

AUTOSPORT

OCTOBER 2, 1959

1/6

BRITAIN'S MOTOR SPORTING WEEKLY

EVERY FRIDAY

Vol. 19 No. 14

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



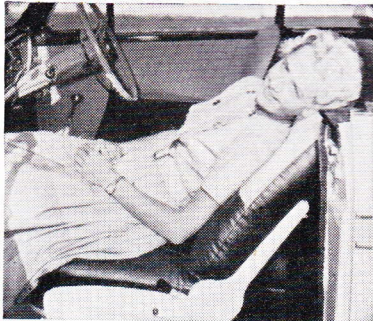
IN THIS ISSUE

THE INTERNATIONAL GOLD CUP MEETING—FULL ILLUSTRATED REPORT

JOHN BOLSTER TESTS THE TRIUMPH HERALD : TRIALS SEASON RE-OPENS

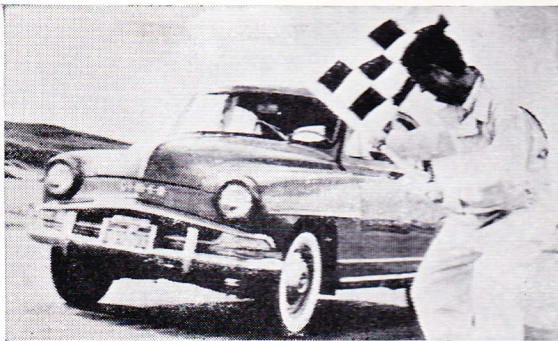
SIMCA

-STYLE ACCELERATION ENDURANCE



Fully reclining seats. These are a standard feature on the Elysée, Montlhéry, Grand Large and Monaco.

0 to 50 mph in just 13 seconds, with a 1290 c.c. "Flash" engine! That's the sizzling Simca acceleration. And the proof was seen by millions on TV when a Simca raced against a jet fighter and won over the distance.



At the special test track at Montlhéry in France, a Simca shattered 14 world records—covered a gruelling, non-stop 62,137 miles at an average speed of 70.02 mph!

The Triple Alliance Car

What more do you want from a car than this? . . . French flair for elegant style and skilful design, chosen by the automobile-experienced Americans and built with British strength and dependability. Tough as they come—fast as they go—world-beating, all-round performance. All this, combined with the exceptional Simca features, gives you a car which "£ for £ is better value than anything else in its class."



Simca Division, Chrysler Motors Limited, Kew, Surrey
Telephone: PROspect 3456 (12 lines)

BACKED BY THE WORLD-WIDE CHRYSLER ORGANISATION

A NEW LOW-PRICED SIMCA!

The ETOILE 4-door saloon with the same sizzling performance—but without some of the exceptional features of the standard range.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 14

October 2, 1959

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor
JOHN V. BOLSTERArt 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	419
The Snetterton "Three Hours"	421
John Bolster Tests the Triumph Herald Coupé	422
Y.S.C.C. Castle Howard Hill-Climb	424
The Frankfurt Motor Show	425
Bentley D.C./Jaguar D.C. Silverstone Race Meeting	426
B.A.R.C. Goodwood Race Meeting	428
W. Hants and Dorset C.C. Knott Cup Trial	429
The International Gold Cup Meeting	430
Yeovil C.C./W. Hants and Dorset Sprint	436
Club News	438

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office
Advertising DepartmentPADdington 7673
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

WANTED—FORMULA 1 VARIETY

WHILST the Gold Cup Race at Oulton Park produced some superb driving on the part of Stirling Moss and Jack Brabham, the general opinion of many customers was that modern F1 racing is tending to become too stereotyped as regards the type and make of machine. In other words, the Cooper has become so successful that it dominates circuit racing in this country, in all three formulæ, and is tending to do likewise in the *grandes épreuves*. Rear-located engines appear to be the fashion nowadays, with only Ferrari, Aston Martin and Lotus upholding the front-engine tradition; even B.R.M. has gone over to the Cooper and Porsche school so, if anything, the outlook for 1960 and 1961 seems to be more and more rear-motor machines. The entry of Scarab will help to maintain the balance, but this will not help British circuit racing which, in the main, has to depend on home-entered cars for the largest proportion of the entry, with the exception of the big International meetings. The public demands variety, and one of the main reasons for the gradual decline of Formula 3 has been the almost identical machines taking part in events. To maintain public interest, and Coopers themselves will be the first to admit it, there must be considerably more variation in general design than has been apparent recently. The different shapes of Formula Junior cars has, in no small way, contributed to the popularity of this type of racing. It would immediately lose its general appeal were cars to be turned out virtually from the same mould. Promoters naturally realize this, and it is almost certain that in an effort to encourage "different" cars, generous inducement will be offered.

INDIANAPOLIS

IT is perfectly absurd that a race run to a special formula should be included in the list of World Championship events. Indianapolis is purely a track event, organized to a formula which bears no relation to the existing F.I.A. regulations governing Grand Prix racing, the drivers in which do not normally take part in other Championship events. With the organizing of the Grand Prix of the United States, the Indianapolis 500 Miles Sweepstake is no longer necessary, and should immediately be removed from the list of qualifying events. In any case, few newspapers and journals ever include the points scored by the Indy drivers, so there does not appear to be any case for its retention. Should the Americans organize their classic "500" to Formula 1, then would be the time to reinclude it in the series.

OUR COVER PICTURE

THE START of the International Gold Cup meeting at Oulton Park, and there is all the excitement associated with the start of a full-scale Formula 1 race. Taking the lead is Jack Brabham, who was at one time penalized 60 seconds for jumping the start until a fresh decision was taken. He finished in second place, behind Stirling Moss.



THE NEW 2.4, 3.4 AND 3.8 LITRE

Mark 2 JAGUAR MODELS

...with over
30 important new luxury
and safety features which
you, the motorist, have
asked for

The wealth of improvements to be found in the new Mark 2 Jaguars have been largely inspired by Jaguar owners themselves. These refinements ensure that the Mark 2 Jaguars represent the most advanced and lavishly equipped high performance luxury cars ever to be presented by a Company whose standards are acknowledged to be amongst the highest in the world. Here are but a few of the new features:—

NEW functionally efficient instrument panel with all the dials in plain view, all switches marked, standardised and grouped within instant reach as in aircraft practice.

NEW 'safety-eye' warning light which immediately tells the driver of any drop below safety level of brake fluid.

NEW folding tables in the rear seats which remove the hazards from taking refreshment within the car.

NEW rear compartment heating brings an even spread of warm air ducted at floor level for passenger comfort.

NEW slim door pillars, semi-wrap around screen and bigger rear window which, with greater all round window area, give 18% increase in visibility.

MARK 2 MODEL PRICES:— 2.4 Models from £1,533.19.2 (inc. P.T.). 3.4 Models from £1,668.10.10 (inc. P.T.). 3.8 Models (with Power-Lok differential) from £1,779.0.10 (inc. P.T.).

STANDARD MODEL PRICES:— 2.4 Models from £1,444.14.2 (inc. P.T.). 3.4 Models from £1,579.5.10 (inc. P.T.).

The New Mark 2 Jaguars have Dunlop race-proved Disc Brakes on all 4 wheels

THE EXISTING MARK IX, XK150, 2.4 AND 3.4 LITRE MODELS CONTINUE WITHOUT CHANGE

Stand 134 Earls Court



London Showrooms: 88 Piccadilly W.1

ANNOUNCED this week is the new Aston Martin DB4 G.T. model, which includes as special features a 3.7-litre engine with three twin-choke Weber carburettors, two plugs per cylinder, two distributors and high-lift camshaft, developing over 300 b.h.p. A Salisbury "Powr-Lok" limited-slip differential is fitted, Girling disc brakes are used on all four wheels and maximum speed, using an appropriate axle ratio, is said to be 170 m.p.h.

THE R.A.C. RALLY

REGULATIONS are now available for the eighth R.A.C. Rally of Great Britain, which takes place from 16th-21st November. Entries close on 13th October at the normal entry fee and on 19th October at the late entry fee. Entries go to the Secretary, Royal Automobile Club British International Rally, Competitions Department, Pall Mall, London, S.W.1. Start is at Blackpool on Tuesday, 17th November, after documentation and issue of road-books on Monday, 16th November. On Wednesday the route goes by way of Otterburn, Charterhall, Peebles and Rest-And-Be-Thankful to Garve. Thursday, 19th November, takes competitors to Tomintoul, Kinross, Lockerbie, Aintree, Oulton Park, Llangollen, Bala, Rhayadar, Llandoverly and Carmarthen. On Friday the route is to Pembroke, Merthyr, Ross, Prescott, Harleyford, Brands Hatch and Crystal Palace, the conclusion of the road section. On 21st November is the final speed test on the Crystal Palace circuit.

Speed tests take place in addition at Aintree, Brands Hatch, Charterhall, Harleyford, Oulton Park, Prescott and Rest-And-Be-Thankful, while a manoeuvring test will be held in Blackpool and a regularity test will be staged in Wales.

ANDRÉ PILETTE and Mlle. Marcelle Struyf became M. and Mme. Pilette at Etterbeek, Belgium, on 26th September.

THERE is a move to make Nassau eligible for the Sports Car Constructors' Championship in 1960.

STIRLING MOSS is to drive a works-entered 4.2-litre Aston Martin DBR2 in the 200-mile United States sports car Grand Prix at Riverside, California, on 11th October.



SPORTS NEWS

CLOSING date for tickets for the British Racing Mechanics Social Club (Midland Section) at Chesford Grange Hotel, Kenilworth, is 10th October.

THE United Racing Team, sponsored by Col. Ronnie Hoare and Bob Gibson-Jarvie, is purely a private venture and has nothing whatsoever to do with the United Dominions Trust.

PAT MOSS and Ann Wisdom, driving their Monte Carlo Rally Austin A40, finished second in the Coupe des Dames competition in the Viking Rally. This week-end they are competing in the international German Rally with an Austin-Healey 3000. Also competing as an official B.M.C. entry are "Tish" Ozanne and Ann Shepherd, driving a Morris Mini-Minor.

AN entry of 104 cars, including 16 reserves, has ensured a full field for each of nine races which will comprise, on 4th October, the last Brands Hatch meeting before Boxing Day.

The main event provides 35 laps of 1,100 c.c. sports car racing in which Lotus drivers Graham Hill and Alan Stacey will try to beat Peter Gammon's all-conquering Lola.

Other entries in the 1,100 c.c. race are the Lotuses of Keith Greene, Chris Steele, Tom Threlfall and Michael Niven, and the three works Elvas of Mike McKee, Chris Threlfall and John Brown.

A race for *Formule Libre* cars features George Wicken and Brian Whitehouse in F2 Coopers, taking on Mike McKee, Ian Raby and Keith Greene in similar machines. Intervention will come from David Piper's F2 Lotus, Wilkinson's Connaught, Michael Parkes in the Fry, John Bekaert's Lister and Ian Walker's Willment.

In the Formula Junior event at least 10 cars of five different types have so far entered. They are the Geminis of Graham Warner and Ian Raby, the Elvas (Chris Threlfall, de Selincourt, Fitzwilliam, Jopp and Pilsworth), Scott MacArthur's Saxon, Liddle's A.E.C., and Zelenka's Virgo.

Graham Hill will drive an A35 in the saloon event, where Geoff Williamson will have the Alexander Engineering A40. Other entries are Les Leston's Riley, Bill Blydenstein's Borgward, Young's Prefect and the full Cambridge Racing Team.

The series production sports car race seems likely to result in a duel between the Lotus Elite of Graham Warner, Richard Shepherd-Barron's Giulietta, Alan Foster in Dick Jacobs's Twin Cam M.G.A and Chris Lawrence in his very fast Morgan.

Racing starts at 1.30 p.m.

SEEN at the Used Car Show at Olympia was George Hartwell's rare Singer-engined H.R.G. Three of these 1½-litre, 115 b.h.p. models were built in 1955; this one has been in store for three years. It has disc brakes, independent suspension all round and a maximum speed of 112 m.p.h.





Wins again at

Oulton Park International Meeting, September 26th

PRODUCTION SPORTS CAR RACE (up to 1600 c.c.)

1st J. CLARK LOTUS-ELITE

SPORTS CAR RACE (unlimited)

1st R. SALVADORI JAGUAR

1600 c.c. CLASS

1st A. T. FOSTER M.G.

COUPE DE PARIS INTERNATIONAL EVENT

1st M. TAYLOR LOTUS

1100 c.c. CLASS

1st M. TAYLOR LOTUS

(Subject to official confirmation)

All using GOLDEN ESSO EXTRA

exactly the same superb petrol you can buy from your local Esso Dealer

WORLD CHAMPIONSHIP LEADER at work—Jack Brabham in his new Surbiton garage with the Repco electronic balancing machine. This accurately balances all rotary parts of a motor vehicle. On test is a TR3's crankshaft which is being trued after the flywheel had been found to be slightly offset.

SATURDAY, 10th October, promises to be a big day, with a full-scale Formula 1 race together with F2 runners, and the final of the AUTOSPORT Series-Production Sports Car Championship in the shape of the very popular "Three Hours". Latest list of entries for the Silver City Trophy for F1 and F2 cars includes Jack Brabham (Cooper-Climax), leader of the World Championship, Ron Flockhart (B.R.M.), another B.R.M., Roy Salvadori (Cooper-Climax), Graham Hill (Lotus-Climax), Innes Ireland (Lotus-Climax), David Piper (Lotus-Climax) and Henry Taylor (Cooper-Climax). F2 cars will be driven by Chris Bristow (Cooper-Borgward), Bruce Halford (Lotus-Climax), Dick Gibson (Cooper-Climax),



The Snetterton "Three Hours"

Fifteen Drivers have Chance of "Autosport" Championship—Fine Entry for Formula 1 Race

Trevor Taylor (Beart-Cooper-Climax), Brian Whitehouse (Cooper-Climax), George Wicken (Cooper-Climax), K. Y. Twist (Cooper-Climax), Ron Carter (Cooper-Climax), Michael Parkes (Fry-Climax) and others. It is expected that B.R.M. will try out their new rear-engined car, in preparation for Sebring. Moss cannot enter, having already promised to go to Riverside, Los Angeles. Two Cooper-Climaxes have been entered by Equipe National Belge, one of which will be driven by Tour de France winner Lucien Bianchi.

The "Three Hours" promises to be full of excitement, with no less than 15 drivers capable of winning the title outright, and a duel between the Sprites and the Elvas for the Team Trophy. Heading the list of qualifiers is Paddy Gaston (Sprite), the only entrant to have scored the maximum of 48 points from four best results. Only four points separate him from his class rival Bob Gerard (Turner), and from Dick Stoop (Frazer-Nash), leader of the 2-litre class. Three entrants have 40 points, namely class leaders John Whitmore (Lotus-Elite), Pat Fergusson (Elva) and Dick Protheroe (Jaguar), with E. J. B. Mitchell (A.C. Ace) also very much in the running with 36 points. As a class win carries 24 points, it is easy to see how the whole table can be upset by a surprise victory. The 1,000 c.c. class is, of course, full of interest. If Gerard defeats Gaston, he will total 66 points, which would also be the total achieved by Protheroe if he wins his class. In that case there would be a dead heat, to be decided by the best five performances instead of four. Should Gaston win his class, his total of 72 would be unapproachable.

The 1,300 c.c. class lies between Whitmore and Clark, with 40 and 30 points respectively. Should the Scotsman win, then his total would be 54, and Whitmore's second place of 18 points would give him 48. Again, Vincent (Elite) and Shepherd-Barron (Giulietta) have 21 and 18 respectively, and victory for either should their rivals fail to finish would

give them the class. In the 1,600 c.c. section, Pat Fergusson's Elva has, as its nearest challenger, Needham's M.G. Twin Cam, with 40 and 32 points respectively, but Michael Wayne (Elva) with 30 points could quite easily upset the appletart.

Dick Stoop's 44 points make him favourite for the 2-litre class, but his fine Frazer-Nash is definitely a veteran machine, and three hours is a long time. His closest rival is Mitchell with his A.C. Ace, but Tallis's Replica 'Nash is only four points behind Mitchell.

Protheroe has a commanding 40 points in the unlimited class, but Gawaine Baillie (Corvette) and Jack Sears (Austin-Healey) have 29 and 27 points respectively so this class is also very open.

The full list of invited qualifiers is as follows:—

The General Classification

1. Paddy Gaston (Sprite)	48* (A)
2. Bob Gerard (Turner)	44 (A)
Dick Stoop (Frazer-Nash)	44* (D)
4. John Whitmore (Elite)	40* (B)
Pat Fergusson (Elva)	40* (C)
Dick Protheroe (Jaguar)	40* (E)
7. E. J. B. Mitchell (A.C. Ace)	36 (D)
8. W. E. Needham (M.G. Twin-Cam)	32 (C)
John Tallis (Frazer-Nash)	32 (D)
10. Jimmy Clark (Elite)	30 (B)
Michael Wayne (Elva)	30 (C)
12. Sir Gawaine Baillie (Corvette)	29 (E)
13. Jack Sears (Austin-Healey)	27 (E)
14. K. W. MacKenzie (Sprite)	24 (A)
Chris Meek (Elva)	24 (C)
16. B. A. M. Gilbert (Turner)	22 (A)
J. McKechnie (A.C. Ace)	22 (D)
18. Chris Tooley (Sprite)	21 (A)
J. Vincent (Elite)	21 (B)
20. T. Lanfranchi (Frazer-Nash)	20 (D)
21. R. Shepherd-Barron (Giulietta)	18 (B)
22. Peter Sutcliffe (Frazer-Nash)	17 (D)
23. K. P. Tomei (Elva)	16 (C)
R. A. V. Staples (A.C. Ace)	16 (D)
A. G. W. Belcher (Morgan)	16 (D)
26. Gil Baird (Elva)	14 (C)
C. R. Hanson (Austin-Healey)	14 (E)
28. Austin Nurse (Turner)	13 (A)
A. M. James (M.G.)	13 (C)
30. Jon Goddard-Watts (Berkeley)	11 (A)

Reserves

1. T. Entwistle (M.G.)	10 (C)
2. I. L. Taylor (Triumph)	9 (D)

3. C. R. Wood (Sprite)	8 (A)
4. A. McKechnie (Sprite)	7 (A)
5. David Dixon (M.G. Twin-Cam)	3 (C)
6. M. B. Baring (Sprite)	3 (A)
7. R. G. Falconer (Turner)	3 (A)

* Class leaders.

Team Positions

1. Team Sprite (Gaston, MacKenzie, Tooley) ...	93
2. Elva Courier (Baird, Meek, Wayne) ...	68
3. Huddersfield M.R.T. (Mitchell, Heppenstall, Lanfranchi) ...	60
4. Turner Team (Gilbert, Falconer, Nurse) ...	38
5. Ecurie Chiltern (Dixon, J. McKechnie, A. McKechnie) ...	32
6. Triple S (Hudson, Hanson, Sutcliffe) ...	31

JOHN BOLSTER TRIES THE NEW FORD ANGLIA

THE announcement of a new Ford model is of very great interest. The new Anglia is a conventional small car, propelled by an over-square four-cylinder engine of just under 1-litre in capacity. Overhead valves and four speeds are the main differences from the previous Anglia, the chassis features being already well known.

Having driven the car I can say at once that the O.H.V. engine is "the goods". It gives plenty of power, revs very smoothly, and is delightfully quiet mechanically. The gearbox is also a winner, having good synchromesh and well-chosen ratios. These components are bound to become popular with the "specialist" and the Formula Junior constructor.

The car to which this advanced engine is fitted has styling features which are at least novel, and it looks a bigger car than it is. The seats are roomy and comfortable, and this is a practical family conveyance. The road-holding and springing are quite adequate for the type of car, and one can handle it in a spirited manner without too much roll or axle patter. The brakes are entirely adequate for the normal driver, though they become somewhat hot during really hard driving.

My verdict is that the new Anglia will appeal to many thousands of buyers who place solid everyday worth ahead of exciting engineering novelties.

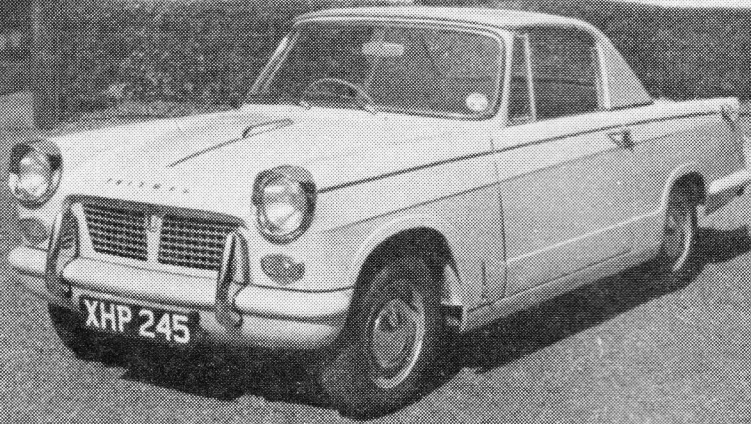
THE Sebring organizers have agreed to the wishes of entrants, and reduced the length of the Grand Prix to 40 laps.

THE HERALD has pleasing lines of undoubted Italian heritage and a long bonnet that gives it the sports car touch.

greasing points. These shafts, in conjunction with a transverse leaf spring, locate the wheel hubs laterally, while trailing radius arms give fore and aft location and absorb the braking torque.

In front, wishbones and helical springs look after the suspension, and the steering is by rack and pinion. The column is adjustable for length, and is deliberately arranged to "give" telescopically in the event of a crash—a valuable safety feature. The front brakes have two leading shoes, and their drums are larger than those on the rear hubs.

The body has pleasing lines. Both modern and individual in conception, it has a rather longer bonnet than some of its contemporaries, which appeals to those who do not admire the snub-nosed fashion. There is a roomy boot, on one side of which reposes a slab-shaped petrol tank with a useful reserve tap.



JOHN BOLSTER
TESTS THE

Triumph Herald Coupé

A Compact Four-Seater of Unusual Specification

TIME was, not so long ago, when British cars had cart springs all round, and rigid axles at both ends of the chassis. Britons who went abroad brought back tales of Continental cars that could travel reasonably quickly on the bad roads that abounded, and some unpatriotic rotters actually imported these vehicles, which boasted independent suspension of the front wheels.

Later, British manufacturers followed the trend, but by then the Continentals had discovered the charm of rear independence. As usual, the obvious advantages of i.r.s. were vociferously denied on this side of the Channel, but at last the public have begun to demand cars that have no axles. Yet, we are a conservative race, and prefer to take one step forward at a time. If independent suspension of all four wheels is now universally accepted, there are still many people who look with suspicion on rear engines or front wheel drive. For them, the Triumph Herald is ideal, for it combines an ultra-modern suspension layout

with an entirely conventional disposition of the main components.

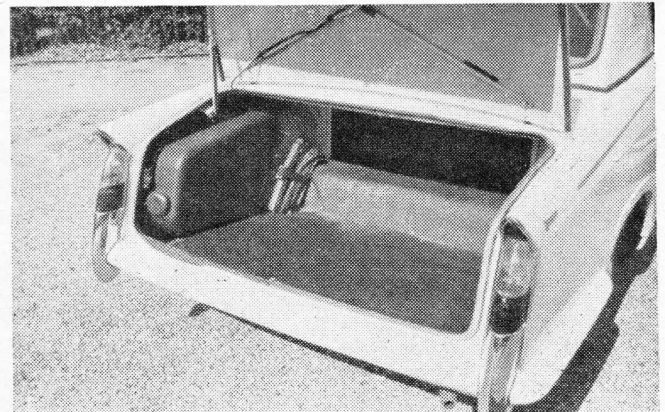
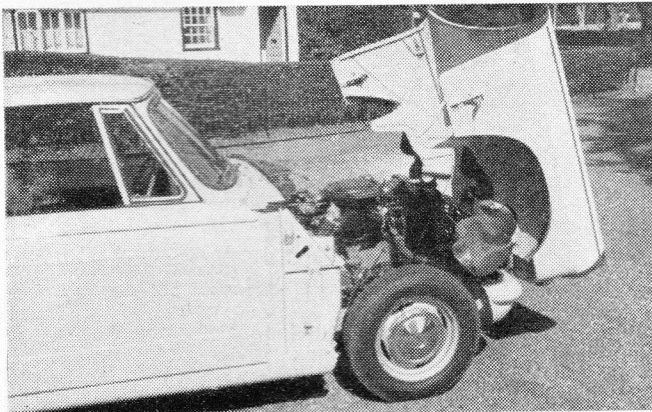
The Triumph Herald comes in the popular 950 c.c. class. It has a pressed steel body, but the chassis is nevertheless a separate unit of the double backbone type. Two body styles are available, both of the two-door variety. One is a full four-seater saloon, and the other a coupé with occasional rear seats. The latter car is of a semi-sporting type, and differs from the saloon in having a twin-carburettor engine and a higher geared final drive. This model forms the subject of the present test report.

The engine is a conventional four-cylinder, with pushrod-operated overhead valves and twin SU carburettors. It is in unit with a four-speed gearbox, which has a short central remote control gear lever. The propeller shaft has no slip joint, and drives a rubber-mounted hypoid unit. The articulated half shafts also have no slip joints, which contribute to a design that eliminates all

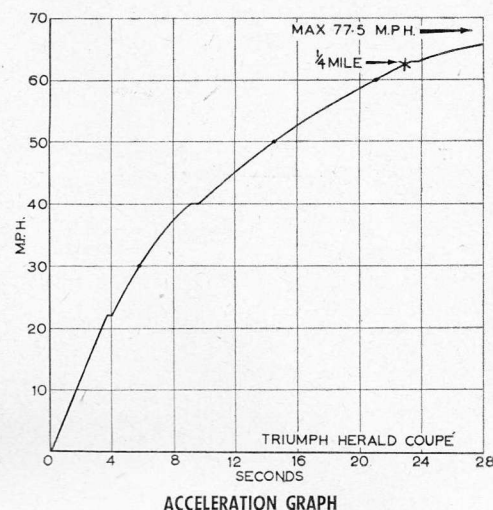
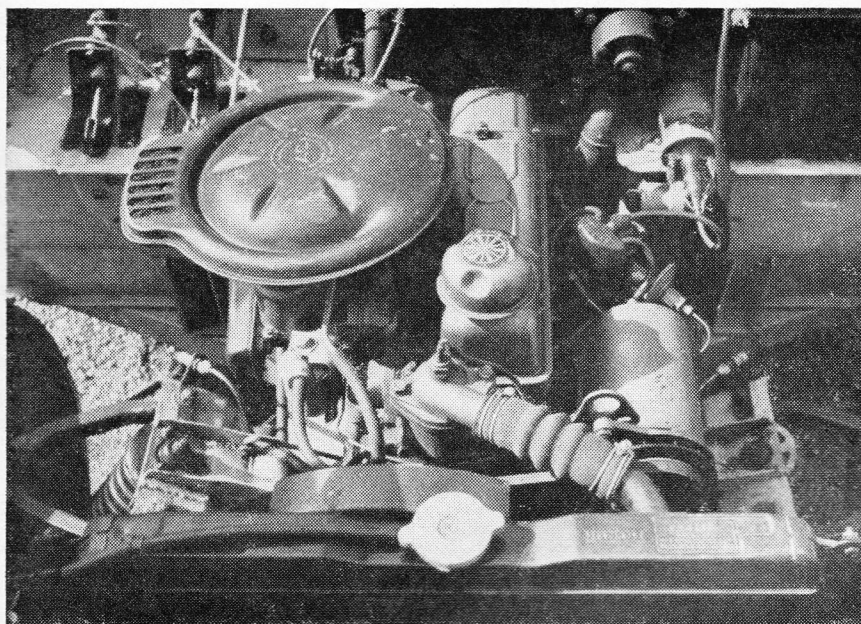
The forward-opening bonnet cannot give way to wind pressure if carelessly left unclosed. Even more important is the superb accessibility which it affords to the engine, suspension, steering and front brakes. This feature, coupled with the absence of periodical greasing, renders maintenance a pleasure.

The Herald has a light and airy interior. Perhaps the seat cushions might be a little softer, and the individual seats are very close to the doors—I would prefer to be rather closer to my passenger and directly behind the steering wheel. One applauds the separate round instruments, but the interior of the test car tended to look a little cheap, though the exterior finish was satisfactory. The controls are all well positioned and the central hand brake is powerful.

For some reason, it is difficult to believe that this is only a 950 c.c. car, for the roomy interior and quite long bonnet are more typical of a 1½-litre machine.



THE ENTIRE bonnet opens forwards (left) giving superb accessibility to engine, steering, suspension and front brakes. THE ROOMY BOOT (right) contains the slab-sided fuel tank but there is still space for the average family's luggage.



ACCELERATION GRAPH

THE ENGINE (left) is a conventional four-cylinder, with pushrod-operated overhead valves and twin SU carburetors, giving out 42.5 b.h.p. Good performance is given and there is little noise except when hard-pressed.

For this reason, one may at first feel that a little more power might not come amiss. In actual fact, the performance is good for the engine size, and the maximum speed of 77.5 m.p.h. is high for a 1-litre vehicle.

On the road, the Herald is a very pleasant car. It is not noisy except when very hard pressed, and seems to enjoy being driven at its absolute limit. The gearchange is delightful and very quick, which is a good thing for a car which is not notably lively at low speeds on top gear. Sixty m.p.h. is within reach on third speed, which is much appreciated during overtaking. At a mile-a-minute cruising gait the mechanism runs particularly sweetly.

The steering is light and quite excellent in all respects; the remarkably good lock allows the car to be parked in the smallest possible space in a manner which draws applause from passers-by. The road-holding is also outstandingly good, and fast cornering may be enjoyed even on quite bad surfaces. A very good safety feature is the way the car responds under extreme conditions. If a corner is entered at a virtually impossible speed, the rear end will break away, slide for a very short distance, and then hold firmly again. Some cars with i.r.s. may corner equally fast, but once break-away has been induced they tend to go on skidding. The Triumph must be applauded for the way in which it recovers from a driving indiscretion.

In general, the ride is level and comfortable. The suspension is firm and well damped, but most bumps are ironed out well. A suspicion of pitching may be noticed on some corrugated roads, but the overall suspension performance is certainly satisfactory. The body panels are well insulated from road noises, in which respect the separate chassis may be advantageous. The brakes are well up to their work and free from fading. Occasionally, the brakes of the test car showed a tendency to pull to the left,

and when hot they could be made to whistle, though only at low speeds.

It is a compliment to the Herald to say that it puts up a better average speed than one would expect from its performance. My duty journeys from Sussex to London were completed notably quickly, and the good road-holding allows fast driving to be indulged in safely and unobtrusively. Particularly praiseworthy is the silence of the tyre treads under cornering stresses, for nothing is more likely to draw unwelcome attention than the scream of tyres. Usually, it is only when climbing steep hills that one is reminded of the small engine size. Rear passengers may bump their heads on the sloping rear window, but the occasional seats are quite comfortable nevertheless.

The Herald has many practical features and, being light to handle, easy to park, and pretty to look upon, is an ideal ladies' car. The mere male will glory in its road-holding, and will be pleased to find that he averages well over 30 m.p.g. however hard he drives. For many prospective purchasers, this car may approach the ideal and if the Standard-Triumph Group would offer a slightly larger engine for those who place performance first, they would certainly appeal to a very large market.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Triumph Herald coupé. Price £730 14s. 2d, including P.T.

Engine: Four cylinders, 63 mm. x 76 mm. (948 c.c.). Pushrod-operated overhead valves. Compression ratio 8.5 to 1. 42.5 b.h.p. at 5,500 r.p.m. Twin SU carburetors, Lucas coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with central remote control and synchromesh on upper three speeds, ratios 4.55, 6.62, 11.2, and 19.45 to 1. Open propeller shaft. Chassis-mounted hypoid unit. Universally jointed half shafts.

Chassis: Double backbone chassis frame with pressed-steel body. Independent front suspension by wishbones, helical springs, and torsional anti-roll bar. Rack and pinion steering. Independent rear suspension by transverse laminated spring with stressed articulated half shafts and trailing arms. Telescopic dampers all round. Hydraulic brakes, 8 ins. x 1½ ins. 2 L.S. front, 7 ins. x 1½ ins. rear. Bolt-on disc wheels fitted 5.20 x 13 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Heating and demisting. Self-parking wipers. Flashing indicators. Windscreen washer.

Dimensions: Wheelbase, 7 ft. 7½ ins. Track, 4 ft. Overall length, 12 ft. 9 ins. Width, 5 ft. Turning circle, 25 ft. Weight, 15½ cwt.

Performance: Maximum speed, 77.5 m.p.h. Speeds in gears: 3rd 63 m.p.h., 2nd 40 m.p.h., 1st 22 m.p.h. Standing quarter-mile, 23 secs. Acceleration: 0-30 m.p.h., 5.8 secs.; 0-50 m.p.h., 14.6 secs.; 0-60 m.p.h., 21.2 secs.

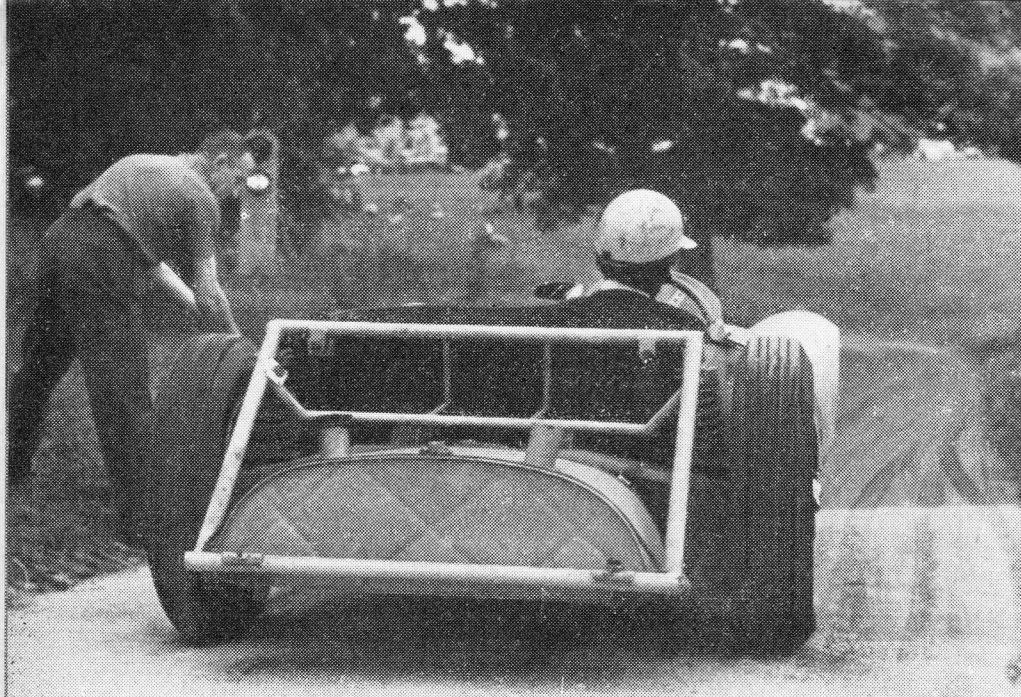
Fuel Consumption: Driven hard, 32 m.p.g.



THE INTERIOR of the car is well laid out but the seats, says Bolster, are a little too close to the doors.

AUTOSPORT, OCTOBER 2, 1959

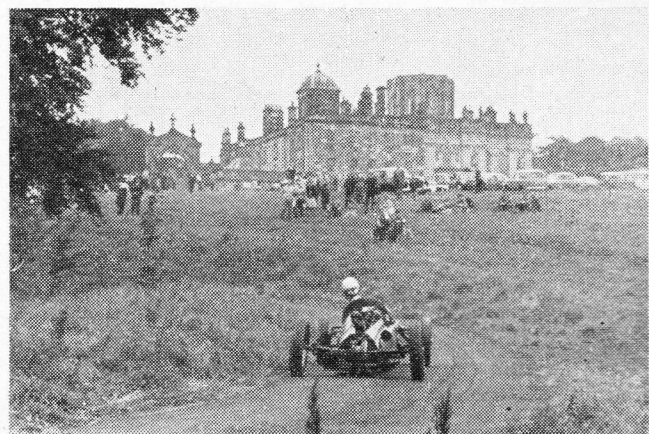
AT THE START (left) is Phil Chapman's Mercury, minus tail, about to make second B.T.D. BELOW: R. M. Bateman at the climbing right-hander.



Castle Howard Hill-Climb

A. Ensoll (Jaguar) Makes B.T.D. at Y.S.C.C. Event

PHOTOGRAPHY BY FRANCIS PENN



FIRST CORNER after the start—and IN goes J. Murray's Kieft, its rear suspension working hard while critical spectators look on.



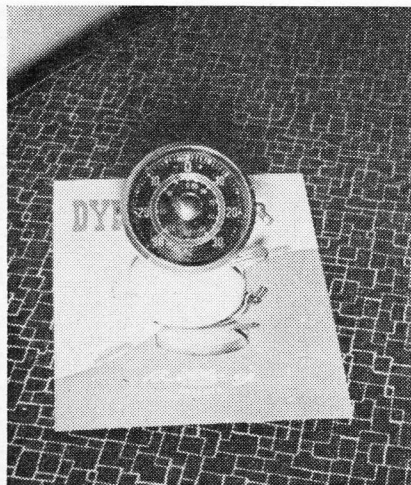
SAME CORNER—and OUT comes E. Buller-Sinfeld's Cooper 1000 which took the main award in the Formule Libre class with a time of 26.15 secs.



SECOND CORNER on the course—Alan Ensoll's D-type Jaguar claws its way round on the run which set up a fastest climb of 24.20 secs.



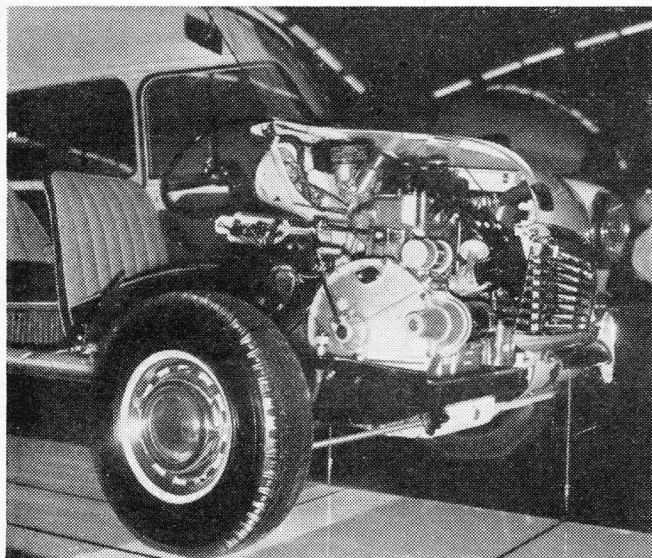
STILL in the second corner, Arnold Burton holds his huge Facel-Vega on line for a fast climb—an enormously powerful machine!



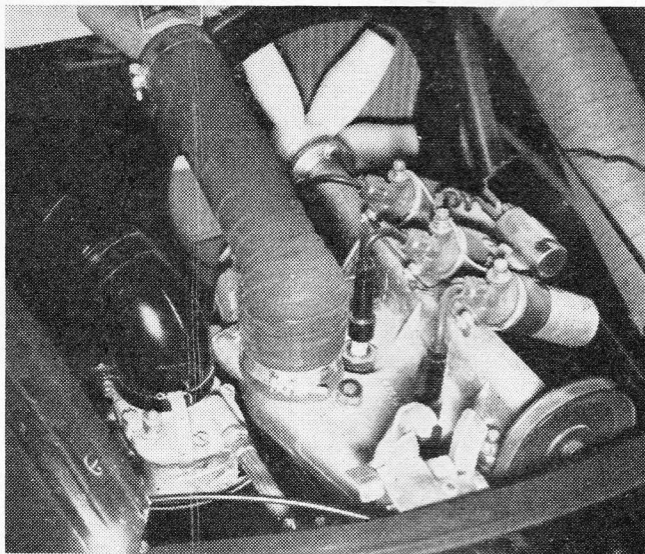
The Frankfurt Show



THE FANTASTIC Volkswagen display was in the form of a cargo vessel, in section, with the cars packed in tightly. Note the enormous crowd looking at the V.W.s. This display was a real eye-catcher. TOP LEFT is the new Tapley Performance Meter.



THE SENSATION of the Show was undoubtedly the new Austin 7, shown here in sectioned form.



THE NEW DKW 100 S engine develops 50 b.h.p. Note the single coil for each cylinder!

Olivier Gendebien (Ferrari) Wins His Third Tour de France

OLIVIER GENDEBIEN has won his third Tour de France in succession. Driving a 250 Ferrari with Lucien Bianchi, he finished over five minutes ahead of his nearest rival, Willy Mairesse, also in a Ferrari. The Maranello cars took the first three places. The Porsche 1600 of Kerguen/Lacaze was fourth. Highest placed British car was the Triumph TR3A of Mmes. Soisbault/Cancré, which finished 14th.

Of the 106 cars which started the rally only 29 arrived at Nice on the Friday night. Ten of these were unpenalized. Among them was the Gendebien/Bianchi Ferrari, the Kerguen/Lacaze Porsche, the da Silva Ramos/Estager 3.4

Jaguar and the Alfa Giulietta of Mmes. Wagner/Anmas.

Nano da Silva Ramos and Jean Estager won the Touring Class in their 3.4 Jaguar. The similar car of Graham Whitehead and Peter Riley was forced to retire during the final stages, when in second place, after it had been assaulted by a Panhard which ran into it in some fog.

In the G.T. class the Index of Performance was won by the Guilhaudin/Rey D.B.-Panhard. The Ferraris of Gendebien/Bianchi and Mairesse/Berger were second and third. The Index in the Touring class was won by Henri Oreiller

and Fernand Maseoro in an Alfa Romeo Giulietta.

The Ladies' Prize in the G.T. category was, of course, won by Annie Soisbault and Michèle Cancré in their TR3A. Lillie Anmas and Renée Wagner won the Touring category prize in their Alfa Romeo Giulietta.

MIKE TAYLOR (LOTUS) WINS AT MONTLHERY

DRIVING a 2-litre Lotus, Michael Taylor won the over 1,600 c.c. Grand Touring Race at Montlhéry, last weekend. Second was Tom Threlfall (Lotus 1100) and third was his brother Chris in an 1100 Elva. The 500-1,600 c.c. G.T. race was won by Bob Hicks (Lotus 1100).

A NORMAL production Austin Seven has achieved a figure of 61.78 m.p.g. in a special fuel consumption test.

MIXED BAG: The ultimate winner of the race, Robin Sturges flings his XK 120 past the 3.4 Jaguar of G. Williams and Mrs. Dick Protheroe's XK 150 at Woodcote.

Bekaert went like a bomb, and on the last lap must have passed at least eight cars.

Next came a 10-lap handicap for cars other than Bentleys or Jaguars, and provided a very mixed field, which included Jack Williamson with the Itala. It was also the beginning of "credit" laps.

It soon became clear that M. Perera was going to be uncatchable in his Turner, which he was driving well and steadily. He had two laps and 45 secs. start, and by lap four was in front. Nothing was near him when apparently his clutch burned out at the end of lap 8. Coming through the field were R. B. Brown (Le Mans Lotus) and David Howard (DB2/4), both going great guns. Brown did it wrong at Woodcote on lap 3 but managed to make amends and got past Howard on the last lap for second place. Meanwhile N. C. F. Taylor in his Ford-engined Austin special had been driving well and steadily for a good win. Count C. De Salis could not overcome his handicap, only managing to catch up two places. His was the fastest lap, however.

The races for the Alexander Memorial Trophy for Bentleys and the Michael Head Trophy for Jaguars were run together in the form of 10 laps from scratch.

There were six Bentleys on the line but only four qualified for the trophy, which is for 4½-litre-engined cars. Fifteen Jaguars and Jaguar-engined cars completed the field.

To take the Jaguar race first it seemed obvious that John Bekaert would win. He immediately set up an unbeatable lead. Behind him D. W. A. Chamberlain, in HOT 95 Cooper-Jaguar, managed to stave off Gerry Ashmore ("D"-type) and R. M. Milne in HWM 1 for two laps then they both took him. The race continued thus till near the end, Ashmore going through Copse very fast indeed with Milne never far behind. However, Milne's H.W.M. suffered fuel starvation, (Continued on page 440)

Bentleys and Jaguars at Silverstone

Excellent Racing at Combined Meeting

ON Friday evening the "Idiot's Lantern" weather forecast pointed to "full weather equipment" for the Bentley and Jaguar Drivers Clubs meeting at Silverstone on Saturday. How wrong they were. A very nice day it was and there was some very good racing.

In spite of the right windscreen stickers, passes, etc., and arriving 20 minutes before the first race it was difficult to get into the paddock with the car. However, having helped to rescue W. O. Bentley who was similarly stuck we were helped by a benevolent clerk of the course (Bentley side of the organization).

Race 1 was two races in one, a five-lap handicap for Bentleys and Aston Martins. To take the Aston's first, R. B. Pounds set off in his Le Mans model in a very determined manner, and led for three laps when he was passed by W. A. Fowler in his Le Mans model. Meanwhile David Howard (DB2/4) had been coming through the field very fast, and by lap four was not far behind the other two. Pounds was black flagged as he was to start his last lap, evidently through lacking a bonnet strap, although the car has lacked one for 20 years and been raced a lot. This annoyed him as probably he would have got a place. Anyway, Fowler won with Howard second.

In the Bentley part of the race Mike Bradley from scratch really went to town in his 3/4½ model, coming through the field like a knife through butter to win. By lap three A. P. K. Chaffey had got his remarkably fast 3-litre to the front, but by next lap Bradley was there. Holden's well-known 3/4½ managed to get past Chaffey on the last lap for

second place. The race overall, as it were, provided a good scrap between David Howard and Mike Bradley, although it did not "count". They dived together throughout and Bradley coming through Woodcote for the last time just in front of Howard very nearly overdid it in his effort to reach the line first.

Race 2 was another five-lap handicap, this time for Jaguars, cars with Jaguar engines and S.S. types. It was an excellent handicap. Apart from the rest of the race the sight of a bunch of these cars all rushing at Woodcote corner, blanket-wise, is almost frightening. In the end J. Kenyon (XK 120) just got up from John Bekaert by what might be described as a nose, with C. Clairmonte third in his 120. Throughout the race



REMARKABLE high-speed consistency was displayed by John Bekaert (Lister-Jaguar), seen here taking Becketts Corner at speed.

The Passing of Caracciola

FORMER idol of Germany, Mercedes-Benz racing driver Rudolf Caracciola died on 28th September in a Kassel clinic. During a wonderful career "Caratsch's" record included over 100 victories, of which 18 were gained in Grand Prix events.

Caracciola was born in 1901 at Remagen, and began his racing career 21 years later on NSU motor cycles. In 1923 he was seen in action in a supercharged 1,500 c.c. Mercedes, and continued to race on motor cycles and in sports cars until 1926, when he won the German G.P. at Avus with a 2-litre, straight-eight, supercharged Mercedes.

Driving an SS Mercedes-Benz, he won the German G.P. again in 1928, this time at Nürburgring, and in 1929 scored a fine victory in the T.T. in Ulster with his big Mercedes, under terrible weather conditions, against the favoured Campari (Alfa Romeo). This race began Rudi's reputation as a master of wet-road driving. Then followed numerous victories including the Irish G.P. at Phoenix Park, Dublin, in 1930, and in 1931 the Avusrennen, Eifelrennen, German G.P. and the Mille Miglia (with Sebastian).

Caracciola left Mercedes to drive for Alfa Romeo, with which marque he increased his rapidly growing reputation by victories in the Monza, Polish and German Grands Prix, as well as successes in speed hill-climbs. The following year he crashed badly during training for Monaco, and was out of action for nearly a year. This was when he had started a racing stable with Louis Chiron. This accident persuaded Caracciola that his racing days were over, but when the

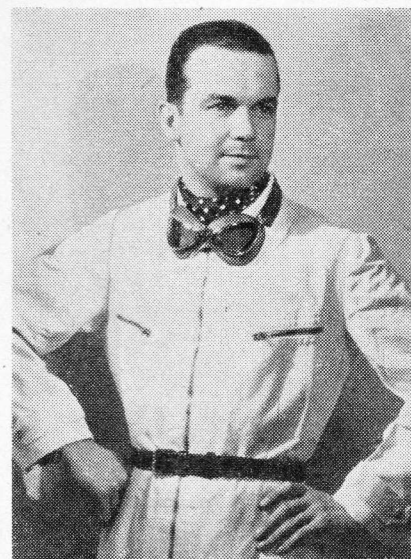
750 kilograms formula was introduced in 1934 we find him leader of the Mercedes-Benz team, which included Fagioli and von Brauchitsch. He justified his selection by winning the Italian G.P., and finishing second to Stuck's Auto Union in Spain. The following year, Caracciola won no less than six races for Mercedes, and in 1936 at Monaco and Turin.

The 1937 season witnessed tremendous rivalry between Mercedes and Auto Union, with Caracciola and Rosemeyer the main contenders. To Rudi went the German, Swiss, Italian and Polish Grands Prix. In 1938 Caracciola won the Swiss G.P. and the Coppa Acerbo, with numerous second and third places. He gained the German G.P. at Nürburgring in 1939, winning this race for the sixth time.

He was European Champion in 1935, 1937 and 1938 and, like Stirling Moss today, was equally at home in a sports car. In 1946 he had a serious crash at Indianapolis, reputedly caused by hitting a bird. He survived terrible injuries, and retired to Lugano, Switzerland.

When the 300SL Mercedes-Benz appeared, Rudi was offered a wheel, but crashed badly at Berne, putting him out of racing for good. During his last years he continued to keep in touch with motor racing, but his injuries caused him to suffer from ill-health and he had to give up driving altogether.

I met Caracciola many times at the height of his career, and found him a most delightful person. He certainly was one of the greatest of all Grand Prix drivers, and was the almost perfect



RUDOLF CARACCIOLA

team leader. He passed on his vast knowledge to others, including Richard Seaman, who rather modelled his style on the German Champion.

Although his main successes were in full-scale G.P. racing, Caracciola will never be forgotten for some quite remarkable performances in the big, white, supercharged Mercedes-Benz sports car, against the all-conquering Bentleys and Alfa Romeos. His behaviour on and off the circuit was exemplary, and he played a large part in the eventual domination of G.P. racing by German-built cars during the 1934-39 period.

GREGOR GRANT.

A NEW FACEL VEGA SMALL CAR

THE Facel Vega Company have introduced a brand new small sports car called the "Facellia". The car is a convertible with a hardtop available, of similar lines to the well-known Facel

Vega and extremely good-looking. There is no chromium plating, all the polished parts being in stainless steel.

It is powered by a 1,600 c.c. four-cylinder engine with a five bearing

crankshaft and twin chain-driven overhead camshafts; two down-draught carburettors are fitted. The engine has been designed and will be built entirely by Facel Vega, but Harry Weslake has designed the combustion chambers and porting. The maximum revs are 7,000 r.p.m., compression ratio is 9.4 to 1 and 115 b.h.p. is claimed at 6,400 r.p.m. It is fitted with a mechanical four-speed box, with all ratios synchronized, and a single plate clutch. Front suspension is independent with coil springs, while rear suspension has classic half-elliptic springs. The car is fitted with either drum brakes or Dunlop disc brakes on all four wheels.

The car is small in size compared with its brother. The dimensions are: wheel-base 96½ ins., overall length 163½ ins., overall width 64 ins., front track 51¼ ins., rear track 51¼ ins.; the weight is 2,180 lb. A maximum speed of 140 m.p.h. is claimed, and the machine will sell at under £1,500, which will be very competitive.

WE are asked to point out that the Porsche 1600 Super driven in the London Rally by J. R. Willson and J. F. McAleavy is a perfectly normal Super and is not in any way modified.

M. PIERRE DREYFUS, President and Director General of the Regie Renault, France's largest car manufacturer, has been made a Commander of the Legion of Honour for his services to French industry.



PLEASING LINES are displayed by a new open body shell to fit Ford chassis, produced by Rochdale Motor Panels and Engineering, Ltd.

ABOUT to take the lead in the race and clinch his victory in the Brooklands Memorial Trophy contest, Bill de Selincourt (Lola) follows Chris Steele (Lotus) through a bend.

He could not improve on that for the gap was too wide, but nevertheless he closed the gap between himself and fourth man C. W. Andrews (Austin-Healey 3000) at the rate of 5 secs. a lap! Somewhat naturally, he made fastest lap in 1 min. 46.8 secs. (80.90 m.p.h.).

A five-lapper on scratch for 1,000 c.c. o.h.v. machines, or those of 1,200 c.c. and side-valves, saw a great mass of Sprites in varying stages of tune and modification on the grid. As a matter of interest Elwes, fifth quickest in practice, was the highest placed, so far as the grid was concerned, of those Sprites with standard bonnets. At the end of the first lap K. W. Mackenzie was in the lead, ahead of Paddy Gaston and John Venner-Pack. But by lap two Venner-Pack had passed both the others and was well ahead, to remain unchallenged for the rest of the race. Fourth, after a fierce battle with Gaston in which fists were shaken, came John Derisley in the fastest non-Sprite—his well-known Lotus-Ford.

A five-lap scratch race for 1½-litre sports cars followed, victory going to A. B. Rees in a Lotus 1,100. S. G. Young's Maserati-engined Parson, however, tried very hard to catch him to finish second only 0.4 sec. behind, with A. P. Belcher (Lotus) third.

Tony Maggs, determined to do what he could about that Trophy, turned out in the ex-Ecurie Ecosse Tojeiro-Jaguar for the next race, a five-lap handicap. But the handicappers were too clever for him, and, in fact, two of the limit men passed him having completed their first lap before he left the line—and even then there were two competitors with credit laps. Victory went to Mrs. M. L. Wheeler (Triumph), who had one lap plus 60 secs. start, and in second place came S. Dunlo Allen (M.G.) who started with the same allowance. Third was Bob Ide's M.G. Tony Maggs had to be content with fastest lap in 1 min. 42.2 secs. (84.54 m.p.h.).

The Sprites came out again in force for another five-lap handicap event which was again a victory for Venner-Pack, rehandicapped to give away 3 secs. to Gaston and Mackenzie and the field. Venner-Pack's fastest lap was over

(Continued on page 440)

Season Ends at Goodwood

Major Trophies Won by R. W. de Selincourt and C. J. Lawrence—Fine Drive by Paul Fletcher (M.G.A)

THE final meeting of the season at Goodwood took place on Saturday. A certain amount of excitement accompanied it with regard to the final destinations of the two principal B.A.R.C. club racing trophies, for this was the last round in the contests for the Brooklands Memorial Trophy (to the driver collecting most points during the year) and the Freddie Dixon Trophy for the most successful competitor in the marque scratch races. The latter, in fact, had already been won by Chris Lawrence, with that remarkable Morgan of his. For the Brooklands Memorial cup, however, there was still an open field, with Bill de Selincourt in the lead by three points from Paddy Gaston (Sprite) and Tony Maggs, three points behind Gaston.

For the first race, a 10-lap scratch event for 1,100s, de Selincourt made certain of a few extra points by borrowing Peter Ashdown's Lola for the day. It paid off, and in spite of a bad start, Bill took the lead from Chris Steele (Lotus) after half-distance to win by something like 3 secs. Steele was second with A. B. Rees (Lotus) third. Fastest lap went to the winner in 1 min. 37.6 secs. (88.52 m.p.h.). Eric Broadley was there to see him win.

Next on the programme was a five-lap handicap event which was led for the first three laps by W. G. G. Woodhouse's blown Tornado. On lap four, however, he was overwhelmed by the tremendous speed of J. M. Uren's Ford Zephyr, whose speed on the straight was really something to be seen, if to be believed only with difficulty! Uren made fastest lap in 1 min. 53.2 secs. (76.32 m.p.h.).

In the 10-lap marque scratch race which followed, Chris Lawrence scored his usual runaway victory, while a second-place battle between Bill de Selincourt and Sid Hurrell was won by the former. At the Le Mans start Lawrence, very much the Stirling Moss of marque races, got well clear while Paul Fletcher's very fast M.G.A "Twin-Cam" stopped after a few yards. Once moving again—over half a lap behind the leaders—Fletcher really began to motor in

earnest and rapidly overhauled the slower cars. His car, which wears Cooper wheels at the front, was one of the steadiest of the day and his driving was magnificent. After three laps he was in 10th place, eighth on lap five, sixth on lap six and fifth on lap seven.

Results

Ten-lap Scratch Race: 1, R. W. de Selincourt (Lola), 86.59 m.p.h.; 2, C. Steele (Lotus); 3, A. B. Rees (Lotus). **Fastest lap:** de Selincourt, 88.52 m.p.h.

Five-lap Handicap Race for closed cars: 1, J. M. Uren (Ford), 74.69 m.p.h.; 2, W. G. Woodhouse (Tornado); 3, D. W. Clarke (Austin). **Fastest lap:** Uren, 76.32 m.p.h.

Ten-lap Marque Scratch Race: 1, C. J. Lawrence (Morgan), 78.90 m.p.h.; 2, R. W. de Selincourt (Triumph); 3, S. A. Hurrell (Triumph). **Fastest lap:** P. G. Fletcher (M.G.A "Twin-Cam"), 80.90 m.p.h.

Five-lap Scratch Race for 1,000 c.c. o.h.v. and 1,200 c.c. s.v. cars: 1, J. L. Venner-Pack (Austin-Healey Sprite), 75.50 m.p.h.; 2, K. W. Mackenzie (Sprite); 3, J. H. Gaston (Sprite). **Fastest lap:** Venner-Pack, 77.42 m.p.h.

Five-lap Scratch Race for 1,500 c.c. cars: 1, A. B. Rees (Lotus), 84.54 m.p.h.; 2, S. G. Young (Parson); 3, A. P. Belcher (Lotus). **Fastest lap:** Rees and Young, 87.10 m.p.h.

Five-lap Handicap: 1, Mrs. M. L. Wheeler (Triumph), 65.85 m.p.h.; 2, S. Dunlo Allen (M.G.); 3, R. B. Ide (M.G.). **Fastest lap:** T. Maggs (Tojeiro-Jaguar), 84.54 m.p.h.

Five-lap Handicap: 1, J. L. Venner-Pack (Sprite), 75.98 m.p.h.; 2, D. Watts (Sprite); 3, H. W. G. Elwes (Sprite). **Fastest lap:** Venner-Pack, 78.40 m.p.h.

Five-lap Handicap: 1, P. D. Leuch (Triumph), 74.66 m.p.h.; 2, J. M. Duncan (Triumph); 3, K. W. Yeates (Lister-Bristol). **Fastest lap:** T. Maggs (Tojeiro-Jaguar), 84.37 m.p.h.



DRIVING MAGNIFICENTLY: Paul Fletcher (M.G.A "Twin-Cam") closes up on M. A. Tice's Austin-Healey during his epic race.

OLD HAND, NEW CAR: First blood in the reopening trials season goes to Rex Chappell, here seen on one of the Gallows hills.

WITH the coming of autumn that happy band of mud-larks gets out its specials and goes motoring once more, and the woods and fields echo again to the sound of harsh exhausts. We've always had more than a soft spot for trials and it was with considerable pleasure that we paid a first visit to Dorset for the West Hants and Dorset C.C. Knott Cup trial, traditionally the first of the reopening season. With considerably less pleasure, we suffered a broken half-shaft almost immediately on arrival at Bovington and this rather complicated the matter of reporting the event. However, one way and another—and through the kindness of members of the club—we saw most of it.

Most striking thing about the new season was the number of new cars that are appearing. And as it may be safely assumed that people have bought most



Trials Time Again

Rex Chappell Wins the Knott Cup

of the old ones, it is apparent that trials are "catching on", which we consider to be a Good Thing.

The start was something like a *con-cours d'élégance*, with glossy machinery much in evidence. This was soon to change, however, for the long dry summer—no rain had fallen in the area for something like three months—had created a dust-bowl of Bovington Heath and at times the cars completely disappeared in a cloud of thick, swirling dust that got into everything: most unpleasant.

The dust—several inches thick on the ground, and resembling very fine, loose sand—presented problems of a rather

different nature from those usually encountered. First hills were in an area known as Gallows Hill, several sections climbing from a valley up rather rugged hillsides usually used for testing tanks. Good climbs seen here were made by Ron Faulkner (Paul Spl.) and Rex Chappell, his car resplendent in a colour scheme which baffled us until his wife and passenger, Renee, suggested "smoked salmon and lemon". Eric Jackson was stopped on one of the hills by a few feet only, while on another tricky section Ron Kemp romped to the top to a tremendous ovation from a very large crowd. Bernard Dees and David Render, among many others, were stopped by a

tricky left-and-right corkscrew over deep craters. By the time Eric Jackson arrived these craters were even deeper, having been thoroughly excavated by spinning wheels, but just to show that he hasn't lost any form during the summer, he made a brilliant climb. Rex Chappell was another of the few who were clean here, getting to the top by cunningly using a piece of ground that no one else had noticed.

After this came the Noose, a looping climb on a sort of beach of loose stones which stopped very few. George Clarke started the winter with bad luck by having his Panhard rod break adrift.

The Bowl consisted of a number of hills climbing out of a natural basin; mostly including several difficult bumps and corners on a surface of sand, dust and dry peat—a rather evil place in many ways.

Finally came Heather, three twisty bumpy hills set among awkwardly placed pine trees. On the first of these, excellent clean climbs were made by Ernie Chandler, his Volkswagen-engined machine working well, Bernard Dees, Rex Chappell, Geoff Newman and Tony Alldred. The second hill was even bumpier but nevertheless Dees, Mike Cannon, Newman, Alldred, Gordon Holdrup and Dave Render — among others — all reached the top without excessive difficulty.

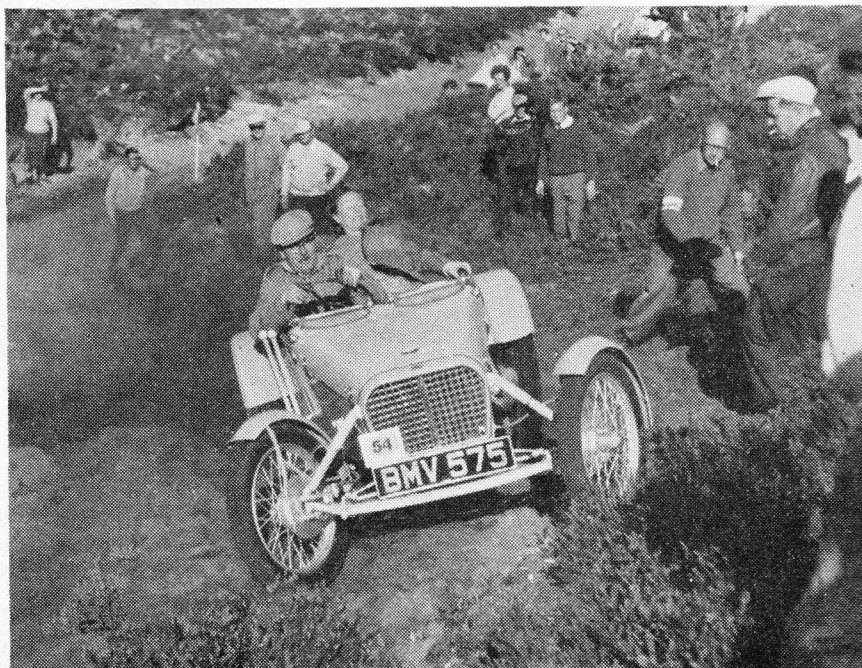
Finally, the third ran over similar steps, curving all the time to the right. Here Rex Chappell, his steering leaking large quantities of oil, showed the way and few competitors found difficulty in reaching the top.

It was a good trial to start the winter, well organized by a friendly club which went out of its way to help the Watkins ménage—for which we are truly grateful!

MARTYN WATKINS.

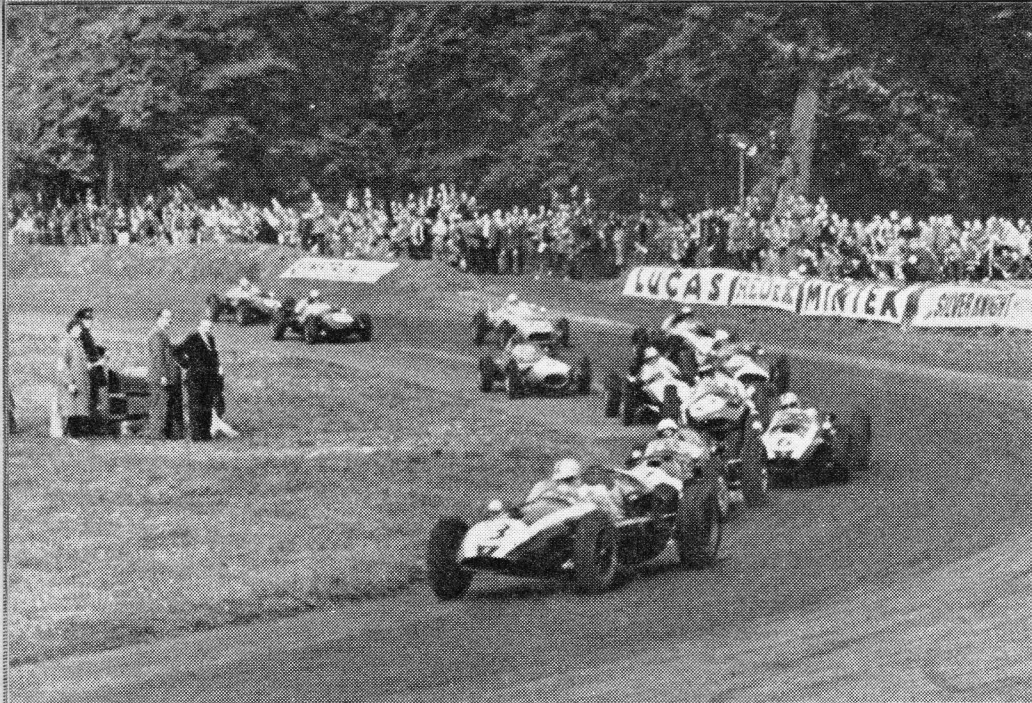
Results

Knott Cup: R. Chappell (Cotton). **Visitors' Cup:** B. H. Dees (Cannon). **Best West Hants and Dorset C.C. Member:** R. W. Faulkner (Paul Spl.). **First Class Awards:** R. Kemp and E. Jackson. **Second Class Awards:** G. J. Newman and K. Schueler.



ANOTHER new car was driven into third place, to win the Visitors' Cup, by Bernard Dees—with very apparent assistance from his wife!

BRABHAM leads Moss, McLaren and Chris Bristow into Old Hall Corner as the field streams into the bend after the start.



entry. Poor Brian Naylor was in hospital following a serious crash when trying out his J.B.W.-Maserati earlier in the week. Apparently the steering came apart and the unfortunate Naylor went off the road at high speed, the car being completely wrecked, and the driver receiving several broken ribs as well as other injuries. Henry Taylor was also a non-starter in the "United" Cooper-Climax, engine trouble appearing in practice.

Easily the slowest car was the veteran BMW driven by John Brown, his best lap being 2 mins. 33.2 secs., well below the AUTOSPORT production cars. Paul Emery's Cooper-Connaught was disappointing, his fastest lap being 2 mins. 3 secs.

The Gold Cup For Stirling Moss

All Records Smashed at Oulton Park in Duel with Jack Brabham—Exciting "Autosport" Final Qualifying Races—Salvadori Wins Closed Car Event

THE prospect of a Moss versus Brabham needle match brought a great crowd to Oulton Park on Saturday, 26th September, where the main event, organized by the Mid-Cheshire Motor Club, Ltd., was the 150 miles Gold Cup race, with £3,650 in prize money. Jack Brabham made Moss work hard for his victory, and there were seldom more than 5 secs. between them for the entire distance. Moss, in Rob Walker's Cooper-Climax, averaged the fantastic speed of 96.29 m.p.h., to win by 5.2 secs. from the Australian. In third place came Chris Bristow, making his debut in an F1 car, the "Yeoman" Cooper, with an engine borrowed from the Walker stable. Fourth place was taken by Roy Salvadori in Tommy Atkins's Cooper-Maserati.

Moss, of course, collected the first prize of £2,000, in other words, £40 per lap, which is quite satisfactory whichever way one looks at it. During his run he set up a new circuit record of 1 min. 41.8 secs., 97.64 m.p.h., 11.4 secs. faster than his own lap record put up in 1955 with the F1 Maserati.

Jimmy Clark (Lotus Elite) ran away with the first AUTOSPORT event, to average 77.54 m.p.h., and, of course, to win his class. The other categories went to Bob Gerard (Turner) at 70.74 m.p.h., and to Chris Meek (Elva) at 74.84 m.p.h. The larger classes saw a fierce battle featuring Dick Stoop (Frazer-Nash), E. J. B. Mitchell (A.C. Ace) and Jack Sears (Austin-Healey), chased by the superbly driven Chevrolet Corvette of Sir Gawaine Baillie. About a couple of seconds separated the first three at the finish, Stoop averaging 76.73 m.p.h. Dick Protheroe (Jaguar XK 120) was left at the start with throttle linkage trouble, but during his chase of the leaders he set up a new production sports car lap record of 2 mins. 7.6 secs., 77.9 m.p.h.

OFF-SIDE front wheel lifting well clear of the ground, Stirling Moss hurls the Cooper through Old Hall.

Roy Salvadori, in John Coombs's Jaguar 3.4 won the 19-lap closed car race at 76.68 m.p.h.

Training proved conclusively that the development of modern F1 cars during the past four years has been really startling. For instance, eight drivers managed to get under the old lap record of 1 min.

BY GREGOR GRANT

PHOTOGRAPHY BY FRANCIS PENN

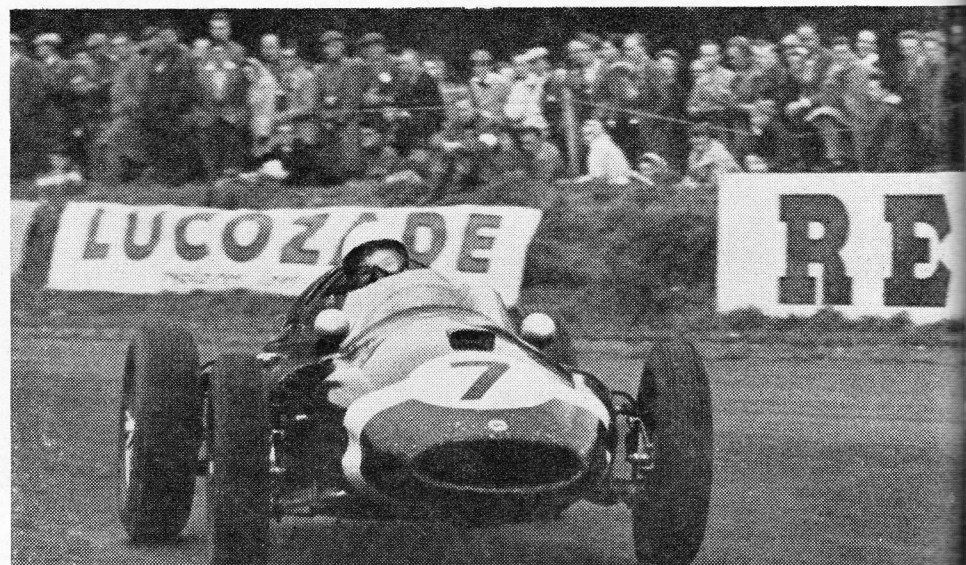
53.2 secs., with the holder, Stirling Moss, taking pole position with a fantastic 1 min. 42.4 secs., 97.07 m.p.h. However, Jack Brabham was only one-fifth of a second slower, whilst Chris Bristow (Cooper-Climax) and Graham Hill (Lotus-Climax) did 1 min. 44 secs. and 1 min. 44.2 secs. respectively.

The B.R.M. entry failed to materialize. Volontario's Maserati was replaced by Horace Gould's similar car, with Bruce Halford as driver. Bruce McLaren took over George Wicken's Cooper-Climax

Twelve cars lined up for the start. Halford's Maserati also being in trouble, and Brown's BMW was withdrawn.

Before the race Norman Garrad assembled a smart parade of Sunbeam Alpines in various colours. The cars started off to the accompaniment of a certain leather-lunged character who yelled "Are these for immediate delivery." In the paddock a large crowd surrounded the Morris MiniMinors driven to the circuit by your chronicler and John Bolster. A practical demonstration of the remarkable amount of room in the cars was given when David Phipps and Christopher Nixon, 6 ft. 5 ins. and 6 ft. 4 ins. respectively, sat comfortably in the back seat.

Oulton was a real garden party sort of motor race, with many visitors not seen often at events these days, such as Sir James Scott-Douglas, Tony Rolt, Tim Seccombe, Pat Prosser, John Cunningham, Jack Reece, Roy Taylor and many others. Organization was first-rate, and no one could possibly grumble at the catering arrangements. Again, Rex Foster's new press officer, John Hunter,





was most helpful, aided by an efficient staff.

The line-up on the grid was as follows:—

STARTING GRID

Graham Hill (Lotus) 1 m. 44.2 s.	Chris Bristow (Cooper-Climax) 1 m. 44.0 s.	Jack Brabham (Cooper-Climax) 1 m. 42.6 s.	Stirling Moss (Cooper-Climax) 1 m. 42.6 s.
Tony Marsh (Cooper-Climax) 1 m. 49.8 s.	Roy Salvadori (Cooper-Maserati) 1 m. 45.6 s.	Bruce McLaren (Cooper-Climax) 1 m. 45.0 s.	David Piper (Lotus) 1 m. 50 s.
Ian Raby (Cooper-Climax) 1 m. 55.6 s.	Stanley Hart (Cooper-Climax) 1 m. 55.2 s.	Arthur Owen (Cooper-Climax) 1 m. 59.4 s.	
Paul Emery (Cooper-Connaught) 2 m. 03 s.			

Jack Brabham made a tremendous start—so tremendous in fact that his pit was informed that he had beaten the starter to it, and would be penalized 60 secs. This looked as if it might spoil the race, for no driver in the world could make up such a penalty if Moss had a non-stop, no-trouble run.

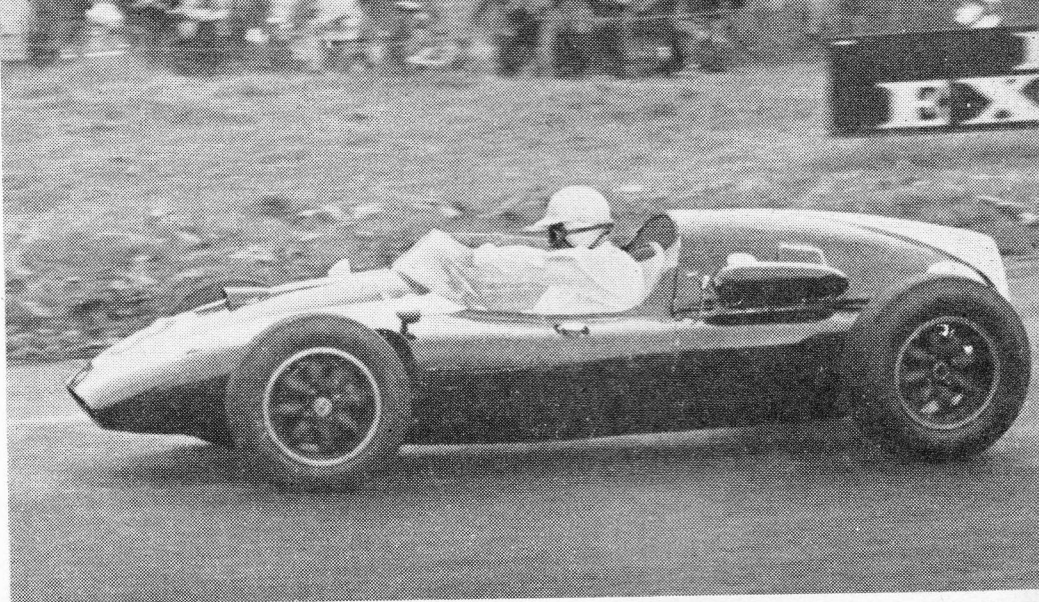
Anyway Jack came through on lap one in the lead, pressed by Moss, Bristow, McLaren, Tony Marsh and Salvadori in that order. Graham Hill, who had made a poor start, was in eighth place, behind Piper's Lotus. Jerseyman Arthur Owen's race didn't last long, for he spun into the bank at Old Hall Corner and damaged the suspen-

sion of his F2 Cooper, after knocking off the OL of Castrol's sign.

Brabham's standing lap was actually under the old lap record, but soon he

and Moss were circulating around the 1 min. 43 secs. mark. Hill hurtled past Piper and Marsh to take sixth place, and began to close up remorselessly on Salvadori's Cooper-Maserati. Moss began to put on the pressure, and by five laps the two leaders had already "doubled" Emery. The crowd were being treated to a brilliant display of driving, with Brabham and Moss side by side on occasion. Then, on the sixth lap, Stirling sneaked ahead, with Brabham in his slipstream.

Emery's car was misfiring badly, and ahead of him young Stanley Hart (Cooper-Climax) was involved in a duel with the more experienced Ian Raby.



ABOVE: Jack Brabham takes his line for the right-hander at Lodge. LEFT: Stirling Moss, Rodney Walkerley and the fruits of victory!

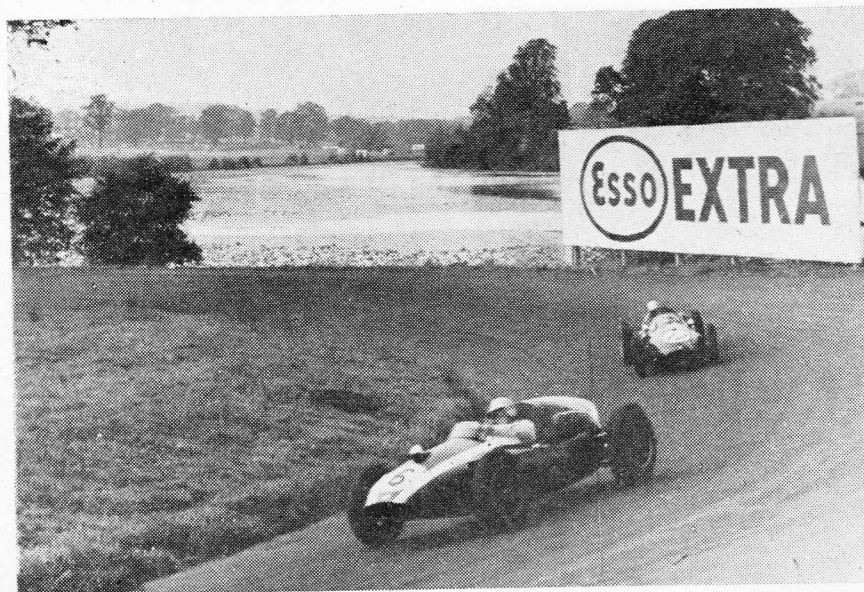
Moss covered his seventh lap in 1 min. 42 secs., 97.45 m.p.h., just as Graham Hill pulled in to his pit to complain of falling oil pressure, losing about 15 secs. in the process. Bristow was hanging on to the leaders, pulling well away from fourth man Roy Salvadori. Hill still held his fifth spot, but now seemed to be making no impression on Salvadori.

Lap eight, and the leaders had "doubled" both Hart and Raby, and had redoubled Emery. Two laps later, and Piper was also added to the list. McLaren's gearbox jammed and he went off course on lap nine. Moss, driving absolutely immaculately, was taking not the slightest chance of Brabham repassing, even though he now knew of the Australian's penalty. Taking the 60 secs. into consideration, Jack was actually in fifth place, just in front of Hill. With 20 laps gone, the Australian had moved up to fourth, and the average speed was 95.84 m.p.h. Piper lost over a lap at the pits, and a great deal of water was added to the header tank before his Lotus restarted.

By now only Moss, Brabham, Bristow and Salvadori were on the same lap, whilst the unfortunate Emery had been "doubled" no less than three times. Brabham's challenge made Moss go even faster, for never more than 100 yards separated them, and by the 20th tour Moss's advantage had shrunk to 2.8 secs. Naturally Brabham just had to go as quick as possible, and try desperately to gain more than a minute over Bristow, who was 18½ secs. behind, and driving really well. Salvadori was also in the groove, the Cooper-Maserati going as well as it has ever done, despite a suspicion of a cough now and then from the engine, as he accelerated away from Old Hall.

All eyes were on the duel in front; at times Brabham looked as if he were going to make a bid to repass, but Moss just managed to keep his lead. With 30 laps gone, there was only 1.8 secs. between them, and the average had gone

SWINGING THROUGH the banked Esso Bend, Bruce McLaren leads young Stanley Hart's extremely well-driven Cooper.



BRABHAM AHEAD: Jack leads the race at Deer's Leap, with Stirling Moss in hot pursuit—waiting to get in front.



DRAMATIC PIT-SIGNAL towards the end of the race that Jack Brabham has not, in fact,

up to 95.98 m.p.h. Brabham's tremendous effort took him to 43 secs. in front of Bristow, and by now Salvadori was one lap behind; Emery was five laps adrift, Piper four, Hart three, Marsh two and Hill one. Raby had packed in on his 23rd lap.

Moss went even faster to shake off the tenacious Brabham, covering his 33rd lap in the new record time of 1 min. 41.8 secs., 97.64 m.p.h. The average speed continued to rise, and after 40 laps was 96.19 m.p.h. Brabham was just 3.2 secs. behind, and had now officially moved up to second place, having put over a minute between his car and that of Bristow's. However, his only chance of victory was for Moss to have trouble, which looked extremely unlikely, as the

car sounded 100 per cent., and Stirling was as happy as a sandboy.

Emery plugged round, seven laps in arrears. Bristow had his third place pretty well sewn up, for he was more than a lap ahead of Salvadori, whilst Graham Hill was getting progressively slower, obviously worried about his oil pressure, whilst Marsh was a long way behind.

With 50 laps chalked up, and five to go, Moss led Brabham by 5 secs., and the race average was 96.30 m.p.h., by far the fastest ever run at Oulton Park. It was all over bar the shouting, but there was no easing off for S. Moss, Esq. Stirling finally took the chequered flag 5.2 secs. in front of the World Championship leader, and Chris Bristow

did remarkably well to avoid being "doubled" by the leaders, in this, his first F1 event. He drove for most of the race with a broken car-seat.

The stewards had reconsidered their decision, and near the end of the race Brabham had his 60 secs. restored. Stirling was immediately informed, so the closing laps really were a battle for first place. This, of course, made no difference to the actual result, which presumably was why the penalty was cancelled. Had Bristow been less than 60 secs. behind, it would have been another story, and Jack would have to have been content with third place, a drop of £400, for he took home with him £750.

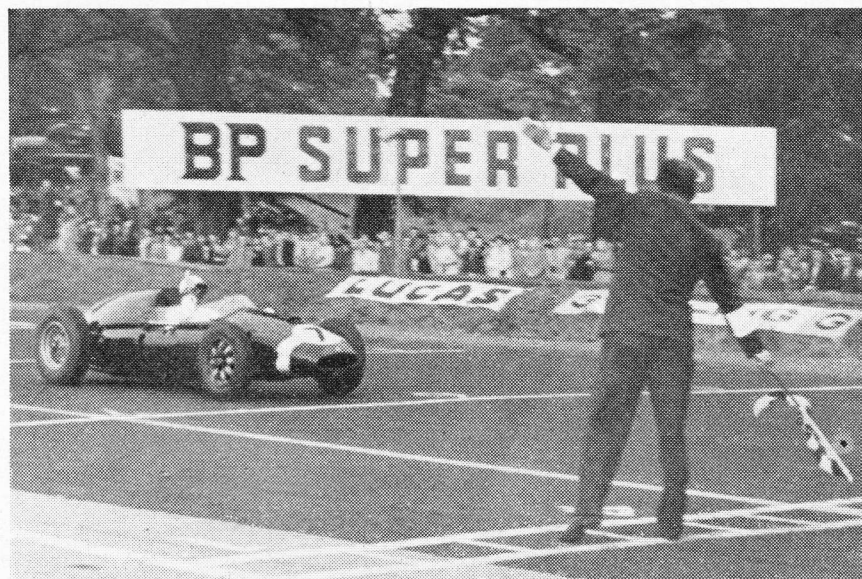
Result

1. Stirling Moss (Cooper-Climax), 1 hr. 34 mins. 37.2 secs., 96.29 m.p.h. Gold Cup and £2,000.
2. Jack Brabham (Cooper-Climax), 1 hr. 34 mins. 42.4 secs. £750.
3. Chris Bristow (Cooper-Climax), 1 hr. 36 mins. 14.8 secs. £350.
4. Roy Salvadori (Cooper-Maserati), 53 laps. £250.
5. Graham Hill (Lotus-Climax), 52 laps. £150.
6. Tony Marsh (Cooper-Climax), 51 laps. £100.

Fastest lap: Moss, 1 min. 41.8 secs., 97.64 m.p.h. (Circuit record).

Other finishers: Stanley Hart (Cooper-Climax), 49 laps. David Piper (Lotus-Climax), 48 laps. Paul Emery (Cooper-Connaught), 46 laps.

ALL OVER: Once again Stirling Moss gets the chequered flag: this one meant £2,000 to him, that being the first prize for the race!



DONE IT! The next lap and it is Stirling's turn to lead Jack through Deer's Leap, while the Australian hangs grimly on.



Chief Mechanic Alf Francis warns Stirling penalized for jumping the start.

Retirements: Arthur Owen (Cooper-Climax), 1 lap. Bruce McLaren (Cooper-Climax), 9 laps. John Brown (BMW), 1 lap. Ian Raby (Cooper-Climax), 22 laps.

* * *

THE two 10-lap races which formed the final qualifying round in the AUTOSPORT Championship of 1959 opened the programme, the first of the pair being contested by Classes A, B and C. The leading team of Sprites was not represented and the field in Class A consisted of two Berkeleys, three Turners and a Fairthorpe, plus "Doc" Shepherd's Sprite which is not entered in the series. In Class B there were four entrants but only the two Elites of Jimmy Clark and Bob Vincent came to the line, John Whitmore's car having been totally destroyed at Monza and Richard Shepherd-Barron's Giulietta having suffered dynamo trouble in practice; he was prevented from starting by minutes only, the van which was rushing a replacement to the circuit being delayed by the police at the scene of a road accident. This was extremely bad luck for Richard but a blessing in disguise for the Elite drivers, who thereby moved up to race against the four Elvas and four M.G.s which formed the field for Class C.

At the fall of the flag, Jimmy Clark shot into an immediate lead which he steadily increased throughout the 10 laps to win at an average speed of 77.54 m.p.h., lapping seven cars in the process.

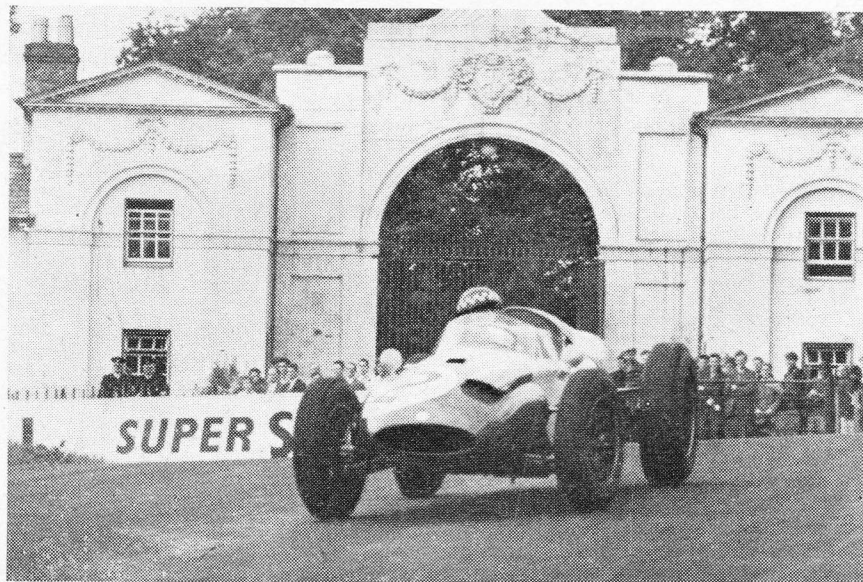
ONLY MAN not lapped by Moss and Brabham was Chris Bristow, competing in his first Formula 1 race and driving with a real veteran's skill.



At the other end of the scale, Mick Clare's Berkeley moved no more than a yard due to failure of the differential. At the end of the opening lap Clark's Elite was followed by the Elvas of Chris Meek and Pat Fergusson and Vincent's Elite, while the first of the small cars was Shepherd's Sprite in eighth place. Fergusson closed on Meek but could not make use of an invitation to pass at the end of lap 2, and Bob Gerard began edging his Turner closer to the Sprite. On lap 4 Fergusson spun at Island Bend without losing a place, and Jon Goddard-Watts took the surviving Berkeley past Barry Gilbert's Turner in front of the pits when Gilbert apparently missed a gear change. Two laps later Gerard had got the better of Shepherd, who was

driving excellently on his first appearance at the circuit, and C. J. Green, whose Fairthorpe was going very well, was comfortably ahead of Gilbert. There was no significant change from there until the last lap, when Goddard-Watts coasted over the line at the tail of the field with a lot of oil coming out of the silent Berkeley.

A lot of the sting went out of the second race at the fall of the flag, when Dick Protheroe's Jaguar stalled on the line. The front carburetter was flooding badly, but it was failure of the throttle linkage at the moment of take-off which put him out of the running. He pushed the car on to the grass and made a hasty repair, but it was four minutes before he joined the race, in which his only



START of one of the AUTOSPORT Championship races, with Jim Clark leading through Old Hall. BELOW: J. Sutton holds a slide.

T8allis (Frazer-Nash); 4, P. H. Sutcliffe (Frazer-Nash); 5, R. A. V. Staples (A.C. Ace).

Class E: 1, J. G. Sears (Austin-Healey 3000); 2, Sir Gawaine Baillie (Chevrolet Corvette); 3, E. Protheroe (Jaguar XK 120).

THE final race of the day, a 19-lapper for closed cars, provided an easy win for Roy Salvadori in John Coombs's 3.4 Jaguar. Sir Gawaine Baillie made a splendid start in his Corvette and was first into Old Hall Corner. At the end of the first lap however Roy was out in front, and then Dick Protheroe (XK 120) passed Baillie.

The race had now become a procession with Salvadori leading Protheroe, Baillie, Mitchell (A.C.-Bristol), Alan Foster (M.G.A) and S. J. C. Hill (Peerless). On lap 10 Hill came into the pits but continued without losing his place.

The last three laps provided some excitement when Protheroe's brakes began to fail and Baillie and Mitchell began to catch him up. The result was that all three crossed the line in a bunch with Protheroe just managing to hold his second place.

reward was the satisfaction of establishing the fastest lap at 77.90 m.p.h. The leaders at the end of the opening lap were Dick Stoop (Frazer-Nash), John Mitchell (Ace-Bristol), Jack Sears (Austin-Healey) and Tony Lanfranchi (Frazer-Nash). Lionel Mayman, driving the Morgan he has taken over from Bill Belcher, led Gawaine Baillie's Corvette, which must have been something of a handful on the Oulton Park circuit. On lap 2 Lanfranchi came through making thumbs-down signs, the engine of his 'Nash misfiring badly, and a lap later he only just reached the pits. Four or five minutes' work got the engine going crisply again and he shot back into the race, but a couple of laps were enough to bring a recurrence of the trouble and, at the end, he did not bother to finish. The interest in the race lay behind the three leaders, where it took Baillie four laps to get the Corvette ahead of Mayman's Morgan, and the Frazer-Nashes of Peter Sutcliffe and John Tallis were having a wonderful duel, from which Tallis eventually emerged victorious to take third place in his class. John Mitchell drove excellently and closed up on Stoop in the final stages, but said afterwards that he could see Stoop grinning happily and knew that he was the victim of a game of cat-and-mouse. Jack Sears, on the other hand, frankly admitted that he could do nothing at all about Mitchell, although his car is performing far better than of late.

DAVID PRITCHARD.

AUTOSPORT CHAMPIONSHIP RESULTS

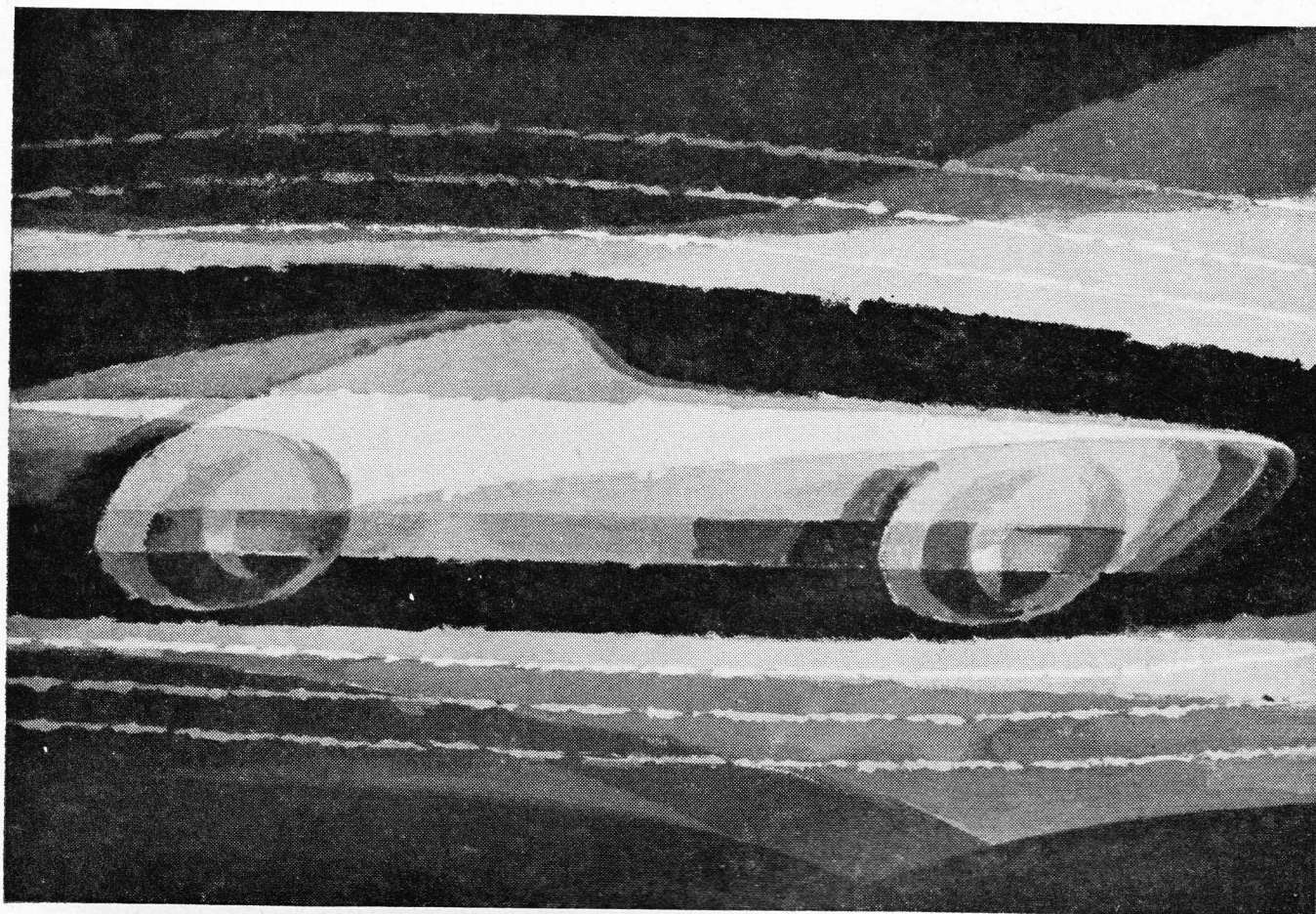
Class A: 1, F. R. Gerard (Turner), 70.74 m.p.h.; 2, C. J. Green (Fairthorpe); 3, B. A. M. Gilbert (Turner); 4, A. J. Nurse (Turner); 5, J. I. Goddard-Watts (Berkeley).

Classes B and C (combined): 1, J. Clark (Lotus Elite), 77.54 m.p.h.; 2, C. Meek (Elva Courier); 3, J. P. Fergusson (Elva Courier); 4, R. Vincent (Lotus Elite); 5, W. E. Needham (M.G. Twin-Cam); 6, M. Wayne (Elva Courier).

Class D: 1, J. R. Stoop (Frazer-Nash), 76.73 m.p.h.; 2, E. J. B. Mitchell (Ace-Bristol); 3, J. G.

CHRIS MEEK (Elva Courier) leads Pat Fergusson, in a similar car, in their duel for second place.





BP Wins Again

**OULTON PARK
INTERNATIONAL
GOLD CUP
RACE**



1st STIRLING MOSS
COOPER-CLIMAX

Average Speed 96.29 m.p.h.

(Subject to official confirmation)

Using BP Fuel and BP Energol Motor Oil

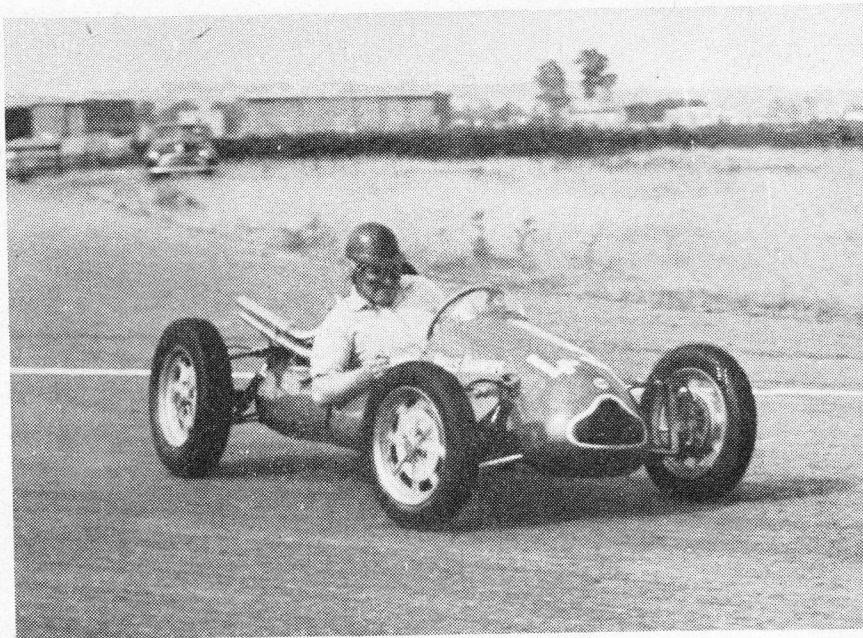
**For the BP Products that give your car response
drive in where you see the BP sign**



FASTEST RUN of the day was made by Wally Cuff's Cooper 1000. Here he sorts out a slight spot of bother in the matter of direction!

THE Yeovil Car Club, co-operating with the West Hants and Dorset Car Club, organized a pleasant sprint meeting on an 800 yards course, on a section of the Naval Air Base at Yeovilton, in Somerset, on Sunday, 20th September.

The course consisted of a one-lap sprint round a pear-shaped circuit. The corner at the sharp end of the pear was a tight one, with adverse camber, and caught quite a few folk. The other two bends, though appearing gentle, also had a sting in the tail, and there was quite a bit of agricultural motoring during the afternoon. A varied entry of approximately 45 cars filled the paddock, ranging from the inevitable A35s, via Lotus and Sprites, to Harry Rose's magnificent Bentley and Fred Tuck's Cooper-Climax. Incidentally, Horace Gould practised with his Grand Prix Maserati, but ran into tyre trouble. As no spares were available, Horace had to call it a day, much to everyone's regret.



A Pleasant Yeovilton Sprint

Yeovil C.C. and W. Hants and Dorset C.C. Combined Meeting

Of the small saloons, D. W. Clarke's A35 took the class, with 43.82 secs. Next class went to Dennis Adamson, driving one of those deceptive L.M.B. Fords, which didn't look in the least fast, but was a good second quicker than his next rival, in 47.75 secs. The big saloons went to J. R. Wathes's 3.4 Jaguar, which burnt much Dunlop from the inside rear wheel, and did 44.00. All of which shows that Mr. Clarke's A35 is an extremely rapid little motor!

In class 5, which had the strongest support, there was no doubt at all about Daniel Richmond's win with the new 948 B.M.C.-engined Lotus. Daniel has been extracting a lot of horses from A35s and Sprites during the last couple of years, and this latest venture has given the small B.M.C. engine a fantastic performance. Nearly 130 m.p.h. is possible and the little silver car was tremendously fast down the straights, though rock steady on the bends, and recorded 38.63 secs., third fastest time of the day. P. S. Banbury wasn't exactly dawdling, with the Elva, to get 39.48 secs. John Ball's Lotus did 40.13, to get third in the class. Quite a few people did it all wrong, including Mrs. M. E. Pettis, who spun on every bend during the day, but admitted that she was learning a lot!

Of half a dozen Sprites, W. D. Scantlebury's was the quickest, in 43.12 secs. S. J. Broad's Lotus-M.G. took class 6, in 41.47, being very firmly cornered, while A. R. Hartwell (son of the well-known George Hartwell) drove a neat couple of circuits, in 42.22 and 43.22 secs., respectively, in a Singer-H.R.G.

John Banbury's Morgan trounced a quartet of TR2s in 40.35 secs. Wally Cuff's scarlet C-type Jaguar provided some fireworks in practice, did a thunderous 39.34 secs. on its first run, and had a front wheel slide into the bales on its second. G. S. Snow just couldn't get

the hang of things on his first run, spending about 30 extra seconds around the countryside, but got his Cooper down to 40.56 secs. on his second. Tony Stevens appeared with the front wheel-driven, flat twin, Douglas-engined machine known as "Allt'cok". Unfortunately, it was. It oiled a plug, then suffered a major disturbance in the gearbox. D. A. S. Colvin took his J.B.S.-Norton around in 39.59 secs., despite seeming a trifle overgeared from the starting line. Fred Tuck took a beautifully crisp-sounding Cooper-Climax round in 36.83 secs., his departure from the line being a joy to hear.

Finally, Wally Cuff put the seal on the proceedings with his "Hell's Hammers" Cooper 1000, with 36.25 and 35.91 secs., working very hard for every second and doing not a little sideways motoring on several occasions.

A. HOLLISTER.

Provisional Results

Class Awards: J. Young (Morris 1000), 49.84 s.; D. W. Clarke (Austin A35), 43.82; G. D. Adamson (Ford Popular), 47.75; J. R. Wathes (Jaguar 3.4), 44.00; D. Richmond (Lotus-B.M.C.), 38.63; S. J. Broad (Lotus-M.G.), 41.47; J. B. Banbury (Morgan), 40.35; W. Cuff (Jaguar), 39.34; D. A. S. Colvin (J.B.S.-Norton), 39.59; F. Tuck (Cooper-Climax), 36.83.
Best Time of Day: W. C. Cuff (Cooper 1000), 35.91 s.

EARLS COURT 21st-31st October

THE 1959 Motor Show will be opened by Mr. Harold Macmillan at Earls Court, London, at 12 noon on 21st October. During the ceremony he will be accompanied on the platform by Mr. J. M. A. Smith, President of The Society of Motor Manufacturers and Traders, Ltd., and other leaders of the industry. Afterwards he will make a tour of the Stands.

MORE RECORDS FOR AUSTIN-HEALEY SPRITE

THE experimental Austin-Healey Sprite, EX 219, which has been breaking speed and endurance records at the Bonneville Salt Flats, Utah, U.S.A., has now been forced to conclude its runs owing to unfavourable weather conditions. Before rain made the course too slippery, however, the Sprite logged over 50 American national records from 200 miles to 12 hours, and a total of 15 international records in Class G (750-1,100 c.c.). Fastest record established was one at 146.95 m.p.h. for one hour.

The complete list of international Class G records taken is as follows:—

200 miles, 138.15 m.p.h.; 500 km., 138.85 m.p.h.; 3 hours, 139.38 m.p.h.; 500 miles, 137.72 m.p.h.; 1,000 km., 138.39 m.p.h.; 6 hours, 139.09 m.p.h.; 1,000 miles, 138.55 m.p.h.; 2,000 km., 138.86 m.p.h.; 12 hours, 138.75 m.p.h.; 50 km., 145.56 m.p.h.; 50 miles, 145.48 m.p.h.; 100 km., 145.08 m.p.h.; 100 miles, 146.17 m.p.h.; 200 km., 146.64 m.p.h.; 1 hour, 146.95 m.p.h.

SUBSTANTIAL REDUCTIONS IN CAR FERRY FARES

Private Airline's 10th Cut in 10 Years

FOR the 10th time in 10 years Silver City Airways has substantially reduced its rates for flying cars abroad.

The reductions, which range from 10 shillings to 10 guineas single—according to size of car and length of route—have been facilitated by a heavy traffic increase in the company's financial year.

The new fares come into effect immediately, and last until 31st May, 1960.

As examples of the new fares it will now cost only £3 single instead of last winter's £3 10s. (down 14 per cent.) to fly a Morris Mini-Minor to Le Touquet or Calais or £4 instead of £4 10s. to Ostend.

At the other end of the scale a Rolls-Royce Silver Wraith will go to Le Touquet or Calais for £14 instead of £18 or £21 10s., or to Ostend for only £16 instead of £26 10s. (down 40 per cent.).

A medium-sized car, such as a new Farina A55, will be charged £9 instead of £13 to Calais (down 30 per cent.), £10 instead of £16 10s. to Ostend (down 42 per cent.) or £9 instead of £9 10s. to Le Touquet (down 6 per cent.).



***The tyres
you can trust
in conditions
you can't -***

DUNLOP WEATHERMASTER

RAIN...MUD...SNOW...SLUSH... whenever the weather makes driving conditions tricky Dunlop Weathermaster tyres will *GRIP* as no tyres have gripped before. Fit them to rear wheels or all four, and be sure of a perfect getaway, tenacious road-hold and a safe unswerving pull-up. Prepare for winter now — fit Weathermaster and relax in the feeling of positive safety under your car. There's no point in delaying. *Tubeless or with tube.*



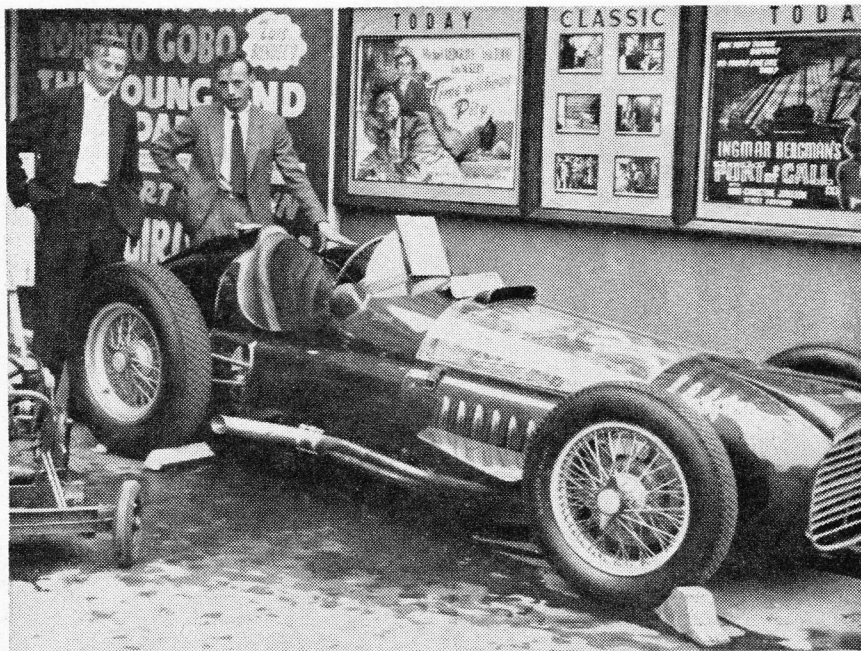
Club News

By MARTYN WATKINS

S.U.N.B.A.C.'s Vesey Cup Car Trial will be held on 18th October. The following clubs have been invited: Shennstone and D.C.C., Hagley and D.L.C.C., M.G.C.C. (Midland Centre), Lincs and Ches C.C., Bristol M.C. and L.C.C., M.M.E.C., Birmingham Young Conservatives M.C. Entries (15s.) close on 9th October and should be sent to J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warwickshire. . . . The **B.B.C./London M.C.'s** TV Trophy Trial will take place on 7th November. More details will be given later. . . . The **Nottingham S.C.C.'s** Nottingham Rally will be held on 24th-25th October. Clubs belonging to the East Midlands Association of Motor Clubs are invited. The start will be at 22.01 hours from the R.A.C. Regional Offices, Premier Road, Nottingham. Entries (35s. 15s. per team) close 16th October and should be sent to A. K. Cragg, Altair Optical Co., Ltd., 1 St. Mary's Gate, Nottingham.

. . . Two events on the list of the **Sheffield and Hallamshire M.C.** First is the Rally of the Dams. The following clubs have been invited to this event: B.A.R.C. (Yorks), Yorkshire S.C.C., Huddersfield M.C., De Lacey M.C. of Pontefract, M.G.C.C., Liverpool M.C., Lincs and Ches C.C., Flying Fox C.C., Matlock and D.M.C. The start will be at Bentley Bros, Ltd., Service Centre and Petrol Station, St. Mary's Road, Sheffield. Entries (30s.) close on 5th October and should be sent to Brian Ibbotson, The Sycamores, Hardwick Lane, Aston, Sheffield. Next event on the list is the High Peak Trial, which will be held on 25th October. Invited clubs are: Hagley and D.C.C., Lincs and Ches C.C., Leicestershire C.C., London M.C., Peterborough M.C., Rotherham and D.M.C., Shennstone and D.M.C., S.U.N.B.A.C., Yorkshire S.C.C., North Midland M.C., and entrants in the R.A.C. Championship. The start will be from the Norfolk Arms, Ringinglow. Entries (25s. Team 15s.) close 15th October and should be sent to W. Lister, 7 Prospect Place, Totley Rise, Sheffield.

. . . The second Gwynedd Rally, organized by the **Caernarvonshire and Anglesey M.C.** and the **South Caernarvonshire M.C.** will take place on 10th-11th October. The following clubs have been invited: B.A.R.C. (N.W. Centre), Bolton le Moors C.C., Knowlside C.C., Lincs A.C., Lincs and Ches C.C., Liverpool M.C., Manchester U.M.C., N. Wales C.C., Rhyl and D.M.C. Regs. may be had from C. L. Bold, "Lonsdale", 12 Marston Road, Rhos-on-Sea. . . . The **Rhyl and D.M.C.'s** "Regal" Driving Tests will be held on 18th October at Sealand R.A.F. Station, Nr. Queensferry. Entries close 15th October. Regs. may be had from R. H. Piper, Caprice, East Parade, Rhyl. . . . The **Cambridge U.A.C.'s** Autumn Speed Trials will be held on 1st November at Snetterton. Entries close 19th October. Further details may be had from P. H. Nurse, Peterhouse, Cambridge. . . . Organized by the **United Hospitals and University of London M.C.**, the Inter-Varsity Rally will take place on 24th-25th October. This is a closed event. Entries (30s.) close on 19th October and should be



ENTHUSIASTIC BROTHERS John and Colin Wallace, of Totton, have taken great steps towards establishing the "Crankshaft Club" in Southampton. Last week a three-hour midnight film matinee featured a static exhibition of the B.R.M. and brought together many of the club's future members. Club premises have been applied for.

Coming Attractions

October 3rd. North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.

Lancashire and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start 11.45 a.m.

October 4th. B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.

Kentish Border C.C. Cannon Trophy Trial.

B.A.R.C./Yorkshire S.C.C. Stone Trough Trial, Devonshire Arms, Krakoe, near Skipton, Yorks. Start, 11 a.m.

October 10th. Snetterton M.R.C. "AUTOSPORT Three Hours" Race and Formula 1 Race, Snetterton, near Thetford, Norfolk. Start, 3 p.m.

Burnham-on-Sea M.C. Speed Trials, Weston-super-Mare, Somerset.

Hastings, St. Leonards and E. Sussex C.C. Bodiam Hill-Climb. Start, 1.30 p.m.

October 11th. West Essex C.C. National Hill-Climb, Stapleford, near Chigwell, Essex.

October 18th. Maidstone and Mid-Kent M.C. Bossom Trophy Trial, Old England Inn, Hollingbourne, near Maidstone, Kent.

Sunbac Vesey Cup Production Car Trial.

sent to D. B. Porter, Braeside, How Lane, Chipstead, Surrey. . . . The **Mid-Antrim M.C.'s** closed rally will be held on 9th October. Entries (12s. 6d.) close on 8th October and should be sent to H. K. Graham, 5 Albert Place, Ballymena. . . . The **Cemian M.C.'s** 19th Chiltern Rally will be held on 17th

October. This is a closed event. The start will be at the Car Park, opposite The Aerodrome Hotel, Purley Way, Croydon, Surrey, at 5.30 p.m. Entries (15s.) close 14th October and should be sent to Graham Peiser, c/o Fuller, Peiser & Co., Thavies Inn House, 3-4 Holborn Circus, E.C.1.

WHITE HORSE RALLY

FOLLOWING on the glowing reports last year's event received, there was a full entry of 75 cars for the Airedale and Pennine Motor Club's "White Horse Rally", held on 19th-20th September, with late applicants having to be turned down.

Classes were divided on the now-popular "Morecambe" system of expert, semi-expert and novice instead of by the vehicle capacity and the rally was supported by many well-known Northern drivers.

The event started from Guiseley, near Leeds, and right from the start the short, tight sections came thick and fast with two four-minute sections immediately after the start on which many people lost early points. After the first five controls things eased off a little as the route wound through the dales to a night stop at Bainbridge.

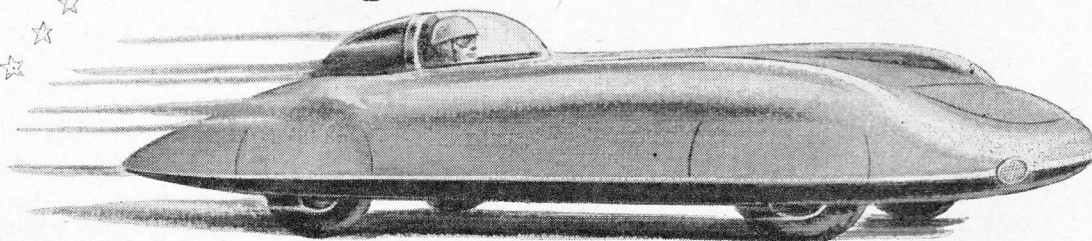
The rest of the rally gave drivers and navigators no more rest, and in all 33 controls were packed into 210 miles, only 49 cars finishing.

At the last control, about a dozen miles from the finishing point at Ilkley, the organizers had thoughtfully laid on tea for the tired crews as officials "brewed up" by the roadside. P.C.

Provisional Results

Best Performance: R. P. Lichtensteiger (Triumph TR3). **Experts:** J. C. Hanson (Minor Speedwell 1000). **First Class Awards:** V. Loupart (A35); J. Heppenstall (M.G. Twin-Cam). **Semi-experts:** P. Cooper (Austin-Healey Sprite). **First Class Awards:** G. A. Eggleston (Riley 1.5); D. H. Gill (Riley 1.5). **Novices:** D. E. Pollard (Minor 1000). **First Class Awards:** J. Jagger (TR3); J. Anderton (Ford Zodiac).

Records galore!



THE SPRITE

WAS EVEN MORE SPRIGHTLY
FITTED WITH AN OFF-THE-SHELF



SUPERCHARGER

Shorrock have been chosen for supercharging engines holding over 60% of the world's fastest-ever world class record attempts.

In 1939 Goldie Gardner drove the first car in the world to exceed 200 m.p.h. in a Shorrock supercharged M.G. Special.

In 1957 at Utah Stirling Moss broke many international records with the Shorrock supercharged M.G. Ex. 181

including the flying kilometre at 245.64 m.p.h. The fantastic performance of the Austin-Healey Sprite at Utah in setting up a new land speed record of 145.56 m.p.h. in Class G. on September 9th is further evidence of Shorrock's long-standing supremacy in supercharging.

The record breaker was fitted with an OFF-THE-SHELF supercharger, the same that can be fitted to the standard Sprite.

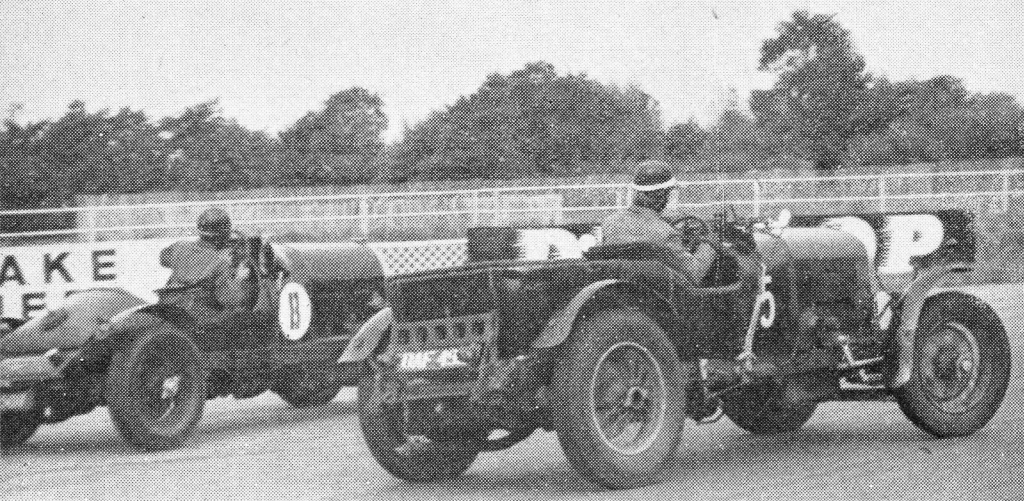
INTERNATIONAL CLASS G. RECORDS. 750 c.c. to 1,100 c.c.
Drivers: T. H. Wisdom (Gt. Britain). Ed. Leavens (Canada). Gus. Ehrman (U.S.A.).

Records:		3 hours	139.38 m.p.h.
50 km.	145.56 m.p.h.	500 miles	137.72 m.p.h.
50 miles	145.48 m.p.h.	1000 km.	138.39 m.p.h.
100 km.	145.08 m.p.h.	6 hours	139.09 m.p.h.
100 miles	146.17 m.p.h.	1,000 miles	138.55 m.p.h.
200 km.	146.64 m.p.h.	2000 km.	138.86 m.p.h.
1 hour	146.95 m.p.h.	12 hours	138.75 m.p.h.
200 miles	138.15 m.p.h.		
500 km.	138.85 m.p.h.		

THE AUSTIN-HEALEY SPRITE TOOK 15 INTERNATIONAL
AND 52 AMERICAN NATIONAL RECORDS!
(Subject to official confirmation)

Designed by Chris Shorrock and produced by the Rubery Owen Group. Also available for Austin A.30, A.35, A.40, Metropolitan, M.G. Models, Morris Minor, Riley 1.5, Wolseley 1500, Ford Anglia and Prefect, Hillman Minx and Husky, Standard 8, 10 Pennant, Triumph Herald, Renault Dauphine, etc.

BENTLEY DUEL: H. P. Holden's 4½-litre Bentley leads A. P. K. Chaffey's 3-litre car.



Silverstone—continued

and he went out on the penultimate lap leaving third place to Chamberlain. Bekaert won with ease, and on his eighth tour lapped the leading Bentley, none other than Mike Bradley, who was holding a fair but somewhat tenuous lead from Sid Lawrence's very special 3/4½. These two kept their places for the 10 laps and third place changed hands just once, when H. P. Holden got his 3/4½ past M. H. Morris's 6½-litre car towards the end.

We now had a seven-lapper with handicap for Lagondas. The commentators told us that it was the first time for 18 months that the Lagonda Club had had a race in dry weather. J. W. T. Crocker, out in his wife's shopping car, a beautifully turned out 3½-litre saloon, gradually dropped back to last place, but R. P. F. Hare brought his L.G.45 up five places on the first lap to lead, according to our lap chart, which may be wrong as there were credit laps, but on lap 6 he was superseded by A. H. Gostling's 2-litre, who was in turn displaced by the winner B. J. Edwards with his M.45. D. D. Overy had no chance this time in the "Scarlet Woman" L.G.45R.

A 10-lap handicap for Jaguars followed, and once more provided a considerable spectacle. C. Clairmonte and Robin Sturgess dominated the race throughout, both proving quite uncatchable with their credit lap and 50 secs. start, and both circulating in close company all the time. John Bekaert and P. J. Sargent, together with the irrepressible Gerry Ashmore, put up the fireworks, all three trying all they could to reduce rather heavy odds. Bekaert ran out third.

Another double race followed. To make things even more difficult, as well as the ubiquitous credit laps the whole field was rehandicapped. Even the commentators gave up trying to sort it out.

The All-Comers 15-lap handicap was just as difficult to follow as the last race. Three cars had three credit laps for instance. In spite of this it was exciting to watch. We had a large field, almost all Jaguars or cars with Jaguar engines. I regret that we and the commentators gave up trying to keep track of it, but it was quite eventful. W. F. J. Lee

TRYING REVERSE at Becketts is T. P. Trew. Why do marshals stand there?

Results

Race 1. 5-lap Handicap for Bentleys and Aston Martins: Bentley cars: 1, M. Bradley (3/4½), 70.05 m.p.h.; 2, H. P. Holden (3/4½); 3, A. P. K. Chaffey (3/4½). **Fastest lap:** Bradley, 72.00 m.p.h. **Aston Martin cars:** 1, W. A. Fowler (Le Mans), 59.12 m.p.h.; 2, D. Howard (DB2/4); 3, O. Elwell-Smith (International). **Fastest lap:** Howard, 71.82 m.p.h. **Race 2. Jaguar, S.S. and Jaguar-engined cars:** 1, J. Kenyon (XK 120), 67.50 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, C. Clairmonte (XK 120). **Fastest lap:** Bekaert 83.90 m.p.h. **Race 3. 10-lap Handicap for cars other than Bentley or Jaguar:** 1, N. C. F. Taylor (Austin), 66.52 m.p.h.; 2, R. B. Brown (Lotus); 3, D. Howard (DB2/4). **Fastest lap:** Count C. De Salis (Cooper Monaco), 75.97 m.p.h. **Race 4. 10-lap Scratch race for Bentleys, Jaguars, S.S. and Jaguar-engined cars:** Jaguars: 1, J. Bekaert (Lister-Jaguar), 82.53 m.p.h.; 2, G. Ashmore (D-type); 3, D. W. A. Chamberlain (Cooper-Jaguar). **Fastest lap:** Bekaert, 85.11 m.p.h. **Bentleys:** 1, M. Bradley (3/4½), 68.83 m.p.h.; 2, S. J. Lawrence (3/4½); 3, H. P. Holden (3/4½). **Fastest lap:** Bradley, 69.91 m.p.h. **Race 5. 7-lap Handicap for Lagondas:** 1, B. J. Edwards (M.45), 60.63 m.p.h.; 2, A. H. Gostling (2-litre); 3, R. P. F. Hare (L.G.45). **Fastest lap:** D. D. Overy (L.G.45R), 65.19 m.p.h. **Race 6. 10-lap Jaguar Handicap:** 1, C. Clairmonte (XK 120), 74.92 m.p.h.; 2, R. F. Taylor (XK 120); 3, J. Bekaert (Lister-Jaguar). **Fastest lap:** Bekaert, 85.11 m.p.h. **Race 7. Bentley and Aston Martin 10-lap Handicap:** Bentleys: 1, J. B. Kavanagh (3/4½), 64.96 m.p.h.; 2, A. P. K. Chaffey (3-litre); 3, C. J. Mann (3/4½). **Fastest lap:** M. Bradley (3/4½). **Aston Martins:** 1, R. B. Pounds (Le Mans), 57.31 m.p.h.; 2, R. G. E. Chamberlain (2-litre); 3, G. G. Low (Le Mans). **Fastest lap:** D. Howard (DB2/4), 71.45 m.p.h. **Race 8. 15-lap "All Comers" Handicap:** 1, J. Bekaert (Lister-Jaguar), 83.09 m.p.h.; 2, G. Ashmore (D-type); 3, G. Hurst (XK 120). **Fastest lap:** Bekaert, 85.11 m.p.h. **Race 9. 10-lap Handicap for Jaguars:** 1, R. P. G. Stringers (XK 120), 70.13 m.p.h.; 2, G. Williams (3.4); 3, Mrs. D. Protheroe (XK 150). **Fastest lap:** Stringers, 72.34 m.p.h.

(Cooper-Jaguar) having overdone it at Woodcote gave those near the pits a bit of a fright coming rather close. P. J. Sargent broke a halfshaft and lost his left-hand rear wheel on the same bend coming to rest dangerously placed. W. Llewellyn was black flagged, reason unknown, but T. P. Trew had his exhaust system come adrift on his XK 120 after various excursions including a spin at Becketts on lap 14 and another at Woodcote on the same lap, and he was black flagged. Whilst all this was going on John Bekaert (Lister-Jaguar) and Gerry Ashmore ("D"-type) were at it again. Bekaert was adjudged the winner with Ashmore second and G. Hurst third in his XK 120.

A somewhat thin field appeared for the last race, thinned by the previous goings-on. It was 10 laps under handicap and a good race. M. A. Mears led from the limit for four laps, but going on behind him was the dice of the race between G. Williams, 3.4 mounted, and Mrs. D. Protheroe in her well-known XK 150. These two were at it hammer and tongs all through. Mrs. Protheroe tried everything to get past Williams.

Thus finished a good day's racing run well to time throughout.

PATRICK BENJAFIELD.

Goodwood—continued

a second better than his previous one, this time recording 1 min. 50.2 secs. (78.40 m.p.h.).

Finally Tony Maggs came out again to be scratch man for the last race of the day—another five-lap handicap. And again he was out of luck, retiring at Fordwater on the last lap with some unspecified malady. Winner of the race was P. D. Leuch (Triumph), with J. M. Duncan second in a similar car and Ken Yeates (Lister-Bristol) third.

The Brooklands Memorial Trophy was in fact won by de Selincourt, comfortably ahead of Gaston. This trophy and the Freddie Dixon Trophy were presented by Mrs. Margaret Dixon, widow of the famous driver and engineer, to the winners, de Selincourt and Lawrence.

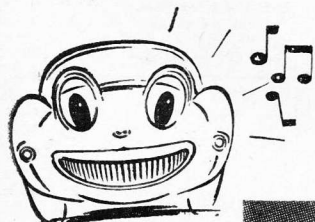
MARTYN WATKINS.



REX NEATE**SHAMBLEHURST LANE • BOTLEY
Nr. SOUTHAMPTON Tel: 2132***for***VOLVO**

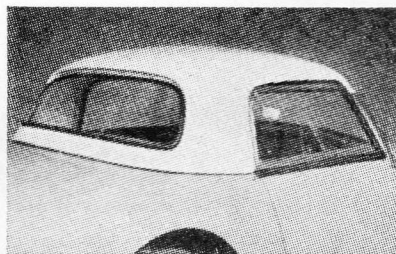
DISTRIBUTOR

The VOLVO 122S is, indeed, the car for the connoisseur; it combines 5-seater family comfort with a sparkling performance, delightfully clean styling and economical running



FOR
ALL-WEATHER
PROTECTION
AND
COMFORT

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



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.

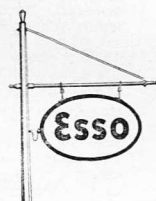
THE CAPE, WARWICK • Tel: 676/7/8

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

Telephone: MAYfair 3507

**IMPORTANT
ANNOUNCEMENT!****JACK BRABHAM
(Motors) LIMITED**
SERVICE STATION*opens on October 6th*

suppliers of



Agents for

STANDARD TRIUMPH

HUMBER

HILLMAN

SUNBEAM

Expertly trained staff in constant attendance to give first-class advice and speedy service at all times.

248 HOOK ROAD • CHESSINGTON • SURREY

Telephone: Elmbridge 4808

**Now - meet the
MGA 1600
at**

The incomparable MGA now sets an even faster, safer pace with increased engine capacity and b.h.p. . . . with front wheel disc brakes . . . with improved rear wheel braking. Traditional MG flexibility and toughness, plus the vividly heightened performance of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m., plus greater braking power, make the MGA 1600 supreme among sports cars for speed allied with safety. Gay new colours—open and coupe models. Meet the MGA 1600 at University Motors NOW!
Hire purchase and part exchange.

UNIVERSITY MOTORS LIMITED

Sole London MG Distributors



Sales: Stratton House, 80 Piccadilly, W1

Service: 7 Hertford Street, London, W1

Telephone: GROsvenor 4141

Safety first!

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 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 "Auto-sport", 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.

ACECA-BRISTOL sports coupé, late 1957, green, chrome wheels, 100D engine, disc brakes, X tyres, 20,000 miles, just had engine test and overhaul. Owner going abroad in two weeks. £1,300, no offers.—Box 3303.

ACE-BRISTOL, 1958, blue, immaculate, chrome wheels, wireless, heater, oil cooler, one owner, disc brakes. £1,725 or nearest offer.—Ring Mann, Tel.: BAYswater 1737 or MUSeum 5925 (evenings).

SERIES ACECA-BRISTOL, red, disc brakes, chrome wire wheels, recent £200 works engine and £150 chassis overhauls (all details available). A beautiful car with fabulous performance. £1,425 o.n.o.—Moor, Wood End House, Tanworth-in-Arden, Warwickshire.

ASTON MARTIN

ASTON MARTIN DB2, 1953, dark blue, very good condition. Nearest £1,100.—Warcham, 120 Church Road, Birmingham, 13.

1939 2-LITRE ASTON MARTIN D/H, re-sprayed dark red, new hood, new tyres, interior renovated, rechromed, mechanically very good. Really attractive car. £230 o.n.o. For urgent sale.—LADbroke 0532.

AUSTIN

A35, SPEEDWELL blue, 1957, 24,000 miles, twin 14 ins. SUs, high-lift camshaft, anti-roll bar, special dampers. Plus usual extras. Offers.—Harrow 9966, after 6.30 SPEEdwell 3127.

AUSTIN-HEALEY

FOR SALE—AUSTIN-HEALEY 100/6, May 1957, 33,000 miles, disc brakes, luggage rack. £750.—D. Ropner, 140 Coniscliffe Road, Darlington. Tel. 2811.

1959 SPRITE, cherry red, heater, washers, bumpers, tachometer, etc. Faultless throughout. B.M.C. warranty. £575.—Woodyatts of Malvern, Worcestershire. Tel. 390-391.

1958 SPRITE, blue, small mileage, radio, heater, rev. counter, laminated screen, bumpers and over-riders, tonneau cover and other extras. £599. H.P. available.—HITher Green 3604.

BERKELEY

THE new B95 and B105 models with 692 c.c. Royal Enfield twin four-stroke engine now available for early deliveries.—Surrey Distributors: The Surrey Car Co., 44 Richmond Road, Kingston, (KINgston 6340 and 7660.)

Alfa Romeo
Sole London Distributors

The Race-Bred Sportscar

USED 1957 (Sept.) GIULIETTA SPIDER, ONE CAREFUL OWNER, 11,500 MILES ONLY. MAINTAINED REGULARLY REGARDLESS OF EXPENSE. A BEAUTIFULLY FINISHED FARINA BODY IN ALFA RED. **£1695**

1957 (April) GIULIETTA SPRINT COUPE VELOCE, 18,000 MILES, WITH RADIO, HEATER, W/WASHERS, SPOTS AND REAR SEAT CONVERSION. AN IMMACULATE EXAMPLE. FINISHED IN ALFA RED. **£1750**

★Prompt Delivery ★Used Alfes in Stock



S. MORRIS
& COMPANY

40 Conduit Street, W.1
Regent 0424 (6 lines)

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. 1957 Berkeley 328 c.c., green, one owner only, low mileage, excellent condition, £380. 1958, July, Berkeley 429 c.c. de luxe, beautiful condition, luggage grid, twin mirrors, mileage 8,000, colour cream, £445. 1959, June, Berkeley B/95, absolutely as new, negligible mileage, colour red, £585. 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.

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.

BUCKLER

1956 BUCKLER-ROCHDALE Type "C", every Buckler modification, c.w.p. 4.7:1, i.f.s., "D" type gears, SUs, 8.5:1 c.r., radio, washers, spotlight, 0-60 12 secs. £305 o.n.o.—43 Ivy Road, Sutton Coldfield. (SUTton 6726.)

CONTINENTAL CARS

RICHARDS AND CARR, LTD., for new and used Renault, Simca, Peugeot, Fiat, Citroën, Panhard.—132 Sloane Street, S.W.1. SLOane 6165.

DELLOW

DELLOW WORTH SEEING: Two-tone powder blue, blue dunlopillo upholstery, twin S.U.s, four-branch, excellent weather protection, hood with large rear window and side panels, sliding window side screens, new c.w. and pinion, battery, three spare wheels, tyres v.g., some new unusually attractive model. £350. H.P. may be arranged.—Brentwood, 5001 (evenings), 59 Woodland Avenue, Shenfield, Essex.

ELVA

MALCOLM WAYNE wishes to dispose of his Team Elva Courier cars. Elva Courier, 1959, three wins, four seconds, perfect condition, £300 worth of modifications, road equipped. Elva-Climax Mk. III sports-racing, 1958, ex-works car driven by late Scott-Brown, special lightweight car, as new.—Offers to 12 Primley Park Avenue, Leeds, 17. Tel.: Leeds 685082.

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.

NOV, 1957 coupé, ivory/graphite, 12,000 miles. £385.—Eyre, MOGador (Surrey) 2246.

T.S.300, 1957-8, Duotone, works tuned, Mayfair coupé. Four-speed electric preselector. Excellent throughout. L/D. £425 o.n.o.—Elliott, Horley 3670.

HEALEY

HEALEY 2.4 Elliott saloon, 49/50, modified engine, 118 b.h.p., lead-iridium big-end shells, recent rebore, heater, radio, s. roof, washers, demisters, fog lamps, X tyres, V.G.95 linings, vent, disc wheels. £300.—Lewis, ILFord 3589 day, Hainault 3045 night.

1951 HEALEY-TICKFORD. Offers, take over H.P. Owner going in Forces.—THOrnton Heath 5211.

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.

KIEFT

£200 KIEFT, Lancefield Norton, unshakeable trailer, 24 gearboxes, oil, dope, barrels, pistons, steering parts, chains, vanload spares.—51 Okehampton Crescent, Welling, Kent.

LAGONDA

1936 LAGONDA 4½-litre pillarless saloon very attractive, outstanding performance touring, 20 m.p.g. Excellent condition, offers about £150.—Spackman, 71B Harcourt Terrace, S.W.10. Office: LONDON Wall 2187.

1936 LAGONDA RAPIDE 4½-litre sports saloon, in really nice condition. Unrepeatable bargain, £150.—Bray Motors, 180 West End Lane, West Hampstead, N.W.6. HAMpstead 6490.

LANCIA

UNIQUE LAMBDA, 1.997 c.c., short chassis, ex-J. Jane, Lycett Trophy winner. Engine and chassis overhauled. £195.—Tel.: Walton 20169.

LOTUS

LOTUS ELITE

1959 (June), 5,000 miles, B.R.G., Stage II engine, close-ratio gears, four-branch manifold, special Dunlop wheels, 4.2 and 4.5 ratios, Marchal head and spot lamps. Halda Speedipilot.

£1,750.

Terms.

Exchanges.

D. MARGULIES, LTD.,
2 Shaftesbury Mews,
Stratford Road,
W.8.

Tel.: WESTERN 5982.

COLIN ESCOTT offers for sale: 1958, Series II LOTUS XI, Le Mans, one of the fastest in the country. R.5s, mag. wheels, hood, sticks, engine Stage III, mechanically perfect, £900. One Stage III Climax engine, converted to 1,220 c.c., new and unused, £305. Pair of 1½ ins. SU carbs with manifold, brand new and still sealed, £16.—Escott, Smithfield Market, Manchester. Deansgate 5204 (5.30 a.m.-1.30 p.m.).

LOTUS XVII, prepared by Innes Ireland, fully modified and now running well. Virtually new car as it has only been raced three times. Stage III, Webers, new large discs, etc. £1,300.—C. Martyn, The Mount, Dinas Powis, Glam. Dinas Powis 3136.

SUPERTUNE, LTD., Lotus Specialists, tuning, race preparation, service, repairs.—2A Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.

WOODYATTS of Malvern, Midland LOTUS Centre. Mark Seven components from stock, racing preparation and tuning facilities available. B.M.C. "A" type engines from stock in any stage of tune, close ratio gears, etc.—**BELLE VUE GARAGE, Malvern, Worcs. Tel. 390.**

1460 FWB LOTUS-CLIMAX, complete rebuild for 1959 season, new frame and body. Successfully raced Mallory Park, etc. £930.—Further information Comp. Dept., Walker & Watt, Ltd., Stow-on-the-Wold. Phone 337.

1959 LOTUS VII, fully modified, full road equipment, finished grey. Offers over £650. Series I Lotus XI, less engine and gearbox, not assembled. Offers.—Preston 57933, 7 a.m.-5 p.m.

1959 LOTUS VII, 6,000 miles only, twin SUs, four-branch, C-ratio gears, etc. £590 o.n.o.—4 Worsley Road, Worsley, Walkden, Lancs. Phone: SWinton 1345.

M.G.

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.

WEYBRIDGE AUTOMOBILES LTD.

Queens Road, Weybridge

Phone: Weybridge 2233. Ext. 19

1955 JAGUAR XK 140 F/H. COUPÉ.

Blue with grey interior. Heater, wing mirrors, windscreen washers, twin fog lamps, etc. Excellent throughout **£825**

1957 JAGUAR MARK VIII SALOON.

Automatic transmission. Black/grey dual tone with grey interior. Fitted radio, wing mirrors, etc. Immaculate condition **£1,225**

1953 M.G. 1½ SALOON. Black/beige interior. Fitted heater, washers, etc. Excellent condition **£445**

1957 DAIMLER 104 SPORTSMAN SALOON. Black/beige interior. Fitted radio and all usual extras. A most attractive car in immaculate condition **£1,650**

M.G.A. 1957. 30,000 miles, but Laystall balanced 9:1 engine and close ratio gearbox, 6,000 miles. Five new Durabands. Never raced or rallied. Phone: London GIPsy Hill 3143 or ROYAL 7321.

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

M.G. TA 1937 model, £135 o.n.o.—16 Basildon Drive, Laindon, Basildon, Essex.

M.G. TD 1952 (Sept.), green, carefully maintained and driven. Chromards lead-in-dium bearings, Stage I spare pistons (Martlet), recent overhaul, luggage grid, spot, badge bar, screenwashers, tonneau, good Michelin tyres, £430 o.n.o.—Smith, Haven Hotel, Near Corringham, Essex. Stanford-le-Hope 3333.

M.G. TF, 1954, green, recent £50 engine overhaul, many extras including X tyres, heater, windscreen washers, first-class condition. £560 o.n.o.—Mr. A. G. Candlin, 119 Round Hill Crescent, Brighton, Sussex.

M.G. Y-TYPE 1½-litre sports tourer, 1951. Quite immaculate in red, outstanding mechanical condition, recent recond. engine, twin carbs. Exceptional performance and handling. Unusually nice specimen of this attractive model—might fairly be described as a "4-seater TD". £395.—Below.

M.G. Y 1½-litre sports saloon, 1950. Superb in B.R.G. Tuned engine with twin carbs., new gearbox just fitted. Probably one of the nicest and certainly the most interesting of this type available. £375.—Baker and Roger, Hudson's Garage, Darkes Lane, Potters Bar, Middx. Potters Bar 6181, or HATfield 3861 evenings/weekends.

M.G. 2.6-LITRE Drophead, 1939, in exceptional condition. Fast and handsome. £175 or near.—Box 3305.

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.

TOUTLIN 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.

1959 M.G. Twin-Cam, Barwell cyl, head, 10.1 compression, special large valves, improved and lengthened valve guides, power increased to 128.5 b.h.p., 2 ins. SU carbs, close-ratio gearbox, oil cooler, special Mintex brake pads, modified suspension including Koni adjustable shock absorbers, etc. Five nearly new Dunlop R.S.4s and set of half-worn R.S. Spare set of axle ratios, including 4.55 and 4.9. £1,150.—C. Martyn, The Mount, Dinas Powis, Glam. Dinas Powis 3136.

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.

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.

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.

PEERLESS

1959 PEERLESS 2-litre G.T., one owner, white with grey int., fitted o/drive, radio, w/w., twin spots, etc. Superb performance and condition. £1,295.—Alan Barton, Ltd., The Burton Road Garage, Derby 41307-8.

RACING CARS



GRAND PRIX CONNAUGHT

Full history available. Ex-Stuart Lewis-Evans. Only 700 miles since new. Complete with spares. Wheels, tyres, gears, body panels, etc. £1,450. Tel.: NEW Cross 7433.

LOTUS FORMULA 2

1958. Full engine modifications including big rods, high capacity pumps, fitted new exhaust, twin-choke SUs, just fully overhauled by ourselves. New clutch and thorough overhaul and check of gearbox and all suspension and chassis components.

The car has been resprayed and we can guarantee 100 per cent. condition throughout.

The car has been one of the most successful to date and we can provide its full history on application. £1,595.

Complete with trailer and spares.

DAVID BUXTON, LTD.,

Spondon, Derby 55129.

Exchanges and terms could be arranged.

J.B.S. CHASSIS

fitted 1100 J.A.P. completely reconditioned, new 5.GP. Amal carburettors, c/r. Norton box, complete with trailer. £260. Exchange road vehicle or terms.

AUTO SERVICES,

203 London Road, Portsmouth.

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.

LISTER-JAGUAR 3.8 fitted new works engine, full air ducting. Full particulars on request. Hire purchase arranged. Nearest to £2,250.—Moss, 109 London Road, Luton, Telephone: 3096 night; 5825 day.

1958 ELVA-CLIMAX 1098 c.c., Stage II, de Dion. One of the fastest and prettiest Elvas. Immaculate condition. £595.—K. Simmons, 158 Hook Rise, Tolworth, Surrey. ELMbridge 3254.

1957 COOPER-CLIMAX 1500 twin o.h.c., completely rebuilt May this year and maintained regardless of cost. £1,400. Road car taken in part exchange.—Ansty Garage, Ansty, Coventry. Walsgrave-on-Sowe 2569.

1958 LISTER-JAGUAR

Fitted 3.8-litre D Type engine, prepared by Don Moore. Limited slip diff. Girling disc brakes, with quick change pads. Brackets. Just overhauled by Girling mechanics. The car has all 1959 chassis modifications and is fitted with an Electron body with cooling to rear brakes.

Oulton Park, 1 min. 56 secs., with no trouble. Offered with 1951 Vixen Transporter and Spares. Price: £1,650

H.P. terms arranged Part exchange considered. Arrangements can be made for a purchaser to test the car at Oulton Park.

WREXHAM SCHOOL OF MOTORING.

25 Pentrefelin, Wrexham, Denbighshire.

Telephone: Wrexham 2393.

"SPEEDEX" 750 c.c. AUSTIN. All "Speedex" mods. Ready to race. Spares. £225. 12 ft. Hydroplane/Runabout, three-seater hull by Wright & Sons, Ltd., 350 c.c. Anzani outboard racing engine, 20 hours running, 40 m.p.h. £125. Cooper-Climax 1956, ex. S. Moss. Complete mechanical rebuild. £625!—The Lido Garage, Moor Road, Papplewick, Notts. Telephone Hucknall 184.

STANGUELLINI Formula "Junior" racing cars —Full particulars from New Platt Motors, Holmes Chapel (Tel. 2276).

750 S. NGLE-SEATER, almost finished, usual mods. Ideal for sprints and hill-climbs. £40 offers.—258 Grangemouth Road, Radford, Coventry.

RENAULT

1957 (Sept.) DAUPHINE, French blue, 25,000 mls., full Rudd engine conversion, Servais silencer, seat belts, etc. £525 o.n.o.—John Austin, "Shirah", Bishops Avenue, London, N.2.

RILEY

RILEY Imp, immaculate, Merlin crank, complete overhaul, B.R.G., heater. £375.—Weybridge 4066.

RILEY single-seater, 1929/35, 1,500 c.c. supercharged engine, strengthened bottom end, telescopic shocks, modified brakes. Ready for racing. £140. Also hot Nine engine, £15.—Barnard, 125 Lode Lane, Solihull, Warks.

RILEY 2½ saloon, well known DRV 731, extensive modifications, offered due to change of plans. £425. Exchange or terms.—Cooper, 203 London Road, Portsmouth.

RILEY 12-4, Armstrong pre-selector gearbox, completely reconditioned. For sale, £15.—149 Gurney Court Road, St. Albans, Herts.

(Continued overleaf)

The Wayside Garage Ltd.

RUSPER - SUSSEX

1957 Jaguar 3.4. Saloon, blue and ivory, disc brakes, overdrive, competition suspension, Koni shock absorbers, Michelin X tyres, heater. One owner. £1,350

1955 XK 140. Hard-top. Special equipment model. Wire wheels. Special Peco exhaust system. Immaculate. Low mileage car. £895

C-Type Jaguar. This car has been used solely as an occasional road car for the past year; prior to which it was extensively rebuilt with new crankshafts and rods, and many other parts. The car is in superlative condition, and fully trimmed. £800

1958 Wolseley 1500. Fitted M.G.A. engine fully modified by Arden. Anti-roll bar and radius rods, Michelin X tyres, perfect condition, car as road tested by *The Motor*. £725

1955 Borgward Isabella. Two tone, 34,000 miles only. £685

1957 Wolseley 1500. Saloon. Black. Heater. One owner. Low mileage. £650

1939 Lagonda L.G.6. Extensively overhauled by Davies, 25,000 miles ago. Recently recellulosed two shades of grey, with red upholstery, in really outstanding condition. £325

1951 Singer 9. Tourer 4-seater. Two owners from new. Grey. £250

We require to purchase immediately for cash, C- and D-type Jaguars, A.C.-Bristols and Accacas and post-war Frazer-Nash.

THE WAYSIDE GARAGE, LTD.,

Rusper, near Horsham, Sussex.

Phone No.: Rusper 218.

Hours of opening: 9 a.m.-7 p.m. weekdays. Sundays, 10 a.m.-7 p.m.

We are buyers of interesting motor cars, also motor cycles. Part exchanges cars, motor cycles, scooters, etc. Competitive insurance and hire purchase.

OFFICIAL



STOCKIST

PARADE MOTORS

(MITCHAM) LIMITED OFFER

New Twin-cam M.G.A. Chariot red and red upholstery, competition seats. List price

1958 M.G.A. Green and grey, beautiful car, 16,000 miles. £799

1954 M.G. TF. Black and green, radio, tonneau, exceptional throughout. £570

1948 M.G. TC. Green and beige, outstanding example. £335

1947 M.G. TC. Green and green, luggage carrier, many extras. £315

1946 M.G. TC. Red and red. Outstanding example of this popular type. £295

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

EAGLE MOTORS (NORWOOD) LTD.

The Leading Sports Car Specialists

- £1,350 1954 DB2/4. B.R.G. Michelin Xs, push-button radio, Vantage engine. Immaculate in every respect.
- £1,150 1953 DB2. Red. Vantage engine, just been completely overhauled, chrome wire wheels. A specimen.
- £850 1958 M.G.A. Red, low mileage, all extras, unmarked.
- £725 1956 Austin-Healey BN2. B.R.G. 18,000 miles, one owner, full Le Mans mods. Barwell head, disc brakes, windscreen washers. A beautiful motor car.
- £695 1956 M.G.A. Radio, heater, wire wheels, luggage rack, fog and spot, blue.
- £650 1956 Austin-Healey BN2. White, radio, etc. Very good condition.
- £575 1954 M.G. TF. Red, luggage grid, wing mirrors, rev. lights, tonneau, etc.
- £375 1952 Jowett Jupiter 2-seater, phase III engine just been completely rebuilt, new vynde hood and tonneau, radio, heater. In sparkling condition.
- £295 H.R.G. Fitted with 100E tuned Ford unit, red. This car has been completely stripped and rebuilt by an engineer and is in specimen condition throughout.
- £275 (Bargain) 1948 M.G. TC. Mechanically very good, paintwork slightly off colour.
- £195 M.G. TA. B.R.G. New hood, side screens, in fine fettle.
- £99 M.G. 2-litre 1937 drophead, black and grey, beige vynde hood, red upholstery, tyres good. In post-war condition throughout.

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
incl. Saturdays. Open for inspection
Sundays 10 a.m. to 2 p.m.

GO-KARTS The Azum-Kart Co. Ltd.

100 c.c. and 200 c.c. models assembled complete, or all parts for home constructors.

Send stamped and addressed foolscap envelope for price list.

21 SHEPHERD STREET, LONDON, W.1
Phone: EPSOM 5696/7

Classified Advertisements—continued

RILEY—continued

RILEY Silverstone 2½-litre parts for sale. Engine reconditioned to competition standard, gearbox, front and rear axles, propshaft, wheels, new tyres. —Full details, K. N. Abraham, 64 High Street, Salisbury. The lot, £185, or separate.

1955 PATHFINDER, B.R.G., with green leather, heater and usual extras, new tyres, immaculate throughout. £595.—Woodyatts of Malvern, Worcestershire. Tel. 390-391.

1936 RILEY Merlin, one owner, exceptional cond. throughout, preselector, no mods. £140. Offers.—Jewell, 38 Courtfield Gardens, S.W.5. FROBisher 2171.

SINGER

SINGER LE MANS, 1933, four-seater. Recent engine overhaul, new hood, chrome, etc. Excellent condition throughout. £75.—89 Vernon Road, Feltham, Middx.

SPECIALS

A.C. SPECIAL (red), aero screens, tyres as new, suitable trials, driving tests, auto-cross. Comprehensive spares, including two almost complete A.C. engines. £120.—Trump, Laurels, Cribbs-Causeway, Bristol. Tel. 626698.

FORD-BASED SPECIAL, new streamlined fibre-glass two-seater body. Final details need completing. Bargain for enthusiast, £125.—Bray Motors, 180 West End Lane, West Hampstead, N.W.6. HAMstead 6490.

FORD 1172 MISTRAL, six tyres as new, mildly tuned, twin S.U.s, manifold to fit, 4.7 axle, lights, taxed. Mostly new components. £145 delivered.—Melhuish, 29 The Avenue, Watford. Telephone 23081.

M.G. PA, Ford, Austin parts. Posto chassis, Citroën gearbox. Space frame suit Austin parts. Swap for ride in 300SL.—Telephone: KINeston 3685.

RILEY 9 Special, Merlin engine, manual gearbox, Hepolite 8.5:1, twin SU carbs, four-branch exh., 16 ins. wheels, 2-seater built 1948. No faults. £85.—P. Brooke, "Greenbanks", Uley, Gloucestershire.

ROCHDALE G.T. and Riviera bodies for immediate delivery.—B. W. Motors, Ditton Road, Widnes, Lancs.

SPORTS CARS

1957 M.G.A. radio and heater.

1955 Triumph TR2, wire wheels and hardtop, finished in red.

1957 Turner, A30 engine, in red.

1957 Porsche 1600, super metallic blue.

1956 300SL Mercedes-Benz, silver.

1955 Austin-Healey 100S, ready to race, fitted with new Dunlop 5R tyres.

1955 Austin-Healey 100M, red and cream.

NEW TRIUMPH TR3

RETFORD ENGINEERING,

London Road, Retford, Notts.

Telephone: 2261.

BILL DE SELINCOURT'S SUCCESSFUL TR3 AS RACED. Runner-up in Freddie Dixon Trophy. Fastest Triumph in the country. 15,000 miles, overdrive, spares, fully modified. Details on request. £1,100.—Glebe Cottage, Pyrford, Surrey. Byfleet 2680.

Special Government Release
TIME OF TRIP
(Elapsed Time) 8-DAY CLOCKS
Fully jewelled Jaeger le Coultre movement. Brequet hair-spring, eight-day split second timing. Records start and stopping time, and incorporates stop watch action sweep second hand. Dial diameter 3 inches. Fully guaranteed. Offered at under half cost post free. **£15.0.0**

CHARLES FRANK

67-75 SALTMARKET, GLASGOW, C.1

Phone: BELL 2106/7.

Grams: "BINOCAM" GLASGOW

Scientific Instrument makers since 1907.

Send for illustrated Catalogue.

GERALD ASHMORE offers

his immaculate "D" type Jaguar for sale. This car has recently had a decoke, new Thornton Power Lock Diff., R.5. Dunlop tyres. This car has covered a genuine 5,000 miles only from new, 1956.

£1,995 o.n.o.

1956 Austin-Healey 100S, 10,000 miles reconditioned engine. Brand new set R.5 tyres. Disc brakes all round. High axle ratio. Oil cooler. Colour black and white. Guaranteed 138 m.p.h.

£925.

WOULD CONSIDER PART EXCHANGE AND EXTENDED CREDIT FACILITIES.

180 Birmingham Road.

WEST BROMWICH.

Telephone WEST Bromwich 0766.

ERIC LISTER CARS

4 Pindock Mews, Warwick Avenue, W.9.
Tel. CUNningham 2876 or ENTERprise 1945
1928 Bugatti Type 40 Jarvis 2/3-seater sports, completely overhauled. One of the prettiest "Bugs" on the road, boat back, flared wings, etc. Must be seen ... £345
Austin 750 Formula, 14 ins. wheels, Dante engine, water pump, etc. Superdies springs, Bowdenex. Superb lightweight Cooper type body £150
Austin Special, fully modified, twin SUs, hydraulics, i.f.s. Dellow type body ... £95
Terms, Exchanges, Tuning, Service.

TURNER, Reg. 1957, white, very good condition, low mileage. Offers around £450. View evenings or Sundays.—10 Howells Close, Maghull, Lancashire.

£855 LISTER-BRISTOL, superb condition, fitted Don Moore tuned BS4, also latest type discs, de Dion, etc. Would exchange Lister-Jaguar or normal saloon, cash adjustment either way.—6 The Avenue, Middlesbrough. Tel. 89626.
EXCHANGE 1957 Lotus XI Club model (Ford 100E), unraced, for good saloon, or sell £640. Terms arranged.—Elliott, 61 Farrer Street, Middlesbrough. Tel. 2919.

URGENTLY wanted.—M.G. TC, TD, TF; TR2; Austin-Healey and all good makes of sports cars. Very best cash prices.—Baker and Roger, Potters Bar 6181 or Hatfield 3861 evenings/week-ends.

Open 9—7.30

THE MIDLANDS' ONLY SPORTS-CAR SPECIALISTS

Jaguar XK140, 1955. Fixed head, black, washers, heaters, spots, etc. £795

Jaguar XK140 1955. Drophead. 'C' type unit, w/wheels, radio, htr., spot £795

M.G.A. 1956. Red, 'X' tyres, wire wheels, spots, radio, heater, tonneau £695

TR3, 1956. Red, radio, htr., spots, overdrive, tonneau, 'X' tyres, rack £695

Austin-Healey BN1 1955. Black/red, overdrive, wire wheels, heater, tonneau £655

Swallow Doretta 1954. Red, hardtop, 'X' tyres, spots, heater, wing mirrors £645

Austin-Healey 100/6. (Prototype) Red, O/drive, tonneau, spots, heater £635

Swallow Doretta, 1954, heater, spots, 'X' tyres, tonneau, green, overdrive, wire wheels £635

Jaguar XK120 1954. F/h coupe, heater, grey and white, twin exhausts, spots, 'X' tyres £625

Austin-Healey Sprite, 1958. White, heater, rev. counter, washers, two owners £615

Austin-Healey BN1 1955. Ice blue, spots, tonneau, heater, O/drive £615

Austin-Healey BN1 1955. Ice blue, heater, 'X' tyres, overdrive, mirrors, tonneau, etc. £595

Austin-Healey 100M. 1954. Red/white, hardtop, 4-speed gearbox, heater, spots, tonneau £595

M.G. TF 1954. White, heater, spots, wire wheels, 'X' tyres, 1500 unit £565

M.G. TF 1954. Red, 2-seater, unmarked £555

TR2, 1954. B.R.G., htr., 'X' tyres, tonneau, mirrors, washers £545

Jaguar XK120 1951. Model roadster, red, heater, spots, washers, mirrors £395

Ford Mistral 1957. Glass fibre 2-seater, tubular chassis, red, tonneau, spots £385

Ford Rochdale 1958. 100E unit, Aquaplane mods, ivory, rack, tonneau £375

M.G. TC 1949. 2-str., red, tonneau, luggage rack, spots, mirrors £365

THE MIDLANDS LOTUS CENTRE

All models including Mk. VII's in kit form for under £500. Demonstrator always available.

5-11 ARKWRIGHT ST., NOTTINGHAM

(ADJOINS MIDLAND STATION)

Tel.: NOTTINGHAM 89282/3

(MIDLAND), Ltd.

TROUBLED WITH TRAMP?

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

MORRIS MINOR

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

Demonstrations with pleasure

All Retail and Trade enquiries to the Distributors for

Yimkin Engineering

GORDON & GLYNN

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

SUNBEAM-TALBOT

SUNBEAM-TALBOT 90 Mk. II, 1952, saloon, radio, heater, new tyres, gearbox, brake linings, in fact, in immaculate condition. Best offers over £400.—Harvey, St. Helens, Nazcing, Essex. Tel. 3158.

TRIUMPH

MICROPLAS Hardtop for TR2/3, red with fittings, little used. £20.—Grant, Brook House, Roe Green, Worsley, Manchester. Tel.: Walkden 2142.

TR3A 1959, 6,000 miles, white, black interior, overdrive, heater, immaculate, unpranged, unraced. Offers, from £850.—Familton, Blaydon-on-Tyne 191.

TRIUMPH TR2, 1954/56, black and white, overdrive, heater, washers, tonneau, "X" tyres, spots, Hurrell bar and sliding screens. Exceptional condition. £540.—Tyler, 19 Rugby Road, Dunchurch, Warwick. Tel.: Dunchurch 422.

TR2, JUNE '55 registration. Heater. Excellent condition, not raced. £495.—Tel.: Wordsworth 2892.

1958 TR3, white, discs, polished head, comp. suspension, hard and soft tops, tonneau, heater, screen wash, Marchal heads and spots, reversing light, badge bar, X tyres. £780, or exchange M.G. TC, with cash.—M. Newton, Red-clyffe Cottage, Mottram Road, Alderley Edge, Cheshire.

BODIES

SPECIALISTS in Panel Beating, Racing Car Shells, Repairs and Renovations.—Shapcraft, rear of 326 Ewell Road, Surbiton, Surrey. ELM-bridge 0766.

BOOKS

AUTOSPORT, Vol. 1, No. 10 to present date. Offers for all or separate. S.a.e.—Banham, 4 Somerset Way, Heston, Middx. HOUNslow 8598.

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 Islingwood Road, Brighton.

CONVERSION UNITS

ALEXANDER conversions supplied and fitted to all popular makes, 48-hour service.—Halls (Finchley), Ltd., 314 Regent's Park Road, N.3. Tel.: Finchley 5908.

ALEXANDER high compression and all other conversion kits, including Lockheed Power-braking and Laycock overdrive. MANGOETSI Patent Inlet Manifolds. Alexander-Motortune, Ltd., (London Branch), Jay Mews, Kensington Gore, London, S.W.7. KNI 7771.

DAUPHINE high-g geared steering units. Exchange price £18. Your unit converted, three days. £15.—Rudds, 41 High Street, Worthing 7773-4.

ENGINEERING SERVICES**FORMULAE JUNIOR**

H.G.M. Speed Equipment for B.M.C. "A" Series. 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.: PRImrose 8594.

CRACK DETECTION by latest methods. Same day service.—Lister, Ltd., Abbey Road, Cambridge 55601-2-3.

CYLINDER HEADS.—Polishing of combustion chambers and ports and matching to manifolds is NOT so expensive.—Phone Laystall, WATERloo 6141.

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

ENGINES

SPECIALLY prepared Weslake M.G.A. head, out-right sale, or exchange standard M.G.A. head.—Chris Meek, Leeds 646954.

MISCELLANEOUS

BEER, BEER, GLORIOUS BEER. Brew-it-yourself. Malt, hops, yeast, instructions 3s. 8d.—County Products (Dept. A), Alfa, Hag Hill Lane, Taplow, Maidenhead, Berks.

DE DION rear end, intended for 2-litre racing car. Brand new k.o. hubs and shafts, bearings and tube and differential housing. Excellent splined drive shafts, etc. Facilities necessary to complete tube and differential housing. £45 o.n.o.—Tim Ely, Walton-on-Thames 942.

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. ELMbridge 0044.

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

PERSONAL

HIRE PURCHASE available for private transactions, lowest rates and free cancellation of debt on death of hirer.—Northern Counties Finance, 143 Boughton, Chester.

DOVE'S

OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL

TR Centre

USED TRS

1957 TR3. This car is in beautiful condition, finished in red with stone interior, fitted with heater, tonneau, spots and "X" tyres. It was the property of a very well-known actor and has been very well used. Disc brakes, of course. £750

1956 TR3. This is finished in blue with blue upholstery to match. Fawn hood and sliding screens; also included is a tonneau cover in fawn, heater, wing mirrors, etc., a set of very good tyres. £650

1956 TR3. Red, with stone leather upholstery, almost new Michelin X tyres, tonneau cover, mirrors, etc., etc. Another really first-class TR. £640

SPECIAL TR

1959 TR3, fitted with 2.2-litre engine, overdrive, wire wheels, heater, in fact everything. This car was specially prepared for our director. £1,050

PART EXCHANGE

Don't forget we are in a position to take any make of car in exchange for a TR. Let us have details of your present car and we will send you our full list and part exchange valuation.

TRIUMPH HERALD DEMONSTRATOR
NOW AVAILABLE

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

(150 yards South Wimbledon Underground)

PRIVATE H.P. transacted.—ISLeworth 5641.

RACING DRIVER, 25 years old, would like to drive someone else's car next year. Four seasons' racing including international meetings, several successes. Willing to help financially.—Box 3302.

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

SUCCESSFUL YOUNG DRIVER with own sports racing car prepared to invest capital in interesting concern. Selling experience with Austin, Standard agents. Sound knowledge garage practice and management.—Box 3301.

RADIATORS & FUEL TANKS

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

(Continued overleaf)

Tel.: CHiswick 7871/2/3

THE CHEQUERED FLAG

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

LONDON'S LEADING SPORTS CAR SPECIALISTS

Cooper Monaco 1959 2-litre twin cam Climax, disc brakes, ZF gear box, just built, unraced and to latest specifications. £2,450

Lister Jaguar, 1959, works car, 3.8 Jaguar unit, wide angle head, Webers, 300 bhp. discs, the fastest sports racing car in the country. £1,985

Lotus Mark XV, 1959, Series III, 1500 twin cam Climax, disc brakes, 5-speed gear box, strut-type rear suspension, mag. wheels. £1,585

Aston Martin DB35 (regd. 1956), ex-works car, finished in dark blue, twin plug head, R5s, brakes just relined, very potent. £1,285

Lotus Super VII 1958 2-seater, 1100 stage II Climax, discs, de Dion, close ratio M.G.A. gear box. The perfect sprint car. £1,250

Frazer Nash Mille Miglia 1952 2-seater, in B.r.g., FNS unit, full weather equipment, twin exhausts, tonneau cover, etc. £845

H.R.G. 1955, twin cam 1500 unit, disc brakes, tubular chassis, X tyres, fully independent suspension, tonneau, cracked, unmarked B.r.g. £775

Lotus Mark IX 1955 2-seater, 1100 Climax unit, Turbo brakes, wire wheels, de Dion, M.G. gear box, ex Peter Ashdown. £685

Lotus Mark XI 1956, Series I, highly tuned 1172 c.c. Ford unit, wire wheels, tonneau cover and screen, finished in B.r.g. £655

Lotus Mark VI 1954, 1100 Climax unit, alloy wheels, de Dion, M.G. gear box, screen, tonneau, and immaculate in alloy finish. £495

Lotus Mark VI 1956, extremely potent 1172 c.c. Ford unit, fitted with fullest weather equipment, hood, screen, etc. £445

Lotus Mark VI 1954, silver, modified 1500 M.G. unit, alloy wheels, hydraulic brakes, M.G. gear box, tonneau cover, etc. £435

492/6 CHISWICK HIGH ROAD, W.4

GOLD SEAL CAR CO. LTD

South London's Leading Sports Car Specialists

- £1575 Jaguar XK150. Special equipment D/Head Coupe 1958. White. Wire wheels, radio, heater, luggage rack.
- £1400 Aston Martin DB 2/4 3-litre 1954. Maroon. New engine, radio, heater.
- £975 Lotus II Le Mans 85. Ex-works car. 1100 stage 3 Climax. Weber carburettors. Disc brakes. De Dion rear.
- £875 Jaguar XK140 Roadster 1956. Ivory/red, wire wheels, radio, heater, o/drive. Specimen example.
- £795 M.G.A 1957. Blue. Ivory hardtop. New 'X' tyres, radio, heater, luggage rack, wing mirrors, spots.
- £625 Jaguar XK120 D/Head Coupe 1954. Ivory. Immaculate.
- £625 Austin-Healey BN1 1955. Detachable hardtop. Chrome wire wheels. Wood rimmed steering wheel. A very nice example of this popular Sports car.
- £585 Austin-Healey BN1. Red. Hardtop. Usual extras.
- £565 M.G. TF 1954. Cream. 'X' tyres, luggage rack.
- £505 Triumph TR2 1955 model. White.
- £425 Fiat Ford 3-seater Coupe. Metallic blue. Professionally built.
- £395 M.G. TD 1951. Ivory. Luggage rack. Very good condition.
- £325 Dellow 1954. Blue.
- £325 Ford Special. Blue. Buckler chassis, stiletto body. Full aquaplane modifications. Hydraulic brakes.
- £325 Jowett Jupiter 1952. Phase III engine. Red. Specially built for Peter Ustinov.
- £315 Triumph Roadster 1800 1948. Metallic blue.
- £295 H.R.G. 1939. 1100 Singer engine, B.R.G., radio. This car has been completely rebuilt and is in concours condition throughout.
- £295 M.G. TC 1949. B.R.G. Excellent condition. Ford 1172 Mistral. Choice of two from £285.
- £285 M.G. TC 1946. Black. This car is well above average.
- £285 Triumph Roadster 1947. Recent recondition engine and gearbox.
- £265 Healey Elliot 1947. B.R.G. 4-seater, D/head. 100 m.p.h. motor car.
- £250 Austin 8 Falcon. 4-speed gearbox. Very economical and well-finished Special. Professionally built.
- Two M.G. TCs 1947 from £245.
- £195 Austin 7 Special. Hamblin body.
- £185 Morgan 3-wheeler 1938. Ford 10 engine. Excellent condition.
- £150 M.G. TA Tickford. Green.
- £135 Rover Meteor 1929. A very sound vintage motor car.
- £135 Austin Nippy. Completely rebuilt both bodily and mechanically.
- £125 M.G. TA. Requires tidying.

NEW SHOWROOMS NOW OPEN

GOOD SPORTS CARS WANTED FOR CASH
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 and New Cross Road, S.E.14.
Two minutes from New Cross Gate Underground Station. Telephone: New Cross 7433 or 3980.

Classified Advertisements—continued

RALLY EQUIPMENT

RALLY EQUIPMENT

Call in our shop at Colindale and see all the latest gadgets for rallying. Spot Lights, Halda Speedpilots, Reversing lights, Calculators, Books, Protractors, Romers, Map lights. In fact, the lot.

If you are too far away to come to see us, send a 6d. stamp for a detailed catalogue.

RALLY EQUIPMENT.

295 Edgware Road,

Colindale, N.W.9.

COLindale 3633-3840.

MAPS FOR RALLIES

Consult Britain's Rally Map Specialists.

Ordnance Survey and other maps of Great Britain and all foreign maps by return. Romer and Map Markers in stock.

THE MAP HOUSE,

67 St. James's Street, S.W.1.

HYDe Park 0586.

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

CAR DAMPERS.—The Best in the World are Telafo. Obtainable at most Garages.—In case of difficulty write to Telafo, Ltd., Radway Road, Solihull, Warwickshire.

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

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.

SITUATIONS VACANT

FOREMAN, age 28/35 years, for West London Motor Agents' service department. Knowledge of costing and invoicing. Write, stating age, experience, etc.—Box 3292.

SPARES & ACCESSORIES

PLASTIC NUMBER PLATES, self adhesive, 12s. 6d. per set post paid.—Details to: D. Lees, "Highview", Highland Road, Purley, Surrey.

"CONNAUGHT CONVERSIONS"

D.S. CITROËN ID

"It is difficult to put into words the sheer fascination of handling this car". John Bolster, Autosport 19.6.59.

Why not have your CITROËN modified by our race bred mechanics?

CONNAUGHT ENGINEERING

CITROËN DISTRIBUTORS

PORTSMOUTH ROAD, SEND

RIPLEY 3122/3

AQUAPLANE twin carb manifold set for 100E, £15, Light alloy, steel faced flywheel, A35, £8. Special exhaust manifold, Minor 1000, £5. Four-branched exhaust manifold, Consul, £5. All these parts are of proprietary make and brand new. Make your own electric rev. counter, kits 45s.—Abbott, 35 Hartley Road, Altrincham, Cheshire.

BRAND NEW HANDA overdrive for 100E Ford, complete in box, £28 10s., plus 10s. carriage.—Rally Equipment, 295 Edgware Road, Colindale, N.W.9.

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

THE LIDO GARAGE offers: Four stud J.A.P. engine as new, £30. Marshall Supercharger, complete with fittings for M.G. TA, £17 10s. B.T.H. Mag. for Ford 10, £3 17s. 6d. M.G. TA C. W. & P. diff. complete, £5. One pair 1½ in. D.D. S.U. carbs. and manifold for Elva o.h.v. £5. M.G. TA front axle complete with new springs, £3 10s. A.7. Bargain offer: 4.9 rear axle. One pair flat rear springs. One pair front stubs, one hydraulic brake kit, unused, £12 10s. the lot!—Moor Road, Papplewick, Notts.

TUNING SERVICE

For the fastest motoring in an A35, Morris 1000, A40 and Austin-Healey Sprite, fit

P.G.
"3rd degree tune" Conversions.
34 to 54 m.p.s. 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.

ELECTRONIC TUNING BY CRYPTON-SUPER-TUNE.

Checks, L.T., resistance, dwell, H.T., timing, carburation. For Top Performance
EMPRESS GARAGE,
282 King Street, W.6. RIVerside 7737.

SUPERTUNE, LTD. Tuning, race and rally preparation, service, repairs, performance conversions.—2A Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040.

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/5 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/-.

David Buxton Limited

OPEN 8 a.m.—9.30 p.m.

THE MIDLANDS SPORTS AND RACING SPECIALISTS

NEW LOTUS ELITE. Show specification, arriving Saturday, immediate delivery.
LIST PRICE

LOTUS XV SPORTS. Ex works (Cliff Allison). Webers, R.5s, all latest works modifications.
£1,795

LOTUS XI SPORTS. Works Le Mans car. 1500 single cam engine, high tailed body, Webers, mag. wheels twin plate clutch, M.G. close ratio box, discs, de Dion, etc., just completely rebuilt.
£1,195

LOTUS XI SPORTS. Series I, stage II engine, excellent condition, complete with trailer.
£875

LOTUS FORMULA II. See full description under Racing Cars.

JAGUAR XK 120. Drophead. 1954. Fitted 'C' type head, radio, heater, Michelin X tyres, in really immaculate condition.
£625

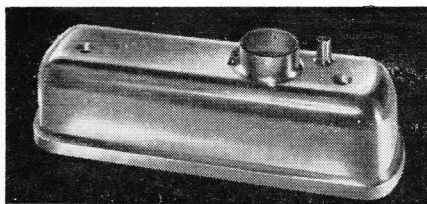
JAGUAR XK 120. Fixed head coupe, 1954, fitted heater, Michelin X tyres.
£595

JAGUAR XK 150. 1958. Special equipment model, fitted overdrive, heater, disc brakes, wire wheels, Michelin X tyres Unmarked Cotswold blue.
£1,475

TRIUMPH TR2/3, M.G., AUSTIN-HEALEY. We have available several excellent examples of the above marques, the full details of which will gladly be given an application.

The full details of any of the above cars will gladly be given without any obligation. Any type of vehicle taken in exchange. Lowest deposit terms and competitive insurance arranged.

CHURCH ST., SPONDON
DERBY 55129



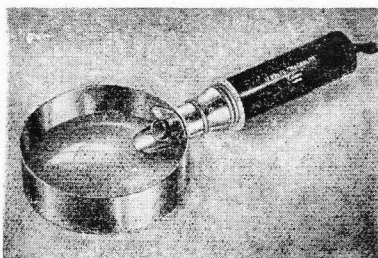
polished alloy rocker covers

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

Send stamped addressed envelope for illustrated leaflet.

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

RALLY MAPS SOUTHERN TRADING ESTATE
GRESHAM RD, STAINES, MIDD
TEL: STAINES 4676/5555 MAP REF. 170/040713
SPECIALISTS IN MAPS AND NAVIGATIONAL AIDS
MAGNALITE 12v. ILLUMINATED MAP MAGNIFIER



Chromium Plated Finish—Handle of Insulated Plastic, incorporating Switch—Three Feet of Flex and Plug for Connecting to Car's Electrical System, Price £2-15-0, Carriage Free. **MAKES MAP READING EASIER.** Return of Post Set vice for all Ordnance Survey Maps, etc. Postage Charges—6d. up to 2 Maps, 1/- up to 6 Maps, 2/- over 6 Maps.

- | | |
|----------------|-------------------------|
| ★ ROMERS | ★ BLACKWELL CALCULATORS |
| ★ MAP MEASURES | ★ MAP MARKING ARROWS |
| ★ MAP BOARDS | ★ CAR COMPASSES |
| ★ STOP WATCHES | ★ SAFETY BELTS |

WRITE FOR FREE PRICE LIST DEPT. A12

WANTED

BASIL ROY, LTD., require Morgan Plus Four models for cash or part-exchange for any make. —161 Gt. Portland Street, W.1, LANCINGHAM 7733.
CLUB COOPER-CLIMAX, LOTUS or similar.—Box 3304.
FORD 100E Willment o.h.v. conversion cylinder head.—Perkins, 19 Cranbourne Drive, Pinner 5369.
HARDTOP for 1954 Sunbeam Alpine wanted urgently.—Bray Motors, 180 West End Lane, West Hampstead, N.W.6. HAMPSTEAD 6490.
LOTUS Eleven, front, rear body panels, any condition.—6 Alexandra Terrace, Northampton.
ROWLAND SMITH'S The Car Buyers. Highest cash prices for all makes. Open 9/7 week-days and Saturdays.—Hampstead High Street (Hampstead Tube), N.W.3, HAMPSTEAD 6041.
TR2, 1955, overdrive, Xs, not raced or rallied around. £510.—Tel.: Leicester 823095.
XK 120 gearbox, close ratio if possible.—Jacob's Lower Park Garage, Poynton, Ches.

NEW CARS FOR SALE

ASTON MARTIN

MARK THREE saloon or drophead.—Rudds, 41 High Street, Worthing 7773-4.

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., BR1xton 6431-2-3-4-5-6.

GOGGOMOBIL

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

RENAULT

IMMEDIATE DELIVERY

RENAULT GORDINI

One only, Primrose finish. As is, or we can modify to your instructions.

GROSVENOR GARAGE,

WORPLESDON ROAD,

GUILDFORD.

Worplesdon 2747.

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.

AUTOSPORT

Souvenir Photographs

The **AUTOSPORT** souvenir sets of photographs depicting the Portuguese Grand Prix and the Tourist Trophy Meeting at Goodwood are now available, price one guinea each.

PORTUGUESE GRAND PRIX, 23rd August.

This set consists of eight photographs (8 ins. x 6 ins.) including: Stirling Moss (Cooper-Climax) the winner; Tony Brooks (Ferrari), followed by Mario Cabral (Cooper-Maserati); Dan Gurney (Ferrari); Jack Brabham (Cooper-Climax); Masten Gregory (Cooper-Climax) who finished second; and Maurice Trintignant (Cooper-Climax), Phil Hill (Ferrari) and Harry Schell (B.R.M.).

GOODWOOD TOURIST TROPHY, 5th September.

This set consists of eight photographs (8 ins. x 6 ins.) including: Bruce McLaren (Cooper-Monaco), followed by David Piper (Lotus); Edgar Barth (Porsche), followed by Maurice Trintignant (Aston Martin); Stirling Moss (Aston Martin); an Aston Martin pit stop showing Paul Frere waiting to take over; and drama in the closing stages illustrated at Madgwick as Moss tails Brooks (Ferrari).

Orders to:

AUTOSPORT,

Souvenir Photos Department,
159 Praed Street, London, W.2.

SPORTS MOTORS

(Manchester) Limited

126 Rusholme Road, All Saints
Manchester, 13

Lotus VII

SPARE & COMPONENT DISTRIBUTORS

Lotus II

Series 2, Immaculate condition, Webers isky cam, magnesium wheels. Recent rebuild and respray. First Registered 1958. **£985**

Austin A.35

Speedwell Clubman engine. Amal carbs Rev counter, Roll bar, plus many other extras. First Registered 1959. **£595**

Lotus VII

Ford engine, twin SU carbs, Low mileage, good condition. First Reg. 1959 (March) **£575**

Telephone: ARDwick 3015

SPEEDWELL Distributors for
Lancashire and Cheshire

GLOUCESTERSHIRE

ENTHUSIASTS COME TO US FOR ALL TUNING SERVICE
CONTINUED RACING SUCCESSES PROVE OUR ABILITY

WE STOCK **SPEEDWELL** CONVERSIONS

COLESBOURNE MOTOR GARAGE

NR. CHELTENHAM (A435)

COBERLEY 234

STOP

... You can still enter the
4TH BOURNEMOUTH RALLY
October 24 — 25

Start and Finish
Bournemouth.
Over 75 Awards
plus goods to
the value £100.
No Rough Tracks.
No Trick Navigation.

Regulations:
Mrs. Proctor,
"Greentiles,"
Hurn Road,
Ringwood, Hants.
Tel.: Ringwood 685

THE RALLY OF THE SOUTH

ORGANISED BY THE WEST HANTS & DORSET C.C.

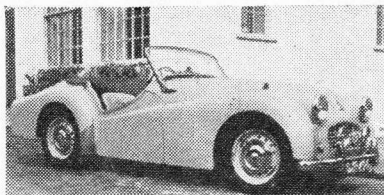
!!! SPORTS CAR WEEK !!!

FREEMAN MOTORS LTD., 33 COPELAND ROAD, PECKHAM, S.E.15

We have pleasure in announcing that we are holding a special display of new and used Sports Cars for the week **OCTOBER 1st-OCTOBER 7th**. Amongst others on show will be:—

NEW

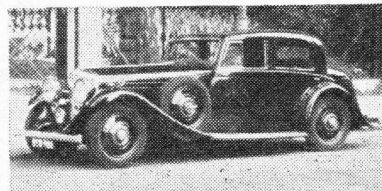
SUNBEAM ALPINE • TRIUMPH TR3A • HEALEY SPRITE • TRIUMPH HERALD



TRIUMPH TR2. Reg'd June '54. (Illustrated). Pale green with light grey upholstery. One owner since 13,000 miles. Mechanically faultless. Many awards in Concours d'Elegance. Far above average condition. **£575**

AUSTIN-HEALEY BN1. Reg'd Aug. '54. Finished in dark green with silver wire wheels. Overdrive. Two meticulous owners only. Not raced or rallied. **£575**

M.G.A. Choice of 2. One red, one blue. **From £675**



USED

BENTLEY. 3 1/2-litre. (Illustrated). 1935 Park Ward Sports Saloon. Two owners since '47. All bills shown. Exterior excellent. Interior fair. Engine a little noisy but otherwise sound. Very fair value at **£225**

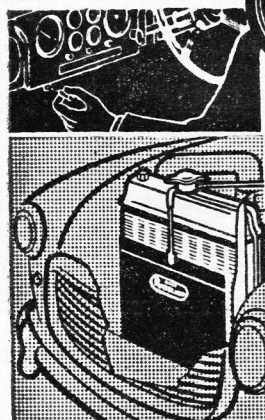
XK120. Coupe. Reg'd '51. This car was completely overhauled 18 months ago and it goes like a rocket. 130 m.p.h. max. Double boom exhaust. Michelin X tyres. Coachwork fair. **£625**

All the above are hand-picked cars. Each carries a 3 months' guarantee. Full history of each car available.

All on display at our new showroom at 146/147 RYE LANE, PECKHAM (in Bournemouth Road).

Don't muff it! fit a

**MORY
RADBLIND**
PATENT NO 669151/049



- * Reduced engine wear
- * Quicker warming-up in winter
- * Economy in petrol
- * Increased power
- * Greater heater efficiency

PRICES from 50/-

MORY & COMPANY LIMITED

88, Leadenhall Street, London, E.C.3. Tel: AVenue 3434 (20 lines)

Please send me details of the MORY RADBLIND

MAKE AND
MODEL OF CAR.....

NAME.....

ADDRESS.....

A.I

The World's Finest Racing Kit & Rally Equipment



'Racemaster' helmet



'Sure Grip' Driving Gloves

Mon.-Fri. 9-5.30
Sats. 1 o'clock

CRASH HATS, GOGGLES, VISORS,
GLOVES, OVERALLS, TROUSERS,
WATERPROOF SUITS, DRIVING
BOOTS & SHOES.

STOP WATCHES from 55/- RALLY
CLOCKS from 57/6. CHRONO STOP
CLOCKS £15. '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
Calculators 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



Flameproof
Overalls



New 8-Day
Chrono-Stop

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

SPECIALISTS



ENTHUSIASTS



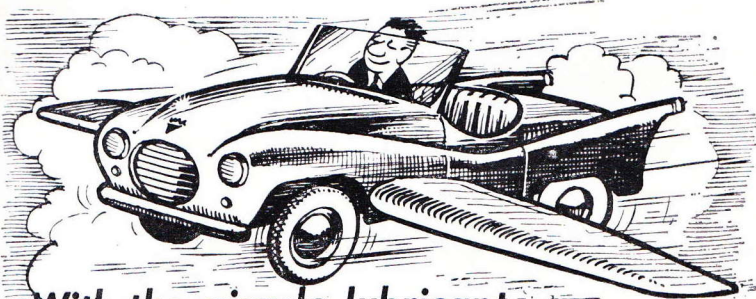
ORDER YOUR
TWIN-CAM M.G.A.

NOW



WANSTEAD 7783/4/5

CHANGE DRIVING TO GLIDING!



With the miracle lubricant
SUPER-MOLY

Molybdenum-Disulphide MoS_2

GET THESE **5** POSITIVE RESULTS

BY ADDING 10% OF SUPER-MOLY TO YOUR REGULAR OIL

- ★ Easy starting and cooler running
- ★ Lower oil and fuel consumption
- ★ Reduced wear in all bearing parts
- ★ Reduction of mechanical noises
- ★ Creation of lasting lubrication film



Super-Moly is a high grade lubricating oil containing a suspension of Molybdenum disulphide of which there are over one million million particles of 98% purity and an average size of only 0.6 microns in EVERY PINT.

When a film of Molybdenum disulphide of only infinitesimal thickness has been formed on bearing surfaces, friction and wear are drastically reduced, and the power previously required to overcome friction becomes available to improve performance.

Equally wonderful results in Back Axle, Gear Box and Steering

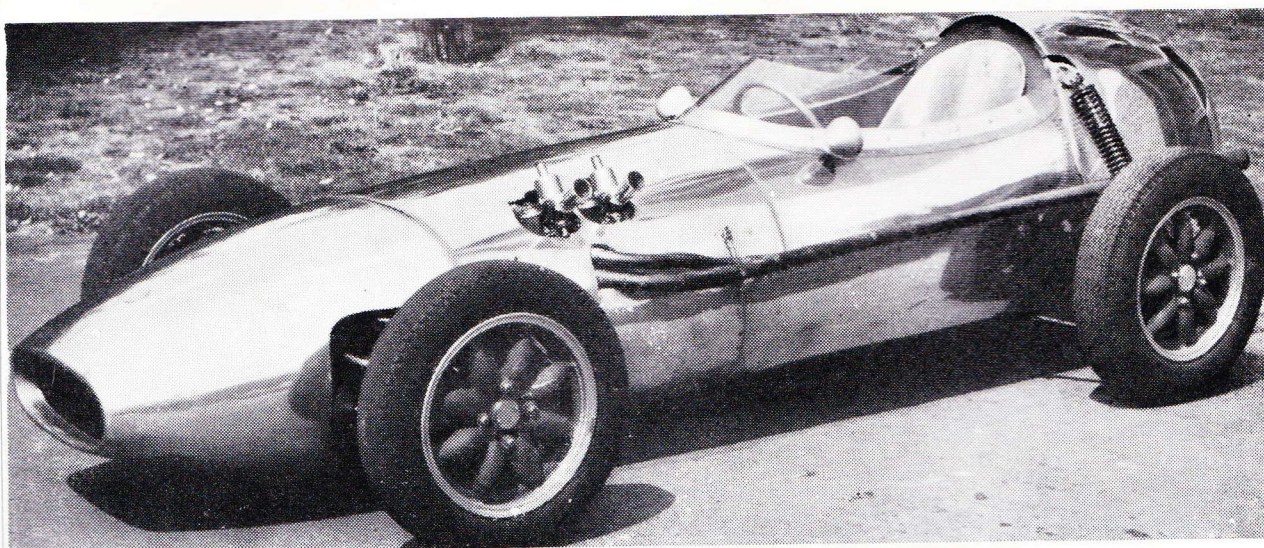
Add only 10% of **Super-Moly** to any lubricating oil

From Leading Stockists and Garages including:

SENOL LTD. 22 CHARLWOOD ST.
LONDON, S.W.1. PHONE: VICTORIA 0412

THE CHEQUERED FLAG (ENGINEERING) LTD.

PROUDLY ANNOUNCE THE NEW **GEMINI** INTERNATIONAL FORMULA JUNIOR CAR
 READY TO RACE FOR UNDER A £1000



For fullest details of specification, price and delivery, apply:

Phone: CHI 7871/2/3

492/6 HIGH ROAD, CHISWICK, LONDON, W.4

OPEN 9 TO 9

Ferodo First

International GOLD CUP Race

ST COOPER-CLIMAX

ST *Stirling Moss*

Entered by R. R. C. Walker

Series Production Sports Cars:

ST FRAZER-NASH

ST *J. R. Stoop*

Closed Cars:

ST JAGUAR 3·4

ST *R. Salvadori*

Results subject to official confirmation

fit race-proved

FERODO

**Anti-Fade Brake Linings
Disc Brake Pads**



FERODO LIMITED • CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Organisation