

AUTOSPORT

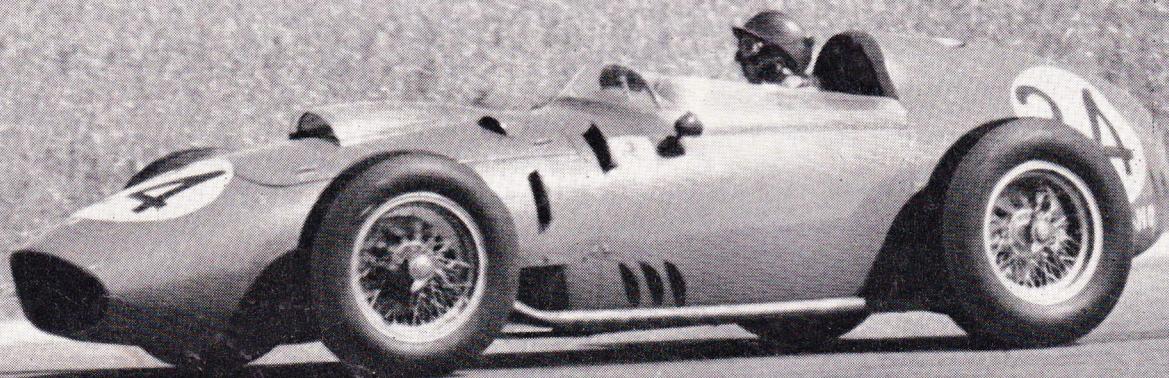
JULY 10, 1959

1/6

EVERY FRIDAY
Vol. 19 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE FRENCH AND EUROPEAN GRAND PRIX — FULL ILLUSTRATED REPORT
RACING AT OULTON PARK, BRANDS HATCH, MALLORY PARK, SILVERSTONE & GOODWOOD

GRAND PRIX D'EUROPE RHEIMS

won on **MINTEX**

1st. FERRARI

2nd. FERRARI

3rd. COOPER

also the lap record by B.R.M

(results subject to official confirmation)

*This is the 3rd Championship Grand Prix
of 1959 - all won by cars using MINTEX*

using
MINTEX
DISC BRAKE PADS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Managing Editor **GREGOR GRANT**

Assistant Editor **MARTYN WATKINS**

Technical Editor **JOHN V. BOLSTER** Art Editor **THEO PAGE**

Northern Editor **FRANCIS N. PENN**

CORRESPONDENTS

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

PHOTOGRAPHIC SECTION

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

CONTENTS

	Page
Sports News	35
Plymouth M.C.'s Plymouth National Rally	37
B.A.R.C. Goodwood Race Meeting	39
B.R.S.C.C. Mallory Park Race Meeting	41
The 1959 Alpine Rally by John Gott	42
750 M.C., Club Lotus, and 250 M.R.Cs Brands Hatch Race Meeting	43
The 1959 Grand Prix d'Europe	46
V.S.C.C. Seaman Trophy Race Meeting	52
Club News	56
M.C.C. Silverstone Race Meeting	58

Published Every Friday by AUTOSPORT

159 Praed Street, London, W.2

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

General Manager **PETER BAYLEY**

Advertisement Manager **NORMAN H. BIGSBY**

Annual Subscription **£4 9s. 0d.**

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

CHAMPIONSHIP PROSPECTS

SELDOM, if ever, in the history of motor-racing can the two main championships have been so closely fought at this stage—halfway through the season. In the Sports Car Constructors' Championship only three points separate the three leaders, Ferrari heading the table with 18 points. In second place, Aston Martin is only two points behind and but one point ahead of Porsche, third. Competition is very nearly as keen in the Drivers' Championship. Here Jack Brabham still leads, with a total of 19 points drawn from first-class performances with his works Cooper-Climax at Monaco, Zandvoort and Rheims. In second place comes Tony Brooks, his Rheims win having increased his score to 14 points. The American Phil Hill—possibly one of the best discoveries of the past couple of years and amply justifying his place in the Ferrari team—is third with nine points—just one point ahead of Joakim Bonnier who scored eight with his Zandvoort win on the B.R.M. Closest battle of all will clearly be for the Sports Car Championship, for which only one event remains—our own Tourist Trophy race to be held at Goodwood in September. It is certain that full works teams from all three major contestants will take part in this, but whether the Championship goes to Maranello, Stuttgart or Feltham will be undecided until the end of the race. The Drivers' Championship is still reasonably open, however, in spite of the closeness of the competition at present. There remain six *Grandes Epreuves*, and Stirling Moss, at present credited with only two points, can still achieve his life's ambition on six best performances. On the position as it stands at present, however, it is almost equally probable that it will go to Tony Brooks, Jack Brabham—driving better this season than he has ever done before—or Phil Hill, for whom the late Mike Hawthorn forecast Championship success. On the Rheims showing, Ferraris would seem to have the advantage on sheer speed, and this is likely to be a deciding factor at this year's German Grand Prix to be held at the Avus circuit. There is, of course, still some doubt about the qualification of the Casablanca race, but if this should not be included in the list of Championship events, its place will be taken by the Grand Prix of the U.S.A. to be held at Sebring in December. This race will attract enormous interest, for it will be America's first-ever Formula 1 World Championship race and, in all probability, may well decide the destination of this year's honours, as did the Moroccan race in 1958. Whatever the outcome of the Championships, it is undoubtedly a most cheering thought that British cars and drivers are likely winners.

OUR COVER PICTURE

MAN OF THE DAY. Tony Brooks swings the winning Ferrari through one of the very fast bends at Rheims, as he rushes on to victory. Scuderia Ferrari are now really on form and with drivers of the calibre of Brooks, Hill, Behra, Gurney, Allison and Gendebien at his command, Enzo Ferrari will undoubtedly give Coopers a hard fight for the F.I. Constructors Championship.

When the pace gets hotter...

K.L.G.

CONTINENTAL TOURING PLUG KITS...

The sparking plugs normally recommended for British road conditions may not be the best for the harder, hotter work your continental tour will bring. Why not be sure? Why not fit a new set of K.L.G. plugs from the K.L.G. Continental Touring Kit recommended for your car? Their remarkably wide temperature tolerance keeps these K.L.G. plugs sparking merrily on those long, fast trips down sun-baked roads. And every K.L.G. Continental Touring Plug Kit contains a p.v.c. windscreen-sticker showing metric conversion tables of gallon/litre equivalents, tyre pressures in kilogrammes per square centimetre, and the like. Write for fully descriptive leaflet.

...AND K.L.G.

SUPER SPORTS PLUGS

Whether you are merely a hard driver of a normal production car or have gone in for a bit of home tuning or for a full-scale conversion kit, to get the best possible performance from your engine you want a set of K.L.G. Super Sports plugs. These are plugs of exceptionally wide temperature tolerance: you can select hard (high heat-value) plugs that won't overheat however hard you drive, and still be confident that they won't oil up on shopping expeditions or when thick traffic keeps your speed down. Write for K.L.G. Super Sports Plug leaflet (tell us what your engine is, and how it has been tuned, if at all).



K.L.G.

the proved
performance
plug

SMITHS

MOTOR ACCESSORY DIVISION • K.L.G. Sales Dept., Oxgate Lane, London, N.W.2

SPORTS NEWS

AUTOSPORT CHAMPIONSHIP

Revised Placings

EXAMINATION of the timekeepers' sheets from the Maidstone and Mid-Kent meeting at Silverstone on May 9th and the Whit Monday meeting at Mallory Park has shown that, in each case, there were less than five starters in Class B. It has, therefore, unfortunately been necessary to revise the marking for competitors in this class in accordance with Article 22 of the regulations, which states that half the normal points are scored in these circumstances.

The total scores after five rounds are as follows:

Posn.	Driver	Class	Points
1.	J. H. Gaston	A	30*
2.	J. P. Fergusson	C	29*
3.	F. R. Gerard	A	28
4.	J. R. Stoop	D	24*
5.	M. Wayne	C	23
6.	W. E. Needham	C	20
	J. G. Tallis	D	20
	E. R. Protheroe	E	20*
9.	J. H. D. Whitmore	B	19*
10.	B. A. M. Gilbert	A	17
	Sir Gawaine Baillie	E	17
12.	E. J. B. Mitchell	D	16
13.	J. McKechnie	D	15
	J. G. Sears	E	15
15.	R. A. V. Staples	D	14
16.	K. W. McKenzie	A	13
	A. G. W. Belcher	D	13
18.	G. Baird	C	12
19.	A. J. Nurse	A	9
	J. I. Goddard-Watts	A	9
21.	R. M. Shepherd-Barron	B	8
	J. Clark	B	8
	R. Vincent	B	8
	C. Meek	C	8
	C. R. Hanson	E	8
26.	I. L. Taylor	D & C	7
	A. Lanfranchi	D & E	7
28.	A. C. James	C	6
	P. H. Sutcliffe	D	6
30.	A. McKechnie	A	5
	K. P. Tomei	A	5
32.	C. P. Tooley	A	4
	J. Lawry	B	4
	Mrs. Cherry Crisp	B	4
	T. Entwistle	C	4
	M. C. Bowling	E	4
	N. Green	E	4
38.	C. R. Wood	A	3
39.	M. H. Clare	A	2
	D. G. Dixon	C	2

*denotes Class leader.

VISITOR'S SET-BACK

THE Aberdeen and District M.C. race meeting at Edzell provided a major setback for the hopes and ambitions of a club whose activities take place some six thousand miles away from the Scottish circuit.

The Southern Rhodesian Motor Racing Club decided, at the beginning of this season, that they would send one of their members to the U.K. to drive in British and European events. They chose Jimmy Shield, a Salisbury garage proprietor who holds many circuit records with his ex-Bob Gerard E.R.A. and who has for several years been one of Africa's most consistently successful drivers. A sum of money was raised by subscription among the club's members and Jimmy arrived in this country a few weeks ago with instructions to get cracking and win races. A disappointment over a proposed works drive made it necessary for Jimmy to buy his own car, so he duly acquired a F.2 Cooper-Climax and painted it in his club's colours. His first outing in this car was at Snetterton a couple of weeks ago where he felt his way and generally familiarised



SEBRING AT LE MANS; Alec and Mary Ulmann display one of their posters outside the "Sebring" pit at Le Mans. Plans are well in hand for the U.S.A.'s first World Championship F.1 race at Sebring next December.

himself with the car, which he found very different from his E.R.A. Next time out was at Edzell and he drove his transporter up from Cambridge, a distance of over 500 miles. After a few quick practice laps a fatigued big-end bolt fractured and the engine threw a con rod, damaging the cylinder block, head and crankshaft.

This has put a temporary stop to his activities but the green and white car will be seen on the circuits in a few weeks, good as new and carrying with it the hopes of hundreds of Rhodesian enthusiasts.

AUSTRIAN SEMPERIT RALLYE

A COMPARATIVELY new but a very interesting event in Austrian motorsport is the Semperit Rallye, run annually in the last week of May. It covers 1,000 miles and passes the most picturesque Austrian countryside.

This year, contrary to both previous events, the Rallye started in Vienna and finished in Bregenz, on Bodensee. Nearly 90 cars started, among them 11 representing West Germany, Switzerland and East Germany, but only 68 finished the Rallye, after 36 hours, in Bregenz. There were three hill-climb and two acceleration tests but the most difficult parts of the Rallye were three Alpine passes to cover with a high average speed of 35-45 m.p.h.

Only two British cars started, an M.G.A. "Twin-Cam" and an Austin-Healey Sprite, which finished second in its category.

An amazing performance was put up by the new Russian Moskvitch 407, which because it is not homologated by the F.I.A. went in the sports car class with Porsches and finished third.

A NATIONAL contest has been arranged to find a British Champion of Scalextric model motor racing. Heats have been arranged in Glasgow, Newcastle, Manchester, Birmingham, Bristol and London and further information and regs. may be had from Charles

Baxter, P.R.O., Lines Bros, Ltd., Merton, London, S.W.19.

A UNIQUE cricket match to be held in aid of the Mike Hawthorn Memorial Fund will be contested at Goodwood on 12th July between a B.A.R.C. team and the Duke of Richmond and Gordon's XI. Although perhaps more at home in crash hat and goggles, Tony Brooks, John Cooper, Ron Flockhart, Carroll Shelby, Count Stephen Ouvaroff and Donald Campbell will don pads and gloves and, aided by Denis Compton, Colin Cowdrey, Bill Edrich, Godfrey Evans and Keith Miller, should give a good account of themselves. The match will start at noon on the grounds in front of Goodwood House where there will be room for at least 1,000 cars around the wicket. Car parking charges and proceeds from the sale of score cards will go to the Mike Hawthorn Memorial Fund, which aims at setting up a youth and sports centre at Farnham, where Mike had his home.

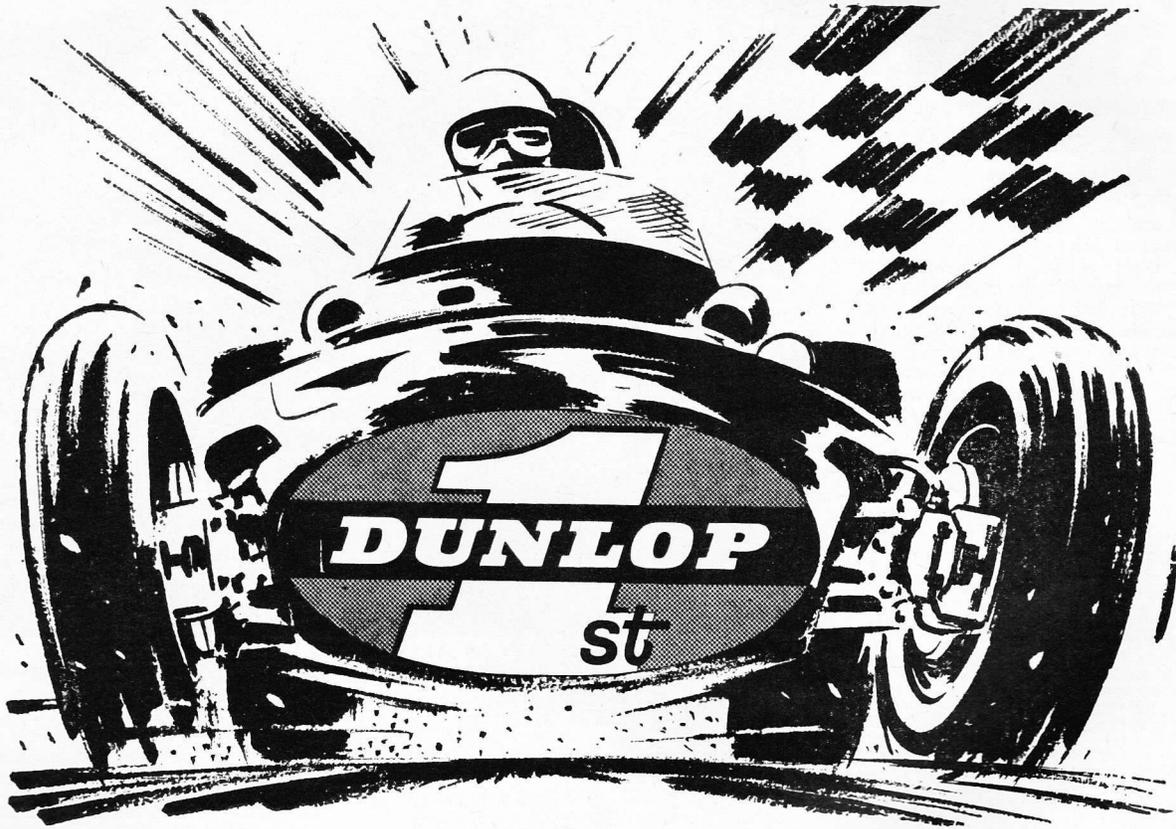
DRIVERS interested in forming a Fiat 1100 team for the Six-hour Relay Race should get in touch with W. H. Ellis, 10 Harley Court, High Road, London, N.20.

THE Liège-Rome-Liège "Marathon de la Route" will be held on 2nd-6th September. Regulations may be had from the Royal Motor Union, 38 Boulevard de la Sauveniere, Liège, Belgium, with which body entries must be lodged by 19th August.

BOB THORNTON has bought a new Elva Formula Junior car which is now being prepared by Paddy Gaston and will be driven by Peter Pilsworth during the rest of the season.

"G.P. of Gibraltar"

HI-FI fans will be delighted to learn that Motortune, Ltd., Jay Mews, Kensington Gore, S.W.7, have obtained a further supply of Peter Ustinov's superb record "The Grand Prix of Gibraltar". The discs cost 50s. each.



MONACO GRAND PRIX 1st, *2nd, 3rd
 DUTCH GRAND PRIX *1st, 2nd, 3rd

and now

EUROPEAN GRAND PRIX

* **1st**

* **2nd & 3rd**

(Subject to official confirmation)

DUNLOP
TYRES

*ALSO FITTED WITH DUNLOP DISC BRAKES

PLYMOUTH HOE! The winning A40 driven by P. McNaughtan and navigated by M. Britton, are seen here during a driving test at Plymouth Hoe.

WEATHER ranging from dense fog, through rain to brilliant sunshine; roads of all classes from first-rate high-ways to trials-type hills; tight sections and fairly easy sections all superbly organised and marshalled made the Plymouth a most testing and enjoyable rally.

From starts at Plymouth, Birmingham, Bristol, Southampton and London all competitors had a straight run-in to Haldon, the gathering point and first major control. I travelled from London in a modified A35 driven by Louis de Meza and navigated by Dennis Pratt. Apart from some dense fog between Yarcombe and Honiton the run-in was uneventful, despite the best efforts of a homicidal non-competitor in a Riley Pathfinder. The sight of a rally number plate seemed to excite this gentleman in some way and make him determined to "carve-up" the little Austin in the face of heavy oncoming traffic.



EXCELLENT PLYMOUTH RALLY

P. W. McNaughtan/M. P. W. Britton (A40)

Win Superbly Organised Event

After a brief stop at Haldon to refresh cars and crews the rally proper began with the North Section, which required the 119 competitors to cover 120 miles at an average speed of 30 m.p.h. while going through 21 time controls. I embarked on this section (and the remainder) of the rally in a brand new Renault Dauphine-Gordini owned and driven by Lloyd Roberts and navigated by John Rogers. From Haldon the route led us up to Crediton, sweeping north-west to South Molton; across North Devon to Torrington and south to a second major control at the Ace of Clubs roadhouse at Lewdown. This was a fairly stiff section and required quick and accurate plotting on the part of the navigator and didn't give the driver any time to hang around either. Some of the sections between time controls were only of four or six minutes duration, which, when they had to be covered at a 30 m.p.h. average, including plotting from six-figure map references, made speed and accuracy prime essentials. It was on this section that it really became apparent that the Plymouth was going to be tough. For three weeks prior to the rally there had been little or no rain, followed by a two day deluge. A liberal layer of dust on the roads had turned to treacherous greasy mud which made the tortuous West Country lanes as slippery as a banana skin. It was also on this section that the Renault proved its worth. The wonderful Dauphine roadholding was supplemented by the extra power and the four-speed gearbox which Amédée Gordini has given it and the little car simply romped along the tight bends—a feature of the narrow West Country lanes—never causing a moment's anxiety despite the towering dry stone dykes rising sheer from the roadside. "Robbie" was never in any

doubt as to the severity or direction of each approaching corner, thanks to John's skill in "talking him along the road" and he took each bend with controlled precision, often guiding the car as much with "The Sorcerer's" extra power as with the steering wheel.

Despite these impressive displays of skill we somehow lost quite a lot of marks on the section and all praise must go to P. W. McNaughtan/M. P. W. Britton (A40); B. Harper/R. Crellin (Morgan); R. N. Richards/G. C. Davies (Wolseley); G. D. Grimshaw/ H. Beighton (TR2); J. B. Bullough and D. Seigle-Morris/V. Elford (TR3) who managed to finish the section with clean sheets. A certain amount of alarm and despondency was caused on this section by a large and extremely dirty pig which "hogged" the centre of the road and balked most of the competitors at one time or another.

After a coffee stop at the Ace of Spades, the Eastern Section got under way. This was another circular route, concentric with the Northern Section and centred on the northern fringes of Dartmoor. These 80 miles were even tougher than the preceding 120 and at one stage no less than four maps were required to travel a comparatively short distance between two controls. At the end only one crew—McNaughtan/Britton, the eventual winners—retained their clean sheet. A point about this section was that the later starters, from the London start, had to traverse it in daylight. This put them at a distinct disadvantage and perhaps accounted for the fact that none of them finished on the prize list. It is hard to exaggerate the danger of travelling along the narrow and winding West Country lanes in the daylight—the lanes themselves, with their dyke-like verges, leave no margin for

error—and the absence of beams warning of approaching headlights—make the whole business a bit tricky and the use of the horn essential. In fact most of the London competitors thought that this section (despite the fact that the required average speed was progressively lowered to 20 m.p.h.) wasn't a very clever piece of route-timing and the number of damaged cars seen at the finish would seem to back up their contention.

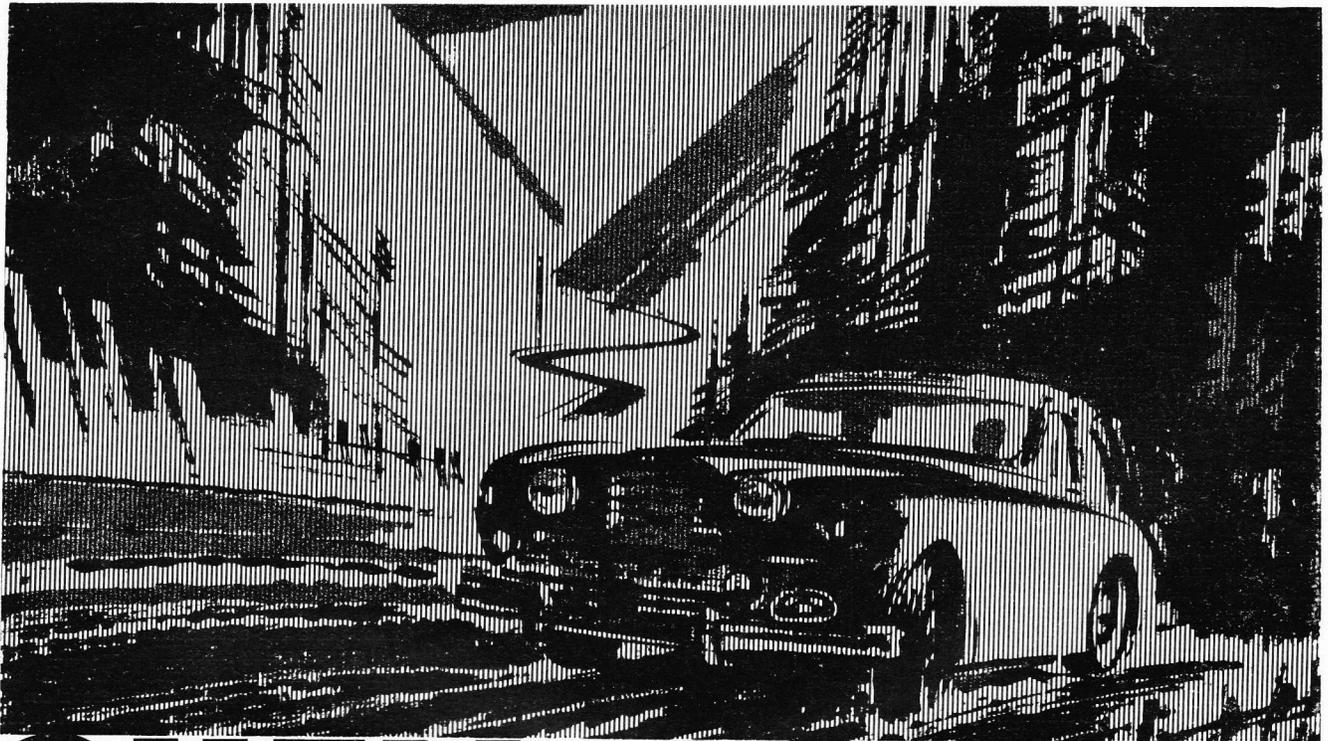
After a much-needed breakfast stop at the Manor House Hotel, there was a more or less straight run-in to Plymouth, with a series of driving tests *en route* to keep the drivers happy, while an excellent route card gave the navigators a respite from their night's work. During the afternoon there were more tests on Plymouth Hoe, followed, in the evening, by a reception in the Plymouth Art Gallery where the Lord Mayor and the Lady Mayoress (Councillor and Mrs. P. N. Washbourn) entertained the competitors and the Lady Mayoress distributed the prizes.

The Plymouth M.C. have reason to be proud of their rally and of the slick organisation and excellent marshalling which did much to make it a success. Seventy members turned out to man the great majority of the checks and controls and every one of them did everything possible to be helpful and courteous to crews visiting their stations. Perhaps some criticism might be justifiably levelled at the Eastern Section but, apart from that, none of the competitors had anything but praise for this first class event.

MICHAEL DURNIN.

ROOTES SERVICE VAN

TO service cars entered by the Rootes Group in international rallies a special van, based on a Commer 5-ton petrol-engined chassis, has been put into service. The van is fully equipped as a mobile workshop and is fitted with a winch to enable cars to be hauled into it on ramps. There is special provision for carrying up to 30 wheels and tyres.



SHELL AGAIN!

ALPINE RALLY

1st RENAULT DAUPHINE

P. Condriller G. Robin

3rd SUNBEAM RAPIER

*P. B. Hopkirk J. Scott

5th FORD ZEPHYR

* P. Riley
A. Pitts

6th SUNBEAM RAPIER

* P. Jopp
L. Leston

7th FORD ZEPHYR

* T. C. Harrison
J. Harrison

8th FORD ZEPHYR

* E. Harrison
J. W. Fleetwood

9th TRIUMPH HERALD

* T. Lewis
A. Nash

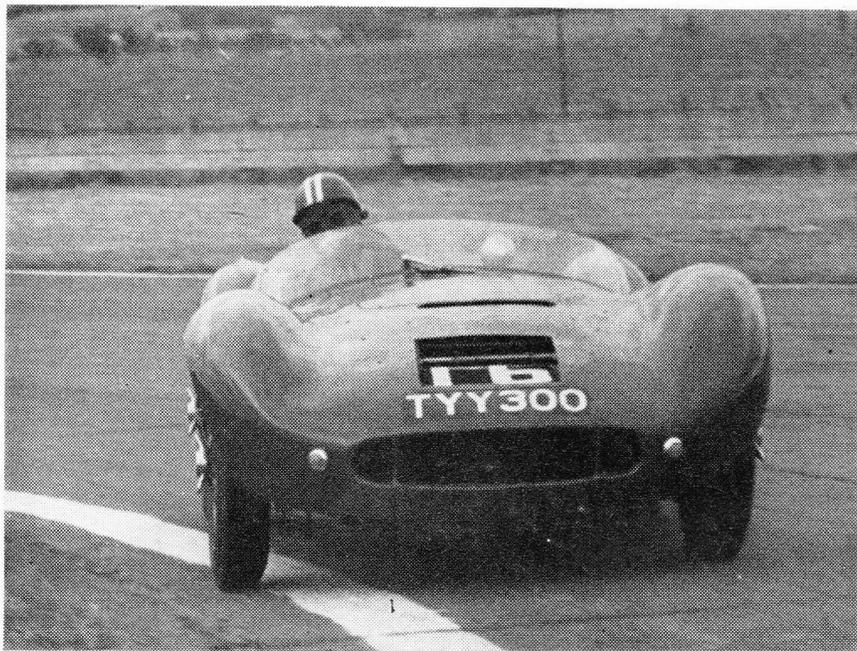
All gained Coupes des Alpes, also 5 class wins.
Subject to official confirmation.

All using Shell with I.C.A.

* Also using Shell X-100 Motor Oil.



YOU CAN BE SURE OF



THE B.A.R.C.'s 36th Members Meeting was held under threatening skies on 27th June. The rains held off until the meeting was over and if the races weren't madly exciting from the spectator's point of view at least the drivers enjoyed themselves, which is what matters, and there were no accidents.

Race One proved to be a win for J. F. Westcott (Lotus) who led for the entire 10 laps, but at the end he was only one second ahead of R. C. Kerrison (Lotus). Third and fourth for the entire distance were G. K. Lambert and Bill de Selincourt (Lotuses). On the second lap R. Campbell-Jones (Lotus) spun off at St. Mary's, only to do the same thing two laps later at Lavant. For these excursions he was black-agg'd.

The five-lap handicap race that followed had a splendid field facing the starter, from XK150s down to Morris Minors.

First to cross the line was R. R. Bryant in his A35. He was followed home by J. M. Noble (A40) and Don Wagner in the South African G.S.M.-Dart, this time fitted with a very pretty hard-top. Fourth was C. B. Wilkinson (Minor) and fifth J. Turner in R. M. Ballamy's indecently fast L.M.B.-Ford, which has earned itself a very fine reputation at Goodwood—and elsewhere.

Next we had a 10-lap marque race which was won with ease by Chris Lawrence in his very fast and very well driven Morgan Plus Four. Second all the way was Sid Hurrell (TR3). He was challenged in the early stages by Bill de Selincourt but on lap six Bill overdid it at Woodcote when trying to pass Sid, spun off and retired, leaving Alan Foster in third spot in one of Dick Jacobs' M.G.A.s. Fourth was P. G. Fletcher in another M.G.A. and fifth J. C. Quick (TR2).

Event Four was a five-lapper for cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v. Here Jon Derisley (Lotus-Ford) saw off a liberal sprinkling of Sprites to win by 15 sec. Derisley made a superb start from the back row, was first into Madgwick and proceeded to show a clean pair of heels to everyone else. Nearest these said heels at the end was H. W.

36th B.A.R.C. GOODWOOD MEMBERS MEETING

C. J. Lawrence (Morgan) Wins Marque Race

G. Ewles (Sprite). He was followed by F. W. Marriott in a similar car. C. McLaren had the misfortune to lose the bonnet of his Sprite at Fordwater on lap two.

S. G. Young in his very fast Parson won the next event after a very exciting dice, taking the lead on the last lap.

FASTEST LAP of the day and a win in Event Five went to S. G. Young in the very fast Parson.

J. F. Westcott (Lotus) led for the first four laps with Young getting closer and closer until he finally went through to win by two secs. Westcott was second, some distance ahead of R. C. Kerrison (Lotus).

A five-lap handicap followed and provided a convincing win for R. Levett in his incredibly fast Scorpion, the rather upright appearance of which obviously deceived the handicappers, for it won easily from Lord Strathcarron (Sprite) and J. Menzies (Austin-Healey 100).

The penultimate event was another five-lap handicap race, and was won by B. P. W. Playford (Playford-M.G.). He led from start to finish and was followed all the way by H. P. K. Dibley (Acoca). Third, after a splendid drive from scratch was S. G. Young in the Parson; one more lap and he might well have won the race.

The final race of the day was another five-lap handicap, this one being won convincingly by J. C. Quick (TR2). Lying eighth on the first lap, he rapidly

went through the field to take first spot on lap four, finally crossing the line 4.2 sec. ahead of C. W. Andrews (A.H. 100/6) who just scrapped home .2 sec. in front of J. P. Williams (Elite) who drove splendidly from the back of the grid.

CHRISTOPHER NIXON.

RESULTS

Event One. 10-Lap Scratch Race (A) (for non-supercharged cars up to 1,100 c.c.): 1, J. F. Westcott (Lotus-Climax), 84.34 m.p.h.; 2, R. C. Kerrison (Lotus-Climax); 3, G. K. Lambert (Lotus-Climax). **Fastest lap:** Westcott, 85.88 m.p.h.

Event Two. 5-Lap Handicap Race (A) (for closed cars): 1, R. R. Bryant (Austin A35), 66.75 m.p.h.; 2, J. M. Noble (Austin A40); 3, D. Wagner (G.S.M. Dart). **Fastest lap:** Miss Rosemary Massey (XK 150), 72.97 m.p.h.

Event Three. 10-Lap Marque Scratch Race (Le Mans-type start): 1, C. J. Lawrence (Morgan TR3), 77.92 m.p.h.; 2, S. A. Hurrell (Triumph TR3); 3, A. T. Foster (M.G.A. Twin-Cam). **Fastest lap:** S. A. Hurrell, 80.90 m.p.h.

Event Four. 5-Lap Scratch Race (B) (for non-supercharged cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.): 1, J. A. Derisley (Lotus Ford), 71.67 m.p.h.; 2, H. W. G. Ewles (Austin-Healey

Sprite); 3, F. W. Marriott (Austin-Healey Sprite). **Fastest lap:** Derisley, 73.10 m.p.h.

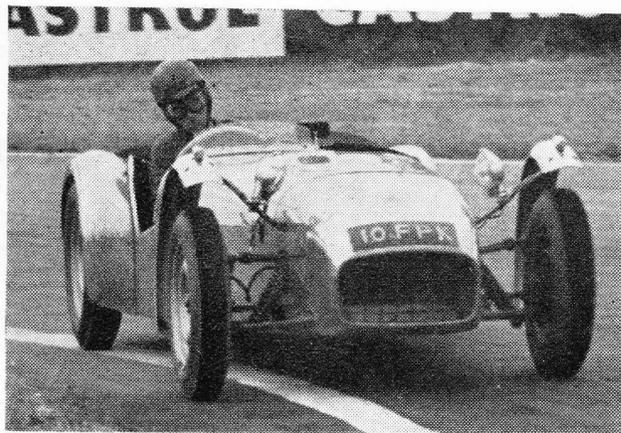
Event Five. 5-Lap Scratch Race (C) (for non-supercharged cars up to 1,500 c.c.): 1, S. G. Young (Parson), 83.59 m.p.h.; 2, J. F. Westcott (Lotus-Climax); 3, R. C. Kerrison (Lotus-Climax). **Fastest lap:** Young, 85.88 m.p.h.

Event Six. 5-Lap Handicap Race (B): 1, R. Levett (Scorpion), 71.01 m.p.h.; 2, Lord Strathcarron (Austin-Healey Sprite); 3, J. Menzies (Austin-Healey 100). **Fastest lap:** Menzies, 74.23 m.p.h.

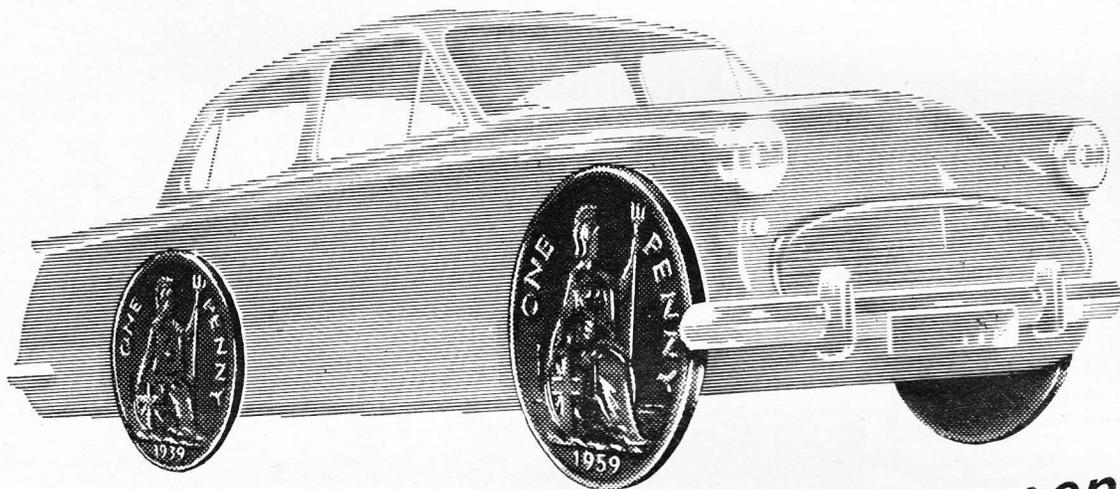
Event Seven. 5-Lap Handicap Race (C): 1, B. P. W. Playford (Playford M.G.), 73.30 m.p.h.; 2, H. P. K. Dibley (A.C. Acoca); 3, S. G. Young (Parson). **Fastest lap:** Young, 86.40 m.p.h.

Event Eight. 5-Lap Handicap Race (D): 1, J. C. Quick (Triumph TR2), 74.97 m.p.h.; 2, C. W. Andrews (Austin-Healey 100/6); 3, J. P. Williams (Lotus Elite). **Fastest lap:** Williams, 79.27 m.p.h.

EASY WINNER of Event Four was Jon Derisley, seen here at Woodcote in his Lotus-Ford.



Higher Mileage



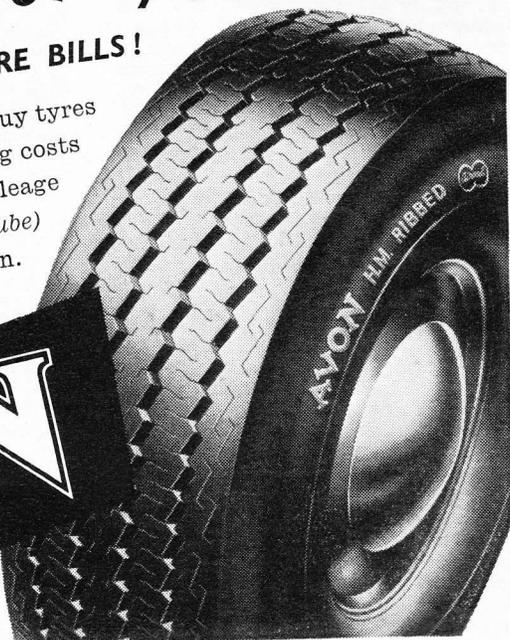
means more miles for every penny

— AND POUNDS OFF YOUR TYRE BILLS!

Change to AVON H.M.'s when you next buy tyres and you'll start right away saving on running costs through the trouble-free higher mileage they give. Regular or Airseal (needs no tube) in Ribbed or Centre Grip pattern.

AVON

H·M



THROUGH THE ESSES in the F2 race go the Coopers of Tony Marsh, Tim Parnell and Henry Taylor—almost the order in which they finished, victory finally going to Parnell.

THE British Racing & Sports Car Club produced, on Sunday, 28th June, one of the finest programmes for any race meeting yet to be held at Mallory Park.

For quantity and quality, the entry excelled, over a hundred and fifty cars facing the starter. With "name" drivers who included Roy Salvadori, Graham Hill, Marsh, Parnell, etc., it was a "crying shame" that the weather Gods did not play ball, as heavy rain marred the latter half of the meeting, curtailing the expected record speeds.

Starting to time with a 500 c.c. racing car fifteen lapper, this produced a great battle between Don Parker, who led for two laps and Tom Bridger who then took over, stayed put and won by ten seconds. Jack Pitcher, in third place, hung on to Parker like a leech, to pass down the Devils Elbow (now neatly sandbagged)



Finest Yet at Mallory Park

Tim Parnell (Cooper) Wins F2 Race—Graham Hill Victorious with 2½ litre Lotus

on the last lap to take second spot by a matter of feet only. In the background, a further battle royal was "on" between P. Robinson, G. Gartside Jnr. and A. J. Newton. All were mounted on a variety of Cooper extractions!

A race for touring cars over 1,300 c.c. was over a similar distance, but subdivided into classes. Taking the race as a whole, it was an easy win for Sir Gawaine Baillie, whose 3.4 Jaguar was just too fast for Peter Blond's 2.4 of similar ilk. These two drew away from the rest of the field to finish some thirty seconds ahead of the third man, M. J. Kingham (Ford Zephyr). In the smaller class, W. B. Blydenstein's Borgward Isabella was just too quick for P. J. Pilsworth and A. Hutcheson on Riley 1.5s. The latter was unfortunate to retire on the penultimate lap after a fine drive.

Next came a twenty-lap affair for sports racing cars up to 1,200 c.c. which looked a piece of cake for Graham Hill on a works 1,100 c.c. Lotus. Not a bit of it! For the first three laps it was Ian Raby (Cooper), P. J. Arundell (Lotus) and M. B. McKee (Elva). On lap four, Arundell took a lead he was never to lose, winning by under a second from McKee who in turn had fought it out, wheel to wheel, with Raby over the whole distance. Graham Hill, lying fourth, nipped past Raby at Shaws on the last lap when the latter went wide. A grand scrap all the way. In this race Shaws was the scene of a rather spectacular incident, when Chris Threlfall's Tojeiro went "straight on". It mounted the barrels and hit, head on, a rather stout post on the site of the old photographers' stand, making a marshal leap for life in the process!

Next event was for Formula 2 cars over a distance of thirty laps and again the odds appeared to be on Graham Hill with another works car! For the first six laps it was Tony Marsh from Henry Taylor and Tim Parnell, all on Coopers. Next came a bunch which included Whitehouse, Hill, Parkes (Fry) and Greene. Lap seven, Marsh still led but Parnell had

passed Taylor and on lap eight he took Marsh to lead. Lap twelve and Hill, with a sick car, was out, which left Whitehouse and Parkes to battle out fourth spot. So they finished with Tim Parnell a grand winner by two seconds!

Next on the scene were the big sports cars over twenty laps and the long awaited battle between Graham Hill with the very fast 2½ litre Lotus and Roy Salvadori with the Coombs Cooper-Maserati. Unfortunately, this was not to be, as in practice the latter car broke its chassis. So to keep faith, Coombs substituted a Cooper-Climax. As now expected, the very fast Lotus romped home in heavy rain, to win by over thirty seconds from Peter Mould's well driven Lister-Jaguar. P. B. White (Lotus) was third and Roy Salvadori, whose car sounded sick, fourth.

Last race was for touring cars up to 1,300 c.c. over ten laps in which eight A35s and a trio of A40s did battle with one S.A.A.B. and a ditto Dauphine. According to the "Aficionados" Doc Shepherd's A40 would walk it! Not quite, he was a good second to Len Adams's very fast Team Speedwell A35 which won by three seconds, the little car going like a bomb! The S.A.A.B. ably driven by Chris Threlfall was a good third some ten seconds in arrears.

In all it was a grand meeting with spot on organisation. Bad weather kept the big crowds away, but with such a long programme perhaps an eleven o'clock start would have been more beneficial!

FRANCIS PENN.

RESULTS

Event One. Racing Cars up to 500 c.c.: 1, T. Bridger (Cooper), 81.74 m.p.h.; 2, J. Pitcher (Beart-Cooper); 3, D. Parker (Cooper). **Fastest lap:** Bridger, 83.79 m.p.h.

Event Three. Touring Cars over 1,300 c.c.—Overall Winner: Sir G. Baillie (Jaguar 3.4), 73.01 m.p.h. **Class Results—1,301 c.c. to 1,600 c.c.:** 1, W. B. Blydenstein (Borgward Isabella TS), 67.27 m.p.h.; 2, P. J. Pilsworth (Riley 1.5); 3, H. Brierley (Sunbeam Rapier). **Fastest lap:** Pilsworth, 69.63 m.p.h. **1,601 c.c. to 2,600 c.c.:** 1, P. Blond (Jaguar 2.4), 71.26 m.p.h.; 2, M. J. Kingham (Ford Zephyr); 3, G. K. Farmer (Ford Zephyr). **Fastest lap:** Blond, 72.75 m.p.h. **Over**

2,600 c.c.: Sir G. Baillie (Jaguar 3.4). **Fastest lap:** Baillie, 75.23 m.p.h.

Event Four. Sports Cars up to 1,200 c.c.: 1, P. J. Arundell (Lotus), 82.12 m.p.h.; 2, M. B. McKee (Elva); 3, G. Hill (Lotus). **Fastest lap:** Arundell, 84.37 m.p.h.

Event Five. Formula II Race: 1, R. H. H. Parnell (Cooper), 84.65 m.p.h.; 2, A. E. Marsh (Cooper); 3, H. C. Taylor (Cooper). **Fastest lap:** Marsh, 88.36 m.p.h.

Event Seven. Sports Cars over 1,200 c.c.: 1, G. Hill (Lotus-Climax), 72.44 m.p.h.; 2, P. Mould (Lister-Jaguar); 3, R. B. White (Lotus-Climax). **Fastest lap:** Hill 74.09 m.p.h.

Event Eight. Touring Cars up to 1,300 c.c.: 1, L. Adams (Austin A35), 67.09 m.p.h.; 2, G. C. Shepherd (Austin A40); 3, C. H. Threlfall (S.A.A.B.). **Fastest lap:** Adams, 68.64 m.p.h.

THE fifth round in the Autosport Championship took place at the same meeting. The entry was again accommodated in three separate twenty-lap races, the first for Class A, the second for Classes B and C and the third for Classes D and E.

The Class A event was, as usual, an exciting race with a good field, in which Bob Gerard once more demonstrated the speed of his Turner and his knowledge of the circuit by winning at the handsome average of 72.51 m.p.h. As the field streamed out round the course on the opening lap, Paddy Gaston was in the lead with Bob in fourth place. On the run up to Shaw's corner Bob nipped past Ken McKenzie and Barry Gilbert and then cleverly took Paddy on the inside of the hairpin to lead across the line first time round. On the next lap Paddy Gaston, who was not entirely happy about the suspension on his Sprite, lost it at the hairpin and restarted last but one. He then tore through the field in the most determined manner, reaching fourth place by lap 5 and getting ahead of the wheel-to-wheel McKenzie/Gilbert battle, which was wonderful value, at Shaw's on lap 8 to set off in hot pursuit of the flying Gerard; in the course of this recovery he set the fastest lap. R. A. Jameson lost his Berkeley at Gerard's bend and ruined his chances but Jon Goddard-Watts in the other Berkeley arrived from nowhere to do battle with the Sprite of Jim Brownlee for fifth place. After half distance some of the sting went out of Barry Gilbert, or his Turner, and Gaston found that, try as he might, he could make no further impression on Gerard, and so the race ran out, with the order Gerard, Gaston,

(Continued on page 56)

WALL OF DEATH. *The Gott/Tooley Austin-Healey on Mont Vetoux. This crew finished 5th in the G.T. category and second in their class.*

THE Coupe des Alpes, the 20th Alpine Rally, was handicapped to favour saloon cars, and proved a decisive victory for small French machines. A Renault Dauphine headed the General Classification and won the Touring Category from a DKW, whilst a DB Panhard won the Grand Touring Category.

British cars, however, were far from disgraced. Ford Zephyrs went brilliantly to win three Coupes, every team prize open to non-French cars and, of course, their class, whilst Sunbeam Rapiers won two Coupes and their class. Private owners, "Tiny" Lewis/Tony Nash, did a wonderful job to bring the new Triumph Herald through unpenalised and win a Coupe. Thus six of the nine Coupes won went to British cars.

Apparently determined to break the domination of G.T. cars over 1,000 c.c., the A.C.M.P. set them an impossible schedule, which no one could hold, whatever they drove. Only seven G.T. cars survived; of these five were British and Triumphs did well to win two G.T. classes.

First Stage. *Marseilles to Cortina d'Ampezzo, 1,240 km./770 miles, from 1.30 p.m., 23rd June, to 4.45 p.m., 24th June. 58 starters: 52 finishers: 36 crews unpenalised.*

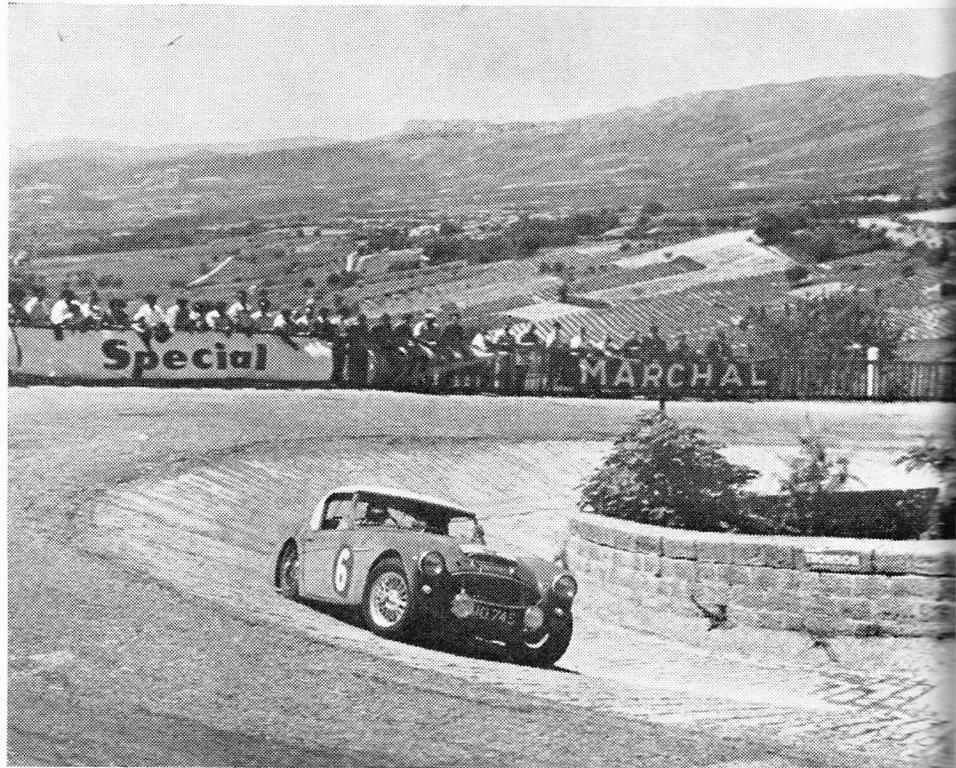
The Twentieth Alpine Rally

Coupes des Alpes for Ford Zephyrs, Sunbeam Rapiers and Triumph Herald—on its International debut.

by John Gott

With the non-availability of the Col d'Izoard, the opening "Alpine" stage was this year much easier. Nevertheless, a treacherous shower put out the Milne/Turner M.G.A. "Twin-Cam" within 100 miles of the start when it ran out of road and could not be repaired in time to continue. The first real test was a timed climb of just over 10 miles on the 7,382 foot Col d'Allos. Each category and class was set a time, failure to reach which entailed penalty points and improvement on which gave bonus points. Only five cars failed to do their set times, these being the Aston Martin of de Salis/Morritt, the

Triumph of the Americans, Halmi/Homan, the Citroen of the "Monte" winners, Coltelloni/Desrosiers, the Austin-Healey Sprite of Artale/Bourdillon and the Renault Dauphine of Cluzel/Idrac. This last was surprising, as the "works" Dauphines were fantastically fast, that of Clarou/Rambaud amassing no less than 234.4 bonus points. The test showed all too clearly that the larger G.T. cars were handicapped right out of the picture, for Buchet's B.T.D. of 15 mins. 54 secs. on his Porsche Carrera only netted him 101 bonus points.



As the rally climbed over the Mont Genevre into Italy, rain began to fall. This made the loose Col St. Giovanni out of Viu particularly treacherous and here Margulies's Lotus Elite ran off the road, but continued with damage which later caused its retirement.

For the second test at Monza, the unfortunate drivers of the large G.T. cars were faced with a streaming wet track, which made their task of averaging almost 85 m.p.h. rather hazardous. Failures here were the 2.2-litre Triumphs of Bennett/Galliford and Annie Soisbault/Renee Wagner, French hopes for the Coupe des Dames. F.T.D. went to Schock's Mercedes 300SL, but the sensation at Monza was Pat Moss's hot Austin A40. This averaged almost 81 m.p.h. and was faster than all the "works" Rapiers, even those driven by Ivor Bueb and Peter Jopp. As a result, Pat acquired 41.6 bonus points to Schock's 16.6.

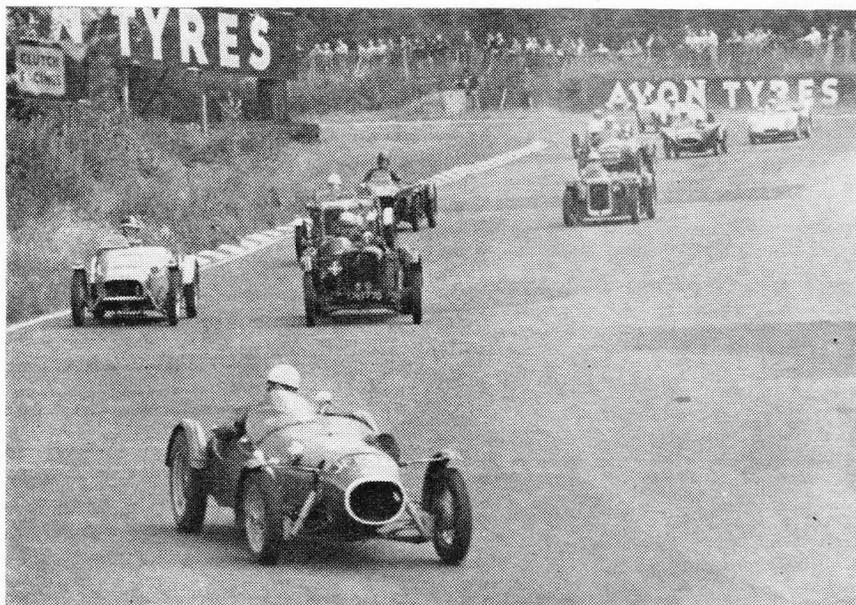
Even three years ago, the run into Cortina d'Ampezzo over the Sella, Pordoi and Falzarego passes would have been very difficult. This year, with the passes tarred and at an average of only 50 k.p.h. for the largest cars, most drivers had a comfortable margin in hand at Cortina, where the *parc ferme* was in the magnificent Olympic Stadium.

Any satisfaction felt by the G.T. drivers was, however, rudely shattered when the results showed that only eight out of 23 starters could win a Coupe des Alpes, these being the Schock/Tak 300SL, the Gott/Tooley Austin-Healey 100-6, the Wisdom/Hay Sprite, the Triumphs of Ballisat/Bertaut and Slotemaker/De Vries, the Porsche of Buchet/Gellie and the DB Panhards of Surles/Pinier and Rey/Guilhaudin.

In contrast, 26 of the 35 touring cars (Continued on page 44)

GERMAN CHALLENGE. *The 300 SL of ex-champion Schock and Tak. It made B.T.D. in most tests until retiring with a split tank on the second day.*





FIRST LAP of Race 13 and as the cars stream down from Druids L. G. Hockney (Spl), the eventual winner, is already in the lead.

First race on the programme was for 1172 Formula cars, and with Brian Hart (Terrier) and Arthur Mallock (Austin-Ford) on the grid it looked like being a close thing. Mallock led into the first bend from the start with the Terrier snapping at his heels, while in third place Hitches was getting his Lotus Seven well away from A. Bennett (Ford Spl). The order remained the same until the third lap of the five-lap race, when Mallock was baulked on the bottom straight by a car which the leaders were about to lap and in a flash Hart was through into the lead. Try as he might Mallock could not dislodge him and Hart won at 67.27 m.p.h., also recording fastest lap in 63.8 sec. (69.97 m.p.h.).

Race two was for 750 Formula cars, and was full of drama. At the drop of the flag Jack French, in Simplicity, the most famous of them all, led the field

ANNUALLY for the past few years three motor clubs, each with its own flourishing identity, have combined to stage a race meeting at Brands Hatch. The three are the Seven-Fifty M.C., Club Lotus and the 250 M.R.C., the meeting is the Trio meeting and the racing is of a type and calibre that caters for the genuine clubman: it is, in fact, a real day out for the boys.

This year's version was held at Brands on 28th June, and the programme of fifteen races provided in each case an excellent opportunity for the impecunious to go motor-racing.

It was different, however, from previous years in that club racing history was made: the first-ever race for Britain's newest amateur formula was held in the shape of a five-lapper for cars constructed to the Monoposto Register's single-seater formula.

This was of major importance to the club racing world: eleven cars were entered, of which six came to the line and four finished, but there have been formulae which have achieved international status which have had far less auspicious starts than this.

Although the event was eight on the programme, let us deal with it first. On the grid were C. Scott MacArthur's Saxon, based on a modified F3 chassis with a rear-mounted B.M.C. "A" series engine bored out to 996 c.c. and Frank Tiedeman's Millecent, Cooper-based and powered by the s.v. 1,172 c.c. Ford engine. S. R. Waine's extremely pleasant-looking Opus boasted a similar power unit to that of Scott MacArthur's car, as did D. R. Taylor's Taylor 1000—both engines being similarly bored to 996 c.c. R. Fixter's Fixter used an 833 c.c. Ford engine, mounted transversely and driving the rear wheels through a chain.

At the drop of the flag Frank Tiedeman made a terrific start, leading into Paddock Bend from Scott MacArthur's extremely nicely-made car. J. F. B. Conyers, in a car again based on a F3 chassis and using a 996 c.c. B.M.C. engine driving a Burman gearbox, had the latter break up on the line and retired immediately. At

ANOTHER FINE TRIO MEETING

First Race for Monoposto Formula Cars
won by C. Scott MacArthur (Saxon)

the end of the first lap Tiedeman led from Scott MacArthur, the latter closing up and taking the lead on lap two. From there on the race became something of a procession, with only the second lap departure of Fixter making any change in the lap chart. The speed of Scott MacArthur's machine was most impressive, and Tiedeman's car was unable to catch it. The order at the end of the five laps was Scott MacArthur, Tiedeman, Waine and Taylor, the race having been won at an average speed of 64.1 m.p.h., with the fastest lap, achieved by the winner, standing at 66.6 sec. (67.03 m.p.h.).

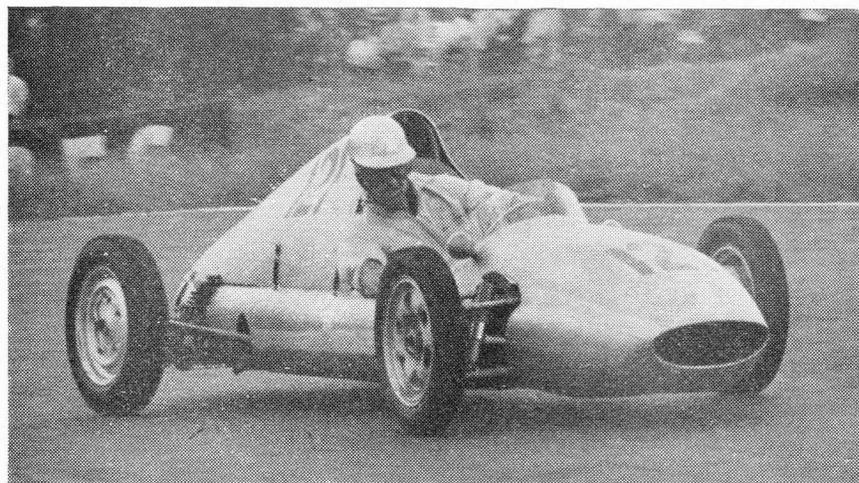
There is, of course, the Molyspeed Trophy which has been awarded for the Formula, and this first win obviously places Scott MacArthur in the lead for the cup at the moment.

And that was that. Short, sweet and lacking excitement as a motor-race, it was a first time out. It bodes extremely well for the future of the Formula.

into Paddock Bend. By the time Druids was reached, however, it was Jem Marsh in the Speedex car who held first place. Working his way through the field though, was Roy Lee (L.R.M.) and on Bottom Bend he edged his way past Marsh to lead the race—all this with a sick engine! On Paddock Bend on lap two, however, Lee overdid things and motored on to the grass, retaining full control of his car but losing speed and allowing Marsh to nip past to retake the lead. Lee's engine finally cried enough and he retired, leaving Marsh and French to fight it out. Marsh led all the way, hard-pressed by French and at Clearways on the last lap Marsh spun, letting French win in almost his own time at an average speed of 59.11 m.p.h., with a fastest lap at 73.4 sec. (60.82 m.p.h.).

Race three was for 250 c.c. racing cars and was won in splendid style by Peter Emery in the extremely workmanlike

(Continued on page 45)



PRETTY NEWCOMER, C. Scott MacArthur is seen here at Clearways in his new Saxon Monoposto Formula Car.

(Continued from page 42)

were still "clean", the "works" Fords and Rapiers going particularly well, although the best British car was the Moss/Wisdom A40 in fifth place behind the Renault Dauphines which were already holding a commanding lead, headed by the Clarou/Rambaud car.

Second Stage. *Cortina to Merano, 667 km./425 miles, from 4 a.m. to 6 p.m., 25th June. 52 starters; 41 finishers; 19 crews unpenalised.*

If the tests on the first stage had shown the drivers of the large G.T. cars that they had no chance in General Classification, the opening section in Austria made it clear to them that they had no chance of a Coupe des Alpes either. The 51.5 km. from Obertilliach to Oberdrauburg was in the true "Alpine" tradition; narrow, dirt roads, with no straights, steep, short climbs, with innumerable hairpins and no chance for cars to unleash their power except in the 13 km. run-in over tarred roads, which, however, included 14 hairpins. For this section the small saloons had 59 mins. and the G.T. cars over 1,300 c.c. only 52 mins. Their task was impossible; the Mercedes was 1 min. 33 secs. late; the Gott/Tooley Austin-Healey 1 min. 21 secs., Buchet's Porsche and most of the Triumphs almost 3 mins. Annie Soisbault put in a wonderful drive, to be only 57 secs. late on her big Triumph and make best large G.T. performance on the section, but this only lifted her to third place in her class behind the Mercedes and the Austin-Healey as she had lost marks on the first day. Keith Ballisat had to stop and adjust his ignition, and yet was only 4 mins. late. The small G.T. cars had 56 mins., but the Rey/Guilhaudin DB Panhard alone managed the section "clean", to take over the lead of the G.T. Category which it was never again to lose. In contrast, the saloons managed the section without difficulty; the Zephyrs were particularly good, only Gerry Burgess being late, and that by seconds only. Of the Rapiers, the Hopkirk/Scott and Jopp/Leston cars were "clean", Ronnie Adams and Ivor Bueb missing out owing to brake troubles. The Renaults had a contemptuous margin in hand, in some cases minutes. The Moss/Wisdom A40 and the Sprinzel/Cave A35 were both on time and a grand show was put up by Tiny Lewis/Tony Nash to take the new Triumph Herald through on time.

After this the timed climb on the Kreuzberg was rather an anti-climax; no cars were penalised and F.T.D. went to the Schock/Tak Mercedes, which, however, later retired with a split tank.

The timed climb on the Turracherhöhe was quite another matter. This was appallingly rough and steep and the question of bonus marks was purely a matter of how much punishment drivers were prepared to inflict on their cars. Here the Zephyrs, with their fine ground clearance and magnificent torque, were outstanding. Peter Riley was fastest, but Oreiller, quite oblivious to the pounding his Alfa Guilietta T1 was taking, was fastest of all. The G.T. cars, with limited ground clearance, came off badly. The Gott/Tooley Austin-Healey knocked the radiator drain-tap loose; the Slotemaker/De Vries Triumph TR3A lost its shock-absorbers and brakes. Both crews managed to effect repairs and continue, but each thus lost their class leads and

never regained them. Annie Soisbault's great drive thus bore fruit and she took over her class lead and third place in the G.T. Category.

The rest of the day's motoring was comparatively easy, but navigating was not so simple.

Many co-drivers missed the sharp hairpin on to the 6,988 foot Passo Giovo out of Vipiteno and realised their error too late. Vic Preston who had flown from South Africa to compete, was particularly unlucky, for this cost him a certain Coupe with his Zephyr. In trying to make up time so lost Bob Halmi was involved in a nasty accident, a fate which had earlier overtaken the Standard Penant of Corbishley/McCaldin which had then lost no marks. Other British crews which failed to complete the stage were the Margulies Lotus, which found the going too tough, the de Salis Aston Martin with cooling troubles, and the Cunane/Willmott A.C., with damage sustained on the first day.

The Dauphines, which had, however, lost Miani's car, still headed the General Classification, chased by the Moss/Wisdom A40.

Third Stage. *Merano to St. Gervais-les-Bains, 655 km./407 miles, from 5 a.m. to 8 p.m., 26th June. 41 starters; 38 finishers; 17 crews unpenalised.*

With the dreaded Gavia cut out owing to snow, this stage was very easy and interest centred chiefly upon the results of the timed climbs on the Stelvio and Vivione. The first vitally affected the 2,000 c.c. plus Touring Class, for Arthur Senior took Bobby Parkes' Jaguar 3.4 too soon over the line, so losing a Coupe and the class lead to Peter Riley/Alick Pitts' Ford Zephyr. B.T.D. went to Buchet's Porsche Carrera in 16 mins. 4.3 secs., the fastest time ever returned by any car in the "Alpine" on the 9,000 foot giant. This, however, only netted him 115.4 bonus points as compared to the 134 won by the fastest Dauphine, that of Condriellier/Robin.

The timed climb on the Vivione was very much a small-car benefit. On the loose-surfaced road, under 10 feet wide, and with no straights of more than about 15 yards, a large car, with power, was a handicap. No G.T. car of over 1,000 c.c. did its target time and the outright fastest time went to the Feret/Monraisse Dauphine, which beat its nearest rivals, the Oreiller/Masoero Alfa G. TI and the Riley/Pitts Zephyr, by respectively 9 and 16 secs.

The day also had a most decisive effect upon the Coupe des Dames. The Moss/Wisdom A40 lost first gear, and after struggling on in second gear, the European Champions wisely retired rather than ruin a car which had been the only British machine to keep in striking distance of the flying Dauphines. On the Vivione timed climb, Annie Soisbault had a puncture. When she got out the jack, a vital piece was missing, and she was out too. It seems incredible that a top-flight crew should not check over their equipment before starting, but such was the case.

This left the Hall/Mitchell Zephyr as the only contender for the Coupe des Dames, with the chance for Anne to obtain a near-unbeatable lead in this year's Rally championship. However, the car was still "clean" and going as fast as most of the male crews, and after

considerable discussion amongst the Ford drivers it was decided to let it go for the "double" of a Coupe and the Coupe des Dames—a rather risky gamble.

Final Stage. *St. Gervais to Cannes, 1,296 km./805 miles, from 5.30 p.m., 27th June, to 9.15 p.m., 28th June. 38 starters; 27 finishers; 9 crews unpenalised.*

This was in the true "Alpine" tradition, a killing stage over most of the passes in the French Alps, at average speeds designed to give no rest to cars or crews. Casualties started straight away. On the run to the Col des Aravis, the Burgess/Croft Pearson Zephyr hit a camion and had to be tied up with rope to continue. On the Col itself the Sprinzel/Cave A35, then unpenalised, broke a halfshaft and retired. Ronnie Adams, pushed out by another camion, clobbered a level-crossing, reducing the Rapier to scrap. The Clarou/Rambaud Dauphine, then third in General Classification, packed up with clutch trouble. The Buchet Porsche found itself without lights and was wisely retired; for the second year running no car finished in the 1,300-1,600 c.c. G.T. class. Bill Shepherd/John Williamson, Austin-Healey 100-6, then leading their class, smashed their sump on the Col d'Ornon.

When dawn came up at the foot of the Col de la Cayolle, it revealed a battered set of motor cars and a weary lot of drivers waiting to take the 100 mile test over the Cols de la Cayolle, St. Michel and Allos. This was decisive for the "Monte" winners of 1957, Feret/Monraisse, who, all too anxious to steal bonus points, went too early over the line, so losing the General Classification lead, the class lead and a Coupe.

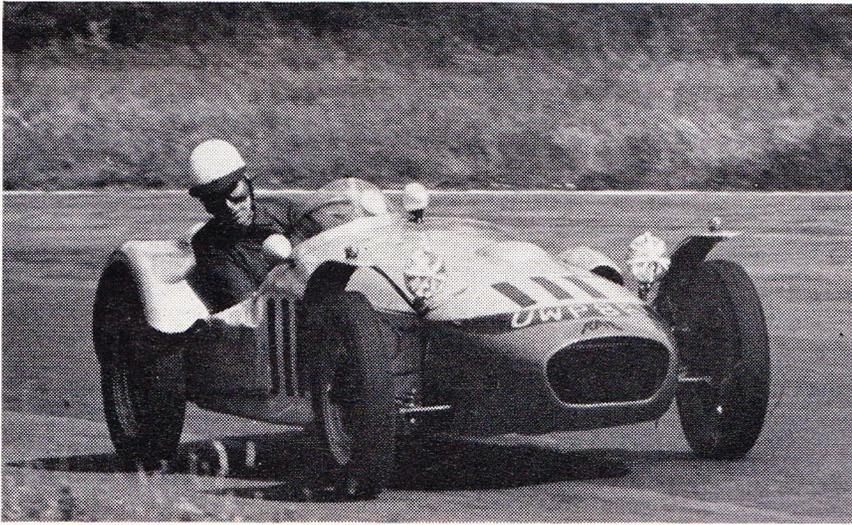
At the foot of the Allos, the DKW had taken over second place and the Hopkirk/Scott Rapier, which had been consistently the fastest Sunbeam, had crept up to third place, ousting the Riley/Pitts Zephyr from the position of Best British car, which it had held since the retirement of the Moss/Wisdom A40.

On through the heat of Provence to Mont Ventoux, where there was an excellent lunch (and a welcome hour's break to eat it in), provided by Shell. The timed climb was an opener to the French round of the Mountain Championship. F.T.D. went to de Lageneste's Triumph, followed by the Gott/Tooley Austin-Healey, but more excitement was caused by the elimination of two class leaders. Ballisat failed to get round a corner and smashed the Triumph, unfortunately also breaking his jaw. On the descent, the hard-pressed Hall/Mitchell Zephyr dropped its propeller shaft into the road, so there were no finishers for the Coupe des Dames. A similar fate had earlier overtaken the Walker/Patten Zephyr and it appears that the torque on these most potent engines was proving too much for the rear spring and axle attachments.

And so the 27 survivors (of which 20 were British), came down into the lights of Cannes to receive the well-earned applause of a large crowd of interested spectators.

The schedules were not, I am sure, deliberately so arranged. It was merely that the A.C.M.P. failed to realise how small is the performance-gap between saloons given the "full treatment" and G.T. cars.

They will not make the same mistake again.



WINNER of Race Nine was G. F. A. Rae in his Rae Special, seen here at Clearways

Trio Meeting—continued

Emeryson at an average speed of 55.17 m.p.h., achieving in a duel with R. G. Stones, who took second place, a quickest lap in 77.2 sec. (57.82 m.p.h.).

Fourth race on the long programme was for 1,172 c.c. Lotuses, and became something of a procession which was led continuously by T. P. Hart. Second man J. R. T. Van Sickle past W. H. Allday's

RESULTS

1172 Formula Cars (heat 1): 1, B. R. Hart (Terrier), 67.27 m.p.h.; 2, A. M. R. Mallock (Austin-Ford); 3, D. Hitches (Lotus Seven). **Fastest lap:** Hart, 69.67 m.p.h.

750 Formula Cars (heat 1): 1, J. S. French (Simplicity), 59.11 m.p.h.; 2, P. A. Cross (Austin Spl); 3, J. McD. Clark (Austin Spl). **Fastest lap:** French, 60.82 m.p.h.

250 c.c. Racing Cars: 1, P. K. Emery (Emeryson), 55.17 m.p.h.; 2, R. G. Stones (Kimstone); 3, H. B. Pickett (J.B.S.). **Fastest lap:** Emery, 57.82 m.p.h.

1,172 c.c. Lotuses: 1, T. P. Hart (Seven), 65.45 m.p.h.; 2, J. R. T. Van Sickle (Eleven); 3, W. H. Allday (Seven). **Fastest lap:** Hart, 67.43 m.p.h.

750 Formula Cars (heat 2): 1, J. Anziani (Spl), 56.8 m.p.h.; 2, R. W. Toft (Spl); 3, A. Butcher (Spl). **Fastest lap:** Anziani, 58.28 m.p.h.

1172 Formula Cars (heat 2): 1, J. A. Ball (Lotus Seven), 61.93 m.p.h.; 2, J. B. Moore (Warwick); 3, R. Johnson (Lotus Seven). **Fastest lap:** I. Tollady (Lotus Seven), 65.65 m.p.h.

750 Formula Cars (heat 3): 1, D. Mocatta (Spl), 57.5 m.p.h.; 2, J. G. Sutton (Spl); 3, R. M. Samson (Spl). **Fastest lap:** Mocatta, 58.74 m.p.h.

Monoposto Formula Racing Cars: 1, C. Scott MacArthur (Saxon), 64.1 m.p.h.; 2, F. J. Tiedeman (Millecent); 3, S. W. Waine (Opus). **Fastest lap:** MacArthur, 67.03 m.p.h.

1172 Formula Cars (heat 3): 1, G. J. Rae (Rae Spl), 62.87 m.p.h.; 2, A. R. Wershat (Lola); 3, J. R. Leggett (Lotus Mk. VI). **Fastest lap:** Wershat, 67.03 m.p.h.

250 c.c. Racing Cars: 1, H. B. Pickett (J.B.S.), 56.84 m.p.h.; 2, R. G. Stones (Kimstone); 3, L. B. Scott-Wood (Patlin). **Fastest lap:** Stones, 58.74 m.p.h.

1172 Formula Cars (first final): 1, A. M. R. Mallock (Austin-Ford), 67.75 m.p.h.; 2, B. R. Hart (Terrier); 3, A. R. Wershat (Lola). **Fastest lap:** Mallock and Hart, 69.75 m.p.h.

750 Formula Cars (first final): 1, J. E. M. Marsh (Speedex), 59.45 m.p.h.; 2, P. A. Cross (Spl); 3, A. E. Densham (Molina). **Fastest lap:** Densham, 61.49 m.p.h.

750 Formula Cars (second final): 1, L. G. Hockney (Spl), 55.96 m.p.h.; 2, A. Butcher (Spl); 3, L. Rowe (Ulster). **Fastest lap:** A. K. Day (Spl), 58.12 m.p.h.

1172 Formula Cars (second final): 1, I. Tollady (Lotus Seven), 61.29 m.p.h.; 2, B. C. Giddins (Iona); 3, R. G. Lea (Lotus Seven). **Fastest lap:** Tollady, 63.23 m.p.h.

Unlimited Lotus Cars: 1, G. K. Lambert, 69.66 m.p.h.; 2, M. Wills; 3, I. Harrison-Hansley. **Fastest lap:** Lambert, 72.0 m.p.h.

Seven on the fifth lap, and the winner's average speed was 65.45 m.p.h., Hart recording fastest lap in 66.2 sec. (67.43 m.p.h.).

Heat two of the 750 Formula race followed, J. Anziani leading all the way to win from R. W. Toft and A. Butcher at an average of 56.8 m.p.h. Immediately following this one was the second heat of the 1,172 race, and here again the winner, J. A. Ball, was never seriously challenged except by I. Tollady, who caught right up on the last lap but spun off at Kidney, leaving J. B. Moore to take second place ahead of R. Johnson. Tollady recovered in time to finish fourth, and made fastest lap in 72 sec. (65.65 m.p.h.).

Third heat of the 750 race was won easily by D. Mocatta, who finished the length of the top straight in front of J. G. Sutton and R. M. Samson at an average speed of 57.5 m.p.h.

We have already dealt with the Monoposto race, and this was followed by the 1,172 Formula cars' third heat.

Victory here went to G. J. A. Rae at an average speed of 62.87 m.p.h., leading home Alan Wershat in the original Lola with J. R. Leggett third. Wershat made fastest lap in 66.6 sec. (67.03 m.p.h.).

Then came another outing for the 250s, this time a seven-lapper won by H. B. Pickett at 56.84 m.p.h. from R. G. Stone and L. B. Scott-Wood.

Fastest lap was set by Stone in 76 sec. (58.74 m.p.h.).

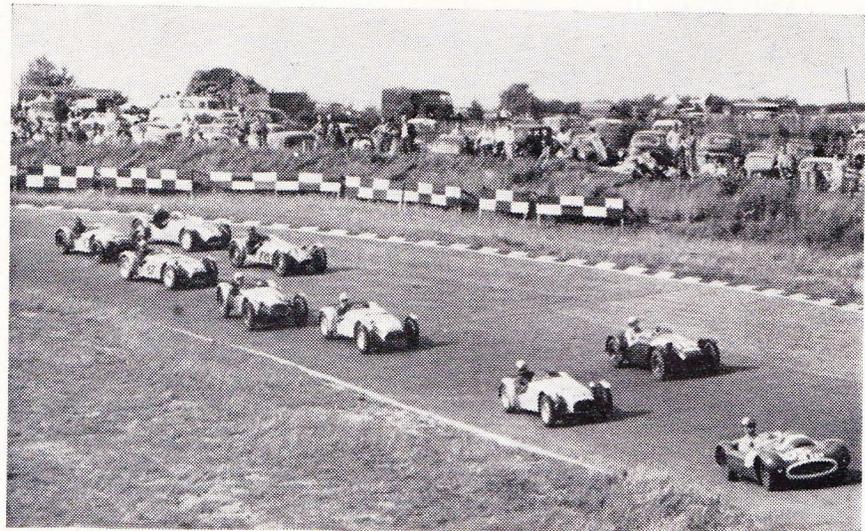
Then came the first final for the 1172 Formula cars, and it was almost a precise repetition of the earlier heat. Hart, in the Terrier, past Mallock into the lead on the first lap and thereafter seemed uncatchable, in spite of consistent "slip-streaming" by Mallock down the straights. Although Mallock appeared to be quicker through the corners, the Terrier definitely had the edge in the matter of straight-line speed. Then, on the last lap, Hart spun the Terrier and Mallock went through to win. Third was Alan Wershat in Lola, a most creditable finish in view of the fact that progressive gearbox failures left him with only top gear and—in addition—a track rod had come adrift! Fastest lap was shared by Mallock and Hart at 64 sec. (69.75 m.p.h.).

First final of the 750 Formula machines was almost as exciting. Tony Cross led from the start and for three laps was hotly pursued by Jem Marsh (Speedex), with D. Groves in third place. Then, on lap four, Marsh got through and in spite of some very hard trying by Cross he retained his lead to win at 59.45 m.p.h., with A. E. Densham taking third position and also making fastest lap in 72.6 sec. (61.49 m.p.h.). The second final was much less dramatic, L. G. Hockney leading all the way to win by half the length of the top straight from A. Butcher and Len Rowe's magnificent standard Ulster.

The second final for the 1,172 cars was only I. Tollady's third motor-race, but this did not stop him winning in convincing fashion from B. C. Giddins and R. G. Lea, and setting fastest lap in 70.6 sec. (63.23 m.p.h.).

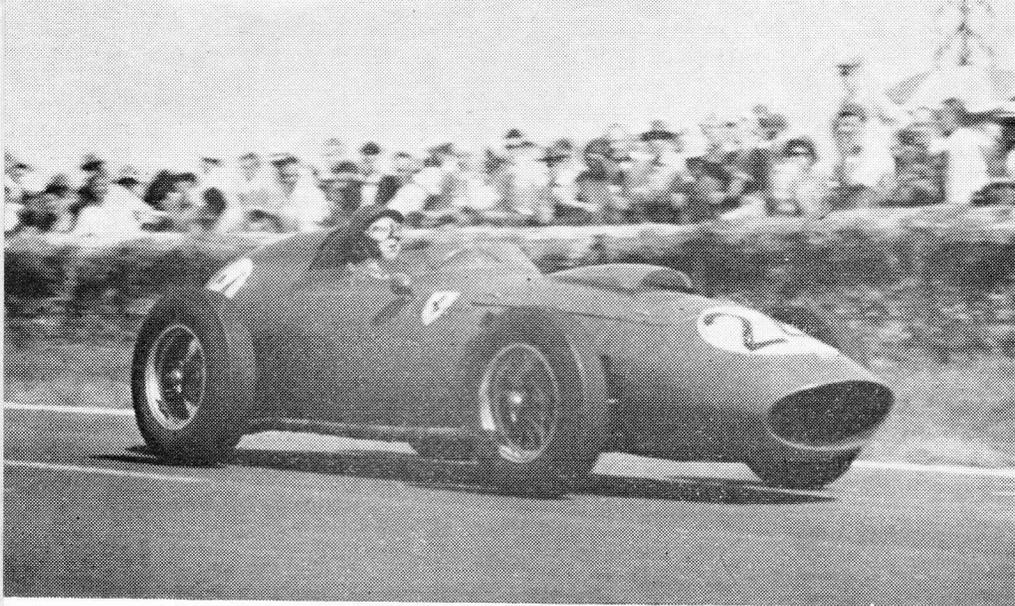
Last race of the day—for unlimited capacity Lotuses—saw a remarkable assembly on the grid, pole position being held by Martin Wills's 1100. Due to an absence of first gear Wills did not make a good start, and a first-lap lead was taken by Graham Warner in a 1,500 c.c. Seven, with G. K. Lambert in hot pursuit. For over half the race the two cars circulated at great speed as if tied together

(Continued on page 56)



CLOSE ORDER. The field has just been released from the starting grid in Race 14 and they stream through Paddock Bend.

A SUPERB DISPLAY of high-speed driving was given by the winner, Tony Brooks (left) in the Ferrari. THE START (below) Brooks and Brabham are side by side, followed by Phil Hill, Moss and Gregory, McLaren (12), Schell (6), Trintignant (14) and Flockhart (44).



circuit. Stirling later drove back to the pits, naturally very disappointed. Amongst the spectators was Tony Vandervell, whose Vanwall was turned down by Moss for Rheims, and consequently was a non-starter.

Brooks was followed home by Phil Hill, who drove for almost 75 per cent of the race in acute discomfort owing to excessive cockpit heat. Into third place came Jack Brabham, who had elected to drive the normal Cooper in place of his special aerodynamic machine which had

Brooks Victorious at Rheims

SUPERB FERRARI COMEBACK — BROOKS THE COMPLETE MASTER — MOSS AGAIN FAILS TO FINISH

by Gregor Grant. Photography by George Phillips.

IT was 1958 all over again at Rheims last Sunday, when Tony Brooks emulated Mike Hawthorn's feat in setting Ferrari once again on the path of victory. Brooks drove a masterly race to win his second successive Grand Prix d'Europe; it was the fastest ever race run on the Rheims-Gueux circuit, although the heat was almost unbearable at times, and the road surface broke up so badly that several drivers were injured by flying stones smashing their goggles.

"The Flying Dentist" led from start to finish, pursued first of all by Moss (B.R.M.) and Gregory (Cooper-Climax). Then Trintignant (Cooper-Climax) took up the chase, joined by Brabham (Cooper-Climax). Gregory retired with

slight concussion and heat stroke, after being struck by a stone. Behra (Ferrari), came through the field after a bad start, but eventually went out with a burnt piston. Bonnier (B.R.M.) spun off and damaged his radiator.

With Brooks out on his own in front, interest suddenly shifted to Stirling Moss's effort to catch Brabham and Phil Hill. At one time it appeared likely that the light green B.R.P. B.R.M. would take second place, but unhappily for Stirling he did it all wrong at Thillois and landed amongst the straw bales. It looked rather frightening to his friends, because simultaneously with his departure from the circuit, straw caught alight and columns of smoke drifted across the

showed signs of lifting at the front. There was a tremendous battle for fourth place between Gendebien (Ferrari) and McLaren (Cooper-Climax), the Belgian getting the verdict by half-a-length. Only other driver to complete the full distance was Ron Flockhart (B.R.M.), who drove as well as he has ever done. Harry Schell finished 7th, after losing a lap when his goggles were smashed.

Stirling's sole consolation was a new Rheims record lap of 2m. 22.8s. 209.287 k.p.h. (130.5 m.p.h.).

The result opens up the World Championship still more: Brabham still leads—with 19 pts., but Brooks has come up to second place with 14 pts., followed by Phil Hill (9) and Bonnier (8).



WHERE AM I? Jack Brabham looks enquiringly towards his pit as he passes in his very battered Cooper.

The progress achieved in one year was shown by the fact that no less than 15 drivers were, during practice, under Mike Hawthorn's existing circuit record of 2m. 24.9s., put up during his winning drive in 1958. Best time went to Tony Brooks (Ferrari) with 2m. 19.4s., followed by Jack Brabham (Cooper-Climax)—2m. 19.7s., and then Phil Hill (Ferrari)—2m. 19.8s. Ferrari's new boy Dan Gurney did a fine 2m. 21.9s. Stirling Moss's best with the B.R.P. B.R.M. was 2m. 19.9s., which gave him a second row position.

Cooper's beautiful little aerodynamic car's road-holding was not as good as was hoped, and it was decided to run Brabham's car with the normal body-work, and fit the streamlined carosserie for the F2 event.

Thus on race-day Brabham's Cooper was on the front row sandwiched between the Ferraris of Phil Hill and Tony Brooks, the latter being general favourite for the race, although the speed of the Coopers had surprised everyone, Brabham being credited with doing over three miles a minute on the Soissons straight.

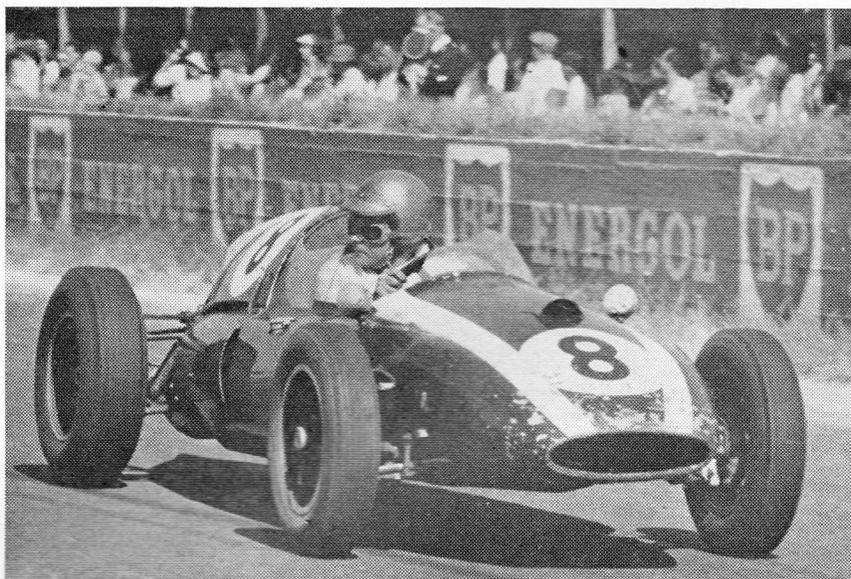
Sunday was very hot indeed, and there were signs that the road surface was breaking up in places. It was a good job that the organisers had decided to drop the 12 hours race which normally precedes the Grand Prix, otherwise the roads might have been cut up to such a degree as to make racing impossible.

A last-minute selection was Ron Flockhart in a third works B.R.M. Colin Davis and Ian Burgess were in the new Cooper-Maseratis of Scuderia Centro-Sud; Roy Salvadori was in Tommy Atkins's similar car. Hans Herrmann appeared in a Maserati, and Dan Gurney found himself driving in his very first Grande Epreuve for Scuderia Ferrari.

The brilliant sunshine brought out a large crowd, and although Brooks was considered to be first favourite, most people agreed that it could quite easily be anyone's race.

The A.C. de Champagne's portly "Toto" Roche made his usual comic start, many drivers being taken completely unawares. Not so Tony Brooks, who made a picture getaway, with Jack Brabham and Phil Hill trying their level best to out-accelerate the Ferrari, and Moss looking for an opening to get up with the front-row men. Poor Behra stalled his engine and had to be push-started after the field had disappeared under Dunlop Bridge. Down Soissons straight they swept, with Brooks in front, followed by Moss and Masten Gregory, with Brabham a few yards behind. Brooks had covered his standing lap at 2m. 34.4s. (193.564 k.p.h.)—far faster than the quickest lap ever achieved at Rheims with a supercharged car of the old formula.

Lap 2 and Brooks had got down to 2m. 24.8s. (206.397 k.p.h.)—to beat Mike Hawthorn's 1958 record by 1/10th of a second, but the rest of the challengers had come up, and they streamed past the pits in tight formation—Brooks, Moss, Gregory, Phil Hill



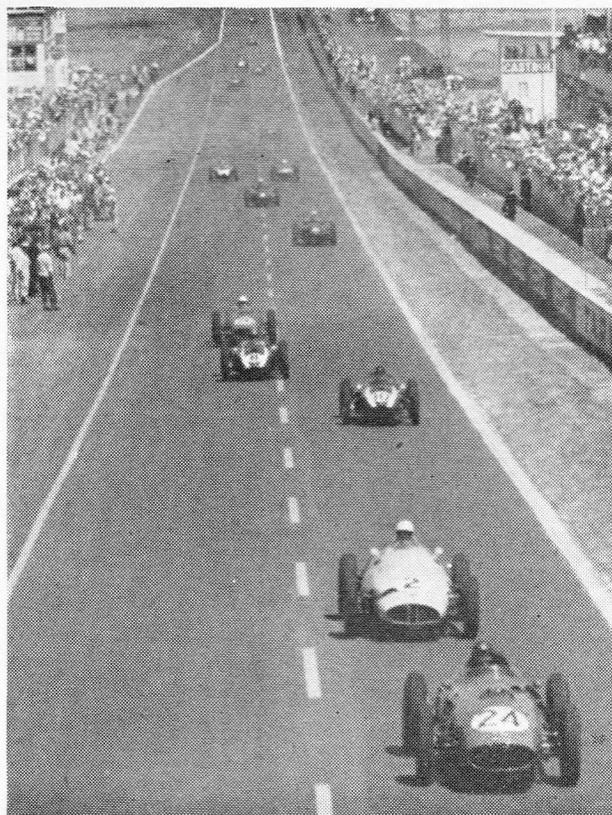
Brabham, Trintignant, Bonnier and Schell. Masten was pushing Moss for all he was worth, and on lap 4 the American had taken second place, with Stirling slip-streaming the Cooper-Climax all the way down from Thillois. Then Trintignant and Brabham took Moss's B.R.M., with Phil Hill just leading the B.R.M.'s of Bonnier and Schell.

Tony Brooks looked relaxed and confident, and the Ferrari sounded tremendous. Scarlatti pulled in to his pits to have a fuel leak fixed on his Maserati. Roy Salvadori also halted briefly with his Cooper-Maserati, which seemed to have gone on to three cylinders. Innes Ireland (Lotus-Climax) was also a pit-visitor. Behra was going at a tremendous

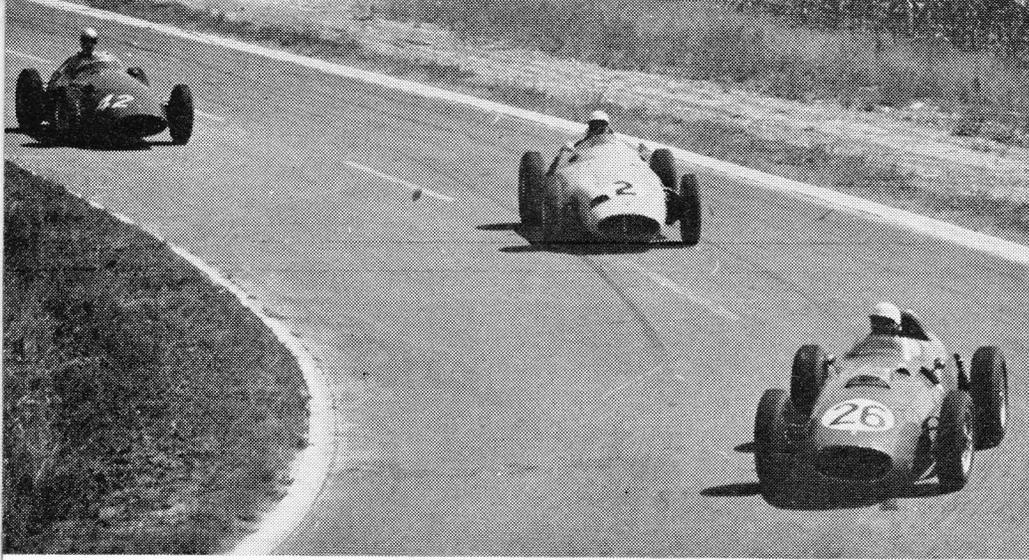
speed, and by lap 8 had gone from 21st to 10th place, being credited with a new lap record in 2m. 23.7s. Harry Schell went past giving the "spin-off" sign, and Bonnier didn't appear. Colin Davis's Cooper-Maserati gave a great big bang, emitted a cloud of smoke and that was that!

As Brooks began to increase his lead, Masten Gregory pulled in to retire after having been hit by a stone, and also being affected by the intense heat. The unfortunate Bonnier was seen to be pushing his B.R.M. down the long, long road from Thillois—and it was nearly 90 degrees in the shade!

Maurice Trintignant moved into second place, with Brabham just behind.



FIRST LAP. As the cars flash down the pit straight, Tony Brooks leads Stirling Moss, Masten Gregory, Jack Brabham, Phil Hill, Harry Schell and the rest of the field.



FAST THREESOME (above) Tony Brooks (Ferrari) leads Stirling Moss (BRM) and Masten Gregory (Cooper) through Guex in the early stages of the race. **THREE FOR THILLOIS** (below) Trintignant (Cooper) leads Brabham and Hermann (Maserati). **BATTLE ROYAL** (bottom) Olivier Gendebien (Ferrari) leads Bruce McLaren (Cooper) past the packed stands during their tremendous struggle for fourth place.

Moss had fallen back slightly, and was now being threatened by both Phil Hill and Dan Gurney. Behra passed team-mate Gendebien, whilst Schell led McLaren and Flockhart (von Flockhart in the programme). Brooks was in complete command of the situation, pulling out that extra second here and there, and never looking like being caught. Salvadori dropped further back with another stop to look for the missing cylinder.

Trintignant and Brabham were keeping Brooks in their sights, but it was fairly obvious that the Maranello car was faster on the straights. Not only that, but Tony had completely recovered his old form, and was taking the bend past



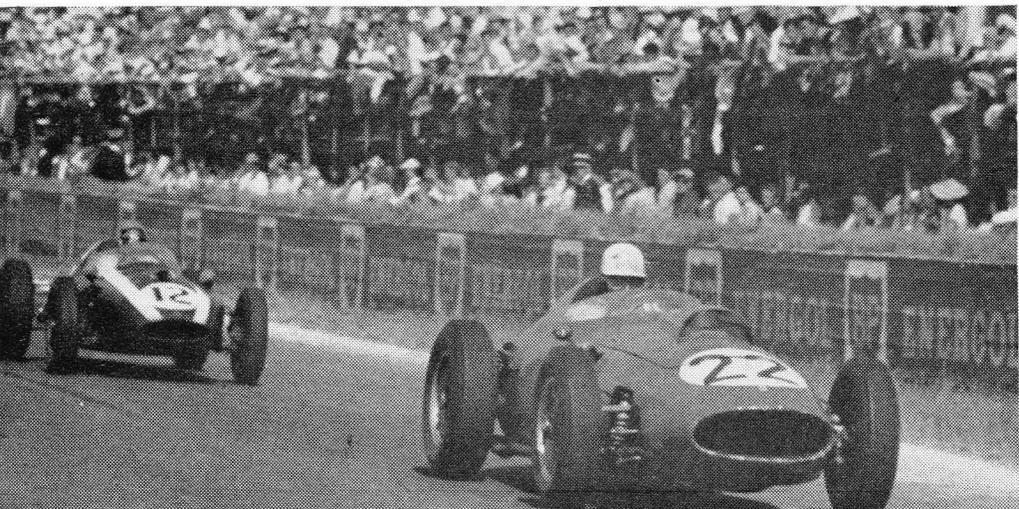
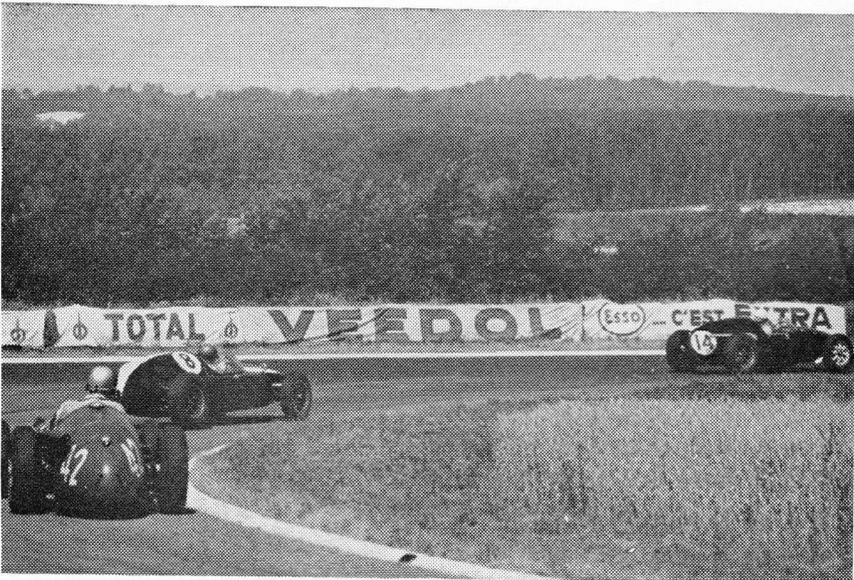
the Dunlop Bridge like Fangio himself. Behind the pursuing Coopers, Moss and Phil Hill were involved in a ding-dong, the Ferrari just having the edge on the B.R.M. as regards maximum speed. Behra was rapidly closing up, and now began to threaten Moss and Hill. Bonnier at last arrived on the finishing line, but his radiator was bone-dry.

Harry Schell had his goggles shattered by stones, and stopped for a new pair. Gendebien, McLaren and Flockhart now joined in battle behind Gurney. At 15 laps the race order was:

1. Brooks (Ferrari) 36m. 21.5s. 205.498 k.p.h.
2. Trintignant (Cooper-Climax) 36m. 26.5s.
3. Brabham (Cooper-Climax) 36m. 29.5s.
4. P. Hill (Ferrari) 36m. 39.5s.
5. Moss (B.R.M.) 36m. 40.4s.
6. Behra (Ferrari) 36m. 54.3s.
7. Gurney (Ferrari) 37m. 00.9s.
8. Gendebien (Ferrari) 37m. 20.7s.
9. Flockhart (B.R.M.) 37m. 23.9s.
10. McLaren (Cooper-Climax) 37m. 25.4s.

Yet Trintignant was losing about a second a lap to Brooks. Phil Hill had adopted a curious driving position, rather suggesting that the cockpit was being over-heated considerably. Then, on the 20th lap, Trintignant spun off and came into the pits later with a sick-sounding motor. With Hill leading Moss, and Behra on the point of overtaking the B.R.M., it was up to Brabham to keep with Brooks. Suddenly the Cooper-Climax slowed to such an extent that Brooks began to pile up an impressive lead. Trintignant was revived with about a gallon of water, and rejoined the race—too far back to do anything about the leaders. Schell continued to plug on, trying to make up for that lost lap, whilst Gendebien had to keep going to avoid being taken by both McLaren and by Flockhart.

Just as 20 laps came up, Dan Gurney pulled in to retire his Ferrari with suspected piston trouble. It now transpired that Trintignant and Behra had both set up a new circuit record in 2m. 23.5s. (208.266 k.p.h.). Behra swept past Moss to take 4th place, and even with the departure of Gurney, Scuderia Ferrari were in a very strong position, particularly on lap 26 when Hill took Brabham for second place, and Behra looked like overtaking Moss.





Brabham fought back, but Hill's Ferrari had just that shade extra speed. Now Behra hurtled past Stirling's B.R.M., but shortly afterwards the Ferrari emitted a huge cloud of blue smoke as it went under the Dunlop Bridge, and the writing was on the wall.

At 30 laps the position was:

1. Brooks. 1hr. 12m. 37.2s. 205.771 k.p.h.
2. P. Hill. 1hr. 13m. 9.4s.
3. Brabham. 1hr. 13m. 12.2s.
4. Moss. 1hr. 13m. 29.1s.
5. Behra. 1hr. 13m. 35.1s.
6. Gendebien. 1hr. 14m. 22.3s.

Both Lotuses had been retired, Hill's with a broken radiator and Ireland's with a collapsed front-wheel hub bearing. Schell and Trintignant continued to circulate, and Flockhart kept close company with McLaren and Gendebien.

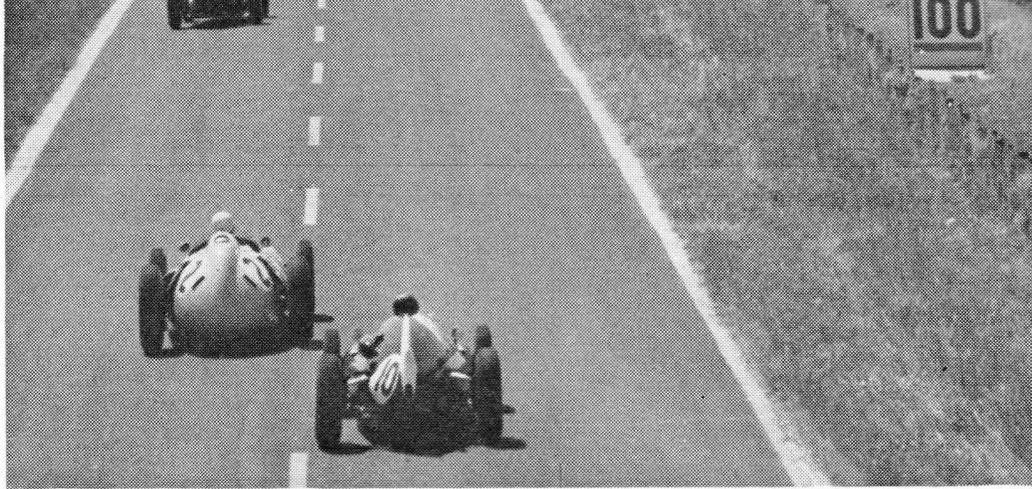
Suddenly Stirling began to catch Brabham, and at the same time began to close up on Hill. On lap 38, the B.R.M. was in third place, and only 10 sec. behind the American. Gendebien was involved in a fierce battle with Bruce McLaren, the young New Zealander determinedly pushing his Cooper in front.

Moss's chase of Brabham resulted in a new lap record in 2m. 22.8s. (209.287 k.p.h.), and it was surely a matter of time before he would catch Hill. However, on the 43rd lap, he came down the Thillois at a tremendous pace, attempted to take the wide escape road for a sprint start down the pits straight, and just lost it altogether. At the same time, straw bales caught alight, and there were several anxious moments before Moss was seen standing beside the car, and then attempting to get it back on the road.

It was now all over bar the shouting—except for the determined effort by Gendebien to fix McLaren for once and for all. On the last lap they crossed the line just a few yards apart, with the Ferrari taking 4th place by one fifth of a second, and Flockhart sixth behind McLaren. Seventh man Schell was precisely three laps in arrears.

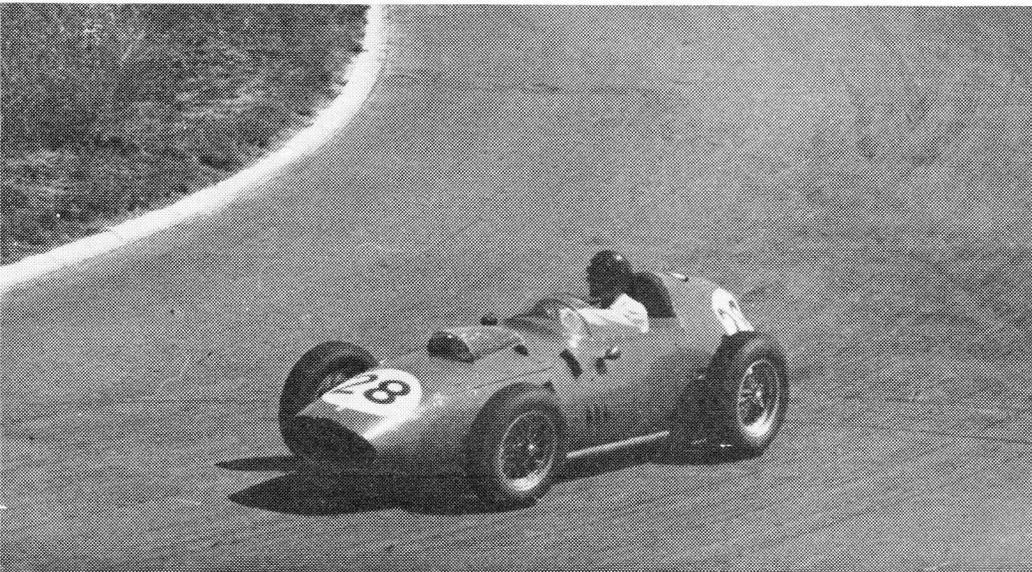
RESULTS

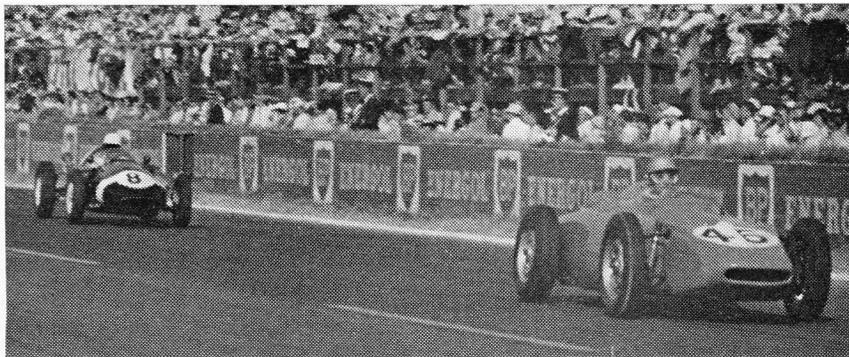
- 1, Tony Brooks (Ferrari), 2 hrs. 1 min. 26.5 sec., 205.079 k.p.h.; 2, Phil Hill (Ferrari), 2 hrs. 1 min. 54 sec.; 3, Jack Brabham (Cooper-Climax), 2 hrs. 3 min. 4.2 sec.; 4, Olivier Gendebien (Ferrari); 5, Bruce McLaren (Cooper-Climax); 6, Ron Flockhart (B.R.M.).



PRICE of the new Austin-Healey "3000", announced in last week's issue, has been fixed at £1,168, including P.T.—an increase of only £10 as compared with the 2.6-litre model. For £8 extra, two occasional seats can be supplied; a hardtop costs £66, and Laycock de Normanville overdrive (3rd and top) is an additional £85.

A PUSH FOR PETOULET (top centre). Maurice Trintignant gets a helping hand from two photographers as he slowly returns to the pits. WATCH OUT, PHIL, Stirling's on your tail! (above) Phil and Stirling rush past Hermann and into Muizon. HE'S STILL THERE! (below) Stirling closes on Hill in his ill-fated attempt to achieve second place. IMPRESSIVE DEBUT. Dan Gurney (bottom) put up a fine show in his first G.P. but was forced to retire after 20 laps.





FORMULA 2 RACE at Rheims. Hans Hermann (Porsche) leads the eventual winner, Stirling Moss (Cooper-Borgward) at Thillois.

PRESS TRIALS AT LIME ROCK

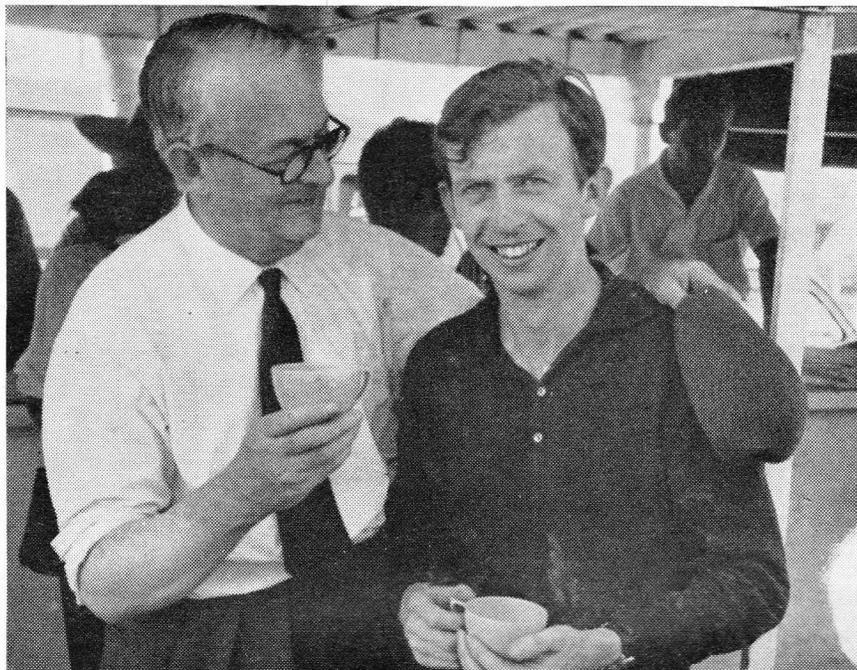
THE familiar road-racing course at Lime Rock was the scene of a lively trials day for all the prominent British automobiles on the American market. Some hundred new models were energetically driven and discussed by a throng of motoring and sports journalists from the New York and Boston metropolitan areas.

Your correspondent mentally listed the sporting and high performance vehicles he hoped to drive. First available mount was the M.G.A. "Twin-Cam". This was a red roadster fitted with the close-ratio box and generally hotted-up for use by John Christy. It had been well flogged and I had no compunction in winding it pretty tight in 2nd and 3rd gear on the nearly empty course. But soon vigorous signals from the marshals and thickening traffic ended my spree.

Obtaining the token "key" for the more popular choices required persistence and quick reflexes! Longest queues waited for the Austin-Healeys, the Sunbeam Rapiers, the Jaguars and the Triumphs. I sampled the delectable Rover 105 and the Super Snipe for luxury. Incidentally, there was a waiting list all day for rides in the two Rolls-Royce Silver Cloud sedans.

After an excellent buffet luncheon I tackled the problem of getting to drive the new Aston Martin DB4 Coupe, the undoubted star of the show. Dave Ash, veteran competitions driver in charge of the car, wasn't surrendering the wheel, but he did take me on four very fast laps of the tight circuit. This magnificent motor car was complete master over all the other traffic and produced a most pleasurable sensation of thrilling speed with confident security. Dave informed me that thirty-nine of these DB4s have been sold and his only problem is supply.

This was the fourth and largest annual Press trials day, an event which contributes to the high prestige enjoyed by British imports, and especially the sports cars, among American motorists.



TEA FOR TWO (above) Tony Brooks takes time off for a cuppa with his father. **RON FLOCKHART** drove one of the finest races of his career. Here (below) he leads Brabham at Muizon.

THE B.A.R.C. has "seeded" 16 entries for the British Grand Prix at Aintree on July 18th, none of which has to qualify for places on the starting grid. "Seeded" entries are:

B.R.M.: Moss, Bonnier, Schell.

Aston Martin: Salvadori, Shelby.

Cooper-Climax: Brabham, Gregory, McLaren.

Cooper-Climax (Walker): Trintignant, X.

Lotus-Climax: G. Hill, Ireland, Stacey.

Ferrari: Behra, Brooks, P. Hill.

Amongst the entries which will have to compete for the eight additional places are:

Cooper-Maserati (Atkins): Fairman.

Cooper-Maserati (Centre-Sud): Burgess, X.

Connaught "C": Halford.

Cooper-Borgward (B.R.P.):* Bueb, Bristow.

Cooper-Climax*: M. Taylor, Ashdown.

Cooper-Osca*: de Tomaso.

Lotus-Climax*: D. Taylor, Piper.

Fry-Climax*: X.

Beart-Cooper-Climax*: T. Taylor.

J.B.W.-Maserati: Naylor.

*F2 cars.

The International sports-car race will see participation from Lister-Jaguar, Tojeiro-Jaguar, Lotus-Climax, Cooper-Monaco-Climax, Elva, Lola, Maserati, Ferrari and Aston Martin. It is expected that Dan Gurney will drive a 3-litre Ferrari.



Ferodo First

in the ALPINE RALLY

1st RENAULT *Condriller — Robin*

WITH SEVEN CLASS AWARDS

GRAND TOURING CARS

PRODUCTION TOURING CARS

over 2000 cc

1st TRIUMPH 2.2

over 2000 cc

1st FORD

1600 cc — 2000 cc

1st TRIUMPH TR3

500 cc — 1000 cc

1st RENAULT

TEAM PRIZE — **FORD**

1000 cc — 1300 cc

1st ALFA ROMEO

500 cc — 1000 cc

1st DB PANHARD

AND SIX COUPES DES ALPES

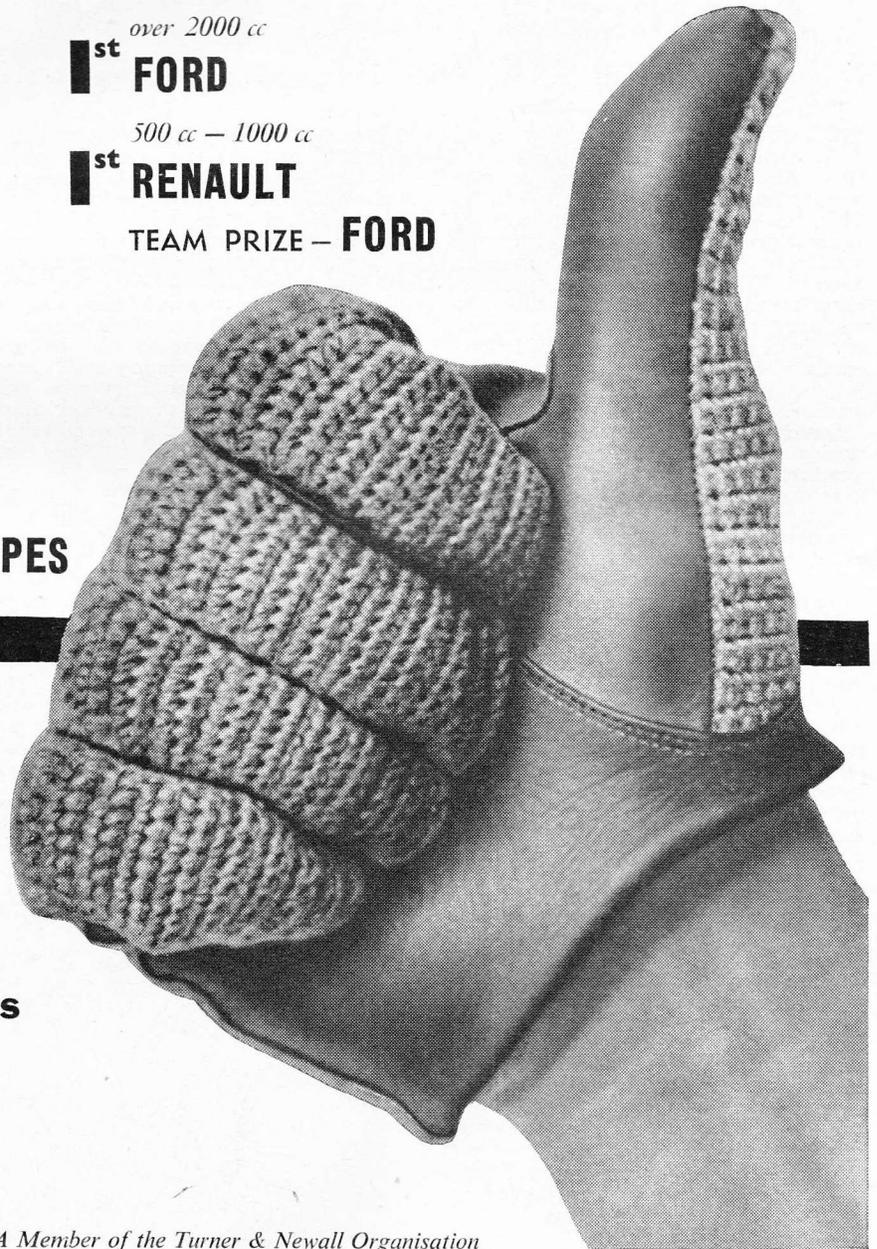
(Subject to official confirmation)

fit race-proved

FERODO

Anti-Fade Brake Linings

Disc Brake Pads



CLOSE COMPANY—and, strongly reminiscent of last year's battle. In the lead, Douglas Hull's 2-litre E.R.A. leads the 1½-litre car driven by Bill Moss.

and Lindsay—nothing at all between them—ahead of Peter Waller (E.R.A.), Norton, in the "five-cylinder" car, Goodhew (E.R.A.-Delage), D. H. Day (E.R.A.) and, leading the vintage section, Jim Berry (Type 35B Bugatti). Gordon Chapman started late in his E.R.A. and came through in twelfth place.

By the second lap Hull, still with little or no daylight showing between him and the pursuing Moss, had drawn away from the rest of the field. Of Lindsay there was no sign and third man now was Peter Waller, ahead of Norton and Goodhew. Jim Berry still led the vintage category, and was now in sixth place and Lindsay came through in tenth place, having presumably revolved at some point.

On lap three Norton disappeared, the pace having been a little too hot for the only five-cylindered E.R.A. in captivity. Hull still led from Moss, inches only separated the two cars in a manner strongly reminiscent of last year's race. Waller remained in third place and fourth now was Goodhew's E.R.A.-Delage. In fifth place Jim Berry held the Bugatti in front of the vintage opposition, although McDonald's 4½-litre Bentley was catching him fast. Lindsay came through at the very tail end of the field, having gyrated once more, and was lapped as the leaders completed their fourth round.

Waller dropped out after four laps and Berry's Bugatti moved up into third place, ahead of Goodhew and, fifth, McDonald. Gordon Chapman was cleaving his way through the field in fine style to make up for his loss of time at the start, and now lay seventh. On lap five McDonald moved up past the E.R.A.-Delage to make the order Hull, Moss, Berry, McDonald—two each of historic and vintage cars in the first four after only five laps.

Moss was pressing Hull harder and harder, and was continually trying to pass the 2-litre car out of Lodge, only to be foiled by the larger machine's superior acceleration.

On lap eight, however, Bill managed to

(Continued on page 54)

Another Vintage Oulton

Douglas Hull (E.R.A.) Wins Seaman Trophy Race

FOR vintage enthusiasts all roads led to Oulton Park on 27th June for the 1959 Richard Seaman Trophies race meeting run by the Vintage Sports-Car Club. A programme of seven races for varied vintage, thoroughbred and historic machinery included the 100 kilometres Seaman Trophy race for vintage and historic racing cars and, in addition to the usual concours d'elegance, a parade of "giants of the past", a sort of follow-on from last year's tremendous display by the pre-war Mercedes grand prix machines.

Somehow something seemed to be lacking this year: perhaps it was the weather, which grew chilly and wet towards the end of the day. Or perhaps it was just the absence of the Mercs, but something was definitely missing—although whatever it was did not prevent it from being a typically vintage and therefore typically enjoyable afternoon.

Main race of the day was, of course, the 23-lap Seaman Trophy race for vintage and historic racing cars. There was added interest in it this year, for Bill Moss, with the well-known R5B E.R.A. "Remus" had won the trophy for the past two years. This year, however, "Remus" had gone to another home and was entered to be driven by the Hon. P. Lindsay, while Moss was down to drive Sid Day's E.R.A. Principal opposition, it appeared, would come from Douglas Hull, in Arthur Jeddere Fisher's 2-litre ex-Peter Bell car, now modified to carry a larger tank which would enable it to complete the full distance without a fuel stop. Also obviously very fast was Tom Norton, in the ex-Raymond Mays E.R.A. In the vintage section, it seemed equally probably that, with the absence of George Burton and his fantastically fast 4½-litre Bentley, Gordon McDonald might well have it all his own way.

Nothing is ever certain in motor racing,

E.R.A. TRAIN—a string enters Lodge Corner during the main race, headed by Hull. Behind him are Moss (2) and Peter Waller.

however, and the first item to upset the prophets' calculations cropped up when Norton's car suffered piston trouble during practice. A new piston was sent for, but failed to arrive in time, and the car was rebuilt and reached the starting grid with but seconds to spare, running on five cylinders only: the damaged piston, with con-rod, had been removed—and to heck with crankshaft balance!

Just as unlucky was M. G. Sowman, due to drive Nobby Spero's ex-Whitney Straight 1934-5 Maserati. As he was warming-up the car in the paddock, there came a nasty tinkle and a con-rod poked its ugly head through a brand-new window in the crank-case.

At the drop of the flag Hull, in the 2-litre E.R.A., took an immediate lead and entered Cascades ahead of Moss and Lindsay, the latter in "Remus". As the field entered Lodge towards the end of the first lap, the order was Hull, Moss,





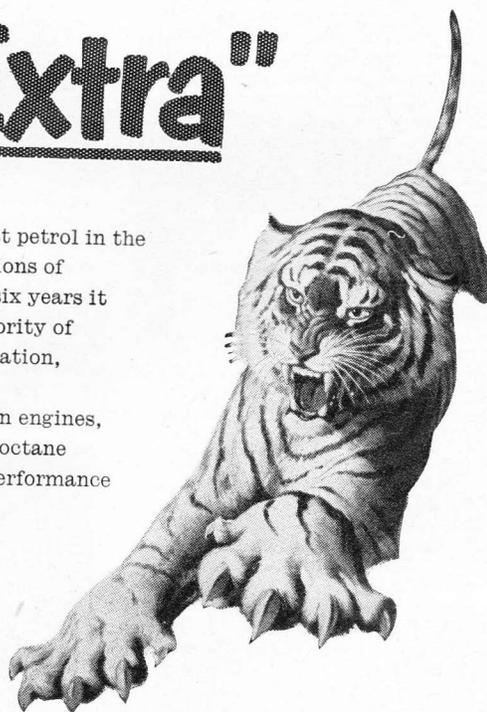
"Esso for Extra"

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



YOU NAME 'EM, WE RACE 'EM!
Vauxhalls, Bentleys, Bugattis and things
enter Old Hall Corner during a Vintage
scratch race—a really representative
collection of the high performance cars of
yesterday.

machines carried out a lap at "parade" speeds and then part of another at "characteristic" speeds—and the sudden leap forward of the massive Metallurgique as Fitzpatrick accelerated opposite the pits will not be forgotten for some time to come.

The afternoon's programme opened with a five-lap handicap for vintage, p.v.t. and historic racing cars. This ended in a win for A. J. Gibson (Frazer-Nash), having taken the lead on the fourth lap, from G. P. Begley, similarly mounted and P. M. Sims (Aston Martin).

Then came a five-lap scratch race for vintage sports and supercharged sports cars in which M. H. Morris's Speed Six Bentley led from start to finish to win by half-a-minute from Quartermaine's very fine 30/98 Vauxhall—originally an "E"-type but since fitted with "OE" engine. Third, a couple of seconds behind, came B. E. Brown's 'Nash.

Next apart from the main race came one of those very fine five-lappers for "chain-driven Frazer-Nash and G.N. cars", which brought forward a fine selection of the former and a very nice example of the latter in the shape of Clarke's mount, which boomed its way around in fine style. Lord Dunleath won this one going very quickly indeed though not as quickly as A. J. Gibson, who was unplaced in the handicap event but achieved fastest lap in 2 min. 22 sec.—a speed of 70.00 m.p.h. D. A. Harrison's 3½-litre Alvis-engined 1936 'Nash had a tremendous dice with Gibson from which the latter emerged victorious.

A five-lap handicap for vintage, thoroughbred and historic racing cars resulted in a win for the Hon. P. Lindsay, this time driving a very fine 1939 2.6-litre blown Alfa, which he got round at 69.04 m.p.h. to lead home Ronnie Symondson's magnificent T57S Bugatti and Charnock's 1932-7 Alvis, which is the living proof of the fact that a car need not look in the least like an Alvis to be one and that it doesn't have to be pretty to be fast!

Another five-lap handicap brought out, in addition to the usual familiar vintage racers, Pinkerton's enormous Fiat, driven by Frank Lockhart, whose Peugeot-J.A.P. was unwell. Competition in this category

(Continued on page 56)

Oulton Park—continued

squeeze through into the lead and settled down to extend the gap between himself and Douglas Hull. On the ninth lap he was still in front, perhaps a trifle further ahead, but the edge seemed to have gone off the previously crisp exhaust note, sounding a trifle ragged at the top end. By now the leaders had lapped all but the first seven, and a gap of over 11 minutes existed between second and third place men. Berry still held off the thunderous challenge of McDonald's big Bentley.

On the eleventh lap—something like half-distance, Hull re-took the lead, with Moss once again hot in pursuit. The chase lasted for four more laps, then Moss's car came past very slowly, Bill waving past the other competitors. He reached the pits and retired, oil having fouled all the sparking plugs—although this was not discovered at the time!

From then on the race as a race was all over. It only remained for Douglas Hull to complete the remaining eight laps in, more or less, his own time. Behind him—nearly two minutes behind him—came Jim Berry's 35B Bugatti and then Gordon McDonald's 4½-litre Bentley. D. H. Day's E.R.A. was fourth, ahead of the E.R.A.-Delage of Goodhew and, sixth, Lindsay in "Remus".

The rest of the race was, in fact, enlivened by only one incident: it suddenly became apparent that the Bentley was catching Jim Berry at a great rate, resolved only by the fact that Berry eventually saw him coming before it was too late. The explanation? Jim's wife had held out the "slow" sign instead of the "fast" signal in error!

Douglas Hull won at an average speed of 75.01 m.p.h., something like 1½ minutes ahead of Jim Berry (Bugatti) with McDonald a further two seconds in arrears to take third place. Hull recorded fastest lap in 2 min. 6.4 sec.—a speed of 78.64 m.p.h. In the vintage category, Berry won from McDonald with E. J. Sibbald (Bugatti) in third place, three laps down. Winner on handicap was Berry, with McDonald second and Hull third.

Before the race had been the parade of "giants"—and cars like the 1899 Cannstatt Daimler led a 1906 Cottin et

SECOND PLACE overall in the main race was taken by Jim Berry's ably-driven Bugatti, which won the vintage section of the race.

RESULTS

Race 1: 1, A. J. Gibson (Frazer-Nash), 67.87 m.p.h.; 2, G. P. Begley (Frazer-Nash); 3, P. M. Sims (Aston Martin). **Fastest lap:** Gibson, 70.00 m.p.h.

Race 2: 1, M. H. Morris (Bentley), 68.74 m.p.h.; 2, M. L. Quartermaine (Vauxhall); 3, B. E. Brown (Frazer-Nash). **Fastest lap:** Morris, 70.39 m.p.h.

Richard Seaman Memorial Trophies Race: 1, D. H. C. Hull (E.R.A.), 75.07 m.p.h.; 2, J. Berry (Bugatti); 3, G. G. McDonald (Bentley). **Fastest lap:** Hull, 78.64 m.p.h. **Vintage Class:** 1, J. Berry (Bugatti), 72.78 m.p.h.; 2, G. G. McDonald (Bentley); 3, E. J. Sibbald (Bugatti). **Fastest lap:** Berry, 75.07 m.p.h.

Race 6: 1, Lord Dunleath (Frazer-Nash), 67.97 m.p.h.; 2, R. Adnams (Frazer-Nash); 3, B. E. Brown (Frazer-Nash). **Fastest lap:** A. J. Gibson (Frazer-Nash), 70.00 m.p.h.

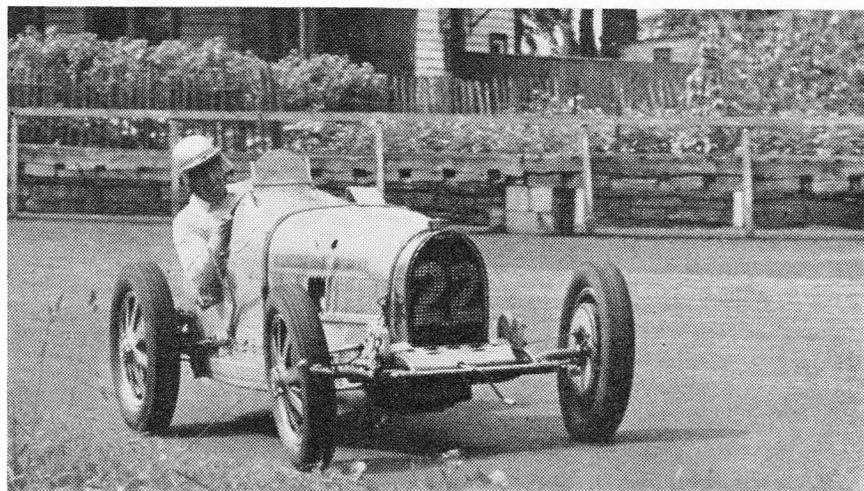
Race 7: 1, Hon. P. Lindsay (Alfa Romeo), 69.04 m.p.h.; 2, R. C. Symondson (Bugatti); 3, A. Charnock (Alvis). **Fastest lap:** D. H. Day (E.R.A.), 74.18 m.p.h.

Race 8: 1, H. W. Ratcliffe (Alvis), 55.85 m.p.h.; 2, J. R. B. Barker (Lagonda); 3, H. L. Halkyard (Mercedes). **Fastest lap:** R. Adnams (Frazer-Nash), 61.97 m.p.h.

Concours d'Elegance: 1, C. G. Duce (1933 Rolls Royce); 2, N. Powell (1929 Mercedes-Benz); 3, M. Roderick (1925 Sunbeam). **Concours d'Etat** (for original condition): 1, A. R. M. Hopton (1929 Bentley); 2, J. Broadhead (1924 Vauxhall 30/98); 3, P. A. Mann (1927 Bentley).

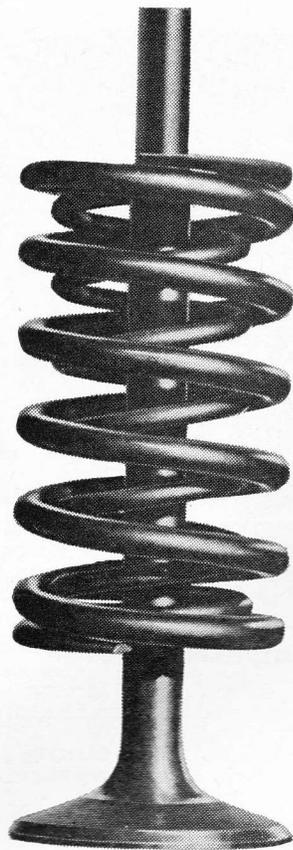
Event 9: 1, A. Jeddere-Fisher (E.R.A.), 73.64 m.p.h.; 2, G. G. McDonald (Bentley); 3, H. Spence (Frazer-Nash). **Fastest lap:** Jeddere-Fisher 77.29 m.p.h.

Desgouttes (a mere 10 litres or so), Douglas Fitzpatrick's well-known 1907-10 Metallurgique—a mere 21 litres or so—with supporting noises being made by Clutton's 1908 Itala, Dr. Pinkerton's 10-litre 1910 Fiat and Halkyard's 1912 Mercedes "ninety"—an enormous white beast of nine litres, carrying a body which resembled a sort of Edwardian lorry of rather inadequate capacity. These



VALVE SPRINGS

Effect on performance

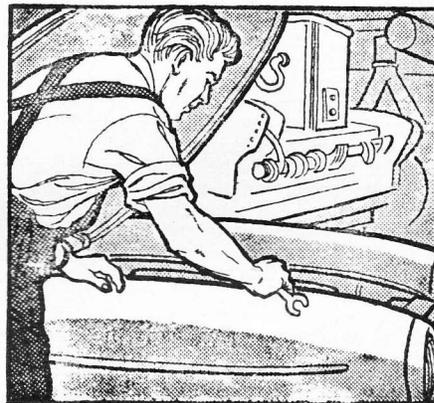


Engine speeds Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

Valve Temperature The average temperature of an exhaust valve head is approximately 700°C; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce At high revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.



For performance and petrol economy, valve springs need to be replaced regularly — always as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve spring made.

TERRYS AERO VALVE SPRINGS
The Experts' Choice

HERBERT TERRY & SONS LIMITED, REDDITCH, ENGLAND



Club News

By MARTYN WATKINS

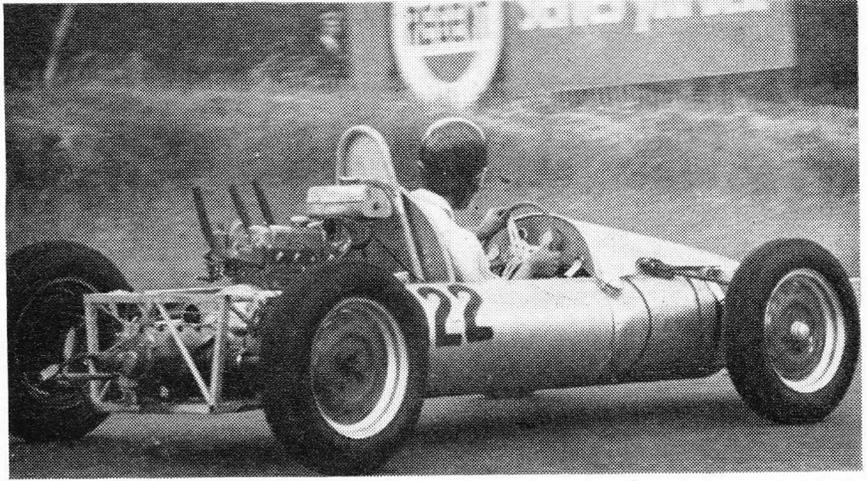
LIVERPOOL M.C. have a restricted driving test meeting at Messrs. Dunlops' premises at Speke on 2nd August. Clubs invited to this Flather Star event are Hagley and District L.C.C., North Staffs. C.C., B.A.R.C., Wirral Hundred M.C., M.G.C.C., Rhyl and District M.C., Lancs. and Ches. C.C., Morecambe C.C., Bolton-le-Moors C.C. and Manchester University M.C. Regs from H. Gadd, 37 Hollytree Road, Woolton, Liverpool, and entries close 27th July. . . . **The Surrey Sporting M.C.** "Sortie" 215-mile rally, a restricted event, is to be held on 4th-5th July, starting from the White Hart, Bletchingly. . . . **The Bentley and Jaguar D.C.s** have a race meeting on the Silverstone Club circuit on 1st August. Drivers from the Bentley D.C., Jaguar D.C., Aston Martin O.C., Lagonda Club, and B.A.R.C. are invited to enter cars listed on the regs. which are available from Lt.-Col. C. H. D. Berthon, Bentley D.C. Ltd., 76a High Street, Long Crendon, Aylesbury, Bucks. (Entries close 15th July). . . . **Nottingham S.C.C.** are to have a driving test meeting at Ranby Depot on 19th July. Entries will be accepted for normal and improved series production touring cars, special touring cars, normal, improved and special grand touring cars and should be sent to A. K. Cragg, 1 St. Mary's Gate, Nottingham, before 10th July.

Mallory Park—continued

McKenzie, Gilbert, Brownlee, Goddard-Watts and Nurse.

The second race unfortunately lacked excitement but was very important to the scores, and was remarkable for the fact that Chris Meeke's extremely rapid Elva Courier not only finished its first race but covered itself with glory. On the opening lap it led the field, with David Buxton's Elite next up and John Whitmore's sister car in fifth place after a hesitant start. Buxton's car lasted only a lap and a half, and it took Whitmore until lap 6 to get past Meeke, who even then gave very little away until he eased up in the closing stages. Bob Vincent's Elite also went out when the exhaust system came adrift, leaving Richard Shepherd-Barron as the only other finisher in Class B. In Class C, Malcolm Wayne again notched up a second place but Pat Fergusson lost a plug lead and, with it, his lead in the Championship, scoring for fourth place against Paddy Gaston's second in Class A. Bill Needham was third in his successful M.G. Twin-Cam, I. L. Taylor fifth in another Twin-Cam, his new mount, and Gil Baird sixth in a very sick Courier with a fractured oil pipe and suspension maladies.

The race for the big cars started on a streaming wet track and Dick Protheroe's XK 120, which handles really well, took an immediate and convincing lead, followed by Dickie Stoop's Frazer-Nash; Gawaine Baillie found the Corvette something of a handful under these conditions but held on to third place. At half distance the track dried off a bit and the Corvette was able to use its speed to get ahead of Stoop, who now faced a very strong challenge from John Tallis in the Le Mans Rep. This battle lasted the rest of the race and was quite heart-



MUCH IN EVIDENCE is the bored-out B.M.C. "A" series engine which powers D. R. Taylor's Monoposto Formula car. Now having an engine capacity of almost 1,000 c.c., and bearing the name Taylor 1000. The car is seen at Brands Hatch during the Trio meeting.

Coming Attractions

- 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.** Rouen G.P., Rouen, France. (F2, S).
- July 18th.** British Grand Prix, Aintree, near Liverpool. (F1, 2, S).
- July 25th.** Bugatti O.C. Interclub Hill-Climb, Prescott, near Cheltenham, Glos.
V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey, C.I.
- July 26th.** Bugatti O.C. Interclub Hill-Climb, Prescott.
- Caen G.P. (F1, 2, 3), Caen, France.**
Bari G.P. (F1, 2, S), Bari, Italy.
Romford Enthusiasts C.C., Sprint, North Weald Aerodrome, Essex, 2.30 p.m.

stopping at times, the cars finishing third and fourth with barely a length between them. With five laps to go, Protheroe caused some alarm and despondency by visiting the pits, but he was hastily shooed away again before the Corvette could reach him. His brakes were utterly useless and it was fortunate for him that he had built up such a colossal lead while they were working that he was able to finish the race without their aid and still maintain his winning position. The Austin-Healey of N. Green was third in this class but, unfortunately for the three successful entrants, they cannot claim full points for their performances owing to lack of starters. In Class D, Stoop and Tallis were followed home by A. G. W. Belcher (Morgan) and John Mitchell (Ace-Bristol), who had a fine scrap, and by Bob Staples, whose A.C.-Ace went wonderfully well in the early stages but lost ground when the track dried off.

In the team contest, the Sprites still lead, having scored 10 points at this meeting (third member Chris Tooley was away on the Alpine) but the Couriers finished 1st, 2nd and 6th to score 15 points, which brings them only four points behind with a total of 43. The Turners scored 4 to hold their third place with 26 and John Mitchell's 3 points put the Huddersfield M.R.C. one ahead of Ecurie Chiltern, who were not represented. DAVID PRITCHARD.

Oulton Park—continued

came from Halkyard's Mercedes Ninety—that of the market-garden body—and Clutton's Itala. Also racing was—whisper it—F. Whowell's 1927 Rolls-Royce, Smith's delightful Gwynne—a most appealing light car, this—and E. J. Lisle's blown Austin 750. This is an ex-works car, and it is reliably reported that the owner has now succeeded in causing the blower to increase the power rather than subtracting some of it! Winner out of all this varied machinery was Ratcliffe's 1926 Alvis, ahead of Barker's very trim Lagonda Rapier and Halkyard's Mercedes. The little Austin was fourth.

Last of all came the all-comers' race, for vintage, p.v.t. and historic racing cars, over ten laps and run from scratch. This was run in the wet and a certain amount of confusion became apparent as more and more motor-cars faced the wrong direction. It was led all the way by Hull in the 2-litre E.R.A., in spite of a ninth lap spin which left him with detached and flapping visor, a large piece of tree firmly attached to the underside of the car and a very wobbly front wheel. Second was Gordon McDonald's Bentley and third Goodhew's E.R.A.-Delage.

MARTYN WATKINS.

Brands Hatch—continued

and then on lap four Warner spun at Druids, restarting almost a lap behind Lambert who was thereafter uncatchable in the lead and went on to win from Wills with I. Harrison-Hansley third. Fastest lap was set by Lambert in 62 sec. (72.0 m.p.h.).

This brought to an end a most enjoyable day's club-racing of which the organisation, apart from a late start, was more than slick, race following race with almost dazzling speed!

MARTYN WATKINS.

The World's Finest Racing Kit & Rally Equipment



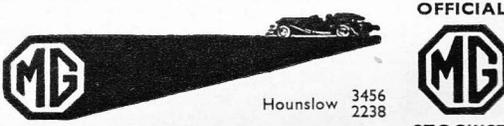
CRASH HATS, GOGGLES, VISORS, GLOVES, OVERALLS, TROUSERS, WATERPROOF SUITS, DRIVING BOOTS & SHOES
 STOP WATCHES from 55/-, RALLY CLOCKS from 57/6, SPLIT-ACTION WATCHES 115/-, 'G.P.' Transfers, Circuits 1/-; Crossed Flags 9d. Cockpit Nav Lamps 8/6. Car Compass 19/6. Helphos Windscreen Lamp 69/6. Romers 2/6. Map Markers 4 doz. asstd. 2/6. Blackwell Calculator 13/-, Halda Pilot 19 gns. CASH OR "NO INTEREST" CREDIT TERMS.
 Write for free illustrated catalogue. Home and Export Trade Enquiries Invited

LES LESTON LTD.
 314 HIGH HOLBORN, LONDON, W.C.1
 Phone: CHAncery 8655

Crash Helmet (New Spec.)
 'Sure Grip' Driving Gloves
 Mon.-Fri. 9-5.30
 Sats. 1 o'clock

Flameproof Overalls

SOLELY M.G. CARS — SALES & SERVICE



TOULMIN MOTORS For your M.G.

SALES New Models always in Stock. A small select stock of second-hand cars.

SPARES A large comprehensive stock of spares for all models. C.O.D. service available.

REPAIRS Reconditioned engines in stock from late Magnette to early J. Type, immediate fitting service.

343 Staines Road, Hounslow, Middx.
 PHONE OR WRITE . 6 P.M. WEEKDAYS . ALL DAY SATURDAY



The Walpress

Continental

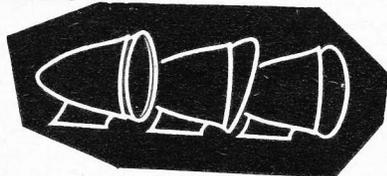
Speed Mirror

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

Retail Price

37/6

Obtainable through all Halford branches and Leston's Motor Accessories, High Holborn, W.C.1, or direct from



WALSALL PRESSINGS CO. LIMITED

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

**FINGERTIP STEERING...
 EFFORTLESS GEARCHANGE...
 NOISELESS BACK AXLE...**

MOLYSLIP

Molydisulphide OIL-SUPPLEMENT 'G'

Puts an ANTI-FRICTION PLATING on all moving parts.

Even the best of oils gain extraordinary lubrication characteristics when MOLYSLIP is added. It's the molydisulphide that makes the difference; all moving parts become 'plated' with minute gliding layers of this indestructible substance forming a friction-free cushion between bearing surfaces. It prevents wear and enables parts to mesh together effortlessly, noiselessly.

Look what MOLYSLIP 'G' does...



IN GEARBOX:
 eliminates stiffness—gives whisper-light gear change.

IN STEERING BOX:
 makes steering effortless—ensures quicker, safer control.

IN BACK AXLE:
 cuts down mechanical noise—increases life.

MOLYSLIP 'G'

for gearbox, steering and back axle. 10 oz. easy injection polythene flask (sufficient for all three) 15/-. Also 4 oz. flasks 7/6.

Also MOLYSLIP for engine—10 oz. tin 15/-. Gives many months of velvet smooth performance. Also 4 oz. tins 7/6.

A great performance by Moly Slip

**smooth . . . effortless . . .
 friction free . . .
 —that's MOLYSLIP motoring!**

Get MOLYSLIP from your service station, filling station or accessory dealer. Stocked by all Lex and Blue Star Branches, Gamages, Harrods and all London Stores.



A PRODUCT OF THE SLIP GROUP OF COMPANIES

34 Great St. Helens, London, E.C.3

TRIPLE VICTOR Peter Sargent (C-type Jaguar) leads the field through Copse Corner.

THE tenth annual Silverstone meeting of the Motor Cycling Club was held on Saturday, June 27th, just when the long dry spell broke up. Strange to relate, however, Silverstone got less rain than some other areas and Charles Bulmer's handicapping was not seriously upset.

Practice, and therefore the meeting proper, was late in starting, but the M.C.C. organisation was equal to the situation and it was not long before the programme was once more running to time.

There were seven events for cars, the first of which was a half-hour blind in which the majority of contestants qualified for first-class awards. The first actual race was a five-lap scratch affair in which there could be little doubt that



TENTH ANNUAL

M.C.C. SILVERSTONE RACE MEETING

Hat Trick for Peter Sargent (C-type Jaguar)

Peter Sargent would be first past the post in his C-type Jaguar. This he duly achieved without difficulty, followed home at respectful intervals by the Gibbs family Len and Bluebelle in a pair of Lotus-Climax.

The five-lap handicap for saloons had only six runners, of which R. G. Stone's Anglia retired on the first lap with mechanical trouble. C. K. Bond-Smith's Speedwell A35 won from Adrian Lewis's "Heinz" A35 and the veteran Morris Oxford of David Hobbs, which is equipped with his father's brilliant transmission system. Bernie Rodger in the Peerless, off scratch, missed getting into the frame by less than two seconds.

The ten-lap scratch race for cars built to the 750 and 1172 Formulae gave Brian Hart another win in the Terrier Mk. II, which has made a habit of winning 1172 races this season, pursued relentlessly but unsuccessfully by Alan Wershat in the original Lola. David Rees was a comfortable third but could not get up with the leaders. In the 750 class J. G. W. Marsh went extremely rapidly with the Speedex, which is certainly this year's "find", and John Wilks had his customary mechanical misfortune after a good race with L. G. Hockney.

In the five-lap handicap which followed, Adrian Lewis drove the A35 splendidly to hold off the challenge from a large field, winning from R. G. Peacock's M.G.A. and the fleet little Ford Special of A. M. Bennett. Peter Sargent strove mightily to carve his way through the field and get among the leaders but he had just too much to do and had to be content with fourth place, seven seconds behind the winner.

The ten-lap scratch race, not unexpectedly, followed the pattern of the earlier five-lap event, Peter Sargent taking an immediate lead with the Gibbs family in pursuit. Len managed to keep the Jaguar well in sight but Bluebelle was left in a rather lonely third place, not quite fast enough to stay with the other two but, equally, not in any danger from the rear. There was, nevertheless, a stirring struggle in progress astern between the Halton Tojeiro, driven on this occasion by one Corporal Johnson (the lowest rank we have yet seen at the wheel of this car) and the Targa Florio Frazer-Nash of B. M. Bown, from which the Halton car eventually emerged victorious by less than half a second. This was one of the best scraps of the day, and both drivers deserve credit for the way they kept their

heads in the heat of battle.

Finally, there was a five-lap handicap for the placemen from the previous races, a qualifying event for the "Motor Sport" Silverstone Trophy. There was a certain amount of duplication in the earlier results and, in addition, some people had been compelled to take their cars away to ready them for the morrow. We were therefore left with a field of six, consisting of a C-type Jaguar, two Lotus-Climax, an M.G.A. and two A35s, which finished in that order after starting in the reverse order. Peter Sargent recorded his third win, and the fastest lap of the day at 78.65 m.p.h., and Bluebelle Gibbs resisted the efforts of her husband to dislodge her from her second place.

DAVID PRITCHARD.

RESULTS

5-Lap Scratch Race: 1, P. J. Sargent (Jaguar "C"), 73.42 m.p.h.; 2, L. Gibbs (Lotus-Climax); 3, Mrs. Bluebelle Gibbs (Lotus-Climax). **Fastest lap:** Sargent, 78.02 m.p.h.

5-Lap Handicap for Saloons: 1, C. K. Bond-Smith (Austin A35), 57.73 m.p.h.; 2, R. A. A. Lewis (Austin A35); 3, D. W. Hobbs (Morris Oxford). **Fastest lap:** B. R. Rodger, 63.20 m.p.h.

10-lap Scratch Race for 750 and 1172 Formula Cars: 1, B. R. Hart (Terrier Mk. II), 69.59 m.p.h.; 2, A. R. Wershat (Lola); 3, D. Rees (Austin-Rees). **Fastest lap:** Hart, 71.47 m.p.h.

5-Lap Handicap: 1, R. A. A. Lewis (Austin A35), 62.76 m.p.h.; 2, R. G. Peacock (M.G.A.); 3, A. M. Bennett (Ford Special). **Fastest lap:** Sargent, 78.02 m.p.h.

10-Lap Scratch Race: 1, P. J. Sargent (Jaguar "C"), 74.69 m.p.h.; 2, L. Gibbs (Lotus-Climax); 3, Mrs. Bluebelle Gibbs (Lotus-Climax). **Fastest lap:** Sargent, 76.98 m.p.h.

5-Lap Handicap for Placemen from Previous Races: 1, P. J. Sargent (Jaguar "C"), 76.29 m.p.h.; 2, Mrs. Bluebelle Gibbs (Lotus-Climax); 3, L. Gibbs (Lotus-Climax). **Fastest lap:** Sargent, 78.65 m.p.h.



HE'S JUST TOLD HER... HE'S GETTING... AN M.G.A.!

Both on the man at the wheel and the lady beside him, it's marvellous motoring all the way in the incomparable M.G.A.—so nimble, so tough, so safe. Three models await your admiration—there's the standard open M.G.A. . . . the elegant M.G.A. Coupe . . . and now the phenomenal Twin-Cam M.G.A., with 1,589 c.c. engine, disc brakes on all wheels, and a performance that takes you from rest to 100 m.p.h. in a fraction over 30 seconds. Come and see all three versions—this superlative sports car at University Motors now!

Hire Purchase and Part Exchange.

**UNIVERSITY
MOTORS
LTD.**



Sole London M.G. Distributors for 30 years

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

AUTOSPORT

CLASSIFIED ADVERTISEMENTS
PRESS TIME : MONDAY 10 a.m.
 Telephone: PADDington 7671-2

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

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

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

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

USED CARS FOR SALE

A.C.

A.C. ACE 1955, one owner, 26,000 miles, in immaculate condition, £850. Standbridge, 31 Springfield Crescent, Poole, Dorset. Parkstone 4570.

ASTON MARTIN

V.M.F. 63 works DB2 Le Mans 1950. Small mileage. One owner. Pippbrook maintained. £875.—Eric Thompson, Gosden Farm House, Bramley, Surrey. Bramley 2103.

DB2. 1952. Engine overhaul 2,000 miles. White with blue interior. Radio. Very clean and sound. £995. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

AUBURN

1935 MODEL 851 unsupercharged straight 8. Phaeton 4 door drophead, 2 speed axle, new tyres. This American classic is in excellent condition except hood which needs repair. £75. Bradstock Motors, Ltd., Chase Road. Epsom 5696. FAIrlands 6283.

AUSTIN

750 Formula Austin. Goodacre Trophy winner 1958. Fully prepared for racing.—J. Wilks, "Southacres", Godstone, Surrey. Godstone 347.

AUSTIN-HEALEY

AUSTIN-HEALEY, 1955 model, fitted with 140 b.h.p. American twin overhead camshaft engine, four-branch exhaust, 1 1/2 H.D.6 carbs., oil cooler, etc., stiffened suspension. Complete with fully modified (Le Mans) original Austin engine with all fittings. Very fast. Never been raced.—J. W. Tills, 2 Spinney Road, Kirkby, Nr. Liverpool. Telephone: Simonswood 2533.

AUSTIN-HEALEY 100, March, 1954, in ivory. £565. Bolton of Leeds. Tel.: Leeds 36036.

BENTLEY

BENTLEY 4 1/2 1936 Park Ward Saloon, heater, radio, etc. £250.—G. Pratt, 127 Booths Farm Road, Great Barr, Birmingham, 22a. Gre 3615.

BENTLEY 1923 3-litre blue label. Completely original Park Ward body. £250. Grodrich, 8, Highfield Road, Birmingham, 13. South 0719 after 6.30 p.m.

BERKELEY

THE new B95 model with 692 c.c. Royal Enfield twin four-stroke engine now available for early delivery. 100 m.p.h. £628. Also 1959 492 c.c. Excelsior 3-cylinder 2-stroke, 1,600 miles only. £565. And 1957 328 c.c. 2-seater, one owner, low mileage. £350. Surrey Distributors: The Surrey Car Co., 44 Richmond Road, Kingston. (KINGston 6340 and 7660.)

BERKELEY SPORTS CAR CENTRE TUNING AND RACING SPECIALISTS

The new B95 with Royal Enfield 692 c.c. Super Meteor engine available for early delivery—see and try our demonstration car. Spares, etc., in stock for all models. Open 8.30 a.m.—7 p.m. weekdays, 10 a.m.—7 p.m. Sundays.

MANTLES GARAGES, LTD.,

Henlow Garage,
 Henlow Camp, Beds.
 Tel.: Henlow Camp 233.

BRISTOL

TYPE 400, regd. November, 1950. Very clean car. New tyres, 100 per cent mechanical order. Taxed year. No exchanges. £525.—Knowles Automobiles, Blews Street, Birmingham, 6. Aston 3704.

B.S.A.

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

CITROEN

CITROEN ID 19. Sept., 1958. DS type seats and carpets as new. £1,215. Bolton of Leeds. Tel.: Leeds 36036.

COOPER

1959 2-litre Cooper Monaco sports 2-seater. Taxed year. Chris Bristow, signing up with B.R.P. recently, finds it difficult to use this car again this season. Offers round £2,600. Chris Bristow, Luxury Cars Garage, 186, Atkins Road, Clapham Park, S.W.2. TULse Hill 1051.

COOPER Mk. V 500 c.c. J.A.P. Well-known car in Midlands. Hill climbed to date. £250. Grodrich, 8, Highfield Road, Birmingham, 13. South 0719 after 6.30 p.m.

DORETTI

1955' light blue, tartan seat covers, heater, Michelin X, windscreen washers, 110 m.p.h. with economy. £595. Terms. Exchanges. Lee Brothers, North Street, Leighton Buzzard. Telephone 2224.



ELVA

ELVA CLIMAX Mk. I. Stage I Tune. Registered November, 1957. Hardly used. Open to any trial. £575.

Terms arranged. £200 deposit or exchange for any good saloon or sports car. Cash either way.

Spa Motors, Kenilworth Street,
 Leamington Spa.
 Phone: 1260.

1956 Mk. I Elva. 100 E engine, Wilment OHIV head MG12 gearbox. Dunlop racing tyres. Excellent condition. H.P. £375. Phone Reading 68210 (evenings).

FRAZER-NASH

1950 LE MANS Replica, well known and successful car, in excellent condition throughout, ready for competition or road use, with quantity of spares. £950 o.n.o.—Clapham, Holmefield, Shann Lane, Keighley.

FORD

1938 Ford 8, £15. Back axle, £3. Front, £3. 10 engine, £7 10s. 6 volt battery, £3; 12 volt, £5. 1955 Thames Estate, conversion, £340. 8 Fairview Avenue, Rainham 5096 Essex.

GOGGOMOBIL

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

FIAT

FIAT 1400 B saloon. August, 1957, one owner. £680. Bolton of Leeds. Tel.: Leeds 36036.

HEALEY

E-TYPE Silverstone, 1951. Immaculate condition. Engine overhaul just completed. Michelin X. Many extras include spare set wheels fitted with slightly-worn Dunlops, arcop-screen, tonneau, luggage rack, 100 m.p.h. 26 m.p.g. Genuine reason for sale. £500 o.n.o.—Wilshin, Roebuck Inn, Marlborough, Wilts. Phone 610 (evenings).

JAGUAR

DUNCAN HAMILTON & Co. offer: Ex-works D-type Jaguar, ex-Duncan Hamilton and J. Clark, complete to "C" specification and late factory modifications, in unmarked showroom condition. The most outstanding example available.—33 High Road, Byfleet. Byfleet 3101.

RED XK 120. Very smart with heater, radio spots, new hood, etc. £475. Exchanges. Terms.—Ansty Garage, Ansty, Coventry. Walsgrave 2569.

1954 D.H. Coupe (not roadster), black, immaculate, 2 careful owners, 39,000 miles, Ace turbo discs, luggage rack and other extras. £640.—Bradstock Motors, Ltd., Chase Road. Epsom 5696. FAIrlands 6283.

SS100 2 1/2 litre, red. Recent engine overhaul and new tyres. P100's, blue spot. Exceptional condition. £305.—Bradstock Motors, Ltd., Chase Road. Epsom 5696. FAIrlands 6283.

SPECIAL ANNOUNCEMENT FOR

Classified Advertisers

All Classified advertisements for the issue of July 17th MUST reach this office by A.M.

Monday July 13

1959 MODEL 3.4 saloon. Disc brakes, quick change pads, 72 spoke wire wheels, overdrive, highly tuned engine, 9:1 pistons, XK head, special exhaust system. Special head, fog, and long range lights, Koni shocks, Reuter seats, high geared steering, wooden wheel, Durabands. This low mileage, beautifully prepared car cost over £2,100. For sale at £1,550.—Hunt, 87 King Street, Bedworth, Warwicks. Phone 2184.

JOHN WOOLFE would consider selling his very fast C-type if a good offer was forthcoming. Can be seen Brands Hatch this Sunday. Box 3207.

(Continued overleaf)

OFFICIAL STOCKIST



PARADE MOTORS

(MITCHAM) LIMITED OFFER

New Twin-Cam M.G. White/red upholstery, immediate delivery. List Price
 1958 M.G.A. Fixed head coupe. Mineral blue and grey, low mileage £875
 1957 M.G.A. White/red, wire wheels, radio, heater, luggage rack, tonneau cover £755
 1956 M.G.A. Green and grey. Radio luggage carrier, wing mirrors, low mileage £715
 1954 M.G. T.F. Wire wheels, heater, tonneau cover, etc. In really superb condition £595
 1954 M.G. T.F. Green/beige, heater, tonneau cover and many other extras £575
 1954 M.G. T.F. Green/green, in superb condition £565
 1954 M.G. T.F. Red/beige £565
 1953 M.G. T.D. Black/red, luggage carrier. A really perfect specimen £475
 1953 M.G. T.D. Red/red, luggage carrier, etc., etc. £465
 1952 M.G. T.D. Red/beige £455
 1951 M.G. T.D. Red/red £445
 1947 M.G. T.C. Green/green, fitted with special body £270
 1939 M.G. T.A. Green/green, an excellent little car £220

1954 Morgan Plus 4. Red £445

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

SELF-DRIVE HIRE—1958 FORD

CONSUL—PREFECT—ANGLIA

From £2 : 15 : 0 a day

66/67 Monarch Parade, Mitcham

Phone: 3392—7188

**NORTH
SOUTH
EAST
COME
WEST**

**TAUNTON
MOTOR CLUB
AUTO CROSS
AUGUST
BANK HOLIDAY
MONDAY**

Regs:- W. G. Cawsey, 14 Station Road,
Taunton

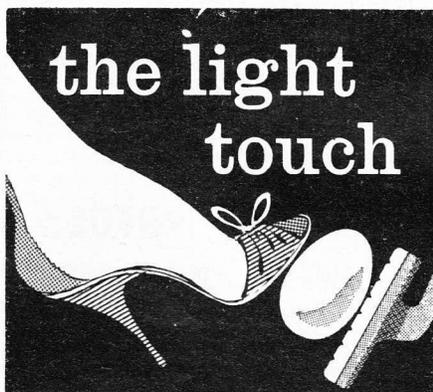
Ex-Admiralty
Split-Action STOP WATCHES
Greatest Ever Stop Watch Offer



This Swiss made split action precision timer is favoured by Rally and Sports drivers for its extreme meaccuracy and dependability. No ordinary stop watch contains all these features independent control giving finishing times of first and second. Both hands read to 1/5th second. Records on small minute dial to 30 minutes. Every watch fully tested and guaranteed.

Money Back Guarantee
Makers' Price over £20 **£5.15.0** Post Free

CHARLES FRANK
67-75 SALTMARKET · GLASGOW · C.I.
Phone: Bell 2106/7 Established 1907
Send for illustrated catalogue.



THAT GIVES **EXTRA** STOPPING POWER
Now—treat yourself to the *added luxury* of power braking! One small unit, fitted in a few hours, gives you that extra reserve of braking power with *greatly reduced pedal effort*. Just the thing for the in-traffic traveller, for the high-mileage man, for the lady with the lighter touch on the brake. The latest anti-fade brake linings can be fitted with this approved 'Alexander' conversion fitted with the

GENUINE LOCKHEED VACUUM SERVO BRAKE UNIT
Only £16-18-9 (plus small fitting charge)

Supplied and fitted by **ALEXANDER ENGINEERING CO LTD**

Haddenham · Bucks Tel. Haddenham 345/6
or their accredited agents
WRITE FOR LEAFLET AND NAME
OF NEAREST FITTING AGENT

Classified Advertisements—(continued)

JAGUAR 3.4 SE saloon, Oct., 1957. Disc brakes and overdrive. £1,395. Bolton of Leeds. Tel.: Leeds 36036.

JAGUAR 2.4 SE saloon, Jan., 1958, overdrive, 9,000 miles only. £1,425. Bolton of Leeds. Tel.: Leeds 36036.

JENSEN

541, overdrive, etc. Car now at Jensen works. Will be sold as new condition, resprayed to buyer's choice. Nearest £1,600. Box 3213.

JOWETT

JAVELIN 1949, cream. Series III engine. Radio, heater. Recent engine overhaul. Good tyres. £285.—Bradstock Motors, Ltd., Chase Road, Epsom S696. FAIrlands 6283.

JUPITER '53, SIII engine in perfect condition. Body, hood, paint, tyres, etc., excellent. £375 or exchange saloon. 23 High Grove Rd., Gatley, Ches. Gat 7500.

LEA FRANCIS

BETTER than new 2½ litre sports, special equipment.—5 Corporation Street, Clitheroe, Lancs.

LOTUS

DICKSON Motors (Perth), Ltd., (Racing Division) Offer for Sale—Lotus XI Series 2 "Le Mans". Powered by 1,100 c.c. Climax engine. Very highly tuned and 100 per cent condition throughout. Ready to race. Write, phone or call.—Dickson Motors (Perth), Ltd., Crieff Road, Perth. Tel.: Perth 3892/3.

LOTUS XI Ford, Willment, c/r gears, Aquaplane flywheel, Dunlop racing, engine new March, full road trim, hardtop, spares. Excellent condition, trailer available. £695 o.n.o.—Korczynski, Neville Cottage, Clifton Road, Newcastle-on-Tyne 60-4529.

LOTUS Mk. VI, 1172 Formula, fully modified, hydraulic brakes, full road equipment, excellent condition. £375 o.n.o. Inglis, 8 St. Alfege Passage, Greenwich, S.E.10.

SUPERTUNE, Ltd., Lotus Specialists, Tuning, race preparation, service, repairs—2a Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.

M.G.

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

SUPERCHARGED Midget, Ivory/Red, specimen. £195. Evenings.—27 Tiverton Road, Edgware, Middx.

REBUILT M.G. two-seater sports car. Fitted six-cylinder engine, hydraulic brakes. £90.—J. T. Moreton, Tatton Park, Knutsford, Ches.

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

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

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

1957 (March) M.G. Magnette. Varitone finished in ivory/maroon with maroon upholstery. Moderate mileage—24,000. Fitted with radio, heater and demister, etc. In truly outstanding condition. £840 or H.P. terms. King's Motors, New Road, Oxford. Tel.: 41681/4.

1955, 1500 TF. Green. Full tonneau. Magnificent condition. Taxed year. £595. H.P. and exchanges. Jones' Garage, Syston, Leics. Syston 2257.

M.G. RARE P.A. Airline Coupe, Ford 10 engine, M.G. gearbox, P.A. engine £15. Seen Midlands. £120. Box 3212.

M.G. MAGNETTE saloon, June, 1956, one owner. £695. Bolton of Leeds. Tel.: Leeds 36036.

MORGAN

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

**EAGLE MOTORS
(NORWOOD LTD.)**

The Leading Sports Car Specialists

£845 1955 Ace. Red. Michelin X. Alfin drums, windscreen washer, heater, a beautiful motor car.

£595 Morgan Plus 4 1957. One owner. Taxed, spotless condition.

£595 1954 Austin-Healey, overdrive, heater, radio. The condition of this car can only be described as new.

£565 TR2 1954. B.R.G. Marchal spots. An immaculate motor car.

£485 Lotus Mk. VI. Ex-M. Anthony car. Highly tuned 1,500 M.G. TF unit, hydraulic brakes, Alfin drums, B.R.G., an immaculate example.

£449 Nash Healey. Ivory, radio, heater, this very rare motor car excellent throughout.

£445 1954 Sunbeam Talbot saloon, resprayed two tone, new carpets—as new.

£365 1948 M.G. TC. Black, a perfect example.

£345 1954 Buckler Mk. V. 8,000 miles, blue spotless condition.

£275 1937 4½ litre Bentley with shooting brake body, mechanically 100 per cent, new tyres.

Two TA M.G.'s, one at £145 and one at £195.

All above cars are open to R.A.C. and A.A. inspection.

New Ford Consuls for Self Drive Hire.

1124-6a LONDON ROAD, NORBURY,
S.W.16.

Tel.: POLLards 4985/3978.

Green Lines and Buses Pass the Door.
Opening Times: 9 a.m. to 10 p.m. Weekdays
including Saturdays. Open for Inspection:
Sundays 10 a.m. to 2 p.m.

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

MORGAN PLUS FOUR, 1955, to full racing specification. This car is now being modified at the Morgan works and will be available in six weeks. The car is also available with disc brakes. Price according to specification.—Alexander Engineering Co., Ltd., Haddenham (Nr. Aylesbury), Bucks. Tel. 345.

MORRIS MINOR

POWERPLUS Minor 1000, twin-carburettor engine conversions provide phenomenal performance with economy and reliability.—Write, call or phone: Wicliffe Motor Co., Ltd., Morris Distributors, Stroud, Glos. Phone 1670-1-2-3.

1958 MORRIS MINOR 1000 convertible with Stage I Alexander conversion. High back axle ratio. Low mileage. £585.—Alexander Engineering Co., Ltd., Haddenham (Nr. Aylesbury), Bucks. Tel. 345.

PEUGEOT

PEUGEOT 403 saloon, July, 1957, one owner. £825. Bolton of Leeds. Tel.: Leeds 36036.

RACING CARS

COOPER Climax 1100 sports/racing car, full Appendix "C" for international racing. Stage III engine. Whole car has been completely stripped and rebuilt. Done approximately 125 racing miles. Whole car condition as new. Fuller details upon request. Part exchange sports or saloon car. H.P. available. Below.

COOPER Norton Mk. X 500 racing car, short-stroke featherbed twin cam petrol engine, disc brakes, long-range tanks, first class mechanical condition, body, etc., as new, spares and trailer. £575 the lot. H.P. available. Below.

1957 LOTUS Climax 1100 sports/racing car, full Appendix "C" magnesium wheels, Stage II engine. Whole car in perfect condition ready to race. Part exchange sports or saloon car. H.P. available. Below.

I. E. RABY—buys, sells, exchanges—500s; 1100s; 1500s sports or racing cars. Exporting. Hire Purchase. Empire Cars (B'ton), Ltd., 85 Preston Road, Brighton 21713.

1957 Lister-Jaguar car virtually as new having covered under 2,000 miles. Latest chassis modifications. Discs. Immaculate condition. Appendix "C". £1,200. N. Hillwood, 275 Hale Lane, Edgware, Middx. EDGware 5067 and evenings STOnegrove 9379.

GOLD SEAL CAR CO. LTD
 SOUTH LONDON'S
 LEADING SPORTS CAR SPECIALISTS

CONTINUE TO MAINTAIN A COMPREHENSIVE STOCK OF SPORTS CARS AND INVITE YOUR ENQUIRIES

GOOD SPORTS CARS WANTED FOR CASH

OPENING ANNOUNCEMENT OF NEW LARGER SHOWROOMS WILL BE MADE VERY SHORTLY

Hire Purchase as low as 1/5th deposit. Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

Open week days 10 a.m. to 9 p.m. Sundays 10 a.m. to 1 p.m. (for inspection) Corner Harts Lane & New Cross Road, S.E.14. 2 minutes from New Cross Gate Underground Station. Tele: New Cross 7433.

SPORTS CARS

KINGSTON MOTOR SALES (T. & S.), LTD.
 Directors: R. A. Sanson, E. H. Thomson.

New TR3A. Powder blue ... List
 1956 TR2. White. 29,000 miles excellent example ... £625

1954 TR2. Black, fitted wire wheels, heater, etc. ... £560

1954 M.G. TF. Red, black P.V.C., hood, fitted wire wheels, low mileage, one owner ... £575

1954 M.G. TF. Black, green upholstery replacement engine fitted 1958 ... £565

1918 Buick. One titled owner. Offers. One only. New 1958 Iso, shop soiled, reduced to £145.

Hire Purchase. Insurance.

Motor-cycles and Scooters taken in part exchange.

43-51 Richmond Road, Kingston-on-Thames. Tel. KINGston 9635.

COOPER Wyvern 1,500 c.c. sports 2-seater, engine just completely overhauled, HC-pistons, twin S.U.'s, four-branch exhaust. IFS, IRS, Mag. wheels, Dunlop racing tyres, R8 pinion, steering screens and aero-screens, hood and tonneau-cover, spares, taxed year. ex-Docker. £465.—93 Prospect Lane, Solihull, Warwicks. Shirley 3327.

DAVID BUXTON LTD.
 The Sports Car Specialists.

Lotus 1957 works Le Mans car Mk. XI Series II, fitted all works modifications, high-tailed body, discs, de Dion, etc. Fitted new Climax F.W.B. 1,500 c.c. single cam engine, M.G. close ratio gearbox, twin plate clutch, alloy wheels, R.5s, full Appendix "C" equipment. Little used, in really 100 per cent condition, proved faster than twin-cam 1500 in club racing. Complete with off-spin transporter, 4.2, 4.5 and 4.9 axles and many other spares. Six months guarantee. £1,195

Triumph TR3 1956, fitted overdrive, wire wheels, Michelin X, heater. Immaculate. Ivory with red interior. Six months guarantee. £695

M.G. Magnette 1955. Specimen example of the sportsman saloon, fitted heater, other extras. Six months guarantee. £675

M.G. TF 1955, reconditioned engine, just fitted new gearbox. Excellent all round condition. Six months guarantee. £545

Ford Zephyr 1956 Series I, fitted full Raymond Mays conversion, Michelin X, fitted heater. As brand new throughout. Six months guarantee. £575

Austin-Healey 1954. All usual Healey refinements. Finished red, black interior. Six months guarantee. £595

Cooper M.G. 1,500 c.c. ex-works car. Immaculately finished in polychromatic blue. Registered 1958, complete with all road equipment and full-height screen. Forward engine mounting, body similar to Le Mans replica Frazer-Nash, independent suspension all round. Ideal road and/or racing car. £445

The above is a representative selection for our stock of racing and sports cars. Full list and description sheets on application.

Church Street, Spondon, Derby 55129.
 (Continued overleaf)

DOVE'S OF WIMBLEDON
 LIBerty 3456-8
 THE FIRST OFFICIAL TR Centre

1958 TR3. A beautiful car, only one owner, 10,000 miles. White with leather, wire wheels, heater, Michelin X tyres, extra lights front and rear and many other extras. No rallies, but has won 5 Concours events. £825

1955 TR2. Finished in red with matching upholstery. Overdrive, heater and all kinds of extras, very well kept indeed and goes beautifully. £585

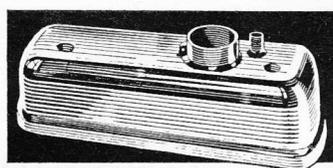
1956 TR3. Black with hardtop, stone leather upholstery, heater, Michelin X tyres. This car has been owned by a director of a well-known firm of engineers. First class. £665

1956 TR3. Black with red hardtop. This is fitted with almost every extra. Overdrive, heater, occasional seat, telescopic steering, spot and fog lights, etc. £685

1957 TR3. Fitted with disc brakes and overdrive. White with red inside, tonneau cover, heater, extra lights. In fine condition throughout. £740

DO YOU WANT TO SELL YOUR TR ?
 We are the best buyers of good TRs in the country. But don't forget we are not the slightest bit interested in any car that has been crashed or badly used in any way.

TRIUMPH HERALD DEMONSTRATOR NOW AVAILABLE.
44-48 Kingston Road, London, S.W.19
 (150 yards South Wimbledon Underground)



polished alloy rocker covers

Highly finished rocker covers now available for BMC series A engines 803, & 1000cc £3.4.0; series B engines 1500cc £4.5.0. Also MG TD and TF models at £4.11.0.

Send stamped addressed envelope for illustrated leaflet:

THOMAS AND KING
 177 Coudsdon Road, CATERHAM, SURREY
 Tel. CATERHAM 3921

COOPER F2 in immaculate condition, twin-cam 1,500 c.c. Climax engine, raced once since rebuild. Fitted latest type gearbox with Z.F. Diff. and disc brakes. R.5s. Perfect—For quick sale £1,475.—Chronicle Motors Limited, 18/22 Brighton Street, Wallasey. Telephone Wallasey 2288.

1959 LISTER-JAGUAR 3.8 litre, built from new parts for this season. Dunlop disc brakes, limited slip differential. Full air ducting. Complete and ready for racing with Transporter. Fullest particulars on request. Highest offer to Moss, 109 London Road, Luton. Phone 5825 day, 3096 night.

KIEFT J.A.P. Fast ex-Gordon Jones, Martin Wills. Ready to race. £110.—Bradstock Motors, Ltd., Chase Road, Epsom 5696. FAIrlands 6283.

RILEY

1958 (July) RILEY 1.5 saloon, 6,000 miles, still under guarantee. £785.—Alexander Engineering Co., Ltd., Haddenham (Near Aylesbury), Bucks. Tel. 345.

SALMSON

1949 R.H.D. Drophead 4-seater, 2-door, grey, 1,750 c.c., twin overhead cam engine, Cotal gearbox, radio, heater, 3 spots, new hood and tyres. A very beautiful car. £135.—Bradstock Motors, Ltd., Chase Road, Epsom 5696. FAIrlands 6283.

THE CHEQUERED FLAG LTD. (9 a.m.-8 p.m. weekdays)

LONDON'S LEADING SPORTS CAR SPECIALISTS

Tel.: CHiswick 7871/2/3

1585 Lotus XVII 1959 1100 sports/racing, 2 seater. Webers, discs, etc., latest specs. £1585

Aston Martin DBS3 1954. B.R.G. ex-works car, completely road equipped £1485

Aston Martin DBS3. Reg'd 1956. Dark blue, twin plug head. R5's. Ex-works car £1385

Austin-Healey 100/6 1959. 2 seater. Cream/red. O/drive, as new £1195

Peerless GT. 1958. 2/4 seater. Grey. O/drive, discs, spots, etc. £1175

A.C. Aceca 1955. Blue, radio, heater, X tyres, etc. £1095

Midland and Northern enthusiasts are invited to write, phone or call at the Midlands only sports car specialists

THE CHEQUERED FLAG (Midland), LTD.,
 5-11, Arkwright Street, Nottingham
 Tel.: Nottingham 89282/3

SPORTS CARS URGENTLY REQUIRED

Austin-Healey 100/S 1956. 2 seater, B.R.G., disc brakes, highly modified, very fast £895

Austin-Healey 100/6 1957. White/black hardtop, soft-top, spots, heater, etc. £895

TR3A 1958. Primrose yellow, discs, heater, washers, rear seat, etc. £895

M.G.A. 1958. 2 seater. Blue, hard and soft tops, tonneau, one owner £895

Jaguar XK140 1956 series. F/head, pale blue, O/drive, radio, heater, spots, X tyres £885

Austin-Healey 100/6 1957. Spotless white, O/drive, heater, washers, tonneau £885

M.G.A. 1957. Blue, tonneau, radio, heater, X tyres, washers £845

492/6 CHISWICK HIGH ROAD, W.4

Classified Advertisements—(continued)

SPECIALS

"AUSTIN 7 SPECIALS"

New "gen-packed" 16 page manual "Rebuild your Austin 7 the Cambridge Way" based on our 25 years' practical experience, gives sequence of jobs and points out snags, only 2/6 post free. Get the best spares and sports components from
CAMBRIDGE ENGINEERING
 52 Cambridge Road : Kew Green : Surrey
 Phone: Richmond 2126

TRIALS R.A.C. Formula car, regd. 1958. Aquaplane manifolds. Recon. Ford 1172 £135.—G. Pratt, 127 Booths Farm Road, Great Barr, Birmingham, 22a. Gre 3615.

BUCKLER 90, Full width two-seater. Spotless finish in first-class mechanical order. Well tuned 1172 unit. Must be sold, worth £375. Best offer secures. Box 3211.

FORD-ROCHDALE 1172 GT. All new and reconditioned parts. 2,000 miles only. £300 o.n.o.—31 Weston Road, Stafford. Phone 215.

1956 FORD 10 Special. Twin tube chassis. Aquaplane mod's. Bockler gears. 15 in. wheels. 2.L.S. hydraulic brakes, wishbone, I.F.S. coil rear, fibreglass body. £185. Phone Reading 68210 (evenings).

NEW Ford Rochdales from £260. Remote control gear levers, £3 10s. Exchange. S.A.E. for particulars, from Brian Lewis, B. W. Motors, Ditton Road, Widnes, Lancs.

TALBOT

TALBOT 105, 1937. Two owners from new. A pre-war classic in exceptional and original condition. £135.—Bradstock Motors, Ltd., Chase Road, Epsom 5696. FAIrlands 6283.

TRIUMPH

TR3A September. Works and engineer maintained. White, spots, washer, luggage rack, occasional seat, roadspeeds, etc. Faultless condition. £890.—Bradbury, Gerrards Cross 3930.

1956 TR3, 27,000 miles, overdrive, rear seat, heater, Michelin X, etc. Never raced or rallied. £680. Box 3208.

NEW Triumph Herald Coupe. Immediate delivery. Telephone Shepton Mallet 2600.

TR2, 1956 (Feb.). B.R.G. with white strip. 11,000 new engine. H.C. pistons, new hood and sliding side screens. Whitehall 3962 after 6 p.m. Mon.-Fri.

TR3, Sept., 1956, in beige, with overdrive £695. Bolton of Leeds. Tel.: Leeds 36036.

VINTAGE CARS

1921 Morris Cowley, 4-door tourer. Sole remaining model in existence. £350 spent on rebuild 1956. Absolutely perfect. £250.—Barry Andersen, 50 Stilehall Gardens, W.4. —CHISwick 3875.

BOOKS

WORKSHOP manuals and Maintenance Handbooks. As publishers and distributors of publications on British and Foreign automobiles we have the largest stock in the U.K. Prompt, efficient mail order department for the do-it-yourself motorist. State year, make, model and enclose s.a.e. for quotation.—Autobooks, 104 Islington Road, Brighton.

WORKSHOP MANUALS and handbooks for British and foreign cars. Send stamp with enquiry; or 1s. 3d. for catalogue of 500 handbooks, workshop manuals, motoring books.—Vivian Gray, Mail Order Bookseller, Hurstpierpoint, Sussex.

BADGES

SUPERIOR glass-fronted car badges add distinction. All known crests of clubs, schools, universities, towns, etc., supplied. Price 32s. 6d. plus 1s. p. and p. Discount for quantities. Cash with order. (Inquiries s.a.e., please.)—Peter Dale, 269-271 Walworth Road, London, S.E.17.

CONVERSION UNITS

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

EARN £100 A WEEK! By Car Dealing.

- * No Capital Needed * Operate from Home
- * No previous experience required.

Complete postal course compiled by experienced motor traders. Sent post free for 20/6.

Dept. A/S Esher Auto Components, Hill House Farm, Portsmouth Road, Esher, Surrey.

Learn a
**BREATHTAKING
 DRIVING TECHNIQUE**

Complete advanced driving postal course sent post free for 21/-.

SPORTS MOTOR'S (Manchester) LTD.

126 Rusholme Road,
 All Saints,
 MANCHESTER, 13

ARD 3015

SPEEDWELL DISTRIBUTORS FOR LANCs. & CHESHIRE

Offer the following:
USED PERFORMANCE CARS

1959. A35 2 door. Heater, Grey, Speedwell stage III engine, H/C piston. Special C/shaft.

1959. A35 2 door. Heater. Speedwell, Blue.

AS ABOVE, Full details on request.

1957. M.G.A. Red, new tyres, low mileage. **£725.**

AUSTIN-HEALEY SPRITE

A.35 A.40 MORRIS MINOR

RAPIDURA EQUIPMENT

HIGH POWER IMPROVEMENTS
 BROOKSIDE, TRING, HERTS

TELEPHONE: TRING 3333 FOR BROCHURE



YOU CAN SUPPORT THE **B.R.M.**
 THROUGH **O.R.M.A.**

For details of Membership write

THE SECRETARY,
 O.R.M.A.,
 KENT HOUSE,
 MARKET PLACE,
 OXFORD CIRCUS, W.1
 (A.1)

NAME

ADDRESS



FORD Zephyr. 3 matched S.U. carbs, manifolds and linkages, etc. Plus a Servais exhaust manifold. Used for tests only. Bargain at £25. Ring Speedwell 2226.

CONVERTED CARS

ALEXANDER ENGINEERING Co., Ltd., offer: Alexander Sprite. Alexander Minx convertible and saloon. All available for early delivery. Demonstrations arranged any time, including weekends, on the following Alexander cars. A40 Farina, Stage I conversion; Minx with full conversion including Laycock overdrive and Lockheed power brakes; Anglia with latest conversion and Laycock overdrive; Morris Minor 1000 with Stage I conversion. Haddenham (Nr. Aylesbury), Bucks. Tel.: 345.

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

READY for racing or rallying!!! Mk. II Zephyr, fully modified and includes full Aquaplane conversion, 3 S.U. carbs, special exhaust. Scintilla Vertex mag, electric pump, Michelin X. rev. counter, Woodhead Monroe shockers. Overdrive. 28 m.p.g., 120 m.p.h. heater, wireless, twin spots, seat covers, and standard equipment goes with car Price £850. Joy Cooke, Swinford Lodge, Stourbridge 3666, 3785.

ENGINES

A35 engine. Downton Stage 3, just fitted reground crankshaft, high compression pistons, high lift camshaft Reborn, not yet run-in. Trial by appointment. Offers. Consider standard A35 engine in part exchange. Keele, Frogmore St., Tring, Herts.

ENGINEERING SERVICES

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

We supply and fit the following conversions:

Downton Engineering (Main Agents).

Roger Boudot (Dauphine).

*Pierre Ferry (Dauphine and 4CV).

Alexander Laycock overdrives.

*Hypower Brake Servo Units.

Lowered Suspension for Dauphine £10.

*United Kingdom Agents.

DON PARKER Motors for—Racing car jacks, trailers, rack and pinion steering. 43-tooth clutch sprockets. Hubs resplined, machining, welding, chassis and engine overhauls—la Sangora Road, S.W.11. BA'Ttersea 7327.

FORMULAE JUNIOR

H.G.M. Speed Equipment for BMC "A" Series. As used on "Saxon" formulae junior car, Brands Hatch 28.6.59.

Special quality oversize racing valves, valve springs, manifolds, camshafts, cylinder heads, Gas flowed and polished balancing-suitable Monoposto and Sprites, etc.

84a Fellows Road,

London, N.W.3.

Tel.: PRI 8594.

MISCELLANEOUS

A NEW, EXCITING DESIGN OF WALLPAPER

Depicting most of the latest sports cars is now available. Manufactured by Sandersons, it has a warm mushroom background with the cars outlined in crimson. It is suitable for the home, club, or motor showrooms.

price 12s. 6d., plus 1s. 6d. p. and p.
 Available from "Dept. W",
JOHN WEBB PRESS SERVICES,
 62 Brompton Road,
 London, S.W.3.

EX-SERVICE stop watches (wrist and pocket), split action stop watches, time-of-trip clocks, wrist chronometers and watches, etc. All with 12 months' guarantee. From 52s. 6d. Binoculars, telescopes. Send s.a.e. for list.—United Technical Supplies, Ltd., Dept. A.S., 3 Harrow Road, London, W.2.

MOTOR racing wallpaper.—Send for leaflet and free sample to S.P.M. (1), 205 Hook Road, Chessington, Surrey. Phone: ELMbridge 0044

REFLECTORS electroplated, pure silver 6d. ea., lacquered, 6s. 6d. ea. Replacement standard 7 in. sealed beams, 8s. 6d. ea. lamp. Returned day received without fail.—Send P.O., Ralph Packer, 169 Hotwell Road, Bristol, 8.

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

POP rivet guns, 30/- p.p. 1/6d. Rivets, monel-metal 1/2 in. dia., 6/- 100; 5/32 in. dia., 7/- 100. Cash or C.O.D. Lockwood, 76 Ernest Road, Bedhampton, Hants.

Z.F. Diff. for sale. Hardly used. Suitable for any B.M.C. series "A" back axle, cost as new £55. Offers—A. R. Aubrey, "Cotterstock", How Lane, Chipstead, Surrey. Tel.: Downland 3742.

1959 HASSELBLAD 500c. outfit, all as new, cost £850, we want £595.—The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford. Telephone 4040.

PHOTOGRAPHS

MOST cars at Brands Hatch Trio Meeting, B.A.R.C. Goodwood and Silverstone, June 27th.—Charles Dunn, Greenleaves, Woking, Surrey. Telephone 3737.

PERSONAL

BRITISH G.P. Disposing 2 County Stand roof tickets, including car park. At cost. Finn, 37 Molyneux St., W.1.

JERRICANS—1 and 2 gallon, for ANY fuel, including petrol and drinking water, etc. Rust-and rot-proof yellow plastic. Light-weight and virtually unbreakable. Ideal for touring purposes, rallies, boats, etc. Fitted with vent caps for easy pouring. 22s. 6d. and 30s. Optional pourers, 4s. 6d. C.W.O., post free.

CAR COMPASSES—Liquid filled, graduated to 8 points and 15 degrees. Adjustable to any angle. Unbreakable plastic dome, rustless plated mountings. Strong, transparent sucker for windscreen fitting. These compasses do not oscillate and are guaranteed accurate. 23s. 6d. C.W.O., post free. Trade enquiries welcomed.

J. & J. MASTERS (ACCESSORIES), 8 Shaggy Calf Lane, Slough. Telephone: 22577.

PRIVATE H.P. transacted.—SHEpherds Bush 8866 and 5224.

"**SPORTAC**" shooting sticks are available at special terms to club members. Consult your secretary.—See under "Shooting Sticks".

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

CUSTOMERS are advised to order their maps in plenty of time, as there may be delay due to the printing dispute.—Rally Equipment.

RALLY EQUIPMENT

The specialist service, By competitors For competitors
All Ordnance Survey Maps in stock.
Rally Navigation booklet, 4s.
Garford Romer 4s. Mapmarkers 5s.
Send 6d. stamp for detailed catalogue of all rally aids.

RALLY EQUIPMENT,

295 Edgware Road, Colindale, N.W.9. COLindale 3633-3840.

SAFETY GLASS

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

SHOCK ABSORBERS

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

THE Best Dampers in the World are Telfalo. Obtainable at most garages. In case of difficulty write to Telfalo, Ltd., Radway Road, Solihull, Warwickshire.

SHOOTING STICKS

FULL "Sportac" range now available. "Brands" 20s., "Silverstone" 23s., "Aintree" 28s., and "Superlight" 34s. Post paid. Leaflets available. Club members see under "Personal."—Sports Accessories, Trout Road, West Drayton, Middx. Wheathampstead 2185.

SITUATIONS VACANT

YIMKIN Engineering require a welder/fitter for full or part-time work on manifolds and chassis. Phone Mr. Sim, SLOane 8326.

SPARES & ACCESSORIES

KIDDERMINSTER—The shop for Performance Equipment and Rally Accessories is Motoquip, 88 Coventry Street. Telephone: Kidderminster 5140. Proprietor: Ian Robinson, B.Sc.(Eng).

SUPERCHARGERS

FOR SALE: One Arnott Blower complete. Very little used on 2.4 Jaguar. Please apply F. Chamberlain, 28 Fen Road, Pointon, Sleaford, Lincs. Tel. No. Billingboro' 351.

TRANSPORTERS

LEYLAND converted coach, diesel engine, takes two cars, six berth spring interior mattresses, sink unit and cooker fitted with water tank, plastic top table, settee, cupboards, ramps, etc. One of the finest transporters in the country. £295.—Chronicle Motors Limited, 18/22 Brighton Street, Wallasey. Telephone Wallasey 2288.

TUNING SERVICES

For the fastest motoring

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

P.G.

"3rd degree tune" Conversions

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

These conversions can be fitted by your local garage.

PALACE GATE GARAGE,

50 Queensgate Mews, London, S.W.7. KNightsbridge 6988.

(Continued overleaf)

J. H. BARTLETT LTD.

OFFER A SUPERB SELECTION OF QUALITY SPORTS CARS

Alfa-Romeo. 1957 Giulietta. Sprint Veloce. 14,000 miles. One owner. £1,695
Frazer-Nash. 1957 V8. 130 m.p.h. streamlined coupe. 6,000 miles. Cost approx. £3,750. Now offered at £1,095
Frazer-Nash. Mille Miglia. Two-seater. Exceptional condition. B.R.G. Two owners. £875
Jaguar XK 140. 1956. F.H.C. 14,000 miles only. £925

Jaguar. 1958 special works competition saloon. 10,000 miles. Full history £1,675
Jaguar. 1957 XK 140 F.H.C. S.E. C-type engine, radio. £895
Lancia. 1955 series 6T saloon. Floor, change, radio, etc. One owner. £1,475
Unmarked. £1,475
M.G.A. Twin-Cam, May, 1959. 300 miles only. Many extras. £1,095
M.G. 1956 Magnette saloon. One owner. Grey. £695

Porsche Super Coupe. Red. New immediate delivery.
Porsche. 1959 Juno. Standard Coupe. Radio. 3,000 miles only. £1,775
Porsche. 1957 Standard Coupe. 14,000 miles. One owner. £1,450
Mercedes. 300SL Coupe. Silver. 14,000 miles. £2,100
Triumph TR3. Hardtop. Overdrive. 12,000 recorded mileage. One owner. £695

27, PEMBRIDGE VILLAS, NOTTING HILL GATE, W.11

BAYSWATER 0523

OPEN SATURDAYS

V.W. DERRINGTON LTD
KINGSTON 5621/2

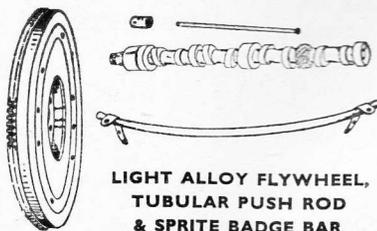
159 & 161 LONDON ROAD, KINGSTON-on-THAMES
Open 9 a.m.—6 p.m. Sunday 9 a.m.—1 p.m.

FOR M.G.-A, MAGNETTE, RILEY WOLSELEY

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

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

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



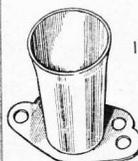
LIGHT ALLOY FLYWHEEL, TUBULAR PUSH ROD & SPRITE BADGE BAR

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

STREAMLINED RACING MIRRORS. Regulation size, anodised light alloy, with shatter proof mirror, weight only 5 ozs., 3 0/-, post 1/-.

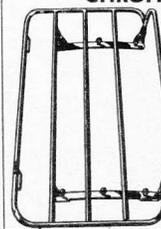


"CONTINENTAL" Speed mirrors, chromium, 4" dia., 37/6, post 1/6.



RAM PIPES Polished light alloy, pairs.
1 1/8" S.U. 32/6
1 1/4" 1 1/2" 35/-
1 3/8" 37/6
2" 45/-

CHROMIUM TUBULAR LUGGAGE CARRIERS



For Sprite, TR £7-15-0 de luxe
MG-A, TR, Sprite £9-15-0
A-H, Consul, Zephyr, XK120, 140, 150, Metropolitan and most other makes.



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

GORDON & GLYNN

for interesting cars

- New Triumph TR3A in red. List
New Standard 10 in green. List
New Fiat 500 in red. List
- 1959 Jaguar 3.4 in scarlet. List
5,000 miles. Disc brakes, overdrive, wire wheels, radio. £1,685
- 1958 Jaguar 3.4 in B.R.G. List
15,000 miles. Disc brakes, overdrive, radio, Koni dampers, demisters, etc. £1,525
- 1958 Jaguar 3.4 in pearl grey. List
10,000 miles. Disc brakes, overdrive, radio £1,565
- 1958 Jaguar XK 150 Fixed head coupe in B.R.G. List
14,000 miles. Disc brakes, wire wheels, radio, high axle ratio, special dampers. £1,495
- 1955 Jaguar Mk. VII M type in fawn. Overdrive. New engine 10,000 miles ago. A real specimen. £650
- 1955 Morgan Plus 4 in blue. Vanguard engine. Htr. 4 seater drop head coupe £535
- Modified Triumph Herald available for demonstration. Yimkin Conversion gives 0-60 in 15 sec.

All cars offered with four months parts and labour guarantee with replacement car provided if necessary whilst any work is being carried out.

73-79 CADOGAN LANE,
SLOANE STREET, LONDON, S.W.1
Sloane 8326 or 4017
THE HOME OF YIMKIN ENGINEERING.

Classified Advertisements—(continued)

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

SUPERTUNE, Ltd., Lotus Specialists. Tuning race preparation, service, repairs.—2a, Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.

WANTED

ALVIS TC.21/100 Grey Lady saloon. Must be immaculate, with wire wheels. Colour immaterial. Woodyatts of Malvern, Worcestershire. Tel.: 390/391.

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

MANIFOLD for single carburettor Sunbeam Rapier or Rootes engined Gazelle.—Ashstead 3887.

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

WANTED 1½ in. Aquaplane S.U.'s, large oil cooler, Scintilla distributor 100E Ford, A35 engine. For sale, Scintilla Vertex E93A, £6.—R. Jankel, CHISwick 1962.

WANTED Austin-Healey 1956 BN2 or 100m. Hard/Soft top and all extras, must be 100% condition throughout. Geoff Keys, A.I.M.I., Auto Services, Stone, Staffs. Phone 169.

LOTUS Eleven, Series Two, Climax. Must be in exceptional condition. Box 3210.

OPEN sports car wanted. Advertiser wishes to part exchange 1950 14 h.p. model "90" Sunbeam-Talbot saloon plus cash. Genuine offers to: Weaver, 12 Burton Road, Melton Mowbray.

WHEELS

FIVE almost new wire wheels for Jaguar 3.4 for sale. £5 each. Gordon & Glynn, SLOane 8326.

YIMKIN ENGINEERING

are pleased to announce that their **NEW SPORTS RACING CAR** is now developed, in production, and for sale to the public.

Available for 1172 or Formula Junior Racing.

Details from

GORDON & GLYNN

73-79 Cadogan Lane
Sloane Street, S.W.1.

SLOane 8326

Distributors for Yimkin

NEW CARS FOR SALE**AUSTIN-HEALEY**

AUSTIN-HEALEY SPRITE. Choice of three colours, fitted with various equipment, others available.

S. Morris & Company, 40 Conduit St., W.1. REGent 0424 (6 lines).

FORD

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

GOGGOMOBIL

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

VOLVO

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

WORLD CHAMPIONSHIP

by

GREGOR GRANTWith a preface by **MIKE HAWTHORN**

This is the story of the Grand Prix motor racing Championship of the World instituted in 1950 and so far won by only four men—

Farina, Ascari, Fangio and Hawthorn.

It gives a revealing picture of what really goes on in that most advanced form of motoring sport, Grand Prix racing for formula machines. In this book the reader will find a concise and fully factual history of the most important contest in motor racing, the Championship of the World, together with descriptions of many of the Grandes Epreuves which have thrilled the motor racing world.

"This book is dedicated to all persons who contributed something, however small, to the continuance of that greatest of all sports—
Grand Prix Racing."

Demy 8vo.
Four colour jacket.

Cloth bound.
208 pages and
75 illustrations.

Published May 22nd.

Price 21 shillings.

Available at all booksellers or direct from the Publishers

AUTOSPORT

159, PRAED STREET, LONDON, W.2

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

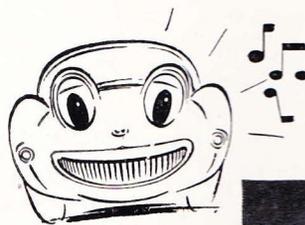
SPECIALISTS ENTHUSIASTS





ORDER YOUR TWIN-CAM M.G.A. NOW

WANSTEAD 7783/4/5



'I'm putt'n' on
my
top hat!'

FOR
ALL-WEATHER
PROTECTION
AND
COMFORT



FIT THIS SMART
DETACHABLE HARDTOP

TO YOUR *Sprite*

Moulded in Fibreglass for strength, lightness and silence. Increased headroom. Large parcel shelf. Maximum visibility. Concealed ventilation. Fully weather-proofed cellulose finish. Sliding side windows. Easily fitted by one person.

Available from the Designers

DONALD HEALEY MOTOR CO. LTD

THE CAPE, WARWICK · Tel: 676/7/8

LONDON SHOWROOM: 8-10 NORTH AUDLEY STREET, W.1

Telephone: MAYfair 3507

FOR SALE

Ecurie Ecosse 'D' type Jaguar

Ex-Factory team car and as currently used by the Scottish team. The car is immaculate, it has been completely overhauled by "Wilkie" Wilkinson and it is ready for racing with a 3-litre and/or 3½-litre engine. It has a special streamlined body (long nose); the engine has the latest wide angle head, large valves and special high lift camshafts. It also has the latest type disc brakes with easily renewable brake pads. Ample spares, including higher/lower axle ratio, valves, gaskets, valve springs, hoses, etc., are available.

For fuller details, apply to

DAVID MURRAY

Merchiston Mews, Edinburgh, 10.



BRISTOL MOTOR CYCLE & LIGHT CAR CLUB

IN CONJUNCTION WITH BRISTOL CORPORATION

ANNOUNCE

NATIONAL MOTOR RACE MEETING

at

WHITCHURCH AIRFIELD, BRISTOL

Saturday, August 1st, 1959 at 1.30 p.m.

Authorised by the Royal Automobile Club under Permit No. R.719

Classes:

- Class 1. 500 c.c. Racing Cars.
- Class 2. Formula 2.
- Class 3. Sports Cars up to 1500 c.c.
- Class 4. Sports Cars over 1500 c.c.
- Class 5. Production Saloon Cars (up to 1600 c.c. and over 1600 c.c. complying with Appendix J of the I.S.C.).
- Class 6. Production Cars up to 500 c.c. (4 wheel vehicles only).
- Class 7. Grand Touring Cars (up to 1600 c.c. and 1601 to 2000 c.c. complying with Appendix J of the I.S.C.).

For Regulations and further details apply to:—Secretary of Meeting, T. J. PYPER, Colston Hall, BRISTOL.

Entries Close July 20th, 1959

TAKING THE FLAG!

27TH LE MANS 24 HOUR

1st.

David Brown

ASTON MARTIN

R. SALVADORI • C. SHELBY

2nd

David Brown

ASTON MARTIN

M. TRINTIGNANT • P. FRERE

ALSO

2 LITRE CLASS WINNER A.C

1½ LITRE CLASS WINNER LOTUS

with

LUCAS

COIL IGNITION, LIGHTING & ELECTRICAL EQUIPMENT



(RESULTS SUBJECT TO
OFFICIAL CONFIRMATION)

JOSEPH LUCAS LTD BIRMINGHAM 19

