

AUTOSPORT

FEBRUARY 5, 1960

1/6

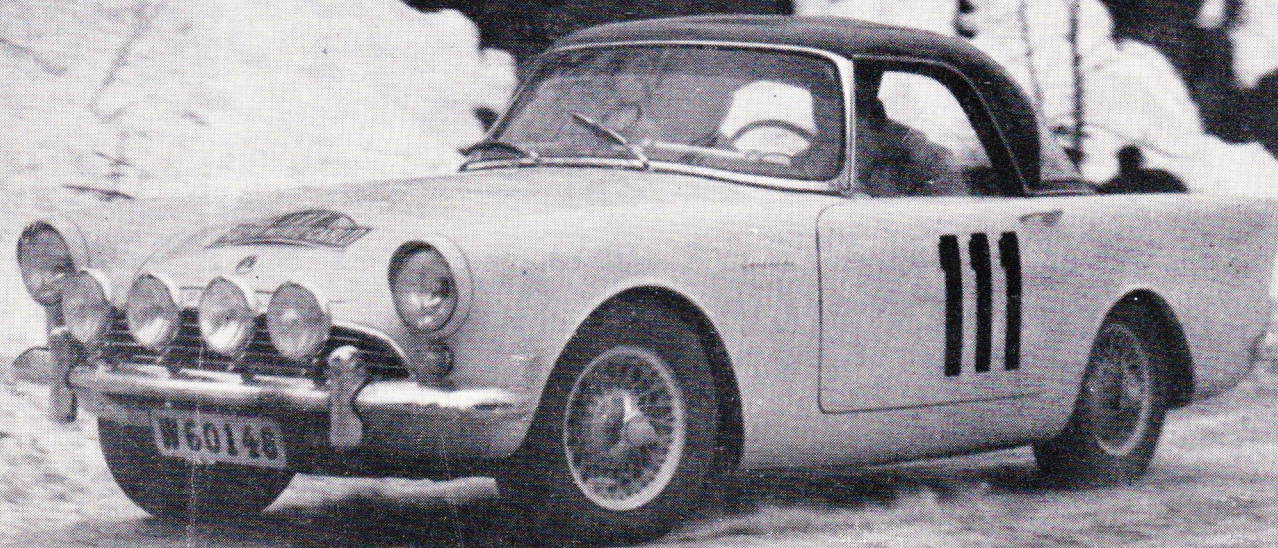
EVERY FRIDAY

Vol. 20 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY

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

35¢



IN THIS ISSUE

LOOKING BACK ON THE MONTE CARLO RALLY : THE ENVOY F.J. CAR
PROFILE—MAURICE TRINTIGNANT : STIRLING MOSS AND THE F.I.A.



**THE
MONTE
CARLO
RALLY**

AUSTIN A40

WINS

COUPE DES DAMES

for the second year running

B.M.C. congratulates

Miss Pat Moss and Miss Ann Wisdom
on their unique performance.

This is the first time that the same women's team has twice won this important award in the Monte Carlo Rally.

Official B.M.C. works entries represented one in fifty at the start and at the finish represented one in fifteen. These included 2 Morris Mini-Minors, 2 Austin 7's, an Austin A.40 and a Riley One-Point-Five, six out of seven entries.

The performances of the Mini-Minors and Austin 7's earned the admiration of the veterans of the Monte Carlo Rally . . .

"The gallant little Morris Mini-Minors were still buzzing along, their small wheels carving a way through the snow".

Peter Garnier, "The Sunday Times"

Subject to official confirmation



Birmingham and Oxford

THE BRITISH MOTOR CORPORATION LIMITED

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 20 No. 6

February 5, 1960

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

BRIAN WADDELL

Eire

BRIAN FOLEY

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
Pit and Paddock	162
Sports News	163
Profile: Maurice Trintignant	164
Silverstone to the Simpon, by Graham Hill	166
Monoposto Register Widens Its Scope	168
Stirling Moss and the F.I.A.	168
The Envoy Formula Junior Car	169
Correspondence	170
Rally Wrangling at Monaco	172
Sidelights on the Monte	174
John Gott reviews the Rally	175
Club News	182

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office
Advertising Department

PADDington 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.

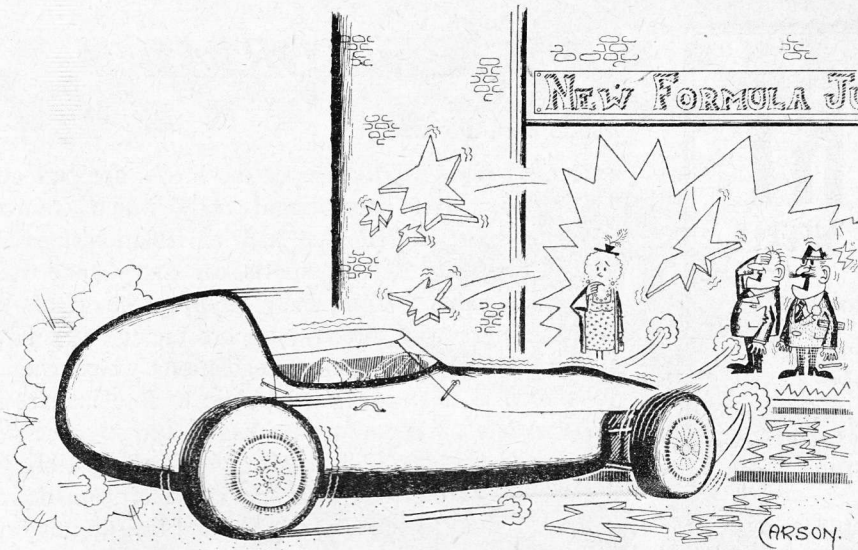
EDITORIAL

MOSS MAKES SENSE

STIRLING MOSS'S criticisms of the F.I.A. are perfectly justified. The international body which controls motoring sport has adopted such an isolationist policy that it threatens to ruin sports car and Grand Prix racing altogether. Completely ignoring the wishes of manufacturers who directly support racing, they have been responsible for issuing regulations which cannot do otherwise than cause the public to lose interest in major events. When a formula has proved so successful as has the present 2½-litre one, what can possibly be gained by introducing a 1,500 c.c. limit, restricting weight to about 10 cwt. minimum, and insisting that all cars carry batteries? It is rather like making horse racing for Shetland ponies, and banning all others. AUTOSPORT has long advocated adequate representation on the C.S.I. of the F.I.A. of fully accredited delegates from interested manufacturers. It is a ridiculous state of affairs that delegates of countries which neither build racing cars, nor organize *grandes epreuves* should have a say in the vital matter of international regulations. Drivers should also be represented: U.P.P.I. was a step in that direction, but its efforts tended to be feeble because it carried no official status whatsoever, and certainly took off on the wrong foot where the Monza 500 miles race was concerned. The 1961 formula is not an attractive proposition from any point of view, and it is extremely likely that the proposed *formula course* would be much preferred by all who directly support the building and racing of Grand Prix machinery. As for sports car racing, Stirling is absolutely right to condemn the silly windscreen regulations. Only those who have driven fast cars in inclement weather can realize the danger of having a large area directly in front, which cannot be kept unobscured by the best wiper equipment. To many people, the new sports car regulations are interpreted as being a definite attempt by the F.I.A. to discourage this type of racing altogether, in favour of machines built to G.T. specifications. Already it has caused the withdrawal of Aston Martin and, at the moment, prospects for the 1960 Sports Cars Constructors' Championship seem to be pretty dim. Surely it is about time that the F.I.A. should put its house in order, invite manufacturers' and organizers' delegates to a special meeting, and then take a plebiscite. It is fairly certain that the latest regulations would not be approved in full, and that the future of motor racing would not be so dismal as it would appear to be at present.

OUR COVER PICTURE

A FINE EFFORT: The Swedish privately entered Sunbeam Alpine of Rune Backlund and Nils Falk, which achieved a win in the 1,300 c.c.-2,000 c.c. Grand Touring category of the "Monte" after an extremely able drive. Here the car travels fast over ice-covered roads shortly after leaving the Oslo start.



"JUNIOR-R-R!!!"

At Monthléry the week before last Geoff Williamson drove his Alexander-modified Austin A40 round the banking for just over three-quarters of an hour, averaging an astonishing 101.8 m.p.h., and this with an unsuitable axle ratio!

It is said that von Trips recently broke the Nürburgring circuit record in an experimental 1½-litre V-12 Mercedes-Benz single-seater.

BRIGGS CUNNINGHAM will enter at least one Chevrolet Corvette in the Sebring "12 Hours". There are also signs that a hot two-door Corvair is on the way.

PORSCHE may produce a new "flat-six" some time this year, with desmodromic valves and fuel injection.

It is likely that Daimler-Benz will support Schock/Moll and others in an attempt to win the 1960 European Touring Championship. The Monte Carlo victors are former European champions.

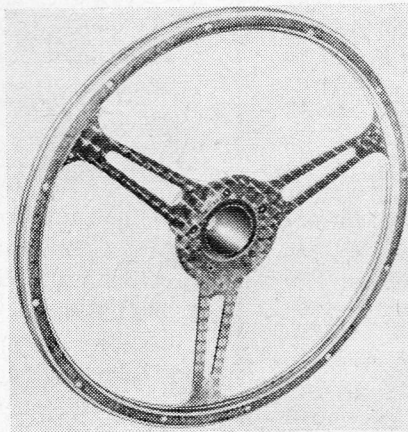
GERMAN GRAND PRIX FOR SOLITUDE?

THE AvD is considering staging the German Grand Prix on the Solitude circuit near Stuttgart. It will probably be open to both F1 and F2 cars and, in view of its situation, should attract over 300,000 spectators. Solitude is a true road circuit and, although narrow in places, will certainly offer a first-class spectacle.

It is quite clear that the German club will not repeat the Avus experiment, and that for financial reasons Nürburgring will not be used, although the 1,000 kilometres will be staged there.

At the moment there is no likelihood of Mercedes-Benz representation, as the outlook at Untertürkheim as regards motor racing remains obscure. Porsche will undoubtedly be represented in the F2 category, and there are also rumours of a new Borgward rennwagen.

SUCCESS AGAIN: Receiving the Coupe des Dames award in Monte Carlo after the Rally are Pat Moss and Ann Wisdom, who won the trophy for the second year in succession with their Austin A40.



SMART wood-rimmed steering-wheel is marketed by Moto-Lita, Upper House Lane, Shamley Green, Guildford.

PIT and PADDOCK

MIDNIGHT MOTOR RACING (on films)

THE season of B.A.R.C. midnight film matinées commenced on Friday, 29th January. This year there are nine showings—five in London and the others at Leicester, Worcester, Winchester and Eastbourne. The remaining London showings are at the Curzon Cinema, Mayfair, on Friday, 5th February; Wednesday, 10th February; and Friday, 12th February. Already, all the tickets for the Friday nights in London have been sold.

The provincial shows are at the Cameo Theatre, Leicester, on Monday, 15th February; the Northwick Cinema, Worcester, on Tuesday, 16th February; the Theatre Royal, Winchester, on Wednesday, 17th February; the Picturedrome, Eastbourne, on Friday, 19th February.

In each case the programme will be the same.

FERRARI 1, 2 IN BUENOS AIRES

THE Buenos Aires 1,000 kms. race, held last Sunday, was won by Phil Hill and Cliff Allison in a works 3-litre Ferrari. Second was another Ferrari in the hands of Taffy von Trips and Richie Gintner. Joe Bonnier and Graham Hill were third in a works Porsche 1600.

Racing for the first time in a Championship event, the new 2.8-litre Maserati, driven by Masten Gregory and Dan Gurney, provided very stiff opposition for the Ferraris, the two Americans leading the race for almost half the distance before being forced to retire with gearbox maladies.

Results

1, Phil Hill/Cliff Allison (3.0 Ferrari), 159.580 k.p.h.; 2, Taffy von Trips/Richie Gintner (3.0 Ferrari); 3, Joe Bonnier/Graham Hill (1.6 Porsche). Fastest lap: Masten Gregory and Dan Gurney (both on 2.8 Maserati), 168.551 k.p.h.

A full, illustrated report will appear in a future issue.



TAKING DELIVERY of the first 1,500 c.c. *Osc*a-engined *Fiat* cabriolet in Britain is Patsy Burt, here being presented with her car by Alan Brown, of Connaught Engineering.

BOB DRAKE WINS AT PALM SPRINGS

Victory for "Birdcage" Maserati; Eric Hauser's Remarkable Performance in "Old Yaller" Hauser-Larkin Special

BOB DRAKE came back into the racing picture with a fine win in Joe Lubin's new 2.8-litre "birdcage" Maserati at Palm Springs on 24th January. From the start, Eric Hauser steamed into the lead with "Old Yaller I", now known as the Hauser-Larkin Special. Powered by a 5.8-litre Corvette engine, and Pontiac triple, double-choke carburettors, the ex-Balchowsky machine (formerly Buick-engined) put up a remarkable performance.

Hauser led for 16 out of the 21 laps, and was caught by Drake owing to brake troubles. He gallantly tried to keep up with the Maserati, but using his gearbox instead of brakes caused eventual retirement with transmission bothers. This allowed Bill Krause to come into second place with the Mercedes-Corvette, which set the highest-ever race average at Riverside Raceway. Balchowsky in "Old Yaller II" had to give up with tyre trouble—not surprising as he was running on retreads. Jim Hall was in the ex-Buell 5.7 Maserati, but was unplaced.

Drake averaged 84.5 m.p.h., despite a second-lap spin when he dropped from second to sixth place. Jay Chamberlain (Lotus 15) won the 1½-litre event from Michelmores' RSK Porsche by 12 secs. Bob Bondurant (Corvette) won the production big-car class after a thrilling race with Tony Settember (Corvette) and Vince Mayell (Corvette).

Settember spun, and Bondurant did likewise, but managed to scrape ahead of Mayell.

Joe Jordan (Lotus-Climax) was injured when he somersaulted during an earlier race. Other events were won by Bob Estes (Lago-Talbot), John English (Alfa Romeo), Ed Barker (Porsche "1600") and Lew Spencer (A.C.-Bristol).

The main race field included Hap Sharp in a Maserati-Ferrari (Monza 3-litre engine in 2-litre Maserati chassis), a disc-braked 3-litre Ferrari, two Lister-Chevrolts, two Kurtis-Cadillacs, a Monza Ferrari, the ex-Behra RSK Porsche, an Asca-Chevrolet, a 3-litre 250 TR Ferrari, and several Corvette Specials. Total entry was 220 cars, and there are 16 U.S.A.C. sports-car events scheduled for 1960.

ASTON MARTIN gave a première of their excellent Le Mans colour film *Final Victory* at Shell-Mex House on 1st February. Afterwards, Mr. Vignoles of Shell-Mex & B.P., Ltd., presented Mr. David Brown with a painting by Michael Turner—the original of the 1959-60 *High Performance Cars* cover.

JIMMY CLARK of the "Border Rievers" had a successful try-out for Aston Martins at Goodwood recently. The "Rievers" are anxious to purchase at least one of the ex-works DBR1 machines for British circuit racing.



SENSIBLE suggestion is that, at each International rally, there should be a separate C.S.I. sub-committee, empowered to deal immediately with protests.

SESTRIERES RALLY

ITALY'S International Sestrieres Rally takes place from 21st to 24th February over a 2,028 kilometres route from Sestrieres to Sestrieres, entirely in Italy. Although the route has been reduced by 500 kilometres, the number of time checks has been increased.

In addition to the road section, there will be speed events at Monza and Sestrieres, as well as hill-climbs at Diacceto-Passo La Consuma (5 kiloms.); Serravalle-Bivio Sottoborgo (4.5 kiloms.) and Cesano-Sestrieres (10 kiloms.).

PONTIAC'S REMARKABLE SPEED AT DAYTONA

DRIVING a fully modified Pontiac in the main race at Daytona on 31st January, Fireball Roberts turned in a lap at the amazing speed of 152 m.p.h.—a record for modified production cars of any capacity. In the compact car section, one of the modified Chrysler Valiants did 130 m.p.h., and followed this up with a lap at 89.3 m.p.h. on the road-circuit. This compares favourably with the fastest D-type Jaguar laps of 96 m.p.h. These speeds augur well for Daytona's big production car meeting on 13th-14th February.

THE 1959 RALLY CHAMPIONSHIP

THE C.S.I. has announced that the Automobile Club of Germany has decided not to proceed with Wolfgang Levy's protest about the R.A.C. Rally. The provisional results therefore stand and Gerry Burgess/Sam Croft Pearson (Ford) are the winners.

The Ladies' Championship has been awarded to Ewy Rosqvist of Sweden, who drove a Volvo last season.

It has not yet been possible to announce the winner of the Men's Championship, as the protests about the Portuguese Rally have not been resolved. It is unlikely, incidentally, that this rally will be run next year and it is certainly not

SPORTS NEWS

up to Championship standard, judged on the 1959 event.

As a tail-piece, in the recent Rallye Monte-Carlo, the route in Germany, owing to the road blockages, etc., was much longer than the shortest one envisaged by the regulations yet no time allowance was made.

It was upon this point that Levy's protest was based, the implication being that such things only happened in British events—a nonsensical statement, as is now shown.

JOHN GOTT.

CIRCUIT OF IRELAND INTERNATIONAL RALLY

THIS event takes place from 15th-19th April, and is open to cars in the Series Production Touring and Grand Touring categories. In addition to performances in the General Classification, awards are also offered for performances in the undermentioned competition classes, to teams of cars, and to competitors in the "Touring" category. Also included are a number of special awards of interest to visiting drivers, a Ladies' Trophy and a Novices' Trophy. Competition classes will be as follows:

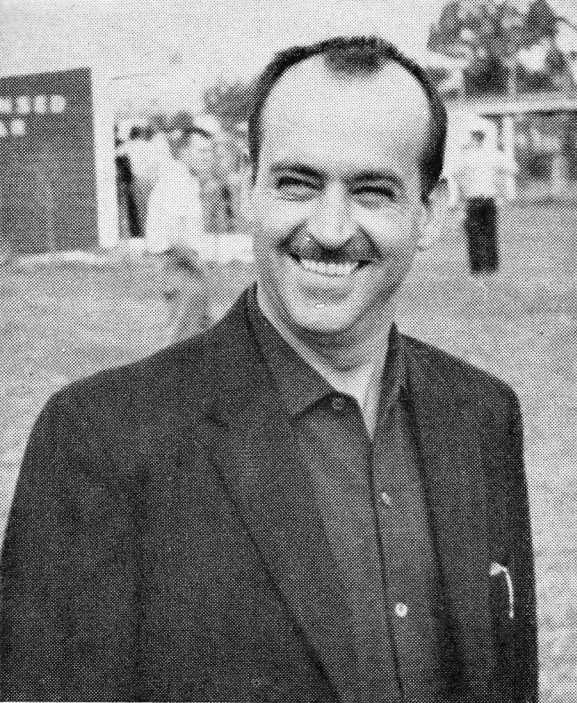
Series Production Touring Cars. Up to 1,000 c.c., over 1,000 c.c. and up to 1,300 c.c., and over 1,300 c.c. for touring cars, and up to 1,300 c.c. and over 1,300 c.c. for G.T. cars.

The AUTOSPORT Trophy, presented for the first time last year, will be awarded for the best performance by a car, the entrant of which has taken part in International Rallies other than in Ireland.

Entries for all categories should be received by the organizers not later than Saturday, 12th March. Late entries will be accepted up to Saturday, 26th March, for an additional fee of £3 3s. per entry. All team entries must be in by Wednesday, 6th April.

←PROFILE—MAURICE TRINTIGNANT

By Christopher Nixon



I DOUBT very much if there is a better liked and more respected personality in motor racing today than Maurice Trintignant. A small, dapper little man with an infectious smile and wonderful sense of humour, he makes friends wherever he goes, being at all times a charming and delightful person.

It was almost inevitable that Maurice should become a racing driver, for he was brought up among sports and racing cars. His was very much a racing family and it has strong connections with the marque Bugatti, and this has imbued Maurice with a great love of these superb French machines.

He was born in Nîmes on 30th October, 1917, into "a small family of six children". His father was a farmer who owned a large estate in Nîmes. This estate was very much a non-profit organization, however, for it was for the most part covered with olive trees which produced few, if any, olives.

Obviously this state of affairs could not be allowed to continue, so a surplus army tank was purchased, and Maurice's elder brothers, Raoul, René and Louis, set to work and demolished the trees. When this was done a vineyard was planted, and today it is Maurice's property.

With such a large family Trintignant père obviously had to have more than one car. In fact he had three—a

Chenard-Walcker eight-seater which could carry all the family; a Peugeot and a Salmson. So Maurice became interested in cars very early on in his life.

His father was not in any way competition-minded, having these three cars for the simple reason that he had to, and because of this he was quite willing to let his sons do the driving, so everybody was happy.

In 1929 both René and Louis bought Bugattis, the one a Type 40 and the other an eight-cylinder 2-litre machine. With these cars they entered many hill-climbs and it was at this point that Maurice, at the ripe old age of 12, got his first taste of speed, going as passenger or riding mechanic with both his brothers.

The next year René bought a real racing car, a G.P. T35 Bugatti. Louis bought a 2-litre car also, but very soon sold it in favour of a six-cylinder 1,100 c.c. blown Amilcar. René was a very fast but rather wild driver. "If, in a hill-climb, he reached the top, you could be sure that he would make B.T.D.," says Maurice, "but it was not often that he reached the top."

In fact, he had several shunts in 1931 and his wife made him give up competition. Louis, however, had many wins in his Amilcar and was a very accomplished driver. In 1932 he sold this machine and bought a 35C Bugatti. With this car he competed in 34 events and won 32. You can't do much better than that.

Next year he bought another Bugatti, this time a 2.3-litre blown machine. In his third race with this car he was killed when he swerved to avoid hitting a gendarme who wandered across the road in front of him. The car crashed badly and Louis succumbed to his injuries.

This tragedy did not unduly deter the racing members of the Trintignant family, however. In 1935 Maurice's younger brother Henri competed in several rallies, races and hill-climbs with

a Hudson. He appeared again in 1936 but gave up at the end of the season.

Now it was Maurice's turn. In 1938 he bought back the Bugatti in which his brother had been killed, and entered for his first race at Pau. Except for the war he has been racing ever since. In this race he finished fifth. The measure of this achievement is only appreciated when you realize that he was in competition with works teams from Mercedes-Benz and Alfa Romeo!

Maurice has always been fond of Pau and it gave him especial pleasure to win the Pau G.P. 20 years later, in 1958.

He raced the Bugatti as often as he could—as an independent driver—until war came. But for the war he would have joined Ecurie Bleue to race with V-12 4½-litre Delahayes and 3-litre supercharged Maseratis.

He was due to drive a Delahaye at Berne in 1939 but in practice one of the team cars was crashed and Dreyfus took over Trintignant's car. Then he was entered for Tripoli, but war broke out before that race could take place.

After the war the world slowly began to settle down again and Maurice and many others turned their thoughts once more to motor racing. The first motor race in France was the G.P. de Paris, or the Coupe de la Liberation, held in 1946.

For this race Maurice dug out his old Bugatti, which he now called, affectionately, "Grandmère". The old lady had spent the war years in a barn and it was because of this that Maurice got his nickname, Petoulet, as we shall see.

"Grandmère", then, was spruced up and made ready for the race. However, after only a very few laps Maurice was forced to retire when the engine just died on him. He coasted to a halt, got out, and opened the bonnet to see what was wrong. He found that the fuel filter was completely clogged.

Eventually he discovered that the petrol tank had almost as much dirt in it as petrol and he began to wonder how this came about. The reason finally dawned on him.

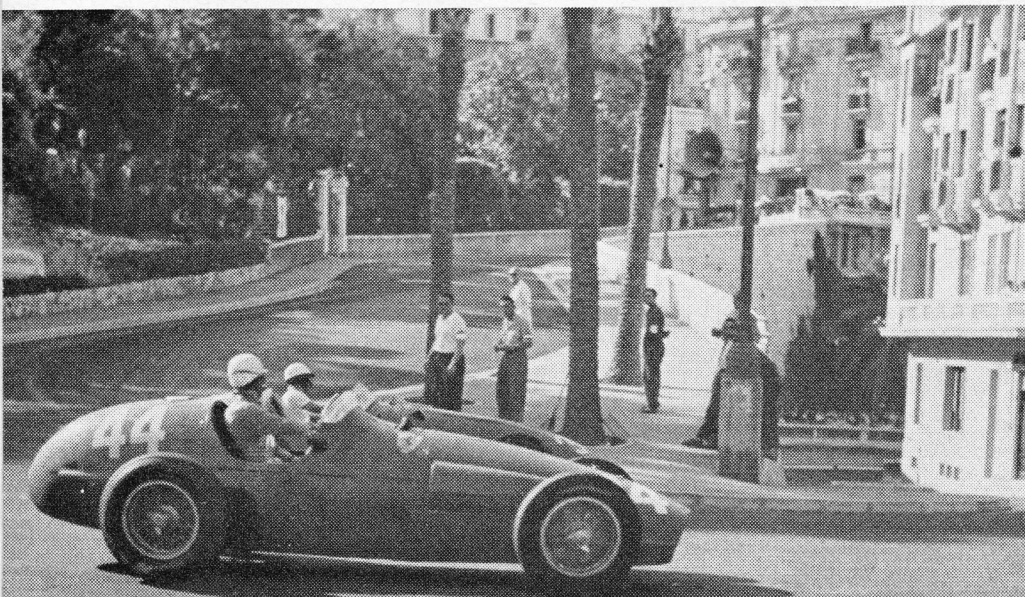
During the war, while "Grandmère" had been laid up in the barn, numerous families of rats had made their nests in the petrol tank with the result that it became full of bits of straw and rat-droppings!

After the race, Jean Pierre Wimille, who won, came up to Maurice and asked him the reason for his retirement.

Maurice explained the whole thing. "So you see," he said, "my filter was clogged up with petoulet"—petoulet, in the dialect of the South of France, meaning rat-droppings.

Wimille thought this was extremely funny and was almost helpless with laughter. There and then he christened

VICTORY COMING UP: Petoulet overtakes Roberto Mieres at the Station Hairpin during his winning drive at Monte Carlo in 1955.



MAURICE had many fine drives in the little Gordini. Here he is seen at Silverstone during the Daily Express Trophy race in 1953.

Photo: H. J. ten Bruggen Cate.

Maurice "Petoulet" and the name has stuck ever since.

Maurice recalls this incident with considerable amusement and "Grand mère" has forever a special place in his heart.

He raced her for the remainder of the 1946 season and then in 1947 he bought a blown Amilcar, similar to the one Louis had raced in 1932. On this machine he won the G.P. d'Avignon. This year too, he joined the Gersac Stable and in company with Gérard and Laureau he raced a 3-litre Delage. Phi-Phi Etancelin joined the team for some races too.

Driving for the Gersac team suited Maurice just fine, for most meetings consisted of two races, one for small cars and one for big ones, so he was able to race the Bugatti in the one and the Delage in the other.

In was in 1947 that he drove his first race for "Le Sorcier"—Amédée Gordini, at Nîmes. It was an inauspicious debut for he blew a cylinder head gasket. He also drove the Delage in this meeting but he failed to finish in that, too.

The next year he signed up for Gordini and won at Perpignan and at Monthéry. Then at Berne he crashed badly. He was seriously injured and lost a lot of blood—at one point his heart stopped beating, and it was to the considerable surprise of all concerned that Maurice lasted the night.

As a result of this shunt Maurice was out of racing for the rest of the season. He came back to the circuits with Gordini again at Pau in 1949. He stayed with "Le Sorcier" until 1952, when he made an agreement with Louis Rosier to drive Ferraris in a private team. This didn't work out, however, so he went back to Gordini and stayed with him until the end of 1953.

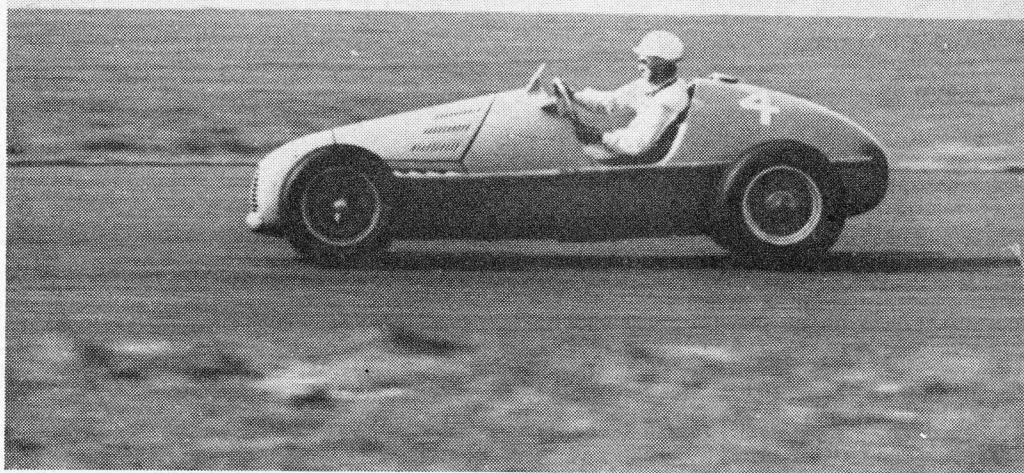
The little blue 1,500 c.c. cars were competing mostly against 2-litre machines but nevertheless they gave a very good account of themselves. Among the circuits on which Maurice won for Gordini were Albi, Nürburgring, Cadours (twice) and Chimay (twice), Le Mans, where he won the 3-litre class with Harry Schell, Angoulême and Geneva.

In 1954 he joined the Ferrari team with Farina and Gonzalez and won at Buenos Aires, Caen, Rouen, Le Mans and Hyères.

The next year, still with Ferrari, Maurice won at Monte Carlo with an outclassed machine. This race was one of the most exciting of his career. Before the event he had an argument with Amorotti, who was then the Ferrari team manager.

Maurice wanted a low axle ratio so he would only have to use first, second and third gears. Amorotti wanted him to use all four. Eventually they reached a deadlock and so a phone call was put through to Enzo Ferrari himself, who decreed that Trintignant should have whichever gear ratio he wanted.

HE HAD no luck in the Vanwalls, and never finished a race in one. This picture was taken shortly before his retirement at Monte Carlo in 1956.



So Maurice, using only three gears, won the race. He was very pleased to have his theory vindicated in such a convincing way!

His next win was in the Swedish sports car G.P. Then he had a shunt during the 1,000 kms. race at Monza. He was quite badly hurt but he appeared at Spa for the Belgian G.P. the next week-end, where he had to be lifted in and out of his car.

In 1956 he signed with Vanwall, on an open contract. This was because Bugatti were expected to return to racing at any time and they wanted Maurice to drive for them. He did so on the only occasion the car appeared, at Rheims that year. In the race the throttle linkage seized and he was forced to retire. The car itself was not at all promising, however. "Its failure was mainly due to bad suspension design," says Maurice.

After Rheims he went back to Vanwall but he never finished a race in the green cars. 1957 was not a very busy year. He had a few drives for Ferrari and B.R.M. though. But he was still hoping that Bugatti would have another go. The next season, however, was a better one, for he joined up with Rob Walker and once again won the Monaco G.P., this time in the little Cooper.

Maurice lives now with his wife and family in the little town of Vergese, in the South of France, and he is a highly respected citizen there, being mayor of the town. He was married in 1938, his fiancée, as she was then, promising to marry him if he gave up racing. So he married her—and continued racing! What does Mme. Trintignant think of her husband's dangerous activities? "She doesn't object," says Petoulet, "but she ages 10 years every race, although she doesn't look it!"

Besides his racing career he has his vineyard to look after and you may be interested to know that he produces a wine which he calls "Le Petoulet".

Like all Frenchmen, he knows and likes good food and is very partial to blood sausage and steak tartare. He drinks wine (naturally) and occasionally has a gin and tonic or a whisky. He smokes too, but only at the rate of half a cigarette at a time!

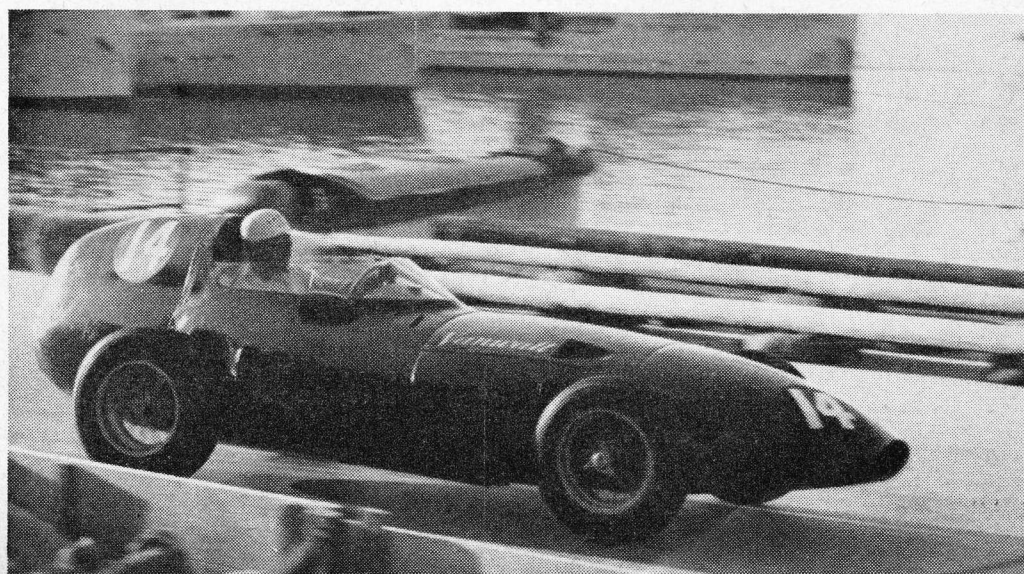
In his free time he enjoys watching any sport in which there is a certain amount of risk involved. He would dearly love to do some skiing but is afraid that he might break a leg or something and thus put himself out of racing for some time.

His favourite racing car was "probably the 1954 Ferrari. I think the best current one is the F1 Cooper-Climax." Also, as I said, he retains a great admiration for the Bugattis of the old days. For his personal use he has a Facel Vega. 'Nuff said!

As a driver Maurice excels on difficult and twisty circuits and so it will come as no surprise to learn that his favourite tracks are of the same nature. He is very fond of Monte Carlo and Pau, both calling for precise and faultless driving. He also delights in the fast circuits, like Spa and the no longer used Berne. Here again these two call for exceptional skill and courage, two qualities with which Petoulet is well endowed.

In common with almost everyone else he has no time for the 1961 Formula (which now looks as though it will, in practice, never become reality). "I think the present Formula 2 is ideal as an in-between formula. However, the World

(Continued on page 180)





LEADING A BUNCH of heftier competitors in the saloon cars race at the Silverstone British Grand Prix meeting in 1958, Graham Hill's A35 bears evidence of having been driven to the circuit! Transport was the car's principal function in spite of its track successes.

forwards, on really long journeys, when one position can tend to become rather tiring. Moving the whole thing back also slightly increases the rake of the seat at the full extent of its rearward travel.

I also turned the steering wheel upside down, by the simple expedient of removing it, turning it through 180 degrees, and refitting it. This brings the spokes to the "ten to two" position, which I prefer to the normal "twenty to four", as I like to drive with my thumbs crooked over the spokes.

I like to have an idea of what is going on in the engine compartment, so instead of the standard warning lights—which might not be noticed until too late—I fitted a rev. counter, oil pressure and water temperature gauges, and a recalibrated speedometer.

I used the car in this trim throughout the spring, and then took it to Silverstone for the International Trophy meeting in May, where I managed to win the 1,100 c.c. class in the touring car race and set up a new lap record at 73.48 m.p.h.—just a bit faster than the maximum speed of a standard A35 in a straight line. I found that I was going into Stowe Corner flat at 6,300 r.p.m.—90 m.p.h.—and coming out at 4,800 r.p.m.—70 m.p.h.; all the momentum was lost in negotiating the corner. I found that the best technique for cornering the A35 was to put on a full half-turn of the wheel going into a bend—to set the car up in a drift—and then come back to a quarter turn, after which there was generally no further need to move the wheel until the corner had been negotiated. Anyone who doubts that a relatively low-powered car like the A35 can be drifted need only look at the accompanying photograph.

In 1958 I also raced 69 PMT at Silver-

Silverstone to The Simplon

An A35 on Road and Track

BY GRAHAM HILL

AS my previous car was a 1929 Austin Seven "Chummy", which I bought from Hazel Chapman and ran for two years without any attention other than pouring in petrol, oil and water—in more or less equal quantities—I felt I was really living it up when I bought a new court grey Austin A35 early in 1958.

I took delivery of 69 PMT in January, 1958, and immediately had the engine modified to Speedwell Supersport tune. This involved the fitting of a balanced crankshaft and lightened flywheel, a reshaped cylinder head with special exhaust valves and strengthened valve-springs, twin S.U. carburettors, a special inlet manifold, a high speed camshaft and high compression pistons. I took particular care to see that all the gas passages blended smoothly, and carefully removed all casting flashes from the carburettors with a scraper.

I also removed the fan, which I consider power absorbing and noisy, and have always run without it, although this sometimes creates difficulties in heavy traffic in hot weather. Under such conditions I turn the heater full on and open all the windows; it works a treat!

Once the engine had been done I turned my attention to the rest of the car. The first move was to fit a Speedwell anti-roll bar, together with competition valves in the shock absorbers. The latter is quite a simple business, as the valves can be changed without removing the shock absorbers from the car; it is just a matter of unscrewing the standard valves and screwing in the new ones. Nevertheless, this is a really worthwhile modification, as it cuts out the sloppiness on corners which you get with the standard shock absorbers—rather like riding on a giant marshmallow—and gives much

more precise handling at the expense of a slightly harder ride—a sacrifice which I consider well worth while. I fitted Ferodo VG 95 brake linings in place of the rather soft standard ones, and have never experienced any brake fade, either on the track or on long Alpine descents.

Having dealt with performance and roadholding I turned to the interior of the car, and started by moving the driver's seat back some two inches. This was accomplished by removing and re-welding the brackets on the adjustment platform, and enabled me to make full use of the seat adjustment provided. Normally, I find, most people have the seat fully back, which leaves no margin for adjusting it, other than moving it



PROVING THE POINT—just to show that 69 PMT did reach the Simplon it is shown with Bette Hill on the train through the tunnel.

ANGLE OF DRIFT referred to in Graham's article is clearly shown in this picture taken at Silverstone in 1958, where he won the 1,100 c.c. touring class and set up a new lap record at the international meeting in May of that year.

stone during the Grand Prix meeting and at the 750 Motor Club's Six Hour Relay Race, where it was a member of the winning team, and at Brands Hatch, where I set up a new class lap record. During the Relay Race I had an amusing incident with Denis Jenkinson, who had shown remarkable interest in my line for Woodcote Corner. Anyway, after watching me for some time, he decided to try it in his Porsche. Next time round, I found him sitting facing me, stationary, in the middle of the track!

Jenks had earlier had some experience of the A35 when Cliff and I took him round the Spa circuit after practice for the Belgian Grand Prix. At first he joined in the conversation; then he dried up. When I asked him what he thought of the car he said he was glad he hadn't tried to follow me in his Porsche.

For road use I found the best tyre pressures for the A35 to be 30 front, 26 rear, but when racing I put them up to 40 front, 35 rear.

One modification I made after racing the car was to fit rubber-mounted carburettor float bowls. But the car's chief purpose was to provide transportation to race meetings both in this country and abroad, and in this it served me remarkably well. In 1958 it took me to Spa, Le Mans, Rheims and Monza, as well as all the British circuits, and in 1959 I used it to go to Monaco and Le Mans, by which time it had over 30,000 miles "on the clock".

On Continental trips in 1958 I kept the A35 going at 6,000 r.p.m. for miles on end, and all that happened was that oil pressure dropped from 40 to 35. We generally travelled three-up, with plenty of luggage, as Cliff Allison and I had arranged to provide transport to alternate meetings. For the German Grand Prix it was Cliff's turn, so we went in his A35 (Speedwell-converted, and in much the same trim as mine) and did a total of 25 laps of the Nürburgring in it in an attempt to learn the circuit. We each drove for a few laps and then swapped over, the passenger attempting to memorize the layout of the circuit while the driver concentrated on staying on the road, and in this way we both got an idea of the geography of the 'Ring—if not the best line for each corner—fairly quickly. Our first few laps took about 20 minutes, but we both got down to 16 minutes quite soon, and our best time was 14½ minutes. With 60 m.p.h. the maximum speed in third gear we went most of the way in top, and although some of the corners seemed really sharp the Austin always managed to get round them. It was extremely stable, whatever we did, and could always be got out of trouble by winding on more steering lock. From experience on the 'Ring and elsewhere I would also say that it must be an extremely difficult car to spin.

I used 69 PMT on the road throughout the winter—during which time a drunken Chinaman put it off the road for a few days by ignoring a red traffic light and ramming me amidships—and then in May 1959 I had a 3.7 to 1 crown wheel and pinion fitted shortly before driving down to Monaco for the Grand Prix. I had



a Speedwell CS4 camshaft—rather more torque-y than the high speed one—fitted at the same time, and found that this combination absolutely transformed the car for Continental use. I was now able to cruise at 85 m.p.h. with the engine turning over at under 5,000 r.p.m., and did the journey from Paris to Monte Carlo in 13 hours, including over two hours for meals. Even in this country I enjoyed using the 3.7 axle, which dropped the engine revs. by 1,200 at 85 m.p.h., even though it did mean changing down into first occasionally. Anyway, I continued to run the car in this form all through the summer, and found the high gearing particularly useful on the journey to Le Mans.

Eventually, after promising to do so for some time, I put 69 PMT "out to grass" by fitting a standard cylinder head and single carburettor inlet manifold and giving it to my wife, who uses it mainly for shopping. I now have a "Super-sport" A40, to much the same mechanical specification as the A35, with the addition of an oil cooler. Compared with the A35, I find the A40 rather over-bodied and under-tyred. On the normal tyres it seemed to break away rather early, although remaining beautifully controllable under all conditions, but I am now experimenting with Dunlop Durabands, which I think may be the answer. I have fitted a Speedwell electronic rev. counter, a recalibrated speedometer and a combined oil pressure/water temperature gauge, and have set the seat back in the same way as on the A35. However, I am now thinking about a further modification in this department, as a Monte "rece" in a Ford Zephyr with a very upright, but extremely comfortable, bucket seat has caused me to revise completely my ideas on this subject.

Nevertheless, I think I am going to find my A40 as useful, and as enjoyable to drive, as my A35. I don't always use the extra performance on the road, although it is occasionally amusing to watch the patronizing smiles of people in larger and more expensive cars turn to icy stares as a little Austin accelerates away from them at the traffic lights, but it is nice to have the power (and the roadholding) there when it is required.

Most important, I hope I am going to find the A40 as reliable as the A35, which never let me down on the Continent however hard I flogged it, and could be taken to Silverstone or Brands Hatch and raced successfully against cars which were specially prepared for circuit use only. Perhaps this dual character was the feature I liked most of all about 69 PMT.

GOLD MEDAL FOR BRABHAM

WORLD CHAMPION driver Jack Brabham is to receive one of the British Automobile Racing Club's Gold Medals. The award is in recognition of his achievement in being the first British driver to win the drivers' championship in a British car, the incredibly successful Cooper.

This will be the third B.A.R.C. Gold Medal to be awarded as a result of the tremendously successful (for British efforts) 1959 motor racing season. Two were awarded in November—to David Brown, of the Aston Martin organization, and John Cooper, of Cooper Cars, winners respectively of the Manufacturers' Championships of the world for sports cars and Formula 1 and 2 cars.

The Medal is awarded for outstanding achievements in motor racing by British subjects. Prior to 1959 only three of the medals had been presented, for this is not necessarily an annual award. The other recipients have been Stirling Moss (1955), David Murray of Ecurie Ecosse (1957) and Mike Hawthorn (1958).

It is expected that Jack Brabham will receive his Gold Medal at a reception to be held at Goodwood House, Chichester, Sussex, on the occasion of the Goodwood Easter Monday International motor race meeting.

DON PITT has taken up a new appointment with the Morris organization, and will control a new development programme at Newbury. He will be remembered for his racing successes with M.G. and Frazer-Nash cars after the war, his achievements including lap records with the latter machines at Blandford and Ibsley and a class second in the T.T. at Dundrod.

Monoposto Register Widens Its Scope

Another Class of Membership

BY MARTYN WATKINS

BECAUSE of the unexpectedly rapid growth of the Formula Junior movement in this country the Monoposto Register, the organization formed a little over two years ago with the object of providing single-seater racing at modest cost for the clubman, has widened its scope and has introduced an additional class of membership for private owners of Formula Junior machines.

Original concept of the Register, rigidly maintained until now, has been the encouragement of the private owner-constructor, and the formula drawn up, although remarkably free from other restrictions, nevertheless prohibited the use of chassis produced by professional manufacturers. Briefly, power units of any age are permitted, provided that the engine selected has been used in a saloon car of which at least 500 have been produced and sold. Overhead camshafts and supercharging are barred. Capacity limits laid down are 1,000 c.c. with overhead valves, or 1,500 c.c. with side valves.

Any form of chassis, suspension, engine support, gearbox or final drive may be used, provided that the car passes the Monoposto Register scrutineers' and R.A.C. scrutineers' requirements as to roadworthiness, safety and adequate strength of construction, and that the chassis is of genuine amateur construction and design.

This last point is amplified by the regulations, and provides that although Formula 2 and Formula 3 chassis of professional racing car manufacture are generally ineligible, these will be accepted if they have been constructed prior to

1953. Similarly, any standard production chassis other than these may be used provided that more than 500 have been built and sold.

Lights, dynamo, starter and battery are considered unnecessary, and all four wheels must be exposed, no wings or all-enveloping bodies being permitted. A minimum weight limit has not been imposed, but obviously flimsy structures would not be permitted.

Several cars built to this formula have already appeared on the circuits during the past season, and bearing in mind that these are still, and certainly were at that time, in early stages of development, compared favourably with professionally built Formula Junior cars.

This formula is retained by the Monoposto Register as its basic "Class A" membership, providing a formula for single-seater racing devised to exclude professional competition.

With the rapid growth of Formula Junior in this country and from the very large number of professionally built cars which have been ordered or sold, it has become apparent that the majority of private owners of these machines will not be able to run at the national and international events, at which the field for Junior races will almost certainly be made up of works teams—or at least works supported entries. It is equally apparent that the private owner, especially he who has prepared his own car, is unlikely to have his entry accepted for these events and thus a large number of Formula Junior machines will appear

in club racing. The rapid growth of the formula, and its universal adoption by professional constructors, has outstripped the amateur builder although such cars are being produced, and it is considered that these also will be unable to run at the bigger meetings.

From its standpoint as originator of the clubman's single-seater formula the Monoposto has created an associate membership, offered to private owners of factory-built Juniors, or those built from a marketed kit of parts, whether the machines comply with the Monoposto Formula, Junior formula or both. Works entries, and works sponsored or supported entries, will not, of course, be eligible for entry, the "Class B" membership having been specifically designed to accommodate the clubman who is without time, facilities, skill or even inclination to design and construct his own car.

The two classes of membership will "live together", as it were, and will enjoy the same facilities for technical advice, information and exchange of ideas and racing.

Subject to confirmation a number of racing fixtures have been arranged for the 1960 season. These are at Mallory Park on 21st May; Brands Hatch, 26th June; Goodwood, 9th July; Snetterton, 31st July; Mallory Park, 13th August; and Oulton Park, 27th August. Promoting clubs are the B.A.R.C. and the Seven-Fifty M.C., the latter being responsible for the Brands Hatch and Snetterton fixtures, and in order to be eligible to compete membership of both these clubs is necessary.

Further details concerning the Register are available from the secretary, F. J. Tiedeman, 185 Swakeleys Road, Ickenham, Uxbridge, Middlesex.

Stirling Moss And The F.I.A.

Criticism of The Governing Body

IN a recent hand-out, Stirling Moss has put forward several criticisms of the F.I.A., and its policy in regard to International events, particularly the Commission Sportive Internationale (C.S.I.), the sporting sub-committee of the ruling body.

Moss's first objection is to the representation of the various countries on the C.S.I. He instances Switzerland, whose Government has banned motor racing and road rallies, and in which country no motor cars are constructed. Stirling feels that it is unfair that the Swiss delegate should have equal voting power as England, Italy and the U.S.A.—the three countries which are, at present, the mainstays of the sport. He also points out that delegates are elected neither by drivers, nor manufacturers and circuit-owners: in point of fact they have no say whatsoever in the running of International motor racing. Moss also criticizes the new regulations calling for batteries on F1 cars: he maintains that this will increase the risk of fire.

Another objection is the length of time which elapses before C.S.I. discussions are ratified by the F.I.A. Sometimes many months pass before decisions are made. Stirling cites the case of the

R.A.C. Rally as an example of the great loss in news and publicity value due to lengthy deliberation following a protest. He also points out that it costs manufacturers something like £4,000 to enter a team of cars in an event such as the "Liège-Rome-Liège", and calls for speedy decisions in order that results can be issued without long delays.

Stirling goes on to criticize the F.I.A.'s interpretation of its own regulations. One example was the undertaking that six months' notice would be given for any change in the fuel regulations—yet the change-over to "Avgas" was announced three months before the 1958 Grand Prix of Argentina! Again, a month or so before this race was due to be held, British constructors had still not received copies of the regulations. It was not until the Monte Carlo meeting of the F.I.A. in the following May, that drivers learned that the Argentinian race actually counted for the World Championship.

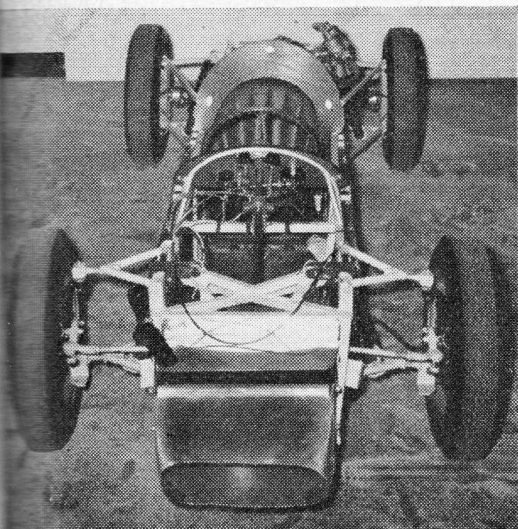
The F.I.A. then demanded a minimum period of three months before a race for regs. to be issued—yet permitted the Targa Florio to be run as a sports car championship event, with only a month between issue of regs. and the race.

Duration and distance rules were issued, i.e., 300 kiloms. or two hours' minimum for a *grande épreuve*. Yet the Belgian G.P. lasted less than two hours, and still counted for the Championship. It was also stated categorically that no race could be given Championship status unless it had been held at least once before. However, the G.P. of the U.S.A. at Sebring last December was immediately given Championship status!

Stirling continues with criticism of sports car regulations which caused the withdrawal of David Brown and Brian Lister. He has hard words to say on the question of windscreen size and the necessity of having a 65 x 40 x 20 cms. luggage space. Moss's view is that drivers of fast open cars must be able to look over their screens in the event of their becoming obscured by mud, oil and so on.

The question of driving in one race only in 24 hours is also discussed. Moss suggests that this could be permitted by means of physical examinations, as a driver's capacity for racing is a very variable thing. The "A" drivers rule is criticized: Stirling believes that it prevents entrants from "practising their trade".

He concludes by suggesting that drivers, manufacturers, circuit-owners and sponsors should be represented on the governing body—in order that those actively engaged in organized motoring sport should be the ones with the highest voting power.



FRONT AND REAR suspension can be seen in this photograph (above).

THE Envoy is a new British Formula Junior car, designed by Ian Raby and constructed by K. Cooper of Sewell and King, Springfield Road, Chelmsford. The frame, which is a reinforced ladder design, is constructed of square section tubes, and includes a cruciform member at the front. The suspension is independent all round, by Girling helical springs and telescopic dampers.

In front, the tubular wishbones of unequal length are adjustable for camber and castor, and there is an anti-roll bar. The steering is central, by rack and pinion. At the rear, the very long trailing radius arms form, in effect, the front half of the wishbones. The axle shafts are telescopic and play no part in the suspension geometry. The gearbox and final drive unit is from a Fiat 600 and special gear sets of four or five speeds are available.

The engine is coupled to the gearbox through a light alloy drop box, the pinions of which are lubricated from the gearbox and may be changed to alter the gear ratio. The popular B.M.C. "A" Series unit, standard or tuned, is the normal wear, but alternative engines can be fitted. Two fuel tank positions, below or above the driver's legs, are available.

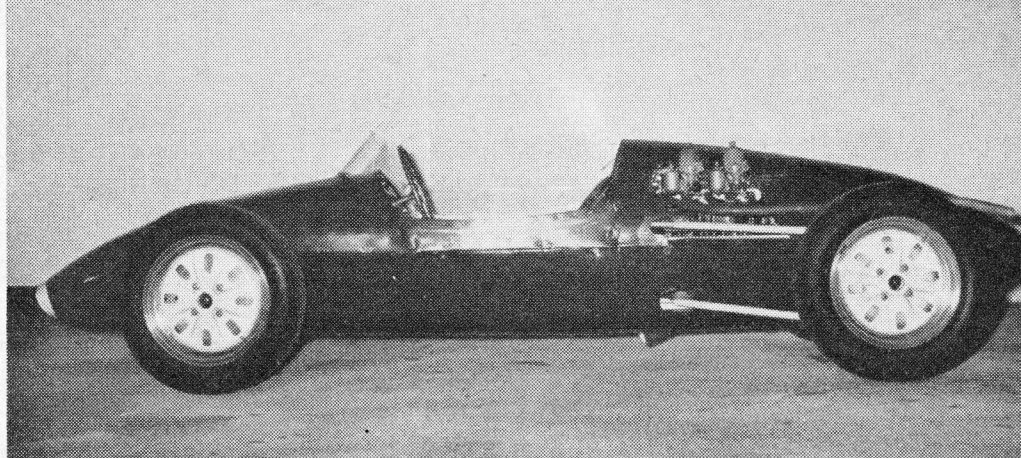
Magnesium alloy wheels are fitted with 4.50-15 ins. front tyres, the rear section being 5.00 ins. The Girling brakes in Alfin drums can be ordered in 8, 9 or 10 ins. diameter. There are twin master cylinders. The body is in four sections, the 18g. light alloy panels being secured by Dzus fasteners. The wheelbase is 7 ft. 6 ins., the front track 3 ft. 10 ins. and rear 3 ft. 9 ins.

The price is £850, or £900 with a standard B.M.C. engine. In kit form, less engine, the cost is £775.

JOHN V. BOLSTER.

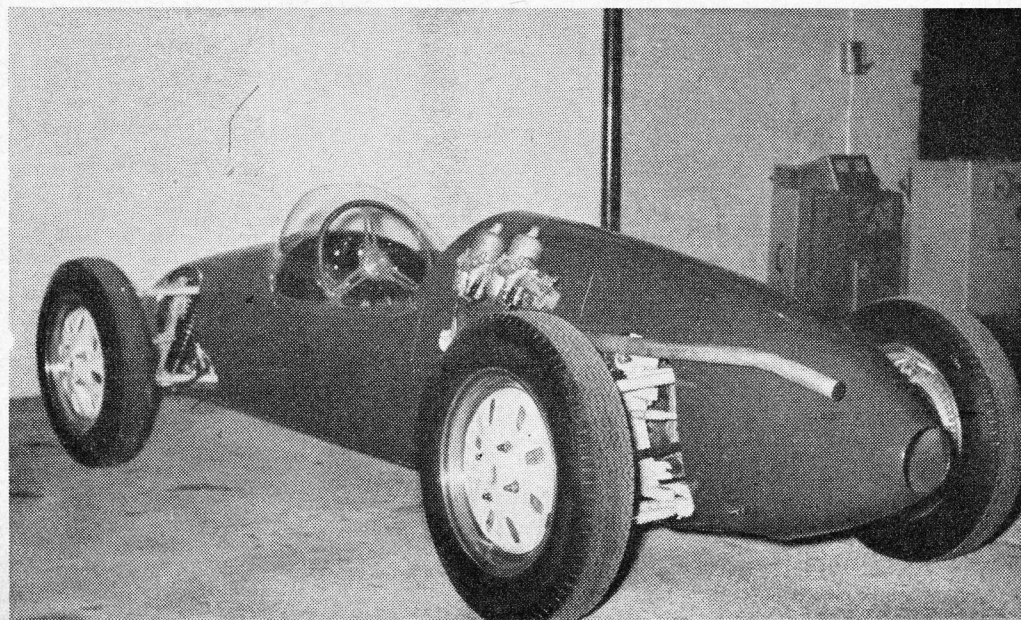
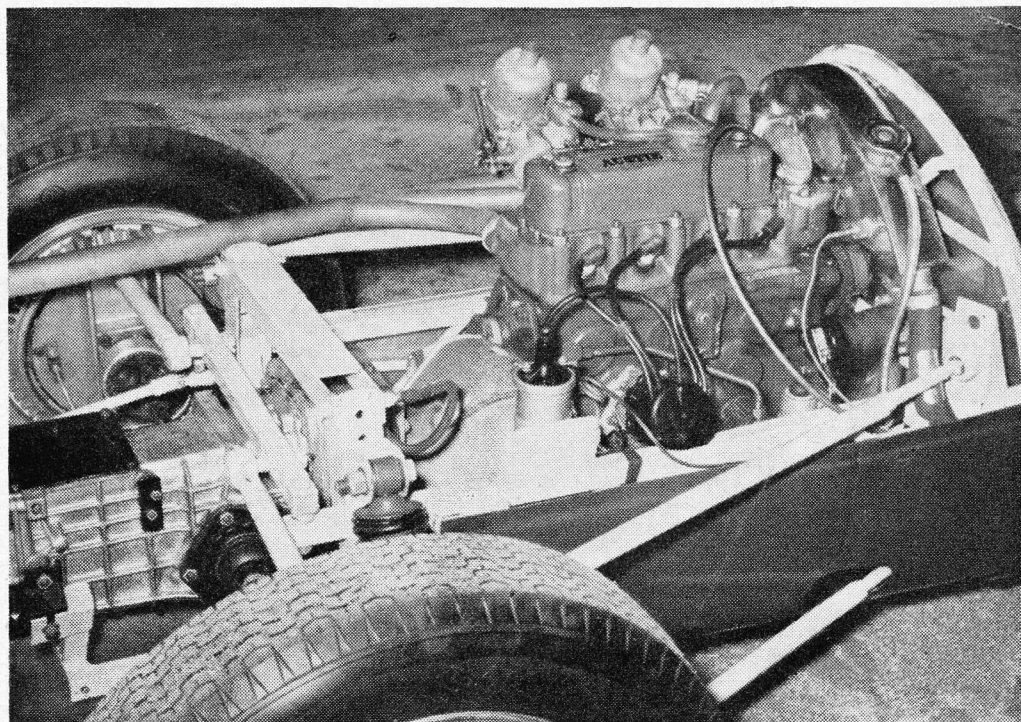
GOOD-LOOKER (top right): The Envoy is beautifully finished and has attractive lines. **THE B.M.C. ENGINE** is rear-mounted (centre) and coupled to the gearbox through a light alloy drop box.

THIS IS THE VIEW, no doubt (bottom) that Ian Raby hopes will be seen by the drivers of other cars this season!



THE ENVOY FORMULA JUNIOR

An interesting new contender for Formula Junior Honours



CORRESPONDENCE

The R.A.C. and Rally Prizes

IN 1958 and again in 1959, a restricted rally known as the "Horsman-Monte" was run. An additional award to the winner was to be, if it were possible, a free entry in the Monte Carlo Rally, a car provided and expenses paid, the object being to find the best and most worthy amateur driver who, for reasons of finance or risk of damage to his own car, would not normally be able to take part. Now it is a basic fact that this was a very praiseworthy object and I cannot see that it is possible to argue against the idea. But there was some criticism.

However, in spite of the opposition the rallies took place and in 1958 Eric Mather and Ian Hall gained the award, and in 1959 took a heavily equipped but mechanically standard Morris Minor to Monte Carlo to win second prize in the *Concours*. I recall that several press observers commented that the car deserved first prize.

In 1959, Mike Sutcliffe was the winner, and with Phil Crabtree and Derek Astle duly completed the recent 1960 Monte in some of the worst conditions ever in a standard Ford Zephyr. They finished sixth in general classification, beat all the Ford Works Team and were the second British crew. This performance merits the highest praise.

It will be seen therefore that the "Horsman-Monte" Rallies were more than justified. Again this is a fundamental fact and in my opinion cannot be argued against.

Unfortunately, the opportunity provided by the "Horsman-Monte" may never occur again because the R.A.C. decided in their wisdom that such awards are unseemly, and in 1959 placed a limit on the value of awards to rally winners. There was no consultation with the "Horsman-Monte" sponsor or organizers. Nor was the decision taken by a majority of a committee of club representatives because there is no such committee. The action was entirely autocratic and in my opinion a great mistake. Do readers and followers of the sport consider that the R.A.C.'s action was justified and would the R.A.C. care publicly to state their case?

It is felt that most people would not quarrel with their decision if it were solely to prevent the giving of large cash awards or very valuable prizes.

NORTH HESWALL, CHESHIRE.

R. J. KEELEY.

Formula Junior Regulations

THE technical article by Mr. J. Bolster on the above subject is indeed interesting and should prove a useful guide to those intending to construct a car within those limits, or purchase one of the several models now in an advanced stage of quantity production. It is surprising that Mr. Bolster has commented so lightly upon the most important regulation, that is the weight of the cars, suggesting that "something quite simple will suffice" also, that Juniors could easily be "fiddled" with regard to this point. Does he realize what will happen among not only Continental but British drivers whose prize money is at stake should they find that the scrutineer has disqualified the car for incorrect weight at the end of a race? The definition of "something quite simple" would be appreciated.

If the method of check is by individual wheels, and adding up the respective readings, then an accurate scale passed and stamped by the Inspector of Weights and Measures is imperative to avoid disputes. Also, a suitable site must be provided at the time, the cost of such apparatus being borne by the organizing club, or circuit owner.

I hear from good authority that the above method is not satisfactory. The only correct way is a proper weighbridge similar to that used at Brooklands before the war. The cost?

With regard to non-standard cylinder heads: if these are suspected, the R.A.C. and the organizers reserve the right to have them removed for check to solve any form of protest.

Formula Junior originated abroad and its growth in this country being very rapid, coupled with F.I.A. regulations by which all must abide, it is doubtful at the moment whether any club, or circuit promoter, can provide in time the necessary facilities when Formula Junior racing starts during the 1960 season.

Recent correspondence in your journal would indicate the state of mind of some intending constructors and drivers alike and not least the scrutineers who try to interpret regulations.

LONDON, S.W.12.

F. C. MATTHEWS.

R.A.C. Rally 1959

WITHOUT in any way wishing to detract from the merit of Herr Levy's performance in the above, I would like to point out to rally expert John Gott that car No. 44 did in fact have a navigator and co-driver: an expert by the name of G. S. Turner and undoubtedly one of the best in Great Britain at the present time. It can hardly be said, therefore, and I quote John Gott, "a stranger in a strange land to defeat these native crews", that Herr Levy did not have some assistance.

A further point of interest is the fact that this car was originally in Class 7 and subsequently came in Class 1. Could it be that someone else thought, as Mr. Wilcox did, that G.T. was its correct category? Even Mr. Gott will concede that it did not resemble the small family saloon cars in Class 1. Obviously full advantage had been taken of Article 258, paragraph one, of Appendix "J" International Sporting Code and R.A.C. Regulations. It was undoubtedly a two-seater and no effort had been made to fill the large rear space with anything resembling something for the family to sit on. Nor could it be described as a well finished motor car, very little had gone into the interior trim.

Nevertheless, a fine performance and the best of luck to Herr Levy.

ACCRINGTON.

J. D. GARDNER.

WHILST endorsing Mr. John Gott's comments ("Correspondence", AUTOSPORT, 22nd January), regarding Wolfgang Levy's fine performance in the R.A.C. Rally, I should like to make a further point, which I feel Mr. Gott will not dispute.

The achievement in question, which has been described as "excellent", was, in my opinion, due in no small measure to the excellent navigating of Levy's co-driver, Stuart Turner.

This would appear to be corroborated by the results of the other, less fortunate, members of the Auto-Union team.

Whilst it is not unnatural that the limelight is, for the most part, directed at the "man behind the wheel", I feel that in this instance, without the services of his English, and very able, navigator, Herr Levy would never have been in a position to make his controversial and much-publicised appeal.

SOUTHPORT.

DEREK A. S. RIMMER.

Grand Prix Racing

GRAND prix racing. How unfortunate it is that the sport has been allowed to sink to the gutless mediocre state that it has. The majority of contenders for Grand Prix honours have engines that are so under-powered that "midget cars" have been developed to drop them into.

Can you think of anything more calculated to detract from our sport than the phrase "The Fire Pump Engine that wins races", an advertising blurb used by Coventry-Climax in their London showrooms? I know that the "blurb" isn't strictly correct, but it does show the level to which we have sunk. Indeed, the sight of the 1.5-litre supercharged straight-eight Delage engine at the recent Racing Car Show made the 2.5-litre type F.P.F. Coventry-Climax engine look like a Fire Pump Engine!

The puny little cars that we see on our current Grand Prix starting grids appal me. With the passing of the 250F Maserati and the Vanwall we saw the last of the "Men's" cars. I know that they are not as fast as the "midget cars" but with them went the *spectacle*. The life's breath of Grand Prix racing. How long, I wonder, before we see a "Bambino Ferrari"?

To indulge in a little wheelspin off the starting grid is a bad thing these days because, "it might break something". There was a time when to get a Grand Prix car off the starting grid *without* getting wheelspin was a very difficult art indeed. Marvellous! Power, wheelspin and the smell of burning rubber, to say nothing of the smell of burning dope!

Everyone keeps talking about "Closer Racing". The sight of all the grid going round bunched together would not appeal to me. Speed is relative. I would much rather see one car being passed by another because the better driver can utilize all the power available because of his greater skill.

Currently that "power" is such that even a good driver, as opposed to a good "Grand Prix driver", can drive the present Grand Prix cars to their limit. The only thing that has kept my interest during the past season is the style of the "Men" drivers compared to the ragged untidy methods of the "Boys".

How wonderful it was when Grand Prix racing was a team effort. Who said the paying public did not like the team's "number one" to take over another driver's car? There are very few "Great Drivers" currently behind the wheel (in fact there is only one in the opinion of many). If these are out of the race because of mechanical failure then there is little left to watch, save "the rest" apparently touring round. The spectacle depends very largely on certain drivers only, and

when these are not on the circuit the proceedings appear dull no matter how hard "the rest" are trying. It is tremendously exciting to watch a driver take over another car and carve his way through the field to challenge the leaders again, probably making fastest lap in the process.

We keep having complaints about the F.I.A. Certainly most of the present Grand Prix formula calamities can be blamed on to them. So let's sack them and ignore their rulings.

Perhaps a 3-litre formula might be more acceptable to everyone in 1961, framed so as not to let the cars keep getting smaller and smaller (nothing smaller than were Tony Vandervell's cars, say). Also, perhaps a certain restriction on the amount of fuel carried to ensure a pit stop, and proper 300 miles races, then we might have some wheel changes as well. Also, driver changes allowed. This would ensure "teams" and that the fastest men were out on the circuit trying really hard all the time, and a monetary prize for fastest lap.

The interest in a good formula would be such that the oil companies would not be able to dictate regarding fuel, so any fuel could be used by the Grand Prix contenders. By this I mean the sport of motor racing would be self-supporting and therefore would not require "sponsoring", with all the attendant "strings" attached that sponsoring implies.

These are just my own opinions and ideas, but I am sure that similar sentiments must be held by the majority of motor sporting enthusiasts.

One thought has just occurred to me. Who would drive these hairy machines? It certainly can't be said there would be many drivers racing today who could exploit these cars. There is Stirling Moss, of course, but...

Ah! well, I think that's another letter.

HALESOWEN, BIRMINGHAM.

E. T. HARDY.

Circuits and Racing

WITH reference to the recent correspondence suggesting that the British Grand Prix be held at Oulton Park, may I put forward a point of view which is probably unknown to most motoring magazine correspondents, i.e., that of the impecunious motor racing enthusiast who can only afford the public enclosures? Comparing Oulton Park with the other three major circuits and using 1959 race meetings as examples, i.e., British Grand Prix at Aintree, B.R.D.C. meeting, 2nd May, at Silverstone, Tourist Trophy at Goodwood and the Gold Cup meeting at Oulton Park, we have:—

1. Accessibility. Oulton Park is bad; with no public transport one has to go by car (except a few who live near enough to cycle). Silverstone and Goodwood are not good by public transport but Aintree is first class.
2. Admission price. At Oulton Park no less than 7s. 6d. plus 10s. parking. This is outrageous and compares with 6s. at Aintree, 7s. 6d. including parking (four in the car) at Silverstone, and 7s. 6d. at Goodwood with parking free a few hundred yards past the 5s. car park.
3. The printed programme. The Gold Cup meeting programme was an insult compared with the others, but it still cost 2s. It contained very little reading matter and not even a map of the circuit. The programmes at the other circuits were reasonably good considering printing strike difficulties.
4. Toilets. There are either no toilets at Oulton Park outside the paddock (admission 15s.) or they are so well hidden that they can't be found. Admittedly the surroundings are well wooded, but this is just not good enough, particularly for women.
5. View of the racing. This is good at Oulton Park and one can move about. Goodwood is similar and Aintree is better if one has x8 binoculars or telephoto lens (for photography). Silverstone is very bad and is a poor circuit for this reason alone.
6. Exits. Only one vehicle at a time can leave the inside of the circuit at Oulton Park. It can take literally hours to get out and there is no excuse for this. There is virtually no hold up at Aintree, Goodwood or Silverstone.
7. Mud. I shudder to think what Oulton Park would be like on a wet day—certainly worse than the other three circuits.

Obviously the promoters of the Gold Cup meeting are responsible for some of the above, but facilities such as toilets, exits and hard surfaces need improvement before the circuit can reasonably cope with the large crowds that a Grand Prix might attract. On the other hand, I agree that Oulton Park is the nearest we have to a road circuit at present, and I should very much like to see the extension to 3½ miles that Mr. Foster mentions realized.

The argument that Oulton Park favours Coopers (Mr. Williamson and Mr. Riskitt) is not really valid since the

Cooper wasn't designed specifically for Oulton Park, and one could argue that as Rheims favours Ferraris, the French Grand Prix should be held elsewhere. In any case Aintree also favours Coopers as was demonstrated during the 1959 British Grand Prix.

On the subject of the World Championship for Grand Prix drivers (J. W. Fleming's letter), I think this Championship has been a major factor in the decline of F1 racing from the peak of (say) the 1954 Spanish Grand Prix or the 1955 Monaco Grand Prix to the doldrums of the recent Sebring race. The Grand Prix season tends to revolve round the Championship and if anyone doubts that this has brought F1 racing to a sorry state today consider the following:—

1. There were no non-championship F1 races held outside Britain last year. Former classic events such as Syracuse or Pescara are either F2 or discontinued.
2. Now only Ferrari provides any overseas opposition to British F1 works teams. In 1955 there were also Gordini, Lancia, Maserati and Mercedes-Benz.
3. Consider the names on the C.S.I. list of Grade 1 drivers for 1960. A few years ago the British representatives were Collins, Hawthorn, Moss and Wharton.
4. The British dominance of international racing about which we read so much (e.g., page 70 of 15th January issue) is mainly due to the retirement of the opposition.
5. The attendance at the 1959 European Grand Prix was only 20,000. Probably holding the Grand Prix during the Tour de France contributes to this, but such a figure would be regarded as disastrous for a big motor race in Britain.
6. Judging from the race reports in AUTOSPORT and other motoring magazines the Sebring Grand Prix was a poor advertisement for European-style Grand Prix racing. And this shambles or "race" was a World Grand Prix Drivers' Championship event which decided the 1959 title!

However, I can understand the reason for only awarding World Championship points to drivers who complete the race in one car. Under the old rules Stirling Moss would win almost every Grand Prix if he was leading a works team. In 1958 he would have won every race except the French Grand Prix and in 1959 every race except the French and British Grands Prix (and the freak Avus race). Thus the World Championship would be a foregone conclusion like the B.R.D.C. Gold Star has been for some years.

On another subject I am sorry to see that the Aston Martin sports racing team cars are to be sold since they will probably go to people with more money than driving ability. If they are to continue racing, it would be better if the complete team were taken over by an experienced organization such as Ecurie Ecosse. Alternatively, they should be put on exhibition in places such as the Montagu Museum, Aston Martin's London showrooms, etc., as the finest examples of a type of car that the world's race tracks will be poorer without, i.e., the racing sports car.

BLACKPOOL, LANCs.

D. J. H. LLOYD.

The "Monte"

WHY is it that the "Monte Carlo Rally" gets such publicity when events like the "Marathon de la Route" and the "Coupe des Alpes", to name only two which are more exacting on both crew and car and are more like rallies, receive little or nothing?

Is it not most unfair that a crew which arrives in Monte Carlo without loss of marks could finally end up as far down in general classification as 90th, whilst it is possible for a crew who arrives 59 minutes late to win the Rally? This could happen whilst the organizers place such importance on the eliminating mountain circuit, making the three days and nights spent getting to the finish of little importance.

If the organizers attach so much importance to the final test, why not do away with the rally altogether and just have a 360-mile run round the mountains?

Surely a much fairer way would be to keep the basis of marking similar for both parts of the event, or better still, count the marks lost before arrival at Monte as road marks and use the mountain circuit as a tie decider. If the latter method was used, the winner would be found from the crew or crews who arrived clean at Monte and those who had lost marks getting there would be in their rightful place, lower down the list of finishers.

HUDDERSFIELD, YORKS.

J. R. HALL.

The Editor is not bound to be in agreement with opinions expressed by readers.

★

the sum of 2,500 NF, and an apology; Barbier accepted, and gave the money to a French journalists' charity fund.

Cuth Harrison/John Harrison (Ford Zephyr) were also omitted, but the error was discovered in time. They were also unpenalized and it is difficult to understand why such a thing should occur. Again, Tommy Wisdom and Jack Hay (Austin Seven) were last-minute inclusions, even although they had lost only 80 marks.

What is not easy to understand is why unpenalized competitors should not have the slightest advantage after the start of the mountain test. Failure to finish, even if this should occur on the very last stage, immediately puts them to the bottom of the list. Surely, in view of the conditions, some consideration should have been given to the few who managed to arrive at Monaco with 0 penalties?

The touring categories completely dominated the finishing list, and out of the 78 entrants who completed the mountain circuit test, 61 were in the touring section. Best performance by a modified touring car was that of the SAAB of Bremer/Vainola, who finished in ninth place. Highest-placed G.T. car was the Renault Alpine of Feret/Rambaud which finished in 18th position, one behind Pat Moss and Ann Wisdom (Austin A40), winners of the Coupe des Dames, and highest-placed of the B.M.C.

★

MOUNTAIN SCENERY: A view of a difficult descent, taken from the top of the Col de Rousseau.

Rally Wrangling At Monaco

ONCE again an International rally has finished with protests. For that reason the prize-giving ceremony for the 29th Monte Carlo Rally, at the Palace, was abandoned, disappointing many competitors who had hoped to meet S.R.H. Prince Rainier and Princess Grace of Monaco. Only three awards were presented at the rally ball, to Walter Schock and Rolf Moll (Mercedes-Benz 220SE), whose outright victory cannot be affected by the protest, to Artur Keser who accepted the Charles Faroux team trophy on behalf of Mercedes-Benz, and the Coupe des Dames to Pat Moss and Ann Wisdom (Austin A40).

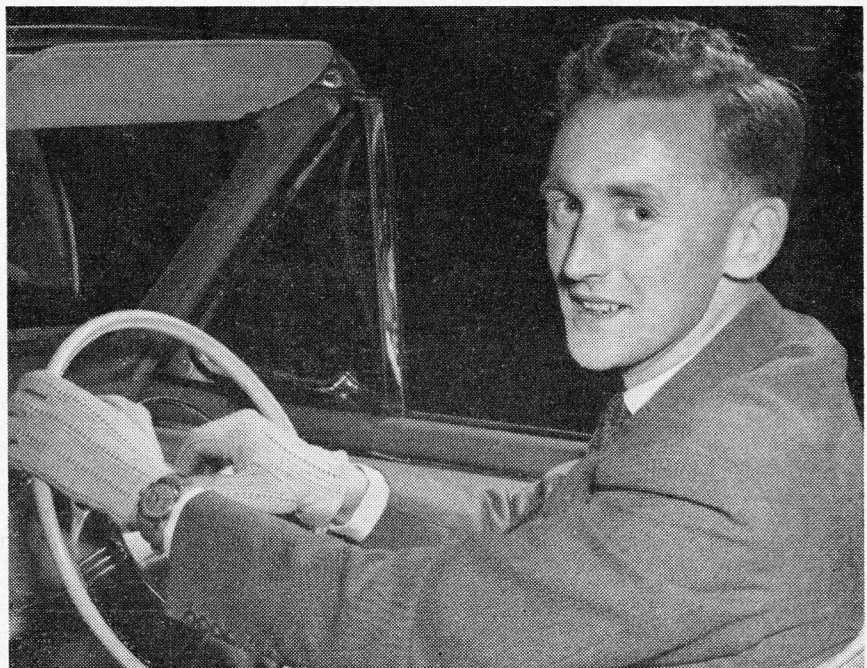
The Parisians Ido Marang and Jaques Badoche (Citroën DS19) were penalized 500 marks at the technical inspection for allegedly removing a seal. They hotly denied having touched the seal, and when the provisional results were published, immediately entered a protest. This was turned down by the organizers, and their next step was to carry their objections to the F.I.A., when the matter will be discussed at the next meeting—a few months ahead.

This concluded a rally in which organizational faults created dissent amongst competitors and press alike. At the conclusion of the road section, the list of the 90 competitors qualifying for the mountain circuit test had to be re-

issued several times owing to errors. To crown it all, the unfortunate Claude Barbier (Volvo) was omitted from the final list, and there was consternation when, after the cars had already been dispatched, it was discovered that he was unpenalized. The organizers offered him

Protest of Marang/Badoche (Citroen) Goes to F.I.A.; Organizational Faults Spoil Otherwise Excellent Event; Eclipse of Grand Touring and Special Series Categories BY GREGOR CRANT

teams. Peter Riley and Rupert Jones did well to bring their Austin Seven into 23rd place, whilst the Morley brothers were 33rd in their Mini-Minor. Both drivers dispute Peter Jopp's observations in last week's issue that the B.M.C. "babies" were at a disadvantage in deep



BEST-PLACED BRITISH DRIVER was Peter Harper, who drove a Sunbeam Rapier with Raymond Baxter as co-driver—a Rapier being the highest-placed British car for the third year running.

FIRST EXPERIENCE of international rallies was gained by the B.M.C. baby cars. Here Tommy Wisdom and Jack Hay tackle the Col de Turini during the final test.

snow, owing to their small-diameter wheels.

One must commiserate with Anne Hall and Valerie Domleo (Ford Anglia), who arrived at Monaco with a mere 30 penalty points, only to lose a great deal of time in the mountain test with loose wheel-nuts. The performance of Graham Hill (Ford) in driving for scores of kilometres before Chambéry without lights or windscreen wipers deserves credit; eventually he had to give up, when weather conditions proved to be too much for such a handicap.

The Col du Granier proved to be the stiffest obstacle on the Chambéry-Monaco section, and those who took the precaution of fitting chains at Chambéry had the best chance of reaching the Sassenage control on time, without being penalized for exceeding their rally average speed from the secret check to the control. Pat Moss/Ann Wisdom were amongst those who were delayed on the icy slopes, and many others lost time through being obstructed by stationary vehicles. If the rally had been a few hours earlier, no one would have got up at all. George Phillips and the crew of his Hillman Minx took about seven hours to get to the top of the Col de Lachaux and had to purchase a large amount of fencing wire to wrap around their tyres to obtain any traction at all. They were about eight hours ahead of the first competitor, looking for the best possible vantage point for daylight photography.

Peter Harper/Raymond Baxter (Sunbeam) put up a first-class show. Not only were they fourth in the rally, but were highest-placed British car, best from Frankfurt, and class winners. This, of course, depends on the result of the Marang/Badoche protest, for, if allowed, the Citroën would take fourth place and also the class. The Swiss pair, Werner Lier and Heinrich Walter (Sunbeam) were seventh, and Jimmy Ray/Bill Bleakley were 11th, also in a Rapier. Another well-placed Sunbeam was that of Ronnie Adams/Ernie McMillen, in 19th spot. To the Swedes, Backlund/Falk, went the 1,300-2,000 c.c. G.T. class in their Sunbeam Alpine—first appearance of this type in a Continental event.



A very fine performance was that of Mike Sutcliffe/George Crabtree (Ford Zephyr), who took sixth place. This was their first "Monte", and the entry came



THE WINNERS: Walter Schock and Rolf Moll with their Mercedes 220SE.

from victory in the Horsman-Monte Rally, their car being prepared at the works.

The victorious Mercedes-Benz team used the new SE fuel-injection cars, and

during the road section had Dunlop-tyres with a sort of Wyresoles construction. For the mountain circuit, German-made Dunlop B7 covers were fitted. The suspension was controlled by De Carbon dampers. The reason for their loss of time from Chambéry to Monaco was that chains were not fitted until they discovered that the Col du Granier slopes were almost unclimbable.

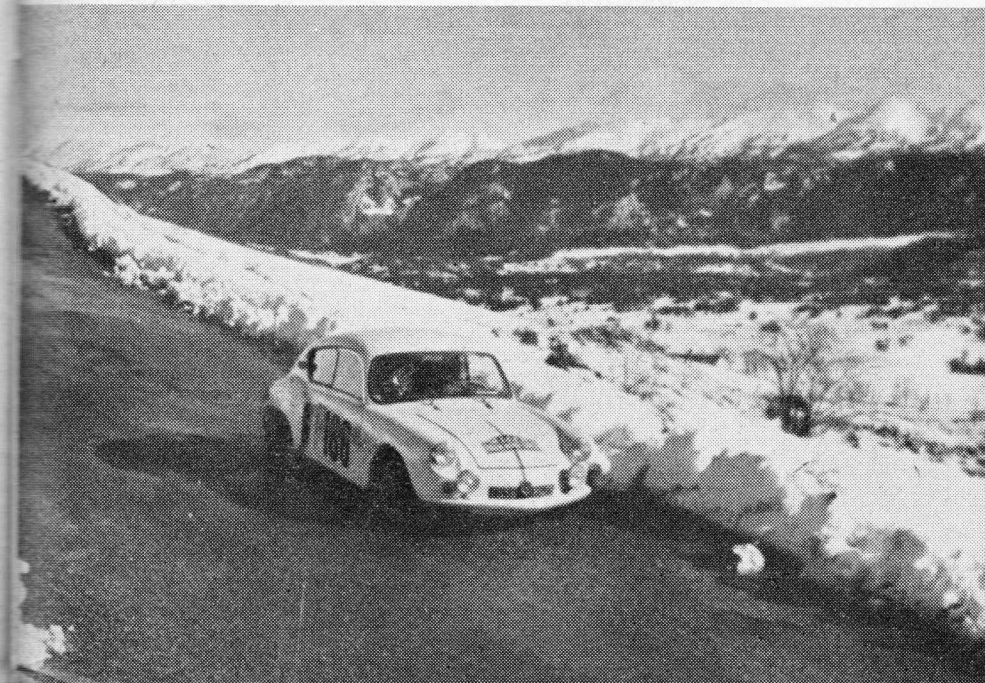
There was an attempt to persuade people that the entry was mainly a private one, but the fact that the team had spent some two months practising the mountain circuit, with racing manager Karl Kling in charge of operations, made it fairly obvious that Unterturkheim was behind the effort. I suppose Daimler-Benz considers that only participation in an event with signed-up racing drivers qualifies for full works entry!

The number of "Les Leston" jackets worn by competitors was unbelievable, and many people entertained the populace with the ripping-open stunt. Several of the foreign entrants were also similarly equipped, amongst them being Prince Friedrich-Karl von Preussen, who co-drove in Les Brooke's DKW. Brooke retired due to damaging his steering after hitting a bank on the way to Chambéry. At Frankfurt, Peter Harper had his car broken into, the thieves pinching his radio and also several bottles of Lucozade—the "ambrosia" of rally drivers!

The Webbair flight to Monte Carlo was very popular with wives, girl-friends and supporters. This was run in addition to the invaluable M.C.R.B.C.C. baggage bus rented from Sheffield United Tours. The club also organized a well-attended champagne party following the conclusion of the mountain circuit test, and Jack Kemsley handed over to a civic official of Fréjus a cheque for £140, collected from members in aid of the disaster fund.

Script writer Ted Willis had a whale of a time as third man in the Philip Fotheringham-Parker/David Humphreys Rapier. Even when the car was doing a spectacular waltzing act prior to coming to rest against a snow-covered bank, the irrepressible Ted was busy registering his emotions for a coming TV script.

DESCENDING an ice-free slope near Vassieux are Feret and Rambaud in their Renault-based Alpine.



WINNER: Premier award in the Concours d'Elegance went to the Vauxhall of Bill Banks and Sam Croft-Pearson.



Sidelights On The Monte

Leslie Brooke Fills In The Gaps

It is never easy to describe the aftermath of any motor sporting event—more especially the “Monte”, for practically all the time one sees the same faces except on the occasions when an early number comes flashing by at astronomic speeds, the grim expressions of the crews telling of desperate troubles left behind and hopes of making the next control within that precious one hour limit. Then one sees in a town, perhaps, broken glass on the road, a note book—with a gendarme attached to it and a crumpled NSU Prinz, looking at the front for all the world like a Boxer dog—this was near Luxembourg.

The first stages of the 1960 Rally were both cold and irritating with the continual observation of village speed limits and immensely large lorries and immensely large trailers, but as we approached the Massif Central the scene altered to fog and slush-covered roads slashed here and there with melting ice which is much better than a “wakey-wakey” pill—if you happen to be nearly dropping off.

This year we noticed considerable differences in the attitude of the police in the various departments. Some were most courteous and helpful, whereas some just took no notice even while on point duty: one even went so far as to shake his fist at us. At night they swing torches at cross roads which invite one with equal impartiality to turn left or right—*au choix*. Also there were occasional Police Jeeps bristling with aerials and containing earnest-looking officers staring at unseen objects inside with such incredible concentration that one automatically slowed up by 10 km./h.

In our particular batch were “the

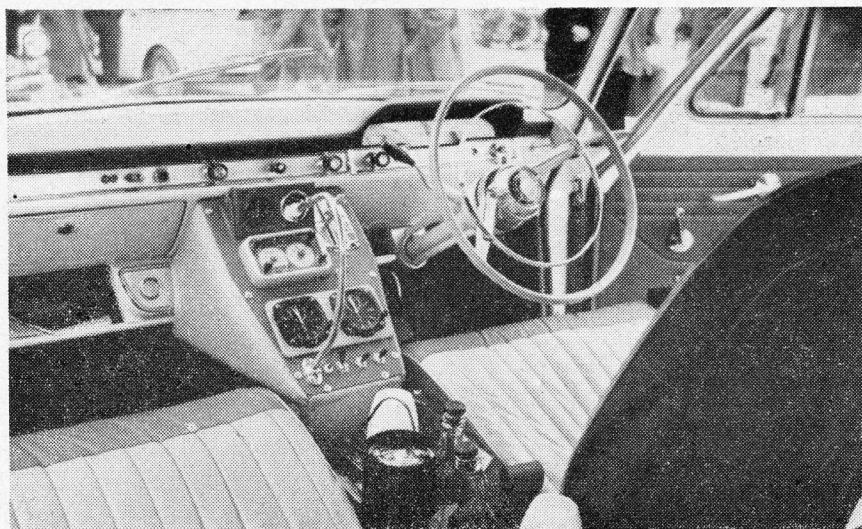
Harper” and “the Baxter” and full marks to “the Baxter”—who usually suffers from that wretched complaint, navigators’ sickness on the trickier sections and who, nevertheless, unfailingly turns up at controls pale but smiling. Then comes our Editor with his youthful crew, sometimes having to use all his old force and skill to catch up a few valuable minutes and seconds now and again. Plus a little hopped-up Prinz which is just slow enough to get in the way and just fast enough not to be caught on the twisty sections but when they run into a shallow snowdrift their little wheels come off the ground and they look like turtles trying to swim on dry land. On arrival at the Altier passage control in the middle of the Massif Central several crews who tanked at the only pump there found to their horror that the stuff they had bought was a tractor concoction made from a mixture of petrol, paraffin and water—which caused considerable dismay.

Controls varied considerably as to efficiency, easily the best being at Blois, run by the A.C. d'Ouest. I imagine that years of running the 24 hours’ race has made this sort of thing fairly easy for them. Full marks to the Shell Station at Gerardmer where our car was serviced in ten minutes and where we were serviced with coffee (gratis) at the café next door. This was very welcome, for, after a very fast slither down the ice-coated Col de la Slucht just a few kilometres back we really did need some lubrication.

During the special stages the Col de Granier presented difficulties to many of the later crews for the sun had come out and melted the top layers of ice, leaving a very treacherous surface. On top of this there was a very forceful “Gang Warily” sign in the form of a Porsche beautifully balanced on one of the earlier edges overlooking a precipice. The latter stretch of this *étape* on the way to Sassenage gave one the heaven-sent opportunity to make up time lost in the black gorge and the Col du Cucheron, and also the chance to go too quickly and lose marks. On this stage one competitor gave his card to the official to clock-in, which he did one minute too early while the enraged crew were trying to find words in French not to do so YET. Nominal charge—600 marks!

After a clear run and on the third special stage our 1960 Monte came abruptly to an end. Brooke, having witnessed a splendid selection of large black dogs which melted into a brick wall when more closely approached, then fell soundly asleep at the wheel and ran into a wall, waking up to see the astonishing sight of a point duty gendarme poised about six feet in the air without any visible means of support. Such is the penalty of trying to do a Monte with only some two hours’ sleep. As our car was just sufficiently bent to prevent us continuing we concluded the remainder of the journey in a taxi—an expensive but safe method of transport. It was cold comfort to find that something less than half the field had finished either.

(Continued on page 184)



RALLY LAY-OUT: The cockpit of Edward Harrison's Ford Zephyr which arrived at Monte Carlo without loss of marks. Note the neat additional control panel.

WITH THE SNOW melting under the warm rays of the sun, Phil Walton urges the Jaguar up the Col de Roussett.

THE 29th "Monte" will go down in rally history as the first in which a "works" team scooped the pool by taking the first three places in General Classification and the coveted team prize. It is likely to be a long time before a team repeats the Mercedes triumph of 1960. As a rally, it can be summed-up as far superior to the shambles of 1959, but still falling short of the standard of administrative efficiency justifiably expected from an event of such great traditions which attracts such fantastic publicity.

If one accepts the theory of the A.C. de Monaco that a "classic" rally should be won by skill with a stop-watch rather than by skill with a steering-wheel, then the rally was well-planned. Certainly the most objectionable feature of last year, secret checks which were so secret that their whereabouts were not divulged until after the results were posted, was absent; this year crews were stopped at the secret checks and could record their time of passage.

What was disgraceful was the unsatisfactory method of selecting the 90 crews for the Mountain Circuit, which was really the only part of the 1960 "Monte" which counted. To start with, the list was not produced on schedule, the excuse being the penalties incurred on the section Chambéry to Monaco, surely something which should have been foreseen. When it did appear it was obviously inaccurate. Crews were included who were not yet in Monte Carlo, others were given excessive penalties, some were penalized because the officials had not troubled to study their own regulations. A storm of protest was immediately aroused and no fewer than four lists were put up, even the final one being inaccurate. The ethics of consoling with hard cash a competitor missed off the list by the carelessness of officials is questionable; there is no question at all that such things should not be necessary in a classic rally.

The Effect of the Starting Points

One of the unique features of the "Monte" (which many experienced drivers feel makes it such a gamble) is the pattern of routes from numerous starting points filtering into a common route to Monte Carlo. Although the distances on all routes are approximately the same, the difficulties of terrain are far from equal and the variation in weather all over Europe inevitably gives some crews a big advantage. Even on the comparatively short common route the fact that there is some six hours in time between the passage of the first and last cars in the rally caravan means that some crews get better conditions on the passes than others. The only factor which prevents the rally becoming a complete gamble is that the routes are published in good time, so that crews can practise and choose the best starting points, i.e., those giving the easiest run up to the commencement of the common route.

(Continued on page 178)

ON THE WAY. Peter Craven, one of AUTOSPORT's Northern correspondents, gets out of his car at the Barnby Moor Control.



JOHN GOTT'S VIEWS . . .

A Summing Up

Starting Point	Entries	Starters	Unpenalized at Chambéry	Arrived at Monaco	Unpenalized at Monaco	Qualified for Mountain Circuit	RESULTS OBTAINED
Oslo	97	93	31	63	1	45	Coupe des Dames, Four Class Wins.
Glasgow	78	71	4	31	1	9	6th in Gen. Classn.
Paris	50	42	13	22	7	18	8th, 9th and 10th in Gen. Classn. Three Class Wins.
Lisbon	40	36	1	9	—	6	7th in Gen. Classn. Two Class Wins.
Warsaw	29	24	11	16	—	11	1st, 2nd, 3rd and 5th in Gen. Classn. Team Prize. One Class Win.
Frankfurt	17	14	—	4	—	1	4th in Gen. Classn. One Class Win.
Athens	16	15	1	2	—	1	
Hague	10	9	1	4	—	1	
Rome	8	7	1	1	—	1	
Totals	345	311	63	152	9	93	



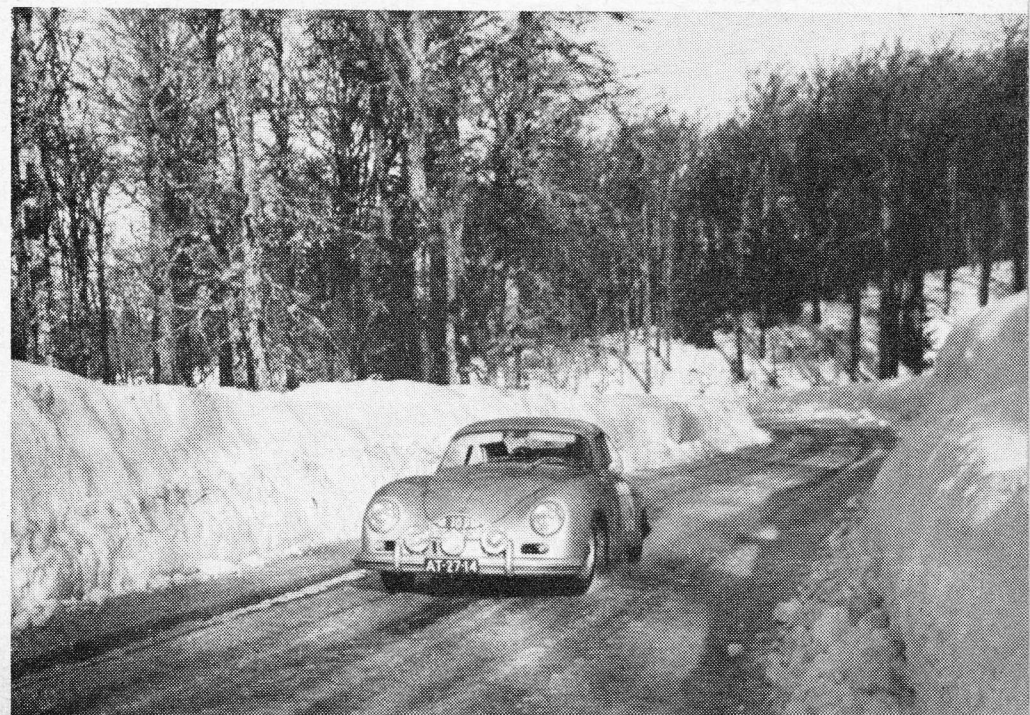
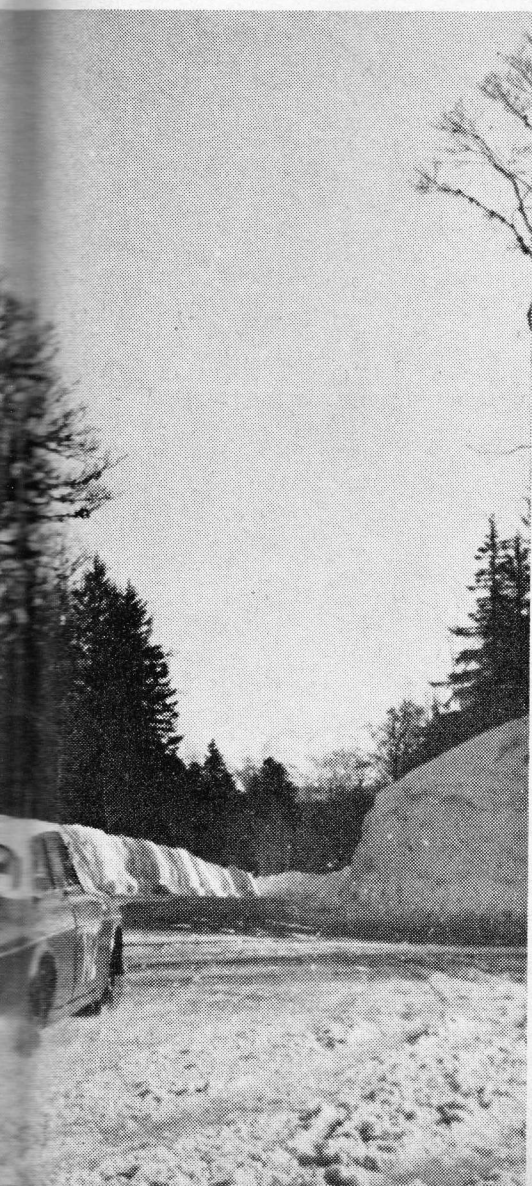


HOLD-UP (above). M. Sutcliffe and G. Crabtree wait for a train to pass at Bourges.
DRINKS FOR THE BOYS (below). Paddy Hopkirk runs out with some Lucozade to the Leston/Jopp Sunbeam on the Col de Lachaux. **THE BELL TENT (bottom).** The Pitt/Ambrose Mini-Minor corners hard during the tests at Monte. **PREPAREDNESS (top centre).** The works Mercedes had strong wire grilles over their headlamps.





KICKING UP THE SNOW (bottom centre). The Morel/Lemerle Volvo hurries over the Col de Lachaux. **HURRY UP** (above). John Cuff awaits his route card while Hugh O'Connor-Rourke gets ready to move away from the Rousset control. **HARD ROUND** (below). The Verrier/Umbricht Citroen is seen here during the driving tests at Monaco. **PORSCHE ON ICE** (bottom). Dooijes and Vaandorp climb the Col de Lachaux.



WAIT A MINUTE. Graham Hill (Ford Anglia) awaits permission to leave Barnby Moor. Note the Ford's filthy windscreen!

"Tiny" Lewis/Tony Nash (Herald), the only British crews to manage it.

The unfortunate feature of the whole rally was that such fine drives meant so very little in the final results. Far too few people (the "works" teams and particularly the German teams excepted) appreciated that the rally would be decided on a 350-mile regularity test and that results on the run to Monaco meant little, provided one qualified for that test. Thus the publicity rightly given to the fine British efforts on the run to Monaco gave the impression to many people here at home that a British victory was not far off "in the bag"—an unfortunate delusion.

The Mountain Circuit—An Over-Weighted Factor

The A.C. de Monaco at least should have been under no delusions that the Mountain Circuit was six times as important as the run to Monte Carlo, for a minute's timekeeping error on the run in cost only 10 marks as against 60 marks on the Mountain Circuit. A further complication was that the times achieved on the first lap of 175 miles had to be matched on the second circuit, or further penalties were incurred. The practical effect of this was that any error, whether by driver or navigator, or any mechanical failure, entailed so many penalty points that the crew concerned was immediately out of the hunt. This was the fate that befell Anne Hall/Valerie Domleo (wheel coming loose), Greta Molander/Helga Lundberg (took wrong route), Edward Harrison/Dick Habershon (brake trouble) and "Tiny" Lewis/Tony Nash (electrics caught up in loose wire), all very well placed at the start of the Mountain Circuit.

The effect of the Mountain Circuit on the final results (still, incidentally, only provisional, due to a protest) can best be judged by the table on page 180.

(Continued on page 180)

Gott—continued

Obvious sections to avoid this year were the Auvergne and Massif Central in France, which did not come into the Athens, Oslo and Warsaw routes. It was no accident that 132 of the 314 starters chose one of these starting points. The wisdom of their choice is proved by the fact that 43 of the 63 crews unpenalized at Chambéry and 57 of the 93 crews selected for the Mountain Circuit started in Greece, Norway or Poland.

Only the Glasgow and Lisbon starters had to cope with a section as short and difficult as the 108 km. (66 miles) from Figeac to Mauriac and it was equally no accident that although 103 crews started from these starting points only five were unpenalized at Chambéry and only 15 qualified for the Mountain Circuit.

However, unpredictable weather conditions can upset the best-laid plans. "On paper", Athens was undoubtedly the easiest route, for which reason such experts as Gunnar Andersson (1958 Rally Champion), Thomas/Delliére (second in 1959), Rey/Guilhaudin (winners of the G.T. category in the 1959 Alpine), Mme. de Cortanze-Hustinx (winner of the Coupe des Dames in 1951) and Courtes (seventh and a class winner in 1956) chose it. Not one of them reached Monte Carlo, being beaten by fog, floods and heavy snowfalls.

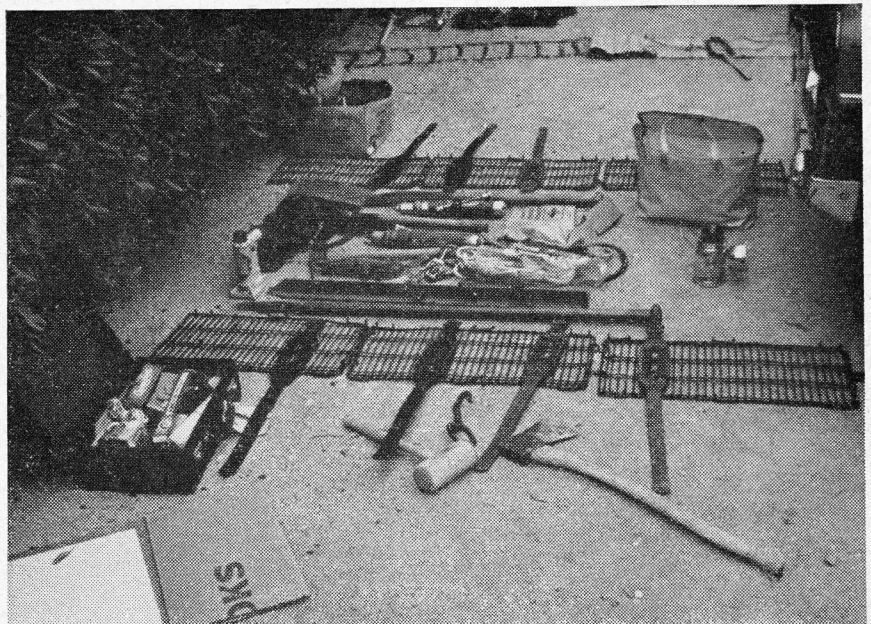
Chambéry to Monaco—A First Selection

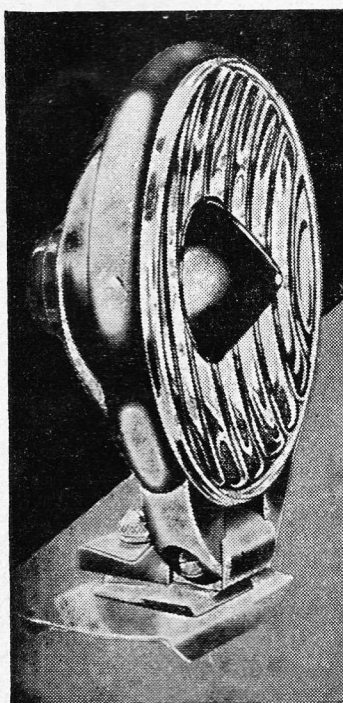
Although details of the common route from Chambéry to Monaco had been published long before the rally, the situation of the controls and the average speed imposed were not made known until the crews arrived at Chambéry. The section was skilfully planned to tax crews to the uttermost and to tempt them to exceed their top average on the straighter roads (far too many did), so that of the 63 crews which left Chambéry with "clean sheets", only nine were at first shown as arriving at Monaco still unpenalized. Over this section luck and the weather evened up the advantage given to the Oslo and Warsaw starters,

THIS PICTURE shows some of the equipment installed in Bill Banks's Concours-winning Vauxhall. The hold-all is a Thermos bag which keeps things either hot or cold.

who were now leading the rally. For them the Col du Granier immediately out of Chambéry was near unclimbable at speed. Pat Moss and Ann Wisdom on their A40 had to make three attempts at it whilst Peter Riley's Austin 7 just managed to creep to the top, appallingly late on schedule. Yet drivers of similar cars coming down from Paris some three hours later climbed fast without trouble once the sun had melted the ice. It is significant that no less than seven of the "clean" crews started from Paris, that the first "clean sheet" was that of No. 29, H. Ingier/Hagen (Volvo) (29 minutes after the first car away), and that the others were kept by crews carrying numbers between 214 and 308, i.e., crews starting the section between 3 hours and 34 minutes and 5 hours and 8 minutes after the first crews had left Chambéry.

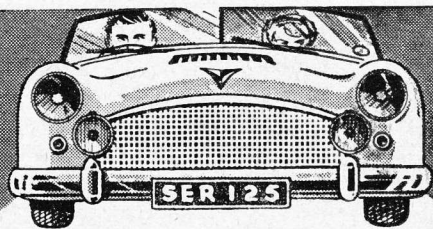
However, whether favoured by the luck of the draw or no, to retain a "clean sheet" over the Chartreuse and the tricky section after Castellane was a fine effort indeed, and all credit must go to Edward Harrison/Dick Habershon, Denis Scott/John Armstrong (Ford Zephyrs) and





THE NEARLITE

The Nearlite. Projects a wide (23°) penetrating beam. Easy to fit, supremely efficient. £3.9.0 complete with cable, switch and bracket.



BLUE SPOTS a must for Modern Motoring

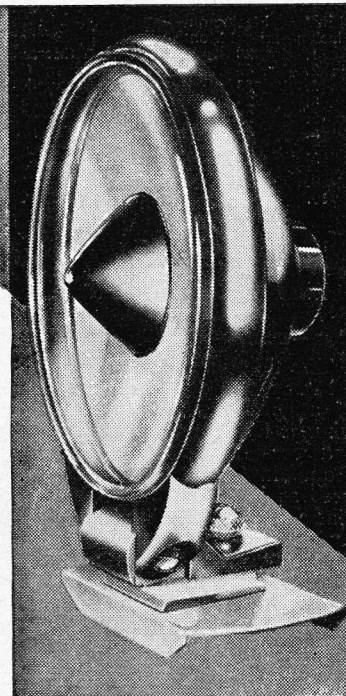
Notek lamps are matched in pairs and matchless in performance . . . Beautifully made with stainless steel rims, the slim-styled contours conform with modern car design.

Both models incorporate Micromatic adjustment to ensure precise beam direction — simply by turning a knurled nut. This exclusive feature also provides the "give" to withstand knocks.

NOTEK BLUE SPOTS

These superior Fog and Driving lamps are obtainable from Garages, Motor Agents, Motor Cycle and Accessory Dealers, including all Halford's Branches.

NOTEK • BROMLEY • KENT

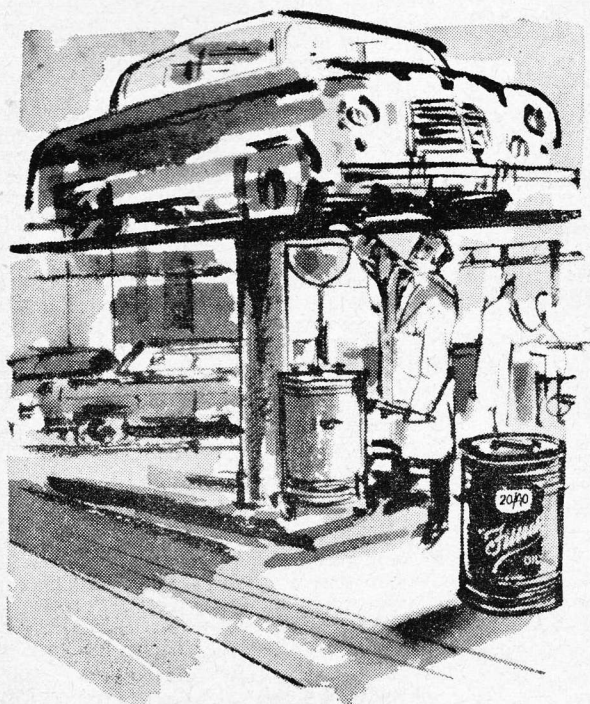


THE FARLITE

The Farlite long-range Auxiliary Driving lamp. Easy to fit, supremely efficient. £3.9.0 complete with cable, switch and bracket.

use 'FILTRATE' Colloidal Oils

REGD.



SUPER
20/40 OR 30/50
(Multigrades.)



Or —
add 'FILTRATE'

COLLOIDAL
COMPOUND
TO
YOUR
OIL



"Filtrate" Colloidal Super 20/40 and 30/50 Multigrade Oils and "Filtrate" Colloidal Compound contain Acheson Graphite. This forms a silky protective surface on all moving parts, preventing "metal-to-metal" wear. You enjoy smoother, sweeter, quieter running—and add thousands of miles to your engine's life.

Mail this coupon for vital information on "Filtrate" products containing Colloidal Graphite.

NAME

ADDRESS

AS/5

*It doesn't matter which you do
As long as it is one of the two.
What matters to your engine is
Graphite coated surfaces.*

Obtainable everywhere—Halfords, Garages and Dealers.

EDWARD JOY AND SONS LIMITED
LEEDS, 10

An independent family concern since 1807

General Classification					Total penalty points
Final Placing	Placing on arrival Monte	Crew and Car	Error on run to Monaco	Error on Mountain Circuit	
1.	20	Schock/Moll (Mercedes 220SE) ...	8 m.	30 s.	110
2.	47	Bohringer/Socher (Mercedes 220SE) ...	19 m.	1 m. 48 s.	298
3.	33	Ott/Mahle (Mercedes 220SE) ...	13 m.	8 m. 40 s.	650
4.	24	Harper/Baxter (Sunbeam Rapier) ...	9 m.	10 m. 59 s.	749
5.	28	Tak/Swaab (Mercedes 220) ...	11 m.	10 m. 44 s.	754
6.	46	Sutcliffe/Crabtree (Ford Zephyr) ...	18 m.	10 m. 35 s.	815
7.	44	Lier/Walter (Sunbeam) ...	16 m.	11 m. 24 s.	844
8.	=1	Quilico/Michot (DKW) ...	0 m.	14 m. 23 s.	863
9.	=1	Bremer/Vainola (SAAB) ...	0 m.	14 m. 40 s.	880
10.	=1	Marang/Badoche (Citroën) ...	0 m.	15 m. 28 s.	928
Coupe des Dames					
17.	66	Pat Moss/Ann Wisdom (Austin A40) ...	33 m.	14 m. 32 s.	1,202
36.	11	Anne Hall/Valerie Domleo (Ford Anglia) ...	3 m.	34 m. 31 s.	2,101
38.	31	Mmes. Vanson/Derolland (Simca) ...	13 m.	34 m. 14 s.	2,184
16.	61	Mmes. Molander/Lundberg (SAAB) ...	5 m.	57 m. 55 s.	3,525

Gott—continued

Two things stand out.

Firstly, the comparative unimportance of a good run to Monte Carlo. The winners lost eight minutes on the run in and were only 20th at the start of the Mountain Circuit, where the runners-up were as low as 47th, whilst the highest that a crew unpunished at Monte Carlo could finish was eighth.

Secondly, the complete superiority of the Mercedes team in this crucial test. It is true that there was not much snow and ice except on the Col de Turini but the Mercedes 220 is a big, heavy car for twisting, narrow roads, often slippery with gravel. The performance of Walter Schock/Rolf Moll (Rally Champions of 1956), was a *tour-de-force* of skill and precision, which must receive the highest praise. It is a matter for conjecture whether the Mercedes' superiority would have been so marked had the conditions on the Mountain Circuit been less easy—indeed, their loss of marks on the run to Monte Carlo tends to show that the worse the conditions the less their superiority—but the hard fact remains that the Mercedes team concentrated upon the test which really mattered and in that test wiped the floor with the opposition.

It is a matter of opinion whether it is right for one test to carry so much weight, but the A.C. de Monaco have latterly always given over-much weight to final tests, and this year's run round the mountains was at least a really good test of its sort.

The British Effort

The French, for once, had a poor year, their highest placing being that of Quilico/Michot in eighth place. On the whole, British results were not quite so good as last year, after some high hopes had been raised by the excellent showing of the Ford team on the run to Monaco. In the end, the private Ford Zephyr of Mike Sutcliffe/Crabtree (works prepared, however) finished above all the "works" cars in sixth place—a most meritorious drive.

Sunbeams again provided the highest-placed British car, a much sought after distinction, which this time went to Peter Harper/Raymond Baxter in fourth place. This was a magnificent show by Peter Harper, for poor Raymond had an in-different rally, first involving the car in an accident and then suffering from nausea on the Mountain Circuit, so that Peter did most of the hard work almost single-handed. This must have pleased him greatly, for this was his first serious competition after his crash in the Coronation Safari, and he was certainly not allotted the best starting place in those chosen by the Sunbeam team.

Pat Moss/Ann Wisdom carried off

their second consecutive Coupe des Dames, and put up a magnificent show on the Mountain Circuit, considering that their car was running in the Improved Class which meant that they had to maintain a higher average speed than the Mercedes and their other competitors in the Coupe des Dames.

Although not finishing "in the money", Alick Pitts and Tony Ambrose drove their much-battered Mini-Minor with the utmost determination and courage to the bitter end of the course and of the six "baby" cars entered by the B.M.C., four got on to the Mountain Circuit and all finished, the best-placed being that of Peter Riley/Rupert Jones in 23rd position.

All in all, the XXIXth Rallye Automobile Monte-Carlo can be written down as a reasonably good event, which might have been really good if more attention had been paid to administrative detail and less weight had been attached to one test of 350 miles in a 2,350-mile rally.

It was obvious that the A.C. de Monaco took last year's criticisms to heart, and it is to be hoped that next year's rally will not embody this year's faults. The "Monte" has too great a place in motor sport to have its traditions spoilt by a series of slipshod events.

FURTHER MONTE RESULTS

Manoeuvrability Test

1. Dooijles (Porsche), 1 m. 6.36 s.
2. Poll (Porsche), 1 m. 8.23 s.
3. Sims (Morgan), 1 m. 9.10 s.
4. Wilson-Spratt (Sprite), 1 m. 11.41 s.
5. Bent-Marshall (Riley), 1 m. 11.70 s.
6. Kuhner (Mercedes-Benz), 1 m. 11.75 s.
7. Spiuth (Alfa Romeo), 1 m. 12.10 s.
8. Bootz (DKW), 1 m. 12.45 s.
9. Walton (Jaguar), 1 m. 12.59 s.

Securitie Routiers

1. Trigg/Miller (Sunbeam); 2. Banks/Croft-Pearson (Vauxhall).

Prix de Confort

1. Banks/Croft-Pearson (Vauxhall); 2. T. C. Harrison/J. Harrison (Ford).

R.A.C. Challenge Trophy

Banks/Croft-Pearson (Vauxhall).

How the Makes Fared		
	12 starters	7 finishers
Mercedes-Benz	28	15
Sunbeam	40	20
Ford	16	9
DKW	25	14
Citroën	23	15
Volvo	3	3
SAAB	13	7
Simca	17	5
Austin	9	7
Skoda	13	5
Triumph	7	2
Peugeot	7	2
Morris	2	0
NSU	6	4
Lloyd	4	1
Singer	4	2
Vauxhall	1	1
Wolseley	1	1
Morgan	2	1
M.G.	3	1
Volkswagen	10	3
Alfa Romeo	3	1
Panhard	5	1
Renault	2	1
Renault Alpine	3	1
Hillman		

Lotus	1	0
D.B. Panhard	1	0
Fiat	5	3
Borgward	3	1
F.S.O. (Poland)	2	2
BMW	1	1
Opel	1	1
Jaguar	10	4
Riley	7	3
Porsche	8	2
	298	145

Other British Finishers

(In addition to General Classification, published last week)

79. Denis Scott/Ken Armstrong (Ford Zephyr), 7,600 pts.
 - Edward Harrison/Dick Habershon (Ford Zephyr), 7,600 pts.
 84. Andrew McCracken/Arlene McCracken (Ford), 7,820 pts.
 86. Graham Hill/John Patten (Ford), 7,900 pts.
 92. Peter Jopp/Les Leston (Sunbeam), 8,160 pts.
- (The following did not compete in the mountains test)
96. John Sunley/Andrew Pigott (Sunbeam), 8,460
 101. Hugh O'Connor-Rourke/W. Cuff (Jaguar), 8,910
 109. Peter Bolton/Gordon Shanley (Simca), 8,950
 113. Thos. White/Brian McAdam (Simca), 9,000
 - Alan Fraser/L. Shenley-Price (Sunbeam), 9,000
 - Bill Banks/Sam Croft-Pearson (Vauxhall), 9,000
 116. Ian Walker/Gerry Burgess (Ford), 9,010
 120. Maurice Pickering/Roy Pickering (Sunbeam), 9,090
 - Eric Jackson/Norman Baguley (Ford), 9,090
 124. Robert Hooper/Douglas Johns (Sunbeam), 9,160
 125. Lyndon Sims/Roger Jones (Morgan), 9,180
 127. Robert Crawford/George Brass (Sunbeam), 9,210
 - Eric Haddon/Stanley Norman (Jaguar), 9,210
 129. Ken Lee/Peter Craven (Riley), 9,230
 130. Frank Ward/Michael Cotton (M.G. Twin-Cam), 9,240
 133. C. Bent-Marshall/Robin Richards (Riley), 9,380
 135. John Kirkham/Roy Gradwell (Ford), 9,490
 137. Bob Haddon/Andrew Mowat (Sunbeam), 9,570
 139. Dan Margulies/Frank Bigger (Austin), 9,630
 141. Phil Walton/Michael Martin (Jaguar), 9,650
 144. Edward Gahan/Henry Shillabeer (Wolseley), 9,770
 145. James Bullough/Gerald Lomax (Sunbeam), 9,780
 148. D. Wilson-Spratt/Horace Bayliss (Sprite), 10,210
 149. John Trigg/Ian Miller (Sunbeam), 10,460.

Starting Control Awards

Warsaw: Walter Schock/Rolf Moll (Mercedes-Benz 220SE)
Frankfurt: Peter Harper/Raymond Baxter (Sunbeam Rapier)
Glasgow: Mike Sutcliffe/George Crabtree (Ford)
Lisbon: Werner Lier/Henrich Walter (Sunbeam)
Paris: Raymond Quilico/Raphael Michot (DKW)*
Oslo: Wolfgang Levy/Linzenburg (DKW)
Athens: Pierre Courtes/Edgar Julien (Citroën)
The Hague: Siegfried Eikelmann/Falk (DKW)
Rome: Andre Chardonnet/Jacques Pinier (Citroën).
 *Subject to Marang/Badoche protest.

Profile—continued

Championship should, I think, be decided with a free formula, with a careful selection of drivers."

Last year, as well as driving in Rob Walker's équipe, Maurice was in the World Sports Car Championship-winning Aston Martin team. This year he has signed to drive the Formula 1 Aston Martin in company with Roy Salvadori and probably another driver, as yet unnamed. He may also drive a DB4 GT in certain Grand Turismo races but nothing has been settled yet. For Formula 2 he has bought a Cooper off Rob Walker and he will race it as a private entrant. He also expects to compete in some sports car races with Porsche.

So, 1960 looks like being a very busy one for Petoulet. His inclusion in a British Grand Prix team will be very well received over here, and you can be sure that wherever he goes, this charming and brilliant little Frenchman will be delighting crowds by his superb driving and warm personality. Long may he continue to do so!

**PROVED
PERFORMANCE**



Typhoon

For the Home Builder

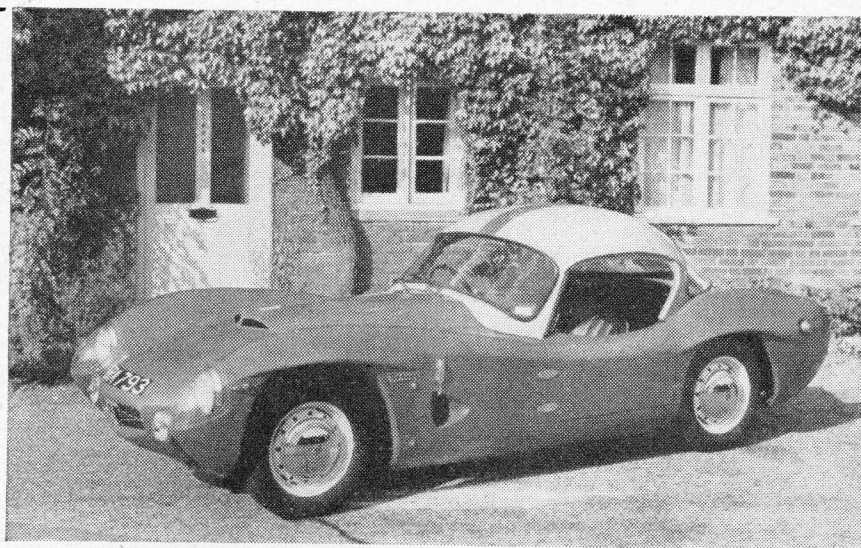
The most complete range of tried and tested chassis, bodies, shells and accessories available for the amateur constructor includes **SHELLS** from £69 in 7' 2", 7' 6", 7' 10", 8' and 8' 4" wheelbases with fully flanged forward opening bonnet, flanged boot, boxed doors, Dashboard, etc.

TUBULAR CHASSIS FRAMES from £45. Complete with I.F.S., coil springs, telescopic dampers, etc., from £70.

Windscreens, Hardtops, Hoods, Sidescreens, Windscreen wipers, Lights, Switches, Speedometers, Rev. counters, Oil pressure, Oil temperature and Water temperature gauges, Wheels, Tyres, Four branch inlet and exhaust systems, Bucket seats, Radiators, Header tanks, Close ratio gears and many more spares and accessories held in stock for the home builder.

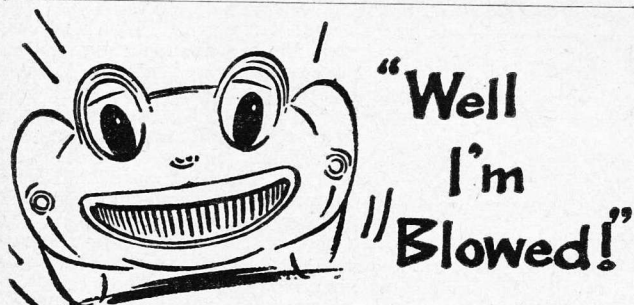
COMPLETE BODIES from £125.

Write to the manufacturers for full details of the range of models available, two-seater or four-seater, closed or open, and a full range of equipment and accessories including tuning equipment, electrical equipment, instruments, weather equipment, etc.



TORNADO CARS LTD

RICKMANSWORTH, HERTS.
Telephone: Rickmansworth 5176 or 5006.



**in fact—SHORROCK
SUPERCHARGED**

MY PERFORMANCE? Read the Road Tests in all the motoring journals.

IT'S FANTASTIC!

**MAXIMUM PERFORMANCE WITHOUT
IMPAIRING ENGINE LIFE**

Let the Designers make your car
the *Sprite* -liest of them all

Sole Distributors for the British
Isles for all B.M.C. engines

DONALD HEALEY MOTOR CO. LTD

THE CAPE • WARWICK • Tel.: Warwick 676/8
London Office: 64 Grosvenor St., London, W.1. Tel.: MAYfair 3507

Congratulations!

MONTE CARLO RALLY

Pat Moss &
Ann Wisdom

A.40—Coupe des Dames

Peter Harper &
Raymond Baxter

Sunbeam-Rapier

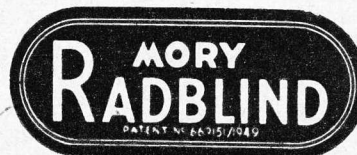
Winners 1301-2000 c.c. Standard Production class,
also best British performance

Rune Backlund
& Nils Falk

Sunbeam Alpine

Winners 1301-2000 c.c. Grande Tourisme class

*Their cars were fitted
with MORY-RADBLIND
— of course!*



MORY & COMPANY LTD.
88 Leadenhall St., London, E.C.3
Telephone: AVenue 3434 (20 lines)

Club News

By MICHAEL DURNIN

THIS week's issue starts off with a small complaint from us to you: and it concerns the response we show to events you are running. The point at issue is this. Several times, particularly in recent months when the weather has, perhaps, been a little inclement, we of AUTOSPORT have arranged to cover an event which has been publicized, and when we arrived we have found that it has been cancelled.

Maybe this sounds like a small point to you, but just consider for a moment what is involved. Covering an event so far as we are concerned means that the matter has to be arranged with the production staff, so that they may allow for the space it will occupy, with photographers, who must allow time in their own crowded schedules, and with writers, to whom the thing has the same importance as for the men with the cameras. Cancellations are sometimes necessary, we know, and when we are informed we make allowances and rearrange our schedules. But when no one bothers to tell us it means that the production people are left with a couple of pages they must fill with something which, for a variety of reasons, may not be properly ready for publication; photographers and writers have wasted time and money and, in addition, it may mean that another club whose event could otherwise have been covered may suffer.

You all know our address and telephone number: it is clearly printed in the front of the magazine; those of you who are in the north are similarly knowledgeable, for the most part, about Francis Penn's address—we publish it from time to time in Club News anyway. So just let us know—PLEASE!

Now then, having got that off our chests, let's get on with the news. Starting, as it were, with the "A's", the **Anglia and Prefect O.C.** holds its annual Acquarius Rally on 20th February. Invited clubs are Bucks Constabulary M.C., B.A.R.C., London M.C., Singer O.C., Chess Valley M.C., Marconi A.C., Sporting O.D.C., Chiltern C.C., N.L.E.C.C., V.W.O.C., and secretary of the meeting is G. Hayes, 18 Farm Way, Northwood, Middlesex. Closing date for entries is 10th February. The Anglia and Prefect O.C. has its annual dinner, by the way, on 4th March, and its annual general meeting and a film show on 23rd March. . . . The second **Coventry Clubs'** joint promotion of 1960 takes place on 20th-21st February, and regulations and entry forms are available from G. Robson, 54 Warwick Avenue, Coventry. . . . **Circle C.C.'s** "Herts Half-night rally" takes place on 20th February, regulations being available from A. C. Lorkin, 9 Linksway, Northwood, Middlesex. . . . **Lothian C.C. (Edinburgh)** holds a driving test meeting on 7th February at Riccarton Estate, Midlothian. . . . **B.A.R.C.** Yorkshire Centre's All Fools' Rally takes place on 26th-27th March—that being reasonably near All Fools' Day—and eligible clubs are Airedale and Pennine M.C., C.U.M.C., East Yorkshire C.C., Ilkley and D.M.C., Y.S.C.C., B.R.S.C.C.,



WHEELS at odd angles and going at full bore, T. L. Wood sets his Messerschmitt at the last hill on the M.G.C.C.'s Salisbury Trial.

De Lacy M.C. of Pontefract, Knowl-
dale C.C., Huddersfield M.C. and
Rotherham and D.M.C. Secretary is
P. Scott, 75 Low Road, Leeds 10. . . .
Sussex C.C. hold a restricted rally on
13th-14th February, for which all mem-
ber clubs of the Central Southern Asso-
ciation are eligible. Secretary of the
meeting is L. V. Cruttenden, 283 Dyke
Road, Hove 4, Sussex. . . . **West Hants**

**London M.C., N.M.M.C., Hagley and
D.L.C.C., Leicestershire C.C., Shenstone
and D.C.C., Lancs and Cheshire C.C.,
Maidstone and Mid-Kent M.C., Y.S.C.C.
and West Hants and Dorset C.C.** Entries
close on 25th February and secretary of
the trial is J. D. Woodhouse, 106 Jockey
Road, Sutton Coldfield. . . . **Fiat 500/600
Club** holds its annual general meeting at
the Red Cow, Hammersmith, on 27th
February at 7.15 p.m. . . . **Y.S.C.C.** holds
its closed "White Rose" sporting trial on
28th February starting from the Howley
Hall Golf Club, Scotchman Lane, Mor-
ley, near Leeds, at 11 a.m. Secretary is
R. J. Wilson, "Woodlands", Gildersome,
near Leeds, and entries close on 22nd
February. . . . **Pembrokeshire M.C.** hold
their annual Lydstep hill-climb on 2nd
April, with classes for racing, sports and
saloon cars. . . . The date of the **Wirral
Hundred M.C.** Rhydywryn Sprint Trials
has been changed from 2nd April to
26th March. Details from T. Wood-
worth, 62 Hawthorn Road, Little Sutton,
Wirral, Cheshire. . . . The **Sporting
Owner D.C.** will hold their third Rallye
Dubonnet (a Silver Star event) on 13th-
14th February. Start of this 300-mile
restricted event will be from The Square,
Dunstable, at 8 p.m. and invited clubs
are: B.A.R.C., Harrow C.C., Bedford
M.C., Bedford A.E.C., M.G.C.C. (South-
Eastern), Mascot M.S.C., North London
E.C.C., Falcon M.C., Oxford U.M.D.C.
and Healey D.C. The entry list is now
open and secretary of the event, Michael
Brettell, c/o Luton Commercial Motors,
Ltd., The Square, Dunstable, Beds, must
have all entries by 8th February. . . .
Entries for the **Royal Military College of
Science M.S.C.** Rallye Militaire close on
9th February but late entries (at an addi-
tional £1 entry fee) will be accepted until
16th February by the secretary of the
meeting, Brian Falvey, Royal Military
College of Science, Shrivenham, Wilts.
. . . . **Burnham-on-Sea M.C.'s** fifth annual
Wessex Rally will take place on 19th-
20th March, starting from Huntworth
Gate Garage, Bridgwater, at approxi-

Coming Attractions

- 6th February.** *Forces M.C. Jack Frost Rally. Start, Chelsfield, Kent, at 5 p.m.*
- 6th-7th February.** *Thames Estuary A.C. National Cat's Eyes' Rally.*
- 7th February.** *Hagley and D.L.C.C. Clee Hill Trial.*
- Seven-Fifty M.C. Walsingham Cup Trial, Brands Hatch. Start, 10 a.m.*
- 13th-14th February.** *Sporting Owner D.C. Rallye Dubonnet. Start, 8 p.m. from The Square, Dunstable.*
- 14th February.** *Mid-Surrey A.C. and East Surrey M.C. Joint Sprint Meeting, Brands Hatch, near Farnham, Kent.*
- North Midland M.C. Kitching Trophy Trial. Start, Ladybower Inn, Ashopton, near Sheffield, 10.30 a.m.*
- 20th-21st February.** *R.M.C.S.M.S.C. Rallye Militaire. Start, Shrivenham, 7.30 p.m.*
- 19th-20th March.** *Burnham-on-Sea M.C. Wessex Rally. Start, Huntworth Gate Garage, Bridgwater, at 10.30 p.m.*

and Dorset C.C.'s closed Moonfleet Rally takes place on 13th-14th February, full details being obtainable from R. A. W. Binney, 71 Richmond Park Avenue, Bournemouth. . . . **Sunbac's** Colmore Trophy trial—and we would remind competitors that this is a Saturday trial—takes place on 5th March, starting from Broadway, Worcs, at 10 a.m. Invited clubs are Bristol M.C. and L.C.C.,

(Continued on page 184)

STARTS AEROSTART

DIESEL AND
PETROL
ENGINES
INSTANTLY

Get regular combustion at once even on the coldest morning. Spray Aerostart from the pressurised tin directly into the air intake whilst the engine is being cranked. Aerostart prolongs battery life and gives a knock-free start. A 16/6d. tin gives up to 100 starts depending on the size and condition of the engine.

Available from your Local Garage
Motor Factor or Wholesaler.

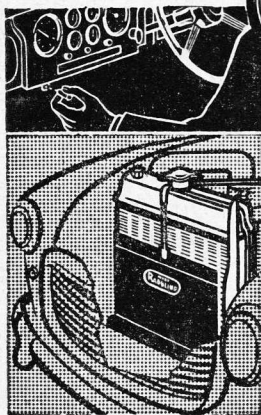


PATENT TOOLS LTD., MITRE HOUSE BRIGHTON SUSSEX

Don't muff it! fit a

**MORY
RADBLIND**

PATENT NO 669151/1949



- ★ 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)

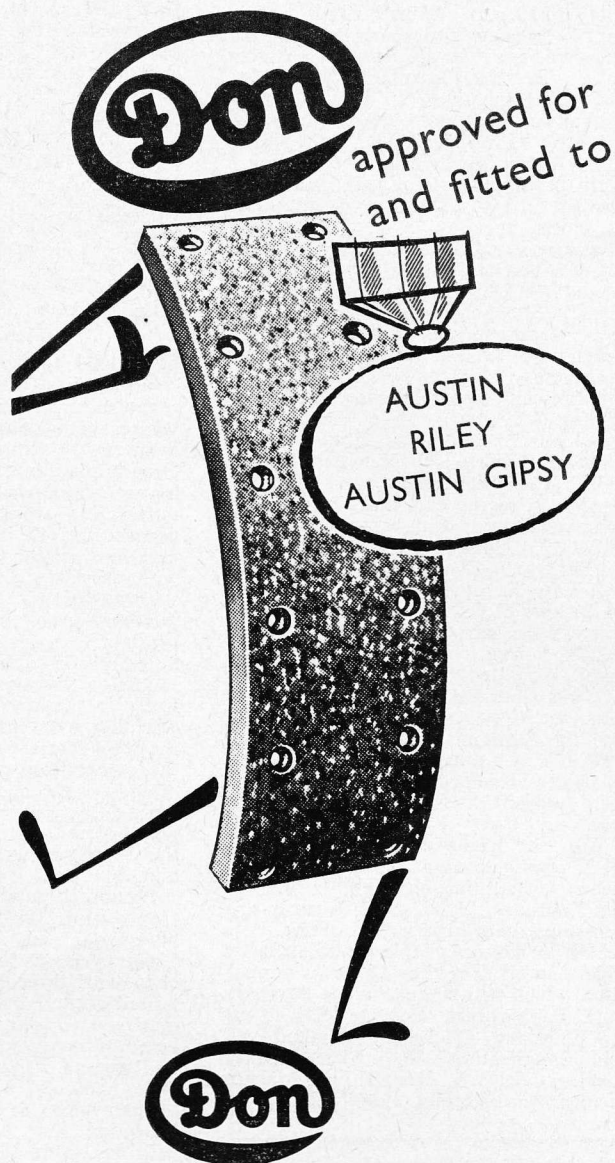
Please send me details of the MORY RADBLIND

MAKE AND
MODEL OF CAR

NAME

ADDRESS

A.7



'DON' Brake Linings are approved for use as original equipment for, and fitted to, the Austin Princess, Riley 2.6 litre, and the Austin Gipsy

SMALL & PARKES LTD

Hendham Vale Works • Manchester 9

London Office

251 Kingston Road, S.W.19

Club News—continued

mately 10.30 p.m. Clubs invited to enter this 220-mile event are members of the South-Western Association of Motor Clubs. Regs. are available from Mrs. Marjorie Buncombe, 2 Grove Road, Burnham-on-Sea, who must have all entries by 15th March. . . . **Mid-Surrey A.C.** and **East Surrey M.C.** are holding a jointly promoted driving test meeting at Banstead on 14th February. Secretary of this closed meeting is P. D. Benwell, 6 Beverley Road, Hampton Wick, Kingston-upon-Thames, Surrey. . . . **The Austin S. and S.C.C.** have elected George ("Doc") Shepherd club president for 1960. Membership is open to all Austin owners and details are available from the secretary, A.S. and S.C.C., 3 Stoneleigh Crescent, Epsom, Surrey. . . . **Surrey Sporting M.C.** will have their eighth annual sprint meeting at Brands Hatch on 28th February. There will be classes for 750 and 1172 formula cars, open and closed cars, racing cars and for pre-1940 sports cars. Invited clubs are: B.A.R.C., B.R.S.C.C., London M.C., 750 M.C., Mid-Surrey A.C., Club Lotus, Jaguar D.C., East Surrey M.C., Guildford M.C. and Vickers M.C. Secretary of the meeting is D. H. Barrett, 1 Ladbroke Road, Redhill, Surrey. . . . A closed one day reliability trial will be held by the **London M.C.** on 21st February. Start of this event, the Coventry Cup Trial, will be from the Cuning Man Inn, Burghfield, at 10.30 a.m. Entries close 15th February and secretary of the event is Mrs. Anthea Scott-Job, 26 St. James Mansions, West End Lane, London, N.W.6. . . . **Farnborough District M.C.** will be dining, wining and dancing at the Queens Hotel, Farnborough, Hants, on 12th February. The year's awards are being presented during the evening. . . . Tickets are now available (double, 1 gn.; single, 12s. 6d.) for the **O.R.M.A.** annual dance, which will be held in the Pavilions Arms, Page Street, London, S.W.1, on 26th February. Tickets are limited and early application—to Mrs. Molly Wheeler, O.R.M.A., Kent House, Market Place, Oxford Circus, London, W.1—is to be recommended.

B.A.R.C. (Surrey Group) Signpost Rally

FIFTY-SIX crews sighed with relief when the snow thawed recently but sighed again when the gales and rain started. It was "back to school" for competitors who soon saw why they had been advised to bring a pair of compasses which proved invaluable in sorting out the sticky navigational problems of

section one which started from Sandford's Garage at Leatherhead at 7 p.m. Supper stop at the Blue Pencil at Crawley saw half the field outside the time limit and quotable quotes were "What Signposts?" and "All the ones I saw hadn't any mileage".

Having worked out the secret in plotting, the survivors tackled the second section.

Results

Outright Winners: White/Machin (Zephyr D).
Runners-Up: Seers/Boyce (Sprite). **First-Class**
Awards: Marriott/Tobitt (Magnet); Symonds/
Tribe (Riley 1.5). **Novices Award:** Davidson/
Sheppard (Austin-Healey).

SEVENOAKS AND DISTRICT M.C.**Fleabite Rally**

WITH 34 entries this closed event was the first of the season and was organized by Hilary Bacon and Grahame White. The course was about 63 miles over mostly minor roads, starting at the Grasshopper Inn, Westerham, and finishing at the Country Club, West Kingsdown, just over two hours later. The course was divided into five sections. The first section was 18 miles in length with only two control points defined by straightforward map references with information to collect, the end of which brought competitors down to a control about a mile from Cowden.

Section number two was as per Tulip Rally in the way of marked arrows for direction with information to be found, the map reference of which to be put in the competitors road book. Quite a lot of snow with deep drifts was encountered during this part of the rally, particularly just before control No. 3 which made the 30 m.p.h. average difficult to maintain.

Section three which took the rally cars from south of Leigh to Knole Park, Sevenoaks, via Fletching Green and Underriver was an any order map reference with three manned controls to be visited at stated times. The winning car managed to average 90 miles per hour between two controls, doing 1½ miles in one minute. Quite how he did it is a little baffling. Many people lost most of their marks at this stage.

Section four was a T.L. T.R. route with one secret check point—by this time conditions were getting slowly worse, having had more snow, and the road up through Ightham and Seal Chart to Kemsing was mostly very slippery slush and patches of ice. Every entry up to this point lost time en route.

From then on to the east section No. 5 which was again map reference with information to collect date of road acts on sign, etc., which went through Heaver-

ham and Ash and back again to Kingsdown to the finish.

First car to finish was the ultimate winner, a V.W. driven by Stephen Clipston and navigated by Tom Godfrey who both put up a wonderful performance under extreme weather conditions—a fitting reward to Stephen Clipston who was entering his brand new V.W. in its first rally. A very good performance was also put up by 20-year-old Russell Prescott with his navigator R. A. Black who were entering in only their fifth rally with Prescott's new Hillman Minx—they finished fifth over all and won the Novices Award easily.

Results

Outright Winner: S. P. Clipston/M. T. Godfrey (V.W.). **First Expert:** M. Reeves/R. J. Chorley (Austin-Healey 100/6). **First Novice:** C. R. Prescott/R. A. Black (Hillman Minx). **First Beginner:** S. Macadie/D. C. Milton (Jaguar 2.4).

NORTH WALES C.C. NIGHT RALLY

ORGANIZED by Basil Jones, the N.W.C.C.

Night Rally of approximately 75 miles in the Conway Valley area, took place on Saturday, 23rd January. The rally started and finished at the Fountain Garage, Mochdre. There were 12 controls and the routes between controls were handed to the navigators at the start of each section, so the working out of map references quickly caused many headaches and resulted in there being no clean sheets.

Refreshments were served at the finish and the following results were worked out.

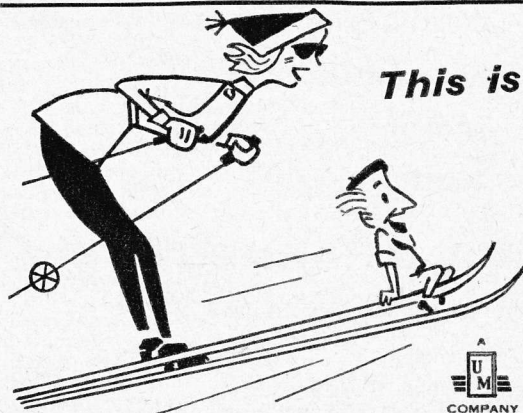
Results

1, G. F. Flint/G. K. Jackson (Sprite); joint 2, M. J. Day/I. Forfar (Ford) and W. T. Meredith/J. Meredith (Austin); 4, D. Masters/E. Vernon (Hillman).

Leslie Brooke—continued

but I think that the weather conditions this year may be said to have offered the finest "Monte weather" for quite a long time, for it caught both the unwary and wary alike. It was nice to notice one little incident when one of "our batch" fell into a snow ditch and some 15 competitors, representing six nations, stopped to help. Ward's M.G.A. stopped so suddenly that he went into the ditch opposite and had to be helped out first. As this all happened on a tight section it certainly goes to show that *noblesse oblige* is still with us.

On the way home, a final incident made us smile when a petrol pump attendant on the outskirts of Zürich quite seriously enquired if the Monte Carlo Rally was a Stock Car Race—but then the Swiss were never really and wholeheartedly interested in motor sport.



This is almost like driving an MGA 1600!

With the increased capacity of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m., plus front wheel disc brakes and improved rear wheel braking, the incomparable MGA 1600 takes the lead among sports cars for speed allied with safety. Traditional MG flexibility and toughness combined with vividly heightened performance make this the car you've always dreamed of driving. 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

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 "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

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

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

USED CARS FOR SALE

A.C.

A.C. ACECA, 1955. Disc brakes, Aegean blue with grey leather upholstery, recent £150 overhaul at works, not raced or rallied, immaculate condition, host of extras. £895.—Lee, Rowan House, Talbot Avenue, Little Aston Park, Sutton Coldfield. Streetly 7297.

A.C. BRISTOL, late 1957 2-seater sports saloon, B.R.G., chrome wire wheels, 100D engine, c.r. box, disc brakes, heater, 3.6 axle, X tyres, 20,000 miles. Just Crypton tested. £1,300 o.n.o.—Burnley 6766.

WANTED—A.C. Ace, 1954/5.—Pickworth, 33 Station Avenue, Walton-on-Thames.

ALFA ROMEO

THE CHEQUERED FLAG COMPETITION CARS, LTD., offer:—Alfa Romeo. Giulietta Sprint, 1956. Unmarked in red. Radio, heater, floor change, etc. £1,365

Telephone: EDGWARE 6171/2.
Gemini House, High Street, Edgware, Middx.

1956 GIULIETTA sprint coupé, Alfa red, radio, new Pirelli tyres. An exceptional example. £1,445.—Pinner Motor Co., Pinner 0456.

ASTON MARTIN

THE CHEQUERED FLAG COMPETITION CARS, LTD., offer:—**DB3S.** The very famous 62 EMU. Discs, Webers, twin plug head. Recently completely works overhauled, in superb condition ... £2,185
DB3S. An ex-works car Immaculate in pale green, twin plug head, R.S.s, etc. ... £1,435
DB2. 1952. Dark blue/grey interior, Vantage unit, radio, heater, spots, etc. ... £975

Telephone: EDGWARE 6171/2.
Gemini House, High Street, Edgware, Middx.

AUSTIN

1958 A35, Speedwell, Stage II, radio, heater, washers, anti-roll, almost new Michelins. £525.—Shekell, 16 Morton Road, Fernhill Heath, Worcester.

AUSTIN-HEALEY

THE CHEQUERED FLAG (LONDON), LTD., offer

3000, 1959. Red, one owner, under 3,000 miles, radio, heater, wire wheels, overdrive, discs, etc. Immaculate ... £1,185
100/6 1957. Red with white side panels, fitted radio, heater, X tyres, washers, tonneau £795
Sprite, 1958. Pale blue, hard and soft tops, Speedwell mods., spot lamp, rev. counter, etc. ... £615
Sprite, 1959. Two-seater in leaf green, one owner, 6,000 miles only, fitted rev. counter, heater, tonneau. Choice of 3 from ... £595
BN1, 1955. White, one owner, radio, heater, twin spots, overdrive, mirrors. Choice 6 from ... £585

Telephone: CHISWICK 7871/2/3.
Chiswick High Road, W.4.

BN2 1956. Very attractive light blue model in excellent condition, fitted sliding side screens, safety belt, competition clutch, spot, badge bar, overdrive, heater, etc. Very quick and reliable. £675.—Esher 3867. Exchange 1958 Hillman convertible.

SPRITE, 1959, white, 7,000 miles, as new, one owner. £50 of extras, heater, tonneau, rev. counter, etc. £615.—Romford 47321.

!!! **UNIQUE OPPORTUNITY** to own a nearly new Healey 100/4. Purchased new in 1955, but guaranteed genuine 3,000 miles only. Almost certainly the lowest mileage 100/4 in existence. £775.—A. E. Cowell, 4 Hall Lane, N.W.4. SUNnyhill 2508.

1959 AUSTIN-HEALEY Sprite, cherry red, matching interior, fitted many extras including heater, tonneau, sliding side screen, one careful owner, low mileage. Cost well over £700, now £615.—Carlton Garage. Tel.: Preston 78141.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

100/5, 1955. Two-seater, B.R.G., discs, wire wheels, suitable road or track ... £775
BN1, 1955. Two-seater in ice blue, wire wheels, o'drive, heater, spots, washers, tonneau cover, etc. ... £585
We have a particularly fast 100/5, three BN1s, and a Sprite, all most realistically priced.
Telephone: NOTTINGHAM 89282/3.
5-11 Arkwright Street, Nottingham.

1958 AUSTIN-HEALEY Sprite, winner of Coupé de Salon class Monthéry 1959, dark green, with £150 racing hardtop, light alloy cross flow alum. head, two 1½ ins. carbs, h.c. pistons, balanced engine, competition clutch, c.r. gearbox, anti-roll bar, large racing brakes. £725.
1959 Austin-Healey Sprite, blue, Z.F. diff., c.r. gears, disc brakes, wire wheels, servo brakes, dural. head, h.c. pistons, 1½ ins. carbs, special exhaust, anti-roll bar. Cost £1,010, 2,000 miles, only £895.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

BERKELEY

BERKELEY SPORTS CAR CENTRE TUNING AND RACING SPECIALISTS

The new B/95 and B/105 models with the Royal Enfield 692 c.c. four-stroke engine available for early delivery. See and try our demonstration car. Spares, etc., in stock for all models.

August 1959 B95 two-seater. Very low mileage. Excellent condition. Taxed for quarter ... £525

Open 8.30 a.m.-7 p.m. weekdays, 10 a.m.-7 p.m. Sundays.

MANTLES GARAGES, LTD.,

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

BRISTOL

1955 BRISTOL two-door sports saloon, finished in dark green with grey upholstery, fitted with heater. In outstanding condition. £1,295.—King's Motors, New Road, Oxford. Tel. 41681.

B.S.A.

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

CONTINENTAL CARS

BUCHANAN OF GLASGOW

The European Car Specialists offer

Britain's finest selection of Continental Models

including the latest Volvo 122S; Peugeot 403 Saloons and Estate Cars; Borgward Saloons and Estate Cars; Renault Dauphine and Gordini; Fiat 500, 600, 1100 and Multipla; Simca Aronde and Monthéry and BMW Isetta; Current Used Models include 1959 Volvo 122S; 1959 Skoda 440; 1953, 1955, 1958 and 1959 Volkswagen de luxe Saloons; 1959 Simca Monthéry; 1958 Borgward Combi Estate Car; 1959 Renault Dauphine; 1959 Fiat Multipla; 1957 Alfa Romeo 1900 Super; 1956 Mercedes-Benz 220S; 1957 Fiat 1100; 1959 Fiat 500 Convertible; 1956 Borgward TS75; 1955 Simca Aronde and 1958 Goggomobil Mayfair Coupé.

Contact the enthusiasts at

250 Woodlands Road, Glasgow, C.3.

Douglas 3738.

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

COOPER

COOPER-J.A.P. 500 c.c.

This car has been completely overhauled and is ready for use in the 1960 Hill-Climb season. Ideal car for this excellent sport, used by last year's runner-up in Junior Hill-Climb Championship. Offers around £200.

J. F. MAY,

37 Sycamore Road, Bourneville,
Birmingham, 30.
SEL 1664.

COOPER Mk. XI, in immaculate condition, ex-I.O.M. T.T. Double Knockout Norton, inboard disc. Just rebuilt and ready for this season's racing. The whole car has been beautifully prepared and is offered at £575.—Apply Weldale Motors, Chatham Street, Reading. Telephone 54346.

ELVA

JOHN BROWN offers 1959 ELVA Mark IV (ex team car), fully prepared for season, Stage III Climax (Duckworth tuned). £875 with Webers, or £800 with SU carbs. Any road car exchanged. Terms arranged.—RAVensbourne 6105 before 7 p.m., AMBassador 5652 after 8 p.m.

1958 ELVA, 1,100 c.c. Stage II Climax, close-ratio gearbox, de Dion, Appendix "C", immaculate condition. £595 o.n.o. Part exchange considered.—LIBerty 3788 after 6, 24 Denison Road, Colliers Wood, S.W.19.

FIAT

FIAT 1,100 c.c. 1938 pillarless saloon. Really excellent condition throughout. 70 m.p.h. cruising and over 40 m.p.g. Taxed, not a penny to spend on it. £115.—Blythway Motors, Wythall, nr. Birmingham. Wythall 2130.

FORD

FORD Prefect, 1950, fitted Derrington engine conversion, full throat exhaust system and special suspension, heater, excellent condition.—Phone: Harrow 2276, between 9 a.m. and 5.30 p.m.

(Continued overleaf)



PARADE MOTORS

(MITCHAM) LIMITED OFFER

New M.G. Magnette Mk. III. Two-tone grey, red upholstery. List
New M.G.A. 1600. White, black upholstery. List
For immediate delivery.

1957 M.G.A. Black/red upholstery. Fitted many extras. £695
1956 M.G.A. Blue/black, recond. engine, turbo discs and other extras. £650
1956 M.G.A. Red/red, luggage carrier, heater, tonneau cover. £630
1956 M.G.A. White/black, heater, tonneau cover and other extras. £630

1954 M.G. TF. Red and beige, low mileage. This car is in superb condition. £565
1954 M.G. TF. Black/green, radio, heater, twin spots. £545
1954 M.G. TF. Black and green, fitted radio and other extras. £535

1953 M.G. TD. Cream, with heater and many extras. Excellent example. £445
1951 (late) M.G. TD. Cream and red, in really beautiful condition. £445

1947 M.G. TC. Black/red, engine overhauled, in excellent condition. £295

1953 M.G. YB. Red, radio, heater, in really superb condition. £435
1954 (late) Austin-Healey 100. B.R.G., overdrive, wire wheels. £550
1957 Morgan 4/4. Blue, one owner, 1172 Ford engine, in really superb condition. £499

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

Classified Advertisements—continued

GOGGOMOBIL

BUY your Goggo from Main Distributor, London B 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.

GO-KARTS

CALL AT THE LIDO GARAGE, Papplewick, Notts, for your "Speedex Spree Kart".

HEALEY

HEALEY roadster, 1948, red and white 4-seater, splendid condition and appearance. Cost £2,300. Best offer over £300.—Hamilton House, Herbert Road, Torquay. Phone 67623.

HILLMAN

AERO MINX, £125 o.n.o., 1933, 2/4-seater sports, well preserved, used daily, fitted Derrington h.c. head, valuable replacements, also spare engine.—White, Woodpeckers, Westcommon Way, Harpenden, Herts. Phone 3165.

JAGUAR

THE CHEQUERED FLAG (LONDON), LTD., offer

- XK 140**, 1955, Roadster. Midnight blue with heater, spot lamp, washers, mirrors, etc. **£745**
XK 120, 1954, drophead. Dark green, wire wheels, X tyres, spot heater, washers ... **£525**
XK 120, 1952, Roadster in white with red leather heater, etc., particularly fast ... **£465**

Telephone: CHiswick 7871/2/3.
Chiswick High Road, W.4.

JAGUAR XK 150 fixed head coupé, mist grey/red trim, radio, synchromesh and overdrive, disc brakes, registered 21.10.57, 17,580 miles, one owner. £1,390.—Grose, Ltd., Marefair, Northampton. Tel.: Northampton 31682 (3 lines).

1958 JAGUAR 3.4, Cotswold blue, immaculate condition, 15,000 miles, many extras, owner going abroad. Must sell at £1,300.—Clifford Sales, Ltd., 52-74 New Road, Southampton 28271.

1954 MK. VII JAGUAR four-door de luxe saloon, finished in black with red upholstery, fitted with radio and heater. Taxed until the end of the year. £495.—King's Motors, New Road, Oxford. Tel. 41681.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

- XK 120**, 1954. Fixed head coupé, in dark grey and white, high-lift cams, twin exhaust, heater, twin spots, washers, etc. ... **£585**

Telephone: NOTtingham 89282/3.
5-11 Arkwright Street, Nottingham.

1954 XK 120 JAGUAR 2-seater drophead, finished in dark green with grey upholstery, fitted with radio and heater. Taxed. £550.—King's Motors, New Road, Oxford. Tel. 41681.

1951 XK 120, C-type mods, X tyres, new side screens, blue. £375.—Maidenhead 346.

1951 XK 120 JAGUAR 2-seater tourer, finished in dark gunmetal with red upholstery and hood to match, new radio fitted, heater. £445.—King's Motors, New Road, Oxford. Tel. 41681.

THE CHEQUERED FLAG

COMPETITION CARS, LTD., offer:—

- Lister-Jaguar**, 1959, 3.8 wide angle head unit, discs, Webers, all synchro gearbox, limited slip rear end, etc. ... **£1,995**
C-type, 1952, Ex-Ecurie Ecosse, B.R.G., D-type mods., Webers, etc., hard top ... **£965**
C-type, 1953, 2-seater. Exceptional in bright red, just retrimmed ... **£845**
XK 150, 1959, fixed head coupé. Dark grey, one owner, very low mileage, extras... **£1,365**
XK 140, 1955, drophead coupé. A beautiful car in pale blue. C-type unit, wire wheels, radio, heater, twin spots, twin exhaust ... **£795**

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

1950 JAGUAR MK. V four-door saloon, finished in dark gunmetal with red upholstery, fitted with heater. £225.—King's Motors, New Road, Oxford. Tel. 41681.

1946 1½ JAGUAR, sound mech., excellent bodywork, £350 o'haul 1955, little used since. £225 o.n.o.—BUCKhurst 5579 before 7 p.m., BUCKhurst 4899 after.

LANCIA

THE CHEQUERED FLAG

COMPETITION CARS, LTD., offer:—

- Lancia**, 1952, V-6.2-litre Aurelia G.T. Two owners only, heater, X tyres, finished in dark grey ... **£815**

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

1939 LANCIA Aprilia d.h.c., very fair condition throughout, Weber carb, good hood and tyres, heater. £95.—Reading 68210 most evenings.

LOTUS

THE CHEQUERED FLAG

COMPETITION CARS, LTD., offer:—

- Elite**. Brand new and unregistered, in pearl white with black interior ... **£1,947**
Elite, 1959. Choice two exceptional cars, pale blue or white, both one owner and very low mileage, with extras, from ... **£1,635**
Mk. XV, Series II, 1959, 1500 twin cam Climax, discs, 5-speed box, unmarked ... **£1,585**
Mk. XVII, 1959, B.R.G. Stage III, 1100 Climax, Webers, discs, a very attractive price at **£995**
Mk. IV. Ex-Alan Stacey, Stage III, 1100 Climax, Webers, discs, de Dion, fibreglass body **£965**
Mk. XI, 1956, Series I "Club", Stage III, 1100 Climax. Wire wheels, R.5s, immaculate and unmarked, in pale blue ... **£765**
 Also two other Mk. XIs, a 1959 "Club" and a 1956 "Le Mans", both very competitively priced.
 Telephone: EDGware 6171/2.
 Gemini House, High Street, Edgware, Middx.

EQUIPE WOODYATT

Lotus Distributors for the South Midlands and South Wales.

Immediate delivery of Lotus "Seven".

Demonstration model available.

Portland Road,

Malvern, Worcs.

Tel. 391.

ANSTY GARAGE (Chris Summers). Lotus centre for Warwickshire. VILs in stock ("A" and "F" types). B.M.C. and Ford engines. Open seven days a week until 6 p.m.—Ansty, nr. Coventry.

LOTUS Mark VI, Ford 10 engine, recently overhauled, new tyres and brake linings. Will exchange 5 cwt. Ford van, cash adjustment. Hire purchase if necessary.—John Corfield (Peterborough), Ltd., 102 Alexandra Road, Peterborough. Phone 2763.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

- Lotus Mk. XI**, 1957 "Club". Ford 100E unit with Elva conversion, close ratio gears, Alfins, full weather equipment, etc. ... **£595**
Lotus Mark VII, 1958. Two-seater, finished in red, highly tuned 1172 unit, weather equipment **£535**

We are officially appointed Lotus distributors for Mk. VII. Demonstrators always available and all models obtainable.

Telephone: NOTtingham 89282/3.

5-11 Arkwright Street, Nottingham.

MARK XI LOTUS, 1,500 c.c. Climax engine, M.G.A. gearbox, twin-pale clutch, Appendix "C"—G. H. Breakell, Moreton Park, Whalley, Lancs. Whalley 3294 (business hours: Blackburn 5456).

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

1959 (June) ELITE, B.R.G., 6,000 miles only, fully Stage II, 4.1 axle, new tyres, immaculate, 125 m.p.h. £1,695. H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 2257.

MASERATI

DAVID BUXTON, LTD.—DISTRIBUTORS for the fabulous "3500 G.T." model in Central and Southern England and London. 150 m.p.h. 0-100 m.p.h. in 14 seconds. Coachwork by Touring of Milan. Sales and service.—David Buxton, Ltd., London Road, Derby 55129.

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.

BASIL ROY LTD

Morgan Distributors

PERSONAL EXPORT FACILITIES AVAILABLE

1958 Morgan Series II 1172 c.c. Crimson. One owner, excellent condition **£585**

1957 Morgan Plus 4 2-seater coupe, Vanguard engine. One owner, under 18,000 miles **£665**

1957 Morgan Plus 4 TR3 engined 2-seaters. Blue or green, including extras from **£625**

1955 Morgan Plus 4 2-seater, Vanguard engine. Green, good condition, one owner **£515**

AVAILABLE SHORTLY—1959 2-SEATER PLUS 4

All vehicles have been passed through our works and are now guaranteed for 3 months.

USED MORGANS FROM 1950 URGENTLY REQUIRED

161 GT. PORTLAND STREET, W.1
LAN. 7733/4/5

FOR VINTAGENTS.—This car is eligible for Vintage Car Events and is a quite exclusive specimen. 1931 18/80 M.G. Mark II, 4-speed drophead coupé, grey, red interior, red wire wheels, new p.v.c. top, large rear window, recently rebored, new pistons, crank reground, bottom end overhauled, new flywheel, etc., new batteries, new Servair exhaust system, new instruments and many spares included. £125 o.n.o. To be seen by appointment.—Michael Christie Motors, Bicestor Road, Aylesbury, Bucks. Tel. 4727.

THE CHEQUERED FLAG (LONDON), LTD., offer

- Twin-Cam**, 1959. Spotless in black with grey leather, discs, tonneau, heater, rack, spot washers, etc., very low mileage ... **£995**
M.G.A., 1956. Two-seater, blue, radio, heater, wire wheels, X tyres, tonneau ... **£685**
M.G. TF, 1954. Two-seater in green, rack, spots, tonneau, mirrors ... **£545**
M.G. TD, 1951. Two-seater, superb in red, spot lamp, wing mirrors, etc. ... **£465**
 We also have four other "A" types, and TC models. All very realistically priced.

Telephone: CHiswick 7871/2/3.
Chiswick High Road, W.4.

M.G.A. 1958, low mileage, fitted hard and soft tops, sliding screens, Derrington crossflow alloy head, twin exhausts, heater and other extras. Not raced or rallied, immaculate throughout. £780.—R. Dickson, Newbridge Farm, Dumfries. Tel.: Newbridge 249.

M.G.A. 1958, white with black leather heater, adjustable column, guaranteed mileage 8,000 only, and in faultless condition. £775.—Woodyatts of Malvern. Telephone: Malvern 390.

M.G. MAGNETTE (N.A.), partly completed special. Owner getting married!—Offers to R. J. Woolgar, 107 Finch Road, Birmingham, 19.

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.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

- M.G.A.**, 1957. In spotless black with radio, heater, X tyres, tonneau and special Derrington crossflow head and exhaust system ... **£765**
M.G. TC, 1949. Two-seater, red, fitted heater, spot lamp, tonneau, badge bar ... **£345**
 Telephone: NOTtingham 89282/3.
 5-11 Arkwright Street, Nottingham.

S. H. RICHARDSON & SONS, LTD., the M.G. Specialists, offer: M.G.A. 1600, 1959, £895. M.G.As 1956/9, eight from £645. M.G.s all models wanted. Part exchanges, H.P. terms. Immediate insurance.—Moor Lane, Staines. Colnbrook 2258.

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.

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

1958 (June) MAGNETTE, grey, radio. £875.—Aylieff, 13 Brightwell Avenue, Totternhoe, Dunstable, Beds. Dunstable 1444 (business), 1440 (home).

1956 M.G.A., unmarked light green, excellent condition, recond. engine 5,000 miles, very good tyres, radio, new hood and tonneau cover, screen washers, wing mirrors. Really well maintained car. A.A. or R.A.C. tests welcomed. £645 o.n.o.—LANgham 8851, evenings TERminus 8451.

THE CHEQUERED FLAG

COMPETITION CARS, LTD., offer:—

- Twin Cam**. The very special bodied ex-Paul Fletcher car, in pale green. Barwell head, discs, close ratio gears, tonneau, etc. **£985**
Twin Cam, 1958. Red, Barwell head, 2-inch SUs, Konis, close ratio gears, discs, all-weather equipment ... **£935**
M.G.A., 1958, F/H, coupé. An outstanding car in pale green with grey leather, very low mileage **£795**

Telephone: EDGware 6171/2.

Gemini House, High Street, Edgware, Middx.

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 three-wheeler spares.—F. H. Douglass, Morgan Specialists, 1A South Ealing Road, Ealing, W.5. EAling 0570.

1959 (August) MORGAN PLUS 4, 6,000 miles, 9:1 c.r., polished ports and gas flowed head, improved inlet manifold, Derrington exhaust system, Severn wheels, blue. Cost new £1,000, £875 o.n.o. H.P.—Box 3364.

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.

RACING CARS

RAY FIELDING

offers for sale:

A 1959 LISTER-JAGUAR

Complete with ZF diff., servo-assisted disc brakes, light alloy disc wheels, rubber lined petrol tank, etc.

Cash price for quick sale: £1,600.

Also 1956 Austin-Healey 100 with hardtop, £625. P. S. NICHOLSON (FORRES), LTD., Forres, Morayshire, Phone: Forres 422/3.

ENVOY F.J.

Rear engine Racing Car

£900 complete with B.M.C. A type engine, or £825 in component form for self construction, fibreglass bodies. Specifications and photos supplied upon request. Hire purchase arranged for clients. Apply:

Mr. Ian Raby,
Empire Cars, Ltd.,
85 Preston Road,
Brighton 21713.

Mr. Ken Cooper,
Sewel & King, Ltd.,
Springfield Road,
Chelmsford 2145.

FORMULA JUNIOR VIRGO, modified B.M.C./A type unit, Cooper gears, 10.5/1 compression ratio. Nominal mileage, ready for full season's racing. Price, with existing body, £550 or with body built to customer's specification, £625.—Tel.: NEW Cross 7433.

STANGUPELLINI racing cars. Tuning and overhauls on English and Continental cars. Fully equipped works. Major overhauls on H.P. Distance no object, transporter available.—Newplatt Motors, Holmes Chapel, Tel.: 2276.

WANTED.—1958 or 1959 Cooper F2 twin cam, disc brakes, Z.F. Price and full details to address below.

WANTED.—Cooper 500s Mk. VIII-Mk. XII, with or without engine. Full details to address below.

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

RENAULT

IMMEDIATE DELIVERY

ONE ONLY

Renault Dauphine, colour red, 1960 model. Aero-stable. £716.

GROSVENOR GARAGE,
WORPLESDON ROAD,
GUILDFORD.
Worplesdon 2747.

RILEY

RILEY Kestrel 12/4, 1936, sound motor, well shod. £100 o.n.o.—113 Grayswood Avenue, Coventry.

RILEY 1.5, £200 modifications to engine and suspension. Will separate. Offers.—Ellice, 30 Cooks Spinney, Harlow, Essex. Harlow 24442.

1948 1½-LITRE, replacement engine 9,000 miles, mechanically perfect, coachwork excellent. £325.—25 Gowing Road, Norwich.

£190 BROOKLANDS RILEY 9, 1928, balanced Merlin crank, new bearings, rings, etc., Lockheed brakes, Newton shockers, good tyres, new SUs, excellent steering and roadholding, good general condition.—Box 3366.

SIMCA

SIMCA Aronde, beige, 1954, l.h.d. Personal transport of racing team manager. Fitted heater, Koni dampers, Servais exhaust, floor gear change, recently overhauled and tuned by speedshop. This car is not fantastically fast, never rallied or raced but used as comfortable transport to English circuits. Reluctant to sell, genuine reason upon contacting K. D. Coad, "Field End", Porlock Avenue, Harrow-on-the-Hill, Middlesex. Phone: BYRon 2010. Price £345 o.n.o. H.P. arranged.

1959 SIMCA Monthéry saloon, blue, h.c. cylinder head, Alexander twin carb conversion, 3,000 miles. £825.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345.

SPECIALS

FORD 10 engine (recon.), £10. Gearbox, £5. Back axle, £5. Front axle, £5. Five wheels and tyres, £5.—RAVensbourne 5700.

FORMULA JUNIOR "Silver Arrow", built by J. Treen and F. Dixon in 1952 for the then Int. Formula 1. Space frame, four wheel independent suspension, rear engine. New type 1,087 c.c. racing Riley engine developing 90 b.h.p. at 7,500 r.p.m. Special close-ratio gearbox. Never been raced, all brand new and reassembled last year, ready to race. Tremendous acceleration and roadholding. £400, or would part exchange for good 403 Peugeot.—Apply Grimley, 3 Plaza Parade, Worthing, Sussex.

1959 FORD Rochdale G.T. 1172, c.r. gears, 4.7 axle, i.f.s., built from new or recon. parts. £400 o.n.o. Part exchange for M.G. TA considered.—BUCKhurst 5579 before 7 p.m., BUCKhurst 4899 after.

1958 CANNON XXII, built by Ron Kemp, latest mods., in 100 per cent. condition. Seen South of England. £325 o.n.o.—Box 3363.

SPORTS CARS

THE CHEQUERED FLAG (LONDON), LTD., offer

Frazer-Nash Mille Miglia, 1952. Two-seater, in B.R.G., washers, tonneau, F.N.S. unit £765
Swallow Doretti, 1955. Two-seater, in pale blue, X tyres, heater, washers, tonneau £565
Allard J2, 1951. Two-seater, in B.R.G., 4.3-litre, de Dion, etc., very potent £395
Riley 9 Special. Built 1957, extremely neat in B.R.G. £265

Please see under Austin-Healey, Jaguar, M.G., TR, for a representative selection of our hand-picked stock of over 100 sporting cars.

Telephone: CHISwick 7871/2/3.
Chiswick High Road, W.4.

SMETHWICK MOTORS, LTD.,

Central Showrooms,
High Street,

SMETHWICK, 41.

1957 TR3. Hard and soft tops, tonneau, heater, turbo discs, twin spots, mirrors, "X" tyres. Mileage 25,000 from new. Finished in a most attractive combination of pale green and off white £735

1947 M.G. TC, finished in B.R.G. with silver wheels, tonneau, badge bar, full mechanical overhaul by us some few months ago. Well above average condition £285

1955 HILLMAN Californian, duo green, heater, seat covers, "modded" engine and exhaust system, maximum m.p.h. now over 85. What an excellent rally car this could be £495

Hire Purchase Available. Exchanges Considered.
Comprehensive demonstrations a pleasure.
Telephone: SMETHwick 2621-2-3.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

Morgan Plus 4, 1952. White, fitted heater, tonneau, twin spots, mirrors, electric rev. counter £395

Dellow Mk. II, 1952. Two-seater in maroon, tonneau, wing mirrors, spot, etc. £365

Ford Mistral Specials. Choice of two extremely well-finished examples, from £250

Please see under Austin-Healey, Lotus, M.G., TR, for a representative selection of our hand-picked stock of over 50 sporting cars.

Telephone: Nottingham 89282/3.
5-11 Arkwright Street, Nottingham.

BAKER AND ROGER, LTD., offer:

TR2, 1955, overdrive, heater, immaculate red £535
Austin-Healey 100, 1954, superb red £545
Choice three others.

M.G.A., 1956, one owner, small mileage, unmarked ivory £645

Healey Silverstone, 1950. Specimen in blue, outstanding £395

And many other good sports cars.

We specialize in individually selected Austin-Healeys and TRs.

Hire purchase, guarantee, most competitive insurance terms.

BAKER AND ROGER, LTD.,
Hudson's Garage, Darks Lane,
(opp. Ritz), Potters Bar, Middx.

Potters Bar 6181 or Potters Bar 5645 evenings/weekends.

1954 AUSTIN-HEALEY.

Red, four new Xs, all new shockers, new clutch unit and reconditioned box, 4 speeds and 34 per cent. overdrive 3rd and top, Alfin drums, dual exhaust, competition head and camshaft. Immaculate. 28,000 miles. Must sell. £500 o.n.o. Also

WOLSELEY 10 h.p.
First reg. 1921, believed 1919, in first-class condition. Drive anywhere, had fortune spent on it. £150 o.n.o. H.P. could be arranged.

T. BUXEY, Hillhead Road, Hillhead,
nr. Farnham, Hants.

ROCHDALE G.T., Riviera and hardtop Riviera, now available on 10 per cent. dep., bal. two years.—From B. W. Motors, Ditton Road, Widnes, Lancs.

(Continued overleaf)

David Buxton Limited

Open 8.30 a.m. — 9 p.m.
Sunday 10 a.m. — 6 p.m.

LOTUS DISTRIBUTORS

ASTON MARTIN DB2/4 Mk. II 3-litre. Hard top. Reg. Oct. 1956. This is an absolutely unmarked specimen of this rare model. One owner, 19,000 miles only, fitted every extra, kept in special garage, never taken out in the wet. As new, in silver grey with red leather. Cost over £3,300 new, fully guaranteed £1,845

T.V.R. GT COUPE. 1959, September, 4,500 miles. Finished red with red and grey interior, fitted heater and M.G. "A" 1,600 c.c. engine with close ratio gearbox and disc brakes. Condition as new. Guaranteed £895

TURNER. 1959. 6,000 miles only. Full Stage II engine, twin carburettors, extractor exhaust, etc., close ratio gearbox, high torque clutch, high axle ratio. As brand new in every respect. Guaranteed £615

RAYMOND MAYS ZEPHYR. 1955, full alloy head, twin SUs, extractor exhaust, new Michelin X tyres all round, modified brakes, heater and radio. Excellent condition and performance guaranteed £535

MASERATI DISTRIBUTORS

We are the Distributors for the T.V.R. the amazing new sports car available in kit form with Ford 100E, 105E, M.G.A. 1600 and Climax 1220 engines. These cars are supplied complete to the last nut and bolt from

£685

Terms from 10% deposit. Exchanges arranged. Demonstrations and show car available.

LOTUS VII. New Ford, BMC "A" and Climax kits for immediate or early delivery. All tuning mods. carried in stock. Show and demonstration cars available.

MORGAN PLUS 4. 1952. Tuned Vanguard engine. Fitted heater and other extras. Excellent condition and performance £395

ELVA 1100 c.c. CLIMAX. 1958. Sports racing car. Stage II Climax and close ratio gearbox just fully overhauled. De Dion rear suspension, full appx "C" hood, etc. Excellent performance and ideal for club racing, complete with trailer and spares £695

SIMCA MONTLHERY. 1959. One owner, very low mileage. Engine tuned in our workshop, fitted many extras. As new condition throughout. Guaranteed £775

PEERLESS GT. Oct. 1958. Finished B.R.G. Fitted overdrive and heater. Faultless condition in every respect. Fully guaranteed £1,095

LOTUS F2. 1958, works car, latest series F.P.S. engine and gearbox fully overhauled. Guaranteed 100 per cent sound throughout, complete with many spares and trailer £1,495

JAGUAR 2.4. Late 1958. One owner, 11,000 miles only. Fitted overdrive, disc brakes, Roadspeed tyres, 3.4 rear spats, engine stage II modified at the works. Finished B.R.G. Unmarked in every respect. Guaranteed £1,295

All the above cars are subject to our written guarantee covering labour and materials.

Exchanges welcomed.

Terms and insurance available on all models.

SHOWROOMS & OFFICES: 59-61 LONDON RD., DERBY (A.6)

WORKSHOPS & SERVICE: SPONDON, DERBY

The Wayside Garage Ltd.

RUSPER - SUSSEX

Phone No.: Rusper 218.

- 1957 Frazer-Nash.** Works prepared 2½-litre BMW engine. Streamlined fixed head coupé on Continental chassis, extremely low mileage. **£1,575**
- 1955 Porsche,** super hard top, off white, with red upholstery. Reutter coachwork and seats. **£1,075**
- 1956 Tojeiro-Bristol,** ex-Percy Crabb. Six port Le Mans engine, space frame chassis, Dunlop disc wheels, disc brakes. Probably the fastest Bristol-engined car in the country. **£1,025**
- 1956 Jaguar 2.4-litre.** Special equipment saloon. Beige cellulose, red upholstery. Excellent condition. **£950**
- 1953 Frazer-Nash Targa Florio** streamlined 2-seater. BSI engine. Modifications too numerous to mention in this description, would be forwarded to an interested person. Lightweight Borrani disc wheels, full weather equipment, excellent order. **£875**
- 1954 Austin Princess saloon.** This car has everything that a car of this sort should have. Radios, heaters, lights, in fact, the lot. It is right up to 1959 specification, with modified rear wings, and other bits and pieces. Only 30,000 genuine miles from new. **£800**
- Beart Rodger type 66,** 1100 Climax, Stage III, four Amals, M.G.A gearbox, special ratios, de Dion axle. One of the lightest 1100s built. Weight 8 cwt. 12 lbs. Recent wins include F.T.D. Bodiam Hill-Climb. Class wins Brighton speed trials, B.A.R.C. Firlie. Excellent condition and ready for the coming season. **£795**
- 1955 XK 140 drophead coupé.** Grey, red upholstery, heater, Michelin X tyres. Excellent condition. **£750**
- 1958 Wolseley 1500.** Much modified M.G.A engine, anti-roll bar, radius rods, Michelin X tyres, 22,000 miles. Green and grey, radio and heater. Immaculate condition. **£695**
- 1953 Lancia Aurelia,** 2-litre saloon. Grey. Seat covers, heater, Michelin X tyres, immaculate. **£665**
- 1955 Borgward Isabella 60 saloon.** Red and beige cellulose, red upholstery, radio and heater. **£635**
- 1952 Jaguar Mk. VII.** Beige cellulose, grey upholstery, radio and heater. Excellent condition. **£350**

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

Demonstrations arranged, any distance, no obligation.

Hours of opening: 9 a.m.-7 p.m. weekdays, Sundays, 10 a.m.-1 p.m.

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

WEYBRIDGE AUTOMOBILES LTD.

Queens Road, Weybridge

Phone: Weybridge 2233. Ext. 19

- 1953 DAIMLER CONSORT SALOON.** Black/Brown interior. Fitted heater, etc. One owner since new. Nice example. **£395**
- 1956 JAGUAR 2.4 SALOON.** Blue/grey leather, special equipment model with overdrive and radio. One owner, excellent throughout. **£998**
- 1955 JAGUAR XK.140 F/H COUPE.** Blue with grey interior, heater, wing mirrors, windscreen washers, twin foglamps, etc. Excellent throughout. **£825**
- 1953 JAGUAR MK. VII SALOON.** Black/Red interior. Fitted heater, windscreen washers, wing mirrors, etc. Well maintained example. **£445**
- 1953 M.G. TD COUPE.** Grey/Red interior. Fitted foglamps, etc. Beautiful specimen. **£475**
- 1954 RENAULT "750" SALOON.** Silver Grey/Red interior. Fitted heater, foglamps, loose covers, etc. 13,000 miles only. Exceptional example. **£365**

Classified Advertisements—continued

SUNBEAM-TALBOT

SUNBEAM TALBOT Mark IIA, black/red upholstery, registered 8.12.53, 35,750 miles. £490.—Grose, Ltd., Marefair, Northampton. Tel.: Northampton 31682 (3 lines).

TRAILERS

TRAILERS TO CARRY ALL TYPES SPORTS AND RACING CARS EX-STOCK.

From £39 10s. 0d.
(As illustrated)



HALSON TRADING COMPANY,
ROBINSON ROAD, NEWHAVEN, SUSSEX.
Phone: Newhaven 237.

TRANSPORTERS

AUSTIN 30 cwt. racing car transporter, in excellent body and mechanical condition, with two sleeping bunks and loading ramps. Suitable for Cooper, Lotus. Offered for quick sale at £95.—Apply Weldale Motors, Chatham Street, Reading. Telephone 54346.

AUSTIN 4 ton Van with 4-litre engine, good mechanical condition, winch and loading ramps. 13 ft. 8 ins. x 6 ft. 9 ins. x 5 ft. 11 ins. high, with translucent roof.—Box 3369.

TRIUMPH

THE CHEQUERED FLAG (LONDON), LTD., offer

TR3A, 1959. White, hard and soft tops, overdrive, wire wheels, discs, heater, twin spots **£945**

TR2, 1955. Dark metallic blue, hard top, heater, washers, X tyres, wing mirrors ... **£565**

TR2, 1954. Two-seater in red, transistor radio, wing mirrors, etc. Choice of two from **£495**

Telephone: CHISwick 7871/2/3.

Chiswick High Road, W.4.

HERALD coupé, October 1959, 2,300 miles only, undersealed, absolutely as new. Offers over £700.—1 Pages Lane, Great Barr, Birmingham, 22a. Phone: GRE 2446.

TRIUMPH TR3, hardtop, apple green, registered 4.7.57, 25,000 miles, one owner. £650.—Grose, Ltd., Marefair, Northampton. Tel.: Northampton 31682 (3 lines).

TR3A 1958. Pale blue with hardtop. All extras. In immaculate condition. £850.—Patsy Burt, KENSington 7852.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

TR3A, 1958. B.R.G., wire wheels, three-speed overdrive, spots, heater, X tyres, tonneau **£845**

TR2, 1954. Two-seater, red with white soft top, fitted heater, X tyres, etc. ... **£495**

TR2, 1954. B.R.G., heater, X tyres, washers, tonneau. Choice of two from ... **£515**

Telephone: Nottingham 89282/3.
5-11 Arkwright Street, Nottingham.

1955 TR2, fully prepared for racing. Engine to TR3 spec., with high-lift camshaft, anti-roll bar, racing shock absorbers, Michelin X, and equipment too numerous to detail. Successful and reliable club racing car, owned by director and maintained in our works. Selling due to G.T. programme. £550.—Wheeler's Service Station, 72 Eastern Road, Brighton, Sx. Tel.: Brighton 61344.

BOOKS

WORKSHOP Manuals and Maintenance Handbooks. Largest stock in the U.K., British and Foreign, pre-war and post-war. Prompt, efficient mail order department for the motorist. State year, make, model. Enclose s.a.e. for quotation.—Autobooks, 104 Islingword Road, Brighton.

CARBURETTORS

CARBURETTORS for sale. Pair 1½ ins. SU, new, unused. £18 o.n.o.—Ring Leamington Spa 1889.

45DC03 WEBERS, one pair with manifold, for M.G.A Twin-Cam, for sale, £85. Also single carburetter, what offers?—Chalkhill, Givons Grove, Leatherhead 3550, Surrey.

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.

DOVE'S OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL TR Centre

USED TRs

- 1958 TR3A.** Cambridge blue with black trim. Overdrive, wire wheels, heater, reversing lights. A really beautiful car ... **£865**
- 1954 TR2.** Red with beige hood and trim. Heater, spot lights, reversing lights, link mats, etc. ... **£495**
- 1959 TR3A.** White with black upholstery. Wire wheels, Michelin "X" tyres. Almost new ... **£895**
- 1957 TR3.** Only 15,000 miles since new. Heater, etc. A really first-class car **£695**
- 1956 TR3.** Hard top, overdrive, heater, radio. One owner since new ... **£665**
- 1958 TR3A.** Finished primrose with hard and soft tops. Overdrive, heater, "X" tyres, perfect ... **£870**

WRITE FOR FULL DETAILS.

TRIUMPH HERALD DEMONSTRATOR NOW AVAILABLE

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

(150 yards South Wimbledon Underground)

OFFICIAL AUSTIN DEALER

COUNTY MOTORS

HUSBANDS BOSWORTH, Nr. RUGBY

Junction A50-A427

12 minutes from the end of M1 at Crick

NEW CARS IN STOCK

SPRITE. Blue, heater, rev. counter, etc. **£670**

SELECTION OF USED CARS

1955 (June) SIMCA ARONDE 1300. Flash engine, heater, radio. 90 m.p.h. car. **£435**

1959 HILLMAN MINX Series III saloon, de luxe. One owner, heater. **£695**

1957 (Sept.) FORD SQUIRE, grey, heater. **£445**

1956 MORRIS MINOR saloon, four-door de luxe. New engine. Heater. **£425**

1956 FIAT 1100 saloon. Grey, heater, Abarth exhaust, Konis, exceptional condition. **£475**

1953 M.G. TD. White. Stage I tune, heater, well above average, taxed. **£425**

All the above cars are guaranteed for three months. They are engineer tested, serviced, and represent excellent value for money.

Part exchanges. Deposits from 10 per cent.

Up to four years to pay.

OPEN WEEKENDS.

Phone: HUSBANDS BOSWORTH 251

ARDEN CONVERSIONS for Triumph Herald, A7, Ford 105E Anglia, Mini-Minor, Wolseley 1500, Riley 1.5, etc. Exchange head from £12 10s. Increased power, improved braking, superior road-holding.—Arden Conversions, Tanworth-in-Arden, Solihull, Wks. Wythall 3368. 3d. stamp for illustrated list.

A.V.C. VOLKSWAGEN performance/economy conversion kits. Single carb., 65s., twin carbs., £35 15s.—Details, Adams Conversions, 12 Herne Hill Mansions, London, S.E.24. BR1xton 2305.

ENGINEERING SERVICES

FORMULA 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.: PR1mrose 8594

JACK BRABHAM (MOTORS), LTD., now offer

COMPLETE ELECTRONIC CRANKSHAFT BALANCING SERVICE.

All types of crankshafts, clutch and flywheel assemblies, tail shafts, con. rods and pistons can now be balanced to perfection.

248 Hook Road,
Chessington, Surrey.
ELMbridge 4808.

M.C.S. MOTOR ENGINEERS

Paul Emery and Michael Sleep can undertake race and rally preparation, conversions, maintenance and service of competition cars.

Aston Martin, Jaguar and B.M.C. Specialists.

Petergate,
Battersea, S.W.11.
VANDyke 4851.

BRIAN LISTER, LTD., for a complete engineering Service. Precision and general machining, welding, sheet metal work, crack detecting. Prototype and short production runs.—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. BA1tcrsea 7327.

ENGINES

BRISTOL head or complete engine wanted urgently. Full details and price, please.—Box 3367.

ENGINE, 1,776 c.c. Laystall Lea-Francis, light alloy two plug head, complete with E.R.A. type self-change gearbox, radiator, twin SUs, fuel pump, twin coil ignition system, drive shaft and UJs. All as new.

WHEELS, Six Rudge type, rebuilt by Dunlop, fitted 5.25 and 6.00 x 16 Dunlop Racing Tyres. Two similar wheels, four hubs to suit.

BRAKE DRUMS, Four Alfin 12 ins. x 2 ins. complete with Girling Braking System, as new.

SHOCK ABSORBERS and Concentric Springs, four units as new, Girling Racing.

NOSE PIECE with crown and pinion and diff.

MAGNETO, Scintilla vertical four cylinder.

STEERING, Rack and Pinion, complete steering wheel shafts and UJs.

INSTRUMENTS, Rev. Counter, etc.

HOWARD,

Maes Fron, Trewern, Nr. Welshpool.

FORD 105E engine/gearbox units in stock. All accessories. Trade enquiries.—Guy's Garage, (Eastbourne), Ltd., 3605.

S. H. RICHARDSON & SONS, LTD., the M.G. Specialists, offer: M.G. factory rebuilt engines, every model post war ex-stock. Special 24-hour service. H.P. terms on all major work.—Moor Lane, Staines, Colnbrook 2258.

TWO brand new 105E engines, one gearbox. Complete with all ancillaries. Under "list".—G. H. Williamson, Ltd., Wheatley 384, Oxon.

VILLIERS two-stroke engines, fan cooled, 147 c.c. £5.—S.a.e. Carless, 143 Lowe Street, Wolverhampton.

V.12 4½-LITRE post-war Lagonda engine. Four camshafts, dry sump, 24 plug, two 12-cylinder Scintillas, etc. Innumerable spares. Reputed 380 b.h.p. What offers? Space needed urgently. Also DB3 chassis for same.—Chalkhill, Givons Grove, Leatherhead 3550, Surrey.

1960 1,100 c.c. Climax, absolutely brand new. Offers, please.—Box 3368.

MISCELLANEOUS

BUCKLER close-ratio gears for new Popular and 100E. Type "T" suits untuned engine (tuned—Type 54/D). Light 100E Specials 54/C (tuned—E93A Type "C"). £13 15s. (or exchange plan: £4 allowance for sound gears returned).—Buckler Cars, Heath Hill Road, Crowthorne, Berks. Phone: 2231.

CHASSIS for TR2/3/3A, very slightly damaged, 1958 manufacture. £15 o.n.o.—Maghull Motor Co., Ltd., Northway, Maghull, Nr. Liverpool. Phone: Maghull 2085.

HEADLAMP reflectors replated, pure silver, lacquered, 6s. 6d. and p. and p. 1s. 6d. each lamp. Cork seals, 6d. Returned day received.—Packer, 169 Hotwell Road, Bristol, 8.

M.G.A. TWIN-CAM wheels, five as new, with RS4 (1,000 miles used) tyres. What offers?—Chalkhill, Givons Grove, Leatherhead 3550, Surrey.

M.G. SPARES. New, reconditioned or second-hand for all models 1932 upwards. C.o.d. service. Let us know your requirements.—Archway Engineering, Ltd., Bridgewater Street, Knott Mill, Manchester, 3. Tel.: BLAckfriars 6455.

MORRIS MINOR or 1000, three-branch exhaust, twin SUs and induction, fully modified head, also some workshop equipment.—Ring PERivale 3552.

MORRIS 10M. Mechanical parts, good condition. Engine (similar XPAG), starter, dynamo, SU carb., g/box complete. Front, rear axle, suspension, steering, brakes, 5 wheels, tyres, tank, rad., SU pump, propshaft, electrics, instruments. Ideal special builder. Four Dunlop R3 5.50 x 15 tyres, bought new, raced four times.—Reid, Christchurch 3, any time.

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

WALLPAPER for the enthusiast. Six different Grand Prix cars faithfully reproduced in attractive design. 16s. per roll plus 1s. 6d. p. and p., or send for free sample to S.P.M. (5). 205 Hook Road, Chessington, Surrey. Phone: ELMbridge 0044.

PERSONAL

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

THIRD CAR WANTED to complete team of M.G. Twin-Cams for coming season. AUTO-SPORT Championships, etc.—Box 3365.

YOUNG MAN, 23, who can afford F.J. car only, seeks experienced patron to cover expenses and provide facilities.—Ellis, 5 Sloane Gardens, S.W.1.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

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. Illuminating Magnifiers.

THE MAP HOUSE,

Rally Dept.,

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

HYDe Park 0586.

Rally Navigation, 4s. 4d.
Map Eye navigating light 39s.
Garford Romer, 4s. 4d.

All post free, from

RALLY EQUIPMENT, LTD.,

295 Edgware Road,

Colindale, N.W.9.

MOTOQUIP: The enthusiasts' shop. Lists free. —88 Coventry Street, Kidderminster. Telephone 5140.

NAVIGATORS.—For "spot-on" navigation the GARFORD TRIP-LITE is essential—it gives extra illumination to speedo mileage counter for clear reading of distance travelled in miles and tenths. Price 10s. post free . . . and, incidentally, the GARFORD ROMER is still only 4s.—From Garford Romers, 1 Peterborough Road, Harrow, Middx.

(Continued overleaf)

Grand Touring Cars



RUDDS Winter ★ Sale

TEN DAYS ONLY

Special Prices for Autosport
Readers only!

	Normal Price	SALE PRICE
ASTON MARTIN Mk. III aerodynamic 2-4 str. 1959, one owner, overdrive, low mileage saloon. Unmarked and maintained by main agents.	£2,650	£2,599
ACECA-BRISTOL streamlined two place, 1959, genuine 5,500 miles, one elderly owner, disc-braked coupe, fitted overdrive.	£1,785	£1,755
AC 2-LITRE . Spotless two door saloon. Most beautifully maintained.	£415	£395
ACE - BRISTOL . Disc-braked, grey/red, 100d heater, bumpers. Beautifully kept.	£1,225	£1,199
BRISTOL 400 . 1950 impeccable condition. Carefully used by middle-aged enthusiast.	£555	£515
FIAT 600 ABARTH . 1957, genuine £200 conversion. Reputed 90 m.p.h. Convertible coachwork. Well preserved.	£550	£515
JAGUAR XK140 . Roadster with 150 axles, disc brakes, close ratio gearbox. C-type engine mods. no competitions.	£925	£899
JAGUAR XK150 . 1958 June hardtop coupe. Absolutely indistinguishable from new. Overdrive. Discs. Spotless, green.	£1,390	£1,325
JENSEN 541 . 1955, overdrive, two owner saloon. Recon. engine this week. X tyres. Requires running in.	£1,145	£1,099
MG 1959 . Hard top, coupe 1,600. Only 2,500 miles. As new.	£895	£869
MG MAGNETTE . 1956 immaculate duo tone saloon, fitted with X tyres, stiffer shock absorbers, etc.	£785	£755
MERCEDES 180 . Immaculate, four-wheel independently sprung family sports saloon in unmarked beige/green.	£785	£699
TRIUMPH TR3A . 1959/60, 2,000 miles. Heater, overdrive. Red/beige. One owner.	£945	£899
TRIUMPH HERALD . Latest series coupe in black/white. Absolutely as new.	£715	£699

TERMS AND EXCHANGES

41 HIGH STREET
WORTHING 7773/4

Classified Advertisements—continued

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 7722.

SHOCK ABSORBERS

DAMPERS. Telfafo are the World's best. Obtainable at most Garages.—In case of difficulty write to Telfafo, 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

1960 SPORTAC range now available. Silverstone, 33s.; Aintree, 36s. 6d.; Superlight, 43s. 6d.; Superlight de luxe, 50s. 6d.; post paid. Leaflets available. Club members see under "Personal".—Sports Accessories, Norbury Road, Reigate, Surrey. Tel.: Reigate 5373.

SITUATIONS VACANT

BRACKNELL MOTORS, LTD., require racing mechanic for preparation of their Formula Junior cars, very good conditions, highest rates of pay and a new house is available to applicants from the London area. Only first-class men need apply.—London Road, Bracknell, Berks. Phone 101-102-103.

WILLIAM BASSON, ENGINEERS, requires additional skilled mechanics for preparation and development of racing engines and high quality cars. Please give full details of previous experience.—Cold Norton, Purleigh, Nr. Chelmsford. Purleigh 328.

SPARES & ACCESSORIES

DAMAGED CARS FOR SALE

All makes. Year up to 1960.

MAJOR SALVAGE,
Bower Road, Hackney, E.9. Tel.: Amherst 9974.
JAGUAR Mk. VII, 1955. All parts available including complete trimmed body, engine and gearbox. Complete car, £135.—Wythall (Birmingham) 2130.

RUNNING a car, van, building a special? You need our spares list.—Write Wellington's, 49 Wellington Street, Cardiff.

TUNING SERVICE

DAUPHINE RUDDSPED MODIFICATIONS include high-ratio steering, exchange £15, fitted in one hour (free in Worthing). Lowered suspension springs, £4 exchange. Aerostable type available. Sports camshafts, £12. New cars with all modifications available on quick delivery.—Rudds, 41 High Street, Worthing 7773-4.

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

WANTED

AUSTIN-HEALEY gearbox and overdrive, BN2 or later. Price according to condition.—Unsworth, Hillwood Close, Endon, Stoke-on-Trent. Tel.: Endon 3221.

"AUTOMOBILE YEAR", No. 2 (covering 1954), English edition.—Box 3362.

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

GOLD SEAL CAR CO. LTD.

253, NEW CROSS ROAD, S.E.14.
Telephone: New Cross 7433 and 3980

South London's Leading Sports Car Specialists

£795 Triumph TR3A 1958. Pale Blue. An immaculate one-owner car which has only covered a small mileage and is in first-class condition throughout.

£585 Triumph TR2 1955. Red. Hard top, soft top, wire wheels, o'drive, radio, heater, spot lights, reversing lights, stone guards, badge bar, occasional rear seats, wing mirrors, tonneau cover.

Another TR2 at £495.
£535 Austin-Healey 100 1955. Unmarked two-owner car finished in red. Another Austin-Healey 1954 also in red fitted with radio, wing mirrors, etc. £525.

£525 Berkeley 692 c.c. Sports 1959. Green, nominal mileage, literally as new.

£525 Lagonda D/Head 1951. Maroon/grey hide upholstery. Fitted heater, spot lights and screen washers. A good example of this high quality car.

£435 Lotus Mk. VI fitted B.M.C. A type unit. Very fast indeed.

£415 M.G. TD 1952. Black, many extras.

£245 Jaguar SS 100. Red. Full width screen. Aero screens, badge bar, spot lights, tonneau cover.

£225 Triumph Roadster 1800. Champagne. Re-conditioned engine and gear box.

Several Popular Saloon Cars and Specials at very reasonable prices.

WE ARE NOW APPOINTED AGENTS FOR TROKARTS

GOOD SPORTS CARS WANTED FOR CASH
Hire Purchase as low as 1/10th deposit.
Special low insurance rates available.
Motor Cycles, 3-wheelers and all cars taken in part exchange.

Open weekdays 10 a.m. to 9 p.m.
Saturdays 9 a.m. to 7 p.m.
Sundays 10 a.m. to 1 p.m. (for inspection).

RALLY MAPS

SOUTHERN TRADING ESTATE,

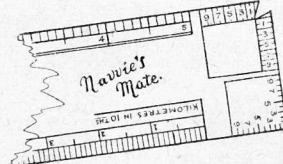
GRESHAM ROAD, STAINES, MIDDLESEX

Tel: STAINES 5555/54676 Map Ref. 170/040713

SPECIALISTS IN MAPS AND NAVIGATIONAL AIDS

THE NEW NAVVIE'S MATE

THE ROMER WITH THE V FEATURE



NATIONAL GRID ROMER WITH THE V FEATURE, THE BEST ROMER EVER DEvised. EASY TO USE WITH POSITIVE PLOT MARKING. CONVENTIONAL ROMER. LONGITUDE AND LATITUDE ROMER. THE FAST ANSWER TO LONG/LAT. PROBLEMS. MILES IN TENTHS—USE WITH MILEOMETER TO CO-RELATE MAP AND ROAD. KILOMETRES IN TENTHS COVERS EIGHT GRID SQUARES. VERY USEFUL WHEN THE ORGANISER GETS CLEVER.

PRICE 6/- COMPLETE. POST FREE
Return of Post Service for All Ordnance Survey Maps, etc. Postage Charges—6d. up to 2 Maps, 1/- up to 6 Maps, 2/- over 6 Maps.

WRITE FOR FREE PRICE LIST DEPT. A20

POST-1948 Armstrong Siddeley, manual, floor-change gearbox.—Ray, Phone: LABurnum 5133, evenings.

ROWLAND SMITH'S The car buyers. Highest cash prices for all makes. Open 9-7 weekdays and Saturdays.—Hampstead High Street (Hampstead Tube), N.W.3. HAMPstead 6041.

TR2/3 1955/6, fitted overdrive, heater, Xs, and possibly hardtop. Must be in excellent condition.—Haworth, 11 Beamister Road, Solihull, Warwickshire.

WANTED.—Cooper Mk. IX parts: chassis, r. and p. steering, seat, master cylinders, rear uprights, front wheels with brakes and uprights. (Consider Mk. VII or VIII).—Parker, 4 Cuttys Lane, Stevenage.

NEW CARS FOR SALE

AUSTIN

HEALEY Sprite, immediate delivery. Your enquiries for other models invited.—Arthur Alsop, Ltd., Austin Distributors, 372, 406-8-10 Chepstow Road, Newport, Mon. Phone: Newport 71614.

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

GOGGOMOBIL

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

TRIUMPH

TRIUMPH TR3. Berkeley Square Garages, Ltd., London area dealers. TR3 specialists, cash or H.P. Special repurchase terms for overseas visitors.—Berkeley Square, London, W.1. GROsvenor 4343.

TURNER

1960 NEW TURNER 950 sports model, export body style. White with black interior, £815. Hardtop £45 extra. 1960 Turner 1100 Climax model. White with red interior, wire wheels, disc brakes. Show car, unregistered, £1,085. Hardtop £45 extra. 1960 Alexander Turner, new, ocean blue, with red interior, 13 ins. wire wheels, disc brakes, close-ratio gears, rev. counter, super sports camshaft, Alexander alloy cross-flow head. A connoisseur's car. List price £45 extra.—Alexander Autos & Marine, Ltd., Haddenham, Bucks. Tel. 345.

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.

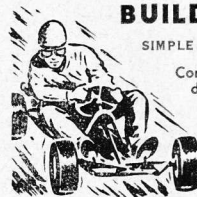
BUILD A GO-KART

SIMPLE CONSTRUCTION—SLICK LINES

Complete drawings available. The design is a proven winner in U.S.A. and this country.

Send cheque or postal order for 7/6 to:

HENRY HAGUE LTD.
COMBERTON, CAMBS.



WOLVERHAMPTON & SOUTH STAFFS C.C.

"EXPRESS & STAR"

NIGHT NAVIGATION RALLY

MARCH 5-6

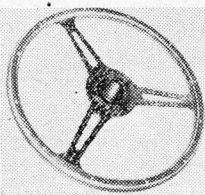
(British National)

Late Entries up to February 15

Details from

R. CLEARY, 49 HOLCROFT ROAD,
WALL HEATH, STAFFS

ANNOUNCING THE "MILLE MIGLIA" THE RACE PROVED STEERING WHEEL



★ **RIM** LAMINATED AFRICAN HARDWOOD, WITH FINGER HOLDS, FRENCH POLISHED

★ **FRAME** HAND CUT FROM ALLOY PLATE AND SWISS POLISHED BOTH SIDES!

★ **FITTING** TAKES ONLY 5 MINUTES WITH OUR READY TO FIT HUBS WHICH WILL ACCEPT ALL HOOPER AND TRAFFICATOR CONTROLS

★ **PRICE—LOWEST EVER** at £5 10 0 15" £5 15 0 16" HUBS FOR TR2/3, M.G.A., AUSTIN-HEALEY, HERALD, SPRITE, A.30/5, MINI MINOR, NEW A.7, FORD 100E AND 105E, £2 10 0 Post and Packing HUB AND WHEEL 4/- U.K.

TRADE ENQUIRIES WELCOME

★ **GUARANTEE** FULL REFUND IF NOT DELIGHTED

GO-KART WHEELS £5 10. AUSTIN 7 SPECIAL £5 10. UNDRILLED 15" £5 10. 16" £5 15. Post and Packing 3/6 U.K.

MOTO-LITA (R. E. TAYLOR)

UPPER HOUSE LANE, SHAMLEY GREEN, SURREY

CRANLEIGH 978

BOUND VOLUMES

We are able to undertake the binding of readers' copies of AUTOSPORT, Volume 18 (January to June 1959). Volumes will be attractively bound in red cloth with gold lettering, and the charge for binding, inclusive of postage, is 25s. Orders for binding readers' copies of all other volumes, prior to Volume 18, at 25s can be taken at any time. Certain already bound volumes of AUTOSPORT are still available price £2 17s. 6d.

EASIBINDERS

Readers wishing to bind their own copies of AUTOSPORT may obtain special AUTOSPORT binders made by the Easibind Co., together with full instructions for use, by sending 14s. 6d. for each binder required. (Index 2s. extra.) Please state volume number and year to be blocked on binder in addition to the title AUTOSPORT.

AUTOSPORT

159 Praed Street, London, W.2

WARD END TYRE SERVICE

Birmingham's Leading Continental Car Specialists

1960 RENAULT DAUPHINES. Aerostable suspension, choice of colours and specifications, for immediate delivery. Deposits from £40. Balance over 4 years.

1960 SIMCA and CITROENS. Available on very short delivery dates.

USED Vehicles on offer. Covered by our fully comprehensive guarantee scheme, covering both labour and material.

1958 JAGUAR 2.4 litre. Special Equipment Saloon, fitted overdrive, disc brakes, Motorola radio. New tyres. 20,000 miles. **£1,265**

1958 Model BORGWARD T.S.75 Isabella Saloon. Fitted Ruetter seats, radio. 20,000 miles. Silver with red leather. **£925**

1957 JAGUAR 2.4 litre. Special equipment, radio, heater. Blue with red leather **£1,025**

1957 JAGUAR 2.4 litre. Special equipment, fitted overdrive, Mercury discs, radio, heater. Maroon with maroon leather. **£1,025**

1948 MORGAN 4/4 Drophead Coupe. Blue with blue leather. New Hood. Good tyres. **£225**

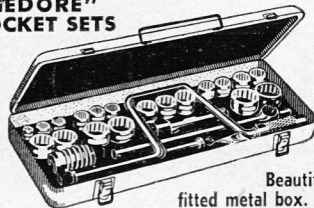
These and many others are available for your trial and inspection at:—

WARD END TYRE SERVICE

712/714, WASHWOOD HEATH ROAD, BIRMINGHAM 8.
Ring: EAS 0234

FOR THAT GOOD DEAL — BETTER

"GEDORE" SOCKET SETS



Beautifully fitted metal box. Best quality by famous maker. Contains speed brace, ratchet, universal joint, small and long extension and 19 $\frac{1}{2}$ " Square Drive Sockets (10 Whitworth $\frac{1}{8}$ " to $\frac{3}{4}$ " and 9 American Sockets $\frac{1}{8}$ " A/F to 1" A/F). Usually £10.12.0. OUR PRICE **£5.19.6**

Inclusive of Post and Packing

Satisfaction or money refunded
ASHTON SAW & TOOL CO.
Dept. A5, 80 Old Street, Ashton-under-Lyne

RETFORD ENGINEERING

LONDON ROAD
RETFORD, NOTTS

Telephone 2261

Offer the following Guaranteed Sports Cars

1956 Porsche Carrera, finished metallic blue, "X" tyres, as new throughout.

1957 M.G.A Sports. Red-black hood, radio, heater.

1957 Jaguar XK 140 drophead coupé, in superb condition, new "X" tyres, twin spots, radio and heater.

1955 Austin-Healey 100 "M". Red and cream, full Le Mans mods.

1959 Berkeley B.95 Sports. White, 3,000 miles only, 90 m.p.h. plus.

1955 Austin-Healey 100S, ex-Team Healey, raced at Le Mans in 1955 by Lance Macklin. Five new R5s. Cromard liners, incompletely reconditioned engine also reconditioned gearbox, back axle, steering — discs, etc.

1933 Rolls-Royce 20-25, enthusiasts only, please.

1937 Bentley. Awaiting new mill, enthusiasts only, please.

Also 1938 Vauxhall 25 Van (very large), ideal for F.J. or F3 transporter, mechanically sound, Borgward Rennsport engine less crank, when running "Fantastic".

Iskenderian Cam for Healey 100, new, increases rev. limit to 6,300, power increase terrific.

Agents for:—

Volkswagen, Porsche, Fiat, BMW, Berkeley.
Early delivery of most models.



Build-it-yourself

FOR UNDER £600

the **Lotus 7**
SPORTS CAR

We will be pleased to advise you on any points, and can offer full servicing facilities.
CONNAUGHT CARS (1959) LTD.
PORTSMOUTH (A3) ROAD
SEND RIPLEY 3122/3 SURREY



SPECIALISTS

MILL GARAGE
CHIGWELL ROAD,
LONDON, E.18

MG enthusiasts!

IN STOCK NOW

M.G.A 1600 COUPES AND 2-SEATERS

M.G.A TWIN CAM

M.G. MAGNETTE MK. III

ALSO A SELECTION OF EXCELLENT

MAGNETTES

W. JACOBS & SON LTD. TELE.: WAN 7783 4 5

The World's Finest Racing Kit & Rally Equipment



'Racemaster' Helmet



'Sure Grip' Driving Gloves
Mon.-Fri. 9-5.30
Sats. 1 o'clock



Flameproof Overalls



New 8-Day Chrono-Stop

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 4/6. Car Compass 19/6. Helphos Windscreen Lamp 69/6. Romers 2/6. Map Markers 4 doz. asstd. 2/6. Blackwell Calculators 14/6. Halda Pilot 19 gns.

Write for free illustrated catalogue.
Home and Export Trade Enquiries Invited

LES LESTON LTD.

314 HIGH HOLBORN, LONDON, W.C.1

Phone: CHAncery 8655

TO SETTLE A £5 WAGER, and as an interesting commentary on London traffic, Graham Warner, in his Lotus Elite, and the sedan chair, with its attractive occupant, raced through the City of London. The chair won!

THE Solitude Grand Prix will be held on 24th July by A.D.A.C. for either Formula 2 or Formula Junior, or both, depending on the number of entries received.

SAAB MOTORS INC., importers into America of the front-wheel drive Swedish car, have issued a challenge to all owners of other front-wheel-drive cars: "Come to Lake Naomi, Pocono Pines, Pa., and try to beat us at ice-racing!"

MORE than 150,000 people were helped out of trouble by the R.A.C. "Get you home" service during 1959. Topping the list of breakdown causes were electrical troubles, in many cases due to faulty maintenance, which accounted for 29 per cent. of the cases dealt with.

THE grand touring car phase of the 26th March Sebring sports car racing programme takes on added significance this year, with the awarding of new annual trophies by the International Sporting Commission. Cups will be awarded for the first time, this year, to the winning cars in six engine displacement classes, according to an announcement from Hubert Schroeder, secretary of the Federation Internationale de l'Automobile in Paris.

With the lifting of the former 3 litres engine displacement limit, American big-



engine cars are now eligible to race at Sebring.

First to grab the opportunity to test and show off the home country engineering products is Briggs Cunningham, who will enter a pair of 1960 Corvettes. While no drivers have been announced, it was rumoured one driver might be Zora Arkus-Duntov, former European road

racing driver and now Chevrolet development engineer.

Duntov has also been mentioned as a possible entrant in the Indianapolis 500-mile race in May.

The big feature at Sebring on Saturday, 26th March is, of course, the World Championship Sports Car Race for the Amoco Trophy, the 12 hours of Sebring.

SKILLED MEN!

USE YOUR KNOWLEDGE IN A WORTHWHILE JOB

VACANCIES FOR ARTIFICERS

Vehicle Gun
Radio Radar
Instrument
Electrical Control

CARPENTERS
ELECTRICIANS
SHEET METAL
WORKERS

TURNERS
WELDERS

in
THE ROYAL ELECTRICAL
&
MECHANICAL ENGINEERS

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

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

ests as yourself. Don't miss this chance! Send off the coupon now to: Col. G. M. Preston, H.Q., A.E.R., R.E.M.E., Broxhead House, Bordon, Hants. Tel.: Bordon 48.

POST THIS OFF RIGHT AWAY!

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

NAME _____

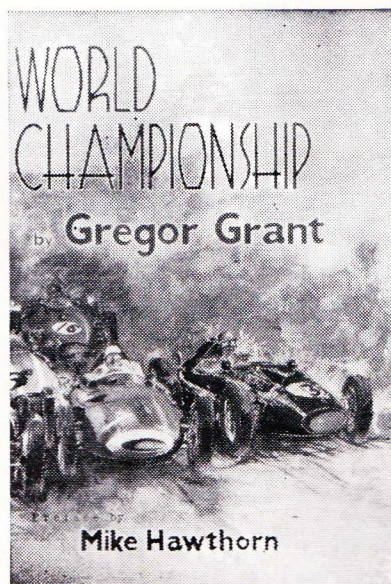
ADDRESS _____

TRADE _____

(CV/AER)

AUTOSPORT BOOKS

BRITAIN'S MOTOR SPORTING WEEKLY



WORLD CHAMPIONSHIP

By Gregor Grant, Editor of "AUTOSPORT"
with a preface by Mike Hawthorn
and 75 illustrations

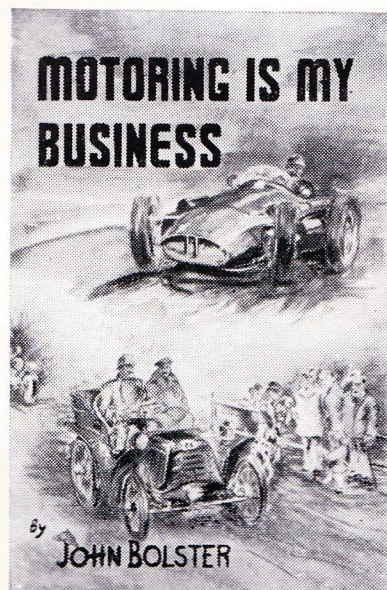
21s. Cloth (22s. 6d. by post)

This is the story of Grand Prix Motor Racing Championship of the World instituted in 1950 and so far won by only four men—Farina, Ascari, Fangio and Hawthorn.

MOTORING IS MY BUSINESS

By John Bolster 64 illustrations
18s. Cloth (19s. 6d. by post)

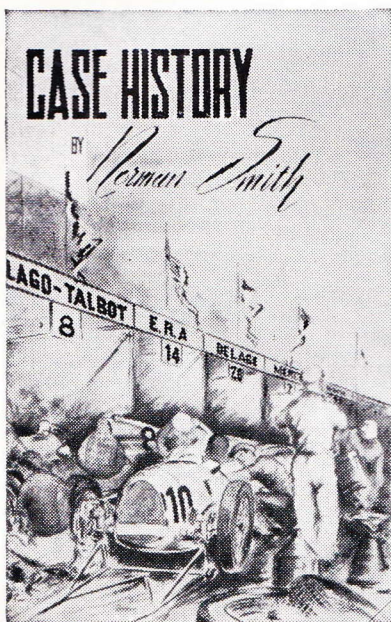
This is an account of 30 years in motoring sport by the well-known Technical Editor of "AUTOSPORT" and B.B.C. motor racing commentator.



CASE HISTORY

By Norman Smith 66 illustrations
30s. Cloth (31s. 6d. by post)

This is the story of famous racing marques such as E.R.A., Auto Union, H.W.M., Mercedes-Benz, Maserati, Ferrari, etc. Many new facts are brought to light and each chapter provides a complete record in itself of these world-famous marques.



Obtainable through all booksellers or direct from the publishers

AUTOSPORT (BOOK DEPT.)

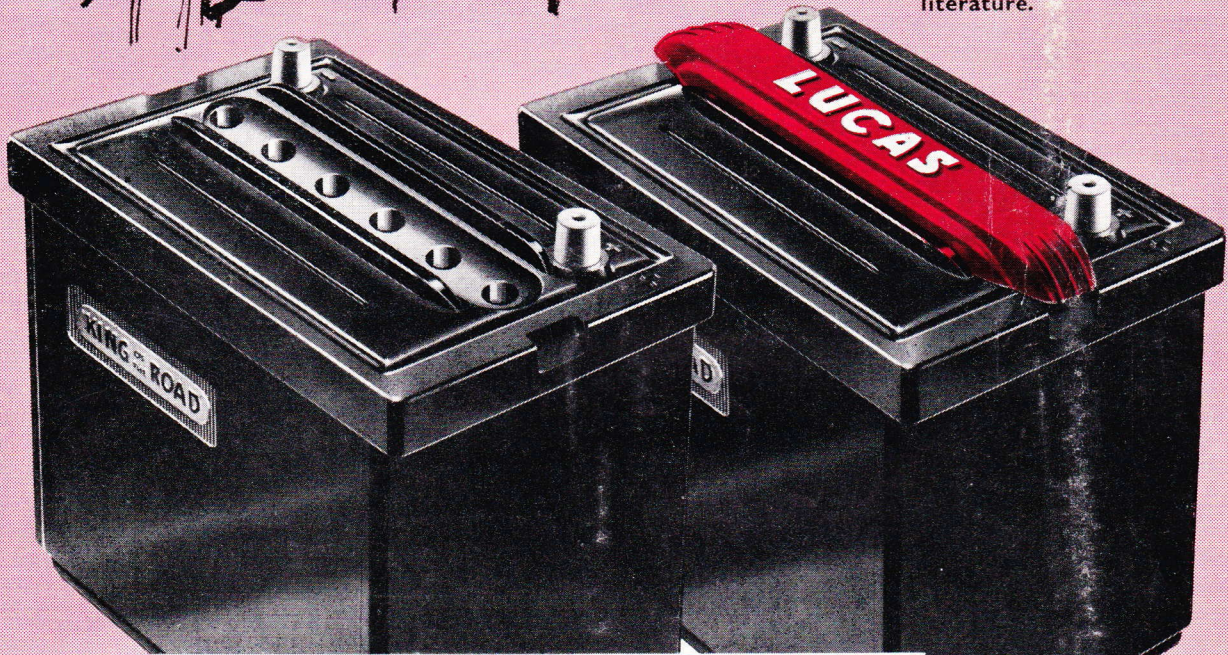
159 PRAED STREET · LONDON · W.2

Quicker to service - no lost plugs



Yes Sir! you are right on "Top" in design and performance. In fact, a battery designed for the future... here today... thanks to the advanced technical superiority of Lucas research and manufacturing techniques. This new range of car batteries is available for all vehicles using 12 volt 7 or 9 plate types. Special features include a completely streamlined top of Registered design with a Patented Manifold One-piece Venting System. Anti-splash Guards prevent surging of acid and act as an acid level register when topping up.

For full details ask your local garage or write for illustrated battery literature.



LUCAS

S RANGE



BRITAIN'S BEST BATTERIES

(Applies in U.K. only)

JOSEPH LUCAS LTD · BIRMINGHAM 19