

AUTOSPORT

OCTOBER 23, 1959

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EVERY FRIDAY
Vol. 19 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

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

JAGUAR

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Mark 2

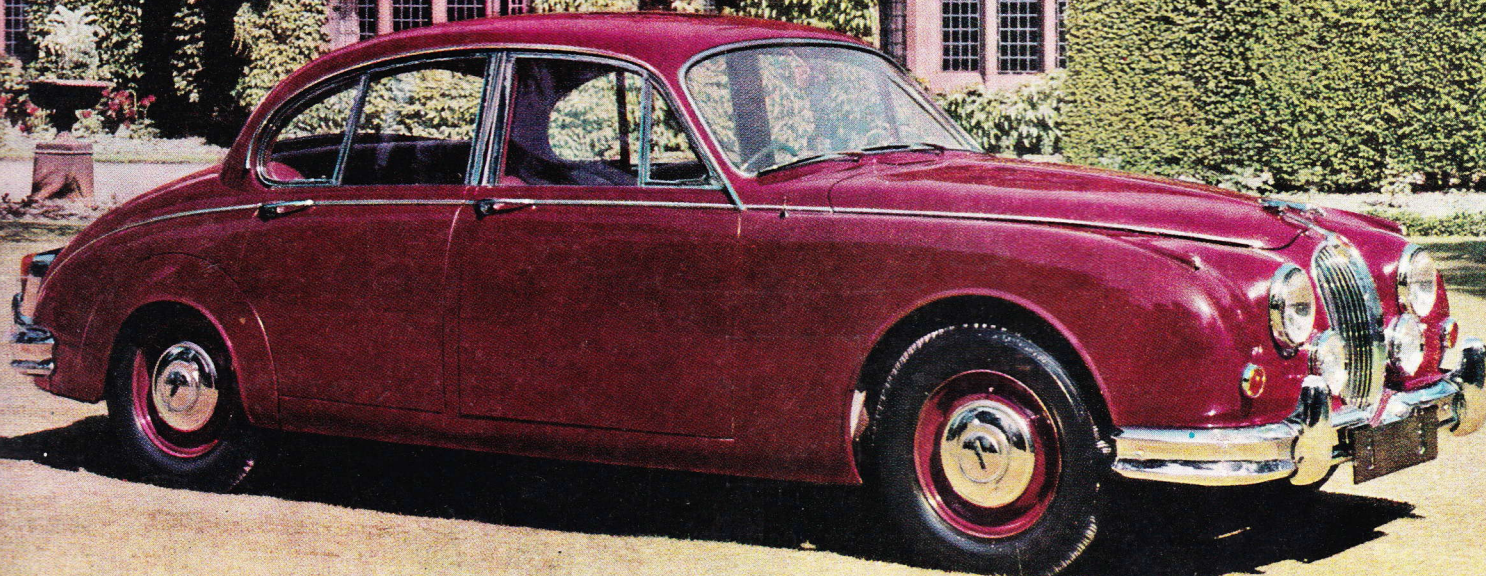
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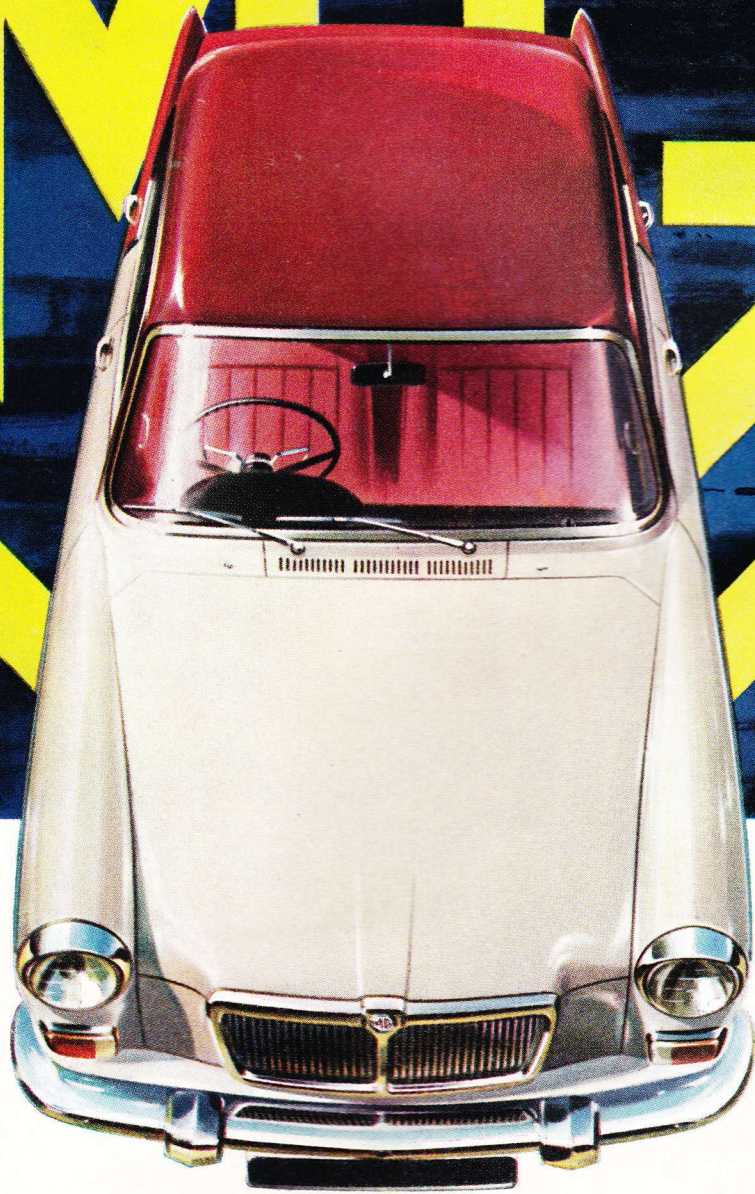
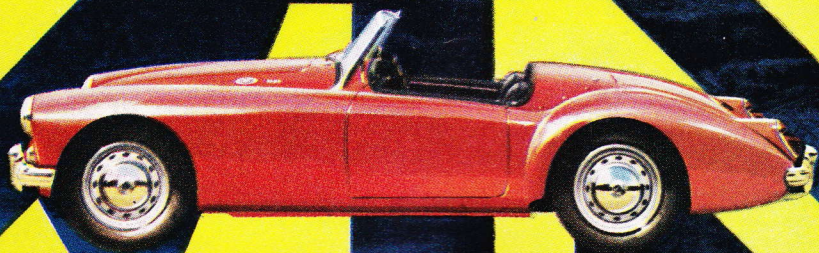
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 17 **October 23, 1959****Managing Editor** GREGOR GRANT**Assistant Editor** MARTYN WATKINS**Technical Editor**

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EDITORIAL

SHOW BUSINESS

THERE is something for everyone at Earls Court, from the economy-planned small-capacity machines, to the world's most luxurious passenger vehicles. It is a true International exhibition, with representation from U.S.A., Italy, Germany, France, Sweden, Holland, the U.S.S.R., Czechoslovakia and Great Britain. Our own exhibits show a far greater variety than those from any other country, and, of course, British sports cars out-sell all other nations' products by a very substantial margin, with Triumph and M.G. leading the export race. However, by far the vast majority of show visitors will go to compare the merits of the various small-capacity machines; front-drive versus rear-drive; front engines versus rear engines; all-independent springing versus rigid rear axles—these are some of the arguments which salesmen will have to settle on the stands. The Issigonis B.M.C. cars have certainly given the Continental manufacturers seriously to think, and it is probable that the recent Renault-Alfa Romeo, and Simca-Fiat pacts were formed to counter the now serious challenge in the small-car markets offered by B.M.C., Ford and Standard-Triumph with their new under-1,000 c.c. models. At the other end of the scale, no other country has anything to offer in the sheer luxury category like the magnificent V8 Rolls-Royce and Bentley, although the number of "quality" vehicles has rather tended to increase recently. This is particularly noticeable in the competitions-developed classes, which such fine machines as the Aston Martin DB4, the Lotus Elite and the Sunbeam Alpine represent. It is also significant that the old-established Daimler concern is attempting to cut into the high performance markets with the V8 SP250. Nevertheless, our manufacturers will take due heed of the new "compacts" from the U.S.A., which, although fairly large cars to European eyes, emphasize the trend across the Atlantic. The Chevrolet Corvair is one of the most important cars in the show, proving that the General Motors giant is not afraid to produce something entirely unorthodox. Ford's Falcon, Nash's Rambler, Chrysler's Valiant and Studebaker's Lark are more conventional, but offer the sort of vehicle that American and Canadian road-users may purchase in very large numbers. Earls Court is easily the most comprehensive motor exhibition in the world, and the thousands who will throng the aisles during the next few days may have great difficulty in making up their minds what to buy. Many people go to the same factory year after year, but it is now realized that feminine influence has become, in many cases, the deciding factor. That is probably the reason for the multiplicity of models and colour schemes on what are, basically, the same production vehicles.

But whatever your choice, whether it be family saloon or ultra high-performance sports machine, and in whatever country it may be assembled, you will find something at Earls Court that will meet your requirements. Britain produces the best in motor cars in any field and they can all be seen at the world's best motor show. Seldom has there been so much that is so new.



Coachwork by
PARK WARD
THE BENTLEY CONTINENTAL

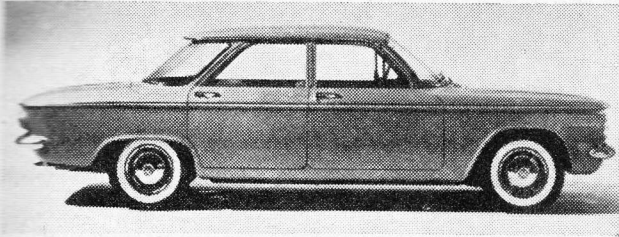
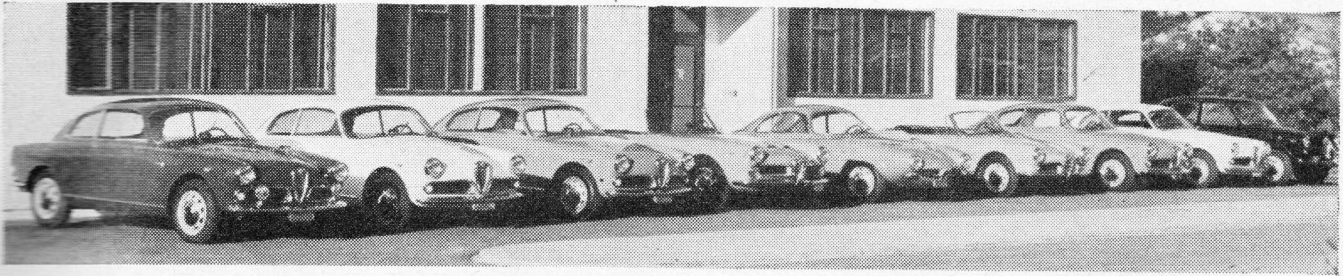


The S2 Bentley Continental has the new aluminium 8 cylinder engine of 6230 c.c. and redesigned four-shoe brakes on the front wheels, giving tremendous stopping power from increased brake lining area. The entire hydraulic brake system is duplicated for additional safety.

The two-door drophead coupé by Park Ward has a steel frame construction, designed on aircraft princi-

ples, with the stressed skin body panels in steel and the remainder of the panel work in light alloy.

Park Ward craftsmen apply their individual skills to achieve the superb finish of the interior, and special attention has been paid to the design and construction of the front bucket seats. They are "anatomically" designed to give maximum comfort and stability on long journeys at high speed.



AFRICAN TOUR FOR HISTORIC CARS

LORD and Lady Montagu of Beaulieu left England last week for a four months' tour of South and Central Africa with a collection of the most interesting exhibits from the Montagu Motor Museum at Beaulieu.

The cars they are taking include Viscount Montgomery's Humber staff car "Old Faithful", which he used throughout his campaigns from the Nile to the Sangro, the 1920 350 h.p. Sunbeam in which Sir Malcolm Campbell twice broke the world speed record, a 1909 8 h.p. Humber and a 1903 de Dion Bouton.

FACEL VEGA is closely considering entering Formula racing, with a view to re-establishing French prestige when the 1961 formula comes into being.

★

COMPACT CARS: To Earls Court from the U.S.A. come the technically interesting Chevrolet Corvair (above, left) and the Ford Falcon (right).

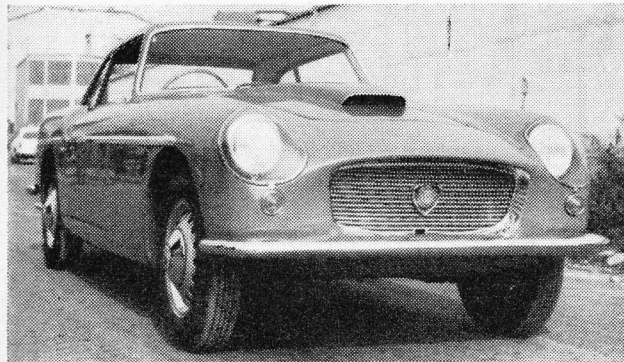
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LOVELY LINE-UP: A string of Alfa Romeos awaiting departure for Earls Court, where some will be on show and others will work as demonstrators.

SPORTS NEWS

B.A.R.C. GOLD MEDALS

FOR the first time since the inception of these awards, two gold medals will be presented at the same time by the British Automobile Racing Club. The recipients



BRISTOL - ZAGATO: Designed to cater for those who want an even faster Bristol, the 2-door Zagato-bodied model is lighter and smaller than the 406.

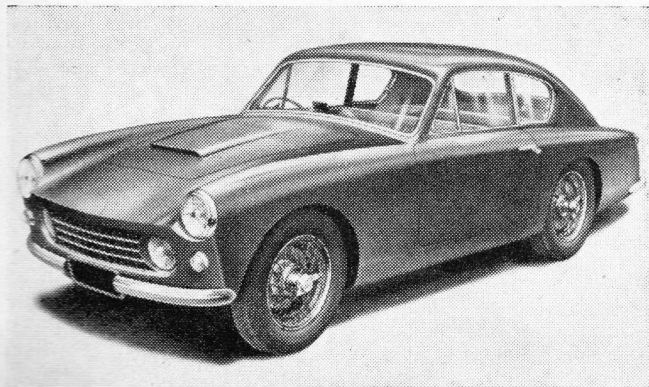
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are David Brown, whose Aston Martin cars have become the first British winners of the World Championship of Sports Car Manufacturers, and John Cooper, who receives his gold medal in recognition of the international successes of Cooper cars in recent years, in each of the categories of Formula 1, Formula 2 and Formula 3.

David Brown and John Cooper will be presented with their gold medals at the annual dinner of the British Automobile Racing Club, which will be held at Grosvenor House, London, on Friday, 6th November.

★

JON GODDARD-WATTS is likely to be seen in a new Formula Junior car next season.



GREYHOUND is the name of the new 2-litre four-seater sports saloon from A.C. The 2.2-litre engine will also be available.



PRINCESS 3-litre is a luxury version of the Austin A99 by Vanden Plas, carrying the "coronet" emblem of the big limousine whose name it shares.



The three ROVER cars for 1960

THE NEW 80

This, a more powerful successor to the Rover 60, has the new Rover 4-cylinder 2½-litre engine. All-round performance has been substantially improved. Like its predecessor, the '80' is a remarkably capable, even-tempered car with a strong appeal for those who seek really comfortable, reliable family motoring. Front-wheel disc brakes are standard equipment.

Price including overdrive
£1365 . 7 . 6 (inc. P.T.)

THE NEW 100

The Rover 100 replaces the highly successful '90' and '105' models and is in fact a development of them. It has even more smoothness than the '90' and a performance comparable to that of the '105'. The Rover 100 has an entirely new 2.6-litre sloping head engine, with a 7-bearing crankshaft first developed for the 3-litre. Front-wheel disc brakes are standard.

Price including overdrive
£1538 . 4 . 2 (inc. P.T.)

THE 3-LITRE

The Rover 3-litre—announced a year ago—won immediate acceptance. No one feature dominates your impression of this outstanding car. Rather do you remember a particularly satisfying sense of balance between its many fine qualities. The 3-litre continues almost unchanged. Front-wheel disc brakes are standard. With conventional gear-box £1715 . 5 . 10 (inc. P.T.)
With automatic transmission
£1864 . 0 . 10 (inc. P.T.)

THE FIRST FIFTEEN

By GREGOR GRANT

WITHOUT question there is one driver who stands head and shoulders above anyone else, and that is Stirling Moss. He is the supreme master of his craft, acknowledged by all of his rivals as being in a league of his own. Given the car, Moss is virtually unbeatable on any circuit, and, since Juan Manuel Fangio's retirement, he can justly be acclaimed as the uncrowned king of motor racing. Stirling has that gift given to few men, of being in the top-class in any form of motoring sport; now that he has reached the top of the tree, it is worth recalling that he is one of the few drivers who have gained a "Coupe des Alpes" in gold, in addition to winning most of the world's most important motor races.

It is difficult to pinpoint any particular achievement of Stirling Moss during 1959. His drives in the Nürburgring "1,000 Kilometres", and in the Tourist Trophy will be talked about for years to come. In Portugal and at Monza he more or less dictated the race policy, and no one else could get near him. Furthermore, his inspired driving during the early stages of Le Mans undoubtedly paved the way to the Aston Martin victory, leading up to the Feltham cars winning the World Championship for Sports Car Constructors. During the early part of the season he had extremely bad luck, so bad, in fact, that the unknowledgeable decided that Moss was a car-breaker. As events proved, the failure of his cars to finish was entirely due to mechanical troubles, and Stirling himself could not possibly be blamed for breakdowns which were discovered to be due to faulty workmanship. It may be said that his Aintree drive in the B.R.M. could be criticized, but Moss has stated quite categorically that he went as fast as he could, and that he did not anticipate having to stop for a wheel change. His second halt to take on fuel may have been a mistake, but a driver of Moss's calibre dared not risk running out of petrol, and according to him, the car showed all the signs of being low in fuel.

I do not think that anyone who knows anything at all about motor racing will quarrel with the decision to put Stirling Moss in a class by himself as the world's only five-star driver.

Now how about the four star men?



FIVE STARS: Top of the list and still universally acknowledged as the best driver in the world, Stirling Moss looks justifiably pleased after another victory.

Actually Jack Brabham automatically qualifies as being next up to Moss. His driving during 1959 has been exemplary, and he has displayed circuit-craft well above the average. At Monte Carlo he never put a wheel wrong, and repeated this display at Aintree. Despite Moss's victories at Lisbon and at Monza, the World Championship for Formula 1 Constructors was secured by the remarkable consistency of the Australian during

the earlier *grandes épreuves*. Some people maintain that Brabham is Moss's equal, but Jack himself has no illusions concerning the genius of S. Moss, and readily admits that no one can beat Stirling if the car stays in one piece. What must be emphasized is that Moss can be successful in *any* type of car, and that Jack Brabham's record is practically 100 per cent. Cooper-Climax.

(Continued on page 519)



GRAHAM HILL

TONY BROOKS

STIRLING MOSS

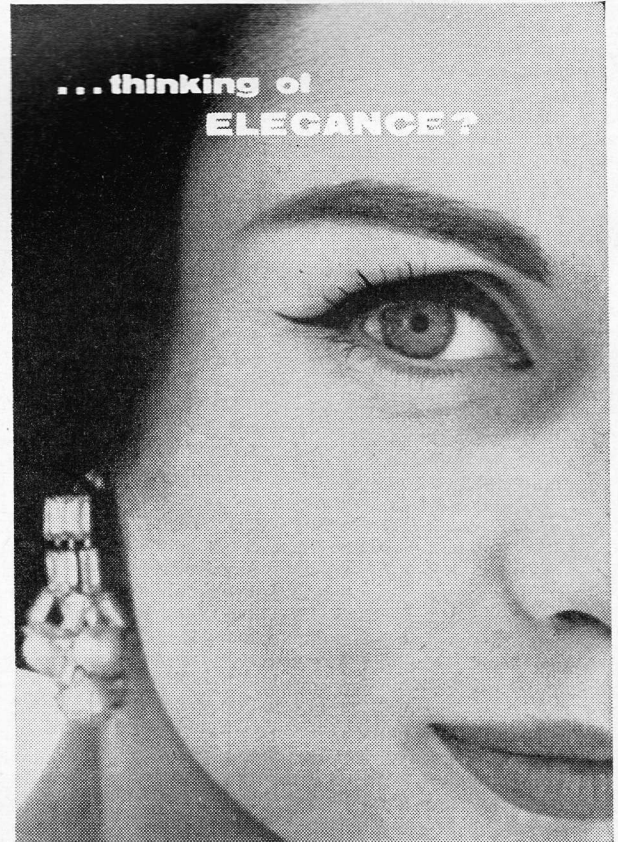
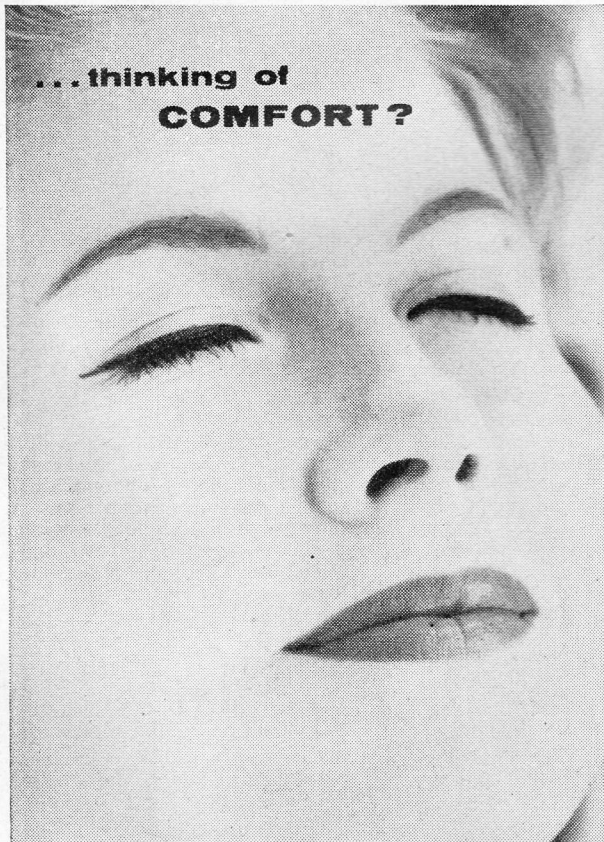
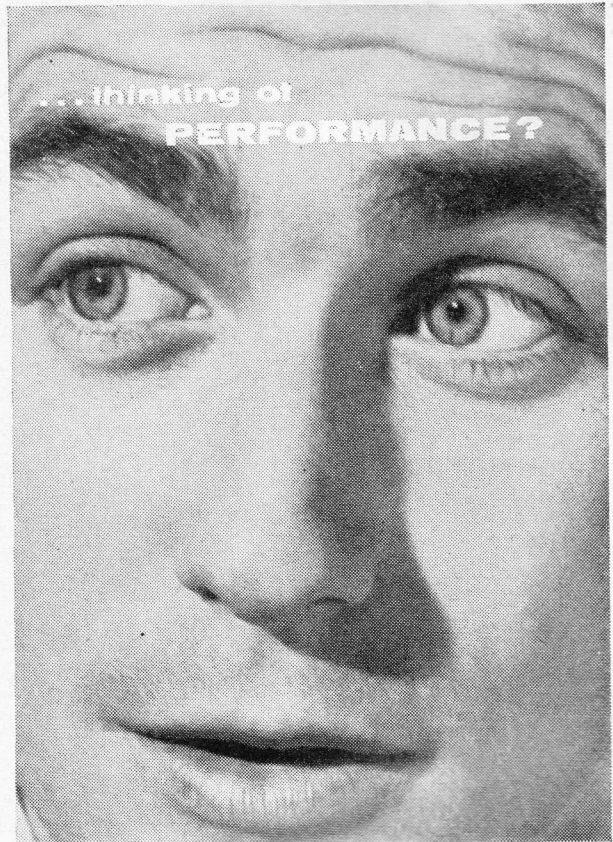
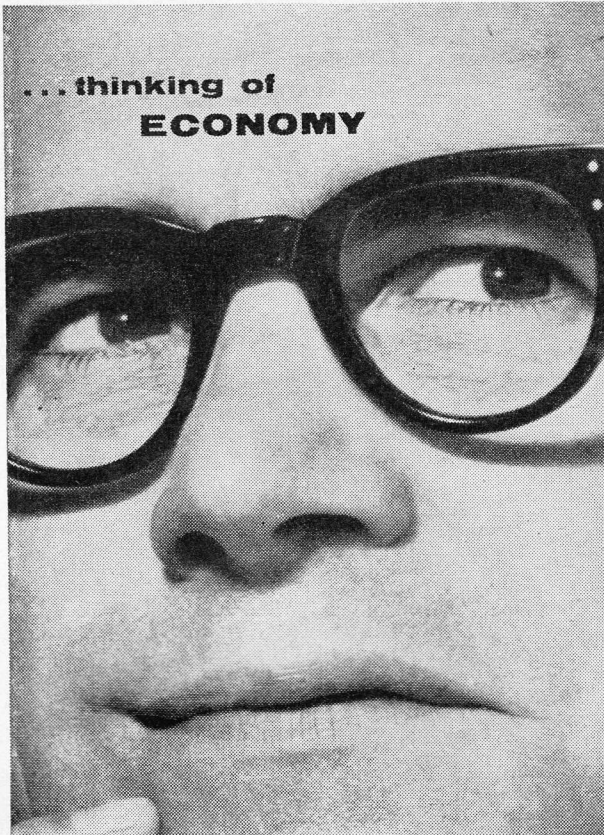
JACK BRABHAM



ROY SALVADORI



DAN GURNEY



- think of the RENAULT DAUPHINE





PHIL
HILL
(left)

★

CARROLL
SHELBY
(right)



★
MASTEN
GREGORY
(right)

★



First Fifteen—continued

Bracketed with Brabham is Tony Brooks, who, like Moss, is equally at home in a sports car and in a single-seater. At times he displays a brilliance approaching genius, but can have off-days when his driving cannot be said to be inspiring. At Rheims and at Avus he proved conclusively that the combination of Brooks and Ferrari is pretty formidable, especially on really fast circuits, but he was most unhappy at Zandvoort and at Lisbon, for the Ferrari is definitely not suited to a winding circuit with close and tight bends.

There are several claimants to "three star" class, notably the Frenchman Maurice Trintignant, and the Americans Phil Hill, Dan Gurney, Masten Gregory and Carroll Shelby. "Trint" is easily the most experienced and polished of them all, and must rank very close to Brabham and Brooks. Ever since his Gordini days I have had the greatest possible admiration for the little Frenchman, who is a tremendous favourite with the racing crowd. Phil Hill, on his sports car record alone, must come high in the list, and during the past few months he has come to the fore as a Formula 1 driver; I would bracket him with Carroll Shelby, who drove magnificently for Aston Martin at Goodwood and at Le Mans, but, owing to the newness of the single-seater, was unable to make much headway in F1. This also applies to Salvadori, who I have always regarded as one of the fastest circuit drivers in the business. He must go into the "three star" category.

Masten Gregory is possessed of great skill, and can drive at a tremendous pace as and when required. He has great courage, and proved to be highly disciplined at Lisbon, when he ran second to Moss. One must reserve judgment regarding Dan Gurney's claims for inclusion in this section. Undoubtedly he is a very fine driver, and was one of the year's G.P. discoveries, but his supporters should be quite content to see him with a "two-star" rating, on the grounds of brief Formula racing experience. This would also be the case with Bruce McLaren, yet another real discovery. This young New Zealander has what it takes to make a top-liner, and would be an asset to any team.

Joe Bonnier must have three stars. He showed at Zandvoort that he can use his head as well as drive rapidly. In addition, he has put up some fine dis-

plays in Porsches. Harry Schell remains something of an enigma; he is surely the most experienced driver of today, and at times can be positively brilliant. Yes, I think "arree" should come into the three-star class, for his comparatively crash-free record stamps him as possessing more than ordinary skill. Two drivers who are sadly underrated are Ron Flockhart and Cliff Allison. Given the right equipment, as was seen at Snetterton on 10th October, Flockhart

can drive with the best. In addition he has technical know-how well above average. Allison has been fated to act as something of a stand-by in Scuderia Ferrari, but no one can deny that he has the qualities which go to the making of a first-team driver.

Preoccupation with the new factory and production of the Elite must surely have been responsible for the Lotus disappointments in Grands Prix. Nevertheless,
(Continued on page 521)



PLEASED AS PUNCH! Jack Brabham, leader in the World Championship, gets four stars in the First Fifteen.

QUESTION

May we have
a 4-seater sports saloon
with the qualities and performance
of the A.C. Aceca?



ANSWER

Yes, here it is, the new
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motoring connoisseurs

A.C. GREYHOUND Sports 2-door, 4-seater SALOON, powered with the world-famous **BRISTOL ENGINE**. Disc brakes to front wheels included in standard equipment. Basic Price £2,040 (plus £851.2.6 P. Tax). Total: £2,891.2.6.



The **ACE** and **ACECA** because of their popularity continue in their now well-known form. ACE with A.C. Engine £1,188 (plus £496.2.6 P. Tax). Total: £1,684.2.6; with Bristol Engine £1,443 (plus £602.7.6 P. Tax). Total: £2,045.7.6. ACECA with A.C. Engine £1,446 (plus £603.12.6 P. Tax). Total: £2,049.12.6; with Bristol Engine £1,700 (plus £709.9.2 P. Tax). Total: £2,409.9.2.

A.C. CARS LTD., THAMES DITTON, SURREY.

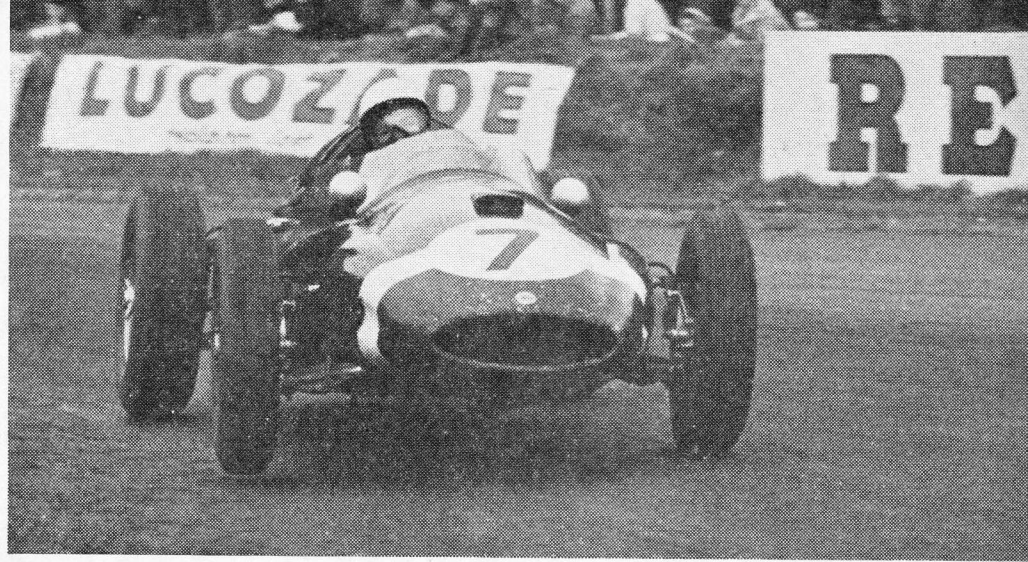
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First Fifteen—continued

Graham Hill has emerged with a greatly enhanced reputation, and is one of the most promising of modern formula and sports car drivers. Innes Ireland, too, has shown genuine ability, and Chapman also has another excellent man in Alan Stacey.

Bruce Halford steadily gets better and better, and must be considered for inclusion in any team, whilst Jack Fairman's fine record of track-testing as well as race-driving gives him a unique position in British motor racing.

Olivier Gendebien is extremely versatile, as is proved by his record in rallies and in sports car races, but somehow or other does not quite make the grade in full-scale formula racing. Taffy von Trips shows up well in F2 and in sports car races with Porsches, but has not exactly sent anyone into raptures in



LUCKY No. 7 : Stirling Moss (Cooper) and the lucky number which has so often brought him success.



MAURICE TRINTIGNANT

the F1 category. Lucien Bianchi shows great promise, and with more experience will be very good indeed. One hopes that Brian Naylor will fully recover from his distressing accident at Oulton Park, for he was gradually becoming a most polished performer.

Of the up-and-coming school, Chris Bristow has had a great deal of publicity. There is undoubted ability there, but there is also a tendency to press on regardless which has caused not a few incidents. Henry Taylor is one of the best of all the "new boys", having made the grade from F3. One would like to see him in a Formula 1 car next season. I have also been most impressed by Jim Russell's protégé, Mike McKee, and consider that he is a must for a G.P. driver of the future.

Jimmy Clark will also be much sought after; the young Scotsman is a natural driver, and his style is somewhat reminiscent of the former Ecurie Ecosse discovery, Ian Stewart. I would also place Peter Ashdown in the list of very promising material, and Michael Taylor has impressed as being a star of the future.

Probably the most improved of this

school of drivers is David Piper, whose Continental experience has brought him to the fore. There are, of course, many young men in club racing such as Julian Sutton, Dick Shepherd-Barron, Pat Fergusson, John Whitmore, Chris Lawrence, Bill de Selincourt, Sir Gawaine Baillie, John Bekaert, Peter Arundel, Peter Gammon and others who strike one as having well above average ability. Formula Junior may give some of these men

a chance to gain single-seater experience, and in that respect one could mention the Swiss driver Michael May.

I believe that Colin Davis should be persevered with, and Ian Burgess has made a good recovery from his Nürburgring accident some time ago and shows signs of returning to form. Tony Marsh could be one of the fastest of them all, and on occasions drives really brilliantly.

Names may have been omitted; I know that there are dozens of extremely promising American drivers, and that Roger Ward must be considered as a top-liner in both track and road racing. Ken Miles's feats are as well known in Europe as in the U.S.A., and he must be reckoned as being about the best Porsche driver in the business.

However, it all comes back to Stirling Moss. He is the one by whom all others must be judged, and, at the moment, the great British driver is in a league of his own.

- Stirling Moss *****
- Jack Brabham ****
- Tony Brooks ****
- Maurice Trintignant ***
- Harry Schell ***
- Masten Gregory ***
- Phil Hill ***
- Graham Hill ***
- Carroll Shelby ***
- Roy Salvadori ***
- Joe Bonnier ***
- Ron Flockhart **
- Bruce McLaren **
- Dan Gurney **
- Innes Ireland *
- Cliff Allison *
- Alan Stacey; Mike McKee.

First Reserves: Bruce Halford; Jack Fairman; Colin Davis; Henry Taylor; Ian Burgess; Michael Taylor; Olivier Gendebien; Chris Bristow; David Piper; Lucien Bianchi; Jimmy Clark; Tony Marsh.

★

BRUCE McLAREN

★



3 IMPORTANT REASONS

why motorists should buy

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1 Castrol Anti-Freeze contains *exclusive* anti-corrosion additives (patent applied for). These minimise corrosion to the lowest point ever achieved.

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This winter, make certain that your cooling system is fully protected with a properly balanced anti-freeze — ask for Castrol Anti-Freeze by name!



STIRLING MOSS

By Christopher Nixon

PROFILE

STIRLING MOSS is the best driver in the world.

He is also well in the running for the title of the worst passenger in the world! Being driven by somebody else is definitely not his favourite pastime, which is understandable really, I suppose. But this is just one small trait in the intriguing personality of a man whose name has become a household word the world over.

The number of words written about Stirling must run into millions and it is indeed difficult to try to tell you something about him that you don't already know. It would be pointless to give a detailed account of his career for keen followers of the sport will know it just as well as I do, and some probably better. But what of the man himself?

It is one of the penalties of fame I suppose that whenever a person reaches the top of his or her profession, that person comes in for a good deal of adverse criticism, whether he or she deserves it or not, and racing drivers are by no means exempt from this penalty.

Poor Mike Hawthorn had more than his fair share and even Juan Manuel Fangio got mixed up in it when he found himself on the receiving end of Floyd Clymer's ridiculous claims.

Like these, and other drivers, Stirling Moss has been the subject of this kind of criticism but in a slightly different way. Whereas Mike and Juan Manuel were mixed up in national and international rows, it seems to me that most of Stirling's critics are enthusiasts who are introduced to him, say at a club dinner or at a race meeting, and expect him to remember them the next time he sees them, which may be a few months later. Of course he doesn't remember them, having been introduced to perhaps a couple of hundred other people in between times, and sometimes the person concerned feels hurt. So when somebody asks him "What is Moss like?" he says, "Oh, he hasn't got time to talk to me, I'm small fry." And so the word gets around that Moss is an ill-mannered snob, or words to that effect. This may sound far-fetched but it is true. This sort of impression has been passed on to me many times concerning many drivers, and I hope, in this series, to correct some of the mistaken ideas that some people have about the personalities of the top-liners of our sport.

Back to Stirling Moss, then. What is he really like, and why is he so much better than any other driver?

First impressions count a lot, they say, but should you meet Stirling for the first time at a race meeting it would probably be better to forget that saying, for your first impression of him would almost certainly be a very brief one. A firm handshake, a quick smile, and he's gone. Probably to discuss race tactics with his team manager, to check the car with his mechanics or to give an interview to a newspaper. He is always busy.

YOU, TOO, can have a body like mine! The "heavenly bodies" belong to Stirling and his manager, Ken Gregory, seen on the beach at Nassau.

Away from the circuit, however, you are more likely to catch him at ease. He is a small, broad-shouldered man, maybe 5 ft. 8 ins. tall, with a receding hairline and perfect white teeth (not all of them his own, as he will admit—he had most of his front ones knocked out in a crash early on in his career) and his smile would probably earn him a lot of money on a toothpaste ad.

He speaks quietly, easily and confidently and is quite happy to "talk shop" if you wish. He dresses well, if at times a little flashily, and should you be attending a race meeting on the Continent you are quite likely to find him in the days before the event in a men's outfitters buying clothes. He smokes little and drinks alcohol not at all.

Motor racing is his life and it occupies most of his spare time, for when he is not working on something definite he is almost certain to be going over the next race in his mind, mentally covering the circuit, deciding gear ratios, tyre pressures and the right suspension.

This, I think, is the answer to our question, "Why is he so much better than any other driver?" Preparation is the key to success, and it is Stirling's single-mindedness of attitude allied to lightning reflexes and an uncanny natural ability that make him the master driver that he is.

But we have started at the end, so to speak, with Stirling at the top of his chosen profession. Let us then go back and see how it all began.

Stirling Moss was born in London on 17th September, 1929. Looking at his parents' background it is not difficult to see why he decided to become a racing driver.

His father, Alfred Moss, was a driver of no mean ability himself and whilst still in his twenties he went to America—ostensibly to study dentistry. He enrolled at Indiana Dental College, but it seems that he did most of his studying at Indianapolis for he competed in the famous 500-mile race twice, the only Englishman to have done so.

Back in England once more he determined to build the fastest Ford in the world. So he set to and built a Fronty-



Ford, the type of car in which he had competed at Indianapolis. In this he became the first man to drive a Ford at 100 m.p.h.

Aileen Moss, too, was a good and keen driver and after their marriage she and Alfred competed in many trials and rallies together.

So Stirling was born into a motoring family. But his first love was horses. He became an expert horseman and competed regularly in horse trials and gymkhanas until he was 17. His sister, Pat, of course, went on to gain considerable fame in the show-jumping world, before she, too, forsook horses for cars.

Stirling's first car was an Austin Seven that cost £15. As soon as he was legally able to drive he got a Morgan. An M.G. followed, then a BMW 328 in which he and his father went on numerous trials.

When our hero announced that he wanted to be a racing driver the atmosphere in the Moss household became appreciably warmer. His parents tried to convince him that he could never make a living out of motor racing. But Stirling was adamant. It was a long

(Continued on page 525)





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Stirling Moss—continued

struggle but he won through in the end. He sold the BMW for £1,000 and bought a Cooper. And so it was, in 1948, that Stirling Moss the racing driver appeared on the scene. Both the driver and the car have come a long, long way since then!

Stirling's first works drive was with H.W.M. in 1950. He was invited by the late John Heath for a trial run at an airfield in December, 1949. He took the car out for a few laps then came in to tell Heath that he had run over a landing light and smashed the sump, a manoeuvre *not* guaranteed to impress a team manager!

The rest, of course, is history, which is a good thing, for Moss's career would fill about 10 issues of AUTOSPORT!

In April, 1957, Stirling announced his engagement to Katie Molson, a lovely Canadian girl whom he had met years before in Nassau. They married on 7th October the same year.

Katie, a delightful girl with a very strong personality of her own, is very capable of looking after her ever-loving. A racing driver cannot be the easiest person to live with and there are times when Stirling gets a bit edgy. When he erupts every now and again, Katie takes it in her stride and remains quite unruffled.

She and Stirling live in a modern house just off Park Lane. The rooms are big, spacious and well-appointed for Stirling has his own definite ideas about houses and how they should be furnished.

Katie does all her own cooking and housework, although she confesses she is not, perhaps, the ideal housewife. "I'm a very disorganized person!" Nevertheless she keeps her husband happy with plain, old English food. Every now and again Stirling gets a taste for some particular dish and will demand it for any meal of the day. At the moment he has a passion for chocolate éclairs. After making them herself for a while Katie got fed up with it. She now goes out and buys them!

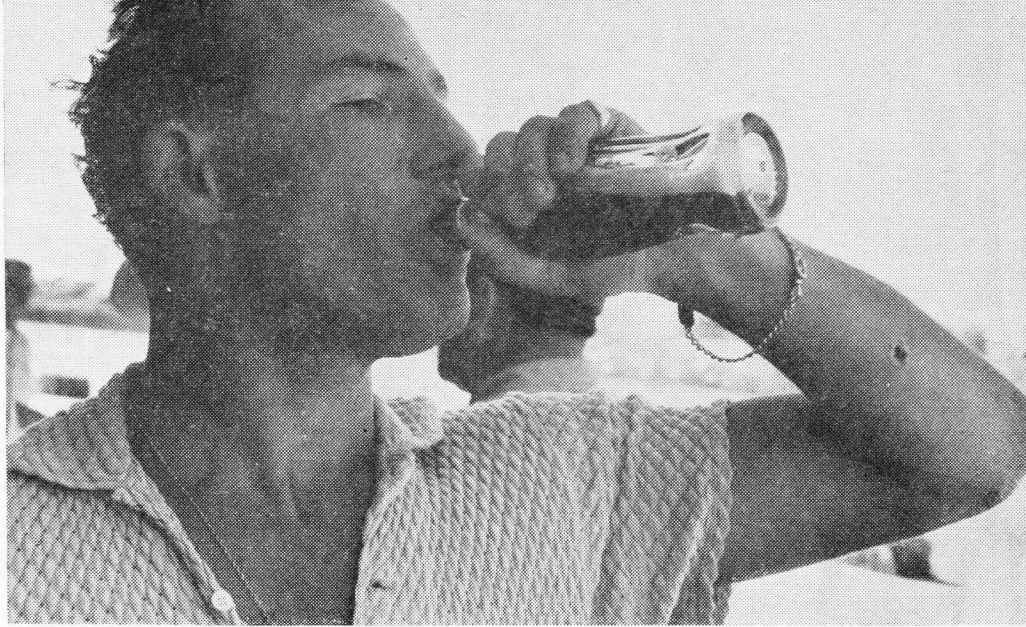
The same goes for drinks. For a long time Stirling had a passion for Coca Cola and would sink gallons of the stuff every day. Now he goes in for lime juice. And so it will go on!

In spite of his pre-occupation with racing, Stirling does have other interests. His hobbies are water-skiing, film-going, handicrafts, designing "anything you like", model making and "most of all worrying"!

He has a very enquiring mind and once he gets interested in something there is no stopping him. He came up with a lot of ideas for the house they built at Nassau and at the moment is engrossed in the heating system for his London home.

Katie, although she may be in some way interested in Stirling's latest "hobby", seldom bothers to enquire. For it is almost certain that he will give a detailed technical appraisal, using words she has never heard of! It saves both their time if she keeps quiet.

Although they both quite like going to films or shows, they seldom get around to it, preferring to spend what little time they have to themselves at home, watching the television or reading. Katie is a jazz fan and has a fine collection of records. As yet Stirling has no great interest in jazz, but I've a feeling he will have soon!



GLUG, GLUG. Stirling downs a bottle of "coke" during a short lull in the proceedings. He never touches anything alcoholic, not because he feels he shouldn't; he just doesn't like the stuff.

Well, so much for that side of the man. Now—what are his views on the racing world?

He is openly appalled at the new Formula 1. "It is bad in every way. It will hinder development and provide less interest for driver and spectator alike. It will be no safer than the present formula and a lot more expensive. Any major change in engine size puts a considerable strain on the manufacturers. The 2½-litre formula has served its purpose very well and a lot has been learned from it, mainly as regards new metals and tyres."

Stirling doesn't think much of the new sports car regulations, either. "They are quite ridiculous. There should be five categories: Touring Cars, Grand Touring Cars, Production Sports Cars, Sports-racing Cars and Racing Cars." His main criticism of these regs. concerns the minimum height rule for windscreens. "This is bad. In the interests of safety windscreen design should be free from stipulations such as this. You can never see as well through a screen as you can over it."

He doesn't have a favourite circuit. "I think it's bad because you tend to dislike others. But I prefer road circuits." And what is his favourite car? "I don't answer that! Each presents a different challenge. When I started racing I wanted a car that understeered. Now I like it to have a tendency to oversteer." For his own use he has a Facel Vega, a fabulous car which he keeps on the Continent. In London he uses an NSU Prinz and Katie has a Triumph Herald.

One of the funniest incidents he can remember happened at Rheims last year. "A whole crowd of us, Fangio, Musso, Mike, Pete, Jean and the rest, found Harry Schell's baby car, a Vespa, outside the hotel. We picked it up, carried it upstairs and put it in the first floor lounge, then put chairs and tables all round it!" What Harry said when he found it is not, unfortunately, on record.

He reckons the 1955 Mille Miglia provided him with his greatest victory. "I never expected to win. But then I didn't

think we could win at the 'Ring this year either."

About the only important race he has yet to win is Le Mans. He would like to win it because it is the most important sports car race of the year, but it won't break his heart if he doesn't. In common with most drivers, he has no great love for this race. What of this year's event? "Frankly I didn't expect Astons to win although they thoroughly deserved to. I thought that at least one Ferrari would get through."

His most exciting race may come as a surprise. It was the *Daily Express* Trophy Race at Silverstone in 1956, which he won in a Vanwall. Why does he select this event? "Because it was the first indication to me that a British car had a chance against Continental opposition."

What of the future, and the G.P. drivers of the future? Taking the last item first he said he thought that Dan Gurney and Chris Bristow were the two most likely to reach the top. I pointed out that perhaps Mr. Gurney had arrived and Stirling agreed that perhaps he had. What of, say, Jimmy Clark? "I haven't seen enough of him to be able to say," he replied.

As for the future of Stirling Moss, he has, as yet, no plans for retirement, not even if he wins the Championship at Sebring. As last year, Stirling now has a long wait before the final round. The last event of 1958 was at Casablanca and this was undoubtedly the most disappointing race of his whole career. "I had done everything possible to win the title—won the race and set up fastest lap—but still it wasn't enough."

At Casablanca both he and Mike admitted that they were pretty pent up inside about it for some time before the race. I asked him how he felt about it this year, with an even longer wait before Sebring. "Oh, it's not bothering me too much," he said. "I shan't lose any hair over it." I don't suppose he will, at that.

STANDARD TRIUMPH

PRESENT

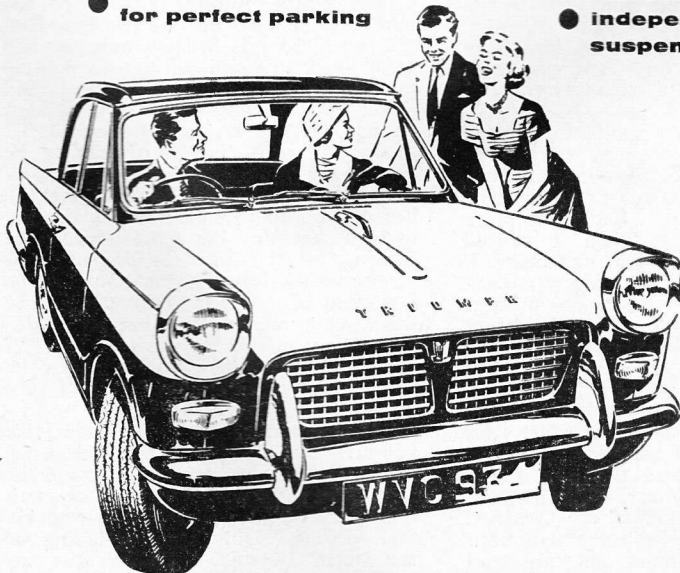


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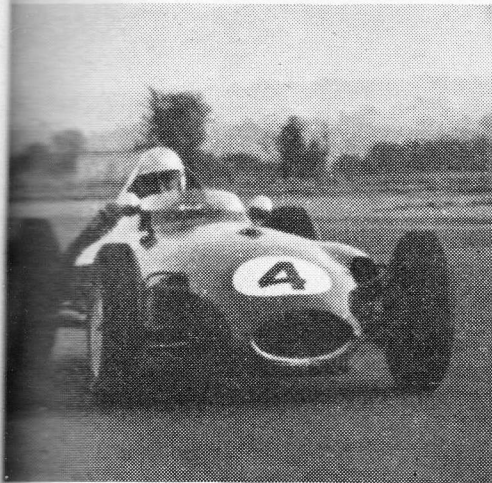
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COME ON RICHARD! (right) Richard Shepherd-Barron (Alfa-Romeo), lights blazing, comes up to pass K. W. MacKenzie (Sprite) and B. A. M. Gilbert (Turner).

NO LUCK FOR INNES (below). Both works Lotuses were forced out with mechanical troubles.

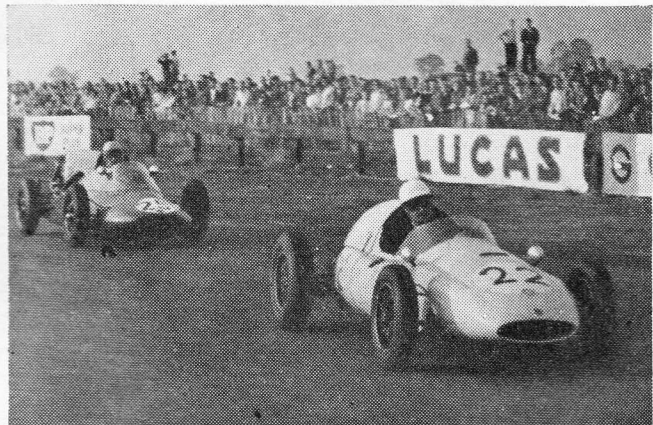


Looking Back on Snetterton

PHOTOGRAPHY BY
GEORGE PHILLIPS



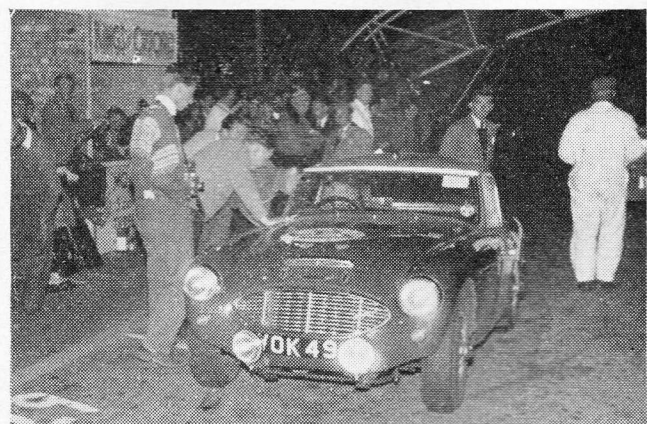
CO-WINNER of the AUTOSPORT Championship was Dickie Stoop, seen here just beyond the pits in his Frazer-Nash Sebring. He is followed by the similar car of P. H. Sutcliffe, who finished second in the 2-litre class in the Championship.



FROM BELGIUM came André Pilette in the Équipe National Belge Cooper-Climax. He is seen here being closely followed by M. J. Parkes in the Fry-Climax, the two cars battling throughout the Formula race.



OIL BATH. Pat Fergusson, covered in oil, stands by his Elva Courier while his mechanics do their best to stop the leak. He eventually finished third in his class and fourth overall in the "Three Hours". The oil came from a broken pressure gauge pipe.



JACK IS NOT ALL RIGHT! Jack Sears brings the Austin-Healey 3000 into the pits during the last hour of the race to report a serious case of fuel starvation. He won the over-2,000 c.c. class and gained a class second in the "Three Hours".

VERY ATTRACTIVE, both in appearance and performance, the Sunbeam Alpine offers luxurious fast motoring: a sports car de luxe!

fortably, which several other sports cars have refused to do. An attractive instrument panel with separate round dials is a refinement we expect of Rootes Group cars nowadays. There is safety padding in this area, but none in the peak of the hard top.

On taking one's seat, one finds that the extra low bonnet gives superb visibility, and one seems to be sitting well up in the car, which affords a sense of mastery. The sprung steering wheel has only two spokes for maximum visibility of the instruments. Convenient finger tip levers project from both sides of the column for headlamp and overdrive control at left and right respectively. The pedals are well spread out and the gear lever is ideally situated.

I admit that at first I misjudged the potency of the Alpine. The engine is so

JOHN BOLSTER

TESTS THE

SUNBEAM ALPINE

JUST once in a while, a car is produced that is better than it has any right to be! Such a car is the new Sunbeam Alpine. With a conventional four-cylinder engine of only 1½ litres capacity, and a chassis design that is in no way unusual, it yet combines a maximum speed of over 100 m.p.h. with exceptionally smooth running and remarkably good roadholding.

The over-square engine of the Alpine is compact but very rigid in construction. It has pushrod operated overhead valves in a light alloy head, which at once renders the use of a compression ratio as high as 9.2 to 1 practicable, and there is no pinking on any medium-grade fuel, nor does the engine ever run on. Twin downdraught Zenith carburettors look after the breathing, and having seen a sectioned model, I can state that the free entry and exit of the gases has been particularly studied by the designer.

The Borg and Beck single dry plate clutch has hydraulic operation, and the four-speed gearbox with central remote control has closer ratios than we have previously met on a Rootes Group car. The optional Laycock-de Normanville overdrive was fitted to the test car, and with this component a 4.22 to 1 hypoid axle is used, instead of the normal 3.89 to 1 ratio.

A "punt-type" chassis is formed from the bottom body pressings, and the independent front suspension is by wishbones and helical springs with an anti-roll torsion bar. The steering is by a Burman recirculating ball box. Behind, the axle is on semi-elliptic springs. The Girling hydraulic brakes have 9½ ins. discs in front and 9 ins. drums behind, the hand lever being horizontal on the right-hand side. The 5.60-13 ins. tyres are on disc

wheels, but centre-locking wire wheels may be ordered as an extra.

The body is wholly delightful in appearance and extremely practical. In order to get a really low bonnet line, the manufacturers have adopted racing practice with a remote header tank and a cross-flow radiator element. The doors are very wide and contain proper wind-up windows—cheers! The separate bucket seats have tilting backs to give access to a very small children's compartment. A padded central arm rest contains a secret cupboard which locks—just the place to keep a bottle.

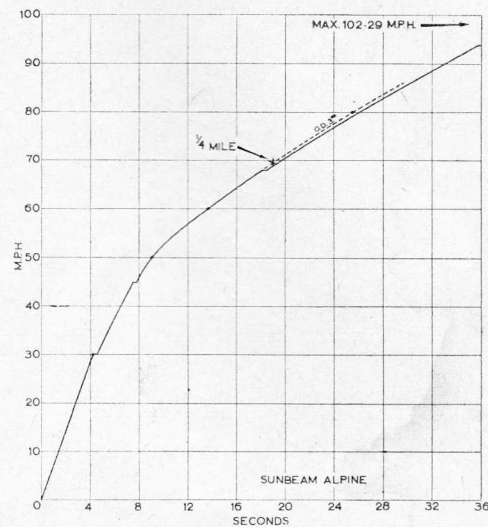
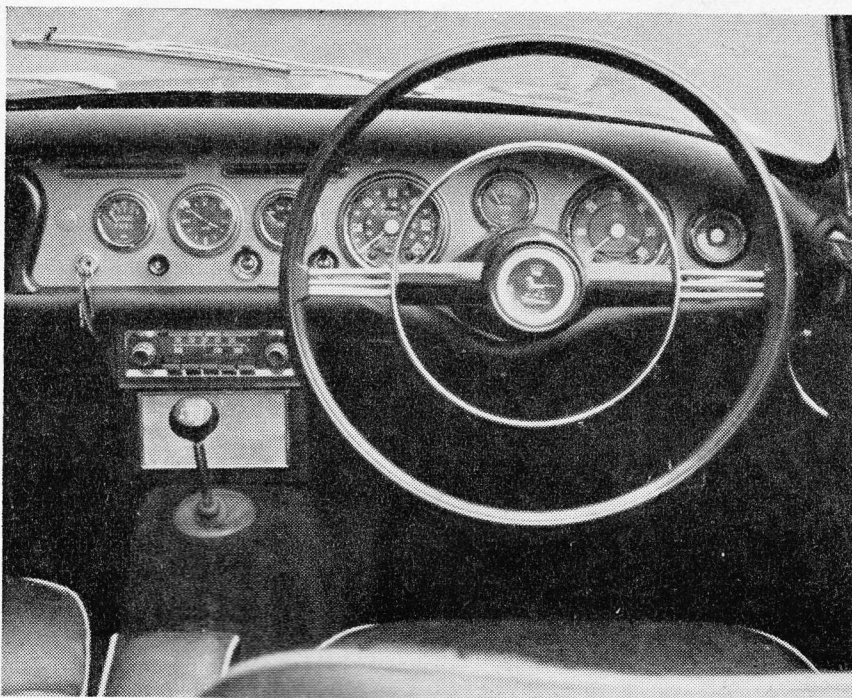
The neat hood disappears under hinged metal panels, but as the test car was fitted with the optional hard top, I had no occasion to unfold the fabric top. The boot contains the spare wheel under a metal cover, and it does not look very large. Yet it took my big suitcase com-

smooth compared with the more "rorty" sports cars that one scarcely feels its punch. Let me simply say that it is an instant starter, flexible on top gear, and delights in running at high revs. The maximum speed of 102.9 m.p.h. is excellent for a roomy and comfortable car of only 1,494 c.c., and though the smooth form of the hard top may have been good for an extra mile or so, it can be stated that this is a genuine 100 m.p.h. car. The standing quarter-mile in 19 seconds is also a noteworthy performance, which might have been fractionally bettered if the clutch had not slipped momentarily after rapid gear-changes. The rear axle did not patter or tramp at all during these tests—an almost unheard of virtue with semi-elliptic springs.

The roadholding of the Alpine is worthy of great praise. It allows the

THE CAR is wholly delightful in appearance in hard top form or as a completely open two-seater. The hood disappears under hinged metal panels.





ACCELERATION GRAPH

LEFT: Well equipped dash-board.



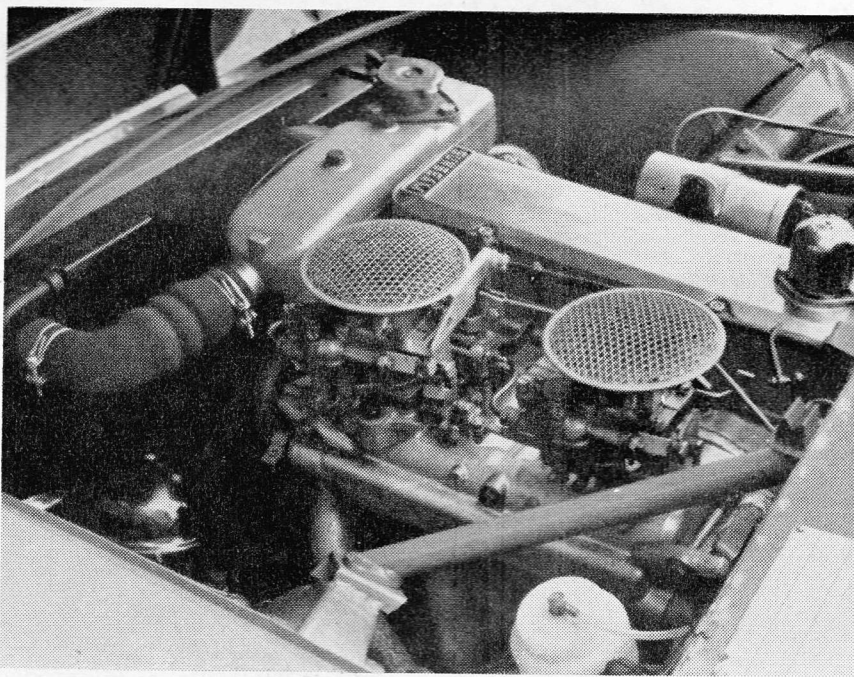
BELOW: The 1,494 c.c. engine.

full performance to be used without any misgivings, and the light but accurate steering has just enough "feel" to make a competent driver very much at home in a few miles. On a road racing circuit, the little machine behaved impeccably. It cornered faster than seemed reasonable for a car of so conventional a specification, and the use of the overdrive on third gear was a most valuable aid to performance. This overdrive may certainly be used for economical fast cruising on top gear, but when applied to third it can make a surprising improvement to the lap times.

Used for fast touring *à deux*, the Alpine is indeed ideal. With a large suitcase in the boot, there is still room for lots of luggage on the occasional seat. The engine is smooth, the gears are quiet, and the exhaust is notably well silenced. This is certainly a sports car de luxe, but a surprisingly fast one too. The efficiency of the engine is reflected in the fuel consumption, which is well up in the 20s during hard driving and may approach 30 m.p.g. at fairly brisk touring speeds.

The brakes are smooth in action, requiring only light pedal pressure, and do not fade during fast driving. The front discs have splash guards, a useful feature that is coming into fashion. The wide bonnet gives better than average accessibility to the engine, and the car appears easy to service, though there are a fair number of grease nipples around the chassis. The body is particularly well made without any sign of rattles, and the sturdy bumpers would be a useful defence in certain Continental cities.

The Sunbeam Alpine is a very attractive car, both in appearance and performance. It is as smooth and quiet as a typical medium-sized saloon, but there the resemblance ends. Though it rides well, it handles like a real sports car, and the equipment and finish are such as will inspire real pride of ownership. For the man who does not need a full four-seater, this little thoroughbred must exert a very strong appeal.



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Sunbeam Alpine sports 2-seater. Price £971 10s. 10d. (including P.T.). Extras on test car, overdrive £60 4s. 2d., hard top £60 (both including P.T.).

Engine: Four cylinders 79 mm. x 76.2 mm. (1,494 c.c.). Pushrod operated overhead valves in light alloy head. Compression ratio 9.2 to 1. 78 b.h.p. at 5,300 r.p.m. Twin Zenith down-draught carburetters. Lucas coil and distributor.

Transmission: Borg and Beck single dry plate clutch. Four-speed gearbox with synchromesh on upper three gears and central remote control lever, ratios 3.389 o/d., 4.22, 4.717 o/d., 5.877, 9.038, and 14.128 to 1. Laycock-de Normanville overdrive. Open propeller shaft. Hypoid rear axle.

Chassis: Combined body and chassis. Independent front suspension by wishbones and helical springs with anti-roll torsion bar. Recirculating ball steering gear. Rigid rear axle on semi-elliptic springs. Armstrong telescopic dampers in front

and piston-type behind. Girling hydraulic brakes with 9½ ins. front discs and 9 ins. rear drums. Bolt-on disc wheels fitted 5.60-13 ins. Road Speed tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Oil pressure, water temperature, and fuel gauges. Ammeter, clock. Flashing indicators. Windscreen washer. Extra: Heater and radio.

Dimensions: Wheelbase, 7 ft. 2 ins. Track, front 4 ft. 3 ins., rear 4 ft. 0½ in. Overall length, 12 ft. 11¼ ins. Width, 5 ft. 0½ in. Turning circle, 36 ft. Weight, 19½ cwt.

Performance: Maximum speed 102.29 m.p.h. Speeds in gears, direct top 94 m.p.h., o/d. 3rd 86 m.p.h., 3rd 68 m.p.h., 2nd 45 m.p.h., 1st 30 m.p.h. Standing quarter-mile 19 secs. Acceleration: 0-30 m.p.h., 4.2 secs.; 0-50 m.p.h., 9 secs.; 0-60 m.p.h., 13.7 secs.; 0-80 m.p.h., 25.6 secs.

Fuel Consumption: 29.2 m.p.g.



AUTOSPORT, OCTOBER 23, 1959

FINE THANKS! John Bolster grins happily in the cockpit while Eric Broadley looks just as pleased. The venue is Snetterton.

Hardy Spicer universal points, act as the upper wishbones. The bottom wishbones have wide bases, while in front of them, and working on the same centres, a pair of extra radius arms still further inhibit steering by the rear wheels.

The Elektron bolt-on wheels carry 5.00 x 15 ins. rear tyres, while the front size is 4.50 x 15 ins. The Lockheed brakes with Alfin drums have wider shoes in front. Right in the nose of the car, a Gally radiator with a copper core keeps the engine cool. A fuel tank is mounted to the left of the scuttle, and an extra one can be fitted on the right for long-distance races. A tap allows either tank to be selected.

A Coventry-Climax engine in Stage 3 tune probably develops 90 b.h.p. with two twin-choke Weber carburetters. This well-known light alloy single overhead camshaft unit drives through a 7¼ ins. Borg and Beck clutch with a racing

JOHN BOLSTER
TESTS THE

FABULOUS LOLA

The All-conquering 1,100 c.c. Sports Racing Car

No success story has ever been quite so sudden and complete as that of Eric Broadley and his Lolas. It is literally true that the arrival of this little bombshell has completely rejuvenated the 1,100 c.c. sports class, which was rapidly losing the interest of the public. It is equally true to say that Lola victories are now taken for granted, and it would almost be headline news if one were beaten. Thus, no better choice could be made for a road test subject in this important issue of AUTOSPORT.

The basis of the Lola is a multi-tubular frame which weighs just under 60 lb. bare. It is suspended independently all round on what is generally termed the wishbone system. In front, the tubular wishbones have a very wide base and face forward at an appreciable

angle, by virtue of the rear bearings on the frame being more widely spaced than the front ones. The stub axles articulate on nylon ball joints at the top and trunnions at the bottom. The steering has an Elektron case, which contains a Lola rack and a Morris Minor pinion.

The independent rear suspension is by helical springs and Armstrong telescopic dampers, and the suspension arms work on rubber bushes. These features are shared with the front suspension, but here the resemblance ends. Immense trouble has been taken to avoid rear wheel steering, and the Elektron housings for the Timken taper roller hub races are located in all planes. Long trailing arms of substantial section look after the fore and aft location, and the large diameter tubular half shafts, with their

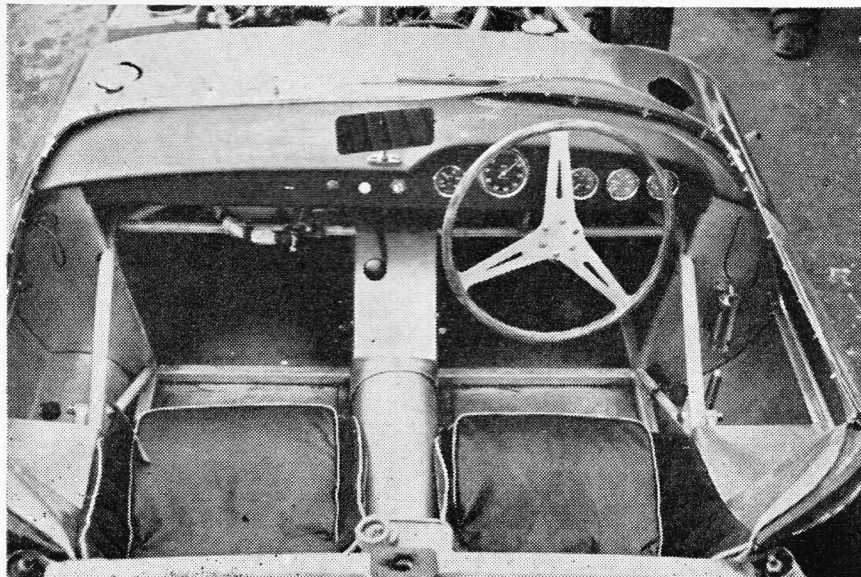
centre plate. The gearbox casing is from the small B.M.C. box, containing special Lola close-ratio gears. The chassis-mounted hypoid is also a B.M.C. product in a Lola Elektron case. Various ratios are available for different courses.

The Lola which I used for my test was the actual one which won the 1,100 c.c. class in the T.T., and indeed it had not been touched since that epic. I stole it out of the paint shop, where it was due to receive another coat of B.R.G., so the appearance was not as immaculate as usual, but all the performance was there.

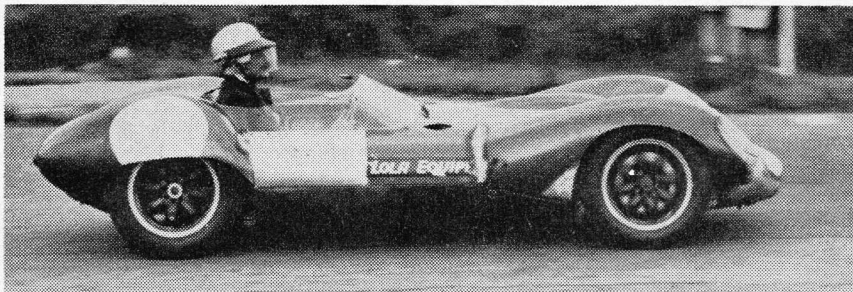
On taking the wheel, I found that the lateral location provided by the bucket seat was very good, to the extent that I had positively to force my posterior into position; however, I was comfortable once I had settled into place. The engine started at once, the clutch gripped very positively, and I was away.

The special close-ratio gears make a purposeful scream as one accelerates. Wheelspin can be induced, but it is easy to make a good getaway and the engine does not tend to "fluff". The acceleration is obviously very fine indeed, and continues right up the range. One hundred m.p.h. comes up on any straight, and it is only above this considerable velocity that the Lola ceases to feel like a 3½-litre car.

I am sure that the superiority of the Lola in circuit racing comes from its sheer cornering power. The steering is extremely quick and very direct, but one gets used to this at once. On fast curves, the handling characteristic tends towards understeering. An extremely good feature is the stability over bumps, there being no tendency whatever to hop. It is, above all, the way in which the



THERE IS a good driving position and all the necessary instruments are in the right place. The car even has door pockets!



THE SLEEK LINES of the Lola are well shown in this photograph, as is Bolster's comfortable driving position. The car was due for a respray when Bolster "stole" it from the works!

SPECIFICATION DATA

Car Tested: Lola sports-racing two-seater. Price in kit form, £1,540.

Engine: Four cylinders, 72.4 mm. x 66.6 mm. (1,097 c.c.). Direct valve operation from single overhead camshaft driven by gears and chain. Head and block of light alloy. Compression ratio, 10.5 to 1. Approx. 90 b.h.p. at 7,000 r.p.m. Two twin-choke Weber carburetters. Lucas coil and distributor.

Transmission: Borg and Beck 7½ ins. single dry plate clutch with racing centre plate. Four-speed gearbox with central lever, ratios 4.55, 5.60, 7.55, and 10.92 to 1. Open propeller shaft. Chassis-mounted hypoid unit. Hardy Spicer articulated half shafts without slip joints.

Chassis: Multi-tubular space frame. Independent front suspension by wishbones, helical springs, and telescopic dampers. Rack and pinion steering. Independent rear suspension by wishbones,

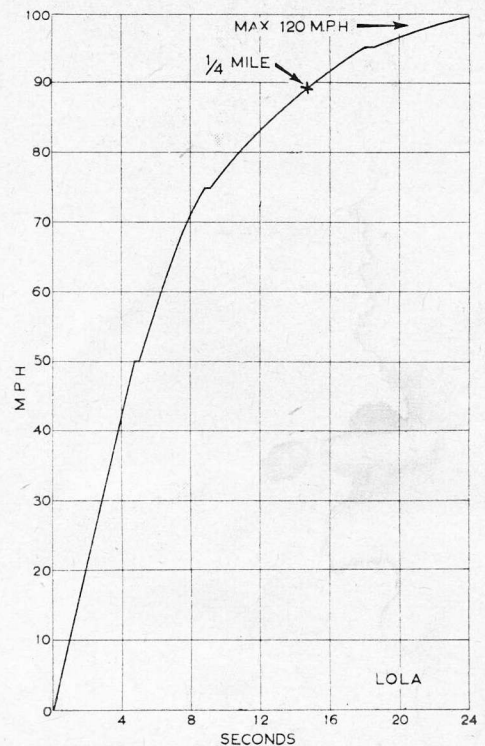
trailing arms, helical springs and telescopic dampers. Lockheed brakes in 10 ins. Alfin drums, width 1½ ins. rear, 2½ ins. front. Bolt-on Elektron wheels, fitted 4.50 x 15 ins. front and 5.00 x 15 ins. rear tyres.

Equipment: 12-volt lighting and starting. Rev. counter. Ammeter. Oil pressure and temperature and water temperature gauges.

Dimensions: Wheelbase, 7 ft. 1 in. Track, 4 ft. Overall length, 11 ft. 9 ins. Width, 4 ft. 11 ins. Weight, 7½ cwt.

Performance: Maximum speed, 120 m.p.h. (approx.). Speeds in gears: 3rd 95 m.p.h., 2nd 75 m.p.h., 1st 50 m.p.h. Standing quarter-mile, 14.6 secs. Acceleration: 0-30 m.p.h., 2.8 secs.; 0-50 m.p.h., 4.6 secs.; 0-60 m.p.h., 6.4 secs.; 0-80 m.p.h., 10.6 secs.

Fuel Consumption: In races, 19-20 m.p.g.



ACCELERATION GRAPH

rear wheels stay glued to the road that makes the Lola such a fantastic car on corners.

On wet roads it is fairly easy to break the rear end away by a burst of throttle on an appropriate gear, but that high-g geared steering remains master of the situation. Naturally, a car of this calibre demands some finesse in handling, but once the knack has been acquired one has absolute confidence in one's ability to control the little machine. The authentic drifting attitude may easily be attained by the appropriate use of the loud pedal.

The brakes are extremely powerful. A slight tendency to pull to the right was no doubt a legacy of many hours of racing in the T.T. The Lola is so small and light that the brakes do not have a very arduous task to perform.

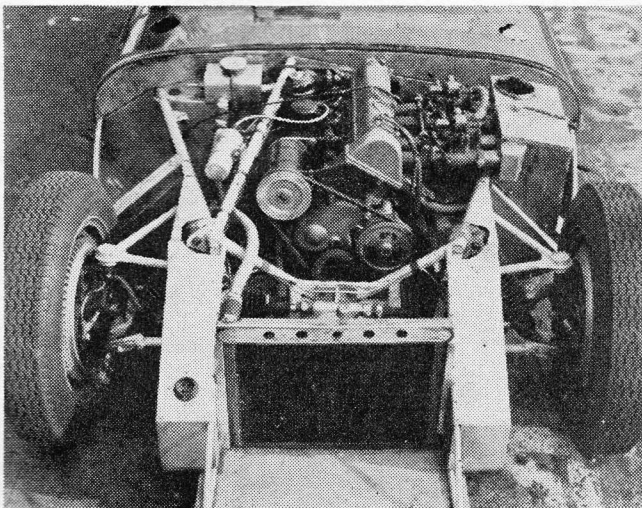
For various reasons, a journey to my

usual fast test stretch was impracticable, and the performance figures were not obtained under ideal conditions. The ground was damp, and it actually rained quite hard during some of the tests. The performance figures do not therefore represent the ultimate of which the Lola is capable. Even so, they do give a very fair idea of the potency of this little car. They also show that for sheer traction on slippery roads you can't beat an independent rear end.

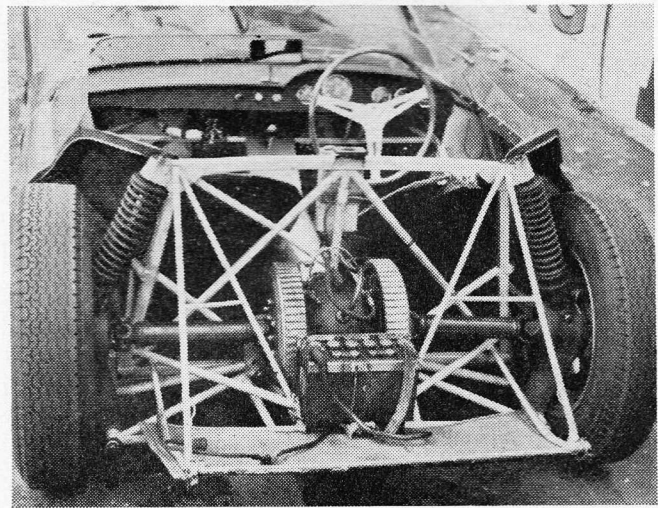
I was very impressed by the sturdy construction of the Lola. The reliability of these cars has been exemplary in races, and certainly the machine did everything that I asked of it during my tests. It is small but has none of the flimsiness that has characterized some 1,100 c.c. sports cars. The body is practical, even having such things as door pockets, and a very impressive feature is

the good steering lock—a rare virtue among sports-racers. It would appear to need virtually no modification to pass the new and more severe international regulations. It is intended to evolve a sleeker nose shape in the interests of better aerodynamics.

Having watched Lolas winning races, one is naturally all the more interested to drive one. Without doubt it is sheer roadholding, which permits extremely fast cornering, that is the secret, backed up by excellent acceleration in the range where it is most useful. A really sound design in which all the basic requirements are met, coupled with a very high standard of construction, adds up to an ideal sports-racing car that is immensely enjoyable to drive. It made one elderly ex-racing driver feel years younger! The manufacturers are Lola Cars, Ltd., Napier Road, Bromley, Kent.

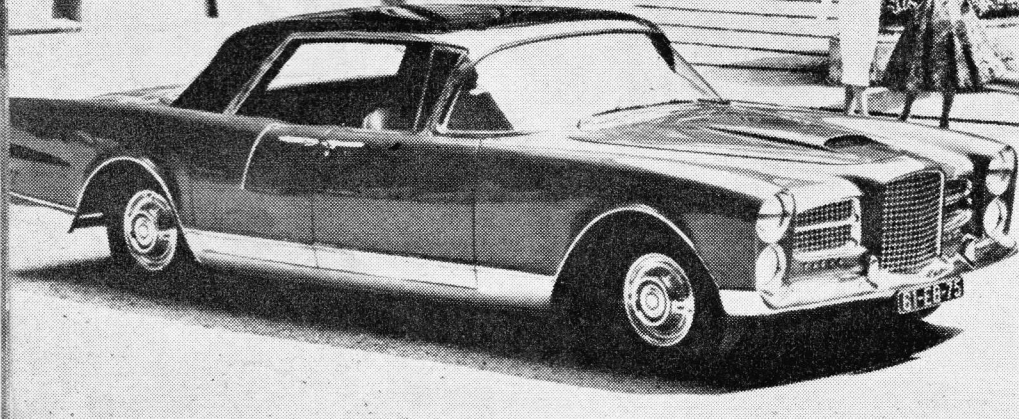


FRONT. The tubular wishbones have a very wide base and face forward by an appreciable angle. The chassis frame weighs just under 60 lbs. bare!



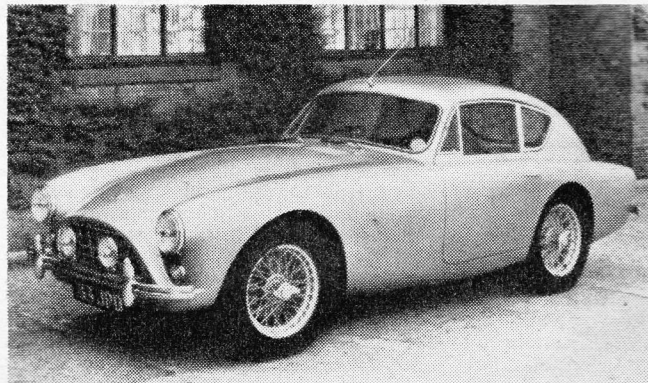
REAR. Inboard brakes are a feature here. Suspension is by helical springs and Armstrong telescopic dampers and the suspension arms work on rubber bushes.

FACEL VEGA: (Left) One of this year's new models is the 5.9-litre Chrysler-engined "Excellence", which has a maximum speed of about 125 m.p.h., drum brakes and automatic or manual transmission. **ABARTH 850:** (Below) The latest Abarth-modified Fiat, seen in this country for the first time.

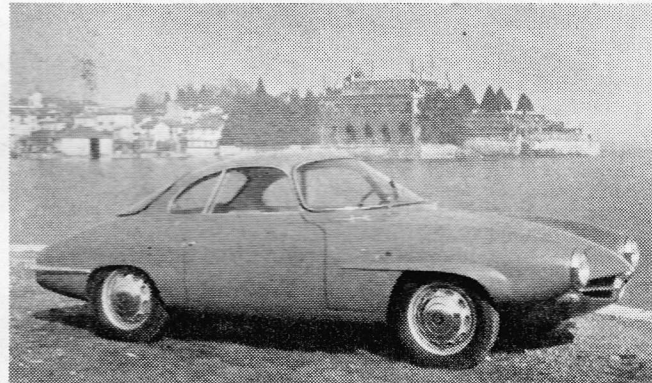


Earls Court Galaxy, 1959

Some Of The Stars Of This Year's London Motor Show



A.C.: The familiar Aceca, an all-independently suspended closed car. It shares the stand with the renowned Ace and a new four-seater sports saloon, the Greyhound, with 2-litre or 2.2-litre Bristol power unit.



ALFA ROMEO: Giulietta Speciale, a new competition machine seen for the first time in the U.K. Maximum speed is around 125 m.p.h. and its 1,290 c.c. engine develops 100 b.h.p. at 6,000 r.p.m. A five-speed gearbox is fitted.



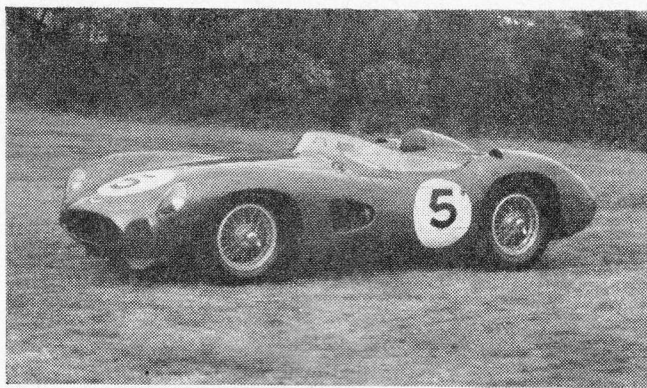
ALFA ROMEO: Giulietta Sprint coupé, a four-cylinder, 1,290 c.c. thoroughbred with a maximum speed of over 100 m.p.h., its engine developing 80 b.h.p. at 6,000 r.p.m. A four-speed gearbox is fitted.



ALVIS: The 3-litre type TD21, a 100 m.p.h. luxury car which continues in the Alvis tradition of performance and quality. Disc brakes on the front wheels are an optional extra.



ARMSTRONG SIDDELEY: Unchanged from last year, the Star Sapphire is a luxury carriage with sports car performance and handling, with disc brakes at the front and automatic transmission.



ASTON MARTIN: Winner of this year's Sports Car Championship, an Aston Martin DBR1 sports-racing car will be on show, bearing its Le Mans racing number: a fitting tribute.



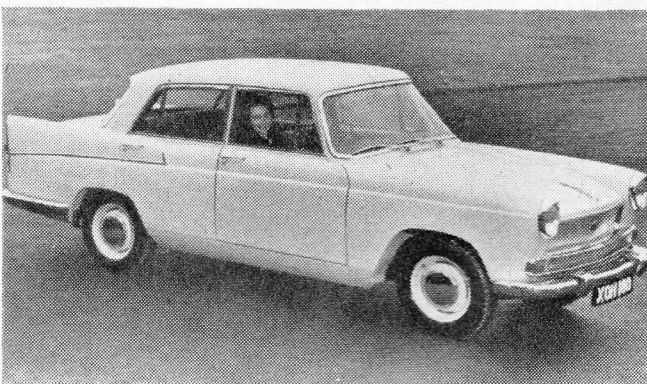
ASTON MARTIN: The new DB4 G.T. model was announced last month. A 3.7-litre engine produces 302 b.h.p., which is transmitted through a 9 in. twin-plate clutch and Salisbury "Powr-Lok" differential.



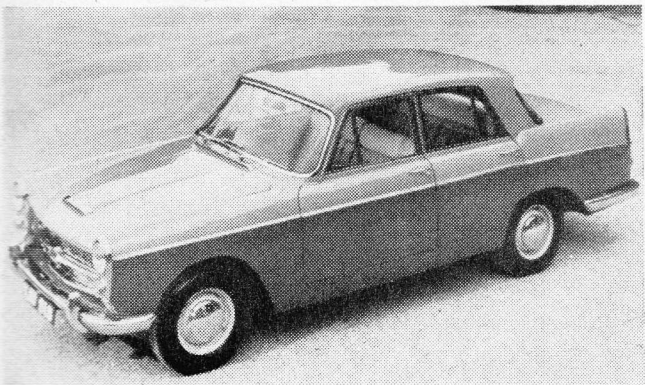
ASTON MARTIN: First shown last year, the normal DB4 3.7-litre coupé has a 240 b.h.p. engine, with four-speed all-synchromesh gearbox and Dunlop disc brakes on all four wheels.

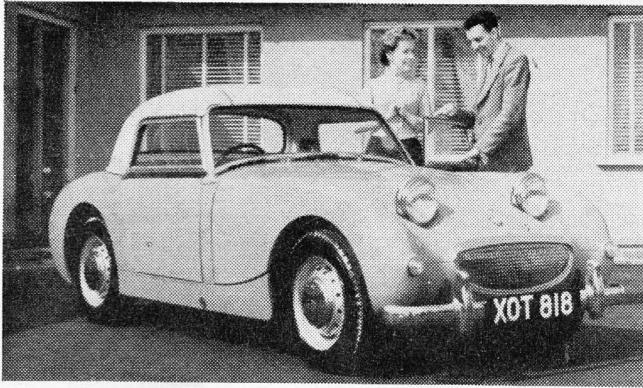


AUSTIN: The A40 (above) has been further developed since last year. Below, the larger A99 is a 100 m.p.h. saloon with disc brakes as a standard fitting on the front wheels, and 2.9-litre engine.

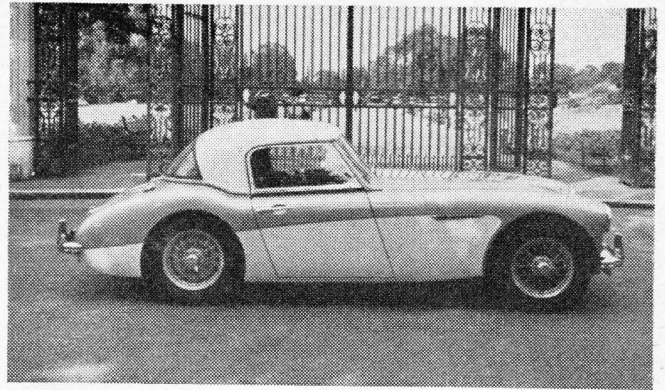


AUSTIN: The A55 Cambridge Mk. II is powered by the 1½-litre "B" type B.M.C. engine incorporating a new induction assembly. **WOLSELEY:** (Below) The 6-99 is fitted with the 2.9-litre B.M.C. "C" type engine.

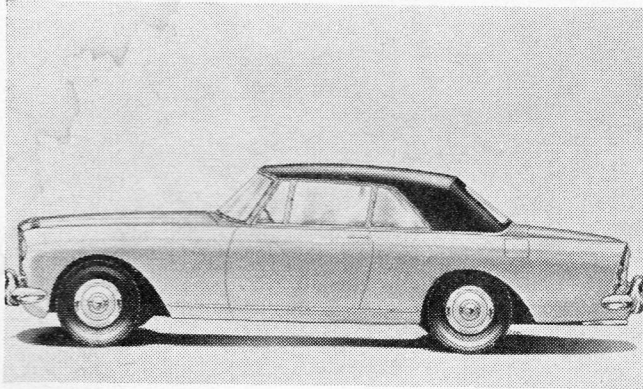




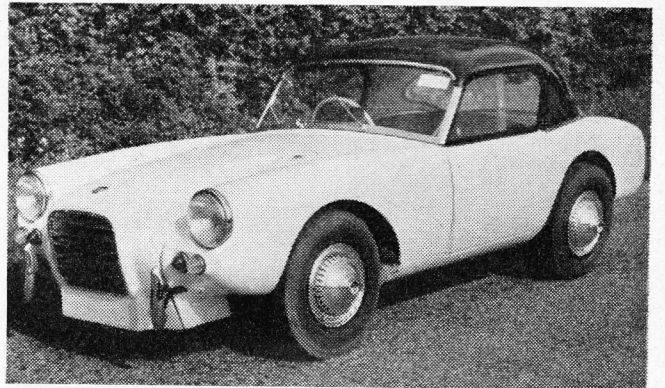
AUSTIN-HEALEY: The 950 c.c. Sprite is now fitted with a modified hood, new road wheels and a new radiator, which add to the little sports car's enormous appeal.



AUSTIN-HEALEY: The big six-cylinder model is now known as the 3000, its engine having grown to 2,912 c.c. resulting in excellent acceleration.



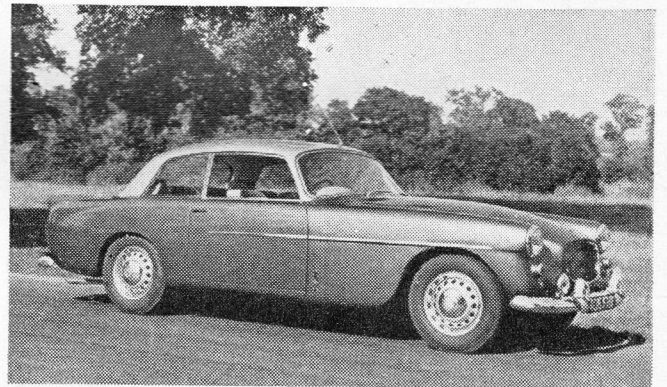
BENTLEY: Cars of this famous marque are now powered by the recently introduced all-alloy V-8 engine of 6½ litres capacity. Additional refinements are, of course, legion on these cars!



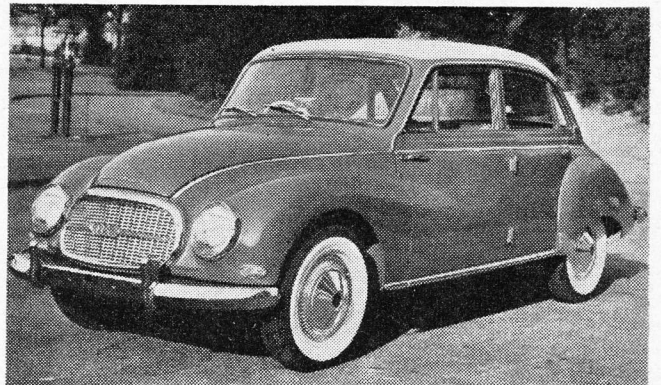
BERKELEY: The four-cylinder engined cars, the B95 and B105, are powered by 40 b.h.p. and 50 b.h.p. engines respectively, and have fibreglass bodies with motor-cycle type gearboxes. Maximum speeds are 85 and 90 m.p.h.

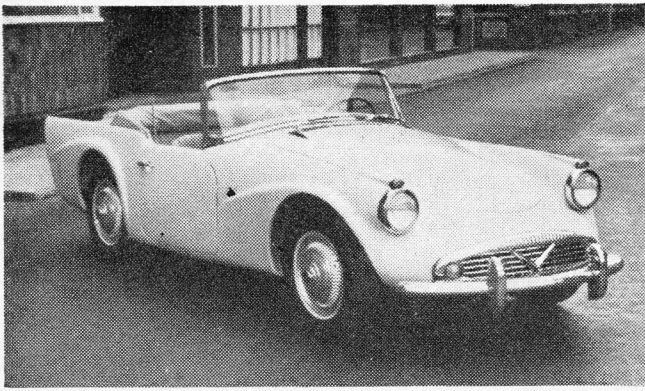


LLOYD: The new Arabella (above) has an 897 c.c. engine developing 38 b.h.p. **CITROËN:** (Below) The DS19 and ID19 models continue with an addition in the form of an estate car.

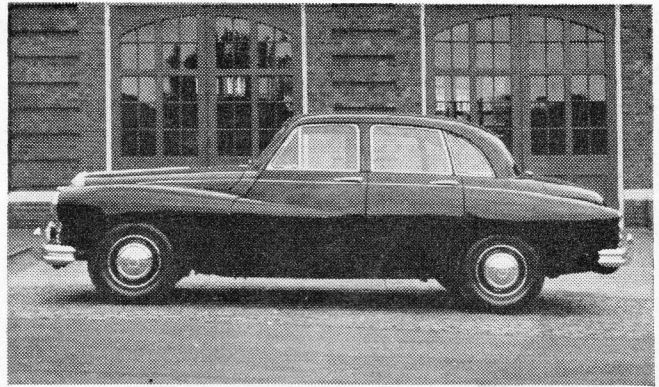


BRISTOL: The 406 is unchanged from last year, having a 2.2-litre engine and Dunlop disc brakes on all four wheels. **DKW:** The 1000 (below), a variation on the successful combination of front-wheel-drive and two-stroke engines.

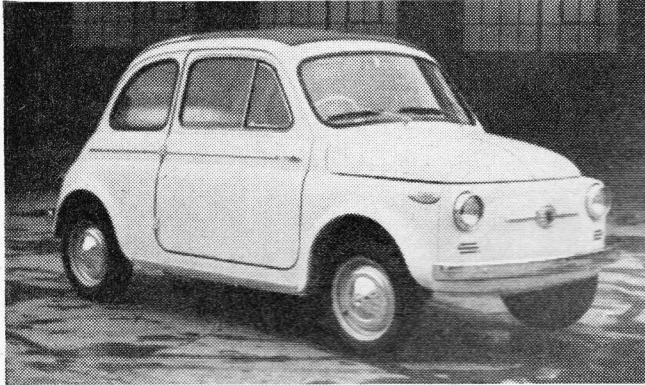




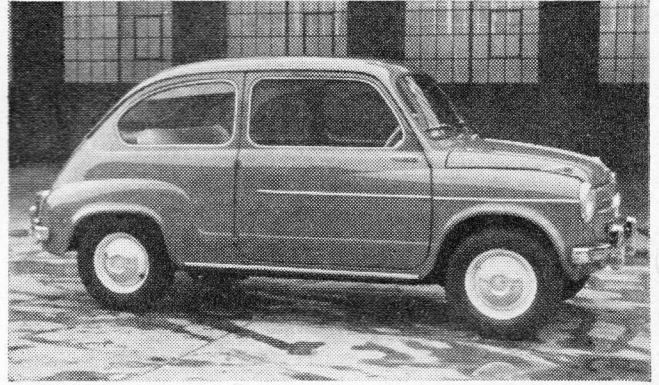
DAIMLER: New this year from Daimler is the SP250 sports car, a 2½-litre machine with V-8 engine and fibreglass body, capable of over 120 m.p.h. and about 27-32 m.p.g. The grille is fluted in Daimler tradition.



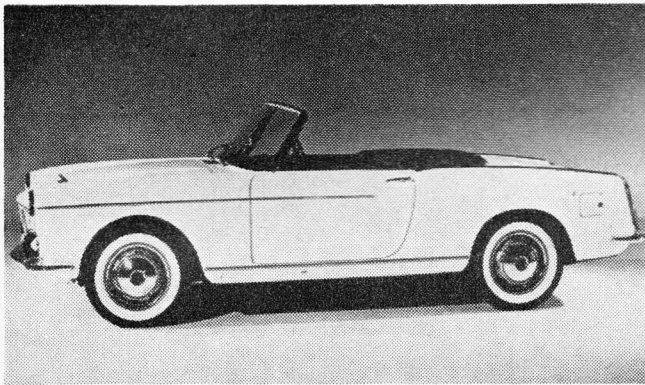
DAIMLER: The well-established 3.8-litre luxury Majestic saloon is unchanged from its previous appearance. Disc brakes are fitted, and the car is capable of very high performance.



FIAT: The popular little "500" has a rear-mounted two-cylinder engine of 479 c.c. developing 16.5 b.h.p. at 4,000 r.p.m. A four-speed gearbox with centre lever is fitted and suspension is independent on all four wheels.



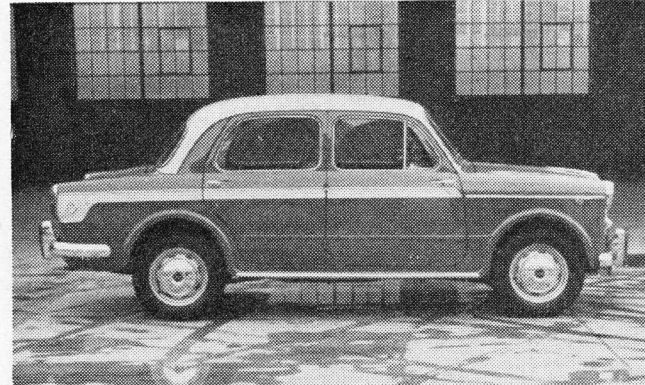
FIAT: Next step up the Fiat ladder is the 633 c.c. "600", with a maximum speed of about 60 m.p.h. and a 50 m.p.g. thirst. The engine develops 24.5 b.h.p. at 4,600 r.p.m. and suspension is all-independent.



FIAT: Latest addition to the range (above) is the 1500 Cabriolet, a 105 m.p.h. sports car with 1,491 c.c. o.h.c. engine. Below, the tried and trusted 1,089 c.c., 50 b.h.p. "1100".

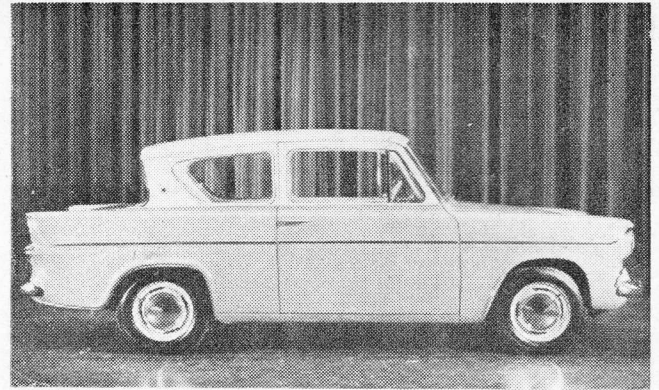


FIAT: The six-cylinder, 5/6-seater "1800" saloon, an 87 m.p.h., 26 m.p.g. comfortable saloon car. **FRAZER-NASH:** An example (below) of the high-performance, classic sports car in which craftsmanship means as much as ever it did.

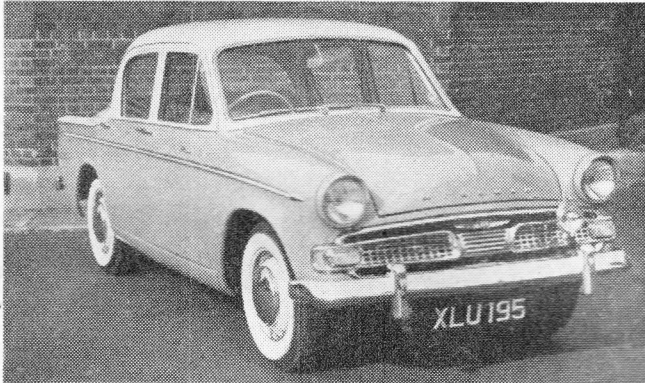




FACEL VEGA: Surprise packet sprung at the Paris motor show was the 1,600 c.c. "Facellia", a 140 b.h.p., 114 m.p.h., 13-litre machine. Harry Weslake was responsible for much of the design work on the new engine.



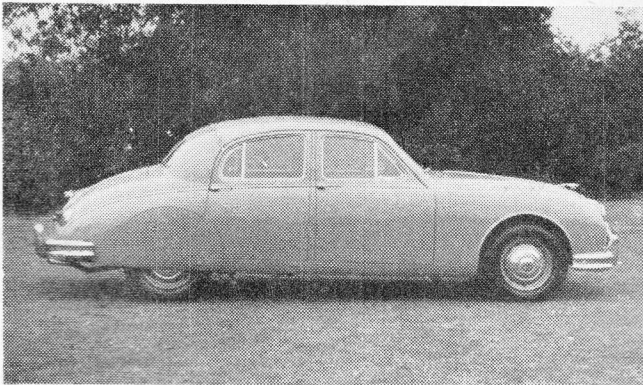
FORD: Overhead valves and a four-speed gearbox come to the 997 c.c. Anglia, with its striking body design. The Prefect has the same engine and the Popular keeps the 100E 1,172 c.c. s.v. unit.



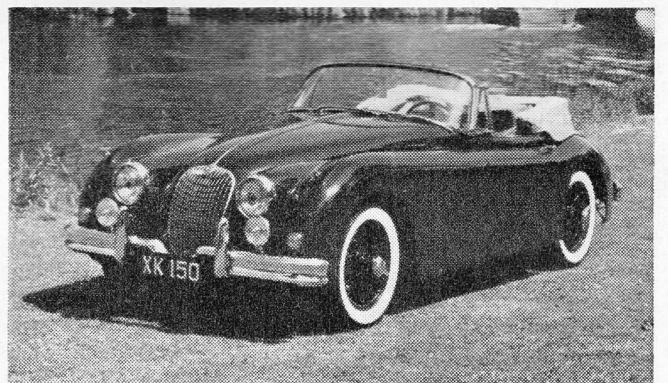
HILLMAN: Fully automatic transmission is now available on the restyled Minx. Engine power has been increased and a floor-mounted gear-lever is available with a new close-ratio gearbox.



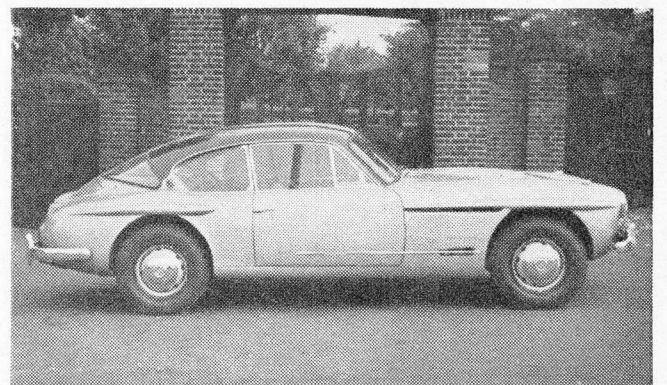
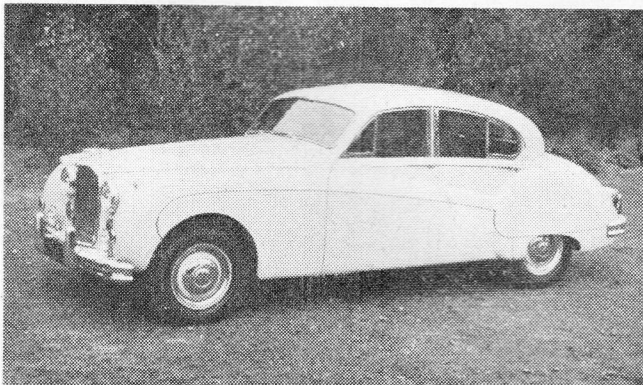
HUMBER: The Super Snipe now has a 3-litre engine and vacuum-assisted brakes, discs being employed in front. Stiffer anti-roll bar improves stability and maximum speed is over 100 m.p.h.

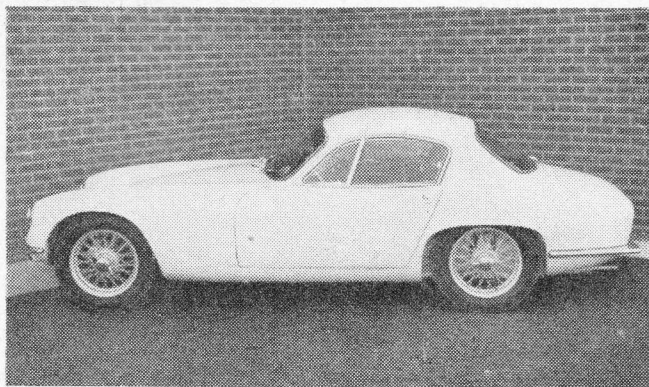


JAGUAR: Mark 2 models of the 2.4- and 3.4-litre (above), plus the new 3.8-litre model, have disc brakes as standard on all four wheels. The 3.8-litre Mk. IX (below) continues unchanged.



JAGUAR: The XK 150 remains unchanged, but is also available with 3.8-litre engine in 220 b.h.p. and 265 b.h.p. forms for the first time. **JENSEN:** The 541 "R" series has disc brakes all round and a maximum speed of 125 m.p.h.





LOTUS: Popular as a road car, winner in the hands of Jim Clark of the AUTOSPORT Three Hours race, the Lotus Elite is an outstanding competition car of great beauty. Power unit is a 1.220 Climax engine.



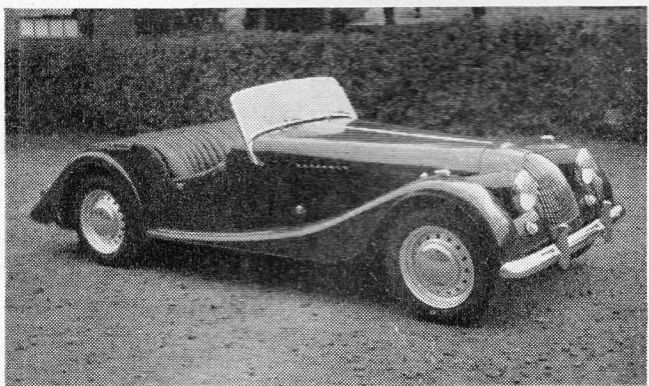
MERCEDES: The famous line of German high quality, high-performance cars is here again. Above is the 220, the six-cylinder, 2.2-litre fast touring car of excellent workmanship.



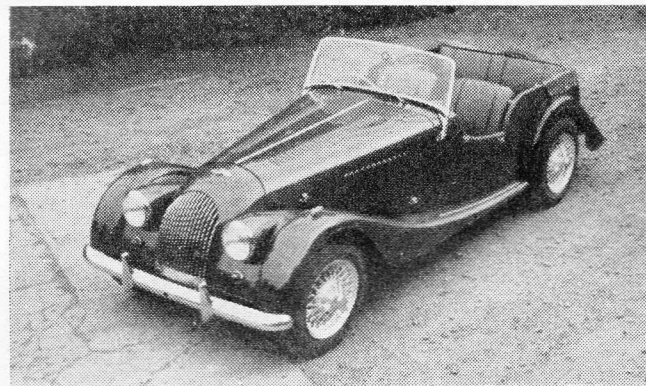
M.G.: The Mark III Magnette saloon is powered by the "B" type B.M.C. engine in twin-carburettor form and possesses roadholding in the M.G. tradition, yet is a comfortable saloon car.



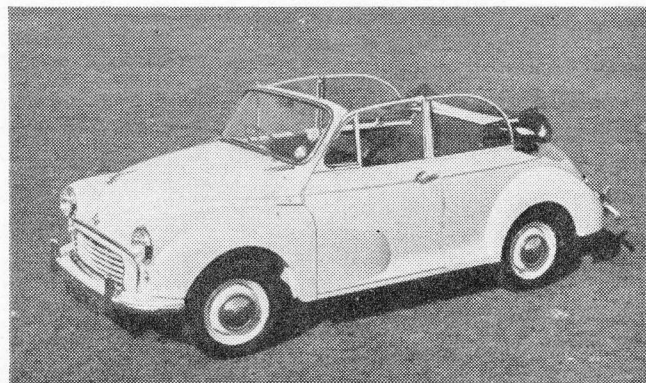
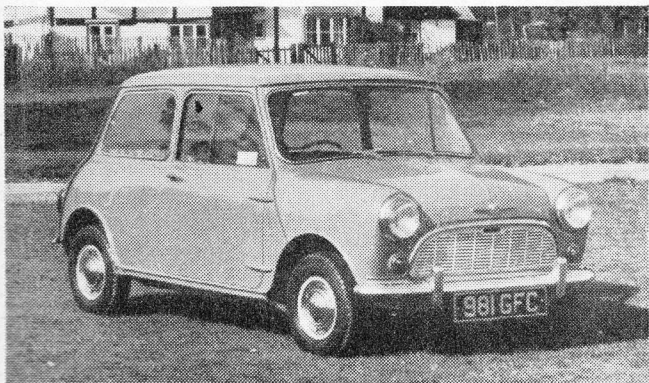
M.G.: High performance from Abingdon is represented by the new M.G.A 1600, with "B" series engine enlarged to 1.589 c.c. and giving 78 b.h.p. Lockheed disc brakes are fitted to the front wheels.

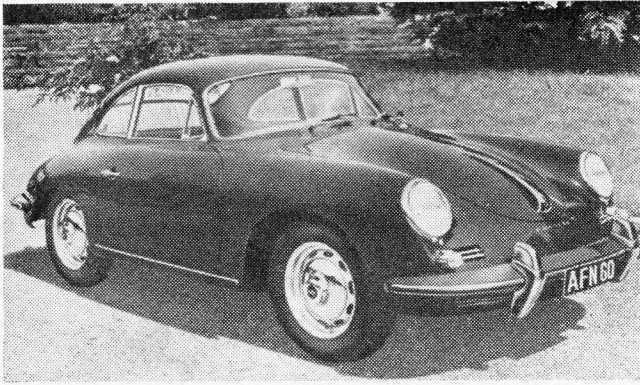


MORGAN: Traditional appearance (above) is allied to high performance. Either Ford or Triumph TR3 engines are supplied. **MORRIS:** The new Mini-Minor (below).

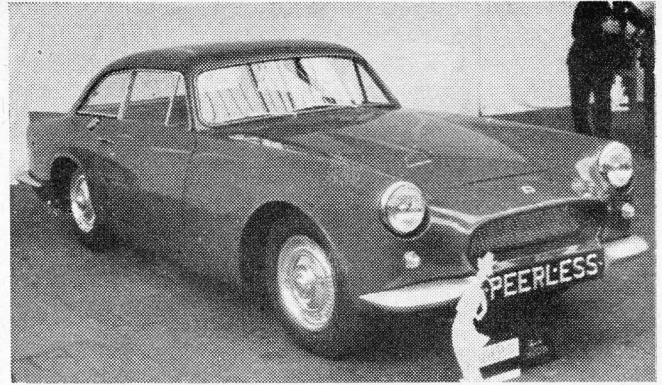


MORGAN: In four-seater form (above) the high standards of roadholding for which these cars are famous is retained. **MORRIS:** The famous Minor 1000 (below).

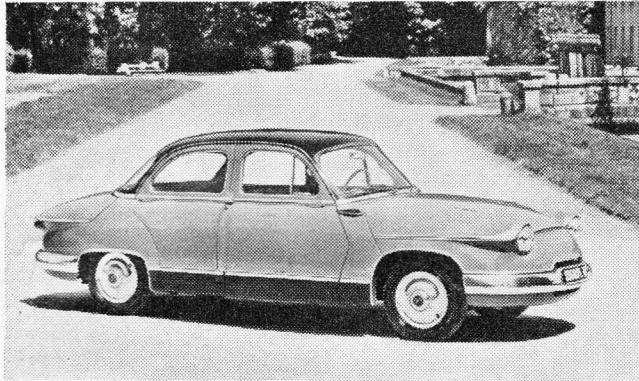




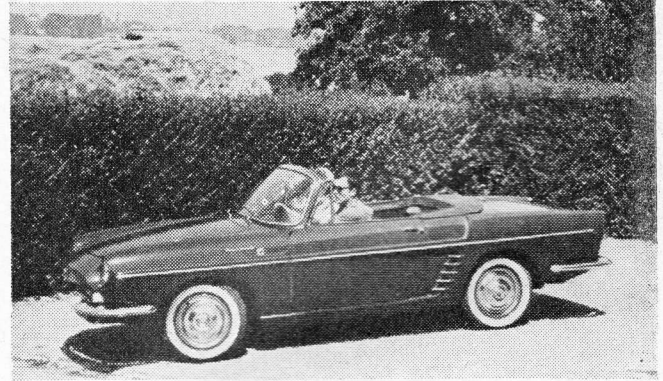
PORSCHE: High performance, 1½-litre machines that need no introduction. Air-cooled rear engines provide high speeds, assisted in their job by low-drag bodywork. Quality of construction reaches high standards.



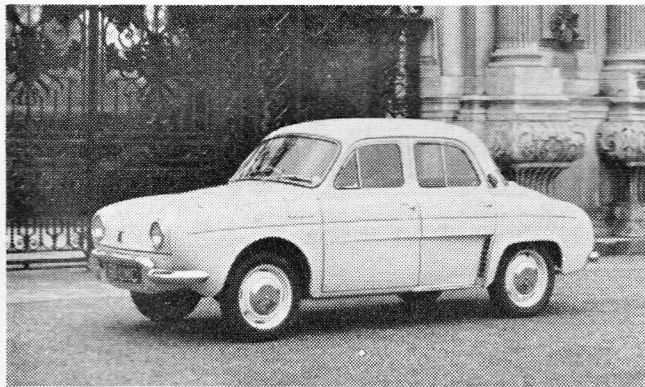
PEERLESS: Fast British coupés with Triumph TR power units of 2 litres which were seen at Earls Court for the first time last year. Since then a number of detail improvements have been made.



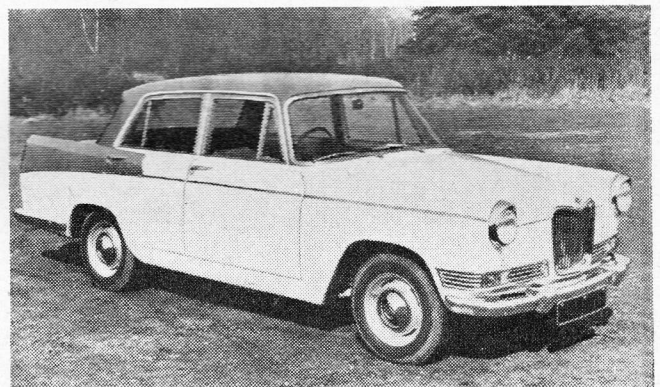
PANHARD: The new PL17 has a new, sleeker body, while retaining its 850 c.c. flat-twin power unit which drives the front wheels. These air-cooled French cars have a reputation for high speed and economy.



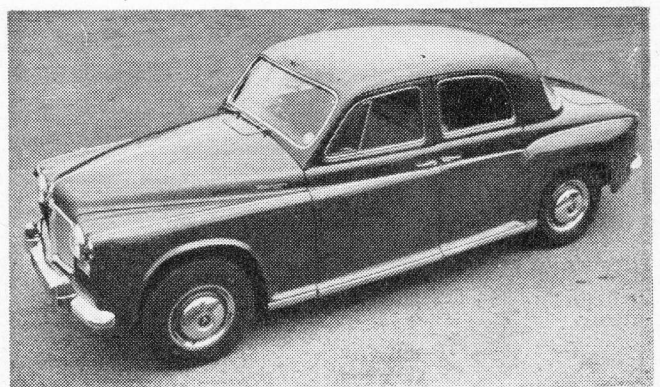
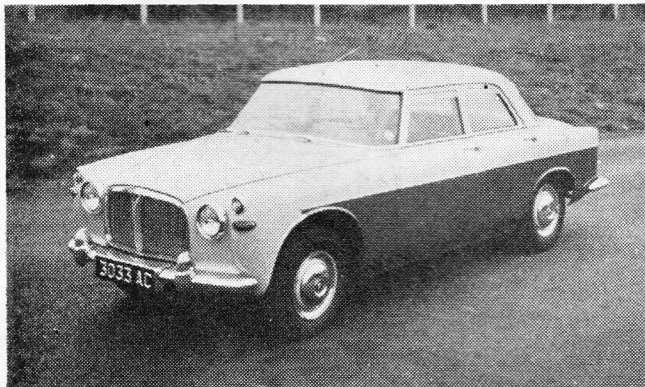
RENAULT: Newest model in the range is the Floride with Italian-designed coachwork. Maximum speed is said to be 83 m.p.h., but it will not be available here until 1960. Price will be £1,200.



RENAULT: The popular Dauphine (above) now has the Aerostable air suspension at the rear and modifications to the gearbox have been made. **ROVER:** The 3-litre (below) continues with 2,995 c.c., 115 b.h.p. engine and Girling discs.



RILEY: The 4/Sixty-Eight (above) has a 1,489 c.c. "B" type B.M.C. engine developing 66.5 b.h.p. at 5,200 r.p.m. **ROVER:** New in the range is the 2.6-litre, 104 b.h.p. "100" model, fitted as standard with disc brakes in front.





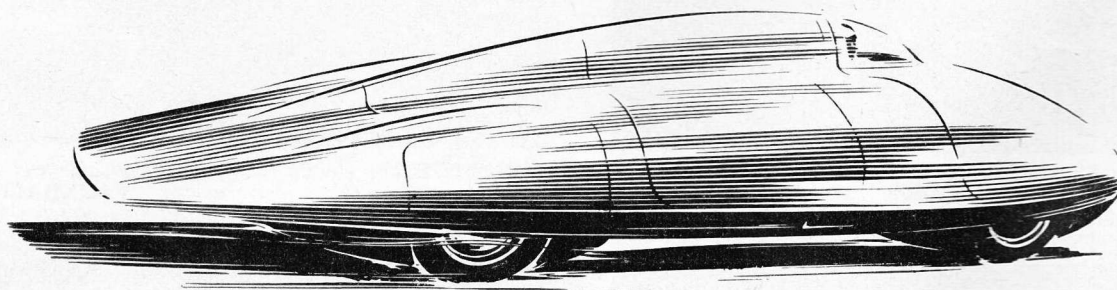
LODGE

PLUGS

were used in the

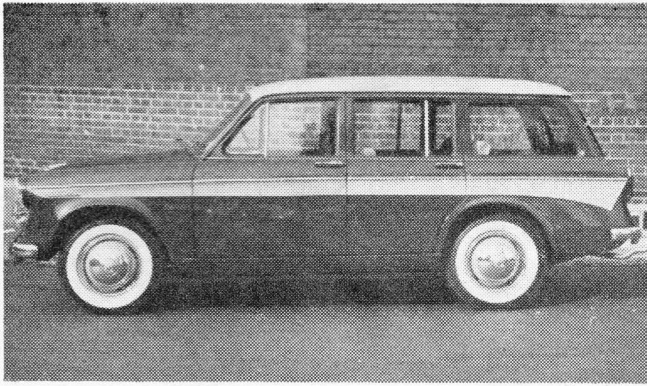
WORLD RECORD BREAKING

M.G. CAR



LODGE PLUGS LIMITED, RUGBY

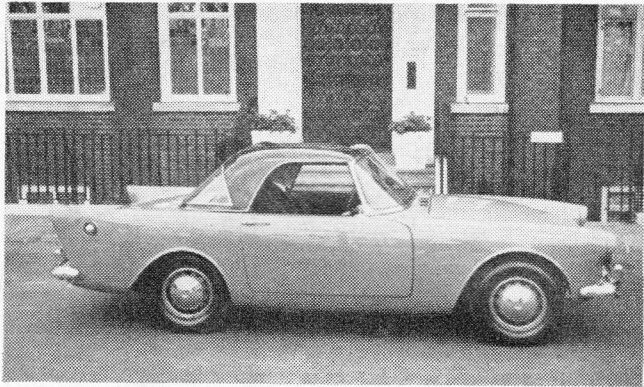




SINGER: The Gazelle is now available in saloon, convertible or estate car forms with twin-carburettor engine, and can be fitted with the "Easidrive" automatic transmission.



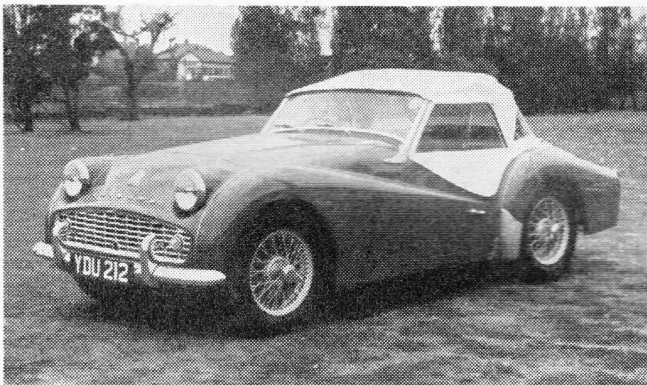
SUNBEAM: The new Mark III Rapier now has a 78 b.h.p. engine, disc brakes on the front wheels and a new, close-ratio gearbox, and revised interior trim and greater comfort.



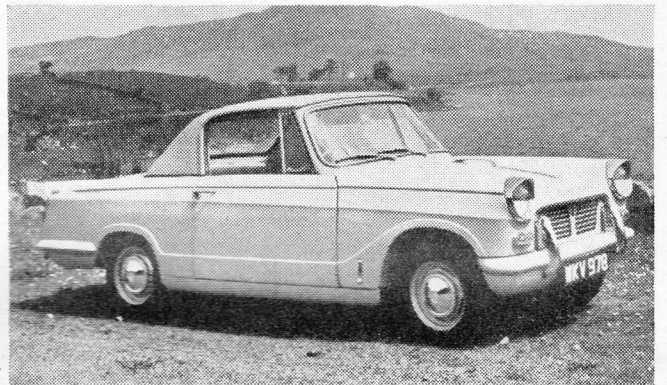
SUNBEAM: The Alpine 1½-litre sports car is one of this year's outstanding new cars, with a maximum speed of over 100 m.p.h., disc brakes at the front, and a high-quality finish inside and out.



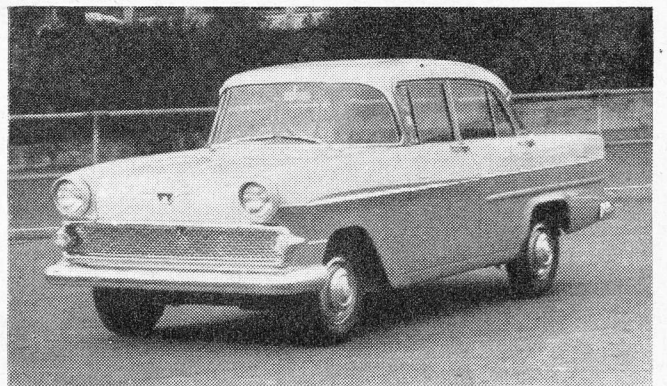
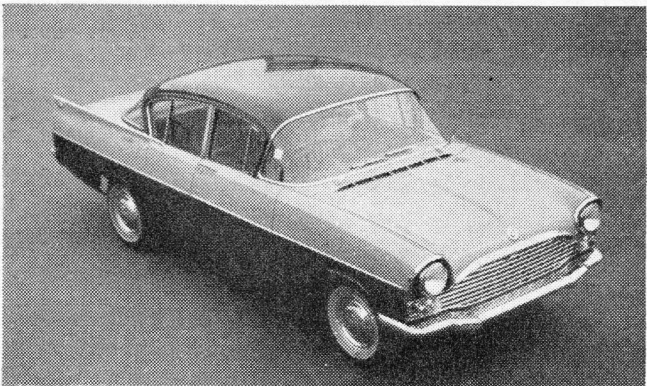
STANDARD: The Vanguard has a 68 b.h.p., 2-litre engine and a maximum speed of 84 m.p.h. Fuel consumption is in the 28-34 m.p.g. bracket, and the car is famous for its reliability.



TRIUMPH: The TR3A sports car (above) continues as a best-seller. Powered by a 2-litre, 100 b.h.p. engine, disc brakes are fitted to the front wheels. **VAUXHALL:** The 90 m.p.h. Velox and Cresta six-cylinder models (below).



TRIUMPH: The Herald (above), with all independent suspension and sparkling performance. **VAUXHALL:** The Victor (below) has been restyled and now presents a clean, smart appearance.



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LOCKHEED HYDRAULIC BRAKE COMPANY LTD. LEAMINGTON SPA, WARWICKSHIRE.

EX. 219: The record-breaking Austin-Healey Sprite on one of its successful runs on the glittering salt flats at Utah. The car reached nearly 150 m.p.h.

IF you want a car to travel at anything much over 200 m.p.h. in anything like safety then you have to go to the Salt Flats to do it. But you have to take a whole lot of other people too, mechanics, drivers, timekeepers, observers, *et al.* These, with the car and fuel and oil and spares, have to be there all at the same time, the weather has to be right, the salt has to be right, and the car and time-keeping equipment must both be in perfect working order. And if the target is 250 m.p.h. the kilometre will be covered in about 10 seconds, which is the only period of time you have to worry about—5,000 miles away from home base.

RECORD-BREAKING

BY JOHN THORNLEY

Behind the Scenes with the B.M.C. Record Team

As all this costs a copper or two, you back your horse several ways by taking two cars, extra engines and several drivers, and apply for sanction to attack several different records. You are then reasonably insured against mechanical and human failure and have only the weather to contend with.

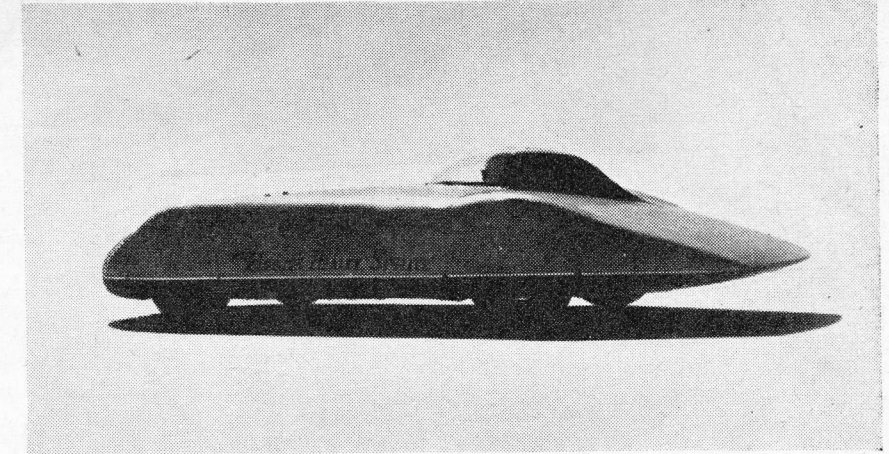
Thus, this year, we took the Sprite EX. 219 and the M.G. EX. 181, each with a spare engine, and the total programme was:—

1. Class G (Sprite), records up to 12 hours.
2. Class G (Sprite), 1 hour.
3. Class G (Sprite), 10 miles.
4. Class F (M.G.) 1 mile.
5. Class E (M.G.), 1 mile.

All was set up by the evening of Tuesday, 8th September, ready to start the 12-hour run as soon as the sun came up next morning. The circle, 10,0002 miles in circumference, was in splendid condition. Tommy Wisdom took first shift and moved off at 6.30 a.m. Target speed was 135 m.p.h., but Sprite and driver seemed happiest at around 140 m.p.h. for the lap. The run was entirely uneventful. Gus Ehrman took the second three-hour spell, followed by Ed Leavens, and then Thos. Wisdom again. Apart from the laps which were interrupted by pit stops, a bare 10 seconds separated the fastest from the slowest throughout the 12 hours.

Following this, the boys worked all night fitting the sprint engine, and everyone was out on the salt again at 2 p.m. next day ready for a crack at the Hour. But the clutch, which had held full torque on the bed at Abingdon, slipped on the warming-up laps. After some fiddling about it was decided that the clutch would have to come out, so the boys settled down to their second consecutive all-night session. Work was completed by 6 a.m. and by nine we were on the salt again ready to go.

The 12-hour run had caused the salt to break up in two places on the circle and it was agreed that Gus Ehrman should take the car outside these patches on to firm ground. Furthermore, the tyres for the Hour had had most of their



tread buffed off to reduce the risk of tread-slipping. Ehrman was lapping at just over 150 m.p.h. when, in changing position to avoid the first rough patch on Lap 5, he spun out and lost 45 seconds. But, barring further incident, speed was sufficient for the record so we kept him going. On Lap 13 he dropped it again, this time spinning for about a mile inside the circle, and was promptly disqualified.

A fresh start was made, using the fully treaded tyres, and a perfect run ensued, with lap speeds around 148 m.p.h., and a record speed for the Hour of 146.95 m.p.h.

This concluded the runs on the circular course, and it was now necessary to move the timing equipment from the circle to the straight. The U.S.A.C. reckoned they could complete this in 24 hours, and it was therefore decided to come out the following evening. But on Friday night it rained and before this could dry out it rained a whole lot more, such that, by the Tuesday morning, there was half an inch of water over everything.

On this day Moss and Hill arrived from Italy, Moss into Las Vegas and Hill to his home in Santa Monica. Everyone sat down for a long, long wait.

When time began to run out it became obvious that the programme would have to be foreshortened, and it was decided to abandon the Sprite run on the straight. As the ultimate condition of the salt was in doubt and as the 2-litre records stood at considerably lower speeds than the Class F—which the M.G. already held anyway—it was agreed to change the engine on EX.181 for the 1,506 c.c. version and go for the Class E records.

Moss had to get back for Oulton Park and, in fact, it was 2nd October before it became possible to run again. On this day, with the salt still a bit on the damp side and not providing as much traction as we should have liked, Phil Hill had a faultless run exceeding 250 m.p.h. through the mile and kilometre. Furthermore, he had sufficient length of run to take the 10-mile record at 190 m.p.h.

At this stage we thankfully decided to call it a day.

M.G. EX. 181 broke the following international class "E" records for 1,500-2,000 c.c. cars.

Flying Kilometre	at 254.91 m.p.h.
One Mile	at 254.53 m.p.h.
Five Kilometres	at 232.97 m.p.h.
Five Miles	at 238.36 m.p.h.
Ten Kilometres	at 234.49 m.p.h.
Ten Miles	at 191.03 m.p.h.

Austin-Healey Sprite EX. 219 broke the following international class "G" records from a standing start:

200 Miles	at 138.15 m.p.h.
500 Kilometres	at 138.85 m.p.h.
500 Miles	at 137.72 m.p.h.
1,000 Kilometres	at 138.39 m.p.h.
2,000 Kilometres	at 138.86 m.p.h.
3 Hours	at 139.38 m.p.h.
6 Hours	at 139.09 m.p.h.
12 Hours	at 138.75 m.p.h.

THE LONDON-DEVON RALLY

THE Advertising M.C. went to great lengths to ensure that the competitors left the start in a happy frame of mind. On the way out of the starting control at the Royal Ascot Hotel they were handed two types of well-known soft drinks and cigarettes, while Jayne Mansfield acted as official starter!

The first two sections were designed really to be a run-in. Section 1 consisted of a Tulip-type route card with variable average speed, and section 2 was a straightforward six figure map reference section with many time controls. These two seemingly easy sections proved the undoing of most of the field as only three clean sheets were registered at the supper control at Wincanton.

After supper, the rally really got into its stride. The "mountain section" of some 170 miles included some of the worst hills and lanes which only Somerset and Devon can muster. All this section was run at an average speed of 30 m.p.h. The organizers offered a special prize of three bottles of champagne for a clean sheet on this section, but this unfortunately was not achieved by any of the entry, although J. Smith of the Torbay M.C., driving an M.G.A, dropped only four minutes. Peter Roberts in his Herald, hanging on to his clean sheet by the skin of his teeth when only two miles from the end of this section, had the misfortune to hit a G.P.O. van thus causing his rather sad retirement. Part of this section was run in daylight causing competitors quite a few moments of concern. P.F.S.

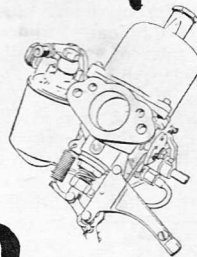
Results

Best Performance: 1, P. J. Smith (M.G.A), (Torbay M.C.); 2, P. F. Steiner (Simca), (A.M.C.); 3, Z. Fabierkiewicz (TR3), (London M.C.). **Team Award:** Advertising M.C. (P. F. Steiner (Simca), J. Cameron (Sprite) and G. Proctor (3.4 Jag.)).

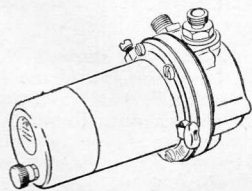
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price range - because

they're more efficient



The S.U. Carburetter Co. Ltd.
STAND 213 Motor Show
Earls Court, Oct. 21st-31st

CARBURETTERS & ELECTRIC FUEL PUMPS



SLICK: Ian Mantle of the Scottish team revolves his Austin-Healey Sprite in a perfect spin turn.

THE Hagley and District Light Car Club held the third of their annual driving tests to commemorate their friend and colleague, the late Ken Wharton, possibly one of the most versatile "conductors" of all time.

Each year a different venue has been chosen. In 1957 Chateau Impney was the arena, 1958 saw in use the gigantic indoor garage of Marsh and Baxter, Ltd., but on Saturday, 10th October, the site was the huge Vono Works at Tipton, Staffs, by courtesy of the Dupont Group.

Here was selected, in a concrete-floored courtyard, a space measuring some 175 yards, the whole amply guarded by a strong barrier of coir bales (mattress stuffing to you!). A grandstand had been erected and seating accommodation arranged for a vast crowd of spectators. Unfortunately, it rained hard, but so good were the tests and the standard of driving that all who arrived stayed!



WHARTON MEMORIAL DRIVING TESTS

Hagley and D.L.C.C. Meeting Won by Ulster Team

For the third time in succession, this event received full B.B.C. coverage, three cameras being in attendance. Now to merit this, the organization concerned has to run to split-second timing; that is just what the Hagley club did. Cars moved in and out of the arena like guardsmen on parade, and the speed of the army of white-coated "removal" men when erecting and dismantling a test had to be seen to be believed.

As in the past, teams from Scotland (the holders), the South, South-West, Midlands, North, the West—and for the first time very welcome visitors in the shape of Northern Ireland—competed for the trophy. Each team was, as usual, composed of a special, a sports car and a saloon, the combined score over a series of five tests to count, each test being perfectly marked by well-defined black and white posts or pylons.

The proceedings opened with test five, which ran forwards from a start line until the front wheels crossed a baulk line. Next came a reverse around a

pylon, continuing in reverse until the rear wheels crossed a second line, then forwards to finish in a box. Fastest times here were made by Peter Cooper, Ford Spl. (South 1), in 16.9 secs., Frank Livingston, TR3 (Midlands 2), in 16.4 secs. and Freddie Stang, Dauphine (Scotland 3), in 17.3 secs. Penalties of ten seconds for "disturbing pylons" were the fate of South-West 1, South 3 and West 3. The state of the poll after the first test read: Scotland, 53.7; Northern Ireland, 54.6; and equal third, the Midlands and the North with a total of 55.5.

Next came test one, which entailed a forward run from the start line to enter four garages, all back to back in a square formation. These could be entered in any order either ahead or astern, then a return to the finish box. Here better times were made by Brian Jenkins, Berkeley (West 1), in 34.9 secs., Ian Mantle, Berkeley (South 2), in 32.8 secs. and Freddie Stang, Dauphine (Scotland 3), in 34.5 secs., penalties being collected by Scotland 1. The score-

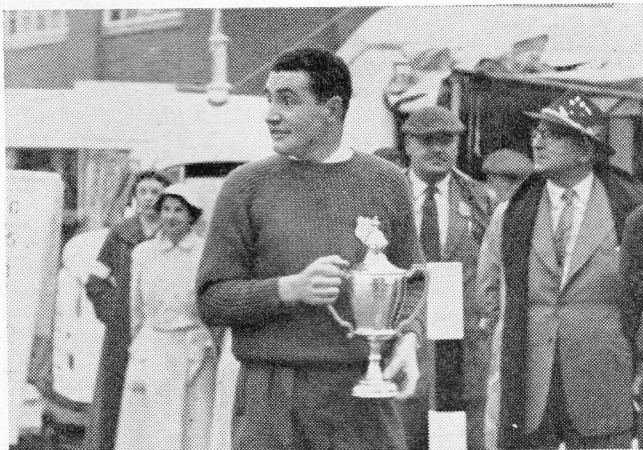
board now showed Midlands, 164.2; Scotland, 168.4; and the North, 168.8.

Test two involved a reverse into garage one, forwards into garage two, reverse all four wheels over a baulk line, then forwards without crossing another, then a further reverse and forwards manoeuvre, again to finish in a box. Best times here were made by Tony Marsh, T.M.S. (Midlands 1), in 43.2 secs., Paddy Hopkirk, Sprite (Northern Ireland 2), with a most fantastic run in 40.6 secs. and Fred Robinson, VW (Northern Ireland 3), in 44.5 secs. Again penalties fell to Scotland 1 and North 3. Leaders now were Midlands with 296.6, Northern Ireland with 299.5 and the South with 310.2.

Test three alternated first left and then right through a number of pylons (in other word the wiggle-woggle) then forwards into a garage, reverse out, then through an offset chicane to the box finish. Faster here were Tony Marsh, T.M.S. (Midlands 1), in 29.9 secs., Bill Turnbull, Sprite (Scotland 2), in 31.8 secs. and Freddie Stang, Dauphine (Scotland 3), in 32.3 secs. Penalties were the fate of Midlands 2.

This meant that, going to the last test, Northern Ireland remained the only team unpenalized, which put them into

(Continued on page 547)



VICTORS' SPOILS: Paddy Hopkirk, well-known international rally driver and captain of the Ulster Team, with the team's award—the Ken Wharton Memorial Trophy.

SCOTLAND	4	7	3	•	6
SOUTH	4	6	6	•	5
S-WEST	5	0	5	•	3
MIDLANDS	4	6	0	•	0
NORTH	4	9	0	•	7
WALES	4	9	1	•	3
N-IRELAND	4	5	8	•	0

ORGANIZATION was the keynote of the meeting, which was run off with split-second timing. A photograph of the scoreboard, a model of its kind, here illustrates the results.

Brief technical facts for the man who understands his car

By V. H. Farthing, B.Eng., A.M.Inst.E. (Electronics), A.M.I.Mech.E., A.M.I.E.E., A.M.I.Mar.E., A.F.Inst.Pet.

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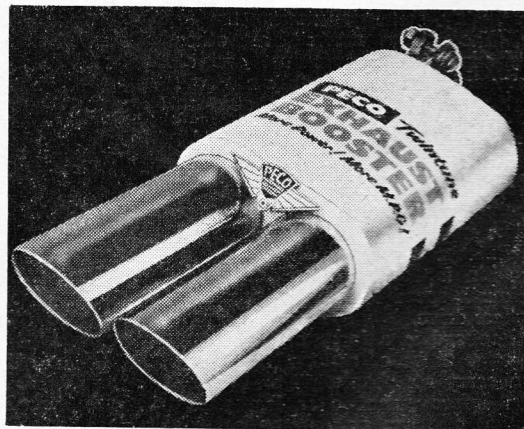
The unit was in fact patented and developed purely by the engineers of the group of industrial companies of which Performance Equipment Co. Ltd., is a member. Extensive research was involved, using the latest oscillograph and electronic equipment and the unit is fully protected against ANY imitation involving the working principle or any essential parts of the design by British Patent No. 798774 and Foreign Patents pending.

Full technical descriptions are available from the company on request and will be supplied with pleasure. They are inevitably of a technical nature but even the ordinary motorist will understand them, particularly if access can be had to a technical friend with modern up-to-date engineering knowledge, or indeed any Science or Engineering graduate.

The unit functions as a "tuning" device by getting rid of the unwanted effects of reverse pressure pulse action which exists in all exhaust systems. It does this by utilising an air barrier effect in a mixing chamber and damping out these pulsations by means of this. It may be likened in fact, to an air lock action, letting the exhaust gases out quickly, easily and efficiently but stopping the harmful reverse pressure waves from getting back.

This means all the power formerly lost by the engine in overcoming these interfering return waves, which upset the scavenging and breathing of the engine, is now retained. In other words it lets the engine breathe better without going to all the expense of conventional tuning methods.

It should be added however, that the unit can be used to advantage with modified heads, increased compression ratios, etc., as it can only improve on the existing engine and exhaust system.



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INDEPENDENT PERFORMANCE TESTS

"Sports Car and Lotus Owner" A.30			"Sports Car Illustrated" 1958		
Countryman	Without	With	Ford Anglia	Without	With
0-30 m.p.h.	- 9.0 secs.	8.2 secs.	0-40 m.p.h.	- 12.6 secs.	11.2 secs.
0-50 m.p.h.	- 36.4 "	29.8 "	0-50 m.p.h.	- 26.0 "	23.0 "
			0-60 m.p.h.	- 37.0 "	29.0 "

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FLORIDE: This picture shows to advantage the striking lines of the body. The model has independent suspension all round, giving excellent handling qualities and also has quite a lively performance!

A REALLY splendid test day at Monthéry is organized every year during the Paris Salon. All the big French motor manufacturers are represented, and they send along every model that they produce. Thus an excellent cross-section of the industry may be obtained with the minimum of difficulty.

Once again, superb weather, bounteous hospitality, and a perfect course rendered this a most valuable day. Our thanks are due to the organizers, and the manufacturers of the cars, for giving us this opportunity to sample all the French vehicles. Yet one cannot help feeling that a few of the guests did not well repay their hosts, for three cars were overturned and seriously damaged. Straw chicanes had been added since last year to reduce the speed at dangerous points, and to have crashed the machines by sheer bad driving was inexcusable. One does feel that, both at Monthéry and Goodwood, it should be the responsi-



Journée d'Essais

John Bolster tries some French cars

bility of the various journals to state which members of their staffs are skilled drivers. Why some journalists try to behave like "boy racers" in other people's expensive cars is just one of those mysteries, but frankly "it's not on".

The first car which I was able to sample was the new Panhard Tigre. The body is the re-styled PL17, and the Tigre engine is a specially tuned unit with light reciprocating parts and a large twin-choke carburetter. The flat-twin air-cooled engine develops no less than 50 b.h.p. from a mere 850 c.c., and is allied with a four-speed gearbox of which fourth speed is an overdrive, and front-wheel drive.

The Panhard is a large car that one would judge to be of at least 1,500 c.c., and can carry six people. The Tigre is such an improvement over last year's model that one can only describe it as an outstandingly good car. It is ridiculously fast, with a timed maximum speed in excess of 85 m.p.h. and a full 90 m.p.h. coming up on occasions. For 850 c.c. this is absurd! The engine is quiet, smooth, and astonishingly silent, though it responds best to a sensitive driver who does not expect it to slog. The steering is fairly heavy, with strong castor action, but extremely accurate. A moderate over-steerer, the Panhard corners very fast and is capable of high speeds on all its gears. This is such an outstanding car that I shall devote a further article to it, and I can even forgive its rather "juke-box" interior decoration because its suspension and performance are so good.

I tried the Simca Aronde in Oceane and Elysée form. The Oceane is a very smart drophead coupé, but like most dropheads it is less rigid than the closed models, and the roadholding and handling are "soggy" in consequence. The

steering wheel is also too close to the driver. The Elysée saloon is much better in every respect. The new suspension gives a fairly firm ride, and some bumps are felt, but the handling is light and the roadholding good. This is quite a fast little car and seems quieter than last year, while the engine is never rough and only gets "busy" at high revs.

Also by Simca is the Chambord, with the V8 side-valve Vedette engine. The Rushmatic transmission, which incorporates the Laycock-de Normanville overdrive, absolutely makes this car, which is a 90 m.p.h. machine. Very controllable, quiet, and with good brakes, the Chambord is an attractive six-seater saloon.

Three examples of the Renault range were tried. The Manoir station wagon, with Transfluide transmission, is a huge, roomy vehicle. Nevertheless, the roadholding and cornering are absolutely superb, though the independent rear end feels the larger bumps. Effortless cruising at over 80 m.p.h. comes naturally to this very useful vehicle.

Unfortunately, the Dauphine Gordini that I tested over-steered excessively and had poor brakes. On the other hand, the Floride drophead was everything that a de luxe small car should be. With excellent handling qualities and quite a lively performance, this is by far the best of the Dauphines. The beautiful finish and the impeccable good taste of the interior make one feel so good when one drives this car. The gear lever is too far away but the Aerostable suspension gives the Floride that big car ride.

The best car of all was the Citroën ID19. In this case it was the Familiale that I tried, a long-chassis nine-seater station wagon which has the servo brakes of the DS. This car corners and holds the road just as well as the saloon,

and on fast, bumpy curves it is really something new in motoring. The superb comfort of the seats and the rubber-backed carpets must be praised, and one only regrets the unattractive arrangement of the instrument panel. I also drove the Citroën 2 CV, which rode the bumps well but was even slower than I had expected.

The day was completed by an enjoyable drive in that good car, the Peugeot 403. This model is very light to steer and holds the road well. In spite of having only a 1½-litre engine and a very large body, it covers the miles at over 80 m.p.h. with great ease. The crash padding on the scuttle is a good point, though the dash arrangement is unattractive, and the seats are rather unyielding. Perhaps the brake pedal is slightly hard, but the brakes are powerful and reliable. Reliability and long life are, in fact, the cardinal Peugeot virtues, and for the man who expects his car to travel all day at 80 m.p.h. without using a lot of petrol, the 403 is the right choice.

My general impression of the cars of France is that they are made for hard driving and are machines of marked personality. With the exception of the Floride, the interior treatment is not up to British standards, but good driving positions and comfortable seats are the rule. The complete absence of six-cylinder engines is odd, but when one sees what the French engineers can do with only two "pots", the multi-cylinder power unit seems rather *de trop!*

COLIN CHAPMAN has decided to have his 1960 Lotus team cars prepared at Cheshunt under his personal supervision.

DAN GURNEY has been invited to join the Reventlow Scarab Grand Prix team for 1960, and, with Chuck Daigh, will drive in New Zealand. His plans for sports-car racing remain unsettled.

FERRARI'S prototype rear-engined car (the Cooperari?) will shortly be tested at Modena. If successful it will be sent to Sebring.

Club News

By MICHAEL DURNIN

THE Shenstone and D.C.C. are to promote a restricted trial on 1st November. The start will be from Draycott-in-the-Clay at 10 a.m. and the road mileage will not exceed five miles. The event is open to B.A.R.C. (Yorks), Sheffield and Hallamshire M.C., Hagley and D.L.C.C., Leicester C.C., Sunbac, Mid-Cheshire C.C., Yorkshire S.C.C., Maidstone and Mid-Kent M.C., Shenstone and D.M.C., Lancs and Cheshire C.C. and North Midland M.C. The event will be run to the R.A.C. trials' car formula. Entries close on 28th October and regs. may be had from G. W. Aston, 28 Belwell Lane, Four Oaks, Warwickshire. . . . **Berwick and D.M.C.'s** Border Rally takes place on 14th-15th November and, from a start at Berwick-on-Tweed, will cover some 200 miles. The following clubs have been invited to compete: Cumberland S.C.C., Durham A.C., Hawick and Border C. and M.C.C., Lanarkshire C.C., Lothian C.C., M.G.C.C. (Scottish), Newcastle and D.M.C., Northumbrian M.C., Scottish S.C.C. and Tynemouth and D.M.C. Entries close on 6th November and forms and regs. may be had from R. F. Thomson, East Kyle, Beal, Berwick-on-Tweed. . . . **Maidstone and Mid-Kent M.C.'s** Harold Sharp Rally has

now been changed from a closed to a restricted event and will take place on 31st October-1st November. The start of this event will be from the Royal Oak Hotel, Wrotham, at 9 p.m. and the route will be over about 200 miles. Entries close on 25th October and should be sent to P. L. Scragg, Court House, Sutton Valence, Kent, who will supply regs. Invited clubs are: Bexley L.C.C., Margate and D.M.C., B.A.R.C., Rochester, Chatham and D.C.C., T.E.A.C., C.S.M.A., 750 M.C. and Tunbridge Wells M.C. . . . Breaking new ground in the rally world the **B.A.R.C.** (South-Eastern) will hold what they believe to be the first ever Handicap Rally on 14th November. Regs. and entry forms for this closed event may be had from R. G. Clayton, Ravenscourt, Homefield Road, Seaford, Sussex. . . . **Huddersfield M.C.** will promote their eighth annual Dusk 'til Dawn Rally on 31st October-1st November as a restricted event open to B.A.R.C., Brook Motors A.C., De Lacy M.C., Glossop and D.M.C., Ilkley and D.M.C., Lancashire A.C., North Midland M.C., M.G.C.C.

Wharton Memorial—continued

the lead with a total of 397.4! Second came the Midlands with 400.2 and third, the South with 407.5. One penalty from any of the leaders would put paid to the lot!

Test four, an old favourite which simply involved the entry and exit through a space of 5 ft. 6 ins. into a box measuring 45 ft. by 27 ft. Now to make any sort of a time, a spin turn in the box is an essential, a reverse will cost seconds! This is fairly easy for an expert in a special or sports car, i.e., classes one and two, but not *tres facile* for a saloon, particularly those with engine astern! Tony Marsh again led for the Midlands in the Specials Class with a run in 18.6 secs. Paddy Hopkirk (Northern Ireland) levelled for the sports cars in 19 secs. The saloons were all so good that at least four must be quoted, Freddie Stang, Dauphine (Scotland), was fastest in 19.8 secs. Next came, for the South, Robin Richards in a Mini-Minor with 20.2 secs. Then a manoeuvre by Mike Hawley (Midlands) set the crowd "a-roaring" when he drove the Goggomobil round in the box to score 20.9 secs.! The totals now being so close, it all depended on the last man, Northern Ireland's Frank Robinson, who entering the box at high speed, flicked the VW round on its tail and roared out to the tune of 20.8 secs. thus securing for his team the coveted Ken Wharton Trophy, a fine effort by grand sportsmen who will be more than welcome *ad infinitum!*

FRANCIS PENN.

Coming Attractions

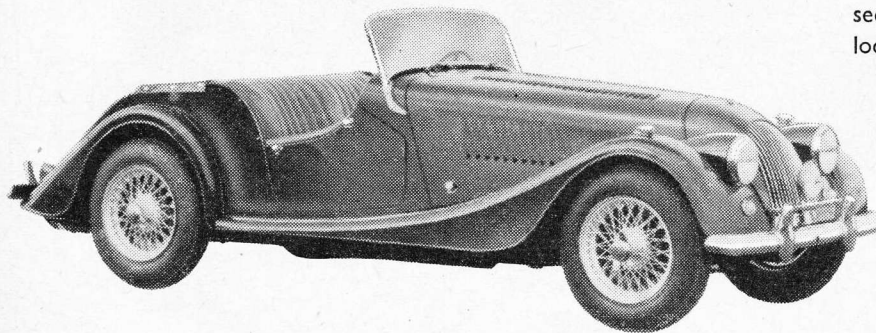
October 21st-31st. London Motor Show.
 October 25th. Chiltern C.C., Oxford M.C.,
 Singer O.C. and Southsea M.C. Four Clubs
 Hill-Climb, Harleyford, near Marlow,
 Bucks. Start, 2 p.m.
 Sheffield and Hallamshire M.C. High Peak
 Trial, Norfolk Arms, Ringington. Start,
 10 a.m.
 November 1st. Shenstone and D.C.C. Chase
 Trophy Trial.
 November 7th. London M.C. TV Trophy
 Trial, near Aylesbury, Bucks.

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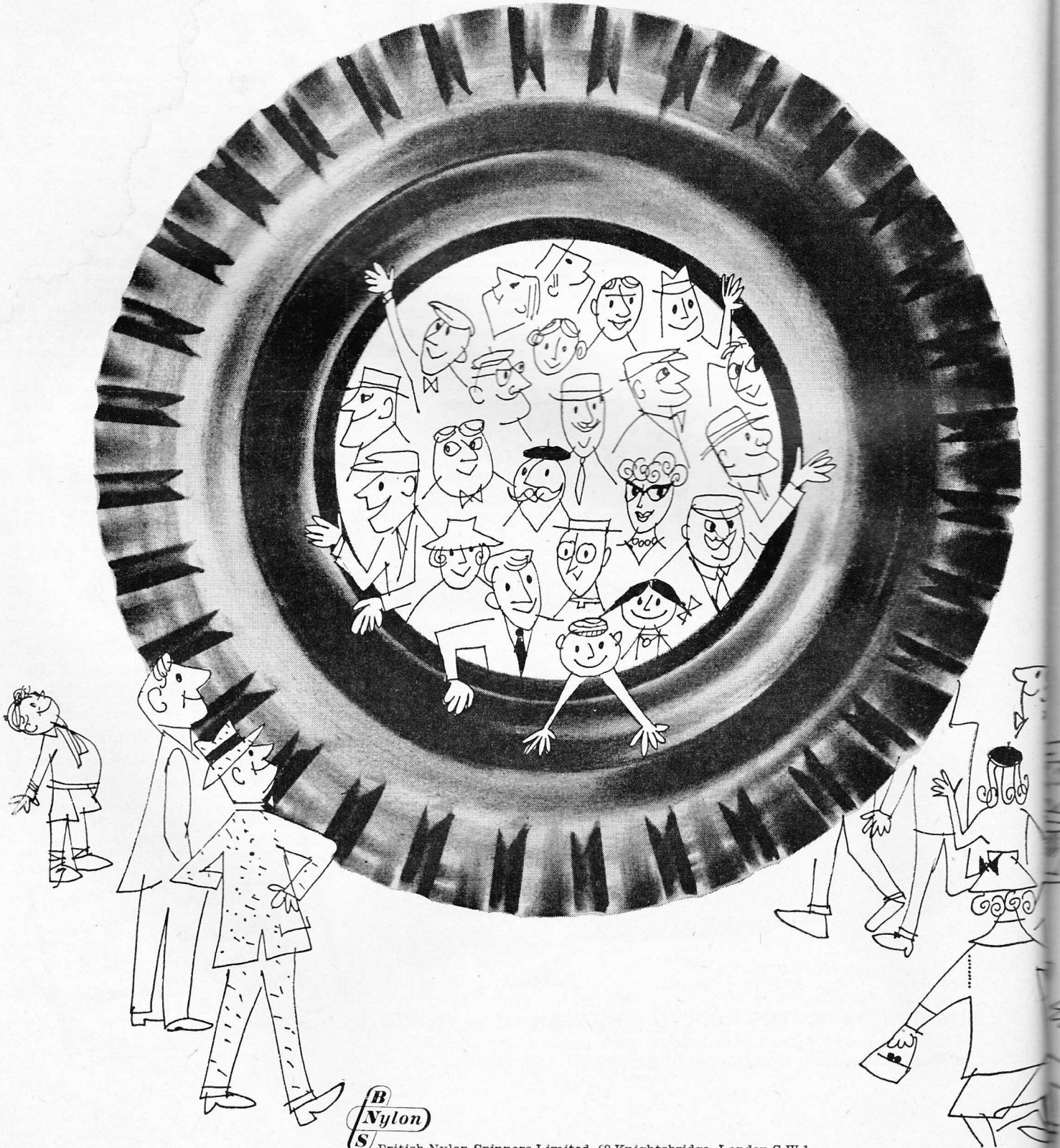
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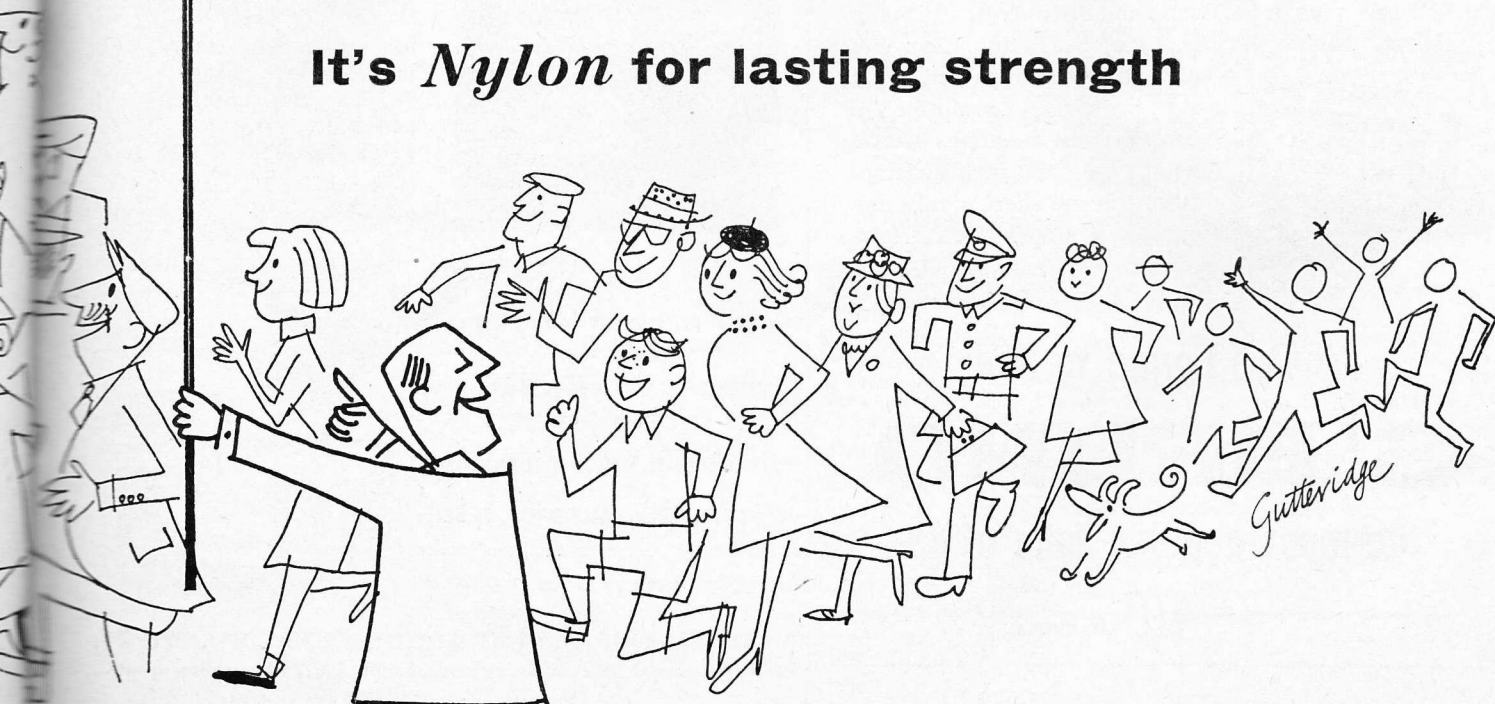


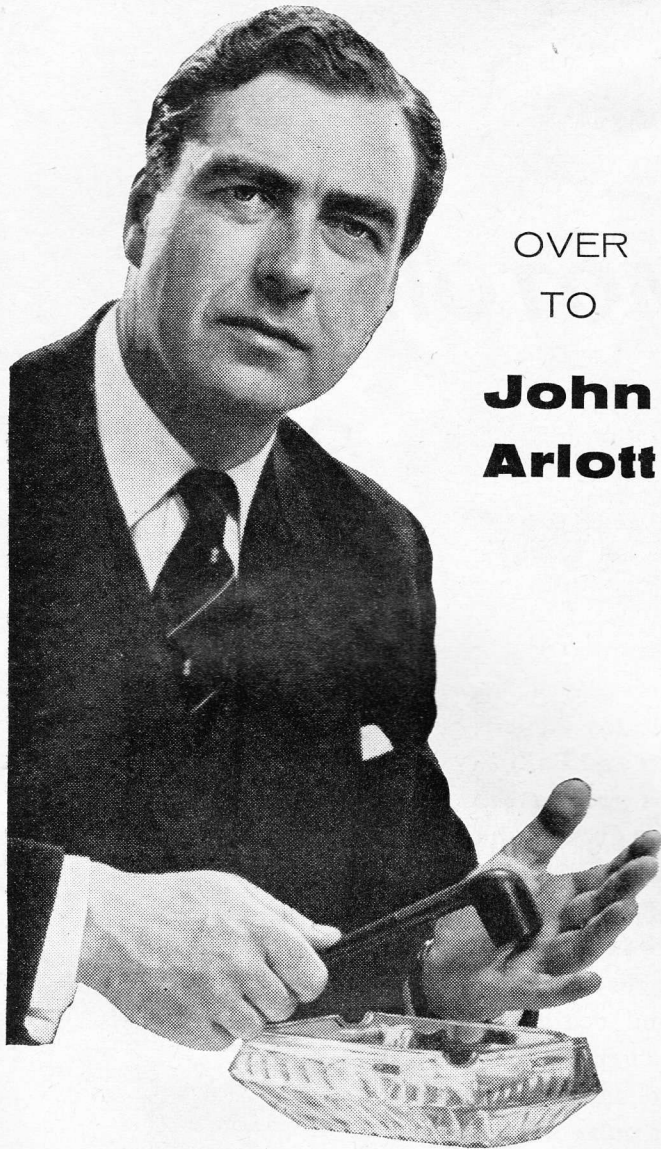
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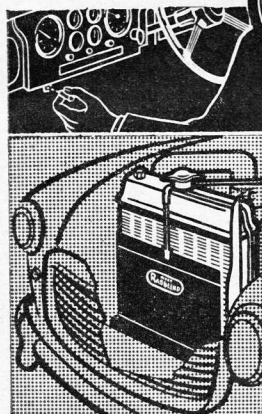
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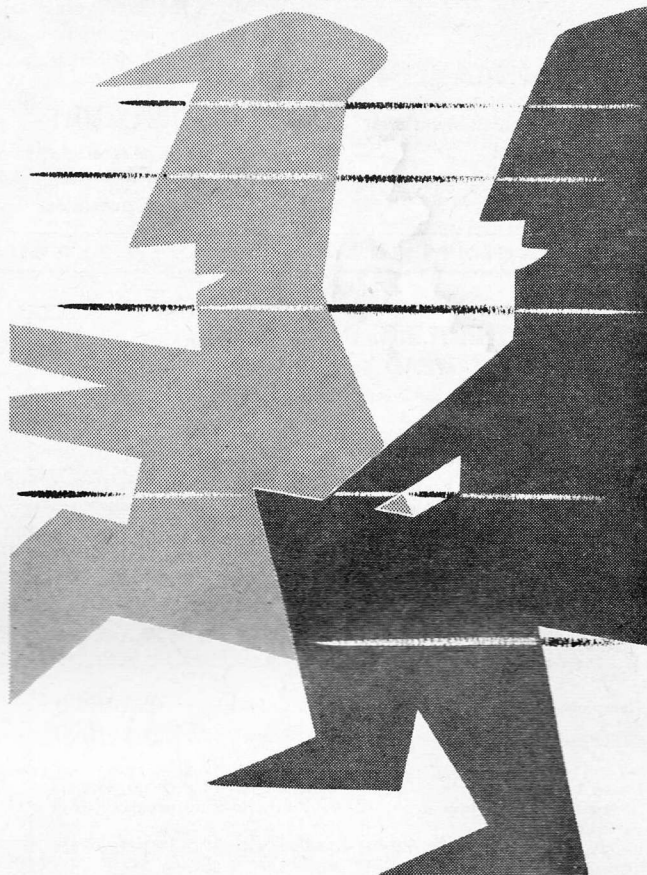
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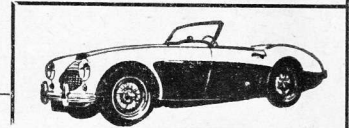
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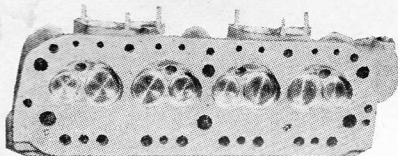


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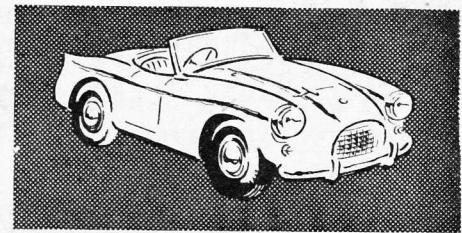


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This car really goes — and stops (thanks to its Girling disc brakes). The performance is all that you would expect from a chassis combining the characteristically immaculate Turner handling qualities with the famous Coventry Climax power unit, and of course — disc brakes.

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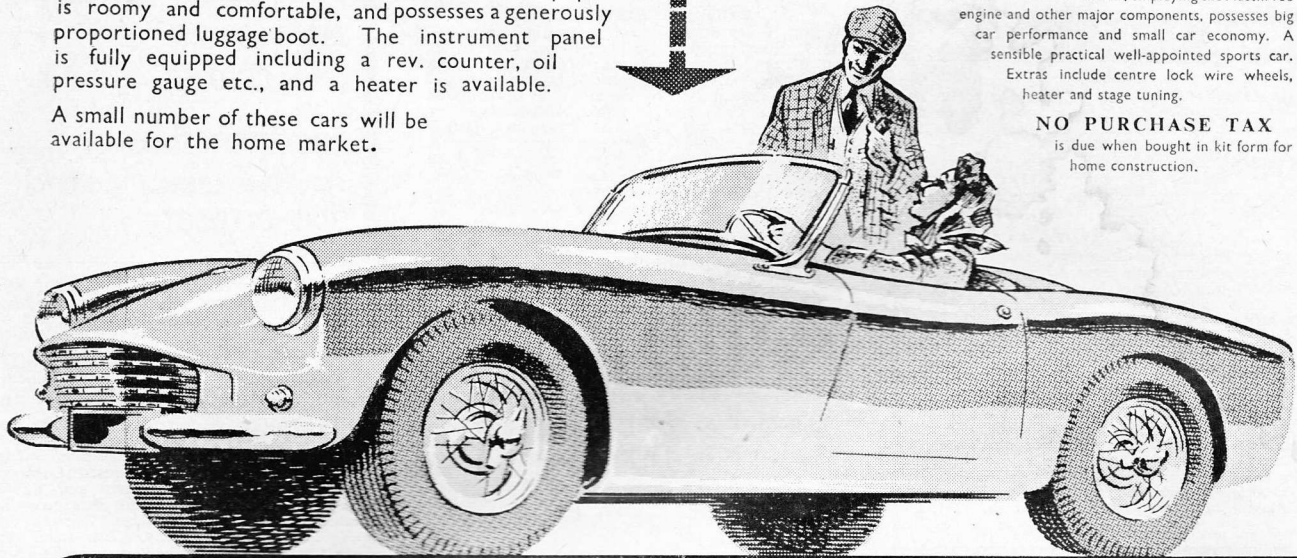


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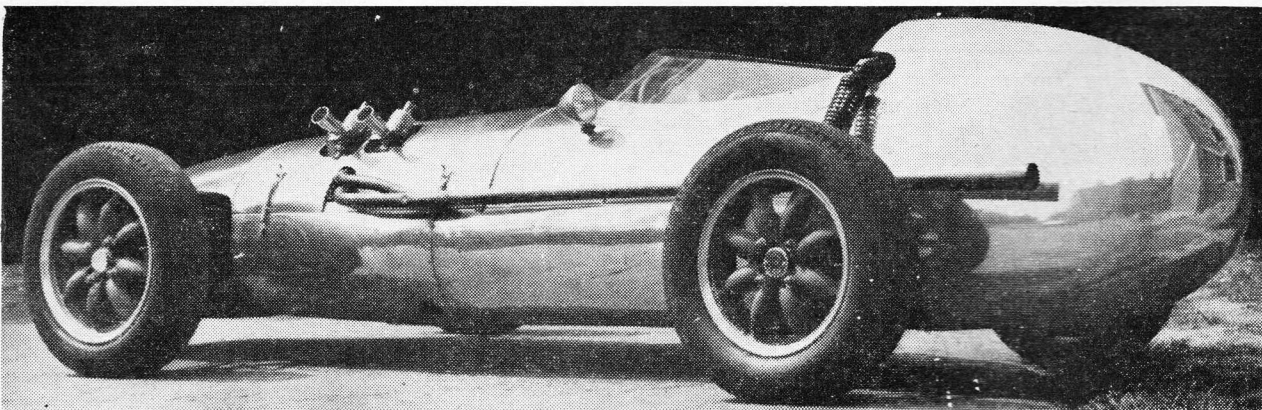
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1957 ACECA-BRISTOL, specially tuned 100D engine, 135 b.h.p., 130 m.p.h., disc brakes, radio, etc., Met. blue, low mileage. £1,725.—Pitcher, Lawford Road, Rugby. Tel. 2929.

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ALFA ROMEO Giulietta sprint coupé, Nov. 1955, manual box, radio, seat covers, engine Stage 1 tune, 35 m.p.g., recent Milan inspection. Or part exchange late Red Veloce.—Harry Sutcliffe, Broadway, Worcs. Tel.: Broadway 3201.

ALFA ROMEO Giulietta sprint, 1956, immaculate condition.—Plater, 21 Queens Gardens, W.5. PERivale 7025.

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1957 AUSTIN A35, white, fully modified, 0-60 m.p.h. 12 secs. Fitted heater, lightweight seat, roll bar, fully instrumented, etc. Over £50 spares, including two Sprite wheels, c/head, unused Speedwell camshaft, 4.9 crown wheel and pinion, also original carb and manifolds, £490 o.n.o.—Adlington, 15 High Street, Kenilworth. Tel. 295.

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1959 AUSTIN-HEALEY SPRITE

K. W. Mackenzie's Team Sprite No. 2 car. Autosport Trophy Team winners and 3rd class A. 4th Brooklands Memorial Trophy, 1959, 3rd Mallory Park Champ. Class A, 1959. Lap times: Brands, 1.8; Goodwood, 1.53; Mallory, 1.5.8; Snetterton, 1.8.2. Silverstone 1.20.6. Stripped and rebuilt for 3 hour race, being checked over. Immaculately prepared for racing with balanced engine, spec. camshaft, crank, pistons, head, manifold, clutch, etc., oil cooler and tank, 12-gal. tank and lightweight front or standard front available. Nearly new tyres, etc.

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1958 AUSTIN-HEALEY, red, 8,000 miles, as new, wire wheels, tonneau, heater, luggage rack, owner I.A.M. driver, A.A. report, £865. 1957 Austin-Healey, dual-tone, every possible extra, £800. 1955 Austin-Healey, white, unmarked, radio, heater, luggage rack, tonneau, overdrive, one owner, £595. Hire Purchase facilities. Part exchange.—Jones, 144 Upper Clapton Road, E.5. AMHerst 7848, after 7 p.m. NORTH 3636.

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The new B95 with Royal Enfield 692 c.c. Super Meteor engine available for early delivery—see and try our demonstration car. Spares, etc., in stock for all models.

BERKELEY, fitted with 492 c.c. engine, 1957, just overhauled. Resprayed, colour red, excellent condition. £425.

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BERKELEY Excelsior 328, Nov. 1957, green, twin carburettors, genuine 8,500 miles, used weekends only, absolutely new condition. £290.—Write or call, Rodgers, 71 Argyll Street, Kettering.

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

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1954 CONQUEST saloon, black with beige leather. Supplied by us, chauffeur-maintained and immaculate throughout. £650.—Woodyatts of Malvern, Worcs. Tel. 390.

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TEAM ELVA production sports car for sale. Chris Meek wishes to sell his ELVA Courier, or exchange for a good saloon. This is the fastest and lightest, and most successful Elva Courier ever raced in the hands of Peter Gammon and Chris Meek. Oulton Park 2.6, Snetterton 2.0, Mallory Park 1.2, etc. Winner 1,301-1,600 class International Gold Cup Meeting Oulton Park 26th Sept. Reason for sale, accepted the offer of a sponsored car for next year.—Apply 24 Broadway, Halton, Leeds. Phone 646954.

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26th OCTOBER

for insertion in the issue dated 30th OCTOBER

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JAGUAR

JAGUAR XK 150S hardtop, 17th June, 1959, 2,800 miles, Sherwood green with green interior, three carburettors, disc brakes, overdrive, radio, fresh air heater, undersealed. This car is virtually new and cost £2,125. £1,875.—W. M. B. Smith, FOOTscray 5200.

JAGUAR 3.4, 1959 (Feb.), 6,000 miles only, 9.1 compression ratio, hardened bearings, 2 ins. SUs, powerlock differential, Konis, overdrive, discs, etc. Absolutely unmarked. Reputed the fastest 3.4 in the country. Six wins at sprints this season including fastest in class at Weston Speed Trials. £1,750, or would exchange.—Jack Browning, 401 High Street, Cheltenham. Telephone 54241.

XK 140, d.h.c., 1955, radio, htr., spots, dual exhaust, 35,000 miles. £750.—Dowsett, 80 Egham Crescent, N. Cheam, Surrey. FAIRlands 3437.

XK 120 roadster, 1952, white with red/biscuit interior, recond. engine now running-in, new clutch, brakes, carpets, heater, Rimblishers, spots, X tyres, twin exhaust. Unmodified and unraced. A gem, far above average. £475.—SYDenham 7318 (London).

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ENTHUSIAST'S CAR. 1959 Mark VII LOTUS, Ford engine, 5,000 miles only, full road equipment. Road tested in current issue of *Sports Car and Lotus Owner* by David Phipps.—WESTern 1172, after 7 p.m.

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LOTUS Seven in first-class condition. Highly tuned 100E engine, big valves, twin 1½ ins. SUs, four-branch exhaust, c/r. gears, etc. Full weather equipment and thoroughly waterproofed, hood, tonneau, spare wheel, etc. Perfect for road and track. Offers over £600.—R. Mitton, Chester Avenue, Hale, Cheshire. Ringway 4391.

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A Laycock de Normanville Overdrive gives you several real benefits. You get the effect of two extra gears without the fatigue of constant gear change. Thus on long journeys your car travels at the same cruising speed but the engine does less work—which means lower petrol consumption and less engine wear. And, as you know, too, an easy-running engine makes for less driver and passenger fatigue and greater pleasure in motoring. That's why a Laycock Overdrive is worth having! Ask for details.

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LOTUS VI-CLIMAX, hydraulic brakes, alloy wheels, Stage II 1,098 c.c. engine, TC gearbox, maroon, new bucket seat, wooden steering wheel. This car has been seen at numerous club meetings this season. Excellent bodywork and mechanical condition. £535. Trailer available.—M. Woodley, 2 Essex Road, Rushden, Northants. Rushden 3373, day.

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SERIES 1 LOTUS XI, Le Mans,, Stage II Climax, wire wheels. £750 o.n.o.—K. M. Loasby, Bryn Collen, Llanover, Nr. Abergavenny, W. Mon.

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

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1956 (November) M.G.A., black with red leather, heater, tonneau, Michelin X, twin spots and reverse lamp, excellent throughout. £645.—Woodyatts of Malvern, Wores. Tel. 390.

1953 M.G. TD 2-seater, fitted Stage II engine, Michelin X tyres, radio, very good all-weather equipment. Recent overhaul. £485. Part exchange, H.P., etc.—L. H. Spring & Co., Friern Barnet Garage, N.11. ENTerprise 7667.

1949 TC, 500 miles comprehensive overhaul for U.S.A. including 8.5:1 pistons, lead-indium bearings, clutch, crankshaft, steering, relined. Extras include fog lamp, heater, Windnotes, thermometers. Oversize rears, window, new hood, side-screens, resprayed white. "TKI". Genuine reasons. Must go. £365 H.P., reduction cash. Offers.—Fendt, 55 Merland Rise, Epsom.

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PLUS FOUR 2-seater sports, early perpendicular model in looks only. Mechanically this car is equivalent to a TR2-engined 1956 or 1957 model. Bodywork is immaculate in red with black P.V.C. hood. A bargain at £425.—J. C. Edwards, St. Michaels Cottage, Black Bull Lane, Fulwood, Preston. Tel.: Preston 77268.

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(MITCHAM) LIMITED OFFER**

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

List price

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