

AUTOSPORT

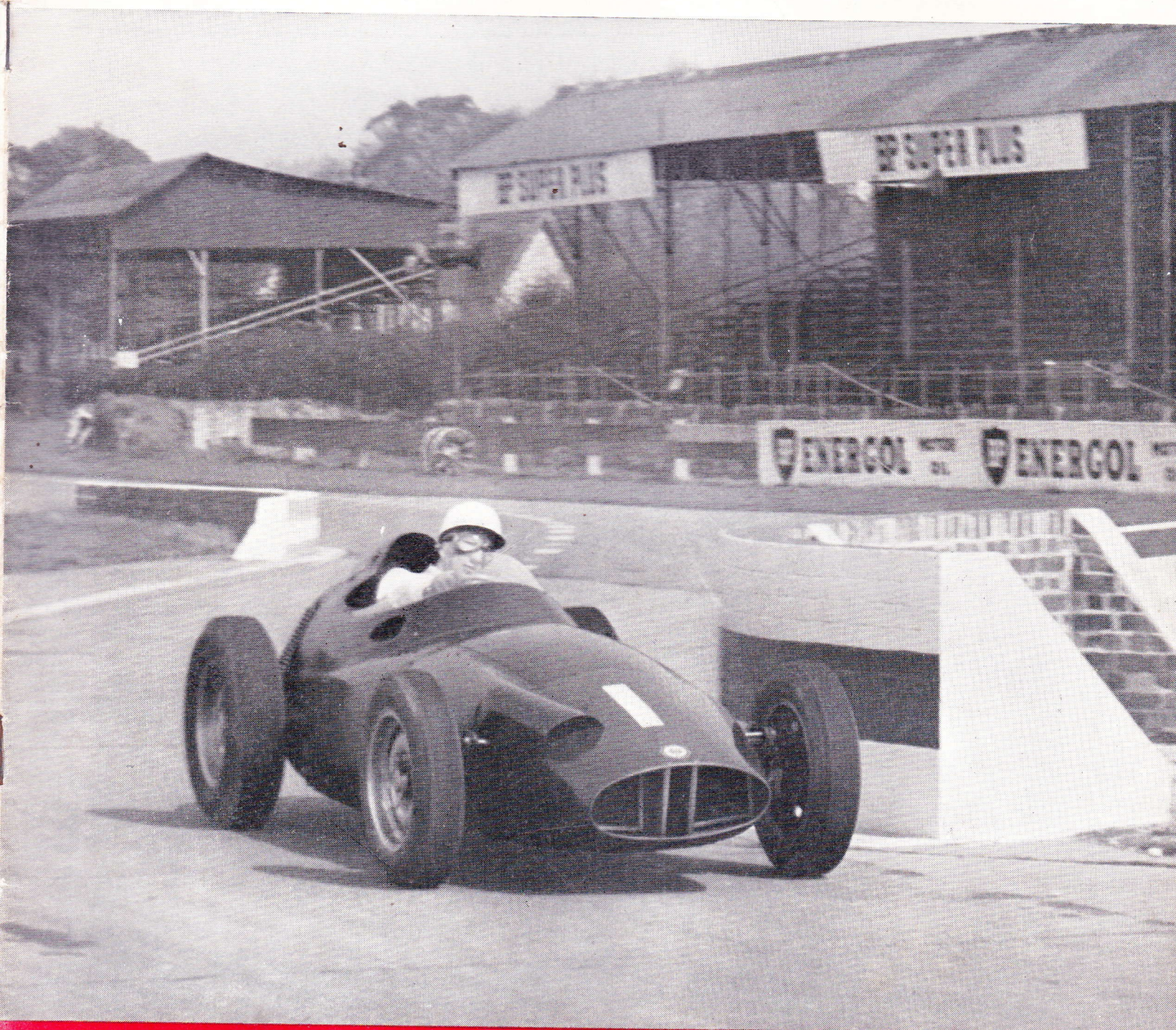
APRIL 10, 1959

1/6

EVERY FRIDAY
Vol. 18 No. 15

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

CIRCUIT OF IRELAND INTERNATIONAL RALLY—FULL REPORT AND PICTURES
JOHN BOLSTER VISITS THE FRENCH MOTOR MUSEUM : RACING AT MALLORY PARK

Over the hills and fast away

SPRING. Time to blow the cobwebs away. Time to beg, borrow, or better still, *buy* an Austin Healey. For spring is where the Austin Healeys are. 100-Six: 6-cylinder 2.6 litre engine. Overdrive extra. From £817 plus £409.17.0 purchase tax. Sprite: 4-cylinder 948 cc engine, 4-speed gearbox. From £445 plus £223.17.0 purchase tax. **AUSTIN HEALEY**



Backed by 12-month BMC warranty and BMC service.

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 15

April 10, 1959

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

W. A. McMASTER

Eire

BARRY MASON

Continental

GERARD CROMBAC

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A. Editor

RUTH SANDS BENTLEY

West Coast

GORDON H. MARTIN

Southwest

JIM HALL

South America

Dr. VICENTE ALVAREZ

Canada

JACK O'DONOGHUE

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Sports News	451
Circuit of Ireland International Rally	453
Easter Racing at Mallory Park	456
West Essex C.C. National Speed Trials	458
Wirral 100 M.C. Sprint at Rhydymwyn	459
B.A.R.C. Mallory Park Meeting	460
Testing Week-end at Prescott	462
The French Motor Museum	463
Club News	472

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADddington 7673

Advertising Department

PADddington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

THE BRITISH EMPIRE TROPHY

THAT annual British classic of the early season, the British Empire Trophy race, is with us again, and is to be staged at Oulton Park on Saturday. This year the event is for Formula 2 cars after a long history as a sports car race, in which form it has been won by most of the greatest names in British motor racing. Its change of classification has not, however, changed its status as an important race and the entry list still contains a galaxy of talent. Sports car racing fans are not to be disappointed, either, for a full programme at Oulton Park includes races over 55 miles for sports-racing cars of over and under 1½-litres, and in the larger category we have a field which might almost be a replica of the entry list for a sports car British Empire Trophy race. From a list which includes works Lister-Jaguars, works entries being driven by Ivor Bueb and Bruce Halford, and a host of privately entered cars with both Jaguar and Corvette engines, Ecurie Ecosse entries in the hands of Flockhart and Lawrence as well as Lotuses and Coopers, to be piloted by well-known drivers of proven ability, it is difficult even to forecast a winner. It is, however, quite certain that the day will produce racing of an extremely high standard.

DAYTONA PLANS

THE United States of America is a constantly growing area in the field of importance in motor racing, and year by year there is news of some development which takes that country a step further in its bid to attract truly international motor sport. Recently there has been news of the first American Formula 1 Grand Prix, and only the other week an entirely new speedway became reality, having arisen from swamp-land in a matter of only 12 months. The site of this venture is Daytona, scene of countless motoring achievements, and the new circuit promises to be one of the finest and most modern in the world. Installations and facilities are second-to-none, and there is no doubt that the achievement in constructing the new circuit is an enormously impressive one. In addition to motor racing, there are facilities for speed-boat racing, football, baseball and other sporting events. The combined road-track circuit measures 4½ miles to the lap, a road course linking the banked sections, and it is hoped to organize Formula 1 and Formula 2 races there in addition to record-breaking attempts for which, with weather almost guaranteed in the splendid Florida climate, the venue is practically ideal. European motor racing is slowly showing signs of a lack of new competition, a lack of new blood. In the interests of our sport we welcome undertakings of this nature for they can only inject new life and greater interest.

OUR COVER PICTURE

SWINGING through the chicane at Goodwood in characteristic manner is Stirling Moss. Last week, driving the Formula 1 B.R.M. which Harry Schell drove to third place in the Goodwood International 100 miles race on Easter Monday, Stirling unofficially shattered all records for the Sussex circuit by achieving the first-ever 100 m.p.h. lap.

GOODWOOD

Easter International Meeting

JAGUAR

*congratulate the entrants and drivers of the
three 3.4 Jaguar saloons which finished—*

* **1st**

ENTRANT — *Equipe Endeavour* DRIVER — *I. Bueb*

2nd

ENTRANT — *John Coombs Racing Organisation* DRIVER — *R. Salvadori*

3rd

ENTRANT and DRIVER — *Sir Gavaine Baillie*

in the

SALOON CAR SCRATCH RACE

for the

FORDWATER TROPHY

* ALSO FASTEST LAP AT 79.56 m.p.h.

(Subject to official confirmation)

SPORTS NEWS

TWO of the new G.P. Ferraris are to be entered for the Silverstone international meeting on 2nd May. Drivers may be Tony Brooks and Phil Hill.

NEXT week's issue of AUTOSPORT will contain full, illustrated reports from Gregor Grant on the New York Motor Show and on the new speed circuit at Daytona, Florida—the world's fastest course, which combines a banked oval with a road circuit.

ALF FRANCIS has left for Monza where he is to supervise tests of Rob Walker's new Cooper-B.R.M. Stirling Moss, who is to drive the car in the Aintree F1 race on 18th April, is to fly out during the next few days to drive it on the Italian circuit to test a new five-speed gearbox and to conduct tyre trials.

THE British Racing and Sports Car Club announce that as a result of a recent R.A.C. ruling, all Ford Prefect and Anglia drivers competing in the Touring Car Championship for vehicles complying with Appendix J, Category 1, Group 3 to the International Sporting Code will be permitted to use o.h.i.v. conversions, such as those of Elva or Willment manufacture, on their engines.

THE entry list for the Scottish Rally closes on Monday, 20th April, 1959. In accordance with tradition this rally will not be a strenuous exercise in navigation, nor will it entail any night driving sections. It will, however, provide a competition in which all car owners can take part with a reasonable chance of success. The headquarters this year is at Oban and the route will cover, approximately, 1,200 miles of interesting motoring, punctuated throughout with varied tests. Entries will be received up to Monday, 20th April, and copies of the regulations can be had from the secretary, Mr. A. K. Stevenson, O.B.E., Royal Scottish Automobile Club, Blythswood Square, Glasgow, C.2.



"Even black ice melts when I switch 'em all on."

BRITISH EMPIRE TROPHY RACE

THE 21st British Empire Trophy, which is to be held over 40 laps of the Oulton Park circuit on 11th April, has drawn a record entry. Racing begins at 1.15 p.m. and there are to be three supporting events. A 20-lap race for sports cars of unlimited capacity opens the day's sport and includes the works Lister-Jaguars of Ivor Bueb and Bruce Halford, Graham Whitehead's privately owned Aston Martin DBR1, Brian Naylor's J.B.W.-Ferrari, Bill Moss's Lister-Jaguar, Ron Flockhart in a similar car entered by Ecurie Ecosse, who are also represented by John Lawrence in a Tojeiro-Jaguar, the Lister-Corvettes of Mike Anthony, Ron Brightman and John Ewer, and Jack Brabham and Jim Russell in Cooper Monacos. An F3 event and a race for up to 1,500 c.c. sports cars are also on the programme with the B.E.T. race which is to be contested by:—

Graham Hill (Lotus), Innes Ireland (Lotus), Alan Stacey (Lotus), Jack Brabham (Cooper), Bruce McLaren (Cooper), Michael Taylor (Cooper), Ivor Bueb (Cooper-Borgward), George Wicken (Cooper-Borgward), Roy Salvadori (Cooper), Jack Fairman (Cooper), Bruce Halford (Lotus), Henry Taylor (Cooper), Tim Parnell (Cooper), W. F. Moss (Cooper), Chris Summers (Cooper), Brian Whitehouse (Cooper), Brian Naylor (Cooper), Jim Russell (Cooper), Anthony Brooke (Lotus), N. R. Hicks (Lotus), Trevor Taylor (Beart-Cooper), Tony Marsh (Cooper), J. R. Lewis (Cooper), Dennis Taylor (Lotus), J. D. Lewis (Lotus), J. Campbell Jones (Cooper) and Keith Greene (Cooper).

CURRENT placings in the British Racing and Sports Car Club's championships after the first event (Easter Monday Goodwood), are as follows:—

Sports Car Championship

1, P. H. Ashdown (Lola-Climax), 10 points; 2, M. J. C. Taylor (Lola-Climax), 9; 3, I. Bueb (Lister-Jaguar), 8; 4, P. Blond (Lister-Jaguar), 7; 5, P. D. Gammon (Lola-Climax), 6; M. G. D. Graham (Lotus-Climax), 6; 7, A. Stacey (Lotus-Climax), 5; 8, A. G. Whitehead (Aston Martin DBR1), 4; 9, T. Dickson (Lotus-Climax), 3; R. N. Prior (Lotus-Climax), 3; R. F. Salvadori (Cooper-Maserati), 3.

Touring Car Championship

1, L. Leston (Riley 1.5), 10 points; G. C. Shepherd (Austin A40), 10; 3, I. Bueb (Jaguar 3.4), 9; 4, J. M. Uren (Ford Zephyr), 8; 5, L. Adams (Austin A35), 6; R. Salvadori (Jaguar 3.4), 6; F. W. Scott (Hillman Minx), 6; 8, Sir G. Baillie (Jaguar 3.4), 4; J. H. Gaston (Austin A35), 4; D. Harris (Borgward Isabella), 4; D. B. Haynes (Ford Zephyr), 4; 12, E. W. Cuff Miller (Ford Zephyr), 3; T. Dickson (Jaguar 3.4), 3; J. Sprinzel (Austin A35), 3; C. Steele (Borgward Isabella), 3.

N.B.—H. J. Fredman (Peelless) does not score points for his third place in the 1,600 c.c. class at the Goodwood meeting, as the car did not comply with Appendix J, Category 1.

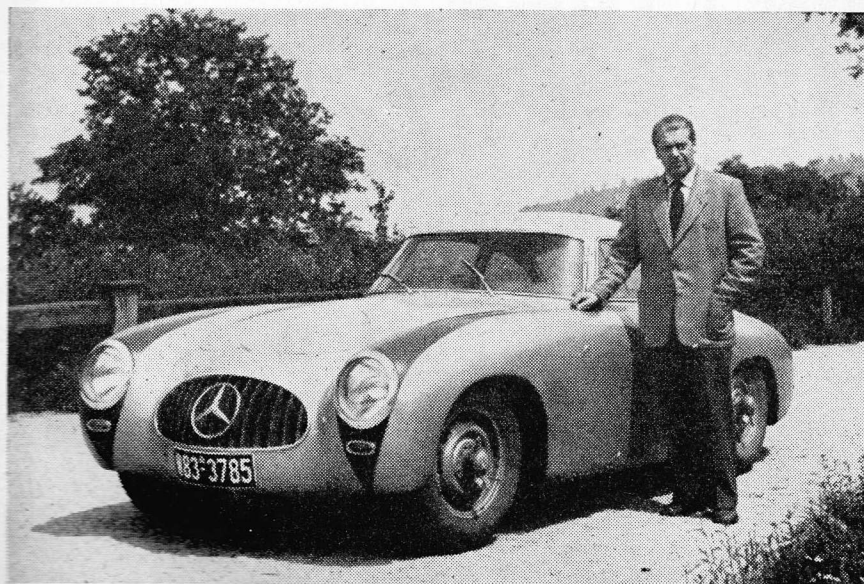
DUNLOP's new film on disc brakes, "The Power to Stop", has been selected for showing at the Industrial Film Festival at Harrogate next month.

THE B.A.R.C. meeting at Goodwood on Easter Monday saw the first entry from a new stable—a Cooper-Climax from the United Racing Stable, of which Colonel R. J. Hoare, C.B.E., and R. Gibson Jarvie are co-sponsors. The car is to be driven by W. F. ("Bill") Moss in a programme of Formula 2 races, dovetailing with Bill's sports car programme in his own 3.8 Lister-Jaguar, and will make its next appearance at Oulton Park on 11th April. Its further programme will be announced later.

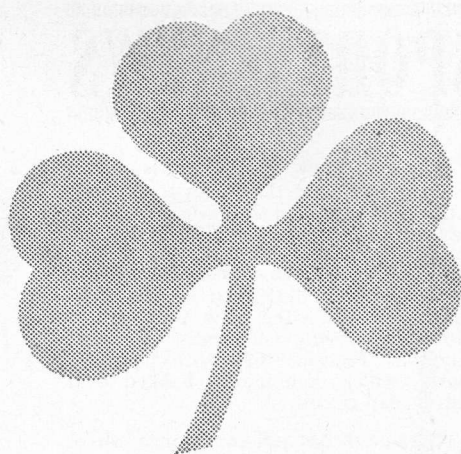
AS at Sebring, the programme for the Daytona Beach International Speedway meeting 4th-5th April was produced by AUTOSPORT, U.S. Division, 60 E 42nd Street, New York.

CLOSING date for entries in the international M.G. Rally, on 25th-26th April, is 20th April. Regulations are obtainable from Ken Gregory, 69 Lots Road, S.W.10 (Flaxman 2171).

CELEBRATING 25 years with Mercedes-Benz is Rudolf Uhlenhaut, who was mainly responsible for the successful development of the 1.7-litre car and, as head of the racing department from 1936, contributed to the outstanding success of the racing Mercedes. Since 1949 he has been chief of the passenger car experimental department.



B.M.C. SUCCESSSES



in the CIRCUIT OF IRELAND INTERNATIONAL RALLY

MORRIS MINOR '1000'

Driven by Miss Pat Moss and Miss Ann Wisdom

WINS LADIES' TROPHY

Also 2nd in Class 1 Normal Series Production Cars (up to 1,000 c.c.)

GRAND TOURING & SPECIAL SERIES PRODUCTION CARS

AUSTIN-HEALEY SPRITES

WIN TEAM PRIZE

1st

R. C. MCKINNEY • F. D. ERSKINE
J. McCLEAN • MISS A. KERR
J. C. LITTLE • C. R. MEGAW

2nd

S. MOORE • A. SPENCE
W. CHESNEY • Mrs. J. CHESNEY
A. J. HEDLEY • W. D. JOHNSTON

CLASS 4 GRAND TOURING CARS (up to 1,300 c.c.)

AUSTIN-HEALEY SPRITE

1st

S. MOORE • A. SPENCE

2nd

R. C. MCKINNEY • F. D. ERSKINE

The win of Pat Moss and Ann Wisdom is their fifth major award in B.M.C. cars this year.

Subject to official confirmation



THE BRITISH MOTOR CORPORATION LTD
Birmingham and Oxford

AS THE RAIN begins to fall, the competing cars line up at the top of the Tim Healey Pass for a special test. Fastest time down the hill was shared by Wallwork and McMillen.

KEVIN SHERRY, the 35-year-old driver from Monaghan in Eire, has given Volkswagens their first-ever overall victory in the 1,500-mile Circuit of Ireland International Rally which he won outright, together with his co-driver Seamus de Barra, during the Easter week-end.

Volkswagens filled first seven of the places in the final overall positions which, until this year, were usually occupied by sports cars. For three years previously, the Circuit had been won by Triumphs, but this year Johnny Wallwork in a "works" entered car could do no better than eighth place. This was undoubtedly due to the fact that the grand touring cars were handicapped to a certain extent on the speed tests and were not as quick as the smaller saloons in some of the tight drivability tests.



Volkswagens Win The Circuit of Ireland

Kevin Sherry/Seamus de Barra Take Premier Award—Ladies' Prize for Pat Moss/Ann Wisdom

Pat Moss again won the Ladies' Trophy accompanied by Ann Wisdom in a Morris 1000 and in doing so finished second in the class for closed cars not exceeding 1,000 c.c., which was won by Cecil Molyneux and Ken Allen of Belfast in an Austin A35. Third place in this class went to P. O'Flynn of Cork who drove with D. Whelar in a DKW.

In the class for closed cars from 1,001 c.c. to 1,300 c.c. Sherry in his Volkswagen was followed by Joe O'Mahoney from Douglas, Co. Cork, with T. A. Burke from the same town in third position.

Hillmans had a one, two, three victory in the closed car class over 1,300 c.c. with Esdale Dowling and Cecil Atkinson first, followed by Charles Eyre-Maunsell and J. A. Greeves, and Wilbert Todd and John Davidson third.

The new grand touring class for cars up to 1,300 c.c. gave victory to Sammy Moore of Cloughmills, Co. Antrim, in an Austin-Healey Sprite with Robin McKinney second in another Sprite, the property of Paddy Hopkirk, who had entered his friend McKinney while he took part in the African Coronation Safari. In this class F. W. Stembridge from Huby justified his journey from England in his Elva-head Ford Anglia by finishing in third position ahead of many of the small sports cars.

Works entered Triumphs finished in first two places in class five, for grand

By

J. BRIAN WADDELL

~~~~~

KEVIN SHERRY (left) and Seamus de Barra with their trophies after taking first place and class and team awards.



touring cars over 1,300 c.c. The first car was driven by Johnny Wallwork and Mike Wood, while Brian McCaldin and Jack Scott crewed the second car. Dr. Sydney Armstrong of Ballymena was third in this class driving his M.G.A.

This year the organizers of the event, the Ulster Automobile Club, introduced a class for "touring" cars, in which the competitors did not have to take part

in a number of the tests and who were given slightly more time to cover some of the sections. This class resulted in a victory for S. P. Bishop of Dublin in a Triumph, followed by D. S. Baird of Belfast in a Hillman.

The Castlereagh Trophy, for the best visitor to Northern Ireland, was also collected by Sherry, who led the winning closed car team. In this he was accompanied by Dr. Sam Logan and Billy Kilroy, again all in Volkswagens.

The new AUTOSPORT Trophy, which was awarded for the first time, was won by O'Mahoney, being the best driver to take part in international motor car rallies outside Ireland. The novice award went to Robert McBurney of Ballymena in another Volkswagen, who incidentally finished fifth in general classification.

Three Austin-Healey Sprites, driven

Waiting for his book at a control is Ernest McMillen of the Triumph works team. Within an hour his car had crashed and was out of the rally.







by McKinney, John McClean and Crawford Little, won the team prize for open cars.

*Friday, 27th March*

It was raining heavily when Pat Moss and Ann Wisdom, carrying rally plate number one, drove out into the crowded Belfast streets with their cream Morris Minor 1000 from under an archway in front of the City Hall, after being sped on their way at exactly 7 p.m. by the Deputy Lord Mayor, Councillor Herbert Jefferson.

At minute intervals the rest of the Belfast starters followed and headed south to join competitors from the Omagh and Dublin controls at a check point in the police station at Dundalk, after crossing the Northern Ireland-Eire border.

There was last-minute drama for two of the Belfast starters, for Bob Harkness (1.5 Riley) broke a half shaft late in the afternoon and had to have it replaced, while Billy Reid (Triumph) found at 6.30 p.m. that water was leaking into the sump of his car from a faulty head gasket and proceeded, with the help of another driver, John Chesney, to remove the head and replace the gasket. Both cars, however, were at the control in time to start.

From Dundalk the competitors proceeded inland to a control at Castleblayney and it was during this stage that the rally suffered its first of many retirements. Brendan Curran from Bangor, one of the early starters, lost considerable time when caught in a flooded road and when trying to make the control in time, crashed his Austin A40 into a wall, damaging the front suspension and radiator.

At Castleblayney all competitors, except those in the "touring" class, were handed a 95-mile navigation card which gave the location of nine check points which had to be visited in rotation. This, it was soon discovered, was to be one of the toughest tests of the rally for

*CHECKING OUT of a control during the Sunday run are A. J. Hedley/W. D. Johnston. In the distance can be seen the start of a downhill free-wheel test.*

when the cars reached the next control 184 miles away, a very large percentage had suffered penalty marks for lateness on the road.

Among those to get through clean were Pat Moss, George Hurst, Jimmy Millard and Cecil Molyneux in class one, 11 of the cars in class two, including Sherry, only four of the 31 starters in class three—Bob Caughey (Riley), Dr. J. D. Keatley (Riley), Esdale Dowling and George Parkes in an excellent performance with his 3.4 Jaguar.

No one was clean in class four at all while Wallwork and McCaldin were among those to be without penalty in class five.

A number of competitors, in fact, who were only slightly late through the navigation section, found difficulty in making the next control, located in the Wicklow Mountains, for this stage also included two checks at Kilcock and Naas which had to be visited.

It was during this navigation that

*After being flagged off by the Deputy Lord Mayor of Belfast, Cllr. Herbert Jefferson (left), the Moss/Wisdom Morris sets off on its way to winning the Ladies' prize.*

Brendan Devine shunted his Volkswagen team-mate Robert McBurney, but after some forceful panel bashing both were able to continue. Dowling had a slight encounter with a stray bullock, while Paddy Newell stripped the gearbox of Wilbert Todd's hard-worked Ford, which he had borrowed for the event, and was forced to drop out.

Many drivers, therefore, were carrying heavy penalty when they reached the next control. Billy Reid was down 170 marks when he was forced to spend considerable time in a wayside garage repairing a torn-off exhaust system while Johnny Moore from Dublin found things a little too much for his Goggomobil 300 and was down 600 marks. His team mate, C. Norton, also from Dublin, had retired along with Ronald Graham (Morris).

#### Results

**General Classification:** 1, K. Sherry, Monaghan, 672.99 marks lost; 2, J. O'Mahoney, Douglas, 695.04; 3, T. A. Burke, Douglas, 699.96; 4, S. H. M. Logan, Dublin, 704.66; 5, R. D. G. McBurney, Ballymena, 706.24; 6, J. L. Cullen, Dublin, 716.88 (all driving Volkswagens).

**Special Trophies:** Castlereagh Trophy, Sherry; AUTOSPORT Trophy, O'Mahoney; Novice Trophy, McBurney; Ladies' Award, Miss Pat Moss.

#### Class Awards

**Touring Cars, up to 1,000 c.c.:** 1, C. Molyneux, Belfast (Austin), 727.19; 2, Miss P. Moss, Tring (Morris 1000), 747.41; 3, P. O'Flynn, Cork (DKW), 752.42. **1,001-1,300 c.c.:** As in general classification. **Over 1,300 c.c.:** 1, J. E. Dowling, Belfast, 727.88; 2, C. W. Eyre-Maunsell, Belfast, 744; 3, W. T. Todd, Lisburn, 762.40.

**Grand Touring Cars, up to 1,300 c.c.:** 1, S. Moore, Cloughmills (Austin-Healey Sprite), 755.96; 2, R. C. McKinney, Lisburn (Austin-Healey Sprite), 766.48; 3, F. W. Stembridge, Huby (Ford), 770.15. **Over 1,300 c.c.:** 1, J. C. Wallwork, Coventry (Triumph), 725.69; 2, B. McCaldin, Monaghan (Triumph), 763.32; 3, Dr. S. T. Armstrong, Ballymena (M.G.), 799.10.

**"Touring" Class:** 1, S. P. Bishop, Dublin (Triumph), 419.40; 2, D. S. Baird, Belfast (Hillman), 620; 3, P. G. Thompson, Belfast (Austin), 620.50.

**Team Awards: Closed Cars:** 1, Boyne Valley Club, Drogheda (Logan, Sherry, Kilroy); 2, Hillman Team (Dowling, Eyre-Maunsell, Todd). **Open Cars:** 1, Austin-Healey Sprite (McKinney, McClean, Little); 2, Austin-Healey Sprite (Moore, Hedley, Chesney). **Club Team:** Munster M.C. and C.C. (O'Flynn, O'Sullivan, Burke).





*STARTING on the Corkscrew hill-climb is Dr. Sydney Armstrong, who took third place in the over 1,300 c.c. G.T. class.*

Miss E. Ingram (Austin) and nine competitors from class three, who had either retired or were excluded from winning an award because of excess lateness.

Tragedy struck the rally also in this section when J. T. McGimpsey, the 31-year-old co-driver with Denis Wilkins in a Triumph, collapsed and died at one of the checks. He had been behind the wheel of the car when he complained of feeling ill and died shortly after changing seats. Dr. G. W. Houston, who was competing with R. C. Eames in a Riley, gave medical assistance at the check, but the unfortunate competitor, who had only arranged to take part in the event the previous day, had suffered a heart attack.

*Saturday, March 28*

Competitors at the control in the Wicklow Mountains took part in the first driving test of the rally which was of the forward and reverse type around pylons down a fairly steep hill, and it was here, for some unknown reason, that several experienced drivers made their first mistake by doing the test in the wrong direction. One of the offenders was Brian McCaldin in the Triumph and his error—the only one throughout the event—virtually cost him first place in his class.

Ray Noble (Morris) was fastest in the small saloons while Sherry was already showing his paces among the Volkswagens and returned a very good time.

An easy road section of 108 miles brought the drivers through a check in the police station at Wexford, not the easiest thing to find in the small deserted streets of the town in the early hours of the morning, to a welcome breakfast break in Tramore, on the southern coast of the country where, after a quick clean-up and a meal, everyone was ready to start into the next stage leading towards Killarney.

A pleasant drive along the coast road to a check in Dungarvan then sent competitors inland again for another driving test which was followed by an easy route card section across the Knockmealdown Mountains. This re-



quired a certain amount of concentration, however, for after the driving test at the end, it was necessary to know just where one was before heading for the check in Ballingarry and the final control of the day in the Fair Green, Killarney, where the sun was shining brightly to welcome weary drivers. But no matter how optimistic the sunshine was it did not help the feelings of Mervyn Glover in his Hillman, who had been 12 minutes late at the previous control and had been docked 120 marks!

*Sunday, March 29*

Knowing, from years of experience, what rally drivers are when they are turned loose in Killarney on Easter Saturday night the organizers did not get anyone out of bed too early on Sunday morning and it was 9.20 a.m. when the first car drove off towards Tim Healey Pass for the first test of the day.

This consisted of a timed downhill "blind" for about two miles of the twisty and tortuous road where Pat Moss proceeded to demonstrate to members

of the opposite sex just how to get down that hill really fast.

Her loss of 103.9 marks for the test was one of the talking points of the rally from there on and even Sherry at his best could only manage to beat her by slightly over two marks. This was the first test on which the grand touring cars carried a handicap but they were still further handicapped by the torrential showers of rain which swept the hillside when it came their turn for the descent. Wallwork and McMillen were undoubtedly the fastest in class five while Sammy Moore returned a good time with his Sprite in class four.

Through Bantry and up into the mountains of Kerry was the next stage to be completed before they carried out a driving test and were presented with a route card which was to keep things busy for the next two hours.

Similar to the one used the previous day, of the pictorial "Tulip Rally type", a minimum average of around 30 m.p.h. was indeed hard enough to maintain for 65.4 miles and required a heavy right foot on any section of good road surface that was available.

It was in this section that fate struck the "works" Triumph team which now, it seemed, because of the handicap and the nature of the tests, had no hope of winning the event outright. The team was also being split by young Chesney in his much older model, so it looked that perhaps the team award was one of the best things to aim for.

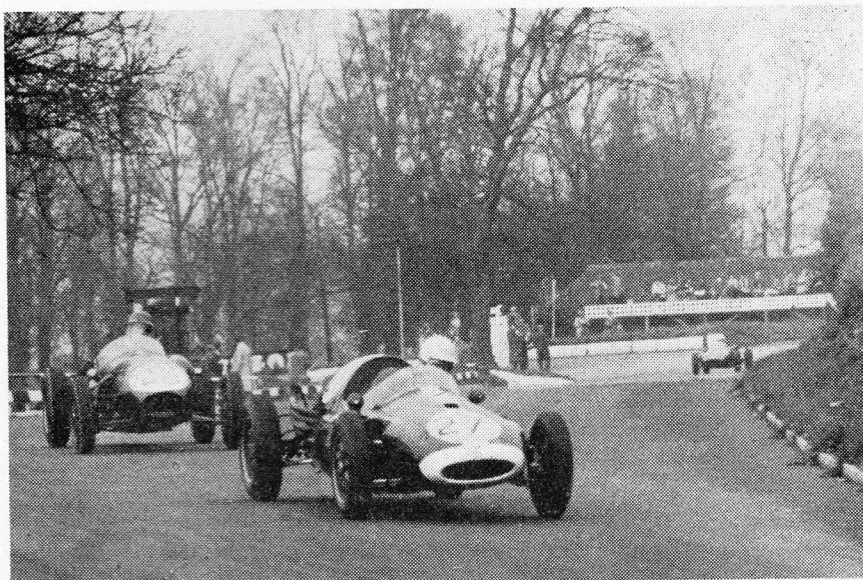
However, in this route card section, McMillen, on a fast right-hand bend, was confronted with a Volkswagen van occupying more than its fair share of the road and there was nothing else for it but a hard stone wall on the left which altered the contours of the Triumph considerably. Poor McMillen was able to drive the car back into Killarney but it was beyond repair and was sent off by train to Dublin.

Adrian Boyd of Belfast in his Ford Anglia, who up to this was going extremely well, found that, at the control, (Continued on page 468)



*LINE-UP of works Triumphs at a Co. Cork control. In front is Wallwork's car with which he won the large G.T. class.*





## Mallory Park Easter Egg

Jimmy Clark Wins Four Races On Easter Monday

No wonder Mallory Park packs 'em in! Give the cash customers real value for money and they'll roll up. Anyway that always seems to happen at this grand little Leicestershire circuit.

During the winter months "boss man" Clive Wormleighton and his boys have been busy as usual and two big improvements are in evidence. Firstly a palatial new Control Tower has been built, housing in luxury timekeepers and commentators, the basement being occupied by a snug members' bar. Secondly, up at Shaws, there is now a large open stand high on pylons, so placed to enable spectators to see clearly both the approach and exit of this very spectacular hairpin.

One little aside about Shaws: since the removal of the "Photographers' Friend", i.e., a very large tree, aren't the spectators inside the wire just a little unprotected? It looks easy for a car to run up that bank!

Now for the meeting. A glorious day, a grand entry and a well selected programme all made up the ingredients for the Mallory Easter Egg, so much so that half an hour after the start all the car parks were chock-a-block, and a solid mass of cars jammed solid the three-mile entrance lane from the main Leicester Road.

Those that did find a vacant point of view probably enjoyed one of the best day's racing yet seen at Mallory and that's saying something, because I've never yet seen a bad one! Practice showed both thrills and spills. In the former category, Chris Summers driving the Nixon Formula 2 Cooper put in a lap at 57.6 secs. whilst no less than three others, namely, Jim Clark (Lister-Jaguar), Jim Blumer (Lotus-Climax) and John Dalton (Aston Martin), bettered 60 secs.

Spills came when J. Whitmore (Lotus Elite) somewhat balked by a Sprite down Devil's Elbow, tapped the kerb, lost a rear wheel, shot across the track to the nearside bank where he up-ended the car, luckily without too much damage to the Elite bodywork.

Racing proper started with the two 20-lap AUTOSPORT Championship production car events, which were so well described in last week's issue by colleague David Pritchard. Only one repeat must be made for the purpose of this account, i.e., win No. one, by Jim Clark of Border Reivers, in the Lotus Elite.

So without further ado, we pass on to Event 3, a 20-lap race for sports-racing cars up to 1,200 c.c. From the drop of the flag it was J. C. Brierley, well-known to all for his prowess in his Victoria-Climax, but now driving an Elva-Climax, who was away first. On his tail and there to stay was J. Blumer (Lotus-Climax). These two circulated, never more than a dozen paces apart, for 15 laps, both giving an exhibition of short circuit driving seldom equalled. Then out went Brierley, with the engine overheating due to too small a header tank. This left Blumer with an easy win, some 12 seconds in front of the second man, L. Jacobsz, a South African entry with a Lotus-Climax.

*DOWN Devil's Elbow, with R. N. Carter leading W. E. Allen (left).*

*BELOW: Four wins were notched by Jimmy Clark, here seen in the Border Reivers's Lister-Jaguar.*

Meanwhile, for third place, a great battle was in progress between L. Mayman, J. F. Westcott and L. Bramley, all Lotus equipped. They finished in that order with less than two seconds separating them. Jim Blumer, good sportsman that he is, openly admitted, when commiserating with Cedric Brierley, that he hadn't a hope in "L" of passing him!

Then came a 20-lap race for sports-racing cars of 1,201 c.c. and over. In the pole position, out came Border Reivers's Jim Clark to drive the Ecurie's latest acquisition, the ex-Bruce Halford Lister-Jaguar, which was exactly seven seconds too fast for John Dalton's Aston Martin. Every time the Lister came through the Devil's Elbow, it did its "Marilyn Monroe" wiggle, so reminiscent of the one and only Archie's last drive there in a similar car. Third place was taken by M. Bond in another Aston Martin which, in turn, was just too fast for Edward Greenall's 1500 Lotus. This race was rather spoilt by a horde of non-starters, chief of whom were the Lister-Corvettes of J. A. Ewer and R. A. Brightman.

Event 6 was Heat 1 of the 10-lap *Formule Libre* race. Here chaos reigned at the first bend. Geoff Richardson (G.P. Connaught) using all available power, reached Gerards Bend first, shed a hub, and spun. Then Ken Flint, in a similar car and right on Richardson's tail, tried to dodge, in turn spun and unsighted Antony Brooke (Lotus Formula 2) who, to avoid a bad crash, took to the grass. Unfortunately, during this manoeuvre he overturned, very luckily without serious damage to car or driver. It was one of those bad "do's" with no one really to blame, though Richardson sportingly tried to lay it on himself.

Chris Summers (Cooper F2) and John Dalton (Aston) slowed nearly to a standstill but got through, to finish in that order some nine seconds apart. R. N. Carter (Cooper F2) took third spot, some half a minute in arrears.

Heat 2 of the *Formule Libre* race was just too easy for Jim Clark and the Lister. Driving on an easy throttle he led Jim Blumer home by some seven seconds,





*START of the 500 c.c. race, won by J. Pitcher from Philip Robinson. In the background is the timing box and control tower, new this season.*

thus notching his third win of the day. Bramley was a good third, some four seconds behind Blumer.

Then came a 15-lap race for 500 c.c. racing cars, and a rare good one it was too. For the first six laps, P. Robinson led J. Pitcher nose to tail all the way. On lap seven Pitcher got through to reverse the position, running out a winner by less than a car's length, with W. G. Harris in the Flather-Norton Special taking a well-earned third.

Event 10 was the 20-lap final for the *Formule Libre* race.

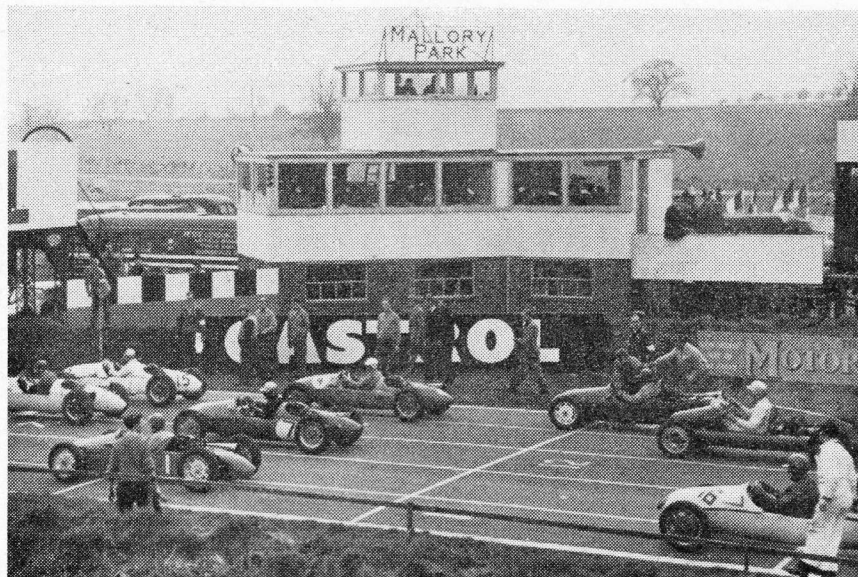
Overcast skies and a poor visibility descended just before the start, when, at the two-minute buzzer, Brierley was busily engaged in changing plugs to cure a misfire. His face was rather red, when, too late for the start, he found the trouble—a crossed lead! Or so I'm told! The expected battle royal between Chris Summers and Jim Clark, with the two fastest cars present, failed to materialize because on lap two Summers, just astern of the Lister, seemed to stall at Shaws and afterwards he retired. A missed gear had bent a valve—bad luck! This left Clark an easy winner, his fourth victory of the day! A battle for second spot between Bramley and Blumer gave victory to the former by 10 seconds.

During this race, an unknown car deluged the Devil's Elbow with either water or oil or both, out went the oil flags, but Ken Flint in the G.P. Connaught, whose day it just wasn't, was just too late. He lost the lot, hit the nearside bank and rolled, quickly scrambling clear. Then befell scenes most crazy. Half the officials on the circuit, or so it seemed, poured on to the track, waving handkerchiefs and sanding the oil, standing out in the centre of the track, seemingly oblivious of the danger to themselves, and even more so to the complete baulking of drivers on the apex of a nasty bend!

Once a driver is clear, and Flint was, then the track must be kept clear if racing is continuing; the roadway must not, repeat not, be occupied by officials, however good their intentions. It is the

★  
*LEADING Jimmy Blumer down Devil's Elbow is Jim Clark (Lister), who was unbeatable during the day.*  
★

*BELOW: John Goddard-Watts takes the new, and very fast, Berkeley 700 through Shaws.*



job of an oil flag marshal only, and it is a complete wonder to me how a serious accident was avoided!

Apart from that one black, thank you Notts S.C.C. for another grand day out at the one and only Mallory Park.

FRANCIS PENN.

#### Results

**20-lap Race for Sports Cars, up to 1,200 c.c.:**  
1, J. Blumer (Lotus-Climax), 80.81 m.p.h.; 2, L. Jacobsz (Lotus-Climax); 3, L. B. Mayman (Lotus-Climax). **Fastest lap:** J. C. Brierley (Elva), 83.22 m.p.h.

**20-lap Race for Sports Cars, 1,201 c.c. and over:**  
1, J. Clark (Lister-Jaguar), 81.18 m.p.h.; 2, J. Dalton (Aston Martin); 3, M. Bond (Aston Martin). **Fastest lap:** Clark, 82.94 m.p.h.

**Heat 1, 10-lap Formule Libre Race:** 1, C. Summers (Cooper-Climax), 80.89 m.p.h.; 2, J. Dalton (Aston Martin DB3S); 3, R. N. Carter (Cooper-Climax). **Fastest lap:** Summers, 86.48 m.p.h.

**Heat 2, 10-lap Formule Libre Race:** 1, J. Clark (Lister-Jaguar), 81.80 m.p.h.; 2, J. Blumer (Lotus-Climax); 3, L. Bramley (Lotus-Climax). **Fastest lap:** Clark, 83.79 m.p.h.

**15-lap Race for 500 c.c. Racing Cars:** 1, J. Pitcher (Cooper-Norton), 79.01 m.p.h.; 2, P. Robinson (Cooper-Norton); 3, D. G. Flather (Flather-Norton). **Fastest lap:** Pitcher, 82.00 m.p.h.

**20-lap Final, Formule Libre:** 1, J. Clark (Lister-Jaguar), 80.99 m.p.h.; 2, L. Bramley (Lotus-Climax); 3, J. Blumer (Lotus-Climax). **Fastest lap:** Bramley, 83.50 m.p.h.



AFTER successful negotiations with the Air Ministry, the West Essex Car Club staged an excellent sprint meeting on the famous aerodrome at North Weald last Sunday under a National permit. This was the first event to be held here since the station was, until quite recently, one of our front-line aerodromes. As a result, it is blessed with an admirable surface which is in mint condition; if the authorities can be persuaded to view with favour its continued use as a venue for speed events, it has almost endless possibilities and could be a tremendous asset to the world of motoring sport, which has a staunch supporter in the person of the resident Commanding Officer.

The organization of the meeting was first-class. There was none of the air of

for its money. John Young appeared also with his fabulous Prefect and with a 3.4 Jaguar and had a busy day in consequence. The Prefect made a wonderful showing in the sports-car class but, in company with Richard Shepherd-Barron's Alfa Romeo Giulietta Sprint Veloce, suffered as a saloon by running in a class with only three entries and, accordingly, competing against the next higher class. This class contained two of the very interesting new Volvo creations and three Peerless. In the extra runs at the end of the day Sammy Rees paired his Volvo with his modified Zephyr, he and Malcolm Kingham taking one run each in each car; on each occasion the Volvo held the Ford for the first quarter-mile. L. J. Coe was no doubt highly delighted to get his Peerless up the course appre-

2, V. D. Clark (M.G. TC), 28.53. **Up to 3,000 c.c.:** 1, D. G. Buxton (Lotus XI 1,530 c.c.), 23.00 s.; 2, J. Randles (Lister-Bristol), 23.46 s. **Over 3,000 c.c.:** 1, M. Mostyn (Jaguar "D"), 21.42 s.; 2, R. Neilson (Chevrolet Corvette), 23.17 s. **Sports-Racing Cars, 750 and 1172 Formula:** 1, J. Derisley (Lotus VII), 28.23 s.; 2, J. M. Sheldrick (Lotus VI), 29.63 s. **Up to 1,500 c.c.:** 1, K. G. T. Cooper (Lotus-Climax), 24.36 s.; 2, L. T. Jacobsz (Lotus-Climax), 23.98 s.; 2, A. M. Buxton (Lotus XI 1,530 c.c.), 22.77 s.; 2, A. M. Park (Tojeiro), 22.96 s. **Racing Cars, up to 500 c.c.:** 1, F. J. Mays (Speciale), 24.73 s.; 2, G. A. Powell (Hill Spl.), 27.04 s. **Up to 1,500 c.c.:** 1, Hatton (Cooper-J.A.P.), 21.59 s.; 2, Gaskell (Cooper-J.A.P.), 22.30 s. **Over 1,500 c.c.:** 1, Mrs. S. Park (Tojeiro), 22.16 s.

## West Essex C.C. National Speed Trials

### R. A. Brightman's Lister-Corvette Shows Its Paces

frantic urgency which so often pervades a meeting of this type and the lunch interval was entirely adequate for the purpose, even for the hard-working marshals who are frequently faced with a choice between starvation and indigestion. Nevertheless, the programme was run through so expeditiously that there was time at the end for any competitor whose appetite for speed was still unsatisfied to have an extra run, though this did not, of course, count for awards.

The entry was a good one numerically but a trifle thin in the racing-car categories, several regular supporters of West Essex events being notable absentees. There is little doubt that the meeting suffered from the clash with the two-day testing session at Prescott, where there was the additional attraction of an inter-regional contest which appeared on the television screen. This was particularly unfortunate for the West Essex club since, in the calendar as originally drawn up, there was no such clash.

The event itself was very much of the "Brighton" pattern, cars running in pairs over a straight standing half-mile along one of the runways. Traffic lights faced the drivers at the start but the "green" did no more than tell them that the timing apparatus was ready to record their efforts; the watches did not start until triggered off by the front wheel of the car passing over a hockey stick, so all that the drivers had to do was get the best possible performance out of their cars. With no corners to be negotiated and no premium on drivers' reaction times, the only skills left to the men (and women) were the relatively minor ones of making a clean getaway with maximum traction and successfully manipulating the cog-box; this was therefore very much of a contest for the machines and there is no call for comment on the human side of the business. The tabulated results show at a glance the machines which proved their superiority and there is no need to reiterate; we will therefore confine ourselves to a few notes mainly concerning the cars which did not get into the money.

In the small saloon class, Jim Worley drove a perfectly standard A35 and was only slightly over 3½ seconds slower than John Young's extremely hot model which gave Doc. Shepherd's new A40 a run

ciably faster than the two "works" cars. The main battle among the heavy metal naturally revolved around Denis Barthel's 300SL, which was in splendid voice, and Neilson's Corvette, the 4.6-litre version; a word of praise, however, for the performance of Russ Taylor's XK 120 hard-top, which is an astonishingly rapid specimen of the model.

There were only two 750 Formula cars present so they, also, suffered by being merged with the 1172 machines. J. W. Marsh's little vehicle went like a scalded cat and recorded fourth best time in the combined category, only about half a second slower than D. S. Price's Mk. VII Lotus. It was also three seconds faster than the best of the 250 c.c. racing cars, which machines again were merged with their larger brothers of 500 c.c. by reason of insufficient numbers.

As mentioned before, the racing classes were poorly supported and there was nothing which could challenge effectively the enormous power of R. A. Brightman's giant Lister-Corvette. Monty Mostyn's D-type went well but could not really hope to defeat the Lister; Patsy Burt tried hard but could not make up the elusive half-second; Keith Greene's F2 Cooper was unfortunately in trouble—it arrived late and was a non-starter. The shortage of really fierce machinery was a sad blow to the organizers when they had worked so hard to put on a worthwhile spectacle for the public, who turned out in surprisingly large numbers. Let us hope that they will be more fortunate if they hold another event at this splendid venue; they certainly deserve every success.

DAVID PRITCHARD.

#### Results

**B.T.D.:** R. A. Brightman (Lister-Corvette), 20.87 s. **Second B.T.D.:** Miss P. Burt (Cooper F2), 21.34 s. **Best Time by a W.E.C.C. member:** R. A. Brightman (Lister-Corvette), 20.87 s. **Best Time by a standard-bodied M.G. entered by a W.E.C.C. member:** A. T. Foster (M.G.A.), 26.39 s. **Saloon and Grand Touring Cars, up to 1,000 c.c.:** 1, Dr. G. C. Shepherd (Austin A40), 32.01 s.; 2, J. M. Young (Austin A35), 33.31 s. **Up to 2,000 c.c.:** 1, A. T. Foster (M.G.A.), 26.39 s.; 2, L. J. Coe (Peerless), 27.16 s.; 3, J. Lucia (Triumph TR3), 27.50 s. **Over 2,000 c.c.:** 1, D. Barthel (Mercedes-Benz 300SL), 22.78 s.; 2, R. Neilson (Chevrolet Corvette), 23.16 s.; 3, R. F. Taylor (Jaguar XK 120), 25.26 s. **Sports Cars, up to 1,100 c.c.:** 1, K. G. T. Cooper (Lotus-Climax), 23.91 s.; 2, D. G. Buxton (Lotus-Climax), 24.32 s. **Up to 1,500 c.c.:** 1, J. M. Young (Ford Prefect), 27.98 s.;

### B.A.R.C. "ALL FOOLS" RALLY

THE "All Fools" rally was altered from its usual form for the 1959 event on 21st-22nd March. In previous years it has used country quite close to Leeds and Bradford in the closer areas of the Dales or Pennines and the industrial West Riding. This year the event was observed by the R.A.C. and the B.T.R.D.A. with a view to becoming a restricted-permit Silver Star event in 1960. If the route and the organization match that of this year—a Silver Star "All Fools" will be a rally worth entering.

The route was all but 300 miles in length and most of it was new to nearly all the entry. It consisted of a trip up to Scotland—well, the Western border country—and back again. From the start in the Wharfedale village of Burnsall the drivers made their way to the top of Wharfedale to a control at Cray, then over the top to Hawes, from Wensleydale into Swaledale, and then to Tan Hill—situation of the highest "pub" in the country. Then the course lay to the north and east of Penrith and through Carlisle, a few miles north of which lay the hour's break. Resuming, the drivers made their way north again across the border into Scotland for a few miles before turning south. The return leg lay through the wilder parts of Northumberland and Durham, skirting Haltwhistle and Barnard Castle and back to the finish at Ripon via Wensleydale and Leyburn.

Fifty cars started the rally and there were 41 finishers. By the marks lost and lateness and fails incurred by some drivers, it might be imagined that the rally was difficult. In fact there were no clean sheets, but every section was driven without loss of marks by at least one driver, and the winner, J. G. Allison, drove a new-type Vauxhall Velox—hardly an ideal rally car. Allison lost only one minute.

Altogether there were 37 time controls manned by brave marshals who seemed to disregard the cold entirely, and timing was by sealed watch supplied—all ready and set—by the organizers against a deposit. Ties were decided on the "farthest clean" basis.

The finish at the Unicorn Hotel in Ripon also broke new ground, but this too proved a success where the breakfast rounded off a very successful and sound "All Fools".

#### Results

**Best Performance:** J. G. Allison (Vauxhall Velox), 1 mark lost; 2, A. Birkett (Riley 1.5), 4; 3, B. W. Moss (Riley 1.5), 12. **First Class Awards:** L. S. Stross (Porsche), 12; P. R. Proctor (Sunbeam), 15; R. A. Newsum (Riley 1.5), 15; K. N. Lee (Riley 1.5), 20; G. R. Monkman (Speedwell Sprite), 21; M. Pickersgill (TR3), 21. **Team Award:** "B.A.R.C. Riley Boys", Birkett, Moss and M. H. Whaley (Riley 1.5). **Novice Award:** S. G. Allen (Ford Prefect), 44.



*NEW RECORD* and best time of day was set by R. H. Smith, driving the ex-Peter Bell 1½-litre Connaught sports machine in which Jock Sinclair set the old record twice. Smith beat it by 1.8 seconds in a very fine run.

**R**HYDYMWYN, that little Welsh circuit with the unpronounceable name situated near Mold, which can best be described as Prescott on the flat, is unfortunately a shadow of its former self. In the old days, it was nothing out of the ordinary to see an entry of well over 100 incorporating the cream of the Midlands and the North.

Alas, Saturday, 4th April, could only produce about 30 and the track, once so pleasant and attractive, now appears to be relegated to a log and coal dump. Nevertheless a good day out was had by all, and taken all round, some very good times were put up.

The proceedings opened with unsupercharged sports cars up to 1,250 c.c.. This produced a fairly easy win for P. D. Anders (Lotus-Ford) with a time of 1 min. 23.9 secs. Second was G. D. Hill, in an Elva-Ford, in 1 min. 28.4 secs. Due to the small entry, no third places were awarded.

Next on the programme were sports cars of 1,251 c.c. and over, which resulted



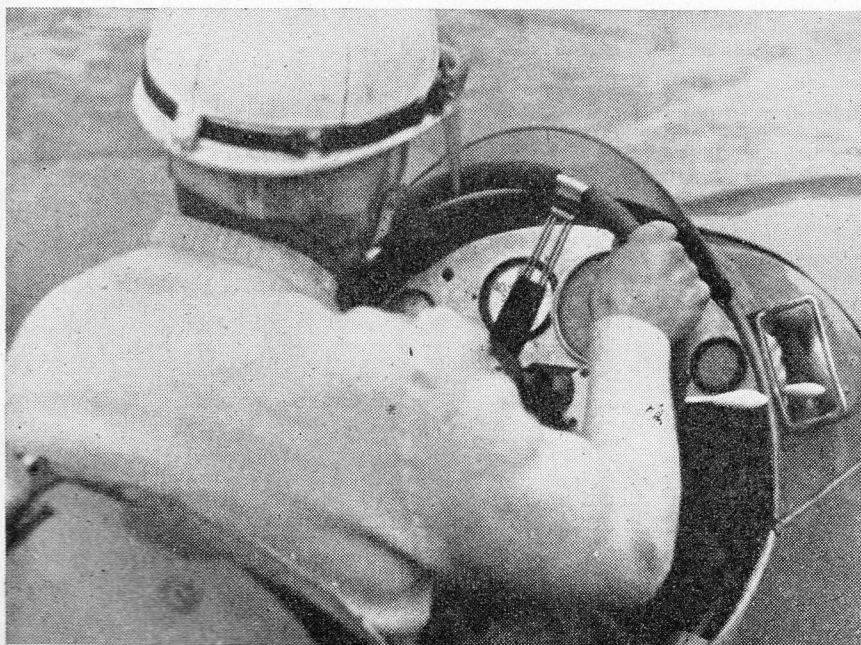
## New Record At Rhydymwyn

**R. H. Smith (Connaught) Makes B.T.D. At Wirral 100 M.C. Sprint Meeting**

in a new class record when R. H. Smith, driving the ex-Peter Bell 1½-litre sports Connaught, put up the very fine time of 1 min. 22.2 secs., beating Jock Sinclair's old record with the self-same car by 1.8 secs. Second was Philip Scragg with a very beautiful Jaguar which had been works-converted from "D" type to "SS" and which was quite something! His time of 1 min. 24.4 secs. could have been bettered, but the conductor was suffering from food poisoning and did not take a second run.

Event four was for sports cars up to 2,000 c.c., excluding those powered by Bristol, Climax or twin-cam M.G. engines and again victory went to P. D. Anders (Lotus-Ford), with a time of 1 min. 24 secs. Second was again G. D. Hill (Elva-Ford), who clocked 1 min. 30.2 secs.

The racing cars up to 500 c.c. class produced only two runners, both driving a Rowbotham 500. T. M. Lawton was the faster with 1 min. 26.2 secs. to D. L. Nurse's 1 min. 33.6 secs.



The last event was for racing cars of over 1,250 c.c. and produced a bit of a mix up for best time of day. As far as I can gather, this is what happened. Jim Berry had entered two E.R.A.s, a newly-built Cooper chassis, 1½-litre car and his old 2-litre special. Unfortunately only one, the former, was ready in time, but Jim was somehow allowed to take four runs, two for each car! Now his first two times were 1 min. 22.4 secs. and 1 min. 23.6 secs. respectively, but his third run was easily the day's fastest with a time of 1 min. 19.4 secs. However, in this class R. H. Smith (1½-litre Sports Connaught) repeated his time of 1 min. 22.2 secs., a very fine effort! Net result was a protest, which the Stewards upheld and Jim Berry's last two runs were "struck from the records". In this class another good run was made, that of D. Haigh, with a supercharged Cooper twin with which he recorded a time of 1 min. 22.4 secs. In his first run he burst a gearbox and before the next had fitted another. A very stout effort!

As usual at Rhydymwyn, there were staged two pursuit races over four laps, the two fastest cars and the second two. The slowest car starts first, the faster, 20 seconds afterwards. Event 1 was between J. Berry (Cooper-E.R.A.) and J. H. Smith (Connaught) and gave an easy win to the former with a time of 2 mins. 40.8 secs. to 2 mins. 50.8 secs.

Event 2 brought out none other than Messrs. P. D. Anders (Lotus-Ford) and G. D. Hill (Elva-Ford)! Unfortunately the latter's throttle was sticking, so, for the first time at Rhydymwyn, we had the spectacle of two cars side by side! Their respective times were 2 mins. 45.8 secs. to 3 mins. 5.4 secs.

FRANCIS PENN.

*TAKE-OFF—a fine study of Jim Berry in his very fast E.R.A. Special, a split-second before the car leaves the line. He in fact recorded best time, but a protest lost him the honour.*





## Mellow Mallory Park

### Varied Programme at B.A.R.C. Members' Meeting

SATURDAY saw the second race meeting in two weeks at Leicestershire's extremely pleasant circuit at Mallory Park, which this year has one of its busiest motor-race seasons. Occasion this time was the fourth B.A.R.C. members' meeting there, and the spectators were gratified with a varied programme, some first-class racing and even a very pleasant day.

Of the seven races on the programme five were handicap events, and the first of these, over seven laps of the 1.3-mile circuit like all the rest, catered for an assortment of sports cars which ranged from Austin-Healey Sprites, through varied Lotuses to the XK 120 Jaguar which is Dick Protheroe's chosen mount this season. Somehow or other the handicappers had decided that this machine should be among the limit men for the race and Dick Protheroe, although perhaps a little surprised to find himself so honoured, nevertheless was not slow to take advantage of the situation. Being in the lead on the first lap, he remained in front until the end despite a determined onslaught by the Lotuses. M. Woodley's Lotus was in second place for four laps, but then South African Louis Jacobsz, over in this country for a season's racing and who has brought with him a successful reputation, moved up smartly from the back. On lap three he appeared in fourth place, behind his team-mate and fellow South African Tony Maggs. But on lap four Maggs retired, stopping on the circuit between the hairpin at Shaws and the left-handed Devil's Elbow which follows, and this left Jacobsz with third place. By lap five he was second and was himself being pressed by Peter Riley's Lotus. Their positions never altered, however, although on the last lap the three cars—Protheroe, Jacobsz and Riley—were all very close together. Protheroe got home first by just over a second; Jacobsz led Riley by just under a second. Fourth

was the very fast Downton-modified Sprite of Paddy Gaston, of which more anon. Dick Protheroe's average speed was 75.39 m.p.h., and fastest lap went to Riley at 58.2 seconds, a speed of 83.50 m.p.h.

Event two was a similar race, the field this time being composed of various

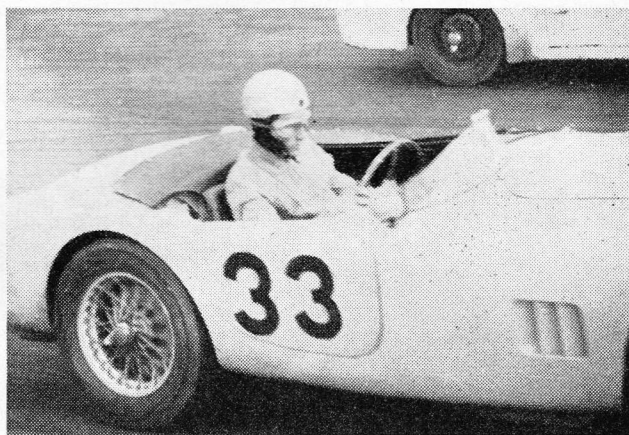
*WINNER in fine style of the "marque" scratch race, R. F. North holds his fast TR3 through the very tight Shaw's Corner hairpin.*

"production" machines like Riley 1.5s, TRs and the remarkable Alfa Giulietta of Richard Shepherd-Barron, who raced an Abarth-modified Fiat 600 last year and whose Alfa is the one AUTOSPORT tested a couple of weeks back.

Shepherd-Barron was starting from about half-way down the field on handicap, and it only remained to see how quickly he would take the lead. In fact he did so on lap five, sweeping past A. S. Hutcheson's 1.5 Riley on the braking for Shaws, and continued in front to the end. His win was far from being undisputed, however, for great interest in the outcome of the race was displayed by W. R. Brooks and R. W. de Selincourt in their respective TRs. Brooks, in fact, tried very hard and almost managed to alter the result, for after a most spirited attempt by the TR the Alfa crossed the line only 0.6 of a second ahead. De Selincourt followed them home in third place, three seconds late, but managed fastest lap in 1 min. 4.8 secs., a speed of 75.0 m.p.h.

Third race brought out the Sprites in large numbers, in all colours and in all stages of tune from one standard machine to the Downton-modified car driven by Paddy Gaston and including the car driven by G. H. Williamson, who has been seen in a variety of quick machinery from a Lotus-Ford, a couple of seasons ago, onwards. The Sprite he drove has what is described as a pair

★  
*STUDY in concentration: Bob Staples takes a close line on the hairpin during the "marque" race.*  
★



*SLIDING SPRITE is held by Paddy Gaston, whose very fast Downton-modified car defeated all opposition in the third sports car handicap.*



*SUCCESSFUL trip to Leicestershire was made by two of the Cambridge Racing team A35s. J. A. B. Taylor, pictured here, won the race in which the cars finished one-two.*

of "home-made" carburettors in place of the popular and otherwise universal SU instruments. Also in on this event were a pair of the new 700 c.c. Berkeleys, an open version driven by George Catt and a coupé which J. Goddard-Watts piloted: one imagines that, by now, he knows his way around in Berkeleys.

The fastest car in the race by a wide margin was the Downton car which took Gaston to victory and brought him fastest lap on the way. The only entry to approach the speed of this machine was Williamson's Sprite, but at the end of the seven-laps Gaston was well ahead, taking the lead on lap five from scratch, which is an impressive rate of progress. Even more impressive is his fastest lap, which was dashed off in a matter of 1 min. 5.4 secs.—a speed of 74.31 m.p.h. The Berkeley of Goddard-Watts, although undoubtedly a very fast car by any standards, finished fourth behind the Sprite of D. Pieris, and its progress was less remarkable than it had been on Easter Monday at the same circuit.

After this came the first of the scratch races—a seven-lapper for the B.A.R.C.'s "marque" cars. The TR3s of Rex North and Sid Hurrell figured in the entry for this one, and in view of the great things that occurred on Easter Monday, when these two cars caused a sensation by their ultra-rapid progress, something special in the way of marque races was expected. Plenty of opposition was around, however, in that other very fast TR of de Selincourt, C. J. Lawrence's very fast Morgan, and the A.C.-engined Ace of Bob Staples, who has already this season caused a large amount of alarm and despondency in the experts' camps.

As it turned out, however, North led at the end of the first lap and was, in fact, never headed. Second place for the first couple of laps was held by C. D. Hextall (TR2) but on lap three Hurrell passed him and on the fourth lap Staples dislodged him from third place. There was very little in it throughout the race among the leaders. In fact—we watched this event from Shaw's Corner, where little of the straight is visible—it appeared that only lack of speed on the straight prevented Staples from being out in front, for his car was very much steadier on the hairpin, and



he was both neater and on a faster line through the very slow bend each time.

Be that as it may, however, North stayed in front, and nothing Hurrell could do altered that state of affairs. Eventually the two cars crossed the line 0.6 of a second apart, with de Selincourt no more than 0.2 of a second behind them, in third place. Staples was

fourth, Hextall fifth and Lawrence sixth. This is a long way back for him, but at one stage during the morning grim men were seen to be advancing on his Morgan with welding torches, and this may have been something to do with it. Surprise of the race came when it was announced that Hextall's TR2—which Those Who Know say is no longer a fast car—had turned in fastest lap in 1 min. 3.6 secs.—something over 76 m.p.h. Which just goes to show.

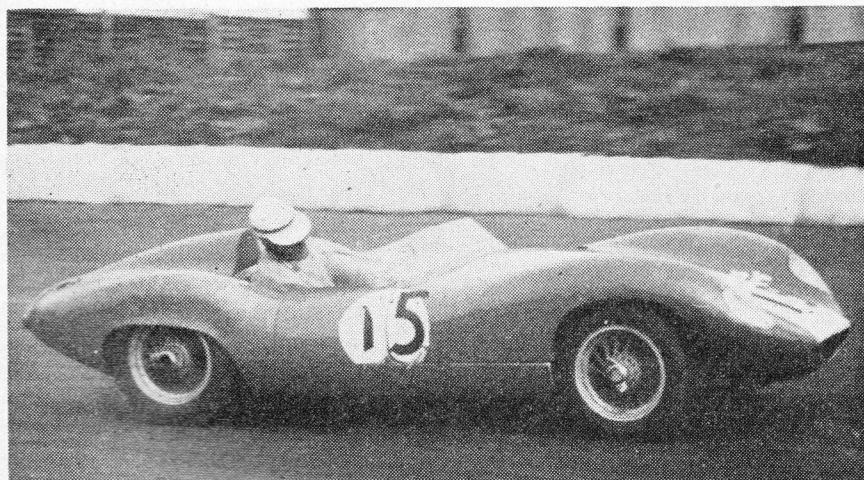
Then came another handicap—this time the first of those for closed cars—and the smart and impressive A35s of the Cambridge Racing team scored a one-two victory, apparently running as a team and relentlessly demolishing the opposition in the calmest possible way. B. D. Whitaker, in one of the cars, took the lead on lap three and remained in front until lap six, when his team-mate J. A. B. Taylor took over and stayed out in front. Third was B. M. S. Levy's A35, while fastest lap was shared at 1 min. 12.6 secs. (66.94 m.p.h.) between Taylor and the Marquis of Clydesdale's Ford Anglia, which finished fourth.

Ever since a Messerschmitt won the "Cat's Eyes Rally" these machines—the four-wheeled versions with a 500 c.c. two-stroke engine—have cropped up in ever-increasingly improbable places. Nevertheless, it was still something of a surprise to find one in this event. Nothing very much was proved by the appearance except that the machine is slow by comparison with an A35 and is, moreover, a bit of a handful on the swerves. It interested the customers to see some new blood, however, even if the competitors were a little disturbed.

This was followed by the other scratch race and what was, in effect, the main race of the day—the 1100s seven-lapper. This was won at great speed and with great finesse by Chris Threlfall in the Tojeiro, despite determined opposition from Jimmy Blumer and Peter Riley. Threlfall took the lead at once and no one managed to catch him: even Jimmy Blumer was three seconds in arrears at

(Continued on page 474)

*MAIN EVENT of the day was won by Chris Threlfall (Tojeiro) after leading from the start in the face of strong opposition from Jimmy Blumer and Peter Riley (Lotuses).*



#### Results

**Sports Car Handicap (A):** 1, E. R. Protheroe (Jaguar XK 120), 75.39 m.p.h.; 2, L. J. Jacobsz (Lotus); 3, P. Riley (Lotus). **Fastest lap:** Riley, 83.50 m.p.h.

**Sports Car Handicap (B):** 1, R. M. Shepherd-Barron (Alfa Romeo), 70.43 m.p.h.; 2, W. R. Brooks (Triumph TR2); 3, R. W. de Selincourt (Triumph TR3). **Fastest lap:** de Selincourt, 75.00 m.p.h.

**Sports Car Handicap (C):** 1, J. H. Gaston (Austin-Healey Sprite), 71.32 m.p.h.; 2, G. H. Williamson (Austin-Healey Sprite); 3, D. Pieris (Austin-Healey Sprite). **Fastest lap:** Gaston, 74.31 m.p.h.

**Marque Scratch Race:** 1, R. F. North (Triumph TR3), 73.63 m.p.h.; 2, S. A. Hurrell (Triumph TR3); 3, R. W. de Selincourt (Triumph TR3). **Fastest lap:** C. D. Hextall (Triumph TR2), 76.41 m.p.h.

**Closed Car Handicap (D):** 1, J. A. B. Taylor (Austin A35), 65.27 m.p.h.; 2, B. D. Whitaker (Austin A35); 3, B. M. S. Levy (Austin A35). **Fastest lap:** Taylor and the Marquis of Clydesdale (Ford Anglia), 66.94 m.p.h.

**1,100 c.c. Sports Cars Scratch Race:** 1, C. H. Threlfall (Tojeiro), 81.7 m.p.h.; 2, J. Blumer (Lotus); 3, P. Riley (Lotus). **Fastest lap:** Threlfall, 83.50 m.p.h.

**Closed Car Handicap (E):** 1, Miss Rosemary Massey (Jaguar XK 150), 65.98 m.p.h.; 2, J. H. Gaston (Austin A35); 3, E. R. Protheroe (Jaguar 3.4). **Fastest lap:** Protheroe, 74.09 m.p.h.



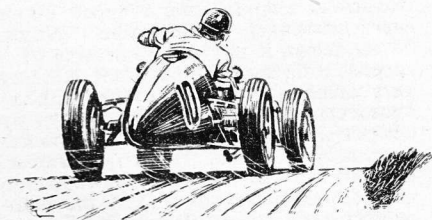
## Testing Week-end At Prescott

### B.O.C. Inter-Regional Contest A Feature

EACH year, early in the season, the Bugatti Owners' Club hold a testing week-end at Prescott, when the hill is available to those members who wish to try out their cars, experiment with tuning of engines or chassis or who merely wish to rush up the hill for their own enjoyment. This year, in addition, a special inter-regional competition was laid on for those who like to watch motoring sport on television. Teams of drivers were selected to represent North, South, East, West and Midland areas. Points were awarded to the three fastest competitors in each class and competitors' cars were labelled with an initial letter prefixing their numbers to distinguish them from the other drivers, whose cars were numbered to facilitate timing.

North opened the proceedings with a climb by R. W. Phillips in his Fairley, which is powered by a 1,460 c.c. super-charged Coventry Climax engine. This was one of the day's noisiest cars and he cracked up the hill in 46.79 secs., despite a momentary hesitation on Pardon. Next came Patsy Burt, for South, who recorded 45.5 secs. in a crisp, clean run in her F2 Cooper, making the climb look easy and unhurried—only the clock showed how fast she went, there were no apparent signs of haste. For East, Pauline Brock in her Cooper 500 went up in 48.11 secs. with a smooth run. P. J. Gaskell's Cooper 1100 came galloping up, arrived a shade fast at Orchard, clipped the sand bank, recovered and went on to arrive at the finishing line in 47.78 secs. for West. Closing the racing class, T. Norton's much-modified 999 c.c. Cooper also arrived too fast at Pardon but, by dint of rapid braking, much elbow work and a look of grimest concentration, he caught an incipient slide and went on his way with undiminished velocity, only to have his engine go rough on the Semicircle, which increased his time to 49.2 secs.

Next, the Grand Touring Class and John Broad's Mercedes-Benz 300SL, for North, showed just how much power it has in recording a time of 51.32 secs., a time which might have been improved

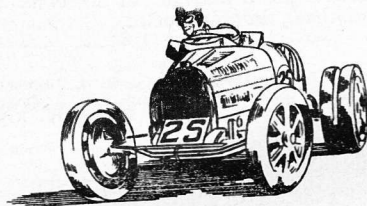


had a gear not shown some reluctance to engage. For South, Michael Christie's Lotus Elite was a model of leech-like road-holding and applied power as he took it up in a relatively silent but extremely impressive 50.62 secs., in strange contrast to Easterner D. S. Shale's Jensen 541 which wallowed up the hill in a haze of expensive-looking blue smoke as the wheels spun and howled in a frenzy of frustration, most of the available power seeming to go up in smoke during a climb of 57.19 secs. H. S. Shepherd's 3.4 Jaguar (West) was fitted with a form of limited slip differential, but the amount of wheel-spin his car suffered was second only to

that of the Jensen, as it went up in 55.84 secs. with an alarming degree of roll—in direct contrast to Max Trimble's Alfa Romeo Giulietta (Midlands), which looked very stable and which might have climbed much faster than its 63.12 secs. had the engine not fluffed and coughed as he accelerated out of Pardon hairpin.

In the saloon car class, R. Linley's A35 seemed to go up smoothly and slowly. In fact, the time of 62.66 secs. showed that it wasn't as slow as it seemed. For South, A. F. Rivers Fletcher's Ford Popular was fantastic. It went up in 55.01 secs., which goes to show what Mr. Bellamy's suspension and a blower will do for the humble Popular. P. C. Mitchell's Standard, for the Eastern team, lifted a wheel at Pardon and did 62.18 secs., D. Richmond, for West, in his A35, was less hectic but climbed in 58.7 secs., while Midlander J. H. Parkin's very hot-sounding Dauphine almost knelt down on its rear suspension as it recorded 58.43 secs.

In the sports car class, A. B. Griffiths, opening for North in his M.G.A., spoiled a promising run when he missed a gear,

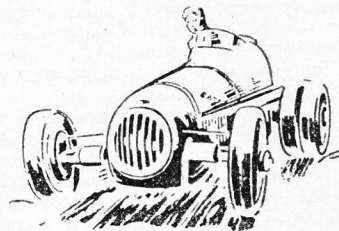


came to a halt on Orchard and clocked 62.66 secs. For South, Ken Rudd's Ace-Bristol stormed up (in 49.24 secs.) with bags of sound and fury in a most impressively steady run. Donald Monro's similar car didn't sound nearly so hot and was noticeably slower on his 53.78 secs. run for East. The incredible special which W. A. Cleave (West) has constructed from a 1937 Morris of 1,086 c.c. went up like a rocket, running as though it was on rails and took only 50.86 secs. to do it. Edward Lewis (Midlands) overdid things at Orchard in his Lotus Mark Seven, sorted it out, over-corrected and touched the sand, then went on to clock 48.29 secs.!

The last class of the day was for Cooper 1,100 c.c. racing cars and Michael Hatton, for North, opened it with an unspectacular and smooth climb in 47.7 secs., followed by David Good, whose time of 46.12 secs. might well have been much better had his engine not gone a little rough on the Semicircle. R. B. James went quickly to record 46.45 secs. and then David Boshier-Jones made a very neat and fast run in 43 secs., only to have his time beaten by Tony Marsh's 42.83 secs. These last two climbs were both delights to watch and would have been record climbs this time last year. The drivers were right on top all the time and their cars simply sailed through the tight bends in a manner which caused great delight to all the spectators and must have given many of the competitors food for thought.

The result of the competition was that South won with 12 points, collected by

Patsy Burt (3), Michael Christie (3), A. F. Rivers Fletcher (3), Ken Rudd (2) and David Good (1). Midlands were second with eight, won by J. H. Parkin (2), Edward Lewis (3) and Tony Marsh (3). H. S. Shepherd (1), P. J. Gaskell (1), W. A. Cleave (1), D. Richmond (1) and David Boshier-Jones (2) took the points which made West third with six,



and R. W. Phillips and John Broad shared the four points which placed North fourth. The team from the East failed to score any points at all.

It was a most enjoyable afternoon's sport, which the perfect weather made even more memorable. However, the most impressive part of the day was neither the weather nor the competition—it was the sight of Alick Pitts's immaculate 4½-litre blower Bentley roaring up Prescott in a manner which put many newer (but lesser) cars to shame.

MICHAEL DURNIN.

THE Mobilgas Economy Run of Malaya, which was held 27th-30th March, was won outright by Brian Lievens and F./Sgt. A. G. Jones of the Kuala Lumpur Branch of the Forces M.C.

THE Index of Performance of the Pietermaritzburg Six-Hour Production car race was won by an Austin-Healey Sprite. Second and third places went to M.G.A. Twin-Cams, which also took first two places in the up to 1,600 c.c. class.

MESSRS. SPEEDEX (CASTINGS AND ACCESSORIES), LTD., wish to make it known that they have no connections with, or financial interest in, the firm trading under the name of Dante Engineering, Ltd. (formerly trading under the name of Sporting Motorist Agency, Ltd.).

THE Coupe des Alpes, the only French sporting event counting towards the European Rallies Championship, takes place this year on 23rd-30th June. There are classes for touring and grand touring cars in normal, improved and special series and entry forms are available from Association Sportive de l'Automobile-Club de Marseille et Provence, 27 Cours Pierre-Puget, Marseille, France.

READERS who are interested in the "Maykit" do-it-yourself car radio should note that the firm have changed their address to: Mayra Electronics, Ltd., 118 Brighton Road, Purley, Surrey.

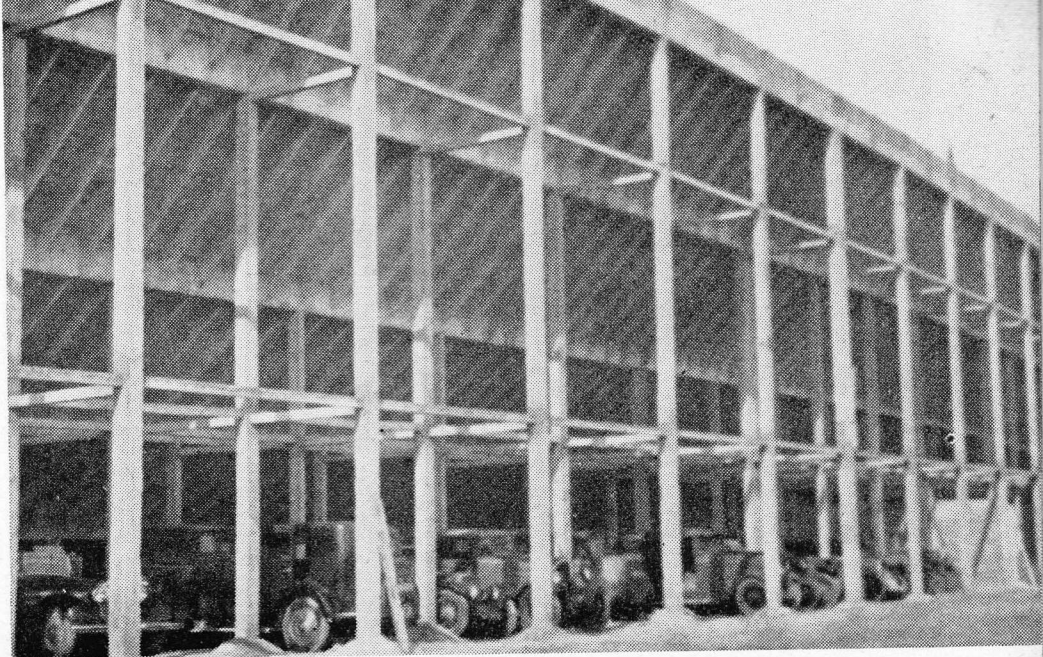
IN our report on the B.R.S.C.C. Rufforth race meeting on Easter Saturday, we inadvertently credited the fastest lap in the 1,600 c.c. Production Sports Car race to J. Cross. The fastest lap was, in fact, achieved by C. Meek (Elva Courier). In the caption to one of the photographs illustrating the report, we referred to J. P. Hacking as Mr. Hackney. Sorry!



*BENEATH THE BANKING* at Montlhéry lies the home of an important collection of vintage cars, some of extreme rarity and all of great interest. Ultimately it is hoped that 1,000 cars will be housed there.

ON one of my rare visits to England I happened to meet the Editor. I told him that I had heard that there were hundreds of vintage cars stored under the banking at Montlhéry. "I'm sorry, old man, but I'm afraid this means another trip to Paris", said Sir. A few seconds later, two long black lines and a smell of burning rubber were all that remained in Praed Street as Sherlock Holmes Bolster and Watson Page set off to investigate.

Of course, when you talk of Vintage or Veteran cars in France the name of Serge Pozzoli is mentioned in the first sentence. Naturally, Serge is up to his neck in this museum project, and his eventual object is to have at least 1,000 cars to cover the whole field. At present there is a fairly loosely knit



## The French Motor Museum

John Bolster Visits the Remarkable Collection of Veteran and Vintage Cars at Montlhéry

organization and the cars are in various ownerships, but over 100 have already been acquired, some of them of extreme rarity.

A number of the cars are incomplete or in very poor condition, while others are in perfect running order. The point, however, is that irreplaceable models are being broken up daily, and if one rebuilds and restores as one goes along, it is quite simply too late. Advanced racing and sports cars are certainly featured, but every model of Renault, Citroën, Voisin, Panhard, Lorraine, Amilcar, Bugatti, Peugeot and so forth is to be collected, as well as representative foreign makes. The breakers' hammers are at work now, and so the cars are being grabbed from the very jaws of death, and hidden safely

at Montlhéry. Later on, repairs and restorations will start, and bad examples may be disposed of if better ones are found to take their places.

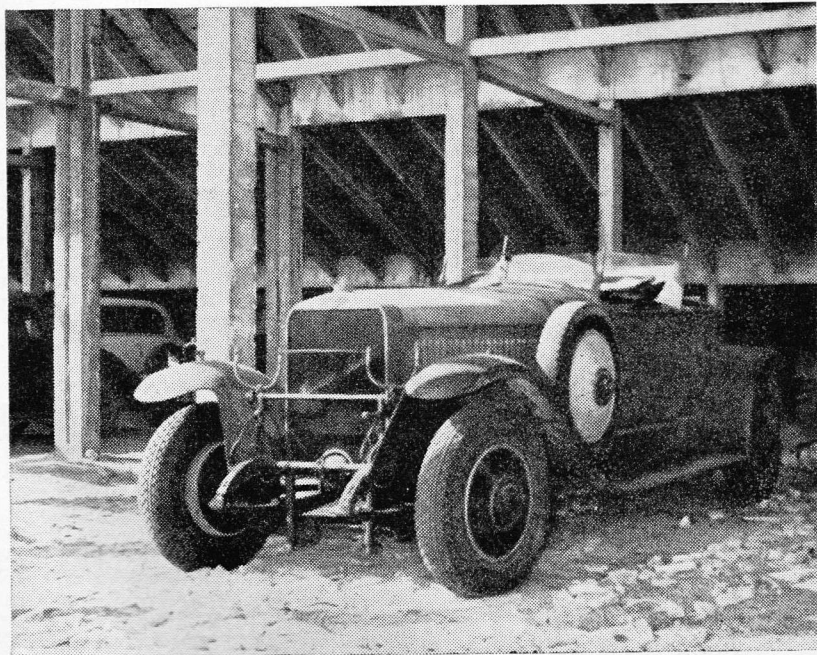
Those readers who are surprised that we have got this far without mentioning Jabby Crombac may now set their minds at rest. The journey from Paris to Montlhéry was in fact made in state and an Hispano-Suiza, driven *à grande allure* by our Continental Correspondent, who owns no less than three of these superb carriages, in addition to his Gordini Dauphine. We travelled at 80 m.p.h., but were nevertheless overtaken by Serge in his D.S. 19.

Arrived at Montlhéry, an incredible sight met our eyes. Underneath the banking there were rows upon rows of

vintage and veteran cars. Many of them aroused fond memories, but others were extremely rare, and had previously only been "names". Confession is good for the soul, and I must admit that, although I regard myself as something of a motoring historian, there were several cars of which I had never even heard!

Can you, with your hand on your heart, claim to know the Clément et Rochelle, the Alphi, the Darmont, and the Reyrol? In case you are as ignorant as I am, let me say that the Clément et Rochelle is a pretty little vintage sports car with a 1,100 c.c. Ruby engine and—yes, really—*independent* four-wheel suspension. The Alphi has swing axles at the rear but a beam axle in front, and, surprisingly, a small American six-cylinder engine in the form of a 2.4-litre Continental. *En passant*, it is most interesting how often one meets independent suspension on French vintage cars, due, no doubt, to the atrocious condition of the roads after the 1914-18 war. The 1919 Reyrol limousine is utterly conventional, however, having a 75 mm. x 130 mm. (2,280 c.c.) Chapuis Dornier engine and a maximum speed on the wrong side of 50 m.p.h. The Darmont looks exactly like a Morgan three-wheeler, to which a fourth wheel has been added.

Let us not shilly-shally, however, for there is in the collection a piece beyond compare. This is the earliest car in existence that Ettore Bugatti designed. It is a Hermes Mathis racing car of about 90 h.p., and may date from 1904 to 1906. It is a typical chain-driven giant, with a vast countershaft gearbox, but the engine is entirely individual. The cylinders are cast in pairs, with overhead inlet and side exhaust valves. There is a single camshaft in the crankcase, and the operation of the exhaust valves is quite conventional. The inlets, however, are in cages, and look exactly like the automatic suction-operated type, to which mechanical opening has been grafted. Apparently, there are stirrups fitted round the inlet cams, which are attached to tubular



*GRAND TOURISME: A good-looking 6½-litre Hispano-Suiza—one of the Crombac collection now housed at Montlhéry.*



*C.T.A.-ARSENAL (top): the disappointing "French national car" with light-alloy twin-supercharged V8 engine and independent suspension all round.*

*CENTRE: The Hermes-Mathis 90 h.p. engine—the earliest Bugatti-designed car in existence.*

*BOTTOM: Bugatti corner—a 4.9-litre supercharged coupé, surrounded by Types 37, 57, 57SC and Brescia.*

members in tension—pull-rods, to coin a name. These have arms attached which strike the valve stems, and their lubrication is via oilers, requiring frequent application of the oil can.

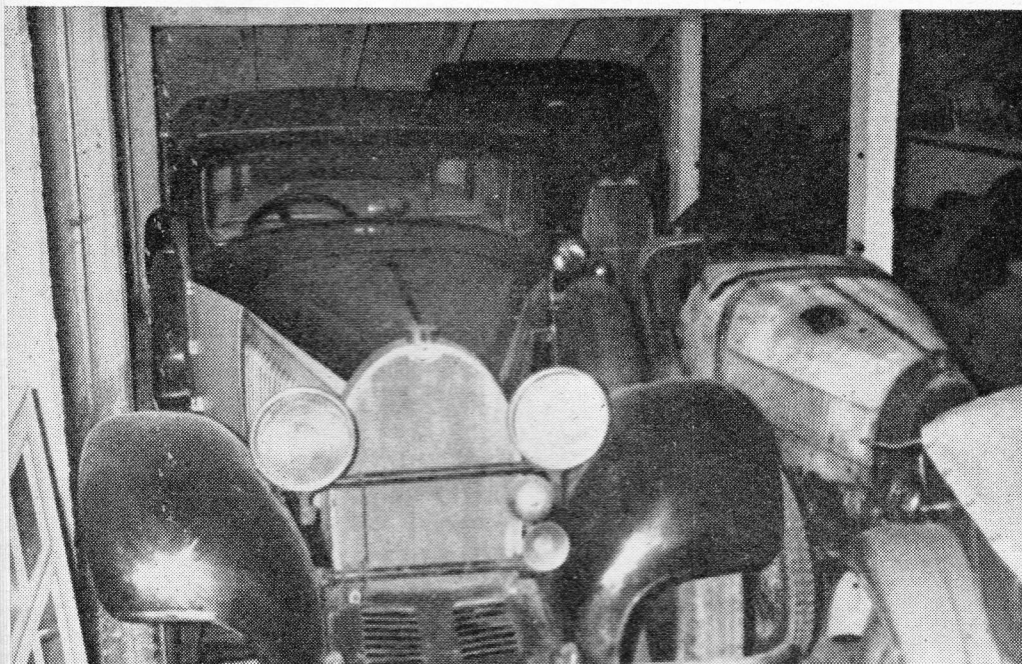
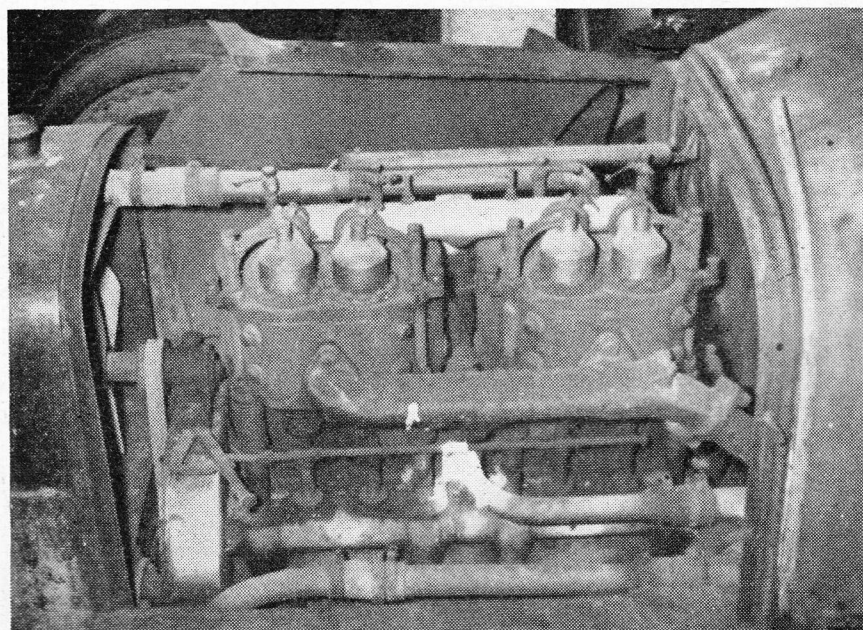
The more modern efforts of the great Ettore are well represented, such models as the 3.3-litre type 57, the supercharged 57SC, the "blown" 4.9-litre, the Brescia 16-valve four-cylinder, and the type 37 racer all being present. The "playmates" of the Bugattis used to be the Alfa Romeos, so naturally they are resting in company with the 1,750 c.c. and 2.3-litre supercharged cars of the famous Italian marque.

A wonderfully complete range of Delages is to be seen, starting with the original 1906 model with the de Dion single-cylinder engine. Many models beloved of British enthusiasts are to be seen, including the D18, the D6-70, a couple of D8s, and a rather rare late-type D4. The closely associated Delahaye is represented by several cars, including the famous 3,557 c.c. sports-racing type and the big 4½-litre. If one mentions Delahayes, the rival Talbot *marque* comes to mind. Whether you call them Talbot, Lago-Talbot or Darracq, they are certainly high-performance machines in the vintage tradition. The sports model with the 3,996 c.c. *hemispherique* engine is featured, and so is a fantastically perfect Grand Prix 4½-litre single-seater that is literally brand new!

Of course, the Paris-Nice model of the 3½-litre Hotchkiss is preserved for posterity—do you remember when this make used to win the "Monte" as a matter of course? Let us go back to the middle nineteen-twenties, however, and admire a 3½-litre six-cylinder Lorraine of the type that actually beat the Bentleys at Le Mans. The blue car shown is the one with which Serge Pozzoli won the *Retrospective* at Le Mans in 1958, and I have driven it for many kilometres with great pleasure. A big, square saloon of the same make is still in *concours* condition.

Also the property of Serge is an Omega-Six of 1928. This superb car has a six-cylinder engine with an overhead camshaft, and a bore and stroke of 75 mm. x 110 mm. (2,914 c.c.), developing 122 b.h.p. at 4,300 r.p.m. It is capable of 106 m.p.h., and this firm would have swept the board in sports car racing if financial difficulties had not supervened. Many models of the Voisin have been collected. The small six-cylinder 67 mm. x 110 mm. coupé is seen, and one is reminded that this type had an overdrive built into the back axle. Like the larger cars, this one has sleeve valves, as has the sports 3-litre that developed 110 b.h.p. at 3,700 r.p.m.

Hispano Suizas abound, including the 9,420 c.c. 12-cylinder model. A superb open tourer of the middle nineteen-twenties has the 6½-litre six-cylinder engine, but the most spectacular is a pointed-tail four-seater with separate hoods for the front and rear seats. This





**GOOD LOOKER (top):** The 1936 3-litre Unic sports, with cross-over swing-axes in front.

**CENTRE:** The straight-eight, 2.3-litre engine of the 1931 Amilcar, a marque which abounds at Monthléry.

**BOTTOM:** The Omega Six, a superb 3-litre French sports car.

is from the collection of Jabby Crombac, who also has an 8-litre with the short Boulogne chassis. The 12-cylinder car has a conventional but enormous engine, with pushrod valve operation, but the other Hispanos have overhead camshafts, and are obviously derived from Marc Birkigt's aero engines.

Many of us remember the Unic taxis in London, and a car of this type (1,850 c.c.) is shown, dating from 1923. Very beautiful is a six-cylinder 3-litre Unic of 1936, with a twin-carburettor, light-alloy engine. The body is a pretty drophead coupé, and the front suspension is by crossed swing-axes, pivoting on opposite sides of the chassis. For the smallest engine in the largest car, I award the prize to a 9 c.v. Panhard Weymann saloon, and there are also a couple of the later and larger sleeve-valve Panhards, with central steering.

Citroëns and Renaults of the vintage period are to be seen. The 5 c.v. "Citron Pressé" is in the traditional yellow, and the 6 c.v. Renault has the well-remembered coal scuttle bonnet and rear-mounted radiator. An older car with a rather similar arrangement is a 1913 four-cylinder Clément Bayard. Vintage and post-vintage Amilcars abound, including the 2.3-litre straight-eight and the Delahaye-engined Pégase.

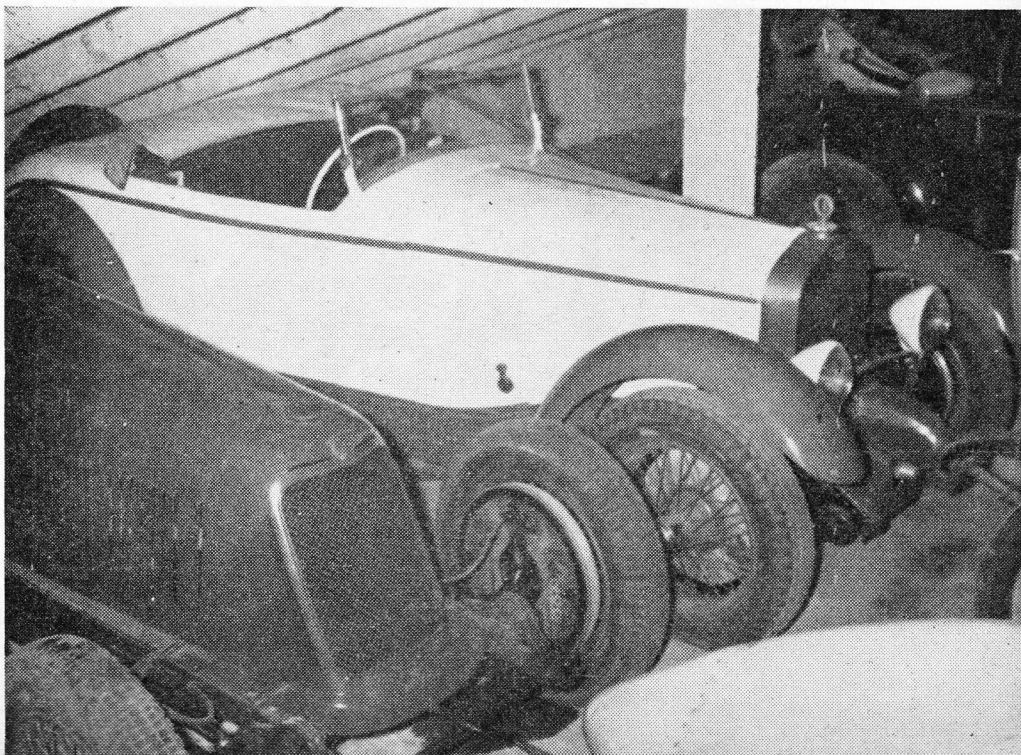
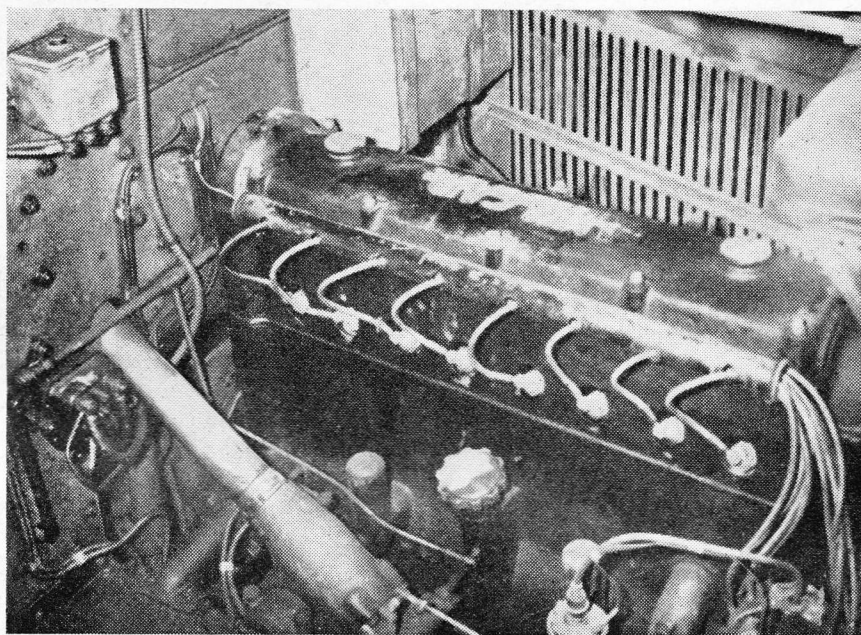
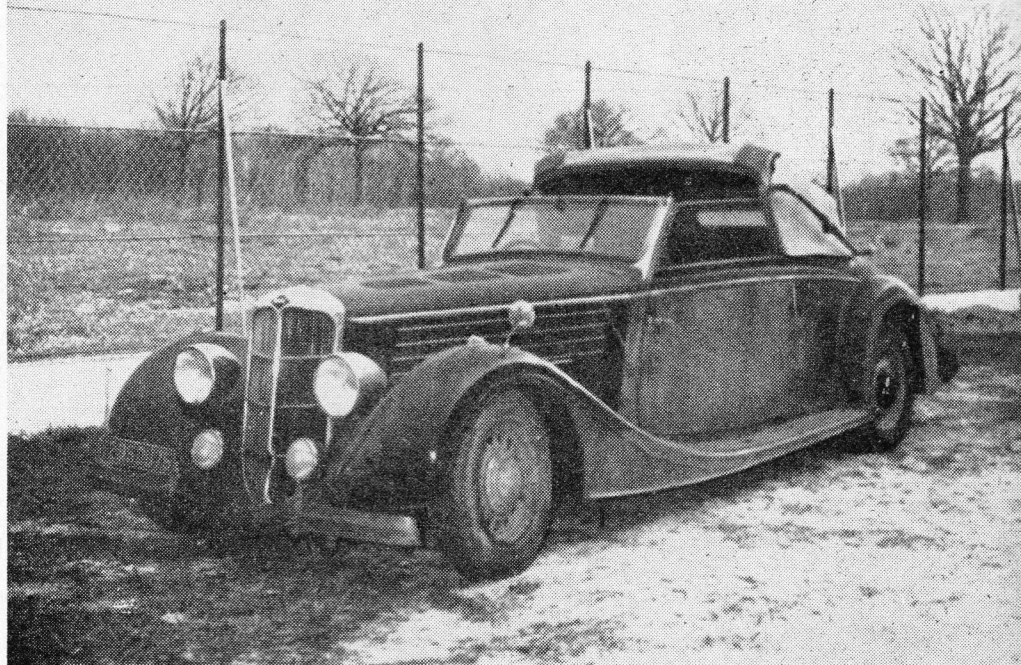
Where there are Amilcars there are Salmsons, including the long-tailed 1926 sports 1,100 c.c. with twin overhead camshafts. The front-drive Tracta is another small sports car, with a 1.6-litre engine behind the four-speed gearbox and final drive—what a long bonnet! The 1931 Derby has a 1½-litre six-cylinder engine and very sporting lines; the Rallye and B.N.C. both have S.C.A.P. engines, supercharged in the latter case.

Alas! The breakers had already attacked the fabulous 1924 Cottin Desgouttes. This car has independent front suspension of Lancia pattern, and independent rear suspension by transverse springs. The very large rear brake drums have light alloy fins, and they are inboard-mounted on the differential. There are three valves per cylinder which are inclined on the fore and aft axis of the engine, with pushrod operation.

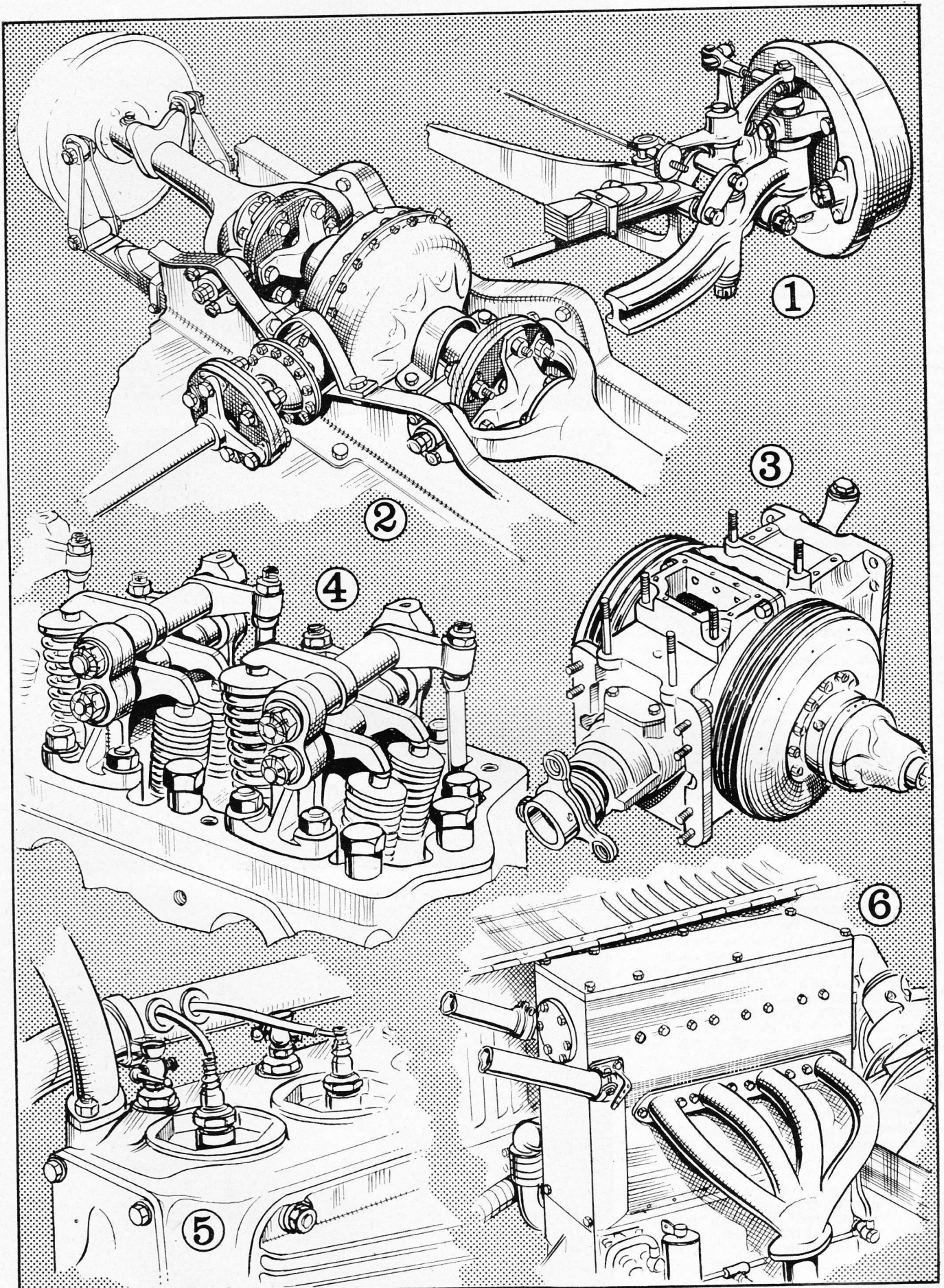
No exhibition of French cars would be complete without a Ballot, and the 3-litre straight-eight is duly represented. Very rare are the Turcat Méry and the Secqville-Hoyau, two conventional small cars. The former has a bull-nosed radiator of Voisin inspiration, but the latter is unashamedly a baby Rolls-Royce! Incidentally, the collection contains a well preserved R.R. Phantom II, in addition to Cords, vintage Packards, and a Chrysler.

There are plenty of racing cars. The supercharged 1½-litre Grand Prix C.T.A. Arsenal is there, and that other "flop", the S.E.F.A.C., is present but dismantled. Very stark is the 3-litre Monoposto Maserati, with which "Phi-Phi" Etancelin used to delight us. A racing twin-cam Lombard reminds one of A. G. Miller at Brooklands.

(Continued on page 470)



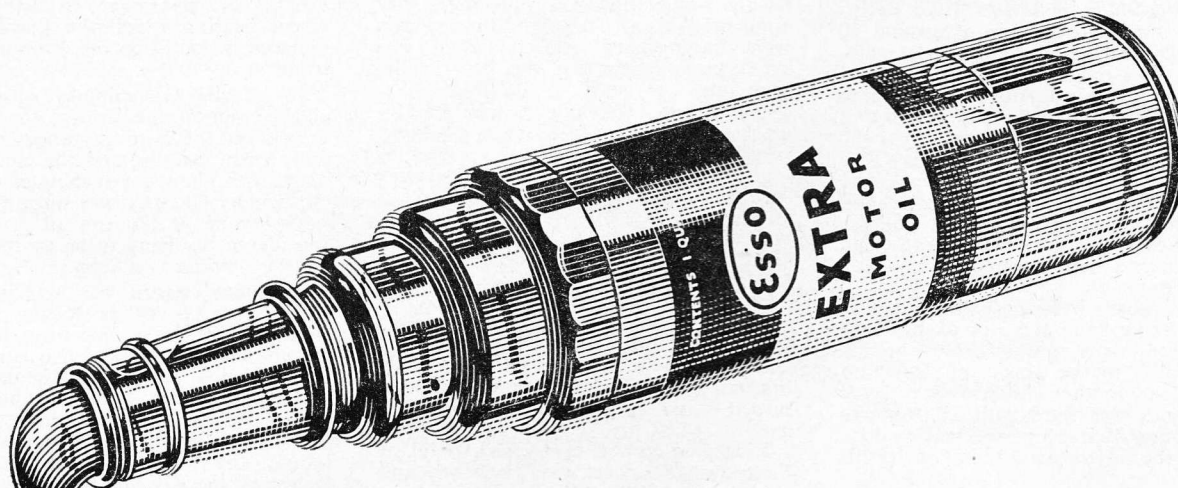




1. GEOMETRY. Front brake operation of the 5 c.v. Peugeot. 2. SWING AXLES. Rear end of the Alfa, showing the fabric universal joints and two transverse axles. 3. INBOARD BRAKES and differential unit of the 1924 Cottin Desgouttes.

4. INCLINED VALVES, three per cylinder, of the Cottin Desgouttes. 5. SIDE VALVES. A 1912 Peugeot engine, showing the valve caps and compression taps. 6. BUNCH OF BANANAS. The exhaust system and cylinder block of the Type 37 Bugatti.





# Wins again at

**GOODWOOD**  
*International Meeting, Easter Monday*

THE LAVANT CUP

**1<sup>st</sup> JACK BRABHAM**.....Cooper-Climax, 93.34 mph

**2<sup>nd</sup> ROY SALVADORI**.....Cooper-Climax

**3<sup>rd</sup> JIM RUSSELL**.....Cooper-Climax

(Subject to official confirmation)

**Using ESSO EXTRA MOTOR OIL, exactly the same superb mineral oil  
you can buy from your local Esso Dealer**



### Circuit of Ireland—continued

he was 10 minutes late and lost 100 marks.

Similar to the one used the previous day, being of the pictorial "Tulip Rally" type, a minimum average of around 30 m.p.h. was indeed hard enough to maintain for 65.4 miles and Adrian Boyd of Belfast in his Ford Anglia, who up to this was going extremely well, found that he was 10 minutes late and lost 100 being 10 minutes late at the control.

A further control and test was scheduled before returning again to Killarney for the second night stop and the publication of the positions up to the end of the second stage to provide plenty to think about.

It was now obvious that Sherry was pulling away from the rest of the field and with a loss of marks of 326.1 he was already 7.7 marks ahead of Dr. Sam Logan in another Volkswagen. Joe O'Mahoney was third with 337.9 marks while young McBurney, who was qualifying for the novice award, was in fourth place.

Cecil Molyneux had a comfortable lead of more than five marks in class one, while Dowling was leading Bob Caughey by 3.6 marks in class three. In the smaller of the two grand touring classes Sammy Moore was out ahead, but the Sprite monopoly was being split by F. W. Stemberge in an Elva-head Anglia.

John Chesney, who was leading the "works" Triumph drivers after the first night in Killarney, had slipped into second place with Wallwork now out in front, while S. P. Bishop of Dublin was best of the "touring" class, again in a Triumph.

#### Monday, 30th March

Early on the road on Monday morning, the cars were soon through Ballyheigue on the coast and through checks and controls before arriving at the start of the optional section which always creates a great deal of interest in the "Circuit". Between a control at the start and at the finish the competitors could either go the easy main road route or via two check points on a more difficult and longer route but for visiting which, four marks are deducted from his or her total.

This year the alternative route proved to be passable but due to an unfortunate incident at the end control, when an official marked at least three cars 10 minutes earlier than their actual arrival without it being discovered until some time later by either official or competitor, some cars were penalized 100 marks for being TOO QUICK through the checks.

Another competitor in a large grand touring car, who was mislaid in the optional checks and who arrived obviously late at the control, was fortunate enough to have his road book also marked 10 minutes before his actual time of arrival by the unassuming official, and escaped without losing any marks on the section.

A protest was lodged at the end of the event regarding the matter, which affected a class placing, but the judges ruled that the various competitors had signed for their road books with the times marked upon them and nothing could, therefore, be done.

A similar protest was lodged at the end of the event about a wrong time of arrival marked on a competitor's book at the next control, situated at the bottom of the Corkscrew Hill where again the driver was penalized for being too early and

which also affected a class placing, but again the judges ruled similarly.

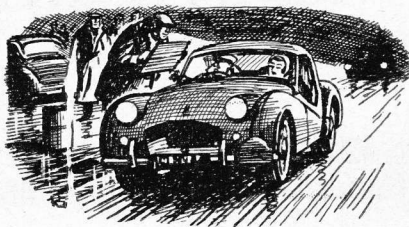
Up the Corkscrew, which was used for a timed ascent, it was McCaldin who led the way with Parkes returning a very good time, also. The grand touring cars were handicapped, again, and it was Parkes who came out the best in the long run.

Sherry and O'Mahoney each lost 81.4 marks on the test, while Frank Robinson lost 82.4 marks. Pat Moss was best of the small saloons with 81.6 marks against 90.2 returned each by Cecil Vard (Renault), C. G. C. Whaley, H. Lindsay and Victor Stanfield, all driving Austins.

Parkes in the Jaguar with 73.2 marks lost was followed by Ronnie Martin in his 1.5 Riley with Z. Mladek of Belfast in another 3.4 Jaguar third in the class for large saloons.

Bill Chesney was fastest of all the Sprites while Wallwork and Reid returned some very rapid times in class five.

Proceeding to the next check point at Fanore on the coast, over a narrow and twisty mountain track, Fred Bradshaw, in a Volkswagen, met a Sunbeam coming from the opposite direction at a fairly hefty speed. The resulting collision put



both cars out of the rally. It seemed to be an unfortunate Circuit of Ireland for the Bradshaw family, for his brother Bill was forced out in Killarney after the first night with both rear shockers of his A.C.-Bristol gone completely.

After passing through Galway city the cars entered Connemara and threaded their way down into a check point at Leenane. It was just on entering Galway that John Chesney, lying second in class five, realized that a bearing was going in his near-side rear wheel. There was, however, nothing that could be done at that stage so he drove on carefully, stopping every now and then to pack the faulty bearing with grease.

A few checks and some very bad mountain roads kept drivers and navigators still hard worked until they reached Toormakeady on the shores of Lough Mask. It was here, in fact, that a local claimed that in all his years in Toormakeady he had never heard of a car coming down the road off the mountain which the rally competitors used.

Controls and tests near Sligo and Donegal town had to be visited and completed before the cars reached Londonderry for the end of the third stage. The results show that at this point, where competitors, if they were lucky, could snatch about four hours sleep, Sherry was still away out in front followed by Logan. There was a change in third position in the overall placings for now T. A. Burke from Douglas, Co. Cork, in another Volkswagen, took the place of O'Mahoney.

#### Tuesday, 31st March

Leaving the Londonderry control the remaining cars in the rally went east across Northern Ireland to Orrar Lodge,

just south of Ballycastle, where the first control and driving test was situated. The one competitor who stayed behind in Londonderry was Chesney who had decided to have a go at changing the wheel bearing which, he knew, if not replaced, would soon break up under the strain.

In exactly 45 minutes after being clocked out of the control the car was driven out of a local garage complete with a new bearing and the control was made with about seven minutes to spare. No wonder Chesney was warmly greeted by everyone at the control, for it was considered by many to be an impossible task in the time available.

The next control was at Kirkistown, where the 500 Motor Racing Club of Ireland holds its race meetings, and here drivers had to complete five laps of the circuit, being timed over the last four.

Because of the system of handicaps, Parkes gained the most marks of any around the Circuit which he was lapping around the 1 min. 25 secs. mark, but fastest of the day was McCaldin with a lap in 1 min. 22 secs. despite the fact that the "works" Triumph had Weather-master tyres fitted all round—just not the most suitable for circuit dicing.

Pat Moss got around with a loss of 77.96 marks for the test, while next best in her class was P. O'Flynn, in a DKW, with 82.12. Sherry managed 81.44 in his class, being followed by J. N. Brooks with 82.16.

In Bangor, Co. Down, at the final control, where many hundreds of spectators had gathered to watch the closing stage of the event, two driving tests had been laid out. The first of these tests consisted of a complete circle of a pylon followed by a flying finish through a channel of tins. Best time here was returned by two competitors in class two, Billy Kilroy and Frank Robinson, in Volkswagens. It was Parkes who won loud applause from the crowd when he threw the big Jaguar around in fine style and maintained what now, by virtue of Kirkistown, must have been second place in the large saloon class.

Drivers were tensed up as they waited to take part in the last test of the rally which was designed to establish the efficiency of the brakes after the 1,500-mile drive.

Drivers had to average more than 30 m.p.h. between two lines 44 ft. apart, and then stop in a channel lined with pylons in the shortest distance afterwards.

It has often been the case that braking tests have changed many positions in the rally, and this year was no exception for both Parkes and John Chesney, who were both lying in second place in their respective classes, failed to average the required minimum speed between the two lines and were penalized 150 marks each.

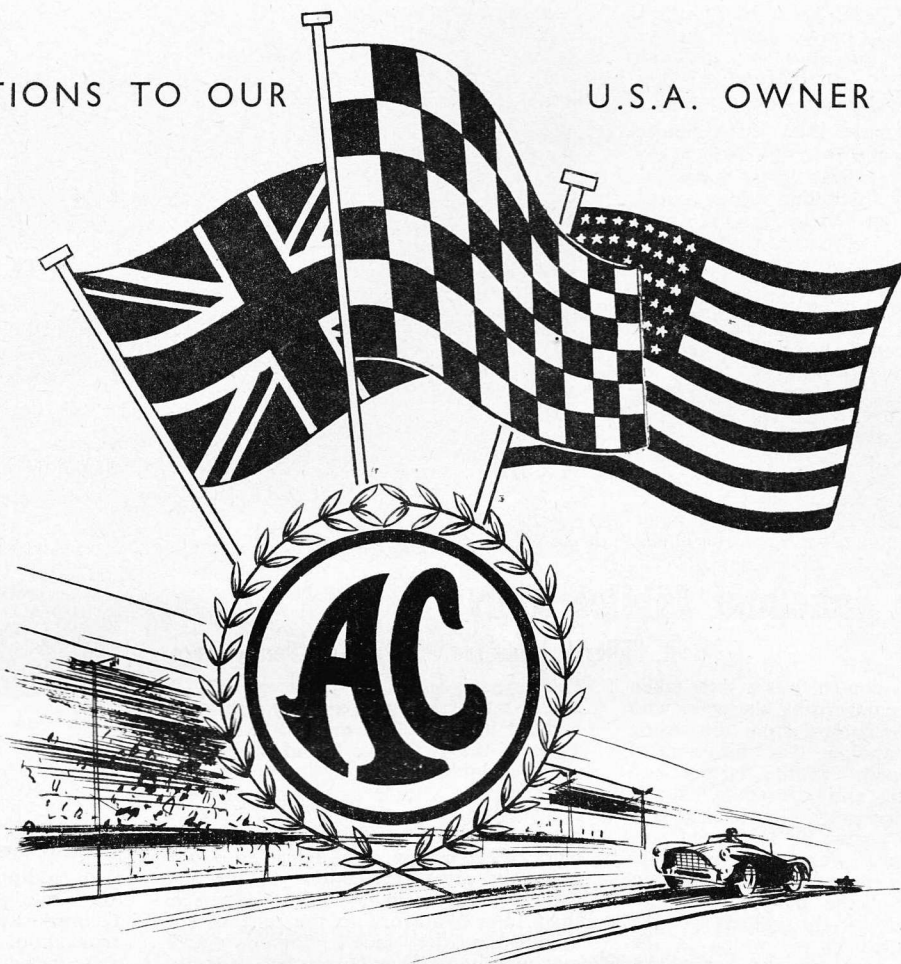
McCaldin and Wallwork each returned very good figures on this test, as did O'Mahoney, who beat Sherry by over four marks. Robin McKinney, who had earlier been the fastest driver in class four with his Sprite, on the Kirkistown circuit, also did a very good braking test and gained some valuable advantage over his rivals, which was later to prove very useful.

The cars were scrutineered, with penalty marks for such things as torn panels and wings before the road book was handed in for the last time.



CONGRATULATIONS TO OUR

U.S.A. OWNER DRIVERS



# SEBRING 1959

12 HOUR ENDURANCE RACE

THREE ACE BRISTOLS

**1<sup>ST</sup>**      **2<sup>ND</sup>**      **3<sup>RD</sup>**

CLASS E PRODUCTION

**ALSO TEAM PRIZE WINNERS**

SUBJECT TO OFFICIAL CONFIRMATION

**A.C.** CARS LTD.

THAMES DITTON, SURREY. TEL: Emberbrook 5621

---

A.C. CARS FIT GIRLING BRAKES



**BRANDS INCIDENT:** C. H. Threlfall's Tojeiro belches smoke from the fire which put him out of a race at Brands Hatch on Easter Monday.

WITH little more than three months separating the 1958 and 1959 "Lakelands" the organizers must have had great difficulty in finding a new course and laying on their jubilee event during March. With crews and cars at their present pitch of perfection, it takes some doing to sort out the results on the road without resorting to "clipped" mileages and miles of rough roads. Clerk of the course Joe Hill proved that this was possible, and even stuck his neck out in the regs., by saying that he really didn't expect any clean sheets, and none were presented at the finish.

R. Fidler of the Cavendish Car Club, in his Buckler ably navigated by J. Hopwood, returned an excellent score card showing a loss of only five minutes when many competitors were completely adrift as early as control two. The

## The 11th Lakeland Jubilee Rally

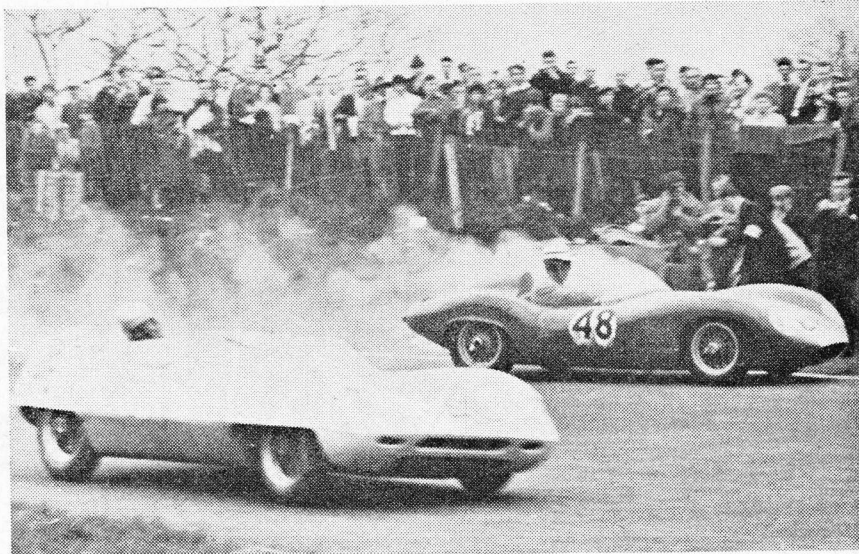
### R. Fidler/J. Hopwood Put Up Best Performance

marshal at this control was a little taken aback by one enterprising character who walked into his control from the wrong direction demanding that his control card be stamped, "as the farmer had locked his gates and refused to let any more cars through". Needless to say there were no gates or farms on this section and just where the aforesaid gentleman had been motoring is anybody's guess. Some people really do make it difficult for themselves, like the bod who handed in his watch at the first control, pressed on and had to resort to B.B.C. time from then on; and yet another who abandoned his control card in similar fashion thereafter relying on signatures on his route card to see him through.

Ken Liptrot and Peter Dingley in a borrowed Fiat 1200 (borrowed from Eric Mather who was having a night off—greater love hath no man than this!) also did well to lose only six minutes and so win their class. Arthur Whatmough, trying out his new Sprite, was going great guns, but with the dynamo refusing to generate, his lights went dimmer and dimmer until finally he decided to wend his way home from the 13th control, having only lost six minutes at this stage. On arrival at home he thumped the cut-out in disgust, only to find that electric power once again flowed, and was last seen muttering naughty words in a dark corner of the garage.

Bob Grant, who was on a "halt" sign check, was accosted by the local officer of the law who wanted to know whether he was opening a "book" or something. Bob explained the exact nature of his duties, whereupon the "copper" laughed and said something about saving him a job, and "Get the lot done, son!" After all I suppose a "Fail" is better than a summons!

No time could be wasted on this course, and any wrong turning meant a certain penalty at the next control as 95 per cent. of the entry found to their chagrin. Two equally good looking yellow roads on the Seventh Series map led to control four, one of which was unfortunately wrongly classified by the



Ordnance lads, as in point of fact it deteriorates rapidly, eventually becoming a dried up river bed, and all bar about three of the 76 entries found themselves doing a double shuffle and dropping the all-important couple of minutes at the next control. Another control "did for" the entire entry and this still puzzles the clerk of the course, although it no doubt gives him great satisfaction. It was this control which caught no less a person than John Wallwork to the tune of six minutes and, let's face it, Johnnie didn't make his name hanging around unnecessarily.

It was so nice to see a collection of cars at the end of a rally which didn't make the hotel car park look like a "cracker yard" for a change. Wallwork "Pere et fils" did a rapid silencer repair halfway round and so avoided the all-important second report from a noise marshal, which means "your lot" these days. The tie deciding test which was held just in case, was designed to give



no special advantage to any particular motor car, and it seemed to work out reasonably well as admittedly Wallwork (TR2) was B.T.D. with 16 secs., but very close behind were Liptrot (Fiat) and Fidler (Buckler) with 16.5 secs.

A gentle run from here to the finish at the New Bath Hotel at Matlock Bath set the seal on another successful Lakeland. One competitor's description of the event is worth repeating. A rally sandwich: 200 miles of good hard motoring sandwiched between two meals of ham and eggs!

A. N. HILL.

**Results**  
**Best Performance (Jack Harrop Trophy):** R. Fidler/J. Hopwood (Buckler), Cavendish C.C.  
**Class Awards:** K. Liptrot/P. Dingley (Fiat), Liver-

pool M.C.; V. Louphart/D. M. Allen (Vauxhall), S. & H.M.C.; Mrs. P. Haggie/J. Wooliscroft (Sprite), Cavendish C.C.; J. C. Wallwork/B. Wallwork (TR2), L. & C.C.C. **B.T.R.D.A. Award:** R. Fidler. **Best Mixed Crew:** Mrs. A. Wooley/P. Roland (TR3), Knowledale C.C. **Best Novice:** D. E. Howard/T. D. Crossland (Minor), Cavendish C.C.

**First Class Awards:** F. A. Marsh (Renault); P. Simister (Anglia); J. H. Daniels (Wolseley); J. M. Hyde (A95); K. C. Walker (TR3); D. C. Astle (Rapiet); A. Edmundsen (V.W.). **Team Award:** Marsh (Renault); Hodson (Standard); Wallwork (TR2).

### French Motor Museum—continued

In addition to the vintage cars, there are some genuine veterans. The 1897 Georges Richard has a big horizontal two-cylinder engine in front, and the drive is taken to the rear by a long flat belt. A tiny cycle-car resembling an early Benz is the single-cylinder Rheda of 1899. Beautiful, and very well preserved, is an Edwardian Peugeot with a four-cylinder side-valve engine of 70 mm. x 130 mm., and a huge Chenard et Walcker chassis is hidden in the dark recesses. Numerous detached engines include a three-cylinder Lafitte, a Salmon twin-cam, and a C.I.M.E. 1½-litre.

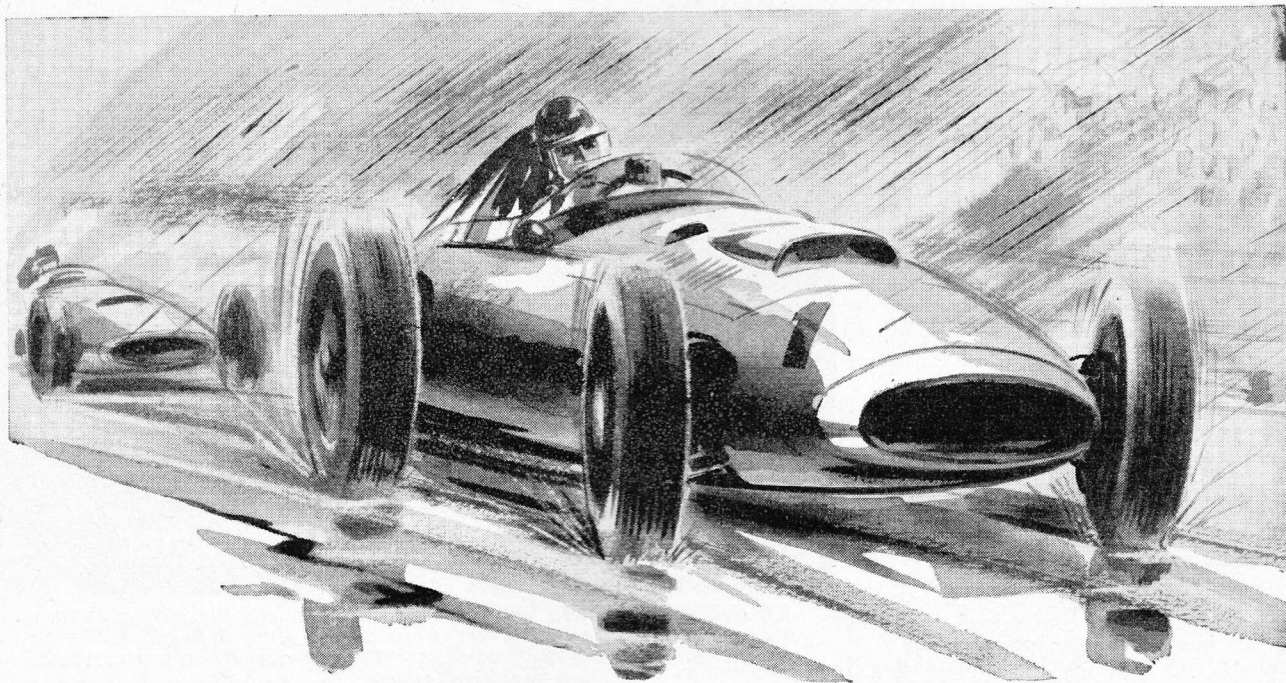
My space is running out, and I have scarcely begun. There are those big German cars, the Horch and the Maybach-Zeppelin 12-cylinder. Then there is a Lancia Astoria eight-cylinder, with the longest bonnet ever seen. New cars are being bought all the time, including two of the Citroën desert cars with half tracks—remember their Sahara epic?

Other "new" cars that are coming in include a 1912 Lorraine de Dietrich, two racing Delahayes, a Bentley and a G.A.R. The latter is a Le Mans-type sports car with a 12-valve 1,100 c.c. Chapuis Dornier engine. Very rare is a four-wheeled D'Yrsan with a supercharged Ruby engine. Other purchases are a 1926 Donnet-Zedel, a 1927 Renault Monasix, various Panhards, an Ariès, and one of the lovely little 1,300 c.c. Voisins.

Oh, bother! I suppose this means another trip to Paris!

This article only covers a few of the many cars which have been saved for posterity by the Association des Amis de l'Histoire de l'Automobile. They are to be congratulated on their splendid work, and every right-minded enthusiast should give them any possible assistance.

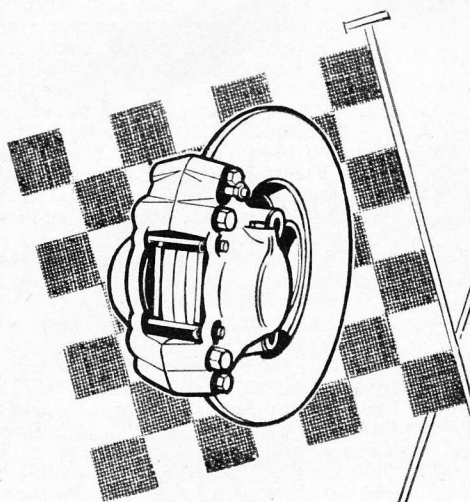




*At times like this...*

Girling disc brakes prove their worth.

Among many other virtues Girling disc brakes are unaffected by water, they are progressive, fade-free, self-adjusting, self-cleaning, and above all consistently, reliably powerful.



*Judge for yourself—*  
**GIRLING  
 DISC BRAKES**  
*took 43 first places  
 in major events during 1958  
 including 3 Grand Prix Victories*

OVER 25 YEARS'  
 BRAKING EXPERIENCE



GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11



# Club News

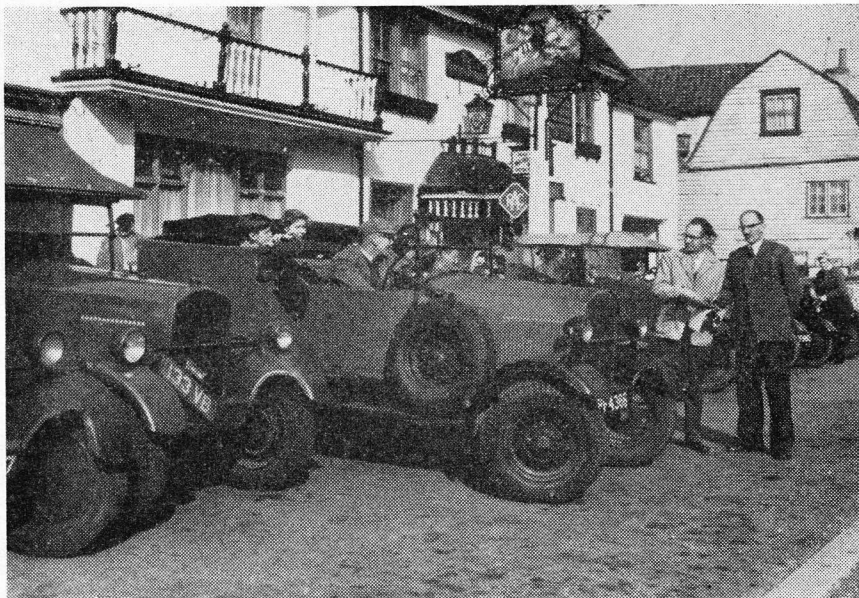
By MARTYN WATKINS

It seems that people—and clubs—are really beginning to sit up and take notice of the repeated warnings in AUTOSPORT and elsewhere of the dangers in a variety of directions of daytime rallies. Fewer clubs appear to be running events of this type nowadays, and that is all to the good. What is even more heartening, however, are the active steps that other clubs are taking to put the situation right. Take the **Forces M.C.** for example. This club has produced a circular which urges non-registered clubs to contact the R.A.C. before planning any daylight activity of the treasure hunt type: this is a shrewd move which will make the tennis clubs and similar organizations think carefully before letting their members loose on the roads in a competitive motoring event. In addition, and of almost equal importance, it may well have the effect of encouraging these organizations to become properly affiliated, if they wish to do so, so that their programmes can be dovetailed to fit in with those already in existence and we shall avoid the dreadful clashing of events—at least, it is to be hoped that we shall—which makes the lay public so justifiably hostile to the rally types.

Another heartening move has come from the **Warrington and D.M.C.**, for which there should have been a daylight rally on Sunday last. However, the dangers of this kind of event—especially when held at this time of the year—were pointed out to the club and, most sensibly, the event was cancelled. This was a move clearly governed by sound commonsense, and while it is a pity that events must be called off at short notice, everyone with a grain of sense will do nothing but applaud the Warrington people for taking this action.

If we can cease promotion of daylight events, we shall be well on the way to winning over the general public and, equally important, members of official bodies who can—and do—object to this branch of our sport at the moment.

THE Yorkshire Centre of the **B.A.R.C.** will promote their closed "Spring Sprint" on 3rd May. This event will be held at Hudson Road Mills, Leeds 9, and will start at 2 p.m. Entries (20s.) close on 27th April and should be sent to G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9. On 30th-31st May the same club is staging its Scarborough Rally. The start will be at Kilburn. The following clubs have been invited: **B.A.R.C.**, **Yorkshire S.C.**, **Airedale and Pennine M.C.C.**, **Bolton-le-Moors C.C.**, **Darlington and D.M.C.**, **De Lacy M.C.** of **Pontefract**, **East Yorkshire C.C.**, **Huddersfield M.C.**, **Ilkley and D.M.C.**, **Lancashire A.C.**, **Lanes and Cheshire C.C.**, **Leeds University Union M.C.**, **M.G.C.C.**, **Moresby M.C.**, **North Midland M.C.**, **Sheffield and Hallamshire M.C.**, **Sunbac Regs.** may be had from Mr. Baxter, as above. . . . The **Leicestershire C.C.** will hold a closed driving test meeting at **Husbands Bosworth Airfield** (start 2.30) on 12th April. . . . The **Birmingham Young Conservatives M.C.** stage their closed "Hills" Bridge Party on 19th April.



**TROJANS AT WORK:** The first car is about to leave the start at **Westersham** on a recent **Trojan Owners' Club** rally. Waiting to flag the cars away are the club secretary, the Rev. Martin Atkinson, and the treasurer, **Derrick Graham**.

## Coming Attractions

**April 11th.** **British Empire Trophy Race**, **Oulton Park**, near **Tarporley**, **Cheshire**. Start, 1.15 p.m.  
**Vintage Sports Car Club Race Meeting**, **Silverstone**, near **Towcester**, **Northants**. Start, 12.15 p.m.

**April 11th-12th.** **Monthéry Race Meeting**, **Paris**.

**April 12th.** **B.A.R.C. Hill-Climb**, **Brunton**, near **Collingbourne Ducis**, **Wilts**. Start, 2.30 p.m.  
**Seven-Fifty M.C. Practice Day**, **Brands Hatch**, near **Farningham**, **Kent**. Start, 9 a.m.  
**Lanes and Cheshire C.C. Derbyshire Trial**, **New Bath Hotel**, **Matlock Bath**, **Derbyshire**. Start, 11 a.m.

**April 18th.** **B.A.R.C. International "200" Race Meeting**, **Aintree**, near **Liverpool**. Start, 11 a.m.

**April 19th.** **B.R.S.C.C. Race Meeting**, **Snetterton**, near **Thetford**, **Norfolk**.

**Thames Estuary A.C. National Driving Test Meeting**, **Orsett Military Camp**, **Orsett**, near **Grays**, **Essex**.

**April 25th.** **Syracuse Grand Prix**, **Syracuse**, **Sicily (F1, F2)**.

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

**Jaguar D.C./Aston Martin O.C. Race Meeting**, **Brands Hatch**, near **Farningham**, **Kent**. Start, 12 noon.

**Bugatti O.C. Sprint**, **Oulton Park**, near **Tarporley**, **Cheshire**.

**April 26th.** **Nottingham S.C.C. Race Meeting**, **Mallory Park**, near **Hinckley**, **Leicestershire**.

**North London E.C.C./Herts County A. and Ae.C. Sprint**, **Snetterton**, near **Thetford**, **Norfolk**. Start, 12 noon.

Entries (10s.) to **B. S. Hill**, 61 **Croftdown Road**, **Harborne**, **Birmingham 17**, before 16th April. . . . The **Wolverhampton and South Staffs C.C.** have two works tours arranged. On 6th May members will be shown round the **Humber factory**. A coach will leave **School Street**, **Wolverhampton**, at 9.30 a.m. (coach fare 5s.). On 10th August there is to be a tour of **Stewarts and Lloyds, Ltd.** Start will be at the works main gate in **Miffield Road**, **Bilston**, at 7.15 p.m. Applications for these visits should be sent to **J. V. Woodard**, 23 **Princes Gardens**, **Codsall**, **Wolverhampton**. . . . On 26th April the **Yorkshire S.C.C.** will promote the **Horsfall Trophy**. This closed event will start at **Crosshills Car Park**, **Driffild**, **East Yorkshire**, at 11 a.m. Entries (10s.) close 21st April and should be sent to **E. B. Booth**, 240 **Westella Drive**, **Westella**, **East Yorks**. . . . The **A.G.M.** of the **Shenstone and D.C.C.** will be held on 24th April at the **Parson and Clerk Hotel**, **Chester Road**, **Sutton Coldfield**. Business commences at 7.15 p.m. . . . On 12th April the **Burnham-on-Sea M.C.** hold their closed Rallye **Femina** starting at 2.15 from the **Watchfield Inn**, near **Highbridge**. . . . On 12th April the **Airedale and Pennine M.C.C.** are holding their closed **Daleman Rally**, starting from **Carlton Moor**, **Yeadon**, at 9.30 a.m. . . . The **Fylde Motor Sports Group's Moonlight Rally** will take place on 25th-26th April. This event is open to members of invited clubs. Entries (£2 2s.) should be sent to **J. C. Severns**, 413 **Warbreck Drive**, **Bispham**, **Blackpool**, by 18th April. . . . The **A.G.M.** of the **Bentley D.C.** will take place on 18th April at the **Welcombe Hotel**, **Stratford-on-Avon** at 3 p.m. The "Bentley Monza" film will be shown during the day. After the meeting there will be tea, for which tickets (5s.) are available now from **Lt.-Col. C. H. D. Berthon**, **Madges**, **Long Crendon**, **Aylesbury**, **Bucks**. Please apply before 13th April. . . . On 12th April the **S.W. Centre of the B.A.R.C.** are promoting their 20th **Brunton Hill-Climb**. The following clubs have been

(Continued on page 474)



# Read what the experts say about the Series 2 Victors

## The Autocar Road Test Report.

"It is a compact but roomy four seater, with very large luggage locker; it is quite lively and economical, and easy to drive. Handling qualities are above average in its class, and it has good brakes. This Victor is a very satisfactory choice for family motoring . . ."

## The Motor Road Test Report.

"... the Victor was one of the most untiring of orthodox cars to drive on a long journey which has come the way of 'The Motor' for some time. . . Great pains have obviously been taken to ensure silence, the engine being exceptionally quiet for a car of this class . . ."

## Sunday Times, Ian Nickols.

"It goes along twisty roads almost like a little sports car . . . Above all, the steering itself is positive and at the same time finger-light, so that women like it for shopping as much as experienced drivers of either sex appreciate its accuracy at speed."

## Evening News, W. R. Paulson.

"Already over 150,000 Victors have been built and sold. With the added smartness afforded by the new — and let it be added, British — lines, I do not doubt that the Victor will be an even greater success in the second stage than it was in the first."

## Daily Mail, Courtenay Edwards.

"... a good looking, reliable car, easy to drive; comfortable to ride in with a top speed of around 75 miles an hour and the ability to do more than 30 miles to the gallon."

## Manchester Guardian.

"... extremely easy and safe to drive. The roadholding, steering and brakes could not be faulted . . ."

## Evening Standard, Robert Walling.

"Petrol consumption worked out at 35 miles to the gallon. More sedate handling would certainly improve this figure to nearer 40."

That is what *professional* critics say, but it's your own opinion that matters most to you. Put one of these Series 2 Victors through its very lively paces over your own favourite route. You'll find yourself in enthusiastic agreement with the experts. See them at your Vauxhall dealers today. Try them too.



Victor de Luxe — Vauxhall's new luxury car.  
Leather upholstery, individual front seats,  
pile carpets, etc. Dual or single colours.

VICTOR DE LUXE PRICE **£565** + £283.17s PT (£848.17s)

VICTOR SALOON PRICE £505 + £253.17s PT (£758.17s)

VICTOR SUPER PRICE £530 + £266.7s PT (£796.7s)

VICTOR ESTATE CAR PRICE £605 + £303.17s PT (£908.17s)

**Everyone drives better in a Vauxhall**

Vauxhall Motors Limited · Luton · Beds.



**Club News—continued**

invited: Bugatti O.C., South Wales A.C., M.G.C.C., B.R.S.C.C., Hants and Berks M.C., Vickers-Armstrongs M.C., West Hants and Dorset C.C., 750 M.C., and the Gosport A.C. Timed runs will begin at 2.30 p.m. . . . On the same day the **Allard O.C.** are staging their Photographic Rally. Start is at 12 noon from the Chequers Hotel, Slangham, near Handcross, Sussex. Entries should be sent to R. W. May, 25 Hardinge Road, Kensal Rise, N.W.10. . . . The **Southern Jowett C.C.'s** closed Devil's Punchbowl Rally will be held on 26th April. Entries (2s. 6d.) should be sent to G. Heydon, Stratton Lodge, 38 Bath Street, Abingdon, Berks. . . . The closed Hill-Climb to be promoted by **Sunbac** and the **Bugatti O.C.** will take place at Ragley Hall, near Alcester, on 18th April, starting at 2 p.m. Entries (£1) should be sent to J. Woodhouse, 106 Jockey Road, Sutton Coldfield, by 10th April. . . . In conjunction with the **Herts County A. and Ae.C.** the **North London E.C.C.** is promoting a sprint meeting at Snetterton on 26th April. The following clubs have been invited: Allard O.C., A.M.O.C., American Drivers' Club, Brent Vale M.C., Cambridge U.A.C., East Anglian M.C., Jaguar D.C., Triumph Sports O.C., West Essex C.C., Snetterton M.R.C. Further details will be available from G. Bance, 11 Bath Road, Reading, Berks. . . . The **Bugatti O.C.'s** 17th National Hill-Climb will take place at Prescott on 3rd May. Entries close 20th April and should be sent to J. M. Trimble, "Goodwood", 8 Scott Road, Walsall, Staffs. . . . On 19th April the **Fiat 500-600 Club** hold their Riddle Rally. Start 11.30 a.m. at Ruislip Municipal Car

Park, Pembroke Road; regs. may be had from J. Carter, 92 Oldfield Circus, Greenford, Middlesex. . . . Fifth annual general meeting of the **East Surrey M.C.** will be held on 14th April at "Ye Olde Leather Bottle", Warlingham, at 8.15 p.m. . . . **Rotherham and D.M.C., North Midland M.C.** and the **Sheffield and Hallamshire M.C.** hold a joint-promotion closed rally on 12th April over an 85-mile course, starting at Wray's Garage, Bawtry Road, Wickersley, at 9 a.m. . . . **Isle of Wight C.C.** hold their annual Isle of Wight restricted rally on 17th-18th April, starting on the mainland and crossing from Southampton to Cowes for a further 100 miles on the island. Regulations are available from Mrs. I. Wooldridge, Delamere Hotel, Sandown, I.O.W. . . . **M.G.C.C. (North-West Centre)** has a film show on 15th April at the Dugdale Arms, Dugdale Road, Padiham, near Burnley. . . . Annual general meeting of the **Shenstone and D.C.C.** takes place on 24th April at 7.15 p.m. at the Parson and Clerk Hotel, Chester Road, Sutton Coldfield. . . . **Oxford M.C.** holds its closed Tyronian rally on 12th April, starting at 2.30 p.m. from the Barley Mow Hotel, Clifton Hampden. . . . **Southsea M.C.** annual general meeting is to be held on 24th April at the Club headquarters, starting at 9 p.m.

(More Club News on page 480)

**TIMEKEEPERS** now disclose that it was Britain's Cliff Allison and not Jean Behra (Ferrari) who made fastest lap at Sebring in the "12 Hours".

**WE** hear that Maserati may produce a new 3-litre sports-racing car in the near future, destined for the Sports Car Championship.

**Mallory—continued**

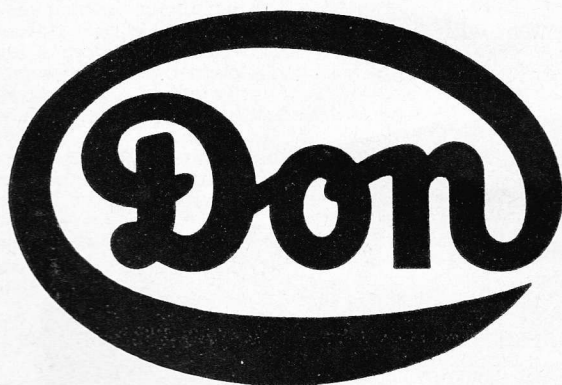
the end after sitting in second place, waiting for the mistake which was never made, throughout the race. Third and fourth places at the end of the first lap were occupied by L. Jacobsz and Peter Riley. On lap two they changed places, and for the rest of the race the order of the first four cars remained unchanged. Threlfall's winning speed was 81.7 m.p.h., and he also made fastest lap at 58.2 secs., a speed of 83.5 m.p.h.

Last event on the programme was another closed car handicap, an enormously hard-fought affair which was won by Miss Rosemary Massey in her Jaguar XK 150 from the limit. She was, however, hard-pressed by Paddy Gaston's other mount of the day, an A35 which, like his Sprite, motored with great speed and devastating effect to finish in second place. Third was Dick Protheroe in a 3.4 Jaguar, while Shepherd-Barron's Alfa only managed fifth place, after a splendid demonstration of cornering absolutely on the limit, behind G. Lawrence's A35.

Altogether a splendid afternoon's sport, this, and characterized by a friendly atmosphere which is from time to time sadly lacking at some of the southern circuits.

MARTYN WATKINS.

**MERCEDES-BENZ 190D Diesel** driven by Bill Carroll of *Motor Trend* covered 5,122 miles, Seattle to New York, at an average speed of 41.14 m.p.h. and a total fuel consumption of 41.04 m.p.g. Over 50 m.p.g. were obtained on several sections, and the total cost of diesel oil for the trip was \$32.27.



## BRAKE LININGS

### LEAD AGAIN IN THE

### CIRCUIT OF IRELAND INTERNATIONAL RALLY OUTRIGHT WINNER

1st KEVIN SHERRY (Volkswagen)

also

### TEAM PRIZE (Production Touring Class)

KEVIN SHERRY (Volkswagen) S. H. M. LOGAN (Volkswagen)

W. E. KILROY (Volkswagen)

(Subject to official confirmation)

## SMALL & PARKES LTD.

LONDON OFFICE: 251 KINGSTON RD., S.W.19. TELEPHONE: CHerrywood 3806/7  
HENDHAM VALE WORKS, MANCHESTER 9. TELEPHONE: COLlyhurst 2511



# 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 CECA, 1955, blue, radio, heater, in good condition, with many extras. £1,175 o.n.o.—Box 3117.

### ALFA ROMEO

1957 ALFA ROMEO Sprint Veloce coupé, red, one owner, leather upholstery, radio, heater, spot lamp, many extras, 18,000 miles approximately. Regularly and carefully maintained. Cost £1,950.

1957 (September) ALFA ROMEO Giulietta Spider, red with black trim, mileage 11,500 approx., one owner, regularly maintained, immaculate condition. £1,850.

SOLE London distributors.

S. MORRIS AND COMPANY, 40 Conduit Street, W.1. Regent 0424 (6 lines).

### ALVIS

SPEED 25 sports tourer, Aug. 1938, finished in ivory with new black hood and screens, superb mechanically and bodily. £210. Terms.—Blythe-way Motors, 23A Gracemere Crescent, Hall Green, Birmingham, 28. Phone: SHIRley 6047.

### AUSTIN

AUSTIN A35, 1958, Downton Stage III, 7,500 miles, heater, anti-roll bar, rev. counter, oil/water gauge, 110 m.p.h. speedo, safety belt, new Michelin SDS all round. Offers.—Ring Royal 4535, Ext. 32, between 9.30-5.0.

AUSTIN "Nippy", 1936, very good cond., 800 miles since engine overhaul, vynide hood, s/screens, seats. £110.—Munday, 13 Brett Road, Hackney, London, E.8.

1957 ALEXANDERIZED A35, Speedwell bar, ivory, red flash, 20,000 miles. £490.—Bell, 49 Cambridge Road, Teddington.

MORRIS
M.G.
RILEY

## POWERPLUS

### "GRAN TURISMO" CONVERSIONS

for

## YOUR MINOR 1000

offered exclusively by

**WICLIFFE**  
MOTOR COMPANY LIMITED  
MORRIS DISTRIBUTORS

**GLOUCESTER - STROUD - CHELTENHAM**

**1670-1-2-3**

We use and recommend Duckham's NOL oils

WOLSELEY
M.G.
RILEY

## ASTON MARTIN

### ASTON MARTIN DB3S

Ex-works (Peter Collins) car. Fitted twin plug head, lightweight works body (full appx. "C"), Webers, new R55, etc. (including full width screen, passenger seat and full doors).

This car is in immaculate condition and is fully prepared for the season. A new gearbox and axle have recently been fitted and the engine overhauled by the Works.

A potential winner of any event  
we offer this DB3S with spares at:—

£1,475.

Part exchanges and low deposit deferred terms arranged. Full history available.

DAVID BUXTON, LIMITED,

SPONDON, DERBY.

Derby 55129.

DB2/4 SALOON, 1954, Alfins, chrome wheels, radio, very sound, taxed Dec. £1,150. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

### AUSTIN-HEALEY

AUSTIN-HEALEY Sprite, as new, heater and accessories, off-white, red upholstery. £650.—Poplar Garage, Billingshurst 75.

AUSTIN-HEALEY, 1955, in ivory with black leather, fitted £90 hardtop, soft top, heater, overdrive, wire wheels, spot lamps, washers, etc. Most original and immaculate, having only covered a nominal mileage from new. £645.—Catshill Garage, Stourbridge Road, Catshill, Bromsgrove, Worcs. Tel.: Bromsgrove 2236. Terms. Exchanges.

1956 BN2, overdrive, htr., washers, etc., ivory, engine just overhauled. £695. Terms, exchanges.—Wilde and Bennett, Ltd., Station Road, Hadfield, Derbys. Glossop 2902.

### BERKELEY

#### BERKELEY SPORTS CAR CENTRE TUNING and RACING SPECIALISTS

The new B95 with Royal Enfield 692 c.c. Super Meteor engine available for early delivery—see and try our demonstration car. Spares, etc., in stock for all models. Open 8.30 a.m.-7 p.m. w'days, 10 a.m.-7 p.m. Sundays.—Mantles Garages, Ltd., Henlow Garage, Henlow Camp, Beds. Tel.: Henlow Camp 233.

THE NEW B95 MODEL with 692 c.c. Royal Enfield twin four-stroke engine now available for early delivery. 100 m.p.h. £665. Also 1957 328 c.c. 2-seater, one owner, low mileage. £360.—Surrey Distributors: The Surrey Car Co., 44 Richmond Road, Kingston. (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.

### CONTINENTAL CARS

RICHARDS AND CARR, LTD., for new and used Renault, Simca, Peugeot, Fiat, Citroën.—35 Kinnerton Street, S.W.1. BELgravia 3711.

### FIAT

1955 FIAT 1,100, new Xs, Abarth exhaust, safety straps, excellent condition. £480.—23 Hampden Road, N.8. FITzroy 1919.

## FRAZER-NASH

LE MANS REPLICA, gunmetal grey, BS1, Mk. III, mohair hood, etc., impeccable. £785. Can H.P. or swap something more congenial.—Stuart Hall, Greenways, Kingsmoor, Glossop, Derbys, 2325.

## FRISKY

FRISKY coupé, Dec. 1958, 3,600 miles, one owner, 100 per cent. works maintained, two-tone white/grey with grey/white trim, high compression, polished ports, Burgess silencer, c.r. gears, modified suspension, five-gal. tank, luggage grid, spare wheel, over-riders on bumpers, special w/wipers. £445.—Weekend: R. Kerr, 76 Richmond Road, Worthing.

## 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.

## JAGUAR

### A RARE OPPORTUNITY

to acquire what must be one of the finest XK 140s ever offered for sale. This car is a September, 1955, drophead with full C-type modifications, radio, heater, overdrive, twin spotlights, wind-screen washers, safety belts and wire wheels, etc. The car is immaculate in pastel blue with a new royal blue hood, and is offered at the low price of £925.

### DORCHESTER SERVICE STATION,

Dorchester-on-Thames,  
Oxon.  
Warborough 285 or 353.

D-TYPE JAGUAR, completely rebuilt and ready for season's racing.—Offers to Maurice Charles Motors, Ltd., Cardiff 7200 or 35437.

140, 1955, d/h. coupé, cream, red interior, 28,000 miles only, o'drive, heater, new tyres, taxed. £885. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

(Continued overleaf)

OFFICIAL STOCKIST

## PARADE MOTORS

### (MITCHAM) LIMITED OFFER

1957 M.G.A. Red/black, radio, heater, luggage rack, tonneau cover. £775  
1955 M.G. Magnette. Black/red, excellent condition throughout. £675  
1954 M.G. TF. Red/red, outstanding condition. £570  
1948 M.G. TC. White and green £299  
1937 M.G. TA. Green/green. £150

1955 Morgan Plus 4. TR2 engine. 2 seater. Green, green upholstery. £585

1955 Morgan Plus 4. TR2 engine. 4 seater. Blue, red upholstery, immaculate. £575

1937 2 litre Aston Martin. 4-seater. Black/blue, excellent condition. £235

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

Visit our BOAT SECTION  
NOW OPEN AT

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



**EAGLE MOTORS LTD.**

The Leading Sports Car Specialists

**Calling all  
Enthusiasts***Come and see us at  
Our New Address  
and Larger Premises***1124-6a  
LONDON ROAD,  
NORBURY, S.W.16**

(ON THE MAIN BRIGHTON ROAD)

Green Lines and Buses Pass the Door

Opening Times:

**9 a.m. to 10 p.m. Weekdays  
incl. Saturdays**

Open for Inspection:

**Sundays 10 a.m. to 2 p.m.****Classified Advertisements—continued****JAGUAR—continued****1938** S.S. 100, 3½-litre, new hood and side flaps, new tyres, just being resprayed now, engine very sound. First offer over £350.—Leighton, Loton Park, Shrewsbury. Halfway House 232.**£415** JAGUAR XK 120, 1951, director's car, 8.1 head, two exhausts, very fast, white. H.P. available.—Joy Carpets, Ltd., 40 Bottom of the Moor, Oldham, Lancs. Main 6760.**JOWETT****£250** JOWETT Jupiter, 1952, quick sale required, owner leaving country.—Phone: Montgomery, FROBisher 1664 weekdays, 6.30 p.m. onwards.**LAGONDA****L**AGONDA 1933 16/80 4-seater tourer, in running order. £175.—KENSington 9464.**LOTUS****LOTUS XI LE MANS Mk. II**

Full Stage III Climax inc. five bearing cam and FWB Stage III rods, disc brakes, de Dion. Fitted Webers (38DC03s), Borrani wheels, full appx. "C" with wrap round screen and head fairing, Dunlop R5s, new gearbox and clutch and fully prepared for season.

Never crashed and finished in immaculate B.R.G. and alum.

Full history available.

Offered with set of spare tyres and engine spares at:

£975.

Part exchanges and low deposit terms arranged.

**DAVID BUXTON, LIMITED,****SPONDON, DERBY.**

Derby 55129.

**L**OTUS-FORD, 1956, £80 has been spent to bring this car into superb condition, recellulosed B.R.G., fully modified and ready to race. £450.—Walters. Tel.: Parkstone 705, Dorset.**DICKSON MOTORS OFFER**the three cars below, which have been tuned and prepared to perfection by Hugh Sannon (Racing Division, Dickson Motors) for this season's racing. Indication of his work can be obtained by perusal of the various motoring magazines reporting Tom Dickson's racing successes during 1956-57 and 1958. **Lotus Mark XI Le Mans.** Series 1 with 1,100 c.c. Climax engine, Disc brakes, de Dion, etc. Completely rebuilt and resprayed ready for racing. **Brand New Lotus XI Le Mans.** Series 2 with highly tuned 1,100 c.c. Climax engine. For immediate delivery and ready to race. **Lotus Mark XV** with 1,500 c.c. Coventry Climax twin-cam engine and five-speed gearbox. Completely rebuilt with many modifications. Guaranteed no bugs. Definitely ready for a successful season's racing.

Write, call or 'phone:—

**DICKSON MOTORS (PERTH), LTD.**  
(Racing Division),  
Crieff Road, Perth.  
Tel.: Perth 3892/3.**L**OTUS Mark VI, completely rebuilt and resprayed, reconditioned Ford E93A with usual mods. Best Mk. VI extant. £425 or offer.—Cosworth Engineering, Ltd., 41A Friern Barnet Road, New Southgate, N.11. ENTerprise 5206. **LOTUS Mk. XI Series II**, ex-works car, discs, de Dion rear axle, Elektron wheels, SUs or Webers optional. Ready for season's racing.—Apply Sewell & King, Ltd., Springfield Road, Chelmsford. Phone: 2145-2230.**S**UPERTUNE, LTD., Lotus Specialists. Tuning, race preparation, service, repairs.—2A Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.**1958** LOTUS 1100 Le Mans Series II. This car has been completely stripped and rebuilt and the engine brought up to Stage III, also suspension parts crack tested. One of the most successful privately owned cars last year. Tested before sale. R5s mag wheels absolutely in perfect condition. Offers.—Escott, Smithfield Market, Deansgate 5204.**1955** LOTUS Mk VI, Ford 100E, full weather equipment, very good condition throughout. £455 delivered.—Box 3118.**M.G.****U.M.** HAVE THE LARGEST STOCK OF M.G. M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.**RARE M.G. TA****Salmon/Tickford d/h. coupé**

Factory reconditioned engine. Brakes relined and system reconditioned. Near new tyres. A sound job all round.

£220 o.n.o.

Proctor, phone: MOUntview 3363.

**J**I 4-SEATER sports, 1933, really sound throughout, good tyres and battery. £90.—Jones' Garage, Syston, Leics. Syston 2257.**M**AY 1958 M.G.A., 1,400 miles, white/red underside. Both the mechanics and bodywork have been maintained absolutely regardless of cost and are in immaculate order. This car must be seen to be appreciated. Many sensible extras including wire wheels. £889 o.n.o.—A. M. Greig, Rose-ladden, Kewferry Hill, Northwood, Middx. Northwood 1515.**M.G.**, IMMACULATE, red, "P" type. £150. S.a.c. for details.—137 Brettell Lane, Stourbridge, Worcs.**M.G.** SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, 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, Dec. 1949, 2-str., completely reconditioned Stage tuned engine, new clutch, k/pins, bushes, brakes relined, 16 ins. rears, twin Windtones, new twin spots, resprayed cream. An immaculate car. £375 or H.P. £90 deposit.—Burton Joyce Garage, Burton Joyce, Nottingham. Phone: Burton Joyce 2311.**M.G.** TC, green, works reconditioned engine, Laysall Lucas head, telescopic front shock absorbers, new battery, Marchal lamps, Blumel's wheel, competition clutch. Part history and recent bills available. £340 o.n.o.—Lavers, 8 Cassiobury Park Avenue, Watford 21302.**M.G.** TC, 1947, excellent throughout, radio, heater, just had £75 overhaul, bills shown, finished maroon, tonneau, etc. £265. Terms.—Blythway Motors, 23A Gracemere Crescent, Hall Green, Birmingham, 28. Phone: SHIrley 6047.**M.G.** TD, 1951, black, very nice condition, reconditioned engine, taxed. £420.—Thompson, 64 Carlton Avenue, Kenton, Middlesex. Evenings or weekend.**T**HOMSON'S hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, half-shafts, crown-pinion sets, and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIberty 8498.**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****T**OULMIN 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.**1957** M.G.A 2-seater sports, one owner, 20,000 miles, new hood, recellulosed, light blue, extras, in first-class condition throughout. £810.—Miss M. Rae-Smith, "Maradin", Hyde Heath, Chesham 8399.**MORGAN****B**ASIL ROY, LTD., Main London Distributors. Official spare parts stockists. Service and repairs. Sales enquiries for overseas visitors or purchasers invited.—161 Gt. Portland Street, W.1. LANgham 7733.**M**ORGAN 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.**M**ORGAN PLUS 4 coupé, 1954, host of professional modifications to engine and chassis, real performance, genuine mileage 13,000, condition as new. An enthusiast's dream. £500 o.n.o.—Box 3112.**1958** MORGAN 4/4, Elva head, Stage III. Buckler gears, many extras, perfect condition, never raced or rallied, genuine 96 m.p.h., 5,000 miles. £620.—Wright, Collington Grove, Bexhill. Cooden 150.**1954** (Oct.) MORGAN PLUS 4, with TR2 engine, cream with black upholstery, new tyres, hood and batteries, really immaculate, 23,000 miles. £525.—Colin Glanfield, Bexleyheath 2954, week-ends and after 7.**MORRIS MINOR****P**OWERPLUS MINOR 1000, twin-carburettor engine conversions provide phenomenal performance with economy and reliability.—Write, call or phone: Wicliffe Motor Co., Ltd., Morris Distributors, Stroud, Glos. Phone 1670-1-2-3.**RACING CARS****E**LVA, July 1958, Stage III Coventry-Climax engine, raced only four times. Price £1,050.—Enquiries, phone Ashford, Middlesex, 4947.**E. RABY—BUYS, SELLS, EXCHANGES—**1,500s; 1,100s; 1,500s sports or racing cars. Exporting. Hire Purchase.—Empire Cars (B'ton), Ltd., 85 Preston Road, Brighton 21713.**1957** COOPER-CLIMAX 1500 twin-cam F2 racing car. This car is in B.R.G. and in perfect condition throughout. Long-range fuel tanks, fitted 1958 engine with latest mods., giving 152 b.h.p., alternative axle ratios, maintained by Pippbrook Garage. Price complete, £1,695.—Empire Cars (B'ton), Ltd., 85 Preston Road, Brighton 21713.**W**ANTED.—Cooper-Climax twin-cam F2 car. Must be a 1958 model. Cash waiting for good condition car.—Chan Lye Choon, 77-79 Orchard Road, Singapore, 9.**W**ANTED.—1958 F2 COOPER-CLIMAX immediately, for cash. Good price paid for right car.—Box 3103.**RAILTON****R**AILTON 9.9 h.p. coupé, good condition, excellent engine. £220 or best.—Phone MUSeum 7613.**RENAULT****T**UNING AND SPECIAL EQUIPMENT for Dauphine enthusiasts. Suspension modifications for Dauphine and Gordini Dauphine.—Parkin Engineering, Ltd., 249 East Bawtry Road, Rotherham.



EX-GOVERNMENT

# STOP WATCHES

and ELAPSED TIME CLOCKS  
Illustrated leaflet on request

## CHARLES FRANK

67-75 SALTMARKET  
GLASGOW, C.1

ESTABLISHED 1907

**£555.** 1957 DAUPHINE. Immaculate red/silver. Modified engine gives 80+ m.p.h. and 37 m.p.g. Carefully maintained. Clutch just refitted. 23,000 miles.—HAINault 2255. 4 Chigwell Rise, Chigwell, Essex.

### RILEY

**R**ILEY 1½-litre Continental, 1937, very attractive body, very good condition, recent engine, brakes, steering overhaul, good tyres. £150.—Major Large, 5 Queens Close, Biddenham, Bedford.

### SPECIALS

**F**IAT 500 chassis modified to take Ford engine, i.f.s., hydraulics, recon. axle, new tyres. £30.—W. Gillard, Pathe, Othry, Nr. Bridgewater, Som.

**R**OCHDALE G.T.F.8, ivory cellulose, fully trimmed, on new boxed chassis, above average special. £330.—Reider, Station House, Etwell, Derby.

**VW** SPECIAL, overhauled VW engine, brakes refitted, new oversize rear tyres, needs rebodysing. Photos available. £120.—Box 3120.

**750** C.C. Ashley-bodied Special, new Dante engine (full mods.), new SU pump, carb, i.f.s., rad., etc. Running in. £145.—S. Vaux, 22 The Grove, Radlett, Herts. Radlett 6032.

### SPORTS CARS

**A.C.** ACE, requiring some mechanical attention and some sprucing of bodywork but a 1955 fitted with discs and oil cooler and running very well indeed. Opportunity at £650 as we are too busy at present to work on it.—Rudds, 41 High Street, Worthing 7773-4.

**B**OB GERARD for A.C. ACE and ACECA.

**B**OB GERARD for your A.-H. "SPRITE".

**B**OB GERARD for BRISTOL.

**B**OB GERARD for TURNER SPORTS.

**B**OB GERARD CARS, LEICESTER 56281.

**R**OCHDALE G.T., engine M.G. TC, Stage II, hyd. brakes, 5.25 x 16 tyres, immaculate. Offers over £300.—Evenings and weekends, 1 Hornby Road, Chorley, Lancs.

# L. F. DOVE,

LTD.

THE

FIRST OFFICIAL

## TR Centre

### THIS WEEK'S BARGAIN

1959 SERIES TR3A. Total mileage 2,800, finished in B.R.G. Fitted with hard-top, beige soft-top. Overdrive, heater, radio, luggage rack, occasional seat, Michelin X, etc. Original cost £1,330. This car is quite new, beautifully run in and fully guaranteed. £1,095

1958 TR3A. Powder blue with hard-top, overdrive, etc. Only 6,000 miles ... £985

Another similar car to the above, only 4,000 miles ... £985

1957 TR3. A really beautiful car, quite unmarked and fitted with extras ... £785

1956 TR3. A one owner car, beige/blue ... £675

1955 TR2. An equally well kept car, very fast indeed ... £575

THE ABOVE IS A BRIEF OUTLINE OF  
THE CARS AVAILABLE. SEND FOR FULL  
LIST AND DETAILS.

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

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

L1Berty 3456-8

### OLD WOKING SERVICE STATION

67 High Street,  
Old Woking,  
Surrey.

Tel.: Woking 1725.

1936 Riley Sprite. Excellent condition throughout, recently reconditioned and tuned engine, fantastic performance, B.R.G. ... £320

Aston Martin s/c. 1½-litre, first registered 1937, previously used as demonstration and show car, good tyres and sound throughout, all-weather equipment, aero screens, much above average ... £305

Aston Martin Le Mans 1½-litre, reconditioned throughout, recellulosed and rechromed. Fabulous condition, looks like new, really in concours winning condition. £360

Open Saturday and Sunday. Evenings to 9 p.m.

# Continental TYRES

FAMOUS THROUGHOUT THE WORLD FOR HIGH QUALITY AND OUTSTANDING PERFORMANCE. Original equipment on Mercedes-Benz, Porsche, etc. CONTINENTAL SUPER RECORD—An outstanding tyre for use on high performance cars. Unique tread design gives superb roadholding on all surfaces. Available from stock in sizes:—6.40 x 13, 5.90, 6.50 x 15, 5.00, 5.25, 5.50, 6.00 x 16. Full particulars sent on request.

ALSO STANDARD &amp; WINTER TYRES.

Official Distributors:—

CONTINENTAL TYRE SALES  
2 CHESTER CLOSE, CHESTER STREET,  
LONDON, S.W.1. SLOane 8943



### TALBOT

1934 TALBOT sal., completely overhauled, will pass any test. £99 o.n.o.—Phone: Lee Green 7933.

1931 TALBOT "90", excellent cond., break or sell whole, reason for sale wiring in a mess.—D. Hammond, 8 Prince Edward Road, Leeds, 12.

### TRAILERS

THE LAST WORD IN TRAILERS.—Built 1958 for Lotus Series II, Flexitor rubber suspension, lights, brakes. Ideal for fast car. £47. Also 2,199 c.c. Austin transporter with special new body to take same car. Exchange engine, five new tyres, new radiator, etc. £160. Must sell one—no offers. —Maidenhead 346.

**£15** QUICK SALE.—Fast towing trailer with towing attachment, suitable small sports or Formula 3, excellent tyres.—51 Okehampton Crescent, Welling, Kent.

### TRANSPORTERS

TRANSPORTER for sale, converted Bedford coach with excellent ramps, etc. Large enough for Grand Prix or Historic racing car. Will take camp beds, and all windows fully curtained for sleeping quarters. £85.—Bayliss, Royal Hospital, London, S.W.3. SLOane 6961.

### BADGES

CAR BADGES of distinction, any club, school, regiment, county, etc., correct colours, crystal fronted for protection, heavily chromed, ready to fit. 32s. 6d., p. and p. 1s.—Peter Dale, 269 Waltham Road, S.E.17. Phone: RODney 6204.

### BODIES

ASHLEY body, 750; wheel arches; locks. £80.—6 Guessens Road, Welwyn Garden City, Herts. Welwyn Garden 5317.

FALCON Mark II bodyshell for sale, half price. —Waltham Cross 3162.

### BOOKS

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

(Continued overleaf)

# THE CHEQUERED FLAG

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

Tel.: CH1swick 7871/2/3

LONDON'S LEADING SPORTS CAR SPECIALISTS

JAGUAR D type. Famous ex works comp. 2-str. £1,695  
Completely overhauled.

LOTUS XV 1958 Comp. 2-str. 1500 twin cam unit just rebuilt. £1,695

ASTON MARTIN DB35 2.9 App. C. Ex works car regd. 1956, twin plug head. £1,485

AUSTIN-HEALEY 100/6 1958, red with black h/tp, all other extras. £1,065

LOTUS XI 1957 Series II 1100 Climax, mag. wheels, discs, de-Dion, Webbers, etc. £995

AUSTIN-HEALEY 100S 1955. One owner, comp. 2-str., B.R.G. discs. £985

AUSTIN-HEALEY 100/6 1957 2/4-strs. Choice 2, both blue with all extras. from £945

TRIUMPH TR3A 1958 2-str., grey, one owner, fitted every extra. £945

JAGUAR XK140 1955 fixed head "C type" engine, O/drive, wire wheels, rad., htr., spots. £925

A.C. ACE-BRISTOL 2-litre sports 2-str., red, recent BSI unit; very fast car. £895

FRAZER-NASH MILLE MIGLIA streamlined 1952 2-str., B.R.G. £865

M.G.A. 1957 (Oct.). Fixed head coupe, unmarked, red, radio, htr. X tyres, spots. £865

TR3 1957. Red with black hard/soft tops. O/drive, discs, radio, heater, X tyres. £865

M.G.A. 1957 2-str., green, wire wheels, rad., heater, etc. £845

TR3 1957, as new, in lime green. Disc brakes and all extras, outstanding. £845

TR3 1958 2-str., blue, discs, X tyres, htr. £825

M.G.A. 1957 2-str. Spotless red, extras. £795

TR3 1957 2/4-str., blue, red cockpit, discs, etc. £795

LOTUS MK. XI 1958 sports 2-str., fully tuned, unraced, alloy finish. £785

TR3 1956, red, O/drive, radio, htr., spots, grid. £745

AUSTIN-HEALEY 100 1955 2-str., red/white with white hardtop and every other extra. £725

TR3 1956 2-str. Black, special cowl, 3 speed O/drive, X tyres, etc. £725

COOPER SPORTS 1100, stage II Climax. £695

AUSTIN-HEALEY 100 1956 2-str., green, rad. htr. O/drive, etc. £685

JAGUAR XK 120 1953. Fixed head. Superb in suede green, low mileage. £685

AUSTIN-HEALEY 100 1955 2-strs., 2 superb examples. blue or black, usual extras. from £645

TURNER 950 Sports, unmarked in red, tuned A.35 unit, radio, heater, etc. £635

LOTUS MK. VII 1958, Willment head, etc. £595

M.G. TF 1500 1955 2-str. Green £595

MORGAN 4/4 1957 2-str., off-white, tuned Ford unit, htr., rack, etc. Another green. £595

TR2 1955 series, red, wire wheels, X tyres, heater. £595

LOTUS VI, de-Dion, wire wheels, turbo brakes. £585

TR2 1955 2-strs. Choice 2 spotless cars. from £565

XK 120 1952 roadster, green, very fast. £545

HEALEY SILVERSTONE 1950, D type, pale blue, one owner, X tyres, tonneau. £495

LOTUS MK. VI 1954, fully tuned 1,172 unit. Choice 3 silver or B.R.G. from £445

MORGAN PLUS 4 1952, 2-str., drophead, blue. £425

LEA FRANCIS 2½ litre 1950 roadster, blue. £425

FORD SPECIAL 1956, maroon, tuned Ford unit. £345

M.G. TC 1947 2-str., unmarked, green. £345

TRIUMPH 1800 roadster 1948, choice 2. from £295

BUCKLER MK. V 1956 2-str., tuned 1172 unit. £285

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

492/6 CHISWICK HIGH ROAD, W.4



# COOPER 1100 Sports Car CONVERSIONS

to full Appendix C Regulations

## • SEE OUR WORKS CAR

OULTON PARK, APRIL 11

### Enquiries to:

Racing Division

**Sewell & King Ltd.**

Springfield Road, CHELMSFORD

Phones: 2145/2230

### Classified Advertisements—continued

#### BOOKS—continued

**WORKSHOP MANUALS** for Alfa Romeo, Armstrong Siddeley, Austin, Austin-Healey, Chrysler, Citroën, De Soto, Dodge, Fiat, Ford, Hillman, Humber, Jaguar, Jowett, Land-Rover, M.G., Morris, Peugeot, Plymouth, Renault, Riley, Rover, Simca, Singer, Standard, Studebaker, Sunbeam, Sunbeam-Talbot, Triumph, Vauxhall, Volkswagen, Wolseley. Send stamp for details; or 1s. 3d. for catalogue of 500 handbooks, workshop manuals, motoring books. —Vivian Gray, Mail Order Bookseller, Hurstpierpoint, Sussex.

#### CONVERSION UNITS

##### SPEEDY CARS

Can supply from stock good quality conversion parts to improve roadholding and engine performance for Austin "7" owners and builders. Competitive prices and efficient service. Two special items for disposal: One Nippy Sports pressurized three-bearing crankshaft. Set 1½ ins. Nippy connecting rods.

##### SPEEDY CARS,

14(b) Lower Green Road, Rusthall,  
Tunbridge Wells, Kent.  
Tel.: Tunbridge Wells 20636.

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

#### CONVERTED CARS

**CONNAUGHT ENGINEERING** for all Conversions.—See under "Engineering Services".  
**1955 STANDARD 8,** Alexander conversion, heater, screen washers, two new tyres, good condition. £405 o.n.o.—Telephone: Redbourne (Herts) 354.

**ALEXANDER ENGINEERING CO., LTD.,** offer:—

**1958 AUSTIN-HEALEY Sprite.** Primrose, black hood, upholstery, tonneau and body flash. Bumpers, overriders, heater, screen washers, rev. counter, laminated screen. 4,500 miles only. Just fitted with £90 Alexander twin-carb conversion. £735.

**1957 (Aug.) VAUXHALL Victor Super,** gipsy red, radio, Alexander twin-carb conversion, staff car. £675.—**HADDENHAM** (Nr. Aylesbury), BUCKS. Tel.: 345.

**WOODYATTS** of Malvern, Worcestershire Distributors for "DOWNTON" Conversions. Agents for AUSTIN, MORRIS, WOLSELEY, M.G. and RILEY cars. Specialists in the preparation and maintenance of competition cars.—Belle Vue Garage, Malvern. Tel. 390-391.

#### 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 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.

**BURTONWOOD ENGINEERING** have increased facilities for overhauling and manufacturing components for racing engines.—Welwyn Garden City (W.N.5) 5571.

**DON PARKER MOTORS** for—Racing car jacks, trailers, rack and pinion steering, 43-tooth clutch sprockets. Hubs resplined, machining, welding, chassis and engine overhauls.—1A Sangora Road, S.W.11. BATtersea 7327.

#### HOTELS

##### KEEN TYPES SPECIALLY WELCOME

at small licensed Hotel. Ideally situated for daily exploration of the Highlands.

Brochure by return from

Alan Bateman,

LETTERFINLAY LODGE,

Spean Bridge,

Inverness-shire,

Scotland.

**LITTLE GUIDE TO VILLAGE INNS, FARMS** AND HOTELS on and off the beaten track round Britain's coast and countryside. 5s. 4d. post paid from Victor Hilton (AS), Harbourside, Torquay.

#### MISCELLANEOUS

**AUSTIN** Alta h/c. head, £4. Volumes I-V AUTOSPORT, perfect, £4. 212 copies AUTOSPORT 1953/58, 70s.—Box 3116.

**A35 COMPETITION** hubs and bearings, £5 10s. Crash helmet, 7½. £3.—D. Coode, 33 The Ridgway, Sutton, Surrey. VIGilant 7734.

**EIGHTEEN** LEICA cameras from £40 to £185. —The Camera Exchange, 8 and 9 Tunsate (off High Street), Guildford. Telephone 4040.

**HALDA** Speedipilot, little used, £15. A35 three-branched Derrington exhaust manifold, £8 (cost £12 10s.). A35 "Zenith" carb and inlet manifold, £3. R.K.N. safety harness, complete, £2. H.M.V. push-button car radio, £8.—94 Ellesmere Road, London, N.W.10. GLAdstone 9795.

#### STREAMLINED RACING

**MIRRORS.** Regulation size,

anodised light alloy, with shatter proof mirror, weight only 5 ozs., 30/-, post 1/-.



"CONTINENTAL" Speed mirrors, chromium, 4" dia., 37/6, post 1/6.

#### SAFETY BELTS

3" webbing, adjustable, quick release, floor fixing, from 25/- each. **SAFETY HARNESS** R.K.N. nylon, from £4/4/-.

**3 LUG K/O HUB NUTS** to replace 2 lug type, very heavily chromed, 42 m/m, 12 and 8 T.P.I. set 4, £10.

#### AERO SCREENS

Polished

Aluminium

frames, safety

glass, 12 in.

x 6 in., with

chromium universal fittings,

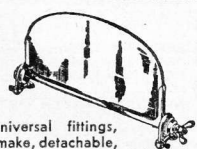
suitable any make, detachable,

with double clamp for racing, 67/6 each.

**RACING SCREENS,** curved perspex,

lightweight for TR2, Sprite, £3/15/-; TR3,

Austin-Healey, M.G.—A, £4/5/- Post 4/-.

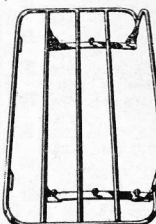


**CYCLE TYPE WINGS** with centre rib for extra strength, in light alloy 6 in. & 7 in., fronts 30/-, rears 35/- each. In light steel, fronts 6 in. 18/-, 7 in. 20/-, rears 20/- & 22/-.

**V.W. DERRINGTON LTD**  
KINGSTON 5621/2

159 & 161 LONDON RD., KINGSTON-on-THAMES  
Open 9 a.m.—6 p.m. Sunday 9 a.m.—1 p.m.

#### For M.G.—A



#### CHROMIUM TUBULAR LUGGAGE CARRIERS

for all popular makes. Heavily chromium plated steel tubing combining strength with lightness, a handsome addition to any car. Sprite & TR £7/15/-, de luxe Sprite, M.G.—A, £9/15/-, other M.G. models from £8. TR2 & 3, XK120 & 140, Austin-Healey, Minor, Morgan, Anglia, Prefect, Consul & Zephyr Mk. I & II and most other makes.

#### TUNING EQUIPMENT FOR SPRITE, A35, NEW A40 AND '1000'

Fully modified H/C cylinder head (exch.) ... £17-10-0  
Twin S.U. carburettor units (except Sprite) ... £17-10-0  
H/C pistons 9.4 C.R. flat top (set) ... £7-10-0  
Light alloy tubular push rods (set) ... £5-0-0  
High lift overlap camshafts (exch.) ... £10-10-0  
Light alloy steel faced flywheels ... £12-10-0  
Light alloy polished rocker covers ... £4-12-6  
Extractor exhaust manifolds ... £12-10-0  
Push button door catches (Sprite in exch.) ... £1-15-0  
Badge bars, with 2 lamp lugs ... £3-10-0

#### FOR M.G.—A, MAGNETTE, RILEY, WOLSELEY

H.R.G.—Derrington L/A Cylinder Head ... £58-10-0  
H/C Pistons, 9.1, flat top (set) ... £8-8-0  
L/A Push rods, light cam followers, per set ... £8-0-0  
L/A Flywheels, steel faced ... £14-10-0  
L/A Ram pipes developed for maximum power ... £1-17-6  
L/A Cast Rocker Covers ... £5-0-0  
Extractor Exhaust Manifolds ... £17-10-0  
High Torque Clutch Assembly ... £6-0-0  
LAYCOCK Overdrive Units (Magnetite) ... £82-0-0

Full range of tuning kits for Triumph, Morgan, Ford and all popular makes. Send stamp for list and performance figures, stating make.



**PHOTOGRAPHS**

**M**OST CARS at West Essex Sprint, Mallory Park and B.O.C. Prescott.—Charles Dunn, Green-leaves, Woking, Surrey. Telephone 3737.

**RADIATORS & FUEL TANKS**

**G**ALLAY, 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**

Continental Holidays?

Continental Rallies?

Get your maps from the specialists

**RALLY EQUIPMENT,**

295 Edgware Road,

Colindale, N.W.9.

COLindale 3633-3840.

**E**X-GOVT. Swiss jewelled, split action stop watches. Ideal for rallies or lap timing. Guaranteed. £5 15s. post paid.—Easden Motors, Station Road, Billingham, Co. Durham.

**S**END 6d. STAMP for detailed catalogue of all Rally aids to Rally Equipment (see above).

**SAFETY GLASS**

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

**SHOCK ABSORBERS**

**B**EST DAMPERS IN THE WORLD are Telflo. Obtainable at most garages.—In case of difficulty write to Telflo, Ltd., Radway Road, Solihull, Warwickshire.

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

**SITUATIONS VACANT**

**B.R.M.** REQUIRE some skilled machinists, fitters and mechanics.—Please send details to The Manager, Rubery Owen and Co., Ltd., Bourne, Lincolnshire.

**SITUATIONS WANTED**

**D**OCTOR, aged 30, married, keen motor enthusiast, with experience of competition driving and preparation, leaving army shortly and disinclined to enter Health Service, seeks interesting employment in medical, non-medical, or combined capacity, preferably in motor or engineering industry.—Suggestions, please, to Box 3110.

**E**XPERIENCED RACING MECHANIC requires position which offers prospects of driving. Has reached a high standard in competitive driving and preparation of sports and racing cars.—Box 3119.

**T**OOLOOM MACHINIST (23), own car, good fitting knowledge cars, requires secure job involving machining and building sports cars, or similar. Resides North London. Will travel.—Box 3114.

**SPARES & ACCESSORIES**

**A**LVIS 12/70, 1938, spares. All parts including wheels, tyres, etc., cheap.—Blythway Motors, 23A Gracemere Crescent, Hall Green, Birmingham, 28. Phone: SHirley 6047.

**C**OOOPER Elektron uprights, rear wishbones, spring, etc. New, cheap.—MacArthur, 2 Acol Road, N.W.6. MAIda Vale 9704.

**F**ORD back axles, Girling brakes, £8. Front, £3 10s. Engines, 10 h.p., from £5. Gearboxes, £5. Rad., £3. 1,500 c.c. B.M.C. engine, £35. A35 engine, £35.—8 Fairview Avenue, Rainham 5096, Essex.

**H**ALDA Speedpilot, month old, 16 gns.—2A Hectorage Road, Tonbridge. Phone 2906.

**L**OTUS XI SPARES, new and unused. Surplus owing to change of car. Two 15 ins. wire wheels, fitted 5.25 R.5s, £25 10s. One speedometer and cable, £6. One complete set of disc brake pads, £5. One full width road screen and fittings, £15 10s.—Mackie, Hartshorne, Burton-on-Trent. Phone: Swadlincote 7223.

**M**OTOQUIP.—New accessory and performance equipment shop. Proprietor: Ian Robinson, B.Sc. (Eng.), G.I.Mech.E., 88 Coventry Street, Kidderminster, Worcestershire.

**P**OLISHED ALUMINIUM Rocker Box Covers for M.G.A, Magnette, all B.M.C. "B" Series engines. Reduce tappet noise. Enhance appearance. 97s. 6d. each inc. p. and p.—Pye, 62 Shiregreen Lane, Sheffield, 5.

**TUNING SERVICE**

**F**LAT TOP, high compression pistons for B.M.C. "948" c.c. "A" Type engines. Price 35s, each complete. Available standard bore and +.040 ins. As used by Bob Gerard.—Gerard Engineering, Abbey Lane, Leicester 61511-7.

**S**PECIALLY developed high compression solid skirt pistons for B.M.C. 948 c.c. "A" series engines, as in A35, Minor 1000 and Austin-Healey Sprite. Gives 9.4:1 compression ratio with the standard head, reduces friction horsepower and provides the highest sensible ratio on normal premium petrol without snags. Price £7 10s. per set complete with pins and rings and available only from Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345-6.

**S**UPERTUNE, LTD. Tuning, race and rally preparation, service, repairs, performance conversions.—2a Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.

**TYRES**

**D**UNLOP Racing Covers, all excellent condition. Three 500 x 15, 5 per cent worn, £4 5s, each. Three 500 x 15, 50 per cent worn, £2 5s, each. Four 400/425 x 15 £2 5s, each. Four 550 x 15, 50 per cent worn, £2 5s, each. One new 600 x 15, £5.—Blythway Motors, 23A Gracemere Crescent, Hall Green, Birmingham, 28.

**WATERSPORT**

**A**LBATROSS SPEED BOAT, fitted supercharged 100E engine, special racing prop., suitable racing or run about, very fast. With specially adapted Pratt trailer. £400.—A. J. Nurse, Sibleys Garage, Edward Road, Balsall Heath, Birmingham, 12.

**WANTED**

**A**N "M" TYPE M.G. Midget, 1929/30 chassis, complete with body in sound condition.—Bruce White, Winterbourne Gunner, Wilts.

**A**USTIN A30 or A35 saloon, also Minor convertible.—45 Shirehall Park, N.W.4. Hendon 7755.

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

**C**OOOPER F3 front wheel, four-stud fixing. Also 15 x 500 Continental tyre.—90 Bonsall Road, Erdington, Birmingham, 23.

**H**EALEY Elliot saloon, 1950/51, sound body and mechanical. Rebodyed car considered.—Box 3113.

**H.R.G.** HEAD for M.G. Magnette at sensible price.—Phone: GULliver 1213 day, or TUDor 1968 evenings.

**P**ANHARD rods, radius rods, stiff suspension, for Ford Anglia 100E.—D. J. Fisher, 1 Montagu Court, W.1.

## 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

**R**OWLAND 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. HAMpstead 6041.

**W**ANTED.—Ford V-8 Pilot gearbox, complete, or gears.—14 Berwyn Avenue, Coventry.

**W**ANTED.—Two 6.40 x 15 Michelin "X" tyres, two Delancy Galloway safety harnesses.—Jones, 219 Aikman Avenue, Leicester. Glenfield 230.

**W**ANTED URGENTLY, Formula 3 Cooper, Mk. IX, X or XI. Preferably without engine.—Brackenbury, COVENT Garden 0941, 9 to 5.30, or write 7 Cornwall Gardens, S.W.7.

**500** CAR, less engine, suitable 250 racing, make immaterial. Must be cheap, sound, complete.—Box 3115.

**NEW CARS FOR SALE****AUSTIN-HEALEY**

**A**USTIN-HEALEY "Sprite", brand new, immediate delivery. Choice of three colours.—S. Morris & Co., 40 Conduit Street, W.1. Tel.: REgent 0424 (6 lines).

**FORD**

**A**DLARDS MOTORS, LTD., Acre Lane, S.W.2. Main Ford Distributors. Consult us for delivery of all Ford models. Overseas Residents' enquiries welcomed.—Export Dept., BRI 6431-2-3-4-5-6.

**GOGGOMOBIL**

**C**ONCESSIONAIRES for U.K.: Goggomobil, Limited, 93-95 Old Brompton Road, London, S.W.7. KNightsbridge 7705.

**VOLVO**

**A**CLAND & 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

**SPECIALISTS**

**ENTHUSIASTS**



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



WANSTEAD 7783/4/5





### LIVERPOOL MOTOR CLUB EASTER DRIVING TESTS

"THE Test of Truth in matters of practice is to be found in the results obtained"—this quotation of Aristotle appeared on the test diagram for the Liverpool M.C.'s Easter Monday driving test meeting held at Dunlop's of Speke, and together with some of the results that actually were obtained it should have put an end to any line-shooting from some of the competitors afterwards!

An excellent entry of 40 cars turned up to take part in the eight tests and ranged from a Thames van to a blown o.h.v. Anglia.

Test 1 consisted of a sprint round an awkwardly placed pylon into a box, with a turn-round in the box to return via a "garage" to the start line. The placing of the pylon made a handbrake turn in the box very tricky to achieve successfully but Bill Holland (TR3A) put up a quite perfect display of driving to make best time in 26.0 secs. He was followed by M. Rylance (1172 Ford Special) in 27.2 secs., third fastest being shared by J. R. Kennerley (Sprite), Pat Lichtensteiger (M.G. TD) and L. Gibson (Thames) in 30.0 secs., the latter being best closed car.

The second test was a weave in and out of pylons which once again saw Holland on top with a repeat time of 26.0 secs., second being Peter Morpeth (TR2) with 26.6 and third Rylance with 27.3. Best closed car time was a tie between Jimmy Ray (Hillman Husky) and Ken James (Riley 1.5) with a time of 27.5 secs.

Test 3, involving two garages and a long wiggle-wobble to be done both for-

wards and in reverse was notable for being the only test of the day in which Bill Holland did not make f.t.d.! Fastest were: Rylance with 45.6, P. A. R. Bernie (TR3) with 48.0, Holland with 48.5 and best saloon was an entry in the Novices section, N. Moores who did a very fine 52.6 in his supercharged Minor 1000. On this test the driver of a Farina A40 lost the lot in reverse and bent his car very badly against a lamp post.

The next manoeuvre, a further variation on the wiggle-wobble theme, saw Holland back in his proper place with a time of 47.5 secs., next being Bernie's 48.8 followed by James's Riley in 51.6.

This stage marked half-time and while the organizers were setting out the rest of the tests the P.A. announcer informed the crowd that Bill Holland was, naturally enough, leading, with Ken James's very rapid Riley leading the saloons. Best novice at half-time was G. Austin's little Berkeley.

Test 5 entailed a lot of diving in and out of garages and finished with a very long reverse. Many competitors felt there was too much long reversing throughout the event, especially the drivers of buzz-box variety saloons. Best time went to the usual chap in 34.4 secs., and .6 of a second behind him came Bernie who was driving very well. Third was Kennerley in a very crumpled Healey Sprite. (Not bent during the meeting however.) Best saloon was James again in 38.8 secs. followed very closely by Gibson's ever-willing Thames in 39.0 seconds.

After this came a double-scissors with a lot more straight reverses, indeed cars were started in reverse this time! Holland's time was 37.0 secs. exactly (they

ought to give him a handicap next year!), second being Kennerley (40.4) and third James (41.3).

The seventh test, consisting of a good long sprint to a type of figure of eight manoeuvre round pylons, gave drivers more of a chance to throw the car around than had some of the previous exercises. Best time of 49.1 went to the usual primrose TR3A, second best, and fastest saloon, going to C. J. Kay's Minor 1000 with an outstanding 51.0 seconds. He was followed by Bernie's TR in 52.3 secs.

And so came the eighth and last test of what had been a very enjoyable afternoon's dicing. Once more Holland was quickest, his time of 37.1 being practically three seconds faster than runner-up Rylance in the Ford Special, which had, however, been sounding a bit hesitant in a previous test. Third was the consistent Bernie and fastest closed car time went to Jimmy Ray in his "cooking" Hillman Husky. IAN J. HALL.

#### Results

**Best Performance:** W. B. Holland (Triumph TR3A). **Best Closed Car:** L. Gibson (Ford Thames 1172). **Closed Cars, up to 1,000 c.c.:** K. J. Moore (Fiat 600), 1,001-1,300 c.c.: P. Barwell (Ford Anglia), 1,301-1,600 c.c.: E. H. Hughes (Wolseley 1500), 1,601 c.c. and over, and supercharged saloons: R. E. Radforth (Ford Anglia s/c.), **Open, up to 1,500 c.c.:** M. Rylance (1172 Ford Spl.), **Over 1,501 c.c.:** P. A. R. Bernie (Triumph TR2). **Best Lady:** Miss P. M. Butler (Austin-Healey Sprite). **Novice Award:** J. R. Kennerley (Austin-Healey Sprite).

EXPERIMENTAL horizontally opposed engine was built for the Studebaker-Packard Corporation by Porsche. No plans for its production have so far been announced.

# SKILLED MEN!

## USE YOUR KNOWLEDGE IN A WORTHWHILE JOB

VACANCIES  
FOR  
**ARMAMENT  
ARTIFICERS  
(RADIO)**  
**ARMAMENT  
ARTIFICERS  
(RADAR)**  
**ARMAMENT  
ARTIFICERS  
(ELECTRICAL CONTROL)**  
**VEHICLE MECHANICS**  
**DRIVERS**  
**RECOVERY  
MECHANICS**  
**BLACKSMITHS**  
**SHEET METAL  
WORKERS**  
**TURNERS**  
**WELDERS**  
in  
**THE ROYAL ELECTRICAL  
&  
MECHANICAL ENGINEERS**

*Up to £25 tax free Bonus plus first-rate wages for two weeks of your time*

**A**RE you in a skilled trade? Then you can probably add a tidy sum to your income by joining the Army Emergency Reserve. For one thing, you get pay and allowances at full Regular Army rates whilst in camp. And the more your skill's worth in civilian work, the higher your Army rank and pay. Better still, you also get £9-£25 bonus tax-free. For this you just spend 14 days a year at a camp, working on your own speciality. And money's not the only profit you get from that. You get a grand refresher course, giving you a lot of new ideas, and putting you right in touch with the latest Army developments. And you get a welcome break from the usual routine, with sports, games and a great social life. For the place is full of people with the same inter-

ests as yourself. Don't miss this chance! Send off the coupon now to: H.Q., A.E.R., R.E.M.E., Broxhead House, Bordon, Hants.

#### POST THIS OFF RIGHT AWAY!

Please send me—without obligation—the illustrated booklet telling me all about the Army Emergency Reserve.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TRADE \_\_\_\_\_ (CV/AER)



# AUTOSPORT BOOKS

*Available Now*

## MOTORING IS MY BUSINESS

by JOHN BOLSTER

Illustrated

**Price 18/-**

(19/6 Post Free)

## HIGH PERFORMANCE CARS 1958-59

GRANT, BOLSTER, PAGE

Illustrated

**Price 6/-**

(6/9 Post Free)

## CASE HISTORY

by NORMAN SMITH

Illustrated

**Price 30/-**

(31/6 Post Free)

May 22, 1959

## WORLD CHAMPIONSHIP

by GREGOR GRANT

Illustrated

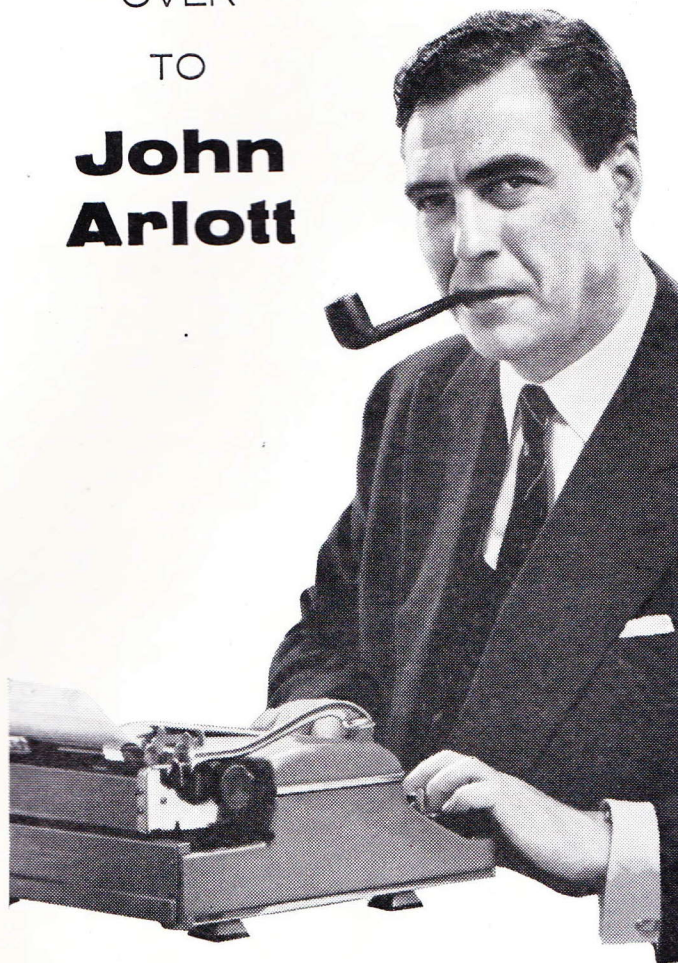
Approx. **Price 21/-**

(22/6 Post Free)

AUTOSPORT (Book Dept.),  
159 PRAED STREET, LONDON, W.2

OVER  
TO

**John  
Arlott**



**Prodigious is my word for it . .**

the kind of enjoyment I get out of a pipe of St. Bruno. Its special flavour suits me completely. It burns nice and slowly, too. No rush

about it. In fact, a pipeful lasts me the best part of an hour. And, my word, it's satisfying. Prodigiously.



**You're bound to like**

**ST BRUNO**

**the most popular flake of all**

**4/6** an ounce



# ***NOW*** Every B90 Replacement is protected by a Certificate of Warranty



Designed to safeguard the motoring public against being persuaded into accepting "Lucas type" exchange units of electrical equipment, the Certificate of Warranty has been introduced to ensure that a genuine Lucas replacement has been supplied.

If service is required during the period of warranty, the certificate can be presented to any garage, motor trader, dealer or stockist anywhere in the British Isles. They will be fully supported by Lucas Agents and Depots to give speedy service.

The Certificate is valuable — keep it with your driving licence and produce it should the need arise.

## LUCAS

## B90 EXCHANGE SERVICE

J O S E P H L U C A S L T D . B I R M I N G H A M 1 9

Published by AUTOSPORT, 159 Praed Street, London, W.2. Editorial Engravings by Austin Miles, Ltd., London, and printed in England by Kellher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1. Registered at the G.P.O. as a Newspaper.