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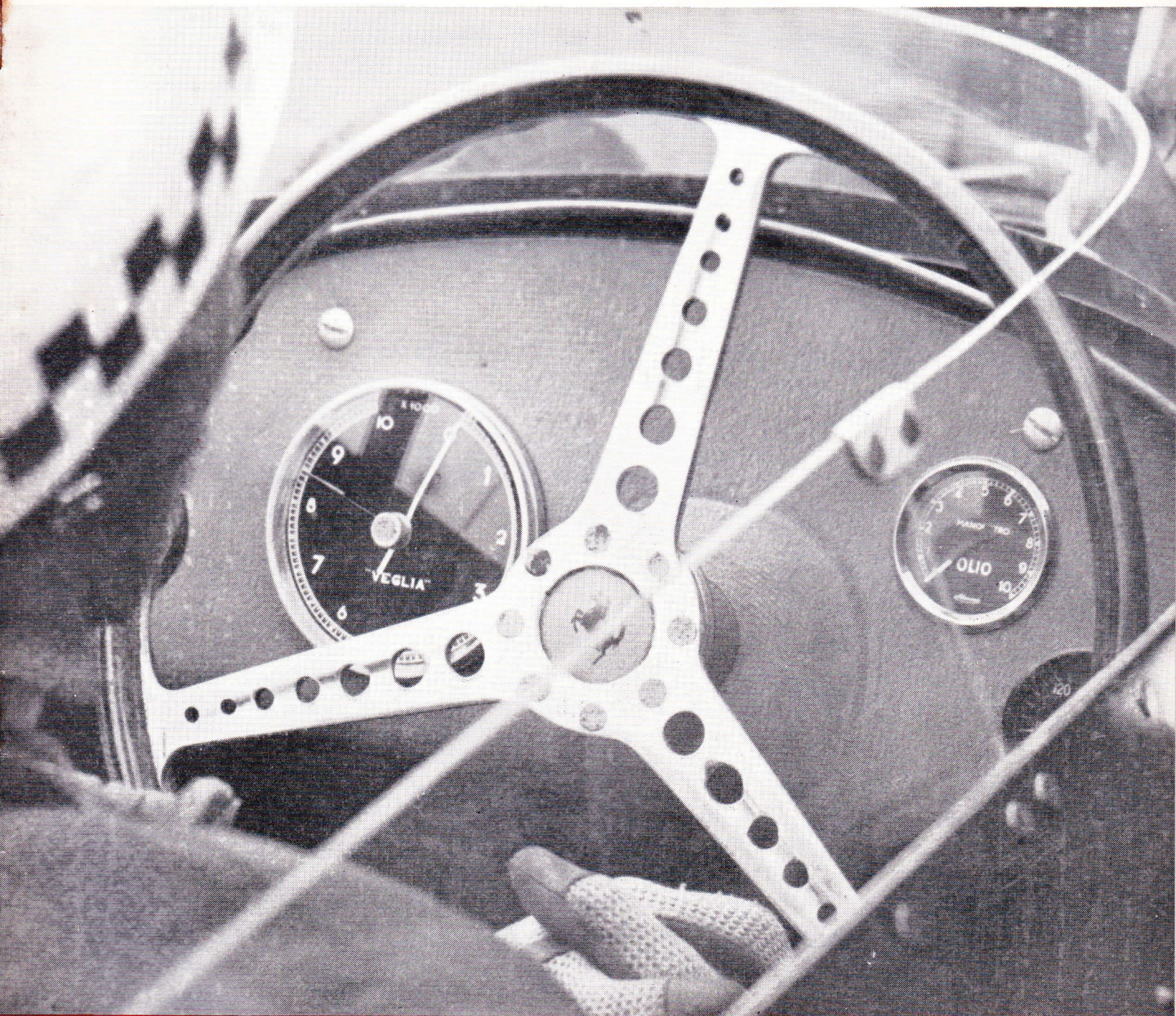
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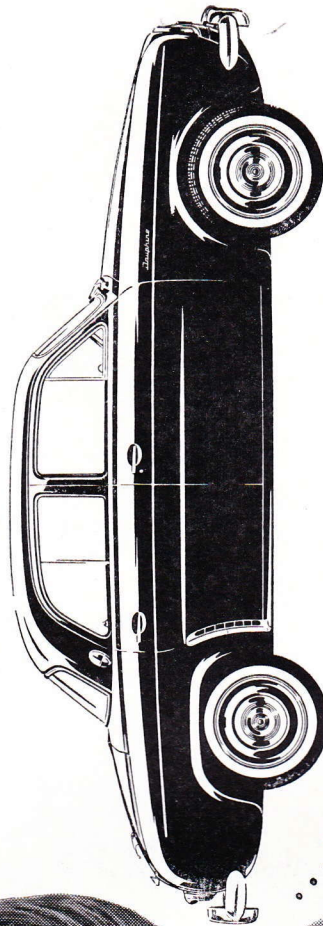
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

AINTREE INTERNATIONAL '200' RACE MEETING—FULL REPORT AND PICTURES
THE GRAND PRIX ASTON MARTIN : THE NEW ALL-INDEPENDENT TRIUMPH HERALD



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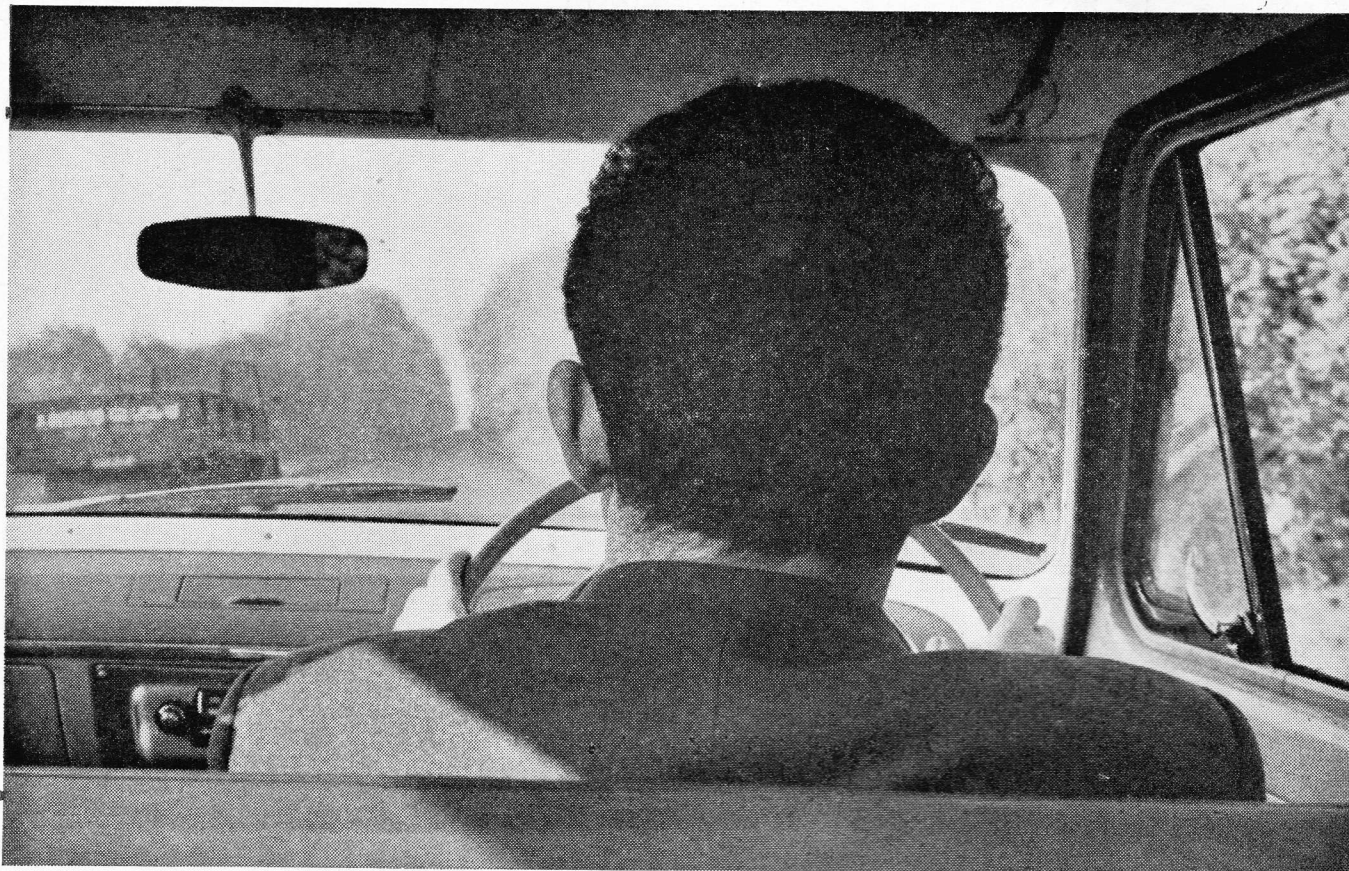
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 17

April 24, 1959

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EDITORIAL

A COVENTRY TRIUMPH

THERE is important news in British automobile engineering circles this week. For the first time, one of the "Big Five" has accepted modern requirements in respect of small-capacity passenger cars, and has introduced a quantity-produced vehicle with all-independent suspension. The new Triumph Herald will compete directly with Continental products in providing the most comfortable ride possible with short-wheelbase vehicles. For some time now the main criticism of the otherwise excellent British light car has been that the manufacturers, by clinging stubbornly to the rigid rear axle designed mainly for the smooth roads of Great Britain, overlooking the fact that in many countries completely different conditions prevail. Standard-Triumph, Ltd., has now shown the way to a better understanding of popular demand, and there is little doubt that their example will speedily be followed by their rivals and, in a year or so, the rigid axle small-capacity car will be as dead as yesterday's news.

THE BEST LAID SCHEMES...

THE hope that a British car would lift the Aintree "200" came to naught, when, one by one, the Coopers and B.R.M.s fell out, leaving Jean Behra and Tony Brooks to win for Ferrari, with New Zealand's Bruce McLaren in third place. In the opening stages, Masten Gregory drove the 2.5-litre Coventry Climax-powered Cooper brilliantly, and kept ahead of Stirling Moss in the much-fancied Cooper-B.R.M., Harry Schell (B.R.M.), Jack Brabham and Roy Salvadori (Cooper-Climaxes). The red Ferraris appeared to be out of the running. Alas—Gregory went out with clutch failure, and Moss had his gearbox pack up when in the lead by a wide margin, and after setting up a new circuit record. The others also fell by the wayside, leaving Behra and Brooks to canter home. Although their reliability was unquestioned, one could not say that the 1959 Ferraris were impressive. If the British cars can be given more stamina, then the "Prancing Horse" may have its work cut out to keep in the picture at the opening round of the World Championship on the Monaco circuit. An interested spectator to watch the defeat of the green cars was Tony Vandervell; it would indeed be a fine thing were a Vanwall to appear once again on the circuits, to lead the British challenge and to inspire other makers to emulate the feat of winning the World Grand Prix Constructors' championship. At the moment, Britain's hopes of victory in the *Grandes Epreuves* of the coming season would appear to rely—at least numerically—on the Coopers, and on these machines a great deal of work needs to be done before the transmissions will reliably stand the extra power now being obtained.

OUR COVER PICTURE

READY TO GO. The winner of the Aintree "200", Jean Behra, sits patiently in the cockpit of the new F1 Ferrari on the starting grid while waiting for the field to line up. A similar car, driven by Tony Brooks, finished second.

Photo: FRANCIS PENN

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Throw a cart-track or an unmade road in front of the new Triumph Herald and feel how she smooths it out. With its four-wheel independent suspension — unique in this price range — the Triumph Herald brings the velvet touch to any surface. The anti-roll bar and direct acting telescopic dampers ensure roll-free cornering, too. And there's a separate chassis to provide an extra rigid structure for greater silence and safety. A host of special features, all adding up to a new experience in motoring. *Saloon £702.7.6 (inc. P.T.) Coupé £730.14.2 (inc. P.T.)*



THE NEW TRIUMPH Herald

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SPORTS NEWS

STIRLING MOSS will be competing in two works Aston Martins at the International Trophy Meeting at Silverstone on 2nd May. In the G.T. car race he will drive a 3.7-litre DB4. This will mark the first competition appearance of this car. In the sports car event he will be at the wheel of a DBR1.

JEAN BEHRA was at Modena with an entirely new F2 Porsche single-seater, much lighter and lower than any former product of the marque.

ALEX ULMANN informs AUTOSPORT that sufficient finance will be forthcoming to stage the First Grand Prix of the United States at Sebring on 19th December, 1959.

An entry of 125 cars has been accepted by the B.A.R.C. for its 34th Members' Sports Car Meeting at Goodwood on Saturday.

BELGIAN G.P. DOUBTFUL

At the time of going to press, there were rumours that the Belgian G.P. at Spa-Francorchamps on 14th June would not be held this year owing to lack of the finance necessary to attract the major F1 teams.

125 CARS AT BRANDS HATCH ON SATURDAY

A FULL entry of 125 cars has been received for next Saturday's Martini Trophy Race meeting at Brands Hatch.

The programme features 63 Jaguar-engined cars, including four Listers, 16 Aston Martins and 46 other types, including many Formula 2 cars.

Among the drivers of Jaguar-engined cars are John Bekaert, Gordon Jones and Albert Zains, all in Listers; P. Ashmore in a D-type, P. Sargent and Gordon Lee in "C"-types and Sir Gawaine Baillie in a 3.4.

Heading the Aston Martin defence is John Dalton in a DB3S and Bill Wilks in a DB2.

Other cars and drivers at the nine-race 60-lap meeting, which starts at noon, are Brian Whitehouse and Tony Skelton in F2 Coopers, Michael Parkes in the Fry-Climax, and Peter Ashdown, leader of the B.R.S.C.C. sports car championship, in a Formula 2 Smith. Ian Walker will also be there in his Elite.

The main event is the Martini-Aston Martin-Jaguar Trophy Race featuring a contest between six Aston Martins and six Jaguar-engined cars. Each car will be given a target lap-time and points will be scored or lost at the rate of one per second for each second of improvement or otherwise on the target time.

"ECURIE ESQUIRE" team drivers competing in rallies and races comprise Roger Wilkinson (TR2), "Bob" Jones (TR2), Allan Fallowes (TR2), Alan Baxter (TR2), Don Overfield (Renault), Ian Hunt (Citroën), Bernie Williamson (Riley), Mike Canner (Vauxhall).

Correspondence, etc., to Team Manager, R. C. (Bob) Jones, 41 Brookvale Road, Olton, Solihull, Warwicks.



PROUD MEN: The two Tonys, Vandervell and Brooks, hold the magnificent Dewar Trophy that was awarded to the former recently at a dinner given by the R.A.C.

VOLVO AT SILVERSTONE

FOUR Volvo 122S saloons have been entered for the production car race at Silverstone on 2nd May. The cars are privately owned but have been prepared and entered by the factory. They will be driven by the four Swedish owners, Gunnar Andersson, European Rally Champion for 1958, Gunnar Bengtsson, Pelle Nystroem and Arthur Wessblad.

ON Sunday four Ferrari drivers will be at Le Mans for testing purposes. The drivers will be Nano da Silva Ramos, Olivier Gendebien, Phil Hill and Cliff Allison. Two 3-litre Testa Rossas and the new 2-litre car will be used.

FLAMEPROOFING RACE DRIVERS' OVERALLS

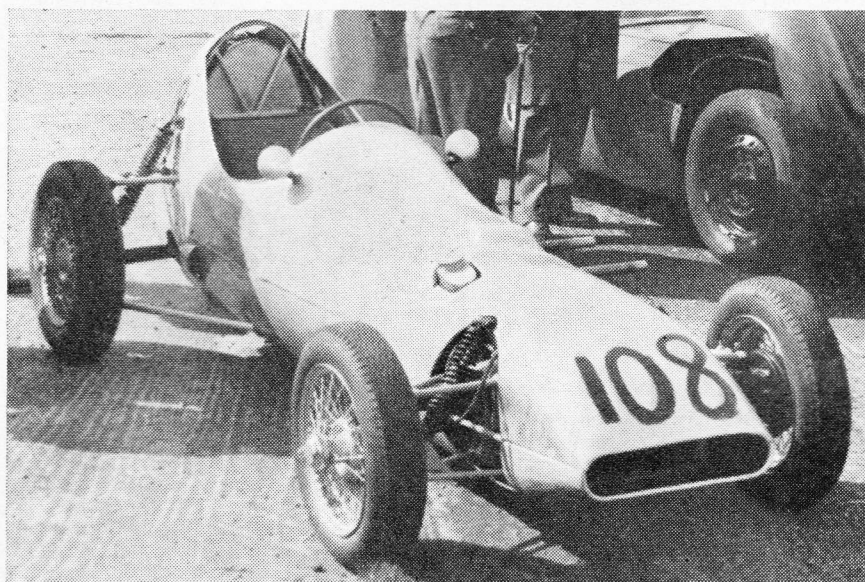
IN October, 1958, the Avon India Rubber Co., Ltd., promised to organize a flameproofing service for race drivers' overalls. With the help of Mr. Dean Delamont, R.A.C., they have arranged a slight variation. They will supply free to the secretary of each major promoting car club small cartons of "Firedrill" (a borax/boric acid mixture soluble in water).

At each national open or international meeting scrutineers will issue one "Firedrill" pack to each driver who can then treat his overalls ready for race day.

The search for a permanent flameproofing continues. Two experimental overalls are now being made for trials.

★
MORE AND MORE Italian car manufacturers are turning to British disc brakes. The production 3500 G.T. Maserati is now equipped with Girling discs on the front wheels.
★





BRITISH ENTRANTS FOR THE TULIP

(All entrants start from Paris)

D. Baker (Jaguar 3.4), J. W. E. Banks (Vauxhall Cresta), J. P. Boardman (Ford Zephyr), P. Bolton (Ford Zephyr), E. Brinkman (Jaguar 3.4), B.M.C., J. Sprinzel (M.G.A.), Miss P. Moss (Austin-Healey), J. Gott (M.G.A.), J. Sears (Austin-Healey), K. H. James (Riley), F. W. Brown (Wolseley), G. Burgess (Ford Zephyr), A. J. Burton (A.C. Ace), J. Campbell (M.G.A.), K. C. Chambers (Ford Anglia), T. Christie (Morris 1000), J. R. Cotter (Sunbeam Rapier), J. M. Easten (Sunbeam Rapier), E. Elliott (Ford Zodiac), P. M. Fisk (Porsche), E. P. Foden (Alfa Romeo), G. Grant (Standard), I. A. Grant (Sunbeam Rapier), J. E. Griffith (Porsche Carrera), F. P. Grounds (Ford Zephyr), C. Harrison (Ford Zephyr), A. Horn (TR3), E. Hunt (Hillman Minx), G. L. Jopp (Jaguar 2.4), E. W. Judge (Austin-Healey), G. King (Ford Zephyr), R. D. Masters (Triumph TR3), D. J. Morley (Jaguar 3.4), Mrs. B. Neate (Volvo Saloon), Miss P. Ozanne (Riley 1.5), S. T. Pateman (TR3), K. Piper (Messerschmitt), C. J. Plummer (Riley 1.5), F. Powell (M.G.A.), P. Proctor (Sunbeam Rapier), Miss F. Reid (Austin-Healey 100-6), P. Riley (Ford Zephyr), D. Seigle-Morris (TR3), S. Skelly (M.G.A.), Standard Motor Co., K. Ballisat (TR3), J. C. Wallwork (TR3A), C. Corbishley (TR3), W. Stoddart (Standard), Lord Strathcarron (Austin-Healey Sprite), Sunbeam-Talbot, Ltd., Miss M. Handley Page (Sunbeam Rapier), J. H. Ray (Sunbeam Rapier), P. Jopp (Sunbeam Rapier), M. Sutcliffe (Riley 1.5), J. Walker (Vauxhall Cresta), P. G. Walton (Jaguar 3.4), F. Ward (Jaguar 3.4), R. H. Wilkins (Jaguar 3.4), D. H. Wilson Spratt (Austin-Healey Sprite), D. J. Uren (Jaguar 3.4), D. A. Vetch (Mercedes-Benz), R. G. Vicat-Cole (M.G.A.).

ANOTHER (slight) variation on the current B.M.C. theme is the new Riley 4/68, powered by the "B" series 1½-litre engine in twin-carburettor form.



FIRST British Formula Junior cars made their debut at Snetterton on Sunday, competing in the Formule Libre race at the B.R.S.C.C. race meeting. Above is the Elva Junior; the other is the Moorland. Both cars are fitted with tuned B.M.C. "A" series engines and, although the Moorland was a non-starter, the Elva performed in a most impressive manner, driven by Tom Dickson.

ACCORDING to our spies, a DB4 Aston Martin (Moss) recorded 1 min. 54 secs. (92.43 m.p.h.) at Silverstone recently—with unsuitable axle ratio.

WHEN Bruce Halford's Lister-Jaguar was lifted from the lake at Oulton Park, it was found to have been resting on an unexploded land mine.

AMONGST British entries for the Acropolis Rally are Pat Moss/Ann Wisdom; John Sprinzel (B.M.C.) and Gregor Grant/Brian McCaldin (Sunbeam Rapier).

THE NEW TRIUMPH HERALD Clever Presentation at Mayfair Hotel

LORD TEDDER presented the new Triumph Herald last Monday to the Press, at the Mayfair Hotel, London, and introduced Alick Dick who gave the story of the new all-independently sprung machine.

After "heralds" had unveiled both coupé and saloon models, four apprentices from Coventry assembled a coupé on the stage in just over four minutes, using the bare chassis and the seven component parts which form the basis of the complete car. It was then driven off the stage, on its way to Brussels. A full description of the "Herald" appears on page 528.

JEAN BEHRA will be driving an F2 Ferrari at Syracuse on Sunday.

THE Spa Sports Car G.P. which will be held on 3rd May has attracted five Lotuses (Campbell-Jones, Piper, Hicks, Clark and Goethals), three Porsches (Seidel, Runte and de Beaufort) and three Osas (de Tomaso, Collins and Haskell).

THE British Standards Institute have pointed out that crash helmets for motor racing have been the subject of a specification since 1952 and that an even more stringent specification is at present being devised than that described in our recent article on crash helmets. This new specification will not be based on any existing helmet but on independent research and investigation.

COMPARISON: The 750 c.c. Fiat-Abarth is completely dwarfed by 1959 Ford nine-seater "Country Squire".

At Sebring, the four little red Fiat-Abarth Zagato "750s" did themselves proud with a 100 per cent. finish, and 1-2-3-4 in their class. Their road-holding, especially in the wet, was a joy to behold, and they were perfect examples of what a modern, small-capacity G.T. car should be—fast, economical, reliable and extremely handsome. By now, the name of Carlo Abarth means something in these United States of America; for many years he has been associated with several different types of component, mainly for Fiats, but from merely producing specially tuned versions of the famous Turin make, he has graduated to being a car manufacturer in his own right. Naturally, the basis of his splendid little creations are of Fiat origin, although lately he has also marketed his own Alfa-Abarth, with varying sizes of the remarkable Giulietta power unit. Also, a new twin-o.h.c. engine has been produced, and it was this pocket power



1,500 Miles in a Fiat-Abarth

plant which propelled the very successful Sebring cars.

After the race, Franklin D. Roosevelt, Jr., who had entered the team of cars, offered to lend me his own machine to take to New York. This immaculate little vehicle had been prepared as a spare car, but was not actually used in the race. It was identical to the "racers", with the exception that it was fitted with the Monza push-rod engine and single carburetter. Bodywork was the very latest Zagato, with smooth roofline in place of the earlier double-humps. Also, it had a more efficient system of engine-cooling by means of side-vents in place of the ones formerly fitted on top of the engine cover.

Into the generous space behind the bucket-seats went an enormous amount of luggage. I was accompanied by my friend Bart Shaw-Kennedy who was going as far as Charlottesville to look after his farm, and his fine herd of Angus

Adventures in U.S.A. with a Zagato-bodied "750"

cattle. Surrounded by the gigantic products of Detroit outside Harder Hall Hotel, as well as Charles Moran's Rolls-Royce, the Abarth looked incredibly tiny.

BY GREGOR GRANT

Yet it had that purposeful air about it that prevented it from looking like a toy.

On the road, the little car proved to be extremely lively, with light and positive steering. The ride was really first-class, and despite the heavy load of baggage, there was no sign of bucketing or of the grounding which one might expect with such a small car and grossly overloaded rear springs and dampers. It says a great deal for the swing-axle layout that the extra weight did not appear

to affect roadholding or steering in any way. Acceleration was surprisingly good, accompanied by a pleasant note from the twin exhaust pipes when the revs were taken over five-thou.

Although the occupants sit very close to the ground, all-round visibility is excellent. As the beautifully proportioned Zagato body was developed through racing, this is hardly surprising. Take-off at first was a bit tricky owing to the short-travel clutch and comparatively high axle ratio for a "750", but this was soon mastered, although one had a habit of putting it in reverse rather than first gear, owing to the proximity of the positions. The change itself cannot be faulted, the car having just about the ideal box for a small-capacity machine.

Abarth has given the car plenty of brakes, and they are commendably free from snatch or judder. In point of fact I believe they would be just as efficient on a much larger car, and what is even more important, they do not seem to be in the least affected by the wet.

Naturally, no car is perfect, and Carlo Abarth would be advised to pay more attention to door locks and bumper mountings. The driver's door lock ceased to function shortly after I took over, and the light alloy bars which serve as bumpers are secured by totally insufficient screw-bolts, two of which simply sheared through. Also, the dummy wheel hubs could be made more robust, as they are apt to drop off owing to weakness of the screw-thread. However, these are merely quibbles; the remainder of the car is absolutely first-rate.

Our first object was Daytona Beach Speedway, but we diversified in going to the wonderful Cypress Gardens, where the water-ski show is probably the finest to be presented anywhere, including one



EXCESS BAGGAGE: The enormous amount of luggage which was carried in the little Fiat-Abarth.

Specification and Performance Data

Car Tested: Fiat-Abarth Zagato. Price in U.S.A. (approx.) \$3,500. Price in G.B. (basic) £1,498.

Engine: Four cylinders 61 x 64 mm., 747 c.c.; 43 b.h.p. at 5,500 r.p.m.; 9.8 to 1 compression ratio. Single d/d carburetter. Marelli coil ignition.

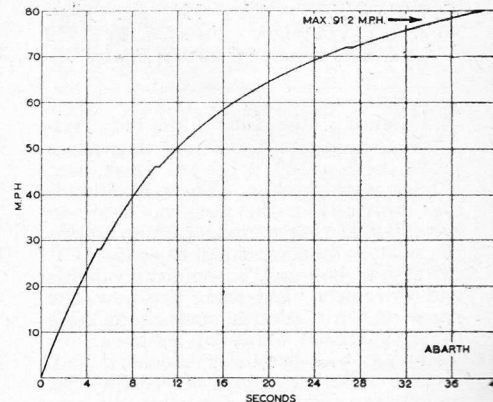
Transmission: Fiat four-speed gearbox; ratios, 4.08, 6.07, 9.36 (synchromesh) and 15.4 to 1. Hypoid bevel rear axle.

Chassis: Independent suspension all round; helical springs and wishbones (front); swing axles (rear). Hondaille telescopic dampers. Hydraulic brakes

(2LS at front). Pressed steel wheels; 5.20 x 12 ins. tyres.

Dimensions: Wheelbase, 6 ft. 6½ ins. Track (front and rear), 3 ft. 9½ ins. Overall length, 10 ft. 8 ins.; height, 3 ft. 11½ ins. Width, 4 ft. 6½ ins. Ground clearance, 5 ins. Turning circle, 28½ ins. Weight (dry), 11 cwt.

Performance: Speeds in gears, 1st 28 m.p.h., 2nd 45 m.p.h., 3rd 70 m.p.h. Maximum, 91.2 m.p.h. Acceleration, 0-30 m.p.h. 5.6 secs., 0-40 m.p.h. 8.2 secs., 0-50 m.p.h. 12.0 secs., 0-60 m.p.h. 17.0 secs., 0-70 m.p.h. 25.0 secs. Standing quarter-mile (not taken). Fuel consumption (average) 40 m.p.g. (U.S. gallon).



Acceleration Graph

gentleman who was towed at over 40 m.p.h. behind a speedboat without any skis at all. I have seen flat-footed folk who might have done this, but the expert in question appeared to have perfectly normal feet! We arrived in the evening at Daytona, where Bill France had put us up in the very comfortable Sanibel-Wavecrest Motel, right on the sea-front. This is the hangout for the motor racing fraternity, and the courtyard is usually full of trailers carrying anything from midget cars to Indianapolis machinery. One of the first persons we met was Bob Said, due to try out an "Indy" car for the week-end event, and to drive a Porsche in the "1,000 kilometres".

It was rather frightening at first on the Speedway with the little Abarth. It would reach over 90 m.p.h. on the straight, but the game little engine just did not have the power to keep the car up on the banking as high as I would have liked. Bart was most uncomfortable; we were going round clockwise, and he felt that we were about to overturn at any minute. This was just an illusion, fortunately, and we soon became used to the steep angles. We watched "Uncle Tom" McCahill trying out a new Chrysler, and heard him getting a large-sized rocket from France for going too fast in the pit area. In future all "Mechanix Illustrated" tests will take place at Daytona. The Firestone folk were also there, carefully assessing the values of various racing tyres, with Jim Rathmann circulating steadily at over 170 m.p.h. in the concern's special Pontiac-powered "mobile laboratory".

We remained a couple of days at Daytona, taking time to go to the fabulous Marineland not far away, where one

walks around surrounded by huge aquaria containing every possible variety of tropical fish, including man-eating sharks and terrifying looking sawfish and swordfish. I would not care to take on the job of the diver who nonchalantly goes down to hand-feed these monsters of the deep. We also saw porpoises doing unbelievable tricks; how the trainer managed to get those seeming good-natured mammals to sing songs, take bows, play basketball and baseball, jump through hoops, and so on, passes comprehension.

Our next port of call was a pleasant peninsula, where we stayed at an old-world inn at Fernandina Beach. Absurdly cheap for America, the food was remarkably good, although there was far too much of it. In the morning we found ourselves locked out of the Abarth, but the ingenious hotel manager rigged up a trout rod and managed to release the window catch via one of the rear window vents.

During the past few years, the east coast highways have been enormously improved, and many sections now have twin motorways. We stopped at one of the ubiquitous Howard Johnson restaurants, where a friendly New Yorker warned us about the infamous town of Jessup in Georgia. It seems that the town is run by about 32 families, all related to one another, and that the local sheriff openly preys on out-of-town motorists. One of his habits is to sit in a room overlooking Main Street traffic lights and, as a "foreign" car comes through, change the lights to red giving the victim no time whatsoever to stop. Farther on is a State Police patrol car duly warned by radio, and the driver is

immediately arrested for a "violation". Bail is fixed at anything between \$17 and \$27, but hardly anyone ever risks going to court. It is, of course, sheer highway robbery, and although the behaviour of the Jessup sheriff has been the subject of countless newspaper articles, nothing seems to be able to be done to prevent this racket. One newspaper investigated several hundred violations, and discovered that not a single Jessup citizen had ever been convicted, although several cases were absolutely flagrant. The yellow New York plates are considered fair game, but no out-of-state driver is safe from persecution. As can be well imagined we decided to give Jessup a wide berth.

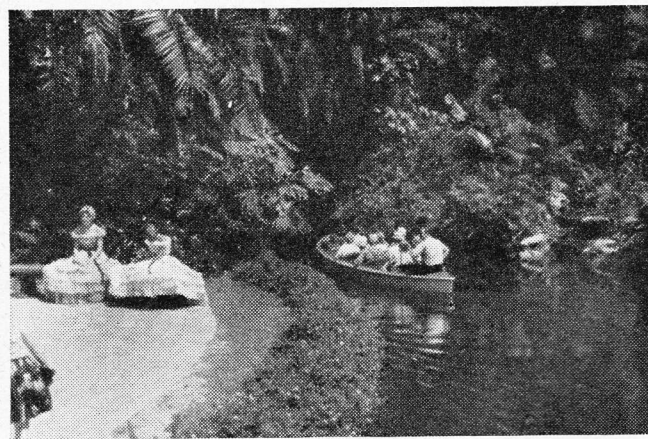
Singing along the Pacific Highway, the little Abarth was a joy to drive. It was highly amusing to fill right up to the brim with petrol (sorry, gas) and be charged \$1.35, whilst the owner of a big American car saw little change out of a \$10 bill. In actual fact, the Abarth consistently returned around 40 m.p.g. (U.S. gallons).

With the temperature around the 80s, the engine was inclined to run hot. On one occasion when checking the header tank, the cap blew off and I was painfully scalded by near-boiling water. I reckon I must have jumped about six feet backwards; it was highly uncomfortable for a day or two till the blisters disappeared.

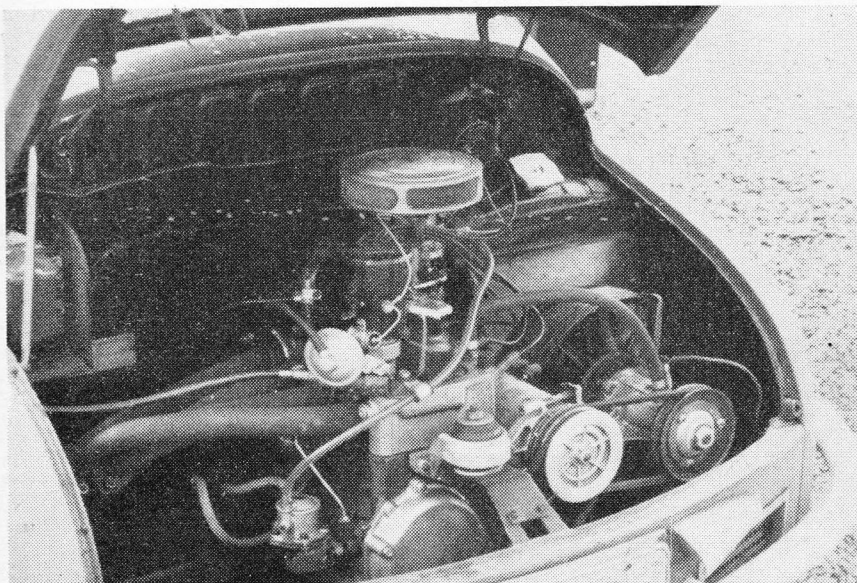
We paid a visit to former international polo player Harry McCram, who lives on a large estate at Bluffton, South Carolina.



WATERSPORT provides an exciting spectacle on one of the many lakes to be found in Cypress Gardens.



CYPRESS GARDENS: A famous Florida beauty spot. The "Southern Belles" are part of the landscape.



On the day we arrived he had just destroyed a large rattlesnake. This may have been the one which bit and killed the small son of one of the negro workers. These snakes are deadly, and McCram has lost several dogs during the past few years. There is no telephone in the ranch house, but McCram has a radio in his estate car which connects him with the local exchange. We amused ourselves trying to ring up my wife in London, but unfortunately atmospherics were very bad and we had to give it up.

It is quite remarkable the number of European cars which are to be seen in the various towns and villages. The Volkswagen is ubiquitous, and Fiats, Austins, Morris and Hillmans abound. There are also many sports cars to be seen around, including M.G., Triumph, Jaguar, Porsche and Alfa Romeo which appear to be the most numerous. Of the medium-capacity European machines, Rover and Mercedes-Benz 220S are much in evidence, particularly in the Washington D.C. area.

In Shaw-Kennedy's garage at his farm in Charlottesville is one of the original XK 120 Jaguars to be imported into the U.S.A.; this has an all-alloy bonnet. He had just taken delivery of a vast nine-seater Ford Country Squire, and I had the pleasure of being the first to drive

the vehicle. Despite its enormous size, the powered steering makes it extremely easy to drive. This car literally has everything, including air-conditioning, and is also going to have a radio-tele-



MAMMALS EXTRAORDINARY: One of the porpoises making a gigantic leap for a tit-bit at the Marine Studios, Marineland, Florida.

phone installed. I paid a visit to the famous Thos. D. Jefferson mansion at Monticello, designed and built by the great statesman. Although completed in the eighteenth century, it bristles with

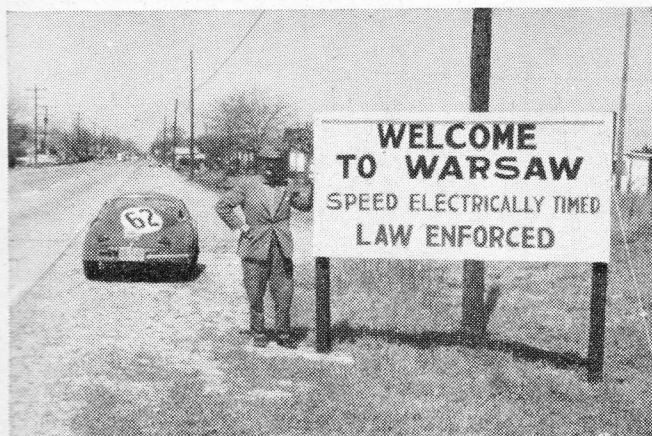
POWER-HOUSE: The tiny 750 c.c. engine of the Abarth which can propel the car at over 90 m.p.h. A turbo-type fan is used together with a large-capacity water impeller.

modern features, many of which inspired architects of later periods. I also marvelled at the perfectly proportioned main buildings of the University of Virginia, also designed by Jefferson. Many of the students use European cars, but apparently only seniors may use their vehicles during term time. In the car park reserved for the alumni I spotted a Fiat 600, a Morris Minor, a couple of Volkswagens, a SAAB, a Singer Roadster and a Lambretta scooter.

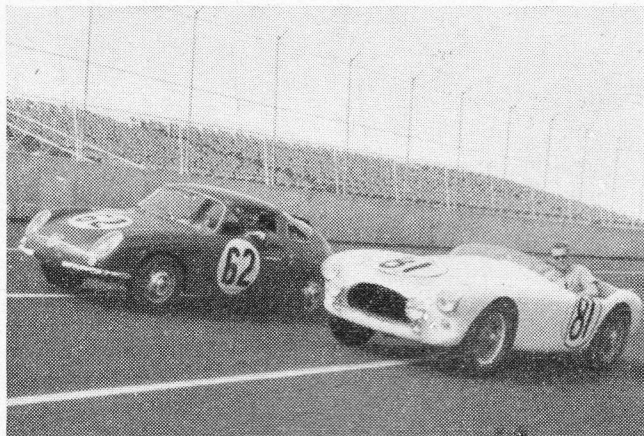
On the way to New York I had a look round Washington, where the traffic problem has made the imported small-capacity car very popular. General Motors must have good representation in these parts, for I saw any number of Vauxhall Victors and Opels. Leaving the Capital on the Baltimore Highway, I was tailed and stopped by a Highway Patrol car. The troopers were most pleasant, and pointed out that the speed limit was 60 m.p.h., and not 80 m.p.h. They were so interested in the Abarth that I gave each of them a turn up and down the road. I didn't get a ticket, and was informed that "80" could have cost me \$50. They were most intrigued by my International Driving Licence with its A.A.A. enclosure. The last-named is invaluable, and does away with the need to take the compulsory driving tests for a licence. It is issued free of charge by the A.A.A. office in Pall Mall, London, provided applicants hold current British and International licences. It is also recognized by the car rental concerns, which formerly would not rent cars to visitors unless they were provided with a U.S.A. driving permit.

Everywhere I went the Abarth created great interest—particularly as F.D.R., Jr., had insisted on retaining the racing numbers, as the car was due to be exhibited at the New York Motor Show.

There is no doubt whatsoever that there is a great future for this type of small-capacity G.T. car. Fiat of Turin are spreading their wings considerably in the U.S.A., and the majority of the components used in the Abarths can be obtained from Fiat dealers. The car is admittedly expensive (about \$3,500 with push-rod engine, and about \$5,000 with twin-o.h.c. unit), but the quality and performance is there.



IRON CURTAIN? No, just an American small town! Oddly enough, the author was in the Polish capital a few weeks earlier, during the Monte Carlo Rally.



DAYTONA: The Fiat-Abarth and Bill Love's A.C.-Bristol in front of the Sir Malcolm Campbell grandstand at Daytona Beach Speedway.

THE START of the Aintree International "200", with Harry Schell's B.R.M. getting away from Masten Gregory's Cooper. Jean Behra's Ferrari is No. 2, next to Bonnier in No. 15 B.R.M.

| | | |
|---|--|--|
| Ashdown* (Cooper-Climax) 2 m. 09.2 s. | Marsh* (Cooper-Climax) 2 m. 09.2 s. | D. Taylor* (Lotus-Climax) 2 m. 09.6 s. |
| Fairman* (Cooper-Climax) 2 m. 10 s. | | Lewis* (Cooper-Climax) 2 m. 10 s. |
| Trintignant* (Cooper-Borgward) 2 m. 10.2 s. | T. Taylor* (Beart-Cooper) 2 m. 10.8 s. | Campbell-Jones* (Cooper-Climax) 2 m. 11.6 s. |
| Piper* (Lotus-Climax) 2 m. 11.8 s. | | Wicken* (Cooper-Borgward) 2 m. 12.0 s. |
| Naylor* (Cooper-Climax) 2 m. 12.0 s. | Duncan (Maserati) 2 m. 12.8 s. | G. Hill (Lotus-Climax) 2 m. 14.0 s. |
| | | Halford* (Lotus-Climax) 2 m. 14.8 s. |

* F2 cars.

With such a busy grid, the start was somewhat jumbled, but Masten Gregory (Cooper-Climax) managed to edge in

The Aintree International "200"

Transmission Troubles Afflict Gregory and Moss—Ferrari Reliability Gives Behra and Brooks a Decisive "One-Two" Victory—Lolas Again 1-2-3 in 1100 c.c. Race—All Saloon Car Records Broken

It was certainly a case of "back to the drawing board" after the B.A.R.C.'s Aintree "200" last Saturday. Something will have to be done immediately to cure the transmission failures which eliminated both Masten Gregory (Cooper-Climax) and Stirling Moss (Cooper-B.R.M.), otherwise those very rapid machines will not be able to maintain the threat which they are supposed to hand out to Scuderia Ferrari. As for B.R.M., the Owen cars once more flattered only to deceive, and both Bonnier and Schell went out with engine trouble.

Moss had plenty of bothers during practice, and even suffered from a puncture. Ferrari were also none too happy, and Tony Brooks's car suffered from valve spring breakage. It was too late to do anything about it, and, overnight, mechanics installed Mike Hawthorn's "256" Casablanca engine. In point of fact, best training time was put up by the American Masten Gregory, with the somewhat hastily assembled works Cooper, fitted with the new 2.5-litre Coventry Climax engine. Moss could do no better than sixth fastest, his B.R.M. engine being reported down on compression. In the F2 category, no less than three Cooper-Borgwards appeared, Walker's (the 2.5-litre Cooper-Climax not being ready) in the hands of Maurice Trintignant, and the two B.R.P. machines of George Wicken and Ivor Bueb.

Masten Gregory's brother-in-law Dale Duncan was in one of the two outdated Centro Sud Maseratis, but the other American, Pete Lovely's Lotus drive didn't materialise. Bruce McLaren had the well-used 2.2-litre Climax engine of Brabham's "down under" car in his works Cooper. It was noted that both Ferraris had five-speed gearboxes, and very special light-alloy Koni dampers. Henry Taylor was in Tim Parnell's Cooper-Climax, having come in from the

By GREGOR GRANT and MARTYN WATKINS

Photography by FRANCIS PENN

reserve list. Hill's 2.5 Lotus-Climax was disappointing in practice, the engine misfiring badly.

Thus, just before 3 p.m., the 29 starters lined up as follows:—

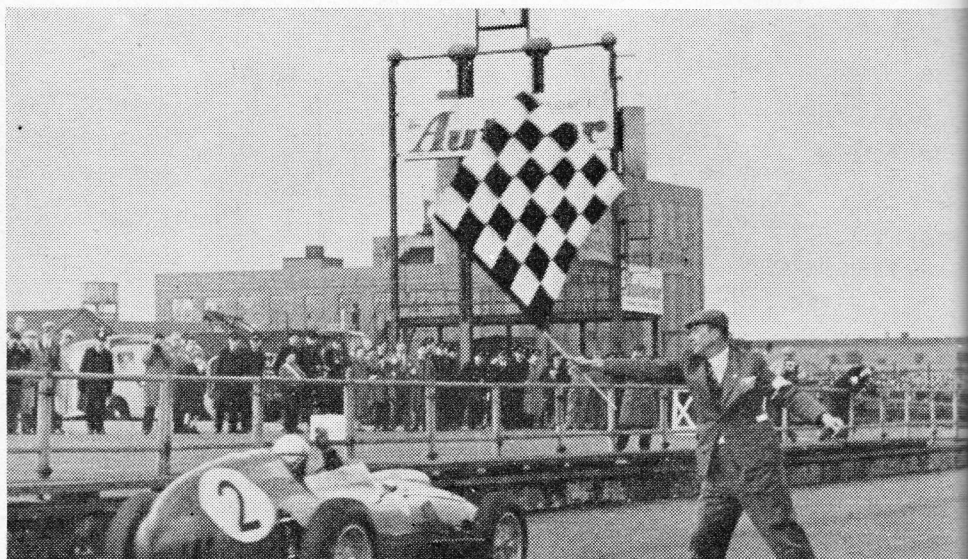
| Starting Grid | | |
|---|--|--|
| Gregory (Cooper-Climax) 1 m. 59.6 s. | Behra (Ferrari) 2 m. 00.0 s. | Schell (B.R.M.) 2 m. 00.0 s. |
| Bonnier (B.R.M.) 2 m. 00.4 s. | | Brabham (Cooper-Climax) 2 m. 01.2 s. |
| Moss (Cooper-B.R.M.) 2 m. 01.6 s. | Salvadori (Cooper-Maserati) 2 m. 02.8 s. | Brooks (Ferrari) 2 m. 05.4 s. |
| Russell* (Cooper-Climax) 2 m. 05.8 s. | | Bueb* (Cooper-Borgward) 2 m. 06.2 s. |
| McLaren (Cooper-Climax) 2 m. 05.4 s. | M. Taylor* (Cooper-Climax) 2 m. 08.4 s. | Greene* (Cooper-Climax) 2 m. 08.8 s. |
| H. Taylor* (Cooper-Climax) 2 m. 09.0 s. | | Ramos (Maserati) 2 m. 09.2 s. |

front, with the milling mob sorting itself out behind. Schell's acceleration with the B.R.M. was immense, but Brabham and Moss matched the Bourne car. Campbell-Jones's Cooper remained on the line, and was pushed to the pits.

Round Cottage Corner streamed the field, and Behra's red Ferrari was well back. Gregory still led, but Bonnier was right on the tail of the Cooper, and Moss had taken Schell by the time they got to Becher's. Down the Railway Straight they flashed, with Gregory out in front. At Tatts, Bonnier left his braking much later, but the Cooper still stayed in front. Brabham was trying to take Schell, who was also attempting to repass Moss, and Salvadori's Maserati-powered Cooper led Behra, with McLaren close behind, followed by Brooks.

Next time round, Moss was in second place, but Bonnier was missing. He was reported to have thrown a con rod. In the F2 class, Russell and Bueb were already mixing it, but Marsh's car was spraying oil and he stopped to investigate. Hill's Lotus began to come through the field after a slowish start, but the engine sounded anything but healthy.

THE FINISH—and Jean Behra acknowledges the chequered flag with a wave as his victorious Ferrari crosses the line.



ITALIAN car—British driver: Tony Brooks, in his first race as a member of the Ferrari works team, swings the 1959 car through Anchor Crossing in second place.

Gregory was obviously worrying Moss, who found that the Climax-engined car definitely had the measure of the allegedly more powerful B.R.M. unit. Masten also had the bit between his teeth, and was tremendously fast in the swerves. Brabham was giving Schell no peace at all, whilst Salvadori was getting away from Behra. Hill's engine was spluttering badly, but it wasn't until the seventh lap that he came in to change plugs. Jim Russell had passed "Ivor the Driver", and Trintignant led Mike Taylor and Jack Fairman—all five F2 cars being in front of da Silva Ramos's F1 Maserati.

At the end of 10 laps, Gregory was averaging 89.03 m.p.h., and led Moss by 3 secs. Schell was 9.8 secs behind the Cooper-B.R.M. Brabham and Salvadori were 1.8 secs. apart, and Bruce McLaren split the Ferraris which were sixth and eighth. The speed of the British Cooper-Climax was evident, as Gregory was fully 23 secs. ahead of Behra.

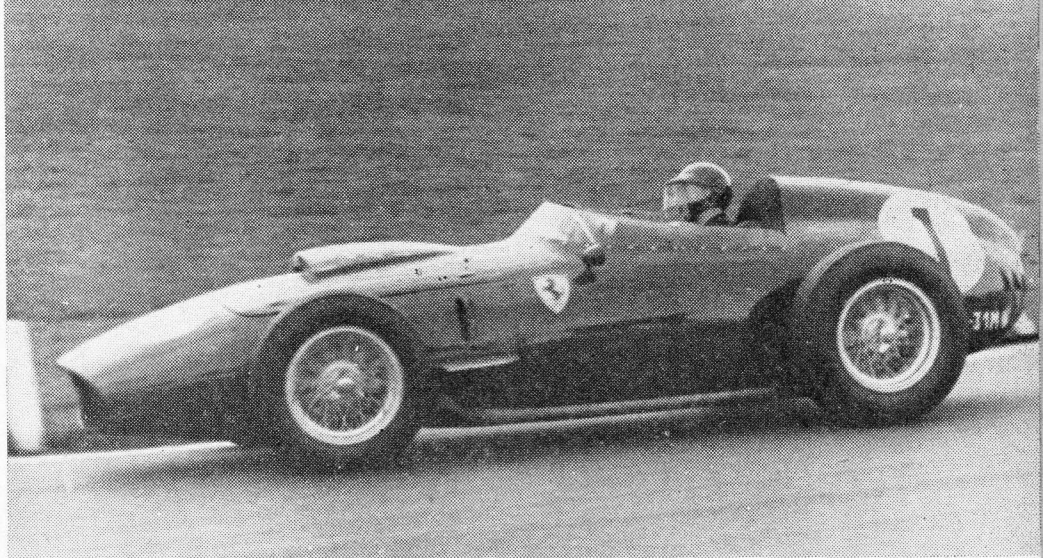
On the 11th lap, both Trintignant and Salvadori were in trouble, and stopped at the pits, the former to have plugs changed, and Roy to check a gearbox fault. Jim Russell stopped a lap later, had the bonnet lifted, restarted only to retire after a slow circuit with clutch failure. This left Bueb securely in the lead in the F2 class.

Stirling was trying all he knew, but Gregory always held the advantage. The Ferraris were now fifth and sixth; Behra was steadily gaining on Brabham, and Brooks had passed McLaren. On lap 16, Behra took Brabham for fourth place; the Australian's engine seemed to be losing its tune. Two laps later he was out with a blown cylinder head gasket.

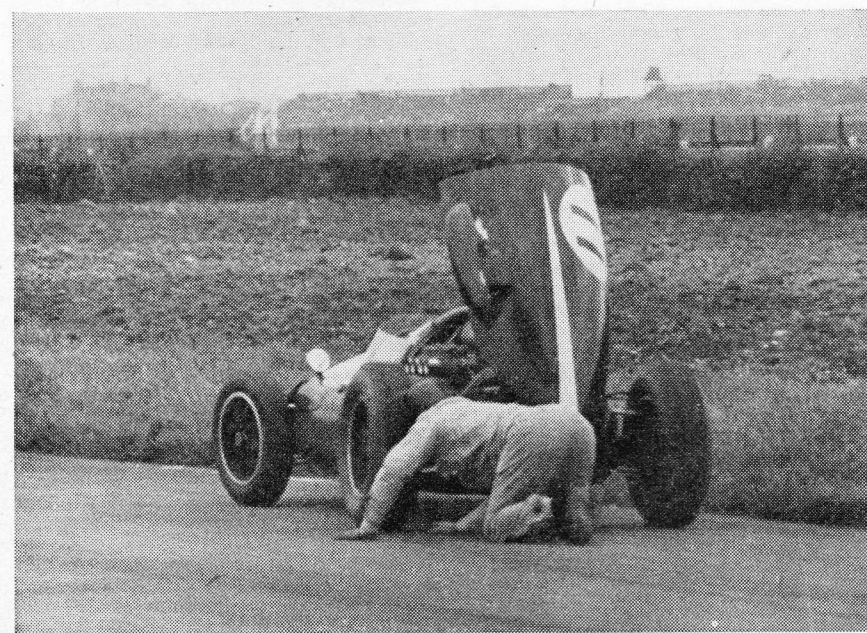
Then on lap 19, Gregory's magnificent effort came to an end at Anchor Crossing when the Cooper's clutch packed up. This left Stirling with a sizeable lead. Schell was being pursued relentlessly by Jean Behra, whilst McLaren was gamely scrapping with Brooks. Ivor Bueb, easily leading the F2 brigade, was now in sixth position, whilst Graham Hill, several laps behind, was signalled to call in at his pit to have a loose exhaust pipe fixed.

Whilst Moss began to increase his lead by over a second a lap, Behra had closed right up on Schell's B.R.M. Trintignant retired with fuel injection troubles. On lap 25 Behra was in second place, but was not making any impression on the flying Moss, who had set a new circuit record of 1 min. 58.8 secs. (90.91 m.p.h.), and on lap 27 was over 25 secs. in front of the Ferrari. Tony Brooks, having gone fairly easily early on, appeared to be getting more and more confidence in his car, but the most immaculate driving was coming from the young New Zealander, Bruce McLaren.

Then to the dismay of the crowd, Harry Schell came to a standstill at Melting Crossing with a dead engine. It was now up to Moss, but he also was in



BRITISH CHALLENGE from Stirling Moss (above) in the new Cooper-B.R.M. failed after 30 laps when the new car developed a transmission fault. However, Stirling shattered the circuit lap record before retiring.



RIGHT: Masten Gregory's fine run in the lead ended at Anchor Crossing after 19 laps, when the Cooper's clutch packed up.

LINE ASTERN—the Coopers of Henry Taylor, George Wicken and Brian Naylor brake for Tatts Corner—all racing in the Formula 2 category of the "200".

followed incredibly by Stacey, who had gone like the wind from the back of the grid, right through the field, for a second place before the end of the first three-mile lap! After Stacey came Peter Gammon (Lola), Peter Ashdown (Lola), Arundell (Lotus), Blumer (Lotus) and John Campbell-Jones (Lotus), with the first of the Equipe South African drivers, Louis Jacobsz, behind him in eighth place.

On lap two Stacey went into the lead, and Ashdown had passed Taylor to take second place, giving first place to the brand new Seventeen and Lolas second, third and fourth in the hands of Ashdown, Taylor and Gammon. Fifth place was still held by Arundell.

But on the third lap Stacey's race finished, and he retired to the paddock with gearbox trouble, having suffered a complete loss of second gear. Ashdown swept past the pits well in the lead, while Peter Gammon had taken second place from Michael Taylor, to make it one-two-three for Lolas. Arundell, now fourth, was some 200 yards behind Taylor and Ian Walker's Lotus Seventeen was well back in the field, holding 13th place.

By the fourth lap, Ashdown's lead had increased to 300 yards, while Taylor, still in third place behind Gammon, led Arundell by over 10 seconds. Arundell himself was finding his position in dispute, with strong opposition from Jim Blumer and R. N. Prior; J. Brown in the lone Elva spun at Tatts but recovered and carried on, losing several places in the process.

With five laps gone Ashdown was six seconds in front of the field, while 12 seconds separated the last of the Lolas and the first of the Lotuses. This latter was still Arundell, as Prior had taken Blumer and was now in fifth place, and chasing Arundell hard.

Tony Maggs, in the other South African-entered Lotus, was still in the pits with some elusive distributor trouble, while on lap six John Campbell-Jones retired his Lotus with a failure of the rear main engine bearing. On lap seven Ian Walker came in to end the race for the surviving Lotus Seventeen, his trouble being an overheated power unit. On lap eight, Ashdown lapped the first—or rather the last—of the slower cars and race order was virtually settled. On the tenth lap he circulated in 2 mins. 9.6

trouble. Overtaking some F2 cars, he nearly spun off, due to a misbehaving gearbox; at Tatts Corner he tried desperately to find a gear, and all but stalled the engine. It was the beginning of the end, for the next time round the Cooper-B.R.M. glided into the pits with engine silent, and Stirling was out after one hour of racing. Behra now found himself with a 47 secs. lead from team-mate Brooks, and the gallant McLaren the only other driver on the same lap. In fourth place came F2 leader Ivor Bueb, followed by Brian Naylor, Mike Taylor, Jack Fairman, Henry Taylor and Keith Greene (all Cooper-Climaxes).

At 4.15 p.m. Campbell-Jones rejoined the race, having taken 1½ hours to fix a serious oil leak. The race settled down to a monotonous procession of two Ferraris, enlivened by some spirited dicing in the F2 class behind Bueb. Hill came in again, this time for brake fluid, just as Peter Ashdown retired his Cooper with gearbox failure. Next gearbox victim was Jack Fairman, who had been going really well, and Henry Taylor had the wretched luck to have a water-tap come loose. His pit was caught unaware, and Tim Parnell tore round trying to get some water. Twice Taylor stopped, dropping well back from his originally well-placed spot. Another Taylor, Dennis by name, clouted the hay bales good and proper, his Lotus bouncing into the air; little damage was done however.

Behind Bueb, Mike Taylor and Brian Naylor were having a furious battle for runner-up in F2. Meanwhile McLaren was firmly in third place behind Brooks, with little hope of improving his position.

Time began to run out, and then Ivor Bueb's Cooper-Borgward went out, leaving Naylor and Taylor (M.) to fight it out for F2 honours. Then it was exit Brian Naylor, and one lap behind came Keith Greene, followed by J. R. Lewis and George Wicken whose Borgward-engined car never seemed to have the steam of stablemate Bueb's.

Behra had an easy victory, averaging 88.76 m.p.h., but during the closing laps Brooks had closed up. Maybe Ferrari wanted both cars to cross the line together, but it didn't happen. In third place, thoroughly deserved, came Bruce McLaren—still on the same lap as the leader.

The 1,100 c.c. Sports Car Race

FIRST event of the day was the 17-lapper for sports cars up to 1,100 c.c. Once again Eric Broadley's Lolas scored a complete and sweeping victory, finishing 1-2-3 in the manner which is fast becoming a habit for these machines in

1,100 c.c. races, when they fight at their own weight!

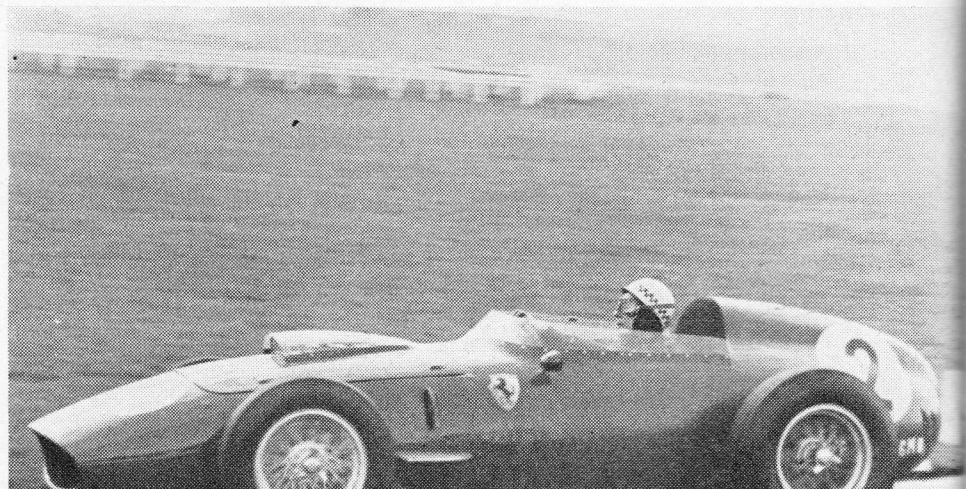
Principal interest, however, centred not on the Lolas, which have already established themselves as consistent enough to finish somewhere in the money, but on the brand-new Lotus Seventeens, two of which made their racing debut in the hands of Alan Stacey and Ian Walker.

Practice, on a soaking wet track—the rain was still falling—gave Stacey fastest lap and pole position with a tour in 2 mins. 24.2 secs. Next to him was Michael Taylor, in the privately entered Lola, who went round in 2 mins. 24.4 secs. Nearest to the pair was Jim Blumer (Lotus), two seconds slower than Stacey, while Peter Gammon, in the fastest of the works Lolas, turned in a best lap in 2 mins. 28.8 secs. Peter Ashdown, in the number one works Lola, excused into the grassland and bent a front panel, failing to complete one lap. Ian Walker's Lotus Seventeen was not, for some reason, nearly as fast as anything else, and with a best lap in 3 mins. 8.4 secs., was obviously ailing in some degree.

The grid lined up without Alan Stacey, who did not appear on the circuit until well after the five-minute board went up. As a result he arrived at the grid after his warming-up lap with only seconds to go before flagfall, and officials kept him on the back row.

Jim Blumer was in front when the field shot into the first corner, but shortly afterwards Peter Arundell passed him, only to lose first place at Country Corner to Michael Taylor's Lola, and at the end of the first lap the order was Taylor,

BEHRA enters Anchor Crossing—securely in the lead. Oil which spread over the near-side of the Ferrari did not slow the car at all and could have been nothing serious.



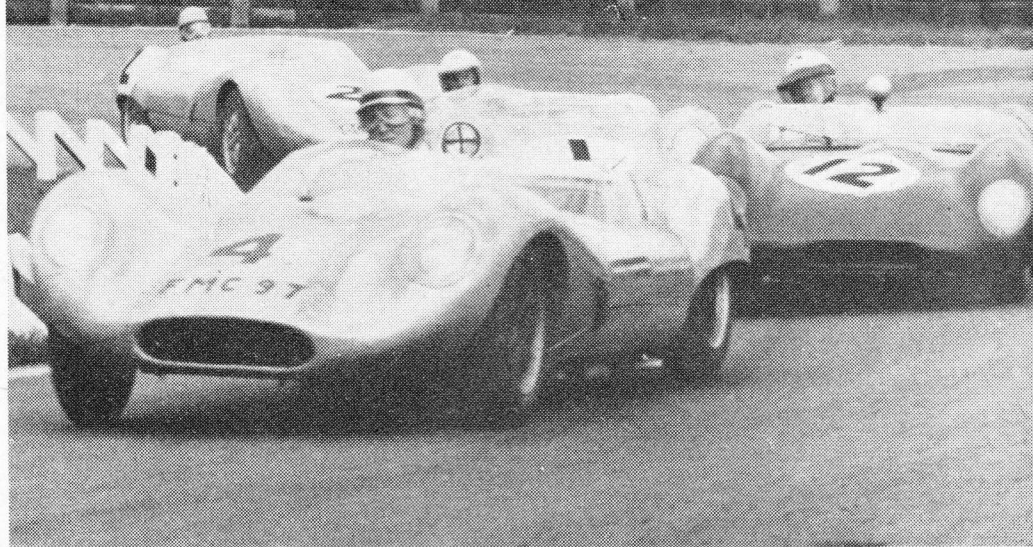
LOTUS among the Lolas—Alan Stacey's new and very fast Lotus Seventeen jostles for the lead with Michael Taylor (4), Peter Ashdown (1) and Peter Gammon (2), all in Lolas in the 1,100 c.c. race

secs., at a speed of 83.33 m.p.h., to set the fastest lap so far. Race order now was Ashdown, Gammon, Taylor (Lolas), Prior, Arundell and Jacobsz, all in Lotuses, Prior having passed Arundell on lap seven. On lap 12 Ian Raby's solitary Cooper retired with a gearbox fault, while Ashdown's lead over Gammon had increased to 14 seconds. Gammon was steadily increasing the distance between him and Taylor, but in fourth place Prior was creeping up on the third Lola and in the closing laps was gaining by something like a second per lap.

However, nothing happened to change the race order and Lolas went home with another sweeping win to their credit. Ashdown finished 15 seconds ahead of Gammon, who led Michael Taylor by a fraction over 26 seconds. Prior's gain had clearly been spotted by the Lola pit, and Taylor had been warned in time, so that Prior was still four and a half seconds in arrears, although leading Arundell by 24 seconds. Sixth man home was Louis Jacobsz, 15½ seconds behind. Fastest lap stood to Ashdown with his tenth lap time of 2 mins. 9.6 secs.

The Saloon Car Race

THE saloon cars had practised in pouring rain, with little prospect of it ever ceasing, and for this reason—apart from any other—it came as something of a surprise to hear that Ivor Bueb (Jaguar 3.4) had unofficially broken Tommy Sopwith's old unlimited saloon car lap record by exactly one second, with a best time of 2 mins. 27.8 secs., a full four seconds better than Roy Salvadori in a similar machine and nearly nine seconds better than the third fastest man, Sir Gawaine Baillie, also in a 3.4 Jaguar. At the other end of the scale, in the up-to-1,300 c.c. class the record which stood to A. Fishwick (Austin A35) at 3 mins. 5.2 secs., had taken a tremendous beating, starting with C. R. Willment (Ford Anglia), who amazed the experts by recording sixth best practice time in 2 mins. 50.4 secs. Then came "Doc" Shepherd (Austin A40) in 2 mins. 52.0



Results

Event 1. Sports Car Race, up to 1,100 c.c. (17 laps-51 miles): 1, P. Ashdown (Lola-Climax), 82.01 m.p.h.; 2, P. Gammon (Lola-Climax); 3, M. J. C. Taylor (Lola-Climax); 4, R. N. Prior (Lotus-Climax); 5, P. J. Arundell (Lotus-Climax); 6, L. J. Jacobsz (Lotus-Climax). **Fastest lap:** Ashdown, 83.33 m.p.h.

Event 2. Scratch Race for Saloon Cars (10 laps-30 miles) General Classification: 1, I. Bueb (Jaguar 3.4), 74.99 m.p.h.; 2, R. Salvadori (Jaguar 3.4); 3, Sir Gawaine Baillie (Jaguar 3.4). **Fastest lap:** Salvadori, 76.70 m.p.h. **Class Results, up to 1,300 c.c.:** 1, G. C. Shepherd (Austin A40), 65.22 m.p.h.; 2, J. Young (Ford Prefect); 3, C. J. R. Willment (Ford Anglia). **Fastest lap:** Shepherd, 67.58 m.p.h. **1,300-1,600 c.c.:** 1, L. Leston (Riley 1.5); 2, H. R. Vincent (Wolseley 1500); 3, H. Brierley (Sunbeam Rapier). **Fastest lap:** Leston, 66.67 m.p.h. **1,600-2,600 c.c.:** 1, J. M. Uren (Ford Zephyr), 69.58 m.p.h.; 2, P. Blond (Jaguar 2.4); 3, M. J. Kingham (Ford Zephyr). **Fastest lap:** Uren, 70.90 m.p.h.

Event 3. Sports Car Race, over 1,100 c.c. (17 laps-51 miles): 1, R. Salvadori (Cooper-Maserati), 85.22 m.p.h.; 2, G. Hill (Lotus-Climax); 3, M. Gregory (Lister-Jaguar); 4, R. Flockhart (Tojeiro-Jaguar); 5, A. G. Whitehead (Aston Martin DBR1); 6, J. Clark (Lister-Jaguar). **Fastest lap:** Salvadori, 86.12 m.p.h. **2,000 c.c. Class:** 1, G. Hill (Lotus-Climax), 84.06 m.p.h.; 2, J. Brabham (Cooper-Climax); 3, I. Ireland (Lotus-Climax). **Fastest lap:** Hill, 85.31 m.p.h.

Event 4. Aintree International "200" Race for Formula 1 and 2 Cars (67 laps-201 miles) Class Results, Formula 1: 1, J. Behra (Ferrari), 88.76 m.p.h.; 2, C. A. S. Brooks (Ferrari); 3, B. McLaren (Cooper-Climax); 4, R. da Silva Ramos (Maserati); 5, G. Hill (Lotus-Climax). **Fastest lap:** S. Moss (Cooper-B.R.M.), 1 m. 58.8 s., 90.91 m.p.h. (new record). **Formula 2:** 1, M. J. C. Taylor (Cooper-Climax), 83.53 m.p.h.; 2, K. A. Greene (Cooper-Climax); 3, J. R. Lewis (Cooper-Climax); 4, G. Wicken (Cooper-Borgward); 5, J. B. Naylor (Cooper-Climax); 6, H. C. Taylor (Cooper-Climax). **Fastest lap:** M. Taylor, 86.82 m.p.h.

secs., Paddy Gaston (A35) in 2 mins. 52.2 secs. and Len Adams (A35) in 2 mins. 53.4 secs. Altogether, eight cars bettered the record figures in this class. In the 1,600-2,600 c.c. class, J. M. Uren had been round in 2 mins. 40.6 secs. in his Zephyr to equal exactly the record time.

In the "interesting and unusual class", Maurice Charles drove a Jaguar Mark VII, with 35,000 miles on the clock, to record 2 mins. 57.4 secs., Roy North was entered in a 750 c.c. two-stroke SAAB, and managed 3 mins. 11 secs. The Gordini-Dauphine driven by Bob Jennings recorded 3 mins. 3.8 secs.

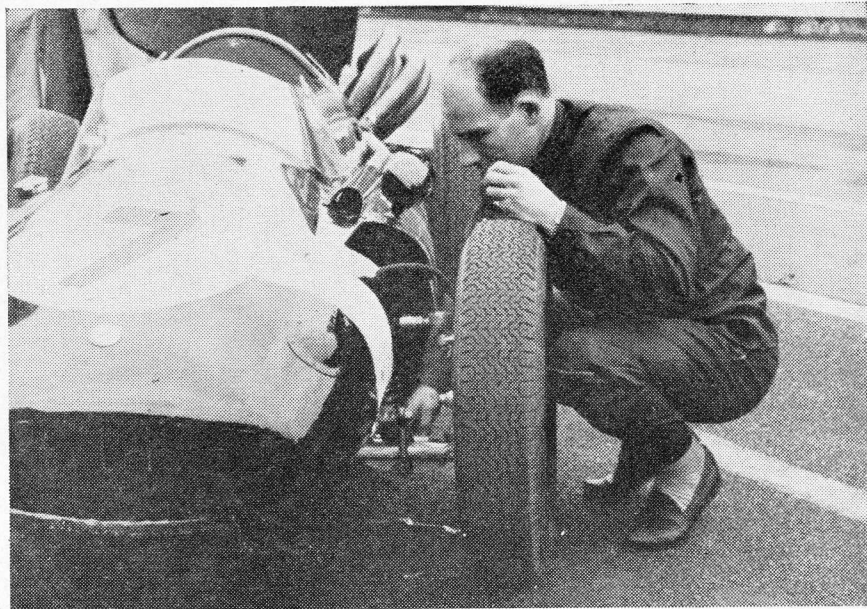
In the race itself all class records were absolutely shattered, and the race average speed for Ivor Bueb, who won in tremendous style from Roy Salvadori, bettered the old lap record by no less than 2½ m.p.h.!

Ivor led throughout the race, with Roy Salvadori hot on his heels all the way through the 10 laps. In fact, the position of the first four cars never altered at all, and apart from the magnificent spectacle of the two 3.4 Jaguars of Bueb and Salvadori cornering at impossible speeds with smoke literally pouring from the back tyres, most of the interest was concentrated among the smaller cars farther back in the field. At the end of the first lap first of the "tiddlers" was Paddy Gaston, in the very fast Downton-modified A35, with Doc Shepherd's fantastic A40 close behind him. Then, on lap two, as Gaston braked for the tricky Tatts Corner, Doc Shepherd almost totally ignored the idea and shot past the A35 so fast that it seemed for a moment very doubtful that the A40 would, in fact, get round at all. Nevertheless, Doc held the car on course and set off in pursuit of his next victim, M. J. Kingham in S. T. Rees's Zephyr. This attempt was not successful, but Doc motored to such good effect in trying to catch the larger car that he kept in front of Gaston and, after four laps of this, the A35 gave up the struggle altogether and retired at Cottage Corner on lap six.

Farther back, Willment's Ford Anglia was having a real dice with Charles in the big Mark VII, the Ford cornering on much the same principles as one sails a dinghy, with the driver practically "sitting out" to prevent a capsize! This battle went on for three laps, until on lap four the Jaguar's superior speed on the

HEAVY METAL: Ivor Bueb's 3.4 Jaguar leads Roy Salvadori's similar car in the saloon car race, the two drivers taking first and second places and a new class record going to Bueb.





MAN AT WORK: Stirling Moss bends down to peer at the Cooper-B.R.M. which he drove in its first race, setting a new lap record before retiring when in the lead.



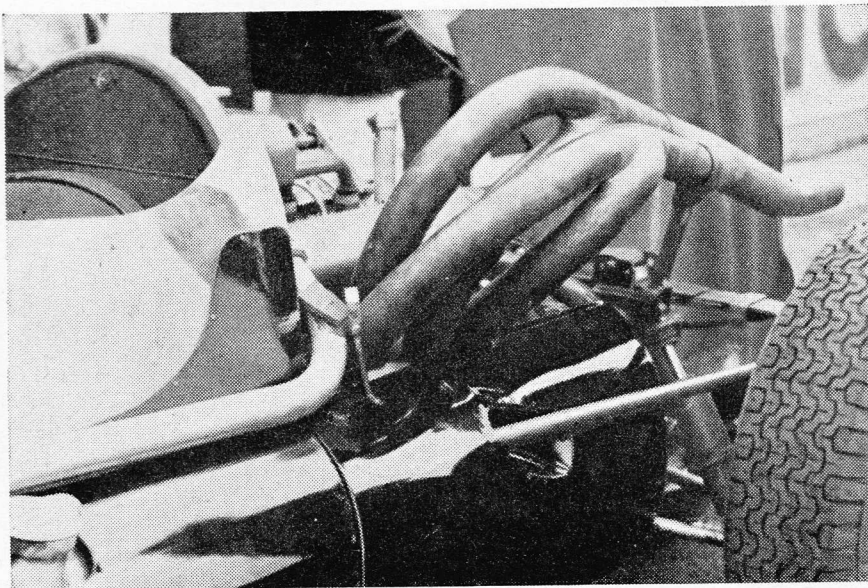
★
DESIGNER of the latest F1 Ferrari, Signor Chiti, talks with new team member Tony Brooks before the race.
★

straight ceased to become any sort of answer to the manner in which the Ford was going round the corners, and Willment, once in front, held off the larger car until the end.

In the course of his win Ivor Bueb twice broke the class lap record, finally settling on a figure of 2 mins. 20.8 secs.—beating the old record by eight seconds—and leading Salvadori by just under two seconds at an average speed for the 10 laps of 74.99 m.p.h. His record lap speed was 76.7 m.p.h. Third in the class was Sir Gawaine Baillie, who led home Dick Protheroe.

In the up to 1,300 c.c. class Doc Shepherd, naturally, won the category 11 seconds ahead of John Young, with a fastest lap to his credit at 2 mins. 39.8 secs. (67.58 m.p.h.)—just 26 seconds better than the former record. His race average speed was 65.22 m.p.h. The 1,300-1,600 c.c. class was led home by Les Leston, who finished over half-a-minute ahead of H. R. Vincent, who drove a most creditable race in a Wolseley 1500. Third in the class was H. Brierley (Sunbeam Rapier), and Leston's fastest lap was 2 mins. 42.0 secs. (66.67 m.p.h.)—3.8 seconds better than the former record. Winner of the 1,600-

2,600 c.c. class was J. M. Uren (Ford Zephyr) at 69.58 m.p.h., 19 seconds in front of Peter Blond's 2.4 Jaguar, while third was Kingham in Rees's Zephyr. Fastest lap and the record went to Uren in 2 mins. 32.4 secs. (70.9 m.p.h.), eight seconds quicker than the record.



COMPLEX series of curves characterize the exhaust system of the Cooper-B.R.M.—the only visible difference between the machine and the Climax-engined version.

The Unlimited Sports Car Race

MANY of the big sports cars missed the first period of their practice due to reasons "beyond their control" and as it was, with only 30 minutes in which to learn the circuit and sort out any problems on the motor car, several drivers lapped slower than they were otherwise capable of doing. For the afternoon practice, it had stopped raining and the circuit was drying out slowly, but during the morning sessions things were very wet. Fastest was Roy Salvadori in the Maserati-engined Cooper, who lapped in 2 mins. 5.6 secs. to better the record time by something like three seconds, and next to him—and also inside the official record—came Jim Russell's Climax-engined Monaco. Fastest of the really big cars was Masten Gregory in the 3.8-litre Ecurie Ecosse Lister-Jaguar at 2 mins. 8.0 secs.—equalling the official record. The performance of R. Brightman in his Lister-Corvette came as a surprise to many people after the performance of these cars so far this year, for Brightman went really well to record 2 mins. 15.2 secs. for 15th best time.

The race itself was almost a walk-over for Salvadori in the Coombs Racing Organization 2½-litre Cooper-Maserati. Roy took the lead on the first lap, leading by four seconds from the second man at the end of it, and thereafter steadily built up his lead to win by nearly 30 seconds, setting a new 3-litre class lap record with a fastest lap in 2 mins. 5.4 secs., a speed of 86.12 m.p.h.

At the end of the first lap the leaders were Salvadori, Gregory, Ivor Bueb, in the works 3.8 Lister-Jaguar, Graham Hill, in the works 2-litre Lotus, and Ron Flockhart, driving the Ecurie Ecosse 3.8-litre Tojeiro-Jaguar. By lap two, Salvadori's lead had increased to six seconds and Hill had passed Ivor Bueb to take third place. Mike Anthony's Corvette-engined Lister retired, pulling straight to the paddock without bothering for a check at the pits and coming in with smoke pouring away from the

TWO-AND-A HALF LITRES of Maranello might: a fine shot at the pits of the power unit of the Ferrari G.P. car.

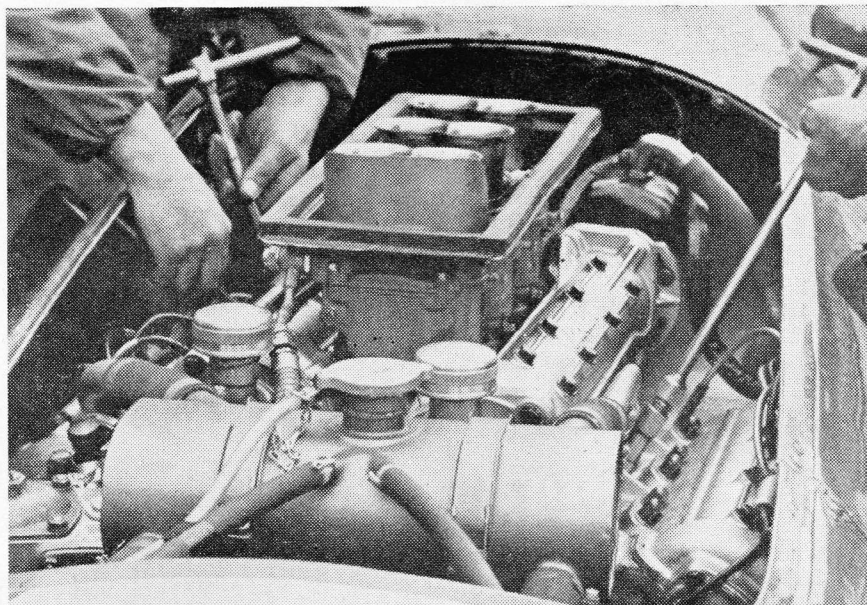
exhaust system. Jim Russell's clutch failed on the first lap and he, too, retired.

By lap three, Graham Hill had dislodged Masten Gregory and had taken second place, the order now being Salvadori, Hill, Gregory, Bueb, Flockhart and Jimmy Clark in the Border Reivers Lister-Jaguar, who was keeping ahead of Graham Whitehead's Aston Martin DBR1. Then, on lap six, Ivor Bueb pulled in to retire with a loss of oil pressure—this after Bruce Halford, in the other works car, had had his engine's bearings fail in practice with resultant damage to the crankshaft, making him a non-starter. This left the order as Salvadori, Hill, Gregory, Flockhart, Clark and Whitehead, until, on lap eight, Graham got the Aston past the Border Reivers Lister to take fifth place.

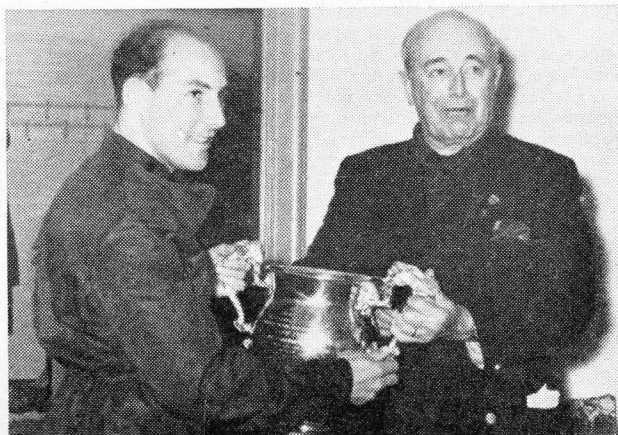
Lap nine, and Alan Stacey retired his works 1½-litre Lotus with an oil leak. The order of the leaders remained unchanged, but farther back in the field Brightman was having a tremendous dice to hold off a challenge for 15th place from Maurice Charles in his "D"-type Jaguar. This lasted until lap 13, the 5½-litre Lister keeping in front, but at this point the back axle began to seize and Brightman decided to call it a day.

On lap 16, Chris Bristow's Cooper Monaco vanished from the lap chart, having apparently spun at Anchor Crossing and retired with some damage to the rear of the car. M. Templeton, having stopped at the pits on lap 13, decided to retire when fuel supply trouble proved to be incurable, while Salvadori now led by some 25 seconds from Graham Hill, who was in turn about 10 seconds in front of Masten Gregory. Ron Flockhart still held fourth place ahead of Graham Whitehead and Jim Clark.

Roy's winning average speed was 85.22 m.p.h., his fastest lap being accomplished at 2 mins. 5.4 secs. to set a new 3-litre class record, as stated, at 86.12 m.p.h. Nearly 30 seconds behind came Graham Hill, 7½ seconds ahead of Masten Gregory, while Ron Flockhart finished



★
PRE-RACE PARTY
saw the presentation
to Stirling Moss by
Earl Howe of another
trophy to add
to his collection.



fourth, a little over two seconds behind the other Ecurie Ecosse car. Fifth was Whitehead, in sixth place Jimmy Clark.

The 2-litre class was a comfortable win for Graham Hill, who crossed the line over half-a-minute ahead of Jack

Brabham in the Coombs Climax-engined Cooper Monaco, which he drove into seventh place in general classification ahead of Brian Naylor's Ferrari-engined J.B.W. Third in the class was Innes Ireland (Lotus), 21 seconds behind Hill and eight overall. Fastest lap in the class was set by Graham Hill in 2 mins. 6.6 secs. (85.31 m.p.h.).



"AUTOSPORT" CHAMPIONSHIP TABLE

| Provisional Placings After Mallory Park, 30th March | | | | Pts. |
|--|-------------------------------------|-----|-----|------|
| 1. | Bob Gerard (Turner) ... | ... | ... | 8 |
| | Jimmy Clark (Lotus Elite) ... | ... | ... | 8 |
| | J. McKechnie (Ace-Bristol) ... | ... | ... | 8 |
| 4. | Jon Goddard-Watts (Berkeley) ... | ... | ... | 6 |
| | Pat Fergusson (Elva Courier) ... | ... | ... | 6 |
| | P. M. Sutcliffe (Frazer-Nash) ... | ... | ... | 6 |
| 7. | Austin Nurse (Turner) ... | ... | ... | 4 |
| | W. E. Needham (M.G.A.) ... | ... | ... | 4 |
| | R. A. V. Staples (A.C. Ace) ... | ... | ... | 4 |
| 10. | B. A. M. Gilbert (Turner) ... | ... | ... | 3 |
| | G. Baird (Elva Courier) ... | ... | ... | 3 |
| | E. J. B. Mitchell (Ace-Bristol) ... | ... | ... | 3 |
| 13. | K. W. McKenzie (Sprite) ... | ... | ... | 2 |
| | T. Entwistle (M.G.A.) ... | ... | ... | 2 |
| | A. Lanfranchi (Frazer-Nash) ... | ... | ... | 2 |
| 16. | A. A. McKechnie (Sprite) ... | ... | ... | 1 |
| | A. C. James (M.G.A.) ... | ... | ... | 1 |
| | I. L. Taylor (Triumph TR2) ... | ... | ... | 1 |

SURROUNDED by well-wishers including, curiously enough, a policeman (speeding?) Jean Behra receives the Aintree International "200" Trophy from Earl Howe.

SEVEN MAIN PRESSINGS go to form the bodywork of the new Triumph Herald saloon. Designed by Michelotti, the Herald emphasizes the Italian trend so marked in British cars today.

A hypoid unit is rubber mounted on the chassis, and carries the transverse spring. The propeller shaft tunnel is of minimum size, as the shaft does not rise and fall, nor is a slip joint necessary. The four-speed gearbox is in unit with the engine, and has a short central remote control lever.

The engine is the well-known Standard Ten unit of 948 c.c. For the saloon, it is in single carburetter form, and develops 38.5 b.h.p. at 4,500 r.p.m. The coupé has a twin-carburetter engine, with an output of 50.5 b.h.p. at 6,000 r.p.m.

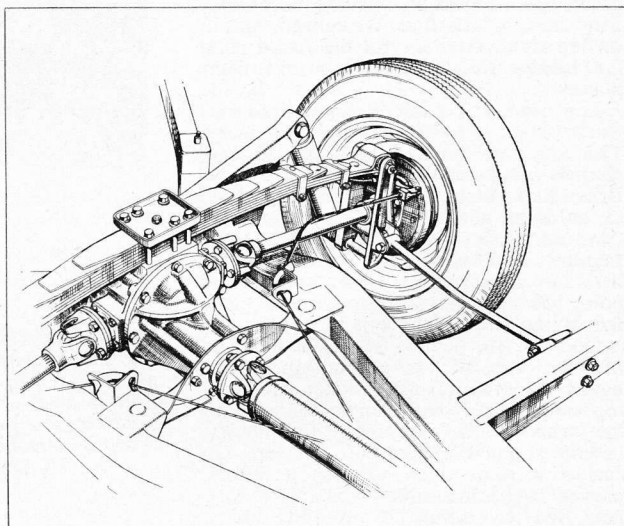
The Triumph Herald

WITHOUT any doubt, the designers of the new Triumph Herald must be regular readers of AUTOSPORT! For years, we have been bemoaning the conservative design of the British small car, and at last the Triumph Herald has arrived, incorporating the features which we have been demanding.

The basis of the new car is a backbone-type frame, with outriggers. It is splendid to be able to record that the back axle is dead as far as this design is concerned, and an extremely advanced form of independent four-wheel suspension is employed. In front, there is a low-periodicity wishbone system, with helical springs, telescopic dampers, and a torsional anti-roll bar. The steering is by rack and pinion.

The independent rear end is of the swing-axle variety, with some interesting mechanical details. The hubs are

★
THE SWING AXLE rear suspension has many interesting features of design. The wheels are located laterally by the half shafts and universals and fore and aft by radius arms.
★



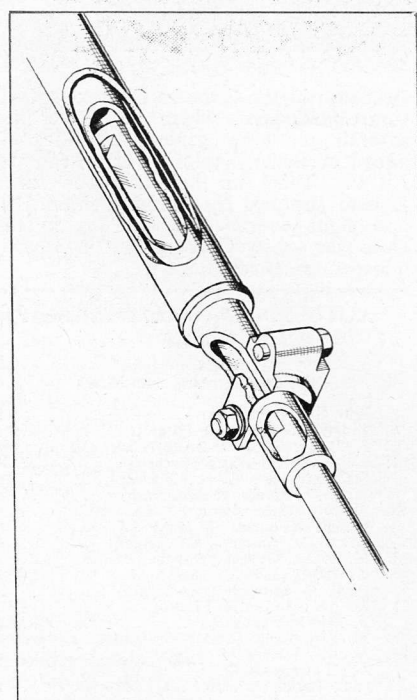
attached directly to open half shafts, which each have a single universal joint and no slip joint. What are, in effect, long shackles are secured to the hub bearing housings that carry the back plates of the brakes. These shackles can move in relation to the housings, as they are attached by single large pivot bolts. Their upper ends carry the shackle bolts of a transverse spring, and their lower ends locate the rear pivots of the trailing radius arms; the telescopic dampers also articulate here.

Thus, it will be seen that the rear wheels are located laterally by the half shafts and their universal joints, and by the radius arms in a fore and aft direction. Practically all the braking torque is taken by these arms in tension, and movement of the long shackles allows the different radii of the spring ends and the half shafts to be accommodated.

The latter unit endows the car with a full 80 m.p.h. performance, it is stated, but notable fuel economy is retained.

Both bodies are the work of Giovanni Michelotti, of Vignale. They are built up from seven main pressings, and both are of the two-door type. The coupé differs in having a rearward-sloping roof line, and whereas the saloon is a four-seater, the coupé is intended primarily as a two-seater, with very large luggage space. There are a great many practical features. For example, the telescopic adjustable steering column can concertina in the unhappy event of a crash, thus avoiding the danger to the driver that a solid column is known to constitute. The seats are adjustable on a normal sliding mechanism, but in addition there are two alternative positions for the pivot pins at the front, and the

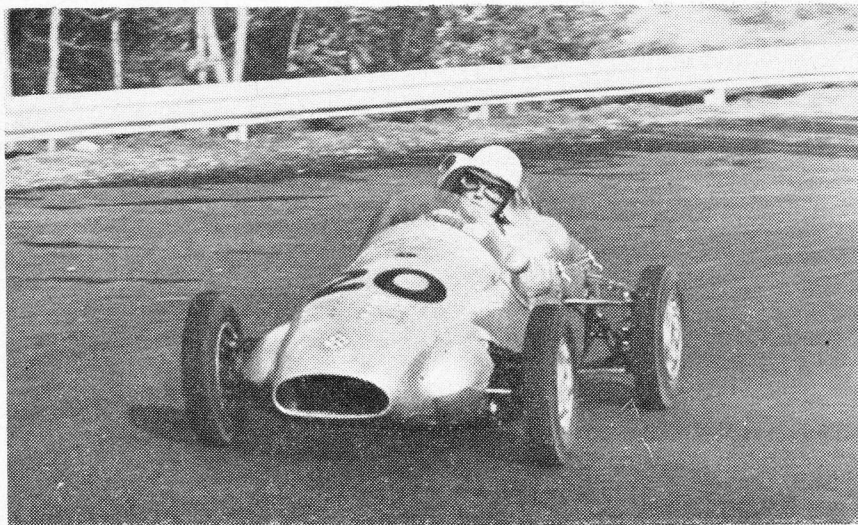
(Continued on page 544)



TELESCOPIC AND ADJUSTABLE steering column (above) can concertina in the event of a crash.

TWO-SEATER COUPÉ has room for a great deal of luggage and a full 80 m.p.h. top speed.





ONE of the most suitable Italian cars for the Formula Junior is the Fiat 1100-based machine designed by Gino De Sanctis, which should be capable of speeds approaching 190 k.p.h.

The brakes are those of the Fiat 600 Multipla, but the slave cylinders are of larger section. The road wheel discs are slotted in order to improve the resulting ventilation; the tyre sizes are 5.20 x 12 on the front wheels and 5.20 x 14 on the rear wheels.

The engine is a version of the Fiat 1100 and it has been installed immediately behind the driver. With two Weber horizontal carburettors, of the twin-choke type 40 DC03, the engine develops 72 h.p. at 6,500 r.p.m. The curve of the power graph is very favourable for rapid acceleration on short sinuous circuits, and this type of car should be suitable for them.

The bell housing is also taken from the Fiat 1100 and a reduction gearbox has been attached to its cover; this box contains a pair of cylindrical gears which serve for lowering the transmission to connect up with the change-speed gears and the differential; this system also allows of the prompt modification of the ratios. The casing contains the change-speed gears and differential mechanism of the Fiat 600. The engine is therefore positioned inside the wheel-base of the car and the gearbox overhangs beyond the back axle: Cooling is

New Italian Formula Junior Cars

Details of Two Contenders in the New Formula By Gianni Marin

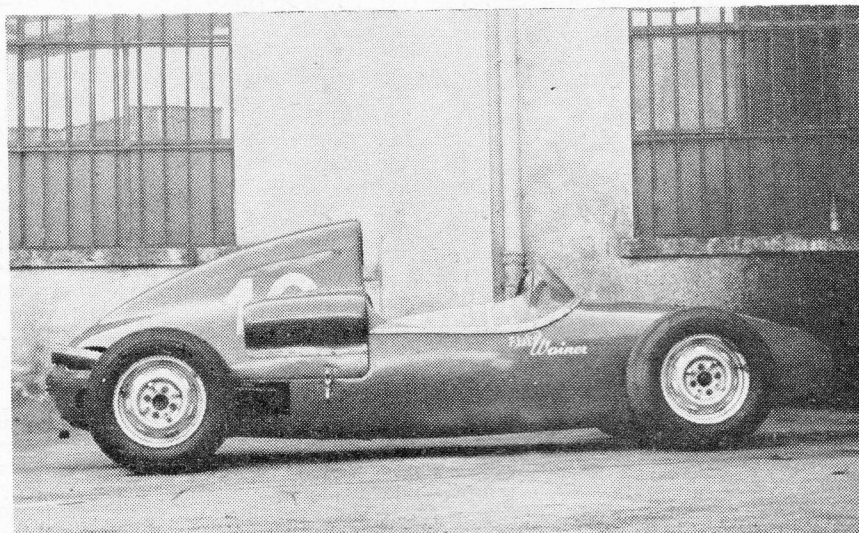
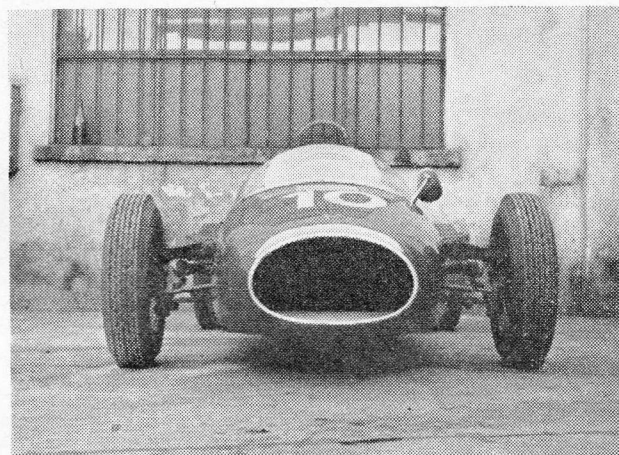
TWO new cars have been built in Italy in accordance with the features of the new Junior Formula. One is the work of a well-known specialist in motor car construction at Milan, viz.: Gianfranco Mantovani, and the other is the creation of the builder of special engines, Gino De Sanctis of Rome. The former, by Mantovani, is called the Wainer and during the races of the "ice-cars" at Cortina d'Ampezzo it was a winner, having at the wheel our future hope Corrado Manfredini. That victory drew attention to this new small car, all the more so because Manfredini's opponent was the experienced driver Otto Mathé, in a Junior equipped with a Volkswagen engine. The Wainer costs about 1,600,000 Italian Lires and it is a really interesting car since it shows exceptional stability on the bends, thanks to its favourable centre of gravity. Mantovani's Junior (which, as we have already mentioned, is called the Fiat-Wainer) is fitted with the mechanical assemblies of the Fiat "600" and "1100"; the engine is installed at the rear and the car has a very pleasant-looking streamlined appearance.

The chassis is of the tubular type and it consists of two tubular side-members connected together by a series of transverse tubes and a structure of thin tubes strengthened with gusset plates surrounding the driver's seat. The entire framework is therefore light but very robust.

The main dimensions of the frame are as follows: wheelbase, 2 metres; front and rear tracks, 1.17 metres. The front axle is a version of the 600 series, but it is completed by two arm-type shock-absorbers instead of the telescopic ones. The rear suspension is also based on that of the 600, but the triangulated arms of the suspension links have been strengthened; they are also mounted closer together in order to reduce track variations with wheel movements; a

transverse leaf spring is mounted and secured at two points, and it therefore also functions as a stabilizing bar; two arm-type shock-absorbers have been installed.

★
LOW and business-like, the front view of the Wainer 1100 is especially attractive.
★

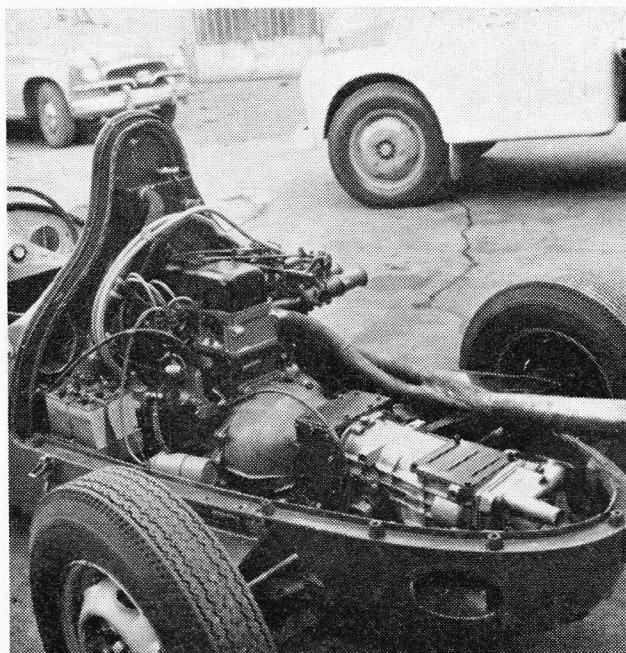
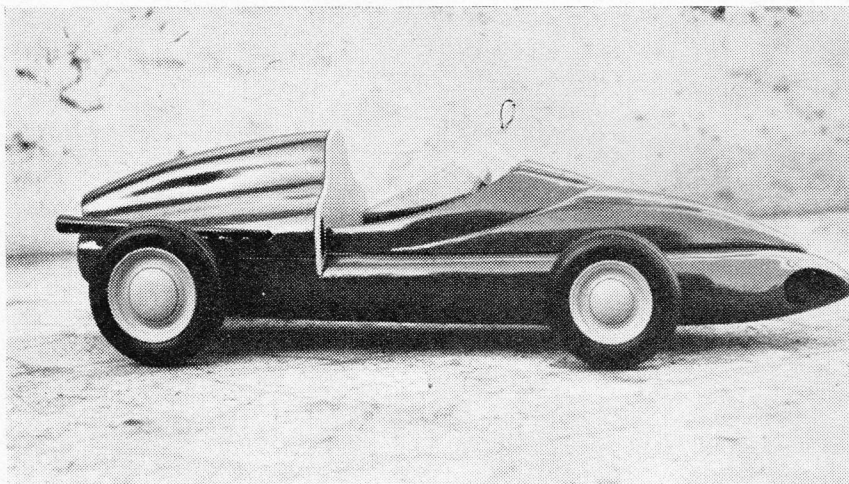


HIGH-TAILED, the Wainer is the creation of Gianfranco Mantovani of Milan, and has shown exceptional stability on corners, thanks to an extremely low centre of gravity.

by radiator in front, together with a small header tank over the engine.

This design, as devised by the Milan builder, is a very interesting one and it ensures that the driver and the engine are placed very low, since there is no transmission shaft; this also lowers the centre of gravity considerably. Moreover, the weight of the driver, engine and petrol (in two inter-communicating tanks alongside the driver) is positioned along the centre axis of the car. The vehicle is therefore very steady in the bends, which it can enter at speeds greatly in excess of those of other cars of normal design.

As we have already said, the other Junior creation is the work of Gino De Sanctis. After a few months of tests and finishing touches, the De Sanctis Junior can be said to be one of the most suitable cars for this new and interesting



★
STUMPY rear end is featured on the De Sanctis car (above) and the bodywork is strengthened behind the driver's head.

★
LEFT: Details of the engine installation on the Wainer 1100, which also employs the Fiat power unit.

formula. In the design and construction work Gino De Sanctis has had the help of his son Lucio. The engine selected is the Fiat 1100/103, installed at the back of the car and coupled to a casing containing the gearbox and differential arranged behind. The fuel is supplied

through two twin-choke horizontal carburettors. An extra large oil sump has been provided for lubrication. Cooling is effected by water from a front radiator, helped by a centrifugal pump. Ignition is by battery and coil and the engine is started up electrically. The engine out-

put is about 73 h.p. at 6,000 r.p.m. This car ought to reach a road speed of about 185 to 190 k.p.h.

The chassis is of the latticed type, consisting of small tubular sections. The wheelbase is 2 m. long; front track, 1.22 m.; and the rear track, 1.18 m.

The front wheels are independently sprung, whilst the rear suspension is of the cantilever type, located laterally by a pair of crossed links, longitudinal location being provided by parallel links (in accordance with the patent of the engineer Massimino, a technician well known at Modena). Springing is by a transverse leaf spring. The wheel discs are slotted; the front tyres are 5.20 x 12 and the rear tyres 5.20 x 14. The car is fitted with hydraulic brakes. The petrol tank is fitted in front and has a capacity of 60 litres. The empty weight, including water and oil but without petrol, is 400 kg. (as required by the rules).

The car is a single-seater and is fully streamlined. The body is composed of removable sections for the rapid inspection of the mechanical parts. The bodywork is specially strengthened behind the driver's head.

This Junior is an ideal car as regards handling, stability, acceleration, flexibility and braking.

Both the Wainer and the De Sanctis will shortly be placed in production and with Italian and foreign drivers they will be found at the starting post of all the races devoted to the cars of the new Junior Formula.

M.G. RALLY AT MONZA Awarding of Prizes

WHILST the entries for the international M.G. rally to be held in the Monza National Autodrome on 25th-26th April are coming in, the promoters announce the rules for awarding the new special prizes of the Factory and of the Milan Provincial Touring Office.

The "M.G. Car Trophy—Monza 1959", offered by Nuffield Exports, Ltd., will be awarded to the first classified in the general speed test classification, determined by means of the following class handicaps: class A 30 per cent.—class B 18 per cent.—class C 0 per cent.

The "Milan Provincial Touring Office Cup" will be awarded to the competitor, classified in the speed test, who will have covered the longest distance in getting to the Monza Autodrome.

With the addition of the above two prizes, the number of prizes to be awarded, in the form of cups and trophies, will be 25, of which 18 will go to the first six classified in each of the three classes and seven in special classifications.

Besides the above, many other important prizes are offered by the following accessories firms: Abarth—B.R.B. (Lucas)—Castrol—Sigmauto (Dunlop)—Shell. All participants will be given an official souvenir radiator badge.

SPORTS CAR DRIVERS' CHAMPIONSHIP

A SPORTS car hill-climb championship for which all vehicles are eligible (other than out-and-out racing cars) has been inaugurated by Sports Car.

The event for the sports car championship will be the same as the R.A.C.

championship for 1959, only one marking an event to count.

The marks obtained in any seven events will count towards the championship and there will be two classes—under 1,500 c.c. and over 1,500 c.c.

The same driver and car must be entered for each event and the first 10 places will be counted in each class.

There is no entry fee. The championship winner will receive a silver salver and £20, with trophies for entrants finishing second and third overall.

ALEXANDER ENGINEERING are giving works assistance to six drivers in the saloon car race at Silverstone on 2nd May. The drivers will be David Boshier-Jones, Bob Gerard and Haigh who will be in Alexander A35s and G. H. Williamson, P. Graham and Tom Haigh will drive Alexander Sprites in the G.T. Class.



Sentiments . . . On the 1959

By LESLIE BROOKE

Coronation Safari Rally

SEEN through the windscreen of our Morris Minor 1000, the 1959 Coronation Safari—run over 3,000 miles of some of the worst roads in the world—was a unique experience, to say the least.

The organizers claim the rally, which covers Kenya, Tanganyika and Uganda, is the toughest in the world. But this bold statement requires some qualification. The route carries on roughly—and I mean roughly—over stone-strewn, pitted bush tracks rutted deeply with now-dry streams.

Starting from Nairobi on the first 180-mile leg southwards to Arusha, one is lulled into a sense of false security by a billiard-table-like tarmac surface, only to be jolted into harsh reality at the Mto-wa-Mbu turn-off on to a goat track. This continues and worsens into the mountain escarpment of Endabesh and Mbulu, where the fun really starts.

Here came one of the first casualties when Peter Harper broke an arm when his Hillman Husky turned over. On this incredible, car-breaking stretch, hidden water gullies, sometimes two feet deep but practically invisible on the road surface, lurk continually in one's path awaiting the wary and the unwary alike.

The surfaces of the Vivione and the Gardia are kings compared with the uphill and downward stretches on this section. Here Marianne, my wife, was another casualty when she hit the car roof with her head and came down with all her weight hand-first on the hand-brake lever and fractured a bone.

To add to our joys one vicious rock shook the throttle to half-cock, where it remained for the rest of this section so that Marianne worked the ignition switch at the call of "Off", "On", while I was busy working the brakes which, by this time, required four dabs to produce any retarding action at all.

This section was responsible for the partial removal of many exhaust systems. Some miles later the authorities put in a surprise "snap scrutineering"

control so that one could be appropriately penalized for such things as broken shock absorber mountings, etc.

On to Arusha and Dodoma, where we had a very near miss with a giraffe. These animals are equipped with very much the same mental processes as the domestic hen as far as sense of direction in an emergency is concerned.

BRIEF RESPITE at a Tanganyika filling station. The rally route covered over 3,000 miles in Kenya, Tanganyika and Uganda, and is claimed to be the toughest in the world.

At Dodoma, where darkness had fallen, we pulled into the control, on time for a change, and filled up with petrol.

A strange rally, this. Although there were three classes worked out on a price of vehicle basis, the Minor—the smallest car in the rally—was expected to do the same speeds as the largest and most expensive cars on all sections. It was difficult enough for the Zephyrs and the Mercedes to maintain the required averages, usually around 51 m.p.h., but for us it was an all-out race.

During the southern leg of the rally we never once had time to spare at a control although two minutes' "dead" time were allowed at each for attention to nature, cleaning lamps and wind-screen, etc. They were a welcome and much-needed relief.

Then we went east to Dar-es-Salaam and the Indian Ocean. At the Mvomero control Ron Dalton and Paddy Hopkirk pulled in with their Hillman Husky. We set out once more to the Ruvu junction, turning into one of the sugar estates where the average dropped to 37.5 m.p.h.—with good reason, for the track was like rough railway lines with the elephant grass arched over and apexing five feet above the road.

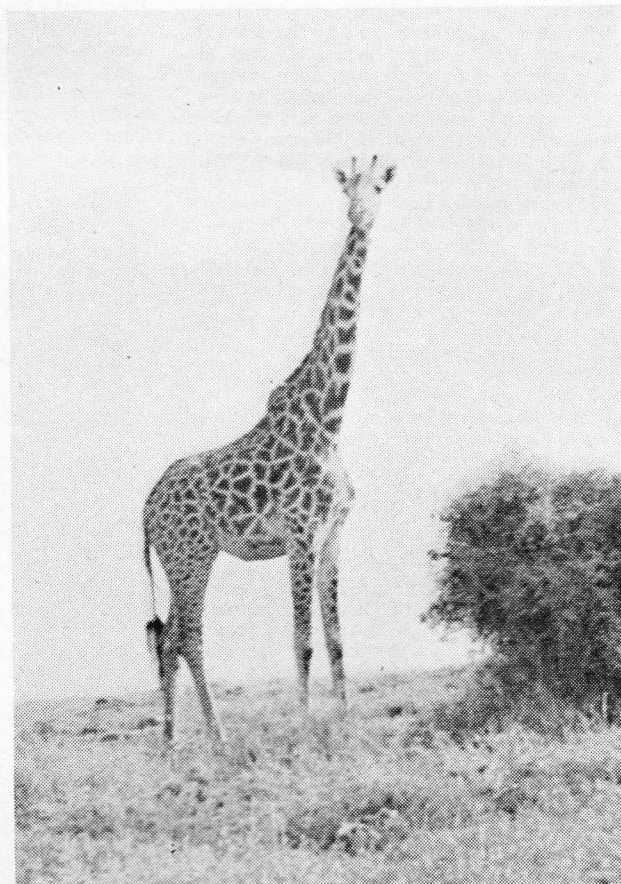
There were plenty of corners, drifts and hills here, and it was quite a little nightmare section. One dropped from two or three thousand feet to sea level, the tropical heat began to make itself felt, and when we got out of the car

(Continued on page 536)

★

SENTIMENTS on the Coronation Safari. . . . According to Brooke these "handsome hazards" are equipped with similar reactions to those of a hen when faced with an emergency.

★



SPEED IN EVERY LINE: The appearance of the Roadster will please the most severe critic of modern styling.

Being a sporting vehicle of great character, one does not think in terms of automatic transmission. The all-synchromesh gearbox is a delight to use, and is so efficient in operation that it is virtually impossible to beat the synchromesh mechanism. Brakes are probably the highest development of the drum pattern, and the booster or servo makes them very light to use. There was, however, a slight tendency to judder when braking from high speeds, but this may have been a sign that adjustment was required. An inclination to pull to the right was cured by equalizing tyre pres-

AMERICAN ROAD TEST **The Mercedes-Benz 300SL Roadster**

WITHOUT a doubt, one of the world's most important prestige cars is the Mercedes-Benz 300SL Roadster, a development of the world-famous "gull-wing" with which Daimler-Benz successfully re-entered motor racing in 1952. As a luxurious fast-tourer it has a rather special appeal to connoisseurs who do not count cost when it comes to acquiring the vehicle of their choice. It is a car which possesses near-racing car performance, with almost unbelievable tractability in normal traffic. Its lines will please the most harsh critic of modern styling, and it has an individuality which immediately commands attention, even on hard-bitten Broadway, or sophisticated Fifth Avenue.

During my visit to New York, Larry Richards of Mercedes-Benz offered me the loan of his own Roadster, which had been used as a demonstrator for several months. Naturally I accepted, and in due course took over temporary ownership of the beautifully finished light blue car. Apart from the fitting of a slightly higher-lift camshaft, the 300SL was standard in every way, having the U.S.A. rear-axle ratio of 3.89 to 1.

This Mercedes-Benz offers an entirely new conception of motoring. The engine is so smooth and effortless that it is difficult to imagine that there is over 240 b.h.p. waiting to be unleashed under that sleek bonnet. Beyond a highly satisfying purr from the exhaust, and the joyous whine of gears invariably associated with the more expensive type of motor-car, the 300SL is completely silent. Bodywork does not have a single rattle anywhere; windows wind up or down on perfectly balanced mechanism; the top is surely the finest example of convertible equipment to be found anywhere. Absurdly simple to raise or lower, when stowed it disappears under a hinged panel behind the seat squab. The fascia panel will please the most fastidious, with its fairly simple treatment and easy-to-read instruments. Every detail has been thought out; for example the "horn" ring actuates the traffic blinkers, the warning instrument itself being controlled by a flick-switch on the steering column. The dash is padded

as are the sun-visor; on the scuttle beside the passenger there is even the refinement of a combined ash-tray and lighter.

Comfort has been studied to the nth degree, and I would like to compliment the genius who designed and made those wonderful seats. Hundreds of miles can

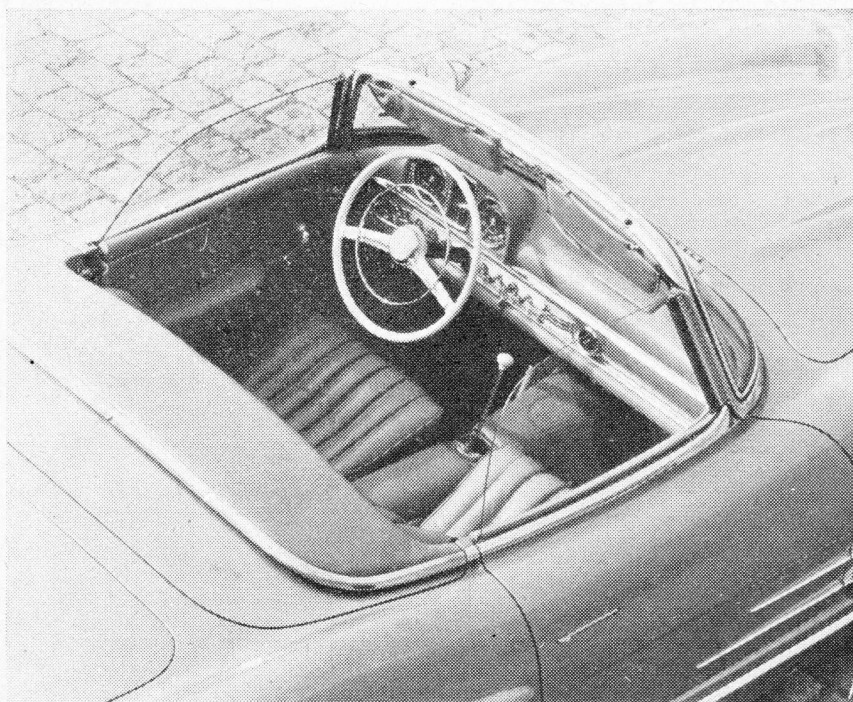
by Gregor Grant

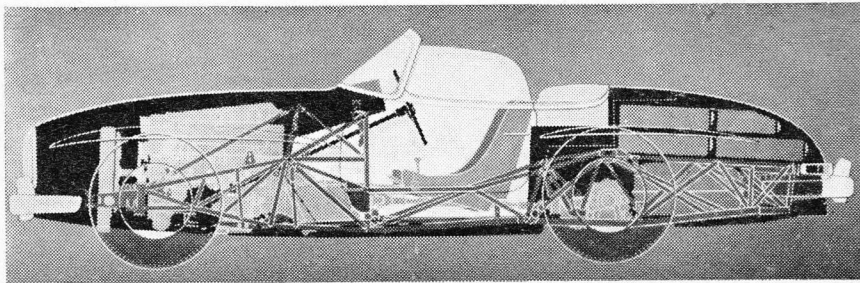
be reeled off without the slightest sign of discomfort; arm-rests are exactly in the right position, and even with the side-windows down, there is no evidence of back-draughts. Visibility is excellent, although a panoramic mirror of larger dimensions would be more desirable in a country where "speed-cop-spotting" has of necessity been brought to a fine art. The outside mirror is useful in traffic lanes, and is of the streamlined pattern introduced by Daimler-Benz and marketed in Great Britain as the Walpress Continental Speed Mirror.

sure; in point of fact, the 300SL is particularly sensitive to pressures. The wheels were shod with Michelin "X" covers, and there was a warning on the speedometer that on no account was 125 m.p.h. to be exceeded. Presumably racing tyres would be necessary if one wished to achieve the 136 m.p.h. of which the car is easily capable with the 3.89 to 1 axle. I understand that 155 m.p.h. is achievable with a 3.25 to 1 ratio, and I recall that John Bolster managed to get over 140 m.p.h. with the standard European 3.64 to 1 axle, in the 1955 "gull-wing".

I can state quite categorically that driving the 300SL requires experience of fast cars. Everything is achieved with so little fuss, that one can approach bends far faster than is realized, and cruise at very high speeds indeed quite unknowingly. Although the car possesses great road adhesion, and can be cornered at very high speeds, any sudden "ham-handedness" can quite easily provoke rear-end breakaway. The correct word for driving the Mercedes-Benz

STUDIED REFINEMENT: The fascia panel is both simple and elegant: the top disappears beneath the hinged flap behind the seat squab. The dashboard and sun visors are heavily padded.





Specification and Performance Data

Car tested: Mercedes-Benz 300SL Roadster.
Approximate price in U.S.A. \$11,000.

Engine: Six cylinders, 85 x 88 mm. (2,996 c.c.), single o.h.c., 8.55 to 1 compression ratio, 240 b.h.p. at 6,100 r.p.m. Bosch direct injection, Bosch ignition (coil and distributor). Cooling system includes heat exchanger.

Transmission: Single dry-plate clutch with steel reinforced inserts. Four-speed all-synchromesh gearbox, ratios 1, 1.39, 1.97 and 3.34 to 1. Reverse, 2.73 to 1. Central remote gear lever. Hypoid final drive.

Chassis: Welded multi-tubed triangular frame. I.f.s. by unequal length wishbones, helical springs and anti-roll bars; i.r.s. by swing axles (helical springs). Fichtel-Sachs dampers. D-B recirculating ball steering. Bolt-on pierced wheels with

6.50 x 15 ins. tyres. Hydraulic brakes (21s in front) with bimetal turbo drums and vacuum servo operation.

Equipment: 12-volt lighting and starting (Bosch). Speedometer, tachometer, ammeter, oil, water and fuel gauges; clock, two-speed wipers with washer, flashing indicators, cigarette lighter, etc. Dual heating and ventilating equipment.

Dimensions: Wheelbase, 7 ft. 10½ ins.; track, front 4 ft. 7 ins., rear 4 ft. 9 ins.; overall length, 14 ft. 7 ins.; overall width, 5 ft. 10 ins.; turning circle, 38 ft.; ground clearance, 5 in.; weight (dry) 24 cwt.

Performance: Maximum speed (est.) 136 m.p.h.

Fuel consumption: 16 m.p.g. (U.S.).

at all times is put so aptly by the French, *douceur*.

Steering is high-g geared and very lively after one becomes used to the hydraulic damping. There is no reaction from bumps, but I did find that a slight shimmy developed at about 80 m.p.h., which was only momentary, and disappeared completely above that speed. The car is primarily a top-gear vehicle, but going through the gears will show a shapely tail to any of the products of Detroit. Wheelspin is completely absent, one of the merits of the very fine, low pivot-point swing-axle rear suspension—but it is so easy to leave a couple of wicked-looking black marks on the highway when making a really dashing get-away. The long-travel clutch is inclined to be awkward at first, but one soon becomes used to it.

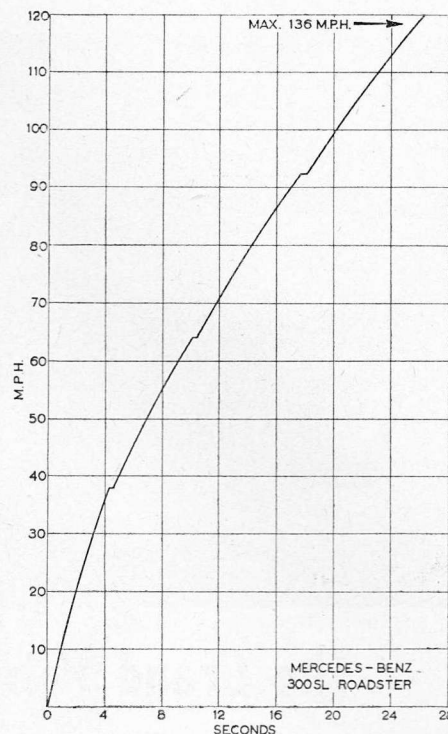
One of the most exciting things about the 300SL is that the acceleration is practically constant up to 120 m.p.h. With this car, the engine torque is such that when one changes up, the machine still surges forward, and goes on accelerating in top gear till one heeds the 125 m.p.h. warning. The power is positively immense from about 3,000 r.p.m., when presumably the efficient Bosch fuel injection system really comes into its own. The absence of roar from the induction system is the only indication that a p.i. system is employed. There are no flat spots throughout the speed range, and the engine ticks over sweetly at about 500 r.p.m.

Accompanied by Mike Porter, the Koni importer in U.S.A., and formerly with the Reynolds Chain Co. as racing manager, I took the 300SL into the Catskill mountains in New York State. The roads in these parts are atrocious in places, with large potholes left by winter snow and ice. On several sections, big American cars were being driven at about 15 m.p.h., the suspension receiving a tremendous battering. The Mercedes-Benz could be driven at well over 50

m.p.h., without a tremor. The independent springing was perfectly damped, and never at any time was there a sign of grounding. We found many sections which would have made ideal speed hill-climbs, but inevitably there was slow-moving traffic and double white lines on every bend. Whenever the dotted line was in our favour, a quick change to third and the 300SL streaked ahead of all other traffic.

It was the same story on the "thru-way", where lanes of traffic move along at around the 60 m.p.h. limit. However, other drivers did not seem to object to being overtaken by a Mercedes-Benz. In spite of going well over the legal limit on many occasions, we never went through a radar trap and were not chased by the Highway Patrol—it must have been our lucky day!

Fuel consumption was not inordinately high for such a fast and powerful car, the average being about 16 m.p. U.S. gallon, giving a range of around 460 miles with the reserve tankage, at 60-70 m.p.h. cruising. The lights for U.S.A. are nothing like as powerful as those



Acceleration Graph

used in Europe, owing to rigid regulations regarding bulb wattage.

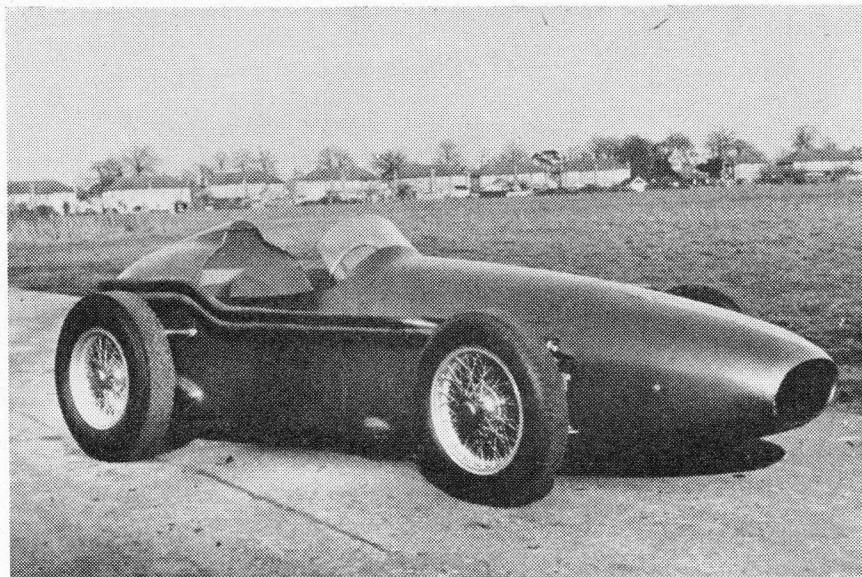
The "Mexico" station-searching radio was excellent, but oddly enough one could hear much better with the top down. With all-weather equipment raised, wind noise was emphasized, and there was also a certain amount of flapping from the fabric. Heating and ventilation equipment is of the high standard associated with Unterturkheim; the instruments were more than usually accurate, although the fuel gauge gave some peculiar readings on occasion.

The bonnet is, of course, simply packed with engine, and shows the typical Daimler-Benz thoroughness in dealing with components and accessories. The power-unit has been virtually unchanged for several years; of 85 x 88 mm. (2,996 c.c.) the valves are operated from a single overhead camshaft. Power-output with 8.55 to 1 pistons is 240 b.h.p.

(Continued on page 540)



CORNERING ABILITY is very high. The 300SL is seen here on a country road at Ashokan Reservoir, near Phoenicia, N.Y.



The Grand Prix Aston Martin

A Workmanlike F.1 Car for this Season's Racing

THE existence of a single-seater Formula 1 Aston Martin has been known for some time, but now AUTOSPORT can reveal that it is planned to race the car this year, drivers Carroll Shelby and Roy Salvadori. First appearance of the Feltham machines will be at the May Silverstone meeting, in the International Trophy race.

Basis of the Aston Martin DBR4/250 is a scientifically designed space frame, made up of small-section chrome molybdenum tubes. Front suspension is by helical springs and wishbones, with Armstrong telescopic dampers. At the rear a de Dion layout is used, with longitudinal torsion bars controlled by Armstrong dampers. The final drive is integral with the close-ratio, five-speed, David Brown gearbox; a ZF limited-slip differential is incorporated. A right-hand gear change is used.

Girling disc brakes are fitted front and rear (outboard) with Ferodo rapid-change

SMOOTH LINES: Twin exhaust pipes and low head-fairing on a high tail are points which make the new Aston easily distinguishable.

pads; Ferodo linings are used in the multi-plate Borg and Beck clutch.

The six-cylinder engine is of 2,493 c.c. (83 x 76.8 mm.) and is slightly offset in the frame. Twin overhead camshafts operate two valves per cylinder, inclined at an angle of 95 degrees. Two K.L.G. sparking plugs per cylinder are fitted, and Lucas magnetos are employed. Cylinder block and head are of aluminium alloy, with Hepolite slipper-type pistons working in steel liners. Lubrication is by dry-sump, with a separate Gallay oil tank and cooler. A Marsten-Excelsior radiator is employed in the cooling system.

Three double-choke Weber carburettors have their air-intakes enclosed in a large box, which protrudes on the nearside of the bonnet. Twin exhaust pipes are carried at high level on the offside. Knock-off wire wheels carry Avon racing tyres; instrumentation is by Smiths.

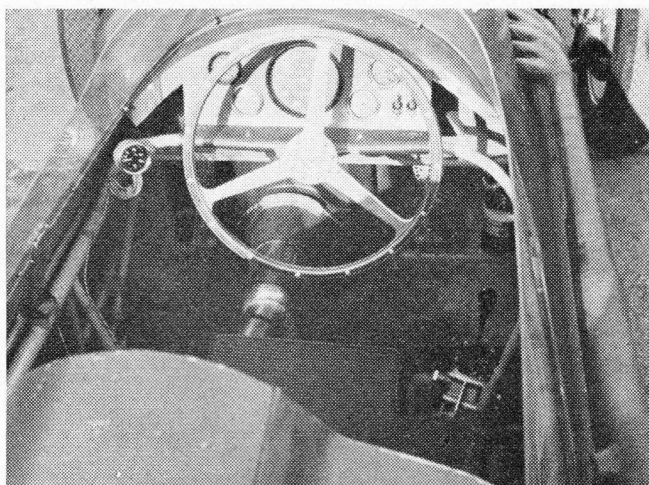
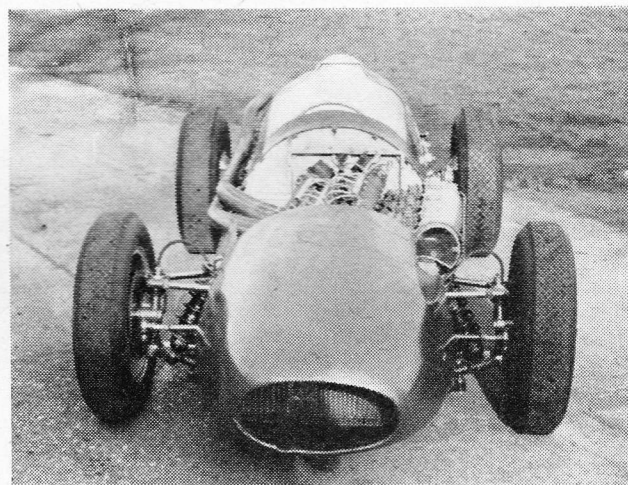
Bodywork follows modern Grand Prix pattern, with a high tail incorporating the driver's head-rest. The large-capacity fuel tank is at the rear. The small, curved windscreen on the prototype will probably be replaced by a wrap-round screen.

(Continued on page 540)

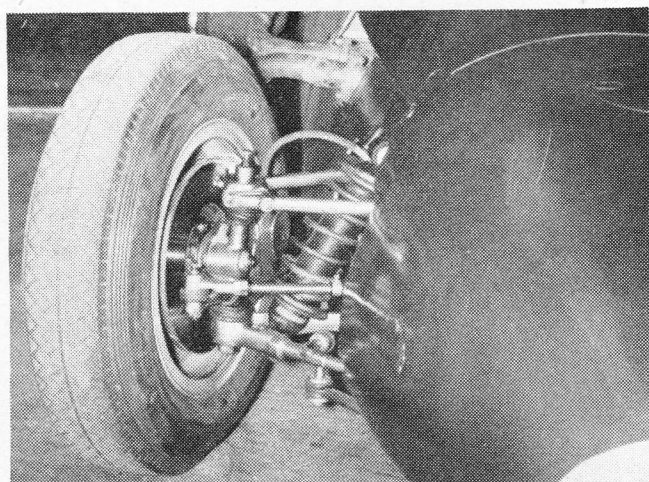
★

OFF-SET ENGINE, angled cold-air box and frontal provision for portable electric starter are noteworthy features.

★



DRIVER'S EYE VIEW: Showing the very full instrumentation and inclined, right-hand gear change lever.



FRONT SUSPENSION: Showing double wishbones, disc brakes and co-axial coil-spring damper units.

**The pattern
for longer
drives
at lower costs**

**PIRELLI
EXTRAFLEX**

Jones bought the tyres he bought last time. Robinson, *independent mind*, noticed how often Pirelli on heavy lorries, talked to garage man, got technical leaflets from Pirelli, made intelligent experiment with Pirelli Extraflex. Jones now preparing to fork out for more new tyres. Robinson still driving safely, loads of tread left, money in bank...

**Pirelli yield the highest
possible mileage for
everyday motoring**



SQUARED—this is what the average wheel looks like after Africa's Coronation Safari Rally. It is the rear wheel of Leslie Brooke's Minor, photographed halfway through the rally. Four hours were spent hammering bent wheels into shape again.

Coronation Safari—continued

at the Dar control it was like nipping into the oven beside the Sunday joint.

Here I wore myself out trying to explain to a thoughtful control official that I really *did not* want to go to bed and have a sleep for the 28-minute rest period allotted.

Then through the sisal estates, which were well marked—although rumour had it that Africans had switched the signs around. At Ruvu again, we helped Denis Scott to tie his tail lamp together.

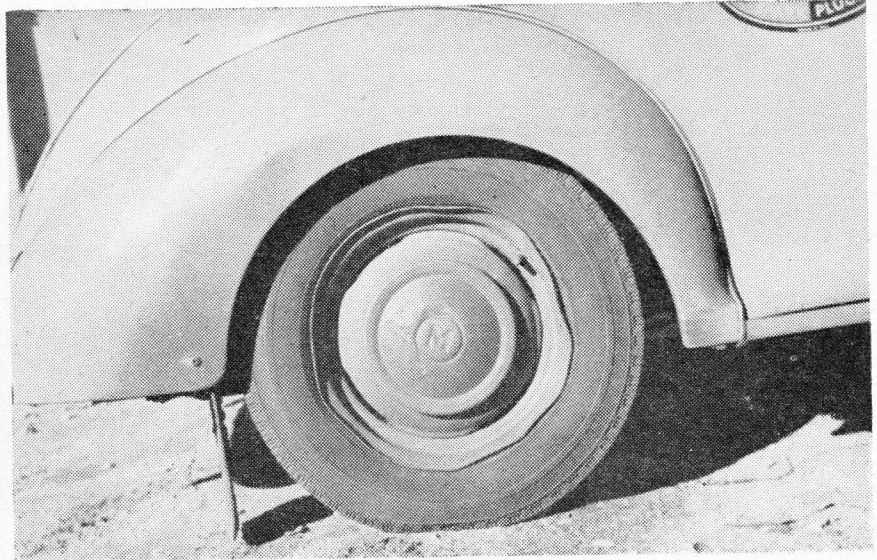
Denis was pursuing a wise policy of not pressing his Zephyr too hard and not minding the loss of a few points here and there. Meanwhile Ted Harrison, we heard, was having trouble with lions and another driver made contact with an elephant around these parts.

Grey owls, too, were a nuisance although three toots on the horn were usually enough to get them airborne.

Then back up north to Ngerengere, where it was getting light, and east again to Mombasa, where darkness was falling. Here the roads might be termed pretty frightful but they were much better than previously. There was some tarmac towards Mombasa where, at the Mariakani control, the radio operator handed us a personal message from Nairobi. The whole rally was linked by radio, an excellent system which worked really well.

At Mariakani we turned off into a sort of palm jungle for 30 miles and were asked to average 51.8 m.p.h. which was really something—although one of the Mombasa competitors who lived nearby claimed he had done it in the time in his DKW 1000.

Meanwhile we struggled along having had a one-hour hold-up because of our new brakes seizing on. Later we had to adjust them constantly after they had cooled off. Added to this, the local tyre



experts had advised us to run tubeless. This was a major disaster, for with road conditions such as they were, the wheels took on the most peculiar shapes and the air escaped between the tyre seal and the bent wheel rims. Approximately four hours were spent battering the wheels into rough circles.

Then the road improved again up to Nairobi, still 300 miles away, where we arrived, to our surprise, by no means last in the rally, but with such a magnificent display of points lost that the authorities would not allow us to continue. This seemed an odd idea to us, for after all the rally was a complete entity and not two separate events—and the control was still well and truly open when we arrived. But our disappointment could not compare with that of David Lead in his Mercedes. He put up a magnificent performance, not losing a point until 50 miles from Nairobi when his rear wheel came off and put him out of the rally.

Then came the northern leg, which took us on a tarmac road to Thika 30

miles away and cut east and round the base of Mount Kenya. There we were confronted with 95 miles of twists and turns with never more than a few yards of straight.

Going west to Meru, the road took us across to Thomson's Falls, practically on the Equator. Then the rally continued into Uganda, past the Mau Mountain and into a country where the speed limit is restricted to 50 m.p.h. At the capital, Kampala, on Lake Victoria, the road ran back on itself to join the main road south to Nairobi. The whole of this leg ran to 1,400 miles, making a total of 3,200.

To summarize: The rally was excellently organized, the controls well manned, the atmosphere truly international, and the officials—with one notable exception—first rate. All praise to Eve Dakeyne, the mainspring and secretary of the Coronation Safari. Her tireless energy and charm have gone a long way to make the Safari the important event it is on the international calendar today.

750 M.C. PRACTICE DAY AT BRANDS HATCH

IN motor racing, as in almost everything else, there is no substitute for experience, and the amount of knowledge which would-be racing drivers can absorb by watching the techniques of established drivers is limited. Many clubs in the United States appreciate this and accordingly appoint their more expert conductors as tutors to "classes" of novices. Characteristically, it was the 750 M.C. who first instituted similar courses in driving technique for their novice members in this country.

The club's second annual practice day was held recently at Brands Hatch, where the main feature of the day was a series of instruction sessions. Three groups of three novices were on the circuit at the same time, each with an experienced driver to show them the way and demonstrate the line through corners, cut-off points and all the other tricks of the track. Upon completing three laps, the novice driver immediately following the instructor's car dropped to the rear of the group, so as to give each driver three laps immediately following the instructor. When each driver had completed these laps they then drove independently

followed by the instructor, who noted any shortcomings in style which the novices might display. After each practice session these shortcomings were discussed, together with any improvements which could be suggested in each novice's style.

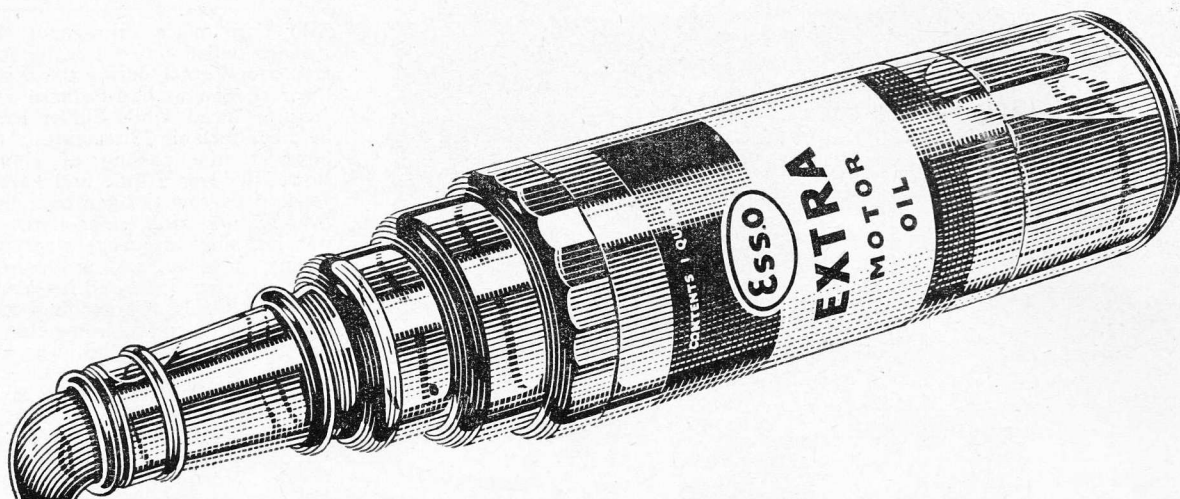
These instruction periods were interspersed with demonstration runs by the instructors—Messrs. D. Mocatta, J. Marsh, C. Beatty, M. Featherstonhaugh, D. Hitches, F. Tiedeman, R. Aubrey, H. Worrall, L. Terry, J. Lancaster, A. Mallock, W. Wilks, J. Wilks and chief instructor Roy Lee.

Over 60 members of the club attended this practice day and several interesting developments within the 750 Formula could be seen. The boxed and stiffened Austin Seven chassis, allied to a rigid front axle, seems to be dropping completely out of favour. Most of the faster cars have various forms of space frame which utilize the main A7 chassis side-members as main bottom rails and have independent front suspension. All-enveloping bodywork, long scorned as being too heavy, has at last come into its own and several proprietary and "one-off" bodies were evident. Cars are also

being built which allow a lower seating position by using the wider Austin rear axle. This permits the rear springs to be splayed out, which leaves enough room between the spring and the torque tube to fit a bucket seat.

During the afternoon sessions it was obvious that many of the novices had profited from the experts' lessons. Better lines through the corners and more finely judged braking points were saving them several seconds on each lap. One or two spins resulted from the faster tempo, but it was encouraging to see that no one spun twice—at least not at the same place. It was a most enjoyable day and, no doubt, of great value to all the novice drivers (who are now much more capable of acquitting themselves well at Brands) and it is to be hoped that other clubs will take up the idea, which should do much to improve club racing.

IN our report of the B.O.C. Testing Day at Prescott we erroneously credited A. F. Rivers Fletcher with an excellent performance in a L.M.B.-Ford. In fact, Mr. Fletcher was in hospital for an emergency appendix operation. The car was driven in his place by the entrant, L. M. Ballamy.



Wins again at

AINTREE INTERNATIONAL '200' MEETING 18/4/59

FORMULA II

- | | | |
|-----------------------|-----------------------|---------------|
| 1st | MICHAEL TAYLOR | Cooper-Climax |
| 2nd | KEITH GREENE | Cooper-Climax |
| 3rd | J. R. LEWIS | Cooper-Climax |

SPORTS CAR RACE (UNLIMITED)

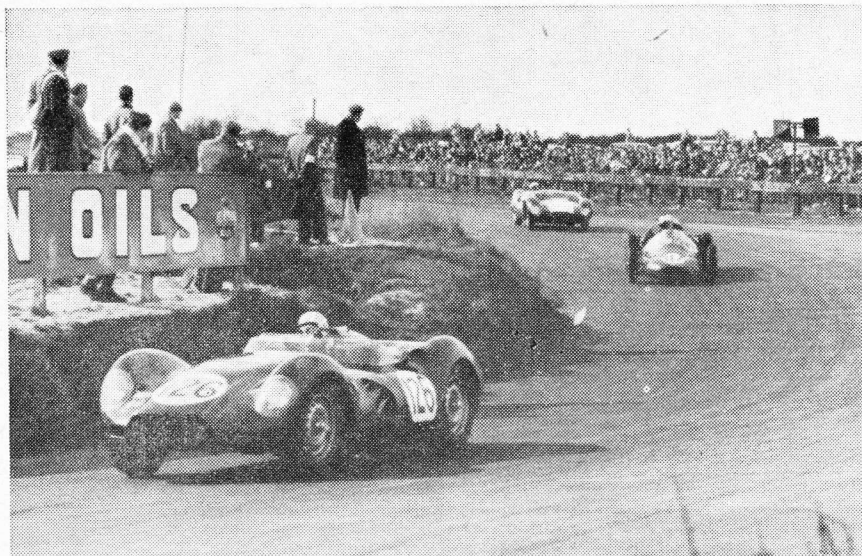
- | | | |
|-----------------------|-----------------------|---|
| 1st | ROY SALVADORI | Cooper-Maserati (Car entered by John Coombs) |
| 2nd | GRAHAM HILL | Lotus-Climax |
| 3rd | MASTEN GREGORY | Lister-Jaguar |

2000 c.c. CLASS

- | | | |
|-----------------------|--------------------|--------------|
| 1st | GRAHAM HILL | Lotus-Climax |
|-----------------------|--------------------|--------------|

(Subject to official confirmation)

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you can buy from your local Esso Dealer**



Junior Debut At Snetterton

Jim Russell (Cooper) Sets New Circuit Record

THE race meeting held by the British Racing and Sports Car Club at Snetterton on Sunday was possibly something of an historic occasion. For this was the first occasion on which new Formula Junior cars, constructed to the latest newcomer to the ranks of international racing formulae, appeared in this country, albeit there were only two of them. It had originally been planned to have a race for these cars, but only three examples were ready in time and of these one was a non-starter. Therefore the two new Junior cars—the Moorland and the Elva—found themselves pitted against the tough opposition of the *Formule Libre* races.

Prior to the first of these events the two cars set off on a demonstration lap to show themselves to the assembled public. Both cars use B.M.C. "A" series engines and both have the power units mounted at the front of the car. Behind the driver's seat on both is a high tail fairing into which is incorporated the compulsory roll-bar. On the Moorland the tail drops sharply down thereafter, but the Elva Junior has a longer and rather prettier tail.

Performance of the new Elva was most impressive, holding a place well up with the field during the first *Formule Libre* race. Reports state that the car will lap Brands Hatch consistently in 61 seconds, and according to my unofficial timing it was lapping in 1 min. 56 secs. or so with reasonable regularity at Snetterton. This lap time assumes a maximum speed of well over 100 m.p.h. and road-holding and braking of a high order—apart from the demands made on the skill of the driver, who was Tommy Dickson.

Rocker trouble had very nearly caused the car to be a non-starter, only the timely aid of Nick Syrett, secretary of

the B.R.S.C.C., permitting the car to come to the line. Nick robbed his own car of a rocker which was fitted to the Junior machine!

On the first lap of the second event in which it was to compete the car stopped at the Esses without completing the first lap, and although it was unconfirmed it is thought that the stop may have been due to a recurrence of this valve-gear failure.

The Moorland Junior car was a trifle disappointing, and was a non-starter in both races for which it was entered. It set off on its demonstration lap in the hands of J. B. Alderslade, a graduate of the Jim Russell Racing Drivers' School, and on returning to the pits pulled straight off on to the grass.

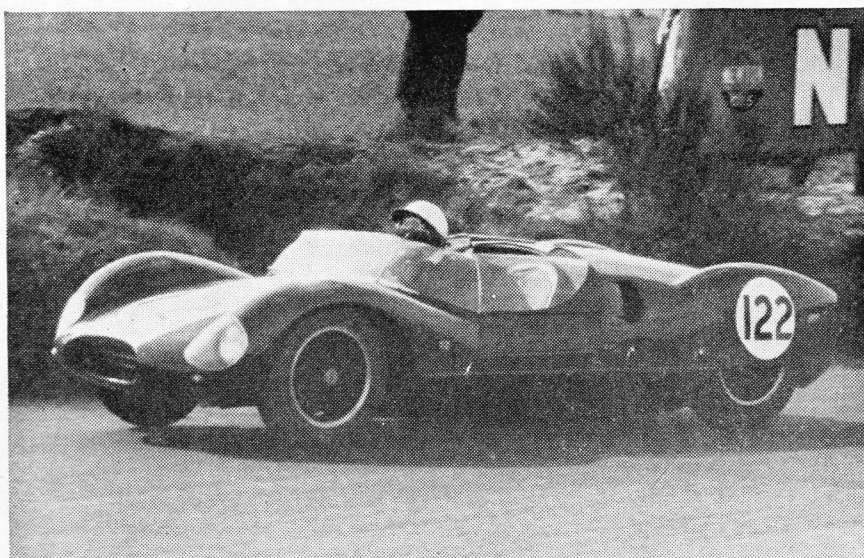
First race of the day was a 10-lapper for Formula 3 cars, which was won in fine style by Tom Bridger in the Steve Lancefield-tuned Cooper-Norton. He led throughout the race from Don Parker, also Cooper-mounted, while J. Pitcher

LEADING the first part of the Formule Libre race at the Esses is John Bekaert (Lister-Jaguar), followed by Mike Parkes in the Fry F2 car. Third is Jim Russell, the eventual winner of the race.

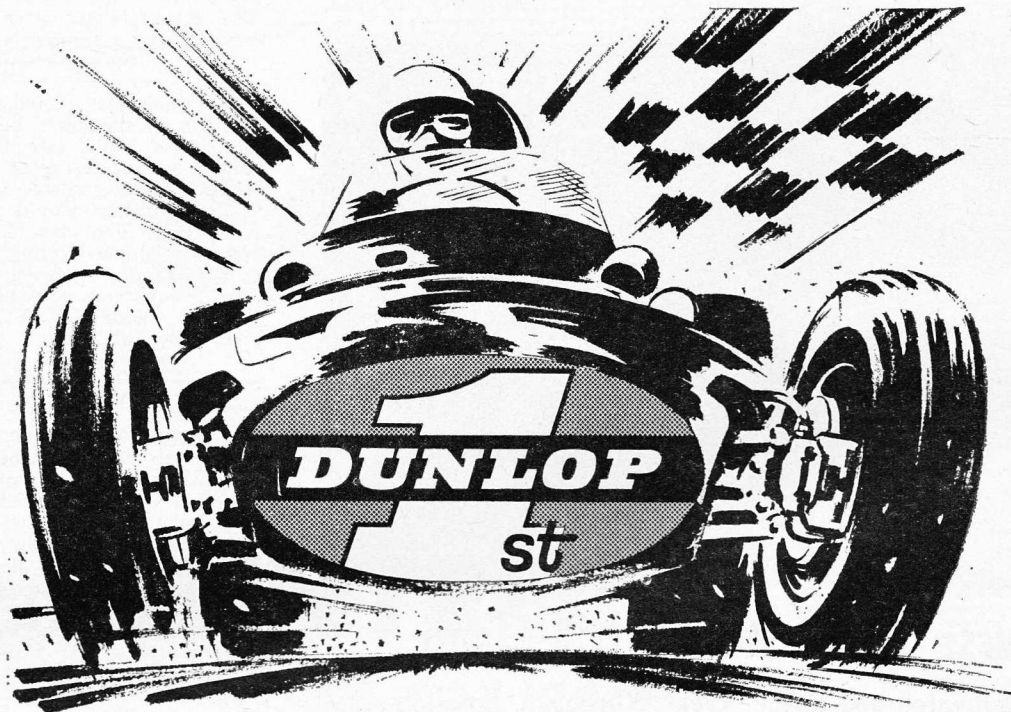
held third place throughout the race. Bridger pulled out a steadily increasing lead over Parker during the first half of the race and at half-distance was eight seconds ahead, while Parker led Pitcher by a comfortable 23 seconds. After that, however, the passing of slower cars slowed Bridger a little and Parker managed to narrow the gap to a little over five seconds after eight laps. Tommy was not slow to realize what was happening, however, and in the remaining couple of laps extended his lead to just over 10 seconds. Parker finished second, all on his own and something like 35 seconds ahead of Pitcher, who kept four seconds ahead of Alan Newton, who was fourth. In a very creditable sixth place was J. R. G. Mew in a J.A.P.-engined Cooper, who took the special award for the first J.A.P.-engined car to finish. Fastest lap went to Bridger in 1 min. 53.8 secs., a speed of 85.41 m.p.h.; otherwise the race was notable for the enormous number of retirements, no less than seven cars failing to complete the course. For the last few laps the white flag was being displayed, the reason being that an ambulance was on the circuit on its way to the aid of H. Buckland, who crashed his Cooper (one of 18 entries in the day's racing from the Jim Russell School) on the sixth lap. He was, fortunately, not seriously hurt.

Next on the programme was a 10-lap race for 1,100 c.c. sports cars and brought to the line the usual field of Lotuses of various shapes and ages. At the end of the first lap Peter Riley led by a narrow margin from Ian Raby's centre-seater sports Cooper, a veteran of the previous day's international meeting at Aintree. In third place was Jimmy Blumer, who had also arrived hot-foot from the Aintree meeting. On lap two, Raby was in front, with Riley second and Blumer third. Fourth was W. D. Bertram (Lotus). Next time round in this extremely hard-fought race it was Blumer in the lead, Raby having dropped to second spot and Riley now third in front of Bertram. Then on lap four it was

(Continued on page 542)



NEW absolute circuit record was set up by Jim Russell in his Cooper Monaco sports car. His speed of 96.05 m.p.h. (1 min. 41.2 secs.) beats the late Archie Scott-Brown's time with a Grand Prix Connaught.



AINTREE INTERNATIONAL "200" MEETING

INTERNATIONAL 200 MILES

1st *
J. BEHRA
FERRARI

2nd *
C. A. S. BROOKS
FERRARI

3rd
B. McLAREN
COOPER-CLIMAX

SALOON CARS

1st *
I. Bueb
Jaguar 3.4

2nd *
R. Salvadori
Jaguar 3.4

3rd *
Sir Gawaine Baillie
Jaguar 3.4

SPORTS CARS (exceeding 1100 c.c.)

1st
R. Salvadori
Cooper-Maserati

2nd
G. Hill
Lotus-Climax

3rd *
M. Gregory
Lister-Jaguar

FORMULA 2

1st
M. J. C. Taylor
Cooper-Climax

2nd
K. A. Greene
Cooper-Climax

3rd
J. R. Lewis
Cooper-Climax

(Subject to official confirmation)

DUNLOP TYRES

*Also fitted with Dunlop Disc Brakes

CFH/H59/111A



New Course for Catterick Hill-Climb

Darlington and D.M.C. Event Won by A. Ensoll (Jaguar)

A HILL worn smooth by the tracks of giant Army tanks, a fine day with sunshine and a strong breeze, and over 100 entries. Those were the ingredients of the Darlington and District Motor Club's Speed Hill-Climb at Catterick Camp on Sunday, 12th April.

The club used a different hill to that used in previous events. Only half a mile or so away from the old venue, the new hill is that used on last year's Martini Rally and is a more interesting hill from the driver's point of view. Half a mile long, it includes two hairpin bends and two other sweeping bends. The surface is concrete, but the tanks which use the road for access between the Army camp and the moors have worn the surface almost glass-smooth. In places there are one or two bumps which may provoke wheelspin and start wheels pattering.

Unfortunately, the paddock is much farther from the start of the new hill and some of the spectators found they had a long way to walk before reaching a good viewing point. The only other point which marred the meeting was the long time drivers had to wait between their timed runs—two hours in many cases.

The organizers had attracted an excellent entry of 104 in all which represented just about every type of competition car.

Best time of the day for the climb was made by Alan Ensoll in his D-type Jaguar in 41.1 secs. Only a tenth of a second behind him was J. E. Burgess in his Lotus but the pair were almost two seconds faster than their nearest challengers.

First up the hill were the unmodified small saloons, in which A. Morley (Morris 1000) just pipped Miss Vikki Lincoln by three-tenths of a second.

Allan Staniforth won the next class, for saloons up to 1,300 c.c. and modified 1,000 c.c. saloons, with an excellent time of 51.5 in his Rochdale-bodied Morris 1000 Special. This time was also faster than that for the next class, where G.

Percival in an Elva-Anglia won with a run of 52.0 secs. An interesting entry here was the Volvo of G. L. Thompson, who drove very cleanly to record 54.6 but who was beaten by several Riley 1.5s. Interesting comparisons!

Dice of the day was the duel of the 3.4 Jaguars of Phil Walton and Brian Waddilove. Waddilove recorded 48.5 on his first run which Walton knocked down to 48.0. Then on the second runs Waddilove made a terrific effort, throwing the scarlet Jaguar around in probably the most spirited climb of the day to clock 47.1 while Walton was slower than his first run in 48.8.

The classes for sports cars up to 1,100 c.c. and 1,500 c.c. brought victories for the Lotuses of N. Moores and G. H. Williamson, while the next class—up to 2,000 c.c.—went to John Mitchell's immaculate and superbly driven Ace-Bristol.

He beat a large class of TRs, Frazer-Nashes, twin-cam M.G.As and even a Lister-Bristol, which, to say the least, looked out of place among a class of production sports cars.

The unlimited sports car class was a clear win by nearly three seconds for A. Lanfranchi in his Austin-Healey. He beat several "hot" Jaguars to record 43.5—third B.T.D.

The class for racing cars brought out the 250 c.c. car of M. Bradley which blew up into little pieces not far from

Results

Best Time of the Day (Northern Goldsmiths Trophy): A. Ensoll (Jaguar D-type), 41.1 s.

Touring cars, up to 1,000 c.c.: A. Morley (Morris 1000), 59.7 s. **Up to 1,300 c.c.:** A. Staniforth (Rochdale), 51.5 s. **Up to 1,600 c.c.:** G. Percival (Elva-Anglia), 52.0 s. **Over 2,000 c.c.:** B. R. Waddilove (Jaguar 3.4), 47.1 s.

Sports cars, up to 1,100 c.c.: N. Moores (Lotus), 50.2 s. **Up to 1,500 c.c.:** G. H. Williamson (Lotus), 46.8 s. **Up to 2,000 c.c.:** E. J. B. Mitchell (Ace-Bristol), 44.7 s. **Sports cars, over 2,000 c.c.:** A. Lanfranchi (Austin-Healey), 43.5 s.

Racing cars, up to 500 c.c.: T. G. S. Wilson (Cooper-Norton), 44.7 s.

Racing and sports-racing, unlimited: A. Ensoll (Jaguar D). **Team award:** A. Ensoll and F. Elliott (Lister-Bristol).

FINE RUN for B.T.D. was made by Alan Ensoll in his D-type Jaguar—only one-tenth of a second better than J. E. Burgess (Lotus).

the finishing line. Immediately afterwards a length of the gorse bushes bordering the course broke into flames and the climbs were interrupted until the fire was got under control—I thought those fire extinguishers would come in useful sometime! The class was won by T. Wilson's Cooper-Norton in 44.7 secs.

The unlimited racing and sports-racing class brought out that perennial at the Catterick climbs—T. F. P. Harrison's F.H.N. Special.

PETER CRAVEN.

THE REVENTLOW PROJECT

WORK is proceeding on the Formula 1 Scarab, which will be the subject of a special article in a forthcoming issue. Owing to Meyer-Drake preoccupation with Indianapolis "Offy" engines, there has been a hold-up in the 2,440 c.c., 2-o.h.c. engine with its desmodromic valve gear. Efforts are being made to obtain a 2-litre Coventry-Climax engine for testing chassis, suspension, steering, braking and so on. Provision has been made for using outboard disc brakes in place of the proposed rear transmission unit. It is likely that the first appearance of a Scarab in Europe will be at Casablanca next October. Two cars will probably be entered for the G.P. of U.S.A. at Sebring on 12th December, drivers, Lance Reventlow and Chuck Daigh.

Mercedes-Benz—continued

at 6,100 r.p.m. The M 198 11 (9.5 to 1) gives 250 b.h.p. at 6,200 r.p.m.

Steering has been revised since the "gull-wing" was introduced, and now employs Daimler-Benz recirculating ball-type in place of the ZF assembly. The car is heavier than the earlier coupés, dry weight being about 24 cwt.

On the whole, driving this superb machine was an exhilarating experience. Only a race-bred machine could behave like the 300SL, and although there may be a few faster cars, it would be difficult to imagine anything else which could compete as regards sheer perfection of engineering and a remarkably high standard of finish. During the past few years, the famous "ringed three-pointed star" has become something rather more than a manufacturer's trade mark in U.S.A., and is associated at once with that aim of all who are concerned with the production of top-flight machinery—quality.

Aston Martin—continued

No further details are available of this very promising contender for F1 honours. A power output of 270 b.h.p. is rumoured to have been achieved on bench tests. The prototype has been track tested by Roy Salvadori and Stirling Moss. It is the intention to have about four cars completed before a racing programme is begun.

The decision to race the F1 car by no means prevents further development on the DBR1/300. The DB4 will also be seen in G.T. events.

David Brown has taken a personal interest in the evolution of the DBR4/250, and has decided to go ahead despite the F.I.A. decision to restrict G.P. racing from January, 1961, to 1,500 c.c. cars.

CASTROL

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1301-1600 c.c. **1ST** L. LESTON (RILEY 1.5)

Up to 1300 c.c. **1ST** G. C. SHEPHERD (AUSTIN A40)

(Subject to official confirmation)

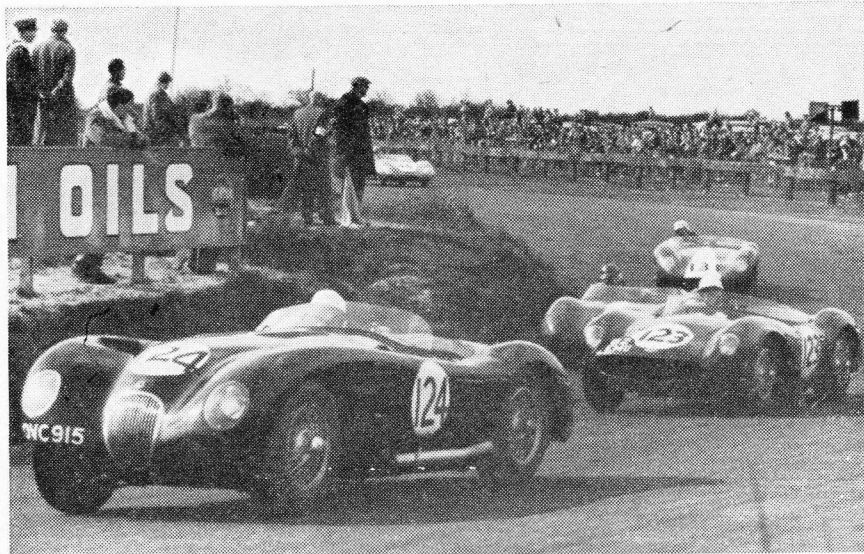
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Snetterton—continued

Raby back in front, with Bertram in second place. At half-distance Bertram, a name, incidentally, that doesn't ring a bell in this class of racing—I don't think he's been doing it long—took the lead and Raby dropped to second spot, and on lap six Bertram came past all by himself, with a long gap between him and D. J. T. Randall, now second, and with Ian Raby in third place ahead of Blumer, working his way up to the front again. On the seventh lap Randall took second place from a slowing Raby, and on the next tour Raby had dropped right down to sixth place, leaving the first three as Bertram, Randall and Blumer. Thereafter nothing altered the position of the leaders, although Randall chased Bertram very hard and was only a second behind him at the finish.

Then came the eight-lap grand touring car race, won in almost processional style by Jack Sears in his Austin-Healey 100-6. He took the lead on the first lap and maintained it to the end with a 16 seconds lead at five laps and a clear win. For second place, however, a strong fight went on. At the end of the first lap R. A. Hudson's Austin-Healey followed Sears with P. H. Sutcliffe's Frazer-Nash third and Don Parker's Jensen fourth. By lap two Sutcliffe had passed Hudson, who retired on lap three, and J. McKechnie's Ace-Bristol soon moved into second spot. Down in 14th place on lap three, however, was one P. Woozley in a 300SL. On lap four he was ninth, on lap five seventh and on lap six fourth—a staggering rate of progress through a fast-moving field. On the seventh lap he took second place from McKechnie and held it to the end after a tremendous drive.

Woozley also recorded fastest lap of the race in exactly two minutes—a speed of 81.00 m.p.h. The race was run in two classes for cars up to and over 1,600 c.c. and in the smaller class victory went to Peter Lumsden (Lotus Elite) at 77.22 m.p.h., just one second ahead of Alan Foster in Dick Jacobs's M.G.A. "twin-cam". Third was John Bekaert (M.G.A. "twin-cam") and fastest lap went to Foster in 2 mins. 2 secs. (79.67 m.p.h.). In the larger class, Jack Sears's winning

average speed was 78.75 m.p.h.; Woozley was second and, as we have said, recorded fastest lap, and third was McKechnie.

Fourth race was the first section of the two-part *Formule Libre* race, and was won in tremendous style by Jim Russell (Cooper Monaco), setting in the course of his win new absolute circuit record figures in a shattering time of 1 min. 41.2 secs., a speed of 96.05 m.p.h. Leader for the first two laps was John Bekaert

Results

Formula 3: 1, T. Bridger (Cooper-Norton), 83.79 m.p.h.; 2, D. Parker (Cooper-Norton); 3, J. Pitcher (Cooper-Norton). **Fastest lap:** Bridger, 85.41 m.p.h. **Best J.A.P.-engine car:** J. R. G. Mew (Cooper).

Sports cars up to 1,100 c.c.: 1, W. D. Bertram (Lotus), 85.16 m.p.h.; 2, D. J. T. Randall (Lotus); 3, J. Blumer (Lotus). **Fastest lap:** Bertram, 87.25 m.p.h.

Grand Touring cars: 1, J. G. Sears (Austin-Healey), 78.75 m.p.h. **Up to 1,600 c.c.:** 1, P. J. S. Lumsden (Lotus Elite), 77.22 m.p.h.; 2, A. T. Foster (M.G.A. Twin-Cam); 3, J. Bekaert (M.G.A. Twin-Cam). **Over 1,600 c.c.:** 1, J. G. Sears; 2, P. Woozley (Mercedes-Benz 300SL); 3, J. McKechnie (A.C.-Bristol). **Fastest lap:** Woozley, 81 m.p.h.

Formule Libre Race (Part 1): 1, J. Russell (Cooper Monaco sports), 93.61 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, C. Bristow (Cooper Monaco sports). **Fastest lap:** Russell, 96.05 m.p.h. (new circuit record). **Part 2:** 1, J. Bekaert; 2, B. Whitehouse (Cooper F2); 3, M. Bond (Aston Martin DB3S). **Aggregate:** 1, Bekaert; 2, Whitehouse; 3, Bond.

Touring car race: 1, A. S. Hutcheson (Riley 1.5), 68.52 m.p.h. **Up to 1,000 c.c.:** 1, J. A. B. Taylor (A35), 67.64 m.p.h.; 2, R. S. Lewis-Jones (A35); 3, G. Lawrence (A35). **Over 1,000 c.c.:** 1, Hutcheson; 2, W. B. Blydenstein (Borgward Isabella); 3, A. M. D. Lever (M.G. Magnette). **Fastest lap:** Miss Ann Shepherd (A35) and Hutcheson, 70.13 m.p.h.

CROWDED track as Peter Sargent's "C"-type Jaguar leads from Mike Bond (Aston Martin DB3S), Peter Riley (Lotus) and Chris Threlfall (Tojeiro).

in a 3.8-litre Lister-Jaguar, and at the end of the first lap Russell was third, behind Mike Parkes in the Fry F2 car—now with a new body boasting a high tail-fin. The Fry, however, shunted something solid on the second lap and dropped out of the race and Jim took second place, passing John Bekaert on lap three. Thereafter the order remained unchanged with Russell leading, Bekaert second, Chris Bristow third with his Cooper Monaco tail-less after an incident at Aintree the previous day, and Brian Whitehouse, going very well in the ex-George Wicken Cooper F2, fourth. Sixth place behind Tony Skelton's F2 Cooper was taken by Chris Threlfall's Tojeiro, running at the last minute following a most sporting gesture by South African driver Tony Maggs who had scratched to allow Threlfall to join the starters.

Then came the touring car race for the A35s and the 1½-litre machines, and pole position on the grid was held by Miss Ann Shepherd, daughter of Doc Shepherd and conducting his well-known grey A35. She drove with all the fire and skill we are accustomed to seeing from her father until the car overturned at the entrance to Coram Curve on the third lap—but not before she had set fastest lap at 2 mins. 18.6 secs., or 70.13 m.p.h. Ann was quite unhurt, and in fact drove the car home after the race. Overall winner of the race was A. S. Hutcheson (Riley 1.5), who was left on his own after Miss Shepherd's crash, while the 1,000 c.c. class was won by J. A. B. Taylor's A35 with R. S. Lewis-Jones (A35) second—both cars being entered by Cambridge Racing. Fastest lap was shared, eventually, between Miss Shepherd and Hutcheson.

Last race of the day was the second part of the *Formule Libre* event and this time it was a Bekaert benefit, Jim Russell, his nearest challenger, retiring at the pits on the second lap. Second place was taken by Brian Whitehouse, going very fast in his new car and third was Mike Bond in the Aston Martin 62 EMU—the second-placed car at Le Mans last year, in the hands of the Whitehead brothers. This, too, settled the aggregate result, with these three drivers taking the first places.

MARTYN WATKINS.



START of the touring car race, with Miss Ann Shepherd in the front rank on the far side of the circuit.



NO OTHER CAR EVER TOOK THIS PUNISHMENT!

Drivers: Miss S. Van Damm, Mrs. N. Mitchell, Miss M. Handley Page, Mrs. F. Clarke and Miss P. Ozanne.

15,500 miles over the last of the Belgian pavé

Driven hard and almost continuously for three weeks in wintry conditions over Belgium's merciless pavé, the Hillman Minx has won high praise from the Press of this country and the Continent for its magnificent performance, as will be seen from these extracts:

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Club News

By MARTYN WATKINS

THE Marconi A.C. will hold their Six Figure Rally on 17th May. The start will be from Marconi's Car Park, Waterhouse Lane, Chelmsford, at 6 p.m. The following clubs have been invited: Anglia and Prefect O.C., Chelmsford M.C., English Electric (Stevenage) M.C. and C.C., Ford Sports M.C., Old Culfordians M.C., Romford E.C.C., Thames Estuary A.C., West Essex C.C., Billericay M.C. Regs. may be had from D. Parkinson, Esq., Minna Murra, Vicarage Lane, Baddow, Chelmsford, Essex. . . . The B.R.S.C.C. (Midlands Centre) are holding a club night on 29th April at the Roebuck, Smith Street, Warwick. Extension applied for, snacks are available. Continental cabaret artist and it is hoped to show a couple of films. . . . All competitors and club secretaries wishing to have their events registered for the 1959 Junior Hill-Climb and Sprint Championship should write to Gerard B. Flewitt of the Midland A.C. at 4 Vicarage Road, Edgbaston, Birmingham 15. . . . The West Essex C.C. are running a restricted race meeting at Snetterton on 24th May. Further details of this event will be given later. On 29th April, the same club is being given a talk on building fibreglass bodies. On 6th May there will be a film show at the club house and on 15th May there will be a summer dance at the Roebuck Hotel, Buckhurst Hill. Tickets 5s. . . . K. A. Gregory, former secretary to the Healey D.C., has had to sever his connections with the club and so P. J. D. Langrische has taken his place. Mr. Langrische's address is 6 Bedford Row, London, W.C.1. Anyone wishing to have details of the club should contact him. . . . The Shenstone and D.C.C. stage their Little Rally on 9th May. This is a closed event starting from the Bull's Head Inn, Shenstone, at 3 p.m. Entries (15s.) should be sent to M. F. Finemore, 3 High Street, Sutton Coldfield, before 4th May. . . . The Fylde Motor Sport Group are holding their Ten Till Two Rally on 2nd May. This event is open to all clubs in the group. The start will be from the Lytham St. Annes and D.M.C. H.Q. from 9.45 and finish at 2 a.m. at Garstang. This is, of course, a sensible time to run a rally when there is little or no other traffic on the roads. Entries (12s. 6d.) must be in by first post on 2nd May and should be sent to Miss V. J. Allen, 94 Rivington Avenue, Blackpool. . . . The B.A.R.C. (S.E. Centre) are holding their Firle Hill-Climb

Triumph Herald—continued

rubber blocks at the back may be twisted for four different heights. The use of sealed bearings has reduced maintenance tasks almost to vanishing point.

From this brief description, it must be obvious that the Triumph Herald is a very desirable small car. The saloon costs £495, plus £207 7s. 6d. purchase tax, and the coupé is £20 dearer, making a total of £730 4s. 2d. including tax. Thus, the new small Triumphs are competitively priced, to say the least.

I am sure that some of our lynx-eyed readers have already noticed that the Herald chassis is practically a Formula Junior racer already. Well, why not?

JOHN V. BOLSTER.



WET WORK for Boyd Tunnoch, who nearly disappeared from view altogether when he took his "twin-cam" M.G.A. in a duck-pond during one of the tests at Deanston in the recent Scottish Falkirk Rally. We understand that there is positively no connection between this event and the Coronation Safari rally in Africa!

Coming Attractions

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 Farnham, 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.

May 2nd. Silverstone International Trophy Race Meeting, near Towcester, Northants.

May 3rd. Prix des Paris International Race Meeting (F2, S, G.T.).

Monza G.P., Monza (G.T.).

Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Glos. Start, 12 noon.

Eastern Counties M.C. Sprint Meeting, Snetterton, near Thetford, Norfolk.

B.A.R.C. Sprint Meeting, Hudson Road Mills, Leeds, 9. Start, 2 p.m.

May 9th. Maidstone and Mid-Kent M.C. National Race Meeting, Silverstone, near Towcester, Northants.

May 10th. Monaco Grand Prix, Monte Carlo (F1, F2, F3).

Naples Grand Prix, Naples, Italy (S).

Snetterton M.R.C. Stanley Sears Trophy R.M., Snetterton, near Thetford, Norfolk.

on 31st May. This is a closed event, practising starting at 9 a.m. Entries (2 gns.) should be sent to K. Strudwick, Tappetts, Wilmington, Polegate, Sussex, before 19th May.

"BIRMINGHAM POST" NATIONAL RALLY

WITH 12 cars out of 71 starters finishing the 400-mile route around Wales without loss of marks the Birmingham Post national rally, organized by the Midland Automobile Club, was decided on the aggregate times of three tests held after the breakfast stop at Llandrindod Wells.

Robin N. Richards, of Boreham, near Chelmsford, with Geoffrey Davies to navigate him in his modified Wolseley, won by the narrow margin of 0.8 sec. from W. A. G. Goodall and D. E. J. Thompson (Morgan). The tests comprised a garaging test, a reversing test through pylons, and an acceleration and braking test, which included reversing over a line.

Results

Best Performance: R. N. Richards and G. C. Davies (Wolseley). **Best All-Ladies' Crew:** Mrs. Pauline Mayman and Miss Valerie Domleo (Morgan). **Team Prize:** Morgan Team (A. L. Yarranton and H. Rumsey, W. A. G. Goodall and D. E. J. Thompson, P. H. B. Morgan and A. D. Moore).

Class Awards: Normal Series Production Touring Cars and modified Touring Cars, up to 1,000 c.c.: 1, A. T. Fisher and J. R. Thomas (Austin A35); 2, J. Gregson (Standard); 3, W. J. Thornton and J. Pollard (Renault); 4, R. Linley and R. H. Grundy (Austin).

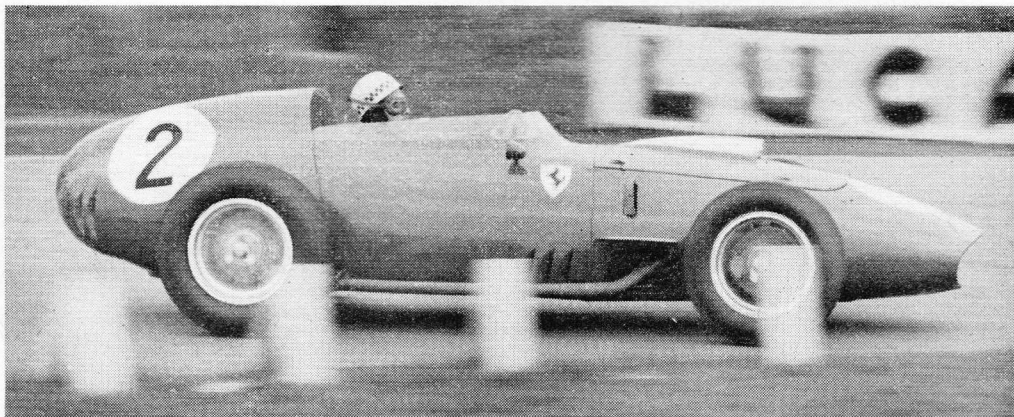
1,001-2,000 c.c.: 1, A. E. Bengry (Simca); 2, J. Sprinzel and S. Turner (Alfa Romeo); 3, M. J. Webb and D. H. Holland (Sunbeam); 4, D. M. Barton and A. C. Harmer (Volkswagen).

Over 2,000 c.c.: 1, G. H. F. Parkes and G. D. Howarth (Jaguar); 2, G. M. F. Humble and D. A. Varty (Sunbeam); 3, J. Casewell and J. T. D. Amos (Austin); 4, K. R. James and B. S. Hill (Ford).

Special Series Production Touring Cars, normal Grand Touring Cars and modified Grand Touring Cars, up to 1,600 c.c.: 1, R. N. Richards and G. C. Davies (Wolseley); 2, R. D. Pickering and M. D. Pickering (Austin); 3, A. H. Gray and S. S. Scott (Morris); 4, W. Scott (Alfa Romeo).

Over 1,600 c.c.: 1, W. A. G. Goodall and D. E. J. Thompson (Morgan); 2, D. Seigle-Morris and V. H. Elford (Triumph); Mrs. P. Mayman and Miss V. Domleo (Morgan); 3, B. Harper and R. Crellin (Morgan).

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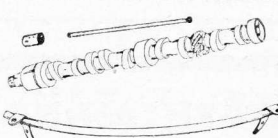
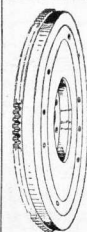
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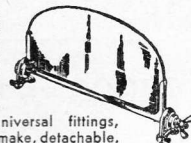
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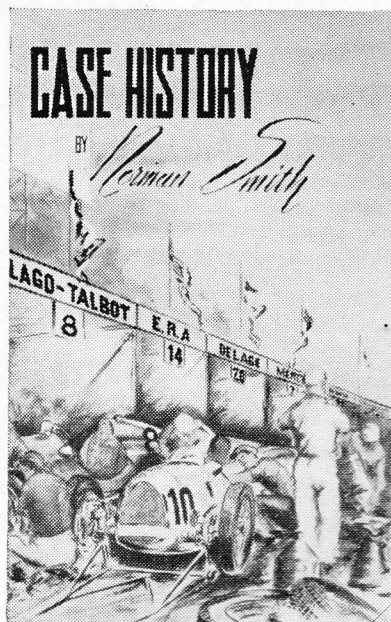
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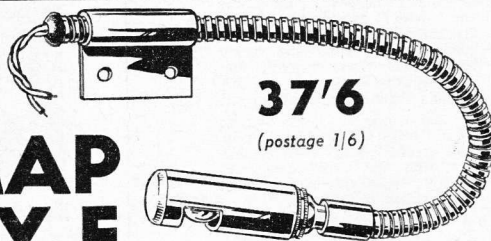
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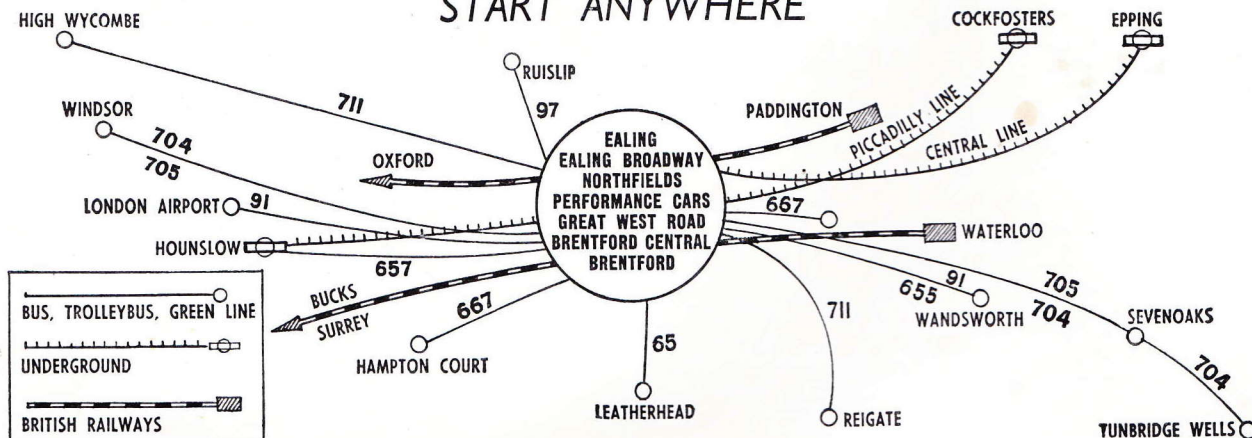
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| NEW MORRIS Oxford Trav., green/white | £943 |
| 1957 AUSTIN-HEALEY, red, showpiece WH | £895 |
| 1957 M.G. Varitone, duotone green, I... | £865 |
| 1957 M.G.A. fixed head, black, SH1 | £845 |
| 1957 M.G.A. fixed head, reputed 110 mph | £845 |
| 1955 JAGUAR 140, fixed head, RH2 | £845 |
| 1955 JAGUAR 140, drophead, AEHOPRS WX2 | £845 |
| 1955 ACE/BRISTOL, BS4 (gear timing) OHI | £845 |
| NEW RILEY 1.5, Damask red, Immediate... | £815 |
| 1957 M.G.A. (Sept.) white/black, H1 | £795 |
| 1958 RILEY 1.5, "Monte" Mods (Young/Hill) | £775 |
| 1957 TRIUMPH TR3, white, DHT2... | £775 |
| 1956 M.G. Magnette, grey, showpiece H1... | £765 |
| 1957 TRIUMPH TR3, green, DHQ2 | £755 |
| 1956 AUSTIN-HEALEY, RHBOQW1 | £755 |
| 1957 MORGAN, TR3 engine, 2-str., HQB1 | £725 |
| 1956 RILEY Pathfinder, grey, ORH1... | £725 |
| 1956 TRIUMPH TR3, ivory, TOHWSXPFI | £725 |
| NEW RENAULT Dauphine, yellow, Immediate | £716 |
| 1955 AUSTIN-HEALEY, spotless green, AHQOTW | £695 |
| 1954 JAGUAR 120, fixed head, FPHX2... | £695 |
| NEW AUSTIN-HEALEY Sprite, extras... | £673 |
| 1956 TRIUMPH TR2, hardtop... | £655 |
| 1957 MORGAN TR3 engine, plus 4 tourer, I | £645 |
| 1955 TRIUMPH TR2, spotless red, 14,000, M2 | £645 |
| 1955 TRIUMPH TR2, ivory/black, HXTI | £645 |

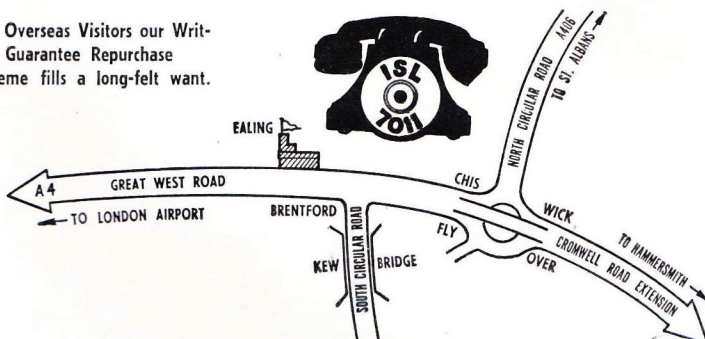
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| 1954 RILEY 1½ sln., maroon/biscuit, H1... | £645 |
| NEW AUSTIN-HEALEY Sprite, cherry red, Immediate... | £635 |
| 1957 AUSTIN Metropolitan, fixed head, RH1 | £635 |
| 1955 AUSTIN-HEALEY, beautiful example | £635 |
| 1955 TRIUMPH TR2, really exceptional, HRX2 | £615 |
| 1955 D.K.W. Cabriolet, grey, RH2 | £595 |
| 1955 TRIUMPH TR2, beautiful, black, HP | £595 |
| 1955 LOTUS 8, inboard brakes, De-Dion... | £595 |
| 1956 FIAT "1100" grey, H1... | £575 |

| PERFORMANCE CODE | |
|---|---------------------|
| A —reversing light | P —spot lights |
| B —luggage rack | Q —tonneau cover |
| C —"C" type engine | R —radio |
| D —disc brakes | S —occasional seats |
| E —dual exhaust | T —hardtop |
| F —fog light | W —wire wheels |
| H —heater | X —Michelin X tyres |
| O —overdrive | 1 —one owner |
| M —Mods. (Alexander-Derrington, Mays, Willment) | 2 —two owners |

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| 1954 AUSTIN-HEALEY, spotless green, HOW2 | £575 |
| 1953 SUNBEAM-TALBOT Alpine, ivory | £555 |
| 1954 M.G. TF, black/beige, HX... | £545 |
| 1954 M.G. TF, beautiful black specimen | £545 |
| 1955 FORD Consul, convertible, £120 extras | £535 |
| 1954 TRIUMPH TR2, ivory/red, OXQH... | £535 |
| 1954 M.G. TF, grey/red, average one... | £535 |
| 1956 STANDARD Companion, grey, H2 | £525 |
| 1955 MORRIS Minor Trav., roof rack, H... | £515 |
| 1927 BENTLEY 3-litre V.D.P. tourer | £500 |
| 1958 AUSTIN A35, court grey, 1 owner... | £495 |
| 1955 MORGAN TR2, 2-str., exceptional... | £495 |
| 1954 M.G. TF, 1hd, superb green... | £495 |
| 1908 DE DION tourer, Glorious Beast... | £495 |
| 1953 M.G. TD, hardtop, spotless red, H2 | £485 |
| 1953 M.G. TD, 1958 engine, grey... | £475 |
| 1953 M.G. TD, unmarked green... | £465 |
| 1952 RILEY 2½ sln, 1 owner, green... | £465 |
| 1951 JAGUAR 120, beautiful example, black | £465 |
| 1951 JAGUAR 120, maroon... | £465 |
| 1955 FORD Prefect, green/beige, H... | £455 |
| 1953 M.G. TD, unmarked green, H... | £455 |
| 1954 TRIUMPH TR2, red with beige... | £445 |
| 1953 ALLARD J2, Ardun/De Dion, green | £445 |

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|---|------|
| 1953 M.G. TD, really exceptional, RH... | £445 |
| 1952 ALVIS 3-litre, saloon, black, H1 | £445 |
| 1952 M.G. TD, sparkling ivory/red... | £445 |
| 1951 RILEY 2½ saloon, maroon, RH... | £445 |
| 1951 LEA-FRANCIS, 2½ saloon, superb... | £445 |
| 1929 BENTLEY 4½-litre, 2-str., rebuilt... | £445 |
| 1958 BERKELEY, green, 1,700 miles, I... | £475 |
| 1955 AUSTIN A30, Countryman, green, H2 | £425 |
| 1955 LOTUS Mk. VI, TC gearbox, silver... | £425 |
| 1953 JOWETT Jupiter, red specimen, H... | £425 |
| 1952 MORGAN plus 4 2-str., red, showpiece | £425 |
| 1951 M.G. 1½ sln., black, RH2... | £425 |
| 1954 MORRIS Minor conv., spotless green 2 | £415 |
| 1957 BERKELEY, very low mileage, red, I | £395 |
| 1954 RENAULT 750, sunroof, H2... | £395 |
| 1953 MORGAN 2-str., excellent car, blue | £395 |
| 1952 AUSTIN A40, sports, red... | £395 |
| 1951 M.G. TD, spotless, black... | £395 |
| 1938 B.M.W. "328" black/white specimen | £395 |
| 1952 RILEY 2½ sln., well maintained, black | £375 |
| 1952 AUSTIN A40, sports, blue, RH... | £375 |
| 1949 TRIUMPH 2000 roadster, exceptional | £375 |
| 1947 M.G. TC, really fine example | £375 |
| 1953 MORRIS Minor conv., really exceptional | £365 |
| 1951 MORRIS Minor sln., spotless, black | £365 |
| 1947 M.G. TC, red showpiece | £365 |
| 1957 AUSTIN A35 van, privately used, grey | £355 |
| 1950 M.G. TD, hardtop, ivory | £355 |
| 1947 M.G. TC, red, 1958 engine... | £355 |
| 1951 MORRIS Minor tourer, grey | £345 |
| 1951 COOPER-M.G. ex Peter Reece, red | £345 |
| 1949 ALVIS drophead, black, I | £345 |
| 1949 DAIMLER Barker drophead, RH | £345 |
| 1949 TRIUMPH roadster 2000, black... | £345 |
| 1947 1800 roadster, spotless, grey... | £345 |
| 1947 M.G. TC, green, R... | £345 |
| 1946 M.G. TC, well above average, black... | £345 |
| 1951 TRIUMPH saloon, grey, H2... | £325 |
| 1948 M.G. TC, fine red example... | £325 |
| 1956 FORD Thames, privately used... | £295 |
| 1949 TRIUMPH saloon, exceptional, H... | £295 |
| 1947 M.G. 1½ saloon, well maintained... | £295 |
| 1946 H.R.G. Aerodynamic roadster, blue... | £295 |
| 1937 BENTLEY 4½ Park Ward saloon... | £295 |
| 1934 TALBOT "105" supercharged 2/4-str. | £295 |
| 1950 LEA-FRANCIS 2½ roadster, grey... | £285 |
| 1948 JAGUAR "3½" drophead, green... | £275 |
| 1948 RILEY 2½ litre saloon, black/red... | £275 |

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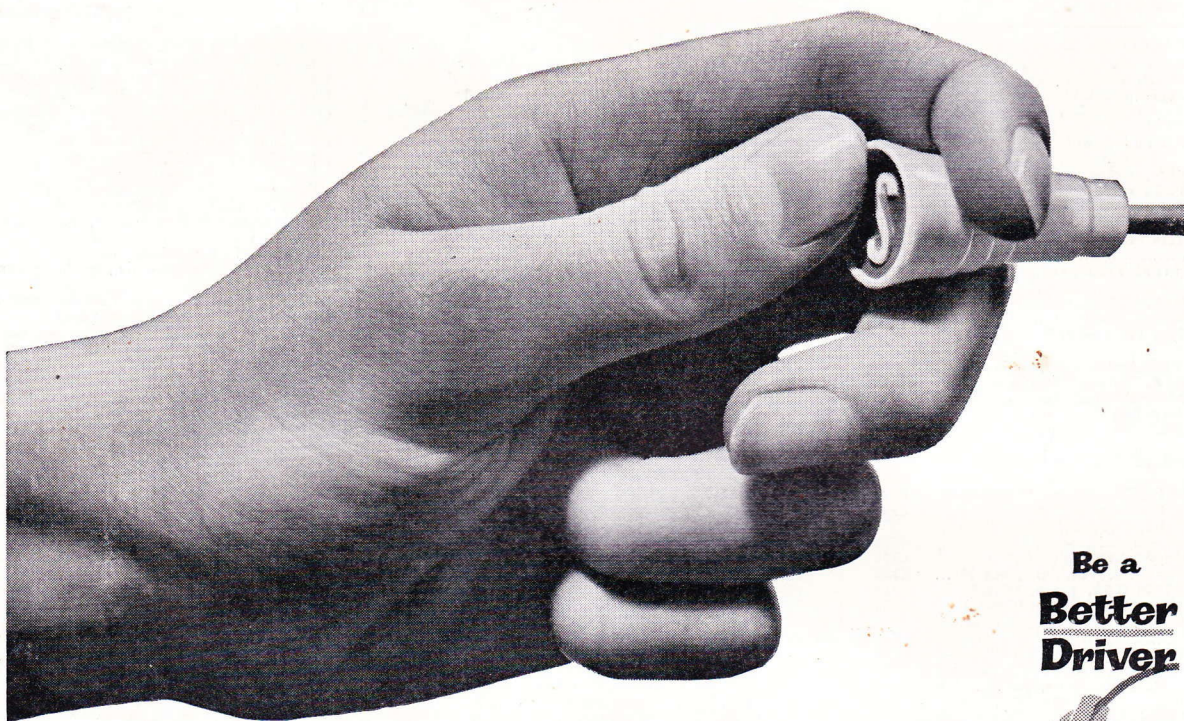
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