

AUTOSPORT

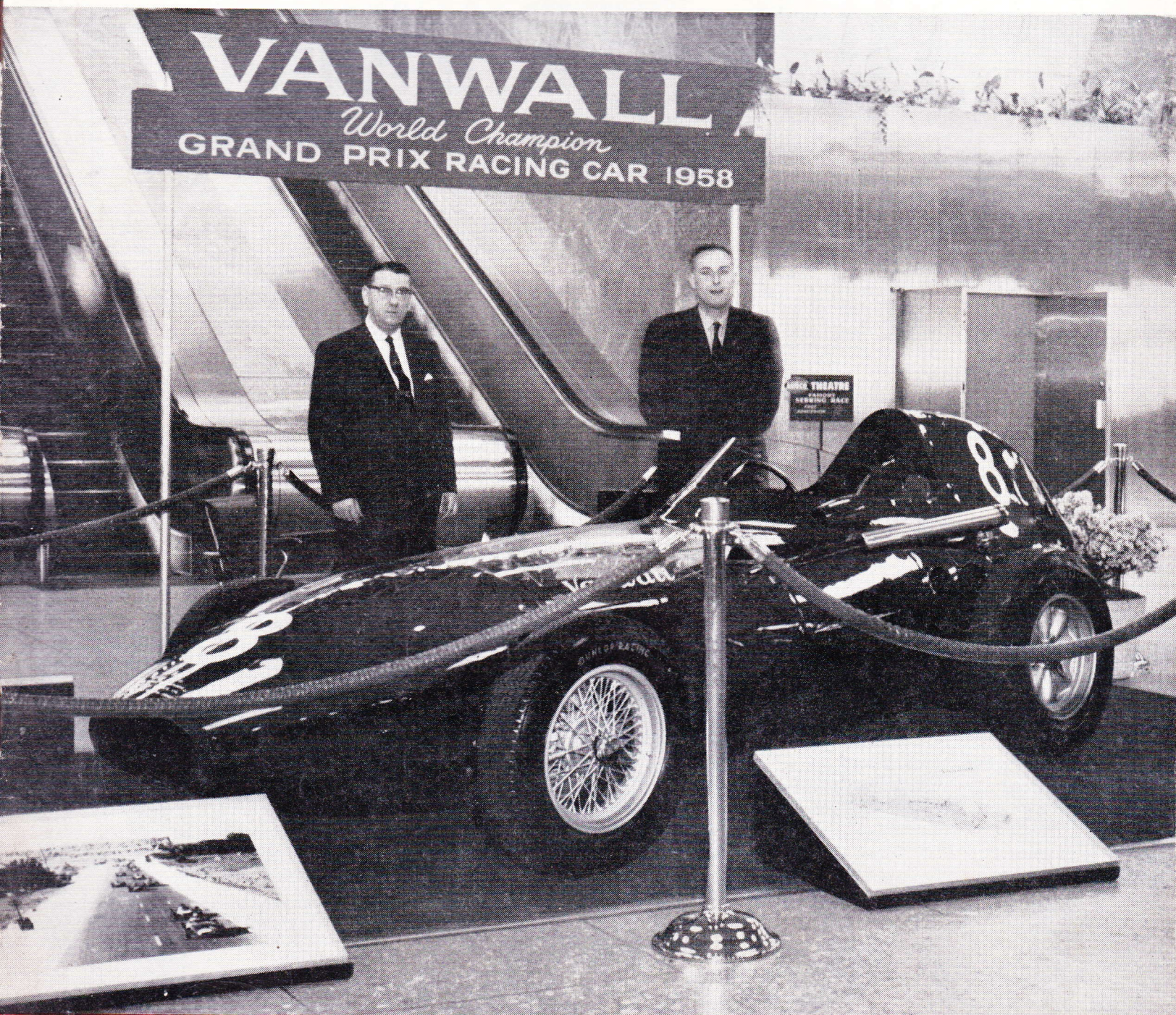
APRIL 17, 1959

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EVERY FRIDAY
Vol. 18 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY

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

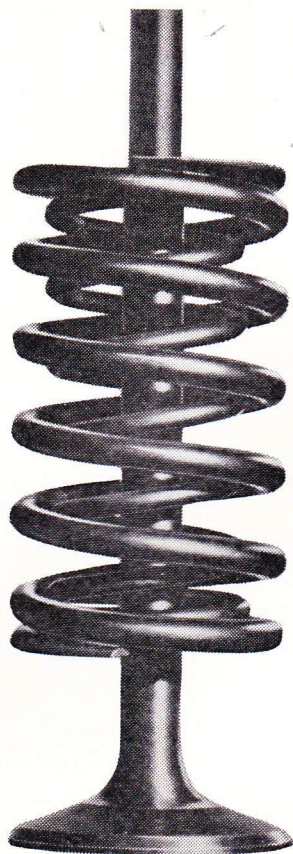


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BRITISH EMPIRE TROPHY MEETING—FULL REPORT AND PICTURES
JOHN BOLSTER TESTS THE ACECA-BRISTOL : THE NEW YORK MOTOR SHOW

VALVE SPRINGS

Effect on performance

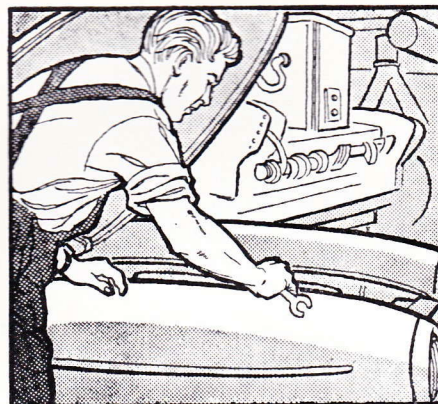


Engine speeds Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

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

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

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



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

TERRYS AERO VALVE SPRINGS

The Experts' Choice



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Vol. 18 No. 16**April 17, 1959****Managing Editor GREGOR GRANT****Assistant Editor MARTYN WATKINS****Technical Editor****JOHN V. BOLSTER****Art Editor****THEO PAGE****Northern Editor FRANCIS N. PENN****CORRESPONDENTS**

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EDITORIAL

HAZARDS OF SPEED

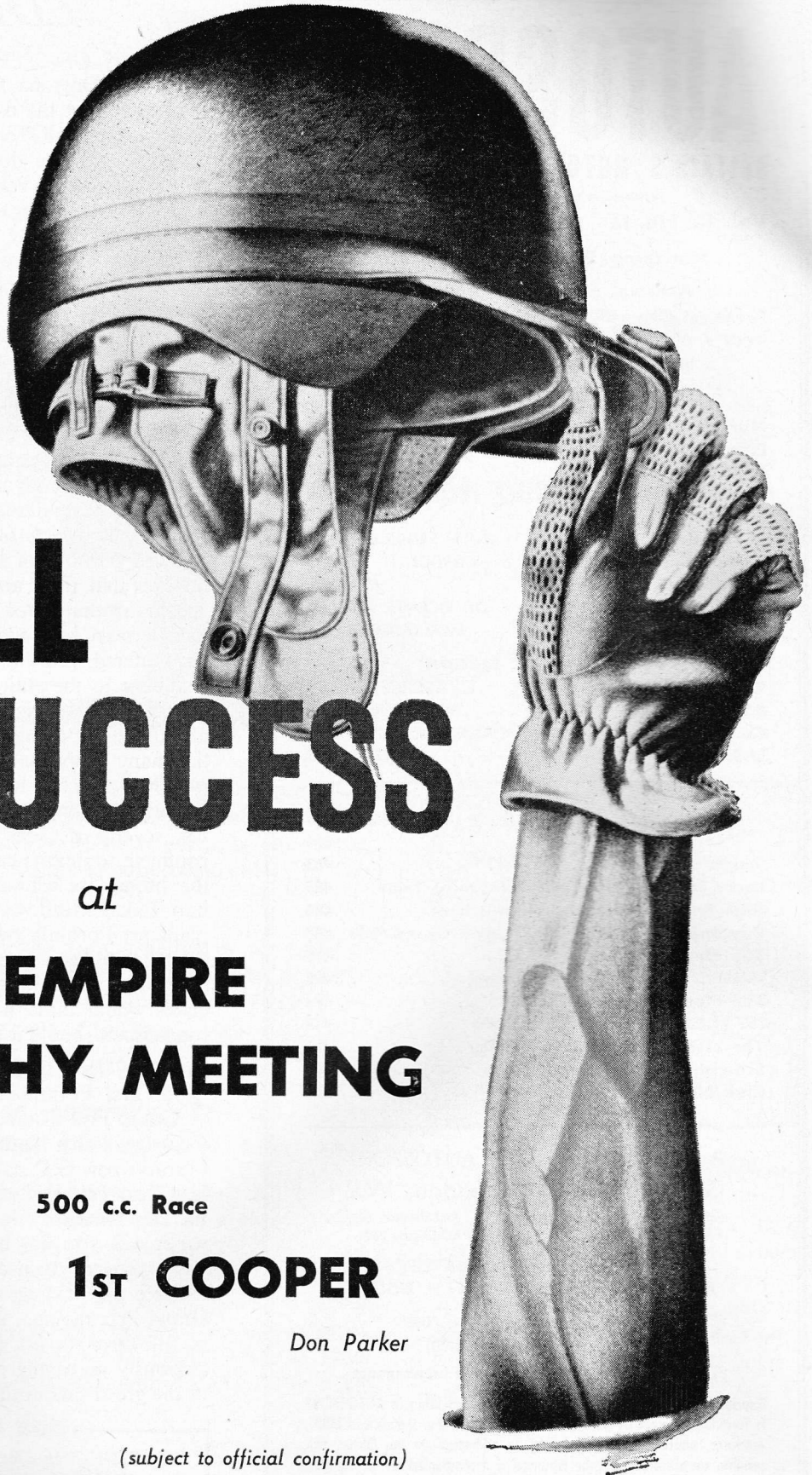
THE new Daytona Beach International Speedway has already cost the lives of two prominent Indianapolis drivers, Marshall Teague and George Amick. Nevertheless the blame does not lie in the construction of the track. Sad to relate, Teague's accident during tests was due to a disregard of advice to take things easily at first, particularly as he was using an obsolescent machine. Amick's crash may have been due to over-eagerness, carrying him too far up on the banking for safety. As a result of these two fatalities, a stringent inquiry was immediately held, and several expert witnesses gave evidence. It was agreed that the track itself was as perfect as human ingenuity could make it, but that the high speeds obtainable required a more specialized type of machine than the Indianapolis cars used. It was suggested that designers should give more attention to aerodynamic bodywork, thus minimizing the risk of roadholding being adversely affected by cross-winds which often make their presence felt on exposed portions of the Florida coastline. AUTOSPORT believes that there are other problems to be met at lap speeds around three miles a minute, problems which the German Mercedes-Benz and Auto-Union concerns encountered pre-war at Avus. Daytona Beach is a challenge to the entire American racing-car world, and no doubt the designers of those efficient "Indy" cars are already applying their knowledge to the solution of the many problems arising from the sort of high-speed motoring which a large section of the American public prefers, and, indeed, has been educated to understand for several decades. Road-racing has been largely confined to sports-car events in U.S.A., but already the promoters behind Daytona Beach, Riverside, Elkhart Lake, Meadowvale and other circuits are making plans for Formula racing. For example, although over \$3,000,000 have been spent at Daytona, such is the area of ground available that Bill France and his associates would think nothing of laying down a full-scale road circuit should it be so desired.

AINTREE INTERNATIONAL

THE first Formula 1 race of the year over the full Grand Prix distance takes place at Aintree on Saturday; it will also be the first competitive outing for Enzo Ferrari's new G.P. cars which are described in this issue. It will not be forgotten that last year's World Champion, the late Mike Hawthorn, drove Ferraris to win his title, yet it will also not be forgotten that the new B.R.M.s have proved themselves, at Goodwood, to be well capable of tackling anything normally encountered in Grand Prix racing. British opposition has been entered at full strength for this meeting, and enthusiasts will anxiously await the result before assessing the chances of the green cars in this year's events.

OUR COVER PICTURE

STAR OF THE SHOW: This superbly finished Vanwall was exhibited in the entrance hall of the New York Coliseum, where the New York Motor Show was held recently. The car attracted enormous attention from the Americans. Standing behind the car are Mr. W. H. Ingles (left) and David Yorke.




SHELL SUCCESS


at

BRITISH EMPIRE TROPHY MEETING

USING



SHELL



X-100

MOTOR OIL

500 c.c. Race

1ST COOPER

Don Parker

(subject to official confirmation)

ALSO USING SHELL FUEL

SPORTS NEWS

THE 1959 GRAND PRIX FERRARI

By GIANNI MARIN

APPEARING at Aintree on Saturday will be the 1959 edition of the G.P. Ferrari. Based on the successful 1958 machine, it has revised suspension, with helical springs front and rear together with hydraulic, telescopic dampers. A de Dion rear axle has been retained. Chief departure from Ferrari precedence is the adoption of Dunlop disc brakes, which were used experimentally on the late Mike Hawthorn's car at Monza and at Casablanca. These are, of course, the latest pattern with rapid-change pads.

To accept the increased braking power, the tubular frame has been considerably strengthened, and there has apparently been no attempt to reduce weight.

The V-6, 2,474 c.c. (86 x 71 mm.) engine has an output of 300 b.h.p. at 9,000 r.p.m. In 1958 it was 2,417 c.c. (85 x 71 mm.), developing 290 b.h.p. at 8,300 r.p.m. Triple Weber d/c carburettors are employed: ignition is by dual Marelli magnetos.

Dunlop tyres are fitted, 5.50 x 16 front, and 6.50 or 7.00 x 16 rear. Dry weight of the car is given as 540 kilograms.

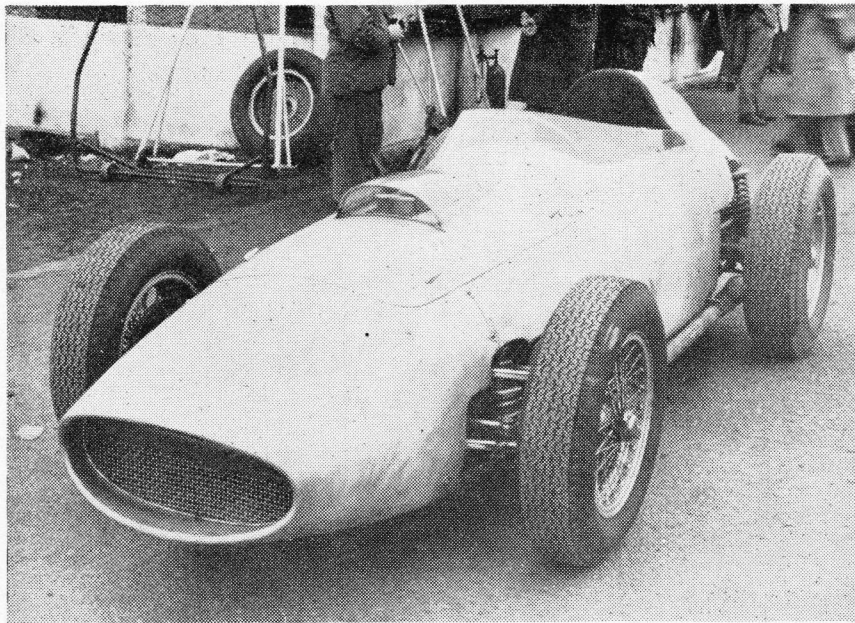
The Dino "196" is now in production as a sports-racing two-seater. Engine is of 1,983.7 c.c. (77 x 71 mm.), giving 200 b.h.p. at 7,200 r.p.m. A full description of this machine will be given in a forthcoming issue. Weight (dry) is 640 kilograms.

ORDER NEXT WEEK'S ISSUE NOW!

NEXT week's issue will be a considerably enlarged edition containing a full report of the Aintree "200", road tests of two famous high performance cars tested in the U.S.A., details of a new Grand Prix Formula 1 car and of two new "10s" from a famous factory, in addition to all our regular features.

LATEST news of entries for the Syracuse G.P. on 25th April is that Bruce Halford will drive his Lotus there. Other British competitors are Stirling Moss, in Rob Walker's Cooper, Jack Brabham (works Cooper), Graham Hill (works Lotus), George Wicken and Ivor Bueb (in B.R.P. Coopers) and Masten Gregory (Cooper).

THERE are still vacant seats in the John Webb/Alan Foster-organized aeroplane to the Monaco G.P. on 10th May. Enquiries should be made to 62 Brompton Road, S.W.3.



THE LATEST G.P. Ferrari, which will make its racing debut at Aintree on Saturday. The car has Dunlop disc brakes and is said to develop 300 b.h.p. at 9,000 r.p.m.

THE DEWAR TROPHY FOR TONY VANDERVELL

AT the Royal Automobile Club last Friday Mr. Wilfred Andrews, chairman of the club, made the 21st presentation of the Dewar Trophy. This trophy, awarded for the most outstanding British technical performance during the year, was won by Tony Vandervell and "Colleagues responsible for the design, development, production and performance of the Vanwall cars which contributed so much to British prestige in the realm of motor sport during 1958".

In his speech after the presentation Tony Vandervell paid his own tributes to his mechanics and to his three drivers, Stirling Moss, Tony Brooks and the late Stuart Lewis-Evans.

Naturally enough, all those present were eager to know whether we shall see the Vanwalls in action this season. Mr. Vandervell said that development was still going on with the cars. "We are making them as good as possible but whether they will be good enough for anyone to drive remains to be seen," he said.

However, he gave us reason to believe that we shall see at least one Vanwall on the circuit some time this season, and should a car appear it would seem likely that Stirling Moss will be in the cockpit.

Our appetites having thus been whetted, we await further news with keen interest.

MASERATI TO RACE AGAIN!

IT is officially announced by Officine Maserati that the crisis which threatened the existence of the concern has been overcome, and that sufficient finance will be available for the Società Alfieri Maserati to go into full production with various types, and to build a certain number of F1, sports-racing and G.T. machines this year.

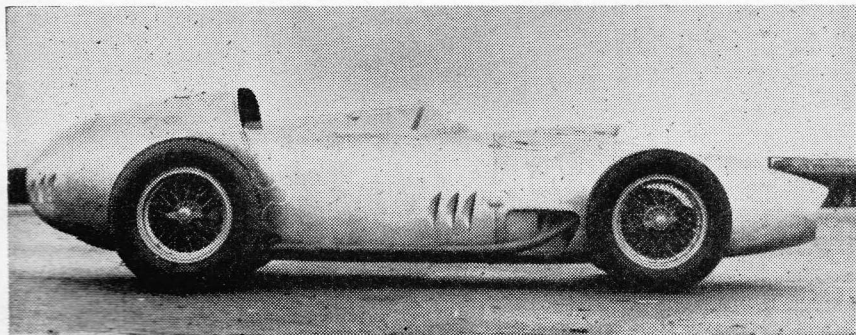
Adolfo Orsi and his son Omer remain in control, backed by a powerful Milanese financial group, determined to keep the name of Maserati in the forefront. No officially entered cars will be raced during the present season, but works assistance will continue to be given to certain private owners.

For 1960 entirely new cars, at present in course of design and/or development, will be raced in F1, F2, sports and G.T. categories. Maserati will take part in all events counting towards the main World Championships, and every effort will be made to secure the services of the best drivers available.

The news has been hailed with great delight in Italian motor-racing circles, and the renewal of the Ferrari v. Maserati rivalry will be welcomed by all race promoters. It is no secret that Maserati would like to have Stirling Moss lead their team, and doubtless the great British driver will be approached within the next few weeks.

A very fast 3-litre sports-racing car has already been thoroughly tested, and it is likely that it will make an appearance before the end of the present season as an "unofficial" entry. The 1960 F1 Maserati will almost certainly have disc brakes.

By GIANNI MARIN



SIDE VIEW of the 1959 Formula 1 Ferrari, which has revised suspension.

FERRARI's latest 2-litre sports-racing car, the "Dino 196". Engine is of 1,983 c.c. and develops 200 b.h.p. at 7,200 r.p.m.—dry weight is 640 kgs.

APPARENTLY the Aston Martin DBR1 stopped at Sebring with oil on the clutch and not with plug trouble. Shelby's threatening of Reg Parnell with the broken gear lever was really a joke.

BR.M. drivers at Silverstone on 2nd May will probably be Stirling Moss and Ron Flockhart.

STAGGERING all beholders, a little 492 c.c. Berkeley, driven by Cammarata and Bandini, won the up to 500 c.c. G.T. class in the Monza 12-hour race. The little bolide averaged nearly 76 m.p.h.,

TICKETS for the Silverstone meeting may be obtained from the B.R.D.C. Trophy office, Silverstone circuit, near Towcester, Northants. Readers may also be interested to know that British Railways are running a special train leaving Euston at 7.20 a.m., stopping at Watford Junction at 7.48 a.m. and arriving at Brixworth at 8.42 a.m. The return train leaves Brixworth at 7.25 p.m., arrives at Watford Junction at 8.21 p.m. and at Euston at 8.50 p.m. Return fare from Euston is 19s. 3d. for adults, 12s. 9d. for children. From Watford Junction the fare is 15s. 6d. for adults and 10s. 9d. for children. These prices include admission to the circuit.

THE WORLD'S FASTEST RACE

Jim Rathmann Averages 170.26 m.p.h. at Daytona Beach Speedway

ON 4th April, Jim Rathmann (Simoniz Special) won the first of the 100 mile races at Daytona International Speedway, at the fantastic average speed of 170.26 m.p.h.—a world's record for any motor race and beating his own Monza 500 miles race record in 1958 of 166.72 m.p.h.

The big Indianapolis machines provided a tremendous spectacle as they thundered round the oval, jockeying for "top-of-the-banking" positions. During the first race, Dick Rathmann and Roger Ward had a fierce scrap for the lead, but both were overtaken by Jim Rathmann. Dick was in the Chapman Root-owned Sumar Special, and Ward in Bob Wilke's Leader Card Special.

On the very last lap, George Amick, making a last-minute bid for third place, lost control on the west banking and hit the retaining wall. His car completely disintegrated, and poor Amick was killed instantly. Following close behind, Bill Cheeseborug deliberately put his car into a 170 m.p.h. slide to avoid the flying pieces of wreckage, spun



round several times but somehow or other managed to avoid hitting anything and finished up in the infield miraculously unhurt. Rathmann's time for the 100 miles was 35 mins. 24 secs., but he did not manage to beat Tony Bettenhausen's 1957 lap at Monza with the supercharged Novi Governor Special of 177.038 m.p.h.

Over 60,000 people were present at this meeting.

On 5th April the 1,000 kilometres sports car race took place, but this was

reduced to 560 miles because of approaching darkness. A shortened version of the road circuit was used, the longer loop not being completely surfaced.

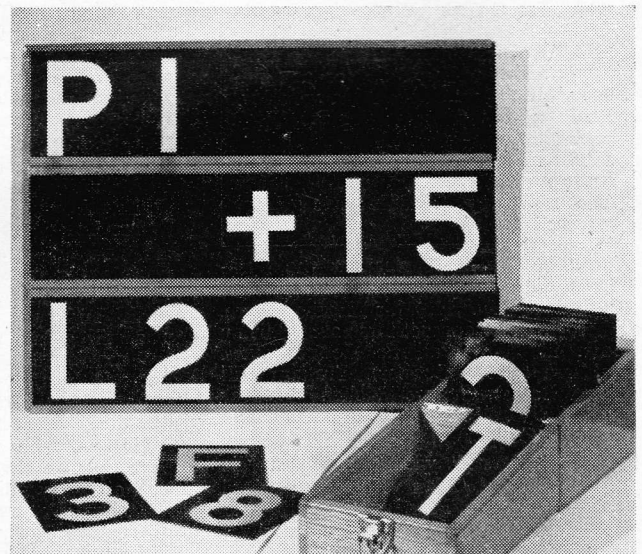
The race was notable for the complete failure of the large cars, including Carroll Shelby's very fast Maserati-Corvette which led for some time but was eliminated with transmission troubles.

Many drivers misjudged the sharp right-hander leading from the banked

★

RACESSORIES: Pit signalling equipment is being marketed by Ernest Unger and Mike Parkes, of 46 Heathfield Gardens, Brent, N.W.11. It is also available from Speedwell Performance Equipment at £7.

★

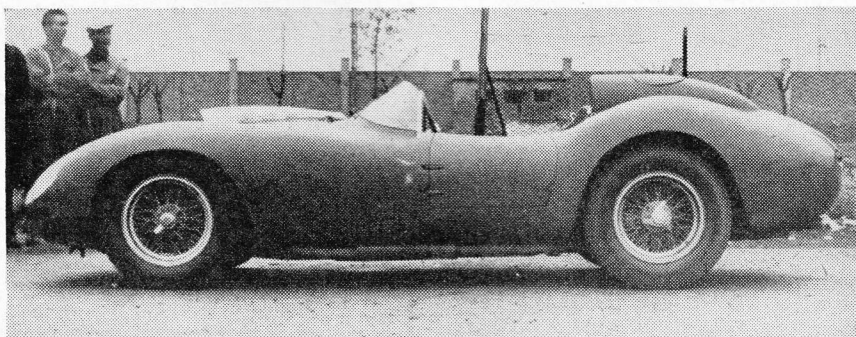


circuit to the road section, and not a few finished up in the "rough".

The race turned out to be a triumph for the marque Porsche, the Argentine-entered RSK "1500" of Van Dory and Roberto Mieres winning at 93.345 m.p.h. One lap behind came Art Bunker and Bob Said—also in a Porsche—followed by the D-type Jaguar of Paul O'Shea and August Pabst. Fourth man Loyal Katsee drove his Ferrari single-handed.

Out of 40 starters only 27 were running at the end.

PERSPEX BUBBLE over the carburettor intakes on the Dino 196 Ferrari can be seen in this side view.



LEADER at lunch-time was Ernie Chandler, who faces a battery of cameras as he charges a slope.

A MOST unpleasant and utterly relentless downpour on the preceding day rather thwarted the efforts of the Lancs and Cheshire C.C. to make their jubilee year Derbyshire trial, held near Winster, Derbyshire, on Sunday, a memorably successful one. It will certainly go down in trials history as the event in which the most people climbed the fewest hills, but this was not the fault of the organizers. Indeed, had anyone reached a high enough point it would probably have been found that many of the hills were well planned, but that incessant rain—which also drowned the British Empire Trophy meeting, the Vintage Sports Car Club race meeting and other events—spoiled everything.

Rear wheel marking was used for the trial, and a point of criticism was that in many cases outstanding efforts gained no more marks than climbs of lesser quality. Even the revision of the course



The "Derbyshire" Spoiled By Rain

L. Hurt Wins Lancs and Cheshire C.C. Classic Trial

which took place for the afternoon climbs did not alter this, and many drivers found it a little frustrating, to say the least.

The same 10 hills, situated in a disused mine of some sort, were used throughout, each being attempted twice. After lunch, many of them were modified in some degree in view of the sheer impossibility of anyone climbing them, but basically the same pattern was followed.

First came Mill Close 1, a straight climb up a steeply stepped grass bank which stretched on and on. A couple of strategically placed holes and the rapid disappearance of any sort of grip added to its difficulties and the highest score was 2, which nearly everyone achieved with but four exceptions. Rex Chappell got farther than most but still only managed 2, the next marker being a long way off.

Mill Close 2 started with a steep and sticky bump, at the top of which the course turned sharp left, along a level shelf and then right on an adverse camber. This corner had to be rounded before any marks were scored, and the only man to gain a point was Joe Foster, who reached 1.

Third hill started in an absolute swamp in which cars sank hub-deep. The climb proper started with a gentle gradient on a quickly torn up surface of grass, then curved slightly left on a gradually steepening slope. T. A. Marshall, Cuth Harrison and, right at the back of the field, Peter Highwood, reached 5, C. W. Pollard got as far as 6

Results

Best Performance: L. Hurt (Ford Spl.), 97 marks; 2, C. W. Pollard (Cannon), 96; 3, Bernard Dees (P.A.B.), 95; 4, Rex Chappell (S.C.S.), 88; 5, M. H. Lawson (M. and L.), 87; 6, F. C. Cole (Rytune Spl.), 83. **Team Award:** Kentish Border C.C. (Dees, Chappell and G. J. Newman).

and L. Hurt stopped at 4, the rest of the large entry of nearly 50 cars getting nowhere.

Mill Close 4 was a short, steep hill on dead bracken and wet mud, curving sharply all the way. Bernard Dees, Rex Chappell and George Clarke reached 5 and Norman Coates 6 on this one.

Next came Mill Close 5, which snaked up between a patch of bushes and scrub, curving to right and left before the gradient sharpened severely. The start defeated many here, and the first corner stopped a lot more. Bernard Dees managed to reach 2, others got as far as 1 and the rest achieved nothing at all.

Sixth hill was a straight blind up a steep hill on dead bracken and mud, followed by a short level shelf and then another similar hill. L. Hurt reached 9 on this one, Pollard got to 7, David Render made 6 and Dees 5 for the four best climbs. Mill Close 7, by contrast, was a real snorter. Hurt reached 2, Roy Fletcher and Pollard scored 1 and of the entire entry no one else scored a mark.

Mill Close 8 was another one to start in a swamp, the hill then curving steeply to the right. Bernard Dees, the fourth car to climb, reached 10, and then no one else even managed to get the cars moving until Norman Carr, who ran as No. 32, reached the top to become the first man to climb a hill that day! After this Mike Lawson, Alec Francis, Fred Cole and Ernie Chandler all made clean climbs. Mill Close 9, which ran steeply up a narrow path between the trees with a steeper bump just after the start, stopped everyone, 2 being the highest score. Similarly, the 10th hill, which boasted a right-hand turn just after the start, saw Pollard and Eric Jackson reach 4, while the rest of the field failed to get round the corner.

Then came lunch, and the leader appeared as Ernie Chandler, whose VW-powered car had achieved nothing spectacular but, by virtue of consistency, had built up a total of 27 marks. Then came Bernard Dees and, third, C. W. Pollard.

Modifications to the hills effected
(Continued on page 502)

WATCHED by a large crowd as he tackles Mill Close 1 is Bernard Dees, a member of the winning team.



FOR many years the name of A.C. has been associated with sports cars. The very first machines produced by this firm were single-cylinder tradesmen's tricycles called Auto Carriers, but immediately after the Kaiser war, sporting four-wheelers were the order of the day, powered by 1½-litre Anzani or 2-litre A.C. engines. The A.C. engine was an advanced six-cylinder light-alloy unit, and it is still built today in a greatly improved form.

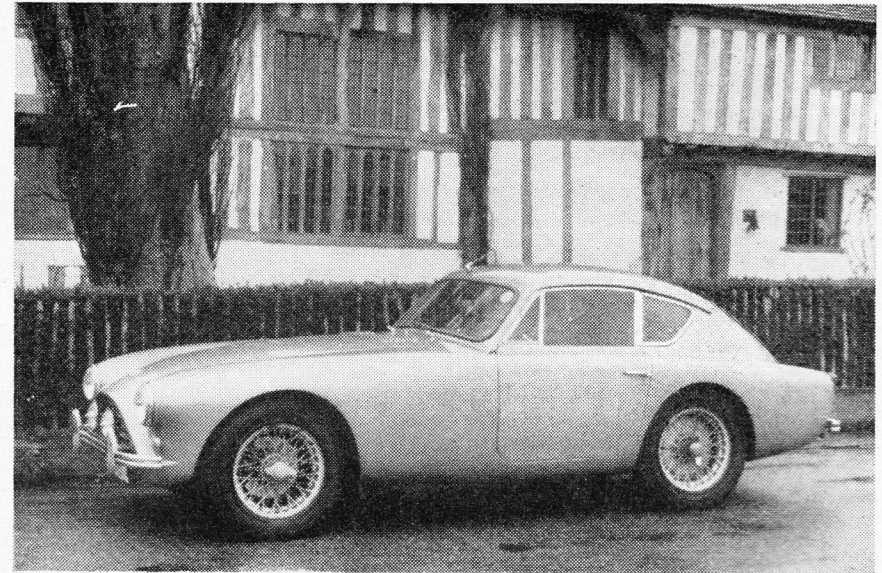
Having produced an all-independently sprung sports car to take their 2-litre engine, the A.C. designers decided that, for those customers who would pay extra for increased speed, the Bristol engine would give a still better performance. The A.C. Ace-Bristol was the result, and I was enormously impressed with it when I tested it. However, the uses of an open sports car are comparatively limited, whereas a coupé with a sporting performance is the ideal of many of us. In producing the Aceca-Bristol, the A.C. Car Co., Ltd., could have simply put a roof on the Ace.

JOHN BOLSTER TESTS THE

Instead, they have designed an entirely new body of superb appearance, which is not only full of practical features but actually increases the maximum speed of the car.

The A.C. chassis is based on a twin-tube frame. At each end there is independent suspension by transverse springs and wishbones. This is a type of springing which has been phenomenally successful in racing, and can give excellent roadholding as long as the wheel travel is fairly limited. In the case of the A.C., no attempt has been made to achieve a very soft ride, and so a notably high standard of roadholding has been obtained. Knock-on wire wheels are used, and disc brakes can now be fitted in front; they were present on the test car.

The engine is the well-known Bristol six-cylinder unit, with inclined valves in a light alloy head and cross-over push-rods. Bristol engines may be ordered in various states of tune, and the test car had one of the more powerful examples, with three Solex downdraught



A.C. Aceca-Bristol

carburetters and a 9-to-1 compression ratio. It developed 128 b.h.p. at 5,750 r.p.m.

The body is unusual these days in being of coachbuilt construction with aluminium panels. The standard of workmanship and finish is very high indeed, and all the controls and instruments are ideally sited. A fast coupé is just the car for long-distance touring, yet some of them have pitifully inadequate luggage accommodation. The A.C. not only has an enormous luggage boot, but access to it is particularly easy through the very large door which carries the rear window. It can also be reached from inside the car.

When one first takes one's seat in the Aceca, there is an impression of an extra long bonnet and a low seating position. After a few miles this feeling vanishes, and the all-round visibility is found to be very good. The bucket seats are extremely comfortable and give exceptionally good lateral location to the driver and passenger, but a little more adjustment might be appreciated

by a very tall driver. The delightful wooden steering wheel is on a telescopic column.

On moving off, the clutch is found to grip very positively. The gear lever is quite phenomenally light to handle, and the synchromesh on the upper three speeds works well. There is no synchromesh on first speed, but this gear is fairly easy to engage on the move. The accelerator pedal is specially shaped for "heel and toe". The rev. counter is so placed that one can see the needle with the corner of one's eye however hard one is driving.

Compared with the open Ace, this car does not have quite such flashing acceleration from a standing start, for it is naturally heavier. At the higher speeds, though, the performance is very much better, and the closed car reaches 100 m.p.h. some 3.6 seconds before the open one. The efficient aerodynamic shape gives the Aceca a 13 m.p.h. bonus over the Ace, and the timed maximum speed of 128.57 m.p.h. is spectacular in the extreme.

The test car was equipped with a Laycock-de Normanville overdrive, and the opportunity had been taken to fit a lower geared crown wheel and pinion to the chassis-mounted final drive unit. As a result, the engine can approach peak revs. on the overdrive, and the highest possible maximum speed is achieved. Even more valuable is the performance on direct top, which gives flashing acceleration up to 100 m.p.h. This correct choice of gear ratios is particularly important in the case of the Bristol engine, which does its best work between 4,000 and 6,000 r.p.m. That superb gearbox, with its ultra-light operation, is a ready ally here.

There is naturally some noise inside the car when it is being driven hard, but it is the right sort of noise. Some "hot" four-cylinder units seem to thump



BODY OF SUPERB APPEARANCE
with access to enormous boot through door which carries the large rear window.

Specification and Performance Data

Car Tested: A.C. Aceca-Bristol 2-seater coupé, price £2,551 including P.T.

Engine: Six cylinders 66 mm. x 96 mm. (1,971 c.c.). Pushrod operated inclined valves in light alloy head. Compression ratio, 9 to 1. 128 b.h.p. at 5,750 r.p.m. Three Solex downdraught carburetters. Lucas coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on upper three ratios, central remote control gear lever, Laycock-de Normanville overdrive, ratios 3.28 (o/d), 4.27, 5.50, 7.77 and 12.38 to 1. Short open shaft to chassis-mounted hypoid unit, with Hardy Spicer articulated half shafts.

Chassis: Straight tubular frame, independently suspended front and rear by transverse springs and wishbones with telescopic dampers. Cam gears steering box. Racing-type wire wheels

fitted 5.50 x 16 ins. Michelin X tyres. Disc front brakes, drum-type rears.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature, oil temperature, oil pressure, and fuel gauges. Flashing direction indicators. Heater. Extras: Radio on test car, fog and spotlamps.

Dimensions: Wheelbase, 7 ft. 6 ins. Track, 4 ft. 2 ins. Overall length, 12 ft. 7½ ins. Width, 4 ft. 11½ ins. Weight, 19 cwt. 1 qr.

Performance: Maximum speed, 128.57 m.p.h. (o/d). Speeds in gears: direct top, 106 m.p.h.; 3rd, 82 m.p.h.; 2nd, 58 m.p.h.; 1st, 36.6 m.p.h. Standing quarter mile, 16.6 secs. Acceleration: 0-30 m.p.h., 3.4 secs.; 0-50 m.p.h., 6.4 secs.; 0-60 m.p.h., 9.4 secs.; 0-80 m.p.h., 14.8 secs.; 0-100 m.p.h., 23.4 secs.

Fuel Consumption: Driven hard, 22.5 m.p.g.

and clatter unbearably when they are installed in a closed car. The little six-cylinder Bristol is utterly smooth, and what sound it makes is the happy note of efficient machinery at work. The car is unusually quiet when cruising at high speeds on the overdrive, and the complete absence of body squeaks and rattles must be praised. The transmission is commendably silent.

The steering calls for some comment. It is very "quick" indeed, and one may tend to oversteer for the first few miles. After that, one values it greatly for the very fine control which it gives. Whether a fractionally slower but lighter steering would suit the average driver better is a moot point. In any case, the standard of controllability is of the very highest class.

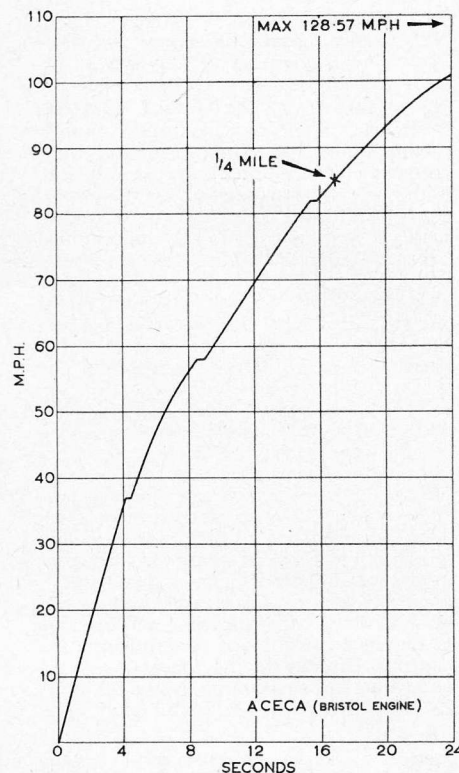
The roadholding is excellent, and the feeling of confidence and safety which it inspires renders this a most untiring car to ride in or to drive. Although the suspension is definitely firm, the ride is surprisingly comfortable on all but the worst roads. Curiously enough, the roadholding and cornering of the Aceca are even better than those of the Ace, though it is hard to see why. The brakes are truly excellent at all times.

Quite the most impressive feature is

the remarkable traction on slippery surfaces. There is no wheelspin whatever on wet roads, and one may leave conventional cars standing at the traffic lights for this reason. On a day of gales and gusty winds, I found that the car tended to be deflected slightly at 100 m.p.h. but was dead steady at 130 m.p.h. Not being an aerodynamicist, I shall not attempt to explain this.

The A.C. is an entirely practical touring, shopping, and go-to-work car, and it is easy to enter and leave. The luggage boot is even large enough to collect all the impedimenta of a school-boy at the end of term. I found. The engine always starts well, hot or cold, and the heater is very powerful. The fuel consumption is notably moderate for so fast a car, and a very large fuel tank encourages long-distance non-stop drives.

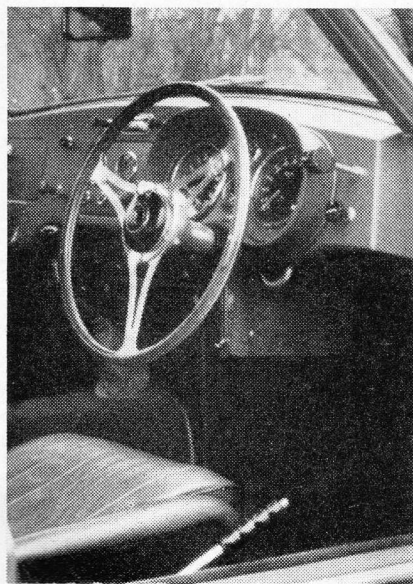
Good as the performance figures are, this is not the whole story. The small size of the car pays dividends all the time in traffic, and one can leave larger sports models on the road for this reason alone. Used intelligently, the acceleration, roadholding, and brakes are all potent safety features. I find it odd that this very modern car embodies



Acceleration Graph

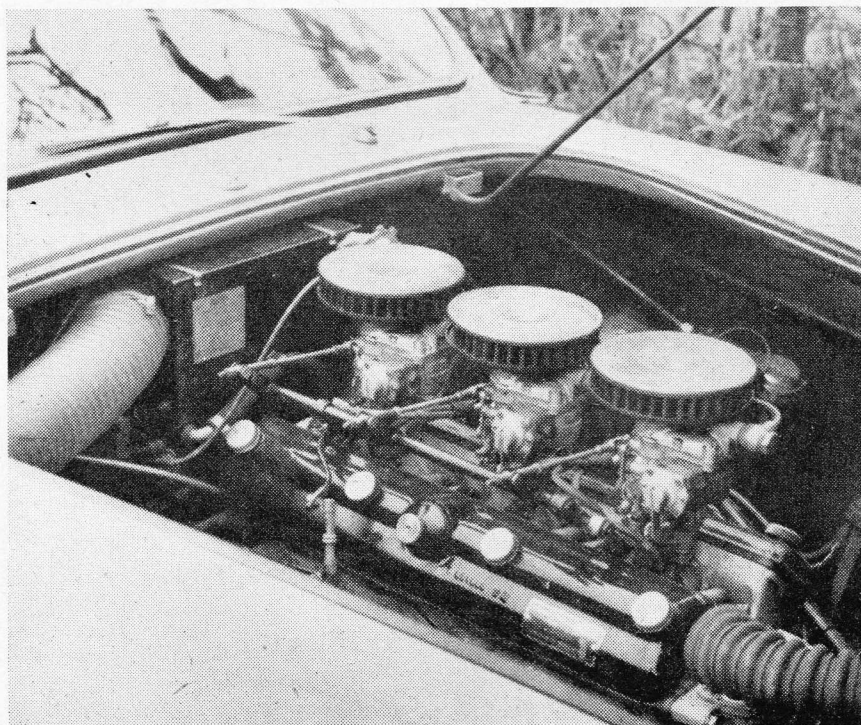
so many of the well-remembered virtues of the vintage cars of my youth.

The A.C. Aceca-Bristol is an expensive car. It is, however, a superb quality car of the highest performance, and its appearance cannot be faulted by the most fastidious. For sheer driving pleasure it is almost impossible to equal, and it must go down in history as one of the few really great cars. My thanks are due to Rudds of Worthing, the well-known A.C. specialists, who put this superb machine at my disposal.



COCKPIT: All controls and instruments are ideally sited.

POWER HOUSE: Fitted with three Solex downdraught carburetters the Bristol engine is utterly smooth and develops 128 b.h.p. at 5,750 r.p.m.



TUNNEL ENTRANCES: Gregor Grant, Bill France, Paul Whiteman and Bart Shawe-Kennedy at Daytona.

NOT far from the famed Daytona Beach, scene of countless motor-racing events, has arisen an entirely new speedway where once was swampland. Within the short space of under 12 months, the project went from drawing-board to reality. It was a colossal undertaking, but to the man behind the speedway, Bill France, nothing is impossible. An ex-racing driver himself, Bill put all of his vast experience of motor-racing into the project, and the result is one of the finest and most modern circuits in the world.

The installations and facilities are second to none, reaching a new standard in sporting arenas. What is even more important is that no matter which vantage point is chosen by spectators, every possible part of the circuit can be seen. This also includes the road section, which joins the main circuit just in front of the main grandstands. These stands are most imposing structures, and on top of the central Sir Malcolm Campbell one is the race-control box and information centre. Directly facing the stands is an enormous information board, which faces in four directions. It is far more than



Daytona's New Speed Circuit World's Fastest Oval Created Out of Swampland : Road Course Links Banked Section for Sports-Car and Formula Events

a score-board, however; race information, lap times speeds and so on are flashed electronically on the the four-way screen, rather similar to the illuminated news signs seen in many cities. All matter transmitted to the signs is reproduced direct from teletype machines. The nerve centre of the remarkable device is very similar to a city telephone switchboard, and its operation requires the use of many hundreds of miles of cables, and dozens of electronic pieces of equipment.

The speedway hospital is perfectly equipped to meet any emergency, and is staffed by fully qualified and skilled practitioners, surgeons and nurses. It contains every possible item of equipment known to modern medicine, and

in addition to a ward, there is an operating theatre. There are also several first-aid stations.

Facilities in the pits areas include covered accommodation for racing cars,

BY GREGOR GRANT

Photography by Taylor Warren

with scores of electrical points for the operation of the many pieces of equipment required by technicians. Each bay has a proper work bench. In addition, drivers, mechanics and officials have their

own cafeteria where almost any type of meal can be obtained at low prices. There are also washrooms and showers. Catering arrangements for spectators are extensive, and the speedway has its own cafés and restaurants. Within the circuit there is space for over 60,000 people and their cars. The five main grandstands provide seating accommodation for over 13,000 persons.

The race-control tower can also be used to control traffic, with direct two-way radio communication with the police. If serious jams occur on any of the main highways, police cars can be dispatched immediately to deal with the congestion, as well as calling up helicopters if the jam-up cannot be dealt with immediately.

The more one studies the Daytona Beach International Speedway, the more one marvels at the stupendous task undertaken by Bill France and his associates. To construct the banked section entailed shifting hundreds of thousands of tons of earth from the centre of the infield. What to do with the resulting enormous trench was solved by creating a new inland waterway, named Lake Lloyd. Millions of gallons of water were pumped to form the new lake, and when it was completed, it was stocked with 65,000 fish. On this lake speed-boat racing and aquatic events take place regularly. France also constructed football, baseball and other sporting arenas for the use of the local authorities.

Access to the infield is gained through a pair of tunnels which pass underneath



TWELVE MONTHS AGO the first bulldozer went to work clearing the hundreds of thousands of tons of swampland earth needed to construct the circuit.

A STOCK CAR (right) tries out the angle of the banking before the addition of the final surface.

the banked section. In point of fact, the tunnels were constructed before the banks themselves had been built up. In completing his Speedway, Bill used every possible piece of equipment known to building and road-construction engineers. The surface of the track is so smooth as to be unbelievable, and must be considered as the ideal venue for setting up long-distance records of almost any description. The bumpiness of other banked tracks in the world make record-breaking a chancy business at the best of times; at Daytona the cars do not receive the buffeting which has put paid to many record attempts in the past. No one knows at what speed the track can be lapped, although speeds approaching three miles a minute have been achieved by Indianapolis cars on the 2½ miles oval. During pre-practice trials for the 4th/5th April meeting, Jim Rathmann turned nearly 173 m.p.h. with the Pontiac-powered Firestone Special, doing tyre tests.

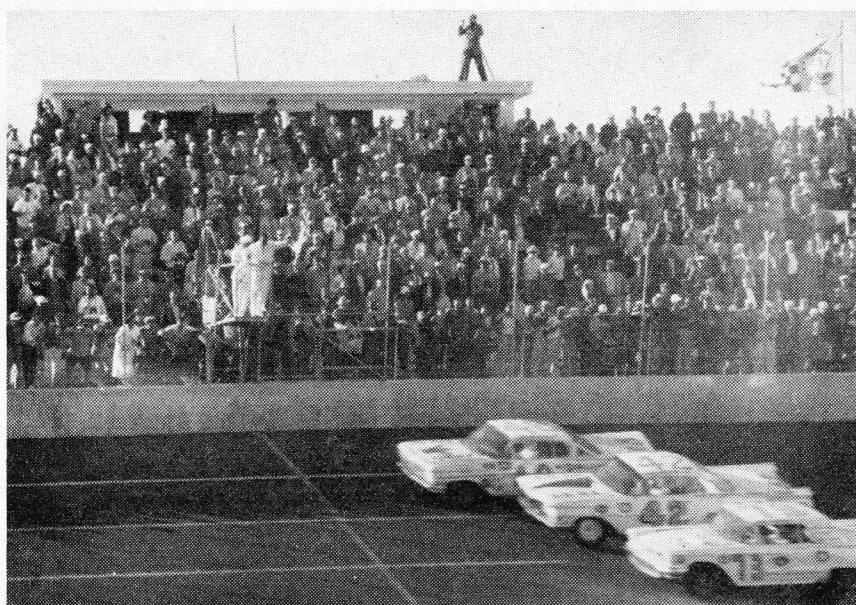
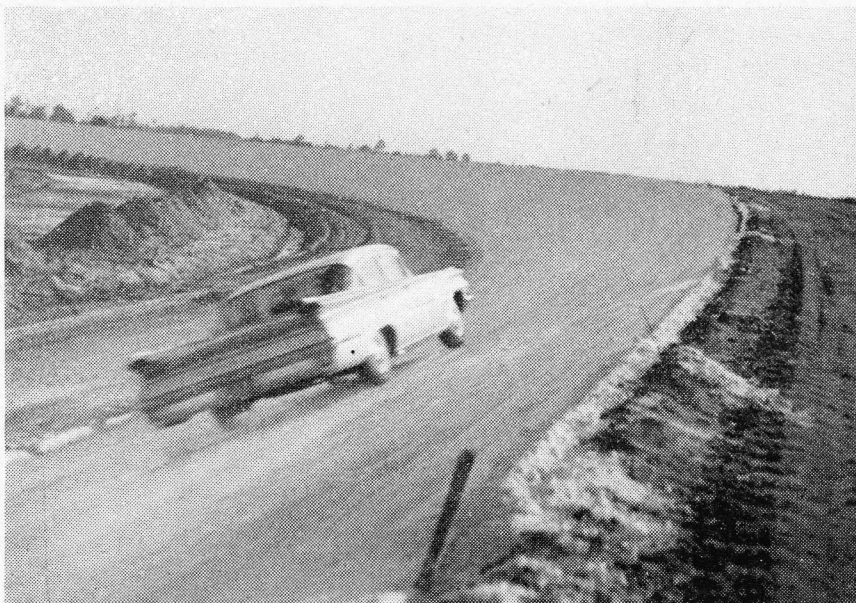


BILL FRANCE

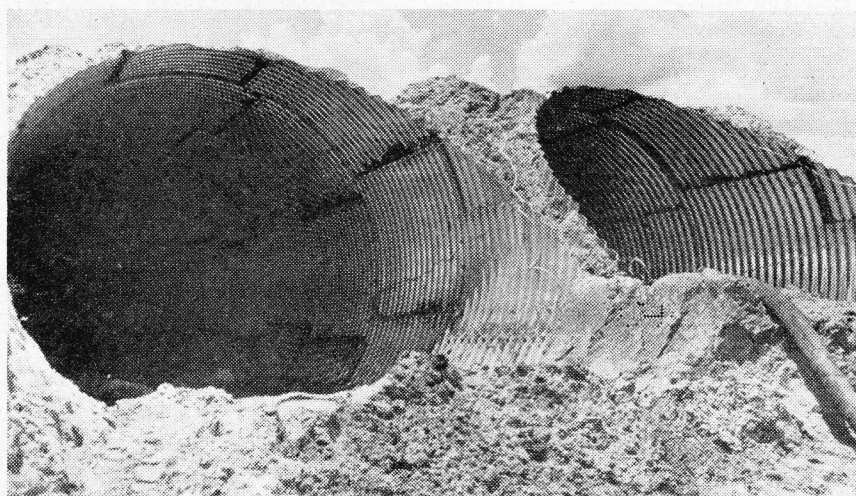
Situated just off Highway 92, the Speedway is 12 miles from the holiday resort town of Daytona Beach, a town which has mushroomed during the past decade to a bustling vacation centre for thousands of Americans, situated as it is on the matchless and seemingly endless sandy beaches of Central Florida. Close to the Speedway is the Municipal Airport, with excellent runway facilities capable of handling the largest freighters and airliners. With the extremely large distances involved in U.S.A., more and more entrants are making use of aircraft for the speedy transport of machines and equipment, although the majority of the Indianapolis cars come to circuits towed behind large American station wagons.

With the weather almost guaranteed for 12 months of the year, intending record breakers might consider going to Daytona rather than risk hanging about for weeks waiting on favourable conditions.

Bill France hopes to organize Formula 1 and Formula 2 races on the combined road-track circuit which measures 4½ miles to the lap. In the interests of safety, the pits are situated on a special slip road, and no doubt covered accommodation will be extended to the pit walls for long-distance sports-car racing.



REMARKABLE FINISH of the first race held on the new Speedway. The end of the NASCAR 500 stock car race.



ENTRANCE TUNNELS in course of construction.

SHOWPIECE: John Wyer, David Brown and Charles Homburg, Jr., are seen standing beside the sensational DB4.

2,547 c.c. V8 engine develops 140 b.h.p. at 5,800 r.p.m. The valves are operated via short light alloy pushrods from a single, high-placed camshaft, and double valve springs are employed. The cylinder heads are of light alloy, the block being of cast-iron. Twin SU carburettors are employed and compression ratio is 8.2 to 1. Transmission is via a four-speed gearbox with synchromesh on the three highest ratios; provision is also made for the inclusion of Laycock de Normanville overdrive. A 3.58 to 1 rear axle is standardized. Steering is of the cam type; disc brakes are fitted all round, and wire wheels can be supplied if so desired in place of the pressed-steel pattern.

Performance is really excellent, maximum speed being 124 m.p.h. A standing quarter-mile can be covered in 17.2 secs.; 0-60 m.p.h. occupies 9.7 secs., and 100

THE NEW YORK SHOW

Vanwall has Pride of Place—Startling New V8 Daimler Introduced—DB4 Aston Martin Commands Attention

THE International Automobile Show opened on 4th April in New York's spacious Coliseum. This is easily the most important exhibition ever staged in the U.S.A., the 600 car exhibits being representative of the work of the nine manufacturing countries, U.S.A., Great Britain, France, Germany, Italy, Japan, Sweden, Czechoslovakia and Holland. No less than 68 different makes are on show, from the smallest of economy machines to expensive luxury cars.

From a British point of view the presence of Vanwall is most inspiring, and once more raises the question as to why this famous make was not presented at Earls Court. The Americans have given the green car pride of place, and it has a stand to itself in the entrance hall of the Coliseum. Tony Vandervell's racing manager, David Yorke, is in charge of the exhibit, the immaculate finish of which is a credit to British automobile engineering. From the minute the show opened, the World's champion racing car has attracted eager crowds of people, the vast majority of whom have never seen a Grand Prix single-seater before.

Just inside the entrance is the imposing Mercedes-Benz stand, dominated by a silver 300SLR in full racing trim, and an 1896 Benz, the world's first series-production vehicle. Also on view is the very attractive new 300SL Roadster Hardtop, which supplements the well-known open version. The Unterturkheim products have gained a firm foothold in the U.S. market, and, to the astonishment of New Yorkers, several models are in use as taxicabs, the only foreign-built vehicles to be licensed for that purpose.

The show is staged on three floors, and also includes motor-cycle and scooter exhibits as well as scores of components and accessory manufacturers' stands. A great deal of business is being done

everywhere and there is little doubt that 1959 will be a record year for the sale of imported vehicles.

The old-established concern of Daimler have launched a major surprise in the shape of the sporting 2-seater Dart. From an engineering standpoint this is a

BY GREGOR GRANT

(PHOTOGRAPHY BY OZZIE LYONS)

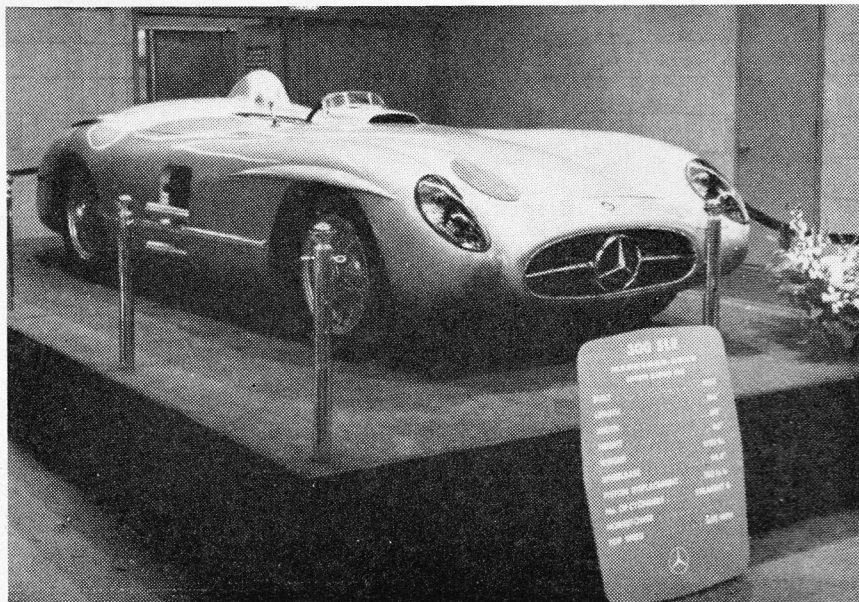
most important machine in every way, but alas, the styling is rather disappointing, providing rather a clash of ideas as regards line. However, this is a prototype machine, and doubtless its designers will give more thought to an aesthetic appeal from what must surely be regarded as a most exciting sports-car.

Of very advanced design, the 90 deg.,

m.p.h. can be reached in 28.9 secs. Fuel consumption is fairly low, the average for normal running being around 25 m.p.g.

Interior finish is of a high standard, high-grade leather being used for the upholstery; the steering wheel is fully adjustable, and is also leather covered. All instruments are easy to read and sensibly grouped. The bodywork is constructed of reinforced polyester resins, so changes could be made without a great deal of expense. A fibreglass hardtop is also available in place of the fabric hood. Wind-up windows are featured.

Jaguar's range includes the best-selling 3.4-litre saloon, the example shown being in red. The new 150S convertible is attracting a good deal of attention and has a new and more accessible overdrive switch. The Mark IX is a really luxurious machine, and is available with powered steering and automatic transmission.



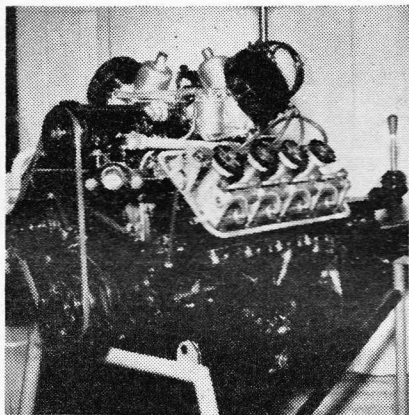
GERMAN MASTERPIECE: The Mercedes-Benz 300SLR was a star attraction. The information board credits it with a top speed of 200 m.p.h.

EDITOR of AUTOSPORT is shown the new Studebaker Lark Regal by Vice-President Sidney Skillman and N.Y. sales manager W. D. Kumpf.

One of the cleverest exhibits is that of Standard-Triumph, where Alan Bethell has managed to have a stripped TR3 chassis mounted on a revolving centre-piece high above the crowds. Also a main attraction at this stand are the two sets of identical blonde twins. In addition to the popular sports cars, a sturdy Triumph Ten station wagon is displayed.

On opening day, David Brown, John Wyer and Alan Dakers proudly presented the DB4 Aston Martin which has already taken the U.S.A. quality market by storm. Although several examples of the Mark III are also shown, it is the DB4 that commands all the attention. This is, of course, the first appearance of the car in America.

Rootes have an impressive array of vehicles, and the Singer Gazelle has been well received. This model is making its debut in the U.S. market, to supplement the well-established Hillman and Rapier range. The Humber Super Snipe can be obtained with both powered steering and



THE V8 ENGINE of the Daimler Dart.

automatic transmission; it is also a newcomer to U.S.A.

B.M.C. show their full range, including the new Farina-styled M.G. Magnette, and A40 Austin. Sebring successes have given a boost to the already popular Austin-Healey Sprite. The Riley One-Point-Five has become established, and the M.G. "Twin-Cam" is now available with both open and hardtop coachwork.

Of the luxury cars, Rolls-Royce and Bentley are outstanding. The finish on these superb machines is a tribute to the craftsmanship which produces them. Quality is also a feature of the Rovers, of which the 105 is a newcomer to the American market. Rover and Gogomobil stands featured enlarged comments from AUTOSPORT road tests.

General Motors are pushing Vauxhall and Opel products more and more in order to maintain a hold on this ever-increasing market for small and medium capacity passenger cars. In the same way Chrysler is putting over the Simca in its various types, and the Ford Motor

FERRARI 410: This 4.1-litre, 420 b.h.p. Ferrari sports-racing car is owned by Mrs. A. Bryden-Brown of London and will be raced in the States this season by the North American Racing Team.



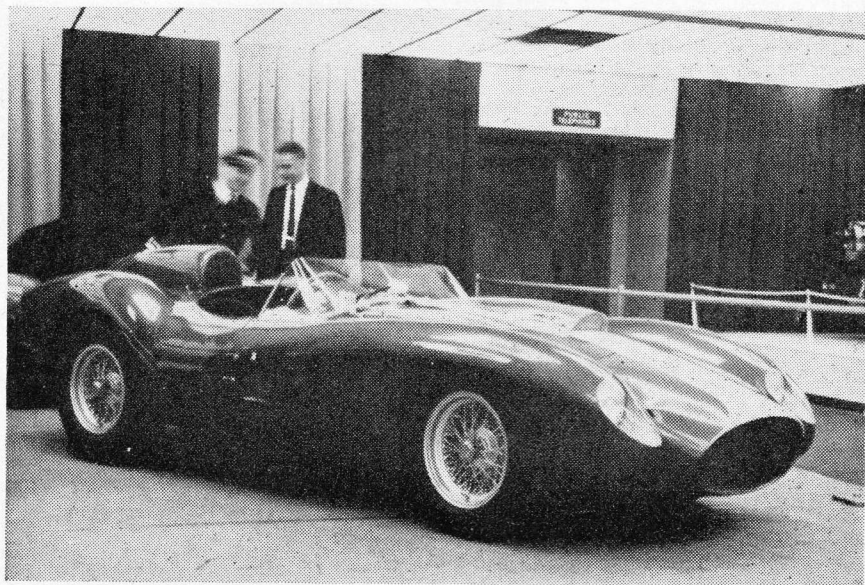
Co., Ltd., its English Ford and German Taunus vehicles. The outstanding success of American Motors' Nash Rambler and Metropolitan series, and Studebaker-Packard's Lark has been a leading feature of American automobile engineering during the past few months. The Lark is a most important vehicle, with a first-class performance in either six-cylinder or V8 form. The two-door hardtop Lark is easily one of the most attractive American-built vehicles, with a standard of finish well above its price bracket. Its impact on Detroit has been considerable, and production of all Lark models is leaping each month. The Rambler is also jumping to record sales, and these makes are rapidly making buyers economy-conscious, with rumours of new gasoline taxes in the air. A few years ago Americans seldom considered the cost of petrol, but the low operating costs of imported cars have had a remarkable influence in creating an entirely new market in both U.S.A. and Canada. Whilst the big-engined vehicle with its immense passenger and luggage space is ideal for the vast distances to be traversed in the New World, many people find that the bill for gasoline hits their

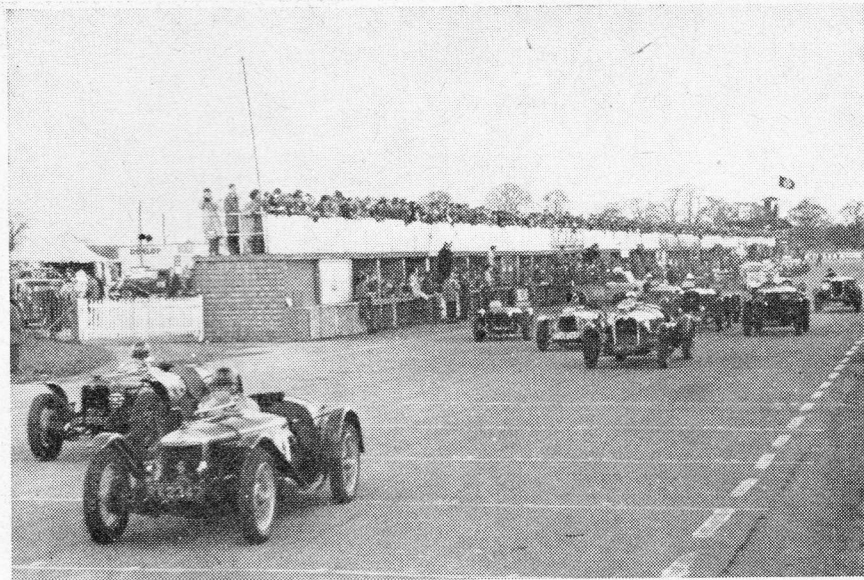
pockets very hard indeed. It is not now unusual to see whole families being transported in small European cars, with luggage piled on a roof rack and even towing one of those ubiquitous "U-Haul" trailers which can be rented in nearly every town.

France is making a real effort to increase sales, and there is little doubt that the Dauphine is a serious rival to the Volkswagen as a best-seller. The VW remains as the most popular of all imported cars, not only because of its reliability, but for its matchless service facilities. Karmann Ghia are to be seen everywhere.

The Dauphine Floride is known in U.S.A. as the "Caravelle", and will no doubt be a best-seller when it goes into production. It is 10 inches longer than its popular sister car, and will be available in both closed and convertible form, as well as a hardtop coupé. Prices have been fixed from \$2,400 at port of entry. The little 4CV retains its popular appeal.

Simca's "Monthéry" is a most attractive machine. One of these 90 m.p.h. sports-tourers was featured with Brigitte Bardot in the film "Parisienne". The Citroën ID 19 and DS 19 are now well
(Continued on page 502)





The "Vintage Season" Opens

Torrential Rain Mars V.S.C.C. Silverstone Race Meeting

THE Vintage Sports Car Club's meeting at Silverstone on Saturday will be long remembered, not so much for the undoubtedly high quality of the racing as for the amount of rain that fell. Although the sun shone during the run down from London, the sky over Silverstone was overcast and a bitterly cold wind blew over the exposed fields, carrying with it an intermittent drizzle. By the time the first event was well under way the drizzle gave way to a downpour which continued without abating throughout the whole afternoon.

The first event on a crowded programme was a one hour high speed trial for vintage and thoroughbred sports cars—commonly known as "a one-hour blind". The 35 cars which came to the line for this trial were divided into classes—up to 1,100 c.c.; 1,100-2,000 c.c.; 2,000-3,000 c.c. and over 3,000 c.c. Supercharged cars were assumed to have a 30 per cent greater cubic capacity than that declared. During this event competitors had to make two compulsory pit stops and to qualify for an award competitors had to complete a set number of laps.

At the Le Mans start, Peter Binns' 1929 Riley took an immediate lead but, as the bigger cars farther down the line got going, the way in which J. P. Nichol began taking C. H. Donne's beautiful 1,750 c.c. supercharged Alfa-Romeo through the field was quite outstanding. This was one of the 1930 team cars and used to be driven by Campari. W. G. Hawthorn's 1935 1,100 c.c. supercharged Alfa was left on the line due to electrical troubles and various other cars seemed to have a little difficulty in starting. At the end of the first lap the Alfa was in the lead, followed by Binns, whose splendid start stood him in good stead, and B. J. Simpson's 1930 2,148 c.c. Alvis. The little Riley clung tenaciously

THROTTLE LINKAGE trouble spoiled the chances of J. Goodhew's 1927-38 E.R.A.-engined Delage on the eighth lap of the all-comers' event.

to the Alfa's tail for a lap or two but was slowly overcome by the larger car's superior speed and a stirring battle commenced between the Alfa and R. W. Husband's 1934 3-litre Talbot, with the Italian car just a little ahead until he was determinedly baulked by a bevy of smaller cars, letting the Talbot through. Next time round the Alfa was in front again and continued to circulate very rapidly for the rest of the hour, in the hands of Nichol and Donne.

The variety in pit stop technique was quite amazing—some cars slid into their pits with locked brakes, were worked on frenziedly and then shot out again, others came leisurely to rest, drivers chatted to their crews and then set off with little apparent haste.

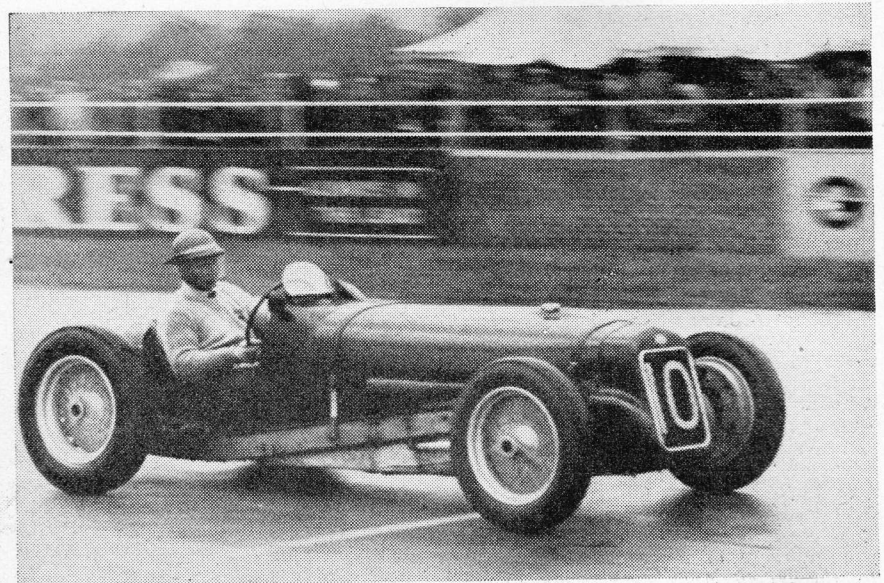
Half-way through the hour trial the rain began to fall in real earnest, making the track very slippery and drawing forth the spectators' heart-felt sympathy for

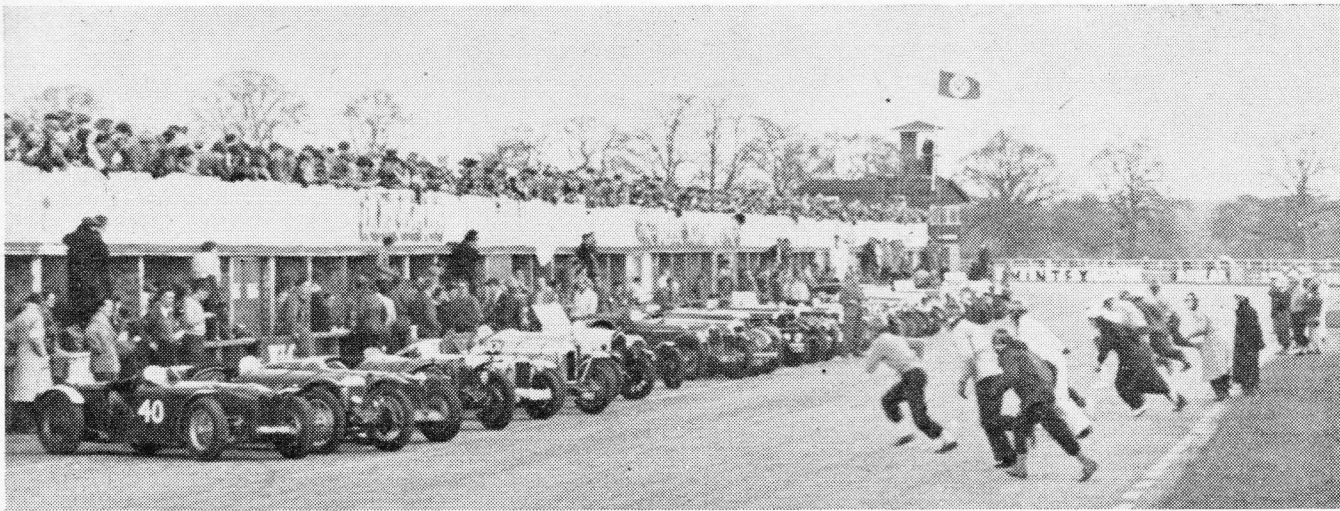
THEY'RE OFF on an hour's high-speed run. The start of the "vintage season", with the traditional demonstration of reliability on Silverstone club circuit.

some of the drivers who were conducting particularly stark vehicles. The only driver who was able to look on the rain with anything like equanimity was B. H. Fidler, whose 1936 Aston-Martin was the only saloon in the event. The other drivers must have been soaked to the skin—a misfortune in which they were not alone. The marshals in particular deserve the very highest praise as their task must have been particularly trying, the heavy rain which was driven across the circuit continued from shortly after noon until half past six, when the meeting ended.

Qualifiers were: 1,100 c.c. class, E. J. Mayhew (1930 Riley), C. A. Tracey (1928 Riley), P. J. E. Binns (1929 Riley), J. F. R. Berting (1929 Riley), H. R. Heap (1930 Riley) and W. S. May/M. W. Powell (1923-9 Humber); 2-litre class, W. S. Bader (1929-34 Riley), H. W. Begley/G. P. Begley (1934 Frazer-Nash), S. A. Beasley (1937 H.R.G.), D. A. Turner (1935 Aston Martin), J. F. Barber (1927 Frazer-Nash), B. C. Peerless (1930 Frazer-Nash), W. L. T. Winder (1926 Frazer-Nash), N. D. Routledge (1925 Morris Oxford), B. H. Fidler (1936 Aston Martin), M. H. Bowler (1925 Frazer-Nash), P. Major (1932 Frazer-Nash), S. G. Wilson (1929 Alfa Romeo) and D. K. Brown/G. J. Davie (1926 Alvis); 3-litre class, J. P. Nichol/C. H. Donne (1930 Alfa Romeo), G. R. Footitt (1936 Alvis) and R. W. Husband (1934 Talbot); over 3-litre class, L. R. Durdin (1925 Vauxhall) and G. W. Daniels (1929 Bentley).

The second event was a handicap race over five laps (about eight miles) and entrants ranged in size from R. C. Batho's 1929 1100 Riley to F. P. Morley's 1930 8-litre Bentley. The Riley and Dudley Gahagan's 1926 1½-litre Bugatti were first away, with the Bugatti easily out-accelerating the Riley and R. Adnams's 1932 Frazer-Nash close behind. First time round and the first three places were unchanged, followed by the Aston Martins of M. Ward and C. W. Minchin, and the order remained the same for the next two tours. On the





fourth lap R. W. Ashley's 1932 Frazer-Nash moved into fourth place just after Woodcote, going very quickly. M. J. Bradley's 4½-litre Bentley took to the grass, then Adnams followed suit, allowing the giant Bentley of F. P. Morley to pass. However, Adnams got going again remarkably quickly and showed how fast his 'Nash can go by making up several places in quick succession. On the last lap the handicappers (Messrs. J. B. Sidford and L. Simpkins) were proved accurate when the whole complexion of the race changed as the faster cars began to catch the leaders. Ashley's Frazer-Nash came through into the lead, passing Gahagan's Bug., Bradley took up fourth position and they finished in that order. C. J. Freeman had gone very fast in the ex-St. John Horsfall Aston from the limit mark, but he simply didn't have time to get through the field.

Next on the programme was a five-lap scratch race for vintage sports cars and already there were several non-starters, including R. G. Powell's 1925-28 4½-litre Bentley, M. L. Quartermaine's 30/98 Vauxhall and M. Vaughan's 1928 2-litre A.C.-Nash. From the start B. E. Brown's very fast 1930 'Nash leapt smartly into the lead, but was rapidly overhauled by Gordon McDonald's famous 4½-litre Bentley, which was never again dislodged from the lead. J. P. Nichol's blown Alfa-Romeo was going quickly in third place, followed by A. P. K. Chaffey's 3-litre Bentley, E. J. Mayhew's astonishingly fast Riley and G. T. Walker's 4½-litre Bentley, which then proceeded to motor sideways, causing a certain amount of excitement as the pack of cars snapping at its heels took violent evasive action. This effectively put Walker right to the back of the field, where F. S. Lockhart in his fantastic little 996 c.c. 1924-29 Peugeot-J.A.P. was engaged in a running battle with a pair of Rileys, which it eventually took and swept on in search of fresh victims. By this time the field had spread out somewhat, which served to demonstrate the performance of the individual cars. E. J. Lisle's ex-works 1929 blown Austin 750 was quite lovely in an orange colour and went very rapidly, while G. R. McArdle's 1929 Riley was not so quick but was absolutely immaculate, if somewhat garish, in red picked out in white. All the exposed metal was plated or burnished and the dumb-iron cover was varnished

LE MANS START of the "one-hour blind". This was the only event which started on a reasonably dry track. Peter Binns and his 1929 Riley were first away.

Results

5-lap Handicap: 1, R. W. Ashley (1930 Frazer-Nash), 60.12 m.p.h.; 2, D. H. Gahagan (1926 Bugatti); 3, A. Charnock (1932 Alvis). **Fastest lap:** C. J. Freeman (1936 Aston Martin), 65.93 m.p.h. **5-lap Scratch:** 1, G. G. McDonald (1927/30 Bentley), 61.19 m.p.h.; 2, B. E. Brown (1930 Frazer-Nash); 3, A. P. K. Chaffey (1926/28 Bentley). **Fastest lap:** McDonald, 63.47 m.p.h. **1908 G.P. Itala Trophy Race for Vintage Racing Cars, 10 laps:** 1, J. Berry (1928 Bugatti), 64.96 m.p.h.; 2, G. G. McDonald (Bentley); 3, S. J. Lawrence (1928 Bentley). **Fastest lap:** Berry, 66.23 m.p.h. **5-lap Handicap for Edwardian Cars:** 1, J. G. Sears (1914 Sunbeam), 58.57 m.p.h.; 2, B. M. Clarke (1913 Talbot); 3, R. Barker (1913 Vauxhall). **Fastest lap:** Sears, 60.43 m.p.h. **10-lap All-comers Scratch Race:** 1, G. Chapman (1934 E.R.A.), 66.75 m.p.h.; 2, R. G. H. Clutton (1927 Amilcar); 3, J. S. Mudd (1933 Alfa Romeo). **Fastest lap:** Chapman and J. Goodhew (1927/38 E.R.A.-Delage), 69.24 m.p.h. **5-lap Handicap Race:** 1, P. C. L. Moores (1931 Talbot), 56.53 m.p.h.; 2, W. S. Bader (1929/34 Riley); 3, A. L. Butlin (1927 Amilcar). **Fastest lap:** Bader, 59.3 m.p.h. **5-lap Handicap Race:** 1, P. C. L. Moores (1931 Talbot), 57.17 m.p.h.; 2, L. R. Durdin (1925 Vauxhall); 3, W. L. T. Winder (1926 Frazer-Nash). **Fastest lap:** R. P. Bradley (1930 Bentley), 62.25 m.p.h. **5-lap Handicap Race:** 1, P. M. Sims (1934 Aston Martin), 55.51 m.p.h.; 2, A. Charnock (1932 Alvis); 3, F. S. Lockhart (1934 E.R.A.). **Fastest lap:** Lockhart, 64.81 m.p.h. **"Motor Sport" Trophy, Qualifying Race, 5 laps:** 1, L. R. Durdin (1925 Vauxhall); 2, R. V. C. Hardman (1935/6 Riley); 3, P. C. L. Moores (1931 Talbot). **Fastest lap:** A. Charnock (1932 Alvis), 62.38 m.p.h.

in a peculiar semi-transparent pink. The general effect was, to say the least, striking.

The fourth event was the 1908 G.P. Itala Trophy race for vintage racing cars, over 10 laps. In conjunction with the scratch race, there was a handicap event to be won by the competitor exceeding his handicap speed by the greatest percentage. The 2.3-litre supercharged Bugattis of Jim Berry and Kenneth Neve took an immediate lead, closely followed by Gordon McDonald's Bentley. J. W. Rowley's 1924-25 Delage was slow in leaving the line but weaved through the pack to take fourth place by the end of the second lap, although it went sick later and pulled into the pits on the sixth lap. "Doc" G. E. Pinkerton's immense 1910 10-litre Fiat circulated regularly, but sounded rough, and didn't really get full power from its huge power unit. The two Bugattis proved to be unapproachable and led throughout the race, changing places at mid-distance, then changing back after a couple of laps with Berry winning at a very credit-

able 64.96 m.p.h. and setting fastest lap at 66.23 m.p.h. in the process. The twin Amilcars of Ecurie T.N.C., driven by J. C. Tozer and R. G. H. Clutton, were fast and sounded very mellow, running in close company until Tozer lost ground due to an unrehearsed manoeuvre. Nevertheless, he made up the lost distance and finished second to Clutton in the handicap side of the event.

A five-lap handicap race for Edwardian cars was next on the list and Barry Clarke led from the start in his 1913 4½-litre Talbot until he was passed on the last lap by Jack Sears in the 1914 T.T. Sunbeam. The Montagu Motor Museum-entered Prince Henry Vauxhall was driven into third place by "Steady" Barker and Sam Clutton's vast 1908 12-litre G.P. Itala was fourth.

Sixth on the 10-event programme was a 10-lap all comers' scratch race. This proved to be a start-to-finish victory for G. Chapman and his 1934 E.R.A. In the opening lap he was closely followed by A. S. Cottam's similar car, which was passed on the second lap by yet another E.R.A., driven by S. L. Day and the E.R.A.-engined Delage of J. Goodhew, which, on the fourth lap, moved into second place (which it held until the penultimate lap when it retired due to throttle linkage failure). This let Day into second place and Clutton's Amilcar and J. S. Mudd in his 1933 2,650 c.c. supercharged Alfa Romeo moved up into third and fourth places respectively.

At this juncture an impassioned appeal was issued to the spectators thronging the roof of the pits, asking them to stop throwing banana skins, orange peel and even lighted cigarette-ends down onto the unfortunate pit marshals below!

The rain had been falling quite heavily for some time now, but just before the start of the seventh race—a five-lap handicap event—a positive deluge began to swamp the circuit. The sodden flag duly fell, but it was very difficult to distinguish one car from another—all that remained visible were shapes in the middle of clouds of spray. This made things very difficult for time-keepers, commentators and reporters, while conditions for the drivers were so bad that Barry Clarke and his 1913 Talbot appeared to be in danger of drowning when they were engulfed in

(Continued on page 502)



GENERAL VIEW of the large crowd which poured into the museum.

SEVERAL thousand people took advantage of the warm spring sunshine on 5th April to visit the new extension to the Montagu Motor Museum at Beaulieu. The extension was opened that day by Lord Brabazon of Tara, and in the morning Lord Montagu gave a party and reception to over 800 guests, during which he introduced his fiancée (now his wife), Miss Belinda Crosley.

Lord Brabazon also performed the ceremony of unveiling a permanent memorial to the late Peter Collins and Mike Hawthorn, which takes the form of a large wall plaque. In front of the plaque are a D-type Jaguar and the famous Hawthorn Riley.

John Bolster's "Bloody Mary" is there, together with the prototype of the Lotus F1 car which was shown at the 1956 London Motor Show, yet which never raced, since it was out of date even before the end of the Show. On loan for about a year is one of the world's most successful racing cars, the Mercedes-Benz W196.

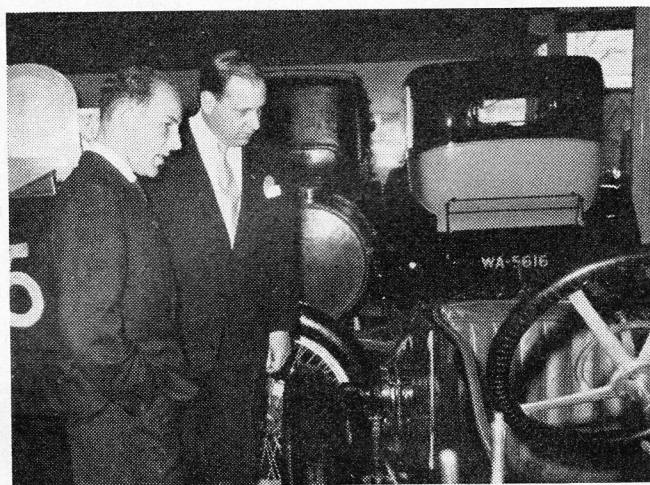
There is, of course, a wide variety of vintage cars, including the impressive 4½-litre Leyland-Thomas, together with Bentleys, Vauxhalls, Rileys and Bugattis—all the famous names in motoring history.

The Montagu Motor Museum

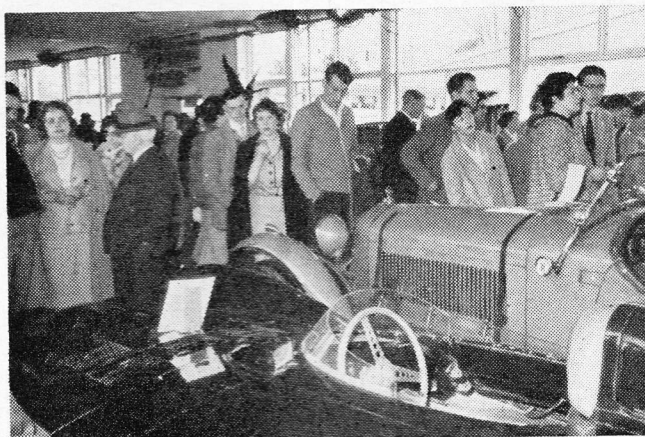
With a Camera on Opening Day



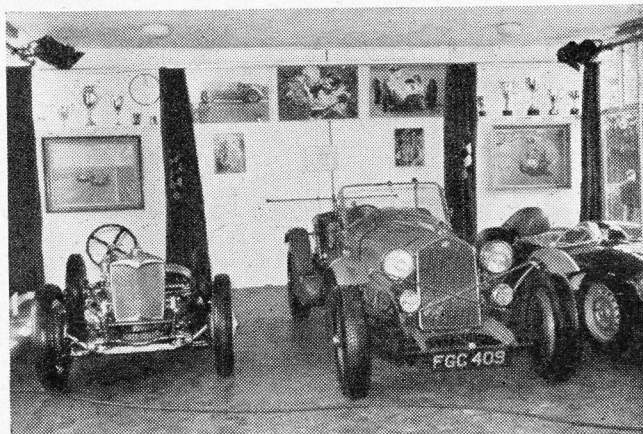
OPENING CEREMONY was performed by Lord Brabazon of Tara. On the right is Lord Montagu.



DISCUSSING one of the exhibits with Ivor Bueb is Stirling Moss, who was there with his wife.



GREAT INTEREST was taken by the public in the splendid motor cars preserved in the museum.



MEMORIAL WALL to Peter Collins and Mike Hawthorn, also unveiled by Lord Brabazon.

BIG METAL: Peter Farquharson made second B.T.D. in his big Allard.

SUNDAY, 5th April, saw the 750 Motor Club holding the second hill-climb at Blandford Camp, in Dorset. This was over a slightly modified version of the course used in earlier years by the West Hants and Dorset C.C., starting with a short, level sprint, into a tight, right-hander, on to the main road. A long uphill run of some 400 yards led into the second bend of the hill, which started off fairly easy, and then got tighter just as drivers least expected it. From information received, it appeared that this could be taken at around 65-70, though the writer would hesitate to attempt it! From the odd angles adopted, at times, one wonders if the competitors had second thoughts about it, as well!

However, as one driver put it: "I can get round the corners quick enough . . . it's the bit in between that slows me up!" Which shows that the gradient was a factor that the less potent machinery found very important.

The weather was ideal, dry and sunny, and a good entry was received. A little



The 750 M.C.'s Blandford Hill-Climb

David Good (1100 Cooper) makes B.T.D.

more support for the racing classes could have made things more interesting from the public's point of view, but we hope that this will be remedied in the next event, in October.

Class 1, for the small saloons, brought forth a gaggle of hard-driven A35s, the fastest of which was the "Downton"-tuned one of Daniel Richmond, which took the class with a run of 38.10. N. R. Jones drove a Ford Prefect into second spot, with a time of 38.89, and a very determined progress through the top corner, with engine at peak revs. all the time.

Highlight of class 2 was the Ford Popular (wolf in sheep's clothing!) of L. M. Ballamy, fresh from the previous day's television exploits at Prescott. This innocent-looking machine sounded extremely potent, and did fantastic things with its suspension, getting round the top bend faster than most of the sports cars! George Hartwell's Minx was forcibly driven into second place, with 37.84. D. J. Harnett's Riley smoked its rear tyres on the first corner, and was absolutely on the limit at the top (named "Cuckoo Corner" by the motor-cycling boys). C. Heron's DS 19 Citroën got progressively faster each run, until Mr. H. overdid it, and sent a succession of markers whirling high into the air, over a large cloud of dust! The big saloons were not overwell supported, and went to that mighty veteran, the Invicta of John Shutler, which goes better every year. Mr. Shutler had a few anxious moments during the day, caused by the very close proximity of the incredible L.M.B. Popular, which took a lot of beating.

A battle developed in the Closed Cars up to 2,000 c.c. between Dennis Jenkinson and John Burke, driving Porsches. Burke had a good broadside on the first corner, while Jenkinson got his wheels over the edge of the tricky gully, on the inside of Cuckoo. Both men were trying very hard, and the final victory went to Burke, with 33.51. Claude Tip-

per was naturally outclassed, in a 498 c.c. Messerschmitt, but showed an extraordinary turn of speed for a vehicle of this type, and proved that it could out-corner quite a lot of larger types.

Of the 1,200 c.c. Sports Cars, Ashley Cleave was outstanding, with the ever-familiar Morris. His 35.61 gave him a second's lead over the next man, W. J. Camp's Kamp Special. From 1,201 to 1,500 c.c., Mike Reid narrowly beat Geoff Coles, the M.G.A. doing 35.74 and being very firmly driven on the upper slopes, while the older (and, of course, smaller) M.G. had its usual ear-splitting exhaust note, and was quite impressive.

The big sports cars brought out some heavier metal, notably the big Allard of Peter Farquharson. His run of 32.22 was a pretty outstanding effort, and, as it gave him second B.T.D., the class award went to the next man, T. E. Cunane's A.C. Bristol, with 33.48.

Tom Bryant, oldest, and one of the keenest, competitors in the local West Hants Club, took a well deserved second spot, on his Morgan, with 35.55, the result of earnest experiment in practice, with Cuckoo Corner! Donald Monroe forsook his usual Invicta for a blue A.C.-Bristol, made 35.77 on his first run, and a slight mistake on his second run. This took the A.C. on to the grass on the inside at Cuckoo, where a couple of marshals had unwisely adopted what Stanley Holloway once described as a "sommolent posture!" However, the awakening was sudden, but not painful, and we hope that the lesson was learned!

The Vintage, and the 750 Formula Classes were cleaned up by Jack French, who skated round Cuckoo at incredible speed with "Simplicity" and well deserved his win, with 37.65 and 38.24. The second time gave him the 750 Trophy, nominated by Murray Pacey. Nearest man after this was Vic Hood, who took his attractively finished Austin up in 39.14.

The 1172s went to D. Hitches' Lotus VII, with 35.45, while E. J. Seymour

drove G. Waddup's Lotus-shaped, and very healthy sounding Special into second place with 36.13.

The racing cars were not well supported, but David Good's 1100 Cooper was driven immaculately for B.T.D. with a full right-lock drift round the first bend, and a shattering burst of acceleration up the long hill. The Heatley Special annexed the Hoare Trophy, for Ford-engined cars, with 32.92, and a very exciting exhaust note indeed. An interesting car, which, on its showing, has distinct possibilities P. Raphael's Cooper was very potent, but a locking front brake made life a trifle hectic for the driver. The final words in the racing classes came from F. Bruce White's charmingly named "All'cok", which sported a flat twin engine, and front-wheel drive, looked quite dangerous, and, shared by A. F. Stevens, did 38.77, and took one back to the days when the 500 class was a little less organized and streamlined, and varied designs were the order of the day.

Good show, 750 Club!

A. HOLLISTER.

Provisional Results

B.T.D.: David Good (1100 Cooper), 30.11 s.
Second B.T.D.: P. L. Farquharson (5400 Allard), 32.22 s. **750 Trophy:** J. S. French (747 Simplicity), 38.24 s. **Hoare Trophy:** R. P. Heatley (1172 Heatley Spl.), 32.92 s.

Saloon Cars, up to 1,300 c.c.: 1, D. Richmond (948 Austin), 38.10 s.; 2, N. R. Jones (1172 Ford), 38.89 s.; 3, D. W. Clarke (948 Austin), 39.37 s.
1,301-2,000 c.c.: 1, L. M. Ballamy (1172 LMB Popular s/c), 37.45 s.; 2, G. R. Hartwell (1494 Hillman), 37.84 s. **Over 2,000 c.c.:** 1, J. A. Shutler (4467 Invicta), 37.38 s.

Closed Cars, up to 2,000 c.c.: 1, J. Burke (1498 Porsche), 33.51 s.; 2, D. Jenkinson (1585 Porsche), 34.98 s.

Sports Cars, up to 1,200 c.c.: 1, W. A. Cleave (1086 Morris), 35.61 s.; 2, W. J. Camp (1172 Kamp Spl.), 36.40 s. **1,201-1,500 c.c.:** 1, M. J. Reid (1489 M.G.), 35.74 s.; 2, G. V. Coles (746 M.G. s/c), 36.03 s. **Over 1,500 c.c.:** 1, T. E. Cunane (1971 A.C.-Bristol), 33.48 s.; 2, T. Bryant (1991 Forgan), 35.55 s.; 3, D. G. Monroe (1971 A.C.-Bristol), 35.77 s.

Vintage Cars: 1, J. S. French (747 Austin), 37.65 s.

750 Formula Cars: 1, J. S. French (747 Austin), 38.24 s.; 2, V. N. Hood (747 Austin), 39.14 s.; 3, M. Clarke (747 Austin), 40.27 s.

1172 Formula Cars: 1, D. Hitches (1172 Lotus VII), 35.45 s.; 2, E. Seymour (1172 Waddup Spl.), 36.13 s.; 3, J. A. Ball (1172 Lotus VII), 36.67 s.

Sports-racing, up to 1,500 c.c.: 1, T. Townsend (Lotus-Climax), 34.97 s.

Racing Cars, up to 500 c.c.: 1, A. F. Stevens (498 c.c. All'cok), 38.77 s. **Over 500 c.c.:** 1, D. R. Good (1100 Cooper), 30.11 s.

DETERMINED expression is worn by Jim Russell as he takes his Cooper through Lodge Corner to win the British Empire Trophy race under frightful weather conditions. Jim was never headed after the 14th lap.

struggle, and on lap three Stacey went round at 1 min. 55.2 secs. G. Pitt's Lotus left the track at Knickerbrook to be the first of many who were to explore the bank at that point. Shortly afterwards John Campbell-Jones spun his Lotus at Old Hall, but continued.

On the fourth lap came the first change in the order of the leaders: Innes Ireland had been quietly working his way through from the back of the field and appeared now in third place behind Stacey and Ashdown, although the Lola was 7 secs. behind the leading Lotus, but already 11 secs. clear of the third man. However, Ireland's challenger lasted only for a few laps, and on the

A Double for Jim Russell

Victory in British Empire Trophy Race and Unlimited Sports Car Event in Appalling Conditions was Magnificent—Stacey Wins 1500 c.c. Race—F.3 Win for Don Parker

VICTORY in the 21st British Empire Trophy race, held at Oulton Park on Saturday as a Formula 2 event over 40 laps of the 2.7-mile Cheshire circuit, went to Jim Russell and his well-known silver Cooper. He took the lead on the 14th lap and remained in front to the end under the worst possible weather conditions. So bad was the weather that his average speed for the race was just over 76 m.p.h., while his fastest lap was 2 mins. 6.2 secs., a speed of 78.76 m.p.h. In second place was Tony Marsh, his drum-braked Cooper being the first all-British car to finish, and third was Ivor Bueb in one of the two Cooper-Borgwards.

The programme opened with a 20-lapper for 1,500 c.c. sports cars, and in this the Lolas once again provided the spectacle of the race. With only 1,100 c.c. engines, the machines of Peter Ashdown and Michael Taylor finished second and fourth against 1½-litre opposition which set a cracking pace. Race average of the winner, Alan Stacey (Lotus), was 85.14 m.p.h., and the field was reduced by many retirements: it was also the only race to be run on a dry track.

The unlimited sports car race, when the weather was, if possible, even worse than it had been for the Trophy race, was also won by Jim Russell and again his mount was, as usual, a Cooper. Second was Roy Salvadori in the Cooper-Maserati and third Graham Hill.

Last event of the day was the Formula 3 race, won by Don Parker from Philip Robinson and J. Pitcher at 69.75 m.p.h., still with the cold rain pouring incessantly.

THE CARS pour into Old Hall Corner, a few seconds after the start of the Trophy race. Leading the field at this, the first corner, is Bruce Halford (Lotus No. 11). Behind him stream the Coopers of Jack Brabham (4), Tony Marsh (23) and Roy Salvadori (9). Jim Russell is in eighth place, on the right of the picture.

The 1,500 Sports Car Race

PRACTICE on Friday for the 1,500s revealed Alan Stacey as fastest with the last of his 25 laps in 1 min. 58.8 secs., the only man to better 2 mins. on a wet circuit. Next best was Peter Ashdown's Lola at 2 mins. 3.4 secs., nearly 5 secs. slower than Stacey and almost 3 secs. better than Colin Escott (Lotus).

On Saturday, however, although the sky was overcast, the ground was dry

By Martyn Watkins

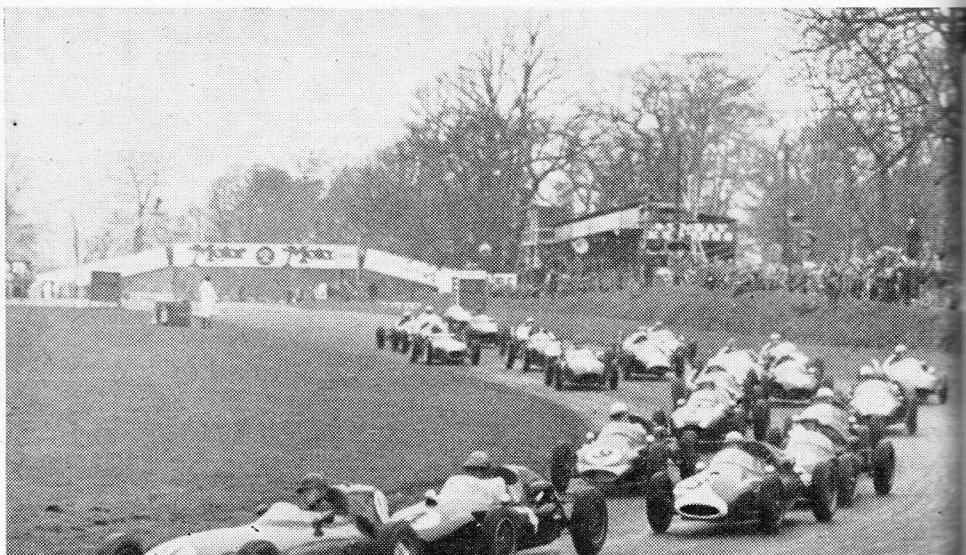
Photography by Francis Penn

and there was promise of some fast motoring from the assembled field—all Lotus, with the exception of the two Lolas and Brierley's lone Elva. At the end of the first lap Stacey was in the lead, followed by Ashdown, Tom Dickson, Colin Escott and Michael Taylor. This situation remained unchanged for the first three laps, but no one was prepared to let it stay that way without a

eighth tour dropped to sixth place before retiring. This let Tom Dickson into third spot again. At 10 laps—half-distance—the race average was 85.74 m.p.h.; Stacey's lead had grown to 14 secs. and Ashdown's Lola was over 22 secs. ahead of Dickson.

R. B. White's Lotus appeared to have its *nearside* front wheel sadly out of track, and on the next lap it appeared that the *offside* wheel was coming off! On lap 18, the lone Elva departed from the tournament, having gone off the track near the Bailey Bridge and striking the bank—without, luckily, any injury to Brierley. With little more than a lap to go M. Templeton's Lotus stopped with a broken distributor.

From half-distance it had been fairly apparent that, barring accidents or mechanical trouble, there was little chance of the position of the leaders being altered. So it proved: Alan Stacey romped home to win by 2½ secs. from Peter Ashdown, who took every opportunity to catch up on the Lotus. Ashdown himself led Tom Dickson home by over half-a-minute. Fourth



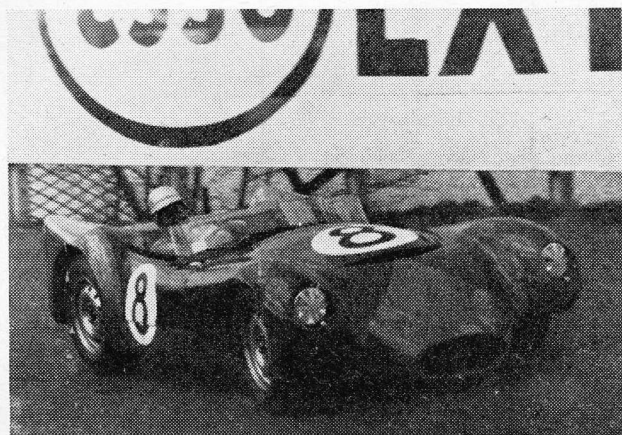
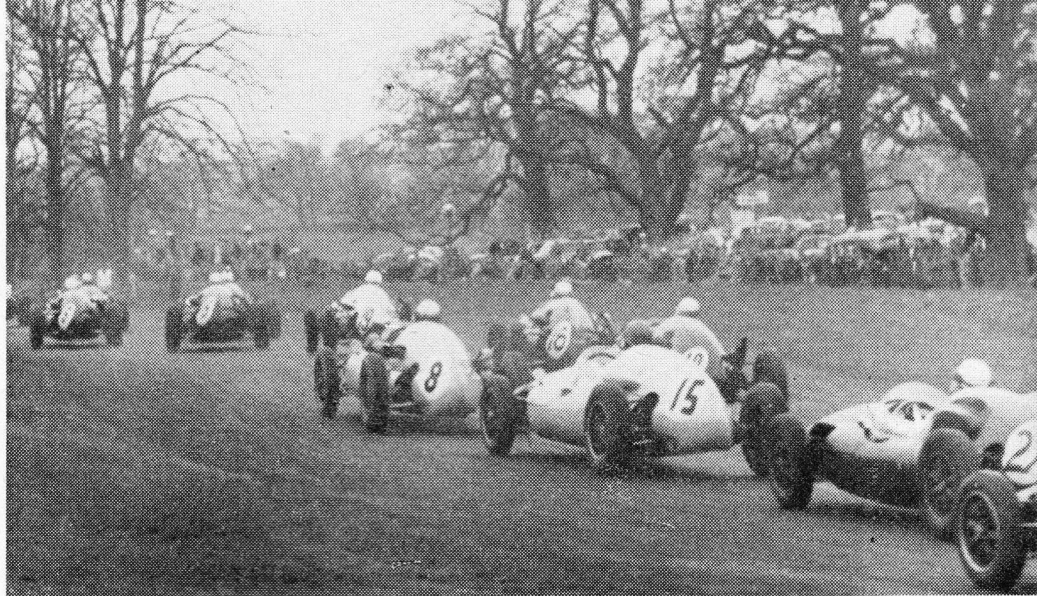
IN FULL CRY the pack set off after the leaders, accelerating out of Old Hall. Shown are the Coopers of Michael Taylor (5), Bruce McLaren (6), Jim Russell (19), Ivor Bueb (8), Chris Summers (16), Bill Moss (15) and John Campbell-Jones (27). On Bueb's Borgward-engined car the peculiar "schnorkel" can be seen.

home was Michael Taylor (Lola) and these four were the only cars to complete the full distance.

The British Empire Trophy Race

PRACTICE is seldom a reliable guide at Oulton Park, for some reason. Yet the Formula 2 practice for the Trophy race could only indicate that, given a dry circuit, fireworks of a very real nature would result during the race itself, for the five fastest cars were separated by only 0.4 of a sec., and the fastest 18 were all well inside 2 mins. for their best laps. Quickest was, in fact, Roy Salvadori (Cooper) in 1 min. 53.4 secs.; Jack Brabham recorded 1 min. 53.6 secs., and Bruce Halford (Lotus), Tony Marsh and Jim Russell (Coopers) were all timed at 1 min. 53.8 secs. Fastest of the Cooper-Borgwards was Ivor Bueb's car, with 1 min. 57 secs., while Bill Moss, trying a Formula 2 car for only the second time, surprised many people by lapping at 1 min. 57.8 secs. to beat a great many more experienced men.

All this, however, was completely set at naught by the weather gods, who turned on at first a drizzle, gradually increasing to a soaking downpour that lasted throughout the race and, indeed, for the rest of the day. At the end of the first lap the first bunch of cars was led by Bruce Halford (Lotus); then came Jack Brabham, Tony Marsh, Tim Parnell, Jim Russell, Roy Salvadori, Bruce McLaren and Bill Moss—no one being at all enterprising and unanimously treating Lodge Corner with enormous respect. On lap two, however, Brabham edged past Halford for the lead and Jim Russell took fourth place from Tim Parnell. Already the state of the track had caught its first victim, Michael Taylor's Cooper spinning between Cascades and Island Bend. J. R. Lewis called at the pits for a new pair of



★
THE NEW J.B.W. sports car, powered by a Ferrari engine, is hurried through Esso Bend by Brian Naylor.
★

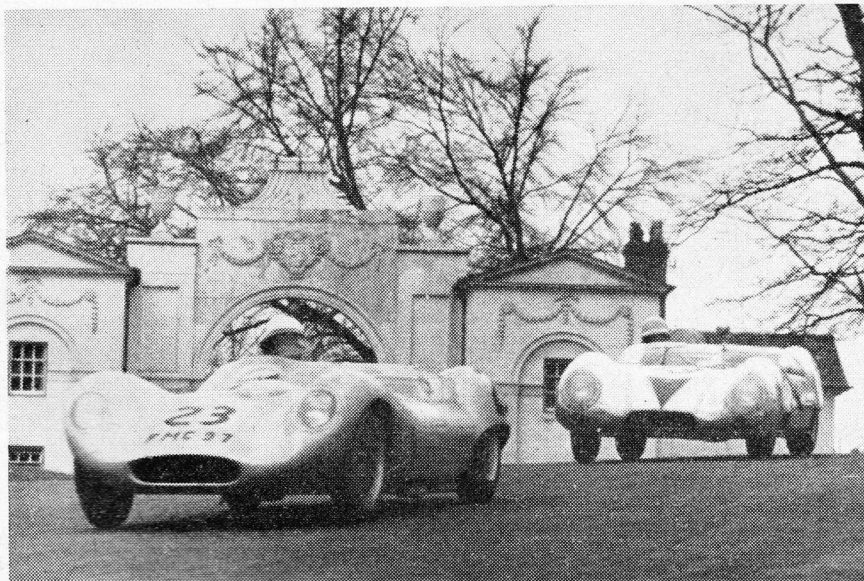
Results

Sports Car Race, up to 1,500 c.c.: 1, A. Stacey (Lotus), 85.14 m.p.h.; 2, P. Ashdown (Lola); 3, T. Dickson (Lotus). **Fastest lap:** Stacey, 86.88 m.p.h.
21st British Empire Trophy Race: 1, J. Russell (Cooper), 76.93 m.p.h.; 2, T. Marsh (Cooper); 3, I. Bueb (Cooper-Borgward); 4, B. McLaren (Cooper); 5, B. Naylor (Cooper); 6, R. Salvadori (Cooper). **Fastest lap:** Russell, 78.76 m.p.h.
Unlimited Sports Car Race: 1, Russell (Cooper), 78.75 m.p.h.; 2, Salvadori (Cooper-Maserati); 3, Hill (Lotus). **Fastest lap:** J. Brabham (Cooper), I. Bueb (Lister-Jaguar), 80.28 m.p.h.
Formula 3 Race: 1, Parker (Cooper), 69.75 m.p.h.; 2, Robinson (Stuart-Cooper); 3, Pitcher (Cooper). **Fastest lap:** Parker, 71.30 m.p.h.

goggles, and Tim Parnell spun his Cooper at Esso Bend, continuing immediately.

By lap five Brabham was still in front, leading Halford, Marsh, Russell, Graham Hill and Roy Salvadori. Then Salvadori too spun the car at Druids, dropping well back down the field and letting Bristow, in the new and effective Hume-Cooper, into sixth place. No one, in spite of the numerous spins, was going quickly: it was just impossible to do so. In fact, fastest lap at 10 laps stood to Halford's credit at 2 mins. 8 secs., a speed of 77.65 m.p.h.

Then, unexpectedly, came a change in the lead. Jack Brabham stopped at Cascades and, restarting, called at his pit to free a fuel blockage, the stop costing him more than a minute and dropping him right back in the field. This gave the lead to Halford, but Jim Russell was moving steadily up and his driving style was beginning to acquire that intent look that is so well-known. On lap 11 he took second place from Tony Marsh and then, on lap 14, moved into the lead. Bristow, in the Hume-



LEADING Tom Dickson's 1,475 c.c. Lotus out of Lodge is Michael Taylor's privately-entered 1,100 c.c. Lola. Although giving away nearly half-a-litre to the full 1,500s, the amazing Lolos finished second and fourth in the hands of Peter Ashdown, who drove the works entry, and Taylor, and were among the only four cars to complete the full distance.

Cooper, stopped at the pits with mis-firing. Carburation and plugs were examined and he restarted, having lost 3 mins. and many places. John Campbell-Jones called in to remove, of all things, a piece of wood from the engine fairing of his Cooper, and W. A. Allan's Lotus made a 2-min. stop suffering from overheating. Campbell-Jones was soon back again, this time to retire with a gearbox defect. After 16 laps Graham Hill, in the solitary works Lotus, retired his car, which was suffering from acute engine vibration.

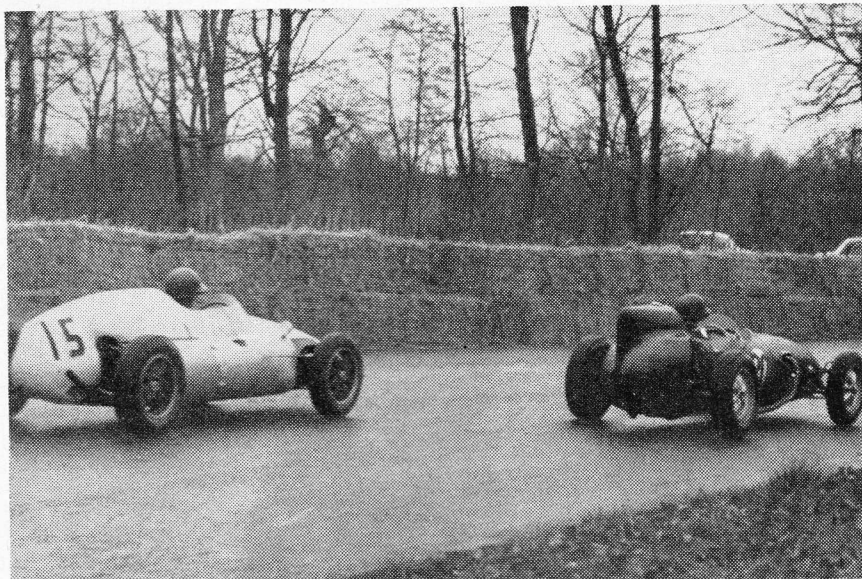
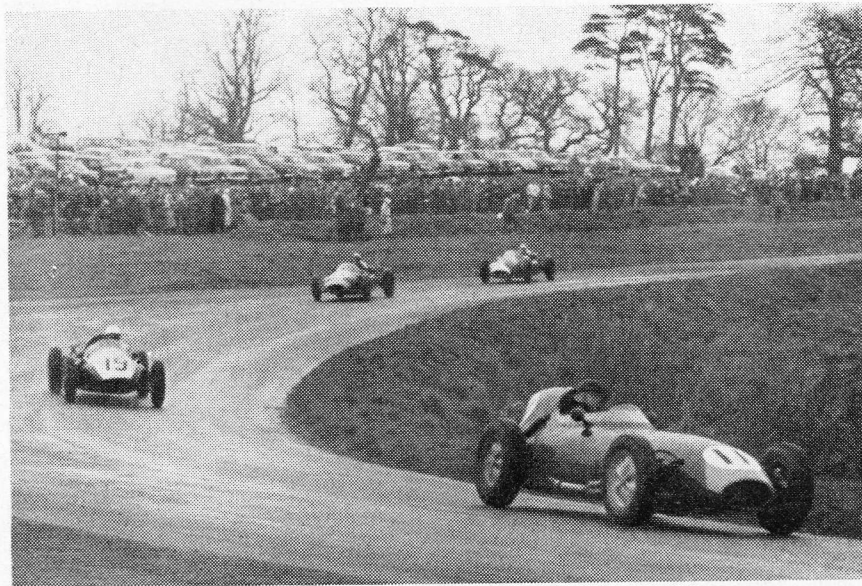
Meanwhile, Jim Russell motored steadily on in an ever-increasing lead. After 20 laps he was nearly 18 secs. ahead of Bruce Halford, who was in turn rather less than 1 sec. ahead of Tony Marsh, challenging strongly. Race average speed was 76.85 m.p.h. Ivor Bueb, in the first of the Cooper-Borgwards, was in fourth place, Bruce McLaren fifth and Bill Moss 10 secs. behind him in sixth place. Allan came back to the pits, still overheating, for water replenishment and, shortly afterwards, Bruce Halford dropped out of the race with a complete absence of usable gears. George Wicken brought the other Borgward-engined Cooper in for a check on suspected clutch-slip and Chris Bristow came back with the Hume-Cooper, this time losing 5 mins. over an inlet manifold that had worked loose. Then Allan's Lotus returned for the last time, finally to retire with a combination of leaking fuel tank and sticking throttle. Tim Parnell also stopped for 2 mins. after 26 laps for a check on his car's rear suspension. After 30 laps he retired with faulty shock absorbers on the back end of the car.

Positions now seemed settled for the rest of the race: with 10 laps to go, Russell led Tony Marsh by something like 20 secs. In third place was Ivor Bueb's Cooper-Borgward, Bruce McLaren was fourth and in fifth place, and closing the gap slowly but surely, came Bill Moss, 23 secs. in front of Salvadori. The order remained unchanged until lap 35 when Moss, most uncomfortable from a fuel leak which was filling the cockpit with petrol fumes, left the road at Knickerbrook and overturned, luckily suffering only severe bruises. Bristow also departed from the race at the same place and almost at the same time! Brian Naylor moved into sixth place and began to challenge Salvadori, passing him into fifth position on lap 36.

Thereafter there was no change. Jim Russell came home a comfortable winner—metaphorically speaking, for there could have been little comfort left in him after 40 laps in rain of that sort—some 29 secs. in front of Tony Marsh. Third, and nearly a minute in arrears, came Ivor Bueb. Fourth was Bruce McLaren, fifth Brian Naylor and sixth Roy Salvadori—all mounted on Coopers. Only the first three completed the full distance. Jack Brabham finished seventh and Brian Whitehouse, driving the ex-George Wicken Cooper for only the second time in competition, finished eighth. Fastest lap was set by Russell at 2 mins. 6.2 secs., a speed of 78.76 m.p.h.—almost incredibly fast in the prevailing circumstances.

The Unlimited Sports Cars Race

FASTEST by far during the practice sessions had been the unlimited



FORMULA 2: Three stages in the 40-lap Trophy race. At the top of the page Roy Salvadori leads George Wicken at the Avenue. CENTRE: Bruce Halford leads Jim Russell, Jim Parnell (who is a lap behind) and Tony Marsh at Cascades. BOTTOM: Bill Moss (Cooper) lines up to pass Anthony Brooke's Lotus at Druids. Moss crashed when in fifth place.

sports cars, and especially so was the 2-litre Lotus of Graham Hill and the 2½-litre Maserati-engined Cooper of Roy Salvadori. These two had been round in 1 min. 52.2 secs. and 1 min. 52.4 secs. respectively. The Cooper Monacos of Brabham and Russell had bettered 1 min. 54 secs., Chris Bristow (Cooper) had equalled that time and Graham Whitehead's DBR1 Aston Martin had been timed at 1 min. 54.2 secs. Jim Clark had staggered the bystanders with a lap in 1 min. 55.8 secs. in the Lister-Jaguar that Halford drove last year, a time bettered only—and only fractionally—by the Ecurie Ecosse Listers of Flockhart and Lawrence.

At the end of the first lap Roy Salvadori led the race with Jack Brabham, Jim Russell, Ron Flockhart, Bruce Halford, Graham Hill and Graham Whitehead in hot pursuit. On lap two, Hill passed Halford for fifth place.

On the fourth lap Jim Russell dislodged Brabham to take second place and on lap eight took over in the lead after passing Salvadori. Brian Naylor's fast J.B.W.-Ferrari retired after spending the best part of 10 mins. checking on suspected transmission defects. Then Bruce Halford disappeared from the lap chart and, indeed, from the proceedings altogether when his car left the road at Cascades and plunged smartly into the lake due, apparently, to a grabbing brake. Halford escaped unhurt. With the order now Russell, Salvadori, Brabham, Hill, Flockhart and Ivor Bueb, one of the Astons—the DB3S of George Baird—dropped out with damper trouble. Ten laps had been completed—the race was halfway over and the average speed of the leader 78.17 m.p.h., his lead a matter of 4 secs. Fastest lap, credited to Russell on the 10th lap, stood at 2 mins. 4 secs. (80.16 m.p.h.). Once again it seemed unlikely that the order could change for the day was not made for desperate motoring and, apart from Russell's 4-sec. lead, Salvadori in second place was 8 secs. ahead of Brabham. Graham Whitehead left the course at Old Hall and stayed put, and there was no change in the order of the first half-dozen until lap 19, when Bueb scrambled past Ron Flockhart.

Jim Russell, making it a double, steadily increased his lead over Salvadori to win by 11 secs. Roy, in turn, finished 9 secs. in front of Jack Brabham. Fastest lap went to Jack, who recorded 2 mins. 3.8 secs. on lap 17, a speed of 80.28 m.p.h.

The Formula 3 Race

NOTHING that happened in practice for the 500s could possibly be any criterion for the race itself, for if possible, it rained even harder for this, the final race of the day. Not surprisingly there was a number of unhappy incidents, two cars being involved in a collision in the early stages of the race. One of the drivers, W. G. Harris (Flather-Norton), was unhurt, but the other, P. R. Ellis, sustained a suspected fractured jaw. G. H. Symonds overturned his Cooper at Cascades and was thought to have fractured a rib, and a number of cars were retired with mechanical defects. Don Parker took the lead on the fourth lap and was never dislodged, while second man home, Philip Robinson, took up his position on lap six to remain undisturbed. Third was J. Pitcher.



THE BIG SPORTS CARS start their 20-lap race, with Jack Brabham (6) and Roy Salvadori (4)—nearest the camera. CENTRE: At Esso Bend Douglas Graham (Lotus) leads Ron Flockhart (Lister-Jaguar), Brian Naylor (J.B.W.) and Jim Clark (Lister-Jaguar). BOTTOM: Trying hard, Jim Russell presses Jack Brabham at Old Hall before taking the lead.

DAWN at Ullapool, where competitors admired the early morning scene.

GENERALLY speaking, the majority of competitors were a little disappointed at the Scottish Sporting C.C. Highland Rally, held at the Easter week-end. In over 1,000 miles of motoring, it was calculated that only about 225 of them could be regarded as interesting competitive motoring, writes "Aeneas". This was a pity, since the event had attracted an entry of 96 and was beginning to win back its old reputation. Included in the entry were the cream of Scottish rallyists and a selection of the English crews which included Sydney Allard, Mike Sutcliffe and Mrs. Pauline Mayman.

The event started from Glasgow on Good Friday night and began with four navigation sections which were nicely involved without being too much so, and half the entry was late at the Killearn control. From here began the first of a series of road sections which were described by an English competitor as the Scottish S.C.C.'s Cook's Tour of Scotland! At Lairg there were two driving tests, then the route went right round the north of Scotland to the headquarters at Strathpeffer, with no navigational problems at all. Then followed another driving test before Sunday morning, when proceedings opened with 2½ hours of pukka national rallying over short, sharp sections.



Scottish S.C.C. Highland Rally

Premier Award Goes to J. A. Morrison (M.G. TF)
Mrs. Pauline Mayman Wins the Ladies' Prize



BEST PERFORMANCE in the rally was put up by Sandy Morrison (M.G. TF), who is seen at the Tain driving tests.



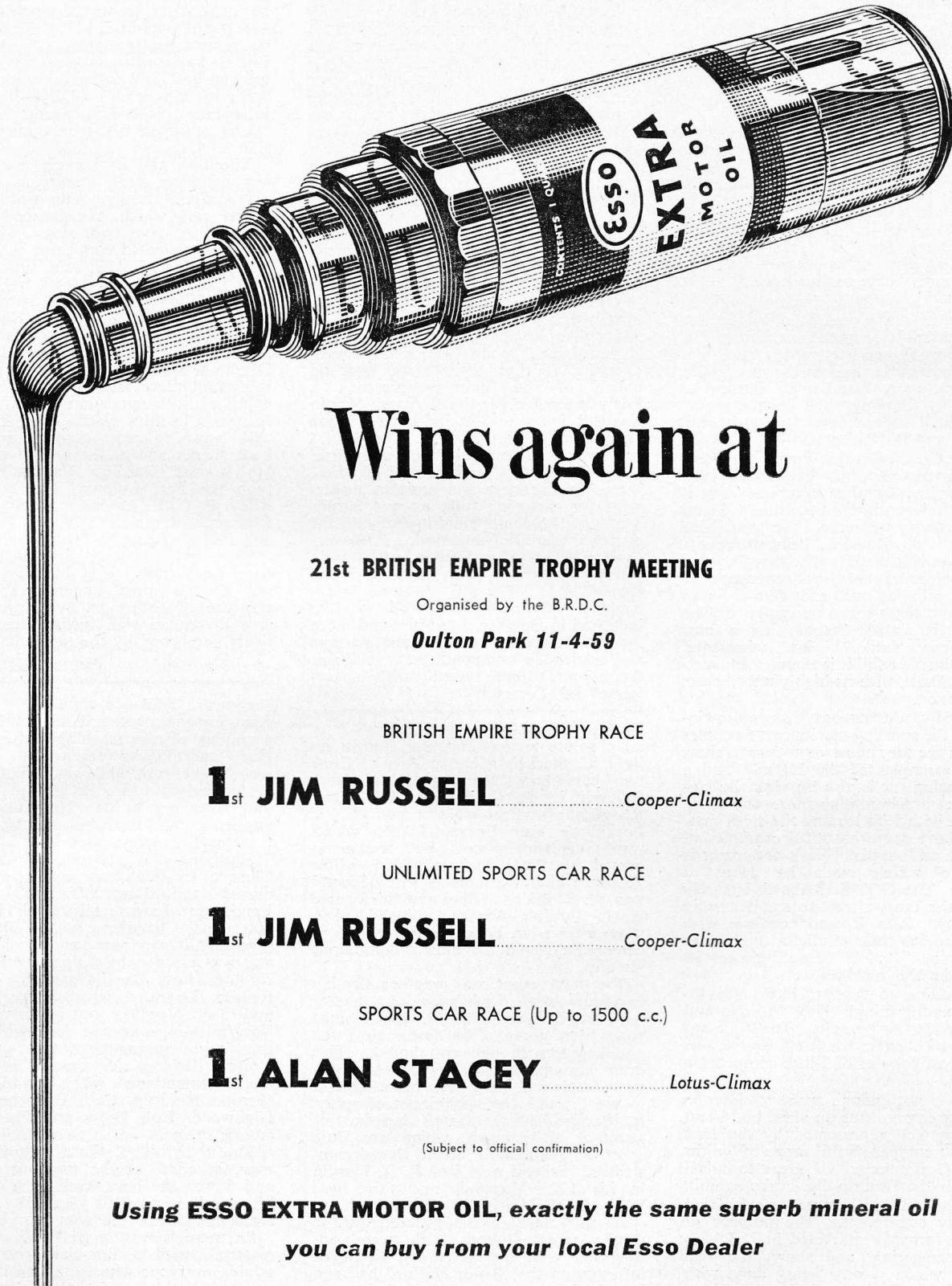
WATER SPLASH is taken at speed by Sydney Allard, during the final test of the rally on Easter Monday.



RALLY HEADQUARTERS at Strathpeffer where a dinner-dance was held on the Saturday.



CONTROL at Lairg was also the site of two driving tests on the Sunday morning.



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New York Show—continued

established, and sales have received a fillip by the Monte Carlo Rally success. D.B.-Panhard show the Sebring Index-winning car in addition to their attractive G.T. models. Dyna-Panhard is represented by the high-performance twin-cylinder car with fibreglass bodywork. Peugeot introduce the 403 station-wagon to supplement the very popular saloon. Luxury machinery is represented by Facel-Vega, which is now supplied with disc brakes.

Sweden's Volvo has sold extensively in its old-fashioned P 444 form, and the new 122S has had a wonderful reception. This car is new to U.S.A., and was formerly known as the "Amazon" in Europe. SAAB is also a very popular machine, and the 750 "Granturismo" is a very fine piece of engineering, and has a quite remarkable performance.

Porsche is in brisk demand, with its pedigree of really first-class engineering and remarkable competitions record. The NSU Sport Prince is attracting attention. East Germany introduces the front-drive Wartburg, more familiar in Europe as the AWE. Amongst the economy cars are Lloyd Alexander, Goggomobil, Goliath and BMW-Isetta.

From Czechoslovakia comes the well-made Skoda 450, which has a new, light-alloy engine, tubular backbone chassis and all-independent suspension. Japan has seriously entered the small-car market with Datsun, Prince, Toyota "Baby" and Daihatsu. The new Toyopet six-passenger saloon is of conventional design, with a push-rod four-cylinder engine and three-speed transmission. The concern is shortly introducing a new sports car with 91 ins. wheelbase. Holland's sole exhibit is the very interesting little DAF, with its highly unorthodox transmission.

Naturally, AUTOSPORT has more interest in the sporting machinery, examples of which are very numerous. Ferrari show several examples of the 250 GT and a sports-racing car is also on view. Italian-built cars are becoming more and more popular, with Fiat leading the sales race. Lancia have some beautiful examples of Flaminia and Appia. Fiat's newcomer is the "six" which made its debut at Geneva. The G.T. Fiat-Abarth is surely one of the most attractive small cars in the Show. Alfa Romeo continue with their fabulous little Giulietta models, as well as the "2000". Moretti makes its bow to the U.S. market.

In addition to Jaguar, M.G., Austin-Healey and Triumph TR3, Morgan and A.C. are also to be seen. The A.C. has established a name for itself, and is one of the most popular of 2-litre competition cars.

There is not enough space to describe the many components on view, but Great Britain is well represented by the Earl Nisonger company's full range of Smiths and KLG products. Of great technical interest is the Dunlop disc-brake exhibit.

Altogether a most interesting exhibition from any standpoint. The number of cars not formerly marketed in U.S.A. is simply staggering, and shows the vast business which is now being done with imported cars. To journalists and "visiting firemen", the British Press Club offers a welcome refuge from the bustle of the Coliseum. John Dugdale, the S.M.M. and T.'s representative in U.S.A., is in charge.

Around and About: Cocktail parties fell fast and furious during N.Y. Show-time. Amongst the most popular were British Press Club, Mercedes-Benz and Studebaker-Packard, *The New Yorker*, *Life*, British Consulate, Rolls-Royce and Peterson Publications (*Motor Trend*, etc.). . . . David Yorke and Wilf Inglis were on duty 12 hours a day at the Vanwall stand. . . . *Sports Illustrated's* party included a visit to the boxing at St. Nicholas and supper-party at the Stork Club. Amongst guests were Edward Turner (Daimler), Alan Dakers (Aston Martin), Lloyd Nolan the actor, Frank Blunk (*N.Y. Times*). . . . Seen around was Australia's Lex Davison. . . . Prominent executive of Daimler-Benz N.A. is Londoner Larry Richards, formerly associated with Allard. . . . Brian Rootes and Geoffrey Rootes were much in evidence: the former is going to Japan for three months. . . . Peter Millar, formerly with David Brown, is now with Rootes. . . . John Beasley, fit and well after a severe case of sunburn, is now Vice-President of Gough Industries. . . . Richard Chown was over on behalf of the Smith's concern. . . . Early customer for DB4 Aston Martin was Bill Spear. . . . Round table at Rene and Maurice Dreyfus's "Le Chantclair" was enlarged to several during showtime. . . . Chez Lucie's at the Hotel Meurice, West 58th Street, was a popular rendezvous for motoring folk, as was Sardi's East. . . . Nobel "build-it-yourself" kit attracted plenty of attention. . . . Rovers eagerly sought by buyers—particularly "105". Cars referred to as "little Rolls-Royces". . . . General Motors' rear-engined "flat-six" rumoured to be launched in October. . . . More and more interest being shown by manufacturers and dealers in competitions. . . . Zorra Duntov at Daytona recently with "space-frame" S.S. Corvette.

Vintage Silverstone—continued

an absolute torrent of water thrown up by J. C. Starke's spinning Alvis. These two cars had taken an initial lead, followed by R. C. Batho's 1929 Riley, R. Adnam's Frazer-Nash and F. S. Lockhart's tiny Peugeot-J.A.P., which went surprisingly fast, but was soon passed by Peter Moores's 1931 3-litre Talbot, which went on to win. Second was W. S. Bader's Riley and third came A. L. Butlin's Amilcar, which had a most impressive bone in its teeth as it careered through the almost continuous puddles.

The next event was another five-lap handicap event and provided another win for Moores's Talbot, which must have been going a lot faster than the handicappers thought it should. This event brought out the bigger cars, which went faster and were even more difficult to see through their envelopes of spray. R. P. Bradley set fastest lap in this event at 62.25 m.p.h. which was little short of miraculous under the circumstances. Second man was L. R. Durdin in his 1925 Vauxhall and third was W. L. T. Winder in his Frazer-Nash.

At this stage in the proceedings the results from Oulton Park were announced, with the additional tit-bit of information that Bruce Halford had run into the lake.

There were originally 26 entrants, including reserves, for the ninth race—yet another five-lap handicap affair—but mechanical deficiencies and the weather had accounted for over half of

them and only 12 cars came to the line. C. W. Minchin's Aston took the lead, followed by Gahagan's Bugatti; D. G. Day spun his E.R.A. at Woodcote and L. S. Michael's wonderful Lagonda (although announced as a non-starter) began to carve its way through the field and was strongly tipped by the commentators as a likely winner. Day spun his E.R.A. again after making up a lot of lost ground and Minchin went on to win with Charnock's 1932 4½-litre Alvis in second place and Frank Lockhart taking third in his first outing in an E.R.A.

The 10th and final event was a five-lap handicap race qualifying for the *Motor Sport* trophy. This was open to sports cars which had finished in the first six in races two, seven and eight. All the nominated cars came to the line and W. L. Y. Winder's Frazer-Nash took an immediate lead. He was closely followed by D. A. Turner in a similar car with R. V. C. Hardman's Riley and P. M. Sims's Aston disputing third place. Next time round L. R. Durdin was in the lead with Turner still in second place and a batch of Austons going at it hammer and tongs behind Hardman in third place. Then the faster cars began to come through from the back marks and at the end of the fifth lap it was Durdin's Vauxhall which took the flag, followed by Hardman's Riley, P. C. L. Moores's Talbot, W. H. Charnock's big silver Alvis, P. M. Sims's and D. A. Turner's Aston Martins.

This ended a meeting which might have been most enjoyable, but turned out to be most uncomfortable, the pleasure of seeing so many wonderful cars driven so well having been effectively dampened by the torrential rain.

MICHAEL DURNIN.

Derbyshire Trial—continued

some improvement, and the first hill saw a number of cars reaching 6 after lunch. Hurt and Foster reached 6 on the second one, too, while on Mill Close 3, in its revised form, Pollard reached 9, and Hurt got to 8. The same thing applied to the fourth hill, but Mill Close 5 stopped everyone after 4.

Sixth of the afternoon hills, Mill Close 6 (revised), saw some very near misses and Dees, Chappell, David Render and Lawson all scored 11, while Hurt and Chandler reached 10. The seventh hill was now very much easier, and was cleaned by 10 competitors, including Hurt, Dees, Chappell, Pollard, Render, Foster, Jackson, Tony Alldred and Geoff Newman, out in his new car. The following one was dealt with in an even more summary manner, with 15 cleans. Drivers this time included all the aforementioned, with the addition of Gordon Holdrup, Cuth Harrison, Peter Highwood, Rob Davis and Fred Cole, among others.

The ninth hill of the afternoon, however, reverted to the previous pattern and 6 was the best mark. On the last hill of the day, Mill Close 10, Pollard alone reached 5, the next best being 4.

So there it was, a trial full of good material, with a first-class entry containing everyone who is anyone in trials, ruined by this confounded climate of ours. It was, however, run in brilliant warm sunshine, and in spite of everything was, as are all trials, a first-class day out!

MARTYN WATKINS.

Club News

By MARTYN WATKINS

LARGELY, I suppose, because of our infernal weather the "encroachment", if that is the word, between the season of winter and summer motoring sport increases year by year. Time was when one could safely state that trials were held in the winter and not in the summer, which was purely and simply the speed event season. It was at one time the case that trials were a little pointless if held in the summer, because the ground was so hard and dry that the hills became something like rough roads! Yet on Sunday—with the racing season well under way—the ground was so wet and sodden that the course for the Derbyshire Trial, the **Lancs and Cheshire C.C.** classic event, was practically awash.

In spite of this clash of interests, there seems to be a still-growing enthusiasm for trials events. Two well-known trials drivers, at least, were engaged in racing activities during last week-end, yet although one of them could hardly have been expected to do so, the other nevertheless arrived and competed in Sunday's trial as well! All in all, there was an entry of almost 50 cars for this late event—and that is not the end of the winter season!

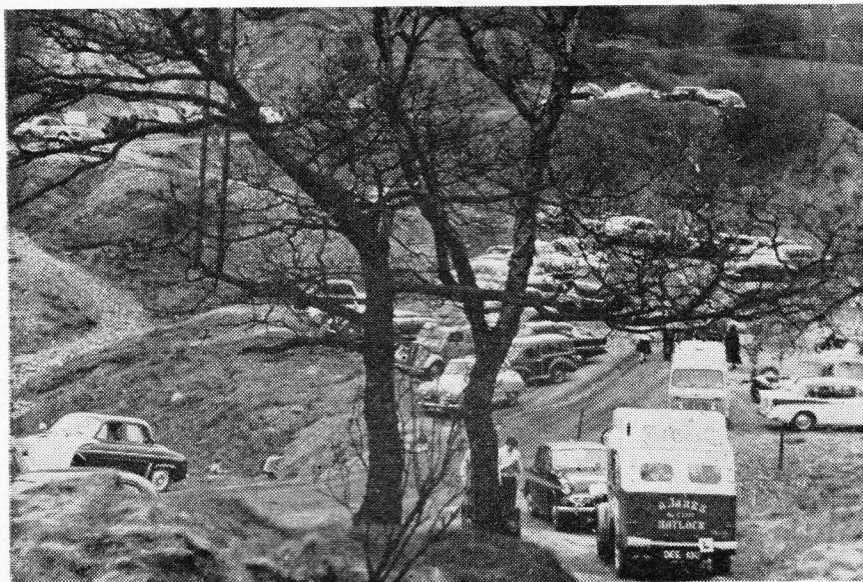
Spectators, too, seem to enjoy this "winter sport" as much in the warm weather as in the cold. It is well known that general enthusiasm for these events is greater in the north than in the south of England but, even so, the crowd was truly enormous. A glance at the picture on this page gives some indication of the number of cars which came along: it is necessary to add that out of sight of Francis Penn's camera there were two fields full of parked cars and a lane which was lined on both sides!

* * *

THE Epping Forest Motorsport Association are organizing another of their evenings of motor racing colour films shortly.

The evening will constitute the World Premiere Presentation of the E.F.M.A. colour production "Moroccan Grand Prix at Casablanca 1958" and includes scenes of the preparation of the B.R.M. team at Stansted Airport for shipment to Morocco by air. The film depicts the last race of Mike Hawthorn and Stuart Lewis-Evans, and is shown as a tribute to these fine drivers. Also in the programme are "Le Mans 1958" and the "Alpine Rally 1958" with the R.A.C.'s new film "Highway East", all in colour. The third edition of the Association's new idea, Great Motor Racing Films of the Last 25 Years, a magnificent film made by Hitler as German propaganda, has been secured, showing the Auto Union and Mercedes supremacy in the 1937 season, entitled "Battle Against Time" and is subtitled. Also to be shown is the "British Grand Prix of 1949", at Silverstone.

Programme tickets (including free reserved seat) are 5s. each, obtainable from the Secretary, 203 High Road, Loughton, Essex, enclosing s.a.e. with remittance. The venue is Kensington Town Hall, London, W.8, and the date is Tuesday, 28th April, at 7 p.m.



ONE of the car parks at the disused mine near Winster, the scene of Sunday's Derbyshire trial. Scores of people turned up to watch the event and the scene took on the atmosphere of a garden party!

Coming Attractions

April 18th B.A.R.C. International "200" Race Meeting, Aintree, near Liverpool. Start, 11 a.m.

April 19th. B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk.

Thames Estuary A.C. National Driving Test Meeting, Orsett Military Camp, Orsett, near Grays, Essex.

April 25th. Syracuse Grand Prix, Syracuse, Sicily (F1, F2).

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

Jaguar D.C./Aston Martin O.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12 noon.

Bugatti O.C. Sprint, Oulton Park, near Tarporley, Cheshire.

April 26th. Nottingham S.C.C. Race Meeting, Mallory Park, near Hinckley, Leicestershire.

North London E.C.C./Herts County A. and Ae.C. Sprint, Snetterton, near Thetford, Norfolk. Start, 12 noon.

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

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

Monza G.P., Monza (G.T.). Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Glos. Start, 12 noon.

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

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

THE North London E.C.C. in conjunction with the Herts County A. and Ae.C. are staging a sprint meeting at Snetterton on 26th April. Invited clubs are: Allard, Aston Martin, American Drivers, C.U.A.C., East Anglian, Brent

Vale, Herts County, Jaguar Drivers, N.L.E.C.C., Snetterton M.R.C., Triumph Sports, and West Essex. Entries close on 20th April. Regs. may be had from G. Bance, 11 Bath Road, Reading, Berks. . . . The **Farnborough M.C.** are holding a driving test meeting on 26th April. The following clubs have been invited: A.C.O.C., B.A.R.C., Basingstoke, Brighton and Hove, Chichester, Farnborough, Guildford, Hants and Berks, Haslemere, Lancia and the London M.C. Entries (15s.) should be sent to Lloyd Roberts, Ashbourne, Parkland Grove, Weybourne, Farnham, Surrey, before 23rd April. The venue is Eelmore Plain, Fleet Road, Aldershot. . . . The **Northampton and D.C.C.'s** Grove Trophy Rally will be held on 26th April. This is a closed event. Regs. may be had from M. R. Green, 53 Coaching Walk, Westone, Northampton. . . . The **Nottingham S.C.C.** are promoting a closed race meeting at Mallory Park on 26th April. Racing begins at 1.30 p.m. Entries (30s. per race) should be sent to A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham, before 18th April. . . . The next event run by the **Ecurie Ecosse Association** will be a *Concours d'Élégance* in Largs Municipal Car Park on 6th May at 7.45 p.m. . . . The **Advertising M.C.'s** Mini Miglia Rally will be held on 22nd April. This is a closed event starting at 7.30 p.m. outside the Robert Freeman Coy. in Swallow Street. Entry fee is 5s. The same club's "Yellow Road Special" Rally will be held on 8th May. This again is a closed event starting at 7.30 p.m. from the Golden Fleece, Brentwood, Essex. Entries (30s.) close on 30th April and should be sent to G. W. Freeman, The Robert Freeman Co., Ltd., 7 Swallow Street, London, W.1. . . . The **Taunton M.C.'s** Driving Test Meeting will be held at the Middleway Camp, Taunton, at 2 p.m. on 2nd May. The following clubs have been invited: Plymouth, West Hants and Dorset, Burnham-on-Sea, Yeovil, Bristol M/C. and L.C.C., Hagley and D.L.C.C., South Wales A.C., Torbay
(More Club News on page 505)

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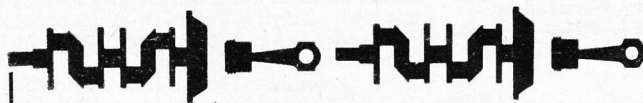
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Club News—continued

M.C., Forces M.C. and North Cornwall M.C. Entries (20s.) must be sent in to W. G. Cawsey, 14 Station Road, Taunton, Somerset, before 27th April. . . . The new competitions secretary of the S.W. Centre of the **B.A.R.C.** is H. H. A. Biggs, The Pharmacy, Hedge End, Southampton. On 10th May this club is staging its Netley Autocross. The following clubs have been invited: Association of S.W. Central Clubs, Southsea M.C., Gosport A.C., Bognor Regis M.C., West Hants and Dorset C.C., Taunton M.C., Esso (Fawley) M.C., M.G.C.C., Bristol M/C and L.C.C. Entries (20s.) must be in by 4th May and should be sent to H. H. A. Biggs, The Pharmacy, Hedge End, Southampton, Hants. . . . The **Wolverhampton and South Staffs C.C.** will stage its Novices' Rally on 26th April. This closed event will start from the car park of the Holly Bush Inn, Penn Road, Wolverhampton. Entries (17s. 6d.) close 20th April and should be sent to J. L. Dodds, 29 Churchfield Road, Oxley, Wolverhampton. . . . The **Forces' M.C.'s** Spring Cup Rally will take place on 9th/10th May. The following clubs have been invited: Blackfriars M.C., B.A.R.C., Cemian M.C., East Surrey M.C., Hants and Berks M.C., M.G.C.C. (S.E. Centre), Per Ardua M.C., Southsea M.C., West Essex C.C., West Hants and Dorset C.C. Entries (£2 2s.) close 29th April and should be sent to Mrs. J. Crane, 58 Chaucer Road, Ashford, Middx. . . . The **Westmorland M.C.'s** Barbon Hill-Climb will be run on 23rd May. The

following clubs have been invited: Blackpool and Fylde M.C., M.G.C.C., B. R. S. C. C., V.S.C.C., A.M.O.C., B.A.R.C. (N.W. Centre), Cumberland S.C.C., Midland A.C., Lancashire A.C., Yorkshire S.C.C. Regs. may be had from J. H. Lafone, Russell, Storrs Park, Windermere, Westmorland. . . . The **British Motor Racing Marshals' Club** announce two changes of regional secretaries. The new secretary for the Northern Region is J. A. C. Kennard, Kenilworth, 52A Stockport Road, Timperley, Cheshire, and for the Southern Region, D. L. Standley, 24 Hershams Road, Walton-on-Thames, Surrey. . . . The N.W. Centre of the **M.G.C.C.** are holding a dance on 24th April at the Waggon and Horses Hotel, Handforth. Tickets (7s. 6d.) may be had from J. F. Walsh, "Barbizon", Carlton Road, Hale, Cheshire. . . . The **Darlington and D.M.C.'s** Roderick Gray Sporting Car Trial will be held on 26th April. Registered entrants for the R.A.C. Trials Championship are invited to compete as are members of the following clubs: B.A.R.C., Lancashire A.C., Lincs and Cheshire C.C., Leicestershire C.C., London M.C., North Midland M.C., Shenstone and D.C.C., Sutton Coldfield and North Birmingham A.C. and the Sheffield and Hallamshire M.C. Entries (£1 1s.) close on 18th April and should be sent to R. L. Firtess, 10 Glenfield Road, Darlington, Co. Durham. . . . The **Veteran C.C.** are staging a rally to Cheltenham, Glos, on 25th April. Arriving time is from 3-4 p.m., Imperial Square. On 26th April they have their

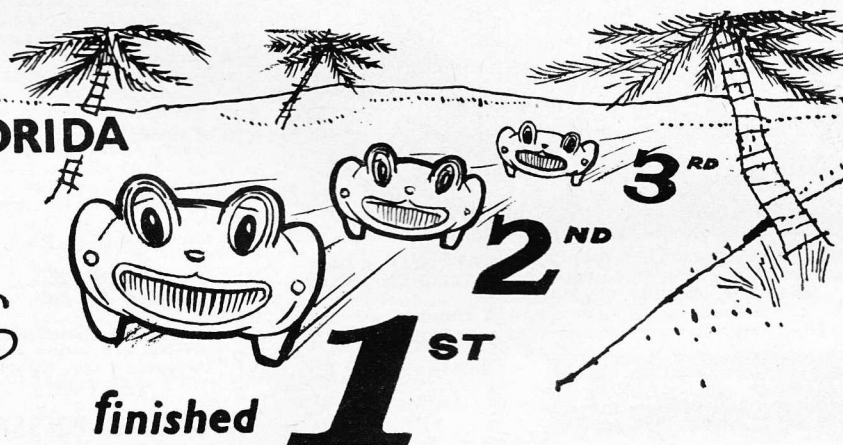
hill-climb and concours at Prescott. Practice begins at 9 a.m. . . . The N.E. Centre of the **M.G.C.C.** have an evening event on 23rd April. Start is at Messrs. Swine's Garage, Yeadon, at 7.30 p.m. . . . The **East Surrey M.C.'s** closed Photographic Treasure Hunt will take place on 10th May. Entries (10s.) should be sent to J. J. Richards, 3 Fryston Avenue, Croydon, Surrey, before 5th May. . . . The **Fiat "500-600" Club** is staging a *concours d'élégance* at 2 p.m. on 10th May at Kensington Gardens, opposite the Albert Memorial. . . . On 26th April the **Anglia and Prefect O.C.** hold their Pilgrim Rally. Start is from Englefield Green, near Windsor, at 11 a.m. Entries are 12s. 6d. and details may be had from A. Lovelace, 14 Sutton Dene, Hounslow, Middx. On 1st May the same club holds a dance at the Century Hotel, Forty Lane, Wembley Park, Middx. Tickets (10s.) may be had from Mrs. Henderson, 78A High Street, Abbots Langley, Herts.

SNETTERTON ON SUNDAY

FIRST British appearance for cars built to the requirements of Formula Junior will be at Snetterton on 19th April. Among the entries will be the Moorland Junior, powered by a B.M.C. "A"-series engine and driven by J. B. Alderslade, who is a "graduate" of Jim Russell's Racing School and a new Elva F.J. car. Other entries are expected from the North of England. Other events in the five-race programme are: G.T. and *Formule Libre* races, an 1,100 c.c. event and a 500 c.c. race.

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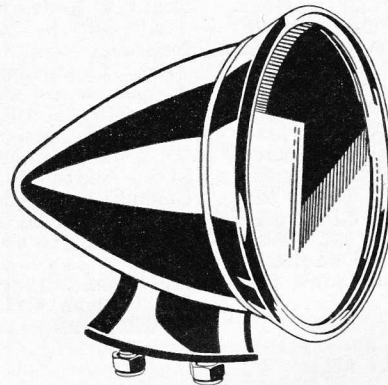
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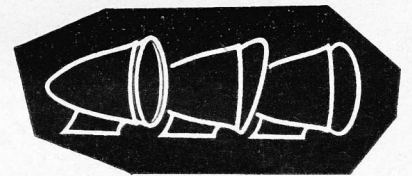
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AUTOSPORT

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1957 (September) ALFA ROMEO Giulietta Spider, red with black trim, mileage 11,500 approx., one owner, regularly maintained, immaculate condition. £1,850.

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2-LITRE ALTA, 1939, 110 b.h.p., two owners only, wonderful condition, terrific performance, ENV box recently overhauled, new prefocus headlamps, bills and engine test certificate available. £345.—Mew, Broomhill Cottage, Tunbridge Wells, Telephone: Southborough 1059 evenings.

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ASTON MARTIN, 1937, 2-litre saloon. Best offer over £139.—Flint, 33 Winchester Road, Walton-on-Thames.

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AUSTIN 8 tourer, red, good runner, new hood, tyres, leather upholstery. Taxed year. £150 o.n.o.—H. Girvan, The Old Rectory, Ashted, Surrey. Ashted 3057.

AUSTIN "750", professionally rebuilt and tuned, Oct. 1958, low suspension, new tyres and tubes, all electrics renewed, aluminium head, inlet conversion, deep sump, rebored, reground shaft, Bowdenex front, clutch and brakes all lined. Taxed and insured, insurance inspected. £150.—Phone: CROYdon 3707 or CROYdon 5686.

SPEEDWELL A35 two-door de luxe with full Stage II mods., Palace Gate exhaust system, oil pressure/water temperature gauges, 110 m.p.h. speedo, twin spots, pair new Michelin X, mileage under 20,000, other extras. £550.—D. Beddard, 51 Onslow Gardens, S.W.7.

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AUSTIN-HEALEY Sprite, as new, heater and accessories, off-white, red upholstery. £650. New tax concession represents 6 per cent. over all, so we will give 6 per cent. off prices quoted.—Poplar Garage, Billingshurst 75.

AUSTIN-HEALEY, 1954, light blue, new clutch and new Michelin Xs. £575.—PINner 1824.
1957 AUSTIN-HEALEY 100/6, ice blue, blue leather, overdrive, wire wheels, speed tyres, Le Mans lamps, heater, etc. low mileage. £925.—Stafford Garages, Ltd., Scaford 2800.

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VINTAGE BENTLEY, 1930, 4½-litre coupé, outstanding car, mechanically perfect, Concours condition. £600 o.n.o.—Box 3127.

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(Continued overleaf)

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Classified Advertisements—continued**LOTUS—continued****LOTUS XI, LE MANS, SERIES II**

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M.G. TC, green, Laystall Lucas head, Stage II tuned, many modifications, etc. £300.—Lavers, 8 Cassiobury Park Avenue, Watford 21302.

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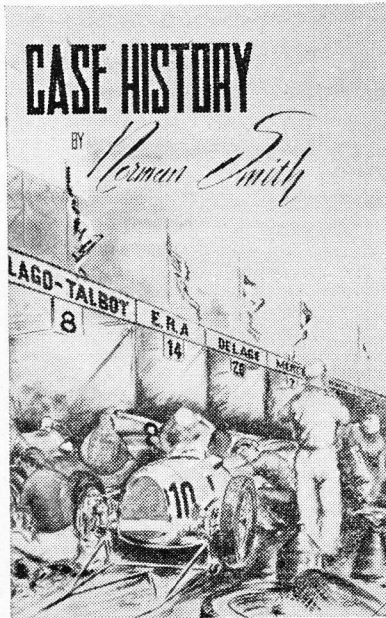
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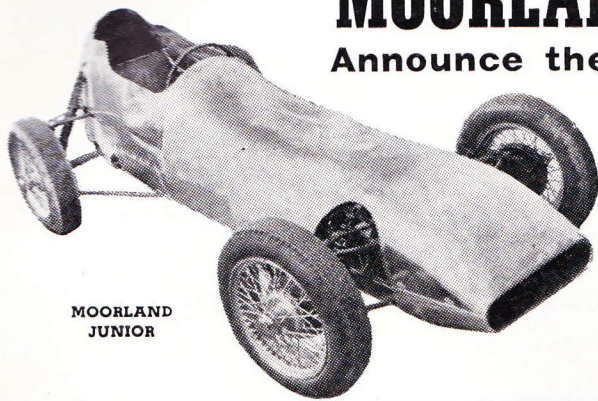
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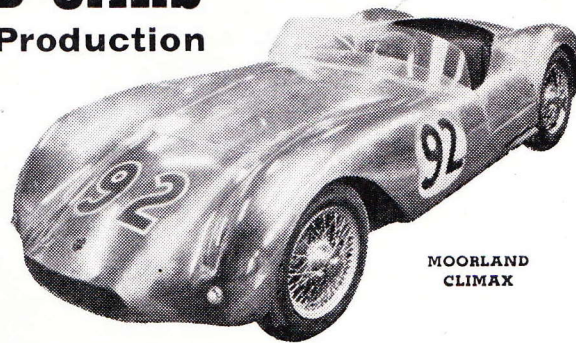
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