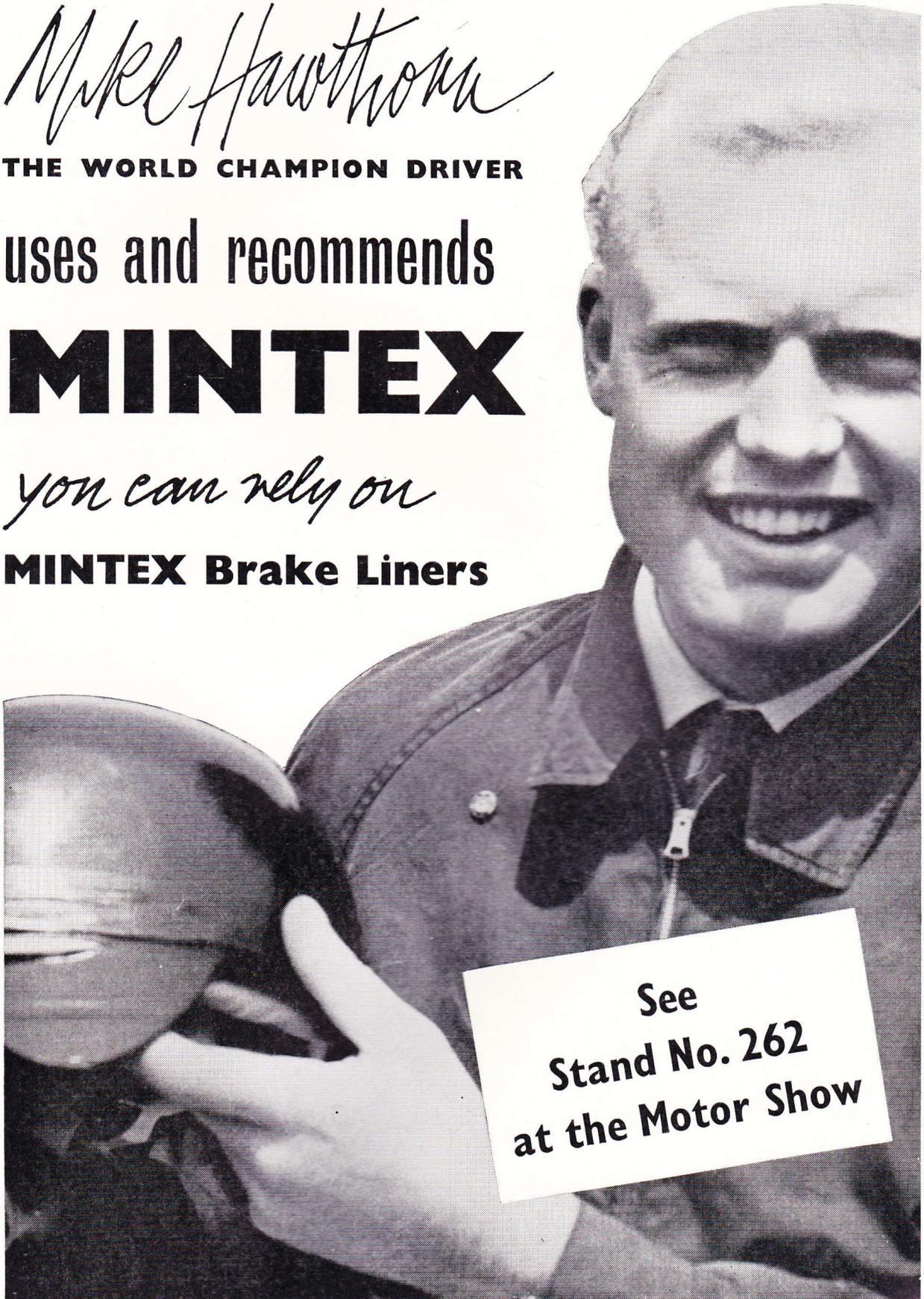
THE WORLD CHAMPION DRIVER

uses and recommends

MINTEX

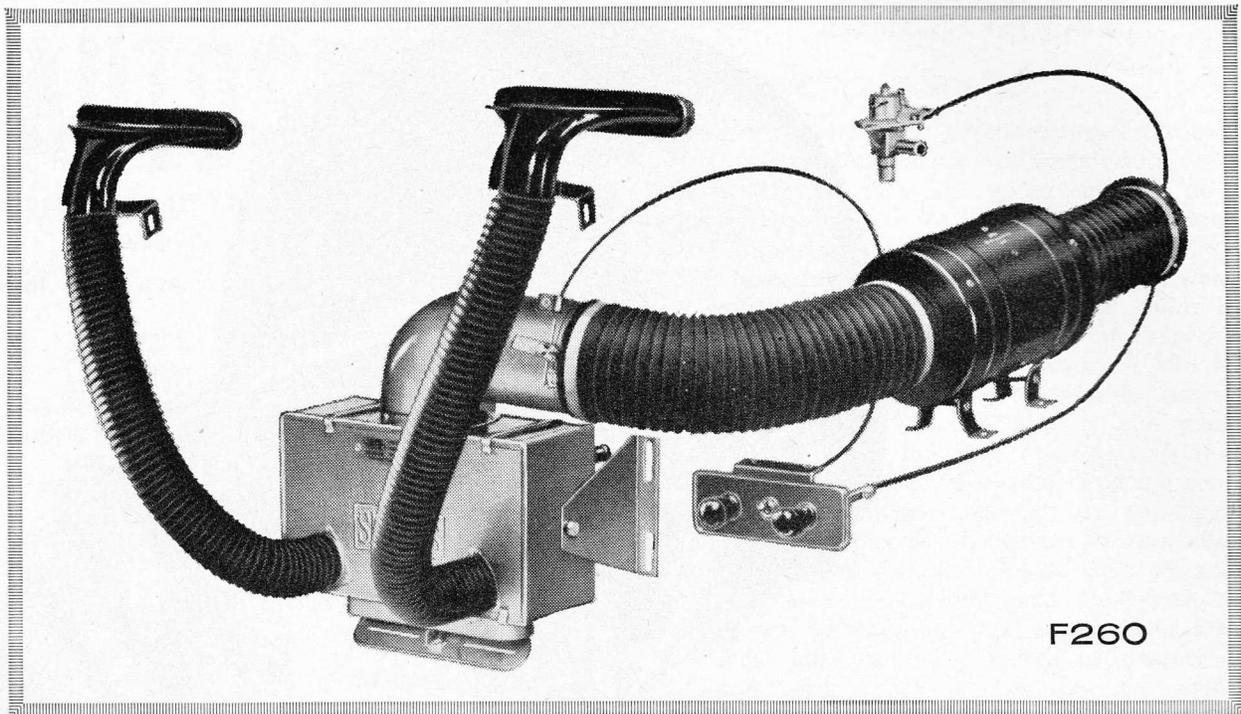
you can rely on

MINTEX Brake Liners



**See
Stand No. 262
at the Motor Show**

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING & ASBESTOS LTD.,
CLECKHEATON, YORKSHIRE, AND ARE AVAILABLE FROM LEADING GARAGES THROUGHOUT THE COUNTRY



NEW COMFORT— NEW SAFETY

in your car this winter

What a world of difference to car-comfort an efficient heater makes! And experienced motorists realise that a heater with proper de-misting equipment is a big help to safety, too. SMITHS supply heaters to the great majority of British car manufacturers. SMITHS have unequalled experience of the practical problems of designing and constructing heating systems for all kinds of road vehicles (and diesel trains and Snocats, too). SMITHS knowledge of vehicle heating rests on a research, development, and testing programme far beyond the resources of any other manufacturer. Whether you are buying a heater for your present car, or ordering one for your new car, you will be wise to insist on SMITHS.

F260. SMITHS NEW UNIVERSAL FRESH AIR HEATER

- * Uses waste engine heat to warm fresh air from outside the car
- * Keeps windscreen clear of dangerous mist and frost (whole output can be used for extra rapid de-misting)
- * 2½ kW heat output (cool air-ventilation in summer)
- * Dashboard controls to adjust amount of heat and air
- * Supplied with all accessories and instructions for easy fitting
- * Price £15 plus 15/- for separate de-mister nozzles

SMITHS CAR HEATERS

designed and made by Britain's vehicle heating experts

TO SMITHS MOTOR ACCESSORY DIVISION,
50 OXGATE LANE, LONDON N.W.2
Please send me *FREE* your Car Heater Booklet
entitled "SMITHS Against the Weather"

NAME

ADDRESS

A.S.

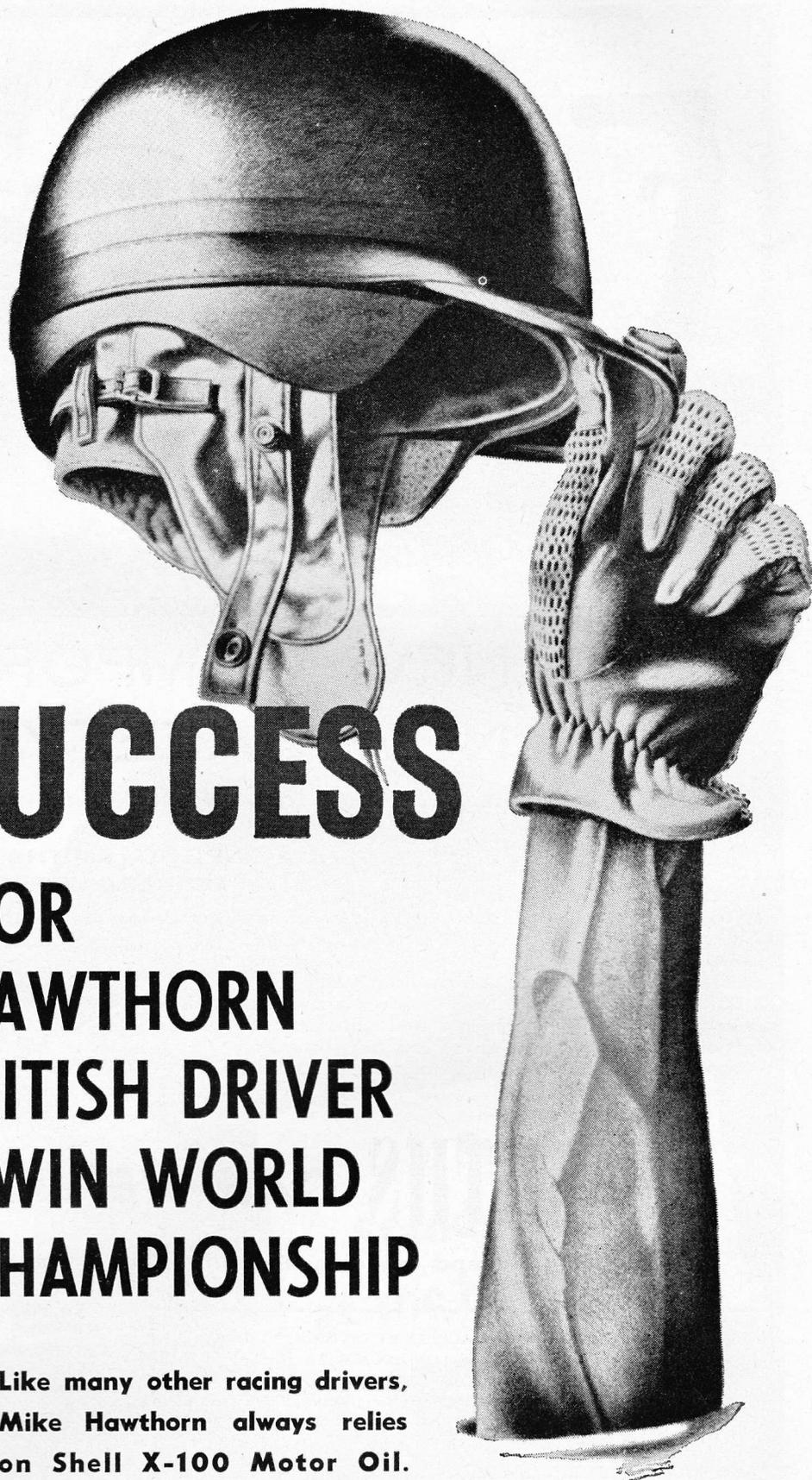
TO EVERY QUESTION ABOUT VEHICLE HEATING, SMITHS HAVE THE ANSWER!

SMITHS RE-CIRCULATION HEATER provides an inexpensive way of keeping warm until you get a new car.

SMITHS NEW REAR-SEAT HEATER keeps the back-seat passengers warm and de-mists the rear window.

SMITHS 'BUILT-IN' HEATER is the fresh air heating and ventilating equipment you should clearly specify when ordering a new car.

SEND THE COUPON FOR FREE BOOKLET "SMITHS AGAINST THE WEATHER".



SUCCESS
FOR
MIKE HAWTHORN
FIRST BRITISH DRIVER
TO WIN WORLD
CHAMPIONSHIP

Like many other racing drivers,
Mike Hawthorn always relies
on Shell X-100 Motor Oil.



YOU CAN BE SURE OF SHELL

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 18**October 31, 1958****Managing Editor GREGOR GRANT****Assistant Editor STUART SEAGER****Technical Editor**
JOHN V. BOLSTER**Art Editor**
THEO PAGE**Northern Editor FRANCIS N. PENN****CORRESPONDENTS**

| | |
|-------------------------|---------------------|
| Northern Ireland | W. A. McMASTER |
| Eire | BARRY MASON |
| Continental | GERARD CROMBAC |
| Western Germany | ALAN BRUCE |
| Scandinavia | HANS FRIES |
| U.S.A. Editor | RUTH SANDS BENTLEY |
| West Coast | GORDON H. MARTIN |
| Southwest | JIM HALL |
| South America | Dr. VICENTE ALVAREZ |
| Canada | JACK O'DONOGHUE |

PHOTOGRAPHIC SECTION

| | |
|---------------------------|-------------------------|
| Chief Photographer | GEORGE PHILLIPS |
| Scotland | W. K. HENDERSON |
| Continental | MAURICE LOUIS ROSENTHAL |
| U.S.A. | OZZIE LYONS |

CONTENTS

| | Page |
|--|------|
| Sports News | 564 |
| Earls Court 1958 | 566 |
| Watkins Glen Grand Prix | 570 |
| Moroccan Grand Prix | 572 |
| Daigh Wins at Riverside | 578 |
| Club News | 584 |

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

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-2

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription **£4 9s. 0d.**

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

Direct from the Publishers or all Newsagents

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

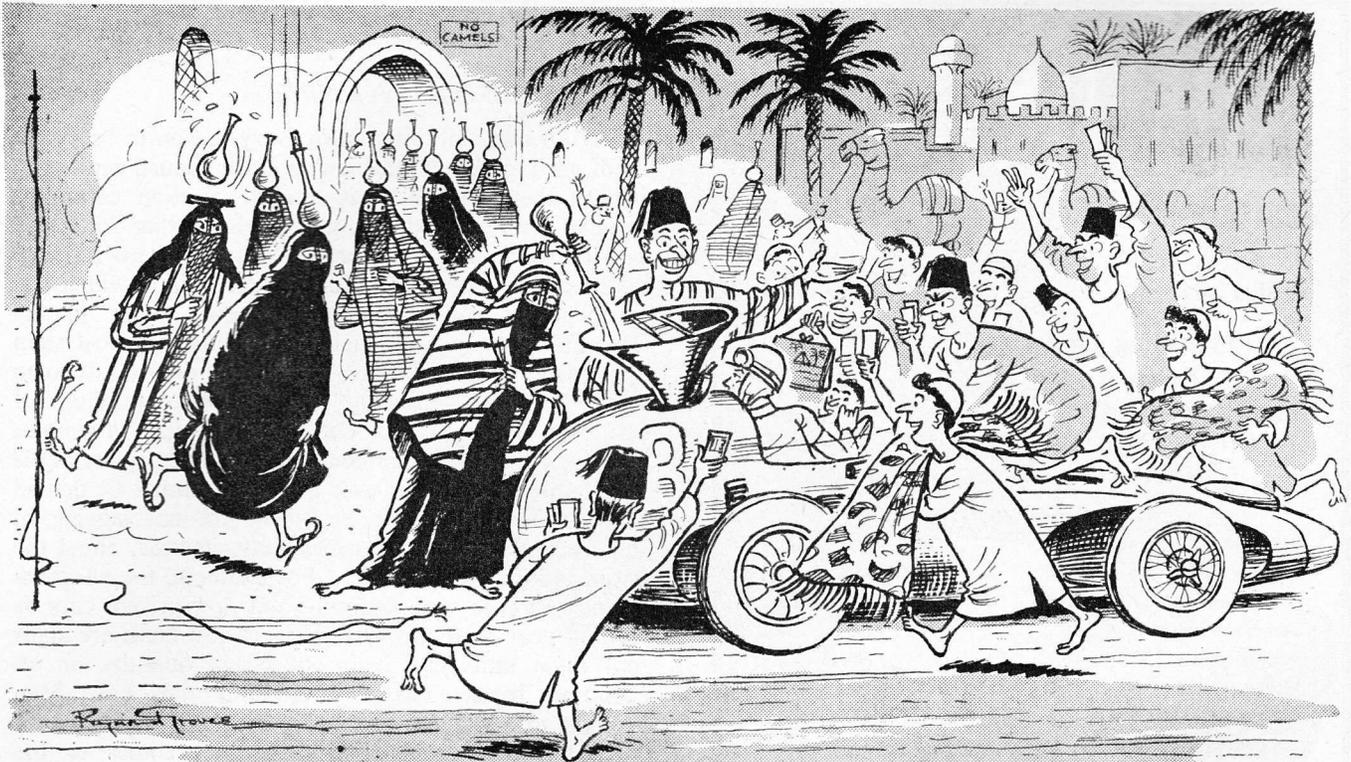
EDITORIAL

SOMETHING FOR EVERYONE

BRITISH manufacturers have every reason to be proud of their products on view at Earls Court, representing as they do the most varied selection of motor vehicles ever offered for sale, and catering for every possible potential purchaser. Naturally there is fierce competition from the Continent, competition which can be expected to be stepped up even more in the immediate future, with such deals as the Franco-Italian agreement relating to the production of Alfa Romeo and Renault, suggesting the probable pooling of resources in order to cut costs to the minimum. Although the Italian influence regarding body styling is more pronounced than ever before, it cannot be denied that British automobile engineers are not lagging in important developments which may, in time, affect the entire industry as a whole. For example, the adoption of disc brakes on medium- and low-priced cars is coming near to realization, and already there are signs that these units can be produced in quantity on an economic basis. The very fact that they have been brought to a high stage of efficiency thoroughly vindicates a motor racing policy when it comes to the development of components which contribute to the safety of everyday driving. When Jaguars fitted disc brakes on their Le Mans-winning C-type, their technicians fully realized the advantages of a system which would assist greatly in combating one of the most difficult of all problems where high-performance cars are concerned—brake fade. Dunlop, Girling and Goodyear (mainly through Vanwall) have made a major contribution towards greater safety on the roads. It is interesting to recall that, out of 10 *grandes épreuves* counting towards the World Championship, only two were won by cars with drum brakes, and the marque in question used them in the two last events on the car which was used by Mike Hawthorn in gaining the title. Advances in tyres, suspension and road-holding have been made, and fuel-injection has come a step nearer to being a feasible proposition on normal road cars. Yet, in his speech at the opening of the Motor Show, Mr. R. A. Butler made not a single reference to the tremendous events during 1958 which have brought British automobile engineering to the highest point of prestige ever obtained. The attitude of the S.M.M. and T. is almost incomprehensible; their spokesmen brag daily about the ever-increasing orders for British motor cars, but seldom if ever do they give credit to the private enterprise which has eased the path of salesmanship as nothing else could possibly do. A green-painted British Vanwall was surely a *must* at Earls Court, not only as a tribute to a man who has put British automobile engineering right on the top bracket, but as an exhibit which the general public has every right to expect to see.

OUR COVER PICTURE

MIKE HAWTHORN, the new World Champion, seen in action in his Ferrari at Casablanca, where he gained second place and clinched the championship.



"Fear not! Allah and my wives will attend to your refuelling. . ."

SEBRING OCCASION

ALEC ULMAN showed the film of the 1958 Sebring 12 Hours race to a selected audience at the Time and Life building last Friday. Although rather more sensational than the normal run of British motor racing films, it contains some remarkable colour shots—particularly at night.

SHELL FILMS

THE superb colour film of the British G.P. was shown last Friday at Shell-Mex house before an audience comprising practically every notable in British motor racing. It was produced by the Shell film unit, who were also responsible for a highly entertaining quiz feature, conducted by Nevil Lloyd—a *must* for club showing!

SPORTS NEWS

HAWTHORN HONOURED

MEMBERS and friends of the B.R.D.C. gathered last Friday in the May Fair Hotel to honour the new Champion of the World, Mike Hawthorn. The introductory remarks were made by Earl Howe. Mike made an excellent and whimsical speech, although obviously overcome by the occasion. Stirling Moss admitted that he was most disappointed to miss the title, but that he was glad it had gone to his friend Mike—particularly as he is a British driver. Sir David Eccles was also present, as was the Italian ambassador.

AN order has been placed for a Mark Nine Jaguar saloon by Queen Ingrid of Denmark. This will be the third Jaguar to be supplied to the Danish Royal Household for the personal use of the Queen.

THE RALLY CHAMPIONSHIP

A CURIOUS situation has arisen right at the end of the Championship which may result in some delay in issuing the official results.

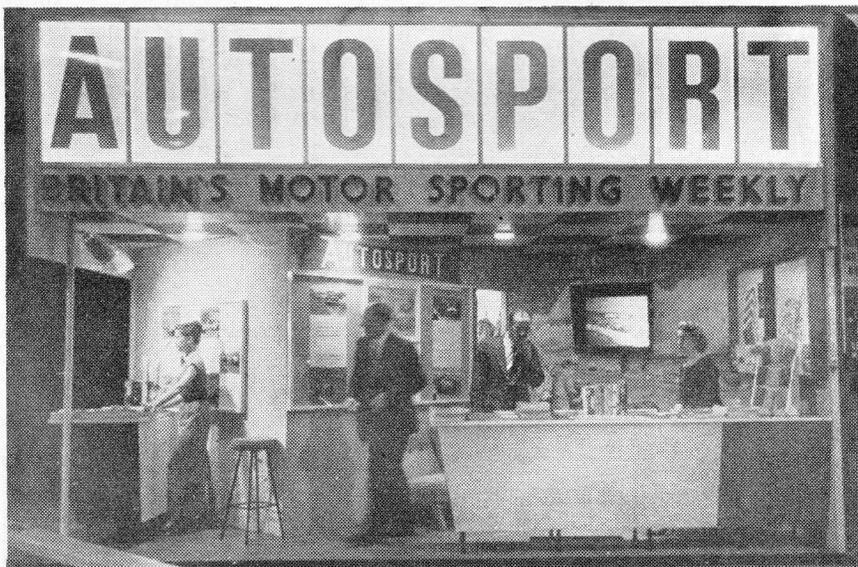
The final round should have been the Rallye Iberique, 23rd-26th October, usually organized by the A.C.s of Portugal and Spain. This year, however, it has been replaced by the Rallye de Portugal, organized by the Portuguese Club alone.

As this rally is only about 500 miles long, B.M.C. lodged a protest with the F.I.A. objecting to the results of such an event scoring for the Championship. This protest will almost certainly be upheld.

It was lodged solely on the grounds of principle—to uphold the status of the Championship. The results could not possibly affect B.M.C.'s star pair, Pat Moss/Ann Wisdom. They already hold a lead of seven points over their nearest rivals, Greta Molander/Helga Lundberg, who could only score another five points even if they won the Ladies' Class in the Portuguese rally.

This event is likely to have equally little bearing on the final destination of the male Championship, in which Gunnar Andersson leads Bernard Consten and Max Riess/Fritz Wencher by nine points, with Peter Harper a point behind them.

JOHN GOTT.



STAND 61—AUTOSPORT's home at the Earls Court Motor Show, visited by many sporting personalities.

GREEN COVER

ONCE again "Autosport" dons a green cover, to honour Stirling Moss's fine win for Vanwall in the Moroccan Grand Prix—and for the British marque's securing of the World Manufacturers' Championship.

"AUTOSPORT" CHAMPIONSHIP

OWING to the fact that C. W. Lawson (Porsche) had not completed the necessary six qualifying races, third place award in the 1,600 c.c. class goes to C. P. Tooley (M.G.A.).

"AUTOSPORT" VISITORS

AMONGST the many visitors who were at Stand 61 during the opening days of Earls Court were Mike Hawthorn, Ivor Bueb, Briggs Cunningham, Jean Behra, Jack Fairman, Roy Salvadori, Artur Kaser (Mercedes), Colin Chapman, Brian Lister, Cliff Allison, Graham Hill, Joakim Bonnier, John Beasley (Gough Industries), Norman Garrad (Rootes), Peter Harper, Denis Scott, Cuth Harrison, Edward Harrison, Jim Touchstone (Jaguars, N. America), Jim Hall (Texas), etc. etc.

STUART LEWIS-EVANS

THE little man with the big heart has gone. Last Saturday, Stuart Lewis-Evans succumbed to the severe injuries he received the previous Sunday, after a crash in the Grand Prix of Morocco at Casablanca. Son of a motor-racing father, Stuart rose to fame in Formula 3 racing, and rapidly became a great favourite with the crowds—particularly at Brands Hatch. He won countless races, first with his own Coopers, and more recently with the Beart-Cooper. One of his earliest Continental successes was in 1952, when he won the Grand Prix des Frontieres with a Cooper.

Stuart's ability was recognized by Rodney Clarke of Connaughts, and he was offered a place in the Grand Prix team. He quickly adapted himself to the higher form of motor racing, and it was a great disappointment to him when the Send concern withdrew from Grand Prix racing. However, he was signed up to drive for Scuderia Ferrari, and did extremely well in the 1956 Le Mans race. His heart was in Formula 1, but the chances of his becoming a full-time team member of the Ferrari G.P. team appeared remote, so, when Tony Vandervell found himself short of drivers owing to the illness of Stirling Moss, and Tony Brooks's injuries after the May Silverstone, he gave Lewis-Evans his chance to drive for Vanwall at Rouen in the 1956 French G.P. There was a slight mix-up owing to Ferrari's contract, but eventually this was overcome. Stuart caused a sensation in French racing circles by leading the Rheims F1 race till he was slowed by a slight oil leak which deposited a film on his goggles and windscreen. Eventually he finished third behind the winner, Musso (Ferrari).

When Moss and Brooks rejoined Vanwall, Lewis-Evans was retained to drive a third car. He made a major contribution to the success of Vanwall in Grand Prix racing, and could go as quickly as any of his team-mates when required to do so. It will be recalled that he made

NEW TEAM

AN interesting rally pairing next year will be Anne Hall and Nancy Mitchell, who will probably be driving a "works" Ford in the classic rallies. Possibly the most experienced of all feminine rallyists, Nancy was the Ladies' Champion in 1957 and 1956, whilst Anne was the co-Champion with Sheila Van Damm in 1953. Between them they have won the Ladies' Class in the Monte, Tulip (twice), Alpine (three times) and Liège-Rome-Liège, which must make them strong contenders for the Ladies' Championship in 1959.

FORMULA 1 IN THE STATES

THE Grand Prix of the United States, to be run over 260 miles at Sebring, has been approved by the F.I.A., the Sebring circuit announces. It has been listed on the international calendar and drivers will compete for World Championship points with cars complying with Formula 1 and Formula 2 requirements.

Date of the event has been fixed as 22nd March, which is the day after the annual 12-hour international sports car event at Sebring. An official of the Automobile Racing Club of Florida has said that although, obviously, the expense involved in bringing European cars and

drivers to America will be heavy, plans are in hand to meet F.I.A. requirements.

The Sebring G.P. will be the first championship event on the 1959 calendar and both Moss and Hawthorn are expected to open their "points accounts" in the race. Phil Hill, winner of last year's Sebring sports car event with the late Peter Collins, and eighth in the World Championship, will probably be competing in both races.

In connection with this somewhat historic occasion, John Webb and Alan Foster are running a charter aeroplane to Sebring for both races. The plane, a Douglas DC6B, will leave London for Miami about 11th March, and leaves the U.S. on the 22nd, after the Grand Prix. The aircraft is a 71-seater of Pan-American Airways and the return fare will be £160, compared with a normal tourist fare of £227, or normal first-class fare of £318. Car hire and hotel or motel bookings can be arranged and since a great many people had to be turned down for the Casablanca trip you are advised to look sharp about contacting Messrs. Foster and Webb at 27 Frith Street, London, W.1.

Incidentally, requests were made for a 707 and also for a Comet IV—neither is yet available for charter!

the best time in practice for the Italian G.P. at Monza, unofficially breaking the existing lap record. His role in the team was to back up Moss and Brooks, this he did admirably, displaying all the qualities which go to the making up of a really great Grand Prix driver.

Stuart still retained a love for F3 racing, found time to drive for Elva in several sports car races, and finished high up in this year's Tour de France with José Behra in a Porsche.

His loss has come as a great shock to

his countless friends and admirers. Mr. Vandervell did everything possible to save his life, but his injuries did not respond to the finest medical skill obtainable. Stuart Lewis-Evans will be sadly missed from the circuits, where his indomitable skill and likeable personality endeared him to all with whom he came in contact. To his wife Margaret, and his family, AUTOSPORT offers its deepest sympathy. Stuart was just 28 years of age, and was born in Luton, Beds. G.

★
**STUART
LEWIS-EVANS**
★



WIDE VIEW. With the Rootes Group stand of Hillmans in the foreground, this George Phillips photograph gives a fine introduction to the 1958 Motor Show.

Thus, the British designer is faced with the problem of satisfying an extremely conservative home market, while at the same time he must compete abroad with the more advanced Continental models. Under these difficult circumstances he is doing remarkably well. It is to be hoped, however, that the British public may eventually be educated into demanding more advanced cars, to the benefit of our export trade.

Nevertheless, among high performance cars, which are the special province of AUTOSPORT, Britain is well to the fore. As at Paris, so in London, the immensely

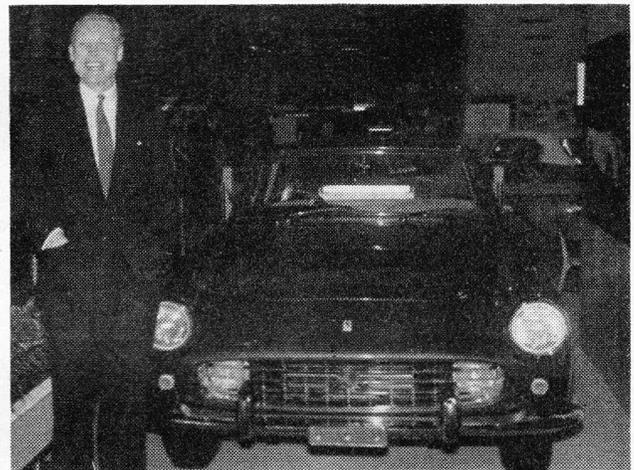
EARLS COURT 1958

JOHN BOLSTER
REVIEWS THE
LONDON MOTOR SHOW
 Photography by **GEORGE PHILLIPS**

THE 1958 London Motor Show is a colourful and well-staged exhibition on which the S.M.M. and T. are to be congratulated. One regrets the absence of the Vanwall, of course, and it is a pity that the Rt. Hon. R. A. Butler, in opening the show, did not mention the contribution that Tony Vandervell has made to British prestige. In all other respects, however, this year's show is a good one.

There are, perhaps, fewer outstanding novelties than usual. Before we criticize the British manufacturer for this, though, let us consider the requirements of the car-buying public. A survey has just been carried out by National Opinion Polls, Ltd., and the results are most illuminating. The British public, it appears, do not want advanced styling, nor do they seek mechanical changes. They are entirely satisfied with the cars that they have, which they find well suited to our smooth but crowded roads. Apart from improved fuel economy, there is no particular feature that the public would like to see altered.

★
HAPPY MAN! and not without reason. The new World Champion, Mike Hawthorn, stands by the Ferraris on his stand at the show.
 ★



potent Aston Martin DB4 is the car of the show. With purchase tax, this 3.7-litre luxury speed model costs almost £4,000, but in spite of that the demand is considerable. The weight is no more than that of the existing 3-litre car, and with 263 b.h.p. available the performance cannot be less than sensational.

The A.C. cars have undergone no alteration of note, but the all-independent chassis is still right up to date. A new plastic hardtop is now available for the Ace open two-seater. There is a worthwhile improvement to the Austin-Healey Sprite, for an entirely new hood and windscreen have replaced the original ones. The hood is inserted into a slot on the top of the screen, during which process the tubular frame is locked in a semi-retracted position. When the catches are released, the frame becomes spring-loaded against the fabric, which

ELUSIVE ÉLITES. In spite of the fact that it was introduced at last year's show, the Lotus Elite is only just going into production. Here an Elite shares the stand with an F1 Lotus. Graham Hill (left) calls in and takes a seat.



POTENT. One of the best of the medium-sized saloons at Earls Court is undoubtedly the new Volvo from Sweden, seen with a charmer in national costume.

is thus prevented from flapping. One of the six-cylinder cars on this stand is a riot of gold plating and has mink-covered seats!

The 3-litre Alvis chassis is unaltered, but the saloon and drophead bodies shown are of Park Ward manufacture, though the lines are obviously inspired by the original Graber coachwork. The new Armstrong Siddeley Star Sapphire is a 4-litre 6-cylinder car with pushrod-operated inclined valves. Its lines are conservative in the extreme, and the frontal treatment recalls Armstrongs of a much earlier era. Nevertheless, it is without doubt a high performance car.

The red cars on the Alfa Romeo stand are a joy to the connoisseur. Once again, it is a pleasure to feast one's eyes on the 2000 Spyder, which is the very compact four-seater convertible that we saw in Paris. A picture of Monza, with intermittently illuminated cars, is a stand decoration that does not quite "come off".



3.8-litre six-cylinder engine, and servo-assisted disc brakes.

Among the fastest cars in the show is the 5.9-litre Facel Vega. This 140 m.p.h.

magic carpet is now available with Dunlop disc brakes. In spite of its price, this car has quite a following in this country, and I am proud to have been the first British motoring writer to "discover" it. The immensely fast 250GT Ferrari coupés are attracting a crowd to Stand 118, or perhaps it is their salesman, Mike Hawthorn ("the Champ").

Of extremely sporting appearance, the new Frisky Sprint rear-engined car has a 492 c.c. 3-cylinder Excelsior power unit. It is intended to race this car as a "works" entry, and attempts at Sebring and Le Mans are contemplated, probably with a 750 c.c. power unit. All the Frisky models now have a new front suspension system with Ford-like geometry.

A very important new car is the Humber Super Snipe. The six-cylinder engine, with hemispherical combustion chambers, is obviously a highly efficient unit. Assuming that the car holds the road as well as the Hawk does, this must be a highly desirable and satisfactorily rapid machine.

The well-known Jaguar range of ultra-fast cars again defies all logic by the unbelievably moderate prices. New is the 3.8-litre Mk. IX, a six-seater car with servo-assisted disc brakes and power



★
*DON'T ALL RUSH!
She doesn't go with
the car. The girl is
Rita Royce. The
car is a Ford
Zephyr.*

A beautiful drophead "Continental" by Park Ward dominates the Bentley stand. Incidentally, the manual gearbox may once again be specified for these cars. The Bristol is another superb luxury car, of which the coachwork is now designed and executed wholly by the Company's own craftsmen. That well-made German car, the Borgward, may now be ordered with tail fins that contain the rear lamps, and are detachable. Another good high-performance Teuton is the well-known V8 BMW, and an engine of this make is now also used for the Frazer-Nash sports car.

A very British interpretation of the high performance theme is the Daimler Majestic, a large luxury car which is yet capable of a full 100 m.p.h. Of traditional appearance, it has a very efficient

ANOTHER WINNER FROM SOLIHULL. The new Rover three-litre is perhaps the most important new car at the Show, combining 100 m.p.h. performance with the usual superb Rover quality and finish.





TRULY a high-speed carriage, the Aston Martin DB4 is one of the potentially fastest cars on display with a claimed maximum speed comfortably in excess of 140 m.p.h., and capable of staggering acceleration figures.

steering as standard. Also with Dunlop discs all round, the 4-litre Jensen is another 120 m.p.h. car.

Traditionally a leader of fashion, the Lancia car was a pioneer of independent front suspension. Shortly after the war, the Farina-bodied Gran Turismo was the first of the modern sports coupés. Now, the Flaminia five-seater saloon, also by Farina, is exerting a tremendous influence on styling, of which more anon.

The Lotus stand must be one of the most important in the show for the enthusiast. Most of us secretly long to own an Elite, and the coupé is flanked by the only single-seater in the show, which may be ordered with a Formula 2 or Formula 1 Coventry-Climax engine.

Always a make to attract the lover of fine engineering, Mercedes-Benz place the accent this year on fuel injection. Both the 220 and 300 saloons are shown with this design feature, and a worthwhile power increase is secured in both cases throughout the range. The 190SL, on the other hand, retains its complex system of carburettors.

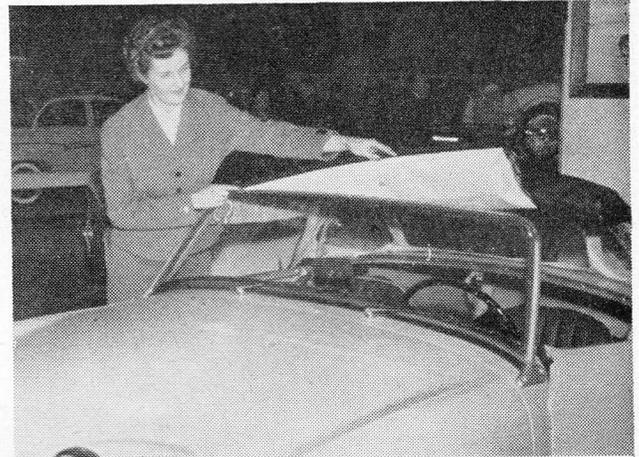
Naturally, the new twin-cam is the king-pin of the M.G. display. Capable of extremely high revolutions, this power unit is installed in a chassis with disc brakes and centre-lock wheels. This M.G. is every inch a sports car. Another thoroughly sporting make is the Morgan, which is shown as usual with Ford and Triumph engines. The new wire wheels

are featured, and a very dazzling polished chassis is exhibited. Rather pleasant is the open four-seater, a type of body which is seen all too seldom these days.

The NSU Prince is straight from Paris, where this pretty closed sports car earned golden opinions. The 583 c.c. single overhead camshaft vertical twin engine develops 30 b.h.p. in sports tune. The suspension is independent all round, one need scarcely say, and I very much hope to be able to try this car in the not-too-distant future.

Now imported and sold by Citroën,

★
NEW, EASIER hood fastening, replacing the earlier "press-stud" fitting, is featured on the Austin-Healey Sprite (right). Below, the chassis of the 3-litre Alvis is unaltered, but the handsome drophead and saloon bodies have been produced by Park Ward, one of our best-known quality coachbuilders.



finest 100 m.p.h. cars. The Triumph TR3 is unchanged since its "face-lift", and represents outstanding value among sporting machinery.

Puzzling in the extreme is the Volvo, for this astonishingly fast saloon is altogether quicker than it has any right to be! The engine is shown partly sectioned, and it is of straightforward modern design, but the reason for its abnormal performance is not apparent. Everybody should try to have a drive in this outstanding car.

Among the makes outside the select high performance field, there are some new very small cars. A new model of the Opperman Unicar is called the Stirling, and has had the capacity of its air-cooled engine increased to 424 c.c. It costs £541 7s., compared with £425 17s. for the smaller Unicar. The little Berkeley remains as before, but a longer wheelbase model, with full four-seater bodywork, has been added to the range. It is perhaps a bit "pricy" at £699 12s.

Two of the most interesting cars in the show are the Austin A40 and the

VIGNALE'S MICHELOTTI was called in to make some improvements to the styling of the Phase III Vanguard. How well he has succeeded can be seen in this photograph.

Renault Floride. Both these cars exemplify a revolution in appearance that is about to affect the whole industry, though at first they seem to bear no resemblance to each other.

The trend was started by Farina with a special body, which was eventually developed into the production Flaminia body on the Lancia. This shape deliberately revolts against the too-rounded and bulbous saloon that we have come to accept. The Austin is another brilliant Farina design, and it is as practical as it is effective aesthetically. There is some suggestion of the station wagon in both these bodies, but that is incidental. It is the straight line instead of the curve, and the deliberate fostering of the square look, that rests the eye after a surfeit of bulbous roofs, boots, and bonnets.



NEW BERKELEY (left)—now a full four-seater. With the three-cylinder Excelsior 492 c.c. two-stroke engine to power it, this should be a popular buy. The engine develops 32 b.h.p. against an all-up weight of 7 cwt. Quite impressive!

seater. The rear window rises and falls electrically. The Plymouth Fury has what appears to be a spare wheel cover in the tail, but I believe that it is in fact a dummy, and the spare is housed elsewhere. Odd! The display of tail fins on the American cars is spectacular, to say the least.

Well, that is the end of my space, and if some excellent cars have had to be left out, I hasten to apologize. Apart from the fact that two-pedal control has unexpectedly lost ground, there are no marked trends, but those new-look cars are just round the corner. On the whole, it is a good show, and if plenty of bright colours abound, better use is being made of them than ever before, especially in the blending of body and upholstery shades. The Carriage Builders (yes, that's still the name) section is frankly disappointing, and at least two unfortunate Rolls-Royce chassis are supporting bodies that smell of 1932. If only a British Farina or Michelotti would arise!

The Floride, which was the work of Frua, is even more revolutionary, for hard lines are incorporated in a coupé. The frontal treatment and the shoulder line are examples, and the result is quite exceptionally attractive. Curiously enough, the conservative British do not find the Floride too advanced, and one

hears, over and over again, the epithet "prettiest car in the show" being applied.

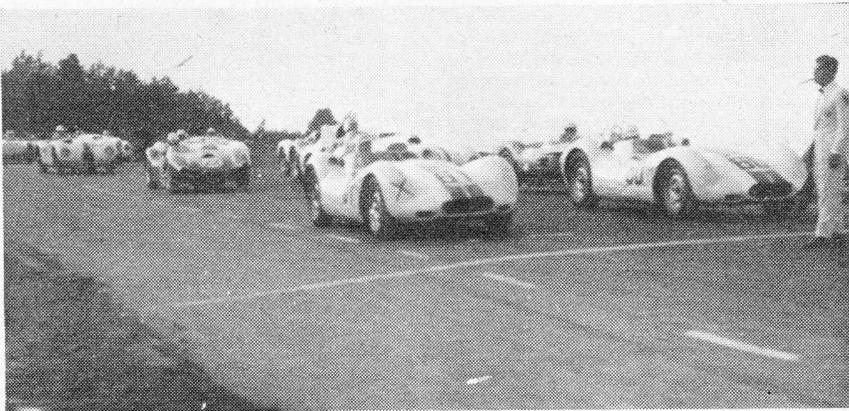
The trend, then, is away from bulbous curves, and in saloon cars the "station wagon look" is coming to stay. Talking of station wagons, the Dodge Suburban has an extra bench-type seat facing backwards, making it at least a nine-



THE OPPERMAN STIRLING (left) sporting runabout is a very pretty little fibreglass-bodied vehicle. All-independent suspension is employed. UNIQUE: The DAF is the first Dutch car since the Spyker. It employs a unique form of belt transmission.

LINE-UP for the "Grand Prix". In the front row are (left) Walt Hansgen and Ed Crawford in Lister-Jaguars; behind Hansgen is Bill Sadler's Sadler Special, which made B.T.D. at the 1957 Brighton Speed Trials.

RACE day dawned clear and beautiful in the scenic village of Watkins Glen, New York, where 11 years ago a body of far-sighted enthusiasts revived sports car racing in the United States. But four miles out of the village a pea soup fog drenched the hill where the 2.3-mile course is located. Driving along the course, many small fires could be observed to promote the illusion of warmth and also utilized for cooking



Watkins Glen Grand Prix

Varied entry and keen competition at American Sports Car Meeting

coffee and breakfast. Many had camped near the course all night in tents, trucks, trailers and even buses to ensure a good view of the races on Saturday.

Hardy souls, tenaciously hanging on to summer, came attired in shorts and shivered in the grey dawn. Others, more conservative and with one ear tuned to the weather forecast, were clothed in heavy sweaters and parkas for driving in the open sports cars.

The dense fog which had surrounded the hill and completely engulfed the course began to swirl and billow and then reluctantly retreat before a light breeze which developed shortly before race time. As it lifted, endless strings of traffic on all approach roads to the course were revealed and beautiful Seneca Lake was visible from the infield. However, the sun did not break through until noon when the mercury began to rise quite rapidly.

Wheel-to-wheel competition, so close that it was difficult for observers to tell which was the winner, a terrific battle between a "Special" and two Lister-Jaguars, numerous spins, some skilful avoiding action and a few flips rewarded the hardy souls who ventured out to this fog-engulfed course.

Much interest is always evinced in the unusual and some interesting cars could be observed at this meet. The Coopers and other Formula 3 cars always hold a fascination for the crowd even though their throaty roar makes all communication impossible except by sign language. One caught fire in the paddock but it was put out by the ever-ready extinguisher. These erratic performing little bombs numbered one dozen but seemed like a whole swarm of bees.

The small red Martin T built by the ingenuity of Martin Tanner and powered by a SAAB engine won a second in Class H Modified.

The workmanship on the beautiful special built by Herb Jordan, of Toronto, Canada, was worth a closer look. The aluminium body was entirely fashioned by Mr. Jordan in his home workshop and presented a very neat and stream-

lined appearance. He inserted a Vincent motorcycle engine which gave a good account of itself on practice day. The plugs became fouled before the Seneca Cup race and it did not get started in time to enter, which was a disappointment.

One could observe the Hi-Tork Special, a blown Corvette engine in a Ferrari chassis and featuring a Hi-Tork limited slip differential. Driven by Rich Lyeth, this car ran in sixth and seventh places for about three-quarters of the Grand Prix race when it quit.

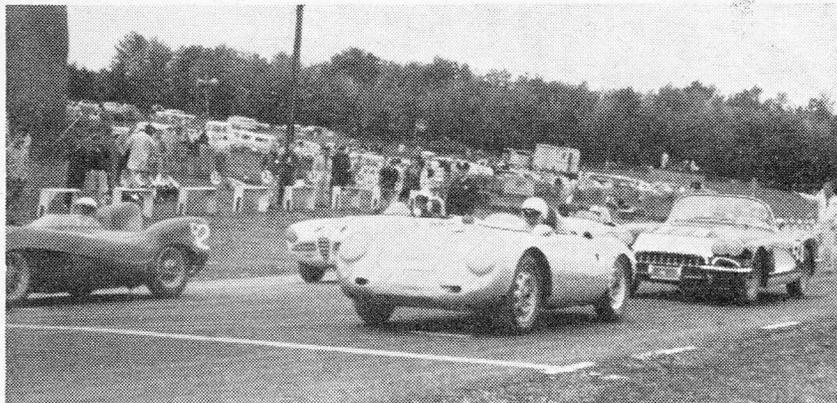
One of the specials which was the centre of much interest was the car built by Bill Sadler of St. Catharines, Ontario, Canada, and the winner of the Glen Classic feature race in June. This Corvette-powered bomb was designed and built by Bill and is an exceptionally fast and good handling car.

Friday was practice day, but sandwiched in between practice sessions, the ladies thrilled the spectators with a fine exhibition of driving in the Ladies' Race. At the drop of the starter's flag Suzy Dietrich, in a silver coloured Porsche 550RS, sprang into the lead followed closely by Peg Wyllie in a Lotus-Climax, Laura Dasey in a Corvette, Beulah Bailey in an Alfa Romeo Veloce and Peg Gelder in an M.G.A. At the end of the first lap, this was the order of the cars: Mrs. Dietrich was ahead of Mrs. Wyllie by half a length. Mrs. Dasey and Mrs. Bailey were jockeying for third spot on the tail of the Lotus. Suzy Dietrich spun out before the

chicane on the second lap and backed into a pole, bending the right rear fender. She could not get the car started again to enter the competition. Mrs. Wyllie led from then on but was constantly harassed by Beulah Bailey in the Alfa Romeo who had passed the Dasey Corvette. At the end of the 11 laps Peg Wyllie had about 1½ seconds lead on her nearest rival, Mrs. Bailey.

The first three cars for 29 laps in the Grand Prix Race at Watkins Glen this year were two expensive Lister-Jaguars from the Cunningham stable, driven by Walt Hansgen, high point driver in S.C.C.A. competition, and Ed Crawford, second in points standing, and the Sadler Special piloted by Bill Sadler. Sadler made a desperate bid for the lead on take-off and pulled around the Jaguars which were in grid spots one and two, but went off on the side a bit and lost traction so he had to put up with third spot. It was Hansgen, Crawford and Sadler for three laps with no one giving an inch. Then Crawford took over first place and left Hansgen to deal with Sadler. The gallant efforts of Bill Sadler to make this race a true contest received a tremendous cheer from the crowd as Sadler passed Hansgen into second spot on the 11th lap. By this time Crawford had built up quite a lead—it doesn't take long to build up a margin in the Momo-tuned, high-performance Jaguars. Sadler managed to hold off Hansgen for 13 laps when Hansgen again passed into second place. A quick pit stop was made by Sadler in the 29th lap because of an oil leak. He did not lose third position but had to pull out for good in the next lap with oil leaking from the gearbox.

Third place in this 44-lap event then went to Gaston Andrey in a Ferrari 4.1. Bob Holbert, who, as always, gave a



START of the ladies' race, with Suzy Dietrich (Porsche) sharing the front row with the ultimate winner, Peg Wyllie (Lotus).

fine exhibition of skilful driving and manoeuvring in his Porsche 550RS, was a constant threat. He finished a few seconds behind Andrey.

Holbert won the 22-lap Queen Catherine Cup Race to qualify for the Grand Prix. He averaged 85.2 m.p.h. and his fastest lap was 87 m.p.h. Don Sessler in another Porsche 550RS pushed Holbert all the way and even passed him for a few brief moments in the back stretch. However, Holbert regained first place and managed to keep it from then on. These two flying aces lapped all cars, even third place Newton Davis, also in a Porsche. Meanwhile Chuck Dietrich in an Elva Mk. II and Floyd Aaskov in a Lotus Mk. XI were staging their own battle for first honours in Class G Modified. With only five laps to go, Aaskov took over for the last time leaving Dietrich second in class.

The Seneca Cup Race for unrestricted and Formula 3 cars was a noisy fray as an Effy and a Kieft plus a variety of Coopers revved their motors to follow the unrestricted class containing such cars as "Poison Lil", the Grand Prix Maserati of George Weaver which has raced many years at the Glen. This year it did not complete the first lap due to a broken hose. There was the old faithful Chrysler-powered Maserati of Phil Cade which not only finished the race this year but came in first, beating the Cad.-Allard of Bob Bucher who won last year's event in the same car. The first two places were never more than a few seconds apart from the fourth lap on and when Bucher spun on the sharp right turn before the start-finish line on the ninth lap, Cade went into the lead and stayed there for two laps to finish two seconds ahead of Bucher. Third place was taken by Dick Matthews in a Chev.-Healey.

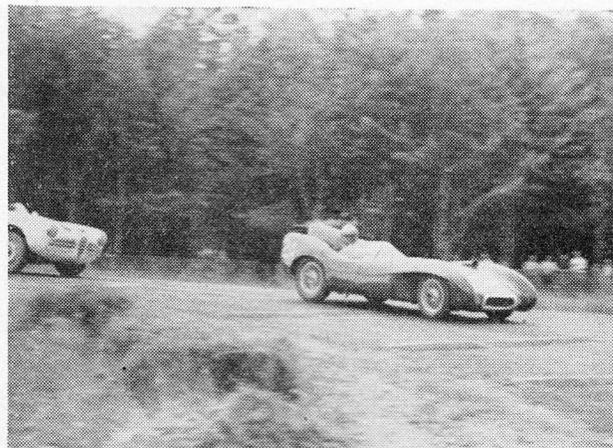
On the second lap the Allard of Lt. Patterson spun on the right angle turn. Two Coopers also spun and for a moment a general scramble looked inevitable. However, by quick manoeuvring the other cars managed to get by and the spinning cars also continued on in the race. Paul Richards and Jacques du Pont duelled for first honours with du Pont winning out.

Twenty-seven cars—21 of which were of the "A" series—made up the Collier Brothers Memorial Race restricted to M.G.s. Sherm Decker, 1956 winner and also this year's winner in the Glen Classic in June, and Bob Bucher, 1957 winner, and Ross de St. Croix, a well-known Canadian driver from Verdon, fought it out for the lead down to the last cubic inch.

Jack Paveling had a short-lived first place when he was replaced by Murray Clark for one lap. Then Bucher took over the lead in the third lap. Meanwhile Decker was working his way up through several cars and passed Bucher in the sixth lap. St. Croix had worked his way up to second spot behind Decker. In the ninth lap, Bucher again made his bid for first place and passed St. Croix. He moved up on Decker and in the 10th lap was wheel to wheel with him. The breathless crowd saw the two coming into the last turn side by side. They touched wheels but, by skilful manoeuvring, both cars freed and sped away to the chequered flag, going over the line with Bucher in the lead by a nose (an M.G. nose), leaving St. Croix in third place.

Arch Means, in an A.C.-Bristol, won

★
LEADING Beulah Bailey's Alfa Romeo into a sharp right-hander is Peg Wyllie (Lotus).
★



a well-deserved victory in the Dix Cup Race. Starting in 17th spot he was in second place on the fourth lap, taking over first place from Ed Hamburger, also in a Bristol, on the ninth lap. Hamburger spun three times but managed to come back to finish fourth. Spots two and three were taken over by Harry Carter and Richard Hogue in Bristols. This 22-lap race was led by Dick Thompson in an Austin-Healey for the first three laps. He lost out to the Bristols but managed to get a first in class.

D. C. Donoghue, Jr., in an M.G.A. and David Schiff in an Alfa Romeo both overturned in the Schuyler Carrera Race causing the caution flag to be displayed while the ambulance took the drivers to the hospital for further examination. They were later released. Harry Blanchard driving a Porsche took over the lead in the first lap when Ed Hoyos went off the course. Hoyos then worked up to second spot when he spun again on the 10th lap and gave up the race. Donald Wolfe then took over and finished in second in another Porsche. Third place winner, John Curran, changed places several times with Charles Stoddard in an Alfa Romeo, who won a first in class.

Dean McCarthy, a veteran Corvette driver, paced the Glen Trophy Race for two laps when he spun out on the same old right angle turn that was taking quite a toll in every race. Three other cars followed McCarthy's lead putting James Jeffords into first place. He was just inches ahead of Ed Leavens of Toronto, Canada. These two drivers seemed to be quite evenly matched and were lapping consistently until Leavens had to take the escape route in the 18th lap allowing Ben Moore to gain second place. In trying to make up lost time, Leavens again wandered into the field giving up another place to Harry Carter in a Jaguar XK150S.

In this race Frank Adams flipped his Ferrari coupé in the final lap and was taken to the hospital where he was treated for cuts. He was later released.

Plenty of good and fast competition made this day memorable. The old records fell and were replaced by new records, to be broken next year.

ROSE MONROE.

Results

Seneca Cup Race (Unrestricted and Formula 3): Overall: 1, Phil Cade (Maserati), 80.8 m.p.h.; 2, Bob Bucher (Cad.-Allard); 3, Dick Matthews (Chev.-Healey). **F3:** 1, Jacques du Pont (Cooper-Norton); 2, Paul Richards (Cooper); 3, James Haynes (Cooper Mk. II).

Collier Brothers Memorial (F Production and G Production): Overall: 1, Bob Bucher (M.G.A.),

70.8 m.p.h. **F Production:** 1, Bob Bucher (M.G.A.); 2, Sherm Decker (M.G.A.); 3, N. Ross de St. Croix (M.G.A. coupé). **G Production:** 1, Van Conway (M.G. TD); 2, Eric Pettit (M.G. TC); 3, John S. Tame (M.G. TF).

Dix Cup Race (E, D and H Production): Overall and E Production: 1, Arch Means (A.C.-Bristol), 75.6 m.p.h.; 2, Harry Carter (A.C.-Bristol); 3, Richard Hogue (A.C.-Bristol). **D Production:** 1, Richard Thompson (Austin-Healey); 2, Robert Davison (Austin-Healey); 3, John Colgate (Austin-Healey). **H Production:** 1, Dick Toland (D.B. coupé); 2, Howard Hanna (D.B.); 3, Bob Fehnel (D.B.).

Queen Catherine Cup Race (F, G and H Modified): Overall: 1, Robert Holbert (Porsche RS), 85.2 m.p.h. **F Modified:** 1, Robert Holbert (Porsche RS); 2, Don Sessler (Porsche RS); 3, Newton B. Davis (Porsche). **G Modified:** 1, Floyd Aaskov (Lotus Mk. XI); 2, Charles Dietrich (Elva Mk. II); 3, Frank Baptista (Elva Mk. III). **H Modified:** 1, John Milos (Osca); 2, Martin Tanner (Martin T); 3, Jim Eichenlaub (Bandini).

Schuyler Carrera (F and G Production): Overall: 1, Harry Blanchard (Porsche), 73.4 m.p.h. **F Production:** 1, Harry Blanchard (Porsche); 2, Donald Wolf (Porsche); 3, John Curran (Porsche). **G Production:** 1, Charles Stoddard (Alfa Romeo); 2, David Elder (Alfa Romeo); 3, Norm Webb, Jr. (Alfa Romeo).

Glen Trophy (B and C Production): Overall: 1, James Jeffords (Corvette), 77.9 m.p.h.; 2, Ben Moore (Corvette); 3, Harry Carter (Jaguar XK 150S). **B Production:** 1, Jeffords; 2, Moore; 3, Ed Leavens (Corvette). **C Production:** 1, Carter; 2, George Reed (Ferrari coupé); 3, Robert Ryan (Jaguar XK 140).

Grand Prix (C, D, E, F and G Modified): Overall and C Modified: 1, Ed Crawford (Lister-Jaguar), 88.4 m.p.h.; 2, Walt Hansen (Lister-Jaguar); 3, Gaston Andrey (Ferrari 4.1). **D Modified:** 1, J. Edward Huges (Ferrari TR); 2, E. D. Martin (Ferrari TR). **E Modified:** 1, Gil Geitner (Ferrari TR); 2, Richard Milo (A.C.-Bristol). **F Modified:** 1, Robert Holbert (Porsche RS); 2, Don Sessler (Porsche RS). **G Modified:** 1, Frank Baptista (Elva Mk. III); 2, M. R. J. Wyllie (Lotus-Climax). **Fastest lap:** Ed Crawford, .92 m.p.h.



AVAILABLE through leading florists is this veteran car-styled flower basket.



HAWTHORN—CHAMPION OF THE WORLD

Dramatic Bid by Moss at Casablanca—Victory and Fastest Lap but Mike takes Vital Second Place—Phil Hill's Part in Ferrari Strategy—Constructors' Championship for Vanwall—Fatal Accident to Stuart Lewis-Evans

By GREGOR GRANT

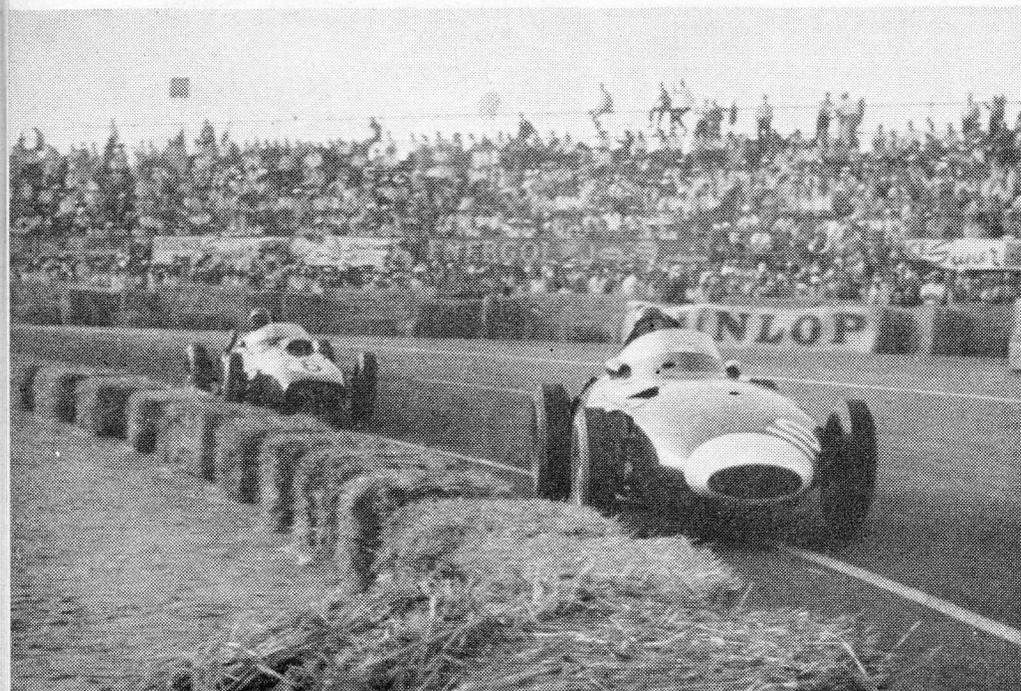
Photography by GEORGE PHILLIPS

STIRLING MOSS (Vanwall) took the major honour in the Grand Prix of Casablanca on Sunday, 19th October, winning the race outright and setting a new lap record of 2 mins. 22.5 secs. (117.8 m.p.h.). However, the Championship of the World went to Mike Hawthorn (Ferrari), aided and abetted by the American driver, Phil Hill (Ferrari), who played a vital role in securing Hawthorn's second place, which was essential if Mike were to win the title. Moss's hopes of becoming champion vanished when Tony Brooks retired, and Vanwalls could do nothing about the two Ferraris.

Joakim Bonnier drove a magnificent race for B.R.M., but it was rather too much to expect him to jeopardize his

MIKE HAWTHORN (top of page) is now World Champion and looks rightly delighted, accompanied by Phil Hill and the jubilant Ferrari mechanics.

TONY BROOKS (left) led Hawthorn at one stage and might well have wrested the championship from Hawthorn for Moss, had his Vanwall not broken down.



chances of finishing by becoming involved in a battle with Hawthorn and Hill.

Unhappily there was a series of accidents in the last half of the race. Gendebien (Ferrari), Bridger (Cooper) and Picard (Cooper) all crashed near each other at the notorious "brickyard corner". Gendebien and Picard were seriously injured, but Bridger escaped with a shaking. Not long afterwards Stuart Lewis-Evans crashed at high speed, and his Vanwall burst into flames. He was removed to hospital suffering from severe burns, then flown to England in a Viscount chartered by Tony Vandervell. He was taken to East Grinstead hospital for skin-grafting operations but later died from his injuries.

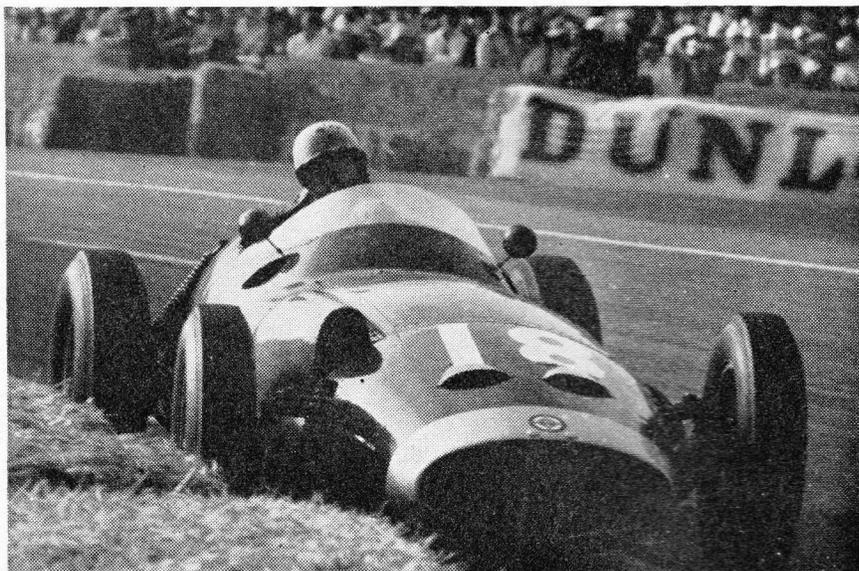
Jack Brabham (Cooper) won the Formula 2 section, and secured the *Autocar* British F2 Championship for 1958. New Zealander Bruce MacLaren was runner-up—also in a Cooper.

To Vanwall went the Grand Prix Constructors' Championship of the World, and to Cooper the F2 Championship.

* * *

THE B.R.M. team of four cars, together with mechanics and spares, were flown out to Casablanca in a DC4 chartered from T.A.I. Scuderia Ferrari had Dunlop disc brakes on Hawthorn's car, Girling units on Gendebien's machine, whilst Phil Hill's had the normal drum brakes. Carroll Shelby's Maserati entry was taken over by Wolfgang Seidel, and Jack Fairman was nominated to drive a works Cooper along with Roy Salvadori.

Friday's training session was held in brilliant sunshine, tempered by a slight breeze from the Atlantic ocean. Best time was recorded by Jean Behra (B.R.M.) with 2 mins. 25.2 secs. (188.479

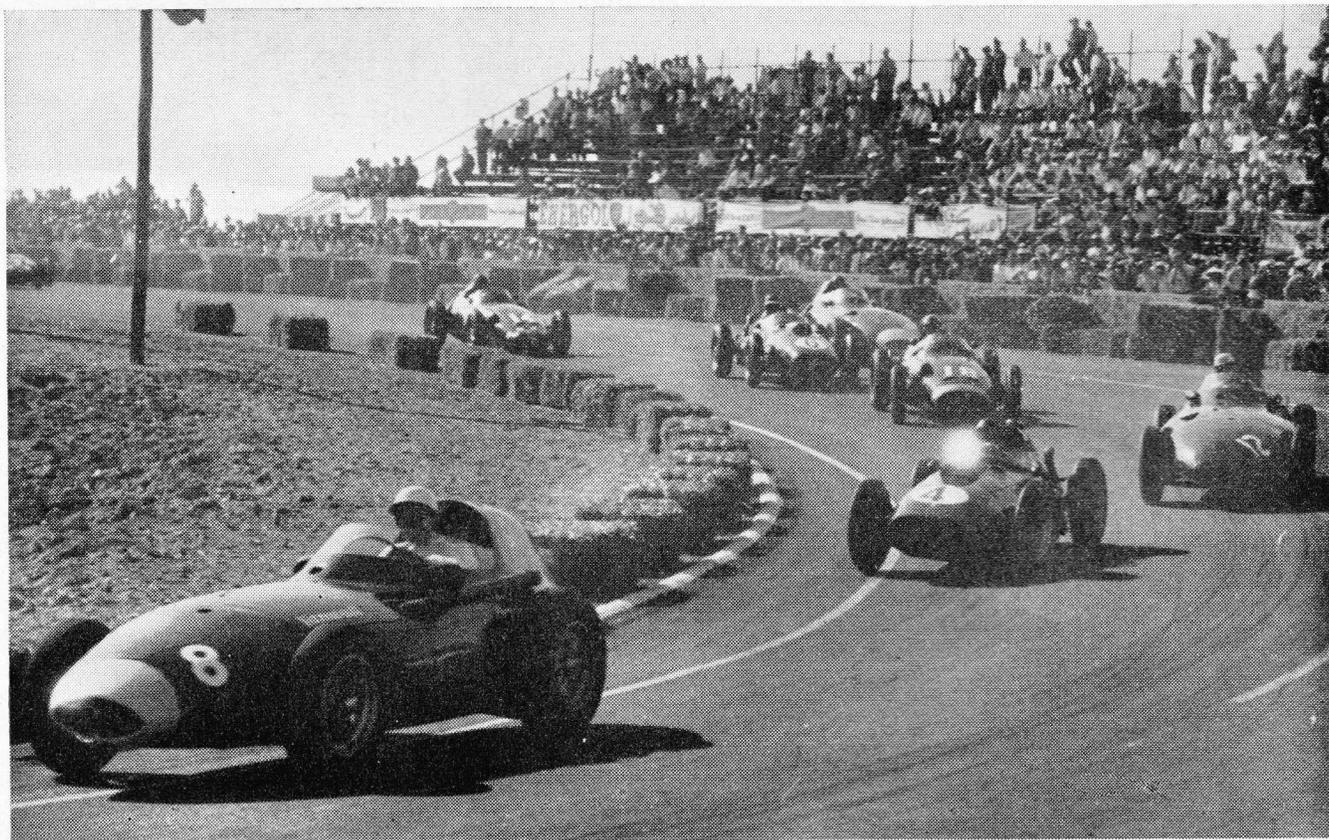


JOAKIM BONNIER brought his B.R.M. into fourth place in the race after a fine drive during which he was always amongst the leaders.

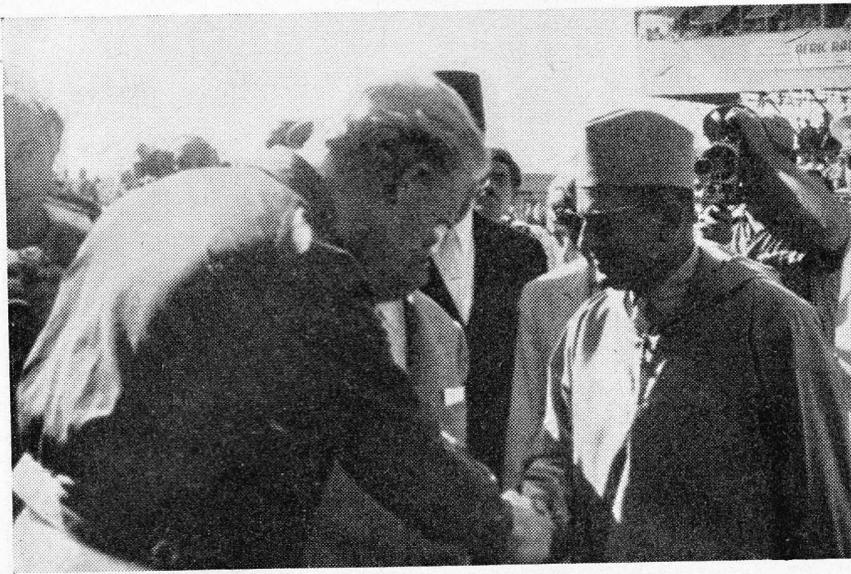
k.p.h.), just 0.4 secs. quicker than Fangio's 1957 circuit record. Next in order were Tony Brooks (Vanwall)—2 mins. 25.6 secs., Mike Hawthorn (Ferrari)—2 mins. 25.7 secs., Moss (Vanwall)—2 mins. 26.0 secs., and Schell (B.R.M.)—2 mins. 26.4 secs. Vanwalls were troubled by intermittent misfiring, and many plug changes were effected. Ron Flockhart's B.R.M. had bothers with the hydraulic braking system. Fastest of the F2 cars was Jack Brabham's Cooper (2 mins. 43.3 secs.), followed by the promising Moroccan driver La Caze (Cooper) with 2 mins. 48.2 secs.

Some concern was expressed by drivers at the presence of both F1 and F2 cars on such a fast circuit, the general consensus of opinion being that there should have been two separate events. Also it was hoped that careful attention would be paid to keeping the course free from oil, after the Two Hours G.T. race which preceded the Grand Prix.

By Saturday the boys had the hang of the circuit, and no less than eight drivers were under Fangio's record. Hawthorn was fastest with 2 mins. 23.1 secs., just one-tenth quicker than Moss's Vanwall. Lewis-Evans and Behra were also in the



FIRST LAP: Stirling Moss takes the lead, followed by Phil Hill and Stuart Lewis-Evans. Hawthorn is still well back.



BEFORE the race, Mike Hawthorn is presented to the King of Morocco, Mohammed V.

"twenty-threes" and Brabham got down to 2 mins. 36.6 secs. with his F2 Cooper, nearly 5 secs. better than the next best, MacLaren.

All drivers were presented to the King of Morocco before the race, a most colourful spectacle, with a picturesque military band and the monarch's special bodyguard in close attendance. Tubby "Toto" Roche from Rheims acted as starter, and, as usual, it was a bit of a nonsense. Without warning the flag fell, and bewildered drivers were left to sort things out as best as they could—after the front row had left, with Moss and Lewis-Evans out-accelerating the rest, and Phil Hill snapping ahead of team-mate Hawthorn.

Long before the excited babble from the great crowd had died down the cars were round again, with Phil Hill in the lead—only just—from Moss, closely followed by Hawthorn and Bonnier; then came Brooks, Lewis-Evans, Behra, Schell and Gendebien in that order. Hill took to the escape road at Ain-Diab, and came past the pits 4 secs. behind Moss, whose engine was spluttering badly. Hawthorn had managed to edge past Bonnier; Trintignant was trying to take Gendebien for eighth place—both ahead of Behra.

Phil Hill dropped back to fourth place behind Bonnier, who was going really well, whilst Moss and Hawthorn went to it in a battle for the lead. However, the Vanwall was going faster and faster, and on lap 4 had pulled out 3.3 secs. over Mike's Ferrari. Phil Hill came into the picture once more, and was overhauling Bonnier at a great pace. He came through on lap 5 in third place, closing up on Hawthorn. Brabham led the F2 section, followed by MacLaren and Picard.

Hawthorn seemingly decided not to become involved in a wheel-to-wheel struggle with Moss, which was obviously Hill's role. Again, Vanwalls had to depend on Brooks or Lewis-Evans splitting the Ferraris, although Bonnier's flying B.R.M. presented a problem. Hill swept past Hawthorn for second place, and determinedly set off after Moss, who was driving at his most brilliant best. Despite the curious spluttering from his

engine, Stirling went faster and faster, and after 10 laps was 9 secs. in front of the American. Gendebien, after a poor start, had moved up to seventh place—now in front of Lewis-Evans—but Brooks could still not catch Bonnier. Behind, many exciting battles had developed, but all eyes were on the grim Vanwall-Ferrari struggle.

Brooks began to come closer and closer to the B.R.M. He just had to split the red cars to help Stirling's great bid for the title! On the 13th lap the Vanwall was in fourth place, and Tony now began his pursuit of Hawthorn. Next time round the two cars were together, and Mike must have been pretty worried at this stage. He could not leave Brooks to challenge Hill, thus relegating him to fourth place. It was absolutely vital that he secured second place, otherwise Moss might win the title!

Trintignant had disappeared, and was next seen pushing his crippled Cooper to the pits, only to retire with final drive trouble. Graham Hill (Lotus) lost several places owing to a pit-stop through overheating. Jack Fairman led the Coopers, just ahead of Allison's Lotus. Masten Gregory's Maserati developed damper troubles, and he lay in 10th place behind Lewis-Evans and Schell.

Hill speeded up, and set up a new lap record of 2 mins. 23.5 secs. This was duly communicated to Moss by Vanwalls. Brooks took Hawthorn, and brought the record down to 2 mins. 23.3 secs. This was not according to the book, and now Stirling really went to town with a shattering 2 mins. 22.9 secs. on his 20th circuit. His Vanwall now had a crumpled nose, the result of a shunt with Seidel's Maserati which struggled into the pits looking very second-hand.

The position at 20 laps was:—

1. Moss (Vanwall), 48 m. 24.4 s. (188.453 k.p.h.).
2. Hill (Ferrari), 48 m. 37.8 s.
3. Brooks (Vanwall), 48 m. 55.7 s.
4. Hawthorn (Ferrari), 48 m. 59.2 s.
5. Bonnier (B.R.M.); 6. Gendebien (Ferrari); 7. Behra (B.R.M.); 8. Lewis-Evans (Vanwall); 9. Schell (B.R.M.); 10. Gregory (Maserati).

| Starting Grid | | |
|--|--------------------------------------|---|
| Lewis-Evans (Vanwall) 2 m. 23.7 s. | Moss (Vanwall) 2 m. 23.2 s. | Hawthorn (Ferrari) 2 m. 23.1 s. |
| P. Hill (Ferrari) 2 m. 24.1 s. | | Behra (B.R.M.) 2 m. 23.8 s. |
| Bonnier (B.R.M.) 2 m. 24.9 s. | Brooks (Vanwall) 2 m. 24.4 s. | Gendebien (Ferrari) 2 m. 24.3 s. |
| Schell (B.R.M.) 2 m. 26.4 s. | | Trintignant (Cooper) 2 m. 26.1 s. |
| Gregory (Maserati) 2 m. 27.6 s. | G. Hill (Lotus) 2 m. 27.1 s. | Fairman (Cooper) 2 m. 27 s. |
| Flockhart (B.R.M.) 2 m. 29.8 s. | | Salvadori (Cooper) 2 m. 28.6 s. |
| Hermann (Maserati) 2 m. 35.1 s. | Gerini (Maserati) 2 m. 35.1 s. | Allison (Lotus) 2 m. 33.7 s. |
| Seidel (Maserati) 2m. 38.2 s. | | Brabham* (Cooper) 2 m. 36.6 s. |
| La Caze* (Cooper) 2 m. 43.1 s. | Bridger* (Cooper) 2 m. 42.5 s. | MacLaren* (Cooper) 2 m. 41.2 s. |
| Guelfi* (Cooper) 2 m. 47 s. | | Picard* (Cooper) 2 m. 46 s. |

* F2.

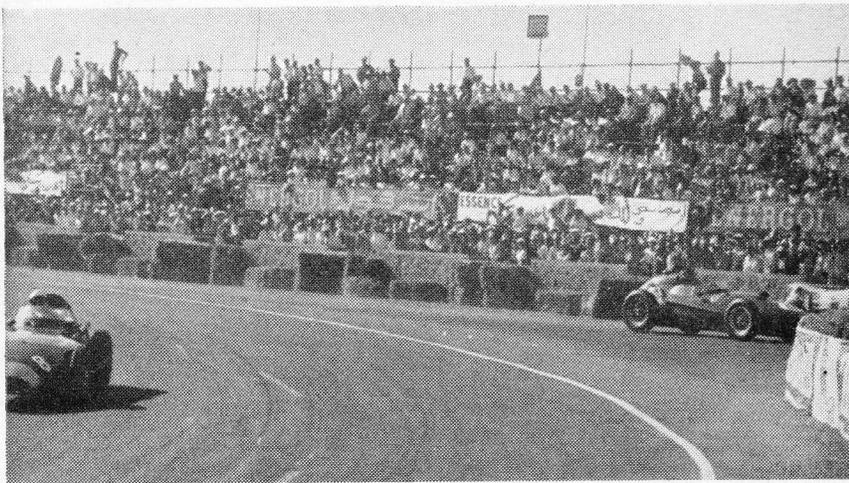
Moss was now very much in the ascendancy, and with Brooks in third place his Championship hopes looked extremely promising. Hill was not making much impression on the leading Vanwall, which was about 20 secs. in front. On the other hand, Brooks was not coming much closer to the little Californian.

Flockhart retired his B.R.M. after breaking a camshaft, and Behra suddenly gave up on lap 26 for no apparent reason. Fairman continued to lead his team-mate Salvadori, the 2-litre car apparently being as fast as its 2.2-litre stablemate.

Then came the turning point of the whole race. Brooks's car went through with ominous-looking puffs of black smoke coming from the exhaust, and a haze surrounding the cockpit. His engine blew up, and Moss's Championship hopes went with it. Then Gendebien spun at the notorious "brickyard", and collided with Bridger's F2 Cooper. Not long afterwards Picard crashed in his F2 Cooper, and the helicopter was brought into service. The Belgian was taken to hospital with head injuries and suspected rib fractures, Picard was even more seriously injured, but Bridger escaped with a shaking.

With the two Ferraris firmly in second and third places, Moss's only hope lay in Hawthorn packing up, or sudden aid from Bonnier's B.R.M. which still was within striking distance of the Maranello cars. Lewis-Evans could still come up for the final reckoning, but had a great deal of leeway to make up. So we had Moss out on his own in front, followed by the Ferraris, and Bonnier's B.R.M. Phil Hill was now given the "slow-down" signal, to allow Mike to move into second place. Only Moss, Hill, Hawthorn, Bonnier and Lewis-Evans were on the same lap, although Harry Schell was making a determined bid to repass Moss.

On lap 39 Hawthorn came past the pits in second place, tailed by Phil Hill.



Neither was making the slightest effort to catch Moss, whose lead had stretched to 75 secs. However, the Ferrari pit was more than interested in Bonnier, who could quite easily cause the best-laid plans, etc.—to gang a-gley.

With 41 laps on the board, an ominous pillar of black smoke belched up on the backleg of the circuit. Lewis-Evans had crashed and was severely injured. Drivers came through with taut faces, as the life-saving helicopter went on its errand of mercy.

It was all over bar the shouting. Moss's great effort had failed, and Hawthorn had merely to trundle to the finish so long as Bonnier was kept at bay. Harry Schell repassed Moss to get back on the same lap: Salvadori took Fairman for seventh place behind the consistent Gregory, where dampers had almost completely disappeared.

Rosche got the chequered flag ready, but hadn't a clue as to when the race was due to finish. Eventually he managed to discover that Moss was on his last lap, and duly waved the flag. Stirling acknowledged by a "thumbs up" signal. He had won the most vital G.P. of the year, did everything that was expected of him, but the title was Hawthorn's.

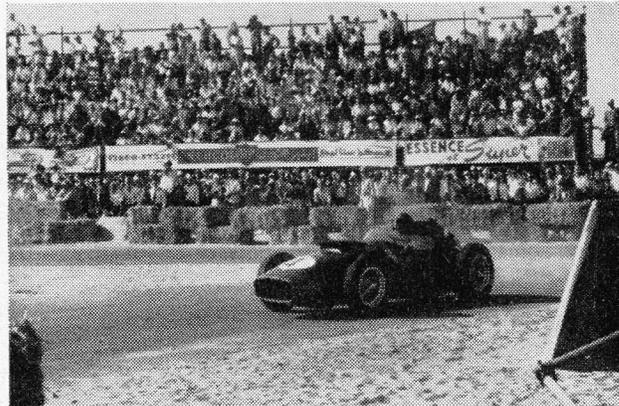
Mike, safely in second place, gave himself a boxer's salute as he went past the pits—first British driver to be Champion of the World. Anyway, Stirling made certain of his umpteenth B.R.D.C. Gold Star, and secured for Tony Vandervell the G.P. Constructors' Championship of the World.

It was surely one of the most intriguing races held since the World Championship was introduced. I am sure that everyone's sympathies are with Stirling Moss, who achieved the seemingly impossible, and, owing to the system of marking adopted by the F.I.A., lost the Championship to Mike Hawthorn by the narrowest margin possible, although winning four *grandes épreuves*, against Hawthorn's one!

On the other hand, Mike has shown remarkable consistency, finishing in every race except Monaco and Nürburging. At Rheims he was positively brilliant, and, with the possible exception of

AIN-DIAB CORNER is the first one after the start, and on the first lap the middle of the field comes through. Here Cliff Allison (Lotus) leads McLaren and Picard (Coopers).

★
ERROR of judgment at Ain-Diab Corner cost Phil Hill a few seconds. He overshot (above) and had to take to the escape road, while Moss, whom he was following closely, took the corner. Phil rounded the "island" and rejoined the race with little delay (right).



Zandvoort, was always a possible winner.

Tony Brooks was very despondent: he had set out to hold off Hawthorn, and was certainly doing so when mechanical failure intervened. Curiously enough, Vanwalls were convinced before the race that his (Brooks's) car was better than Moss's—Stirling didn't agree, which was possibly a good thing!

I have read elsewhere that Mr. Vandervell holds himself responsible for the unfortunate accident to Stuart Lewis-

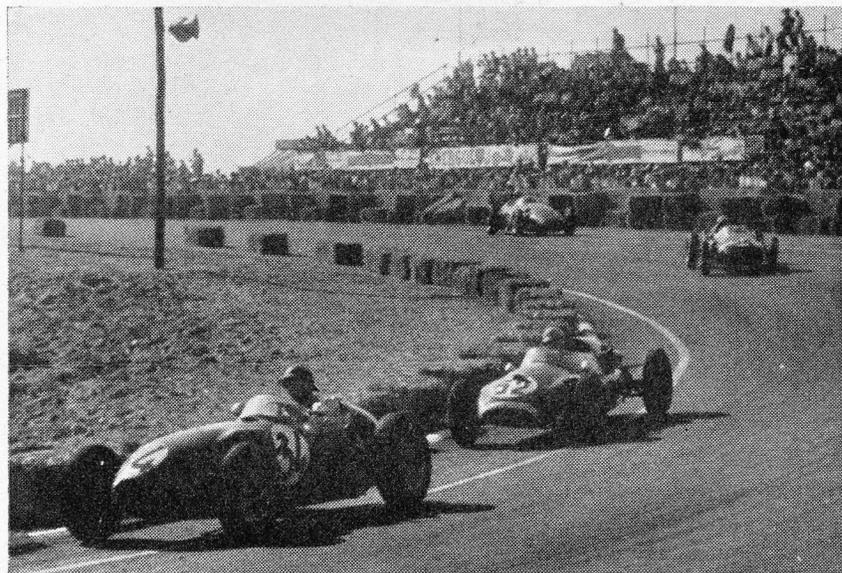
Evans. Whilst understanding the feelings of that great sportsman, I cannot agree. Lewis-Evans was part of the general strategy, and if he was given a "faster" signal (which I never saw), he would have gone as quickly as he was able—and no quicker.

I prefer to believe that the Vanwall got out of control through hitting an oil patch. There was plenty of oil about, dropped not only during the race, but in the earlier two hours G.T. event.

B.R.M. might have upset the apple-cart had Behra been in a position to support the efforts of Bonnier, but the Frenchman seemed to lose interest and announced that the engine was not "revving" as it should. Then Harry Schell appeared to wake up, only when Moss "doubled" him. The 64 dollar question will always be—"could Bonnier have caught Hawthorn had he been given his head?"

Anyway the Bourne cars are rapidly becoming fully raceworthy, and Alfred Owen will doubtless make an all-out effort for 1959.

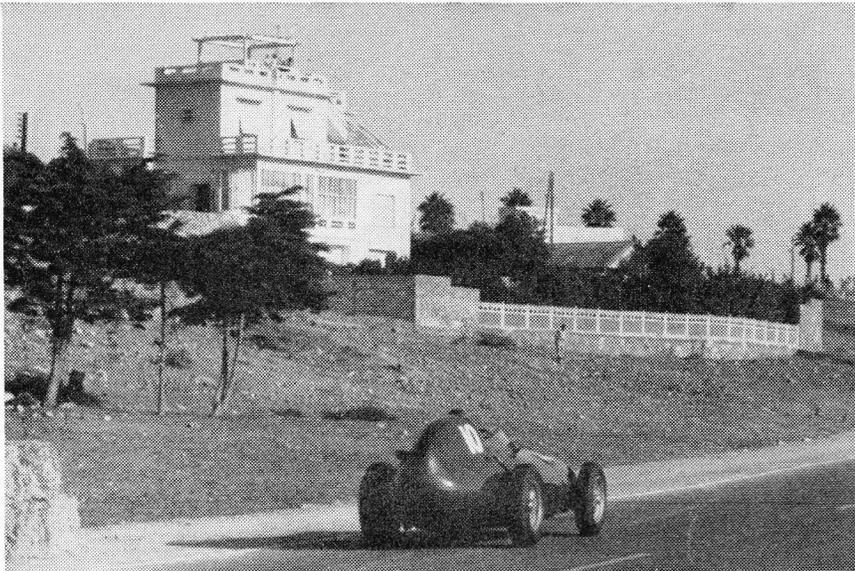
Masten Gregory drove exceptionally well, but the new Maserati still has suspension problems which will have to be solved before the "desmodromic" engine can be used next season. Trintignant went remarkably well in the Rob Walker Cooper before final drive trouble eliminated him, and one is full of



admiration for Roy Salvadori and Jack Fairman in the now admittedly under-powered "works" Coopers. The Lotuses were far better than in previous races as regards road-holding, but the overheating troubles still persist.

Jack Brabham was in a class by himself in the F2 category, but Bruce MacLaren was also most impressive. La Caze could be something of a discovery, and did not make the mistake Picard did of trying to beat up the experienced British drivers.

Nevertheless, F1 and F2 should never be mixed—particularly on a circuit like Casablanca. The Moroccan club freely admitted that it increased the hazards, and it will certainly never occur again!

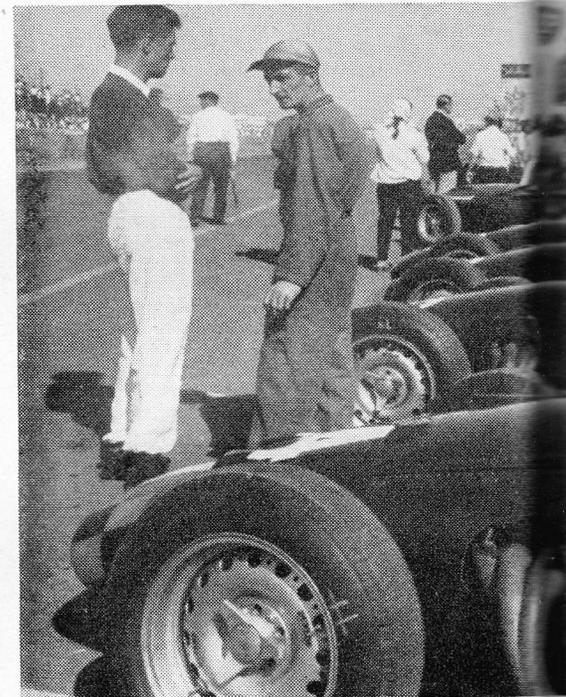


(Above) *BLUE SKIES* smile on Tony Brooks—but not for long, for he was to retire and lose the chance of saving the Championship for Moss by beating Hawthorn into second place.

(Below) *WINNER*—yet loser: Moss corners in the race-winning Vanwall, but to no avail, for Hawthorn had amassed too many points for him to lose—provided he finished no lower than second.

CASABLANCA NOTES

The "Grand Prix Special" arranged by Alan Foster and John Webb, through travel agents Ashton and Mitchell was a great success, despite an unfortunate delay on the return trip. A large party flew in a DC6 of TAI, with all the trimmings of first-class travel. In addition to many journalists, photographers and trade representatives, drivers included Stirling Moss, Roy Salvadori,



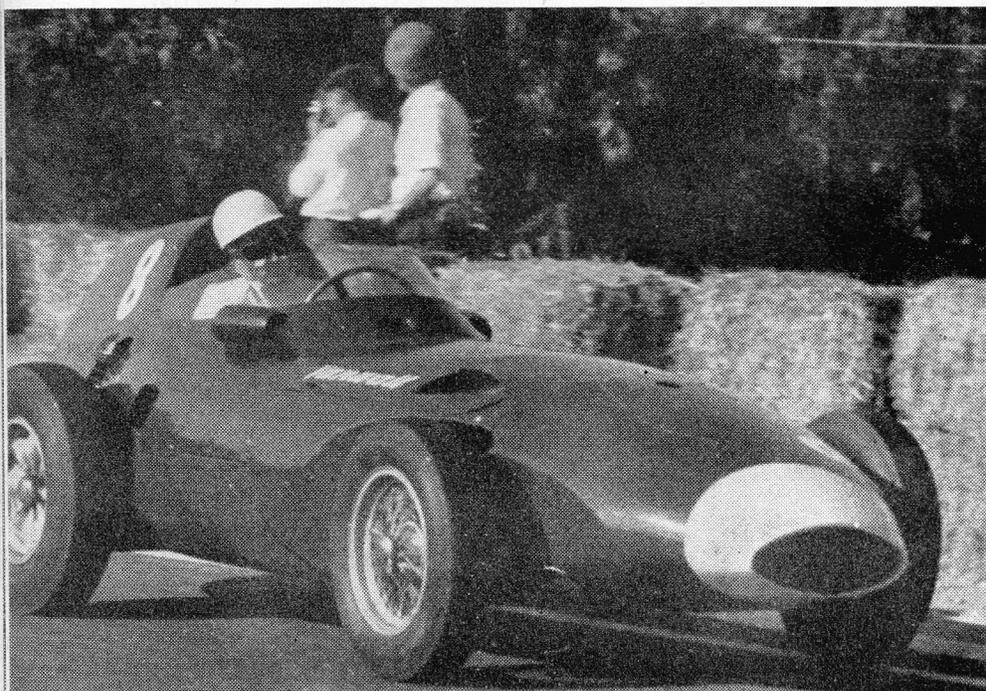
Results

1. Stirling Moss (Vanwall), 2 h. 9 m. 15 s., 187.033 k.p.h. (116.2 m.p.h.).
2. Mike Hawthorn (Ferrari), 2 h. 10 m. 39.8 s.
3. Phil Hill (Ferrari), 2 h. 10 m. 40.6 s.
4. Joakim Bonnier (B.R.M.), 2 h. 11 m. 1.8 s.
5. Harry Schell (B.R.M.), 2 h. 11 m. 48.8 s.
6. Masten Gregory (Maserati), 1 lap behind.
7. Roy Salvadori (Cooper), 2 laps behind.
8. Jack Fairman (Cooper), 2 laps behind.
9. Hans Hermann (Maserati), 3 laps behind.
10. Cliff Allison (Lotus), 4 laps behind.
11. Graham Hill (Lotus).

Fastest lap: Moss, 2 m. 22.5 s. (117.8 m.p.h.).

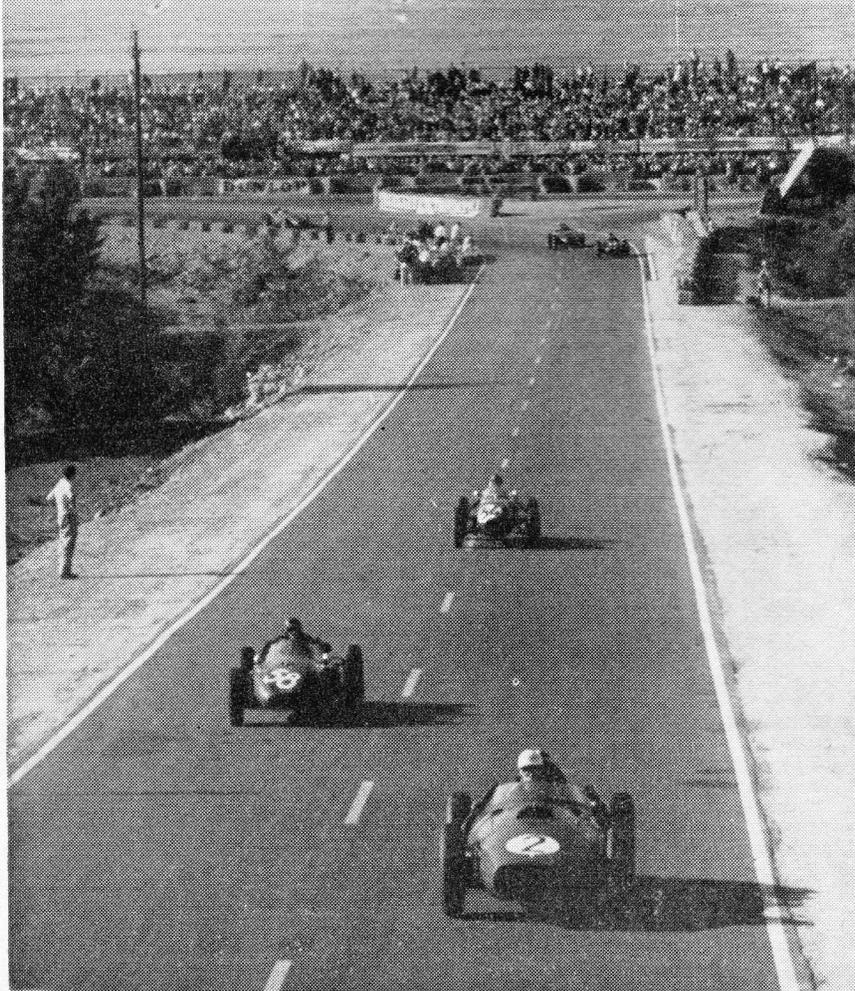
Formula 2

1. Jack Brabham (Cooper), 49 laps, 2 h. 12 m. 12 s., 169.039 k.p.h.
2. Bruce MacLaren (Cooper).
3. Robert La Caze (Cooper).
4. Guelfi (Cooper).





Bruce MacLaren, Tommy Bridger, Jack Fairman, Graham Hill and Cliff Allison. . . . The British contingent were received by the Ambassador to Morocco, His Excellency Sir Charles Duke, and Lady Duke, in the Consul's house at Casablanca. . . . Jack Fairman represented the British drivers at an audience with His Majesty the King of Morocco. . . . Wonderful hospitality was dispensed by the British Club during the period of the race.



(Top, left) MOROCCAN guard paraded before the race to honour the King of Morocco, Mohammed V, to whom the drivers were presented.

(Above) GENDEBIEN leads La Caze, Allison, Behra and Lewis-Evans out of Ain-Diab Corner, shortly after the pit straight.

★

(Left) B.R.M.s on parade in front of the pits before the race. Ron Flockhart (on left) drove the third car, but retired with a broken camshaft but Jo Bonnier drove splendidly to finish fourth.

★

(Below) MYSTIC EAST! Veiled lady watches routine preparation in the Cooper pits. Although the pit counters have a Silverstone air, the costume does not!



WORLD CHAMPIONSHIP

Final Positions

| | | | | | |
|----|---------------------|----|----|----|----|
| 1 | Mike Hawthorn | .. | .. | .. | 42 |
| 2 | Stirling Moss | .. | .. | .. | 41 |
| 3 | Tony Brooks | .. | .. | .. | 24 |
| 4 | Roy Salvadori | .. | .. | .. | 15 |
| | Harry Schell | .. | .. | .. | 15 |
| 5 | Maurice Trintignant | .. | .. | .. | 12 |
| 6 | Stuart Lewis-Evans | .. | .. | .. | 11 |
| 7 | Phil Hill | .. | .. | .. | 9 |
| | W. von Trips | .. | .. | .. | 9 |
| | Jean Behra | .. | .. | .. | 9 |
| 8 | Juan Manuel Fangio | .. | .. | .. | 7 |
| 9 | Jack Brabham | .. | .. | .. | 5 |
| | Cliff Allison | .. | .. | .. | 5 |
| 10 | Joakim Bonnier | .. | .. | .. | 3 |
| | Gendebien | .. | .. | .. | 1 |
| | Barth | .. | .. | .. | 1 |
| | Graham Hill | .. | .. | .. | 1 |
| | Gregory | .. | .. | .. | 1 |

LOCKED IN COMBAT: Chuck Daigh (Scarab) and Phil Hill (4.1 Ferrari) rocket past Bill Love (TR3) during their terrific battle for first place.

secs.) and finished 47 secs. ahead of second place Bob Dickson and third place Bob Hoffman, both in Corvettes.

The second preliminary race of 10 laps for modified and production cars up to 1,400 c.c. went to Jack Ross in an 1,100 c.c. Cooper, averaging 73.85 m.p.h. (26 mins. 37 secs. for 32.75 miles). Ed Freutel did a phenomenal job in gaining second place, 55 secs. behind Ross, in a Lotus equipped with a 750 c.c. Fiat engine. Bill Molle was third overall and second in the 750 c.c. class in a Panhard.

DAIGH WINS AT RIVERSIDE

First "U.S. Grand Prix for Sports Cars" Won by a U.S. Car and Driver

CHUCK DAIGH won the first U.S. Grand Prix at Riverside, California, in one of Lance Reventlow's Scarabs before a record crowd estimated at 70,000. Daigh in the 5.5-litre Chevrolet-powered Scarab and Phil Hill in a brand new 4.1 Ferrari staged one of the greatest racing duels witnessed anywhere as the lead changed hands 16 times in the first 26 laps of the 62-lap, 203-mile race. Then mechanical difficulties forced Hill to make the first of several pit stops that eventually resulted in his retirement, six laps from the end.

Daigh continued in the lead, eventually without brakes, to win the race at a new record-winning average for Riverside Raceway at 88.8 m.p.h. Dan Gurney was second in a 4.9 Ferrari, only 25 secs. behind, and Bill Krause was third in a 3.8 D-type Jaguar, 77 secs. behind Daigh.

Start of a New Era

For the first time U.S. oval-track drivers, U.S. "amateur" drivers, and first-class European drivers drove against each other in an "open" national event where appearance and prize money was openly offered and accepted, on a 100 per cent. road circuit. With the collapse of the archaic barrier between so-called "amateur" and "professional" drivers and previously unheard-of support of newspapers, this event sponsored by the powerful *Los Angeles Times* and *Mirror-News* marks the beginning of a new era in motor racing in the Western United States, and possibly the entire U.S.

Drivers and cars entered the event from as far away as Seattle, New York and Texas, plus factory entries from Aston Martin and Porsche, driven by Roy Salvadori and Jean Behra respectively. A strong contingent of U.S. oval-track and Indianapolis drivers were present, but their lack of suitable cars and experience on a road type circuit was strongly reminiscent of the European drivers' experiences in the "Monza" 500 oval-track race. In spite of strong determination and considerable courage, they were completely out-classed, with only one entry finishing, and that one was in 16th place.

The prize money was put up by publisher Norman Chandler on behalf of his *Times-Mirror* Charities and the race

was co-sponsored by the United States Sports Car Club. It was obvious that Auto Club (U.S.A.C.) and the California U.S.A.C. had much to learn about putting on road races. But fortunately the trained and experienced personnel of the Californian club, largest independent

By GORDON H. MARTIN

Photography by Ann H. Martin

sports car club in the U.S., were able to bring off the event with considerable smoothness, although interference from U.S.A.C. officials prevented the race from matching that of a C.S.C.C. event, without question the best organized in the U.S.

Saturday was devoted to practice and the running of qualification laps for grid positions in the 200-mile U.S. Grand Prix.

The first of two preliminary races on Sunday was a 50-mile event for production series sports cars of over 1,400 c.c. Skip Hudson of Riverside did his usual excellent job of moving into an early lead aboard his Chevrolet Corvette and paced himself to an easy win averaging 81.7 m.p.h. (38 mins. 29 secs. for 52.40 miles) for the 16 laps of the 3.275-mile course. He averaged just under 85 m.p.h. on his fastest lap (2 mins. 19.8

200-Mile Grand Prix

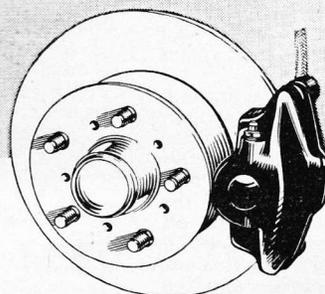
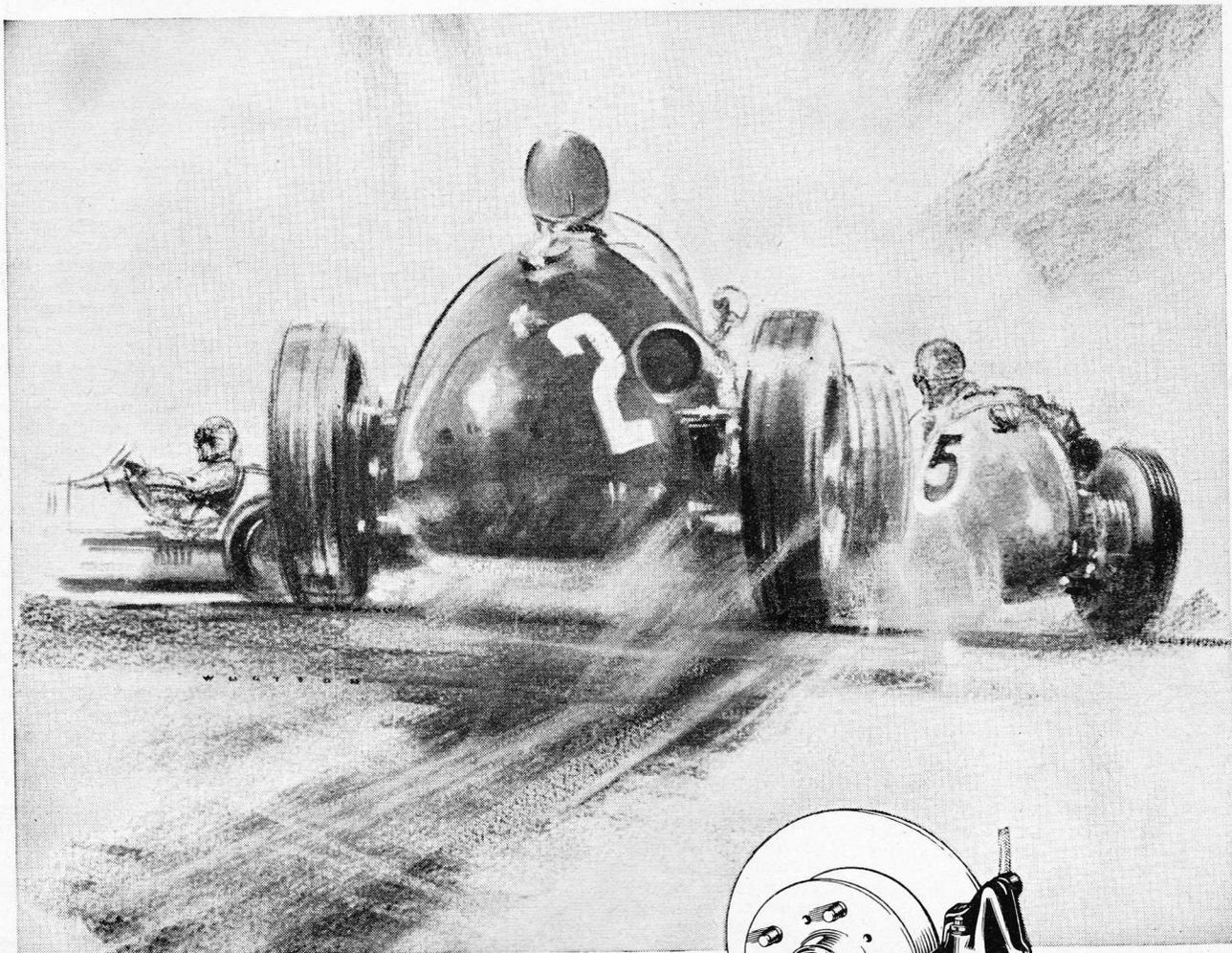
As 2 p.m. approached and the thermometer was registering something over 100 degs., 44 cars were wheeled out on to the grid in order of their qualifying times the day before, and the first U.S. Grand Prix was about to start. The first three positions on the front row of the grid were held down by Chuck Daigh (2 mins. 4.03 secs. for the 3.275-mile circuit) in a Scarab Mk. II, Phil Hill's (2 mins. 6 secs.) 4.1 Ferrari, and Lance Reventlow (2 mins. 8.14 secs.) in the Scarab Mk. III. Although Bob Oker qualified fourth (2 mins. 9.69 secs.) and was entitled to pole position on the second row, he had done irreparable damage to his 3.7 Aston Martin DBR2 while qualifying and unfortunately was not to appear. He had been rated a serious threat if Hill's Ferrari and the Scarabs blew each other up during the race. Some of the other top qualifying times were:—

Dan Gurney (4.9 Ferrari), 2 mins. 10.24 secs.; John von Neumann (4.1 Ferrari), 2 mins. 10.82 secs.; Max Balchowsky (5.2 Buick Special), 2 mins. 11.05 secs.; Roy Salvadori (3.0 Aston Martin), 2 mins. 11.56 secs.; Richie Ginther (3.0 Ferrari), 2 mins. 12.30 secs.; Jerry Unser (5.6 Kurtis-Cadillac), 2 mins. 12.44 secs.; Bill Krause (3.8 D-Jaguar), 2 mins. 13.57 secs.; Bobby Unser (5.5 Olds Special), 2 mins. 13.67 secs.; Jean Behra (1.6 Porsche RSK),

(Continued on page 580)

★
HAPPY DAIGHS ARE HERE AGAIN: Chuck Daigh, with his two children Denise and Dan, admire the huge trophy after the race.





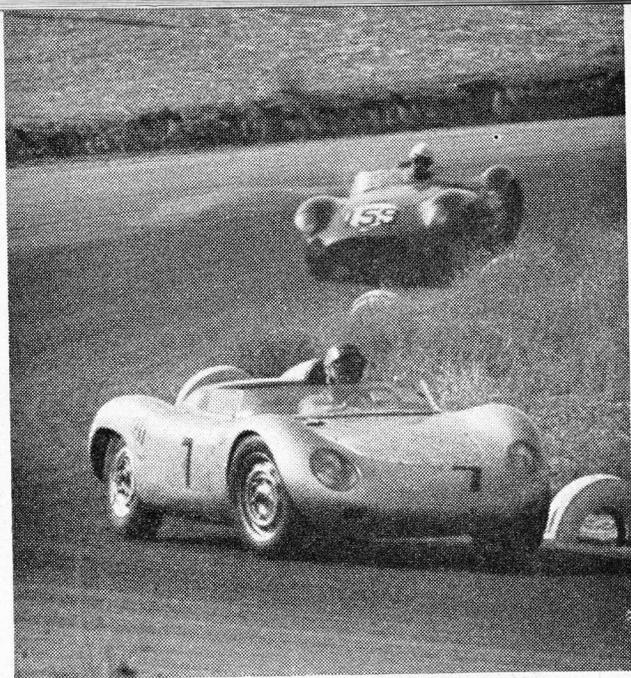
*For high stability &
stopping power...*

Lockheed

REGD. TRADE MARK

HYDRAULIC DISC BRAKES

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



Riverside—continued

2 mins. 14.3 secs.; Masten Gregory (4.9 Ferrari), 2 mins. 15.16 secs.; Bill Pollack (5.7 Lister-Chevy), 2 mins. 15.47 secs.; Carroll Shelby (4.7 Maserati), 2 mins. 15.63 secs.; Fred Knoop (5.2 Huffaker-Chev), 2 mins. 17.68 secs.; Ken Miles (1.6 Porsche RS), 2 mins. 17.99 secs.

Starter Harold Braughton signalled the drivers to start their engines, the grid cleared of people, and as the tension mounted the cars began to creep forward. The flag dropped on the greatest collection of horsepower ever assembled in the U.S. Daigh shot into the lead going into turn one, with Hill inches away, followed by Reventlow.

The tremendous traffic jam going into turn two was too much. Still not used to a centre throttle, John von Neumann smashed down on what was usually his brake pedal and slammed into the rear of Reventlow's Scarab, rupturing the fuel tank. Von Neumann then shot off the road and out of the race with a fender neatly bent around a front wheel. Ak Miller's 6.2 Olds Special failed to make turn two and was also out of the race. The closely packed field churned up through the Esses, around tricky turn six, plummeted down into the Appendix with its 18-deg. turn seven, and now Hill was in the lead. Hill tore up to turn

eight with Daigh in hot pursuit and thundered out of eight on to the 1.06-mile straight, at close to 160 m.p.h.! Around the banked but deceptive South Turn, and past the pits the order was Hill (Ferrari), Daigh (Scarab), Balchowsky ("Old Yaller" the Buick Special), Reventlow (Scarab), Gurney (Ferrari), Shelby (Maserati), Salvadori (Aston Martin), Pollack (Lister-Chevy), Ginther (Ferrari), Knoop (Huffaker-Chevy), Unser (Kurtis-Cadillac), Behra

THE BROTHERS KARAMAZOV?
(Right) Well, no. Actually it's actor Yul Brynner talking to Jean Behra before the race.



SCARAB v. FERRARI AGAIN:
(Below) Lance Reventlow tries unsuccessfully to hold off Dan Gurney's attack.



(Porsche RSK), Krause (Jaguar D), Miles (Porsche) and Crawford (Zuidar-Chevy), with the rest of the field in close pursuit.

Tremendous Duel

Reventlow moved past third place Balchowsky and on the next lap Gurney did the same. Daigh edged past Hill on several occasions but failed to keep the lead until the sixth lap. The crowd was on its feet. On the eighth lap Hill was back in front after out-cornering Daigh on the sweeping South Turn. The duel was so fierce that at one point the lead changed hands three times in the same corner. Daigh dived inside Hill's line through the bend, but his speed carried him too wide as he went ahead of Hill. Hill cut tightly to the inside, regained the lead only to get out of position for the next straight, Daigh floored the throttle, got a solid bite, roared out of the corner in the lead again!

Meanwhile, by the 15th lap Krause (Jaguar D) had moved steadily from 14th place up to fifth, and Behra (Porsche), who started in 13th spot, had worked his way up to sixth. Bill Pollack, president of the co-sponsoring California club, spun the Dean Van Lines Lister-Corvette a couple of times due to the enormous and unwieldy gasoline load and had dropped from eighth to 14th place. As the fuel load lightened he was gaining again and was back in ninth spot by lap 15.

Reventlow was black-flagged out of

the race for spilling fuel from his punctured tanks and Gurney moved into third place while Hill turned in a record lap at 93 m.p.h. The crowds were still on their feet as Daigh fought back into the lead on lap 12, with Hill going out in front from time to time for short periods. Hill took the lead on lap 22, but his Ferrari was being starved for fuel and he relinquished the lead and started dropping back, pulling into the pits on the 24th lap for a fuel pump check. Repeatedly Hill roared back out of the pits, but fuel pump, fuel mixture and finally expensive engine noise had him back in the pits time after time.

The race was taking a terrific toll, aided by the hot temperature, and the "did not finish" names read like a "who's who in U.S. racing". Pete Lovely and Jerry Unser both had troubles negotiating the Esses and were off the course and out of the race. Retirements, besides those already mentioned, included Troy Ruttman, San

(Continued on page 582)

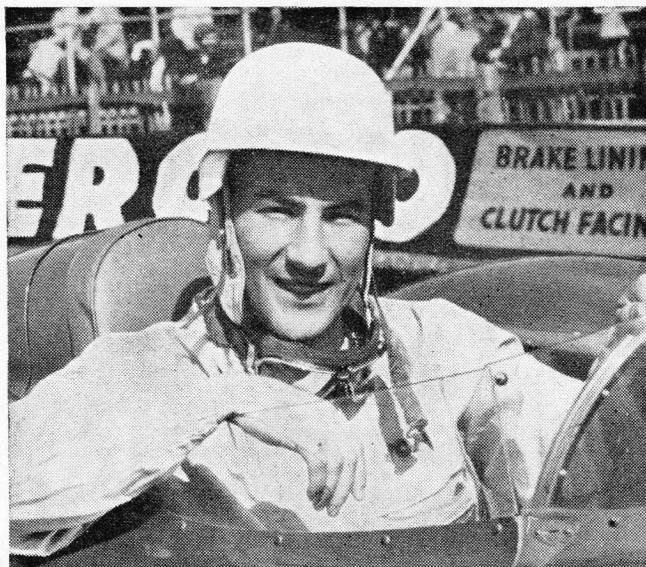
Ferodo First

MOROCCO GRAND PRIX

1st VANWALL *Stirling Moss*

Stirling Moss says:

“What a wonderful year it’s been for British motor racing! British cars have won eight world championship events, Tony Vandervell has won the 1958 Manufacturers’ Cup with his Vanwalls. And Britons hold the top three places in the drivers’ world championship. Speaking personally, it’s been a great season for me too, and I would like to give special thanks yet again to Ferodo Ltd. Both their Anti-Fade Brake Linings and Disc Brake Pads continue to justify the complete confidence I place in them.”

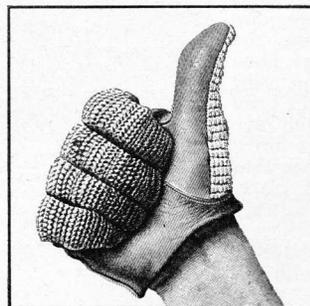


BRITISH RACING TRIUMPHS ARE FERODO TRIUMPHS TOO!

Ferodo Linings and Pads were fitted to the winning cars in all eight Grand Prix successes won by Britain!

1st ARGENTINE GRAND PRIX
 1st MONACO GRAND PRIX
 1st DUTCH GRAND PRIX
 1st EUROPEAN GRAND PRIX
 1st GERMAN GRAND PRIX
 1st PORTUGUESE GRAND PRIX
 1st ITALIAN GRAND PRIX
 1st MOROCCO GRAND PRIX

Fit race-proved
FERODO
 Disc Brake Pads
 Anti-Fade Brake Linings





★
THE START OF THE U.S. GRAND PRIX: With Daigh and Hill already past, Reventlow, Balchowsky, Salvadori, Gurney, Shelby, Pollack, Ginther, Knoop and the rest of the big boys stream through the Esses in hot pursuit.
 ★

Riverside—continued

Weiss, Carroll Shelby, Johnny Parsons, Bobby Unser, Tom Meehan, Pat Pigott, Bill Cheesbourg, Ray Crawford and Frank Knoop.

The order of the first 11 cars at the halfway mark was Daigh (Scarab), Gurney (Ferrari), Krause (Jaguar D), Balchowsky (Buick Special), Behra (Porsche), Ginther (Ferrari), Salvadori (Aston Martin), Pollack (Lister-Chevy), Miles (Porsche), Gregory and now Joakim Bonnier (Ferrari) and Hill (Ferrari).

Determined Effort

Driving his usual faultless race, Dan Gurney made his bid while in second place, 35 secs. behind Daigh, with 31 laps to go. Gurney got everything he could out of the four-year-old Ferrari and succeeded in setting the fastest unofficial lap of the day at 2 mins. 4 secs. and no one clocked faster than his 160 m.p.h. through the timing traps on the main straight. Pit signals went out to Daigh and he increased his pace, but not before Gurney had forced the old Ferrari to within 17 secs. of Daigh.

On the 40th lap Behra moved his Porsche into fourth place ahead of Balchowsky, who had lost all his gears but high. On the 46th lap the order of the first 10 was Daigh, Gurney, Krause, Behra, Balchowsky, Ginther, Pollack, Salvadori, Hill and Miles.

Gurney's attack was not enough, but Daigh was facing troubles with the Scarab; the brakes were all but gone and the fuel supply was getting very low. Conjecture as to what might have happened had Hill remained in the race to battle Daigh to the flag might prove interesting. But the cold facts are that on the 57th lap and while in sixth place, Hill finally had to retire after a truly valiant effort.

Salvadori's Aston Martin was suffering from severe over-heating, but with six laps to go Salvadori made a final effort to improve his position and moved from ninth spot up to sixth.

Whether Daigh's Scarab could finish the race without refuelling was now uppermost in everyone's mind. One by one laps ticked away and the chequered flag was unfurled. The blue and white Scarab roared across the finish line to a huge ovation for 34-year-old Chuck Daigh of Long Beach, California, and

Results

- 1, Chuck Daigh (5.5 Scarab), 88.8 m.p.h.; 2, Dan Gurney (4.9 Ferrari); 3, Bill Krause (3.8 D-type Jaguar); 4, Jean Behra (1.5 Porsche RSK); 5, Richie Ginther (3.0 Ferrari); 6, Roy Salvadori (3.0 Aston Martin); 7, Max Balchowsky (5.2 Buick Spl.); 8, Bill Pollack (5.7 Lister-Chev.); 9, Ken Miles (1.6 Porsche RS); 10, Bob Drake (1.5 Cooper-Climax); 11, Masten Gregory/Joakim Bonnier (4.9 Ferrari); 12, Gordon Glycer (2.0 Ferrari); 13, Ralph Ormsbee (4.9 H.W.M.-Chevy.); 14, Harry Hanford (1.5 Osca); 15, Alen Markelson (2.0 Ferrari); 16, Billy Cantrell, the only oval-track or Indianapolis type U.S. driver to finish (1.7 Offey Spl.); 17, Dr. Frank Becker (2.0 Ferrari); 18, Skip Conklin (1.1 Lotus); 19, George Keck (1.5 Porsche RS); 20, Jean P. Kunstle (1.5 Porsche G.T. Carrera); 21, Bill deCreff (3.0 Aston Martin); 22, Pete Woods (2.0 Osca); 23, Bill Love (2.0 TR3 Spl.); and 24, John Timanus (1.5 Super-charged Lotus).

the all-American car he drove. Daigh took the cool-off lap and sputtered up to the start-finish line out of petrol! He was presented with a trophy over three feet high, the well-wishes of the thousands who swarmed about the finish line, and was informed, although virtually deaf from engine noise, that he had won \$3,000 for finishing first overall, and another \$2,000 for first in the over 2,000 c.c. category. He covered the 62-lap race of 203.05 miles in 2 hrs. 17 mins. 15 secs., to average 88.8 miles per hour.

Dan Gurney in the Ferrari was second, 25 seconds behind the winner, and Bill Krause took third in his D-type Jaguar; the only ones to finish on the same lap as Daigh. Jean Behra was fourth overall and winner of the under 2,000 c.c. class. Prize money was distributed down to sixth place in both under and over 2,000 c.c. categories and consolation money went to all finishers.

★
U.S. Grand Prix Notes. After the race Jean Behra walked from his car to a waiting ambulance which whisked him away, sirens wailing, to a helicopter seven miles away, which flew him to the Los Angeles International Airport 85 miles away in time to catch a plane for Europe and the Casablanca Grand Prix in Morocco. . . . Lance Reventlow smashed one of his Scarabs in practice on Saturday, depriving team driver Bruce Kessler of a ride in the Grand Prix. . . . Norman Chandler, publisher of the *Los Angeles Times* and the *Mirror-News*, announced that the *Times-Mirror* Charities, Inc., would make the U.S. Grand Prix for Sports Cars an annual event. . . . Hopes were high among U.S.A.C., *Times-Mirror*, and California Club officials that the F.I.A.-sanctioned U.S. Grand Prix would be placed on the F.I.A. Manufacturers' Championship for Sports Cars calendar in 1959. . . . AUTOSPORT's South American correspondent, Dr. Vicente Alvarez, present at the U.S. Grand Prix, stated that plans for the Formula 1 Argentina Grand Prix and the Buenos Aires 1000 Kms. sports car race for early in 1959 had been cancelled. . . . Allen Giebersen, wealthy Texas sports car owner who has provided Phil Hill and Carroll Shelby with winning cars in the past, cheered the lifting of the "amateur"- "professional" barrier and stated that he

(Continued on page 586)

★
PRACTICE CHAT: Roy Salvadori has a natter with Jo Bonnier before the latter sets out for a practice run. He shared the wheel of a 4.9 Ferrari with Masten Gregory.
 ★



RADIO-ACTIVE WEAR DETECTOR IN FAMILY CAR CONFIRMS 80% LESS ENGINE WEAR

Striking new tests on BP Energol 'Visco-static'*

WHEN BP Energol 'Visco-static' motor oil was first tested with the radio-active wear detector the tests had to be made in a laboratory. Now advances have been made in this most sensitive of all methods of measuring wear. Now it has been possible to use the radio-active wear detector on an actual family car on the road on normal day-to-day running.

These new tests have confirmed the amazing result of 80% less engine wear with BP Energol 'Visco-static' compared with conventional oils.

How the test worked

Research scientists took an ordinary Morris car. They fitted it with a radio-active piston ring and they ran the car on suburban, town and country roads in Surrey. To make conditions rather worse than normal, they made every start an ice-cold start. As the engine ran, wear took place - it must do. This meant that infinitesimally minute fragments of metal were worn off the moving parts - including the radio-active piston ring - and these particles passed into the engine oil.

The 'clucking hen'

At the end of each day's running a sample of the oil was taken and its radio-activity was measured by a special Geiger counter - the

famous 'clucking hen' of atomic research. This allows the amount of metal worn from the piston ring during the day to be measured with amazing accuracy.

After months of testing BP Energol 'Visco-static' against the finest conventional oils the results showed 80% less wear with BP Energol 'Visco-static'.

How BP Energol 'Visco-static' saves wear

Most wear in engines occurs in the first few minutes after each cold start. That is with ordinary oils. When the engine is left overnight, acid products condense on the cylinder walls. These cause corrosive attack to take place. It is this which causes serious



Taking a sample of the oil to be tested for radio-activity. It proved that BP Energol 'Visco-static' gives 80% less engine wear compared with conventional oils.

harm when the engine is started again.

With BP Energol 'Visco-static' you fight this wear in two ways. Firstly this advanced oil protects metal surfaces from acid corrosion when the engine is stationary. Secondly, BP Energol 'Visco-static' remains free flowing even in freezing-cold so that every part of the engine gets proper lubrication from the moment the engine starts.

Saves petrol too

Because BP Energol 'Visco-static' is a different, more advanced kind of oil, it brings other advantages as well as 80% less engine wear. It saves up to 12% in petrol because it cuts down oil drag. Starting is much easier too in all weathers.

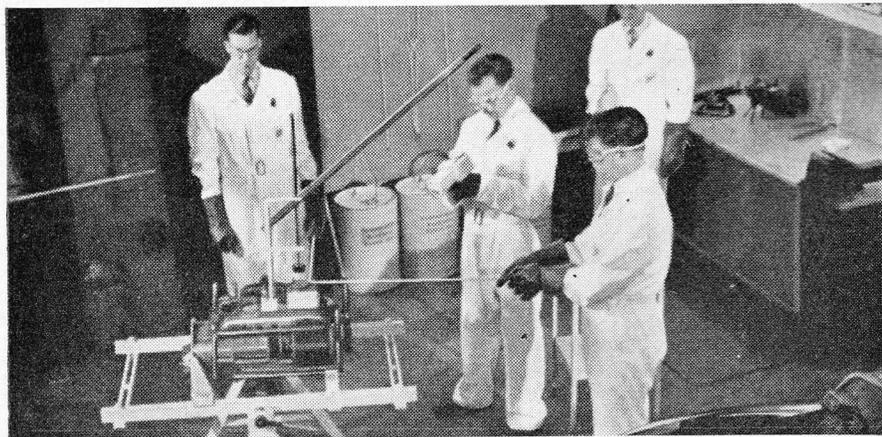
BP Energol 'Visco-static' is for use all the year round

BP Energol 'Visco-static' is for use all the year round in all 4-stroke car engines in good condition for which SAE 10W to SAE 40 are normally recommended.

To obtain the benefits of this outstanding oil you should have your old oil drained and make a complete change.

Ask for BP Energol 'Visco-static' - Britain's most advanced motor oil - at any garage where you see the BP Shield.

Rolls-Royce officially approve BP Energol 'Visco-static' for all their post-war motor-cars.



The radio-active piston ring is being installed in the engine in preparation for a test on the road. In all other respects this was a normal engine fitted in a normal family car. Although precau-

tions had to be taken in handling the piston ring out of the engine, it was completely safe once it was installed. There was absolutely no radiation hazard from the car on the road.



* 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

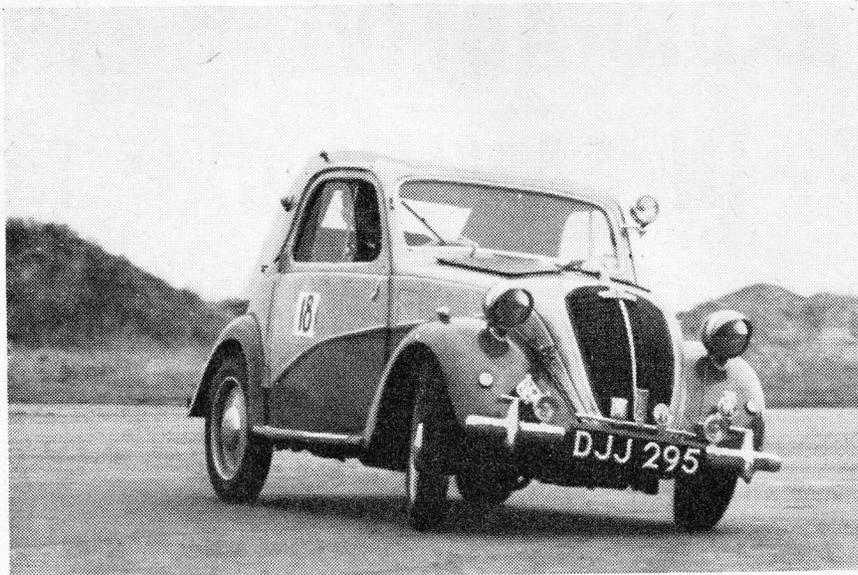
Club News

By MARTYN WATKINS

WELL, what with the Motor Show and all the attendant rushing about, there doesn't really seem to be the time or the space for any chit-chat this week. So let's just plunge in straight away with what's on, shall we?

NEXT event to be organized by the **Lagonda Club** is its November Rally on 8th November. Invited clubs are A.C.O.C., Alvis O.C., A.M.O.C., Bentley D.C., Singer O.C., Lancia M.C., Lea-Francis O.C. and V.S.C.C. Details are available from T. H. Wareham, Hay Wood Cottage, Five Ways, Hatton, near Warwick. . . . **London M.C.** hold their annual dinner and dance on 14th November at the Park Lane Hotel. Tickets are, apparently, limited and early application is advised to Geoff Piggott, 1 Ledway Drive, Wembley. . . . South-eastern centre of the **B.A.R.C.** holds its annual dinner-dance at the Cavendish Hotel, Eastbourne, on 21st November.

Regs. are now available for the **Loughborough College M.C.** annual night rally on 22nd-23rd November, and may be obtained from D. Cooze, 5 Church Wymeswold, near Loughborough, Leics. Invited clubs are B.A.R.C., B.R.S.C.C., C.U.A.C., Charnwood C.C., Leicestershire C.C., M.G.-C.C. and Shenstone and D.C.C. . . . **Snbac** holds its fifth Airline Rally on 15th-16th November. This you may wot of as that rather unusual event involving airline miles and airline miles per hour, all mixed up with a rally time of 16½ hours. Invited clubs are the M.C.C., M.M.E.C., London M.C., Jaguar D.C., M.G.C.C., Hagley and D.L.C.C., Shenstone and D.C.C., Yorkshire S.C.C., Lancs and Cheshire C.C., Bugatti O.C. and Sheffield and Hallamshire C.C. Secretary of the meeting is J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warwickshire, and entries close on 10th November. . . . Annual dinner of the **British Trials and Rally Drivers' Association** will take place this year on 13th December at the Chateau Impney Hotel, Droitwich, following the R.A.C. Trials Championship. . . . **Newcastle and D.M.C.** holds a restricted rally on 7th December. Regs. and details are available from J. H. Lawson, 1 Lovaine Crescent, Newcastle-on-Tyne, 1. . . . **Forces M.C.** (London Group) holds a social evening on 10th November at H.Q., Queen Victoria's Rifles, 56 Davies Street, London, W.1, starting at 7.30 p.m. . . . Date of the annual dinner-dance of the **West Essex C.C.** has been changed to 17th December. . . . Annual general meeting of the **Invicta Section of the Vintage Sports Car Club** was held on 26th October at the Ettington Park Hotel, near Stratford-on-Avon, starting at 11 a.m. This, by the way, was a correction to the September Club Bulletin—just in case you get confused! . . . The **Fiat 500/600 Club** holds its 10th anniversary dinner-dance at the Waldorf Hotel, Aldwych, W.C.2, on 6th December. Tickets are available from J. A. James, 71 The Grampians, Western Gate, Shepherd's Bush, W.6. . . . **Chiltern C.C.** holds its Chiltern Hills



BRISK BABY: Leslie Pride puts his back into rounding a pylon in his well-equipped and well-maintained Fiat "Topolino", which he calls "Pride of London". He was competing in the Fiat 500/600 Club's gymkhana on 19th October.

Trial on 9th November. . . . With starting points at London, Birmingham, Taunton, Southampton and Cambridge, the **Falcon M.C.** Guy Fawkes 200 and Guido Vase, a combined event of the long-distance trial type, takes place on 1st-2nd November. . . . During my absence we apparently stated that the **Bristol M.C. and L.C.C.** Roy Fedden Trophy Trial would be held on 18th

Coming Attractions

November 2nd. R.A.C. Veteran Car Run, London-Brighton.

November 9th. Venezuelan Grand Prix (S).

Harrow C.C. Cottingham Memorial Autocross, Earls Colne, near Colchester, Essex.

Chiltern C.C. Chiltern Hills Trial, Warners sand-pit, North Orbital Road, Rickmansworth.

North Midland M.C. Autumn Trial, Winster, Derbyshire. Start, 10.30 a.m.

November 15th. Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.

November 22nd. London M.C. Television Trophy Trial.

November. This, of course, is a Tuesday and therefore unlikely—the correct date, I am informed, is the 15th—repeat 15th—November. All clear? . . . The Mini-Miglia rally is being organized this year by the **Knowldale C.C.** and takes place on 15th-16th November. There is a list of no fewer than 56 invited clubs, which includes most of the northern ones, and entries close on 5th November. Secretary of the meeting is M. Sutcliffe, 18 Tandle Hill Road, Royton, Lancs. . . . **North Midland M.C.** holds its 13th autumn sporting trial for trials and standard cars on 9th November, starting from the "Miners Standard", Winster, Derbyshire, and open to Y.S.C.C., B.A.R.C., B.R.S.C.C., Sheffield and Hallamshire M.C., Nottingham

S.C.C., Hagley and D.L.C.C., Rotherham and D.M.C., Huddersfield M.C., and Lancs and Cheshire C.C. Regs. are available from Dick Habershon, Tregenna, Baslow, Bakewell, Derbyshire.

South-western centre of the **B.A.R.C.** holds a restricted night rally on 1st November, entries closing on 27th October. Secretary of the meeting is A. L. Bliault, "Hollandia", Peverells Wood Avenue, Chandler's Ford, Hants.

Entries close on 17th November for the **Morgan 4/4 Club** night rally on 29th-30th November. Nineteen clubs are invited, there are four classes and the secretary of the event is N. B. Jarrett, Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham. . . . **Glossop and D.C.C.** annual cocktail rally, which should have taken place last week-end, will now do so on 9th November.

KEN WHARTON MEMORIAL

INTER-REGIONAL DRIVING TESTS

THE late Ken Wharton's prowess as a racing motorist is still fresh in the minds of the public, but it is generally less widely known that his skill in other forms of motor sport such as hill-climbs, rallies and driving tests placed him on a peak amongst the most versatile drivers of his day.

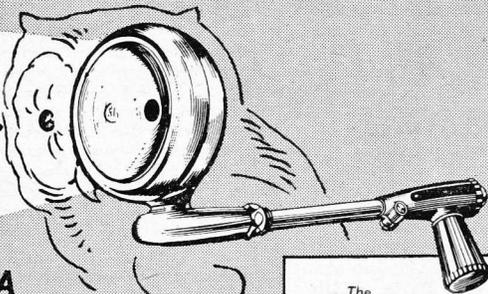
The Hagley and District Light Car Club, of which he was an active member until his death, wished to pay its own tribute to him in its own way. In this tribute, the club chose to keep alive the memory of Ken Wharton, the keen club member eager to take part in local competitions whenever his national and international commitments allowed him to do so. The driving test form of motor sport was selected as being a suitable medium to emphasize his great versatility.

Thus was initiated the Inter-Regional Driving Test Competition for the Ken Wharton Memorial Challenge Trophy. The first event was televised by the B.B.C. in January last, when teams of drivers representing Scottish, North, Midlands, South, South-West and Welsh

(Continued on page 586)

NIGHT NAVIGATION

BE WISE



FIT A

Johnson "SPOTFINDER"

... and be as well equipped for finding your way around in the dark as the proverbial 'wise owl.'

This spotlight will turn and twist in any direction, the long pencil-sharp beam easily picking out signposts, street names, etc. Beautifully finished in heavy chrome, the "Spotfinder" is suitable for roof or pillar mounting. All moving parts are precision machined, with built-in switch for instant control.

The "SPOTFINDER" is fully manoeuvrable and controlled from INSIDE the car, with built-in switch.

PRICES:

(complete with bulb and cable).

Standard 4" Lens **159/-**

Magnum 5 1/4" Lens **179/-**

When ordering please state whether L/H, R/H pillar or roof mounting required.

OUR FULL RANGE INCLUDES DRIVING, FOG, AND REVERSING LAMPS. From your garage or details from

AVIAMOTIVE SERVICES LTD

ACCOMMODATION ROAD, HODFORD ROAD, LONDON, N.W.II. SPE 9039

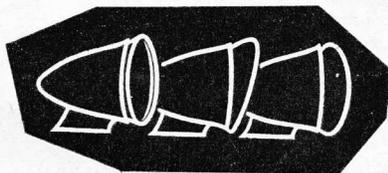


The Walpres Continental Speed Mirror

This new "Continental" Speed Mirror is eminently suitable for all types of cars, particularly sports and racing. Its streamlined design will enhance the appearance of any vehicle. The body is a fixture and is of heavy chromium plate on brass. The angle of the convex 4" diameter glass is adjusted by slackening a screw in the nose of the body; this provides positive locking so that its adjustment is not easily upset, nor can it be affected by air pressure at speed. Specially designed polythene inserts are incorporated to render all joints completely weatherproof.

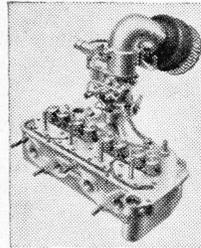
Retail Price
37'6

Obtainable through all Halford branches or direct from



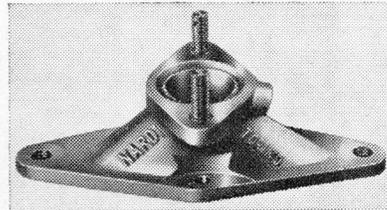
WALSALL PRESSINGS CO. LIMITED
CECIL ST., WALSALL, STAFFS Tel: Walsall 5454/5

NEW NARDI FIAT MODIFICATIONS



Cylinder head complete with valves, springs, tappets, seals and jets.

£46-10-0



The NARDI inlet manifold.

£4-5-0



Special free-exhaust system.

£17-10-0

Nardi Special Free-Exhaust System

SPECIFICATIONS:

ENGINE—4 cylinders. Bore 2.38 in. Stroke 2.56 in. Displacement 45.45 cu. in. Compression ratio 9 : 1. 45.5 h.p. at 6,500 r.p.m. Max. r.p.m. 6,750. Max. torque 42.83 lbs./ft. at 4,500 r.p.m. Power at max. torque 37.25 h.p. Distribution by overhead valves. Fuel feed by mechanical diaphragm pump. Forced lubrication by gear pump. Cooling by radiator and centrifugal water pump. Ignition by battery with distributor.

PERFORMANCE—Normal fuel consumption, 37.5 m.p.g. Speed 90 m.p.h. Max. gradient on top speed 8.5%. Fuel tank capacity: 7.4 gallons. Range at cruising speed 280 miles.

New Lines are always on view at

G. NANNUCCI SHOWROOMS

8 WINDMILL ST., TOTTENHAM COURT ROAD, LONDON, W.1

(MUSEum 8851)

TRADE ENQUIRIES INVITED

Wharton Tests—continued

regions took part. Each had in it a special car, a sports car and a saloon. On this occasion the Midlands had a narrow win over the South-West in an event which included five tests of driving ability. For the second event, on Saturday afternoon, 8th November, the organizers have been fortunate in finding indoor facilities in Marsh & Baxter's Garage, Brierley Hill, Staffs, where a smooth concrete surface in a high-roofed, temperature-controlled building is available. As last year, the event is to be televised by the B.B.C.

M.G.C.C. NORTHERN RALLY

IN order to comply with police requests the organizers of the M.G. Car Club's "Northern Rally", held on 3rd and 4th October had made the event 50 per cent. each for driver and navigator as it was felt that a straight drivers' rally might be unduly hazardous for other road users.

Despite the reduction in distance of the event, the organizers—the North Western Centre of the club—were pleasantly surprised to see only five clean sheets returned.

Tests sorted out the results, which ended up in a tie for the first place between Tom Gold (TR3) and G. H. F. Parkes (Jaguar 3.4).

The rally started from Moffatt (Dumfriesshire), Ickley, and a third point just outside Preston, on the Friday evening. The route lay in the Lake District and in the Carlisle area, in the region of 300 miles in length.

Floods were the main trouble in a very wet night's motoring. The flooding rendered one section impassable before the start—a pity as it was probably the tightest in the event. The flooding of a ford caused the cancellation of a further section and a test had to be cancelled as the parking area before the test was flooded.

Some competitors fell foul of designated "black spots" and were immediately disqualified. The navigation section ended at Shap for breakfast and then came a number of tests, ending at the rally headquarters at Keswick where on the Saturday evening a rather hilarious party marked the end of the event.

Results

Best Performance: (tie) T. A. Gold (TR3) and G. H. F. Parkes (3.4 Jaguar). **Navigators' Awards:** J. M. Wood and G. W. Howarth. **Best Performance by an M.G.C.C. Member driving an M.G.:** P. Chisholm (M.G.). **Best M.G.C.C. Centre Team:** North Eastern Centre, K. N. Lee (Speedwell A35).

Dr. T. Harrington (Magnetite) and Dr. J. K. Armstrong (A95).

Best Team: P. C. Byrom, M. Sutcliffe and D. C. Astle. **Best Performance by N.W. Centre Member:** P. C. Byrom. **B.T. & R.D.A. Award:** T. A. Gold.

Best Performance in Driving Tests: B. Harper (Morgan). **Class Winners:** M. Sutcliffe; D. C. Astle; W. F. West; E. Fishwick; G. T. Gibson and M. Baines.

B.T.R.D.A. COMPETITIONS

THE leading positions in the 1958 competitions of the British Trials and Rally Drivers Association are now available up to date. The final result of the Gold Star rally competition finds Ron Goldbourne as winner with 32 points, runner-up being G. H. F. Parkes with 21 points. Third is Mrs. Pauline Mayman, seven points behind.

The trials competition is, at the moment, led by Edward Harrison with 84 points, just ahead of Rex Chappell, who has 82 points. Third, four points down, is Geoff Newman. Winner of the Ladies' Silver Garter competition is Mrs. Mayman, with 31 points, well ahead of Mrs. Anne Hall who has a total of 15. In the Silver Star rally competition T. A. Gold (70 points) led S. E. Mather (64) and A. Newsham (40). I. Mantle leads the Flather Star driving test competition with 17 points against second man J. F. Livingston's 14, while the Stross International Trophy competition is led by Edward Harrison, one point ahead of Cyril Corbishley.

GREENWOOD CUP TRIAL

OLDEST event in the calendar of the Yorkshire Centre of the B.A.R.C., the Greenwood Cup standard car trial, was held in the Airedale area on Sunday, 19th October.

For the past few years the event has been divided into two classes—for front- and rear-engined cars, the *traction arriere* class also including things like Frazer-Nashes and other machines gaining unfair advantage by locked differentials.

Winner this year—not wholly unexpected—came from the rear-engined class in the form of R. J. D. Strutt who drove all the way from Hexham, Northumberland, in his Volkswagen to win by a margin of nearly seven seconds on test times after a tie on the observed hills.

Thirty cars were entered in the event, leaving on the 49-mile route from Guiseley. The 13 observed sections were laid out in quarries, up unsurfaced tracks and smooth grass hills. The going was not too wet but a little sticky in places, even the best drivers reaching only within nine points of the maximum possible.

The two driving tests which decided the results consisted of a test in and out of a very solid garage and a rocking test on a hill.

Provisional Results

Greenwood Cup (Best Performance): R. J. D. Strutt (Volkswagen), 147 marks gained, test time 56.8 s. **Second, rear engined cars:** R. Frolich (Volkswagen), 145, 63.4 s. **Best Opposite (front engined) class:** N. H. Coates (Ford Popular), 141 marks gained. **Second, front engined cars:** G. H. Walker (Anglia), 106. **First Class Awards:** C. A. Winder (Frazer-Nash), 145; B. Hargreaves (Triumph TR2), 106; A. J. Burton (A.C. Ace-Bristol), 95. **Novice Award:** K. H. Monkman (Renault 750), 143.

Riverside—continued

will field a team of Formula 1 cars in the U.S. when the races are available. . . . John Edgar's 6.3 Maserati-Pontiac to be driven by Jim Rathmann wouldn't run even long enough to qualify. With that size engine, it would probably go into orbit if the engine did fire! . . . Troy Ruttman's Kurtis-Buick only lasted six laps. . . . "Wild" Bill Cantrell, the only U.S. "professional" type driver to finish, drove a car with an Offenhauser engine and only two gears; low and high. . . . Movie camera crews were everywhere during the race, shooting background material for the Grand Prix in the movie "On the Beach", based on Nevil Shute's best-selling novel. . . . Ten race entries came from Seattle, Washington, where a third Sport Car Club of America region has now joined the Northern California and San Diego regions in the revolt from the parent organizations over its stand against members racing in the same event with so-called "professionals". . . . Lance Reventlow, heir to the Woolworth store fortune and owner of the Scarab team, displayed a very short temper all week-end and eventually got involved in a fisticuff display with a U.S.A.C. official after his car was needlessly black flagged a second time. The very poor display was not entirely Reventlow's fault, however, as so many other journals tried to imply. After the races were over everyone shook hands and the widely reported incident was forgotten. . . . Highways into Los Angeles were still jammed six hours after the races were over. There couldn't have been one person less than the reported 70,000 at the first U.S. Grand Prix for Sports Cars.

THE B.R.S.C.C. announce that Mike Hawthorn has been elected a vice-president of the club.

Come and see the New Twin-Cam M.G.A.**at University!**

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

Hire purchase and part exchange.

UNIVERSITY MOTORS LIMITED

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

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

Telephone: GROsvenor 4141.



Sole London
M.G. Distributors

Safety first!



AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.

Tel: PADDington 7671-2

RATES: 6d. per word, 3s. 6d. per line, 40s. per single column inch. Minimum charge 6s., not including Box Number. Particulars of Series Discounts may be obtained on application. All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

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

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

USED CARS FOR SALE

ALLARD

FACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—3 Keswick Road, Putney, S.W.15. VANDYKE 1835. (See also New Fords.) 1948 COUPE, outstandingly good throughout, many extras. £195. Terms.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BELgravia 3711.

ALVIS

12/50 ALVIS, good condition, complete set spares, tyres. Photos available. £78.—Dawson, 215 Chester Road, Hartford, Northwich, Ches. Tel. 4979.

ASTON MARTIN

ASTON MARTIN 1958 Mk. DB3. Radio, heater. 800 miles, as new. £2,750.—Box 2935.

G.W. JEAN BLOXAM'S DB35 coupé, ex-David Brown, in magnificent condition throughout, immaculate, oyster grey with red hide. Fastest G.T. car in country. Full details to genuine enquirers. £2,950 o.n.o. G.W. Ex-works Peter Collins' DB35 sports-racing car, twin plug head, full appendix "C" mods., blue/red, overhauled for next season, excellent specifications. Very fast and stable. Spares, etc. £1,495 o.n.o. Any vehicle considered in part exchange for either.—Gordon White & Co., Ltd., Gerrards Cross 2077-8.

£255 OR BY INSTALMENTS.—1938 ASTON MARTIN 2-litre sports saloon, cherry red with natural upholstery, engine just reconditioned at a cost of £70. Probably the smartest example on the roads today. Four months' written guarantee.—Central Garage (Pokesdown), Ltd., 980 Christchurch Road, Bournemouth. Southbourne 43261.

AUSTIN-HEALEY

DISC-BRAKED, black/cream, 100-Six, garage maintained (daily), 14,000 miles, with fully modified engine by Healeys, wire wheels, heater, screen washers, excellent tyres and luggage grid. Never blown, never bumped. £1,100 is a fair price.—David Brook, Huddersfield. Tel. up to 5 p.m. 6400, after 6 p.m. 2490.

WANTED.—B.N.2, 1956. Must be showroom finish and unmarked, low mileage and mechanically perfect.—Write details, including chassis number, to E. G. Vaughan, 60A Leam Terrace, Leamington Spa.

£940 1958 MODEL, 100/6, reg. 24.12.57, six-port head, and full works conversion, modified suspension, disc wheels, heater, spots, etc., 18,500 miles, fully maintained daily. Seen anytime at Newtons of Huddersfield. Tel. 3311.

BERKELEY

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

BERKELEY Sports tuning and racing specialists. See and test our demonstration model. Open 8.30 to 7 weekdays, 10 to 12.30 and 2 to 6 Sundays. Early delivery new models. Rev. counters, chrome plated luggage grids and tonneau covers always in stock.—Mantles Garages, Ltd., Henlow Garage, Henlow Camp, Beds. Phone: Henlow Camp 233.

B.S.A.

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

DAIMLER

1936 DAIMLER 15 coupé, excellent. £49 or exchange Austin Ruby.—Salmon, Dene-wood, Barnston, Dunmow.

FORD

1956 (JUNE) Ford Zodiac Mk. II. Grey-blue with tan and white leather interior, fitted with Westlake tuned cylinder head, three SU carbs, Servais exhaust system and silencer, Michelin X tyres, reversing light. 100 m.p.h. This car is in immaculate condition inside and out. Offered at the very attractive price of £695. Terms, exchanges.—John Hire Cars, Ltd., St. Marks Hill, Surbiton, Surrey. ELMbridge 8356.

1955 ANGLIA, fast and economical, Elva head, heater, full range of instruments, and Koni shock absorbers. Just finished £40 mechanical overhaul. £485.—J. A. Horne, phone Fairlands 4010 (Surrey).

FRAZER-NASH

1954 LAST LE MANS Replica built. Specification includes: works de Dion fitted 1957, located by Panhard rod; special wide 2½ ins. brakes and matching offset wire wheels; Koni shockers throughout; ZF differential.

Engine works rebuilt 1957, including new BS4 head, new Halset damper, new crank and camshafts and special pistons with Dyke piston rings.

Five spare wheels with R5 tyres. Never pranged. Seven wins and 9 places this season. Probably fastest in existence. £1,050.—A.F.N., Ltd., London Road, Isleworth. Tel.: HOUNslow 0011.

GOGGOMOBIL

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

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

JAGUAR

WANTED

JAGUAR "D"-TYPE

Must be in sound condition

and reasonable price.

BOX 2926.

JAGUAR, 1955, XK 140 coupé, C-type cylinder head, "Wilkie prepared", competition rear springs and brake linings, overdrive, chrome wheels and Avon racing tyres never been raced, smashed at offside, bargain, first £250 secures.—Tait, 25 Deemount Gardens, Aberdeen 28138.

1957 (June) JAGUAR 3.4, special equipment saloon, finished in two-tone blue and grey with dark blue hide, overdrive, H.M.V. pushbutton radio, badge bar, etc. In first-class condition throughout. £1,295.—Smithfield Garage, Ltd., Digbeth, Birmingham, 5. MIDland 4577-8-9.

LOTUS

LOTUS XI LE MANS, Late 1957 Wishbones, blue, Appendix "C", R5s. Many mods. Excellent condition, full history. Prepared and maintained in top form by Innes Ireland. Bargain for quick sale.

£1,050 o.n.o.

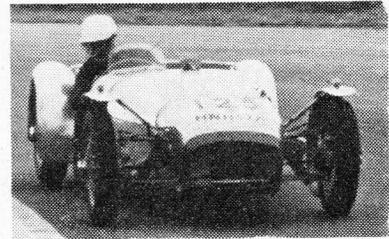
Trailer available.

D. GRAHAM,

Express and Star,

Wolverhampton.

Tel.: Wolverhampton 22233.



EDWARD LEWIS

invites offers for his

MARK SEVEN LOTUS.

This car has full Le Mans specifications (centre lock wire wheels, de Dion discs and wishbone front suspension), plus ZF diff., and is available with either FWA 1,100 c.c. Stage II Climax, or FWB 1,500 c.c. Climax engine. Alternative axle ratios.

Also lightweight trailer built for "Lotus" cars.

Offered at £48.

Enquiries to

"Avalon", Dallington Avenue,
Northampton.

1957 WORKS LE MANS LOTUS XI.

Beautifully driven and maintained by Alan Stacey during 1957. Only raced at five minor club meetings during 1958. Stage II Climax 1,100, disc brakes, de Dion wishbones, Weber carburettors, etc. Excellent condition, complete with 1951 Commer Box Van Transporter.

Private H.P. can be arranged. Would consider part exchange with late 500 Cooper.

DONALD F. ISZATT,
Moreton Bay, Southeast Arterial Road,
Gidea Park, Essex.
Romford 44737.

(Continued overleaf)

OFFICIAL  STOCKIST

PARADE MOTORS

(MITCHAM) LIMITED OFFER

1955 M.G. Magnette. Black and red. £685

1955 M.G. TF. 1,500 c.c. Red and beige, specimen. Tonneau cover, etc. £615

1954 M.G. TF. Black and green, radio. £555

1953 M.G. TD. Red and red, heater, luggage carrier. £485

1953 M.G. TD. Black and beige, excellent throughout. £485

1952 M.G. TD. Red and beige, hard top, specimen. £465

1946 M.G. TC. Black, cycle type wings, excellent condition throughout. £299

1952 SUNBEAM-TALBOT saloon, bronze, excellent condition throughout. £445

1955 FORD Prefect de-luxe, grey/red. £435

ALL M.G.s URGENTLY WANTED FOR SPOT CASH

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

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

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

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

ARNESTON MOTOR CO. LTD.

LONDON DISTRIBUTORS FOR

BERKELEY CARS

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

ORDERS ACCEPTED FOR EARLY DELIVERY
AMERICAN EXPORT ENQUIRIES WELCOMED

28 Albemarle Street
London W1
Phone: HYDe Park 9323

Classified Advertisements—continued**LOTUS—continued**

CHRIS MARTYN offers his 1958 Series II Mk. XI Lotus. This car had a successful season, being placed many times and was the fastest privately entered Lotus in the T.T. It has never been crashed, and the whole car has been thoroughly examined before being offered for sale. This immaculate car is offered at £1,100.—Can be seen at Innes Ireland, Ltd., Golden Acres, Elstead, Surrey. Tel.: Elstead 2197.

LOTUS ELEVEN, Le Mans, Series I, ex-Alan Stacey, Appendix C, Stage I and II cams, 4.2 and 4.5 axles, immaculate condition. £850 o.n.o.—D. Pasterfield, Stanford-le-Hope 3224.

LOTUS Le Mans XI. Complete less front cowling. New 1460 c.c. engine fitted. Disc brakes. £900 o.n.o.—Power Unit Engineering, Ltd., Burmantofts Works, Torre Road, Leeds 9. Telephone: Leeds 21751/2.

LOTUS Mk. VI replica, 1172 Formula, professionally built, ready for road or track. £340.—Box 2932.

1957 LOTUS Mk. XI Le Mans, Stage II Climax, Appendix C, with Lotus trailer, hood, etc., Weber carburetters. £1,200.—The Tourist Trophy Garage, Ltd., East Street, Farnham, Surrey. Phone: Farnham 5363.

QUALITY CORNER
CAR EXCHANGE
HOVE 38595

(BTN.) LTD.

18, CHURCH ROAD, HOVE



- 1955 Jaguar** Mk. VII, M-type saloon. Very fine condition throughout .. **£795**
- 1954 M.G. Magnette** saloon de luxe. Excellently maintained, showroom condition .. **£685**
- 1954 TR2** 2-seater. This car is in very good condition—above average .. **£575**
- 1952 Lancia "Aurelia"** Gran Turismo sports coupé—a unique car. R.H. drive. Cost over £3,000 .. **£1,150**

EXCHANGES AND HIRE PURCHASE
HOVE 38595.

1958 MK. XI LOTUS. Fitted with new Ford 100E engine, special Willment experimental O.H.I. head, enlarged exhaust valves and ports, enlarged exhaust manifold, Barwell gas-flowed throughout, special twin SU carburetters and fitted with ram air box, special big ends and mains fitted, polished and balanced con. rods, pistons, clutch and flywheel assembly, racing clutch, M.G. gearbox, special brake liners, oil cooler. Tyres only 40 per cent. worn, two new wheels and tyres. Spare gearbox and numerous other spares, full width screen, wrap round screen, rear body blimp, tonneau cover. Commer transporter, five new tyres, fitted with cubby holes and shelving, repainted 1958 and mechanically overhauled. Lotus unpainted and undamaged or shunted. Maintained and raced by director of firm. The lot, £780 o.n.o. H.P. terms arranged.—Brookholes Motor Co., Ltd., Main Ford Dealers, Southgate Huddersfield. Tel.: Huddersfield 8875. Home Tel.: Honley 61281.

M.G.

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

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

S. H. RICHARDSON

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

GOLD STAR GARAGE,

Moor Lane, Staines.

Colnbrook 2259/Uxbridge 2062.

M.G. M.G. M.G. M.G. M.G.
M.G. "D", 1931, just respayed in black cellulose, crank ground, new c.w. and p., radiator, rings, clutch, battery in past 100 miles. Very smart but lacks hood.—13 Bridgefield Road, Sutton, Surrey.

M.G. PA, black, very reliable, maintained by M.G. enthusiast. New: Oldham battery, hood and sidescrims. Reconditioned: Starter motor, dynamo, steering, petrol pump and springs reset. Well shod. Offers around £135.—J. Higgin, 55 Ashburton Road, Newton Abbot. Tel. 1951.

M.G. PA, immaculate condition throughout. Hydraulics, sealed beam, spot, fog, tonneau, etc. £190 o.n.o.—MITCHAM 5290.

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

M.G. TA "Tickford", 1938, black. £160.—Apply "Cheltenham", Caenshill Road, Weybridge, Surrey.

M.G. TA, 1938, recond. eng. and rear axle, half-shafts, bearings, etc., complete rewire, repaint, green, tyres, hood good. £250 o.n.o.—62 Marshall Road, Cambridge.

M.G. TA. Reconditioned engine, completely overhauled, bodywork good, Vynide hood and sidescrims. £245 o.n.o.—4 Claremont Avenue, Sunbury, Middx. Molesey 2841.

M.G. TC, 1949, black, excellent condition, recon. engine, dynamo, steering, good tyres, hood, sidescrims, etc. £380 o.n.o.—16 Mellows Road, Ilford. Tel.: WANstead 2215.

M.G. TC, 1947, B.R.G., in good condition. £320.—HILLSide 1762.

THOMSON'S hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburetters, halfshafts, crown-pinion sets, and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.

THOMSON'S—1955 M.G. TF, 1500, grey, red leather, twin spots, luggage grid, tonneau cover. Very nice condition. £585. Terms. Exchanges.—104-106 Kingston Road, Wimbledon, S.W.19.

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

1956 M.G.A., 21,000 miles, ivory/black upholstery, w/wheels, telescopic column, Lucas washer and radiator blind, latest front suspension with roll bar, two new Dunlops, 9:1 pistons, polished head, balanced crankshaft and rods, new distributor. This car has been engineer maintained in A.1 condition and serviced by well known M.G. dealer. Sale due to arrival of "twin-cam". Offers, over £700, to Box 2928.

1949 M.G. TC, red, new hood and tyres recently fitted, works recon. engine, spot and reversing lights, paintwork needs touching-up. £320 o.n.o.—MacIntyre, 9 Somerset Road, Bolton, Lancs.

MORGAN

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

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

MORGAN PLUS 4, 1956, TR2, 17,000, blue, Barwell head, never raced or rallied. £580.—EDGware 3262.

MORGAN 4/4, Dec. 1949, red, new hood, tyres, etc. £290.—Bedford 68196.

VERY SPECIAL 4/4, Series II. One of the fastest in the country, 1172 Elva-Ford engine, four-speed gearbox. Every conceivable extra, many spares. One owner only. £625. West Middlesex.—Box 2920.

PARAMOUNT

PARAMOUNT four-seater roadster, 10 h.p. with special o.h.v. conversion. Radio, heater and many extras. An enthusiast's car of unique design. Will sell for £400 or exchange for saloon with cash adjustment either way.—W. A. Hudson, 27 Orchard Way, Standbridge, Leighton Buzzard. Tel.: Leighton Buzzard 2179.

RACING CARS

J. R. Lewis's Mk. VIII Cooper,

complete, less engine, fitted Continentals. Short-stroke and long-stroke Nortons, both excellent condition, available for petrol or dope. Also spares, including gearbox, engine sprockets, carburetters, various engine spares, wishbones, and tyres. Robust trailer with built in locker, suitable F3 or F2 cars. Offers for each item or the lot. H.P. available.

Rodborough Crest,
Stroud, Glos.

COOPER-ALTA, ex-Moss, ex-Brown, single-seater, on petrol.—Details, photo, Rudds, 41 High Street, Worthing 7773-4.

COOPER Formula 2 single cam, 1,500 c.c. engine in superb condition, ex-Tony Marsh, ready to race. Unrepeatable bargain, £1,295.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel.: Haddenham 345.

COOPER Mk. VIII, complete, less engine, excellent condition, as new tyres, Lancefield modified Norton gearbox, Norton and J.A.P. engine plates, **MANY OTHER SPARES** and Trailer. £275 O.N.O.—AITCHANBEE, 7, Headstone Drive, Wealdstone, Middlesex. Harrow 5575.

DON PARKER offers his Mk. X COOPER, complete, ready for racing, fitted very fast D.K. Norton (19 places this season). With or without trailer. £475.—Don Parker, 1A Sangora Road, S.W.11. Battersea 7327.

F2 LOTUS, perfect condition, recently had latest engine mods. £1,650.—552 Westhorn Avenue, Eltham, S.E.9. ELTham 1966.

I. E. RABY—BUYS, SELLS, EXCHANGES—£500s; 1,100s; 1,500s; sports or racing cars. Exporting. Hire purchase.—Empire Cars (B'ton), Ltd., 85 Preston Road, Brighton 21713.

R. GIBSON, Bear Street, Barnstaple, N. Devon. R. offers for sale his F1 and F2 COOPERS. Carefully maintained. Any reasonable offer accepted. F2 Cooper, May 1957, twin-cam, F1 Cooper (short-stroke 2-litre), first raced Jan. 1958. Weber carbs, disc brakes.

WANTED—COOPER Mk. IX chassis, crashed one would do.—Blatchly, 28 Abbots Grove, Bedwell, Stevenage. Stevenage 940, Ext. 547 (day).

RENAULT

DAUPHINES and 750s. Comprehensive selection. 1956 and later models, from £445. Terms. Exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BELgravia 3711.

1958 RENAULT Dauphine, red, Rudd twin carb conversion, heater. One of the fastest Dauphines in the North. Never raced or rallied, maintained by us from new. Full guarantee. £695.—Embassy Garage, Withington Road, Manchester, 16. MOSS-side 2608 and 4867.

RILEY

JULY, 1958, 1.5, red. Speedwell head and roll bar. Derrington extractor exhaust, 4.22 axle, 80 b.h.p. Recalibrated instruments, undersealed, seat covers, safety belts, etc. This car has only just been carefully run in and is spotless. It was intended for racing next season, but change of plans forces sale. A potential race winner, but flexible for touring or shopping.—Genuine enquirers Box 2933, or telephone Beckenham 7533 after 6 p.m. Price £850.

SINGER

SINGER Le Mans 4-seater saloon, 1934, good engine, brakes, tyres, etc. £27 10s. o.n.o.—Topp, Moorgreen, West End (2429), Southampton.

1936 1½-LITRE "Speed" Model, six cylinder, steering, brakes, lights excellent, tyres and battery perfect, 25 m.p.g., 80 m.p.h. £95.—Henderson, 288 Earls Court Road, S.W.5.

St. Margarets Motors Ltd.

for
"TR's and only TR's"

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

1957 TR3. Disc brakes, overdrive, radio, heater, wire wheels, Michelin X, tonneau, hard top and soft top, 14,000 miles, red, black interior, one owner £795
Chromium plated Luggage Carrier, TR2/3s, always in stock £8 15s. each

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

Hire Purchase - Exchanges - Insurance

THE 100% TRIUMPH ENTHUSIASTS

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

(Half a minute St. Margarets Station)

Tel.: POPesgrove 9075

SPECIALS

ALMOST finished Austin 7 Special comprising original engine and chassis, new fibreglass body, hardtop. £180.—62 Chiltern Road, Baldock, Herts.

TRIALS Special, 1,172 c.c., little used, SUs, tubular frame, A30 rear axle. Offers over £150.—207 Lordswood Road, Birmingham, 17.

1172 FORD Special (1958). £250 for quick sale (emigrating). Mistral, body, tubular chassis, 4.7/1 c.w.p., Buckler "C" gears, i.f.s., X tyres, professionally built—needs finishing. Taxed and insured. Spare balanced hot engine.—Morley, 141 Addison Way, N.W.11. Tel.: SPeedwell 5198 after 6.30.

1957, 1172 SPECIAL. Professionally built, Aerodynamic, fibreglass saloon body, 9,000 miles. 2-L5 hydraulics, H/C head, many extras including whitewalls, wheel discs, spotlight, s/washers, spare wheel cover, etc. Beautifully finished in red, with grey and white Vynidie interior. Good performance, 40 m.p.g. Photo available. £395. Write first, please.—Boad, 350 Malden Road, Cheam, Surrey.

1948 FORD 8. Unused recon, engine, four-branch exhaust, special inlet manifold. Lowered suspension and steering. Renewed clutch, brake linings, brake and steering linkages. Special "Rochdale" radiator and Ford water pump fitted. 4.7 c.w.p. All instruments. Chassis stiffened and painted ready for fibreglass. £95 o.n.o.—Porter, 8 Denmark Road, Carshalton, Surrey.

1935 WOLSELEY E.W. Special, complete eng. overhaul, aero screens, full length tonneau cover, excellent chrome, good appearance, very fast. £110.—Box 2930.

SPORTS CARS

CRESSCARS LTD.

Alan Baker offers:

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

TRIUMPH TR2, 1954, excellent in original condition, white. A particularly nice TR. £519.

M.G. TD, 1953, immaculate black, red leather specimen car. £469.

M.G. TC, 1949. Unmarked in red, beautifully maintained in specimen condition. £379.

M.G. TA, 1937. Most excellent in red. £229.

LANCIA AUGUSTA 12 h.p. saloon, 1935. Meticulously maintained, reconditioned engine with specially modified cylinder-head and exhaust system. An exceptionally nice specimen. £129.

And Many Others.

Sports Cars Urgently Wanted. Top Cash Prices.

156 High Road, Finchley N.2.

TUDor 9272.

(Two mins. East Finchley Station)

TRIUMPH

TR3 HARDTOP (1956), cream/red two-tone. Fitted three-speed overdrive, radio, heater, full tonneau, soft top, twin spots, badge bar, Michelin X, rimbellsers, seat covers, luggage rack, reversing light, and others. Carefully maintained, low mileage. £675 o.n.o., exchange considered. H.P. and insurance could be arranged.—David Buxton, 18 Friar Gate, Derby 48284.

TURNER

TURNER Sports Car, 1956, blue, 10,000 miles. Fitted with Standard 10 engine and gearbox with Alexander conversion. £495 for quick sale.—Turner Sports Cars, Ltd., Pendeford Airport, Wolverhampton.

VOLKSWAGEN

1951 VOLKSWAGEN. Will accept first good offer.—Lomas, Mere, Knutsford. KNU 2144.

BODYWORK

£35 PLASTIC BODY SHELLS.

Why not build an aerodynamic body to your own design?

The latest developments in plastics bring it within the reach of every Amateur enthusiast, and "Plastic Car Body Design and Construction for the Amateur"

will show you how to do it. No previous knowledge or special tools required, and it can be done in a few weeks in your own garage. This book takes you through each stage in easy to understand language, from the initial design to trimming and fitting the body to your chassis.

This book is profusely illustrated and a must for every special builder or body repairer, at 9s. 6d. post free

We can also supply the most competitively priced kits on the market for building plastic car body shells. Send s.a.e. for list. We also supply concise instructions on mould and body building, priced 2s.

PLASTIC DEVELOPMENTS,

Park Cottages, Botley Rd., Bishop's Waltham, Hants.

ARNESTON

OF ALBEMARLE STREET

London Distributors
for the
NEW "FRISKY" SPORTS

Spares & Service:
STEELES ROAD, N.W.3

PRImrose 4467

Showrooms:

28 ALBEMARLE STREET, W.1
HYDe Park 9323

BOOKS

MOTOR-RACING BOOKS—Sale. Wanted. Lists 4d.—116 Bohemia Road, St. Leonards, Sussex.

MOTOR RACING BOOKS for sale, cheap, many recent. Stamp for list.—Box 2927.

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

CHASSIS

TUBULAR CHASSIS. Absolutely new, complete with four wishbones and all Harrisflex bushes. Ideal for 1,172/2,500 c.c. £49.—Southall 2669.

CONVERSION UNITS

STOP THAT MINOR

Entirely new and inexpensive Brake Master Cylinder conversion will give your Morris Minor phenomenal braking power.

Fit our improved design Rear Suspension Bracket to cure axle tramp.

Demonstration Car Available.

W.A.T.S. CO., LTD.,

199 Ealing Road, Wembley, Middx. WEM 9595.

(Continued overleaf)

THE CHEQUERED FLAG

LTD. (9 a.m. to 8 p.m. weekdays)

LONDON'S LEADING SPORTS CAR SPECIALISTS

FERRARI "MILLE MIGLIA" SPYDER, by Vignale, 5-speed box, 2 litre V12 unit. Fabulous car. £1,585
PORSCHE 1600 Super 1957 model. Fixed head. Steel-blue, all extras. Only £1,385
ASTON MARTIN DB3S Appx. C. 2.9 litre. Ex-works car. Webers, de Dion, etc. £1,365
LOTUS MK. XI 1958 Le Mans. Webers, mag. wheels, as new. £1,295
COOPER-JAGUAR Appx. C. sports/racing 2 str. full D. type unit, discs, etc. £975
JAGUAR XK 140 1955 fixed head, grey/red leather, o/drive, radio, heater, spots. £965
FRAZER-NASH 1953 Targa Florio streamlined 2 str. B.S.I unit, maroon. £945
LOTUS MK. XI Le Mans 85 stage II Climax, de Dion discs, etc., pale blue. £895
JAGUAR XK 140 1955 Fixed head. Beautiful mid-night blue, radio, heater, etc. £865
TR3 1957 2-str., unmarked, steel blue, disc brakes, 3-speed, o/drive, wire wheels, one owner. £795
COOPER 1100 sports/racing 2-seater 1956. Red, stage II Climax unit. £795
FRAZER-NASH special, lightweight Le Mans replica, B.R.G. Highly tuned unit. £795
LOTUS MK. XI 1958 series II (wishbone), blue, 100E unit with all mods. Scarcely used. £795

M.G. 1957 2-str. Spotless, red with black leather, several extras. £785
LOTUS MK. XI 1956 "Club" 2-seater, Stage II Climax, full width screen, one owner. £765
ELVA COURIER 1958 2-str., black, tuned M.G.A unit, very low mileage. £765
M.G. 1956 2-str., ivory, extras, one owner. £745
TR3 1956, Blue, hardtop, o/drive, radio, htr. £745
TR3 1957, beige/red, h/top, o/drive. £745
TR3 1956 (Dec.) B.R.G., rear seat, etc. £715
AUSTIN HEALEY SPRITE, cherry red, extras, works mileage, unmarked. £695
AUSTIN HEALEY 100 BN2 1956, ice-blue, 4-speed box, o/drive, etc. £695
TR3 1956 B.R.G., with beige leather. Extras. £695
M.G. 1956 2-str., pale blue, extras, one owner. £695
JAGUAR XK120 1954 D/H coupe, black, radio, heater, X tyres, new hood. Another grey. £665
AUSTIN HEALEY 100 1955 spotless black, one owner. Another ice blue. £645
M.G. TF 1500 1955 2-str., ivory, wire wheels. £635
M.G. TF 1500 1955 red, w/wheels, unmarked. £625
TR2 1955 2-strs. Choice 3 spotless cars, ivory, green or red. from £595
LESTER-CLIMAX 1100 fixed head coupe. £595

COOPER-BRISTOL 1954 comp. 2-str. B.R.G. £595
M.G. TF 1250cc 1954, red/cream, w/wheels. £595
SUNBEAM ALPINE 1954 roadster. Sapphire blue, radio, htr., floor change, etc. £565
M.G. TF 1954 2-strs., choice 4 really beautiful cars; red ivory, green or birch grey. from £565
HEALEY SILVERSTONE E type, 2-seater, pale blue, unit reconditioned. £495
JUPITER S.III 1½ litre roadster, all extras. £485
LOTUS MK. VI 1955 tuned unit, red. £445
M.G. TD 1950/1, choice 6, 2-strs., black, blue, green, red, all excellent. from £445
BMW 328 1939, Superb red 2-seater. £435
MORGAN PLUS 4 1952 2-str., red, excellent. £435
FORD ROCHE DALE GT.1172, red. £425
LEA FRANCIS 1950 2½ litre roadster. £425
A40 Sports, maroon, rad. heater, spots. £395
SINGER 4 AD 1953, 1500 roadster, silver £365
TRIUMPH 1949 2000 roadster, black £365
H.R.G. 1949 1500 "SPA Replica", B.R.G. £345
COOPER 1956 2 str. Red. Ford unit. £325
DELLOW MK. II 1172, 2-strs. B.R.G. Choice 2. £325
M.G., TC 1947/9 2-strs., choice 6, various colours. All above average. from £315
JAGUAR SS100 1939 3½-litre, 2 str., dark red. £295

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

SEE BRITAIN'S PREMIER SPORTS MOTOR SHOW

at our showrooms—only 15 mins. from Earls Court to Chiswick Park Stn. by District underground train.

492/6 CHISWICK HIGH ROAD, W.4

BOLTON of LEEDS LTD.

| | |
|--|--------|
| BENTLEY Continental by H. J. Mulliner. One owner. 25,000 miles, serviced 100 per cent. by Bentley. Absolutely perfect | £5,100 |
| MORRIS Oxford, Sept. 1957. 8,000 miles only. Turquoise blue, immaculate | £685 |
| STANDARD Pennant, 1958. 7,000 miles. Pale green | £645 |
| RENAULT Dauphine, 1957. One owner, low mileage. Immaculate | £625 |
| JAGUAR Mk. VII, 1953. Birch grey, fully guaranteed heater | £595 |
| RILEY 2½-litre Roadster, 1951. Green, with reconditioned engine. Immaculate | £465 |

120 Albion Street, Leeds 1
Telephone: 36036

Classified Advertisements—continued

CONVERSION UNITS—continued

ALEXANDER Conversion for 100E Ford. Combined twin inlet and four-branch exhaust manifold with SU carbs., 8.3 head, Burgess silencer, £15.—Everard, Ratcliffe Hall, Leicester.

ARE YOU TIRED of that rubbery appendage on your steering column? Remember, any car can be converted to floor-mounted gear lever. Why not let us do it for you? We can also improve your car's "breathing" very cheaply. Improve your car's performance, whatever its tune, by replacing all oils with SUPROLUBE, the world's first ALL ROUND auto and industrial Lubricant, the SOLID FILM lubricant that virtually ELIMINATES friction and drag, the world's safest lubricant.—Sole Suppliers: Lineker's Garage, Huthwaite, Notts. Phone: Sutton-in-Ashfield 40.

MANGOLETSI INLET MANIFOLDS. "Twin Carb. Performance for under £10". Also MANGOLETSI HIGH COMPRESSION KITS. At last, H.C. conversions at a price you can afford.—Motortune, Ltd., Official Agents, Jay Mews, Kensington Gore, S.W.7. KNI 7771.

CONVERTED CARS

1958 MODIFIED HILLMAN MINX. Exceptionally fast. Class winner Goodwood, Whit Monday Meeting. Many other places. Extensive modifications to engine and suspension too numerous to list. Spare racing wheels and tyres and all parts to return to standard. Twin spots, badge bar, reversing lights, safety belts, radio, heater, screenwashers, etc. £850 o.n.o.

M. B. EVERLEY,
27 Clayton Way, Cowley, Middx.
Phone: HAYes 3447 day and/or Uxbridge 6989 evening.

ALEXANDER top the list of rally-tested conversions and/or Laycock overdrives for most Austin, Morris, Wolseley and Ford models. Standard 8 and 10, Minx I and II, Rapier I and II, o.h.v. Husky, Gazelle, Dauphine, Magnette and Metropolitan. Write for details, there is an Alexander fitting agent quite near you.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel.: 345.

BRADSTOCK MOTORS, LTD., offer: 1956 Ford Thames converted to station wagon, including special seats and dashboard. Willmont conversion, including suspension, four-speed gearbox, etc., etc. £475. 1954 M.G. Magnette, Alexander conversion, balanced engine, modified suspension, radio, new tyres, etc., £615.—454-456 London Road, North Cheam, FAIrlands 6283.

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

EX-GOVERNMENT

STOP WATCHES and ELAPSED TIME CLOCKS

Illustrated leaflet on request

CHARLES FRANK
67-75 SALT MARKET
GLASGOW, C.1

ESTABLISHED 1907

ENGINEERING SERVICES

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

We supply and fit the following conversions:—
Downton Engineering (Main Agents).
Roger Boudot (Dauphine).
*Pierre Ferry (Dauphine and 4CV).
Alexander Laycock overdrives.
*Hypower' Brake Servo Units.
Lowered Suspension for Dauphine £10.
*United Kingdom Agents.

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

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

ENGINES

J.A.P. 500 c.c. Latest type. Alfin barrel, hairpins. £35. Spares available.—Phillips, 24 Moseley Road, Cheadle Hulme, Cheshire.

100E, UNUSED since new pistons, valves, big ends, flywheel. £30.—Radlett 5697.

EXCHANGES

J2 M.G., immaculate, recon. engine, g/box, clutch, not run-in, new battery, dash, aero screens and 1957 D/type Lambretta, 9,000 miles. Total value, easy £200. For sports combination, good touring bike, or consider bubble car, w.h.v. Would separate or sell (offers).—Nessling, 30 Idmiston Road, London, S.E.27.

FIBREGLASS

RONGLOSS glass fibre kits and materials. Kits from 6s.—Ronald Parkes, 98 Sydenham Road, London, S.E.26.

MAGAZINES

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

MISCELLANEOUS

18s. 4d.
Plus 1s. 8d. p. and p.
is a small price to pay for this perfect gift for your brother (or sister) enthusiast. The "SPORTAC" shooting stick with choice of brown or red folding handles and grey, brown or black shaft is strong, light and eyeable. The perfect "prop" for every sporting occasion.
Money back warranty.
Cash, cheque or P.O. to
SPORT ACCESSORIES,
Onslow Mills, Trout Road, West Drayton, Middx.

FIVE AVON Speed tyres, 6.00 x 16, one brand new, four about 25 per cent. worn, £25 the lot. Also five Michelin X, 6.00 x 16, one brand new, four 1,000 miles, £35.—Howard, 145 Brooklands Road, Sale, Ches.

POP RIVET GUNS, 30s., p.p. 1s. 6d. Rivets, new, Monel, ½ dia., 6s. 100; ⅜ in. dia., 7s. 100. All new.—Lockwood, 76 Ernest Road, Bedhampton, Hants.

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

5 × 4 LINHOF TECHNIKA, three lenses, four slides, roll film back case. £275. Part exchanges and hire purchase welcome.—The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford. Telephone 4040.

PHOTOGRAPHS

PHOTOGRAPHS of most cars at London M.C. Brands Hatch Sprint.—Charles Dunn, Greenleaves, Woking, Surrey. Telephone 3737.

RADIATORS & FUEL TANKS

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

HOW TO BUY A FAST CAR...

Yes, we know it can be easy—simply walk into the nearest super showroom and pay up for the latest streamlined beauty—if you aren't fussy!

Seriously, we often hear of a buyer who purchased an expensive bolide after showroom appraisal and a short run around the crowded streets of his district. We only wish we met him first!

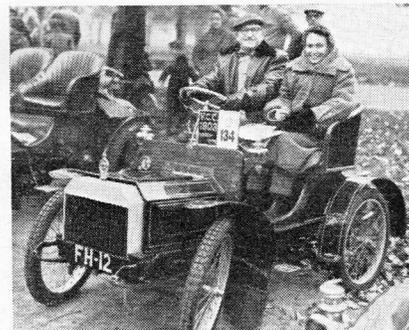
About just as often we hear of ultra low mileage models of famous makes for sale at good discounts, the customer found a design feature that simply did not suit his tastes. With depreciation at its present level on first class specialised carriages, a purchase can only be justified if the vehicle is really what you want from the motoring world, and you can live with it for a reasonable period.

We suggest we have the answer for the really discerning buyer, we operate agencies for A.C., ASTON MARTIN, AUSTIN HEALEY, M.G., RENAULT and TRIUMPH and the range of latest available models are normally on display at our showroom to allow side-by-side comparison. Backing this display we have our unique 7 days' Self-drive hire system which allows purchasers to try our demonstrators free of charge before being committed to buy. Write, call, or phone for full details. Distance need be no deterrent.

K. N. RUDD (Engnrs.) Ltd.
41, High Street, Worthing. 7773/4

Automobile Distributors and Motoring enthusiasts

A.C. · ASTON MARTIN · HEALEY · M.G. · TRIUMPH



1903 5 1/4 h.p.

HUMBERETTE

This is a perfect specimen of a beautiful veteran. Everything is in first class order and the showroom condition needs to be seen to be fully appreciated. It has taken part in many rallies and a number of Brighton runs during its present ownership. The vehicle has been excellently maintained and a complete itemised list of maintenance details is available. Price £450. Please address all enquiries to:

A. S. J. Painter, Esq.,
"The Ridgeway",
Ipswich Road, Woodbridge,
Suffolk

LISTER-JAGUAR and TRANSPORTER

This successful car, driver Bruce Halford, is for sale with all spares.

Manufactured exactly to Appendix C.

The only JAGUAR powered car to finish Le Mans.

The following places were secured this season.

April, Oulton Park 3rd — May, Mallory Park 2nd
Whitsun, Goodwood 1st — July, Crystal Palace 2nd
July 19, Silverstone 3rd — July, Snetterton 3rd
August 4, Brands 3rd — September, Oulton Park 2nd
October, Snetterton 2nd

Ready for Inspection and Trial. Price **£2,500.**

Write:

R. WALSH

GARDEN FLAT · INVERDART · KINGSWEAR
SOUTH DEVON

RALLY EQUIPMENT

IF it's Garford, it's good. The Garford Romer, 4s. The Garford Trip-Lite which gives navigator more illumination of speedo mileage counter, 10s. All post free from GARFORD ROMERS, 1 Peterborough Road, Harrow, Middlesex.

R.K.N. SAFETY BELTS, from £1 17s. 6d. British and Continental maps in stock at Rally Equipment (see this page).

SAFETY GLASS

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

SHOCK ABSORBERS

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

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

BASIL ROY LTD

ESTABLISHED OVER 35 YEARS

of London for NEW CARS



MAIN LONDON DISTRIBUTORS
AND RETAIL DEALER FOR



TRIUMPH



STANDARD

MORRIS



PERSONAL EXPORT AND SELF-DRIVE
HIRE FACILITIES AVAILABLE

Pye Radio supplied and fitted

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

SITUATIONS VACANT

TWO skilled Volkswagen mechanics wanted. Double your present pay at least, plus health and pension schemes. Free passage and accommodation.—Write, giving history and references, European Motors, Inc., Rossville, York County, near Harrisburg, Pennsylvania, U.S.A.

SITUATIONS WANTED

YOUNG MAN, 23, seeks position connected with motor racing. Technical education and background, will consider any position.—Box 2931.

SPARES & ACCESSORIES

M.G. XPAG 1,500 c.c.

Virtually complete engine, less crank. Stage II head, polished and flowed, new valves, etc. £12. Also 0-1 in. and 2 ins.-3 ins. micrometers, new, £5 pair.

Phone: HOUnslow 0523.

FRAZER-NASH Le Mans Replica, FNS cyl. block and pistons, very good. Offers, or exchange bench drill.—13 Elizabeth Avenue, Rose Green, Bognor Regis.

M.G.A. CYLINDER HEAD, raised compression, £10; Mille Miglia seat rest, 30s.; Wolseley 1500 silencers, £1.—Box 2934.

TR2 FIXED siderscreens (fawn), £5; 5.50 x 15 ins. Dunlop and tube (nearly new), £5; M.G. TD cheetah skin type seat covers, £3; aluminium wing guards (new), £1; SU pump (new), 30s.; TC prop. shaft complete less one U/J, £3; radiator muff, £1; N/S hub extractor, £1; petrol gauge and float (new), £2.—88 Dartmouth Avenue, Westlands, Newcastle-under-Lyme.

TWIN carbs, for Ford 100E engine, complete with four-branch exhaust, £10. Also two wheels fitted Town and Country tyres, little used, £12.—Hill, 116 Norton Road, Stourbridge, Wores. Stourbridge 4221.

SPEED EQUIPMENT

H.R.G. ALLOY HEAD for B.M.C. 1500, will give 10.2:1 compression, special valves and springs, fully polished and ports mated with: Inlet manifold for 1½ ins. carbs and extractor exhaust with special silencer. Spare gaskets specially made by Klingers, 2-1½ ins. SUs to suit, all small mileage. This is what you need to make a "B" Series engine really go! Sensible offers for this, over £120 worth of equipment, are invited. Inspection arranged by application to Box 2929.

TUNING SERVICE

AUTO-MOLY.—Stock car racing is the best test. We often run without water or oil, and sometimes upside down! But we keep going with AUTO-MOLY.—Johnny King, Mac Motors, Curwen Road, Shepherd's Bush, W.12.

AUTO-MOLY, the latest adaptation of Molybdenum Disulphide for automotive use, contains 99 per cent. pure MoS₂, particle size under ½ micron.

AUTO-MOLY is as necessary as anti-freeze. It arrests wear, prevents petrol wash, gives easier starting and smoother running.

AUTO-MOLY, 8 oz. tin 12s. 6d., for one gallon sumps.

LONGLIFE BATTERY DEPOT, 52 Charminster Road, Bournemouth, for AUTO-MOLY.—See below.

LONGLIFE BATTERY DEPOT, 924 Wimbourne Road, Bournemouth.

LONGLIFE BATTERY DEPOT, 437 Poole Road, Branksome.

LONGLIFE BATTERY DEPOT, 20-22 Bucknall New Road, Hanley.

LONGLIFE BATTERY DEPOT, 177 Borough Road, Birkenhead.

LONGLIFE BATTERY DEPOT, 183 London Road, Portsmouth.

LONGLIFE BATTERY DEPOT, Tavistock Road, Plymouth.

LONGLIFE BATTERY DEPOT, 50 Park Row, Bristol.

LONGLIFE BATTERY DEPOT, 415 Stapleton Road, Bristol.

LONGLIFE BATTERY DEPOT, Tudor Road, Cardiff.

AUTO-MOLY is in stock at all our branches.

Trade supplied.

AUTO-MOLY by post from any branch. Send P.O. 13s. 6d.

LONGLIFE BATTERY DEPOT. Call at our branches. A mecca for the motorist, accessories of every description, at realistic prices. And, of course, AUTO-MOLY.

LONGLIFE BATTERY DEPOTS solve your gift problem.

AUTO-MOLY automotive compound. I use it in conjunction with carefully applied tuning. Have your engine pepped up for the winter months.

—L. D. Marshall, 17 Canfield Place, N.W.6.

MAIda Vale 3827.

(Continued overleaf)

Cornwall Garage (Finchley) Ltd.

Call and see us ...

We offer a pre-competition engine tune and check-over that will ensure trouble-free motoring — with maximum results.

This tune-up is a must before all types of events or if you demand only the best type of motoring. Complete PRICE 3 GNS.

Do come and see us or call FINCHLEY 4255. Open 8 a.m.-7 p.m. MON.-SAT and Sunday morning to discuss your requirements.

We also have at our disposal full facilities for all types of repairs and fitting of special equipment, etc.

**Cornwall Avenue, Finchley,
London, N.3**
(off Ballards Lane)

RALLY EQUIPMENT

Personal service—by rally enthusiasts
for rally enthusiasts

Send 6d. stamp for illustrated catalogue

V.W. EXPRESS Conversions
Ordnance Survey Maps
Navigational Aids, etc.

RALLY EQUIPMENT

295 Edgware Road · Colindale · N.W.9
COlindale 3633/3840

L. F. DOVE, LTD.

THE
FIRST OFFICIAL
TR Centre

"Over 100 m.p.h. and nearly 30 m.p.g. for just over £1,000 new. There is no other car in the world to compare with price and performance of the TR."

Well, that is what they are all saying at the Motor Show, and they can't all be wrong.

USED TRs

We have taken a lot of orders for new TRs, and as these are delivered some excellent TR2s and 3s will be coming in exchange.

AVAILABLE NOW

1956 TR3 in beautiful condition. Red, with grey upholstery, wire wheels, heater, tonneau, etc. Just over 2,000 miles since new ... £675

1957 TR3, disc brakes, only done 6,200 miles, B.R.G., grey leather upholstery, fawn hood and screens, overdrive, heater. Just like a new car £825

1958 TR3 with occasional seat, practically new, coming in this week ... £895

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

Hire Purchase. Part Exchange.

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

**44/48 Kingston Road,
Wimbledon, S.W.19**

LIberty 3456-8

Classified Advertisements—continued

TYRES

R.S.4 ROAD SPEED TYRES, 5.90-15, with tubes. Five, as delivered on new car, 90 miles only, will separate. £8 each.—Harvey, 93 Burdett Road, Bow, London, E.3.

WHEELS

DUNLOP 15 ins. wire wheel, stove enamelled silver, ex-M.G.A. as new, £5.—Harvey, 93 Burdett Road, Bow, London, E.3.

WANTED

ALLARD CARS always required. We buy, sell, service, exchange or part exchange against purchase of new Ford cars.—Adlards Motors, Ltd. (Allard Main Distributors), 43 Acre Lane, S.W.2. BR1Xton 6431.

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

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

WANTED—Aquaplane conversion Minor 1000.—N. Bold, 1 Wright Road, Birmingham, 8.

WANTED—FORD 10 h.p. engine and mods.—27 Langthorne Road, Leytonstone, E.11.

WANTED: Special suitable autocross and driving tests.—Bone, The Limes, Great Cornard, Sudbury, Suffolk.

NEW CARS FOR SALE

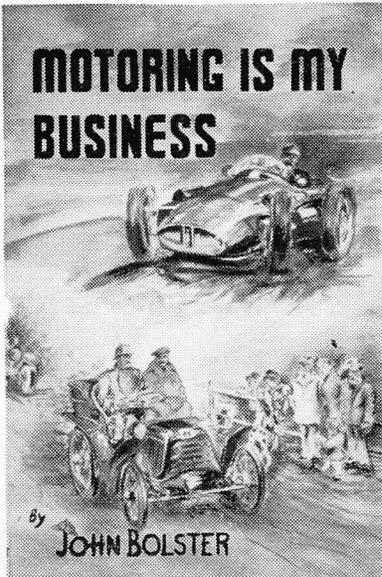
FORD

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

GOGGOMOBIL

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

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



John Bolster's book is written in his usual informative and breezy style. It deals with every possible aspect of motoring sport, from his early connections with mechanized vehicles up to the present time. Famous names flit through its pages; stories are told which have never before appeared in print; the pre-war Brooklands and Shelsley days are faithfully described. J.V.B. even tells what it feels like to break one's neck! There is never a dull moment, and it is a book which can be read many times over. It is confidently predicted that MOTORING IS MY BUSINESS will become one of the classic works.

Price **18s.** (19s. post free)

Written semi-humorously, and always in Bolster's immaculate English, it takes readers behind the scenes of motoring sport in a way that no previous book has quite succeeded in doing.

Order from your bookseller or direct from the publishers:

AUTOSPORT (Book Dept.)

159 Praed Street • London • W.2

PETER HARPER

Britain's leading Rally Driver introduces

Rootes Group approved

RAPIER DRIVING GLOVES

by **PULLMAN** of YEOVIL AND WOODSTOCK

Tested under all types of conditions and climates by Rootes Rally Drivers.

Guaranteed washable.

PRICES **34/6d** Men's
31/9d Women's

*Available from
Rootes Dealers
and leading
Departmental
Stores
throughout
the country.*



MILL GARAGE Chigwell Road, South Woodford

W. JACOBS & SON LTD.

LONDON E.18

1958 M.G.A. coupe. Island green, black trim. One owner, low mileage. Excellent condition. **£900**

1956 M.G. Magnette. Grey with maroon trim. One owner, low mileage. **£765**

1955 M.G. Magnette. Maroon with biscuit trim. Reconditioned engine. **£675**

Orders taken for the new M.G.A Twin Cam., and early delivery of the M.G. Magnette.



Terms, Part Exchanges as with all our Car Sales.

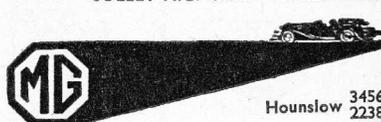


SPECIALISTS

WANSTEAD 7783/4/5

SPECIALISTS

SOLELY M.G. CARS — SALES & SERVICE



Hounslow 3456
2238



STOCKIST

TOULMIN MOTORS

SALES NEW ZB MAGNETTE IN STOCK.

SPARES The speediest C.O.D. service available, spares from 1930 all models, very comprehensive stock.

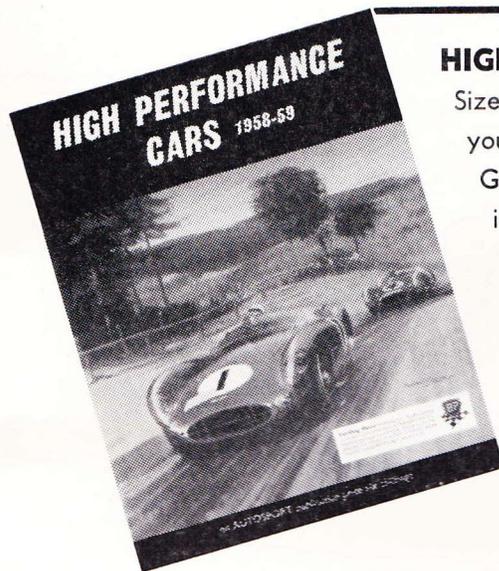
REPAIRS Engine, Gearbox, Crank, Differential, Shock Absorbers, Dynamo Exchange Service.

343 Staines Road, Hounslow, Middx.

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

COME AND SEE US... ON STAND 61

AT EARLS COURT INTERNATIONAL MOTOR SHOW



HIGH-PERFORMANCE CARS 1958-59

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

Published October 20th, 1958

BOOKS

Motoring Is My Business by John Bolster. 18s. Cloth. Oct. 15th.

Case History by Norman Smith 30s. Cloth. Nov. 14th. (The story of E.R.A., Auto Union, H.W.M., Mercedes-Benz, Maserati, Ferrari, etc.)

BOUND VOLUMES

Readers may now send their orders for binding their own copies of Volume 16.

Already bound Volume 16 AUTOSPORT will be available immediately after the Motor Show.

Orders for binding readers' copies of all other volumes, at 25/- each, can be taken at any time. Certain already bound volumes AUTOSPORT are still available, price £2.17.6.

LOOSE BINDERS

Readers wishing to bind their own copies of AUTOSPORT may obtain special AUTOSPORT binders made by the Easibind Co., together with full instructions for use, by sending 14/6

for each binder required. (Index 2/- extra.) Please state volume number to be bound if you wish volume number and year to be blocked on binder in addition to the title AUTOSPORT.

SOUVENIR PHOTOGRAPHS

The following sets of AUTOSPORT souvenir photographs, each set consisting of 8 photographs (8" x 6"), price 21/- per set, are available from the publishers:-

British G.P., French G.P., European G.P. (Spa), Le Mans, Dutch G.P., Monaco G.P.

PHOTOPRINT SERVICE

Theo Page Cutaway Drawings, sizes varying between 20" x 12" and 20" x 15" approx. Price 15/- each, post free.

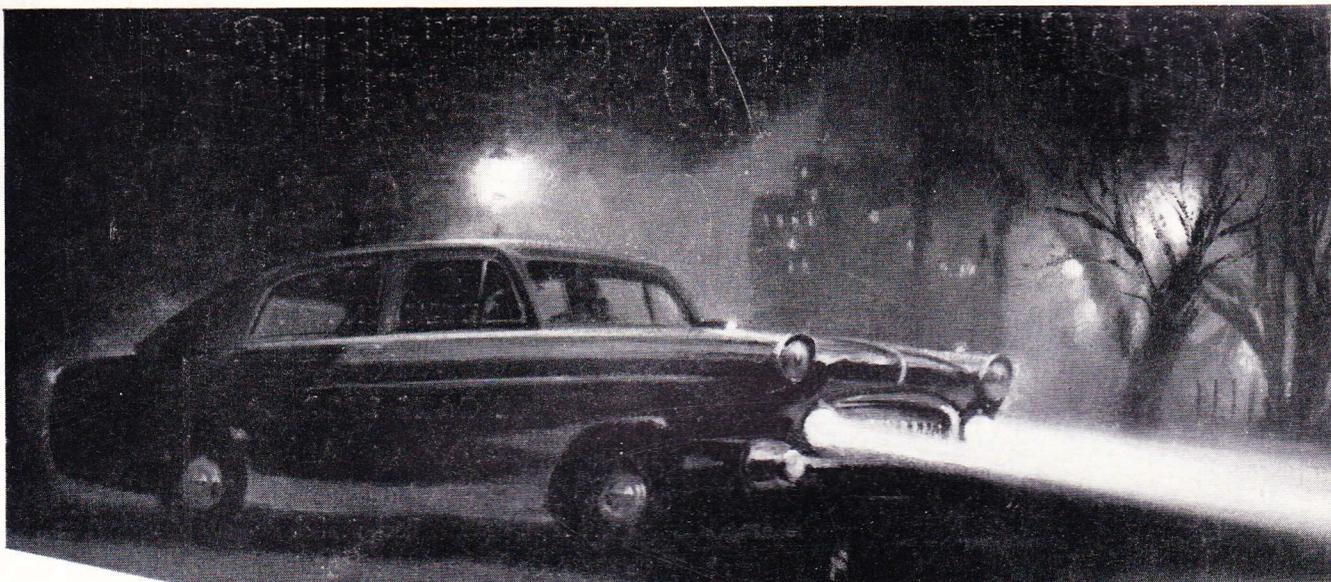
A selection of drawings from our range of nearly thirty available subjects includes:-

Lotus Mark XI, Jaguar Type "D", Austin-Healey Sprite, Formula 2 Cooper (1958), Aston Martin DB35, etc.

Any Theo Page drawing may be ordered. Discount on quantity orders. Quotations on request.

AUTOSPORT

159 PRAED STREET • LONDON • W.2



Whatever the Weather



DRIVING LAMP SLR700S 7" Dia.
Complete £5. 5. 0. Lamp only £5.
(Price per pair SLR & SFT700 £9. 5. 0.)
FOGLAMP SFT700S 7" Dia.
Complete 92/6 Lamp only 85/-



DRIVING LAMP SLR576
5 3/4" Dia. Lamp only 75/-
Complete 82/6
(Price per pair SLR & SFT576 £7. 15. 0.)
FOGLAMP SFT576 5 3/4" Dia.
Complete 82/6 Lamp only 75/-



WLR576
DRIVING LAMP
Complete 75/-
Lamp only 70/-
WING FIXING
WFT576 FOGLAMP
Complete 75/-
Lamp only 70/-



(All Lamps supplied complete with cable, switch and bracket where necessary).

You can rely on

MOTOR SHOW · STAND 250

LUCAS

Motoring Essentials

JOSEPH LUCAS LTD . BIRMINGHAM 19