

# AUTOSPORT

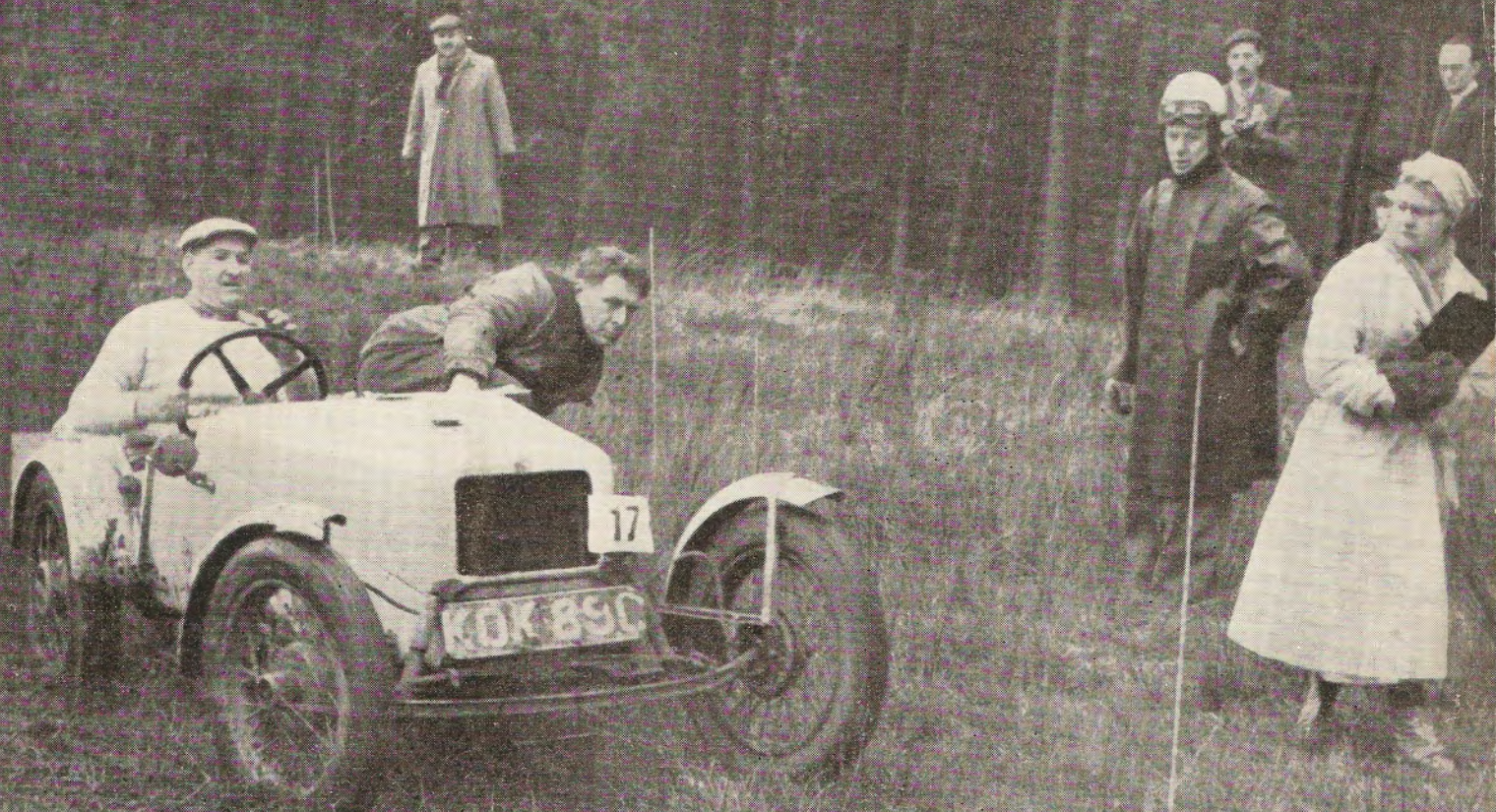
NOVEMBER 15, 1957

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EVERY FRIDAY  
Vol. 15 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY

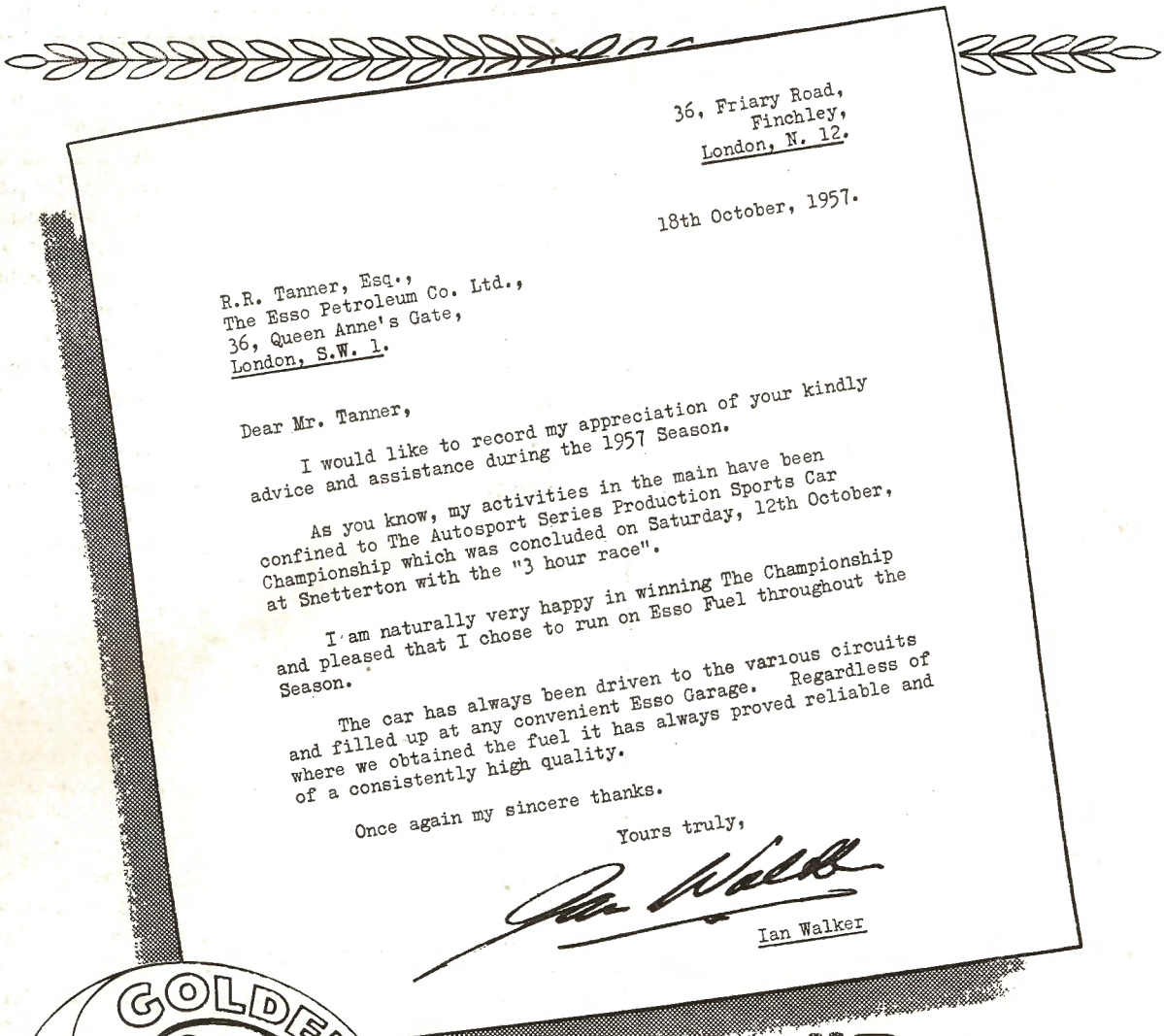
Registered at the G.P.O. as a Newspaper



## IN THIS ISSUE

PETER COLLINS ON THAT REMARKABLE CARACAS RACE : "AENEAS" SAMPLES THE SCOTTISH MOTOR SHOW  
JOHN BOLSTER TESTS THE SPEEDWELL MODIFIED A35 : MAURICE GATSONIDES DISCUSSES THE 1958 "MONTE"

# More Laurels for IAN WALKER & GOLDEN ESSO EXTRA



36, Friary Road,  
Finchley,  
London, N. 12.

18th October, 1957.

R.R. Tanner, Esq.,  
The Esso Petroleum Co. Ltd.,  
36, Queen Anne's Gate,  
London, S.W. 1.

Dear Mr. Tanner,

I would like to record my appreciation of your kindly advice and assistance during the 1957 Season.

As you know, my activities in the main have been confined to The Autosport Series Production Sports Car Championship which was concluded on Saturday, 12th October, at Snetterton with the "3 hour race".

I am naturally very happy in winning The Championship and pleased that I chose to run on Esso Fuel throughout the Season.

The car has always been driven to the various circuits and filled up at any convenient Esso Garage. Regardless of where we obtained the fuel it has always proved reliable and of a consistently high quality.

Once again my sincere thanks.

Yours truly,

Ian Walker



13 ..... 1<sup>ST</sup>S  
3 ..... 2<sup>NDS</sup>  
1 ..... 3<sup>RD</sup>  
1 ..... 4<sup>TH</sup>

"Esso  
for  
Extra"

Ian Walker used exactly  
the same fine petrol you can buy from your local Esso Dealer

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 15 No. 20 November 15, 1957

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## EDITORIAL

### U.P.P.I. AND CARACAS

IN a tape-recorded article in this issue, Peter Collins stresses the point that it was solely due to protests by U.P.P.I. members that certain improvements were made to the Caracas circuit. If this is so, and the lives of drivers and spectators were saved as a result of this intervention, then the existence of U.P.P.I. is fully justified, despite criticisms of the organization by AUTOSPORT in the past. Nevertheless, a state of affairs which permits a patently dangerous circuit not only to be classified as being fit for International racing, but given World Championship status, should not be tolerated for one instant. The F.I.A. must take the blame for the acceptance of unsafe circuits, by placing too much reliance on information supplied by organizers. AUTOSPORT cannot recall another International race having been staged on this particular course, and it seems strange that, without any definite indications as to its suitability following preliminary events, Caracas should have been included in the World's Sports Car Championship series. The Royal Automobile Club is often strongly criticized for its apparently stubborn attitude in regard to motor racing circuits. However, when one examines the record of the comparatively large number of venues that exist, or have existed, in this country, one must admit that the R.A.C. point of view is correct. It would appear that the influence of gentlemen such as Earl Howe, who have had a considerable amount of experience in motor racing from the driver's seat, is considerable. Would it be asking too much of the C.S.I. of the F.I.A. to form a special committee to examine circuits, consisting entirely of "driving members" with sufficient knowledge to be able to classify whether or not circuits are suitable? This would undoubtedly remove the need for a separate drivers' union, provided that the drivers themselves, or clubs representing their interests, had the right to appoint the "circuit examination" committee. Again, it may well be the case that insurance companies will insist on absolutely accurate reports on the safety of circuits before undertaking to accept any form of risk covering spectators. One cannot emphasize too much that "motor racing is dangerous". Far too often the attitude is taken that "people who come to watch should look after themselves!" This may, or may not be true, but the fact of the matter is that every possible safeguard must be undertaken by race-promoters who permit the public to be present at organized motor-racing events.

### OUR COVER PICTURE

*'MID GRASS AND GREASE: While some prefer races, others rallies, there is a hard core of enthusiasts who dearly love to pit their skill against Mother Nature. Here is R. Kemp and his Ford special, tackling Quarry III during the recent High Peak Trial.*



"Mammy!"

**KEITH HALL** is one of the young drivers who is being given a trial by B.R.M.

**ALAN RIPPON**, former Cooper driver, was married recently to Meryl Catling.

**HANS SANTEN**, of Vredestein, will once again be organizing a competitors' service for the "Monte".

**JOHN AND PAULINE COOPER** recently had an addition to their family—making it three in all: a complete team in fact!

**PORSCHE** driven at Caracas by von Hanstein and Barth was reported to have been a 2-litre machine.

**ASTON MARTIN** team drivers for 1958 include Roy Salvadori, Jack Brabham and Tony Brooks. Stirling Moss is driving a "3.7" at Nassau.

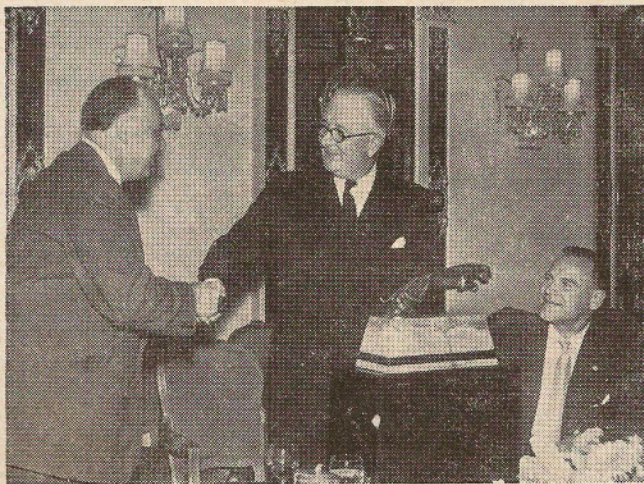
**PETER SIMPSON** has become engaged to Elizabeth Miller, of Coventry, who, it will be recalled, drove a Fitzwilliam M.G. at the M.G.C.C. Silverstone.

**COMPETITION** department of B.M.C. has at Abingdon for disposal at slightly under the 1956 list price: Pallas tyres, 6.00 x 15 and 6.40 x 15 (11 of each—brand new); also five part-worn 6.40 x 15.

## PIT and PADDOCK



**DOUBLE CELEBRATION:** Pete and Louise Collins cut their birthday cake during their week-end party at Dartmouth.



**NEW JAGUAR** for Ecurie Ecosse—but this one is in animal form and cast in bronze! It was presented to David Murray by Sir William Lyons at a gathering of the Ecurie and members of the Jaguar directorate at the Dorchester Hotel recently. Smaller replicas were presented to the members of the Le Mans team and to "Wilkie" Wilkinson, also in the picture.

**JOHN MILNE**, B.M.C. rally driver, is now in Killearn Emergency Hospital, Dunbartonshire, recovering from a recent road accident.

**LESLIE BROOKE** has now settled down as a Consulting Engineer at Ndola, N. Rhodesia. He misses his motor sport more than anything else.

**TONY VANDERVELL** was featured in an article by motoring journalist Denise McCluggage, in the 29th October issue of the *New York Herald Tribune*.

**MAJOR-GENERAL A. H. LOUGHBOROUGH**, C.B., O.B.E., has accepted an invitation to become a Vice-President of the B.R.S.C.C. Patsy Burt has now joined the staff of the club.

**PETER** and Louise Collins gave a birthday party last week-end at Dartmouth. Guests were entertained at the Yacht Club, the Queen's Hotel and also on board Peter's beautiful 74-tonner *Genie Maris*.

**L. M. BALLAMY (COMPONENTS), LTD.** announce that they have concluded arrangements with Messrs. Auto Spares and Accessories (Pty.), Ltd., of Pretoria, South Africa, for the manufacture and distribution of the L.M.B. "Supersprung" equipment and other accessories in the Union of South Africa.

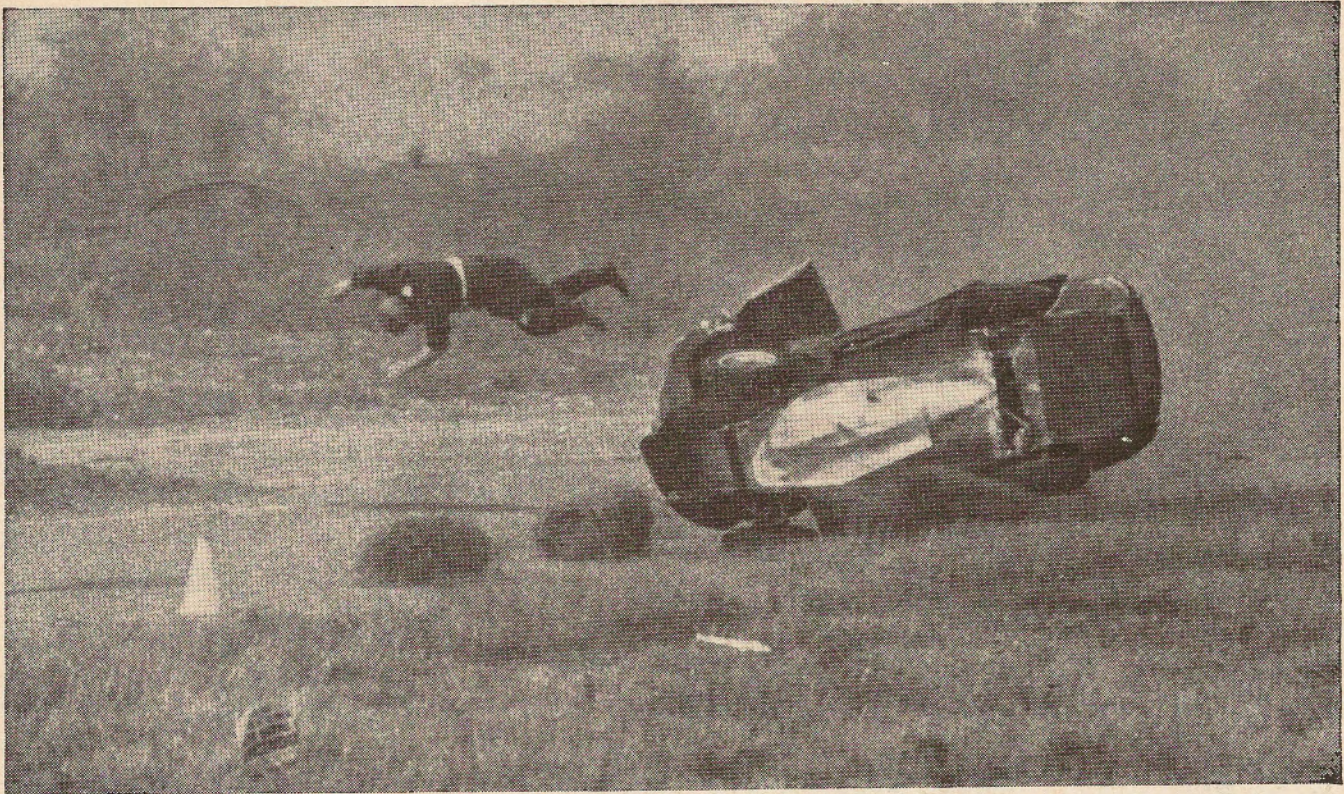
**DAVID MCKAY** scored another success with the ex-Moss DB3S Aston Martin on 3rd November, winning the Queensland T.T. Second was W. Pitt in a "D" Jaguar and third T. Sulman in a production DB3S. It will be remembered that Sulman drove in the Australian Kangaroo Stable Team in Europe in 1955.

**THE** record-breaking M.G. EX.181 will be on show at Jarvis and Sons, Ltd., showrooms at Morden Road, Wimbledon, until 23rd November, by courtesy of The M.G. Car Co. and Captain Eyston who organized the project and is a director of Jarvis. A short film of the record-breaking will be shown and those interested are asked to apply for tickets.

**MARK SHERWIN**, of the *New York Post*, and Charles Markmann (*The News*) would like any action photographs of early sports cars, with relevant histories, for inclusion in a forthcoming book. All material will be carefully handled. Correspondence should be addressed to Markmann, at 3 West 75th Street, New York.

**THE** Veteran Car Club of Great Britain have produced a new edition of their Catalogue of Early Motor Vehicles in Public Museums. It contains all information made available up to April, 1957. The Catalogue, which is of 40 pages, well indexed, is bound in stiff covers and can be obtained from the Secretary, V.C.C. of G.B., 46 North Row, Oxford Street, London, W.1, price 10s.

**ON** 29th November well-known racing mechanic, Alf Francis, will be present at "Motor Books", 41/42 Parliament Street, Whitehall, London, S.W.1, to sign copies of his book, *Alf Francis—Chief Racing Mechanic*. He will be present from 4.30 p.m. until 8 p.m. During the afternoon he will give a short talk on the recent "black flag incident" at Casablanca.



**SPECTACULAR!** This remarkable photograph of John Ogier being hurled out of his car after crashing at Stapleford was taken by AUTOSPORT's Chief Photographer George Phillips. Not until we learned that John was on the way to recovery did we authorize publication of this picture. Incidentally, the little notice in the foreground reads, "Motor Racing is Dangerous!"

## THE MONTE CARLO RALLY

*Stirling Moss and Peter Collins to Drive Rapiers Dependent on Argentinian G.P.—Strong B.M.C., Triumph and Ford Factory Teams*

ENTRIES have now closed for the 27th Monte Carlo Rally, of which the full quota of 95 British competitors has been taken up. These include factory teams from B.M.C., Standard-Triumph, Rootes and Ford. The former has a wide variety of vehicles, and the official team comprises, Austin A105: Jack Sears/Ken Best, Bill Shepherd/J. Williamson, Mike Couper/Peter Wilson; Austin A35: John Sprinzel/W. Cave; Morris Minor: Pat Moss/Ann Wisdom; Wolseley "1500": John Gott/Chris Tooley; Riley "One-Point-Five": Nancy Mitchell/Joan Johns, John Bremner/Tony Oldsworth, Ray Brooks/E. Brooks. Tommy Wisdom is taking an Austin-Healey 100-Six, Frank Grounds a Morris Minor and Les Leston a Riley. Gregor Grant/Chris Brasher are in an M.G. At least 27 B.M.C. machines have been accepted.

Ken Richardson's Triumph TR3 team comprises Maurice Gatsonides/Marcel Becquart, John Waddington/Michael Wood, Paddy Hopkirk/J. A. Struthers-Scott, Annie Soisbault/Pat Ozanne. An interesting entry is that of the British Army, with three Standard Ensigns. The team will be Lt.-Col. B. Crosby/Lt.-Col. McGill, Major Banham/Major Parry, Capt. Raper/Capt. Herbert.

Norman Garrad is in a bit of a quandary for his Sunbeam Rapier team. Depending on whether or not the Argentinian G.P. will be held, he has secured the services of Stirling Moss and Peter Collins, in cars entered by Peter Garnier/

Peter Jopp and David Humphrey. The team also includes Peter Harper/Peter Elbra and Mary Handley-Page/Doreen Reece. By leaving Moss and Collins as probable co-drivers, the entry of the two cars is ensured.

"Edgie" Fabrous, Ford's competition manager, has arranged the following teams—all Ford Zephyrs—(1) Cuth Harrison, Edward Harrison and Denis Scott; (2) Ronnie Adams, Sidney Allard and Gerry Burgess. Anne Hall is the entry for the "Coupe des Dames". Jack Reece and Raymond Baxter will be in a Mark III Aston Martin, from which the latter will do a series of B.B.C. broadcasts.

### BRITISH ENTRANTS—PROVISIONAL LIST

**A.C.:** T. Clarke (O); C. B. Pilgrim (H); J. Sunley (O). **Aston Martin:** R. Baxter (G); Count Charles de Salis (G). **Austin:** W. M. Couper (P); F. P. Grounds (G); A. Meredith-Owens (G); G. R. Milton (G); E. B. Ross (G); J. Sears (P); W. Shepherd (G); J. Sprinzel (P); G. K. Stratton (O); T. Wisdom (P). **Daimler:** C. F. Key (P). **Ford:** R. J. Adams (G); S. H. Allard (G); J. P. Boardman (G); G. N. Burgess (G); J. Cuff (G); E. Cuff-Miller (P); Mrs. A. Hall (G); E. Harrison (P); T. C. Harrison (P); J. Kat (L); K. S. Richardson (G); D. G. Scott (P); W. Todd (G); D. Uren (P). **Jaguar:** Viscount Boyle (G); E. N. Brinkman (G); W. L. Burnett (G); V. Cooper (G); G. F. Faulkner (G); R. W. Faulkner (M); E. J. Haddon (G); R. E. Holt (G); G. P. Jopp (G); E. N. London (P); G. Parker (G); D. O'M. Taylor (G); P. Walton (G); A. P. Warren (G); T. E. White (G). **M.G.:** K. N. Ballisat (P); G. Grant (G); L. Griffiths (O); H. J. Harper (G). **Morris:** G. Heaps (G); Miss P. Moss (P); W. C. Slocombe (P); B. Whiteway (G). **Riley:** J. I. Bremner (P); R. Brookes (P); J. Campbell (G); L. Leston (G); Mrs. N. Mitchell (P); J. Patten (P); W. R. Sutherland (G); J. A. Young (G). **Rover:** J. W. E. Banks (G). **Singer:** A. B. Fraser (O). **Standard:** Maj. C. Banham (P); C.

Corbishley (G); Lt.-Col. Crosby (P); I. D. L. Lewis (P); Miss C. Neil (G); Capt. J. Raper (G); J. Stoddart (G); J. C. Wallwork (G). **Sunbeam:** R. Davis (G); E. R. Evans (G); P. Garnier (O); Miss M. Handley-Page (P); P. Hayler (O); R. K. Hooper (G); D. R. Humphrey (P); E. W. Judge (P); G. A. Lewis (G); R. W. Merrick (L); D. R. Rawson (P); J. Ray (G); L. Taylor (G); J. Trigg (G). **Triumph:** P. Bolton (G); R. Dalgish (G); M. R. Davies (G); Miss B. Haig (G); J. McLaughlin (G); J. Waddington (P). **Wolseley:** J. Gott (P).

### Nominated Reserves

**Armstrong-Siddeley:** E. Walker (G); **Austin:** R. Harris (G); H. Appelby (G); R. H. Harris (P); **Ford:** L. Handley (P); W. T. Franklin (G); C. E. Pain (P); S. Carruthers (G); A. Hartnell (G); **F. Marchant:** G. J. F. Dickinson (G); G. A. King (G); **Hillman:** R. Hodson (G); J. Meikle (G); **Jaguar:** D. A. Kirk (G); E. Hodson (G); A. McCracken (G); E. Bradfield-Brett (G); **K. McLennan:** F. W. Brown (P); F. Ward (G); **Maj. I. Baillie:** D. Segall (G); Mrs. L. Snow (G); W. Teague (G); H. O'Connor-Rorke (G); **M.G.:** D. Seigle-Morris (G); Mrs. D. Harris (P); R. Vicat-Cole (G); **Renault:** D. J. Brown (G); **Riley:** D. Stavert (G); D. E. Lawrence (G); **Standard:** Dr. I. Cameron (G); **Sunbeam:** L. Enion (G); E. Yardley (G); **Wolseley:** Dr. A. Mitchell (G).

**Key to Starting Points:** Glasgow, G; Paris, P; Oslo, O; Lisbon, L; Munich, M; The Hague, H.

### RALLYE BORDEAUX-SUD-OUEST

OF the 19 finishers in the 11th Bordeaux-South-East Rally, only Mothe/Barthe (Simca Aronde) were penalized. In second place came the 300SL Mercedes of Cotton/Leclère with 120 points penalty, then the Buchet/Jay Porsche Carrera (600 pts.).

The Triou/Auxire Triumph, and the Martell/Guyer Aston Martin, were second and third in the over 1,600 c.c. G.T. category. Not a single one of the six contenders for the Coupe des Dames finished.

LOTUS ENGINEERING telephone number is now Fitzroy 1777 (three lines). All other lines have been cancelled.

## THE BUTTERWORTH SWING-VALVE ENGINE

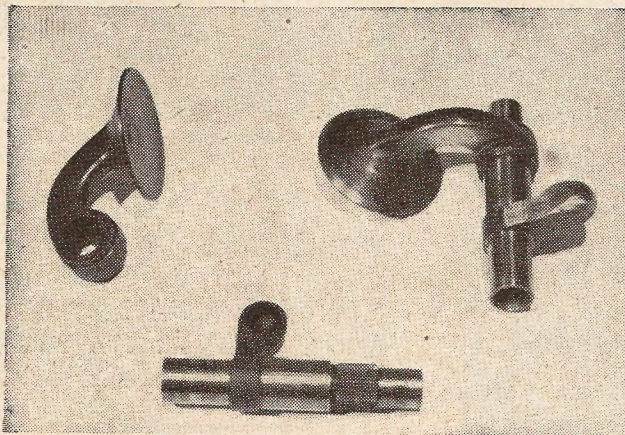
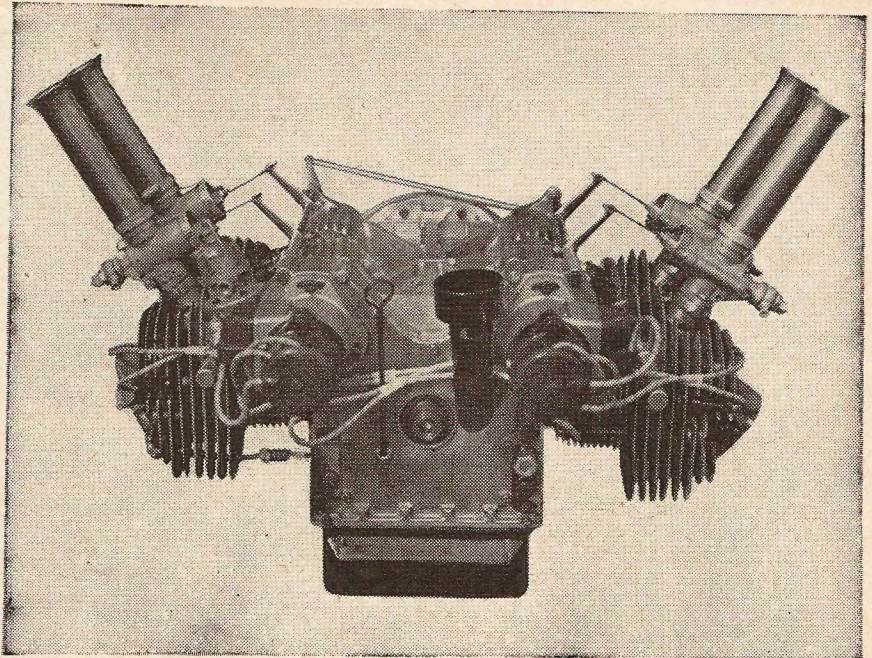
AFTER a pretty exhaustive season Archie Butterworth's flat-four racing engine has shown great promise although it is not quite *au point* as yet. The performance of the swing-valves has been particularly impressive and the same set has been in use for the whole season. They are still in perfect condition and there is no measurable wear on the valves or their seats!

Shortly after starting to circuit test this engine in the Elva sports car, a large increase in power was gained. The main reason for this was that a much better supply of cooling air was available in the car as compared to that in the test-house. This made advantageous alterations possible. These were carried out and realized an extra thousand revs. and about 10 per cent. improvement in B.M.E.P. The current power estimates, repeat estimates, are as follows:

B.H.P. 155 at 7,000 r.p.m.

B.M.E.P. 208 lbs./sq. in. at 5,000 r.p.m.

Torque 125 lbs./ft. at 5,000 r.p.m.



*EVEN MORE unconventional than its appearance suggests, the 1½-litre Butterworth flat-four racing engine uses swing-valves instead of the orthodox poppet variety on the inlet side of things, poppet valves being used for the exhaust. The swing-valve and its rocker are shown on the left.*

★

As the engine had not been run above 7,000 r.p.m. on the test-bed, Archie Scott-Brown was asked not to exceed this figure unless he had to, but he reported that the car was still accelerating strongly at this limit, so the peak power is now probably at around 7,500 r.p.m., which was the original design speed.

However, this increase in performance showed up two defects in the exhaust valves. One of these was a supplier's error, leaving only  $\frac{1}{8}$  in. thickness half-way round the hollow fillet radius of the sodium-cooled valve. The other trouble was due to the firm's error in thinking that the threaded end of the valve stem could be stressed on the basis of temperatures not exceeding 150 deg. C. As it happened it was not uncommon to find a purple-brown temper colour running the whole length of the plain portion of the stem and half-way up to the valve collar. Only a limited redesign was possible in mid-season and some rather hastily made valves were delivered on the Monday of Silverstone week. A small defect on these put Archie out in practice and also during the race. This was a great blow as the car had been expected to win this race, it being the last worth while one of the season. Since then, however, a lot of reliable running has been done with "temporary" exhaust valves and ample data has been gained

to make a dependable valve for next year. Direct oil cooling has now been applied to the "sharp end" of the stem and this has reduced the temperature to about 120 deg. C.

For next year the firm has ordered an F2 Cooper-A.J.B. They are producing a special version of their five-speed gearbox to suit rear-engined installation. This unit has a pair of small bevels taking the drive from the output shaft to a

★

*MONUMENTAL blow-up! — meaning in this case, not the abrupt demise of an engine, but an out-size photographic enlargement. This picture, taken by AUTOSPORT'S Francis Penn, of Fangio at the Karussel during the German G.P., was enlarged from a 1 x 1½ in. Contax negative to 6 ft. x 10 ft. for display on the Lodge stand at the London show.*

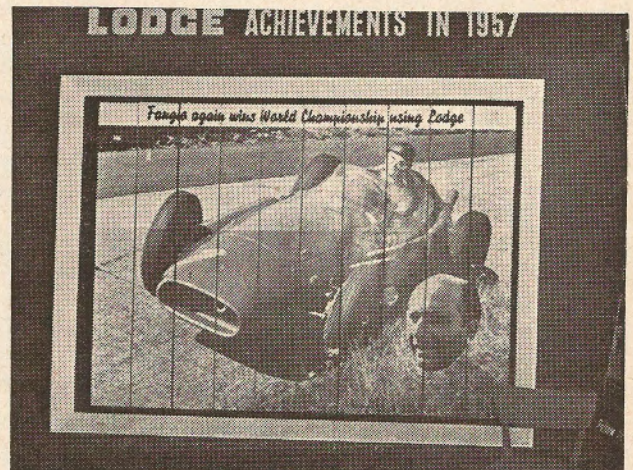
pair of interchangeable spur-wheels, the larger one of which is mounted on the hydraulic limited-slip differential unit. With the bell housing detached, these boxes would also be suitable for rear-mounting on a front-engined car.

### AT LAST—THE 1958 APPENDIX J

THE long-awaited 1958 version of Appendix J to the International Sporting Code has just been published. There are slight changes in the categories for Production Touring, Improved Touring and Special Touring cars, but the new edition particularly clarifies the position of G.T. machines. It is not expected to rule out any British cars. Regulations which first come into force on 3rd January, 1958, are as follows:—

**Production Touring Cars:** As before, except that cars must be in current production, or have been in production within the previous four years and 1,000 cars must have been built with identical body and mechanical parts. Fuel tankage and/or radiator capacity may be changed, if listed as optional equipment in the catalogue. Gearbox and/or axle ratios may also be changed when catalogued as alternatives without extra cost, but only two different sets of ratios will be accepted (plus automatic transmission).

**Improved Production Touring Cars:** As before, except that the diameter of the inlet manifold at the flange may not be altered. Improvements to



brake cooling are allowed, providing that the drums or discs are not changed.

**Special Touring Cars:** These may now be based on cars which have been out of production for more than four years. Minor modifications are allowed on gearbox and axle casings to allow for a change in the number of ratios and/or the fitting of an overdrive. Superchargers are now prohibited unless catalogued.

**Grand Touring Cars:** Up until May, 1958, 100 examples must have been produced in 12 consecutive months if closed, or 200 if open, but apart from very simple seating requirements there are no other new regulations. From May onwards, the minimum number of cars which must be produced is 100, whether open or closed, but the cars must comply with dimensional requirements which are very close to the Appendix C regulations. In addition, cars up to 1,000 c.c. must have a luggage boot with a capacity of not less than 100 cu. dm. (100 litres), while cars of over 1,000 c.c. must have a boot capacity of not less than 150 cu. dm. The bodywork must be such that the car is usable for touring in respect of comfort and weather protection. The minimum inside width is 100 cm. for cars of up to 1,000 c.c., and 110 cm. for cars of over 1,000 c.c. (Appendix C, 120 cm.). Seats, doors, etc., are as Appendix C. Side windows must be at least 40 x 25 cm. (Appendix C, 50 x 30 cm.); rear windows, 50 x 10 cm. (30 x 18 cm.); windscreen width for cars up to 1,000 c.c., 90 cm. and for over 1,000 c.c., 100 cm. (100 cm.). Vertical height must be at least 20 cm. (15 cm.). A hood is compulsory on open cars and the regulations for individual events may require it to be used. It may be replaced by a hard-top, but the minimum interior height limit of 85 cm. from the lowest part of the seat applies to both hood and hard-top.

No changes to Appendix C are anticipated for 1958.

GERARD CROMBAC.

### THE 1958 INTERNATIONAL CALENDAR

**January.**—12, G.P. of New Zealand; 19, G.P. of Argentina; 26, Buenos Aires 1,000 Kilometres\*; 26, Lady Wigram Trophy (N.Z.).

**February.**—2, Buenos Aires G.P.; 8, Invercargill races (N.Z.); 16, Championship of New Zealand; 24, G.P. of Cuba.

**March.**—22, 12 Hours of Sebring\*.

**April.**—7, Pau G.P.; 7, Goodwood; 13, G.P. of Syracuse; 19, Aintree; 20, Tour of Sicily; 27, G.P. of Naples.

**May.**—4, Silverstone; 11, Mille Miglia\*; 18, G.P. of Monaco; 26, Marlborough races (Rhodesia); 30, Indianapolis 500.

**June.**—1, Nürburgring 1,000 Kilometres\*; 8, G.P. of Holland; 15-16, Le Mans 24 Hours\*; 22, G.P. of Belgium; 29 (or 6 July), French G.P. (G.P. de L'A.C.F.).

**July.**—6, G.P. of Portugal; 6, Mont Ventoux Hill-Climb; 13, Susa-Mt. Cenis Hill-Climb; 19, British G.P.; 27, Fribourg Hill-Climb.

**August.**—3, German G.P.; 10, G.P. of Sweden\*; 11, Gaisberg Hill-Climb; 31, Oillon-Villars Hill-Climb.

**September.**—7, G.P. of Italy; 13, R.A.C. Tourist Trophy\*; 20, Oulton Park; 21, G.P. of Berlin; 28, G.P. of Modena; 28, Mt. Parnes Hill-Climb.

**October.**—5, Australia T.T.; 6, G.P. of Australia; 26, G.P. of Morocco.

**November.**—9, G.P. of Caracas\*; 30, G.P. of Melbourne; 30 (or 8 December), Start of Nassau speed-week.

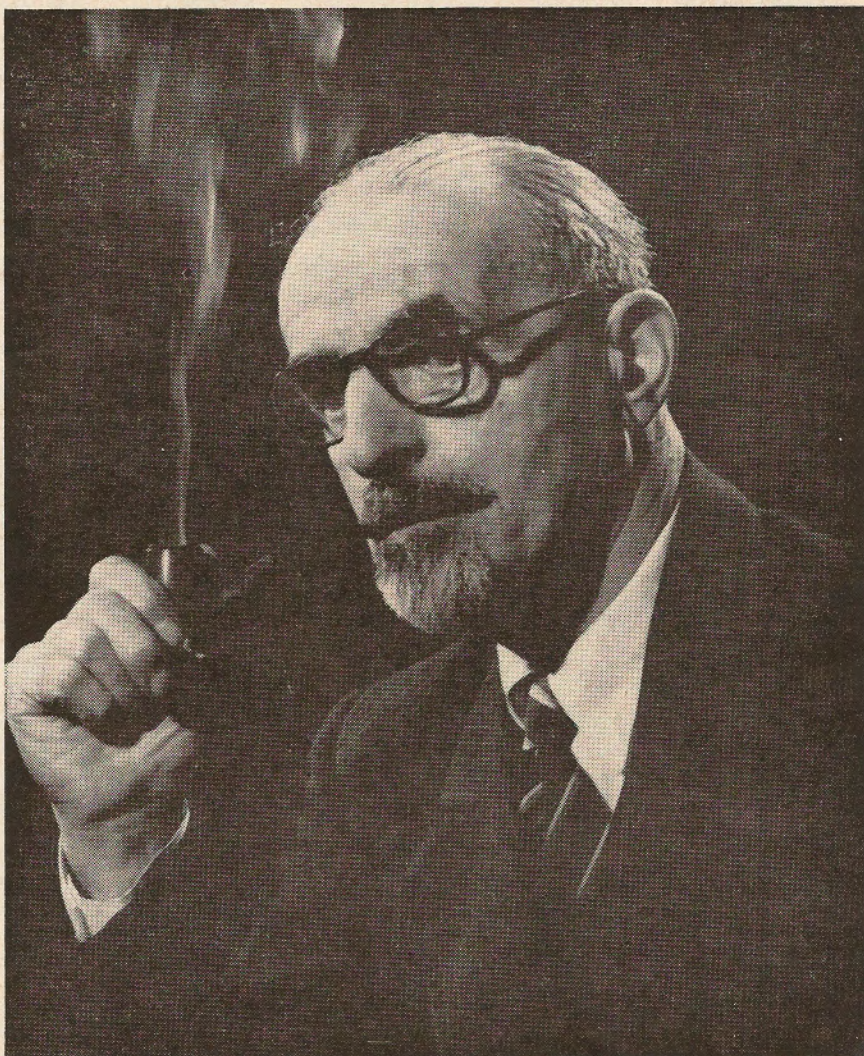
Events in heavy type: World Championship. \* Sports Car Championship (up to 3-litre only).

#### EUROPEAN CHAMPIONSHIP RALLIES

Monte Carlo, 22nd-29th January; Sestrières, 24th February-2nd March; R.A.C. Rally of Great Britain, 11th-15th March; Tulip, 27th April-3rd May; Acropolis, 7th-11th May; German, 15th-18th June; Geneva, 23rd May (approx.); Midnight Sun, 9th-14th June; Alpine, 4th-12th July; Adriatic, 23rd-27th July; Liège-Rome-Liège, 27th-31st August; Viking, 19th-22nd September; Iberian, 23rd-26th October.

#### CAR-SLEEPER ACROSS FRANCE

FRENCH RAILWAYS announce that they have decided to run the "Boulogne-Lyon Car-Sleeper Express" daily except Wednesday in 1958, from 16th May to 3rd October, from Boulogne, and from 17th May to 4th October, from Lyon. Rates for transport of car and two passengers in couchette sleeping berths will be the same as this year, *i.e.*, from £28 upwards return according to the length of the car. The return fare for each passenger in excess of the first two, with a couchette berth will be £8 for an adult and £5 15s. for a child.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

No. 77—S. C. H. DAVIS

FOR a great many years Sammy Davis has been a famous figure in the world of motoring sport. In pre-war days his deeds with M.G., Austin, Aston Martin, Riley, Bentley and other makes too numerous to mention were legion. As one of the original "Bentley Boys" he will go down in history, and who will ever forget the momentous victory of "Old Number Seven" at Le Mans, following that multi-car pile-up at Maison Blanche. Sammy not only gained fame as a driver, but writing under the pseudonym of "Casque" in *The Autocar*, he became one of the foremost motor sporting writers in the world. His own racing experiences gave his articles that touch of authenticity that enthusiasts applaud, and his book *Motor Racing* became the bible of the motor sporting world. Since his retirement from Dorset House, Sammy has occupied himself in writing books and articles, serving on countless committees, and in general keeping in touch with every aspect of the "Sport". As one of the founder-members of the influential and exclusive British Racing Drivers' Club his advice is continually being sought by club officials. During the past few years Sammy has grown a beard, causing him affectionately to be described as the "Professor of Motor Racing". This is indeed apt, for if there were Chairs of Motor Racing at any of our universities, Sammy Davis would surely occupy one of them.

G.

# 1958 144 1958 RALLYE MONTE-CARLO

# The 1958 "Monte"

by Maurice Gatsonides

*A Previous Winner describes what may be the Toughest Monte Carlo Rally of all*

It seems to me that this "Monte", the 27th of the series which started in 1911, will again be what it used to be before the last war, the toughest touring car event in the International motor sporting calendar.

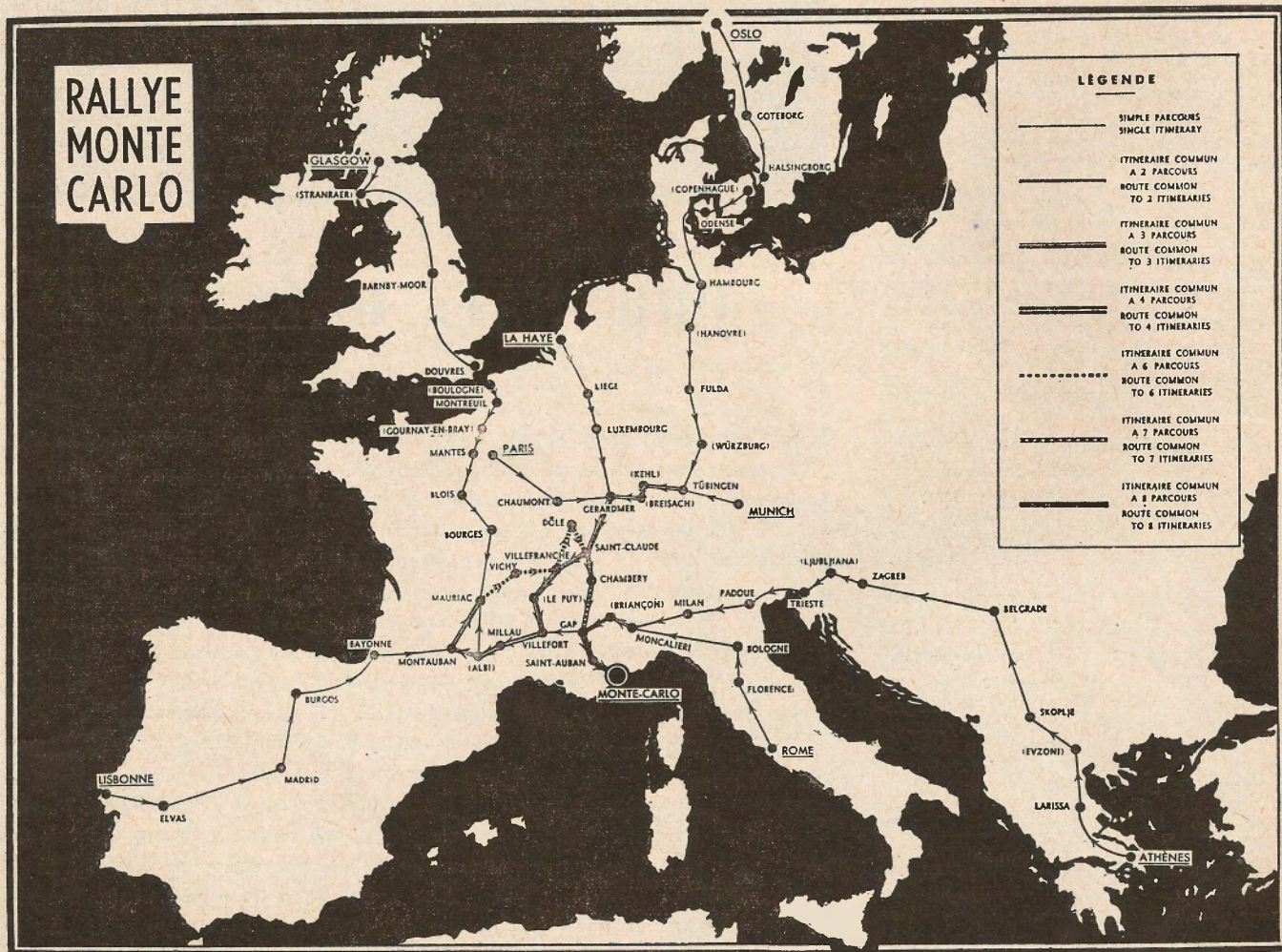
As usual the participants, whose maximum total number will be just over 350, can choose their start from all corners of Europe, West of the Iron Curtain. From Glasgow, Oslo, Munich, Athens, Rome, Lisbon, Paris, or The Hague, one can begin the adventure, which finishes after some 1,800 to 1,900 miles at the Mediterranean town of the Casino, where one has to stay a week to attend all the events after the road section of the Rally has finished. More than ever before the eight roads leading the competitors to Monte Carlo are running over difficult country. For the British, and, of course, also for the Dutch boys, it is interesting that The Hague, formerly only a passage-

control, is now a starting point. I suppose this will affect the number of starters from Glasgow, as The Hague used to be a favourite with the people from the U.K.

However, "on paper" I would say a start from The Hague is one of the worst. Coming together with the road from Munich, it continues over mountains and through valleys, via the Vosges it runs through the Massif Central from North-East to South-West and back again with a long detour to the French Alps, finally arriving at Monaco. To me the most favourable start is the one from Lisbon. From there to Bayonne, just over the French border, it is some 750 rather easy miles with little trouble to expect, while the set average outside France is only just over 50 k.p.h. or approximately 32 m.p.h., which is the same for the other seven starting points, of course. On top of that the roads in

Spain at the moment, since the Americans started to build air-bases in that country, are no longer repaired and cleaned of snow by a dozen roadworkers clad in tattered rags with their spade and inseparable basket, but by huge bulldozers, earth scrapers, snowploughs and similar very modern material. As a result one needs no more than half the time of six years ago to drive down the National Road Number 1 from Madrid to San Sebastian. This all seems to be favourable for the Lisbon itinerary, but if King Winter, capricious as he is, wants to strike somewhere on the Spanish Plain, nobody will arrive in time at San Sebastian.

As far as one can see the troubles to expect on the routes from the other starting places must be considered to be of a toughness between the mentioned extremes, Lisbon and The Hague-Munich. The Athens route is a gamble





altogether. It can be a very easy run, but one may get stuck for a week somewhere in the Balkans. The reproduced map of Europe clearly shows the different itineraries.

As soon as one gets on French territory, the set average of 60 k.p.h.—37.3 m.p.h.—applies to all routes with the exception of the last section, a 90-mile stretch from Saint Auban to Monaco, where the average is brought down to 50 k.p.h.

In France the competitors, contrary to the sections of the route in other countries, have to stick to a fixed itinerary between two controls and on top of that they must be careful not to average over 80 k.p.h.—50 m.p.h. In the last two years the French authorities have obliged the organizers of Rallies to check the speeds of the competitors at secret points. While both competitors and organizers hate it, it must be expected that these checks will be held, especially on the last joint routes, where all itineraries have come together. Exceeding the time limits, either way, will be penalized with 10 marks per minute, which applies to both known and secret time-checks. On top of that comes the rule that no car may be parked five kms. before a fixed control, which is bad luck for people like myself, who very much like a short stay in bed, even a very short one, a bath or a good meal in a restaurant. It may sound rather unusual that this parking is allowed as soon as the competitor has handed his road-book to the control. He then can use his car freely, but, of course, has to report in time for his start for the next section.

As is the case for all events counting for the European Touring Championship, one can enter every type of car, except Sports and Racing Cars. There are four capacities, with limits at 1,000 c.c., 1,300 c.c., 2,000 c.c. and unlimited.

Several cars, two years ago classified as Sports Cars, are now classified as Grand Touring Cars. I would like to mention as examples: XKs, M.G.As and TRs. All this will be difficult to understand for the reader who has no knowledge of the political manipulations of the manufacturers, necessary to cope with the inscrutable regulations of the F.I.A. who, in their turn must modify their instructions any time the authorities start to complain.

All cars, great and small, are subdivided in two categories for the coming "Monte", viz., in category number 1 the Standard and Modified Production Cars and in number 2 the Special ones, the Grand Touring and the modified Grand Touring Cars. I hope that the poor reader, not accustomed to all these divisions and sub-divisions, will not clutch his hair in despair when hearing about all those different types but to him I offer my apologies by declaring that this article is primarily written for crews who want the fullest possible information.

#### A Puzzle

However, not even intending competitors fully understand the regulations. This was apparent a fortnight ago at a first meeting of the Dutch "Monte" competitors. It appeared that hardly anyone completely grasped the meaning of one article, which seemed to be contradictory, at first sight, but which proved to be extremely subtle. I am sure that

even in the U.K. this article caused confusion.

This article relates to the prescribed minimum and maximum averages for the classification test, which is open to every driver who has covered his 1,900 miles-long first part of the Rally. Only after his arrival at Monaco is the competitor given further particulars of this test, information about his starting time, the sections and the time-limits imposed for the test, which, this time, will have the fantastic length of 655 miles. The itinerary is given in the regs. and meanders through the Maritime Alps, directly North of Monaco, continuing to the West along rather fair roads to end up in the South-Eastern foot-hills of the Massif Central, after which it curves back mostly along the same roads to the finish at Monte Carlo.

The officials take good care of the poor tired competitors and promise them at least six hours rest before they start off on this "little trifle". Or maybe they want all competitors to have finished the first part of the Rally, before sending them out again for this second part.

Although the number of occupants may be two to four per car during the initial run to Monte Carlo, only two are allowed for the final test. The others are far better off; they may sleep for 24 hours or can start losing their money to Mr. Onassis's roulette and baccarat tables, while their poor companions have still 20 to 22 hours of tough going ahead. The man at the wheel will have to turn this accessory several thousands of times to keep his vehicle on the many narrow and winding roads covered for the greater part with snow, ice or mud. His navigator will not only have to be somebody with a tenacious nature to prevent being flung all around the car (I advise him to tie himself up with shoulder-type safety-belts), but he must also be a combination of a computer and an electronic brain to solve the many mathematical problems which he has to face from the very beginning of this hectic drive.

#### An Explanation

The sections into which these 655 miles are divided must be covered at different average speeds, but a certain maximum may not be exceeded. And here we met with what at first sight seems to be a discrepancy, because this maximum is, for the faster cars of category 2, 8 per cent. lower than for the slower cars of category 1. This simply means that the time allowance for the former is some 30 per cent. less than for the latter, whereas the minimum speed is the same for all. The faster cars will thus be unable to improve much on their set average and not gain much time on the faster stretches for the coming obstacles. For it should not be overlooked that behind every blind corner or hidden in small shacks, timekeepers with stop-watches in hand may be hidden, whereas all cars are displaying large numbers on the sides.

An example may be very useful and to make things clear I will use round figures, without mentioning seconds. If an average speed of 60 k.p.h. is imposed on a stretch of road 30 kms. long, the slower cars may travel at 80 k.p.h., whereas the faster ones are only allowed a maximum of 73.6 k.p.h. The time margin for the first category is  $7\frac{1}{2}$  mins., and for the second category  $5\frac{1}{2}$  mins. This may not look much of a difference.

but competitors who know the country will realize that this difference means a heavy handicap.

To make things worse, and very probably exclude any possibility of a tie, the organizers reserve the right to establish absolute averages for some of the sections, which means that no margin is allowed and that every tenth of a second too early or too late will be penalized with a tenth of a point!

The different kinds of average-speed-indicators, of which the Halda is the most practical and will also therefore be the most popular, do not show time differences of less than half a minute, but for these sections of absolute averages countless stop watches, slide-rules, mechanical computers and many other clever gadgets will be seen.

This last test will take almost 24 hours, and this includes a night, a long wintry night, with fog for a certainty, a fog which is even possible in the mountains in daytime.

#### A Way Out!

For those who want to do the Monte without having to undergo this ordeal a nice alternative has been arranged. They are allowed to declare on their arrival at Monte that they do not wish to do this final test. They will be awarded the plaque and the much coveted bar to their Rally badge and will be placed on the final list. They will even have a higher place than competitors who have lost more points on the first section and who do take part in the classification test.

After the finish of this only classification test the cars are subjected to a technical scrutiny, in which they can lose still more points. Even dented mudguards and scratches will be taken into account, which is something new in Continental Rallies.

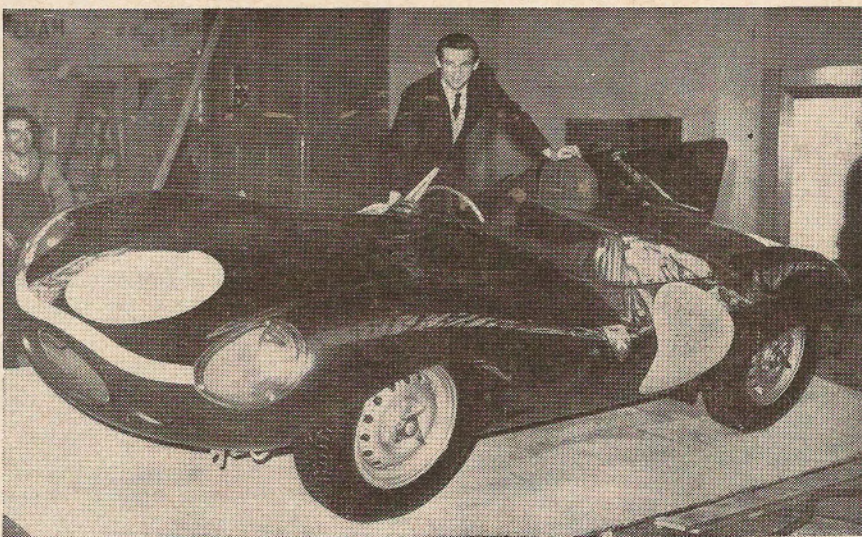
The next day everybody can take it easy to dive into the many distractions offered by the small paradise called Monte Carlo. The boffins are kept very busy that day, for they have to produce a final classification out of the many thousands of figures. However, this work will be done with the aid of modern methods. Just as at Le Mans, where the intricate Index of Performance necessitates endless calculations, in the Monte Carlo also an I.B.M. electronic brain will be used.

After the final results are made known two important competitions, not counting for the Rally itself, take place, as usual, the Road Safety and Comfort Concours and a driving test of the round-pylons-and-reverse type.

The last day is dedicated to the prize-giving in the fairy-tale atmosphere of this miniature principality, where the soldiers in opera-uniforms add very special flavour to the proceedings on the inner court of the Palace on the Rocks. And everybody fervently hopes that Princess Grace will be present. In a final explosion of pageantry the famous gala dinner ends this Monte Carlo Rally—a dinner where more than 2,000 guests within the same minute all get the same course (one of the ten of which the dinner consists) on their pre-heated plate. To all "Monte" enthusiasts it will be a great joy to hear that Anthony Noghès, after three years' absence, will be once again an official. At the special request of Prince Rainier himself he has consented to fill the open place of the much lamented Charles Faroux as Clerk of the Course.

*ON SHOW* at the Kelvin Hall was one of the Ecurie Ecosse D-type Jaguars, and Ninian Sanderson called at the stand on his way round the exhibition.

EVERY Scottish Motor Show seems brighter than the last. We say that in the sense of it being a colourful show, not in the sense that it is a display of new and original motor cars that have not been seen elsewhere. It is a show organized by a trade body, the Scottish Motor Trade Association, and the purpose of it is to sell cars to private buyers—that is why one finds nine Humber Hawks, nine M.G. Magnettes, and nine Sunbeam Rapiers distributed among the stands at Kelvin Hall. This, perhaps, prevents the enthusiast seeing a great variety of motor cars but the Scottish Motor Show does give the majority of motorists a first-class opportunity of seeing the new car he is considering that he will buy in a whole range of colours



## SAMPLING SCOTLAND'S SHOW

"AENEAS" takes a look around the stands at the Kelvin Hall, Glasgow

and trims. The enthusiast may tend to be a little disappointed that the Lotus Elite, for instance, was not on display and that none of the Scottish traders had thought fit to put a new Frisky on his stand or find space for an example of the Berkeley or Goggomobil coupés. These are cars which we are sure would have attracted attention and would have made for increased attendances.

Nevertheless, we enjoyed the Kelvin Hall exhibition and we found much that would appeal to the enthusiast. Of course, everyone was talking about the new Riley and dashing around madly looking for a "demonstrator". These were available, and if the connoisseurs of the marque Riley were a trifle disappointed by the somewhat "chunky" and high appearance of the car they were very much impressed by its performance.

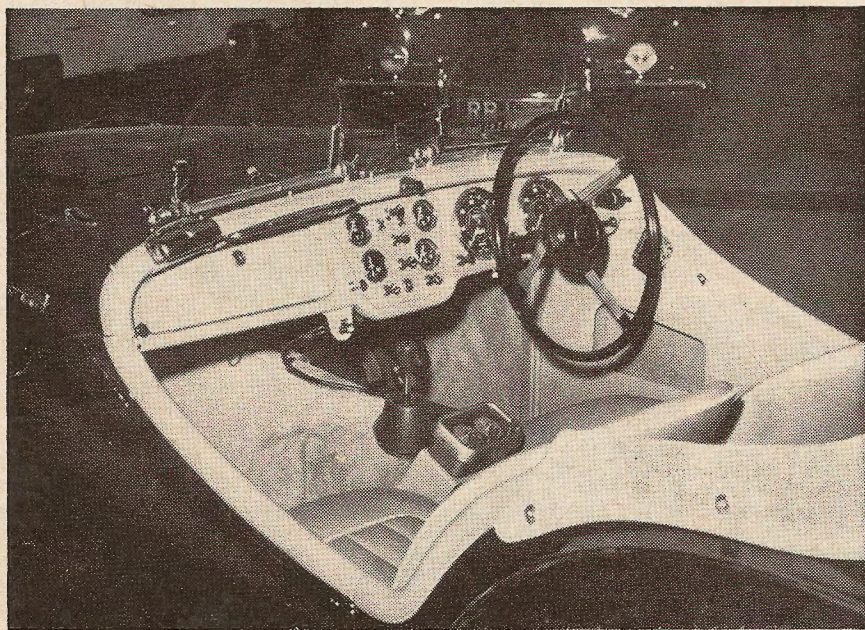
This One-point-Five is a good goer and will undoubtedly catch the eye of the clubman who wants a mount that he can use for business, pleasure outings with the family and that will give him a chance of appearing in the awards list when he takes part in club events. For the out and out enthusiast, it is obvious that the 1½-litre "B" series B.M.C. engine will respond to treatment, though this might overwork the braking department. But, for everyone, the main thing is that B.M.C. have produced a performance car that is very reasonable in price.

The car which caught our eye was the Alvis Graber Sports Saloon. To our mind this is a most handsome and beautifully finished motor car with lovely clean lines and the absolute minimum of fussy chrome work. The interior matches

the exterior and the car attracted many admirers on the stand of James H. Galt. There were many visitors on the ten stands which alternated between either a Cresta or a Velox. For many Scots this was their first sight of the new Vauxhall models and the long, low look of these cars is unquestionably impressive though we could do with a little less chromium. We have no doubt that both the Velox and the Cresta will sell like hot cakes as, in addition to their very modern appearance, the six-cylinder Vauxhall engines will continue to perform in most reliable manner with a remarkably mild appetite for fuel.

All around the Show we seemed to come across the M.G.A in open or fixed head form, but we think this was because most of them were finished in bright red and could be picked out even among the crowds which swarmed about them. The marque is a universal favourite and both the "A" and the Magnette, particularly in its duotone form, were being sat in so often that we reckon before the show finishes tomorrow night models with no mileage on the clock will be showing three months' interior wear. But we also reckon it will be worth while in sales figures.

We came across a Porsche which was not shown in the Show catalogue and, like the Graber Alvis, its functional lines do tend to take the Michael out of some of the flashy and boxy models in which any relation to aerodynamic form is purely coincidental. But, dear me, we wouldn't say the "S" Series Rolls-Royce Silver Cloud or the magnificent olive green Bentley Continental two-door sports saloon, by Park Ward, on the Clyde Automobile Company's stand, were the essence of aerodynamics but that didn't prevent us from standing drooling



*COMPETITION* equipment in full measure was shown on this Triumph TR3, even including aero screens and that rally-driver's "must", the Halda Speed-Pilot.

with admiration. On the stand of Ross-leigh, Ltd., a delightful ivory Jensen 541 was the cynosure for every eye. Disc-braked, sleek and incredibly fast were the words used by the firm to describe the car in the Show catalogue and we did like their summing up in the same description—"Truly a car for memorable motoring".

The exhibits reflected the lively attitude of Scottish traders, and on the stand of the Hawick Motor Company there was a Triumph TR3 in British Racing Green and with red leather upholstery. It was in full competition trim from the stone-guards to the fold-flat screens and the equipment included such niceties as a Halda and a hooded navigator's lamp. This lively attitude was also reflected in many of the stands of the accessory people. Lucas had a display in which they could show the throw of their spot-lights by illuminating an object at the bottom of the hall from their stand at the top, and Trico-Folberth had good working models of screen wipers all working overtime. The Scottish motoring magazine *Top Gear* were showing the latest Jaguar film of this year's Le Mans race and the Castrol film of the Monaco Grand Prix on their stand, while the Scottish Motor Trade Association showed originality by departing from the tradition of showing only new cars. On a special stand the Le Mans-winning Jaguar of Ecurie Ecosse was on display and, on opening day, both David Murray and Ninian Sanderson were on hand to talk about the car and to sign the autograph books of their many admirers.

And, talking of Jaguars, this marque was well represented in Kelvin Hall—no fewer than nine stands carrying examples of the car. Looking around them we continue to marvel that the rapid and well-finished 3.4 Jaguar can be produced for the price quoted. Like the XK engine this is one of the wonders of modern motor car manufacture, and Sir William Lyons must be one of the most cost-conscious men in the industry. In an interview published in a Glasgow newspaper, Sir William was emphatic about the importance of competitions. Commenting that there were lessons to be learned on the race track that could be learned no other way and that the value of success in competition was tremendously important from the publicity point of view, he made no bones about the fact that the Jaguar Company would return to the competitive scene, but he refused to be drawn as to when.

In the opening days of the Show many personalities were to be found in Kelvin Hall. George Harriman and Reg Bishop of B.M.C. were to be seen having a word with their dealers. Sir William Rootes was on the platform at the opening ceremony, which was performed by Lord Tweedsmuir, who made an excellent speech as did George Valentine, S.M.T.A. President, and Sir William Sinclair, managing director of Dunlop (Scotland), Ltd. Public Relations men, Penrice of Standards, Rankine of Jaguar, Wheelhouse of Ford, Wilcox of Rootes, Savage of Vauxhall and Bradley of Rover, were all to be found casting around for fresh ideas or gimmicks. Speaking to them one realized that the main virtues of the Scottish Show are its friendliness and the opportunities that it provides to talk quietly with dealers and to have a word with the average motorist as well as with the enthusiast. There is a fine chance to discover just what the public are thinking about the products of the

industry, for Scots are fairly outspoken and as remarked at the beginning of this piece, the Scottish Show is a buyers' exhibition; one where individuals and not other traders go to make their choice of a new car. It is also an opportunity for the men of the industry to get away from their desks, and it is amazing how many of them find time to have a look at Loch Lomond or go motoring in the lovely shires of Argyll and Perth.

To conclude this article, we might remark that the Scottish Show is the only one in Britain to display commercial vehicles this year. And from the technical point of view, there is much that is of interest from a double deck bus fitted with air suspension to vehicles with dual circuit braking in which front and rear brakes work independently though controlled by the same pedal. Other developments include transmission hand-brakes, more powerful engines that lead to less gear changing and a remarkable amount of power-assisted steering. All of which add up to a Scottish Show that we found more interesting than ever.

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#### ... AND THE CELEBRATIONS ...

IN the midst of struggling to have their stands and their copy ready for Friday's opening, trade and Press were delighted to get their feet up at a little party given by Mercedes-Benz at which they showed their new film "Three-Pointed Star". Peter Hunt, of Downtons, was up from London to look after things and did so very well. The film is a good documentary, combining colour with black and white. As well as tracing the 70 years of Mercedes-Benz history some excellent racing sequences are included in the film and it will make an interesting contribution to club film shows during the winter.

This was on the Wednesday and on the Thursday, after the Press Preview, Frank Peters, of Clyde Automobile Company, invited Press and customers to meet the directors of Rolls-Royce and Bentley. We had a word with A. K. Stevenson at this party and he is already looking forward to welcoming competitors in the Monte Carlo Rally at the Royal Scottish Automobile Club. We also got our eye on John Stenhouse having an earnest discussion with the

Service Manager. There can't possibly be anything wrong with that new Rolls-Royce, can there, John?

On Friday everybody was involved at Kelvin Hall but, on Saturday, just before lunch time, David Prosser had a few friends to his showrooms in Glasgow's Bothwell Street. This family business had been handling Wolseleys since they first came on the market and David is delighted with the new 1,500. Pat Prosser was on hand from his own establishment at Cathcart, and although he does not compete himself these days, he never misses a meeting in the South and sets up mighty high averages in getting there. George Harriman and Reg Bishop, of Nuffields, were among the guests and in the front of the showrooms David Prosser had on display the M.G.A body and chassis which went pirouetting round like a chicken on a spit and attracted lots of people to the windows of the showroom. This display unit came from Earls Court and it is a pity that there weren't more of such items on show in Kelvin Hall for, to engineering types like so many of Glasgow's citizens, they are undoubtedly an attraction.

On Monday morning Roland E. Dangerfield, of *The Motor*, had a party in the Central Hotel to hand over to David Murray, Ron Flockhart and Ivor Bueb that handsome trophy which *The Motor* presents to the British entrant of the British car which, finishing the course, covers the greatest distance in 24 hours. It was a well-attended gathering and we were pleased to see the full team of Ecurie Ecosse, including "Wilkie", turning out for the occasion. Adding magnificence was a Pomeroy waistcoat which we haven't seen before and working very hard to see that things ran smoothly was Jim Mustard, the Scottish representative of Temple Press.

Around the city the usual crop of trade luncheons took place but a little ceremony worth mentioning was the presentation of the Peter Hughes Memorial Trophy which S.M.T.A. president, George Valentine, handed over to David Murray in Kelvin Hall on the Tuesday. Followers of the sport and those interested in motoring journalism will remember Peter Hughes, whose writings have appeared in *AUTOSPORT*. He was killed in a road accident while returning from Le Mans last year and his people have provided a very lovely silver salver for presentation each year to the Scot who does most for Scottish motor sport in that year. We feel sure that Peter would have agreed on David Murray as the ideal choice for this year.

#### ASTON MARTIN DB MARK III

JOHN BOLSTER regrets that, in his London Show report, he failed to remark that the Aston Martin DB Mark III was making its bow to the British public. Having already seen it at the Continental salons, he momentarily forgot that it is, in fact, a new model. Incidentally, during the Guild of Motoring Writers' test day at Goodwood the demand for the Mark III was constant and between 11 a.m. and 4 p.m. no fewer than 27 drivers and some 67 passengers travelled 201 miles in the car. This works out at an average of 40 m.p.h. over the five hours! Quite a remarkable figure when one considers that every three laps the Aston had to come into the paddock, shed its occupants and fill up again before going on its way.

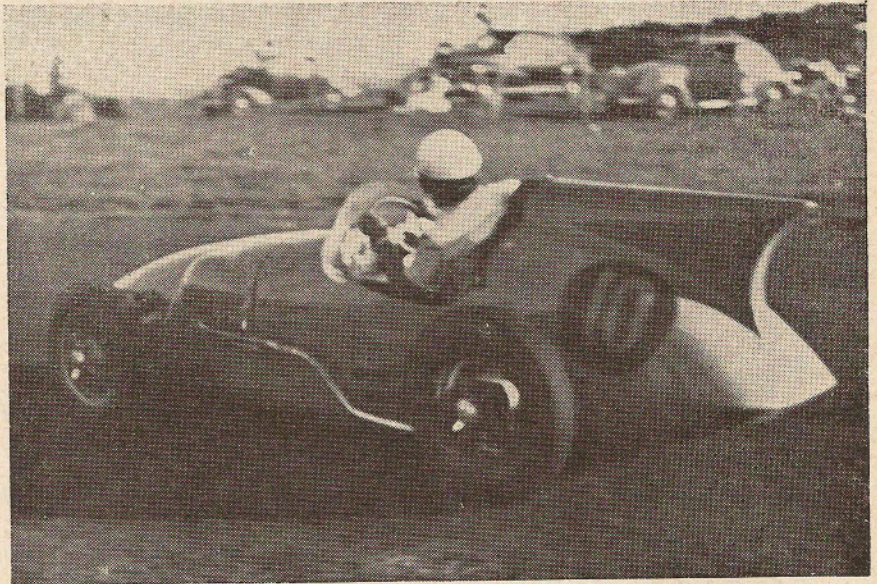


SARTHE circuit is depicted on the top of "The Motor" Le Mans Challenge Trophy, presented to Ecurie Ecosse during the Scottish Show.

**INDIANAPOLIS?** No, this is a Climax-powered "Speedy Engineering Special" looking distinctly Indy-like, as it accelerates out of Tombstone Corner in the 1,500 c.c. scratch race.

THE Peirce-M.G., which stormed onto the South African racing scene in a most impressive manner a month or two ago, was expertly driven by its constructor-driver Harry Peirce, of Johannesburg, to a stirring victory in the main handicap over 65 miles at the national Grand Central meeting near Johannesburg on 12th October. Jimmy de Villiers of Rhodesia pushed the ex-Lord Louth D-type Jaguar very hard in his efforts to get to the front, but suffered a minor setback which may have cost him the race.

Four of the nine races in this Transvaal Motor Cycle and Car Club meeting were for cars. Three of these were of the popular five-lap length, one of them a scratch race. The first car event, third on the programme, was the so-called Junior Sports and Production Car



## GRAND CENTRAL

### Exciting Victory for New M.G. Special in South African Event

By N. R. WHITEHEAD

Handicap, for newcomers to racing. Of a field of 11, ranging from Scheepers's Isetta to a Triumph TR3, eight cars were of the family species. Miss Cheryl Lea, of Johannesburg, was handling a new Prefect, though not with much speed. Schoch, who also owns a Triumph, was present with the Volkswagen which he took up the Krugersdorp hill recently. Gunning (Morris 1000) and Heilbrunn (TR3) had also been in action at the climb. This was the 1000's competition debut in the Union and the handicappers considered it to be of the same calibre as the Volkys. Despite a seemingly reasonable start of 5 secs. per 2½-mile lap, these two small cars could not hold off the well-driven cream-and-yellow twin DKWs, one of which was a late entry. The two sporting German saloons finished in close company and spirited rivalry behind Tanzino's scratch TR2. Most amusing was the name Scheepers had painted across the rear window of his Mickey Mouse car—"Sputnik". The way he handled it on corners it was a three-point Sputnik and on several occasions came close to being an upside-down Sputnik.

The first three finishers in the latter race were automatically included in the senior event, after they had been subjected to a re-handicap.

The second car event was the 1,500 c.c. scratch race. This class of racing is now fairly well established in the Union. Unknown quantities here were M. F. Davis in the Ecurie Omega M.G. Special, P. Small, Capetonian pilot of the 1,278 c.c. o.h.v. B.M.C., Doug Serrurier, who has exchanged his Cooper-Norton for the cockpit of the brand-new Speedy Engineering Special, and Mike Stafford, who was paying his first visit to the Union circuits with an

1,100 c.c. Cooper-Climax F2 car. Stafford hails from Rhodesia, likewise Guthrie, at the wheel of a 500 c.c. Cooper-J.A.P. On the other hand, there were drivers with enviable reputations like Tony Fergusson and Harry Peirce, both of Johannesburg.

The nine starters all got off the mark without mishap, and Fergusson started to dispel all doubts as to whether he could match the pace of the larger Cooper with his motorcycle-engine midget. In actual fact, and contrary to the entry lists, Guthrie was also driving a Climax-engined Cooper. Both these cars have the open bodywork but 1,100 c.c. engines. Flinging his "500" into the bends of the testing circuit, Fergusson must surely have been thanking his lucky stars that lack of experience of the venue on the part of the Rhodesians was keeping them from snapping at his swing-axles. Otherwise they would have been on him. But, with Fergusson's excellent ken of the narrow road, there did not appear to be any chance of the bigger cars catching him.

Stafford's British racing green car was ahead of Guthrie's cream "twin" and being better driven. Not far behind was the Speedy Special, if its sponsors will permit the appropriate abbreviation. This yellow car, in the hands of crack stock car speedway man, Doug Serrurier of Terraplane fame, was rather a stunning surprise at a first glance. Its name was painted in large fancy writing on the flank and a massive shark-like fin contributed further to its Indianapolis appearance. A pity that it was giving so much wheelspin, otherwise Serrurier might just have held Peirce, whose new M.G. was on its second outing. The 1,250 c.c. maroon car was hard on Speedy's heels. Farther back, the black, impressive-sounding but not impressive-

handling B.M.C. was chasing the Ecurie Omega M.G.

Fergusson was pulling away and a gap was opening between the two Climaxes, which were at home on the sharp corners. The gap was snatched as soon as possible by the Peirce-M.G. Blignaut, in the old Peirce car, was in the fifth slot, behind the Netuar, as noisy and untidy as ever. Despite some fairly rough gear changes, the B.M.C. passed the Omega car. Anxiety on the next lap! Where had "Fergy" got to? Surely not a trip into the veldt? Yet there was Stafford in the lead now, with otherwise the same order. The truth was that the Cooper-Norton had completely seized. The car had been well warmed up, so no trouble there. It seemed as though the fuel was at fault—methanol which had been standing in the garage for some time. Lady Luck will have her say. Meanwhile, the M.G. was holding its own in keeping the two visitors from farther north, apart. More than that, Peirce was giving the leader a run for his entrance fee and Serrurier was doing the same to the other Cooper. A visit to the paddock between races established the reason for the new, finned car's turn of speed—a specially imported Climax "1,100" power-plant, the first known example of a South African Climax Special.

It was nose-to-tail between Rhodesian and South African round the final horseshoe, but Stafford was first over the line and under the bridge.

Judging from his efforts in practice, Lennox (TR3) stood a good chance among the other 12 entries in the Senior Sports and Production Car Handicap over five laps. But the big attraction here was to be the Rhodesian contingent. Stafford was in his Lancia 2.4, a car never before seen in the Union, and de Villiers was at the wheel of his red and black D-type Jaguar. But Stafford's Lancia was only on the lists and not in the race. In the opening stages of the second lap Rosen got by the limit Citroën in his swift Dyna-Panhard, which showed a spectacular tendency to lift the rear wheel and head for the dirt on the other three. Viljoen's roaring (silencerless) Austin A70 was challenging Olthoff's Citroën for second berth.

The big car was holding the road better than one would expect and shortly overtook the Citroën. Tony Fergusson, handling the Turner sports for Fred Wilnot Cars, was trying to get past the DKWs and Tanzino, Lennox, Hope (TR3) and "Bok" Yssel, stock car champ., were having their private duel as "1:10" men. This was Yssel's first road race. His mount was the Alton Marx Mercury Special, an enormous, high-built car. The Turner held the lead for a spell, before being passed by Tanzino, who had won the previous handicap in his TR2. But de Villiers started overtaking one rival after another in the Jag., which was, as ever, a handful on Grand Central. Yssel was going great guns and flashed past the Turner right at the start of the final lap. Tanzino still had to be conquered and through sheer nerveless driving, Yssel accomplished that too—the best performance by the pilot of a big special for many a month.

After the bikes had been round for 25 laps, all the specials and a couple of factory racers were pushed to the line for the main open handicap, over the same distance as the two-wheeler event. Gone are the days, and gone in something of a hurry, when a selection of "minimum expenditure", shabby yet "hot" cars would rev. eagerly while the starter raised the Union flag. Nowadays it is well-prepared, gleaming racers with nice paint jobs and often excellent lines. Typical of this new breed are the B.M.C., Jacobs's Fiat and Peirce's M.G. There were 14 starters, limit man being Mitchell, who once drove the car Blignaut was in, but has now acquired the Reeves Prefect. One must confess that its first driver made it go much faster. Fergusson had been put down for scratch position, 2 secs. per lap behind the Climaxes and 5 per lap behind the D-type, which obviously stood a good chance under this handicapping.

The first car to come round on the opening lap was a surprise entrant—the Giulietta of Scuderia Lupini! And what's more it was two-up! But no, how could this be? After the initial shock, one realized that this was only the warming-up lap. The Prefect was not going at all well and Peirce passed it on Mitchell's second lap. The M.G., of course, was only on its first circuit. On the second lap, too, the other Ecurie Peirce car was being pushed by Blignaut in an effort to catch Jacobs, the first of seven rivals ahead of him. Fergusson

was a non-starter, but the two Climaxes were battling it out in the rear, the order being reversed to Guthrie, Stafford. On the next lap, Stafford had dropped back considerably. Most of the competitors were handling their cars in exemplary fashion and the race was very free from incidents.

On the fourth lap, Mitchell dropped out, allowing Davis (M.G.) to command the lead. With his  $\frac{1}{4}$  minute advantage, Peirce was already past the wheel-spinning Speedy Special, which had set off from the same mark, while de Villiers was a good distance behind it. Blonde and wild-haired Stafford had got his car going well and seemed intent on establishing his superiority over the other C.C. On lap five, two of the perennial, older-style M.G.s were in the lead, but only just. The newer car of Blignaut was right behind Davis and Maritz, despite the initial handicap of 15 secs. given to the latter driver. Hartman's Peugeot racer, the stubby B.M.C. and Jacobs's drift-prone Fiat were out of the picture. De Villiers had one obstacle in his path before he could catch sight of Peirce, and that was the Serrurier car. It would have been difficult enough to pass a relatively slow special considering the overgrown condition of the track, but getting past a car with a Climax engine was going to be some problem.

In the meantime, Stafford was showing his exhaust pipe to Guthrie, whose car was sounding slightly off. Blignaut established himself at the head of the field and Maritz took his blue car past the Omega entry. Now, only Peirce or the thunderous 3.4 could catch the leader. The B.M.C., although smoking a bit, was staving off a mid-field challenge from the Netuar. The Jaguar, decorated with the driver's family crest, came round ahead of Serrurier, but Peirce was already preparing to pass the next bunch. By lap 18, Davis had been lapped by Blignaut; the Peirce M.G., the Jaguar and the Stafford Cooper were moving up to leading positions. It seemed that de Villiers might be caught by the little, rear-engined car, which was cornering like a model train.

Then the B.M.C. was lapped, but Peirce was closing in at such a rate as to make victory for his team-mate impossible. The four lapped competitors separated Peirce from de Villiers. Right behind fourth placeman Maritz came Stafford. The lapped cars were obviously going to hamper the efforts of the faster competitors. Now Peirce got

by the B.M.C. and had Blignaut in his sights. On lap 20, de Villiers took a trip for which he had booked well in advance, past the Omega M.G. and another backfield car. Then there was a slight incident when Hartman spun the Netuar on the slow speed downhill Tombstone hairpin. Stafford neatly bypassed him and Hartman turned the car round once more. From about this time de Villiers had to race with his face caked in (apparently) sand. His goggles, too, were covered. He explained the reason for this after the finish. Having found in practice that the Jag's rear wheels did not like gripping the tarmac round the nightmarish twists of the circuit, he had decided to add weight in the form of best quality bags of cement. These were placed in the passenger seat and helped to preserve the tyres, which, on account of the wheelspin, would have had a lifespan of only 50 miles. Furthermore, the fuel tank was brim-full. But on a 100-plus bend, one of the cement pockets came adrift and burst. His chances of catching the leaders were lessened when he overshot Tombstone and had to wait for a few cars to get round. At the end of the race, the Rhodesian was 30 secs. behind the winner, who had a comfortable lead over Blignaut. The Cooper-Climax had been hard driven in an attempt to get level with the big car and was found to have a crack in the chassis.

#### Results

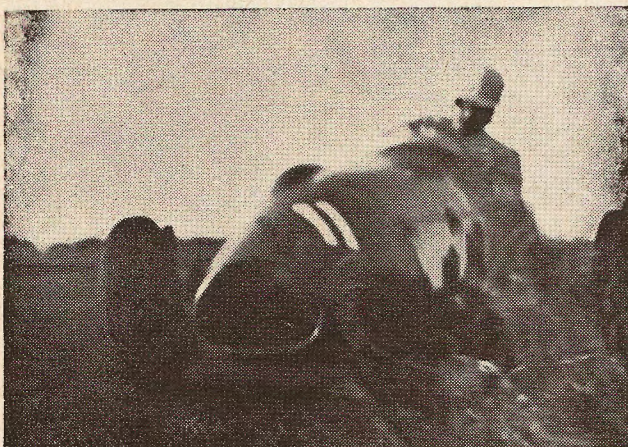
**Junior Sports and Production Car Handicap:** 1, G. Tanzino (Triumph TR2), scratch; 2, W. van Heerden (DKW), 1 m. 45 s. h'cap; 3, E. Pieterse (DKW), 1 m. 45 s. 1,500 c.c. **Scratch:** 1, M. Stafford (Cooper-Climax 1,100 c.c.); 2, H. Peirce (M.G. Spl.); 3, J. Guthrie (Cooper-Climax 1,100 c.c.). **Senior Sports and Production Car Handicap:** 1, G. Yssel (Mercury Spl.), 1 m. 10 s. h'cap; 2, J. de Villiers (Jaguar D-type), scratch; 3, G. Tanzino (Triumph TR2), 1 m. 10 s. **Open Handicap:** 1, H. Peirce (M.G. Spl.), 1 m. 40 s. h'cap; 2, A. Blignaut (M.G. Spl.), 2 m. 55 s.; 3, J. de Villiers (Jaguar D-type), 1 m. 15 s.; 4, M. Stafford (Cooper-Climax), scratch.

#### THE 9th TOUR DE BELGIQUE

IN this year's tour 14 cars were left unpenalized at the end of the run. There was no outright winner, there being one winner to each of the five classes. In the under 500 c.c. class there were three entries, only one of which finished, that being the 2CV Citroën of Marang/Bernheim. A D.B.-Panhard scored another success in the hands of Bartholom/Driessen, in the 500-1,000 c.c. class. They were unpenalized. Third in this class was Freddy Rousselle (Dauphine) who would undoubtedly have been first had he not had a tyre burst. The well-known pair Consten/Hébert won the 1,000-1,300 c.c. class in an Alfa Giulietta. In the 1,300-1,600 c.c. class seven competitors were unpenalized, five Porsches and two Borgwards. The over 1,600 c.c. class was won by a Belgian-entered Chevrolet Corvette, beating two Triumphs, a Sunbeam and a 220S Mercedes.

#### Results

**Up to 500 c.c. class:** 1, Marang/Bernheim (2CV Citroën). **500-1,000 c.c. class:** 1, Bartholom/Driessen (D.B.-Panhard); 2, Harris/Stilmant (Fiat Abarth Zagato); 3, Rousselle/Troetsler (Dauphine). **1,000-1,300 c.c. class:** 1, Consten/Hébert (Alfa Giulietta); 2, Gerard Rebetez (Alfa Giulietta); 3, J. Mottard/R. Mottard (Alfa Giulietta). **1,300-1,600 c.c. class:** 1, Strahle/Wenscher (Porsche); 2, Walter/Benzing (Porsche); 3, Nokin/Quentin (Porsche). **Over 1,600 c.c. class:** 1, Thomas/Jacqmin (Chevrolet); 2, Dubois/Peteers (Triumph); 3, Thérélin/Mme. Thérélin (Triumph).



**HARRY PEIRCE,** winner of the main handicap at the Grand Central meeting, Transvaal, skilfully negotiates Tombstone Corner, where de Villiers left the track with the D-Jaguar.



**FOREIGN SORTIE:** During a very hectic competitive season John Sprinzel found time to compete abroad in his hard-worked projectile. Here he is pictured with the car whilst on the Seстриères Rally this year.

interior trim had been sacrificed. No structural alterations to the body had been undertaken.

When one drives the car, the performance is obviously equal to that of at least a 1½-litre machine. This is achieved by most painstaking work on the ports and head shape, coupled with special valves and springs. There are twin SU semi-down draught carburettors on curved ramming pipes, and the exhaust, though improved in efficiency, is still commendably quiet.

I have driven many tuned A35s and Minor 1000s, but most of them lacked punch at low revs, as do the standard models to some extent. The Speedwell A35 has outstanding low speed torque, and is far more flexible than a normal model. If desired, one can drive through town traffic and up considerable hills without changing from top gear. The engine also idles exceptionally slowly and quietly.

If one really gives her the gun, things begin to happen. The engine appears to peak between 5,500 and 5,800 r.p.m., and has a "hard" feel about it, but is not objectionably rough. The excellent gear-change aids and abets the driver in making full use of this willing power unit, and the stop watch confirms that the

## JOHN BOLSTER TESTS THE SPEEDWELL MODIFIED

# Austin A35

83 m.p.h. from 948 c.c.

At many of the race meetings this year, a saloon car race has been one of the most amusing events on the programme. Quite a feature of these competitions has been the incredible performance of John Sprinzel's Austin A35, which has proved capable of beating much more expensive cars. Not only has it displayed remarkable acceleration and speed, but its roadholding has been outstanding among its rock 'n' roll competitors. Continental rallies, hill-climbs and driving tests have not come amiss to this little red bomb, and it has finished the season with 43,000 miles on the clock and nine firsts and six seconds to its credit.

Obviously, it was up to your man Bolster to find out why. The production A35 is a useful little shopping car, but it is no flyer, and its roadholding is not exceptional amongst modern small cars. My first task, therefore, was to discover what had been altered, and the answer, quite simply, is—remarkably little.

The suspension employs the standard springs and shock absorbers, though the settings of the latter are changed. There are strengthening boxes, to stiffen things up structurally, but the most important component is a front anti-roll torsion bar. By increasing the roll resistance of the front end, this eliminates the well-known A35 habit of cornering with one rear wheel in the air. The complete suspension conversion, as fitted to the little red bomb, cost only £11 17s. 6d.

The engine owes its extreme potency to the work done on the cylinder head and its ancillaries. For standard series-production events, where the number of carburettors must not be altered, Speedwell do a Stage I job. This costs £49 10s. for the A35 or £44 10s. for the Morris

Minor 1000—fitting £7 10s. in both cases. The car tested had the Stage II modifications, which would cost around £75. The standard gearbox and axle ratios were retained.

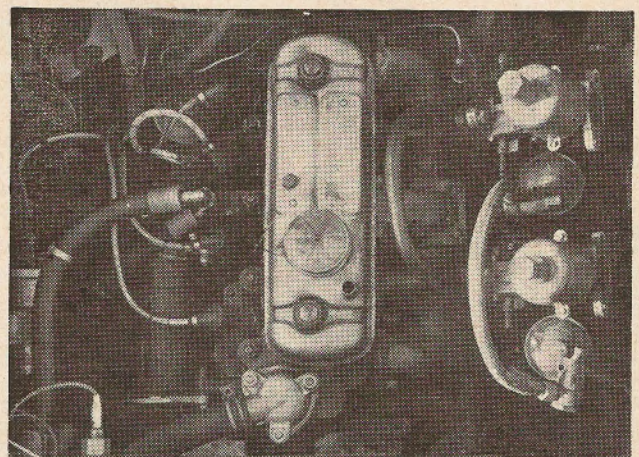
In addition to the above, the body had been modified to make it more suitable for competition work. Special tubular bucket seats, a rev-counter, a Halda Speed-pilot, and the numerous special switches and lights beloved of the rally driver, had been added. To counteract the extra weight, some of the usual padding and

performance is very much out of the ordinary.

From a standstill to 30 m.p.h. takes 5.2 secs., 0-50 m.p.h. takes 10.2 secs., and 0-60 m.p.h. occupies 15.6 secs. Over 33 m.p.h. comes up on second speed, and the ultimate maximum on third gear is just 60 m.p.h., which renders it a most useful overtaking and cornering ratio. The maximum speed of the car, as tested, is a highly creditable 83 m.p.h. The engine has reached its peak at this speed,

(Continued on page 648)

**POWER HOUSE:**  
Mods. revealed  
under the A35's bonnet  
include twin SU  
carbs and special  
manifolding.



# CORRESPONDENCE

## Britain's Fastest Sports Car?

IT is a little unfortunate that certain of your readers seem unable to discuss this subject without becoming emotional about the driving ability of Archie Scott-Brown or the extent of Brian Lister's resources, neither of which is in question and neither of which is relevant.

The simple facts are that on the only occasion that the Lister-Jaguar and the 3.7-litre Aston Martin have met, the Aston Martin won. The only inference to be drawn is that on that day on that circuit either the Aston Martin was the faster car or Salvadori was the faster driver. We leave it to the Lister-Jaguar-Scott-Brown supporters to decide which they prefer.

Mr. Gilbert R. Mann asks if the fact that Salvadori's race average was 0.6 second faster makes the Lister-Jaguar the second fastest car. He appears to have answered his own question. Does he suggest that it makes the Aston Martin the second fastest car and by what inverted reasoning does he arrive at this conclusion? Incidentally, Salvadori's winning speed (96.08 m.p.h.) was the fastest sports car race ever won at Silverstone or anywhere in Britain.

Mr. Mann also poses the question, "Can any of the Aston Martins compare favourably taking into consideration the difference in engine size, with the 0-100 m.p.h. at 11.2 seconds of the Lister-Jaguar?" Mr. Mann's generous allowance for the disparity in engine size is not necessary. The Aston Martin DBR1 (2,922 c.c.) was recently timed from 0-100 m.p.h. in 11.2 seconds, the mean of two consecutive runs in opposite directions carrying a passenger in addition to the driver. The Aston Martin DBR2 (3,670 c.c.) in identical condition was timed in 11 seconds dead. The axle ratios in both cases were as raced at Silverstone and the speed was accurately recorded by a fifth wheel speedometer.

ALAN DAKERS,

(Public Relations Officer, The David Brown Companies).

LONDON, W.1.

## Moan From Trials Enthusiast

AS a very enthusiastic trials fan I would protest at the very raw deal trials are getting this year from AUTOSPORT.

I refer not so much to the reports, but to the results. At the moment you appear to class trials with speedway as in the majority of cases you fail to mention the machine that is being driven.

To me the machine is as important as the driver as I wish to see whose car "X" has bought for the season; with trials, each car being a special is a car with interest attached to it.

While I agree it is not easy to report a trial I would very much like to see a return to the trials reporting of 1952, that is, full results up to at least sixth position, with marks lost by each man and, please, oh, please, let us know which car "X" is driving.

PETER LEWIS.

WREXHAM, DENBIGH.

## The Riley "One-point-five"

AS a Riley-enthusiast of long standing and as a Riley owner (and when I say Riley I mean a *real* Riley!) I was shocked, horrified and insulted to the highest possible degree by seeing a description in the British motoring press of what the makers describe as a "Riley one-point-five". The accompanying picture shows a Simca-looking hybrid, probably obtained by mixing spare parts of Hillmans, Simcas, Singers and Rapiers in which a hotted-up B.M.C. engine is stuck. The crowning insult is the Riley badge which is displayed on the radiator shell.

The body itself is years behind the lines of my 1954 1½-litre Riley insofar as it is far too short, has a terrible overhang of the front axle and, in nothing, distinguishes itself from at least 12 other models on the European market. It is far too high (5 ft. or 152.5 cms. against the 145 cms. of the former 1½-litre, which, by its greater length, even accentuates this aspect!), and the wheelbase is, of course, far too short to give the car any steering qualities at all. The front track is only 129½ cms. which is, of course, insufficient to ensure any stability. My final conclusion is: this so-called "Riley" is an insult to the marque itself and to the British motor industry as a whole, and especially to the designing capabilities of this industry. Surely, it would have been possible to design a 1½-litre Riley which not only would have been different from sundry other small cars, but would have been a real Riley in styling, although modernized and if the worst came to the worst maybe we would have overlooked

that B.M.C. engine for the sake of simplicity of servicing, etc. Surely the features should have included torsion-bar rear springing and not the outmoded leaf-springs.

It is a great pity that this "Riley" has appeared at a time when the European market (and surely the British market too) asks for small, but low-built and individual-looking cars, and it was in the inter-club handicap event. The second occasion industry is degenerating. This "one-point-five" will probably be built in great numbers and I have only one request: please remove the Riley badge and stick on something else, call it a B.M.C. Special or coin a new name.

JOHN HUGENHOLTZ

HOLLAND.

(Managing Director Zandvoort Circuit).

## Portrait Gallery

I NOTE that your article on Jean Bloxam states that she at present holds the Prescott ladies' sports car record.

This is not so. The record has actually been broken twice this year. The first time was by Patsy Burt driving a 1500 Cooper-Climax sports. This was eventually disallowed since it was in the inter-club handicap event. The second occasion was at a later meeting. Mrs. Pauline Mayman, driving an 1100 Sports Cooper-Climax in 48.34 seconds, lowered the record by almost 2 seconds.

Incidentally, I always feel that we Midlanders are overlooked by your reports. As an instance consider the case of Mrs. Mayman. Having only driven her husband's Cooper on five or six occasions, these are the results: Prescott Ladies' Sports Car Record; B.T.D. at Honeyborne Sprint (even though "the old man" was driving the same car); lapped Silverstone Club circuit at 1 min. 16 secs.

In her own Morgan she has: (a) climbed Prescott in 52 seconds-odd; (b) lapped Silverstone club circuit in 1 min. 24 secs. and Mallory in 1 min. 7 secs.; (c) gained 1st and 2nd class awards in Autocross and driving test meetings.

Her rally record also bears inspection. With Valerie Domleo as partner, in her last three events prior to the Rally of the Dams the results were: (1) Boanerges Rally—Ladies' award and, I believe, 8th overall; (2) Plymouth Rally—Morgan cup and 8th overall; (3) London Rally—Coupe des Dames and 10th overall.

I only quote Mrs. Mayman's record as an example since I personally know many Midlanders who successfully partake of all types of Motor Sport. So, dear Sirs, can we expect more support for the forgotten Midlander?

BIRMINGHAM.

J. HOWE.

## That Wayward Wheel

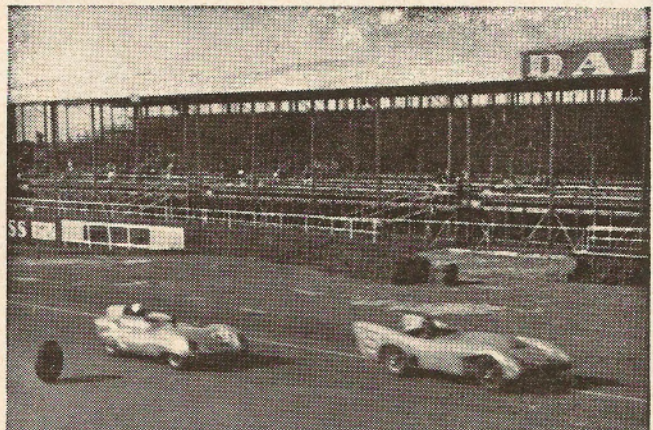
THE enclosed photograph should be of interest considering the comments regarding this incident in the report of the North Staffs Silverstone meeting. I must have been one of the "horrified photographers" you mention in your report.

I would like to commend Joe Pinfold, the agile marshal who felled the wheel, his heels smoking as he accelerated out of the pit area across the track to stop it as it was about to make a return journey.

This was not the only wheel shed at Silverstone and it is interesting that Tony Cross also broke a half-shaft on his 750 car and then proceeded to motor home to Coventry with it—Aston Martins and Triumphs requiring breakdown wagons!

BIRMINGHAM.

E. T. HARDY.



Reader Hardy's photograph of the loose wheel wandering amongst the cars at the North Staffs Silverstone meeting.

# American Angle

By RUTH SANDS BENTLEY

New York City, 25th October, 1957

## No Let-up In Racing

The President's Cup race of 2½ hours duration will be the feature at Danville, Virginia, this week-end, climaxing the National S.C.C.A. two-day event. The President's Cup was inaugurated by President Dwight D. Eisenhower in 1954 at Andrews Air Force Base and was won that year by Bill Spear in a 4.5 Ferrari. Next year Sherwood Johnston won the President's Cup at Fairchild Airport in a D-type Jaguar, and there's great speculation that the same marque will win again this year with Walt Hansgen at the helm. No race carried the President's trophy in 1956, and this will be the first time a road circuit instead of an airfield has been used.

Despite the lateness of the year, racing is not letting up in this country. In addition to the Danville race this week-end, the S.C.C.A. Eagle Mountain Sports Car Races will take place in Fort Worth, Texas. Then California will host three National S.C.C.A. events, the first on 2nd-3rd November, at Palm Springs, where Carroll Shelby will be driving John Edgar's 4.5-litre Maserati; Richie Ginther will be in Edgar's Ferrari; and Walt Hansgen will be defending his class lead in Briggs Cunningham's D Jaguar. Pebble Beach will be the locale for the racing on 9th-10th November and Riverside will be the venue on 16th-17th November. Also on 9th-10th November, Galveston, Texas, will be the scene of racing, this time sponsored by the San Jacinto Region of the S.C.C.A., a group our editor, Gregor Grant, addressed when he was in Houston, Texas, last spring. Also on 16th-17th November, but a far distance from California, the Florida Region will revive the Sam Collier Memorial Race at Fort Pierce, Florida—the last race by that name taking place at Tampa, Florida, in 1953, when Briggs Cunningham won in an Osca.

So there's still much racing in these United States right through November, and then those who are lucky enough

will be flying to Nassau, Bahamas, for Speed Week, 1st-9th December. Of the 243 applications for Nassau, Captain "Red" Crise has accepted 100, with No. 100 going to Peter Collins and his Austin-Healey Special. Ricardo Rodriguez, the 15-year-old lad who won the recent Riverside, California, race in his Porsche RS, has entered the same Porsche at Nassau, and his brother Pedro will drive a 1,998 c.c. Ferrari.

F.I.A. and the sanctioning Royal Automobile Club of Great Britain have approved racing 65 cars in any one event, which will probably be the 250-mile Nassau Trophy Race on 8th December, formerly limited to 50 cars.

## Many Miles by Minx

This week, Yorkshire's novelist Richard Pape and his fiancée, Miss Billie Brickman, of Wellington, New Zealand, were honoured with a reception at Rootes Motors' Park Avenue Showroom during a brief stop in New York City on their way to Florida. Their drive began when they briskly drove in a Hillman Minx from Los Angeles to Vancouver, British Columbia—a distance of 1,350 miles—in 26 hours. In Vancouver they announced they would try to set a new record for the round-trip run to Fairbanks, Alaska, a distance of 2,400 miles each way. The previous record was six days. They set a goal of 1,000 miles per day and achieved it. Despite the incredible and tortuous terrain of dirt and gravel over which they passed, the Hillman ran without a whimper, needing only an occasional new tyre. Pape said the Alcan Highway was desolate, narrow and slippery and in places one false move would have dropped them into deep gorges or ravines. But the Minx stayed on the road and broke all records, finishing the rugged trip in four days and 22 hours. They were in the same car as they passed through New York City and will not consider their trip completed until they reach Key West, Florida.

The party turned out to be a double feature, for holding a place of honour

in Rootes' showroom was the new "Jubilee" Hillman convertible.

## Detroit Data

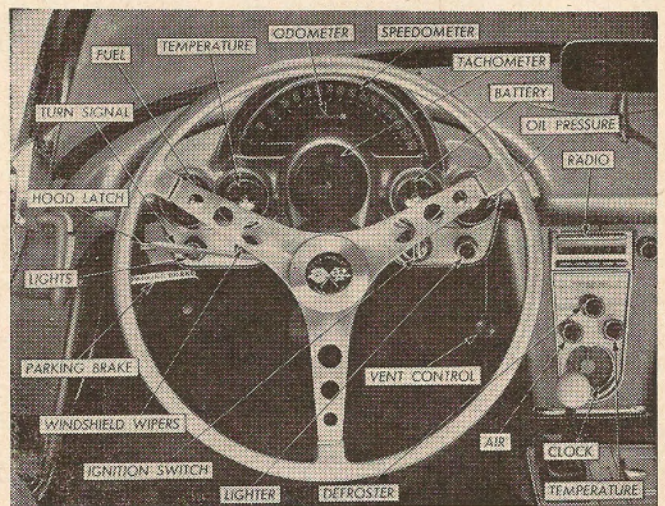
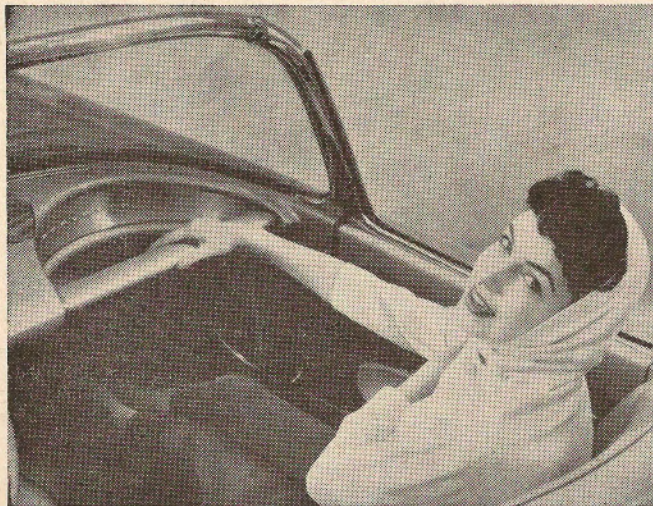
Chevrolet launches its fifth year of sports car production on 31st October when their 1958 Corvettes appear in showrooms coast-to-coast. By far the sleekest model to date, the appearance changes include ventilation-type hood louvres and simulated air scoops on the fenders, dual headlamps, and stout wrap-around protective bumpers. The 283-cubic-inch V8 engine with single four-barrel carburetter and 9.5 to 1 compression ratio is standard, but options include the V8 with dual carburetters, with or without fuel injection, or with fuel injection, a special camshaft, and 10.5 to 1 compression ratio. Transmission choices include close-ratio three or four-speed units with floor-mounted stick shift or the Powerglide automatic.

The cockpit of the Corvette has been extensively revamped. A couple of the numerous changes include the relocation of the tachometer on the steering column and the extension of the divider from the floor tunnel to the instrument panel, affording a convenient site for the clock and radio, heater and defroster controls.

NASCAR President, Bill France, has entered one of the new Corvettes for the races in Nassau.

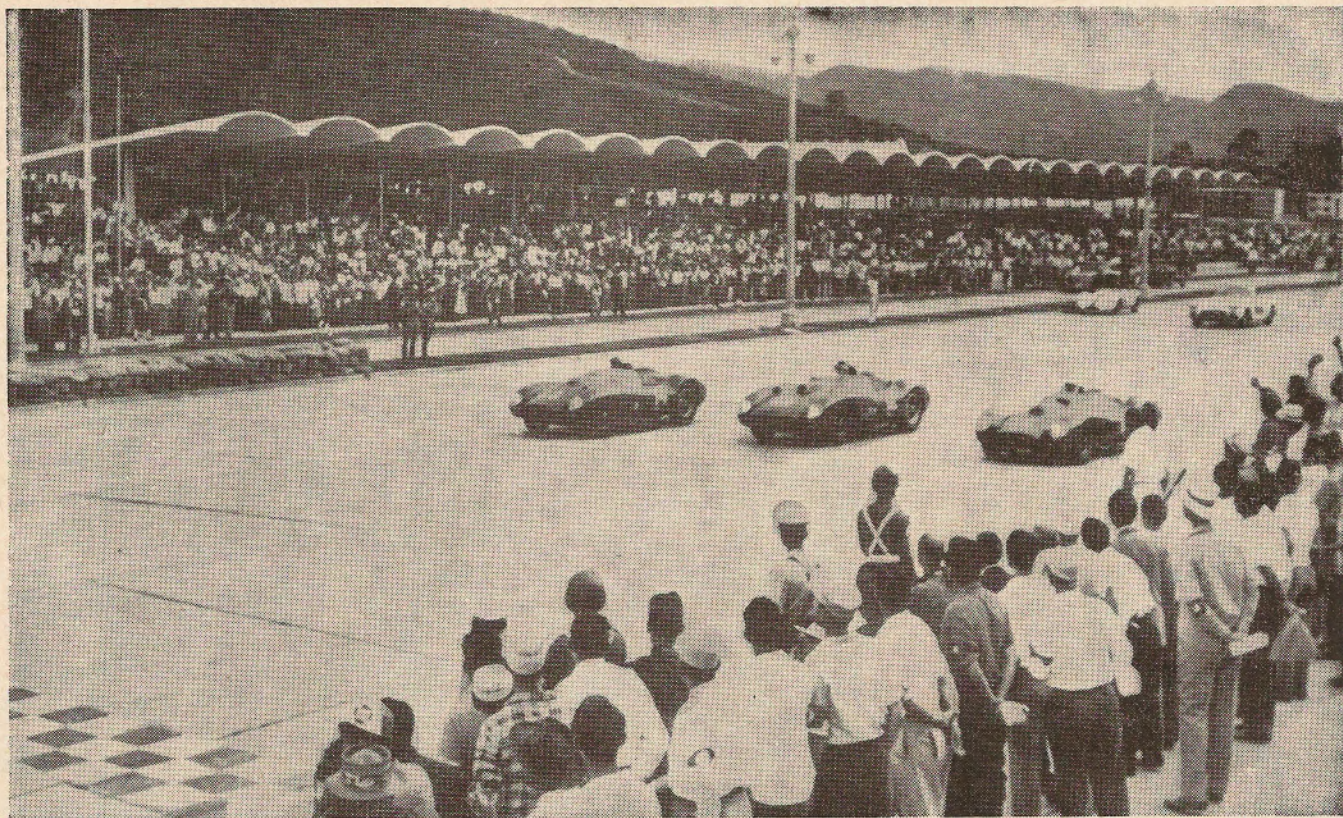
## NASCAR News

Last year's three major late model champions have been returned to their thrones according to unofficial results for the 1957 NASCAR stock car racing season. Buck Baker is again champion in the Grand National class; Bob Welborn in the Convertible division; and Jim Reed in the Short Track ranks. Baker and Welborn both had strong competition in their respective categories, with Marvin Panch leading the Grand National class early in the season and giving Baker stiff opposition, and Joe Weatherly stoutly battling Bob Welborn all season in the Convertible division. Jim Reed, however, who is champion for the fifth straight time in the Short Track ranks, started the season on top and stayed there all the way. Final official results will be released from NASCAR headquarters as they are compiled after the 31st October deadline for the 1957 season, but there should be no changes in the top places.



NEW for next year: Cockpit of the 1958 Chevrolet Corvette has been extensively rearranged with a new facia layout (right) and a passenger grab handle—that is to say, it is the handle you grab (left)!





## CARACAS-CHAPTER OF ACCIDENTS

*Peter Collins Relates the Remarkable Story of the Venezuelan Grand Prix—a Transcription of a Tape-recorded Interview by James Tilling*

THIS is James Tilling talking from the Queen's Hotel, Dartmouth. We are down here for the birthday party of Peter and Louise Collins, and a glorious weekend it has been—bright sunshine and a lively party of their friends and relations. Several well-known motor-sporting folk are here, including Mike Hawthorn, Duncan Hamilton, Tommy Sopwith, Gregor Grant, Louis Klemantaski, John Bolster, Ken Gregory, Alan Rogers, John Bullock, Jack Bolton, Brian Tull and so on.

Many of us have been on Peter's converted Brixham trawler, the "Genie Maris", and have heard one or two comments on what must have been an extraordinary motor race. So having "Grant's Grundig" in the hotel, I am going to ask Peter to talk about the Grand Prix of Venezuela, at Caracas on 3rd November. This was, as you probably have heard, a complete Ferrari victory, all four of the factory-entered Maseratis meeting with dire misfortune. I now hand over the microphone to Peter, who, with Phil Hill, won that race and secured the World's Sports Car Championship for Enzo Ferrari.

\* \* \*

The first thing that happened was a slight dispute between team manager Ugolini, and the Spanish Maserati driver Godia, who is a very good friend of mine. He didn't want to go to Venezuela, particularly as a reserve driver, maintaining that the distance was so great that it would be an extremely expensive

trip. Obviously it wouldn't be lucrative because all sorts of top-line drivers were going over, such as Moss, Hawthorn, Behra, Brooks, Musso, Shell and what have you.

However, Ugolini insisted, and Francesco Godia reluctantly cancelled his air passage to his native Madrid, and came with us from Casablanca to Lisbon. This was a bit of good fortune for Maserati. Had Godia taken that plane, he wouldn't be with us any more. A wing fell off 15 miles from Madrid, and all 18 people on that aircraft lost their lives!

From Lisbon we went to Caracas, Venezuela, where we were shown the circuit. This comprised the most incredible kind of road system built in the town itself—a mixture of fly-overs and level crossings, with ruddy great pieces of raised concrete to stop you from going in the wrong direction. There were no road signs; no indication as to whether or not you should turn left, or turn right, or just go straight on. As a result, Phil Hill, driving our car on the first day of practice, went five miles in the wrong direction. He only realized this when he met a petrol tanker coming in the opposite direction.

ONE-TWO-THREE, and still another to come (above). Peter Collins (No. 14), Mike Hawthorn (12) and Wolfgang von Trips (16) cross the finishing line at Caracas with their Ferraris, after a race of disasters for Maserati.

Once we got to know the proper way round, and which way we were supposed to go, the circuit itself was fairly good. The surface was concrete—very slippery in the wet. On the first day of practice it was very wet, but gradually we got to know it, if not to like it. It was neither one thing nor the other. Yet it was very fast on the straight section, but the big snag was the existence of big, high curved stones, with no indications as to turning left or right. In the heat of the race—or battle if you like—people were apt to send them bouncing back to hit someone else. This did, in fact, happen several times on race-day.

There was one hairpin, far sharper than any I have experienced on European circuits—even more acute than the "gasworks" at Monte Carlo, which is saying something! Two of the corners were really fast bends: I would say 230-240 k.p.h., which makes 'em very rapid indeed. There was also a sort of "wobble-wobble", which, in my opinion, served no useful purpose at all, as no one could possibly overtake even if the other car came to a complete standstill, it being so narrow.

The race was full of drama—even before the start, because the World Championship for constructors depended on it. I would point out, James, that the impression that second place would be good enough to give us the Championship was entirely wrong. It is the best four results which count, and both

Ferrari and Maserati each had two wins, and two seconds! We jolly well *had* to win.

Apparently there is some difficulty about importing racing tyres to Venezuela, so the A.C. Bristol team decided to run on the tyres they had used at Sebring last March, which they reckoned were not badly worn. I must admit that this bothered some of us more than a little—and I believe we were fully justified.

The organizers tidied up the circuit for the second day's practising. For instance they took about five yards of pavement away with a pneumatic drill. We had been forced, more or less, to drive over this. You see it was a double road, and cars had to go from one side t'other, causing us to go over the large lump in the middle. It was maybe all right for an Austin Seven doing 30 m.p.h., but at anything between 140 and 200 m.p.h. on Masers, Ferraris and things, it was a different cup of tea.

There was a very brave man who stood at the end of the straight, waving two large yellow flags, crossing his arms over and pointing to the left (right for the cars!). On this straight you are doing 160-170 m.p.h. This intrepid man provided the only clue that, so far as racing was concerned, you were approaching the end of the straight. Actually the road up which you were tearing carried on for about another 15 miles. This little character simply placed himself in

the middle of the straight, waved his flags, and hoped that you would turn right. Personally, I have never seen anyone move so fast in my life. During the early session of practice no one knew exactly where to turn right and he was definitely the Gordon Pirie of the flag-marshalling world.

Main trouble, so far as learning the circuit was concerned, was arriving from Casablanca on Thursday, and finding that practice was on Thursday and Friday. No Saturday session was organized, although some was eventually arranged in the morning.

Moss was fastest with the 4.5 Maserati, or "4.7" as we believed. Anyway, the big Masers were to be driven by Moss, Behra and Gregory (Buell's car), with Bonnier in a smaller one. Co-drivers were supposed to be Brooks, Shell, Duncan and Scarlatti respectively. Actually Brooks drove with Bonnier. Our Ferrari "4.1s" were to be driven by Hill and me, Hawthorn and Musso, Von Trips and Seidel. "Trint" and Gendebien were in a 3-litre. The American team was supposed to be three privately entered Corvettes, but these had "factory" written all over them.

It was a Le Mans start, you know, hop, step and jump. The start was odd, in that nobody seemed to be able to start their engines. Normally one or two folk make phenomenal getaways. They race like mad across the road, the thing just fires, and off you go! At Caracas, as



*SHOCKED: Harry Shell is obviously dazed after receiving first-aid for burns received when his 4.5-litre Maserati burst into flames following a crash due to a burst tyre on his team-mate Bonnier's car.*

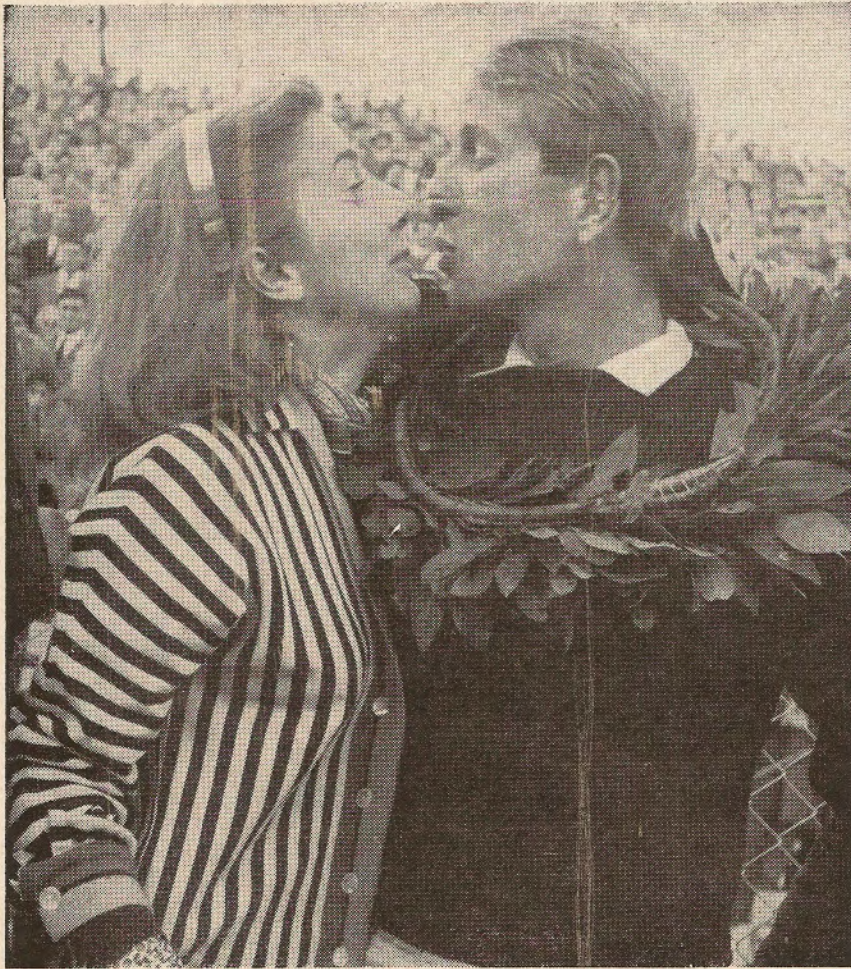


*WINNING GRINS—from Phil Hill and Peter Collins after their victory in the 4.1-litre Ferrari—to consolidate the World's Sports Car Championship for the "Prancing Horse".*

usual, everyone beat the flag to it. We scrambled across the road, piled into our cars, switched on engines, pulled starters—and damn all happened. Amidst the grinding and whirring, I think Masten Gregory was the first to get his engine to fire. I was about third away, Stirling and Behra being among the last. However a Chevrolet Corvette coupé made the best start, driven by a chap by the name of Kilborn: "Honest John" they called him, so he must have been in the motor trade. He fairly whistled down the road, well in front, but not for long.

Leading for the first half of Lap 2, Masten Gregory looked over his shoulder to see where Mike Hawthorn was. Mike was breathing down his neck. He looked over the other shoulder to see where I was—and I was breathing down Mike's neck. Somehow or other Masten forgot to put on his brakes, and turned over after hitting something on the curve. He must have been doing all of 80 m.p.h. when he went over, and his life was undoubtedly saved by the crash bar which he had insisted that Maserati fitted the night before the race—in true American tradition. Anyway, that thing saved his neck: there he was, trapped under the car, with 60 gallons of racing fuel pouring all over him. He was certainly lucky!

By this time I had got away from



Behra, so Mike was leading, I was second and Behra third. Jean then whistled past both of us to take the lead. Thereupon I passed Mike, caught Behra and went in front. We stayed like that for a while, then Behra popped past once again. Then my Ferrari surged in front and we maintained this order for some time, when Moss went howling past the pair of us, going like the clappers.

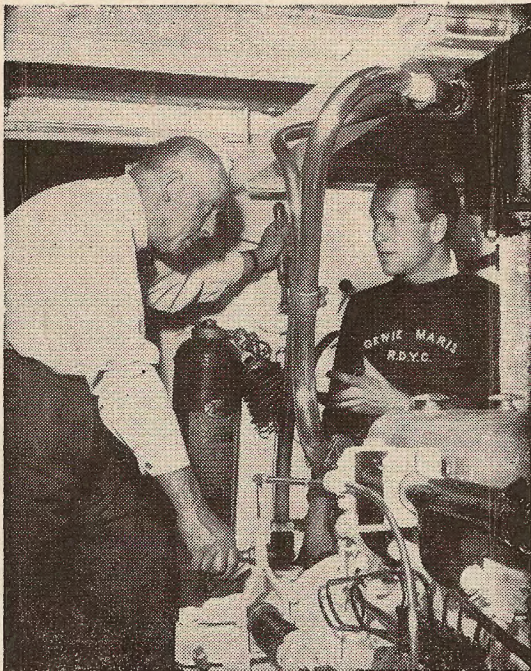
The order was Moss, Collins, Hawthorn and Behra. Jean passed Mike, who dropped back a bit. I chased Stirling, and Behra chased me. Then a Porsche shot off the road, hitting some sandbags and spilling them all over the track. I couldn't go round behind the Porsche, because there just wasn't enough room. So over the sandbags I went, and tore off my exhaust pipes. I stopped at the pit after 34 laps of the 101 to be completed. However, I was scheduled to stop after 37 laps. Phil Hill took over the car, and he hadn't been gone many minutes before Behra came in, lying in second place.

Just about then, Moss had his drama. In the lead, he was tearing down the straight at a good 160 m.p.h., when an A.C. pulled across the road in front of him and he had had it. The Maser chopped the A.C. completely in two, and the driver, though injured, didn't lose a leg as was reported in the papers. I gather he will be out of hospital within the next week or so.

Stirling wasn't hurt, though the Maserati was wrecked, so he trudged back to the pits on foot. Behra was

*(Continued on page 644)*

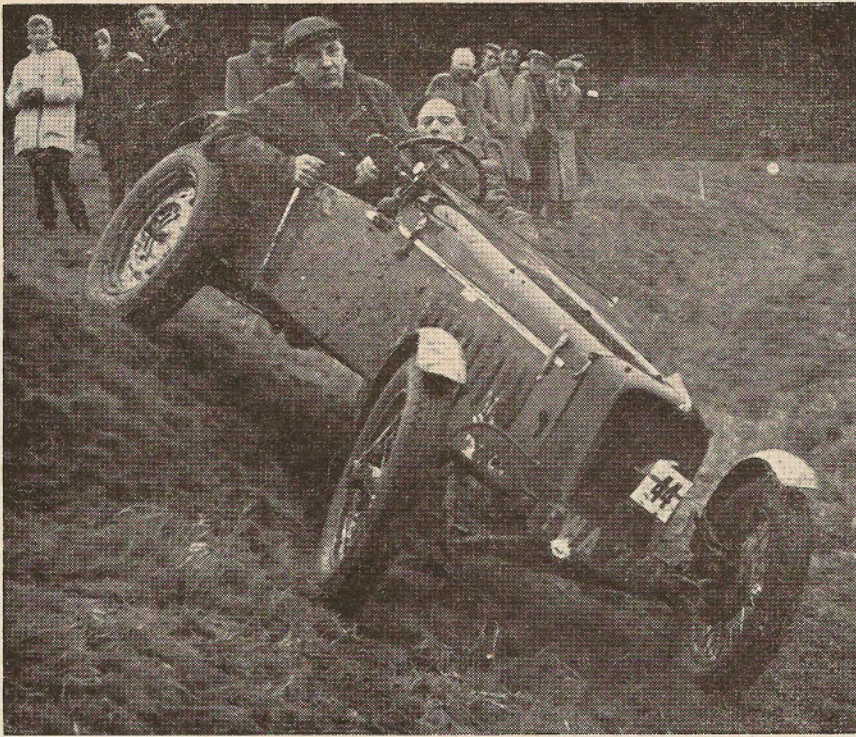
*WHATCHA, BUTCH! Says Peter, greeting Louise after victory has been achieved.*



*ENGINE ROOM: (above) Peter and his father do some impromptu tuning on the Diesel engines of "Genie Maris".*

*(Right) Mr. and Mrs. Collins are entertained by their motor-racing son in the comfortable dining saloon of the spacious, converted Brixham trawler.*





*EASY does it! L. Hunt lowers his special carefully into a gully during the North Midland Trial.*

clean climb here was made by G. R. Allen (Mayflower) who had just no trouble. This was followed by Mrs. Davida Pilkington in her A35 van, then the very elderly Austin Sevens of E. Simpson and J. McEwen whose power-to-weight ratio was just right for this stuff. Then later on E. Sneath (Morgan), J. Foster (Popular) and H. Parkin (Dauphine) cleared it but, strange to say, the Volkswagens could not look at it.

The second section was a similar climb, but with a muddy right-angled turn alongside a wall to an adverse cambered left-hander. This was sterner stuff and failed all but the two Austins, which, impeccably handled, picked their way to the top. On from here to the side of a mountain for Section 3, which comprised a bumpy grass hillock climb, well marked where power prevailed. Here again the Austins were clean, only this time so were all the rear-engined cars of H. Parkin (Dauphine) and R. Frolich, E. Jackson and D. Dark (VWs).

Section 4 was a straight run up a grass bank to culminate in a left-hand climbing turn. Victorious here, in addition

## ALL TAKE TO THE HILLS!

### Standard Cars and Specials Take Part in Well-Supported North Midland M.C. Autumn Sporting Trial

**W**ALLOWING in last year's footsteps, three classes of standard cars comprising (1) saloon cars, front-engined, with wheel size not exceeding 15 inches, (2) open, sports, and saloons with unlimited wheel size, and (3) rear-engined cars, accompanied out-and-out trials specials to make up the entry of 30-plus in the invitation North Midland M.C. event last week-end. There was to be no outright winner, only class awards being presented.

Although the routes differed, their paths lay in similar terrain, so that spec-

tators—with a good deal of dodging about—could manage to see the best of both categories.

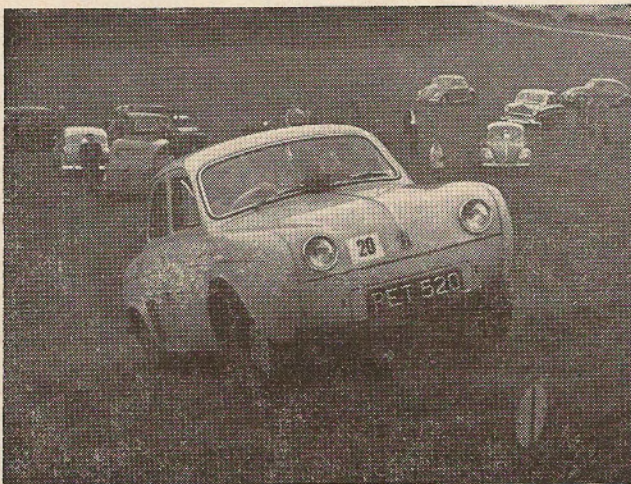
As it was impossible, with one pair of eyes, to report the entire event, your scribe, having a fondness for bread-and-butter motoring, decided to see the "standards" through their first four sections, rejoining the "mudpluggers" if and when possible.

Section 1 for the standard cars started in a very muddy lane, went through a gate, then up a wet grass verge with both left- and right-hand turns. First

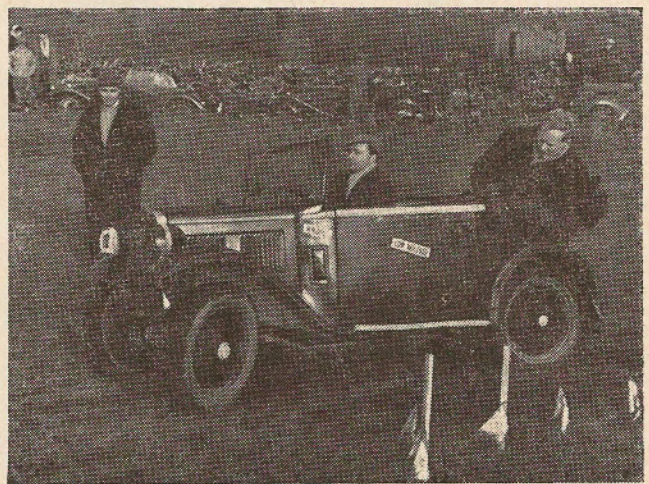
to those who were clean on Section 3, were Mrs. Pilkington (A35 van), G. R. Allen (Mayflower), P. Eccleston (Dellow) and G. S. Hobson (Ford).

Then it was time to leave (even with the greatest regret) the everyday cars which, well driven, had provided great fun and had shown just what can be done if you know how, and to seek sterner stuff with the specials.

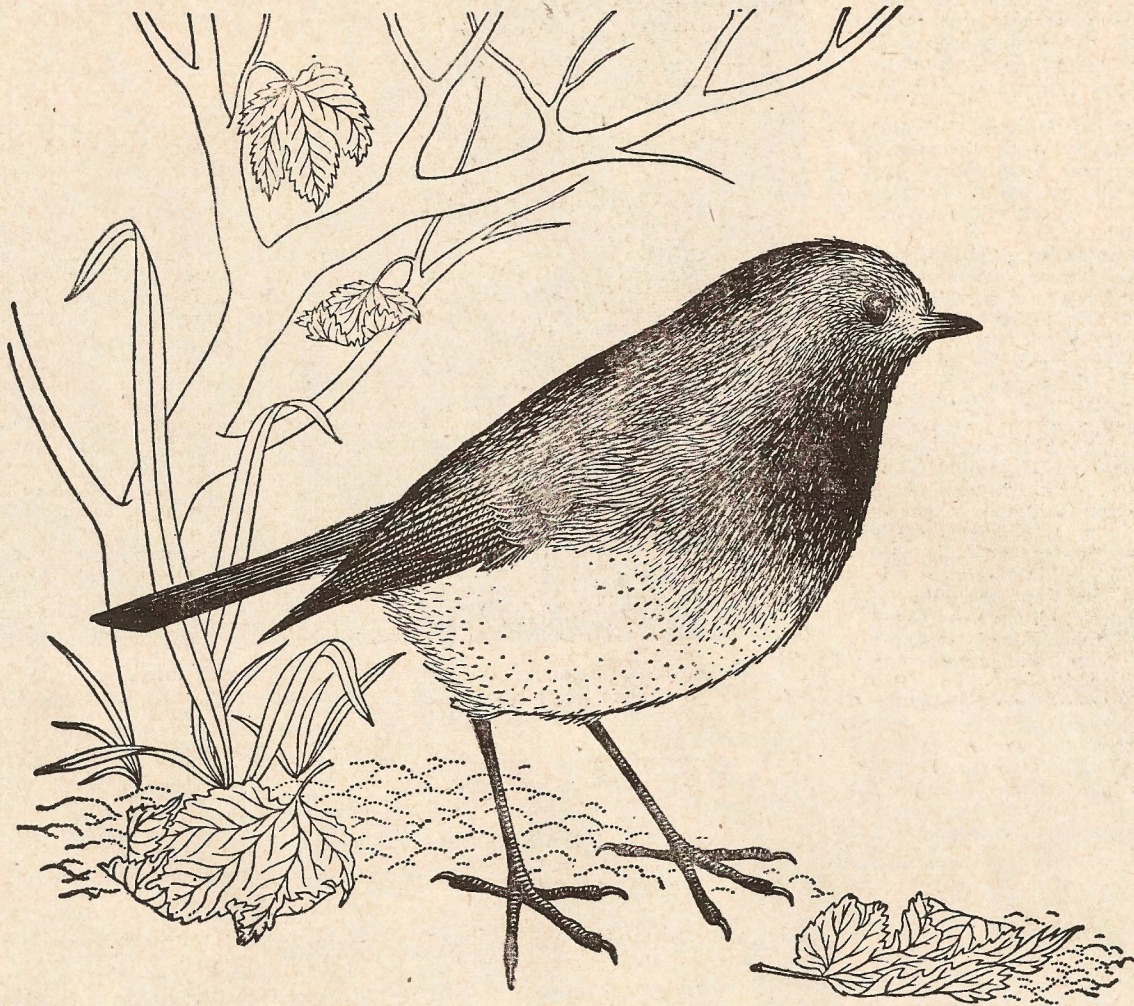
Section 4 for them was a very, very steep grass climb running alongside a wall with a deep rut running up parallel to the track centre, the getting into which



*REAR-ENGINED cars had a class of their own in this event, and it was won by H. Parkin's Renault Dauphine, seen making good use of the weight distribution.*

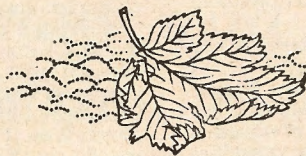


*FRONT-ENGINED entries in the standard car classes included this elderly Austin 7, labelled "low mileage" and driven by E. Simpson.*



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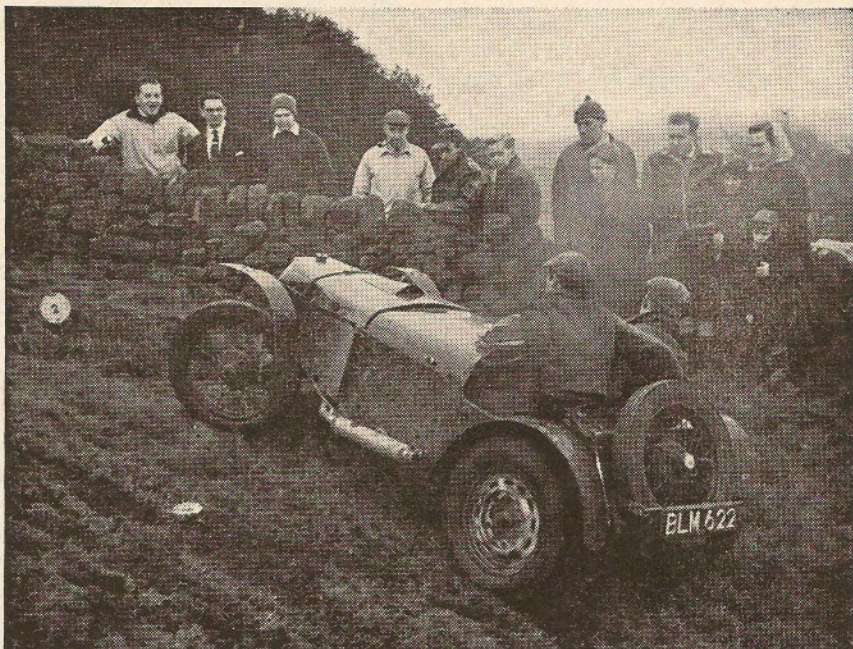
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*"THEY TOIL NOT, neither do they spin" scarcely applies here, for F. V. Martin's passenger is toiling quite hard—and still the wheels are spinning!*

was tantamount to failure. "Cleans" here were made by Jack Broadhead, R. C. Needham and Tony Marsh, but the majority of the entry failed through what appeared to be lack of power just before the summit.

Section 5 was a really good hill, very long and employing just about every type of obstacle known. It started down a dip which, having to be taken sideways, placed cars on a very awkward angle to make the next turn—around a rock to a left-hand hairpin, then up a valley, onto a grass track, climbing for some hundreds of yards to a very steep marked finish. This hill caused everything to happen. A. H. Smith, Tony Marsh and R. C. Needham were clean; the latter, however, touched a marker low down so only scored one mark. Broadhead stuck on a rock in sub-section 3, while Alldred and J. F. Harrison failed the first one. E. G. Vere, L. Hurt and T. C. Harrison failed at the top, but J. F. Dickinson took the wrong turning from the hairpin and knocked down a wall!

Finally, Section 6. Starting from the path, it led down through a marsh, left to a track which wound its way in and out of rocks, left again over two severe bumps to finish back on the road. Here Needham, Marsh and Alldred were clean, but neither Fred Harrison nor



F. V. Martin could leave the start line. Cuth Harrison failed in sub-section 8 and son John in 6, with the majority reaching only about 7.

This new area around Winster has vast possibilities; perhaps we may see the famous Kitchen Trial hereabouts?

FRANCIS PENN.

#### Results

**Standard Cars, Class 1:** 1, Mrs. Davida Pilkington (A35); 2, G. R. Allen (Mayflower); 3, J. Dalton (Ford). **Class 2:** 1, E. Simpson (Austin 7); 2, J. A. McEwen (Austin 7); 3, D. Eddlestone (Dellow). **Class 3:** 1, H. Parkin (Dauphine); 2, R. Fritsch (VW); 3, E. Jackson (VW).

**Specials:** 1, Tony Marsh; 2, Tony Alldred; 3, Tony Marshall.

**Team Prize:** Mrs. D. Pilkington and J. A. McEwen.

#### Caracas—continued

there refuelling, when suddenly the car caught fire like the Aston Martin did at Goodwood during the "Nine Hours" a few years ago. The Venezuelans had a most efficient fire-fighting apparatus, and soon put out the flames. Stirling hopped into the car, and off he went.

Next thing we saw was Moss going past the pits doing the most extraordinary dance-act on the seat. Eventually he pulled in, and it turned out that they had put out all the fire, except that on the seat which was still going strong. Stirling had burned the back out of his pants, and retired with a painfully burnt bottom. So that was the end of that!

Once the fire was extinguished on the seat, Harry Shell jumped in. This was, of course, the sole remaining "4.5" Maserati. My car was leading, Mike's was second, and "arree" was third.

Incidentally a very interesting thing happened due to losing the exhausts. With the long tail pipes, we were getting 6,800 r.p.m. down the straight. After losing 7 ins. on each of the four pipes, we were getting 7,200 r.p.m. This will be sorted out by Ferraris, as it seems to mean something or other.

Harry Shell was catching our two Ferraris very fast. The American cars weren't in the race at all. I believe Jefferson's Corvette lost a wheel but didn't crash.

Then came the end of Maserati hopes. Harry Shell was just passing Bonnier in the other works car, doing about 230 k.p.h. on a right-hand bend. Bonnier's inside rear tyre burst and he skidded into Harry's car. Immediately both cars shot off the road, and Bonnier's hit a concrete lamp-post, about 40 feet high. As he hit the post he jumped out—he

doesn't know why—and as he leapt out, that great big column of concrete fell right across the driving seat. So hard did it crack down, that it pushed the steering wheel down about two feet—into the seat. Had Bonnier not got out, he would've been squashed flat.

Shell's car hit a wall and once again exploded into flames. Harry fell out, just as the car bounced off the wall to finish up about 18 ins. from where he lay. Had it gone another foot or so, there might've been no Harry Shell. He got up and walked away, dazed but mighty glad to be alive.

That left not a single factory Maserati. All four works-entered Ferraris ran without a fault, apart from my lost exhaust pipes, which, as it so happened, appeared to be a blessing in disguise. We finished in the order: Collins-Hill; Hawthorn-Musso; Von Trips-Seidel; Trintignant-Gendebien.

I think that, in one day, Maserati had all the bad luck we've had all year. I know you can't complain, but Ferrari lost four Grand Prix cars at Monaco last May. Maserati must have breathed a huge sigh of relief that driver casualties were not serious. I have seen a lot of accidents, including the bad one at Le Mans, but never such a succession as I saw at Caracas.

I would say that the race should never have been included in the championship series. To give an event like this World Championship status was, to put it mildly, rather silly. The only reason that the circuit was put into some semblance of raceworthy shape was because of a thing called U.P.P.I., which certain journalists, including Gregor Grant of AUTOSPORT over there, have adversely criticized. The truth is that so many

of us were there, that we were strong enough to have things done. I might add that all of us, Moss, Behra, Brooks, Hawthorn, Shell, Musso and so on, might have packed up and gone home if no improvements had been made.

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#### NORTH-WESTERN B.A.R.C. DINNER

THE Annual Dinner-Dance of the North-West Centre of the B.A.R.C. was held at Sefton House, Liverpool, on Wednesday, 6th November.

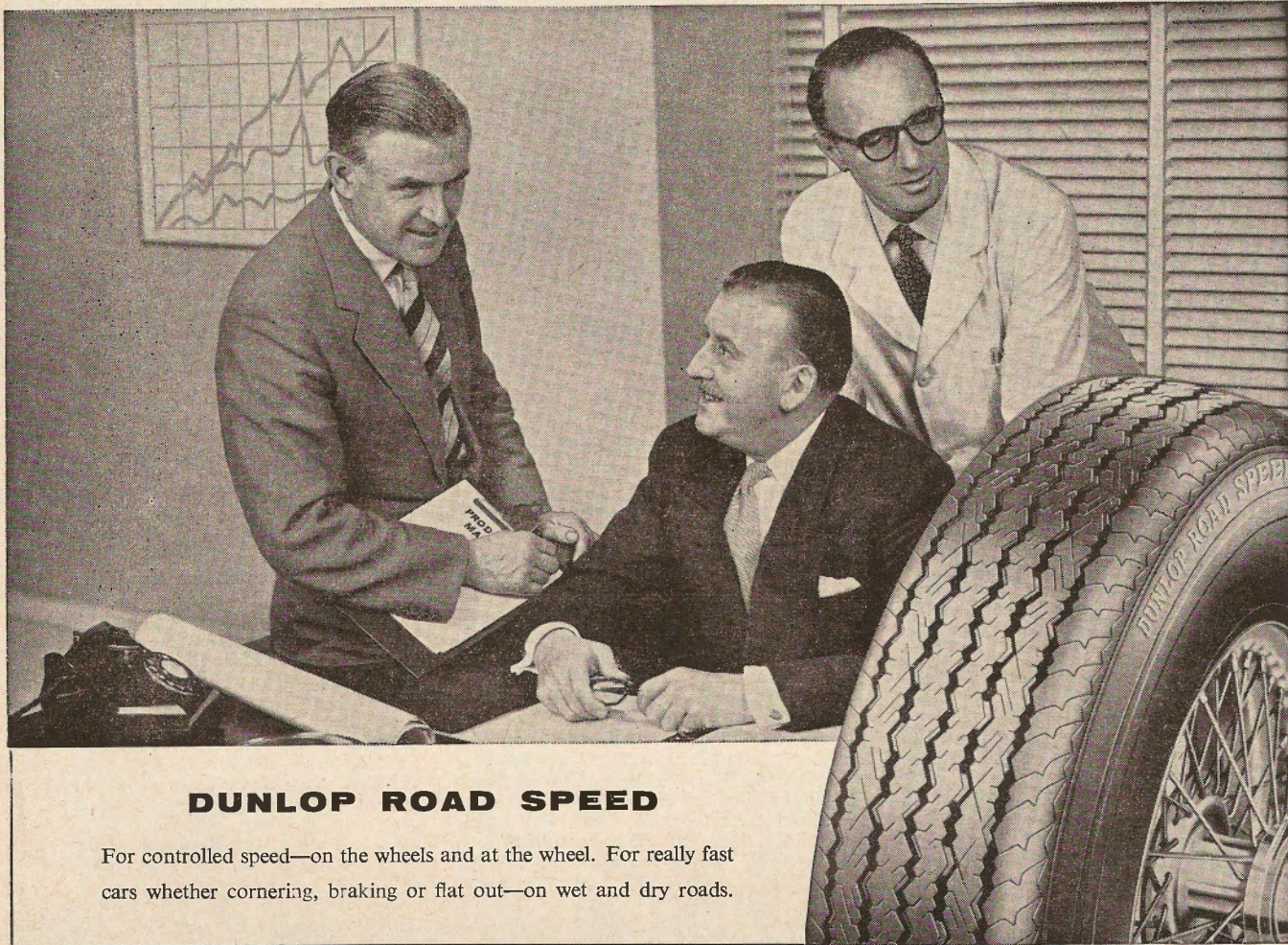
After the Loyal toast given by Mr. H. S. Phillips, Vice-President of the Centre, the Chairman, Mr. J. A. Fisher, in his address referred to the attendant difficulties involved in local rallies and thought it would be a good idea if B.A.R.C. (London) would promote more club race meetings at Aintree.

Replying, the Vice-Chairman of the Yorks Centre, fanning the usual rivalry between the Red and the White Rose Counties, fairly put the cat among the feathered folk by suggesting that the North-West Centre "ran themselves as we do in Yorkshire"—a typical Mike Wilson remark!

Among V.I.P.s of the Northern Motoring World were Mrs. Constance Wilson escorted by the above-mentioned son, Mr. Geoff Sykes from B.A.R.C. (London), Mr. P. Calvert (B.A.R.C. Council), Mr. Jeff Dixon (Chairman of the Liverpool Motor Club) and Messrs. H. S. Phillips, J. A. Fisher, R. Maitland-Hughes, R. J. Keeley, C. L. Kinns, C. M. Mudie and Dr. Glynn Morrison of the promoting club.

Racing drivers noticed at the bar included the Hon. E. G. Greenall, Mervyn Kearon, Bill Tills and Jock Sinclair.

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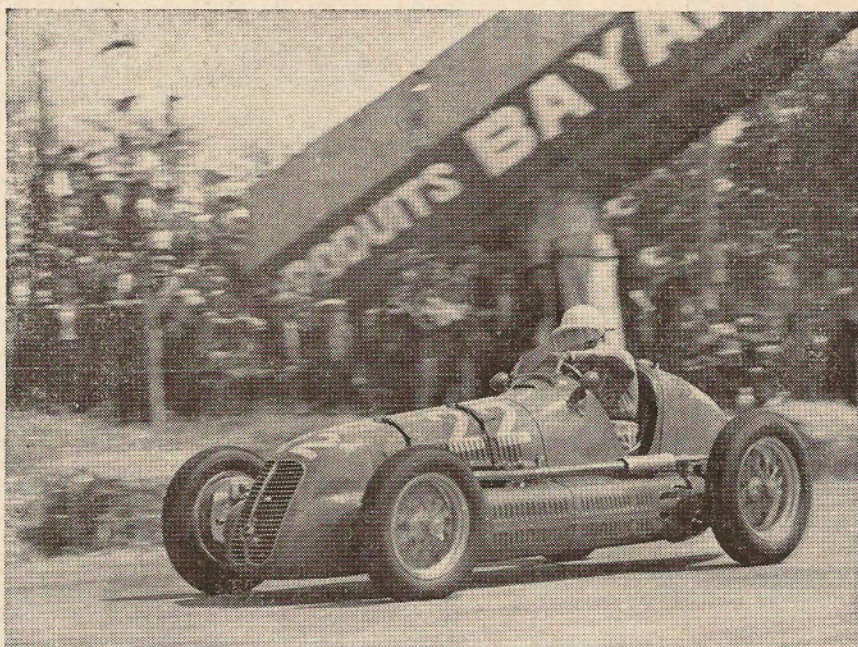


**No. 36—REGGIE TONGUE**

KNOWN today as five years past President of the Mid-Cheshire Motor Club and as one of the brains behind the International Gold Cup Meeting at Oulton Park, Reggie Tongue was better known in the '34 to '39 era as a member of that select band of Englishmen who, as amateurs, brought fame to their nationality by their skill and sportsmanship as racing drivers on the Continental circuits. Commencing his sporting career in 1930, Reggie, for the next three years, engaged in a variety of sporting trials using such cars as Aston Martin, Riley, M.G., Allard, etc., and then in 1934 entered L.M.10 at Le Mans with Maurice Faulkner as co-driver. Reggie himself entered as "A. Vincent" as the family did *not* approve! The works Astons all broke and the "pair" finished 10th. Then on to the 10 hour G.P. de Belge in which, in company with Jim Elwes, Reggie Tongue took a second in the 2-litre class, finishing the year with a third at Phoenix Park.

In 1935, he purchased a single seater "R" type M.G. and the ex-Dick Seaman Magnette, and raced them all over the Continent; no success came his way bar a third at the Coppa Acerbo. The *équipe* consisted of one Dodge van and one long-suffering mechanic. But after this tour, in which he had learned a great deal the very hard way, Reggie decided on something faster, hence the arrival, in 1936, of R.B.11, a brand new E.R.A. At Cork he had his first victory, then a win in the 1,500 c.c. class at Develier Rangiers Hill-Climb, a third in the Prix de Roma (Voiturette), a class first at the Grosser Bergpriess Hill-Climb, then fourth to the Alfas at Donington and a member of the winning team. In the Inter-Varsity Race at Brooklands he was first, and driving a privately entered Riley in the French Grand Prix was fourth to the works cars.

Nineteen-thirty-seven saw thirds at Turin and Albi, and fourths at Milan and the Isle of Man. In 1938, due to a series of illnesses, he did not compete



*GLIMPSE INTO THE PAST: (Above) Reggie Tongue putting the Maser. into a bend at Albi in 1939. (Below) The fruits of victory. Sitting on his E.R.A. sipping bubbly, having won the 1936 Cork G.P.*

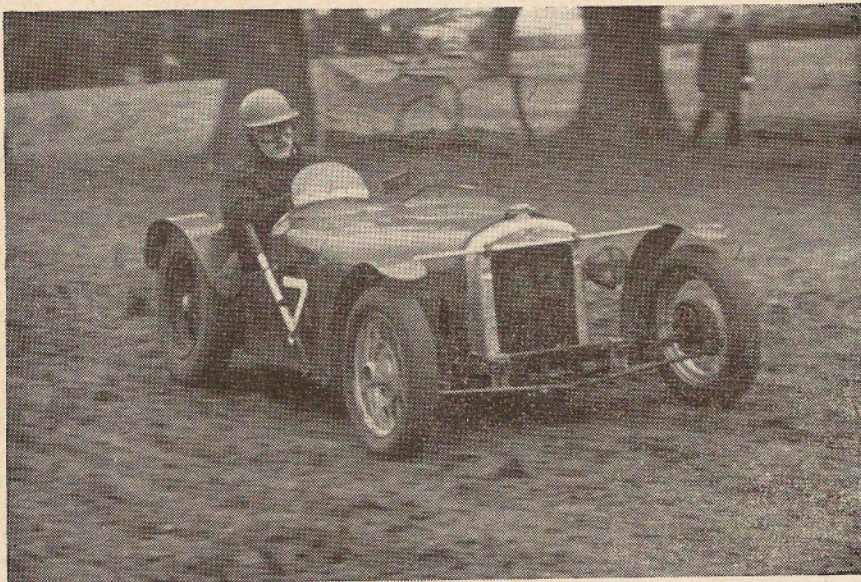
until the end of the year, and then in 1939 acquired a 4CL Maserati, and just prior to the outbreak of war was third in the International Trophy at Brooklands and second at Albi. At Donington, when well placed, a crown and pinion broke. During the years '35/'7 Reggie Tongue did nothing but motor racing on practically all the Continental circuits, where memories spring to mind of such names as Nuvolari, who at Leghorn (Coppa Ciano) always, when passing a "new boy", turned in slightly, just to teach him his place! At Pescara, drivers like Varzi, Fagioli, Chiron, when sitting down to meals, saw the road blocked outside their hotel by people watching them eat every mouthful!

He has happy memories of the

Germans, of whom von Delius was the most sociable, with a fantastic sense of humour, of Rosemeyer who always left the pits in a most impressive broadside, and of Caracciola who was faster than anyone! Reggie tells of one amusing incident at Pescara when previous to practice he had been taking glucose in powder form, and due to the presence of a number of mad Italian Cadet Drivers who were obviously about to pile up in a big way, was keeping well behind. Pile up they did, killing four spectators! Returning to the pits, Reggie was warned by Dick Seaman, "Watch out, they are going to pin this on you for taking 'dope' before a race!" They didn't, but gave him a large Trophy  
(Continued on page 648)







## FAST FIELDWORK

*Successful Harrow C.C. Autocross won by Arthur Mallock (Austin-Ford Special)*

AUTOCROSS is a branch of our sport which has never really "caught on". Grass-track racing is followed with great enthusiasm by our motor-cycling brethren, but provide the same entertainment for four-wheeled machinery and somehow the entries do not roll in in treasurer-satisfying numbers: at least, that has been the experience in the past of most of the clubs who have tried it. The various reasons for this are not easy to pin down, but one of them has been the great difficulty experienced by organizers in finding a suitable course which will not do unreasonable things to the suspension and/or dampers of ordinary road cars. However, the Harrow C.C. have found such a venue, at Earls Colne in Essex (quite a way from home!) and put it to use last Sunday for the first time. Even if Major Arthur Mallock's stark and potent Ford-engined Austin 7 special, which made B.T.D., could not strictly be called an "ordinary road car", the majority of the 40 competitors drove a variegated assortment of orthodox vehicles and all drove them happily away afterwards without damage, albeit mud-spattered.

For the uninitiated, we would explain that autocross, as generally played, consists of a timed run over a course marked out on a grass surface—or at least a surface that was grass-covered once. Generally only one car runs at a time, or perhaps two may run, half a lap apart—normal hill-climb or sprint practice, in other words. Depending on the time of year and the weather, the character of the surface may range from near-concrete hardness to sheer swamp, but the almost ideal compromise conditions prevailed on Sunday. The ground was well-drained, but still retained a certain amount of autumnal moisture, the topsoil breaking up nicely on the corners after the first

*OWNER of Colne Park, where the course was laid out, enthusiast A. C. "Bert" Westwood borrowed a Morgan and used it to good effect during the day.*

few practice laps; and most important, the threatened rain held off for the whole meeting. The whole object of the exercise is that while there is virtually no adhesion at all, one is required to motor as rapidly as possible without either leaving the course or demolishing any of the marker flags. While the faster cars did manage to hit around 50-60 m.p.h. on the finishing straight, most of the corners are taken in full drifts—at about 25 m.p.h.! One can learn a great deal about oversteer and understeer under these circumstances and the whole affair is great fun for drivers and spectators alike; it feels fast and it looks spectacular, yet autocross must be one of the safest "speed events" that there is.

In view of the short November day, practice began at 11 a.m. and the timed runs at 1 p.m. First car away was a Dellow driven by the only lady entrant, Daphne Freeman, followed by the rest of the class for open cars up to 1,250 c.c. R. Goodey found his Mark VI Lotus

*STILL disguised as an Austin 7, Arthur Mallock's car now has a Ford engine and goes faster than ever. He made B.T.D. at this autocross meeting.*

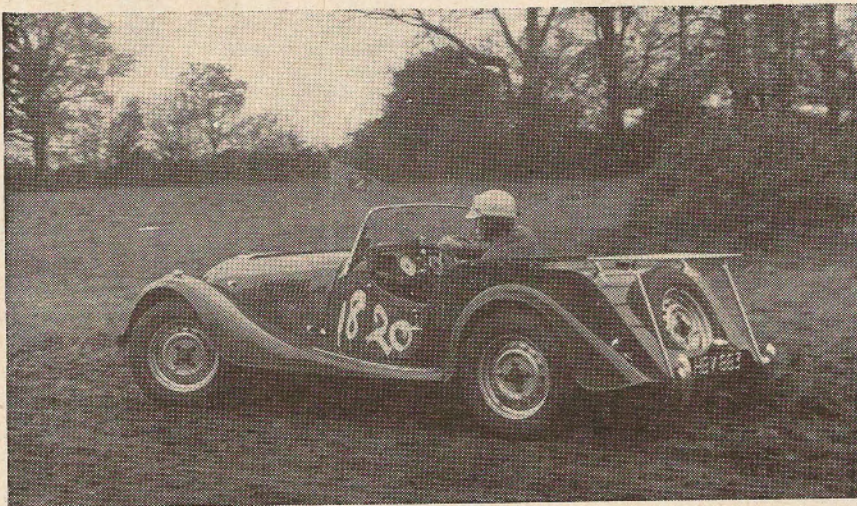
very well suited to the conditions and skated around in 1 min. 3.6 secs., but Arthur Mallock only took 1 min. 2 secs. for his circuit and that time was not to be beaten. A. E. Cleghorn, that amazing one-armed Dellow exponent, covered the distance in 1 min. 7 secs. and then lent his car to Robin Richards, who proceeded to take it round in 1 min. 6.8 secs.—and blew the head gasket!

The larger open cars then formed up at the starting line, hot favourite being R. W. Tucker-Peake's Tucker-M.G.—a universal vehicle which has performed well in trials and autocross, and has even appeared at Silverstone race meetings. However, after accelerating away from the start, he came to a standstill: the clutch pedal had jammed down as he changed gear! Of the first runs, Les Needham (TR3) made best time in 1 min. 7 secs., with Bill Slocombe (TR3) next quickest in 1 min. 7.6 secs.

The small saloons included two VWs, a Dauphine, a DKW, two Ford Thames vans (one very extensively "converted") and Robin Richards's Alexander-modded A35, the latter nipping round in 1 min. 8.4 secs., with L. C. Mainfold's VW next fastest with 1 min. 11 secs.

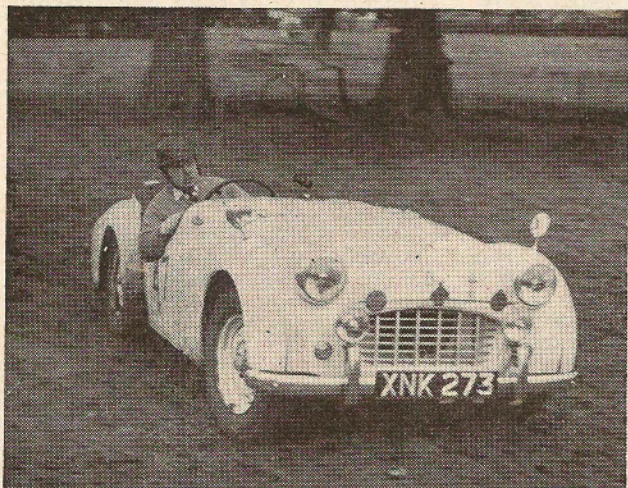
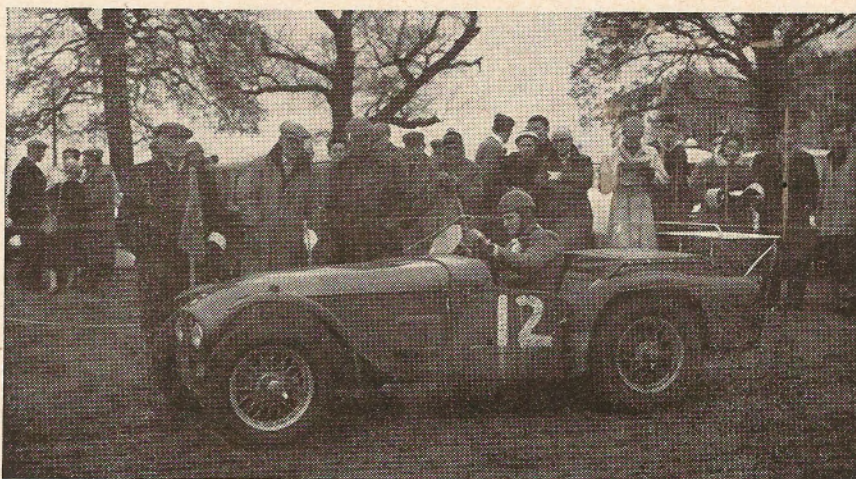
The class for large saloons was (not surprisingly) rather short of entries; the largest of the large ones being K. C. Truscott's huge Mercury-Allard, which went surprisingly nippily for its size and was only beaten by S. Rees's modified Ford Zodiac.

First runs being completed in excellent time with the very minimum of delay, there was a short break before the proceedings were repeated. Tyre pressures were adjusted according to the widely diverging theories being expressed as to the best method of obtaining non-existent traction and then the small sports cars lined up again. Whether the surface had deteriorated or merely that the theories were wrong is difficult to determine, but certainly most entries in this class were slower second time round. Major Mallock was 0.4 sec. slower, but Goodey in his Lotus recorded a time identical to that of his first run: 1 min. 3.6 secs. and L. J. Parvin, who had spun off on his first run with his very Lotus-like Ford special, clocked 1 min. 6 secs. Cleghorn



had dashed down the road to get a replacement gasket for his Dellow and he and Richards were working frantically on it in the paddock.

Meantime the largest sports cars had their second runs—and Tucker-Peake showed that his car was suffering no clutch trouble this time. His time was 1 min. 2.2 secs., but not quite rapid enough to beat Mallock's 1 min. 2 secs., which still stood as B.T.D. The rest of the class, apart from R. J. Dudley's elderly Riley special, consisted of TRs, M.G.s and Morgans, and F. A. Freeman (Morgan) managed to chop his time down to 1 min. 6 secs. and with the hood up too, while others were even going so far as to remove windscreens. Nevertheless, one of the latter, Bill Slocombe, was only 0.2 sec. slower in his TR3, while H. J. Bone, in another Morgan, was next in 1 min. 6.6 secs. Competitors in this class were nearly all faster on their second



runs, whilst the smaller cars were slower—a curious anomaly.

Times changed little for the second runs of the small saloons, but generally here, too, they were mostly slower on their second runs. However, Laurie Manifold managed to get his modded VW around in 1 min. 10.6 secs., but Robin Richards's first run in 1 min. 8.4 secs. was to stand

#### Penn Portrait—continued

for being the most consistent English performer—same was a huge statue with the plinth removed—afterwards, it turned out to be the main award for the "Gran Primo Ciclisto"!

Reggie Tongue, born in 1912, is married to "Johnnie", they have one son aged 12 and are all tremendous motoring enthusiasts; in the war he was a Battle of Britain pilot and later a Rolls-Royce test pilot. In business he is a director of many motor concerns including Thompson & Taylor, Ltd. His favourite transport is a Giulietta though he often drives a very modified A35. Preferred circuits were Berne and Donington. Hobbies nowadays are business, hunting and shooting. Reggie's suggestion for the improvement of our sport is to make motor racing more attractive to the general public, i.e., more sports car racing limited by capacity, as at the present rate of development G.P. cars will be too fast to produce a spectacle.

The incident questions brought the following—Most amusing: "After my

as best time for the class, with Slocombe's 1 min. 10.4 secs. in the same A35 as next best.

K. C. Truscott, in the big Allard, really went to town on his second run, and wuffed round the twisty ¼-mile circuit in 1 min. 11.4 secs., to take the "large saloon" class, Rees in the Zodiac being slower than on his first attempt. And

first win at Cork, when speaking on Radio Eireann, stated that the circuit was the finest in the 'British Isles', this nearly caused another revolution and I was cut off 'pronto'!" Most disappointing was at the '39 British Empire Trophy at Brooklands when the Maser. brakes filled up with water, the pit stop was bungled and the race lost. Previously he was only 24 secs. behind Bira with seven laps to go! And this one, which doesn't go in any category: Reggie Tongue went over to U.S.A. with John Cobb on the "big record"—all he did was to chop ice and fill the radiator. He did this so many times that he is still allergic to ice!

FRANCIS PENN.

#### Speedwell A35—continued

and a higher axle gear would probably increase the maximum, but at the expense of acceleration and top gear hill-climbing.

I must admit that it took me far longer than normal to get used to the handling characteristics. The rather narrow screen and thick pillars create a bit of a blind

just as we were thinking that that was the end of the meeting, Cleghorn came galloping out of the paddock in his re-gasketed Dellow, to clock 1 min. 5.8 secs. and carve 1.2 secs. off his first time, which was a substantial improvement on Richards's first run. The latter, however, was not to be beaten and stormed round in a fine series of power slides, to record 1 min. 5.2 secs. Mallock having made B.T.D. with his incredibly fast first run and Goodey having collected the award for the best performance by a Harrow C.C. member, thus left Richards and Cleghorn in first and second spots in their class.

Very slickly run through, the whole event was over before 3 p.m. and most folks were able to be home before it was really dark.

STUART SEAGER.

#### Results

**B.T.D.:** Major A. M. R. Mallock (Austin-Ford Spl.). 1 m. 2 s. **Best Performance by H.C.C. Member:** R. Goodey (Lotus) 1 m. 3.6 s. **Open cars, up to 1,250 c.c.:** 1. R. N. Richards (Dellow), 1 m. 5.2 s.; 2. A. E. Cleghorn (Dellow), 1 m. 5.8s. **Over 1,250 c.c.:** 1. H. W. Tucker-Peake (Tucker-M.G.), 1 m. 2.2 s.; 2. F. A. Freeman (Morgan Plus 4), 1 m. 6 s. **Closed cars, up to 1,300 c.c.:** 1. R. N. Richards (Austin A35), 1 m. 8.4 s.; 2. W. C. Slocombe (Austin A35), 1 m. 10.4 s. **Over 1,300 c.c.:** K. Truscott (Mercury-Allard), 1 m. 11.4 s.

**Team Award:** R. Goodey, A. Mallock, L. Parvin.

spot for a start, but one soon positions one's head to minimize this. The steering is very light and dead, without a trace of "feel". The roadholding and cornering are much better than standard, but I would prefer a little less understeer. Let us say that a very great improvement has been achieved, and that the enhanced stability definitely reduces the tendency to overturn. I still feel, however, that Sprinzel is either a better driver than me or a more courageous one—probably both! As tested, the car was short of brakes, but that may be fair wear and tear.

I cannot avoid being extremely enthusiastic about this Speedwell Performance Conversion for B.M.C. 948 c.c. engines. What it has done for this little red A35 it can also do for the Minor 1000. Above all, it emphasizes the excellent engineering embodied in these engines, for 100 per cent. reliability has been a feature of the car during the whole of its extremely tough competition life. Finally, unlike most "conversions", this one actually improves the shopping manners of the little saloon, and "mum" will like that.



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Winter weather can prove tough going for your engine. Starting is difficult. Engine wear is increased. And your battery is drained of life. Fill up your sump with Shell X-100 Motor Oil Multigrade and notice the difference.

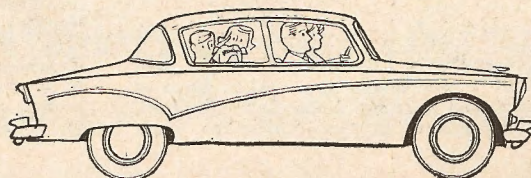
Starting from low winter temperature, Shell X-100 Multigrade flows freely from the word go. But when it reaches engine operating temperature it acts just like a heavier grade oil. This special property means your engine—even in the

bitterest winter weather—gets first-class protection from start to finish.

The result is easier starting, faster warming-up, longer battery life and a useful saving on petrol. Ask for Shell X-100 Multigrade at your Shell station next time you fill up. *Available in 10W/30 and 20W/40.*

And to round off the job ask your dealer for the Shellubrication Service to take care of the rest of your car.

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# Club News

By MARTYN WATKINS

"THE enthusiast who wishes to take part in motor racing but is unable to do so for financial reasons must be prepared to help himself constantly".

That statement can be taken as the motto of a recently formed club which has been set up to enable keen lads—or, I suppose, lassies for that matter—to gain experience with racing cars at a cost likely to appeal to those who do not have enough cash, like most of us, actively to have a go in the ordinary way.

Ultimate object of the club—called the Racing Drivers Association—is for its members to reach a high standard in practice sessions and subsequently to race, ultimately progressing—if that is the word—from one formula to another.

The difference between this and other schools of a similar nature seems to be that to graduate one does not simply have to drive a motor car very fast and very well. One of the stricter rules of the association and one which amply illustrates the slogan is that each member of the club must be willing to do any job allocated to him—right down to cleaning the car. Arrangements will, it seems, be made for members with no mechanical knowledge to pick up such "gen" so that drivers will stand a better chance of "knowing their cars".

The first practice meeting of the association was held at a wind-swept Brands Hatch on Saturday, when scores of keen members turned up to weave in and out of the other cars lapping there in a Rover-BMW belonging to the club chairman, Mr. J. W. Head. Sole result expected from the first rides was simply familiarity with the car, a 328 BMW chassis with a Rover 75 engine fitted. Each member had five laps in which he also scraped up an acquaintance with the circuit and, of course, no one recorded anything remotely approaching a fast lap time.

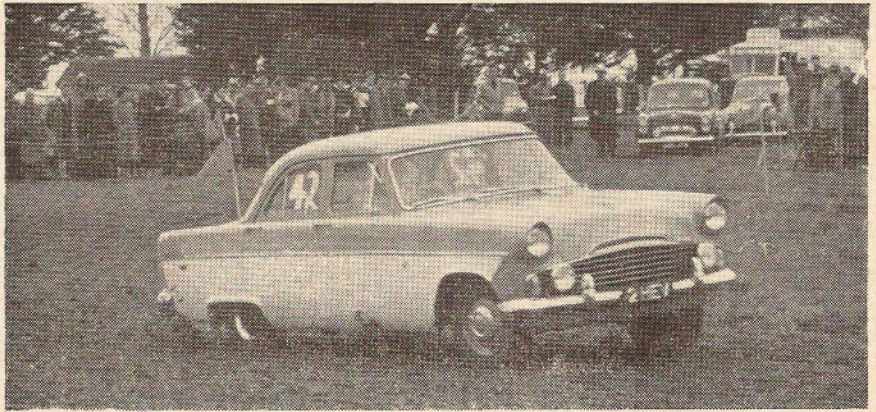
But the Racing Drivers Association does not believe in hurrying things: it is expected to take four years before a member finds his way on to a starting grid.

Annual subscription is six guineas, and each member pays in addition five bob a week. For this each member will get about 15 minutes track time every second week—provided, of course, the track is available. It is hoped first to purchase an F3 machine—not, it was stressed, a "clapped-out heap" but a car in which members could, when the racing stage was reached, stand a real chance of winning or at least finishing in the money if his driving ability stood up to the test.

An organization of the same name as this was formed some time ago by the late Ron Searles: the name of this band of keen lads has been chosen partly to perpetuate his memory.

\* \* \*

SOMETHING a little different in the field of winter motor sport takes place at the Rover factory, Lode Lane, Solihull, Warwickshire, on 23rd November, when



2 HEV is the number of S. Rees's Ford Zodiac, but it was by no means too heavy, taking second place in its class at the Harrow C.C. Autocross at Earls Colne, Essex, last Sunday.

something over 100 members of the Land-Rover O.C., together with a Dutch entry and entries from the Services, take part in a point-to-point round the factory perimeter. I can imagine lots of things being fun but this would seem to take the palm, would it not? Lunch—the p-to-p takes place in the morning—will be followed by "miscellaneous events" and in the late afternoon there is a film show, succeeded in the evening by a dinner-dance.

At risk of being repetitive, I must say it all sounds tremendous fun.

## Coming Attractions

**16th November.** Bristol M.C. and L.C.C. Roy Fedden Trophy Trial.

SUNBAC Airline Rally.

**17th November.** Yorks S.C.C. Pen-nine Trial, Pack Horse Inn, Southowram, near Halifax, 10.15 a.m.

**21st November.** Old Hulmeians M.C. Exhibition of "Cars out of the Ordinary," T.A. Centre, Great Clowes Street, Salford, Lancs, 7.30 p.m.

Romford Enthusiasts' C.C. November Rally, Romford Town Hall, 10 a.m.

**23rd November.** Healey D.C. Scorpion Rally.

London M.C. B.B.C. TV Trial, near Wendover, Bucks.

Herts County A. and A.C. Nocturne Rally, Brimpton Grange Hotel, Wheatley, Oxon.

East Surrey M.C. Woodcote Rally, "Ye Olde Leather Bottle", Warlingham, 9 p.m.

The Leicestershire C.C. John Bull Trophy Sporting Trial will be held on 24th November. This event is to be included in the B.T.R.D.A. Gold Star Competition. Start is at Skeffington, Leics, at 10.30 a.m. Entries close 19th November. Regs available from W. B. Hercoc, 14 Hinckley Road, Leicestershire. . . . The M.G.C.C. stage their Goathland Rally on 1st December. Start is at Pickering, Yorks, at 10.30 a.m. Invited clubs are Airedale and Pennine M.C., B.A.R.C., B.R.S.C.C., De Lacy

M.C. of Pontefract, Darlington and District M.C., E.Y.C.C., Hartlepool and D.M.C., Huddersfield M.C., Ilkley and D.M.C., Leeds University Union M.C. Entries close 27th November at £1. Teams 10s., secretary of meeting: R. W. Bates, 34 Brierley Road, Bessacarr, Doncaster. . . . The Romford Enthusiasts' Club November Rally is being held on the 24th of this month. Start at Romford Town Hall, 10 a.m. Invited clubs: Billericay C.C., Harlow and D.A.C., East Anglian M.C., South Essex M.C. Entries close 16th November, secretary of rally: H. T. Turnell, Esq., Chafford Farm House, Aveley Road, Upminster, Essex. . . . An exhibition of "Cars out of the Ordinary" is being held by The Old Hulmeians M.C. in aid of the O.H.'s Association new pavilion and clubhouse. Date: 21st November, time: 7.30, place: T.A. Centre, Great Clowes Street, Salford, Lancs. . . . The B.A.R.C. (S.E. Centre) hold their December Night Event on 14th December. Start and finish at Cavendish Hotel, Burlington Place, Eastbourne. Closing date for entries (B.A.R.C. members only) is 9th December. Secretary of meeting is W. W. Paul, Esq., Flat 2, 14, Hardwick Road, Eastbourne. . . . East Surrey M.C. announce that their Woodcote Rally will take place on the night of 23rd-24th November. Start at Ye Olde Leather Bottle, Warlingham, at about 9 p.m. Entries—members only—to E. W. Moorhouse, 112 Beddington Gardens, Carshalton. Closing date 19th November. . . . The Hants and Berks M.C. and United Hospitals and University of London M.C. hold their Combined Night Navigation Rally on 30th November. The event is open to "fully subscribed members of the two promoting clubs", and starts at the Queen's Hotel, Farnborough. Entries close 25th November and should be sent to Mrs. Joan Birkett, 3 Pondtail Road, Fleet, Hants. . . . The Herts County A. and A.C. hold their eighth annual nocturne on the night of 23rd-24th November, starting from the Brimpton Grange Hotel on the A40 near Wheatley, Oxon. Clubs invited are Hants and Berks M.C., A.C.O.C., 750 M.C., Chiltern M.C., Singer O.C., Combined Universities M.C., and the North London Enthusiasts Club. Enquiries to Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead, Herts. Entries close 22nd November. . . . The Hagley and District L.C.C. promote their Shropshire Sporting and Standard Production Car

Trials on 1st December. Starting at Stewpony Hotel, near Kinver, competitors sign on at 9.30 a.m. This is a closed event and entries must be in by 26th November to G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . **The Blackpool and Fylde M.C.** is organizing the Blackpool Rally Driving Tests on 7th December. The following clubs are invited to compete: Bolton-le-Moors C.C., B.A.R.C., Fylde Motor Sports Group, Furness D.M.C., Knowldale C.C., Lincs A.C., Lincs and Cheshire C.C., Liverpool M.C., London M.C., M.G.C.C., Pembroke-shire M.C., Sheffield and Hallamshire M.C. Closing date for entries is 23rd November and they should be sent to E. B. Stott, 48 Corporation Street, Blackpool. . . . And, last, but by no means least, the **Land-Rover O.C.** are holding a point-to-point round the Rover factory perimeter on 23rd November, starting at 9 a.m. This should be very interesting!

**Huddersfield Driving Tests**

**E**IGHTEEN drivers took part in the invitation driving test meeting held by the Huddersfield and D.M.C. at St. Paul's Street, Drill Hall, Huddersfield, on 27th October. The event replaces the invitation standard car trial formerly held on the date as there were very few entries for the trials.

Eight tests were laid out on the drill square, and following the tests the competitors took part in a relay race.

**Results**

**Best Performance:** D. Peace (Triumph TR2). **Open cars, below 1,500 c.c.:** S. Hitchen (Dellow); **over 1,500 c.c.:** P. Murray (Triumph TR2). **Closed cars, under 1,500 c.c.:** E. Jackson (Ford Anglia); **over 1,500 c.c.:** D. C. Travis (Austin).

**M.G.C.C. NOVEMBER RALLY**

**E**VERY control was a secret one in the "November Rally" organized by the North-Eastern Centre of the M.G. Car Club on Sunday, 3rd November.

The event, a new one in the centre calendar, started at Leeds and finished at Ilkley, packing about 120 miles of difficult country in the Ripon and Pateley Bridge area in between. Of the 22 entries, only 11 finished the course.

**Results**

**Best Performance:** B. R. Waddilove (Volkswagen). **Under 1,600 c.c.:** 1, R. J. Wood (Austin); 2, N. Baguley (M.G. Magnette); 3, G. R. Monkman (Fiat 1100TV). **Over 1,600 c.c.:** Miss D. Tobin (Austin-Healey). **Novice Award:** A. J. Sinclair (Ford).



*LINE-UP of personalities at the Notts S.C.C. dinner. They are (left to right) John Green, Mike Andrew, Clive Wormleighton, Arthur Knowles, S. Hobson and John Dalton.*

**NOTTINGHAM OCCASION**

**T**HE Ninth Annual Dinner-Dance of the Nottingham Sports Car Club was held at the Victoria Station Hotel, Nottingham, on Friday, 8th November.

After a private cocktail party given by the Club Directors, members and their guests dined in the magnificent banqueting hall where speakers included the Chairman, M. J. Andrew, G. K. Emsley, S. Hobson, the President and Mallory Park "Boss" Clive Wormleighton, and the Northern Editor of AUTO-

SPORT, Francis Penn, whose wife presented the main awards.

Among V.I.P.s present one noticed Miss Cynthia Queenborough and Miss Maureen Murphy (whose background work oils the wheels of both Mallory Park and the N.S.C.C.), Arthur Knowles, J. R. Crow, E. B. Wooley, Alf Nattriss and Doctors Ken Emsley and John Townsend. Also around were racing men John Dalton, John Green, David ("The Colonel") Brough, Don Levy, Mike Dickens and Austen Nurse.

**Recent Results**

**EAST ANGLIAN M.C.**

Overture Rally, 27th October

**Overall Winner:** R. Cresswell. **Up to 1,300 c.c.:** W. Diment. **Over 1,300 c.c.:** S. G. Daniel. **Best Pre-1939:** C. Rowe. **Best Lady:** Mrs. Wombwell.

**TRIUMPH SPORTS OWNERS' ASSOCIATION (LONDON SECTION)**

Driving Tests Meeting, 27th October

1, W. E. Thomas; 2, A. P. Sawyer; 3, D. J. Duncan. **B.T.D.:** J. R. Leppard.

Evening Social Rally, 25th October

Winner: F. Paskins.

**SPORTING OWNERS' D.C.**

S.O.D.C. Autumn Rally

1, R. Millburn (Vauxhall); 2, E. B. Kay (XK 120); 3, D. Tearle (Ford); 4, E. Bland (Riley).

**OXFORD M.C.**

Boanerges Rally, 2nd November

**Premier Award:** M. Chambers (Wolseley 1500). **Navigator's Award:** D. Johns. **Class A:** J. S. Poulton (Standard 10). **Class B:** S. Moore (M.G.A.). **Class C:** C. P. Rogers (Standard Vanguard). **Ladies' Award:** Mrs. E. P. Mayman (Morgan). **Team Award:** "The Cravens"—Poulton, Bell, Bint.

**B.A.R.C. (S.E. CENTRE)**

Night Navigational Rally, 2nd November

**Winner:** W. T. Robins (M.G. Magnette). **Navigator:** K. Strudwick. **First Class Awards:** 1, R. Holmes (Zephyr); 2, H. R. Braithwaite (Standard 8); 3, R. G. Clayton (Ford); 4, D. R. Milton (A35). **Second Class Awards:** 1, D. E. Gunner (Wolseley 1500); 2, H. A. Appleby (Morgan); 3, R. Watling-Greenwood (Simca); 4, R. J. Clarke (Morris Minor).

**PETERBOROUGH M.C.**

Navigational Rally, 27th October

**Easy Navigation:** 1, B. Hill; 2, F. G. Canham; 3, R. Tabor. **Advanced Navigation:** 1, K. Firman; 2, A. E. Fisher; 3, N. S. Manser. **Team Award:** Kings Lynn M.C.

**M.G.C.C. (N.W. CENTRE)**

Cecil Kimber Trophy Test Run, 3rd November

**Cecil Kimber Trophy:** P. W. D. Smith (M.G.A.). **Best non-M.G. performance:** J. A. Ashall (TR3). **Best Novice:** R. N. Sidebotham (M.G. TD). **Class Awards:** Mrs. J. N. Whatmough (Renault Dauphine), D. N. Tattersall (M.G.A.), P. T. Moss (M.G. TC), J. W. Power (TR2), P. Crummack (VW), D. B. Smith (Sunbeam Rapier). **Team Award:** J. A. Ashall, P. W. D. Smith, P. Crummack.

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**ALLARD** sports saloon, 1953; ex Ford director. Radio and heater. In first-class condition throughout. 100 m.p.h. car. £325 o.n.o. Terms and part exchanges.—Larkwood 1347.

**FACTORY-SERVICED** used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—VAN 2333, 51 Upper Richmond Road, S.W.15. (See also New Fords.)

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**1937 ASTON MARTIN** 1½-litre Bertelli saloon. Impeccable condition, 57,000 miles. Rebuilt engine, steering, brakes and springs. £285. H.P. if desired.—Speedwell 6960; evenings Speedwell 9278 (London).

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#### 1954 AUSTIN-HEALEY 100 SPORTS CAR,

two-tone, with every possible modification including four-speed box, close-ratio overdrive, high-ratio axle, Barwell head, special wheels, radio, heater and carrier, reputed to be the fastest 100/4 in existence, good records. £650.

Would consider modified saloon in part exchange. H.P. arranged. Box 2597.

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**3-LITRE** short chassis Red Label 4-seater, engine overhauled, excellent condition throughout. £295.—Box 2596.

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**1931** 26 h.p. Tourer, excellent original condition, Bosch equipment, four doors, boot.—Write, Bailey, Milford House, Chobham, Surrey.

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### BMW

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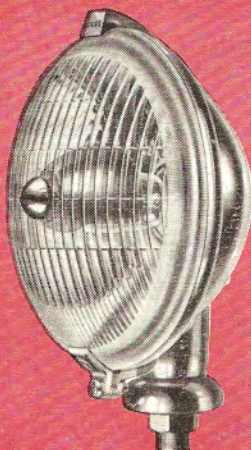
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Price per pair—SFT & SLR 576, complete **£7. 15. 0d.**



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Intended for use in conjunction with, and to increase the range of the car's normal headlamps. Indispensable for safe, fast, night driving. The specially designed conical bulb shield and crystal clear lens, condenses all the light power into an intense 100,000 candle power pencil beam. **105/-**

Price per pair—SFT & SLR 700S complete **£9. 5. 0d.**



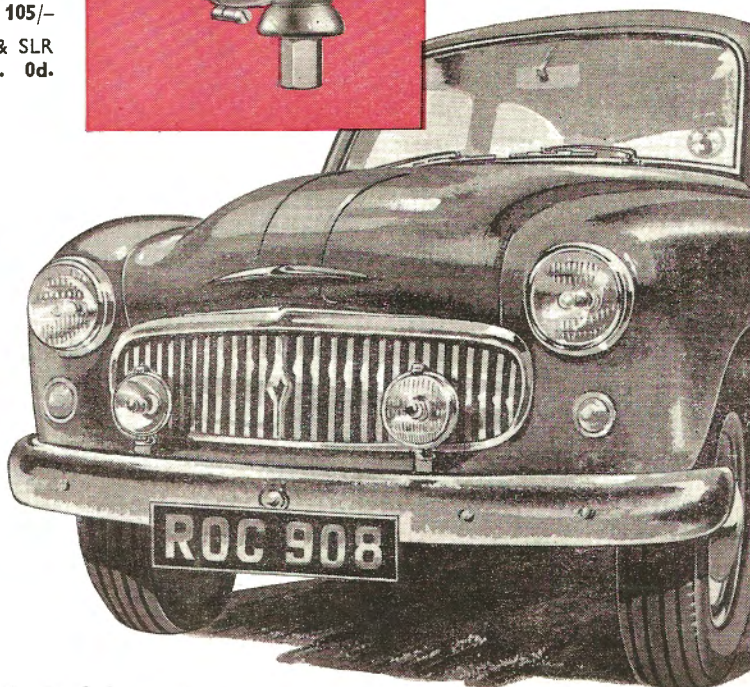
## SFT 700S 'FLAT-TOPPED' BEAM FOGLAMP

Incorporating the famous Lucas block pattern lens and 'Flat-Topped' beam, which gives an exceptionally wide spread of light without upward or back glare. With the SLR 700S Long Range Driving Lamp, it makes a powerful matched pair of auxiliary lamps for all weather conditions. **92/6**



# All purpose All weather **LUCAS** TWINLAMPS

All lamps supplied complete with cable, switch and brackets.



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