

AUTOSPORT

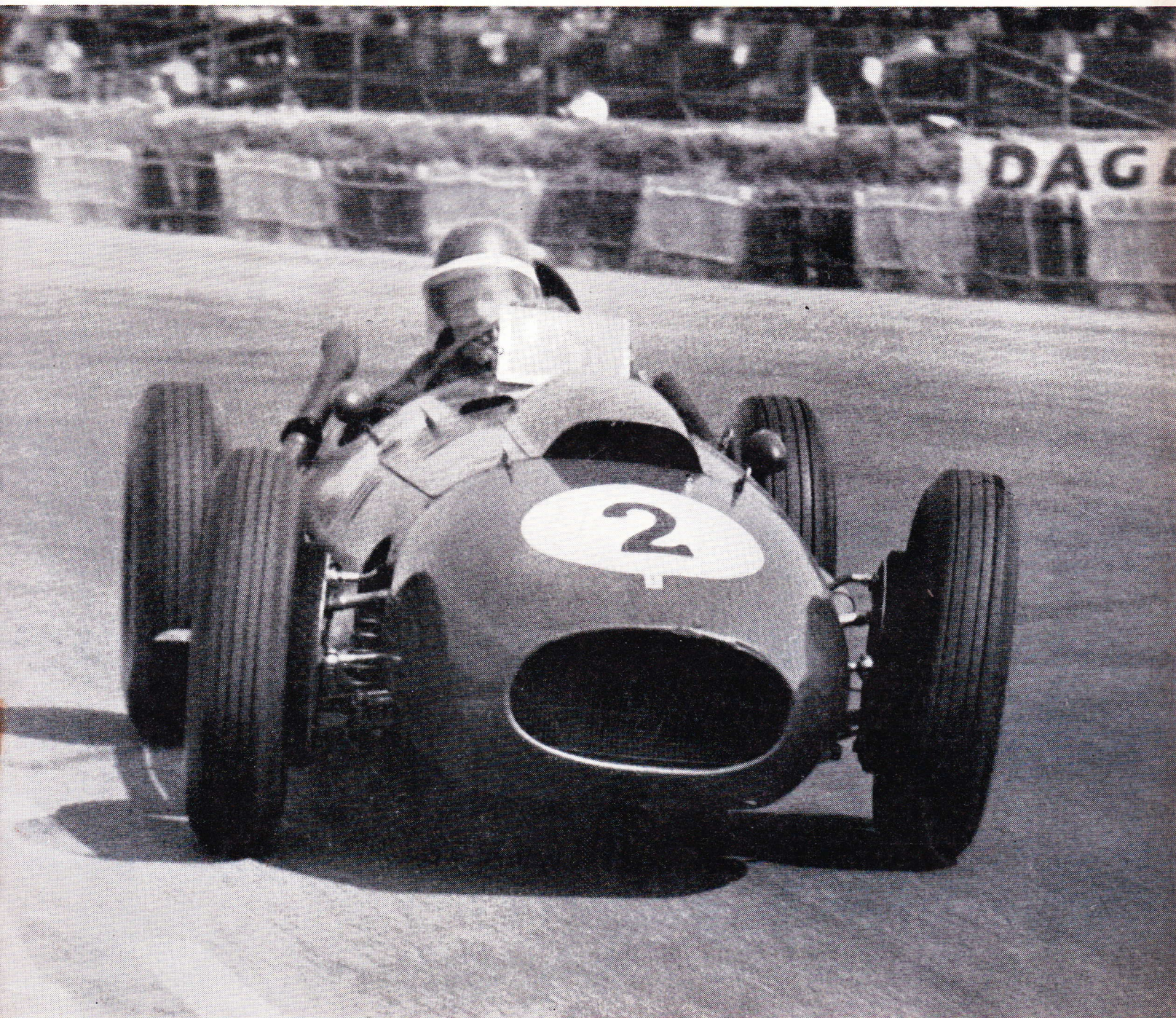
NOVEMBER 28, 1958

1/6

EVERY FRIDAY
Vol. 17 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

CHAMPION OF THE WORLD—FIRST INSTALMENT OF THE MIKE HAWTHORN STORY
THE COOPER MONACO SPORTS—THEO PAGE DRAWING : JOHN BOLSTER TESTS THE VAUXHALL CRESTA

NEW DUNLOP Road Speed

FOR MOTORING AT 90 PLUS



*"...far better than
anything I've driven
on before,"—says*

Mike Hawthorn

WORLD'S No. 1 DRIVER

"I have now had the Dunlop R.S.4. tyres on my car for approximately 5000 miles. The impression I get is that they are far better than anything I have driven on before, especially the road holding in the wet and tyre noise on corners. I drive my 3.4 Jaguar pretty hard and find under heavy braking they hold the road extremely well and the wear is undeniably good."

Yours sincerely,
MIKE HAWTHORN.

TOP PERFORMANCE FEATURES OF THE NEW "ROAD SPEED"

- Best ever grip, most of all in wet, slippery conditions
- Streamlined Tread
- Great strength of nylon casing
- Specially compounded 'cold' rubber to withstand internal heat
- High resistance to cornering squeal

Fitted as standard equipment by:- **AUSTIN-HEALEY** (100 Six)
JAGUAR (3.4 litre, XK150, XK150S, Mark VIII, Mark IX)
JENSEN (541 and 541R) **M.G.A.** (Twin Cam.)



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 22

November 28, 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

Eire

Continental

Western Germany

Scandinavia

U.S.A. Editor

West Coast

Southwest

South America

Canada

W. A. McMASTER

BARRY MASON

GERARD CROMBAC

ALAN BRUCE

HANS FRIES

RUTH SANDS BENTLEY

GORDON H. MARTIN

JIM HALL

Dr. VICENTE ALVAREZ

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	691
Champion of the World, by Gregor Grant	692
Cooper Monaco Sports. Theo Page Drawing.	695
T.V. Trophy Trial	696
John Bull Trophy Trial	698
John Bolster tests the Vauxhall Cresta	700
Two-wheelers on Parade, by John Bolster	702
An Atmosphere of Change, by Martyn Watkins	705
Correspondence	708
Commonwealth Corner	710
Club News	712

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

SUPERCHARGERS AND FORMULA 1

So far, no one appears to have considered the possibilities of permitting forced induction for the 1961 Grand Prix formula. Interest in supercharged engines is increasing once more, and at least one big manufacturer is experimenting with a touring engine which has a compressor integral with the unit itself. A supercharged F1 formula *might* appeal to the technicians who produced such powerful machines as the Type 159 Alfa Romeo, the San Remo Maserati, the V-16 B.R.M. and others of the post-war period. It may even encourage development of the two-stroke engine which, with the aid of forced induction, has distinct possibilities. Anyway, the matter certainly does provide food for thought. With regulations relating to maximum pressures, and insistence that the compressing unit must be integral with the engine, an entirely new conception of small-capacity power-units could emerge. Also, it would be a challenge that few technicians could resist, and would decidedly provide the type of racing which would not be possible with the normally aspirated engine and the weight restrictions. In the past, antipathy to supercharging was mainly due to the fact that the equipment was, more or less, "hung on" afterwards. Nevertheless, an ever-increasing number of cars such as the Volkswagen are to be seen fitted with proprietary, low-pressure superchargers which, from all accounts, are perfectly reliable and do give enhanced performance. It would be interesting to learn whether or not manufacturers such as Vanwall, B.R.M., Ferrari, Maserati, Coventry-Climax, Alfa Romeo, Porsche, Borgward and Mercedes-Benz would welcome the introduction of an integral-supercharger formula, which must surely provide extremely valuable technical data for future production machines—even in the gas-turbine era for which reliable compressors are essential.

LANE-CONSCIOUSNESS

THE publication of the Highway Code relating to the new Motor Highways does not go far enough. Every road-user must be educated to the lane-system which is accepted as the normal code of behaviour in many countries, particularly in the U.S.A. It should be laid down that traffic *must* keep within the lines, and that transference from "slow" to "fast" lanes may result in heavy penalties. We have had "experimental" white line systems for several months on many of our roads, but, so far, no law has been passed which makes it compulsory for all road-users to follow the well-tried Continental system.

OUR COVER PICTURE

THE CHAMPION IN ACTION. Mike Hawthorn, Britain's first World Champion, seen here in a Ferrari at Silverstone earlier in the year, is the subject of a series of articles on his meteoric career by Gregor Grant. The first of these articles appears in this issue.

Photo: Francis Penn.

PIT and PADDOCK

JOHN WALLWORK and Bill Bleakley team up for the "Monte" in a works TR3A Triumph. Official No. 1 team is Wallwork, Gatsonides and Ballisat. Team 2 will be Lieut-Col. Crosby, Major Raper and Capt. Scarf.

PAUL EMERY takes part in his first Continental rally in George Jopp's special series Wolseley, starting from Warsaw in the "Monte".

DAN GURNEY is mentioned as a possible member of Scuderia Ferrari next season. Amongst U.S.A. drivers who will be seen in Europe during 1959 will be Phil Hill, Carroll Shelby, Masten Gregory, Troy Ruttman and Ed Crawford.

MONZA "500" winner, Dick Rathmann, will drive a 7-litre Maserati-Corvette at Nassau. Shelby has a 5.6-litre Lister-Corvette. Stirling Moss will probably drive a 4.1-litre Ferrari.



THE recent Macau Grand Prix was won by L. Chan, driving an Aston Martin DB3S. He also set a new record lap speed for the Ghia circuit.

ROB WALKER is said to be considering fitting a Borgward RS "1500" fuel-injection engine in one of his F2 Coopers. This four-cylinder unit is claimed to produce 150 b.h.p. at 7,500 r.p.m.

BRITISH Mobilgas Economy Run will be held next year on 18th-22nd April. The Hants and Berks M.C. will organize the event again, but this time it will be open only to cars of British manufacture and origin—in standard trim, of course. Entry forms will be available in mid-December from Holland Birkett, 228 Fleet Road, Fleet, Hants.

MOTORING books will be the subject of a special article in our issue for 5th December. On 12th December a Christmas Gifts feature will be published.

DICK JAMES has sold his F3 Cooper to Vic Hassell, and has acquired Rivers Fletcher's Mk. VIII Cooper twin for 1959 speed events.

CANADIAN "Team Beaver" will be making its European racing debut in 1959. Believed to be the first all-Canadian *équipe* to compete over here, the team includes Bill Sadler who, with the Sadler special, made B.T.D. at Brighton Speed Trials the time before last. Other members of the team are Don Wells (manager), Maurice Ford (mechanic), Al Finney and Alec James (drivers).

TREVOR TAYLOR has sold his F3 Beart-Cooper, with which he won this year's F3 Championship, to Alexis Dupont, of Wilmington, Delaware, U.S.A., who had seen it in action several times during the past season and was impressed by its immaculate turn-out. The car is now on its way to America.



KEN RICHARDSON, Standard's competitions manager (on right), inspects the batch of six Triumph TR3As, just off the production line, which will now be prepared for the works entries in the Monte Carlo Rally.

CENTRO SUD FOR 1959

AMONGST the drivers who will form Signor Dei's Scuderia Centro Sud for next season are Masten Gregory, Carroll Shelby, Joakim Bonnier, Maria-Teresa de Filippis, Pierino Guerini and Giorgio Scarlatti.

KEITH HALL has taken delivery of the pale blue Lotus Elite which was on display at the London Motor Show.

COLIN CHAPMAN will be chief guest of honour at the B.T.D.R.A. annual dinner at Chateau Impney on 13th December. Lord Howe will present the various awards.

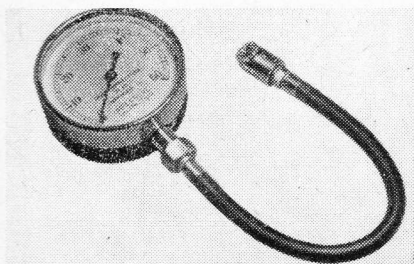
750 FORMULA

TO avoid confusion, we should like to point out that the 750 Formula regulations with regard to seating are unchanged for next season, and that the new ruling referring to passenger seats applies only to the 1172 Formula.

★
"BUSMAN'S HOLIDAY": Alfred Neubauer, now retired from his renowned position as Mercedes-Benz racing manager, took time off to start a "race" at a social function in Germany. Here he drops the flag for the youthful driver of a suspiciously lightweight 190SL.

★
NEXT, PLEASE? Having successfully raised his own water speed record with his gas-turbine-powered boat, Bluebird, Donald Campbell now turns towards the land speed record. Here he examines, with his chief mechanic, Leo Villa, a model of the proposed wheeled Bluebird.





PRECISION tyre pressure gauge, originally made for the Dunlop racing department, is now being marketed by the Lucas Pressure Gauge Co., Ltd., Larches Passage, Highgate Road, Sparkbrook, Birmingham 11. There are two models: a 3 ins. dial model costs 38s. and a 4 ins. 42s. 6d.

BEHRA WINS IN VENEZUELA

DRIVING a 250 G.T. Ferrari, Jean Behra won the Grand Prix of Venezuela. He covered the 755 kilometres in 4 hrs. 45 mins. 58.2 secs. The race was a sort of miniature "Pan-America", cars being sent off at minute intervals from Caracas on an extremely difficult circuit, including many mountain roads. Amongst the leaders at the end of the first stage at Agaviva were Behra, Bonnier (Volvo), von Hanstein (Porsche) and Toselli (Ferrari). Behra led the general classification all the way to Valencia, with Carles (Ferrari) a few minutes behind. Carles, however, had trouble on the final Valencia-Caracas section, and second place was occupied by Julio Pola (Ferrari), followed by other 250 G.T. Ferraris driven by Munaron and Toselli. The race was confined to touring and G.T. machines.

FORMULA 1 FOR MOTOR CYCLES

FOR 1959 a new Formula 1 will be introduced for next June's International motor cycle T.T. races. To qualify, manufacturers must have produced a minimum number of 25 machines of the same type. It is considered likely that the formula will be adopted in 1960 for World Championship markings. The new move is to discourage the construction of very special machines which cannot be purchased by the general public.

IF "Monsieur Dupont", presumably from Monaco would care to let us have his address, we should be pleased to reply to his letter.



DUTCH TREAT: Another new and very attractive miniature car from Holland, following the success of the DAF, is the Citeria, shown here. It is powered by a 600 c.c. twin-cylinder BMW engine.

SPORTS NEWS

B.R.S.C.C. FILM SHOWS

FOLLOWING their successful "midnight matinée" film show at the Leicester Square Odeon, London, last week, the B.R.S.C.C. plan to follow up with similar shows in other regions. The Northern Centre have one this Sunday, 30th November, at the Lyceum Cinema, Cardigan Road, Leeds (details from G. L. Johnson, 58 Holborn Street, Woodhouse, Leeds 6; Tel.: Leeds 23020), while on 5th December the North-Western Centre have one at the Rex Cinema, Wilmslow, Cheshire. Details of the latter are obtainable from J. A. Ellison, Highwayside, Prestbury Road, Wilmslow, Cheshire; tel.: Wilmslow 2333. The programmes include the Shell film of this year's British G.P. and the Castrol one of the Grand Prix d'Europe, plus the unusual Amoco film of the 1958 Sebring 12-Hours.

MONTE CARLO RALLY

ACCORDING to the R.A.C., if three or four persons form a crew for the Monte Carlo Rally, only the entrant and one competitor will be considered eligible for the European Touring Championship. Also only the two names will be inscribed on any awards subsequently won. It is also pointed out that all occupants who drive must have a current F.I.A. Competitions licence.

THE L.G.M. BATTERY-OPERATED CAR RUG

THE L.G.M. Manufacturing Co. have just announced an electrically heated car rug. The rug consists of an outer cover of tartan or leopard material, enclosing a heated twill mat.

The element is three-stranded and spiralled on nylon cord with a loose PVC outer covering, this ensures that it will withstand all kinds of movement without breaking.

The loading is 50 watts and it will operate off a 12-volt battery.

The rug is supplied with plug and socket attachment complete for fitting in the vehicle. Size, 4 ft. x 2 ft. Retail price (Tartan), £3 9s. 3d. (including P.T.); (Leopard) £4 6s. 11d. (including P.T.).



WINNERS of the 1958 Monte Carlo Rally, Feret and Monraisse, have done it again in the gruelling Tour of Corsica. This is virtually a 737-mile race of Targa Florio proportions and only 23 out of 66 starters finished the course. The winners were again driving a Renault Dauphine Spéciale, and Gordini Dauphines took second, third and fourth places in the general classification.

WINE AND DINE DEPT.

THE annual prize distribution of the Mid-Cheshire Motor Club was held at the Angel Hotel, Knutsford, on Friday, 21st November.

The presentation, witnessed by some 200 members and guests, was in the able hands of Mrs. Jim Lilley, wife of club president, "The Doc".

Chief silverware collectors were Colin Escott, Bernard Cox and Peter Crum-mack. Others of that ilk to be present included John, son of "Doc", Stuart Dodd, Tony Bracegirdle, Warwick and Rodney Bloor, Ted Foden and ace northern tuner, Denis Wolstenholme. Dancing, etc., continued to a late hour at a party voted "tops" by all.

THE 10th annual dinner-dance of the Nottingham S.C.C. took place at the George Hotel, Nottingham, on 21st November. In the chair was Mike Andrew; "The Club" was proposed by the editor of AUTOSPORT, and the reply by Clive (Mallory Park) Wormleighton. "The Guests" were welcomed by Dr. Ken Emsley, to whom the Sheriff of Nottingham (Councillor F. Wootton) replied. Several speakers made reference to the "wicked deputy-sheriff of Notts" in connection with the well-known TV series. The year's principal awards were presented by Mrs. F. Wootton, after which dancing continued till the early hours of the morning.

CHAMPION of the WORLD!

Beginning the Story of Mike Hawthorn, the first Englishman ever to become World Champion

by GREGOR GRANT



dedicated to the tuning of racing motor-cycles, it is a wonder that his son did not follow in his footsteps and eventually join the ranks of the two-wheeled merchants. Admittedly, he did play around with them, but he seems to have had no ambition to roar round the Isle of Man like his father's partner, Paddy Johnstone, nor sweep round the Outer Circuit at Brooklands. In point of fact, he could never have achieved the latter, for long before Mike could legally acquire a driving licence, the famous old saucer had been sold down the river, to the everlasting disgrace of those in whose hands its destiny lay.

Actually Leslie Hawthorn moved to Farnham in 1931, just to be near Brooklands, when Mike was just two years of age. In his later 'teens, young Hawthorn did quite a lot of trials and scrambles with motor-cycles, but strange to relate Hawthorn Senior did little to encourage his offspring on two wheels. Both were more than interested in sports car racing.

Leslie was a Riley fan, and had the greatest possible admiration for the deeds of Fred Dixon; his own racing experience was considerable, and there is little doubt that he had learned many of the tricks which the Wizard used in getting the high-camshaft engines to push out some prodigious figures.

Anyway, the first sports racing car to be acquired was a veteran Riley Imp, which was none too satisfactory. Another and faster model was purchased primarily with the idea of introducing Mike to the game, whilst Leslie bought a T.T. 1½-litre for sprint work, which had formerly belonged to Neville Gee who was a familiar figure at Donington before the war.

During 1951, Mike drove in about a dozen events, and there were more people than his father who were convinced that here was a Grand Prix driver in the making. Mike himself had no illusions; he knew he had plenty to learn about the game, and that successes with outmoded "cart-sprung" cars were no true

FIRST British driver ever to become the Champion of the World—that is the proud position in which John Michael Hawthorn finds himself today. Born in Mexborough, Yorks, on 10th April, 1929, his first serious season of motor racing began in 1952, with a Cooper-Bristol, following club events with a couple of pre-war Rileys, when he won the *Motor Sport* Goodwood Trophy.

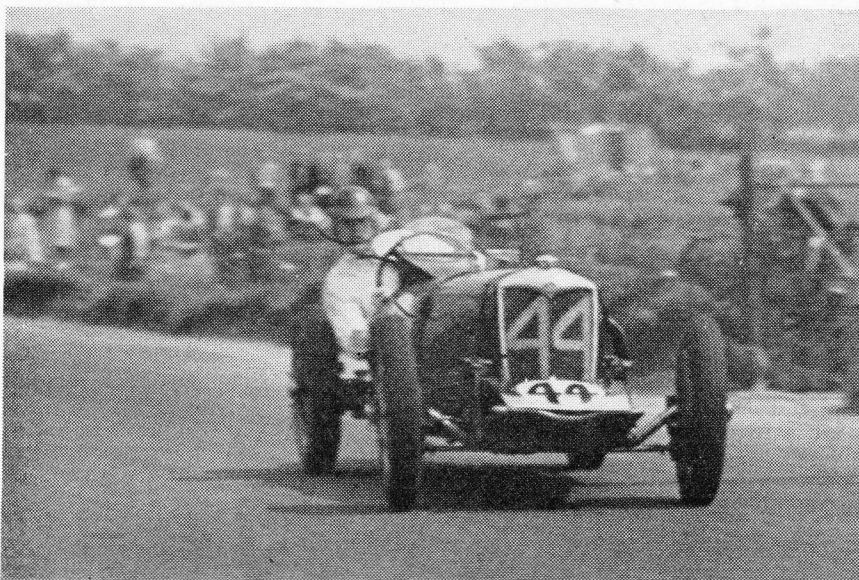
It was Easter Monday, 1952, that Mike Hawthorn arrived like a bombshell in the world of motor racing. Since that memorable day he has lived a lifetime; one moment on top of the world, the next in the lowest pit of despair. He has survived experiences that would have turned lesser men from the paths they had set themselves. All through it, he has kept that impish sense of humour which has endeared him to thousands of race lovers. True, at times his off-circuit behaviour was of the undergraduate brand, but there was never anything malicious about it. He was simply letting off steam, and his friends knew and appreciated that the high-spirited young man from Farnham liked his fun. It was his way of relaxing after the effort of concentration in races. Nowadays he is perhaps a trifle more subdued, but everyone will admit that since he was hailed as Champion of the World, Mike Hawthorn has carried himself with the distinction of a Juan Manuel Fangio, to whom he is a worthy successor.

Now, what about this man Hawthorn—how did he start motor racing, and why did he reach the top of the tree at such a remarkable pace? With a father

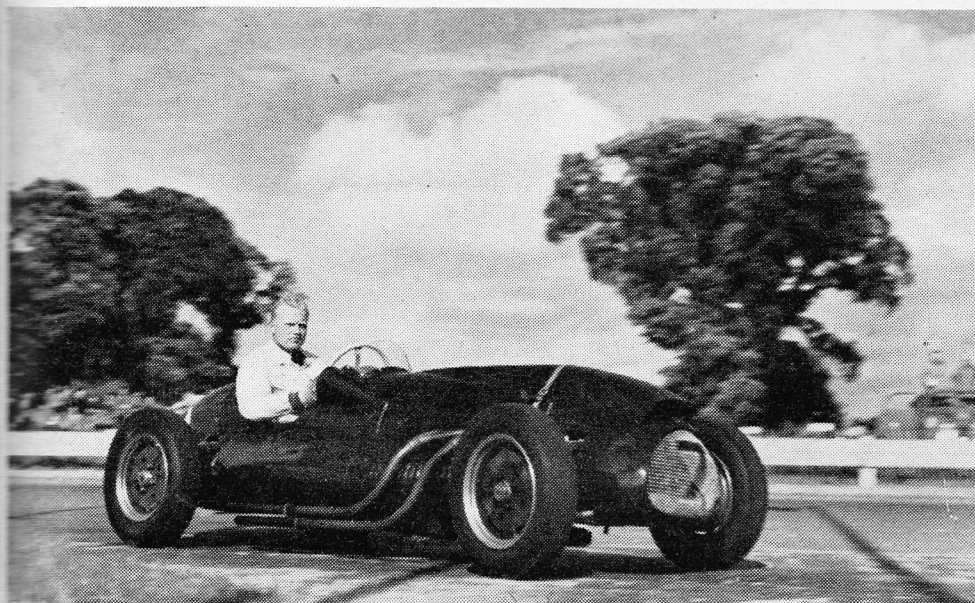


ON TWO WHEELS—Mike still retains his father's love of motor-cycles. He is seen here in a Berkshire trial, several years ago, with a 350 c.c. Matchless.

indication as to ultimate ability. Both Connaught and H.W.M. showed some interest in the tall, blond young man, and although he was invited to try the cars, nothing came of it. As John Heath told me some time afterwards: "I could have kicked myself for not persevering with Mike!" Around this time Bob Chase stepped into the picture, suggesting that a new Cooper-Bristol which he was buying would need a driver. Mike Hawthorn was the man in whom he was interested—would he like the job? After consulting with his father, with whom Chase was very friendly, it was decided to let Mike try the prototype. Eventually it was all arranged, leading to that never-to-be-forgotten Easter Monday, when, overnight, the name of Hawthorn was blazoned up and down the country. Successes followed at Ibsley, Silverstone, Boreham and Dundrod. Mike Hawthorn and the Cooper-Bristol were proving to be an irresistible combination. He did not appear to have the classic style, and he crouched behind the wheel of the tiny Cooper in a vain attempt to tuck his



RILEY DAYS—(above) Mike in his 1,100 c.c. Riley, winning the Ulster Handicap at the Dundrod International meeting in 1951.



six-foot bulk out of the windstream. Yet his high-speed cornering was a joy to behold. Here was someone who had all the natural skill of a Farina, Ascari or Fangio. He had the power-slide, or four-wheel-drift, absolutely taped, and he never gave up trying to win.

Continental Début

His Continental début was at Spa-Francorchamps for the Grand Prix d'Europe, where his driving in the rain earned for him the admiration of the Belgian Press. Despite various troubles, Mike managed to finish fourth. Shortly afterwards he had a splendid race on a soaking wet track, at Boreham, leading Villorisi in the big "Indianapolis" Ferrari, till the rain stopped. The Cooper-Bristol was slowed towards the end with engine trouble, but all in all, Hawthorn's performance was a remarkable one.

Then came Zandvoort and Rheims in quick succession, the latter in Archie Bryde's Cooper-Bristol; he also drove that car in the French G.P. at Rouen. By now, Commendatore Ferrari had become interested in the "Farnham Flyer"

SENSATIONAL (above) was Hawthorn's début with this Cooper-Bristol at Goodwood on Easter Monday, 1952.

★

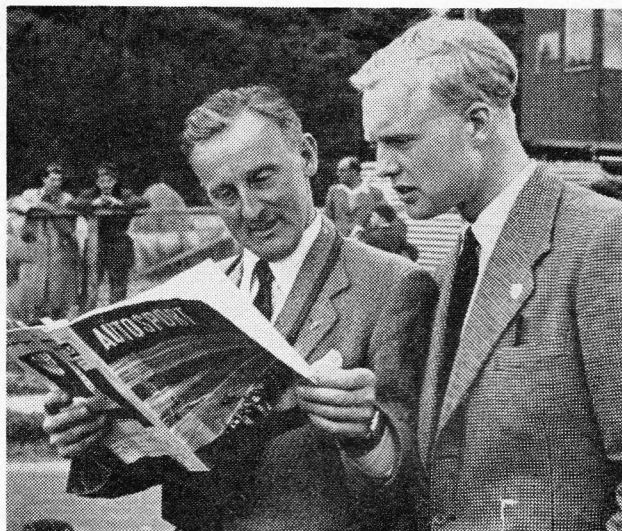
READ ALL ABOUT IT! (Right) Leslie and Mike have a look at AUTOSPORT in which issue there was a report of that classic victory against Fangio in the 1953 French G.P. at Rheims.

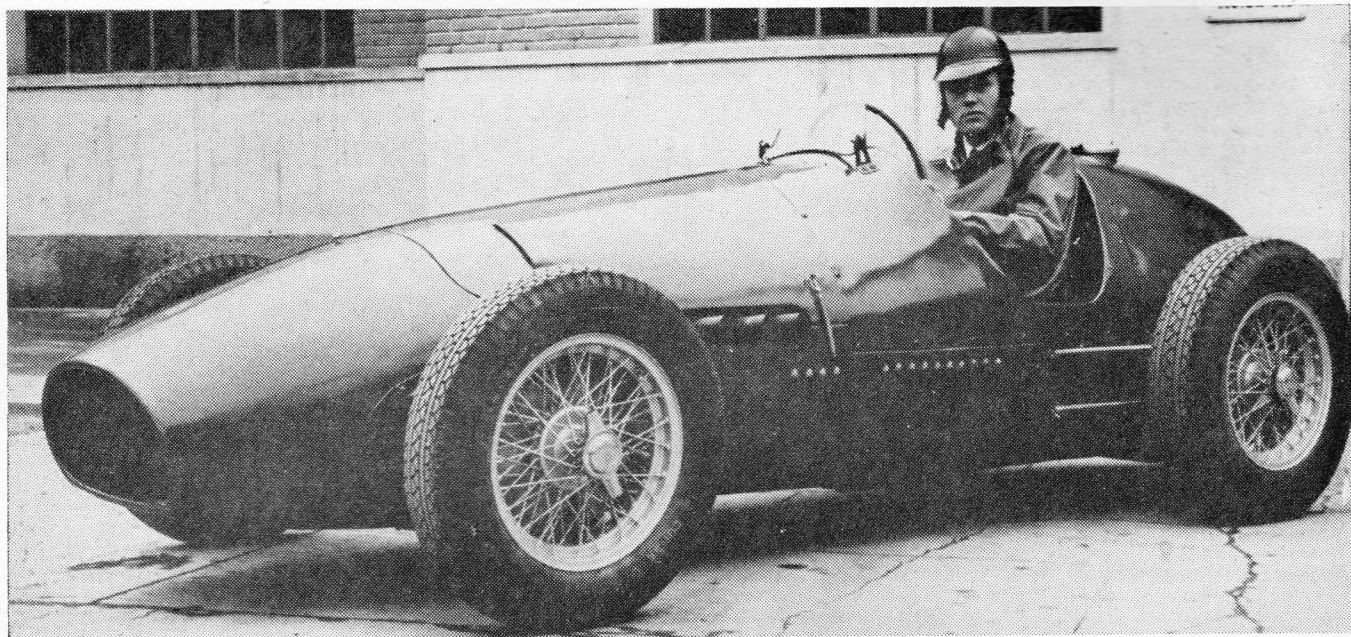
as he had been christened; in France, his bow-tie habit had earned for him the nickname "Papillon". That shrewd and enterprising man Norman Garrad had seen his possibilities in difficult rally-type events, and had invited Hawthorn to drive for the Sunbeam-Talbot team in the "Alpine". Mike not only was a member of the winning team, but gained a coveted "Coupe des Alpes"—a remarkable feat for one who had never previously driven in any sort of competitive rally!

Third at Silverstone

At Silverstone in the British G.P. he was third in the Chase car, behind the Ferraris of Ascari and Farina. In Scotland he drove Tony Vandervell's Thin Wall Special—his first experience with the marque Ferrari. He might have won that Turnberry race had the gearbox not packed up when leading the B.R.M.s. He also drove a Connaught and won the 2-litre event.

Now began Hawthorn's association with Scuderia Ferrari. It really started at Monza, where Mike was entered with the Cooper-Bristol. He was invited to





THIS IS THE FIRST PICTURE to be taken of Mike Hawthorn in a Ferrari. He is seen sitting in the 1953 Formula 2, 2-litre car. Note the peaked crash-hat, soon to be replaced by the familiar green and white one with a visor.

drive for Ferrari at Modena. After doing well in practice he was unlucky enough to prang with his Cooper-Bristol. As a result he spent some time in hospital. However, before the end of the year he had signed up for Ferrari, and was notified that his services would be required for the Argentinian races.

For the G.P. of Argentina at Buenos Aires, his car was painted green, but he nearly missed his drive when Farina blew up his own engine in practice and had to borrow the Hawthorn machine. However, the Doctor's car was repaired in time, and the new boy took his place on the starting grid along with his teammates Ascari, Farina and Villorresi. He had not long to wait before he saw how quickly tragedy can strike in a motor race. Crowd control was practically non-existent, and hundreds of spectators encroached on the circuit at every conceivable point. On lap 32, Farina was going all out to catch Fangio's Maserati, when a spectator dashed across the road right in front of him. Farina automatically swerved, his Ferrari broad-sided and went into the densely packed crowd. Ten people lost their lives, and over 30 were injured. Chaos reigned for some time, and yet another spectator was struck by a Cooper-Bristol.

Meanwhile Hawthorn was driving splendidly, and by lap 50 had moved up to third place behind Ascari and Villorresi. Shortly afterwards he was overtaken by the meteoric Gonzalez (Maserati), but towards the end "Pepe" made a pit stop and Mike seemed assured of third place. He was just about to pass Gonzalez when unaccountably he was slowed down by his pit, and for this reason Ferrari lost their chance of a 1-2-3. Nevertheless, Enzo Ferrari was highly delighted with the newcomer, who had shown that he was perfectly capable of driving in any company. A week later he drove one of

the 2½-litre cars into third place in the G.P. of Buenos Aires, behind Farina and Villorresi after Ascari's "4½" packed up with engine trouble.

On his return to Europe, Mike was engaged to drive in the Syracuse G.P. where the entire four-car Ferrari team failed to finish. Ascari took over the Hawthorn car when Mike was in second place. At Pau, on Easter Monday, the Englishman sent French writers into ecstasies with his driving, "Le Papillon" finishing second behind former World Champion Ascari. Already he was being discussed as a possible champion.

To his disgust, he was chosen to drive for Ferrari in the Mille Miglia. That race never appealed to the Hawthorn temperament, and it was with mixed feelings that he prepared for it. Anyway, he covered about quarter-distance before retiring with brake and transmission bothers.

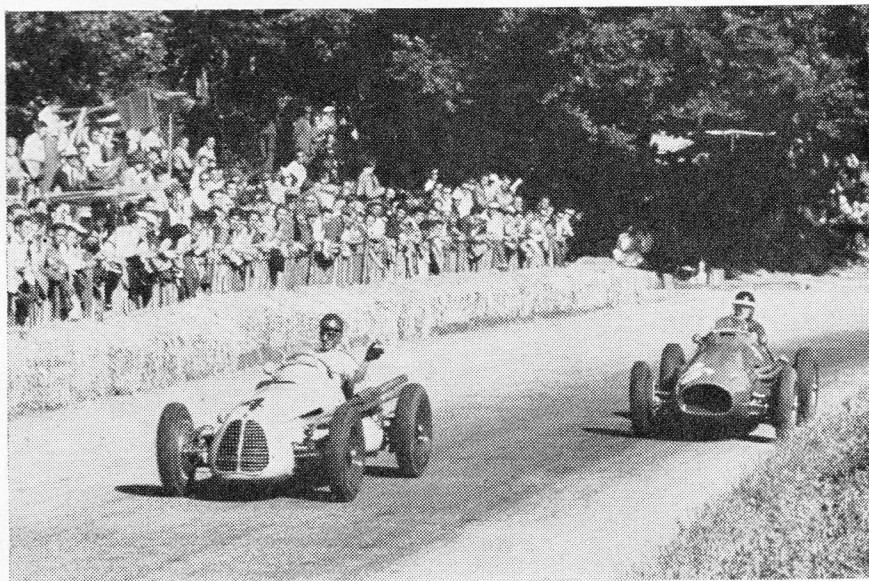
At Silverstone he won the *Daily Express* International Trophy race with

his F2 Ferrari, after winning the sports car event in the big "4.1". Then followed the Ulster Trophy at Dundrod which also resulted in victory, and a set-back at Zandvoort when he took fourth place, after a slight mix-up in the Ferrari pit.

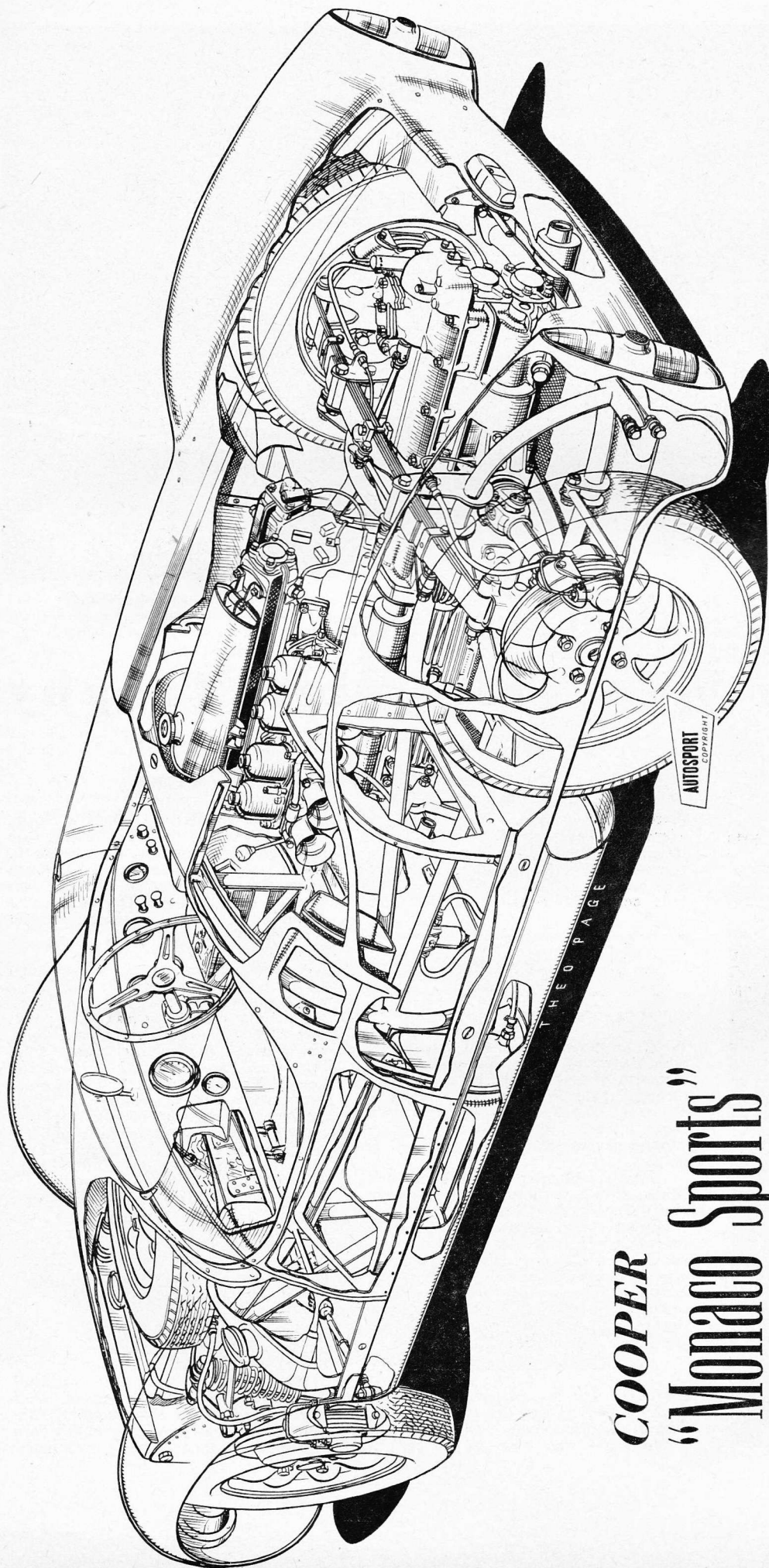
Le Mans also brought disappointment, for the Hawthorn/Farina "4.1" lost its brakes early on, and he was disqualified for allegedly taking on fuel during the pit stop. At Spa, a fuel leak slowed him and he took sixth place. For Rouen the opportunity was taken to air the experimental 2½-litre cars, and Mike caused a certain amount of consternation in the Ferrari pit by leading Farina, letting him pass, then closing right up during the closing laps.

The stage was now set for one of the most historic races of all time, the Grand Prix de l'A.C.F. at Rheims, where Mike Hawthorn rose to world-wide fame by defeating Juan Manuel Fangio after a race-long duel.

(To be continued)

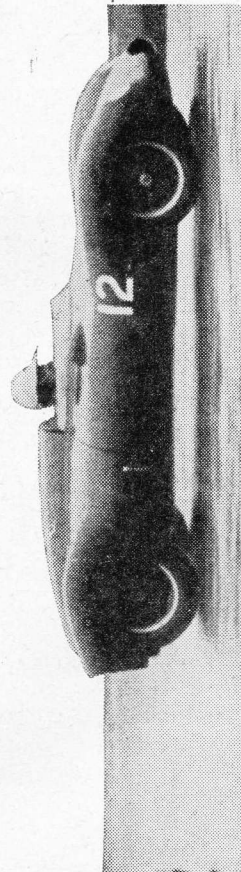


FORGOTTEN (right), or almost, is the wonderful Grand Prix Circuit at Berne. Here Mike is waved on by a Maserati driver during the 1953 Swiss G.P.



COOPER "Monaco Sports"

An exclusive Theo Page drawing of the latest sports-racing car from Surbiton



Not so long ago Cooper-Climax sports cars (as the example on the left) flooded the circuits and won race after race. Latterly the astonishing success of single-seater Cooper formula cars has tended to outshine the two-seaters. However, Coopers have not rested upon their laurels, but have taken the rear-engined sports car idea a stage further, resulting in the new Cooper Coventry-Climax Monaco sports, illustrated on this page and which John Bolster described last week. Sleeker of line, more practical in accommodation for two, and benefiting from the technical advances made in the past year or so, it should prove another winner.



FINAL EFFORT to clinch the event for the Midlands was made by Ron Kemp, seen setting off up the hill under the eagle eye of one of the B.B.C. cameras. Three of them covered the arena; also visible is the control wagon, with its aerial on the roof, and the square commentary box, containing Raymond Baxter and announcer "Goff" Imhof.

Midlands Win Television Trophy

As viewers saw on Saturday, 22nd November, the annual Television Trophy Trial, organized by the London M.C. for the B.B.C., was an outstanding success in every way. So smoothly did things run, guided by Goff and Nina Imhof, that one might have been excused for believing that it had been

Ron Kemp's last minute effort in successful London M.C./B.B.C. event

thoroughly rehearsed. The course near Wendover was particularly well-chosen, offering a half-dozen sections which provided a real challenge to Great Britain's top mud-plugging stars—all hills being within range of the three

full marks on Section 1 for the North, he was cheered to the echo. There were few who failed to reach the top for 10 marks, although surprisingly enough Trials Champion Edward Harrison was amongst them, and Rob Davis's lavender Austin Seven stopped before the steepest part, despite an impressive number of revs.

Also included was a short, sweet and dreadfully bumpy sprint up a bank which looked like the side of a house. No one managed to get maximum points here, although there were several "only just" tries, particularly from Cuth Harrison, Rex Chappell and Frank Lewis. The unfortunate Rob Davis slid backwards, and inverted his little machine; fortunately he and his wife completely escaped injury, although the Austin was more than a trifle bent. This brought in Mike Lawson, the Southern reserve. Tony Marsh's day finished when the back axle went "crunch" on his blown special, and Ernie Chandler's vehicle spent most of the afternoon manufacturing immense quantities of steam. Marsh was replaced by Pat Atkinson and his immaculately turned-out blue machine—in top form as it later turned out.

The leaf mould at the top of the third section proved troublesome, and Coates narrowly avoided colliding with a tree before he spun to a standstill. Best effort here was that of Cuth Harrison. This was Kemp's sole failure. Frank Lewis also gained a great big zero.

The North then struck a bad patch;

By GREGOR GRANT

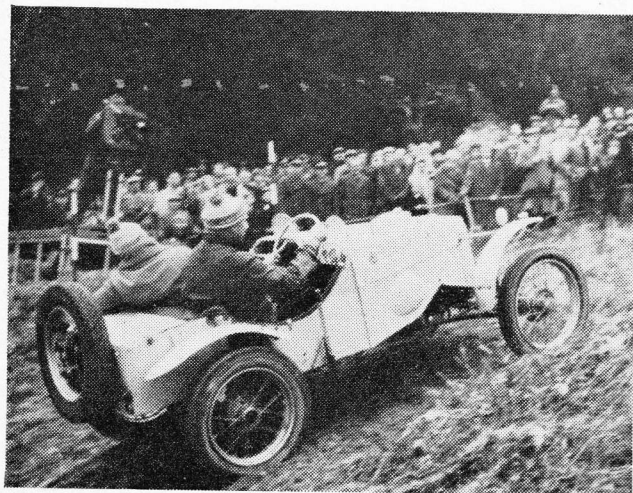
Photography by STUART SEAGER

B.B.C. cameras and sound equipment, with Raymond Baxter doing the commentary. Thanks to the good graces of Group-Captain Wakelam, the services of scores of R.A.F. National Servicemen were utilized, Halton R.A.F. station supplying several marshals and willing helpers.

Teams representing North, South and Midlands were chosen, with Norman (Fur) Coates, Rex Chappell and Ron Kemp as the respective skippers; each team comprised three cars, and a nominated reserve. Long before the contest was due to go on the air, an enormous crowd thronged the arena—a most orderly crowd it was noticed, obviously out to watch the finer points of hill-storming. When "Fur" Coates scored

PARADE for the cameras before the start. Lined up are the three cars for each of the three teams—South, Midlands and North, plus a reserve for each.





★
ODD MAN OUT was Rob Davies (left) whose very successful Austin 7 special was the only non-Ford entry. He was also the sole entrant completely to invert his car (below)! Helpers rush to assist, for Rob and his wife are still underneath, although quite unhurt.
 ★

Coates misjudged the tricky hairpin section and slid backwards off-course—no marks. Then Kemp showed everyone how it should be done, picking his way with great care, putting his foot hard down at the proper spot, and shooting up the hill to score maximum points. However, the South fought back with brilliant performances from Chappell and Lawson.

On the last-but-one section, the North's chances completely faded when Cuth Harrison's engine went on to three cylinders. South and Midlands tied with 95 marks when competitors faced the last section—a really stiff climb on an extremely bumpy surface. Car after car stopped a few feet short of the finish; Mike Lawson looked as if he was going to make it, but was knocked slightly off his line by a tree stump. So the two rival teams finished all square, with the result depending on a highest-up attempt by Kemp and Chappell.

Ron made a superb effort, and to deafening applause just scraped past the "10" board to score maximum points. Rex followed suit, but just



Recent Results

MIDLANDS M.E.C. Rally, 9th November

Best Performance: 1, S. Farmiloe (Austin A90); 2, T. Baker (M.G. Magnette); 3, J. Sawyer (Triumph TR3).

MID-SURREY A.C./EAST SURREY M.C./ SURREY SPORTING M.C. Rally, 8th November

Best Performance (tie): W. French/R. W. Brown (E.S.M.C.); F. W. Marriott/H. Braithwaite (S.S.M.C.); M. A. Procter/D. Millard (E.S.M.C.). **Leading Mid-Surrey M.C. Crew:** H. A. N. Clark/A. W. Cutcher. **Leading East Surrey M.C. Crew:** E. G. Smith/W. Fordham. **Leading Surrey Sporting M.C. Crew:** No award. **Best Novice:** Miss J. Hart (Mid-Surrey A.C.). **Team Prize:** East Surrey M.C. (A. W. G. Abel, A. V. Matthison and R. G. McCoy).

OLD MERCHANT TAYLORS M.C. Rally, 8th November

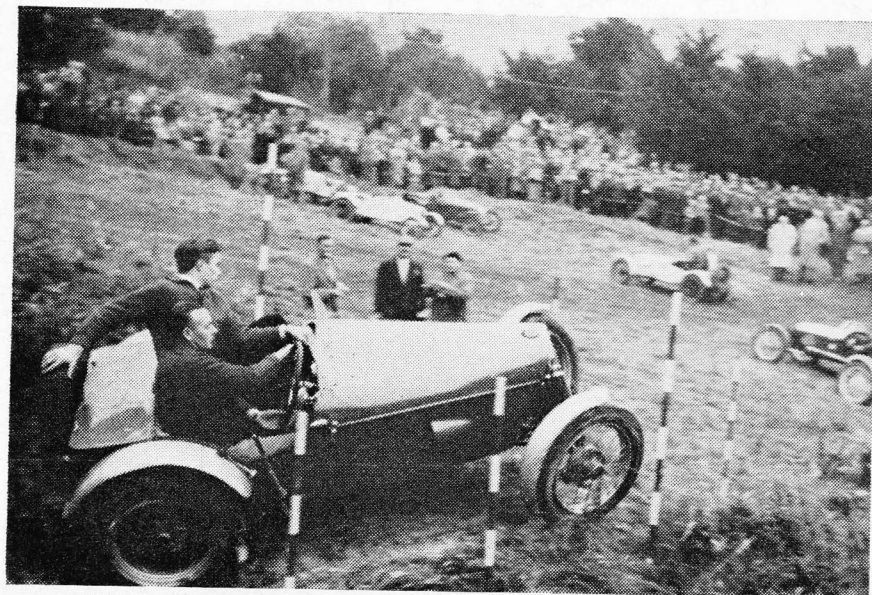
Best Performance: R. F. Sharp (Consul). **O.M.T.M.C. Runner-up:** R. E. Harris (Ford Prefect), H.C.A.

HANTS AND BERKS M.C. Map-reading Run, 9th November

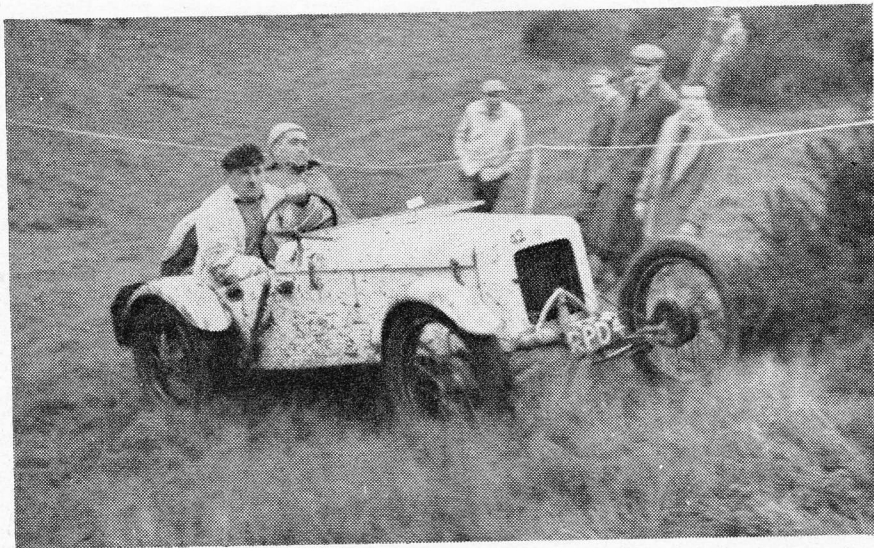
Best Performance: 1, J. Lowrey (Fiat); 2, M. M. Gates (Standard); 3, A. L. Page (Singer); 4, J. B. Scott (Sunbeam Rapier); 5, M. S. Igglesden (Hillman).

GLOSSOP AND D.C.C. Rally, 9th November

Best Performance: 1, N. Mather/P. C. Swann (Renault Dauphine); 2, C. Bethell/M. McGrory (Sunbeam Rapier). **Novice Award:** R. Felton/H. Sparkes (Sunbeam Rapier). **Team Award:** Mather/Swann and Bethell/McGrory.



SKIPPER of the Northern team was N. H. ("Fur") Coates, here seen negotiating a hump before the only downhill part of the course. Diminishing daylight had rendered "ordinary" photography almost impossible by this time, but the TV boys continued, unperturbed, long after the others had given up!



JACKSON AGAIN!

THE week-end produced another win for Eric Jackson and a triumph for the Leicestershire C.C. when the club ran and Jackson won their annual John Bull trophy trial on ground on the Leicestershire-Rutland border. Organization of the event was virtually faultless, with everything running with clockwork precision, competitors kept on the move—with none of those depressing, motionless queues of competitors that one sometimes sees waiting to attempt sections. Routes from one section to the next were clearly defined, and the marking of the sections themselves was an object lesson in the gentle art of doing these things, with plenty of strong white tape strung between good, stout, easily-seen posts.

The hills themselves were of varied type, ranging from one or two in which everyone sailed up without difficulty to several which failed the entire entry of 42: six non-starters were in some cases accounted for by the rigours of the preceding day's Television Trophy trial!

A road section of nine miles led competitors to the morning sections, which were located near Burrough Hill, near Uppingham. The first of these was short, sharp and, after the early numbers had churned up the surface, unclimbable. Ron Faulkner, first in the morning's order, climbed it without penalty, and he was immediately followed by Cuth Harrison. Then a dozen or more spun to a standstill until Tony Alldred chuffed his way up clean in the J.A.P.-engined Bassinett. Edward Harrison reached the top, to record the last clean climb of the day on this hill, which thereafter stopped everyone. The hill itself started on grass and then, climbing fairly sharply, curved tight round a tree, but hardly anyone reached that point. By the time Rex Chappell and Eric Jackson, who were right at the tail end, came along, no one even looked like getting past the first bump.

NUMBER ONE on the programme, and leading at the half-way mark, Ron Faulkner rushes at a fast hill.

STORMING the steep slope of Slawston 12 is the eventual winner, Eric Jackson, who has had an astonishing run of success in his first season in trials. He has done several rallies, but he thoroughly deserves the name "Wonder Boy" for his mud-plugging prowess!

trouble, although the later numbers had to contend with a badly cut-up surface. Mike Lawson was one of the unlucky ones and could only get into "two".

Burrough Hill 5 was another of those which everyone found easy. First, however, the cars had to reach the hill and this was only accomplished with great difficulty up a long bank which the passage of what looked like 1,000 cows had done nothing to improve. The section itself was the first of the remaining four hills at Burrough, all of which wound among gorse and grass. The first of the series ran up one side of a valley and curved gently right to run along the side of the bank—no one had the slightest difficulty here. Burrough Hill 6 was similar in nature, giving little trouble to those who used the right amount of throttle and no trouble at all to the early numbers. J. F. Dickenson

This time he wins the Leicestershire C.C.

John Bull Trophy Trial

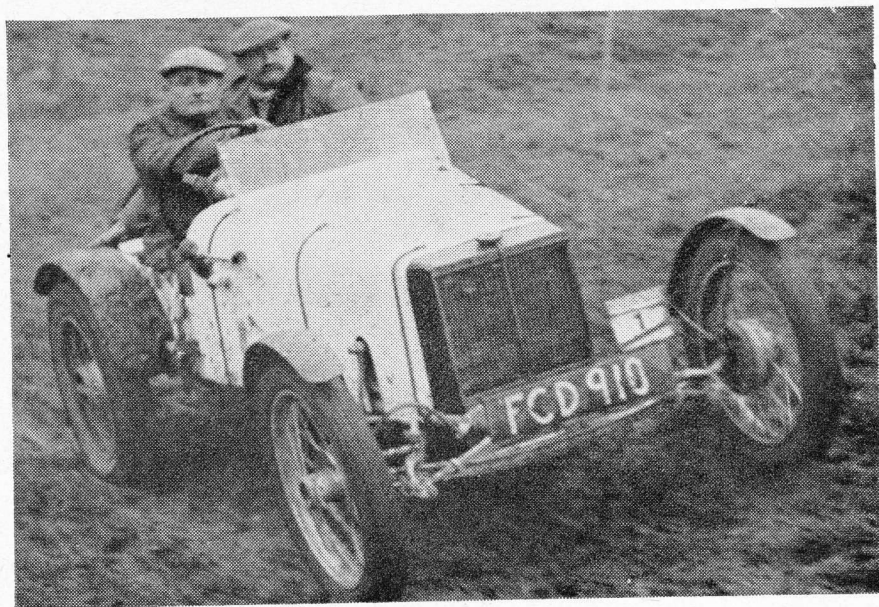
The second section was similar in nature, but the gradient was less severe, the curves were more gentle and those who were there when I was appeared to have no real difficulty. Section three was an entirely different one, the entire entry climbing with great ease and without loss of marks. The section itself was of great length and a very slight gradient on grass, with a slight curve to the left about half-way up.

From here the cars wound through the trees to the fourth hill. This looked horrid, starting with a sharp right-hander, followed by a wiggle over bumps to left and right. Then came a sharp right-hander round a tree and on to the finish at the top of a steep bank. Surprisingly, however, this caused little

and K. Lees were the only runners who failed to make the top.

The last of the Burrough sections was very sticky indeed. The section consisted of a short rush up an increasing gradient in almost a straight line, in mud so slimy that the greatest difficulty seemed to be in keeping the car pointing in the right direction. Mike Lawson got into "two" on this one, but Alec Francis set something of a precedent for the later numbers by going up clean, a fashion that was followed in quick succession by B. J. Bodenham, Rex Chappell and Eric Jackson, all of whom ably demonstrated on an almost unclimbable surface just what it is that makes a good trials crew good.

From here the cars left Burrough Hill



PEERING anxiously at the torn rear inner tube of his brand-new, first-time-out car, is G. M. White. After a succession of misfortunes, this well-made new car was retired in the afternoon.

and continued to Marefield Pond, where two sections of great difficulty and extreme stickiness were attempted. Then back to Skeffington for the lunch break.

Afternoon sections, all on grass and winding for the most part among gorse bushes, were at Slawston, about seven miles from Skeffington. Here was the second of two special tests of the stop, start, forward and reverse type, then the route led in through a gate and up to the hills themselves, starting with section 10. This was a long "S" bend with a sharp, left-hand turn halfway along and a steep bump at the end which, if not tackled with sufficient impetus, would and did, stop quite a number of the competitors, who were, for these hills, running in reverse order. Already a pattern had been set, Faulkner, Cuth Harrison, Rex Chappell and Jackson being fairly well established in the lead. Chappell and Jackson, however, had had to overcome the difficulties of bad surfaces experienced by the late numbers, whereas the reversing of the order would mean that Jackson and Chappell, in that order, led the climbs while Faulkner would be the last to climb, following Cuth Harrison.

Jackson started the ball rolling with a "clean" on the first section. Most of the early competitors were clean, too, on Slawston 11, in spite of a nasty looking slow hairpin on an already steep gradient following a steep bump just after the start—both hazards demanding very delicate throttle control. Section 12 was a stopper, none managing to better Jackson's first-up effort on a flat channel over a series of real bumps, then sharp right and up a 20 yards long grass "cliff" that surely had a gradient of not less than 1 in 1.

Slawston 13 could have been interesting, being a downhill path curving tightly to the left. This, however, was scrubbed in the interests of safety and



the next hill became Slawston 14 which also involved some downhill motoring. The path here turned sharp right and immediately dropped down into a deep crevasse. The idea then was to leave the gully by turning left straight away and leave the section by a slightly uphill course. But in most cases the turn out of the gully proved too much for even a trials car's manoeuvrability and there were no cleans among the entire field, although Mike Lawson managed to get into "four", which took him out of the gully.

Section 15 was a straight but very, very bumpy run at a steep muddy slope. Most reached roughly the half-way mark, Geoff Newman got to "three" but only Cuth Harrison was clean.

On the 16th hill, however, there were seven "cleans" although there appeared to be only one way to climb it. The hill consisted of a short run to a right-hand bend, then a huge bump of the kind that lifts the front wheels off the ground. Most of the entry were stopped by the

bump, although the cleans included Eric Jackson, Cuth Harrison and Mike Lawson. Geoff Newman romped up to the top on the extreme off-side of the hill, leaving behind him a marvellous tangle of scattered marshals, broken markers and tape wound all over the car!

There were seven clean climbs, too, including Jackson and Chappell, on Slawston 17, which followed a sinuous path between the gorse bushes. Section 18 curved to the right, then ran up a steep, muddy hump that stopped most of the entry. Only Jackson and Francis were clean here. Section 19, on which there were 14 "cleans", was a wonderful, full-bore run along a long slope which gradually increased in gradient until it became a steep and slimy bank.

Except for one more section, that concluded an excellently run day, during which it was noted with immense approval that the standard of marshalling was extremely high. Perhaps the only man who was a trifle unhappy was G. M. White, who produced a brand new and very smartly prepared car for its first trial. Unfortunately, however, it was just not his day: the car suffered carburation maladies all day, missed most of the morning sections due to a split radiator hose, and he finally retired in the afternoon after a wheel had revolved within the tyre to rip the tube to shreds. This, coupled with another host of fuel problems, was just too much!

The results were announced at the earliest possible moment, and it became apparent that Eric Jackson, with a total of 20 penalty points for the morning and 17 for the afternoon, would go home with the John Bull Trophy! Alec Francis, Rex Chappell, Ron Faulkner and Cuth Harrison finished in that order to gain first class awards.

MARTYN WATKINS.

Results

Best Performance: E. Jackson (Cannon). **First Class Awards:** A. W. Francis (Cannon); R. Chappell (S.C.S.); R. Faulkner (Paul Spl.) and T. C. Harrison (Harford). **Second Class Awards:** E. Harrison (Harford); A. D. Alldred (Bassnett); B. R. Potts (Cotton) and J. F. Harrison (Harford). **Team Prize:** "Dadanlads" (The Harrisons).



BALANCE is everything, and Renée Chappell leans well out over the rear wheels as Rex gets a line on the hill.

SMOOTH, EFFICIENT AND POWERFUL. This side view of the Cresta shows it off to advantage. It is undoubtedly one of the best-looking Vauxhalls ever produced.

sections, and the all-round visibility must be rated as exceptionally good. The upholstery is of a woven material which is comfortable and prevents sliding on the wide, bench-type seats. The clutch and brake pedals are rather high off the floor, and must be criticised on this score.

The engine is an instant starter under all conditions, and pulls away well from cold. The clutch is smooth, and the gear lever, though mounted on the steering column, is quite positive in operation. The synchromesh is powerful on all the three gears, and first speed, which gives a full 35 m.p.h., is actually faster than the second speed of some four-speed boxes. As the car has ample power to restart on the most adverse gradient, this high first gear is no dis-

JOHN BOLSTER
TESTS

THE VAUXHALL CRESTA

AMONG the many letters which I receive from readers, there is quite frequently a demand for advice on the purchase of a fairly large car. Generally, a machine is required which is neither too expensive to buy nor to run, yet which provides more than average room for a touring family. A reserve of power to cope with a trailer, on which a racing car or a boat may be carried, is also frequently specified, yet these prospective purchasers also yearn for better than usual handling characteristics.

I believe that I have found the very car which they are seeking. It is the Vauxhall Cresta, and let me say, straight away, that it is a remarkably good car. Exceptionally low built, the Cresta is fast, economical, and has altogether better road-holding than one expects in this class of vehicle. In all important respects, it is far better than the previous machines which have carried the same name.

The Cresta, like the similar but less lavishly equipped Velox, has a basic chassis - cum - body structure that,

although of low overall height, is wide enough to seat three abreast. The power unit has six over-square cylinders with a capacity of 2,262 c.c., which develops 82.5 b.h.p. at 4,400 r.p.m. As the weight, ready for the road, is only 23½ cwt., a three-speed gearbox is deemed to be sufficient, especially as it has the very valuable feature of synchromesh on first speed.

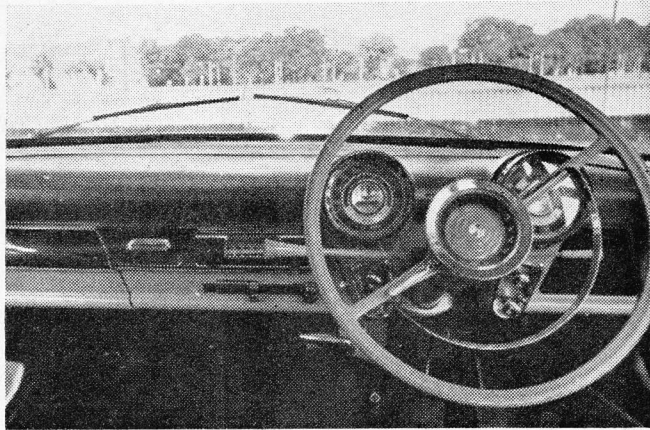
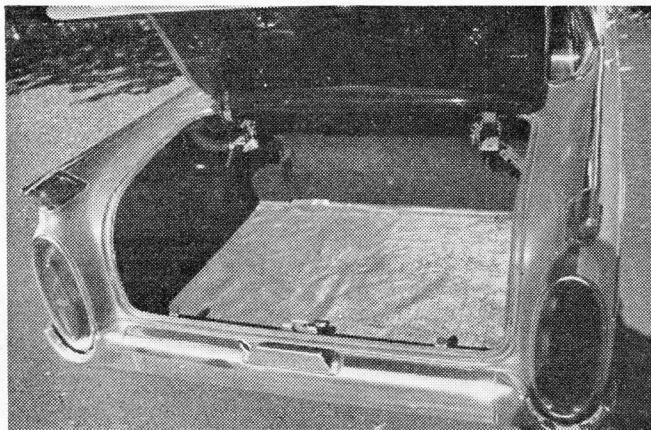
The transmission is by an open Hardy-Spicer shaft to a hypoid rear axle, which is suspended on semi-elliptic springs. In front, there are wishbones and helical springs with an anti-roll torsion bar, and the Burman steering gear is of the recirculating ball type. The brakes are of Lockheed manufacture, and operate in 9 in. drums. Thus, the specification is conventional throughout.

On taking one's seat, one is immediately conscious of the exceptional degree of "wrap around" that the American-style windscreen displays. However, there is little distortion of the view, even through the considerably curved side

advantage; since 60 m.p.h. may be exceeded in second speed, one concludes that the extra weight and cost of a four-speed box would not, in this instance, be justified.

The six-cylinder engine is flexible, and gives quite a useful punch at relatively low speeds. Yet, it will rev. cheerfully if the driver is in the mood to use the gears. The second gear of the test car was a little more audible than is usually the case these days. On level roads, the car can be started quite comfortably on this relatively high ratio. The engine is smooth and commendably quiet, while just missing the "softness" and silence that one finds in the most expensive cars.

On the road, the Cresta is extremely well suited to typical English conditions. It is very lively in top gear, and can overtake slower vehicles rapidly. There is a pleasant feeling of responsiveness to the accelerator pedal, which renders this a most untiring car to drive. At high cruising speeds, the engine is obviously turning over fairly rapidly, but it does



THE LUGGAGE BOOT (left) is of a useful capacity as one would expect of a car of the Cresta's size. The controls are well placed (right) except for the clutch and brake pedals which are rather high off the floor. All-round visibility is excellent says Bolster.



★
Though inspired by current American ideas of beauty, the frontal treatment of the Vauxhall Cresta must be rated as impressive.
★

Specification and Performance Data

Car Tested: Vauxhall Cresta de luxe saloon, price £715 (£1,073 17s. with P.T.).

Engine: Six cylinders 79.4 mm. x 76.2 mm. (2,262 c.c.). Pushrod operated overhead valves. Compression ratio 7.8 to 1. 82.5 b.h.p. at 4,400 r.p.m. Zenith downdraught carburetter, Lucas coil and distributor.

Transmission: Borg and Beck 8 ins. clutch, three-speed gearbox with synchromesh on all forward gears and steering column lever, ratios 4.11, 6.72, and 11.78 to 1. Open Hardy Spicer propeller shaft. Hypoid rear axle.

Chassis: Combined body and chassis. Independent front suspension by wishbones and helical springs with anti-roll torsion bar. Burman recirculating ball steering gear. Rear axle on semi-elliptic springs. Vauxhall telescopic dampers all round.

Lockheed hydraulic brakes, 2 L.S. in front, friction lining arc 137½ sq. ins. Bolt-on disc wheels, fitted 6.40-13 ins. tubeless tyres.

Dimensions: Wheelbase, 8 ft. 9½ ins.; track, front 4 ft. 5 ins., rear 4 ft. 6 ins.; overall length, 14 ft. 10 ins.; width, 5 ft. 8½ ins.; turning circle, 34 ft. Weight, 23½ cwt.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, water temperature and fuel gauges, clock. Heater and demister. Flashing direction indicators. Self-parking wipers and windscreen washers, radio (extra).

Performance: Maximum speed 91.8 m.p.h. Standing quarter-mile 21 secs. Acceleration: 0-30 m.p.h. 4.4 secs.; 0-50 m.p.h. 11.2 secs.; 0-60 m.p.h. 16.4 secs.; 0-70 m.p.h. 23.6 secs.

Fuel Consumption: Driven hard, 23 m.p.g.

not become "fussy" in spite of this. For the majority of users, the choice of axle ratio is ideal.

The shape of the body is aerodynamically efficient and the car will consequently exceed a genuine 90 m.p.h. Most owners will not wish to drive as fast as this, but the very real reserve of power allows appreciable hills to be surmounted at 70 m.p.h., which is a very pleasant experience. The steering is light, and the turning circle is exceptionally small for a large car. This makes the Cresta an easy car to park, and is one of the features which women drivers will appreciate.

The car corners well, and even at quite high speeds the angle of roll is small. It is on wet roads that the handling characteristics are particularly worthy of praise, and under these conditions the Cresta displays a surefootedness that is almost in the sports car category. On greasy streets, there is less wheelspin when starting from the lights than is usual among cars of this calibre. The suspension feels almost hard at low speeds, but is quite soft at cruising rates.

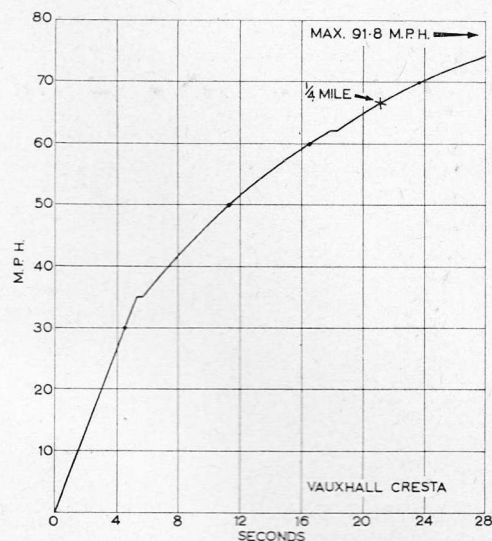
The brakes are sensitive and responsive, as they should be. They are adequate for normal use, but tend to fade to some extent during very hard driving. In view of the speed capabilities of the car, a slightly harder grade of lining might be desirable.

It is particularly noticeable that the doors shut very easily, and there are no rattles over the worst roads. The detail

HANDSOME from any angle is the Cresta. "The shape of the body is aerodynamically efficient", says Bolster, "and the car will consequently exceed a genuine 90 m.p.h."

work and the general standard of construction are good, but rather surprisingly the opening panel of the bonnet can be seen bending and twitching, though it makes no noise; some stiffening webs are required here. The accessibility of the power unit is quite good, though there is no starting handle.

The luggage boot is roomy, as befits such a car, and there is plenty of storage space for small personal belongings inside the body, including a lockable dashboard glove box. There is a large scuttle air intake for ventilation, and the heater is notably powerful. A great deal of trouble has obviously been taken to arrange the shape and angle of the seats for the maximum comfort of all the occupants. Many small, practical touches render this a car that will be



Acceleration Graph

appreciated more and more as the years and the miles go by.

If this new Vauxhall is a thoroughly practical car it is also a very handsome one. Some of the colour schemes offered are rather on the gay side, but there are more sober shades for those who prefer them. There is a fair amount of chromium plating, but the majority of owners apparently approve of this decoration.

The best feature of the Cresta, from the point of view of many prospective buyers, is its fuel economy. Most six-seater cars can barely encompass 20 m.p.g., but this one achieves a full 23 m.p.g. during hard driving, and 25 m.p.g. on any long run. Some 1½-litre four-cylinder cars can do no better than this. Fuel economy has been a Vauxhall feature for many years, and this specialization has certainly brought results in the latest model.

The Vauxhall Cresta is a big, luxurious car at a moderate price. It has a good performance but, above all, it has a degree of road-holding and controllability which is certainly unexpected, but which renders this a fundamentally safe car. In spite of its conventional design, this machine has a well-balanced set of virtues which must make it a very attractive buy for a lot of people.



NEW LINES for motor-cycles—and new roads on which to ride them. Typical of the current trend towards enclosing the machinery of otherwise conventional motor-cycles is this Francis Barnett "Cruiser", posed on a bridge over the new Preston by-pass, one of the first stretches, just opened, of Britain's new motorway system.

mirably. Manurhin, by the way, is French for DKW.

Talking of scooters, it is splendid news that Britain is at last taking the lead in this most thriving industry. The prettiest scooter which I have ever seen is made jointly by Triumph and B.S.A. It can be had with either a 175 c.c. two-stroke or a 250 c.c. four-stroke engine, the latter being a delectable little vertical twin with overhead valves. This scooter exemplifies the trend away from very small wheels, and it also follows the latest fashion in having a stationary front mud-guard—unsprung guards and those that turn with the steering are on their way out. The most costly version of this

OF course, the rather splendid title is really a misnomer, because there were "trikes" as well as "bikes" at Earls Court. You might think that your so-called Technical Editor would have had a basinful of shows, having foot-slogged for many weary miles round the Paris, London, and Turin exhibitions. Nevertheless, the internal combustion engine exerted its fascination again, and your man was soon dragging himself wearily from stand to stand once more. As at the car shows, so at the Cycle and Motor-cycle Show, immense trouble is obviously taken to choose stand attendants who know absolutely nothing about the products which they are trying to sell. In spite of all that, enough information was gathered to fill this small space.

Pedal cycles—all right, push bikes then—may not be of much interest to the readers of AUTOSPORT, except to those rotters who have lost their licences. There is, however, a new kind of bicycle called a Scoo-Ped that is all covered in plastic and has shields like a scooter. I wonder

Two-Wheelers on Parade

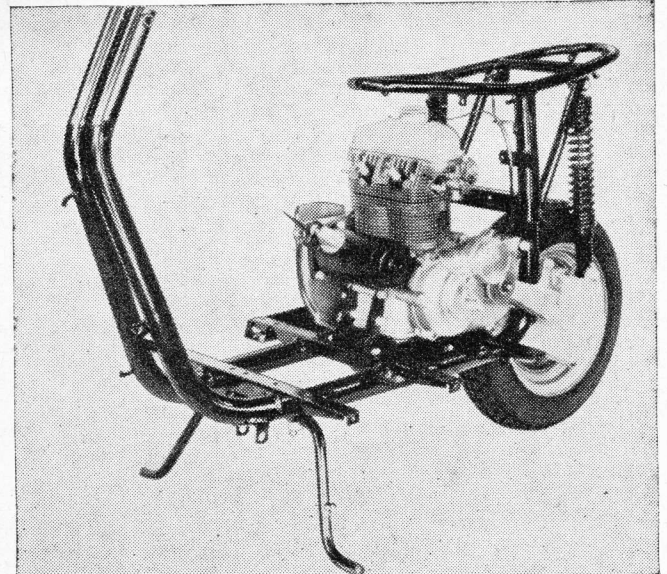
JOHN BOLSTER at the London Motor-cycle Show

whether the cops would notice if one hid a little engine underneath all that fibreglass? An astonishing thing to an old-time cyclist is that the machines which used to be deadly rivals are now seen on the same stand, and Raleigh, Triumph, Rudge, and Humber are all shown together. The Raleigh Moped has a Sturmey Archer 49 c.c. engine, too, though I always associated that name with gearboxes.

Mopeds, which I still obstinately call autocycles, now often have a primary drive by belt, which is the sweetest form of transmission in the world. In the Manurhin scooter, the belt is fitted over expanding pulleys to give a fully automatic change of ratio, which works ad-

superb machine has an electric starter, and the prices range from £164 19s. 8d. to £200 17s. 0d. including P.T.

The Dayton Albatross is another British scooter that may be ordered with single or twin-cylinder engines, though these are both two-strokes. Special care has been taken in these machines to provide first-class accessibility of the mechanism and ease of repair in the event of an accident. Among our smaller scooters, Dunkleys, the pram people, have a tiny 48 c.c. machine with overhead valves, at £77 11s. 1d. The B.S.A. Dandy, which has a 70 c.c. engine with a chromium plated light alloy cylinder, costs £79 4s. 4d. including P.T. One of these really admirable little machines serves as

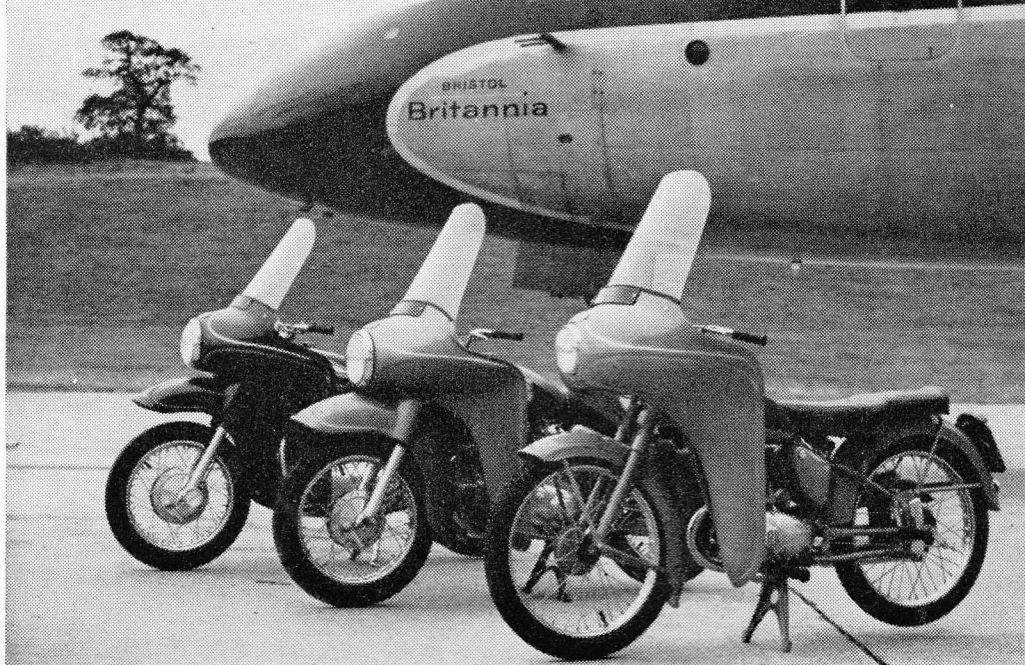


CO-OPERATIVE effort between B.S.A. and Triumph is this new scooter which is available with either a single-cylinder 175 c.c. two-stroke engine, or a 250 c.c. o.h.v. twin. The latter is illustrated installed in the frame.

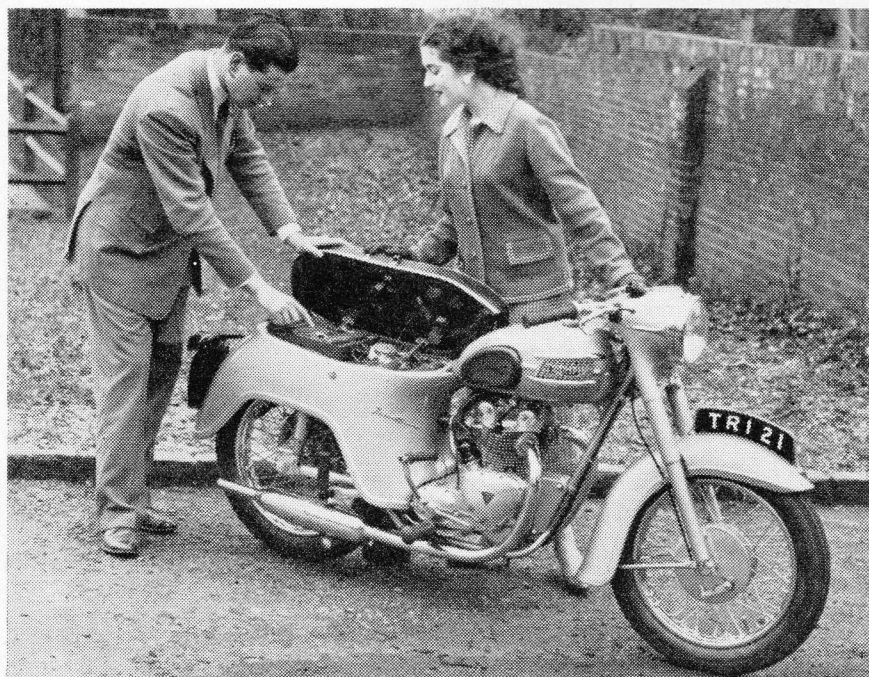
the Bolster transport for local journeys, and can be highly recommended.

The Italians started this scooter craze, but their machines have lately begun to get out of date. An entirely redesigned Lambretta is therefore of extreme interest. The elaborate double bevel and shaft drive has been replaced by an enclosed chain, and a four-speed gearbox carrying the clutch is now adjacent to the rear hub. However, the entire engine and transmission assembly still pivots to give suspension deflection, and one feels that the British machines have less unsprung weight.

Let us talk of "real" motor-cycles. Among these I found "Jenks", who does not share my enthusiasm for scooters, and Jock West, who uses that word if you mention them. Unlike the old ladies of our S.M.M. and T.—who stood at the door of the Motor Show to see that the Vanwall didn't get in—the bike boys like to collect as many real racers as possible. I was absolutely enthralled by the 500 c.c. Guzzi, which has eight each of cylinders, carburetters, contact breakers, and ignition coils. One



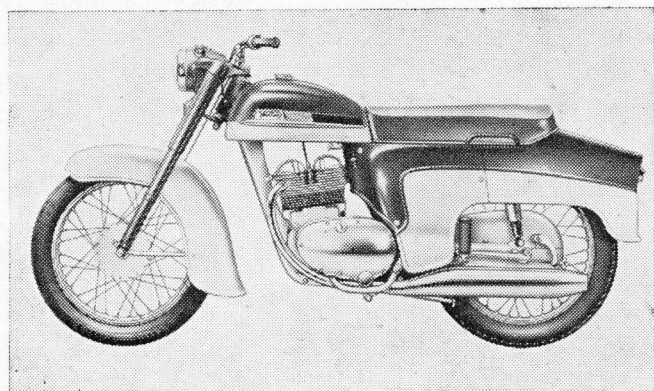
AERODYNAMIC tests in the Bristol Aeroplane Co.'s wind-tunnel were used to develop these "Airflow" models (above) in the Royal Enfield range, with engines of 500, 350 and 150 c.c. respectively. Behind the glass-fibre cowling is an instrument panel and a pair of useful "dash-pockets".



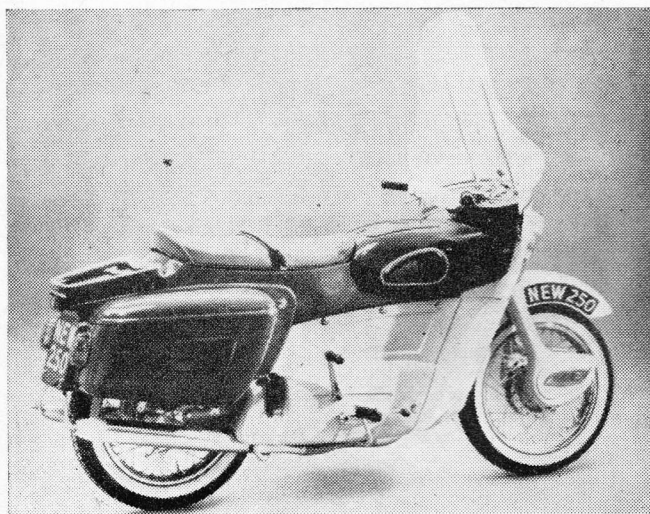
TRIUMPHS this year carry nearly all the auxiliary equipment of their "big" machines under the dual seat (left). Tools are fitted in a rubber moulding, and battery, oil tank and air cleaner are contained in the streamlined fairing.

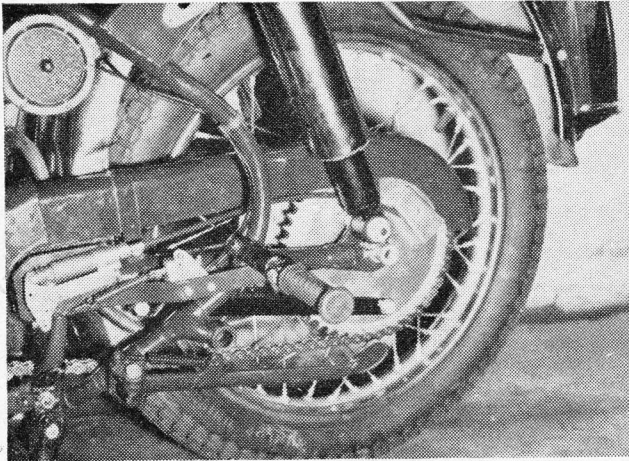
notices that the rev. counter goes up to 15,000 r.p.m., but there is a red mark on the dial around 12,000. This engine, multiplied by three, might well be used to power the "simplified" 1961 G.P. cars.

The Gilera 500 has only four cylinders, but is as pretty a little twin-camshaft engine as you could wish to see. It has four separate carburetters, and the rev. counter finishes at 12,000 r.p.m. Of severely classical design is the British A.J.S. type 7R, which has only one 350 c.c. cylinder. It can be bought by any would-be racer who has £417 18s. 3d. A forthcoming international racing class



TWO NEW TWO-FIFTIES, both twin-cylinder o.h.v. machines, are the attractive Norton 250 (above, left) and the Ariel "Leader" (right). The latter's "chassis" is built up entirely from sheet metal pressings; the scooter influence upon "real" motor-cycles is vividly shown in this highly unorthodox design.





is for sports-racers under 50 c.c. A glorious little Maserati, with the well-known trident badge on the tank, is ready for this form of competition. It has a two-stroke engine, cradle frame, swinging arm rear suspension, and telescopic front forks, and it sells for £112 5s. 6d. There are lots of other racers at Earls Court, too.

The Matchless stand contains an auto-cross machine among the many orthodox

★
SHOWN experimentally on a 500 c.c. Velocette Venom was this hydraulic brake system—new to the motor-cycle world—and now being produced by G.B. Cycle Components, Ltd. It is said to give more than a 30 per cent. reduction in physical braking effort.
★

motor-cycles. Ariel show the old 1,000 c.c. square-four, as well as the modern version of the Red Hunter—I would rather forget the one I used to own! Royal Enfield have bicycles of nearly 700 c.c., and in fact there are still plenty of big machines for the few he-men who are left. The Velocette display includes those unnaturally silent little bikes that the cops use. The new 250 c.c. vertical twin Norton is quite the most attractive

motor-cycle in the show, with modern styling which shows a trace of scooter influence.

Three-wheeled cars abound. The new Bonds, with genuine saloon bodies, are selling like hot cakes. The 197 c.c. model costs £339 10s. 6d. including P.T., and the new 250 c.c. type is priced at £389 14s. 6d. For cheap family transport, they take some beating.

The Friskysport is now seen as a three-wheeled hardtop with a 197 c.c. Villiers engine. The three varieties of German bubble car appear again, as does the British Reliant with its four-cylinder side-valve engine. New is the Scootacar, a Villiers-engined tandem-seated machine with many practical features. A genuine tricycle is the Swedish Monark, a 50 c.c. machine that is popular with those who lack a sense of balance; incidentally, it has disc brakes.

The Cycle and Motor-cycle Show is of great interest to any motoring enthusiast. The large number of competition machines on display must bring joy to those who are accustomed only to the august exhibitions staged by the S.M.M. and T. which, by comparison, are as anti-septic and uninspiring as a public convenience. My advice to our readers is not to miss the next "Bike Show".

SOUTH AFRICAN CAR WINS FOUR-HOUR RACE

THE South African "Dart" sports cars, built near Cape Town, made a clean sweep in the scratch division of the four-hour production car race at the Cape Killarney track on Sunday, 2nd November. Were it not for the misfortune of Don Philp's car losing a wheel after 2½ hours, the trio of 75 b.h.p. Ford-engined sports cars would probably have taken the first three places. Philp, who had as co-driver Tony Kotze of Cape Town, was holding second position when the incident happened. He was not injured. The race was held on Cape Town's only existing track and involved night racing. During the first hour the leader averaged 60 m.p.h. Interesting facts from the results are: The good performance by the Sprite, which was entered by the Cape Town B.M.C. representative, Mr. Zoccola; two Pretoria drivers took third place; Borgwards finished fifth and sixth.

N. R. WHITEHEAD.

Results

1, GSM "Dart", 1,172 c.c. (J. and P. van Niekerk), 136 laps, 57 m.p.h.; 2, GSM "Dart", 1,172 c.c. (W. Meissner, F. le Roux), 134 laps; 3, Alfa Romeo Giulietta II saloon, 1,290 c.c. (E. and A. Pieterse); 4, Austin-Healey "Sprite" (M. Zoccola, P. Brown); 5, Borgward "Isabella" (W. Jennings, N. Payne).

AUSTRALIAN HILL-CLIMB CHAMPIONSHIP

10th November

THE Australian Hill-Climb Championships were contested in Victoria on 2nd and 4th November at the Victorian Sporting Car Club's Templestowe on the first day, and the Light Car Club of Australia's Rob Roy climb on the second day. Each state holds the Championship in turn, and this is the first occasion that two climbs have been used. Awards were divided among the outright champion, and winners of the sports, touring and Gran Turismo categories.

Under ideal weather conditions the contests drew large attendances at both venues, although the inter-state entry

was poor. The battle for outright honours was between last year's State champion Bruce Walton, and the Australian champion of three years' standing, Lex Davison. Walton used the same power unit as last season, a supercharged 1,100 c.c. J.A.P., but now hung in a Cooper Mk. VIII instead of a chassis of his own construction. Davison used his old mount, a supercharged Vincent-powered Cooper, listed at 1,120 c.c. Although Davison broke the class record at Rob Roy, he still could not reach Walton's times, the latter winning the title with the best aggregate.

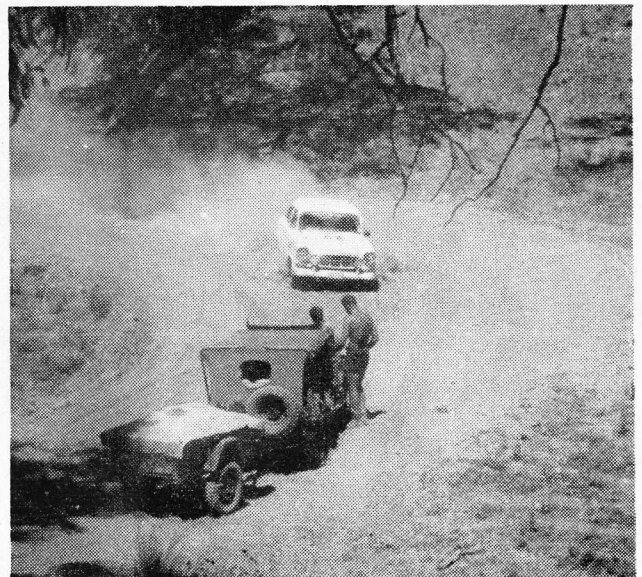
Albert Park

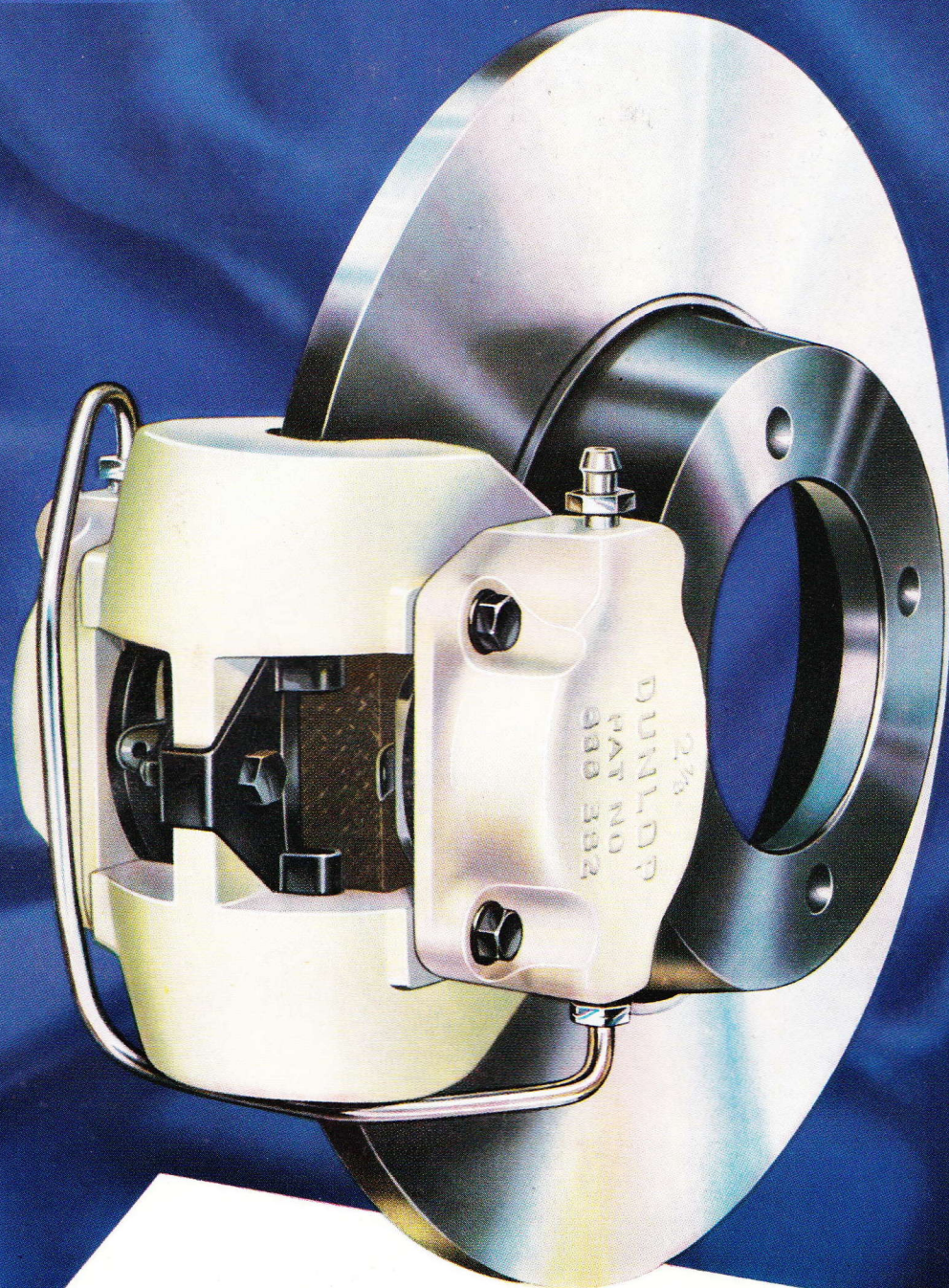
As the fences go up around Melbourne's Albert Park in readiness for the Victorian T.T. on 23rd November and the Melbourne International G.P. on 30th November, the old controversy rages. "Should parklands be desecrated for motor racing?" shout one faction of

the Press, whose principal wish is to embarrass the chairman of the Albert Park Trust, Senator Kennelly. What about the noise, cry the hospitals adjacent to the Park, whose plea is the only rational one; meantime the events are condemned from the pulpit because they are to be run on Sundays. Seeing that in 1956 Moss, Behra, Parnell and the late Peter Whitehead, backed by local and New Zealand drivers drew the largest attendance (over 100,000) of any sporting gathering ever, all the talk has not been one-sided. All of which is showering publicity on the coming events, which should swell the gate even more. The opposing Press is confident that the Premier will bring down legislation to ban the use of the Park for racing, but any decision is not expected until after the Melbourne G.P., in which Moss and Brabham will drive F1 Coopers.

H. A. C. RUSSELL.

★
MOST rally regulations in the U.K. specify that only "metalled roads" will be used. Such is not the case in Australia, where these conditions were typical of the fabulous 10,000-mile Mobilgas Trial. Here a competitor arrives at a route check.
★





DUNLOP

DISC BRAKES

Give sure power for safe stopping
on the cars of today and tomorrow

TWIN CAM
M.G.A

BRISTOL 406

JAGUAR 3.4
JENSEN 541 & 541R

JAGUAR XK150

DUNLOP DISC BRAKES
are available on
all four wheels
of these British cars

JAGUAR XK150 S

JAGUAR 2.4

DAIMLER MAJESTIC

ASTON MARTIN DB4

JAGUAR MK IX



For the increasingly powerful cars of today the importance of the Dunlop Disc Brake grows rapidly and its striking success has been signalled by the award to Dunlop of the Dewar Trophy in 1957. This award is made by the Royal Automobile Club for outstanding contributions to motoring. The official citation refers particularly to the work of the Dunlop Company in the development of the Disc Brake "which has contributed to the success of cars in all fields".

DUNLOP DISC BRAKES

Evolved from years of experience in aviation, track and road circuit racing to give:

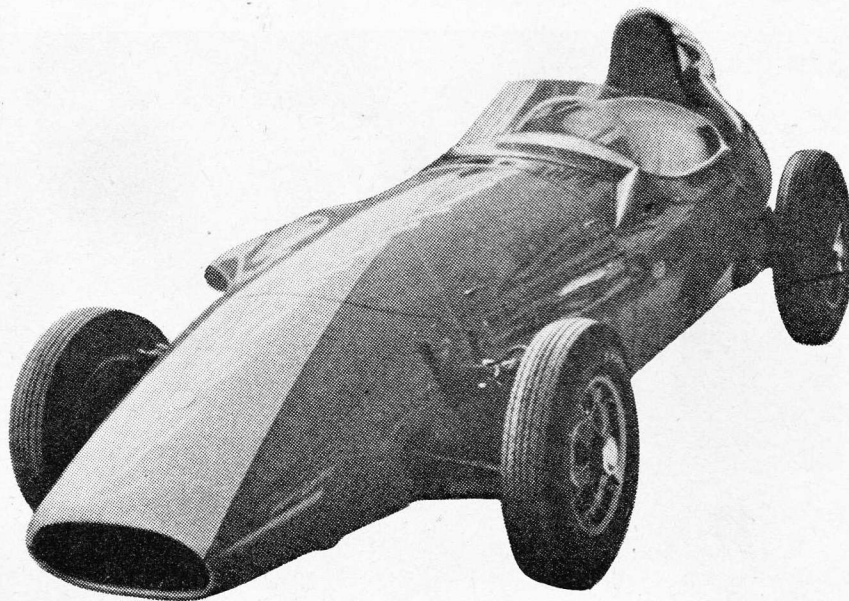
- *Straight line stopping*
- *Automatic adjustment, simple maintenance*
- *Freedom from fade*
- *Complete reliability*

POWER TO STOP SAFELY, SURELY IN ALL CONDITIONS

THE FORMULA JUNIOR STANGUELLINI. By far the most successful of the Italian formula cars the Stanguellini is, however, produced in quantity for sale to anyone who wishes to buy one. This, of course, defeats the object of the British and Canadian "formulae".

NEW racing formulae are very much in the news just now, as even the most recent newcomer to the sport must have realized. At the top, we have a proposal to replace the existing 2½-litre Formula 1 with an extraordinary 1,500 c.c., 500 kgs. system.

That is at the top, and the nearest most of us will get to that is to stand and watch our betters. Of more direct importance to you and me, however, are the reform movements afoot at the club racing end of the scale. Ignoring the Italian baby, the Formula Junior, which is aimed at the International field, we have in this country several changes in the existing and already tried 750 and 1,172 Formulae, which were published in



Martyn Watkins compares the Monoposto Formula with the new Canada Class and finds some interesting similarities—and differences

Atmosphere of Change

detail in a recent issue. Of even greater interest in this atmosphere of change is the Monoposto Register, formed in March this year with a view to fostering "Grand Prix style" motor racing with inexpensive monoposto cars of amateur design, and constructed at low cost. Naturally, this new Formula is not intended to supplant or replace any existing class of racing; rather, it will provide what amounts to a totally new form of inexpensive, amateur motor-racing which will be entirely fresh in its conception.

It is clear that the movement for revised and, in some cases, new forms of motor-racing, is not confined to Great Britain, even though this country is regarded as the home of what we regard as club racing. In Italy, the already mentioned Formula Junior has achieved considerable success, although whatever this Formula may have been in conception, in practice it is totally different

from our own Monoposto Formula. There are few people in Italy with facilities for building "specials", and largely as a result of this the Junior Formula is rapidly becoming a one-make contest for the professionally constructed Fiat-engined Stanguellini. Racing to the Formula has, in Italy, already achieved the status of British 1,100 c.c. sports-car racing, while the drivers taking part are almost on a professional level.

Outside Europe, however, things are moving in a similar direction to our Monoposto Register. Of particular interest is the Canadian Automobile Sport Committee's "Canada" Class. Of less recent history than either the Monoposto Register or the Junior Formula, it is nevertheless strongly allied to both these in basic conception, and has an especial kinship with our Monoposto formula. The C.A.S.C. regulations for this class have recently come to hand, and it will

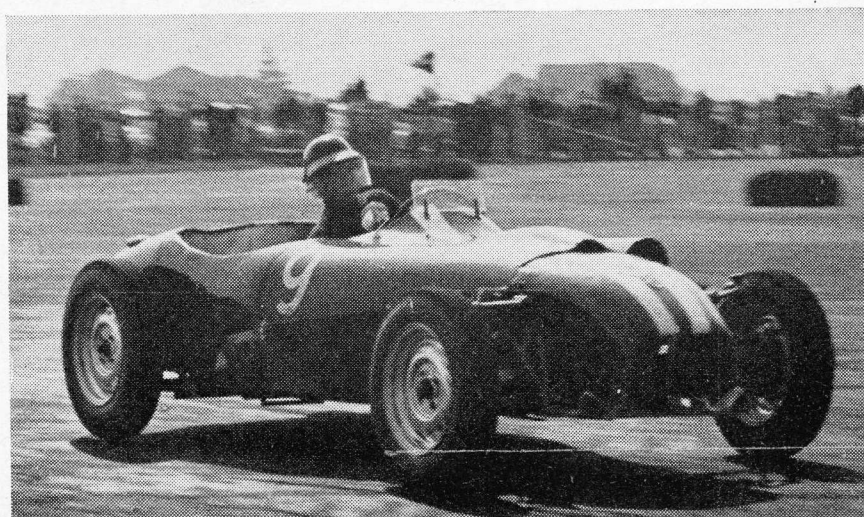
be of interest to many to compare them with the Monoposto Register's requirements.

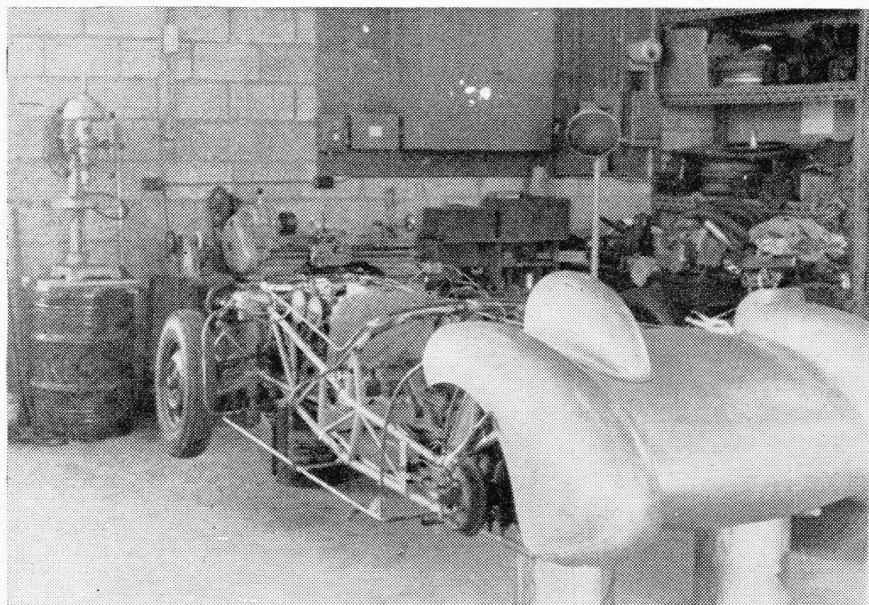
The purpose of the Canada Class is to supply an outlet for enthusiasts who wish to build and race their own vehicles and match their engineering ingenuity against that of others with similar interests. This, of course, ties up closely with the stated aims of the Register. However, a major difference is found when we examine the specification for Canada class machines: although it would appear that amateur design and construction of the chassis is encouraged, it is nevertheless permitted to use proprietary frames without restriction. If, for this class, the chassis frame is fabricated by the owner of the car, then a certificate of workmanship and design, and strength of materials must be obtained from a qualified authority.

For the Register, of course, amateur chassis design is much preferred, and there are definite restrictions concerning what type of proprietary chassis may be used if this course is adopted. The main point of these restrictions, of course, is to prevent an intending competitor from installing an approved power unit in a Formula 2 chassis, thus defeating the object of the Register's formula.

It is, incidentally, stated in the Canada class regulations that if a proprietary chassis is used, then it must be complete and unaltered, as delivered by the manufacturer. This ruling includes suspension and steering gear, and minimum dimensions of 40 ins. track and 80 ins. wheel-base are insisted upon. The British Monoposto Register has made no regulations on these points in accordance with its policy of encouraging the ama-

HERE is a typical example of a Canada Class car. This one belongs to Bob Hanna. It is a two-seater running with exposed wheels.





STRIPPED: The partly unclothed chassis of this Canada class machine shows the chassis to good advantage. Note the neat treatment at the rear end.

teur designer, who, it would appear, might well be frustrated by such rulings as these.

The bodies of Canada class cars may be of either monoposto or two-seater form. The regulations state that bodies "must present a workmanlike appearance" and must afford adequate protection for the driver, no other constructional requirements being included. So far as the Monoposto Register is concerned, it is considered desirable that all four wheels should be exposed, with no wings or all-enveloping bodies, while, obviously, the car must be a single-seater.

Under the heading of "Engines", the Canada class regulations state that the motor and all component parts must be from existing domestic or imported vehicles retailing in Canada for under 2,000 dollars when new. Original engine parts may be modified, and the only non-original parts allowed are pistons, valves, springs, bearing materials and exhaust systems: it is not, presumably, permitted to substitute manifolds, carburettors, etc., for existing fittings. Capacity limits for the class are 750 c.c. o.h.c., 950 c.c. o.h.v., and 1,200 c.c. s.v., while all engines must be normally aspirated.

The Register, on the other hand, places its capacity limits at 1,000 c.c. o.h.v., and 1,500 c.c. s.v. Overhead camshafts are prohibited by the Register, as is super-

charging. The only other stipulation is that the power unit must be of a type used in a production saloon car of which at least 500 have been produced and sold, and there is no price restriction.

For the Monoposto Register, any form of gearbox and final drive unit may be used, without restriction. This applies also to the Canada class, but for these machines regulations require a reverse gear to be fitted. Wheels on the Canadian machines may be of any make or type, and it is not necessary for front and rear wheels to be of similar type or size. For brakes "original equipment"

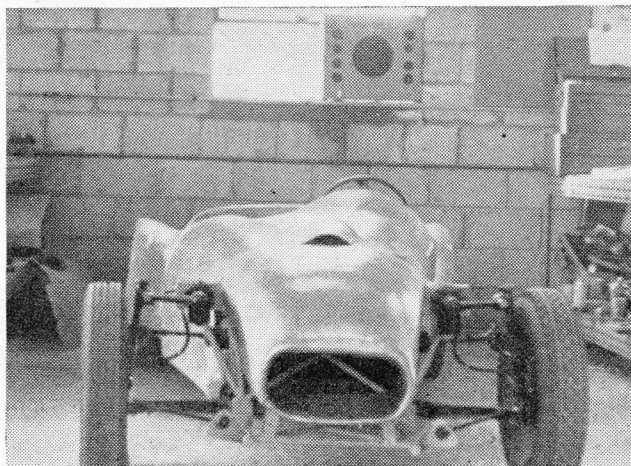
must be used, choice of lining being optional. The foot brake must operate on all four wheels, a hand-brake must be fitted and must operate on the rear wheels. Fuel tanks—alcohol fuel is, incidentally, permitted—must hold a minimum of five gallons and may be located either at the sides or at the opposite end of the car to the engine.

There are a number of general requirements for the Canada class cars, some of which follow either as the result of common sense or, in this country, would be required by R.A.C. rules. Others, however, are peculiar to the class and are of interest. It is required that a fireproof metal bulkhead be fitted between driver and engine, and floor boards of metal or wood must be fitted in the driving compartment. Where the prop-shaft passes through the cockpit it must be enclosed in a metal tunnel. The exhaust system must extend beyond the rear axle: there appears to be no objection to rear-engined cars and this requirement would seem to permit such vehicles to use "stub" exhausts if the constructor sees fit, while a front-engined car, apparently, must have a long tail-pipe whether the builder desires it or not!

An adequately-anchored safety-belt, complying with C.A.S.C. regulations, must be fitted and an aero screen or other suitable air-flow deflector must be positioned in front of the driver. Push-starts are not allowed under class regu-

(Continued on page 714)

★
PRE-RACE SCENE (right): This is the Hanna car again showing the driving position and front suspension. The background scene might almost be at Silverstone! (Below, left) The front suspension on another special.





Setting the pace...maintaining a great tradition

JAGUAR

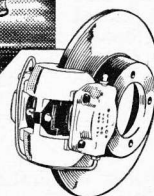
for 1959



THE 3.4 AND 2.4 LITRE SERIES

Speed, elegance and compact proportions are perfectly combined in these models, which, in the true Jaguar tradition, offer impeccable road performance combined with refinement of the highest order. Each is powered by the famous XK engine, the 2.4 litre providing an output of 112 b.h.p. with speeds in excess of 100 m.p.h., whilst the 3.4 litre develops 210 b.h.p. and is capable of speeds of over 120 m.p.h. with brilliant acceleration.

Both are available with Disc Brakes, Overdrive or Automatic Transmission as optional extras.

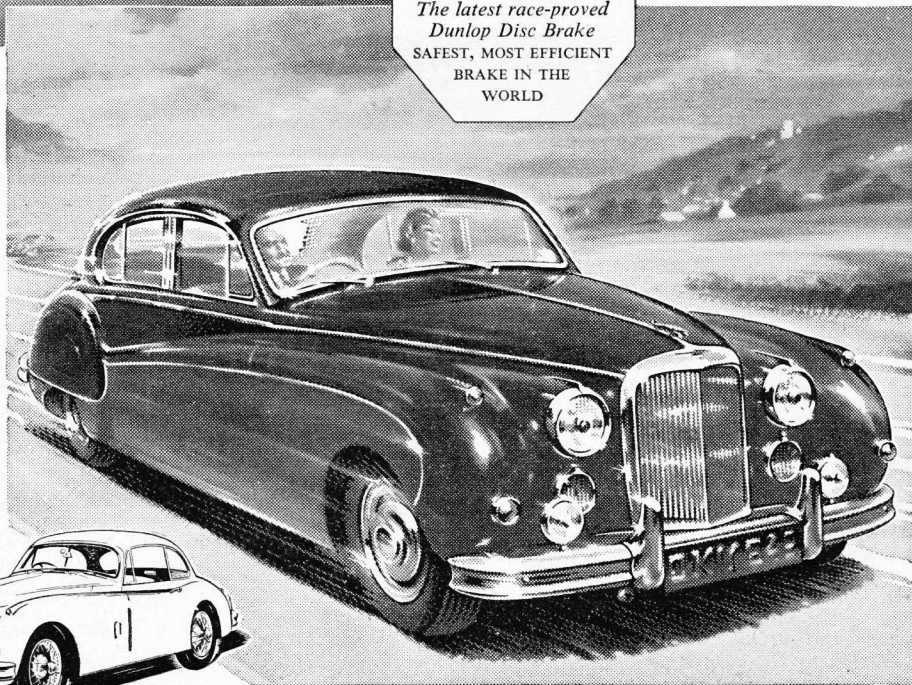


*The latest race-proved
Dunlop Disc Brake*
SAFEST, MOST EFFICIENT
BRAKE IN THE
WORLD

THE MARK NINE AND MARK EIGHT SERIES

As an addition to the world famous Mark Eight saloon comes the more powerful Mark Nine model, amply demonstrating the success achieved by Jaguar engineers in constantly developing the characteristics which the ideal luxury car should possess. Its

3.8 litre 220 b.h.p. engine offers phenomenal acceleration with high cruising speeds of 80/90 m.p.h. and a maximum of 115 m.p.h. Finger-light power-assisted steering ensures perfect control, and the unparalleled stopping-power of race-proved Dunlop Disc Brakes on all four wheels provides the highest degree of safety. Interior furnishings are the last word in luxurious comfort.



THE XK150 SERIES

consists of the Fixed Head coupe (illustrated above), the Drophead coupe and the Roadster. Powered by a 3½ litre XK engine developing 210 b.h.p., with dynamic acceleration extending throughout the entire speed range up to 130 m.p.h., and beyond. Disc Brakes, Overdrive and Automatic Transmission are optional extras.

what the experts say . . . "None can compete with the speed, acceleration and stopping power of this new model (the Mark IX)" *The Motor*. "I cannot remember having driven a car (the 3.4 litre) which combines so many excellent features" *Autosport*. "... the Jaguar XK 150 is undeniably one of the World's fastest and safest cars" *The Autocar*. "... if it were possible to devise a merit table relating performance with comfort, and safety with cost, there is little doubt that Jaguar would be at the head of a world survey" *The Autocar*.

CORRESPONDENCE

Juan Manuel Fangio

CONGRATULATIONS on your Fangio feature. One is apt to take this sort of thing for granted (no pun intended, I *promise* you!) with AUTOSPORT, but surely on this occasion you have "out-Autosported" yourselves.

I am not old enough to have appreciated the pre-war greats so, to me, Fangio is the greatest. Apart from his incredible skill, he leaves behind him a reputation for sportsmanship and modesty which is an example to all connected with the sport. I am sorry that we shall not see him in action again but I am glad that he has given up before his powers decline.

May I also say that he has left behind him a most worthy successor in Mike Hawthorn. Whatever the "niggers" may say, Mike won the Championship fair and square according to the rules laid down and he most thoroughly deserves it. He has accepted the honours heaped upon him with becoming modesty and is a champion of whom we can all be proud.

ROBERT LEAPINGWELL.

DERBY.

S.M.M. & T. and Vanwall

REFERRING to your issue of 14th November, from the S.M.M. & T. letter it could be inferred that next May, British racing car constructors will be invited to occupy space at the 1959 Motor Show. Confirmation or denial of this by S.M.M. & T., now, would be interesting.

As for the absence of Vanwall from this year's Show, it would have been a gesture if the S.M.M. & T. had given their stand to Vanwall. Or is this suggestion too naïve?

ERIC TOBITT.

MALVERN, WORCS.

Historic Cars

CONGRATULATIONS and thanks for a wonderful cover picture last week. While it is difficult to define what is a "real" racing car, there is no doubt that the E.R.A. was, and is, one.

Before the next season is upon us may we please be treated to some more space for these Historic Cars—say some extracts from Norman Smith's "Case History" plus some personal reminiscences by Bill Moss. It would be much appreciated.

BRIAN JOSCELYNE.

WATFORD, HERTS.

Race Control

HARRY SCHELL is quoted by John Bolster as saying, at his recent Paris Press conference, that motor racing safety could only be improved by expert alteration of dangerous circuits and much better course marshalling. He also acknowledged that oil on the course is racing's greatest danger.

It is generally accepted that marshalling in this country is very much more efficient than at most Continental circuits but it must also be agreed that it leaves a great deal to be desired. Whether it be a full scale G.P. or a small club meeting a split-second decision by a flag marshal can give a driver just sufficient warning of oil to enable him to take avoiding action and thus prevent what could be a nasty incident. Likewise, in the event of an accident a quick decision by the marshal in charge can save or lose a driver's life. It is obvious therefore that the men doing these marshalling duties must be capable of making these vital decisions—and must make the right ones. The "free pass merchants" and the amateur photographers, with a flag in one hand and a camera in the other, must be weeded out for they are a menace to the sport.

Generally speaking the larger clubs have a higher standard of marshalling simply because their marshals have a much greater opportunity to work regularly together and gain experience and mutual confidence in each other.

There is, I feel, a tremendous future for the British Motor Racing Marshals Club who have a pool of experienced and carefully graded marshals available to the many race promoting clubs who have difficulty in providing enough officials of the required standard for their meetings.

The Southern Area of the B.M.R.M.C. have this winter begun a fully comprehensive scheme to train marshals to the high standard set by the club. This surely is a worthy step forward in a previously neglected aspect of our sport. Support for the scheme has to date been extremely encouraging but if it is to be of real importance it requires the support of every serious-minded race official and promoting club in the country.

ROBERT F. BROMLEY,

P.R.O., Southern Area, B.M.R.M.C.

BECKENHAM, KENT.

Moss, Hawthorn, Casablanca and the Championship

I RECEIVED my copy of your 14th November number today (18th), and I have just finished reading the Correspondence.

I expect that this letter will be last in a flood of others on the same subject—the hypersensitivity of Mr. Perkins, but I am prepared to risk that.

To say that Hawthorn was slighted by your magazine is ridiculous; to say that he was slighted, intentionally, is childish, as are his comments on your choice of words used in describing the part played by Phil Hill in Mike's winning of the Championship. Your magazine has paid every tribute to Hawthorn that it can do without being vulgar.

I would say that if AUTOSPORT had any "favourite", it was Mike himself. I confess that on occasions I have felt vague irritation at the coolness with which Moss's successes have been reported. However, I am prepared to admit this is my imagination. But I do think that, as I have said, Hawthorn received very fair treatment at your hands, and that, if your magazine hoped any one man would win the Championship, that man is Hawthorn.

It is ridiculous to say that you were so biased towards Stirling Moss, that you robbed Mike Hawthorn of his due.

J. R. LANKESTER.

PAHANG, MALAYA.

HAVING read Mr. Perkins's letter through several times to convince ourselves that we were reading what was printed, we decided that he is so eaten up in his admiration for Mike Hawthorn that he can no longer see logic.

We would like to point out that Stirling Moss *did* take the major honour in the G.P. of Casablanca. Nobody can do better than first place and fastest lap. Mike Hawthorn's second place gave him the major honour of the World Championship, but not, however, the major honour in the G.P. of Casablanca.

We should also like to draw Mr. Perkins's attention to a remark made by Juan Manuel Fangio—five times World Champion—this season. He said, "Moss is the best driver racing today—and I include myself." We are apt to trust Fangio's opinion rather than Mr. Perkins's.

Finally, congratulations on a first-rate magazine, which we consider quite fair to both drivers.

R. J. ADAMS,

P. A. DUTTON.

BENSON HOUSE, WELLINGTON COLLEGE, BERKS.

"Timing With Transistors"

WE were very interested to read in a recent issue of your excellent journal an article by Francis Penn entitled "Timing With Transistors".

The equipment is most promising and undoubtedly will take a very necessary place with clubs and organizers of speed events. As a matter of interest we would like to point out that equipment on the lines of the timing gear described, employing transistors, has already been manufactured by the Southern Centre of the 750 Motor Club, Ltd., and used at the recent Blandford Camp Speed Hill-climb, recording some 400 runs without a single failure. We agree with your remarks that the system is light in weight, accurate and robust.

G. DENNIS AELMSON,

Southern Centre, 750 Motor Club.

CHRISTCHURCH, HANTS.

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

Does
Shell Multigrade
come to the aid of
the motorist
in wintertime?

Of course!
Whatever the weather
Shell Multigrade
is a motorist's
best friend



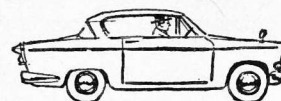
WHEN WINTER SETS IN and temperatures drop, conventional motor oils thicken, your engine becomes sluggish, your battery is quickly drained of life and starting becomes a nightmare. Change to Shell X-100 Motor Oil Multigrade and at once you will notice a difference. Even on the coldest day Shell Multigrade flows freely from the word go. This means your car gets immediate engine lubrication. You start easier, and because your engine warms up quicker, you save petrol. But that is not all. Because Shell Multigrade is not affected by temperature changes in the same way as ordinary

oil, it will still give perfect engine protection after long runs at high engine temperatures. With Shell Multigrade in your sump you get 24-hour engine protection. Change to Shell Multigrade now; and to complete the job of winter protection ask your dealer for the Shelllubrication Service. Don't forget, always specify Shell X-100 Motor Oil Multigrade.



FOOTNOTE Because Shell Multigrade comes in two grades 10W/30 and 20W/40, it is ideal for all cars—fast or slow, old or new.

EVERY ENGINE'S BEST FRIEND



COMMONWEALTH CORNER

● NEW ZEALAND

STANTON SETS NEW N.Z. 1/4-MILE RECORD

MAURICE STANTON, who has notched up a list of sprint records as long as your arm with his Gipsy aero-engined Stanton Special, has been at it again. Not long ago he clipped his own standing quarter-mile figure by .125 sec. to bring it down to yet another new record of 12.445 secs.

It was really a fantastic performance. Only at the last annual conference of the Association of New Zealand Car Clubs it was decided that standing quarter-mile figures would be admitted to the record book. So, for the first time, Stanton made a run in each direction at the Canterbury Car Club's venue, which is on the outskirts of the city. He returned exactly the same figure in each direction.

He put up his previous best performance at the same place last April. On that occasion he registered 12.57 secs. His previous best, set three years earlier, was 12.69 secs.

Actually conditions were ideal for the latest effort. An early morning fog was just lifting and it may have been that the dampness in the air helped a little. Later on, during a hot sunny morning, he made two more runs but they were not so fast—12.60 secs, and 12.57 secs.

The rear-engined Stanton Special has only two speeds, and a lower low gear ratio was employed than has been the case in the past.

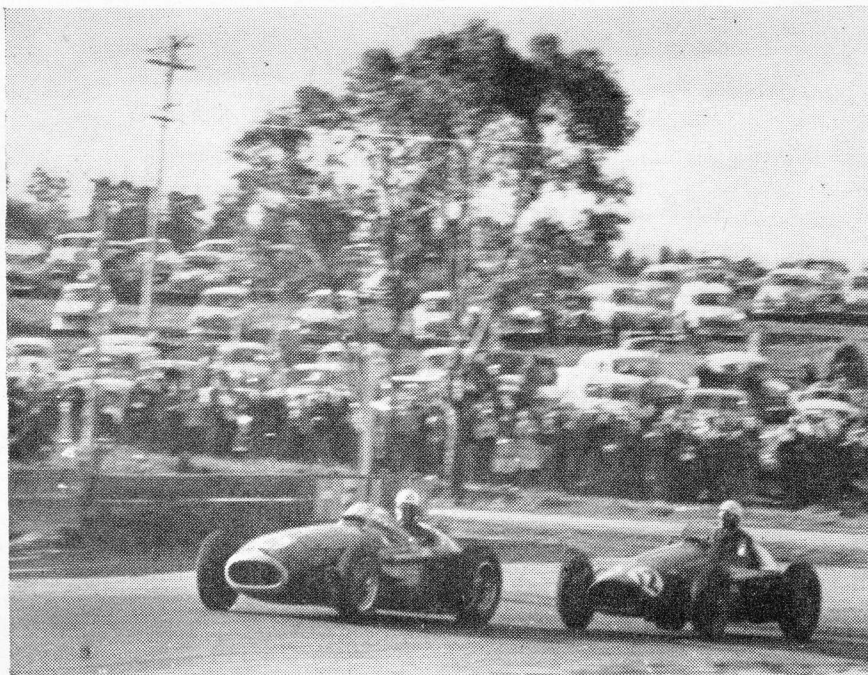
Actually the Gipsy motor was peaking at 60 miles an hour in bottom gear instead of the customary 80 miles an hour with the slightly higher ratio. But the Stanton brothers, Maurice and Charles, consider that top gear may be a little too high. The car was leaving the end of the section at 125 miles an hour and there appeared to be quite a lag while the engine recovered from the change up to top. Now the Stantons intend to do a little more experimenting.

They used U.S.-style wide section, smooth drag strip tyres on the rear wheels and the results were really fantastic. There was virtually no wheelspin at all.

Now they have set their sights on breaking 12 secs. This car is truly amazing. It has been raced on road circuits and holds a number of hill-climb records.

For some months now the Stantons have been awaiting the arrival of a Corvette motor which they propose to install in the car with a close ratio four-speed gearbox, fuel injection and supercharger! Now they are thinking in terms of building a completely new car next winter. If the Corvette motor arrives in time they will install it in the old chassis for the impending racing season and get some racing hours up for purely experimental purposes.

Forty-two drivers competed at the meeting, but no one could approach the Stanton Special.



SENSATIONAL DUEL during the recent Australian G.P. at Bathurst between Stan Jones (250F Maserati), leader in the Australian Gold Star Championship for 1958, and last year's winner, Lex Davison (3-litre Ferrari). Jones retired when a valve dropped and Davison went on to win for the third time.

Best of the rest was Les Moore with a Cooper-Vincent who made 15.54 secs. Les, incidentally, is the son of Ron Moore, of Kiwi Equipe. Next in line was Max Richards who has added a very nice Austin-Healey 100S—the last one produced, they say—to his stable. His time was 16.15 secs. Then came Leon Witte, with a standard Triumph TR2, who made 17.05 secs.—a pretty good effort for a stock model.

While the Stanton Special was setting new figures at Christchurch, 18-year-old David Young, of Timaru, was giving timekeepers of the Ashburton Car Club a lot of trouble at their flying-quarter-mile speed trials about 60 miles away. This club is a fairly young one and speeds round the ton are about all they have had to cope with to date. But the Timaru youngster turned out with a C-type Jaguar once owned by the late Peter Whitehead. His first two runs were not timed because the photo-electric gear just could not cope with the speed. However, after some adjustments he was clocked through the traps at 150 miles an hour. Not bad going!

Young shows quite a lot of promise. He has been driving for some time in competition now and his most notable success was his recent win in the saloon car race at the New Zealand beach racing championships. On that occasion

he was using a Jaguar with C-type modifications. He has also acquitted himself well in some hill-climbs and could possibly follow in the footsteps of Bruce McLaren once he has had some real racing experience.

Auckland International Grand Prix secretary "Buzz" Perkins is hoping to have Fangio out for the G.P. on 10th January. Even if the maestro does not drive, he is hoping that he will at least hand out the silverware. In any case, according to reports, Fangio's big Maserati sports racer is being shipped out here, and it will possibly be driven by a New Zealander as yet unnamed.

Brabham's Cooper will be powered with a 250F Maserati motor, so they say. He is evidently building up the car himself and hopes to keep in front of Moss with the Rob Walker Cooper and so repeat his win this year.

Pat Hoare, who comes from Christchurch, and looks like the main South Island hope in this season's international series, has been developing his 3-litre Ferrari during the winter in accordance with directions from the factory. Hoare finished fifth in last season's drivers' championship, and he tells me that when they pulled the Ferrari motor down after about 1,000 racing miles absolutely no wear could be detected anywhere.

PETER GREENSLADE.

● SOUTH AFRICA FIAT PAIR WIN TRANSVAAL TRIAL

ALTHOUGH named the "October Trial", the Rand Motoring Club's springtime event was held for the sake of convenience on the afternoon and evening of Saturday, 1st November. Open to members of the R.M.C., the Pretoria M.C. and the Sports Car Club of S.A.,

it attracted nearly 40 starters, including four sports cars. The clerk-of-the-course, Bob May, who scored a class win in last year's Vaal Gold Cup Rally, had rendered the competition more interesting by dividing the cars into classes according to their b.h.p. There were only two cars in the lowest class (up to 30 b.h.p.)—a Renault "750" and a great enthusiast in a Messerschmitt cabin-scooter, namely G. L. Palmer, South African representative for this make. He carries no navigator and actually finished the Protea Trial course

down to Durban earlier this year. The other cars in the "October" carried navigators.

Setting off from an attractive northern Johannesburg suburb called Craighall Park, competitors left the outskirts of the city in a north-westerly direction, i.e., towards Krugersdorp. Right at the starting point they got an idea of what some of the tougher parts might be like when they encountered a vicious pot-hole within half a minute of setting off. This was on entering one of the main exit roads from the city. No times were set for distances between controls, of which only two were "open" anyway. Instead, everything was based on average speeds, which changed according to road conditions. After about 35 miles, made up of alternate stretches of dirt and macadam, crews started going wrong. After a store with petrol pumps somewhere in the wilds there was a fork (this was on sand) where a left turn was required. Dr. P. H. le Roux, in a Panhard, took the wrong fork and went 15 miles out of the way. Mrs. M. Owen, who has competed in two Lourenco Marques rallies, was entered with her son in a DKW Sonderklasse. She was confused after missing the store and arrived late at the end of section 1. Best of all was unlucky number 13, H. J. Mann (Fiat 1100), who chose the wrong direction and kept on motoring until he espied Hartebeestpoort Dam, which was far, far north of the route. He turned back, but had lost at least 20 minutes.

A hill-climb, under the heading of "timed section", was incorporated in section 1. This was over a loose-surface sand hill of nearly a mile. Over half a dozen dicy bends were included. The climb has been used on earlier trials, but never as a special test. The drivers were not informed of the fact that standard time would be average time for each class. All they were told was that they were running for "fastest time". On reaching the summit, they had to carry on to the next control, whether "manually operated" or box-type, as used exclusively by the R.M.C. The 1939 Mercury driven by Dan de Mestre, midget car driver, naturally suffered more than a tolerable amount of wheel-spin. Walter Schoch, who had missed the very first control box, was fastest in his new Porsche 1600 Speedster hardtop, which was felt-smothered up front to protect the paintwork. His time was

1 min. 28 secs. Jean Humphreys (TR3 hardtop) was most acid about being beaten at 1 min. 31 secs., and was heard to mutter: "Wait till I catch him again."

The growth in these parts is semi-tropical and the driver who remarked: "Wouldn't it be interesting coming through here during the night" probably changed his mind later on, when he found that the night section did, in fact, pass that way, only in the opposite direction.

Section 1 still had over 30 miles of sand and tar left. Incidentally, the dirt roads used were of a good standard, permitting 40 m.p.h. averages for large cars. On the final four miles of tar before "Random Inn", end of the section, all cars had to try for 43.33 m.p.h. The "Inn", a sort of tea garden, was about 5 miles east of Rustenburg, beautiful heart of the citrus-growing area. The sun was already sinking when the first car, the Volvo, came in. Throughout the event, the onus was placed on the competitors. Thus they had to make a note of their time of arrival and spend 90 mins. at the "Inn", where a meal was laid on and yarns swapped. Thus far, everybody was happy about the way the "October in November" was shaping.

Palmer arrived very rowdily and desperately, skidding his tiny wheels through the thick sand at the entrance. He announced the loss of a silencer and the non-operation of a speedometer but was in sufficient good spirits to say: "I had a nice time."

H. R. Reid (Riley 1.5) lost the way four times yet was only 4 mins. behind time. Only one retirement was announced. Racing driver W. J. S. van Heerden, a late entry, had to give up and go home when a gear linkage packed up on the Auto Union. Porter (Fiat 1100) reported that he had not experienced any difficulty in following the route and was being tipped as a likely winner. Jean Humphreys, whose sports car was sporting the Welsh red lion on a pennant, had been motoring at various stages since the climb on four, three and two cylinders, arriving at the open control in the last-mentioned condition. She informs us that a Triumph twin would have a level speed of 45 m.p.h. Over the 108 miles, the Mercury, which has to its credit 197,000 miles, managed to be 10 mins. early, which is not surprising, since a small Wolseley was easily maintaining the

averages set for the most powerful cars. The Wolseley had been, through a mistake, entered as supercharged, but was without a blower.

A chivalrous gent driving a battered TR2 attended to Miss Humphreys's spark plug troubles. His intentions were good but she still had troubles during the darkness. Before driving off into the night Jean had to cover the fuel tank orifice with masking tape, since the cap was nowhere to be seen and rain was falling.

For the latter half of the cars, the conditions during the night section of 80 miles were appalling. Rain was coming down very powerfully, "dicing up" plenty of the corners on the dirt roads which made up 90 per cent. of this part. There were one or two sudden dips as well and with visibility as poor as it was, the T-roads and forks with which the area seems to be infested became a real problem, not only to negotiate, but also to locate. Very seldom were there straight runs of even a mile. The fact that four assorted "Crystal Waters" signs cropped up within 20 miles added to the confusion, four fork roads in a row made it worse and the great distances between controls, due to the failure of a couple of marshals to reach their points, finally robbed the brave entrants of most of their confidence. At one stage, one discerned a queue of four or five official cars crawling along the right road but in the wrong direction. One driver could not believe his ears when he was stopped by a marshal, who dearly wanted to know whether he was still on the trial route. Schoch, on finally cruising in to the finish of it all, at Muldersdrift, near the city, firmly argued that a mistake had been made in the schedule, and announced his intention of going back to reconnoitre the nightmare. Nine of the original 35 retired during the night and one suspects they all felt the same way as Mr. Schoch. If anything ever taught clubmen to keep at it, whatever the odds, it was the "October, 1958". And it provided Mr. May with invaluable experience (also a headache big enough for two men) towards his next task—the national "Protea Reliability Trial" of 1959.

Finally, two astounding facts discovered among the results. Jean Humphreys finished among the leaders, which casts great credit on her navigator, who is new to the game. Of the five teams competing, only one finished—the one comprising the car entered one class too high and the only two Yank cars in the event, both of which have covered over 130,000 miles.

N. R. WHITEHEAD.

Results

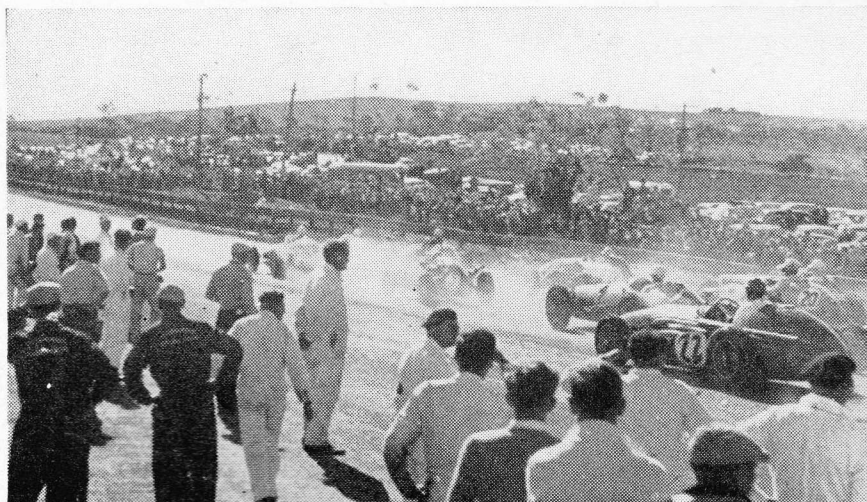
1, P. E. Porter (Fiat 1100), 1,344 points lost; 2, R. E. Ware (Riley 1.5), 2,291; 3, Miss J. Humphreys (Triumph TR3), 3,170; 4, K. Burton (Austin A40 Devon), 3,811; 5, S. M. Martin (Morris Minor), 4,465.

Class A (up to 30 b.h.p.): 1, G. L. Palmer (Messerschmitt), only finisher in class.

Class B (30 b.h.p.-60 b.h.p.): 1, P. E. Porter (Fiat 1100).

Class C (above 60 b.h.p., plus all sports cars): 1, R. E. Ware (Riley 1.5).

Team Prize: R. Hinrichs (Wolseley 4/44), D. de Mestre (1939 Mercury), W. H. Bell (1948 Plymouth coupé).



START of the 23rd Australian Grand Prix at Bathurst. Ted Gray's Tornado snakes and raises the dust as he, Jones and Davison lead the field away. Gray retired after leading for 19 laps.

Club News

by CHRISTOPHER NIXON

THAT a race meeting cannot be run successfully without trained marshals is common knowledge among the racing fraternity and has been for a long time. Until quite recently there have been many badly run meetings for the simple reason that there were not enough experienced men about to put things to rights. In 1957 a certain wise man, namely Jack Bannister, decided that it was about time something was done and founded the **British Motor Racing Marshals' Club**. Having got over its teething troubles, so to speak, the club has now gained a fine reputation for itself.

There is a great demand for marshals and anybody who is sincerely interested is invited to apply for membership. If you have marshalled before you are asked to submit a detailed account of your experience. You will then be put into one of five grades which range from Grade A (very senior officials) right down to Grade E (Novices).

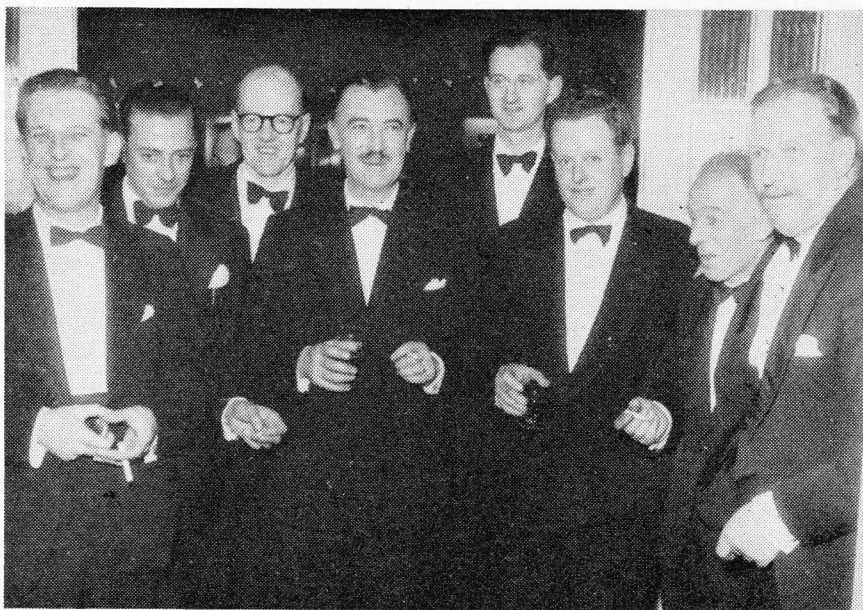
It is now an accepted fact that marshalling in Great Britain is of a higher standard than anywhere else in the world and although this club has been in existence for only a short while, this record is undoubtedly partly due to its efforts.

As I have said before, all newcomers will be welcomed with open arms, not only by the club but by competitors too, for it is largely in the hands of the marshals that their safety lies and you can rest assured that this far-seeing and go-ahead club has a very bright future.

Further details and application forms are available from A. P. Bird (Hon. Sec., Southern Area), 39 St. Andrew's Road, Portslade, Sussex.

Last month a fully comprehensive training scheme was introduced and this is designed for the benefit of all members, whether experienced men or novices. The first of a series of talks was given last Wednesday by Mr. Frank Barnes. Future talks will be given at "The Clarence", opposite the Whitehall Theatre, London, on 21st January, 25th February and 25th March next year.

A pre-Christmas social gathering will be held at the same address on 10th



CLUB GATHERING: Amongst those present at the recent Nottingham Sports Car Club Dinner were (from left to right): Dr. G. K. Emsley, A. Knowles, Dr. E. J. S. Townsend, Gregor Grant, S. Hobson, Mike Andrew, A. R. Nattriss and Clive Wormleighton.

Coming Attractions

November 29th. *Vintage Sports Car Club Northern Trial, Ilkley, Yorks.*

November 30th. *Opening of Bahamas Speed Week (S).*

December 13th. *R.A.C. Trials Championship Trial, Kinver, Worcestershire.*

December 14th. *Vintage Sports Car Club Heston Driving Tests, Heston Aerodrome, Middlesex. Start, 12 noon.*

December. All members and friends will be welcome.

THE Epping Forest Motorsport Association will hold their New Year Film Fiesta on 29th December at Lambeth Town Hall, Brixton Hill, London, S.W.2. There will be a repeat performance on New Year's Day. Films to be shown are *Pioneers of Progress* (Mercedes-Benz), *Sketches of Zandvoort*, *British G.P. 1958*, *On the Limit*, *Week-end at*

Le Mans and *Motorsport Quiz*. Next year the club will have some 8 mm. colour films for members' home showing, the first time any club in Europe has offered such a service. Events covered this year include: Goodwood Easter Meeting and T.T., Le Mans, Rheims (12 Hours and G.P.), Mercedes at Oulton Park, Silverstone Production Car races, British G.P. and the Stapleford National Hill-Climb.

Programme tickets (including reserved seat) for the above-mentioned show are 5s. each, obtainable from Stephen J. N. Wright, 203 High Road, Loughton, Essex.

THE HARROW C.C.'s closed Petite Rally will take place on 29th November. Regs. may be had from S. P. Seager, 118 Thirlmere Gardens, Wembley. The club's 18th Annual Dinner and Dance will be held at The Rest Hotel, Kenton, on 10th December. Tickets from V. Lovett, 24 Wykeham Hill, Wembley Park, Middx. . . . THE B.A.R.C.'s (S.E. Centre) December Night Event will be held on 13th December. This is a closed event and will start at 6.46 p.m. Regs. may be had from R. G. Clayton, Ravenscourt, Homefield Road, Seaford. . . . THE LAND-ROVER OWNER'S CLUB Rally will be held at the Rover Factory, Solihull, on 6th-7th December. Regs. may be had from J. D. Tracey, Hon. Sec. to the Land-Rover O.C., The Rover Co., Ltd., Lode Lane, Solihull, Warwickshire. . . . On 7th December the LONDON M.C. stage a restricted one-day reliability trial. Members of the following clubs are eligible: Sunbac, Yorkshire S.C.C., North Midland M.C., Bristol M.C. and L.C.C., Hagley and D.L.C.C., Shenstone and D.M.C., Kentish Border C.C., Lancs and Cheshire C.C., Sheffield and Hallamshire M.C. The start will be from the Highway Inn, Beech Pike, Elkstone, near Cheltenham, at 10.30 a.m. Entries close midnight 1st December (fee 25s., 15s. per team of three cars). Regs. may be had from Mrs. P. Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey. . . . THE B.A.R.C. (S.W. Centre) are hold-





THE ALAN BROWN TROPHY is presented to Ted Whiteaway by Mrs. Morgan, wife of the President of the Guildford M.C. during the prize-giving at the Club's annual dinner/dance.

ing a Treasure Hunt on 7th December. This is a closed event and starts at 2.30 p.m. from Osborne Road Car Park, Fareham. On 17th December they will stage their Christmas Party at the Potters Heron, Ampfield, beginning at 8.30. Tickets are 5s. and may be had from members of the Committee. . . . **The Ecurie Ecosse Association** will hold their Christmas Dinner/Dance at the Saxon Hall, Guy's Cliffe, Warwick, on 8th December at 8 p.m. Tickets, price £1 1s., may be had from the Joint Secretaries, 537 Moseley Road, Birmingham 12. . . . New officers for the **Chiltern C.C.** are as follows: Chairman, P. Treadgold; Secretary, S. K. Foskett, Kenmor, Burges Wood Road, Beaconsfield, Bucks; Competition Secretary, N. A. Reeve, 76 Herbert Road, High Wycombe, Bucks. . . . **The Eastbourne and D.M.C.** hold their

Bonnie Rally (a closed event) on 7th December. Regs. may be had from J. Mace, 20 Ashburnham Gardens, Eastbourne, Sussex. . . . **The Birmingham Y.C.M.C.'s** Christmas Party will take place at Empire House, Edmund Street, Birmingham, on 12th December at 7.30 p.m. . . . **The Falcon M.C.'s** Zelley Cup Rally (a closed event) will take place on 29th November. Start 9 p.m. at Woolmer Green. . . . **The Nottingham S.C.C.** will stage a "closed" Treasure Hunt on 6th December. Start is from Messrs. Percy Andrews & Son, Ltd., Leen Valley Dyeworks, Bulwell, Nottingham, at 2.45 p.m. Regs. may be had from A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. . . . On 21st December the **Fiat 500/600 Club** hold a Christmas Luncheon Run. Starting at noon at the Lantern Restaurant, Bignols

Corner, at the junction of the A1 and A6. For reservations members should apply to J. A. James, 72 The Grampians, Western Gate, Shepherds Bush. . . . **The Airedale and Pennine M.C.** hold a Night Navigational Rally on 7th December. This is a closed event starting from Senior Smith's Garage, White Cross, Guiseley, Leeds, at 5 p.m. Another Night Navigational Rally is being held on 6th December. Organized by the **Crittall Athletic and Social Club**, it starts at 8 p.m. at the City Hall Garage, Braintree. Regs. from D. Murphy, 5 London Road, Braintree, Essex. . . . To safeguard its members from liability, **The Mercedes-Benz Club** has been formed into a Limited Company. For next year the club has a Continental Rally under consideration as well as an
(Continued overleaf)

SOLELY M.G. CARS — SALES & SERVICE

Hounslow 3456
2238

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

CLIFF ALLISON
uses a
SPEEDWELL
AUSTIN A35
for his personal
transport.



..Take a lead from the Experts.

SPEEDWELL CONVERSIONS 763 FINCHLEY RD. • LONDON, N.W.11



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

The
Walpres
Continental
Speed Mirror

Retail Price
37'6

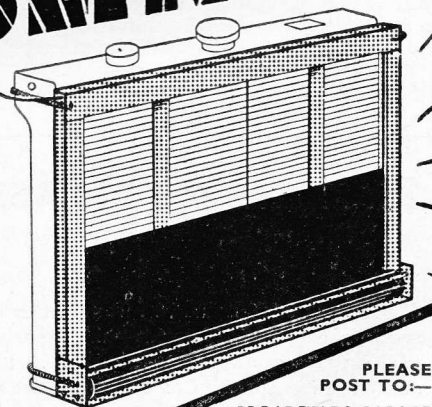
Obtainable through all Halford branches or direct from

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



FOR A COSY RIDE FIT AN
dashboard *Imperial* controlled
RADIATOR BLIND

and provide —
warmth for your
Engine, your Heater,
your Car, yourself and
your passengers.
Exhaustive tests have
proved that the materials
used retain their efficiency
at extremely low and extremely
high temperatures.
There is a blind available
for every model.



PLEASE
POST TO:—
BROADFIELDS GARAGE
& ENGINEERING CO. LTD.,
(Dept. D), Wharf Road, Ponders
End, Middx. Phone: HOWard 3191/2/3

NAME.....

ADDRESS.....

Please send particulars of Radiator Blinds

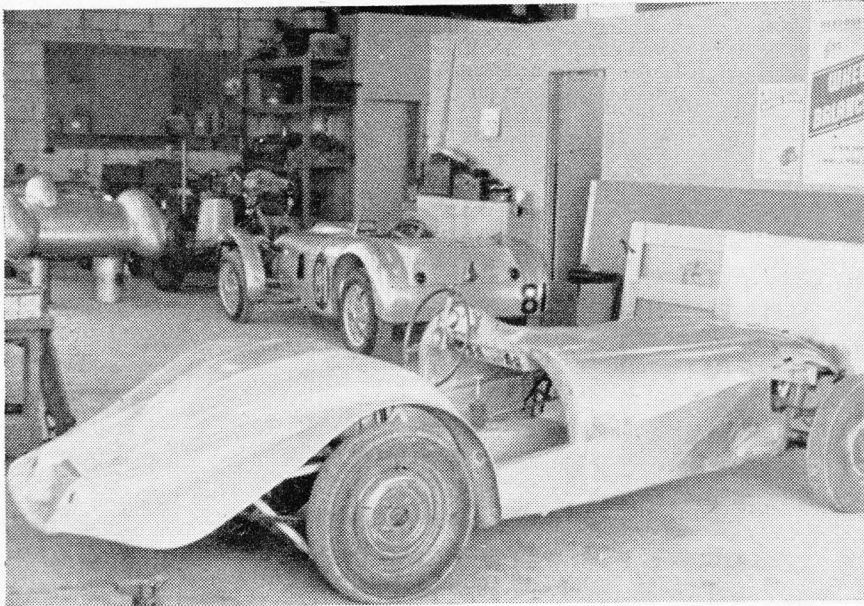
Atmosphere of Change—continued

lations and cars must be provided with either a manual or an electric starter. A minimum weight, less fuel, of 750 lbs. is required and a roll-bar of regulation dimensions must be fitted.

In this country, on the other hand, the Monoposto Register considers a self-starter to be unnecessary, no minimum weight limit is imposed and only pump fuel as sold to the public, without additives, is permitted. The siting and capacity of fuel tanks, and the dimensions and type of exhaust system, is left to the constructor, but scrutineers will obviously pay close attention to these points.

Clearly, of course, there must be many points on which the two formulae differ. What is interesting, however, is that there are so many points on which they agree, for both are obviously aimed at achieving the same end.

TWO MORE of the Canada Class cars. All these pictures were taken in the Autosport Garage, Cooksville, Canada. There is no connection between the garage and the magazine however!

**Club News—continued**

organized tour of Britain when the club might link up with visitors from the U.S.A. . . . The North-Western Centre of the B.A.R.C. are holding their Festive Frolics driving tests on 26th December. This is a closed event. Regs. may be had from H. Turner, "The Willows", 5 Elgin Drive, Wallasey, Cheshire.

NEW ESSEX CLUB

CAR enthusiasts in Dagenham got together at the Eastbrook Hotel, Dagenham, on Friday and formed the Dagenham Car Club.

Chairman of the club is Rodney Bennett-England, Motoring Correspondent of the *Dagenham Post*.

Addressing the 50 founder members, he said: "Dagenham is one of the most important motoring areas in Britain, and yet we have no club for enthusiasts. The fact that so many have turned up to this meeting is proof that it is a long-felt want."

Officers and an events committee were elected and a future programme is being drawn up. Membership will be in two classes—full membership, £1 a year, and associate membership, open to all over 15, and non-licence holders, 5s.

Two local garage proprietors have already announced that they will present trophies. The club plans to meet every Friday fortnight.

Until the club gets a permanent headquarters, meetings will be held temporarily at the Crown Garage, Rainham Road South, Dagenham. Next meeting is Friday 5th December, starting 8 p.m.

Recent Results
AMERICAN DRIVERS' CLUB
Driving Tests, 9th November

Best Performance: N. Tyler (Chandler Spl.), 187.7 penalty marks. **Closed cars:** 1, S. M. Actman (TR3A), 196 penalty marks; 2, W. Lait (Prefect), 227.6 penalty marks. **Open Cars:** 1, P. M. King (M.G.A.), 207.2 penalty marks; 2, W. B. Koerner (Sprite), 217.6 penalty marks.

EAST SURREY M.C.
Tim Rally, 22nd/23rd November

1, J. A. T. Ball; Navigator, W. A. Vallis (A35), 171.4 marks lost; 2, W. French; Navigator, R. W. Brown (A35), 174.5 marks lost; 3, D. J. Lewis; Navigator, A. C. Harmer (TR2), 181.4 marks lost. **Team Award:** C.S.M.A. "A" Team: C. Dart, W. Munt, E. P. Coleman. **Driving Test Award:** D. J. Lightfoot (A30 Countryman).

THE LAND-ROVER OWNERS' CLUB
Land-Rover Trial, 23rd November

1, R. A. S. Hibberd; 2, R. Rose; 3, J. Blackstone. **Novices' Award:** C. H. Ellerby.

CEMIAN MOTOR CLUB
President's Rally, 23rd November

Best Expert: John Bell (M.G.A.). **Second Expert:** D. Taylor (Wolseley 1500). **Best Novice:** K. Paiba (A.35).

OXFORD MOTOR CLUB**Fourth Boanerges Rally, 1st-2nd November**

Outright: Sir Charles Kimber, Bart. **Navigator:** Tony Ambrose (TR2). **Class A:** R. K. Hooper. **Navigator:** S. Konig (Morris Minor 1000). **Class B:** Miss J. M. Law. **Navigator:** Ian Hill (Sunbeam Rapier). **Class C:** R. D. Gotts. **Navigator:** D. Findlay (VW). **Class D:** R. N. Crispe. **Navigator:** P. S. Ford (M.G.A.). **Ladies:** Lady M. Kimber (Morris Minor 1000). **Team Award:** "Nantlwyd": Sir Charles and Lady Kimber and P. R. B. Prior (TR3).

THE ANGLIA & PREFECT OWNERS' CLUB
The "3 Ns" Rally, 15th-16th November

First: C. L. Leslie-Smith/P. L. Russell (Ford Anglia), 1,310 marks lost. **Second:** Dr. R. L. McGhie/H. Appleby (Austin-Healey Sprite), 1,490 marks lost. **Third:** W. L. Clifton/D. Mills (Volkswagen), 1,700 marks lost. **Team Award:** "Ecurie Apoc" (R. D. Henderson/A. G. Andrews/N. H. Couche).

THE LAGONDA CLUB**November Rally, 8th November**

Night Trial Trophy: M. H. Wilby (Rapier). **Committee Trophy:** J. B. Kibble (4½-litre). **Awards of Merit:** G. Bowthorpe (Alvis), J. H. Branson (Rapier), P. Mann (3-litre Bentley), D. W. Llewellyn (3-litre Bentley), G. C. K. Chase (Alvis).

EASTERN COUNTIES M.C.**Night Navigation Rally, 22nd November**

General Classification: 1, J. M. C. Shand (TR3); 2, J. R. Clark (Vauxhall Victor); 3, A. S. Doble (Morris Oxford). **Basic (Novices) Category:** 1, R. J. Smith (A35); 2, P. J. Whisstock (Sprite); 3, L. J. Coe (Peerless).

EAST ANGLIAN M.C.**Night Navigation Rally, 15th November**

Experts: 1, W. E. Ray (Standard Pennant); 2, R. Pawsey (Ford Zephyr); 3, P. Nunn (Oxford ID); 4, J. Clark (Vauxhall Victor); 5, N. Morley (Riley 1.5). **Novices:** 1, C. Hughs (Ford Anglia); 2, Dr. Paros (Ford Consul).

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

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

UNIVERSITY MOTORS LIMITED

Sales: Stratton House, 80 Piccadilly W.1.
Service: 7 Hertford Street, London, W.1.
Telephone: GROsvenor 4141.



Sole London
M.G. Distributors

Safety first!



AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:
TUESDAY 10 a.m.

Tel: PADDington 7671-2

RATES: 6d. per word, 3s. 6d. per line, 40s. per single column inch. Minimum charge 6s., not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

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

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

USED CARS FOR SALE

A.C.

A.C. ACE Two-seater Sports, late 1955, finished British Racing Green, recently fitted oil cooler, and modified suspension by works. Fitted long range and fog lamps, H.M.V. radio and Michelin "X" tyres. This car has never been raced and has been owned by one private owner from new and is in beautiful condition throughout. £895.—Archers (Shirley), Ltd., Stratford Road, Shirley, Solihull, Warwickshire. Phone SH1 4405.

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.)
1949 DROPHHEAD foursome, high axle ratio, exceptionally good throughout. £195. Terms.—Richards and Carr, Ltd., 35 Kinnerton Street, S.W.1. BELGRAVIA 3711.

ALVIS

1954 ALVIS TC.21 3-litre saloon. Black/beige leather. Radio, heater, screenwash, etc. One owner from new, and in fine condition throughout. £575.—Woodvatt of Malvern, Worcestershire. Telephone Malvern 390.

ASTON MARTIN

ASTON MARTIN DB2/4, 1954, midnight blue, blue hide, reasonable mileage, in immaculate condition. £1,375.—175 Nottingham Road, Eastwood, Notts. Tel.: Langley Mill 2183.

ASTON MARTIN INTERNATIONAL S/C, 2-4-seater, Mk. II cam, late rods., complete restoration original. £220.—M. Thomas, Royal Agricultural College, Cirencester.

ASTON MARTIN saloon DB2 1953. Beautiful specimen with vantage engine, Michelin X tyres, heater. Crimson with grey leather, unmarked. Offers near £1,075.—Willows, The Gables, Collingham, Newark. Collingham 286.

ARNESTON OF ALBEMARLE STREET

London Distributors
for the
NEW "FRISKY" SPORTS

Spares & Service:

STEELS ROAD, N.W.3

PRImrose 4467

Showrooms:

28 ALBEMARLE STREET, W.1

HYDe Park 9323

AUSTIN

AUSTIN 2-SEATER SPORTS CARS

Fully Assembled Sports Chassis Frames
Did you know that by using one of these fully modified and assembled Chassis Frames together with one of the many good looking body shells now available for this type of chassis, that an extremely nippy and attractive little sports car can be assembled with the minimum of outlay and time? Why not write today enclosing s.a.c. for full specification?

LLOYD DAVIES, 14B Lower Green Rd., Rushall, Tunbridge Wells, Kent; or, better still, ring: T.W. 20635.

FOR SALE—Damaged AUSTIN 1934 Nippy coupé. Vehicle lying Northguard Motors, Hull. Disposal to highest bidder.—Box 2984.

AUSTIN-HEALEY

AUSTIN-HEALEY 1956 with Overdrive. One owner. White. Five brand new tyres. Lifeguard tubes, heater, etc. £675 o.n.o.—RAY 3000, Wood's Garage, 86 High Street, Bromley.

BNI 55, 12,000 miles since rebore and complete modification, 135 b.h.p. plus. Standing quarter-mile 16.8 secs. Several firsts and seconds racing this season. Performance lap times available (e.g., Goodwood 1 min. 51 secs), spares, just resprayed, complete road trim, spots, etc. Perfect in traffic. Ready to race, one owner. £750 o.n.o.—J. Sutton, Northern Counties Club, Newcastle-on-Tyne. Tel.: Day, North Shields 7; night, Newcastle 26611.

LATE 1954 AUSTIN-HEALEY 100M hard top, soft top, tonneau cover, overdrive and heater, just fitted 100S new gearbox, giving 100 in third and 120 in top. Full competition suspension. £750 o.n.o. or part exchange 1956/7 Triumph TR3. Private sale.—Mickleton Garages, Mickleton, Nr. Chipping Camden, Glos. Mickleton 214.

1958 AUSTIN-HEALEY Sprite, white, heater, rev. counter, bumpers, over-riders, laminated screen, washers, petrol locking cap, 2,000 miles, taxed. £685.—Vale, 217 Bromsgrove Road, Redditch.

1955 (July) AUSTIN-HEALEY 100, one owner, 21,000 miles, on original tyres, overdrive, heater, hardtop, rigid side screens, spares, perfect condition and performance.—Bell, 81 Moughland Lane, Runcorn, Tel. 2987.

1954 B.N.I. 100/4 AUSTIN-HEALEY, red, black upholstery, wire wheels, o/d., heater, tonneau cover, etc., new tyres all round, sound throughout. Taxed. £585 o.n.o.—Fairhead & Sawyer, Woodbridge, Suffolk. Telephone: Woodbridge 937-8.

BENTLEY

1938 BENTLEY Park Ward saloon, mechanical and body condition good, new spare, car little used. £330.—Escott, Smithfield Market, Manchester. DEA 5204.

BERKELEY

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.

1959 492 c.c. models now in stock and available demonstration. 1957 328 c.c. 2-seater, one owner, low mileage, offered at £385.—The Surrey Car Co., 44 Richmond Road, Kingston, Surrey. KINGSTON 6340 and 7660.

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.

CITROEN

CHOICE OF THREE CITROENS, Light 15 de luxe, 1949-1954, from £295.—Mansfield Autos, Ltd., High Road, Broxbourne, Herts. Tel.: Hoddeston 4567.

COOPER

F2 COOPER, 1958, disc brakes, adjustable shock absorbers, special oil cooler, Englebert tyres, spotless, two races only. £2,050 o.n.o. Seen Folkestone.—Phone: St. Margarets Bay 3287.

M.K. X, with short-stroke Norton, one sprint only since engine rebuild. £450.—Ford, 290 Warstones Road, Wolverhampton.

DELLOW

DELLOW, 1951, mechanical condition and appearance excellent. £325.—Pinner 4028 after 7, or week-ends.

DKW

1955 DKW de luxe coupé, 42 b.h.p., unique, blue/grey, leather upholstery. £555.—Lancaster, 71 Eastcote Avenue, Greenford, Middx. WEMbley 6297.

FIAT

THE ONLY FIAT 508 C Mille Miglia in England, ex-Brabazon car, original body and interior in perfect condition, new 508 C engine, 88 m.p.h., 40 m.p.g. See issue Motor, 26th July, 1959. Any trial given.—R. B. Wheeler, Stowe, Buckingham. Phone: Buckingham 2363.

F.M.R.

THE MESSERSCHMITT SPECIALISTS offer: 1958 October F.M.R. Tiger 500, 1,700 miles only. Finished in Monza Red. This fabulous 90 m.p.h. vehicle is indistinguishable from new. £575. Hire purchase available.—E. C. Miles & Co., 21 Radnor Mews, London, W.2.

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.

H.R.G.

H.R.G., 1956, SPORTS-RACING, two o.h.c., 118 b.h.p. engine, fully independent suspension, magnesium electron wheels, and disc brakes, body to appendix C, full all-weather equipment and tonneau, finished in B.R.G. with beige hide upholstery, in mint condition throughout. £875.—G. Terry, "Nesspoint", Marlings Close, Chislehurst, Kent. Orpington 20693.

(Continued overleaf)

OFFICIAL  STOCKIST

PARADE MOTORS (MITCHAM) LIMITED OFFER

1957 M.G. Magnette varitone. Grey/grey, red upholstery, Ace discs, radio. One owner. **£915**
1956 M.G.A. Blue, black, wire wheels, radio, heater, luggage carrier, spotlights and tonneau cover. **£715**
1954 M.G. TF. Black/beige, immaculate. **£565**
1953 M.G. TD. Red and red, heater, luggage carrier. **£485**
1953 M.G. TD. Cream and red. **£465**
1951 M.G. TD. Blue and beige. **£445**
1950 M.G. TD. Red, Laystall Lucas head, etc. **£430**

1947 M.G. TC. Black and red. **£325**
1947 M.G. TC. Green. **£325**
1955 MORGAN Plus 4 drophead coupe, blue/black, low mileage. One owner. This has to be seen to be believed. **£555**
1952 SUNBEAM-TALBOT saloon, bronze, excellent condition throughout. **£445**
1937 ASTON MARTIN 4 seater. Black/blue, in superlative condition. **£240**

ALL M.G.s URGENTLY WANTED FOR SPOT CASH

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

**SELF-DRIVE HIRE—1958 FORD
CONSUL—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

PHILLIPS MOTORSfor
FORDS

This Week's Special Offers

1957 Alfa Romeo Giulietta Sprint, finished in Alfa red. 25,000 miles. Fitted radio. Recently passed inspection by Thompson & Taylor—U.K. concessionaires. £1,750

1955 Aston Martin DB 2/4 3-litre saloon, finished in red with beige upholstery. Alfin drums, rad., spots and reversing lights. Exceptional condition. £1,595

1948 Bentley Mk. VI. Standard steel saloon. New works full flow engine just fitted. Re-sprayed and checked in every detail, has the excellence of a new Bentley. £1,075

Full range of new Fords for immediate delivery.

Part Exchanges—Deferred Terms

Open 9 a.m.—8 p.m. weekdays
10.30 a.m.—4.30 p.m. Sundays.

PHILLIPS MOTORS
MAYFAIR HOUSE,
77 CHALK FARM ROAD, N.W.1
Primrose 6666 Primrose 6666

Hunts (B'HAM) LTD.
ESTABLISHED 1919

MIDLAND SPORTS CAR PEOPLE

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

New Cars for immediate delivery

10% deposit, balance payable up to three years

1959 M.G.A. coupe, green, grey leather £1,087
1958 Model Morgan Plus 4, 2-seater. Special grey colour and wire wheels at no extra cost. £968
1959 Standard 10. Blue with red. £781
1958 Standard Ensign, £67 under list, fitted heater. £851
1959 Wolseley 1500. Beige with red. £796
1959 Wolseley 1550. Yukon grey with red. £995

USED CARS IN STOCK

1956 Austin-Healey B.N.2. B.R.G. with green leather, overdrive, heater, wire wheels. 22,000 miles only, immaculate. £725
1958 Ford Rochdale G.T. Fibreglass bodied special. 4-seater F/H coupe. Only requires trimming and painting. Taxed and in daily use. £275
1957 M.G.A. Coupe. Ivory with black interior. One lady owner. This immaculate car represents a saving of £250 for only 7,000 miles use at £875
1953 M.G. T.D. Green with red leather. New vyanide weather equipment and tyres, unmarked bodywork. A specimen at £475
1949 M.G. T.C. Red with beige interior, black vyanide hood, in splendid all round condition. £345
1955 Morgan Plus 4, 2-seater coupe. Black and red, black leather. Excellent order throughout. £550
1953 Morgan Plus 4 2-seater sports. Ivory with red interior, fitted vyanide weather equipment, tonneau, heater, new spares. An exceptional from bumper to bumper. £410
1957 Hillman Minx coupe. Grey with red interior, fitted heater, one owner, 19,000 miles. £650
1951 Austin Sheerline saloon. Black with beige interior, radio, heater, etc. This is the nicest Sheerline available. £295

Demonstrations anywhere, any time by appointment.

We are anxious to acquire good used sports cars and to this end will allow a fair part exchange price for your old car.

Alexander Conversion for improved performance available ex stock.

BARDAHL AND LANDAR ROCKER COVERS IN STOCK

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

Classified Advertisements—continued**JAGUAR****THE BORDER REIVERS**

offer for sale the very successful

D-TYPE JAGUAR

Many spares, including set wheels, three alternative axle ratios, reconditioned clutch.

1958 Season: 22 events started; 22 finished, 19 awards. One of the fastest Jaguars in the country.

Offers over £1,500 to

J. R. McBAIN,
Chirnside, Duns, Berwickshire.
(Telephone: Chirnside 351)

1956 XK 140 drophead coupé, C type engine, close-ratio gearbox, high speed back axle, wire wheels, Michelin X tyres (spare unused), radio, heater, washers. Never raced. Dark blue, all original, unmarked, as new. Bargain at £1,195. H.P. can be arranged.—Phone: Romford 62155.

1948 JAGUAR 1½-litre special equipment saloon. Black/brown leather. In quite exceptional condition throughout. Fitted factory replacement engine and gearbox last 6,000 miles, brakes refitted. Spotless chassis and fitted heater, spotlight, seat covers, sliding head. Not another like it. £365.—Woodyatts of Malvern, Worcester-shire. Telephone Malvern 390.

LANCIA

LANCIA Aprilia, 1938, body good, engine re-conditioned, new tyres, Hardy Spicers, etc. £300.—Luxton, Bondleigh, North Tawton, Devon.

LOTUS**GILBY ENGINEERING**

have for sale their

1958 LOTUS ELEVEN SERIES II

This car in the hands of Keith Greene has been one of the most successful non-works cars and has been maintained regardless of cost.

Fitted with M.G.A. special close-ratio gearbox, Weber carburettors and magnesium wheels. In absolutely immaculate condition and with many spares, including axle ratios, wire wheel conversion and long-range tanks.

£1,300 o.n.o.

GILBY ENGINEERING CO., LTD.,
Raven Road, South Woodford,
London, E.18.

Telephone: BUCKHURST 6611.

LOTUS Seven, immaculate blue/silver, not run in, highly tuned 1172, c/r. gears, all extras. Offers?—S. Thynne, Panters, Southstoke, Reading.

SEE Cornwall Garage and Engineering Co., Ltd., displayed advertisement on page 719.

1500 SINGLE CAM LOTUS XI, Series II, late 1957. M.G.A. c/r. gearbox, twin plate clutch, Borrani wheels, R5s, condition excellent. View Northampton.—Enquiries and offers to Max Trimble, 8 Scott Road, Walsall 3869.

M.G.

U.M. HAVE THE LARGEST STOCK OF
M.G. factory 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.A. IVORY/BLACK, many extras, 21,000 miles. For urgent sale, any inspection invited. £700 o.n.o.—Box 2970.

M.G.A. WIRE WHEEL, stove enamelled silver, little used. £5.—Harvey, 93 Burdett Road, Bow, London, E.3.

M.G. SPARES.—Most parts in stock for all M.G. 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. TC, green, recon. engine, Stage II, Laysall-Lucas head, tele. front shockers, brand new battery, Marchal lamps, winkers, etc., etc., competition clutch and brake linings. Part history and recent bills available. Must be sold, or exchange Standard 10 or similar. £365 or offer or H.P.—Watford 21302.

MUCH MODIFIED TC, Stage II plus, 16 ins. wheels all round, hundreds spent. An exceptionally fast TC with dozens of extras and mods., in immaculate condition throughout.—Details from Connel, "Stocks", Jordans, Bucks.

TROUBLED WITH TRAMP?

The Yimkin Anti Tramp Bracket will definitely eliminate rear axle tramp on your

MORRIS MINOR

The cost of this vital modification is only £4 10s. and it can be fitted by anyone in ten minutes.

Demonstrations with pleasure

All Retail and Trade enquiries to the

London Distributors for

Yimkin Engineering

GORDON & GLYNN

73 & 79 Cadogan Lane, Sloane Street
London, S.W.1. SLO 8326

St. Margarets Motors Ltd.

for "TR's and only TR's"

IMMACULATE TRs URGENTLY
REQUIRED FOR CASH OR PART
EXCHANGE

No TRs in stock at present.

URGENTLY REQUIRED

All TRs—1955, 1956, 1957, etc.

Chromium plated Luggage Carrier (no holes to drill), 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

THE
Gordini
Dauphine

We are promised limited supplies of this 'Grand Touring' version of the famous 850 c.c. saloon in February and have opened our order list for customers requiring the earliest possible deliveries.

A fascinating model, it has outsold production during its first year on the Continent and has rapidly established itself as high speed transport for the sporting family user in difficult terrain, where its roadholding and four-speed gearbox combine with the extra urge of the 42 h.p. engine for complete motoring enjoyment.

We plan to add our well established £10 sports camshaft, the high geared steering and lowered suspension to give something approaching 100 h.p. per ton unladen, with handling to match. As we expect 90 m.p.h. plus, the brakes are having our closest attention.

All this for well under the £1,000 mark!

K. N. RUDD (Engrs.) LTD.

41 HIGH STREET, WORTHING 7773-4

Officially appointed agencies for
ASTON MARTIN · A.C. · HEALEY · M.G.
TRIUMPH AND RENAULT.

Examples of all in stock for immediate delivery.

PA, IMMACULATE condition, hydraulics, spot, fog, many extras, good tyres, hood and battery. £185.—MITCHAM 5290.

TD, NOV. 1951, cream, radio, seat-covers and many other extras. £420 o.n.o. Terms. Must sell. All offers welcomed.—LABURNUM 2340 after 6 p.m.

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

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

1946 TC, recon, engine, really magnificent condition. £330 o.n.o.—Whitaker, 88 Friar Gate, Derby.

1939 M.G. 1½-litre VA drophead in exceptional mechanical condition, five new tyres, new hood, heater, demister, spot light, etc. Genuine bargain for enthusiast. Terms if required. £165.—LADBROKE 0532.

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. LANCINGHAM 7733.

MERCURY offer: £495. 1955 Morgan Plus 4 2-seater in immaculate condition. TR2 engine, full tonneau, twin spots. A specimen car. Terms and exchanges.—Mercury Motors, 824 Harrow Road, Wembley, Middx. WEMBLEY 6058.

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

PEERLESS

PEERLESS G.T.—Fitted with overdrive, radio, Ace discs, colour ivory, mileage 3,500.—Offers to T. W. Fox, Sundown, Western Avenue, Quinton, Birmingham 32.

RACING CARS

1958 LOTUS Formula 2, rebuilt as new. New chassis, new and used Climax twin cam. Only £2,100.

1958 LOTUS Formula 2, twin cam ex-works car, in rapid order, lapped Brands 60 secs. £1,750. Now is the time to buy and organize bonus and starting money. Lotus cars are rare and command good starting money.

EX-MOSS COOPER-ALTA. The actual Ray Martin car in superb order has just been put on petrol at H.W.M. Spare tanks and ratios. £695.

All cars are thoroughly overhauled and ready to race. Terms and part exchanges welcomed.

Apply:
JOHN FISHER,
189-91 New Road,
Portsmouth.
Telephone 63143.

ELVA Mk III, delivered March this year, as new in all respects, four races only. Fourth, Naples; 5th, Rouen. £875 or part exchange small saloon or modern Rolls or Bentley. Cash either way.—Eugene Hall, Meeching House, Newhaven 217.

FORMULA 3 Creamer-Parker special. Laps Brands 62 secs. Complete with trailer and many spares. Also two fully reconditioned Norton engines and Jackson rod, £250, or exchange Vintage car, boat, blonde, or w.h.y.—Phone: Sheerness 2805, 258 High Street, Sheerness, Kent.

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.

SEE Cornwall Garage and Engineering Co., Ltd., displayed advertisement on page 719.

250 C.C. RACING CAR for sale, tubular chassis, independent suspension, four-speed gearbox, racing wheels with Dunlop road racing tyres, front 400 x 15, rear 500 x 15, quick-lifting jacks, spare set tyres. Complete car less engine, £50. Exchange considered.—117 Cornmeadow Lane, Worcester. Phone 4724.

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.

1957 (April) RENAULT Dauphine, one owner, fully modified and extremely fast. Standard parts available and included in price. Michelin X. Nearest offer £645.—Phone: Southampton 48572.

1956 (Oct.) DAUPHINE, excellent cond., low suspension, 28,000. £535.—CHISWICK 7476, or Crawley 1462, 28 The Millbank, Ifield, Sussex.

RILEY

1935 RILEY 9 Kestrel, one owner, twin carbs, pre-selector, excellent all-round condition. Offered at £110.—RICHMOND 0326.

SPECIALS

AUSTIN 750 Formula 2-seater, 60 m.p.h. at 40 m.p.g.—CUNNINGHAM 8623.

FORD Special, like a Dellow but half the price, 1954 reconditioned engine 1,000 miles, weather equipment, fast, reliable, economical. £140.—Pinner 7695.

INTERESTING 2-seater special, highly tuned and hot Rover 10 engine. Sporting looking and very fast. New hood, etc. £95.—Box 2980.

SMART, aerodynamic, fibreglass-bodied Ford special, lowered suspension, tuned Ford engine. Available for £80 deposit or £250 cash.—GLADSTONE 2532, between 6 and 7, evenings.

TRIALS SPECIAL, all new Ford parts, twin SUs, new Goodyears, complies with R.A.C. regs., tow bar and numerous spares. £150 the lot.—Bing Crosby, 20 Shaftesbury Avenue, Leeds. Tel. 664106.

VERY ATTRACTIVE fibreglass-bodied 750 special, new hood, battery, tyres, etc, engine tuned. £70 deposit secures, or £190 cash.—Box 2982.

2-LITRE Benz-engined Styer with streamlined Allard styled body (alloy), new hood, red. £175 or terms.—Box 2981.

SPORTS CARS

ALLISON & THELWELL, LTD.,
POCKLINGTON, YORK

1956 TOJEIRO 1,500 c.c. sports racing car, Connaught block with Turner head and liners, Laystall crank, Turner wheels, de Dion axle, beautifully prepared and ready to race. Complete with totally enclosed alloy panelled trailer.

£1,050

Telephone: Pocklington 3108.

(Continued overleaf)

GOLD SEAL CAR COMPANY

South London's leading Sports Car Specialists

Morgan Plus 4, 2-seater. TR3 engine. 1958. Fixed coupe. £770
Jaguar XK 120 F.H.C. 1953. Radio, heater. Black. £675
Triumph TR2 1955. O/drive, radio, heater. Red. £560
Triumph TR2 1954. O/drive. Red. Occasional seats. £540
M.G. TF. 1500. Ivory. Unmarked. £495
Frazer-Nash/BMW Type 328 FX works Car. 1939. One of the best in the country. £465
Dellow 1954. Exceptional condition. Blue. £335
M.G. Tickford TA. 1940. Fitted supercharger, reconditioned throughout. Turquoise. £315
Singer 9 h.p. 4-seater sports. 1951. Ivory. £270
M.G. TA. 1938. Ivory. £180
Jaguar SS 100. 3.5 litre. Green. £165

GOOD SPORTS CARS WANTED— FOR CASH!

Hire Purchase as low as 1/5th deposit. Special low insurance rates available. Motor cycles taken in part exchange.

Open weekdays 10 a.m. to 10 p.m.

Sundays 10 a.m. to 1 p.m. (for inspection).

Corner Harts Lane and New Cross Road, S.E.14. Two minutes from New Cross Gate Underground Station. Telephone: New Cross 7433.

AIREDALE MOTORS LTD.

146-148 Tong Street, Bradford 4, Yorks.

Tel.: Dudley Hill 734.

Austin-Healey 100S comp. 2-seater, green, disc brakes, completely reconditioned throughout; superb. £1,025

Triumph TR3, 1956, black, leather int., "X" tyres, one owner, good history, first-class example. ... £665

Jaguar XK 140 d.h.c., maroon, 1955, new hood, one owner, many extras including rad./heater, Mercury discs, etc. Absolutely immaculate throughout. ... £975

H.R.G. "1500", 1951, green/green, host of extras inc. heater. In faultless order throughout. ... £475

Frazer-Nash Mille Miglia Replica, ivory, fully recon. Bristol unit, H.M.V. radio, superb performance, excellent condition throughout. Owner going abroad. ... £795

Sunbeam Alpine, 1953, beige/blue hard-top, H.M.V. radio, "X" tyres. A very attractive car in first-class order throughout. ... £550

Terms — Insurance — Part Exchanges.

Open all day Saturday.

Sundays 3-5 p.m.

THE CHEQUERED FLAG

Tel.: CHISWICK 7871/2/3

LONDON'S LEADING SPORTS CAR SPECIALISTS

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

COOPER FII 1957 B.R.G. Ex Brabham, new twin cam unit, Konis, R.5's trailer, etc. £1,685

ASTON MARTIN DB35 Appx. C. 2.9 litre. Ex-works car. Webbers, de Dion, etc. £1,365

LOTUS MK. XI 1958 Le Mans. Webbers, mag. wheels, de Dion discs, etc., as brand new. £1,295

AUSTIN HEALEY 100S, comp. 2-str., spotless. Red/black, discs, etc., fastest extant. £1,065

TRIUMPH TR3A 1958 2½-str., unmarked white, discs, wire wheels, X tyres, grid, etc. £965

TR3 1957 2½-str., hard/soft tops, discs, o/drive, radio, heater, etc. £895

FRAZER-NASH 1953 Targa Florio streamlined 2-str. B.S.I. unit, maroon. £885

JAGUAR XK140 1955 Fixed head. Beautiful midnight blue, radio, heater, etc. £865

JAGUAR XK140 1955 roadster, blue/grey leather, radio, heater, spots, X tyres, one owner. £795

TR3 1957 2-str., unmarked, steel blue, disc brakes, 3-speed, o/drive, wire wheels, one owner. £795

LOTUS MK. XI 1958 series II (wishbone), blue, 100E unit with all mods. Scarcely used. £795

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.A. 1956 2-str., ivory, extras, one owner. £745

TR3 1956. Blue, hardtop, o/drive, radio, htr. £745

COOPER SPORTS 1100. Choice 2, both stage II Climax. £695

LOTUS MK. VII 1958 all mods, as brand new. £695

TR3 1956 B.R.G., with beige leather. Extras. £695

M.G.A. 1956 2-str., pale blue, extras, one owner. £695

JAGUAR XK120 1954 D/H coupe, black, radio, heater, X tyres, new hood. £685

AUSTIN HEALEY 100 1955 superb red. £685

JAGUAR XK120 1954. Fixed head, beige. £685

AUSTIN HEALEY 100 1955 spotless black, hard/soft tops, radio, heater, Alfins, spots. £685

TR2 1955 2-str., white with black hard top, w/wheels, X tyres, twin spots. £645

TR2 1955 2-str., green, fitted w/wheels, radio, heater, Alfins, etc. £615

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 1250 cc 1954, red/cream, w/wheels. £595

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

492/6 CHISWICK HIGH ROAD, W.4

L. F. DOVE,

LTD.

**THE
FIRST OFFICIAL
TR Centre****USED TR's**

1958 TR3. White with red leather upholstery. Radio, tonneau cover, badge bar, 4,500 miles. **£825**

1957 TR3. White with white hard top and soft top. Overdrive, heater and many other extras. **£825**

1958 TR3. Cream with red upholstery. Occasional seat. This is our own car beautifully kept. **£875**

COMING IN

1958 TR3A. Signal red with red hard top. Overdrive, heater, occasional seat, wing mirrors, screen washers—in fact, the lot. **£950**

Hire purchase to suit you all.

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

Part exchanges welcome.

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

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

LIBerty 3456-8

Classified Advertisements—continued**SPORTS CARS—continued****CRESSCARS LTD.**

Alan Baker offers:

1939 M.G. TA. Immaculate black, green leather. **£249.**

1947 M.G. TC. A particularly good TC in British Racing Green. **£339.**

M.G. TC, 1949. Specimen TC in immaculate black with green leather, recently reconditioned engine. **£369.**

And Many Others.

Sports Cars Urgently Wanted. Top Cash Prices.

156 High Road, Finchley, N.2.

TUDor 9272.

(Two mins. East Finchley Station.)

**1953 FRAZER-NASH LE MANS REPLICA
XXM 4.**

This well-known car finished second overall and first in over 1,600 c.c. class at Snetterton in the Three Hours "Autosport" Race and is now offered for Sale.

Fitted with new modified Bristol BS4 Mk. 2 Engine in 1958. Tuned and prepared by Don Moore. Close ratio Borg-Warner gearbox, de Dion rear end, oil cooler. Full-width windscreen and full weather equipment. Five spare wheels fitted with Dunlop R5 tyres. Complete car including chassis was resprayed in 1958. Chassis overhauled as well. Many spares are available including axle ratio. A transporter is available if required. This car has been placed numerous times in "Autosport" Races, F.T.D. at various sprints and is 100 per cent. reliable motor car. The car has been maintained and prepared for all races by Motorwork (Chalfont), Ltd. The car may be seen by appointment at:

MOTORWORK (CHALFONT), LTD.,

Market Place,

Chalfont St. Peter.

Telephone: Gerrards Cross 2051.

Offers for this car should be made to:

**Team Manager, Ecurie Chiltern,
Picketts Field, Great Missenden, Bucks.**

WOLLATON SERVICE STATION (1958) LTD.,

TROWELL ROAD, WOLLATON, NOTTINGHAM

LOTUS Eleven, Series 1, Climax engine, ex D. J. Brough £1,000 o.n.o.

LOTUS Eleven, Series 1, Ford 100E, all mods., £700 o.n.o.

ASTON MARTIN, 1954, 28,000 miles, immaculate condition, heater, many extras. £1,550.

Hire purchase facilities available; part exchanges can be arranged. Telephone: Nottingham 77519.

TALBOT

TALBOT 14, 1935, reconditioned engine, new tyres, a very good family friend. Must sell, excellent condition. Going abroad. Offers.—Elstree 2586.

TRAILERS

TRAILER, carry two sports cars, new tyres, £45. Single trailer, new this year, £35. Trailers and transporters built or adapted to your instructions. Crashed sports, racing cars repaired.—Halsdon Trading Co., Newhaven, Sussex. Tel. 237.

TRIUMPH

1957 TR3 FOR SALE. Extras include overdrive, knock ons, disc brakes, Michelin "X"s all round, tonneau, 1,400 miles only. Immaculate condition. £750. H.P. arranged.—C/o Convar Developments, R/O 177 Cathall Road, Leytonstone, E.11. Phone: LEY 8539.

£499 TR2, 1954, hard top, loose hood and tonneau, heater, twin spots, rad. blind, etc., works reconditioned engine, good condition. Offered for quick sale.—Webb, 166 Wanstead Lane, Ilford.

TURNER

IMMACULATE red 1957 TURNER, 1958 chassis, body. A30 Gerard modified eng., A35 g/box, twin SUs. Terms.—Write, 2 Knighton Park Road, Leicester (77814). Seen week-ends.

VINTAGE

1926 BULLNOSE OXFORD. Most original specimen. Basically excellent and in running order. Worthy of meticulous restoration; present owner now lacks time and storage space. £65.—39 Central Avenue, Hounslow.

EX-GOVERNMENT**STOP
WATCHES**

and ELAPSED TIME CLOCKS

Illustrated leaflet on request

CHARLES FRANK

67-75 SALTMARKET

GLASGOW, C.1

ESTABLISHED 1907

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.c. for list. We also supply concise instructions on mould and body building, priced 2s.

PLASTIC DEVELOPMENTS,

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

BOOKS**THE****POSTAL LENDING LIBRARY****FOR THE ENTHUSIAST**

Books on all aspects of motor sport, Technical books, Workshop manuals.

P.O. of 1s. for book lists, returnable on joining.

P. & M. POOLE,

Room 1, 39 Corporation Street,

Birmingham.

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

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.

CONVERSION UNITS**MORRIS MINOR CONVERSIONS**

New and inexpensive Brake Master Cylinder conversion gives phenomenal braking power. Fit our improved design Rear Suspension Bracket to cure axle tramp. Also our Front Suspension Anti Roll Bar.

Demonstration Car Available.

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

199 Ealing Road, Wembley, Middx. WEM 9595.

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.

RALLY MAPS

**SOUTHERN TRADING ESTATE
GRESHAM RD., STAINES, MIDDX.**

Tel. STAINES 4676

Map Ref. 170/040713

Specialists in Maps and Navigational Aids

**THE "EXECUTIVE"
MAP READING LIGHT**

FLEXIBLE

**EASILY
FITTED**

**CHROME
FINISH**

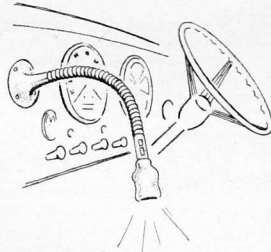
PRICE

42/6

Post free

Delivery

3-4 weeks



*** ROMERS**

*** SAFETY BELTS**

*** BLACKWELL CALCULATORS**

*** HALDA SPEEDPILOT**

*** MAP BOARDS**

*** COMPASSES**

*** STOP WATCHES**

*** HEADRESTS**

*** NAVIGATIONAL LIGHTS**

All equipment sent post free

Return of Post Service for all Ordnance Survey and Continental Maps, etc. Postage Charges: — **6d.** up to 2 maps, **1/-** up to 6 maps, **2/-** over 6 maps.

Write for Free Price List.

CONVERTED CARS

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

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

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. RIVside 6496.

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

ENGINES

NORTON d.o.h.c., new crank, new bronze head, petrol piston, Jackson rod, G.P. carb, magneto, two gearboxes, one clutch. All ready to race, numerous spares, £150 the lot, or separate.—Simpson, 38 Rothwell Road, Newcastle-on-Tyne. Phone 57429.

300SL ENGINE complete, high-lift cam, polished head, twin ignition, etc., perfect. £650 o.n.o.—Box 2957.

HEATERS

HEATERS for all cars, sports or saloons. Credit terms if required. State model when writing for leaflets, quotation, etc., to Watford Motor Accessories, 22 Malden Road, Watford. Mail order only.

INSURANCE

BE like the best and go to Shane Guy & Company Limited for the cheapest reliable insurance.—Shane Guy & Company Limited, 53 Pagoda Avenue, Richmond, Surrey.

MAGAZINES

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

MISCELLANEOUS

ELVA-FORD THAMES converted station wagon, full mods., o/drive, etc. £425.—North View Farm, Chelvington, nr. Hailsham, Sussex.

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

200 NEW AND USED CAMERAS from 15s. to £249.—The Camera Exchange, 8 and 9 Tuns-gate (off High Street), Guildford. Telephone 4040.

PERSONAL

DRIVER with "Monte" experience desires to co-drive in "Monte Carlo Rally", sharing all expenses.—Box 2978.

DRIVING TUITION given in new Formula 2 racing car, between now and March, 1959.—Write for particulars to Box 2979.

SHOOTING STICKS £1 POST FREE. Genuine "Sportac" lightweights. Available for Xmas, in choice of black or grey shafts. Money back warranty.—Dept. AS., Sport Accessories, Onslow Mills, Trout Road, West Drayton, Middx.

PHOTOGRAPHS

PHOTOGRAPHS of most cars at the M.D.M.C. Malden Rally and 750 M.C. Night Rally.—Charles Dunn, Greenleaves, Woking, Surrey. Telephone 3737.

RADIATORS & FUEL TANKS

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

RALLY EQUIPMENT**RALLY EQUIPMENT**

Ordnance Survey Maps by return.

Christmas suggestions. Navigator's Tool Kit. Hunter Lantern, Compass, Spanner Sets, etc., etc. Send 6d. stamp for illustrated catalogue.

RALLY EQUIPMENT,

295 Edgware Road,

Colindale, N.W.9.

COLindale 3633.

G, "DON'T just say Romer, say Garford".

H FOR HALDA SPEEDPILOT from Rally Equipment (see above).

GARFORD—the Romer that makes plotting a pleasure. Price 4s. post free, from Garford Romers, 1 Peterborough Road, Harrow, Middx.

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

AND of course Telfalo are the best dampers in the World. 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.

SITUATIONS VACANT

MECHANIC REQUIRED.—Vacancy exists in specialist firm on Wilts/Berks border for keen mechanic/enthusiast to assist in the overhaul of vintage Bentleys. Must be neat worker, willing to learn and capable of using initiative.—Reply in first instance in own handwriting, giving details of education, training, etc., and salary required, to Elmdown Vintage Automobiles, Ramsbury, Marlborough, Wilts.

CAN YOU DRIVE A RACING CAR?

Many of us watch the other chap, wishing that we may be beside him on the starting grid at the wheel of a tuned Formula 2 or 3 car.

We are now prepared to make this possible so that you may compete at your local Meeting, Sprint or Hill-climb in one of our cars which will be entered by you under your own colours.

Cars can be delivered direct, or you may arrange collection. This full service will be well within the range of all enthusiasts, in fact as cheap as renting a private car for the odd week-end.

During the closed season practice trials are to be held at convenient centres to give you the opportunity of handling a racing car, also to ensure that you do not "prang" at a later date due to lack of knowledge.

We propose to enter our own cars at certain meetings next season, when the "filler" will be offered to an approved amateur driver.

May we suggest that you register with us now to avoid disappointment next season. Cars will be available during the winter months for your practice use.

Application Forms from:—

The Secretary,
MOTOR RACING ENTERPRISES,
Bridge Works,
Iver Lane, Cowley, Middx.
Langley (Bucks) 2394.

YOUNG, energetic trainee Sales Manager required with limited amount of capital, with the view to holding a directorship. This situation offers a unique chance to start at the beginning of a rapidly expanding Speed Equipment firm, also in the development of a vehicle of advanced design. Apply, giving full details of past employment, education and amount of capital available. All applicants will be given due consideration on merits and not on amount of capital available.—Box 2974.

SPARES & ACCESSORIES

MAGNETTE 4.3 to 1 differential/c.w. and p. drive unit complete, new, unused, cost £26, best offer, buyer collects.—Sevenoaks 4104.

PAIR TWIN-CHOKE WEBER carbs., DCO 35, 31/32/33 mm. chokes, inlet manifolds and throttle linkages, fit Lotus/Cooper Climax 1,098 c.c.—D. Howard, 18 Riviera Drive, Sewerby, Bridlington.

XX 120 ENGINE and gearbox complete, and all chassis parts, including seats, engine requires overhaul. £150 the lot, o.n.o.—Reading 68210, evenings.

SUPERCHARGER

SUPERCHARGER set by Arnotts for VW, 5,000 miles since new. £40 o.n.o.—Oakes, Ivy House, Congleton, Cheshire. Tel.: 35.

TUNING SERVICE

For the fastest motoring

in an A35, Morris 1000, A40 and Austin-Healey Sprite fit

P.G.

"3rd degree tune" Conversions.

30 to 54 m.p.g. 0 to 50 m.p.h. 13 secs.
£62 fitted.

These conversions can be fitted by your local garage.

PALACE GATE GARAGE

50 Queensgate Mews, London, S.W.7.

KNightsbridge 6988.

(Continued overleaf)

CORNWALL GARAGE and Engineering Co. Ltd.

Specialists in LOTUS · JAGUAR · COVENTRY-CLIMAX ENGINES ALSO CONVERSIONS · ALL RALLY TUNING AND PREPARATION.

FOR SALE. GOODWOOD 1100 c.c. LAP RECORD HOLDER.

Ex Campbell-Jones. Lotus series II, magnesium wheels, Weber cams. Appendix 'C' and 'J' mods. Long range fuel tank. Spare axle ratios. Car to be sold. Rebuilt for the 1959 season. Engine with all special mods., and tuned exactly as raced this year. **£1,100**

Ex Brian Naylor F2 Cooper. Hardly used since complete rebuild regardless of cost after Aintree accident. Z.F. Crown wheel and pinion. **£1,500**

Stratford Road, Kensington, W.8.

Tel. WESTERN 2616

Chief mechanic Ray Lane with John Campbell-Jones and the car (fitted with a conversion) which went from Westminster to the Vatican and back to Westminster in 48 hrs. 37 mins. An absolute mechanically trouble-free run.

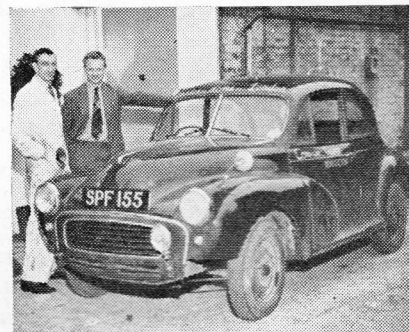
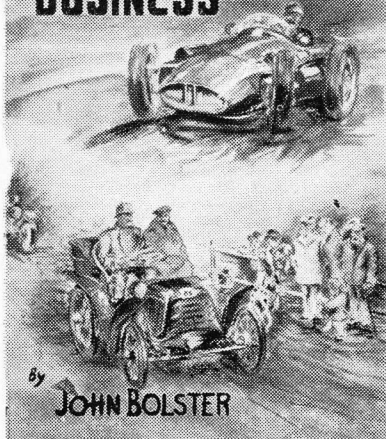


Photo by "The Motor"

MOTORING IS MY BUSINESS



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.

Obtainable through all booksellers or direct from the publishers.

AUTOSPORT (Book Dept.)

159 Praed Street • London • W.2

Classified Advertisements—continued TUNING SERVICE—continued

AUTO-MOLY. Sub-colloidal Molybdenum Disulphide specially adapted for automotive use. 8 oz. tin 12s. 6d., 10 oz. tin 14s. 6d., from the manufacturers, Charham Products, Ltd., 5a Market Place, Acton, W.3. Phone: ACOrn 5263. By post add 1s.

AUTO-MOLY treatment enabled an Austin A50 to run for 300 miles on an empty sump. Write for details of this amazing test.

AUTO-MOLY is invaluable for highly tuned engines operating under marginal bearing loads. **A**UTO-MOLY is stocked by Norkett's, Ltd., 1 High Town Road, Maidenhead.

AUTO-MOLY in Windsor, call on H. P. Barker & Sons, 14 William Street.

AUTO-MOLY.—Pegasus Automotive Services, 35 Marley Road, Welwyn Garden City.

AUTO-MOLY is obtainable from Relton Garage, Ltd., Cheval Place, S.W.7.

AUTO-MOLY.—Trade and retail from Thomas Potter, Ltd., 41 Arcadia Street, Glasgow, S.E.

AUTO-MOLY.—Some areas still vacant. Interested stockists please write. Every large town must have stocks.

TYRES

DUNLOP R.S.4. tyres, 5.90-15, with tubes. Five as delivered on new car, 90 miles use only, £8 each.—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. BRiXton 6431.

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

BRISTOL engine and gearbox, condition immaterial.—Box 2985.

COOOPER PARTS. Electron king posts front and rear. Alloy rear backplates.—Box 2983.

FORD V8 (32 h.p.) Mercury engine. Would consider 30 h.p. Canadian engine. Good condition essential.—7 Argyle Road, Southport, Lancs. Tel. 55409.

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

LOTUS in racing trim, all models considered.—Write in first instance to A.J.H., 1 Green Walk, Chingford, E.4.

ROAD SPEED TYRES in exchange for five part-worn 16 x 5.50 Michelin X.—ORPington 21072.

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.—Allard, cash offered. Full details.—"Roscanock", 12 Burton Road, Melton Mowbray.

WANTED.—HEALEY Elliot saloon, late chassis preferred, complete details and history to Box 2961.

WIRE WHEELS, five wanted, 15 ins., Austin-Healey or similar.—370 Sheffield Road, Sheffield 41657.

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.

VOLVO

ACLAND & TABOR, LTD., Welwyn By-Pass, Herts, Telephone: Welwyn 481-2-3, distributors for Hertfordshire of the sensational new VOLVO 122S. Demonstrations with pleasure, delivery from stock. Our showrooms are open seven days a week.

MILL GARAGE Chigwell Road, South Woodford W. JACOBS & SON LTD. LONDON E.18

1956 M.G. Magnette. Birch grey, one owner, excellent condition. **£765**

1955 M.G. Magnette. Grey, fitted new engine. **£675**

1954 Wolseley 4/44. Maroon. **£500**

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



SPECIALISTS

Terms, Part Exchanges as with all our Car Sales.

WANSTEAD 7783/4/5



SPECIALISTS



Performance Cars Ltd.

M.A.A.

DIRECTORS: H. J. GOLDSMITH, A.C.G.I., B.Sc. (ENG.), M.INST.B.E. (MANAGING), H. MASSEY

B.M.T.A.

THE WORLD'S LEADING SPORTS CAR SPECIALISTS

GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

Tel.: EALING 8841 (6 lines)

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

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

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

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

1957 ALFA-ROMEO 1900 Super Sprint, Superleggera Coupe, 11,000 miles, cost £3,676, lovely car	£1,945
1953 ALLARD J2, Streamlined, 2-str.	£445
1950 ALLARD 91P Saloon, blue	£235
1949 ALVIS 'TA' D/H, 1-owner, black	£345
1955 DB35, Unmarked green showpiece	£1,645
1954 DB2/4 Black 40,000 miles, 1-owner	£1,295
1938 ASTON-MARTIN 2-litre Rdstr, red	£245
1935 ASTON-MARTIN Mk. II, long chassis	£295
1946 AUSTIN 8 Saloon, very tidy	£145

AUSTIN-HEALEY	
NEW BN6, 2-str., primrose/black	£1,226
NEW Sprite, Cherry red, all extras	£707
1957 BN4, blue/ivory, 15,000 miles, H.P.Q.R.W.I.	£895
1957 BN4, ice blue/ivory, spotless	£845
1956 BN2, 16,000 miles, green, B.H.O.W.2	£745
1956 BN2, Le Mans, ivory/red, A.H.O.Q.R.W	£715
1956 BN2, Le Mans, black/red, H.O.P.Q.W.I	£715
1955 BN1, green, B.H.O.Q.R.T.W.2	£635
1955 BN1, enthusiast maintained, green	£625
1954 BN1, black showpiece, F.H.O.R.T.W.	£535

BENTLEY	
1950 S.S. Saloon, showpiece	£1,295
1938 T. & M. Tourer, specimen	£595
1937 4½ T. & M. Saloon, superb, 2-owner	£595
1935 3½-litre, Park Ward Saloon	£235
1934 3½-litre Young fixed head coupe	£245
1934 3½-litre Park Ward Saloon, black/red	£195
1934 3½-litre Park Ward Saloon	£185

1956 BORGWARD Isabella, superb grey, H.P.R.	£765
1953 BUCKLER V 1172, superb red	£345
1953 COOPER/Lea-Francis	£335
1953 COOPER-M.G. very potent, ivory	£255
1949 CONNAUGHT, ex D. R. Goldthorpe, blue	£445
1949 DAIMLER Barker sports, exceptional	£615

FORD	
1957 Consul convertible, ivory, R.H.2	£845
1956 Consul Mk.II Saloon, unmarked black/red	£625
1956 2-str. Fibreglass special, green	£195
1955 Zephyr Power conv., superb example	£545
1955 933, streamlined special	£245
1954 Mainline saloon, pale blue, H.R.I.	£595
1954 Zephyr, grey/red, H.I.	£395

1938 F.N.-B.M.W. "328" black/white	£395
1951 HEALEY "C" type Tourer, grey	£365
1946 H.R.G. Aerodynamic roadster, blue	£295
1946 HUMBER Hawk, black, well kept, R.H	£195

JAGUAR	
1958 XK150, D/H, 9,000 miles, B.D.H.R.W.I	£1,775
1956 XK140, H/top, H.O.R.X.2	£1,095
1955 XK140, D/H, spotless grey, R.H.O.C.B.S.P.I	£1,045
1955 XK140, D/H, blue, R.H.O.S.I.	£1,025
1955 XK140, D/H, green example, 8.1 comp., A.E.H.O.P.R.S.W.(chrome), X2	£955
1955 XK140, F/Head, black/red, R.H.2	£855
1954 XK120, Hardtop, S/E, H.2	£625
1954 XK120, D/H, S/E, B.H.W.R.E.2	£635
1953 XK120, Hardtop, R.H.B.P.A.I.	£595
1952 XK120, original red, B.Q.X.	£545
1952 Mk. VII, nice black example	£475

1952 Mk. VII, Black with beige, H.I.	£465
1952 Mk. VII, Bright black specimen	£445
1951 XK120, Superb blue/black, E.H.P.X.	£515
1951 XK120, Blue, Ex Tyrer, H.Q.R.	£495
1951 XK120, Spotless white, 8.1 comp., E.H.	£445
1938 3½ S.S.100, green, original example	£355
1937 2½ S.S.100, Superb green, £500 spent	£375

PERFORMANCE CARS "EXTRA CODE"	
A-reversing light.	O-overdrive.
B-luggage rack.	P-spot lights.
C-"C"-type head.	Q-tonneau cover.
D-disc brakes.	R-radio.
E-dual exhaust.	S-occasional seats.
F-fog light.	T-hardtop.
H-heater.	W-wire wheels.
L-leather.	X-Michelin "X" tyres.
M-Alexander, Derringer-ton, Mays, etc.	I-one owner.
	2-two owners.

1953 JUPITER, absolute specimen, red, H....	£455
1952 LAGONDA 2.6, floor change, maroon	£595
1949 LEA-FRANCIS Roadster, pearl grey...	£345
LOTUS	
1956 Eight 1172, spotless red	£495
1955 VI Climax, Tojeiro wheels	£565
1955 Nine 1172, Whitehouse tuned	£495
1955 Eight (MG1500), inboard brakes	£595
1955 (Oct.) Mk. VI. (MG1500), TC gearbox	£425

1957 COOPER CLIMAX Twin cam. Formula II, Ex Monteiro. Little raced, latest mods. Never shunted. With Bedford Transporter	£1,495
--	--------

M.G.	
1956 (Oct.) M.G.A. unmarked red specimen	£715
1956 M.G.A. ivory, 27,000 miles, P.W.2	£695
1956 M.G.A. Superb blue specimen, H	£695
1956 M.G.A., ivory, H.R.W.2	£685
1955 Magnette, grey, 1957 engine, H.R.2	£695
1955 Magnette, green, 1-owner	£645
1954 TF, 1500 engine, wire wheels	£585
1954 TF, Ivory/green, hide	£575
1953 TD, unmarked black, very fast	£495
1953 TD, black/green, nice example	£485
1953 (Dec.) TD, unmarked black, H.	£475
1952 TD, green, absolute specimen, R.	£465
1952 TD, 1956 engine, nice green example	£455
1952 TD, well maintained red example	£445
1951 (Oct.) TD, green, exch. engine 1958	£475
1951 "Y" Saloon, 1957 engine, superb	£455
1951 (Sept.) TD, spotless black	£445
1949 TC, unmarked green specimen	£395
1949 (Sept.) TC, lovely red specimen	£395
1949 TC, red/beige showpiece, A.B.Q.	£395
1949 (Dec.) TC, superb black, B.P.R.	£395
1949 TC, green/beige, 16" rear, B.P.	£365
1949 TC, black/green	£365
1949 TC, beautiful red specimen	£365
1949 TC, spotless green example, A.B.P.	£345
1948 TC, black, enthusiast maintained	£395
1947 TC, red, clean and tidy	£295
1947 TC, average green example	£295
1947 TC, just an average one, green	£265
1946 TC, red. Fine example	£345
1946 TC, nice bright black example, R.	£345
1946 TC, black, supplied by us	£295
1946 TC, black, fair all round	£295

1940, TB Ivory specimen	£275
1939 TA Tickford, green, 1958 engine	£265
1939 TB Tickford, d/head, ivory	£215
1939 2.6 D/H, good sound example, grey	£125
1939 2-litre Saloon, reasonable, black	£85
1938 TA, B.R.G. replacement engine	£265
1938 TA, spotless green, new hood	£225
1938 (Oct.) TA, two owners, red	£245
1938 VA 12 h.p. Tourer, black, tidy	£145
1937 TA, nice clean black example	£245
1937 TA, average red example	£215
1937 TA, ivory, sound order	£195
1936 PB 2-str., enthusiast owned, green	£175
1936 TA, tidy black car	£155

1939 MERCEDES-BENZ 14 h.p. Rdstr. ivory	£345
1938 MERCEDES-BENZ 20 h.p. 2-str. D/H	£265
1957 MORGAN 3/4 Series II, 1172, red	£495
1955 (Sept.) Plus 4/TR2 Tourer	£595
1955 MORGAN/TR2, black/red, nice example	£495
1953 MORGAN 2-str., excellent car, blue	£425

MORRIS	
NEW OXFORD, birch grey/red, immediate	£884
1956 Minor Saloon, grey, L.H.I.	£475
1956 Minor Conv., Dorchester grey	£455
1955 Minor de-luxe traveller, green, H.2	£495
1955 Minor Saloon, green, L.H.I.	£465
1952 Oxford, nice black example	£375

RILEY	
NEW 2.6, Duo green, bench seat, immediate	£1,411
1953 R.M.F. 2½ Saloon, maroon/biscuit	£475
1949 (Nov.) 1½ Saloon, black/red, H.R.2	£355
1948 2½ Saloon, black/red	£335
1947 2½ Saloon, sunshine roof, black, H.	£295
1937 1½ Falcon, really exceptional	£175
1935 IMP, nice ivory example	£335

1957 RENAULT Dauphine, red, sun roof, M.R.H.	£625
1957 RENAULT Dauphine, modified, blue	£595
1955 RENAULT "750", grey showpiece, 2	£465
1954 SIATA Gran Sports Roadster	£575
1953 SINGER Roadster, original black	£425
1952 SINGER Roadster, superb black/red	£315
1955 STANDARD 8, M.E.H.P.2	£445

SUNBEAM-TALBOT	
1955 Mk. III Saloon, green, O.H.P.	£745
1955 Alpine (Sept.), red, one owner	£645
1954 Alpine, 20,000 miles, blue	£595
1953 Alpine (Nov.) average example, black	£435

TRIUMPH	
1956 TR3, green specimen, R.H.W.B.O.S	£695
1956 TR3, ivory/black, O.H.2	£665
1955 TR2, low mileage, green example, H.X.I	£615
1955 TR2, white specimen, B.H.X	£595
1955 TR2, spotless red specimen	£595
1955 TR2, superb red specimen	£565
1955 TR2, unmarked green, O.H.Q.2	£515
1954 TR2, red showpiece, H.L.P.	£555
1954 TR2, red/grey, excellent example, H.X.	£525
1949 2000 Roadster, spotless green	£375
1949 2000 Roadster, spotless black, H.R	£365
1949 2000 Roadster, hardtop, black	£355
1947 1800 Roadster, spotless grey	£345
1947 1800 Roadster, 1958 engine	£325

1956 TURNER, white/black, H.R.X.2	£445
NEW WOLSELEY "1500", grey, immediate	£796

For those interested in more specific details of above send for our 25 page illustrated list.

The Sports Car People who back their Guaranteed Cars with workshops officially appointed by Manufacturers, truly befitting an Established and Professionally-directed Concern.

All cars marked with year and price. "Your Safeguard," ensuring the price you are paying is not trumped up in the event of a part-exchange and helping you when you want to sell your car to us.

We stock more and more late post-war Saloons and Convertibles, which, combined with our large selection of Sports Cars, will be of the greatest help when you are contemplating a part-exchange.

Immediate H.P. and Insurance.

Part-Exchange welcomed.

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

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

Also at 87 Little Ealing Lane, London, W.5 (1 minute from Northfields Station)

★ SHOWHALLS ILLUMINATED ALL NIGHT FOR VIEWING

3 WAYS

NEW!

COMPLETELY STREAM-LINED TOP EASY TO CLEAN. ▶

PATENTED ONE-PIECE MANIFOLD VENTING SYSTEM. EASY TO SERVICE NO LOSS OF PLUGS. ▶

ANTI SPLASH GUARDS PREVENT SURGING OF ACID AND ACT AS AN ACID LEVEL REGISTER WHEN TOPPING UP. ▶



(Applies in U.K. only)

THE BATTERY DESIGNED FOR THE FUTURE... *HERE TO-DAY*

LUCAS

S7

Suitable as a replacement on all vehicles using 12 volt 7-plate batteries. For further details ask your local garage or write for illustrated literature.

BRITAIN'S BEST BATTERY

JOSEPH LUCAS LTD · BIRMINGHAM 19