

AUTOSPORT

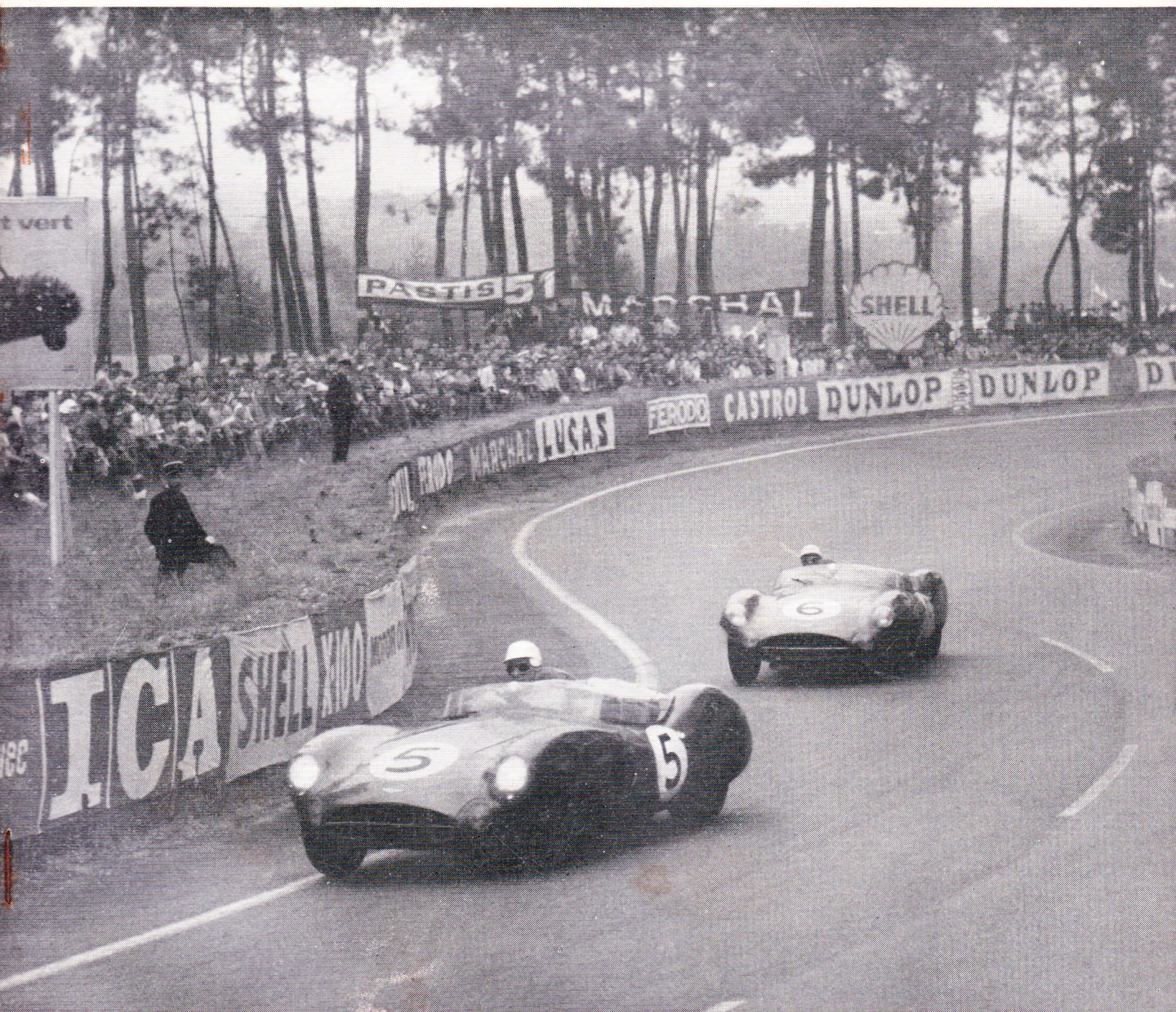
JUNE 26, 1959

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BRITAIN'S MOTOR SPORTING WEEKLY

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IN THIS ISSUE

ASTON MARTINS VICTORIOUS AT LE MANS — FULL ILLUSTRATED REPORT: JOHN BOLSTER TESTS THE ARMSTRONG SIDDELEY STAR SAPPHIRE: CLUB RACING

When the pace gets hotter...

K.L.G.

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EDITORIAL

DAVID BROWN DOES IT!

YEARS of endeavour have finally produced dividends, and the Aston Martins entered by David Brown scored one of the most convincing victories ever to be achieved in a long-distance motor-race. The winning car, driven by Roy Salvadori and Carroll Shelby, averaged 112.57 m.p.h. for the 24 hours, completing a distance of 4,347.900 kilometres. The Maurice Trintignant/Paul Frere car did 4,337.559 kilometres, and the next best was the Equipe National Belge Ferrari GT. car with 4,001.601 kilometres. It was driven by Beurlys/Helde. G.T. Ferraris took the next three places and seventh was the wonderfully consistent A.C.-Bristol of the Rudd Racing stable, driven by Ted Whiteaway and Jack Turner. This car with full G.T. equipment averaged 153.493 k.p.h. for the 24 hours, and was the sole finisher in the 1500-2000 c.c. class. The 1500 c.c. class was completely dominated by Lotus Elites, which were driven by Lumsden/Riley and Clarke/Whitmore, and were the only finishers in the class. Only thirteen cars out of 53 starters completed this gruelling race, which was run under high temperature conditions which appeared to take their toll on engines. Ferraris started favourites, but there is no doubt whatsoever that the pace set by the Moss/Fairman Aston sealed the fate of the red cars of Maranello. One must also mention the very rapid 2½-litre Lotus, which, until minor troubles intervened, was up with the bigger stuff, and also the tremendously quick Cooper of Jim Russell and Bruce McLaren, which unfortunately was involved in an accident at Maison Blanche. Triumph also impressed although none finished and one also applauded the effort of the singleton "Twin-Cam" M.G. driven by Ted Lund and Colin Escott. Altogether it was Feltham's day, and now Great Britain can proudly add the name Aston Martin to the list of the winners of the most important long-distance race in the world.

OUR COVER PICTURE

VICTORIOUS in the Grand Prix d'Endurance at Le Mans after years of trying, Aston Martins crossed the line one-two in the great race last week-end. Here the winning car, that of Roy Salvadori and Carroll Shelby, leads Maurice Trintignant, in the car he shared with Paul Frere for second place, through the Esses.



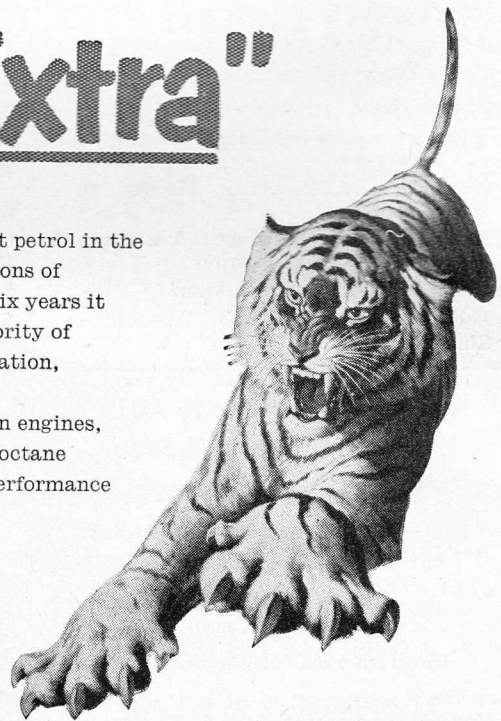
"Esso for Extra"

Call at the Esso sign for the finest petrol in the world. Esso Extra is the first name millions of motorists think of when filling up. For six years it has given, and still gives, the great majority of cars the greatest performance in acceleration, miles per gallon, and sheer speed.

And for those cars with high compression engines, Golden Esso Extra, with its exceptional octane rating, provides a silky smoothness in performance that only experience can prove.



FINEST PETROL IN THE WORLD



SPORTS NEWS

THE ZANDVOORT "TWO HOURS"

Brian McCaldin, the Irish representative in the British team for the Zandvoort International "Two Hours"—first round in the "Autosport" World Cup for G.T. cars—is now driving David Dixon's M.G. "Twin-Cam," in place of the Elva Courier originally entered. The team now reads:—

Brian McCaldin/David Dixon (M.G. "Twin-Cam").

Jim Clark (Lotus Elite).

Pat Ferguson (Elva Courier).

Gil Baird (Elva Courier).

Graham Warner (Lotus Elite).

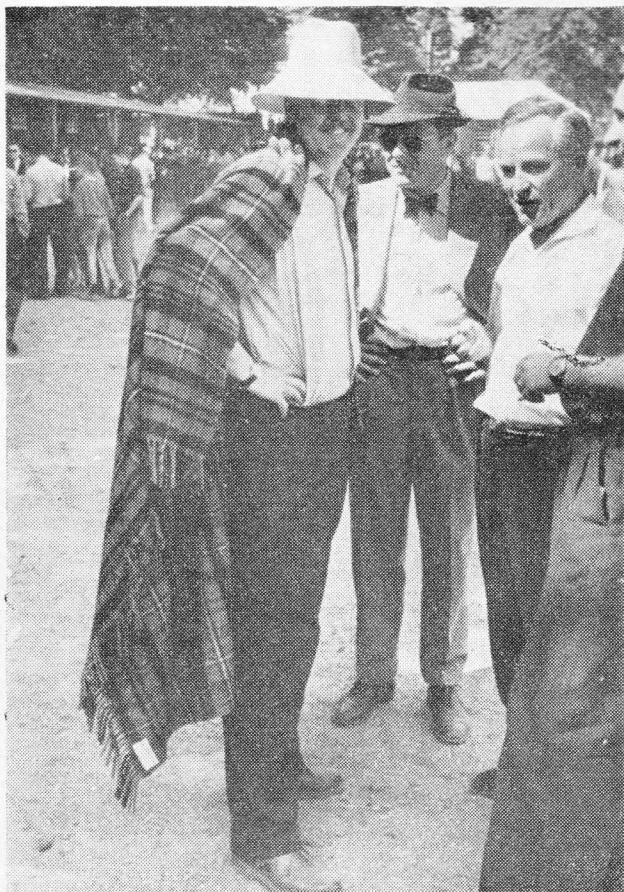
Alan Foster (M.G. "Twin Cam").

Reserve: Roy Bloxam (M.G. "Twin-Cam").

Ian Burgess has joined Scuderia Centro-Sud to drive one of the new Cooper-Maserati G.P. cars, fitted with Alfieri-designed 5-speed gearbox.

MR. H. F. S. MORGAN

We regret to report the death of Mr. Henry Frederick Stanley Morgan, Governing Director of the Morgan Motor Co. Ltd., at the age of 78 years. "H.F.S." was one of the pioneers of the cyclecar, and his Morgan three-wheeler was introduced in 1909—a type which continued in production until 1952. In 1935 he produced the famous 4/4, which is marketed to the present day.



If you spend long enough at a motor race you'll see almost everything! The tall, dark and, to say the least, unusually attired gentleman is Peter (Pedro) Riley, who found this guise useful for something or other at Le Mans.

SHAPELY NEWCOMER is the re-styled and improved version of the successful 2-litre Peerless G.T. car. In addition to the refreshing body lines a number of detail improvements have been added.

He was one of the few manufacturers who insisted on entering and driving his own products in competitions, and had a long list of successes in various events such as speed hill-climbs, races and trials.

In these days of independent front suspension, it is interesting to note that since 1909, all Morgans have been so fitted.

Mr. Morgan is survived by his son



Peter, now head of the company, and by four daughters.

FIRST MONOPOSTO RACE

THE first race for cars built to the Monoposto Formula takes place on Sunday at Brands Hatch as part of the Trio race meeting organised by Club Lotus the 750 M.C. and the 250 M.R.C. There will be seven starters, although one or two places are being kept open in case more cars are ready by that time, and of these five are powered by the B.M.C. "A" series engine and two the Ford power unit—in one case modified to o.h.v. operation.

Total membership of the Monoposto Register now approaches 70, and 40 cars are either ready to race or are in course of construction. Average cost of these machines appears to work out at from £350-£400—compared to about £900 or more for a Formula Junior car, the only other comparable formula.

A NEW-LOOK PEERLESS G.T.

SHOWN to the Press last week was a re-designed version of the enormously successful Peerless Grand Touring 2-litre machine. Most apparent of the modifications is a cleaner frontal appearance, the Peerless emblem having disappeared from the air-intake and the whole having been given a more pleasant shape. Other differences in the new version include a new headlight treatment, new bumpers, detail refinements to the interior styling, deeper and broader front seats increased space round the gearbox tunnel, an improved rear seat and improved sound proofing. Head-room inside the car is increased and a substantial weight reduction has been achieved by means of an improved body structure.

GREEN COVERS AND THE PRINTING DISPUTE

WHILE every effort is being made to ensure the regular production of Autosport during the current printing dispute, it is regretted that until the industry returns to normal there can be no green covers, due to difficulties in the supply of green ink. We shall, therefore, be publishing in red covers irrespective of British victories, although our normal practice will be resumed as soon as possible.

START of the 15-lapper for Formule libre cars, and well to the fore as 16 field accelerates off the grid are the Coopers of Brian Whitethorpe and Chris Summers.

THE Eastern Counties National meeting at Snetterton on the 14th June, had all the ingredients for success—glorious weather, good organisation, a fine entry and magnificent racing with few incidents and no accidents—and a success it most certainly was. The well-balanced menu consisted of the 100-mile race for Saloons which gives the meeting its name, a ten-lapper for the Alick Dick Trophy which is confined to Triumph sports cars, a 15-lap *Formule Libre* event for the Egerton Trophy and two ten-lappers which formed the fourth round in the Autosport Championship. This attracted an entry of close on 120 cars not a single one which was a Lotus Eleven, which must surely be a record for an open meeting.

Eastern Counties '100' Trophy Meeting

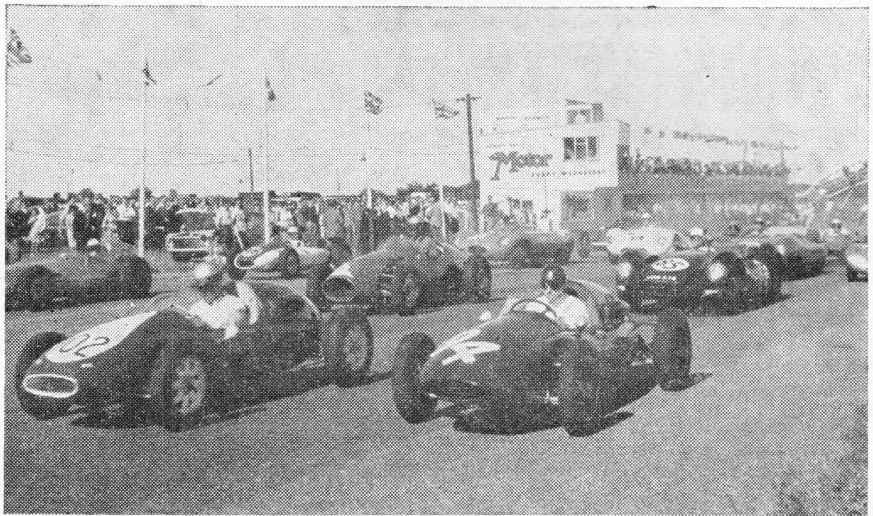
Excellent racing on the Norfolk circuit under ideal conditions

The long-distance saloon car race was the first item on the agenda and this was run in four classes. In class A (up to 1300 c.c.) there was only one starter whose car was *not* equipped with the 'A' Series B.M.C. engine, this being John Young's well-known Prefect which, unfortunately, suffered early mechanical trouble; this put it out of the running for awards after six laps of really rapid motoring, although it soon got going again and was still circulating at the finish. Prominent in the list of starters for Class B (up to 1600 c.c.) was the name of Les Leston, whose performances with a Riley 1.5 are almost legendary. However, it was definitely not his day; having blown up his own car in practice, he borrowed another which was not so fast but had a splendid struggle with Bob Gerard's A.35 and Billy Blydenstein's Borgward until just after half distance, when it too gave up the ghost. Unusual runners in this class were a brace of Wolseley 1500s, which gave

a good account of themselves. Class C (up to 2600 c.c.) consisted of a trio of Zephyrs, a 2.4 Jaguar and Edgar Wadsworth's venerable Healey Elliot, which is still running like clockwork. Class D lacked quantity but certainly had quality in the shape of two superb 3.4 Jaguars, Jack Sears driving Tommy Sopwith's car and Sir Gawaine Baillie his own.

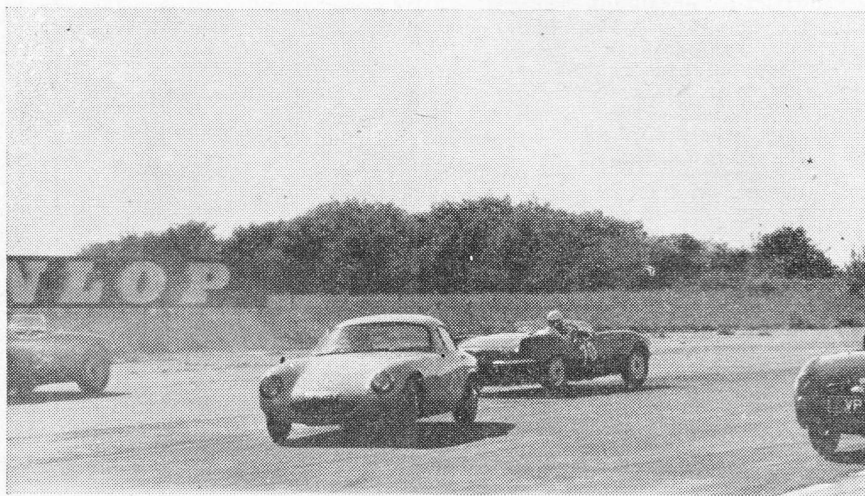
As the cars came round Coram Curve for the first time, Gawaine Baillie led Jack Sears by a length; then there was short pause until Jeff Uren's very fast Zephyr arrived. Almost immediately after this, a purposeful snarl heralded the meteoric approach of George Shepherd's A.40, hotly pursued by the Speedwell A.35 in the hands of Len Adams. One should be used, by now, to the improbable speed of these babies but it is still a surprising reflection that only one other car was destined to come between these two and the finishing post during the whole of the race. This was the Zephyr belonging to Sammy Rees

and driven by Malcolm Kingham, which leapt from nowhere to a close fourth place in the first five laps. By the fifth lap the two leading Jaguars were lapping the tail-enders and, by virtue of a new record lap time 1 min. 56.4 secs. (83.51 m.p.h.) Jack Sears took the lead and began drawing away from Baillie. The next five laps saw a crop of retirements and temporary withdrawals which included John Young (Prefect), George Williamson (A.40) and Tommy Bridger (Borgward). At ten laps the class leaders were Sears (Jaguar), Jeff Uren (Zephyr), P. J. Pilsworth (Riley 1.5) and Shepherd (A.40) and the race average was 80.81 m.p.h.; cars were already on three different laps. At twenty laps Kingham led Class C after a stop by Uren and the race average had risen to 81.23 m.p.h., with the field now spread over nearly five laps. At this stage Les Leston's borrowed vehicle threw in its hand and Adrian Lewis's very interesting A.35 jettisoned its crankshaft pulley and was withdrawn. By thirty laps Uren had fought back to his old position at the head of the class and Jack Sears was beginning to feel the effect of impending front brake failure; the field was now spread over seven laps; On the thirty-third lap Gawaine Baillie once more got ahead of Jack, whose brakes were now virtually non-existent, and drew well away to complete his thirty-seventh tour 1 hr. 14 mins. 5 secs. after the field was released, his overall average for the full distance of 99.9 miles being 80.91 m.p.h. It was wretched luck on Jack and Tommy Sopwith to be robbed of certain victory by a trouble which has struck at this car on a previous occasion but it kept the interest in the main race alive right up to the end; certainly no-one could begrudge Gawaine Baillie his victory after a faultless drive. Uren and Kingham with 2½-litres and Shepherd and Adams with 948 c.c. completed thirty-four laps, while Pilsworth took Class B with one less, in company with Everley's 2.4 Jaguar and Wadsworth's Healey from Class C. Following this fascinating contest came the race for the Alick Dick Trophy, in



CLOSE COMPANY at Coram Curve. Bob Gerard's very fleet Austin A35 mixes it with the Sunbeam Rapier of H. Brierley as the two cars corner together.

TWO-WAY TRAFFIC. J. N. D. Whitmore's Lotus Elite faces the wrong way after a first-lap spin at Riches Corner. However, nothing daunted he went on to win.



which it was not difficult to forecast that the main challenge to the S.A.H. Accessories team of Syd Hurrell, Roy North (the holder) and Chris Hextall would come from Michael McKee. This in fact was the way things worked out, but not for long enough. The S.A.H. team led the first three laps in line-ahead formation and then McKee began to get among them. He got past Hextall and was pressing North hard for a couple of laps until, on lap 7, the team came round in formation once more and McKee limped in with noises indicating tortured bearings issuing from his car. Hurrell won comfortably and Hextall enlivened the finish by getting right alongside North as they crossed the line.

The first of the Autosport Championship races embraced classes A, B & C, and contained the four drivers currently at the head of the table, namely Pat Fergusson, Paddy Gaston, Bob Gerard and John Whitmore. The overall race brought forth another impressive demonstration by this man Whitmore who, after one expensive mistake in practice at Mallory Park on Easter Monday, has been driving his Lotus Elite very fast and very well indeed; it was no great surprise to learn that he had been considered as a possible driver at Le Mans. From a bad placing on the opening lap he came through the field like a prairie fire and won handsomely. The expected struggle with David Buxton in a sister car did not materialise, as Buxton's car went sick just as Whitmore was making his challenge. This win puts him two points ahead of Bob Gerard, who finished second in Class A to class-leader Paddy Gaston who, in his turn, had the effrontery to snap at the heels of Bill Needham's by-no-means-slow twin-cam M.G.A. This car finished third in Class C behind Pat Fergusson, scoring his first win and so maintaining his leading position in the Championship, and M. Wayne in another Elva Courier, who has been quietly accumulating points with some steady drives and now lies fifth behind

Gerard. The misfortune which visited the Elvas also struck at the Berkeleys and at Richard Shepherd-Barron. Cherry Crisp from South Africa made her first appearance with the G.S.M. Dart and was awarded with a third place behind, but naturally well behind, the Elites of Whitmore and Vincent.

The *Formule Libre* race showed us John Bekaert at his best. He led from start to finish in the big Lister, refusing to be hustled into making a mistake by the furious battle among the Formula 2 machinery behind him. The star turn in this was undoubtedly Dennis Taylor in the Lotus, who emerged victorious from a race-long struggle with Ian Burgess and Tim Parnell in Coopers. Also mixed up in this battle were Brian Whitehouse (Cooper) and Alan Stacey in the other Lotus. Stacey drove immaculately and once got his nose in front of Brian's Cooper but seemed to lack the steam to keep it there. Geoff Richardson with the G.P. Connaught went well for twelve laps and then departed from the contest. K. Y. Twisk got his Cooper ahead of Peter Mould's 3-litre Lister-Jaguar at Coram two laps from the end by a neat piece of opportunism when the Lister ran wide. The other car to complete the full distance was another Cooper driven by J. A. Shield, who is visiting us from Rhodesia thanks to a public subscription organised by his friends at home; he

drove neatly without fireworks, and we hope to see more of him around the circuits. John Coundley brought his D-type home a lap in arrears—he has not yet got used to a really fast car.

The last race for Classes D & E in the Autosport Championship, held several disappointments but was a resounding triumph for Dick Protheroe and his 'ancient Egyptian' XK120, which quickly disposed of the opposition despite being shunted at the start and roared round to victory. First disappointment, a depleted field, there being no less than seven non-starters. second great disappointment, the anticipated return match between Dick Protheroe and Jack Sears, on Jack's home ground this time, did not develop; Jack's car was right off song and he actually overdid things and spun in his efforts to make up for lack of power.

continued on page 814

EASTERN COUNTIES '100' TROPHY MEETING

100 mile race for Saloon Cars.

Class 'A' (up to 1300 c.c.). 1 Dr. G. C. Shepherd (Austin A40) 72.80 m.p.h., 2 L. Adams (Austin A35), 3 F. R. Gerard (Austin A35).

Class 'B' (up to 1600 c.c.). 1 P. J. Pillsworth (Riley 1.5) 70.49 m.p.h., 2 W. B. Blydenstein (Borgward), 3 H. R. Vincent (Wolseley 1500).

Class 'C' (up to 2600 c.c.). 1 J. M. Uren (Ford Zephyr) 74.29 m.p.h., 2 M. J. Kingham (Ford Zephyr), 3 M. V. Everley (Jaguar 2.4).

Class 'D' (over 2600 c.c.). 1 Sir Gawaine Baillie (Jaguar 3.4) 80.91 m.p.h., 2 J. G. Sears (Jaguar 3.4). Fastest lap Sears 83.51 m.p.h. (new class record).

10-lap race for Triumph sports cars.

1 S. A. Hurrell (T.R.3) 77.89 m.p.h., 2 R. North (T.R.3), 3 C. D. Hextall (T.R.2). Fastest lap Hurrell 79.74 m.p.h.

10-lap race for Production sports cars.

Class 'A' (up to 1000 c.c.). 1 J. H. Gaston (A-H Sprite) 74.68 m.p.h., 2 F. R. Gerard (Turner), 3 C. P. Tooley (A-H Sprite).

Class 'B' (up to 1300 c.c.). 1 J. H. Whitmore (Lotus Elite) 79.75 m.p.h., 2 R. Vincent (Lotus Elite), 3 Mrs. Cherry Crisp (G.S.M. Dart).

Class 'C' (up to 1600 c.c.). 1 J. P. Fergusson (Elva Courier), 3 W. E. Needham (M.G.A. Twin-Cam). Fastest lap Whitmore 86.35 m.p.h.

15-lap race Formule Libre.

1 J. Bekaert (Lister-Jaguar) 91.93 m.p.h., 2 D. Taylor (Lotus F2), 3 I. Burgess (Cooper F2). Fastest lap Bekaert 93.28 m.p.h.

10-lap race for Production Sports cars.

Class 'D' (up to 2000 c.c.). 1 H. R. Jones (Maserati) 81.23 m.p.h., 2 J. R. Stoop (Frazer-Nash), 3 J. G. Tallis (Frazer-Nash).

Class 'E' (over 2000 c.c.). 1 E. R. Protheroe (Jaguar XK 120) 81.49 m.p.h., 2 Sir Gawaine Baillie (Chevrolet Corvette), 3 C. R. Hanson (Austin-Healey 100/6). Fastest lap Jones 83.22 m.p.h.

PROCESSION. "Doc" Shepherd's amazing A40 is about to lap E. L. Hine's Wolseley 1500, while Bob Gerard's A35 follows behind at Coram.



FOLLOWING an absolutely brilliant start, Peter Mould's 3-litre Lister-Jaguar leads John Bekaert's 3.9-litre machine into Copse in the over 1200 c.c. sports car race. Bekaert eventually passed the smaller-engined car to win the event by a wide margin.

FINE weather, brisk organisation and a good entry—marred here and there by a high rate of non-starting—were the ingredients for the Nottingham S.C.C. Silverstone race meeting on 13th June. The ingredients made up into a most enjoyable dish, with nine events—almost all of them close-fought, and with the biggest and fiercest battle reserved, fittingly, for the main event—on the programme to keep the audience—one of the pities of the afternoon was that the spectators were too few to be called a crowd—interested.

First race on the programme was a ten-lapper for series production sports cars, run in two classes, for machines up to 1000 c.c. and from 1001-1600 c.c. In this event David Buxton's Lotus Elite went in front right from the start to lead unchallenged in the larger cate-



The Nottingham S.C.C.S. Silverstone Meeting

Fine Win by Tim Parnell (Cooper F2) in Formule Libre Race

gory and the race as a whole, romping home an easy winner some 25 seconds ahead of W. E. Needham's twin-cam M.G.A, which held second spot consistently, ahead of R. J. Crosfield's similar machine. A remarkable performance was put up by C. R. Wood in an Austin-Healey Sprite, who not only managed to win the small class by the margin of 23 seconds from C. J. Green's Fairthorpe Electron Minor, but held fourth place throughout the race as a whole. Wood made fastest lap among the babies with a tour in 1 min. 24.2 secs. (68.75 m.p.h.), while it came as no surprise to learn that Buxton had been quickest among the larger class with 1 min. 19 secs. (73.26 m.p.h.).

Then came the event for sports cars over 1200 c.c., a fifteen-lapper which brought out the heavy metal. A notable non-starter in this one was Mrs. Jean Bloxam, who was at the time in Stoke Mandeville hospital following an accident at a cross-roads on the way to the circuit. She was treated for slight in-

juries but was not seriously hurt, and in fact she tells us that she hopes to be racing again very shortly.

In fact there were only six cars on the grid for this event, and when the flag went down it was Peter Mould in his 3-litre Lister-Jaguar who led into Copse, hotly pursued by John Bekaert's 3.8-litre engined car of similar parentage. Peter stayed in front for most of the first lap, but as they came in Woodcote John shot in front and began to pull out a considerable lead. After three laps he was over six seconds ahead, after six laps 13 seconds and finally won by 31 seconds. Peter Mould, who had never been challenged in second place, led J. O. Coundley (Jaguar "D") across the line by some 20 seconds. Coundley, actually, had had a most exciting race and only towards the end did he manage to sort out how to get round Woodcote with the minimum of fuss. Fastest lap was achieved by Bekaert in 1 min. 7.6 secs., a speed of 85.63 m.p.h.—pretty good going for a big sports car on the club circuit.

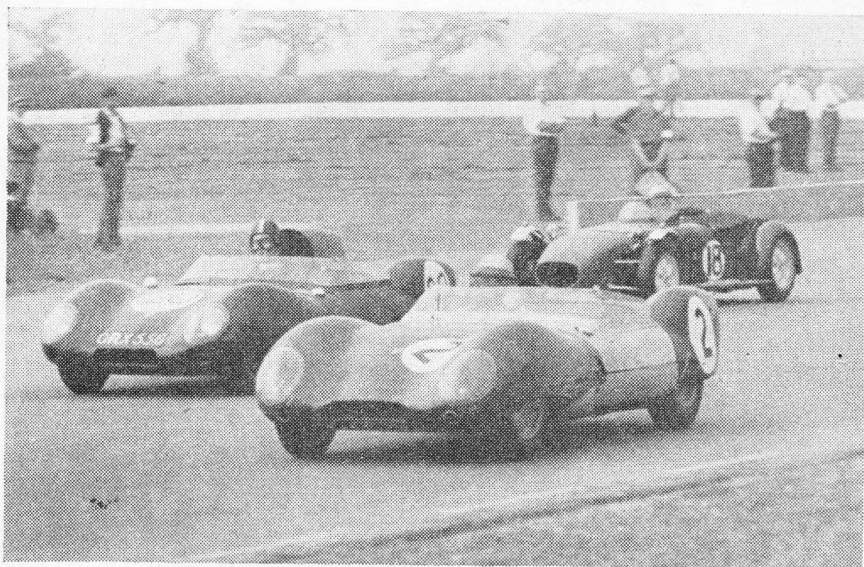
This one was followed by another fifteen-lap event—this time for sports cars up to 1200 c.c.—which was constantly enlivened by the enormous velocity of E. Pantlin's Lotus Seven, which knocked spots off almost every other car in the race and gave the eventual winner, Tim Threlfall (Lotus Eleven) a real run for his money. The Seven led the race on the first lap, but on lap two was dislodged by Threlfall who thereafter had to work very hard indeed to keep ahead, and the two leading positions did not change after that. Behind them another fine dice was going on between Martin Wills (Lotus) and G. H. Saunders (Victoria). Saunders led the Lotus for the first couple of laps, then on the third time round Wills got ahead in the most frightening manner on Woodcote. But on lap four the Victoria was back in third place and that, too, was how they stayed. Fastest lap went to Threlfall in 1 min. 12.6 secs. (79.74 m.p.h.).

Event four was a ten-lap heat, the first of two, for the "Formule Libre" race and this time Coundley, happier now about Woodcote corner, got his "D"-type into the front of the field on the first lap and stayed there unshakable. Second after the first lap was Pantlin in that incredible Seven, but on lap two M. V. Mackie's "D"-type passed him and subsequently Threlfall did the same thing and for the rest of the race there was no change of order among the leaders. Coundley made fastest lap in 1 min. 9 secs. (83.9 m.p.h.) and he crossed the line a couple of seconds ahead of Mackie.

Second heat of the same event followed immediately, and this one brought out the racers in the shape of a variety of F2 cars which ranged from the usual Coopers to the original F2 Lister (with



EFFICIENT FLAG MARSHALLING. Three men prepare to wave three different flags at Beckett's as Pantlin's amazing little Lotus Seven leads a "D"-type Jaguar through the corner.



FIERCE CHASE of Threlfall's very fast Lotus Eleven by Pantlin's Lotus Seven was a feature of the up to 1200 c.c. race. Here the two cars are about to pass L. W. Keen (2).

re-vamped rear suspension) and the Fry-Climax, which now resembles the old Connaught "tooth-paste tube" machine and boasts a Porsche gearbox, replacing the Volkswagen unit, and wishbone rear suspension in place of the rubber bands. None of this made much impression on John Bekaert's Lister-Jaguar, however, John taking the lead on one lap and staying there in spite of an onslaught from Tim Parnell's Cooper F2. Third was the Fry, which kept ahead of Geoff Richardson's F1 Connaught. Bekaert again made fastest lap, this time going even faster to record an impressive 1 min. 6.8 secs. (86.66 m.p.h.).

Next came a saloon car race, in which the Peerlesses of S. J. C. Hill and I. L. Burvill-Holmes, led by the 2-2-litre, Yimkin-modified version of Bernie Rodger, circulated steadily ahead of a horde of A35s, most impressive of which were, as usual, the Cambridge Racing-entered machines of G. Boxall and B. D. Whitaker. S. Blythen's Riley, in solitary state after non-starters had decimated the 1½-litre class, finished in seventh place. As a matter of interest, fastest laps recorded were those of Boxall (A35) in 1 min. 29.4 secs., Blythen (Riley) in 1 min. 34.4 secs. and Rodger (Peerless 2.2-litre) in 1 min. 21.8 secs.

The ten-lapper for series production sports cars of 1601-2000 c.c. and over 2001 c.c. was a procession for Dick Protheroe's XK120 Jaguar. Dick took the lead on lap one from J. McKechnie's A.C.-Bristol and J. G. Tallis's ex-Mike Bond Frazer-Nash and the positions of the first three never changed. Further back Bob Staples (A.C. Ace) and H. P. K. Dibley's Bristol-engined Aceca had a splendid battle which grew to alarming proportions as Dibley grew wilder and wilder at Woodcote, finally spinning right round in the middle of the corner. Staples's Ace nearly joined him in the driving seat, but Bob had the situation well in hand and all, as it turned out, was well. The Aceca never did get back in front, and so Bob finished third in the 2-litre class behind McKechnie and Tallis. In the unlimited category, Protheroe led home the Austin-Healeys of J. M. Clarke and K. T. Wilson.

STRUNG OUT. The field streams through Copse Corner on the first lap of event 1. J. Griffin's Fairthorpe temporarily leads C. R. Woods's Sprite and P. Keeling's M.G.A.

A fifteen-lapper for 1172 Formula cars developed into a procession, although it had its exciting moments. W. J. Allday (Lotus) took the lead from the start and was never challenged seriously, crossing the line 10 seconds ahead of C. Nicholson (Lotus) who in turn led R. Johnson's Lotus by 20 seconds at the end, and the positions of these three never changed—not even when Johnson lost it at Woodcote on lap nine, and pressed on after a wild slide, in which he struck part of the scenery fairly hard. He retained third place, but one of the advertisement hoardings will never be the same again. Allday made fastest lap in 1 min. 32.8 secs. (69.08 m.p.h.).

Then came the grand finale—the 20-lap final of the "Formule Libre" event. John Bekaert (Lister-Jaguar) jumped into the lead with the field streaming behind him into Copse and with Tim Parnell (Cooper F2) hard on his heels. For five laps Parnell tried all he knew to get past but Bekaert held him off; then, on lap six, the Cooper went to the front of the race on the braking for Woodcote. For third place, Parkes (Fry) and Stanley Hart, driving brilliantly as a newcomer to the F2 Cooper he was conducting, had a tremendous battle which ended after 12 laps when Parkes found himself unable to get round Woodcote, and retired with a broken wishbone.

Thereafter, nothing changed. Try as he might, Bekaert could not get the Lister past Parnell, while Hart was now out on his own, fourth man Stuart Dodd (Cooper F2) having won a private motor-race with R. M. Carter (Cooper F2) but not being within striking distance of the leaders. Parnell won by three seconds more than a lap ahead of Hart. Fastest lap went to Parnell in 1 min. 6.2 secs. (87.45 m.p.h.).

MARTYN WATKINS

THE NOTTINGHAM SPORTS CAR CLUB LTD. RESULTS

10-Lap Race for Series-Production Sports Cars up to 1000 c.c. and 1001 c.c. at 1600 c.c.

1 C. R. Wood (Austin-Healey) 67.66 m.p.h.
2 C. J. Green (Electron Minor). 3 J. L. Venners-Pack (Austin-Healey Sprite). **Fastest Lap:** Wood 68.75 m.p.h.

15-Lap Race for Sports Cars Over 1200 c.c.

1 J. Bekaert (Lister-Jaguar) 84.17 m.p.h., 2 P. Mould (Lister-Jaguar), 3 J. O. Coundley (Jaguar 'D'). **Fastest Lap:** Bekaert 85.63 m.p.h.

15-Lap Race for Sports Cars up to 1200 c.c.

1 T. J. Threlfall (Lotus-Climax) 78.27 m.p.h., 2 E. Pantlin (Lotus-Climax), 3 G. H. Saunders (Victoria). **Fastest Lap:** Threlfall 79.74 m.p.h.

Heat 1—10-Lap Formule Libre Race.

1 J. O. Coundley (Jaguar 'D') 79.82 m.p.h., 2 M. V. Mackie (Jaguar 'D'), 3 T. J. Threlfall (Lotus Climax). **Fastest Lap:** Coundley 83.90 m.p.h.

Heat 2—10-Lap Formule Libre Race.

1 J. Bekaert (Lister-Jaguar) 85.15 m.p.h., 2 R. H. Parnell (Cooper-Climax), 3 D. Fry Developments (Dvr. M. Parkes) (Fry-Climax). **Fastest Lap:** Bekaert 86.66 m.p.h.

10-Lap Race for Saloon Cars.

Class 'A'. 1 G. Boxall (A35) 60.87 m.p.h., 2 B. Whittaker (A35), 3 D. S. Stevenson (A35). **Fastest Lap:** Boxall 64.75 m.p.h. **Class 'B'.** 1 S. Blythen (Riley) 60.24 m.p.h. **Fastest Lap:** Blythen 61.32 m.p.h. **Class 'C'.** 1 B. C. Rodger (Yimkin-Peerless) 69.46 m.p.h., 2 S. J. Hill (Peerless), 3 I. L. Burvill-Holmes (Peerless). **Fastest Lap:** Rodger 70.77 m.p.h.

10-Lap Race for Series-Production Sports Cars 1001 c.c. to 2000 c.c. and 2001 c.c. and over.

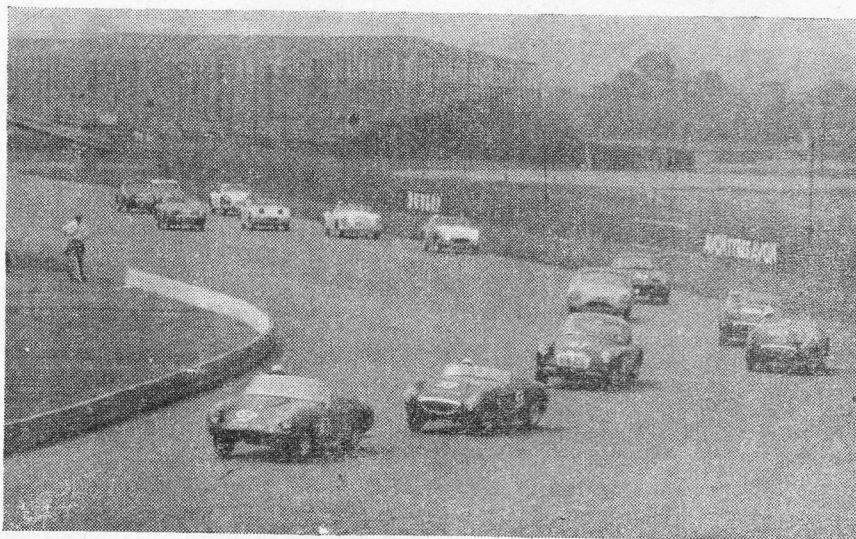
1601 c.c. to 2000 c.c. 1 J. McKechnie (A.C. Bristol) 71.95 m.p.h., 2 J. G. Tallis (Frazer-Nash), 3 R. A. V. Staples (A.C. Ace). **Fastest Lap:** McKechnie 73.65 m.p.h. **2001 c.c. and over.** 1 E. R. Protheroe (Jaguar) 72.61 m.p.h., 2 J. M. Clarke (Austin-Healey), 3 K. T. Wilson (Austin-Healey). **Fastest Lap:** Protheroe 73.84 m.p.h.

15-Lap Race for 1172 c.c. Cars.

1 W. J. Allday (Lotus-Ford) 67.16 m.p.h., 2 C. Nicholson (Lotus-Ford), 3 R. S. Hart (Lotus-Ford). **Fastest Lap:** Allday 69.08 m.p.h.

20-Lap Formule Libre Final.

1 R. Parnell (Cooper-Climax) 85.77 m.p.h., 2 W. Wilkinson (Lister-Jaguar), 3 R. S. Hart (Cooper-Climax). **Fastest Lap:** Parnell 87.45 m.p.h.





A CAR of ultra-conservative, almost old-fashioned appearance, the Star Sapphire has sports car performance.

been reached where virtually no high-powered luxury cars are being sold with manual gearboxes, and so it is not necessary to offer alternative transmissions.

Disc brakes are fitted in front, and large drums at the rear. The discs are shielded from water which may be splashed from the road, and the vacuum servo has a large reservoir. A pistol-grip parking brake is hidden under the dashboard.

Of all-steel construction, the body is rust-proofed and sprayed with sound-deadening material. Extremely comfortable seats are fitted, and though the front ones are separate, they may be used as a bench if the central arm rest is folded away. The upholstery and carpets are of the highest quality, as is the walnut veneer which is used extensively on the body interior. A

John Bolster Tests . . . The Armstrong Siddeley Star Sapphire

IF ever there were a wolf in sheep's clothing, this is it! Imagine a very large car of ultra-conservative, indeed almost old-fashioned appearance, with all the walnut panelling, leather upholstery, and elaborate equipment of the traditional British limousine. That is a fair description of the Armstrong Siddeley Star Sapphire.

Then, imagine a car with kick-in-the-back acceleration, an easy 100 m.p.h. performance, sports car roadholding, and immensely powerful brakes. That, too, is a fair description of the Armstrong Siddeley Star Sapphire!

The heart of the new car is a 4-litre 6-cylinder over-square engine, with pushrod operated inclined valves in hemispherical combustion chambers. The block and head are of cast iron, and the main and big end bearings are

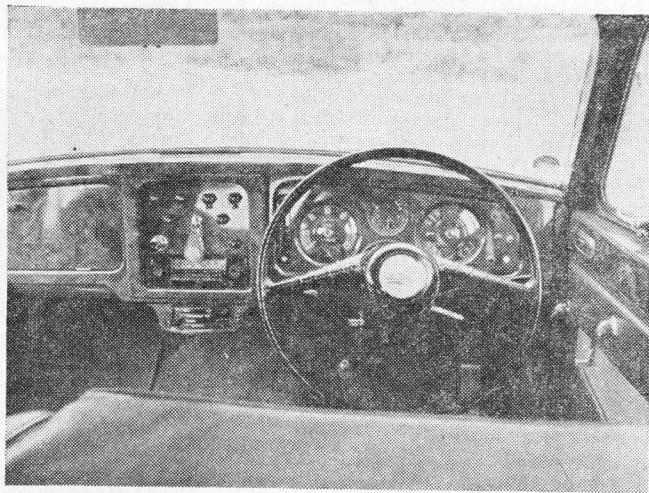
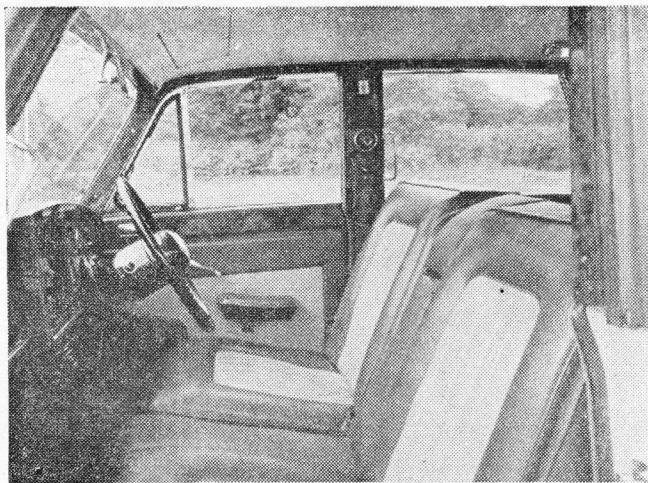
Vandervell lead-indium shells. Two Stromberg downdraught carburettors are fitted with large air silencers which lie across the top of the engine. Compared with previous Armstrong Siddeley power units, a very great increase in torque has been achieved in the valuable middle ranges, and 165 b.h.p. is developed at the quite moderate speed of 4,250 r.p.m.

There is nothing unconventional about the chassis frame, though the details work repays close study. The front wishbones have a considerable angle of trail, and the rubber bump stops, front and rear, come into action easily, becoming graduated auxiliary springs in effect. Power-assisted steering is built into the chassis as standard, and a Borg Warner automatic gearbox is also a part of the specification. A point has now

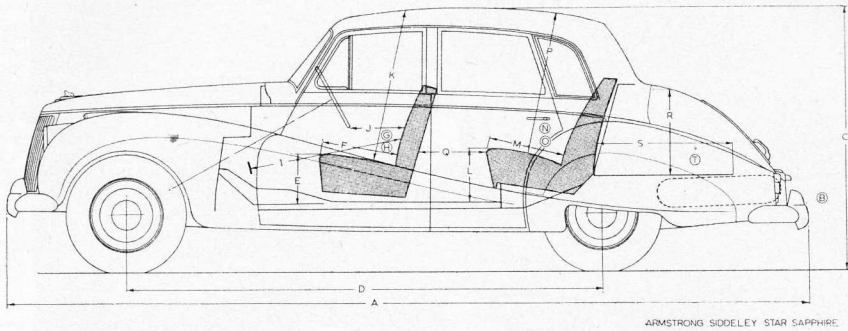
separate heating system for the rear compartment has a control on the central right door pillar, and efficiently demists the back window—a most valuable safety feature. The steering column has an effective adjuster which is hidden from view.

The Star Sapphire is therefore an exceptionally well appointed 5/6-seater luxury carriage. It has large wheels to permit smooth riding at speed over bad roads, and every modern device has been incorporated to make the driver's work as easy as possible. A large and efficient engine ensures that a useful performance shall be available, and the highest standards of British engineering ensure a long life. Yet, there is much more to it than that.

I found that all the doors were easy to enter, and that they closed with the



THE driving position (left) is excellent, and the car, says Bolster "is just about the most lavishly equipped on the market". INSTRUMENTS, as seen from the back seat, are well placed and easily read.



Dimensions and Seating Arrangement Plan

- A. Overall length 16ft. 2in.
- B. Overall width 6ft. 2in.
- C. Overall height 5ft. 2in.
- D. Wheelbase 9ft. 6in.
- E. Height of front seat cushion 1ft. 0 $\frac{1}{2}$ in.
- F. Depth of front seat cushion 1ft. 6in.
- G. Width of front seat 4ft. 5 $\frac{1}{2}$ in.
- H. Width between arm rests (front seat 3ft. 11 $\frac{1}{2}$ in.
- I. Pedals to seat squab min. 3ft. 10in., max. 3ft. 3in.
- J. Steering wheel to seat squab 1ft. 1 $\frac{1}{2}$ in. adjustable.

- K. Height from cushion to roof (front) 3ft. 0in.
- L. Height of rear seat cushion 1ft. 1in.
- M. Depth of rear seat cushion 1ft. 6in.
- N. Width of rear seat 4ft. 5 $\frac{1}{2}$ in.
- O. Width between arm rests (rear seat) 3ft. 11 $\frac{1}{2}$ in.
- P. Height from cushion to roof (rear) 2ft. 10in.
- Q. Leg room between front and rear seats min. 10 $\frac{1}{2}$ in., max. 1ft. 3 $\frac{1}{2}$ in.
- R. Height of luggage boot 1ft. 8in.
- S. Depth of luggage boot 2ft. 4 $\frac{1}{2}$ in.
- T. Width of luggage boot 4ft. 6in.

gentle click that has for long been the hallmark of quality coachbuilding. The driving position is excellent, and the all-round visibility is quite good, though a wrap-around rear window is not featured, being out of keeping with the severe body lines. The engine starts easily, though one must avoid "over-choking," and the idling speed is slow and regular. This is an important point, for a fast tickover inevitably causes some creeping with an automatic transmission. The Star Sapphire is one of the very few "automatics" which never attempts to creep away while the engine is ticking over.

When one drives off, it is at once obvious that the pulling power of the engine is quite out of the ordinary. The engineers of Borg Warner have appreciated this, and have married the power unit to a gearbox which permits it to do a lot of its work on top gear. There is, of course, the usual "kick down" if one presses the accelerator to the floor, and there is also a graduated control for "holding" second gear up to various indicated speeds; this is an exclusive feature. However, for most journeys it is particularly pleasant to stay in top gear, which is done simply by using the accelerator pedal with a little restraint at low speeds. The big machine is really lively, and the pick up on top gear is equal to the third gear acceleration of less powerful cars. Yet, that "kick down" is there when it is wanted, and one overtakes slower vehicles with a sudden, silent rush.

The acceleration graph repays close study. A standing quarter mile accomplished in 18.2 seconds indicates acceleration that is right out of the ordinary. There is, too, the impressive way in which the surge continues well past the 80 m.p.h. mark. That hefty six-cylinder engine is more than master of the big body it has to pull, and even at maximum revolutions it remains smooth and quiet. Early in the morning, I covered many miles at a genuine 100 m.p.h., and there was not the slightest impression that the power unit was being pressed. At all times, there is a "soft-

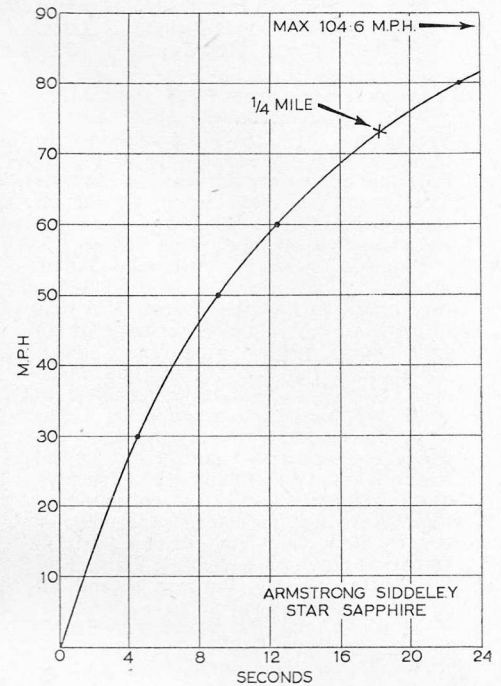
ness" and silence about the car that one associates only with the most costly machines.

This is by no means a low car, but there is surprisingly little roll on sharp corners. The roadholding is very good, and somehow gives a feeling of confidence to the driver on quite short acquaintanceship. Although the power-assisted steering is light at all speeds, it does not lack "feel." I found myself tempted to throw the Star Sapphire around like a sports car, and what is the good of temptation if you don't give way to it? The suspension, both front and rear, has considerable travel, and is not damped particularly heavily. Yet, the car always feels steady and under full control.

A big, fast car presents serious problems to the brake manufacturer. I am happy to say that these problems have been completely overcome, and the Girling brakes can stand up easily to the most ruthless driving. The power-assisted steering has permitted a reasonably "quick" ratio to be chosen, and in consequence an incontinent skid on wet roads may be killed at birth. In general, though, this Armstrong Siddeley is particularly free from skidding even on dangerous surfaces.

The sturdy construction and elaborate equipment of the vehicle inevitably dictate that the weight shall be fairly substantial. To accelerate more than a ton and three quarters up to high speeds must consume a fair amount of petrol, however efficient the engine may be. Under the circumstances, an average of 17 m.p.g. cannot be regarded as excessive, and an extra mile or two per gallon would be the bonus of a more moderate driver. Even when one drives as hard as possible on fast roads, the consumption does not fall below 15 m.p.g.

The Star Sapphire is not the kind of car which attracts a crowd, for it is entirely unobtrusive in appearance, apart from its size. That it does not look anything like as fast as it is may be considered an advantage by some prospective buyers. It must be admitted that



ACCELERATION GRAPH

many hurrying motorists stared in amazement as the great carriage flashed past them and disappeared irrevocably into the distance.

There are some drivers who have tried an automatic transmission but have returned to a clutch and gear lever without regret. If they were to try this car, I think that they would change their minds. The very high torque of the engine demands the minimum of gear changing, as the machine is never fussy, yet the Borg Warner gearbox can produce performance figures which it would be difficult to equal with a manual box. The graduated "hold" control for second speed may add interest when one feels in the mood for a personal variation of the speed and frequency of upward changes. Personally, I confined its use to the ascent of winding or traffic-infested hills.

Much the same sort of comment may be made on the power-assisted steering, for some types have been marketed which were altogether too vague in their response. Nobody could object to the "feel" of this steering, yet it is outstandingly light, particularly for parking. The point is that it is an integral part of the design, and not an optional extra hung onto an existing car. As the brakes are also servo-assisted, it can be stated that all the controls are at least as light as those of the smallest cars.

The new Armstrong Siddeley is easily the best car that its makers have ever produced. It is just about the most lavishly equipped car on the market, and it combines exceptionally smooth and silent running with a really brilliant performance. Among luxury vehicles, it cannot be considered to be expensive.

MAURICE AT MULSANNE. *Headlights blazing, Maurice Trintignant swings the second-place Aston through Mulsanne.*

IT was Aston Martin's day at Le Mans when Roy Salvadori and Carroll Shelby won the Grand Prix d'Endurance at an average speed of 112.57 m.p.h., followed by the similar car of Maurice Trintignant and Paul Frere. Of the 53 starters only 13 were running at the end, and five of those were British.

Scuderia Ferrari's onslaught failed, when all three of the very rapid 3-litre cars failed to stay the course. This was in many ways due to the opening "grand prix" when Stirling Moss set a much hotter pace than the Italians had envisaged. Not a single Porsche managed to reach the finish and a couple of Lotus Elites finished one-two in the 1300 c.c. class—and were also runners-up to the Index-winning D.B. Panhard in the "Indice Energetique"—a fuel consumption race. A really fine effort was that of the Rudd Racing Stable's A.C.-Bristol, which was not only the sole finisher in the 2-litre category, but was seventh in general classification.



Astons Do It At Last!

Superb One-Two Victory for Feltham at Le Mans

by GREGOR GRANT.

Photography by GEORGE PHILLIPS.

Ferrari dominated Wednesday's practice, da Silva Ramos doing best time with 4m.08.7s. The Walt Hansgen/Peter Blond Lister-Jaguar returned 4m.12.2s. Stirling Moss's best with the Aston Martin was 4m.10.8s.

Graham Hill did 4m.20s. with the 2-litre Lotus Climax, in which Colin Chapman had decided to install the 2½-litre engine. Ecurie Ecosse's Tojeiro-Jaguar broke part of its Dion tube. Spare bits were available near Namur, Belgium, where the Scottish team's trans-

porter had broken down on its way from Nurburgring. Early next day, Ron Flockhart took off in his Auster with John Tojeiro and an Ecosse mechanic, and brought the required spares back.

The Dick Stoop Lotus Elite, to be driven by Doug Graham and Mike McKee was wrecked in an accident returning from the circuit, Jack Britt the mechanic being injured.

With the non-appearance of the Conrero Alfa Romeos, all reserves were called in, including the veteran Frazer-

Nash of Dashwood and Wilks. The de Tomaso 750 c.c. Osca was sold to the Rodriguez brothers, so de Tomaso and Colin Davies were in a D.B. Panhard.

Ferrari again made best times on Thursday, Dan Gurney doing 4m.03.3s. (199.176 k.p.h.). Behra, in the same car achieved 4m.03.6s. Gendebien did 4m.5s., whilst Masten Gregory whistled Ecurie Ecosse's D-type Jaguar round to the tune of 4m.9.7s., and Innes Ireland was fractionally slower.

A shock for Ferrari and their 2-litre car was the 4m.13.6s. of the 2-litre Cooper-Monaco-Climax driven by Jim Russell—a car with phenomenal cornering power.

The new twin o.h.c. Triumphs sounded healthy, Ninian Sanderson being quickest of the team with 4m.49.8s. Fastest Porsche was the 1½-litre of de Beaufort with 4m.20.6s. Graham Whitehead's Aston Martin broke its crankshaft, and a spare was flown from England. However, it was not suitable; luckily, Astons had a spare engine, which was installed on Friday.

Saturday dawned dull, but with the promise of sunshine later. An hour or so before the start, it was stiflingly hot, with thunderstorms in the air. Enormous crowds were all round the circuit, and the tribunes were packed to capacity.

As the hands of the clock crept towards 4 p.m., that strange silence fell on the crowd. Down went the flag, and the race was on. Stirling Moss was first

INSTRUCTIONS ALL ROUND. While Reg Parnell bellows orders to the mechanics through the megaphone, Stirling gives the word to Jack.



away, followed by Ron Flockhart, Trintignant, Innes Ireland, Patthey (DB4) Bueb Salvadori and da Silver Ramos. Poor Russell lost over 50 secs. trying to start the Cooper. Eventually the 53 starters all got away.

The crowd chattered noisily waiting till the first car would re-appear. Yes, it was a green car in front! Down from Maison Blanche swept Moss, closely followed by the red Ferraris of Gendebien and da Silver Ramos, then Innes Ireland (D-type), Trintignant (Aston Martin), Flockhart (Tojeiro), Bueb (Lister), Graham Hill (Lotus), Salvadori (Aston Martin) and Graham Whitehead (Aston Martin), with Hansgen (Lister) and Scarlatti (2-litre Ferrari) close behind, followed by Bianchi (Ferrari) and de Beaufort (Porsche). Russell steamed through at a tremendous pace, having passed no less than 24 cars.

It was Moss versus the Ferraris with a vengeance, with Ireland of Scotland in 4th place. On lap 2, Behra was in 12th spot, whilst Russell had moved up 4 more places. Moss increased his lead to 4 secs., and Behra advanced to 10th place. Behind Gendebien and da Silva Ramos, Ireland, Trintignant, and Flockhart were in close company, as were Bueb and G. Hill. Sanderson and Bolton



ALL PRESENT (above) the Ferrari team lines up for scrutineering. ABOUT to overtake Bolton's TR3S (below) is Olivier Gendebien (Ferrari).



a severe blow to Chapman's hopes. Meanwhile Behra continued to close the gap between himself and the leading Aston. Behind the Ferraris, the Ecurie Ecosse pair circulated steadily, ahead of Salvadori's Aston Martin.

The Escott/Lund M.G. "Twin Cam" was called in by officials for some reason. The Ginther/Carveth Ferrari spent some time in the pits, as did the Swiss-entered Aston Martin coupe of Patthey and Calderari. Minutes ticked on, and still the Lotus remained stationary. At 5.47 p.m. Hill re-started. The trouble was a loose propeller shaft support bearing.

Now the time to re-fuel and change drivers was approaching.

Moss increased his lead to 6 secs., the two Ferraris keeping station behind. Ireland seemed firmly set in 4th place, but Behra was coming through very fast after taking Flockhart, Hill and Trintignant.

The weather dulled, and the fast men were using their headlamps to warn the slower machinery. Salvadori was closing rapidly on Bueb and Trintignant.

With one hour gone, there was the almost unprecedented position of no re-

led the Triumphs, the cars going remarkably well. The Taylor/Sieff "750" Lotus-Climax spent some time in the pits, and was followed later by the Border Reivers Lotus Elite of Clark and Whitmore.

Ferrari put on the pressure, but Stirling still stayed in front. Behra was steadily closing up, whilst Graham Hill had come up to dispute the issue with Ireland and Flockhart. The Scarlatti/Cabianca Ferrari led the 2-litre brigade by a sizeable margin, with Hermann (Porsche 1600) and Russell (Cooper) fighting it out. De Beaufort's Porsche led the "1500s".

Just after 5.30, the fast Lotus-Climax of Graham Hill came into the pits—

FAST FRENCHMAN. Jean Behra swings the works Ferrari that he shared with Dan Gurney through Tertre Rouge.





ASTONS BOTH. (top) Stirling, in the lead, passes the DB4 at Maison Blanche. **BRUCE McLAREN** (centre) leaps into the very fast Cooper-Monaco, Jim Russell having relinquished the wheel. **ALAN STACEY** (below) accelerates the very fast 750 c.c. Lotus out of Tertre Rouge.

irements. The race order was:

1. Moss (Aston Martin)
2. Gendebien (Ferrari)
3. Behra (Ferrari)
4. Ramos (Ferrari)
5. Ireland (Jaguar)
6. Flockhart (Tojeiro)
7. Hill (Lotus-Climax)
8. Salvadori (Aston Martin)
9. Trintignant (Aston Martin)
10. Bueb (Lister)
11. Whitehead (Aston Martin)
12. Hansgen (Lister).

Behra advanced to second place, returning a shattering 4m.3s. lap (199.342 k.p.h.)—a new 3-litre record. The Frenchman was definitely catching Moss, and how the crowd roared when the two cars came through together: they went mad when the PA excitedly announced that Behra had taken the lead at Mulsanne.

Rain was threatening: if it did come down, then Stirling would soon be back in command. On dry roads the Ferrari began to draw away. Behra flashed round in 41m.19s. to do the first ever 200 k.p.h. lap with a 3-litre car. The question now was, "Would Gendebien also take the Aston Martin?"

Just on 6 p.m. Salvadori went into 5th place, ahead of the Ecosse cars. At 6.4 p.m. Behra stopped to re-fuel, and the Ferrari pit was a trifle chaotic when both Gendebien and Ramos came in. This of course put Moss back into the lead. He came through with 81.5 secs. advantage over Dan Gurney who had taken over from Behra. Then came Phil Hill, Innes Ireland, Salvadori and Lawrence who had replaced Flockhart.

Salvadori came in at 6.23 p.m., and handed over to Carroll Shelby. He was then in 4th place. Moss went on non-stop, but 10 minutes later preparations were being made for his pit-stop, and Fairman put on his crash-hat. Rain was now spattering, but the roads still remained dry. Moss had increased his lead to over 1½ minutes. At 6.36 p.m. he came in for a stop which cost just 1m. 8secs. Fairman set off still in front, but next time round Dan Gurney had seized the lead.

With almost 3 hours of racing, there were only three retirements. The position now was:

- | | |
|---------------------------------|---------------|
| 1. Behra/Gurney (Maserati) | 43 laps |
| | 2h.58m.48 3s. |
| 2. Moss/Fairman (Aston) | 43 laps |
| | 2h.59m.30 0s. |
| 3. Gendebien/Hill (Ferrari) | 42 laps |
| 4. Gregory/Ireland (Jaguar) | 24 laps |
| 5. Salvadori/Shelby (Aston) | 42 laps |
| 6. Flockhart/Lawrence (Tojeiro) | 42 laps |
| 7. Allison/Ramos (Ferrari) | 41 laps |
| 8. Trintignant/Frere (Aston) | 41 laps |
| 9. Bueb/Halford (Lister) | 41 laps |
| 10. Whitehead/Naylor (Aston) | 41 laps |
| 11. Hansgen/Blond (Lister) | 41 laps |
| 12. Herrman/Maglioli (Porsche) | 40 laps |
- After the 4th hour, 10 cars had been abandoned. Brian Naylor turned over

with the Whitehead Aston Martin at Maison Blanche, and was taken to hospital with arm injuries. The Hansgen/Blond Lister blew up. Dashwood's Frazer-Nash, the Bianchi/de Changy Ferrari, and the Bolton/Rothschild Triumph were wheeled to the dead park.

At 9 p.m. the order was:

1. Behra/Gurney (Ferrari) 71 laps
2. Gregory/Ireland (Jaguar) 70 laps
3. Moss/Fairman (Aston-Martin) 70 laps
4. Salvadori/Shelby (Aston) 69 laps
5. Bueb/Halford (Lister) 69 laps
6. Flockhart/Lawrence (Tojeiro) 69 laps

The Herrman/Maglioli Porsche "1600", in 9th place headed the 2-litre class, followed by Bonnier/Von Trips Porsche "1600" and the Russell/McLaren Cooper. The "1500s" were led by de Beaufort's Porsche, the Lumsden/Riley Elite headed the "1300s", and the smaller cars were led by the Stacey/Greene Lotus "750".

Fairman, who had 55 secs. lead over the Behra/Gurney car stopped with falling oil pressure, but continued for 3 more laps and then Moss took over. The gremlins immediately swarmed over the Aston-Martin as parts of the air-intake broke up and were swallowed up by the engine. This put the Ecurie-Ecosse D-type into second place.

Fortunately the rain held off, and when darkness fell it was almost perfect motor-racing weather.

Then, just before 10 p.m., sheets of flame shot up near Maison Blanche. The Faure/Guyot Stanguellini crashed, as did the Russell/McLaren Cooper: the wrecked Whitehead/Naylor Aston Martin burst into flames, and both the Stanguellini and the Cooper caught fire. Philippe Faure and Jim Russell were taken to hospital with superficial injuries.

Not long afterwards the Ecurie Ecosse D-type Jaguar was withdrawn with valve troubles, and the Salvadori/Shelby Aston-Martin moved up to second place behind the Behra/Gurney (Ferrari).

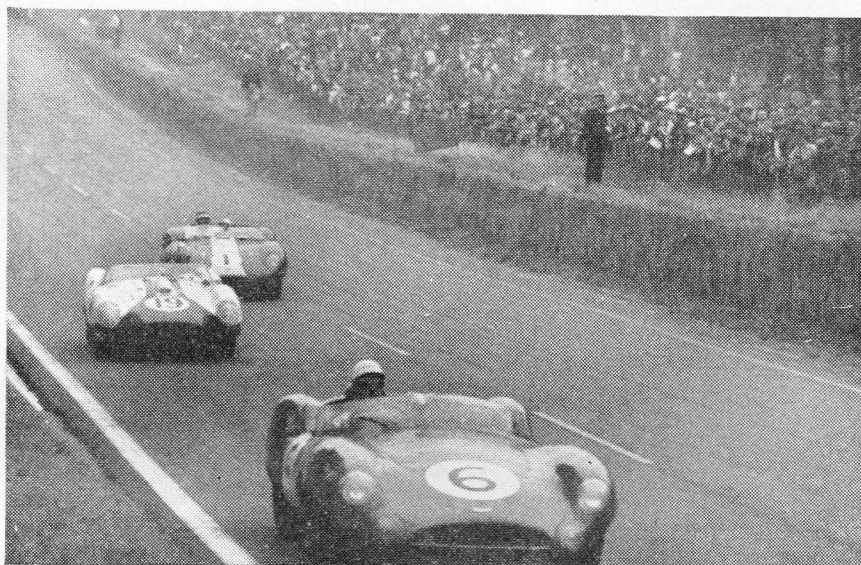
With 6 hours of racing completed the Ferrari led the Aston Martin by 1 lap, with the Bueb/Halford Lister third, and the Gendebien/Hill Ferrari fourth. Not far behind were the Trintignant/Frere Aston Martin and the Flockhart/Lawrence Tojeiro. The Index of Performance was headed by the Stacey/Greene Lotus, closely followed by the Herrman/Von Trips Porsche.

So at 10 p.m., 17 cars had been abandoned, including the fast 2-litre Scarlati/Cabianca Ferrari which had suffered engine maladies. Index challenger, the Herrman/Maglioli Porsche went out with valve failure.

Not long afterwards, the Behra/Gurney Ferrari stopped at the pits, and the Salvadori/Shelby Aston Martin took the lead. It was now Aston Martin, Ferrari, Ferrari, Lister - Jaguar, Aston Martin, Tojeiro.

The Hermann/Maglioli Porsche 1600

FLYING SCOT. (top) Ron Flockhart, *himself* sixth in the Ecurie Ecosse Tojeiro-Jaguar, leads Graham Hill (2.5 Lotus) into Tertre Rouge. **DOWN** to the Esses (centre) go Trintignant (DBR1), Ed Martin (Ferrari) and Ivor Bueb Lister-Jaguar). **THIRD** car home (below). The Beurlays/Helde Ferrari at Mulsanne.



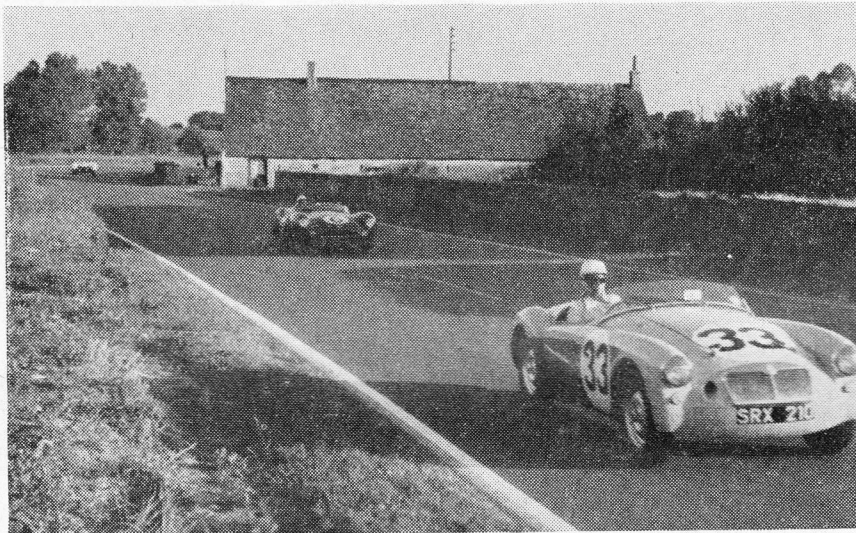
CLASS-WINNER. *The Whiteaway/Turner A.C.-Bristol leads the de Tomaso/Davis D.B.-Panhard at Arnage.*

in eighth place went out with valve trouble. It had taken the lead on Index, now headed by the Stacey/Greene Lotus "750". The Rodriguez brothers abandoned their rear-engined Osca with a fractured oil-pipe. At midnight the Salvadori/Shelby Aston Martin led the Ferraris of Gendebien/Hill and Behra/Gurney, the last-named losing time with electrical bothers. The Bonnier/Von Trips Porsche took the lead in Index from the Lotus. There were now 22 retirements.

The Behra/Gurney Ferrari, which had been stopped by the officials for faulty lights, developed a radiator leak and was abandoned after 129 laps.

During the night the Salvadori/Shelby Aston Martin spent some time in the pits with vibration trouble, and dropped well behind the Ferrari.

At half-distance (4 a.m.) the position was:



MAURICE TRINTIGNANT (above) moves out to overtake Ted Lund (M.G.A.) at Maison Blanche. **FLEET ELITE** (right). The Lumsden/Riley Lotus leads the Gendebien/Hill Ferrari at Mulsanne.

- | | |
|--------------------------------|----------|
| 1. Gendebien/Hill (Ferrari) | 166 laps |
| 2. Salvadori/Shelby (Aston) | 164 laps |
| 3. Trintignant/Frere (Aston) | 162 laps |
| 4. Bonnier/Von Trips (Porsche) | 159 laps |
| 5. de Beaufort/Heinz (Porsche) | 159 laps |
| 6. Barth/Seidel (Porsche) | 152 laps |
| 7. Hugus/Ericson (Porsche) | 151 laps |
| 8. Beurlys/Helde (Ferrari) | 150 laps |
| 9. Pilette/Arents (Ferrari) | 147 laps |
| 10. Crossman/Tavano (Ferrari) | 145 laps |
| 11. Fayen/Munaron (Ferrari) | 144 laps |
| 12. Kerguen/La Caze (Porsche) | 143 laps |
| 13. Jopp/Stoop (TR3S) | 139 laps |
| 14. Whiteway/Turner (A.C.-Br.) | 138 laps |
| 15. Lumsden/Riley (Elite) | 135 laps |

The weather remained dry. At 3.04 a.m. the Ecurie Ecosse Tojeiro was retired with valve failure; earlier the Bueb/Halford Lister had been abandoned, so there were no Jaguar-powered cars left in the race.



RESULTS

1. Roy Salvadori/Carroll Shelby (Aston Martin DBR1) 4,347.900 kilometres, 112.57 m.p.h.; 2. Maurice Trintignant/Paul Frere (Aston Martin DBR1) 4,337.559 kilometres; 3. Beurlys/Helde (Ferrari) 4,001.601 kilometres; 4. Pilette/Arents (Ferrari) 3,991.447 kilometres; 5. Grossmann/Tavano (Ferrari); 6. Fayen/Munaron (Ferrari); 7. Ted Whiteaway/Jack Turner (A.C.-Bristol); 8. Peter Lumsden/Peter Riley (Lotus Elite); 9. Cornet/Cotton (D.B. Panhard); 10. Jim Clarke/J. H. D. Whitmore (Lotus Elite); 11. Consten/Armagnac (D.B. Panhard); 12. Nottorp/Bengtsson (Saab); 13. Langeste/Guiraud (Stanguellini).

Index of Performance:

1. Cornet/Cotton (D.B. Panhard) 1.210; 2. Roy Salvadori/Carroll Shelby (Aston Martin) 1.181; 3. Maurice Trintignant/Paul Frere (Aston Martin) 1.178; 4. Consten/Armagnac (D.B. Panhard); 5. Peter Lumsden/Peter Riley (Lotus Elite).

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★
THIRD in his class was Dick Henderson seen here in his Cooper-J.A.P. Note the twin rear wheels.
 ★

THE Midland Automobile Club have gone to a great deal of trouble coupled with considerable expense to repopularise the fading glory that once was Shelsley Walsh. Since time immemorial, there stood at the foot of the hill the Orchard. This has now been cleared and in it, spectators can now park their cars from the start area all the way up to the crossing, giving a wonderful view of the Hill's lower reaches.

Trees have also been removed from the inside of the "S" bend thus allowing a clearer view from the heights surrounding this famous corner. Lastly, the hill has been completely re-surfaced with heavy flint chippings giving a much firmer grip and some of the more notorious bumps ironed out. The surface will be much better off after some rain, as on Sunday, 14th June the abnormally hot weather left pools of liquid tar in the most undesirable places.

Anyway, perhaps it was the weather, or the improvements or a good programme, but the spectators arrived in greater numbers than for many a long day. Let's hope the attendance keeps up, because the organisers have really tried to give value for money!

The event started with racing cars up to 500 c.c. and rather surprisingly, times were on the slow side. Indeed this was the general situation all day in spite of both weather and track (barring the tar) being ideal! Fastest was J. B. Welton (Cooper-Norton) with a time of 41.59—nearly two seconds down on the class record. Second was P. W. Hughes (Cooper-Norton) in 41.63 and third M. M. Cleaver (Cooper-Jap) with 41.92.

Next came racing cars up to 1,500 c.c., which, of course, included names like Instone, Phillips, Southon, James, Boshier-Jones, Good, Henderson, Marsh,

equipped with a time of 43.49. The last man up in this class, N. Jackson, halted proceedings more than somewhat, when he spun the Crescent three times in the "S" then rammed the bank, doing the motor a bit of no good during this carry-on!

The racing cars unlimited class produced the E.R.A.'s of T. Norton, D. Hull and J. Berry, all of whom succumbed to an Alta Spl. which, in the hands of F. A. Norris, recorded 39.14. This class, of course, would not be complete without the "Spider" of the one and only Basil Davenport, which "boomed" its way to the top looking as young and healthy as ever!

Sports cars up to 2,500 c.c. produced a very fine run by G. Wilson, whose A.C.-Bristol recorded 41.52. Second was J. B. Norris (Frazer-Nash) in 42.18 and third, P. H. Cottrell (Lotus-Bristol) with 42.43. R. R. Meredith (Morgan) had a moment at the "S" when his car climbed the outside bank but luckily landed on all four wheels.

The class for sports cars unlimited went to Phil Scragg, whose H.W.M.-Jaguar recorded a time of 42.38—nearly three seconds down on his own class record! Sydney Allard's Steyr was next in 42.97.

Boshier-Jones Fastest at Shelsley

Patsy Burt sets up new Ladies Record

RESULTS

Racing Cars up to 500 c.c.: 1, J. B. Welton (Cooper-Norton) 41.59; 2, P. W. Hughes (Cooper-Norton) 41.63; 3, M. M. Cleaver (Cooper-JAP) 41.92.

Racing Cars 501-1500 c.c.: 1, D. Boshier-Jones (Cooper 1100) 37.45; 2, T. Marsh (Motus-Climax) 38.63; 3, D. Henderson (Cooper-JAP 1100) 38.98.

Sports Cars up to 1500 c.c.: 1, R. Fielding (Coopers-Climax) 40.44; 2, J. J. Richards (Lotus-Climax) 41.66; 3, C. Summers (Lotus-Climax) 43.49.

Pacing Cars 1501-2500 c.c.: 1, F. A. Norris (Alta Special) 39.14.

Sports Cars 1501-2500 c.c.: 1, G. Wilson (A.C.-Bristol) 41.52; 2, J. B. Norris (Frazer-Nash) 42.18; 3, P. H. G. Cottrell (Lotus-Bristol) 42.43.

Sports Cars over 2500 c.c.: 1, P. Scragg (H.W.M.-Jaguar) 42.38; 2, S. H. Allard (Allard-Steyr) 42.97.

Best Time of the Day: D. Boshier-Jones (Cooper) 36.96s. Best Time by a Lady Competitor: Miss P. Burt (Cooper F2) 39.75.

etc. Again times were about two seconds down on normal average, though through the "S" most cars looked a good deal steadier than of yore, that is with the exception of Rupert Instone who lost "Djinn" on the apex of that bend and tried to charge the undergrowth! W. C. Cuff (Cooper-Jap), also had a little too much "way" on there, but managed to hold it after a decided moment! Boshier-Jones was fastest with 37.45. Tony Marsh, in a new creation after Lotus named "Motus" was second in 38.63, whilst third came Dick Henderson, who recorded 38.98.

The class for sports cars up to 1,500 c.c. went to Ray Fielding, whose Cooper-Climax ascended in the very creditable time of 40.44. Next came J. J. Richards (Lotus-Climax) in 41.66, and third, Chris Summers, similarly

Lastly came the R.A.C. Hill Climb Championship heat and out of the ten entries, each having two runs, only one time exceeded forty seconds. B.T.D. came in this class when David Boshier Jones, "really trying" and looking superb, roared up in 36.96. Next came David Good with 37.70 and third was Tony Marsh with 37.74, whilst Patsy Burt broke thirty-nine seconds for the first time to set a new ladies hill record with a run in 38.72.

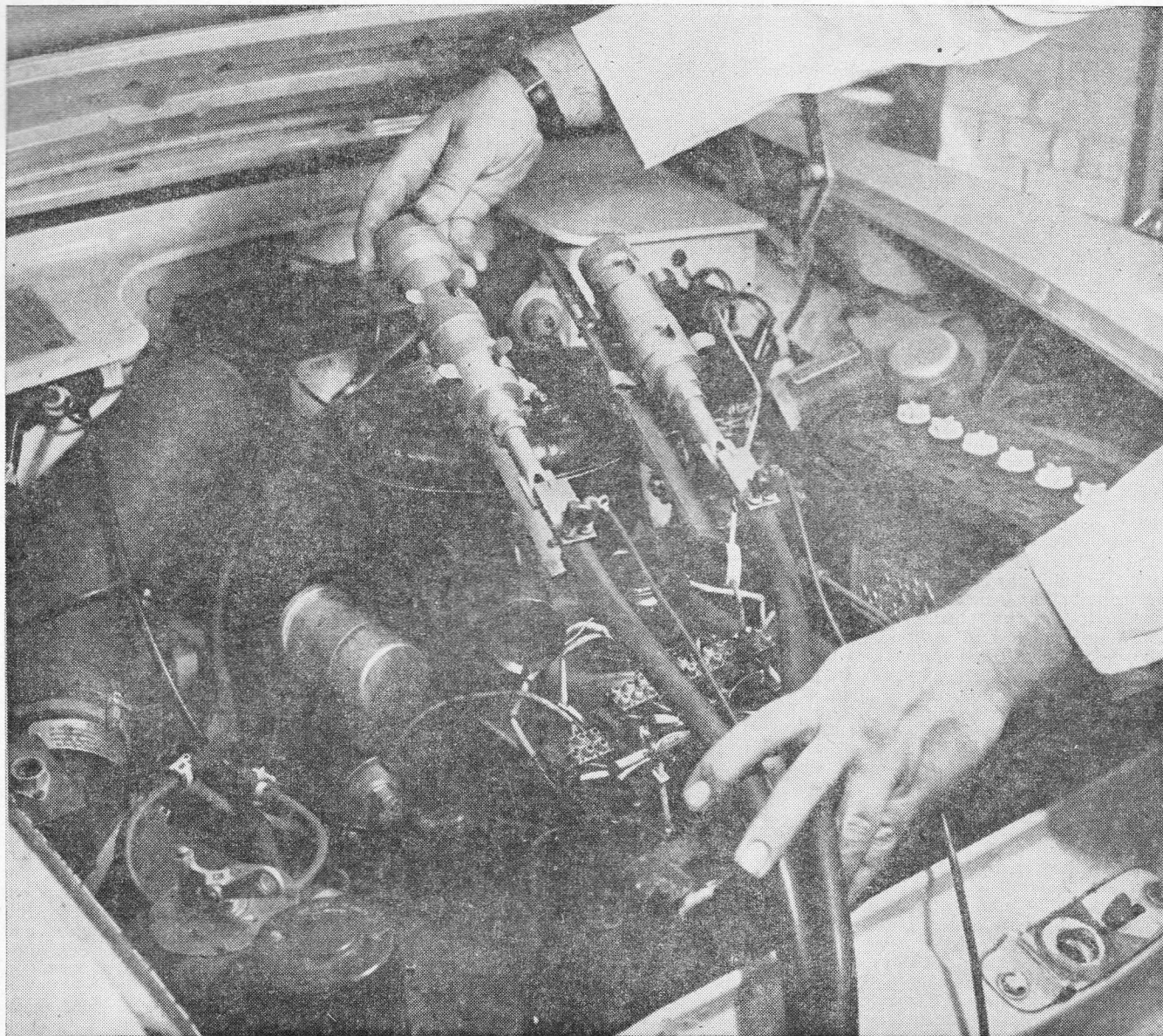
Organisation and timing were first class, the great homeward trek starting "dead on" six!

FRANCIS PENN.

Snetterton continued.

Third disappointment was for American Herbert Jones, who drove his Maserati magnificently, defeated Dickie Stoop after a hectic struggle in which he recorded the fastest lap of the race, but had to swallow the bitter pill of knowing that his car is not, after all, eligible for the Championship. The other five finishers in Class D therefore score for one place higher than their positions on the road. In the other class, Gawaine Baillie showed his usual courage and skill with the Corvette and Dick Hanson upheld the honour of Team Triple "S" single handed.

DAVID PRITCHARD.



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Club News

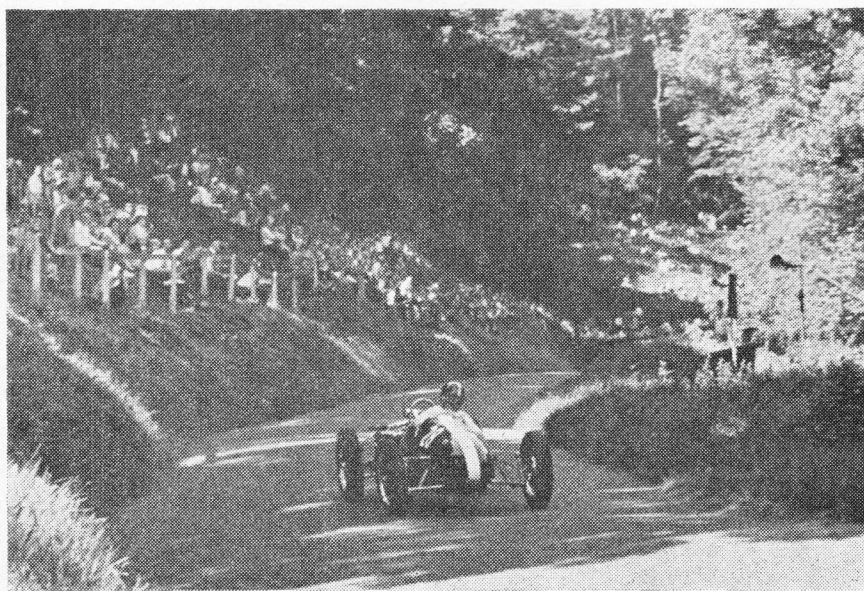
By MARTYN WATKINS

The Oxford M.C. have a closed driving test meeting at Oxford Airport at 2 p.m. on 5th July **West Essex C.C.** programme includes a film show ("Tribute to Fangio") at the club house on 1st July (Admission by members' cards only); a committee meeting will be held at the Club House on 15th July to enable the committee to introduce themselves to new members, to answer queries and to receive suggestions and on the 19th July the club have a gymkhana at Skinners Farm, Abridge, Essex, starting at 2 p.m. **The Bristol M/C and L.C.C.** are to hold a National race meeting at Whitchurch Aerodrome on 1st August at 1.30 p.m. There will be classes for most cars and regs. may be had from T. J. Pyper, Colston Hall, Bristol, closing 20th July The Southend "Three Hundred" Rally, organised by the T.E.A.C., takes place on 18th/19th July. There will be three starting points (from London, Ipswich and Southend). Regs. are obtainable from S. L. Offord, 68 Exford Avenue, Westcliffe-on-Sea, Essex and entries close on 12th July The South-Western centre of the B.A.R.C. are to hold a Concours d'Elegance at Mayflower Park, Southampton on 12th July. It is open to all car owners **Sevenoaks and District M.C.** have a sprint meeting at Brands Hatch on 19th July. Regs. will be available shortly and the meeting is open to: B.A.R.C., B.R.S.C.C., Jaguar D.C., Club Lotus, Bexley L.C.C., Folkestone and East Kent M.M., Mid-Surrey M.C., East Surrey M.C. . . . **Alvis O.C.** are to have a social outing including a concours and a visit to the Alvis works on 5th July. All Alvis drivers are welcome and enquiries should be addressed to E. Oakman, 40 Brooks Hill Drive, Oadby, Leicester B.A.R.C. N-W Centre are holding their Aintree Sprint Meeting on 25th July. There will be classes for most cars and regs. for this restricted event may be had from A. J. Keane, 38 Lynnebank Road, Liverpool, 18 **The B.A.R.C.'s** S-E Centre have an autocross at Ashburnham Park at 2 p.m. on 19th July. There are classes for all cars, with standard or "knobbly" tyres at this closed event and entries may be had from Mrs. K. Strudwick, Tappets, Wilmington, Polegate, Sussex **Billingham Synthonia M.C.** hold their first restricted rally on 3rd July. The event is open to member clubs of the North-eastern and Cumberland Car Clubs and entries close on 30th June

MALLORY PARK ON SUNDAY

THE British Racing and Sports Car Club have obtained what must surely be one of the finest entry lists for any race meeting yet to be run at Mallory Park, for their National Open meeting this Sunday, 28th June. The meeting will start at 2 p.m. and will consist of races for Formula 2 cars, 500 c.c. racing cars, sports cars and saloons.

The Formula 2 race includes Graham Hill driving a works-entered Lotus, and



DELIGHTFUL SHOT is a Shelsley Walsh scene, which somehow captures completely the spirit of club motor-sport. Man ascending in the immaculate Cooper is David Good.

COMING ATTRACTIONS

June 27th. Vintage Sports-Car Club Seaman Trophy Race Meeting, Oulton Park, near Tarporley, Cheshire.

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

M.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 10.30 a.m.

June 28th. Club Lotus, Seven-Fifty M.C. and 250 M.R.C. This Race Meeting, Brands Hatch, near Farnham, Kent.

B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leicestershire.

July 4th. Rheims 12 Hours G.T. Race and Rheims Cup F2 race, Rheims, France.

R.S.A.C. Rest - And - Be - Thankful National Hill-Climb, near Arrochar, Argyllshire.

July 5th. European and French Grand Prix, Rheims, France (F1).

July 11th. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start 2 p.m.

Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

Herts County A. and Ae.C. National Hill-Climb, Westbrook Hay, near Watford, Herts. Start, 2.30 p.m.

Lothian C.C. Hill Climb, Bo'ness, near Grangemouth.

July 12th. Roven Grand Prix, Roven, France (F2,5).

other Lotus Formula 2 cars driven by Bob Hicks, David Piper and Albert Gay. The Cooper opposition will be led by Tony Marsh, with support from Keith Greene, Tim Parnell and Henry Taylor, among others. In addition to the Lotus and Cooper cars, entries have also been received from Bill Jones (Lister),

Michael Parkes (Fry) and Gordon Jones, driving the Hume Cooper.

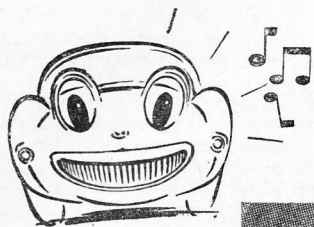
There will be two events for sports-racing cars, up to and over 1200 c.c. with Roy Salvadori driving John Coombs' 2½-litre Maserati-engined Cooper Monaco, whose chief rival will undoubtedly be Graham Hill driving a works-entered 2½-litre Climax-engined Lotus Fifteen. Other interesting entries for these two races are Lotus Seventeen in the hands of Alan Stacey and Keith Greene, the Elva Racing Team of Tom Dickson, Michael McKee and Cedric Brierley, Bill Moss in the 3.8-litre Lister-Jaguar and Innes Ireland, Alan Stacey, Doug Graham and the Hon. Edward Greenall in Lotus Fifteens.

The 500 c.c. event has attracted a fine entry and should produce a stirring struggle between Don Parker, Tommy Bridger, Jack Pitcher and Ian Raby. This event has also been oversubscribed which lends weight to the argument that Formula 3 racing is still in a healthy state.

The programme will be made up with events for saloon cars and Grand Touring cars complying with the Autosport Series Production Sports Car Championship. Notable stars in the saloon car race are Doc Shepherd, at present leading the Saloon Car Championship, Jeff Uren (Ford Zephyr) Sir Gawaine Baillie (Jaguar 3.4), Geoff Williamson (Austin A.40) and Chris Threlfall driving a Swedish 750 c.c. SAAB. All the production sports car boys will be there, from Sir Gawaine Baillie with his huge Chevrolet Corvette, right down to the tiny 700 c.c. Berkeleys, of which four have entered.

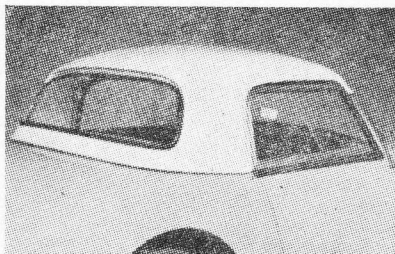
THERE will be no Formula 1 Aston Martins at Rheims for the French Grand Prix.

STIRLING MOSS will probably be driving the British Racing Partnership B.R.M. at Rheims.



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Autosport Souvenir Photographs

The AUTOSPORT souvenir sets of photographs depicting the Monaco Grand Prix and the Dutch Grand Prix are now available, price one guinea each.

MONACO GRAND PRIX, 10th May. This set consists of eight photographs (8in. x 6in.) including: Brabham (Cooper-Climax), the winner; Brooks (Ferrari) in action; Hill (Ferrari) passing Flockhart (B.R.M.) who has spun off the course; Trintignant (Cooper-Climax) and Schell (B.R.M.); Salvadori (Cooper-Maserati) followed by Allison (Ferrari) and Behra (Ferrari) and winner Brabham (Cooper-Climax) at Ste. Devote.

DUTCH GRAND PRIX, 31st May. This set consists of eight photographs (8in. x 6in.) including: Bonnier (B.R.M.) getting the chequered flag; Shelby in an Aston Martin; Behra (Ferrari) and Moss (Cooper-Climax); Hill (Lotus), Brooks (Ferrari) and Schell (B.R.M.) at the Pits Hairpin; the winner, Bonnier (B.R.M.) being chased by Moss (Cooper-Climax) with Ireland (Lotus) between them and Bonnier (B.R.M.) leading, followed by Gregory (Cooper-Climax), Brooks (Ferrari) and Schell (B.R.M.).

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LE MANS *Continued*

At 5.40 a.m. the powerful Porsche challenge ended with the withdrawal of the Bonnier/Von Trips and the Barth/Seidel cars. Shortly afterwards the de Beaufort car joined its brothers in the dead car park.

Lotus Index hopes went with the retirement of the Stacey/Greene "750" car. Graham Hill's 2½-litre car had been retired earlier, but the Elites of Border Reivers and Lumsden/Riley still circulated steadily. The M.G. "Twin-Cam" was also in the picture.

At 10 a.m., in brilliant sunshine, the Ferrari still led the two Astons—and also the Index. An hour later the position was unchanged. The red car was three laps in advance of Salvadori's machine and five laps ahead of that of Trintignant. Twenty-one cars remained in the race. Then the Ferrari stopped for water and suspected fuel pump trouble. Gendebien carried on, but the car did not sound too healthy.

The remaining Porsches, too, were retired, and the Lund/Escott M.G. stopped at Arnage with gearbox failure. Trintignant, in the third-place Aston, had a badly burnt foot, but bravely decided to carry on.

British hopes were high. The leading Ferrari sounded very sick and at 11.48 a.m. it stopped for good, leaving the two Aston Martins firmly in the lead.

With the Ferrari menace gone, the

Astons were slowed down, and now the D.B. Panhard of Cornet/Cotton took the lead on Index. At 12 noon the position was:

1. Salvadori/Shelby (Aston-M.) 274 laps
2. Trintignant/Frere (Aston-M.) 272 laps
3. Beurlys/Helde (Ferrari) 249 laps
4. Pilette/Arents (Ferrari G.T.) 248 laps
5. Grossman/Tavano (Fer. Cal.) 245 laps
6. Fayen/Munaron (Ferr. G.T.) 243 laps
7. Jopp/Stoop (TR3S) 235 laps

The Twin-Cam M.G. was finally abandoned at Arnage, and the surprisingly rapid Triumph went through with big-ends rattling.

After trying to keep going, it was finally withdrawn, having completed 265 laps—a fine effort!

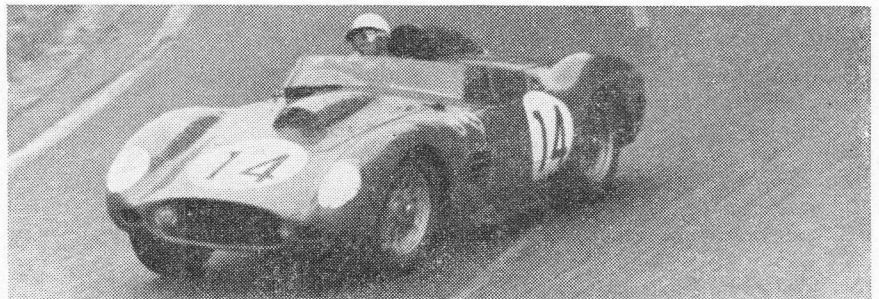
It now became a long wait for the leading Aston Martin. Everybody was rooting for an Aston Martin victory, particularly for Roy (le pin-up boy) Salvadori and Carroll (Tall Texan) Shelby. In the pits Stirling Moss was here, there and everywhere. That opening drive of his, with Jack Fairman, brought back memories of 1951, when the pair broke

up the opposition completely—would that Jaguar year now become an Aston triumph?

Trintignant decided to carry on although Henry Taylor had been ready to take over for some time. Petoulet was in the groove, and even if his feet were both burnt off, the first gentleman of motor-racing was going on.

The final three hours seemed like an age to Aston Martin. Everyone had their fingers crossed. Then 4 p.m. arrived, and David Brown had done it at last—a really decisive victory: one-two!

Sheer reliability gave the Rudd Racing Team's A.C.-Bristol first place in the 2-litre category, and both the green-painted Elites finished in the money. There were praises also for the private Ferrari 250 G.T.s, all of which had "done" the works machines. To Rene Bonnet went the Index—and no-one would begrudge him the honour. Anyway, it was Aston Martin's year, and from the motor-racing point of view the one thing that really counts is the Grand Prix d'Endurance.



NOT THIS TIME. Phil Hill swings the Ferrari through Tertre Rouge. The car was retired with four hours to go.

Knightsbridge offer

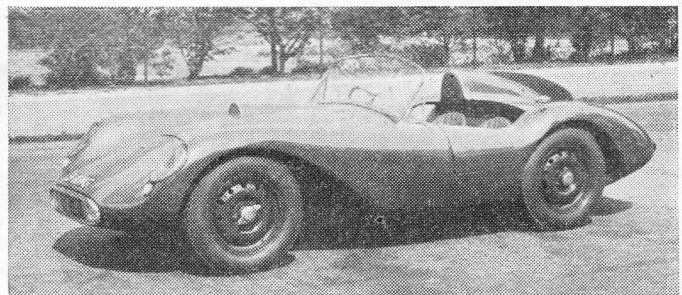
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1957 ALFA ROMEO Sprint Veloce. One owner, leather upholstery, radio, heater, etc. 18,000 miles.

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1954 100-4 31,000 miles, overdrive, heater, 4 new tyres, red/black leather. Perfect. £550. H.P. can be arranged.—Telephone: Cadnam 3313 (Southampton).

AUSTIN-HEALEY Downton Sprite, primrose with yellow upholstery, rev. counter, heater, washer, laminated screen, modified suspension, low mileage.—G. G. L. Thomas, 70 Cherry Grove, Sketty, Swansea. Tel.: 22740.

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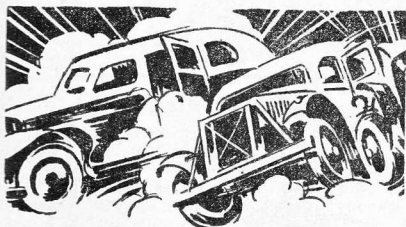
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£275 1947 1100 H.R.G. metallic blue, new tyres, in really excellent condition.—Mercury Motors, 824, Harrow Road, Wembley 6058.

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This car has been modified by Jaguars for production car racing, but has never been raced. It has the full 9.1 engine with lead/bronze bearings, special pistons, etc., and has only done 8,000 miles. It has a special Servais exhaust system, modified suspension, disc brakes, overdrive, wire wheels, Regency loose covers, new Turbospeed tyres, safety belts, towing bar including latest Motorola transistor radio. Sprayed in light metallic blue, and is in magnificent condition throughout. The car has been maintained regardless of cost, and is either a luxurious touring car or a potential race winning Production or Gran Turismo car and is offered **GUARANTEED** at £1,775.

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All Classified
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MUST reach this
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Monday June 29

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1956 M.G.M. Glacier blue/black; works recon. engine just fitted, yet to be run in; turbo discs etc. £699
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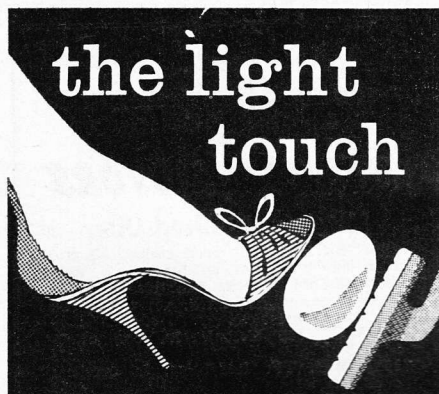
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Classified cont.—

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1958 TR3. This is really worth considering. It has only done 5,000 and like new. Overdrive, heater, tonneau, finished red with grey inside. A really beautiful car £850

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1958 TR3A. A very special TR, finished in primrose and black, with wire wheels, heater, lights, mirrors, etc. £865

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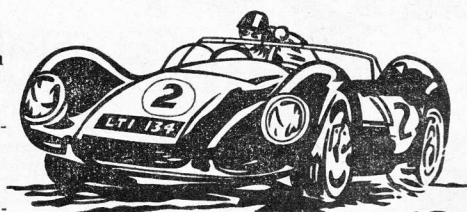
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1948 Allard Super Sports. Specially built for film director. Immaculate £285
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B—luggage rack	Q—tonneau cover
C—"C" type engine	R—radio
D—disc brakes	S—occasional seats
E—dual exhaust	T—hardtop
F—fog light	U—wire wheels
H—heater	X—Michelin X tyres
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M—Mods. (Alexander-Derrington, Mays, Willment)	2—two owners

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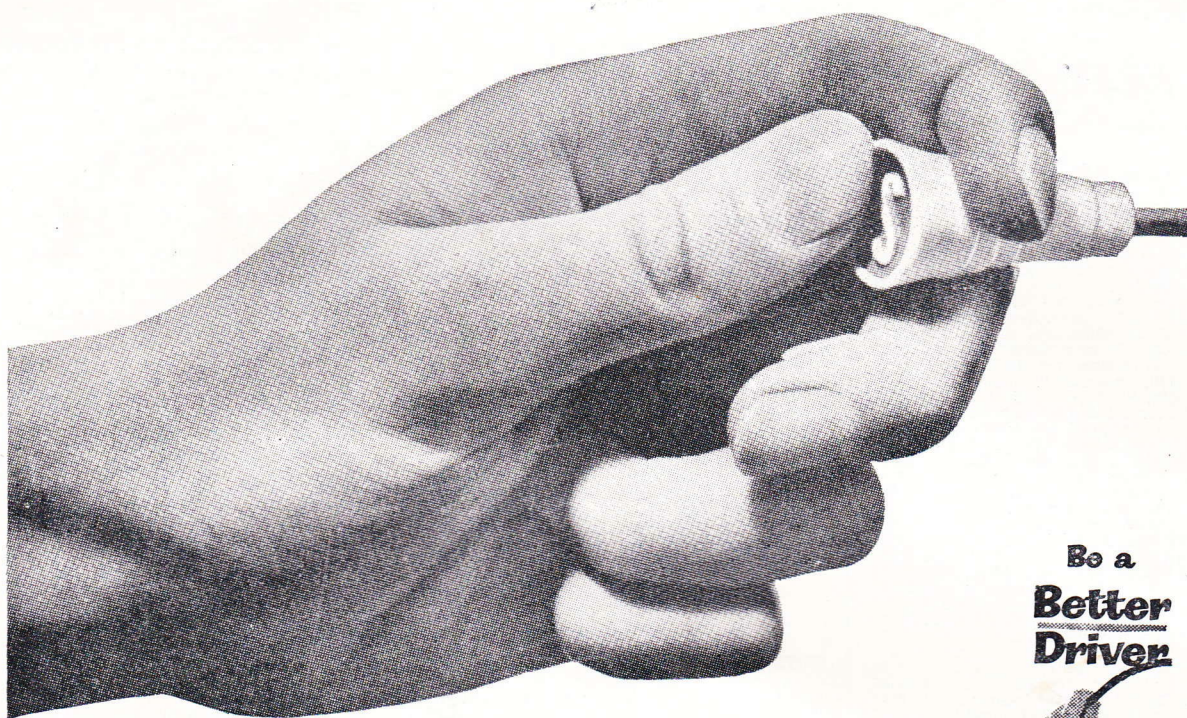
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