

AUTOSPORT

SEPTEMBER 25, 1959

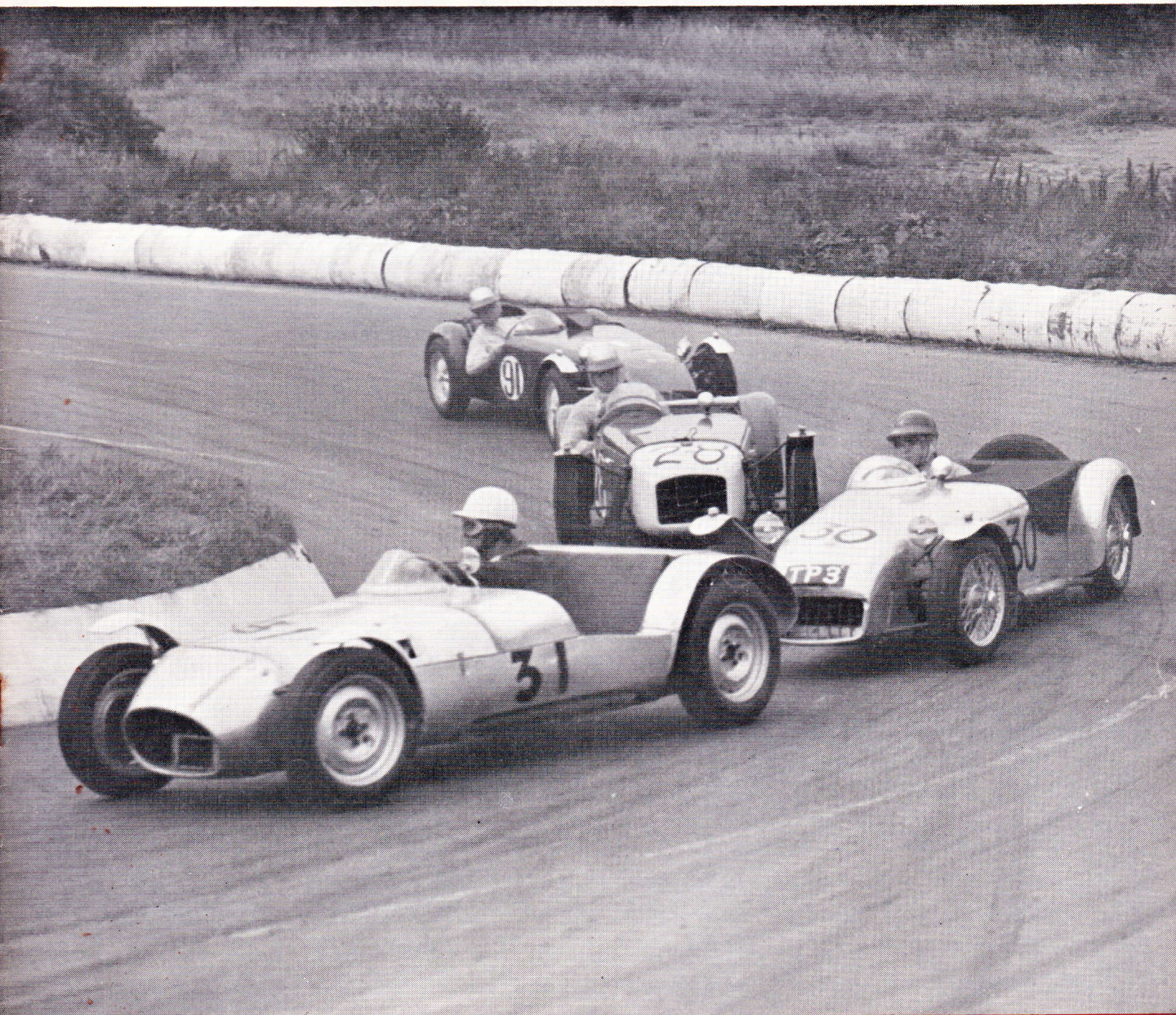
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EVERY FRIDAY

Vol. 19 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

A NEW ROLLS-ROYCE ENGINE : EUROPEAN MOUNTAIN CHAMPIONSHIP
THE LONDON NATIONAL RALLY : CLUB RACING AT MALLORY PARK AND SILVERSTONE



**Flt. Lieut. Booster knows
the pattern for safety . . .**

PIRELLI DUAL PURPOSE

No prangs for him. Deep-etched tread ribs bite through mud, frost and snow, seeking the firm surface beneath. Sharp cornering on snow-clad Pennines or foot down on greasy highways, Pirelli D.P. makes it safe and sure, Winter and Summer. And such is the genius behind Pirelli design that this quiet-running tyre actually gives high mileage too.

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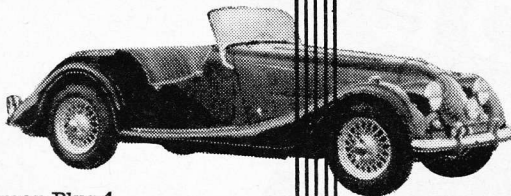
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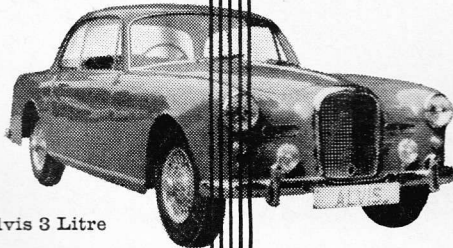
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Armstrong Siddeley Star Sapphire



Alvis 3 Litre

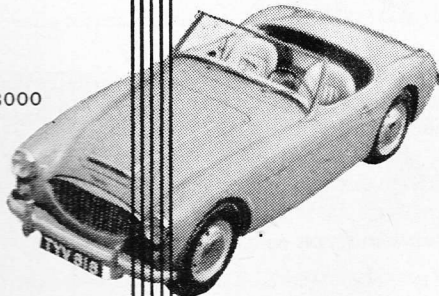


Rover 8 Litre



Austin A99

Austin Healey 3000



Wolseley 6/99

Follow the manufacturers' lead...
Fit Ferodo First — to last!

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Disc Brake Pads · Anti-Fade Brake Linings

AUTOSPORT

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Vol. 19 No. 13 September 25, 1959

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Art Editor

THEO PAGE

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U.S.A.	OZZIE LYONS

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EDITORIAL

THAT VITAL HALF-POINT

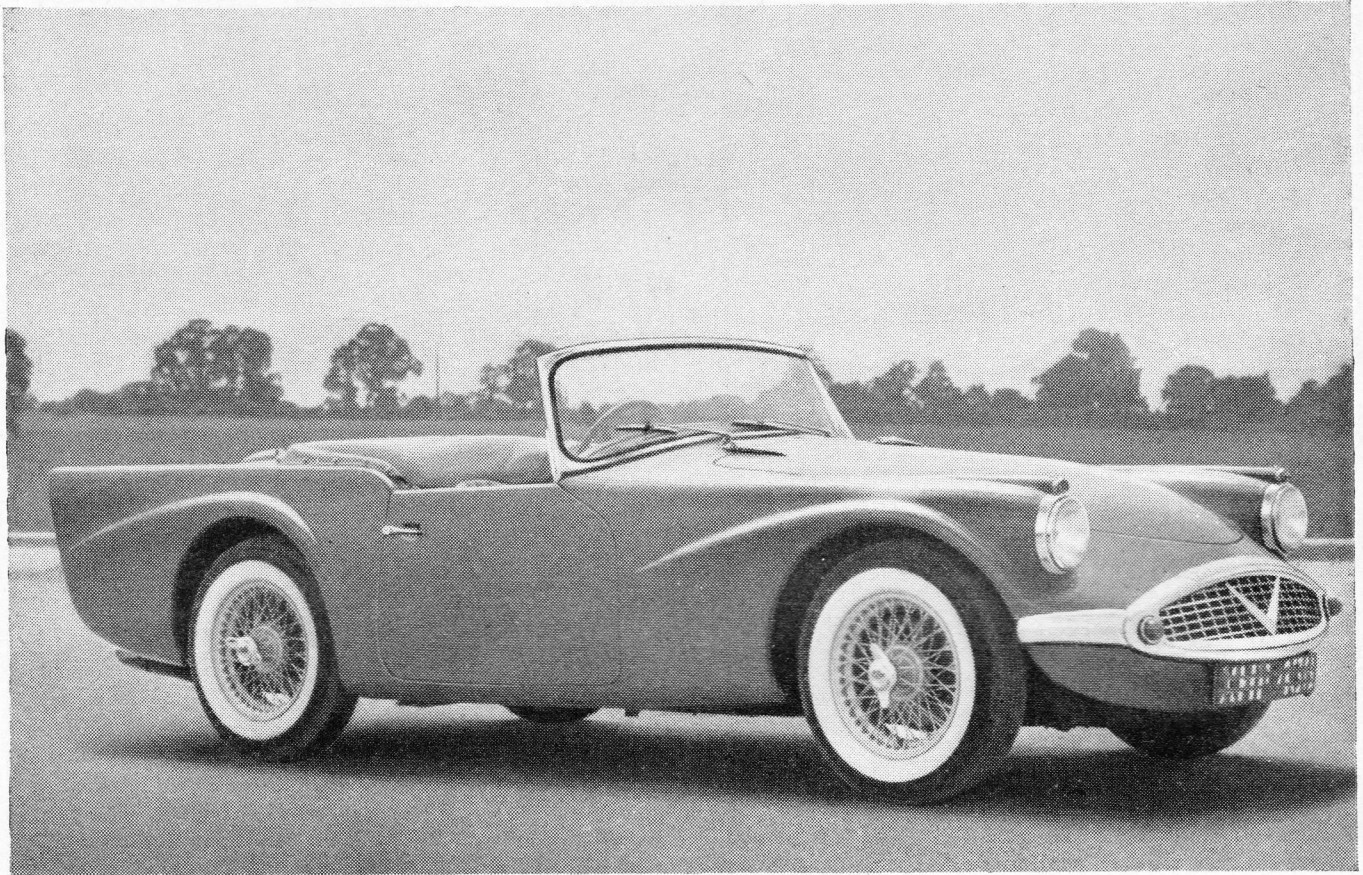
WHEN Stirling Moss shared the Aintree lap record with Bruce McLaren in the British Grand Prix, little did he realize that the extra half-point might have a vital bearing on the World Championship. Jack Brabham has scored 31 points from five results, and a win and fastest lap at Sebring would, of course, give him an unapproachable 36 points, or 35 if he were to win without that lap. On the other hand, second place would net him 33 points, which, were Stirling Moss to do fastest lap and win, would give Moss the title by 0.5 point. If Moss won, and Brabham came second, with someone else collecting the extra point, then Brabham must win. Whatever happens, Jack cannot score less than his existing 31 points, nor Moss his 25.5, nor Brooks his 23. So Tony also has a chance to surpass Brabham's present total by scoring the maximum at Sebring, provided Jack finishes lower than second. The position is intriguing, with three drivers all in the running for the title. To ensure the Championship Stirling *must* win, because even a second place without Brabham scoring a single point would give him only 30.5 points. However, once again that extra half-point comes into the reckoning, for fastest lap and second would give him 31½ points, and the Championship were the Australian to finish anything other than first. Again, should Brooks win, and Moss come second together with fastest lap, the totals would be 31, and 31½ respectively, and Brabham in third place would still remain with 31. Thus, in order to give Tony Brooks the best possible chance to win the title, Enzo Ferrari is almost certain to field a four-car team for Sebring. Here again, just as at Monza, tyre wear will play an all-important part in the ultimate issue, for the Florida circuit has a reputation for being hard on rubber. Too heavy a tread will definitely slow cars down, with always the possibility of failure. With the Italian G.P. in mind, Ferrari will obviously try everything to ensure a non-stop run for Brooks, realizing that what Stirling did once, he may well do again—as also might Brabham. The Dunlop technicians fully realize the tremendous importance of tyres in this incredibly thrilling wind-up to the Grand Prix season, and their main problem will be to produce covers for the heavier and more powerful Italian cars, which will stand up to the gritty surface of Sebring. The brakes and linings people also have their problems, for Sebring is undoubtedly a most testing circuit when vital seconds are to be saved. The World Championship has, for the second year running, reached an extreme pitch of interest and excitement, with everything depending on the result of the last race in the 1959 series. Cooper and Ferrari will try all they know to give their drivers the title, while Stirling Moss may at last achieve his ambition.

OUR COVER PICTURE

CLUB RACING at Mallory Park—J. A. Murrell's D.R.W.-Ford leads a bunch of Lotuses through the tricky hairpin. Behind him are T. C. Powell's Lotus-Ford, C. B. Dawson's similar machine and E. Pantlin's very fast Climax-engined Lotus.

Announcing THE NEW Daimler SPORTS CAR

2½ LITRE · V-8 · TYPE SP250



Designed to give the enthusiast a truly practical Sports Car, the Daimler SP250 is an entirely new conception which for performance, servicing ease and reliability is unrivalled.

Construction-wise the SP250 offers a remarkable specification. Highlights include new 2½-litre V8-cylinder engine with searing performance plus uncanny flexibility—hydraulically operated disc brakes on all 4 wheels ('STANDING START'—100 mph—'STOP', in under 30 seconds!)—carefully balanced suspension with pinpoint accurate handling—exceptional luggage accommodation—a full-width rear bench-type seat additional to 2 separately adjustable bucket seats—permanent wind-up metal-framed windows. Available with an exceptional list of optional extras including a detachable hard-top, overdrive and automatic transmissions, knock-on wire wheels, adjustable steering column, etc., etc.

Price £1,395 including p.t.

THE DAIMLER COMPANY LTD
COVENTRY

The SP250 will be on exhibition on Stand No. 120 at the Earls Court Motor Show, and limited retail deliveries will commence in January 1960. In the meantime, illustrated leaflets with detail specification, performance data, and list of extras may be obtained on application to The Daimler Company Limited, G.P.O. Box No. 29, Coventry.

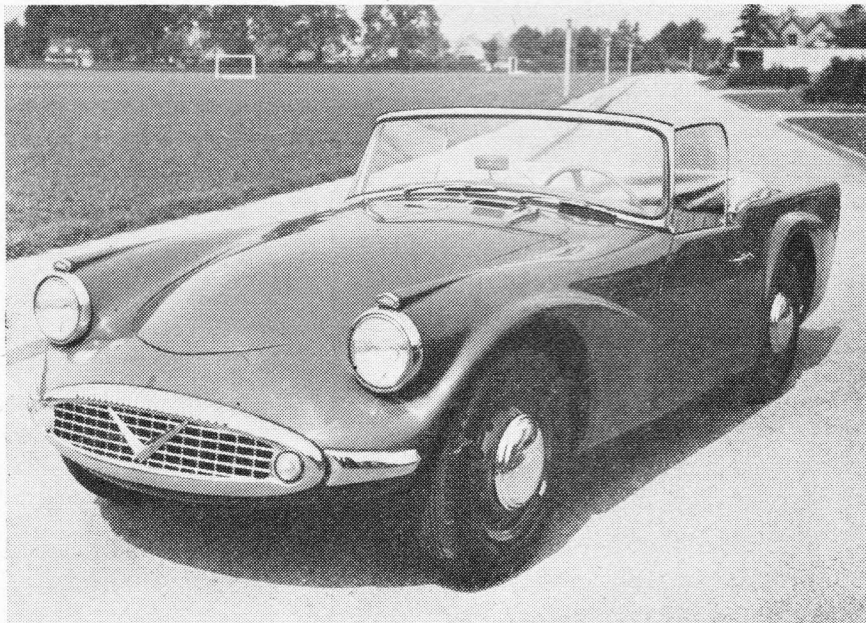
SPORTS NEWS

GRAND PRIX of U.S.A. on 12th December will be 50 laps (260 miles) of the Sebring circuit. There will also be an International production saloon car race.

JAGUAR drivers Dick Protheroe, a regular and successful competitor in the AUTOSPORT Championship, and Miss Rosemary Massey, whose XK 150 is also well known at B.A.R.C. events, were married on Thursday.

SEBRING THE FINAL ROUND!

THE F.I.A. announces that Sebring will be the final World Championship event for 1959. Casablanca will not take place this year. This information was supplied by Mr. Schroeder of the C.S.I. and should clear up the present rumours that the Moroccan race was going to be held.



OULTON PARK GOLD CUP

Brabham and Moss in F1 Cooper-Climaxes: Final Qualifying Round in "Autosport" Championship

TOMORROW'S meeting at Oulton Park, organized by the Mid-Cheshire C.C., has attracted a large entry of F1 and F2 machines, the entrants of which will all be after the very considerable amount of prize money.

Amongst the prominent entries are Stirling Moss, Maurice Trintignant, Jack Brabham and Bruce McLaren (Cooper-Climaxes), Graham Hill, Innes Ireland and Alan Stacey (Lotus-Climaxes), Roy Salvadori (Cooper-Maserati), Brian Naylor (J.B.W.-Maserati) and Chris Bristow (Cooper-Borgward) in addition to many F2 drivers.

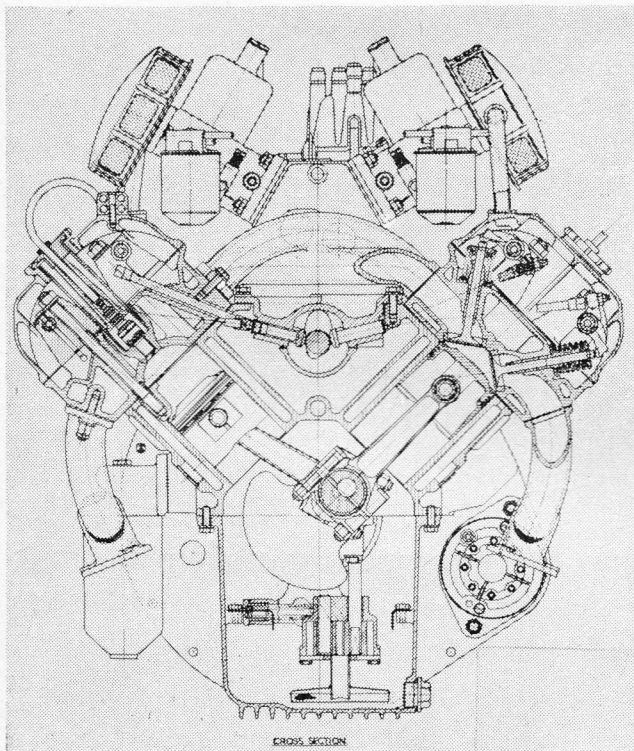
Also in a full day's programme are the final qualifying rounds for the AUTOSPORT Championship which will decide who will take part in next month's "Three Hours" at Snetterton. These should see stern struggles in the various classes, with all entrants determined to secure maximum possible points. So far only one driver, Paddy Gaston (Sprite), has managed to achieve maximum points in the series, and he and his team-mates will be all out to prevent Bob Gerard (Turner) from doing likewise.

Entries: Stirling Moss (Cooper); Jack Brabham (Cooper); Graham Hill (Lotus); Joakim Bonnier (B.R.M.); Roy Salvadori (Cooper-Maserati); Chris Bristow (Cooper); Ottono Volonterio (Maserati); Henry Taylor (Cooper); George Wicken (Cooper); Brian Whitehouse (Cooper); David Piper (Lotus); R. S. Hart (Cooper); John Brown (BMW); Brian Naylor (J.B.W.-Maserati); Paul Emery (Connaught).

CONGRATULATIONS!—We hear that Tony and Pina Brooks are expecting their first baby in early December.

DRIVING an Elva Formula Junior, Bill de Selincourt won the FJ race at Cadours recently. He is, of course, a well-known British competitor in TR3, Lotus and Cooper cars.

ENGAGED—Frazer-Nash driver John Dashwood to Miss Susan Shafto, daughter of Countess Howe.



ANNOUNCED for the home market this week is the 2½-litre V-8 Daimler Dart, which has a 90 deg. "V" engine producing 140 b.h.p. at 5,800 r.p.m. Maximum speed is said to be in the region of 120 m.p.h. and a standing quarter-mile is accomplished in 16.9 seconds. Petrol consumption is stated to be in the 25-30 m.p.g. range. Left is a cross-section of the engine; above is the complete car.

NORTH DEVON C.C.'s Ilfracombe rally, a Silver Star event, takes place on 3rd-4th October. Regulations are available from H. H. Hill, Sunpath, Draecema Avenue, Barnstaple, Devon.

JOHORE GRAND PRIX TO BE REVIVED

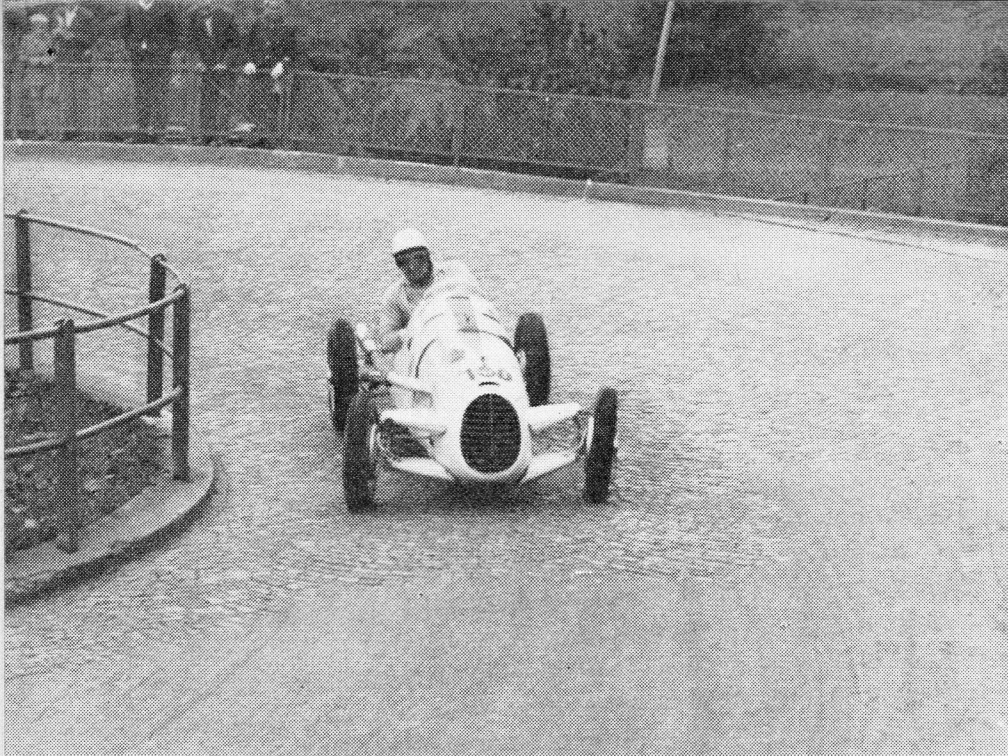
AFTER applying unsuccessfully for six years, Singapore Motor Club has finally managed to get the approval of the Sultan of Johore to revive the Johore Grand Prix.

The most important event in Malayan motor racing, the race was discontinued in 1954 when the Johore Government refused the S.M.C. permission to stage it. The revival is fixed for 27th-28th February next year and will be known as the Johore Coronation Grand Prix.

JACK BRABHAM has promised to drive an F1 Cooper at Snetterton on 10th October. This will be in the F1 race which precedes the AUTOSPORT Three Hours. Also promised is at least one B.R.M. with Ron Flockhart driving and probably a second. Private F1 cars will be driven by Brian Naylor (J.B.W.-Maserati), who is expected to put up the circuit's first 100 m.p.h., Tony Marsh and Henry Taylor. Roy Salvadori will drive the "Tommy" Atkins Cooper-Maserati.

For the first time, a pre-race booking system is being introduced, which will give savings of two shillings in the pound to spectators who buy their tickets in advance. Prices are: adults, 6s.; children, 3s.; all car parks, 5s.; motor cycles, 2s. 6d.; coaches, 10s.; paddock passes, 10s.; and stand passes, 10s.

WINNER of the 1,100 c.c. racing car class was this Cistalia of the Swiss driver Zeiter—an uncommon motor car not often seen in this country.



International Mountains Championship

Sixth and Last Round at Klosters-Davos

SWITZERLAND was the scene of the sixth and last event in the International Mountain Climb Championship. With victories at Mont Ventoux, France, Mount Bondone, Italy, and Freiburg, Germany, behind him, Edgar Barth was already champion so that this meeting was primarily a contest to sort out the rest. It was won by Hans Herrmann, third last year and making his first appearance in the championship this season, in a works Porsche RSK. Ernst Vogel, winner of the last event at Gaisberg, Austria, was second, Heinrich Walter third, and Barth fourth. This made the final championship order: 1, Barth, 27 pts.; 2, Walter, 19 pts.; 3, Vogel, 18 pts.; 4, Seidel, 13 pts.; 5, Herrmann, 8 pts.; and 6, Spychiger, 6 pts.

Each year this event is organized by a different section of the Automobile Club of Switzerland, and each year the course changes—last year it was the Julier Pass. This year the Zurich section of the club chose six kilometres of the Klosters-Davos road, the start being in the village of Klosters about 30 yards from the first of two semi-hairpin bends, and the finish at the end of a straightish section near the top of the hill. The course is fast, though wide and safe, and compared to the other climbs in the series not very testing. The event is almost the last left in Swiss motor sport, and the organizers seemed more than usually anxious to avoid any incidents.

The entry list was well subscribed, and in the 750 c.c. sports car division were a Berkeley and a Moretti, the 1,100 c.c. class supplying a Swiss Lotus XI, an Auto-Union 1,000 Sport, and a Fiat-Stanguellini. In the 1,500 c.c. class were five RSKs driven by Barth and Herrmann (works cars), and Walter, Seidel and Vogel. Spychiger had swapped his 1,100

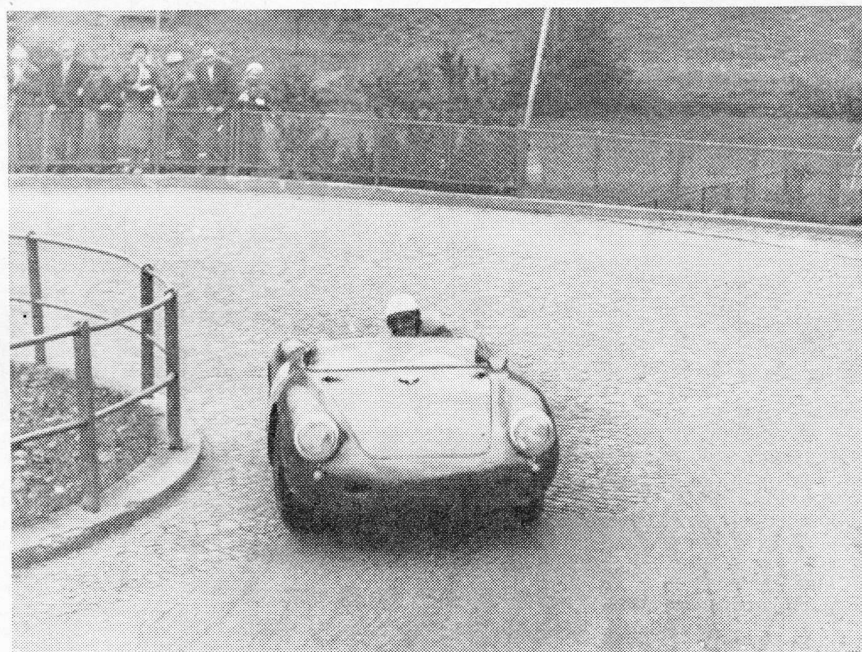
c.c. Osca for a 1,500 c.c. model. There were two entries in the 2,000 c.c. division, a 1,600 c.c. Porsche RS, driven by Losinger (Switzerland), and an Alfa Romeo Disco Vol.

The Grand Touring section produced a Berkeley and Fiat Abarths in the smallest division, Giuliettas—15 of them—in the 1,300 c.c. group, and Porsches in the 1,600 c.c. class. Supplementing the Porsches were four M.G.As, two of them Twin-Cam, and an A.C.-Bristol. In the over 2,600 c.c. classes, normal and special, were two Mercedes-Benz 300SLs, two 250 GT Ferraris, and two BMW 507s, a glittering lot. The racing car categories produced some curious models, almost all of them elderly. In the 500 c.c. class were four Coopers of venerable age, and two specials. One had a Norton, the

other a BMW engine. The 1,100 c.c. group brought a GHR (a Swiss special), a Formula Junior Porsche-Ochsner—not running well—and a Cistalia. There was a Maserati 4CL in the 1,500 c.c. class, together with three Enzmann 506s which, rear-engined and Swiss-built, in construction are sports cars. In the 1,500 c.c. division was the only car of recent make, a Formula 2 Cooper originally, but now fitted with a 2-litre Ferrari engine. In the same class were two 2½-litre Maseratis, one a 250F, the other of uncertain type.

In practice Vogel was consistently the fastest, and at the end of six two-hour practice periods—enough to learn the course—spread over Friday and Saturday he had recorded the fastest time of 3 mins. 6.6 secs. Herrmann, with one fast run out of five, was next with 3 mins. 6.8 secs., then Walter, 3 mins. 7 secs. Barth did 3 mins. 7.8 secs. Von Hanstein, whose Carrera sported a long and decorative exhaust which curled artistically upwards, was the quickest Grand Touring car in 3 mins. 23.2 secs. In the racing car section, the 250F Maserati equalled Herrmann's practice time with 3 mins. 6.8 secs., followed by the Cooper-Ferrari (3 mins. 10.8 secs.).

The meeting took place in wintry weather, and was prefaced by a full-dress Brands Hatch traffic jam on the single road into Klosters. Herrmann was comfortably fastest on both runs, recording 2 mins. 59.7 secs. and 2 mins. 58.5 secs., the latter being the day's best—123.025 k.p.h. Vogel was next quickest with times of 3 mins. and 2 mins. 59.7 secs., and Walter was third on aggregate (3 mins. 1 sec. and 3 mins. 0.9 sec.). Barth did 3 mins. 8.1 secs. and 3 mins. 0.6 sec., his second run being in fact faster than Walter's, but not fast enough to beat him on aggregate. In the 1,100 c.c. section the Lotus XI headed the class with 3 mins. 19.8 secs. and 3 mins. 18.8 secs. In the Grand Touring categories, von Hanstein was quickest with times of 3 mins. 16.4 secs. and 3 mins. 17 secs.,



QUICKEST out of the two sports cars only in the over 2,000 c.c. class was Losinger (Switzerland) in a Porsche RS 1600. Here the car swings through a hairpin.

MOST INTERESTING car in the 1,500 c.c. racing car category, the 4CL Maserati expired after a game, but smoky, 100 yards. Here the car leaves the start while officials stop their ears!

ahead of Greger, 3 mins. 21.9 secs. and 3 mins. 22.5 secs. Both these drivers beat Ringgenberg, leader of the over 2,600 c.c. G.T. class with a Ferrari 250 GT (3 mins. 23.7 secs. on both runs), and also Stuck (BMW 507) who headed the special over 2,600 c.c. G.T. section with 3 mins. 26.3 secs. and 3 mins. 23.5 secs.

The racing car group produced some uneven times and a reasonably high mortality rate. The 500 c.c. class was won by a Cooper-Norton in the respectable time, the only one, of 3 mins. 26 secs. and 3 mins. 29 secs., and the 1,100 c.c. class went to the Cisitalia in 3 mins. 52.1 secs. and 3 mins. 55.2 secs. The most interesting car in the next section, the 1,500 c.c. Maserati 4CL, expired after a game but smoky 100 yards, leaving the class win to an Enzmann. In the over 2,000 c.c. division the Cooper-Ferrari was fastest with times of 3 mins. 4.9 secs. and 3 mins. 3.2 secs., making it the fifth quickest car overall. This was followed by the Maserati 250F which managed one run of 3 mins. 7.9 secs., slower than in practice, before retiring.

This year's championship was not on the whole so interesting as last season's, and the introduction of the American event at Pike's Peak had no material effect. The withdrawal of Borgward, following a change of plan when the 1961 Formula 1 decision was reached, left Porsche with no one to compete against, and it was indeed praiseworthy of the firm to enter any works cars at all—it was clear from the start of the season that an RSK would win, and there were several private ones about to keep the flag flying. The absence of Borgward and part entry of Porsche meant also that the star drivers were missing. Barth was the only competitor of last season's top six to compete regularly. With the exception of Behra who did not compete, the rest each appeared once. Bonnier left the road at Mont Ventoux,



Cabianca's works Osca on its only appearance broke its gearbox in Italy, von Trips, last year's champion, came fourth in thick mist at Gaisberg, and Herrmann won in Switzerland.

O. T. WALL.

Results

(Grand Touring, Sports, and Racing cars only)

Grand Touring—Normal: 750 c.c.: 1, Egli (Fiat Abarth), 3 m. 57.2 s. and 3 m. 56.9 s. **1,000 c.c.:** 1, Guy (Alpine A108), 4 m. 0 s. and 4 m. 0.9 s. **1,300 c.c.:** 1, "Squale" (Giulietta S.V.), 3 m. 42.1 s. and 3 m. 43.1 s. **1,600 c.c.:** 1, Muller (Porsche Carrera), 3 m. 22.8 s. and 3 m. 27.2 s. **2,000 c.c.:** 1, Huber (A.C.-Bristol), 3 m. 47.9 s. and 3 m. 48.8 s. **Over 2,600 c.c.:** 1, Ringgenberg (Ferrari 250 GT), 3 m. 23.7 s. and 3 m. 23.7 s.

Grand Touring—Special: 750 c.c.: 1, Pichler (Fiat Abarth), 4 m. 8.1 s. and 4 m. 7.8 s. **1,000 c.c.:** 1, Redele (Alpine A108), 3 m. 40.5 s. and 3 m. 39.2 s. **1,300 c.c.:** 1, Foitek (Giulietta S.V.), 3 m. 31.8 s. and 3 m. 31.9 s. **1,600 c.c.:** 1, von Hanstein (Porsche Carrera), 3 m. 16.4 s. and 3 m. 17.0 s. **Over 2,600 c.c.:** 1, Stuck (BMW 507), 3 m. 26.3 s. and 3 m. 23.5 s.

Sports Cars: 750 c.c.: 1, Lier (Berkeley), 4 m. 47.0 s. and 4 m. 50.6 s. **1,100 c.c.:** 1, Voegele (Lotus XI), 3 m. 19.8 s. and 3 m. 18.8 s. **1,500 c.c.:** 1, Herrmann (RSK), 2 m. 59.7 s. and 2 m. 58.5 s. (123.025 k.p.h.); 2, Vogel (RSK), 3 m. 0 s.

and 2 m. 59.7 s.; 3, Walter (RSK), 3 m. 1.0 s. and 3 m. 0.9 s.; 4, Barth (RSK), 3 m. 8.1 s. and 3 m. 0.6 s.; 5, Seidel (RSK), 3 m. 13.3 s. and 3 m. 7.3 s.; 6, Spychiger (Osca), 3 m. 14.3 s. and 3 m. 12.2 s. **2,000 c.c.:** 1, Losinger (Porsche RS 1600), 3 m. 16.8 s. and 3 m. 18.7 s.

Racing Cars: 500 c.c.: 1, Habegger (Cooper-Norton), 3 m. 26.0 s. and 3 m. 29.0 s. **1,100 c.c.:** 1, Zeiter (Cisitalia), 3 m. 52.1 s. and 3 m. 55.2 s. **1,500 c.c.:** 1, Enzmann (Enzmann 506), 3 m. 45.7 s. and 3 m. 44.0 s. **Over 2,000 c.c.:** 1, Zweifel (Cooper-Ferrari), 3 m. 4.9 s. and 3 m. 3.2 s.

B.T.D.: Hans Herrmann (RSK), 2 m. 58.5 s. (123.025 k.p.h.).

Result of 1959 International Mountain Climb Championship

- 1, Edgar Barth (Germany), RSK works, 27 pts. (5 climbs).
 - 2, Heinrich Walter (Switzerland), RSK, 19 pts. (4 climbs).
 - 3, Ernst Vogel (Austria), RSK, 18 pts. (3 climbs).
 - 4, Wolfgang Seidel (Germany), RSK and Carrera, 13 pts. (4 climbs).
 - 5, Hans Herrmann (Germany), RSK works, 8 pts. (1 climb).
 - 6, Tommy Spychiger (Switzerland), Osca 1100 and 1500, 6 pts. (4 climbs).
- (Also competed: Bonnier, works RSK, Mont Ventoux—left road; von Trips, works RSK, Gaisberg—fourth place, 3 pts.)

FINAL CLASH OF TROPHY RIVALS AT GOODWOOD

THE curtain comes down on the motor racing season at the Goodwood circuit this Saturday (26th September) when nearly 120 members of the British Automobile Racing Club compete in eight scratch and handicap events that will decide the winner of the Brooklands Memorial Trophy.

Favourite for the unofficial title of B.A.R.C. Driver of the Year is Bill de Selincourt, of Pyrford, Surrey. In the points scoring system that decides the ultimate trophy-holder, he leads the field with 18 points—three more than his rival, "Paddy" Gaston, of Kingston-on-Thames. For the all-important occasion, de Selincourt has taken over one of the successful Lola-Climax machines and will race it in two scratch events.

Should both men be out of luck with their cars, it could well be that the trophy will go to an overseas driver for the first time.

IN THE FIRST of the two semi-hairpins of the six-kilometre course is the B.M.W. 507 of Spinedi (Switzerland), one of two of these models in the over 2,600 c.c. Grand Touring class.



EVEN MORE MAGNIFICENT than before, the Bentley S2 saloon is powered by the new 6½-litre V-8 engine.

centre of the vee, and modern oil filtration methods have rendered a return to hydraulic tappets practicable. Incidentally, there are no low-pressure oil circuits in this engine.

Twin S.U. carburettors of the diaphragm type have an automatic choke for cold starting, and receive their fuel from two S.U. electric pumps. The elaborate tuned air silencer contains an impregnated paper filtration unit, and is coupled to the carburettors by a long flexible hose. The engine cannot be tuned with the silencer disconnected because the whole system is matched together. Accordingly, the silencer lifts with the bonnet, but remains connected to the engine, in the interest of accessibility. Three acoustic-type silencers, each tuned to a different range of frequencies, operate in series on the exhaust, and the gases reach the atmosphere through a single tail pipe.

The engine is in unit with the automatic gearbox, and is mounted on rubber at three points. As on all recent Rolls-Royce and Bentley cars, the transmission contains a fluid flywheel and a four-speed epicyclic box, with "kick-down" and overriding manual control. The new engine, having greater torque in the middle ranges, requires less gear-changing than the "six" which it replaces.

This very powerful and advanced unit propels the Rolls-Royce Silver Cloud II and the Bentley S2, which are similar to the preceding models. However, the rear suspension now has a plain torque

A New Rolls-Royce Engine

John Bolster Describes the New V-8

THE announcement of a new Rolls-Royce engine must interest every student of automobile engineering. Any other firm must consider cost to some extent, but in this case we see a design unfettered by any such mundane consideration. The task was simply to produce the best power unit for fast luxury cars, and now we are presented with the result of five years' work by a brilliant team.

For years the Rolls-Royce has had a six-cylinder engine, which has gradually been enlarged and developed. It has now reached its apogee, and more cylinders are needed as power requirements increase. The company has a straight-eight engine, but this is too long for the modern car. Space considerations are against it, but above all the loss of rigidity occasioned by extending the front of the chassis cannot be tolerated. A 1959 version of the 12-cylinder Phantom III would be superb, but even tycoons must consider fuel consumption at today's prices. Thus, a V-8 embodying all the latest Rolls-Royce know-how, but of Phantom III inspiration, is the correct and logical answer.

The new engine is based on a light alloy cylinder block and heads. It adds two cylinders and well over a litre of capacity, yet it is a few pounds lighter than the "six", which is a true measure of engineering progress.

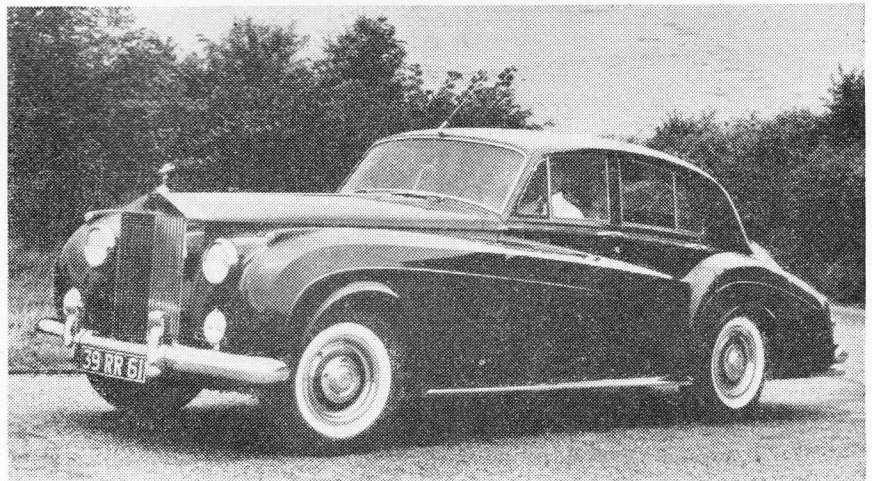
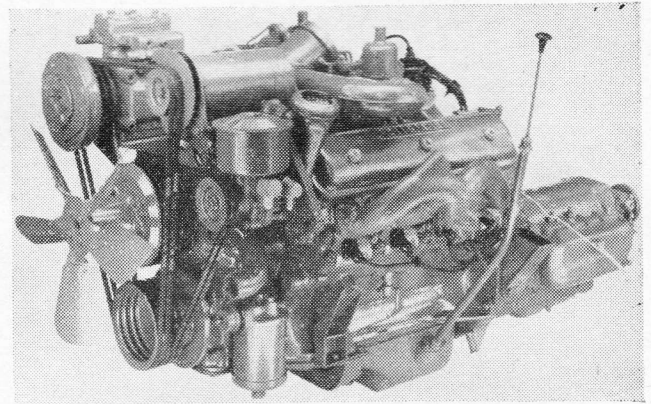
The over-square cylinders are inclined at an included angle of 90 deg., and have a bore and stroke of 104.14 mm. x 91.44 mm. (6,230 c.c.). The compression ratio is 8.0 to 1, but with a well-designed light alloy head one may use any medium-grade fuel, and there is no pinking on the Continental brands—an important point.

A return has been made to earlier

Rolls-Royce practice in placing all the valves in the head, for the I.O.E. arrangement is not compact enough for a high-compression over-square unit. Valve operation is by pushrods and rockers from a single camshaft in the

★
OUTSIDE VIEW of the new power-unit. Although it has added two cylinders and well over a litre of capacity, it is yet a few pounds lighter than the "six".

★



THE ROLLS-ROYCE SILVER CLOUD II saloon, also powered by the new engine.

THE PHANTOM V seven-passenger limousine with Park Ward body, which also uses the new V-8 power unit.

resisting member without roll stiffness, in the interest of more understeer. The front hydraulic dampers have increased piston travel, and the front brakes are of the four-shoe type. Power-assisted steering is standard, and so the diameter of the wheel has been reduced.

In addition, an entirely new Rolls-Royce limousine-type chassis called the Phantom V has been introduced. This has a wheelbase of 12 ft., and the complete car is 19 ft. 10 ins. long and 6 ft. 7 ins. wide. The axle ratio is 3.89 to 1, compared with the 3.08 to 1 of the Silver Cloud II. All the above cars, and the new Continentals, will be seen at the Paris Show and at Earls Court. Prices range from £5,660 14s. 2d. for the Bentley saloon to £9,393 12s. 6d. for the Phantom V limousine.



Road Impressions of the Car

ROAD tests of secret new models are sometimes a problem, because public interest may be embarrassing and awkward questions may be asked. In the case of the Bentley S2, however, there was no danger of letting the cat out of the bag unless the bonnet were opened. The external appearance was unchanged, but 6½ litres of aluminium V-8 nestled coily behind the familiar winged B.

The Bentley is a big car, but it is so well proportioned that its size is not apparent. My large suitcase virtually disappeared in the boot, but as I drove away from Conduit Street I was not especially conscious that my two-ton magic carpet was 17 ft. 7½ ins. long and 6 ft. 2½ ins. wide. I am lucky enough to have driven every model of Rolls-Royce and Bentley that has been produced in the last 50 years, and as always I was delighted to find that a marked family resemblance had been retained.

At traffic speeds I would say that the "eight" is quieter and smoother than the "six" as far as the occupants of the car are concerned, though the exhaust is a little more audible from outside. The response to the accelerator is completely progressive and smooth, but immense power may be unleashed if required. The power-assisted steering is extremely

light, and one is never conscious that the tyres are of 8 ins. section. The brake pedal, too, requires just a gentle touch from the toe, and the famous gearbox-driven servo does the rest. These brakes are not only powerful, but they never make a sound.

On leaving town I was at once conscious of the increased engine power. The greatest enjoyment of the car comes from driving it smoothly and gently, with plenty of power in reserve. By this I mean that if one cruises at 70 to 90 m.p.h., a touch of the accelerator will produce real acceleration for overtaking, and appreciable hills may be surmounted with only a fractional depression of the pedal. The machine is so lively and so utterly silent in this speed range that it would be possible completely to misjudge one's pace; a new owner would be well advised to keep half an eye on the speedometer.

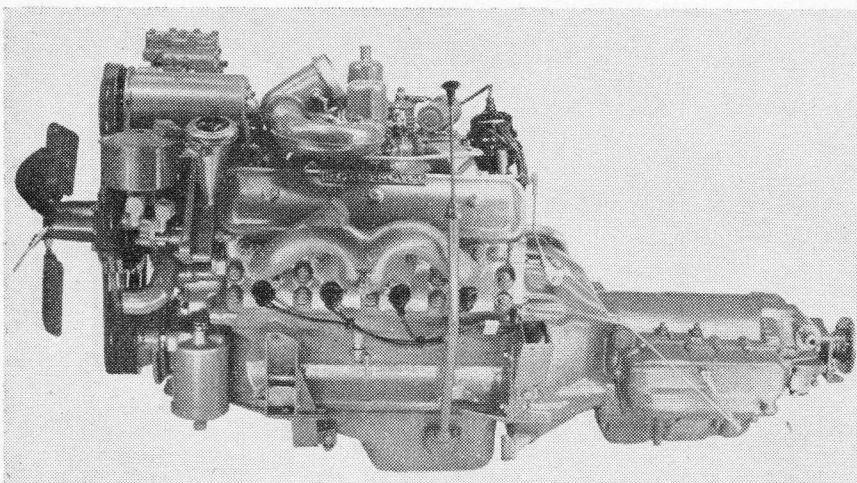
Yet, even though I was driving such a luxurious carriage I could not resist pressing the pedal to the floor, on a clear but by no means smooth stretch of road. In a matter of seconds I was past the 100 m.p.h. mark, and I held 110 m.p.h. for quite a distance before road conditions dictated a return to my 90 m.p.h. cruising gait. There was no in-

crease of sound and normal conversation was maintained by my companions. The verdict, then, is that the "eight" is appreciably faster than the "six", has much greater acceleration in the upper ranges, and is so well mannered that it never joins in the conversation. The automatic gearbox suits it admirably.

Of course, the seats are gloriously comfortable, and there is every sort of accessory for the passenger's convenience. The windows of the test car were raised and lowered electrically, and whereas each door had its individual control button, the driver's door had four buttons to control any one of the windows. It is normal to travel with the windows closed, for this almost eliminates wind noise and one is less conscious of the grinding and clattering of other cars that one overtakes. The very elaborate ventilation installation then comes into play, and in fact it is a double system, for both fresh air and recirculation—it is best to cut off the fresh air when diesel fumes pollute the atmosphere, and to use only the re-circulating ventilation and heating system. A powerful refrigerating unit may be added to cool the air, but this extra was not on the test car.

To judge a large and heavy car by the standards of smaller machines is to demand an agility that is difficult to achieve. Nevertheless, the S2 may be swung through fast curves at a considerable velocity, and the absence of tyre noise is praiseworthy indeed. There is an electrical two-position control for hardening the rear suspension, and this may be used with advantage on roads where there are sharp descents and sudden hump backs. In general, though, the normal setting gives the best ride.

The Bentley S2, and the Rolls-Royce Silver Cloud II which it resembles mechanically, are a sheer delight to the connoisseur of motoring. For a basic price in the region of £4,000, one expects something out of the ordinary, and I can state with certainty that there is nothing cheaper which is "just as good". As always, there is the magic of a name, but above all these cars represent an investment in prestige, superb British engineering, and motoring enjoyment that has no peer.



ANOTHER VIEW of the massive, 6½-litre, overhead-valve engine.

MIXED BAG! J. H. Smalley's Sprite leads P. Brayshaw's M.G.A., T. C. Powell's Lotus-Ford and P. G. Sargeantson's M.G.A into Shaws.

leading throughout to finish nearly 25 seconds ahead of R. A. S. Ames, P. Gourju and J. G. Walker.

The next race was particularly interesting. A seven-lap scratch race, it catered for cars built to International Formula Junior and also those constructed to the Monoposto Register Formula. Entered were four Junior Elvas, including one with a modified Hillman Minx engine and seven Monoposto machines. However, two of the Junior cars did not start and of the Monoposto Register cars, four came to the line. Fastest of these was Frank Tiedeman's Ford-engined Mille-cent and the B.M.C. "A"-type engined cars of S. R. Waive, A. E. Liddle

(Continued on page 409)

Results

Formula 3: 1, J. Pitcher (Beart-Cooper-Norton), 79.45 m.p.h.; 2, A. J. Newton (Cooper-Norton); 3, J. Mew (Cooper-J.A.P.). **Fastest lap:** Pitcher 81.27 m.p.h.

Handicap "A" for Closed Cars: 1, G. Boxall (A35), 68.10 m.p.h.; 2, P. J. Pilsworth (Riley); 3, A. S. Hutcheson (Riley). **Fastest lap:** E. R. Protheroe (Jaguar), 77.64 m.p.h.

Handicap "A" for Sports Cars: 1, J. H. Smalley (Austin-Healey Sprite), 68.09 m.p.h.; 2, P. Brayshaw (M.G.A.); 3, T. C. Powell (Lotus-Ford). **Fastest lap:** G. Pantlin (Lotus), 81.00 m.p.h.

Handicap "B" for Closed Cars: 1, R. F. North (SAAB), 65.24 m.p.h.; 2, D. P. Merfield (Ford); 3, R. Jankel (Ford). **Fastest lap:** A. J. Bullen (Tornado), 71.89 m.p.h.

Handicap "B" for Sports Cars: 1, J. L. Venner-Pack (Austin-Healey Sprite), 72.20 m.p.h.; 2, R. A. Ames (Austin-Healey Sprite); 3, P. Gourju (Austin-Healey Sprite). **Fastest lap:** I. G. Harrison Hansley (Lotus), 81.00 m.p.h.

Formula Junior and Monoposto Register Cars: 1, P. J. Pilsworth (Elva F.J.), 75.40 m.p.h.; 2, S. Bloor (Elva F.J.); 3, F. J. Tiedeman (Mille-cent). **Fastest lap:** Thornton and Bloor, 77.39 m.p.h.

Sports Cars up to 1,100 c.c.: 1, J. C. Brierley (Elva-Climax), 83.10 m.p.h.; 2, A. B. Rees (Lotus-Climax); 3, K. M. Loasby (Lotus-Climax). **Fastest lap:** Brierley, 84.97 m.p.h.

"Marque" Race: 1, C. J. Lawrence (Morgan), 76.14 m.p.h.; 2, S. A. Hurrell (Triumph); 3, R. W. de Selincourt (Triumph). **Fastest lap:** de Selincourt, 79.41 m.p.h.

Sports Cars up to 1,200 c.c. s.v. or 1,000 o.h.v.: 1, J. L. Venner-Pack (Austin-Healey Sprite), 72.82 m.p.h.; 2, H. W. G. Elwes (Austin-Healey Sprite); 3, T. C. Powell (Lotus-Ford). **Fastest lap:** Venner-Pack, 74.13 m.p.h.

Unlimited Sports Cars: 1, J. C. Brierley (Elva), 82.49 m.p.h.; 2, Hon. E. G. Greenall (Lotus); 3, K. M. Loasby (Lotus). **Fastest lap:** Brierley, 85.87 m.p.h.

B.A.R.C. Members' Mallory

Fine Win for J. C. Brierley (Elva-Climax)

WITH an entry of over 100 and a pleasant spot like Mallory Park in which to stage the affair, the B.A.R.C. members' meeting on Saturday seemed all set for a jolly day. Unfortunately, however, a tragically fatal accident occurred on the second lap of the very first race, and not unnaturally this cast a shadow on the rest of the day.

To turn to things more pleasant, however, the afternoon's sport was otherwise enjoyable, if most of the races suffered from something of a professional quality which is never calculated to keep spectators on their toes with excitement.

First race of the day was a seven-lapper for F3 machines. Don Parker made a bad start and by the end of the first lap J. Pitcher had taken a lead he was never to lose, although constantly harried by A. J. C. Newton. On lap 2 Parker was attempting to overtake P. J. Mutton (Cooper), when the two cars touched just past the start and finish line. Both cars overturned and Mutton sustained fatal injuries. Parker was also taken to hospital, but was not seriously hurt. Pitcher and Newton took the first two places, with J. Mew third. Fastest lap went to Pitcher in 59.8 secs.

Then came the first of a series of handicap races, this one being for closed cars. Leader for the first two laps was B. M. S. Levy's A35, but on lap three he was overhauled by Gerry Boxall in one of those superbly turned-out Cambridge Racing A35s which went on to win narrowly from P. J. Pilsworth's Riley 1.5. Dick Protheroe, in his well-known Jaguar XK 120, which travels at a quite improbable speed, was out-classed by the handicapper and crossed the line behind Miss Rosemary Massey (XK 150). In view of their impending nuptials, this was probably the last occasion on which she will be allowed to lead Dick anywhere!

LAST CHANCE! Rosemary Massey (XK 150) leads Dick Protheroe (XK 120) across the line. On Thursday, at their wedding, roles were reversed!

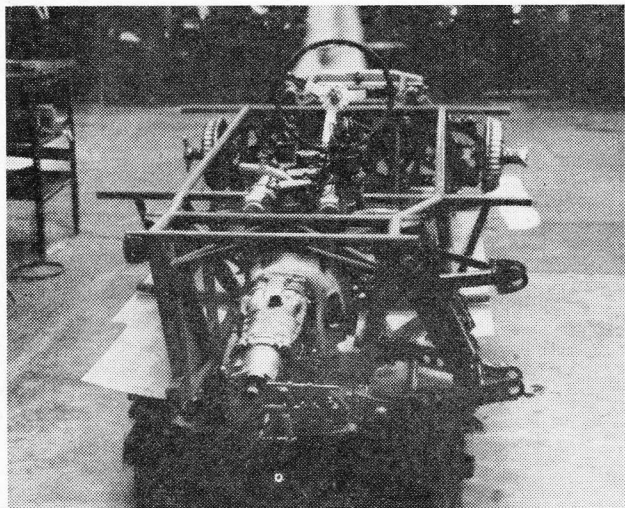
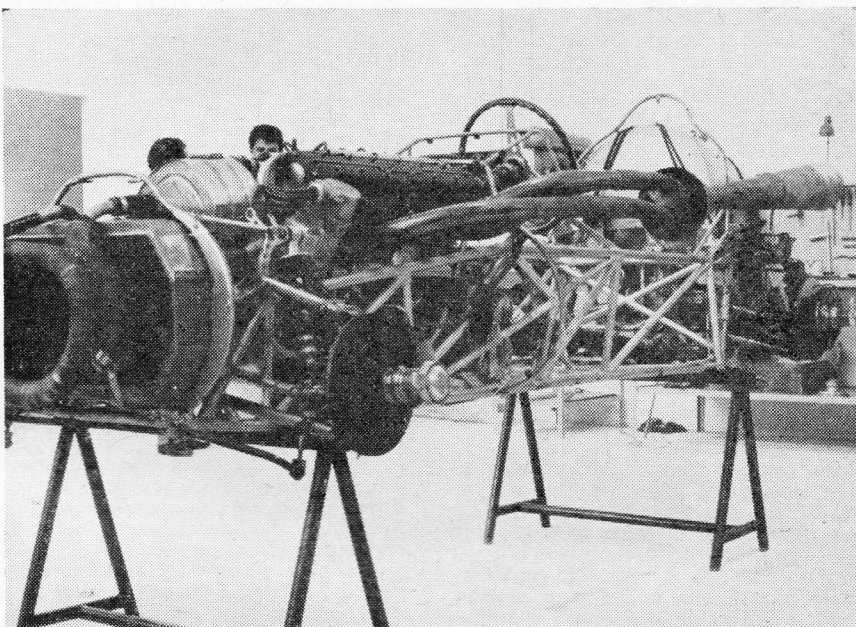
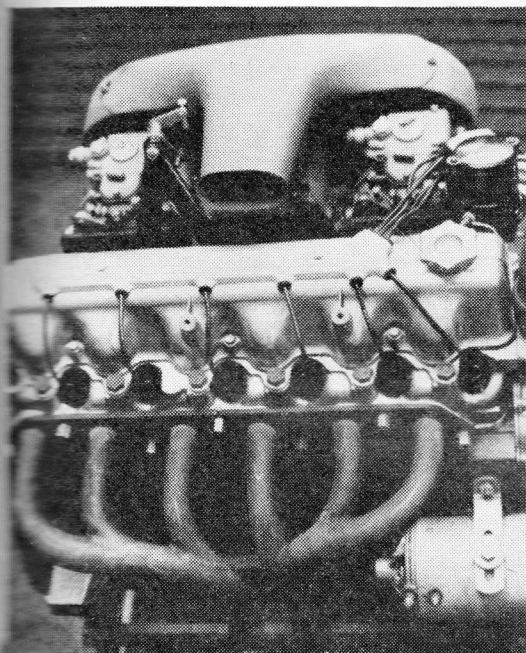
A seven-lap sports car handicap followed, and here the lion's share of the lead was held by R. E. Segal (Berkeley), who went to the front on lap two and stayed there and would, in fact, probably have won but for a piece of gross bad luck when, only 50 yards from the finish on the last lap, his car ceased motoring and he had to retire. Victory went to J. H. Smalley (Sprite), just ahead of P. Brayshaw's M.G.A and T. C. Powell's Lotus-Ford. Fastest lap went to E. Pantlin's very fast Climax-engined Lotus Seven in 60.00 secs. (81.00 m.p.h.).

The next race, another closed car handicap, provided a clear victory for Sid Hurrell's SAAB, driven on this occasion by Roy North, who led from start to finish and eventually won by 6½ seconds from D. P. Merfield's Ford Anglia and R. Jankel's Anglia. Fastest lap went to Bullen's Tornado Typhoon in 1 min. 7.6 secs.

Four Sprites took the first four places in another sports car handicap, J. L. Venner-Pack's extremely fast version



Seen in Foreign Workshops . . .



NEW AND NOT-SO-NEW PROJECTS WE HAVE SEEN IN EUROPE

TOP: ABARTH "850": Latest push-rod version of the Fiat-Abarth has a 57 b.h.p. at 6,000 r.p.m. engine and a maximum speed of 102 m.p.h. It weighs 610 kilogrammes, and will accelerate from 0-100 k.p.h. in 14 secs. A standing kilometre can be covered in 36 secs. Bodywork is by Allemano.

CENTRE, LEFT: ABARTH VERSION of the Fiat "2100" six-cylinder engine is styled the "2.2". The considerably modified power unit has a special cylinder head, manifolds, crankshaft and three d/c Weber carburetors. Power output is 130 b.h.p. at 5,600 r.p.m.

ABOVE: TEC-MEC: Chassis of the new Formula 1 Tec-Mec F/415, designed by Valerio Colotti, showing the extractor exhaust system used on the 250F Maserati engine. Del Fiume dampers are used for the all-independent suspension, and Girling disc brakes are employed.

LEFT: CHASSIS of the record-breaking twin overhead-camshaft single-seater 750 Abarth, viewed from the rear.

MAN of the day was undoubtedly John Bekaert, who drove beautifully in the Lister-Jaguar.

told that several competitors had been awarded credit laps since the publication of the programme. On the second lap H. R. Vincent spun his Wolseley 1500 in a big way at Woodcote while trying to show a couple of Riley 1.5s the way round. A lap later N. J. Ratcliffe had an even more alarming spin with his Morris Minor, which threatened to invert, and was brilliantly avoided by Vincent and Robin Bryant in the Barwell A35. At the end of the fourth lap it seemed that N. R. Jones (Prefect) had just succeeded in getting to the fore in an exciting and well-fought race when out came the chequered flag. Several folk hastened to remonstrate with the wielder of it but it transpired that he was the only man with the right story. The winner of the race was G. S. Barnes in a 918 c.c. Morris Minor tourer, followed by the Ballamy-suspended Ford Upright of P. Wright and R. T. Davy's A35.

There followed no less than three races to accommodate the sports cars under 1½ litres. The first was almost entirely composed of Ford-powered devices of one sort and another and provided Chris Summers with a runaway win in the little Arden which started life as a 750, blossomed forth into a Climax affair and now carries a Dagenham power-pack. P. A. Coleman drove a Mk. I Elva well into second place and Tony Goodwin deserved his third place with his neat little special.

The field for the second of the series was largely propelled by Climax engines, and J. B. Barton, withal he was favoured by the handicapper, drove a 1½-litre Lotus well within his capabilities to a comfortable win. This driver, whom I do not remember having seen previously, showed no signs of the over-indulgence which so often afflicts the lesser-known Lotus pilots, and collected two firsts and a second during the meeting. C. B. L. Harding brought a strange-looking closed M.G., reminiscent of Jeff Sparrowe's device, safely home in second place, and John Anstice-Brown in the Halsec got a close decision for third from Len Gibbs and the Climax-powered Lotus VII of J. M. Edwards. On the

Peterborough M.C. Silverstone

Enormous Entry for Annual Race Meeting

WITH a limit of 200, the entry list for the Peterborough Motor Club's fixture on the Silverstone club circuit was over-subscribed. The meeting, held last Saturday, was run off with commendably little delay but, in other respects, the organization was unfortunately not up to the standard of previous years and must come in for some criticism. The handicapping was pathetic; this is not serious from the point of view of safety but it does take the heart out of the keen clubman who is beaten before ever he arrives at the circuit. In the scratch races the arrangement of the starting grids tended to be lax and untidy; this is not just an aesthetic consideration but a very important one from the safety angle since, as in flying, the moment of take-off holds great potential dangers and there is no excuse for organizers who make matters worse by slipshod grid marshalling and overcrowding of the rows. The standard of flag-marshalling was not high; too often the blue flag was shown to a driver who had just got past a rival, which must destroy competitors' confidence in the flag signals as a whole and so could have grave results. Lest the Peterborough Club feel that they are being unfairly treated, let me hasten to add that there is room for improvement in this respect at practically every meeting in the calendar, an improvement which the Marshals' Club is untiringly striving to achieve. To return to Saturday's meeting, there was one really serious incident which showed that those in control of the racing were not fully equipped to cope with an emergency. In the second high-speed trial an M.G. TC, driven by R. W. Flewitt, went end over end at Copse and the driver received injuries to his head and chest which, while not critical, were sufficiently bad to call for immediate admission to hospital. Possibly for lack of white flags, the organizers decided that there was no way of getting an ambulance to the scene other than by stopping the event. There then appeared

to be no red flag available and, after nearly 10 minutes' delay, the waving of yellow flags at every point eventually slowed the competitors sufficiently for them to be called in.

Having given, we hope, some slight food for thought to race organizers as a whole, let us turn to the meeting under review. A couple of half-hour blinds were followed by a series of five-lap handicap races in the first of which, for Vintage sports cars, Arthur Mallock driving Jack French's famous little Austin Simplicity was presented with a runaway win. Even Michael Bradley and the Bentley could not give this very fleet little car 16 secs. a lap, sixth place being the best that this combination could manage under the circumstances. R. Purcell off limit was second in a beautifully preserved 1,087 c.c. Riley and into third place came the well-known Frazer-Nash with Dubonnet front end, driven by J. M. G. Michelsen. Jack Williamson thundered round in the 12-litre Itala without reward.

The next event was for saloons and nobody, including the commentator, was

A LAST-LAP SPIN for L. W. Keens in his Lotus was only narrowly avoided by the other chap!



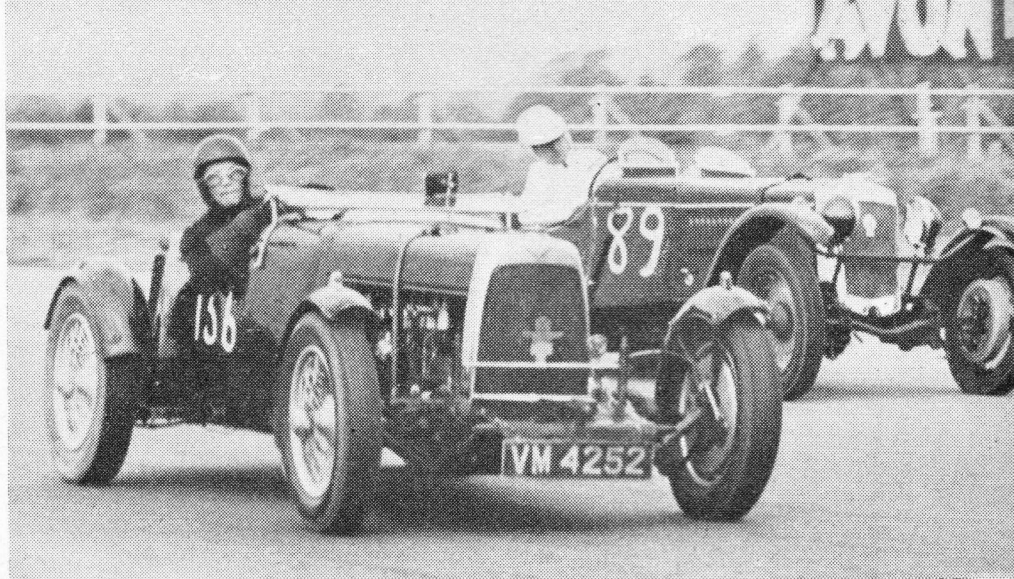
VINTAGE sports car race featured a duel between D. Elwell Smith (Aston Martin) and B. D. Jones (Frazer-Nash).

sixth lap of this five-lap race L. W. Keens spun his Lotus mightily at Woodcote in an effort to beat Graham Eden's Kieft to the line!

For the third of the series, P. S. Lackington brought to the line a very pleasing little car which appeared in the programme as "Austin, 948 c.c." and was treated accordingly by the handicapper but was, he assured me, fully declared as having a space-frame, fibreglass body (in which a number of Mike Costin's ideas were discernible), Alexander A35 engine, etc. Receiving upwards of 50 secs. from a bunch of 750 specials and 80 from the M.G.As, this vehicle would have been an unchallenged winner but for the appearance of a reserve in the form of Geoff Breakell's 1½-litre Lotus. This car was on scratch with the M.G.As, which was very bad luck on them! Breakell drove a fine race and just managed to beat the LMK-Austin. Three splendid pieces of vintage machinery had a grand battle the whole way and descended on J. S. Barnes's Morris Minor right on the finishing line, though only A. W. Begley's Frazer-Nash managed to get past the Morris in time, leaving the Aston Martin of C. W. Minchin and the Frazer-Nash of R. Adnams just behind.

In the handicap race for sports cars over 1½ litres John Bekaert made his first appearance with the 3.8 Lister-Jaguar since he tried steeplechasing with it at Aintree. Some beautiful patching has been carried out on it and the thing lacked brakes, but surely even this could not account for it receiving five seconds start from John Coundley's D-type, 10 from Dickie Milne in HWM 1, and no less than 20 from Bill Moss and from Ewer's Lister-Corvette! This being so, John was the only driver of a really fast car to have a ghost of a chance, but even he could do no better than third behind A. Hancock's very rapid Jaguar-powered Healey-Silverstone and the Ace-Bristol of M. H. Spence.

A 12-lap scratch race for the half-litres followed, in which 16 started and eight finished, one of which was two laps to the bad. Steve Foreman never



looked like losing and young J. E. Fenning disposed of the challenge of Peter Luke after the first five laps. The interest in the race was provided by the struggle for fourth place between M. Blakemore and D. A. S. Colvin, the issue of which was in doubt right up to the finish, where Colvin led over the line by about half a length as a result of some clever cornering at Woodcote.

A five-lap scratch race for sports cars up to 1,250 c.c. (an outdated division since the arrival of the Climax) provided the only close finish of the day for first place. L. W. Keens and K. M. Francis, both Lotus-mounted, were never far apart although the order never changed within our sight. J. Saunders brought the Victoria home in a secure third place but Len Gibbs retired after four laps when going well just astern. A. R. Aubrey's Lotus narrowly avoided defeat at the hands of Graham Eden (Kieft) for fourth place after the departure of Gibbs.

From a shockingly disordered grid, the field for the 15-lap *Formule Libre* race got away to a good start. Chris Summers suffered from fuel starvation in the F2 Cooper and never appeared, and it was Peter Mould who led the opening lap with the 3-litre Lister-Jaguar, followed by Bill Moss, Michael Parkes in the Fry, John Bekaert, Geoff Breakell

and Graham Eden. By the third lap the Fry led and Bekaert had got past Moss. A lap later Bekaert was second, driving beautifully, and K. Y. Twisk had brought his F2 Cooper up to fifth. Twisk got past Moss on lap 5, and the end of lap 6 saw the sudden demise of the Fry. From there on John Bekaert was on his own, although Twisk tried hard and held second place from half distance, but the big Lister always had a

(Continued on page 409)

Results

5-lap Handicap for Vintage Sports Cars: 1, A. M. R. Mallock (Austin 747 c.c.), 63.22 m.p.h.; 2, R. Purcell (Riley 1,087 c.c.); 3, J. M. G. Michelsen (Frazer-Nash 1,496 c.c.).

5-lap Handicap for Saloon Cars: 1, G. S. Barnes (Morris 918 c.c.), 59.49 m.p.h.; 2, P. Wright (Ford 1,172 c.c.); 3, R. T. Davy (Austin 948 c.c.).

5-lap Handicap for Sports Cars up to 1,500 c.c.: **Race 1:** 1, C. Summers (Arden 1,172 c.c.), 68.78 m.p.h.; 2, P. A. Coleman (Elva 1,172 c.c.); 3, T. Goodwin (Ford 1,172 c.c.). **Race 2:** 1, J. B. Barton (Lotus 1,468 c.c.), 73.87 m.p.h.; 2, C. B. L. Harding (M.G. 1,470 c.c.); 3, J. W. Anstice-Brown (Halselec 1,098 c.c.). **Race 3:** 1, G. W. Breakell (Lotus 1,496 c.c.), 78.31 m.p.h.; 2, P. S. Lackington (LMK-Austin 948 c.c.); 3, A. W. Begley (Frazer-Nash 1,496 c.c.).

5-lap Handicap for Sports Cars over 1,500 c.c.: 1, A. Hancock (Healey 3,442 c.c.), 73.65 m.p.h.; 2, M. H. Spence (A.C. Bristol 1,971 c.c.); 3, J. Bekaert (Lister 3,781 c.c.).

12-lap Scratch Race for Racing Cars up to 500 c.c.: 1, S. Foreman (Cooper IX), 74.79 m.p.h.; 2, J. E. Fenning (Cooper IX); 3, P. Luke (Cooper XD).

5-lap Scratch Race for Sports Cars up to 1,250 c.c.: 1, L. W. Keens (Lotus 1,098 c.c.), 78.91 m.p.h.; 2, K. M. Francis (Lotus 1,098 c.c.); 3, J. Saunders (Victoria 1,097 c.c.).

15-lap Scratch Race, Formule Libre: 1, J. Bekaert (Lister 3,781 c.c.), 82.03 m.p.h.; 2, K. Y. Twisk (Cooper 1,475 c.c.); 3, W. F. Moss (Lister 3,781 c.c.).

5-lap Scratch Race for Sports Cars, 1,251-1,500 c.c.: 1, G. W. Breakell (Lotus 1,496 c.c.), 79.34 m.p.h.; 2, J. B. Barton (Lotus 1,468 c.c.); 3, D. Wilson (Toucan 1,489 c.c.).

5-lap Scratch Race for Sports Cars over 1,500 c.c.: 1, R. M. Milne (H.W.M.-Jaguar 3,442 c.c.), 79.52 m.p.h.; 2, D. W. A. Chamberlain (Cooper-Jaguar 3,442 c.c.); 3, J. Woolfe (Jaguar "C" 3,442 c.c.).

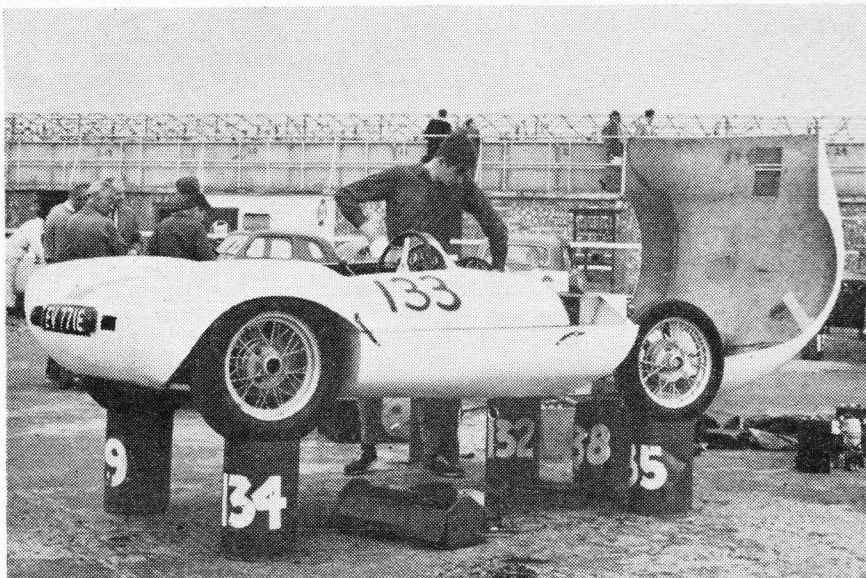
5-lap Handicap to qualify for the "Motor Sport" Trophy Race: 1, J. B. Barton (Lotus 1,468 c.c.), 77.10 m.p.h.; 2, P. S. Lackington (LMK-Austin 948 c.c.); 3, J. Bekaert (Lister 3,781 c.c.).

5-lap Scratch Race, 750 Formula: 1, A. M. R. Mallock (Austin), 64.04 m.p.h.; 2, P. A. Cross (Austin); 3, L. G. Hockney (Austin).

5-lap Scratch Race, 1,172 Formula: 1, B. R. Hart (Terrier Mk. II), 74.14 m.p.h.; 2, A. R. Wershat (Lola); 3, A. D. Bennett (Ford Spl.).

5-lap Scratch Race for Sports Cars over 1,500 c.c.: 1, J. Bekaert (Lister 3,781 c.c.), 81.21 m.p.h.; 2, P. Mould (Lister-Jaguar 2,986 c.c.); 3, J. O. Coundley (Jaguar "D") 3,442 c.c.).

BENCH-TESTING? Tony Densham raised his 750 Molina-Austin for convenience—how did he get it up there?



COMING DOWN FROM SHAW'S, Jimmy Clark (Lister-Jaguar) leads John Dalton (DB3S).

flag, P. J. Arundell (Lotus) was first away, closely followed by A. B. Rees driving a similar car, with C. Steele (Lotus) in third position. In the background a fearsome scrap was in progress between L. B. Mayman, R. Utley and G. R. Eden (Kieft). The leaders finished, some nine seconds separating Arundell from Rees and a similar time elapsed before Steele took the flag.

Heat 2 was over 10 laps for sports cars up to 1,200 c.c. Contrary to expectations, it was J. C. Brierley (Elva) who was away first and who stayed in front for the first three laps! Then Peter Gammon (Lola), who had been glued to the Elva's tail, passed on the run up to Shaw's Corner on lap four, but although he led from thence to the finish, no more than a second ever separated the two



SUNDAY, 13th September, was the date for the last big Nottingham Sports Car Club meeting of the year, a National event, it decided the Mallory Park Motor Racing Championships for 1959.

A sunny day, yet with enough breeze to be pleasant made conditions perfect for fast motoring. The morning's practice saw Tony Marsh, his Formula Cooper now equipped with a 2-litre unit, lap 1.6 secs. faster than Henry Taylor's existing course record of 55 secs.; also Ian Raby had knocked it to the extent of the point six, a taste of things to come which the large crowd present were, later, able to appreciate to the full!

Every time one attends a Notts S.C.C. meeting at this grand little Leicestershire venue, one is more and more impressed by the perfect organization, timing, etc., in fact just about everything which is required for a "real" day's racing, so much so, that additional words of praise become superfluous and rather hackneyed; so, as colleague David Pritchard is taking care of all the Series Production Car Events, which, of course, count for our own AUTOSPORT Championships, on to:—

Heat 1, which was a 10-lapper for sports cars up to 1,200 c.c. From the

Magnificent Day at Mallory

Incredible Performance by Peter Gammon (Lola)—New Track Record by Tony Marsh (Cooper)

Results

10-Lap Heat for Sports Cars up to 1,200 c.c.: 1, P. Arundell (Lotus), 83.88 m.p.h.; 2, A. B. Rees (Lotus-Climax); 3, C. Steele (Lotus-Climax). **Fastest Lap:** Arundell 85.26 m.p.h.

10-Lap Heat for Sports Cars up to 1,200 c.c.: 1, P. D. Gammon (Lola-Climax), 83.97 m.p.h.; 2, J. C. Brierley (Elva-Climax); 3, T. J. Threlfall (Lotus-Climax). **Fastest Lap:** Gammon and Brierley, 86.48 m.p.h.

10-Lap Heat Formule Libre Race: 1, A. Marsh (Cooper-Climax), 86.29 m.p.h.; 2, I. Raby (Cooper-Climax); 3, C. Summers (Cooper-Climax). **Fastest Lap:** Marsh 89.33 m.p.h. (new record).

10-Lap Heat Formule Libre Race: 1, P. D. Gammon (Lola-Climax), 86.08 m.p.h.; 2, P. J. Arundell (Lotus-Climax); 3, J. Clark (Lister-Jaguar). **Fastest Lap:** Gammon, 88.04 m.p.h.

20-Lap Race for Sports Cars Over 1,201 c.c.: 1, J. Clark (Lister-Jaguar), 83.48 m.p.h.; 2, W. F. Moss (Lister-Jaguar); 3, J. Dalton (Aston Martin). **Fastest Lap:** Clark, 86.48 m.p.h.

20-Lap Final for Sports Cars up to 1,200 c.c.: 1, P. D. Gammon (Lola-Climax), 84.73 m.p.h.; 2, P. J. Arundell (Lotus-Climax); 3, J. C. Brierley (Elva-Climax). **Fastest Lap:** Gammon, 87.41 m.p.h.

20-Lap Final Formule Libre: 1, A. E. Marsh (Cooper-Climax), 86.88 m.p.h.; 2, P. Gammon (Lola-Climax); 3, I. Raby (Cooper-Climax). **Fastest Lap:** Raby, 89.02 m.p.h.

cars! Third home was T. J. Threlfall (Lotus) some 10 secs. later. Background dices included a rather hectic affair between C. Martyn and B. J. Bloor, both Lotus equipped.

Next came the first heat, over 10 laps for *Formule Libre* cars. First out of Shaw's Corner was Marsh (Cooper 2-litre). On his tail was J. B. Naylor (J.B.W.-Maserati), when bang went the latter's gearbox! Thereafter, Marsh was untroubled, winning easily by some seven seconds and setting up a new course record when he lapped in 54.4 secs., this despite taking Shaw's at walking pace! If first place was easy, second and third were not, as I. Raby, C. Summers and H. C. Taylor were "at it" all the way; Summers led for the first seven laps then up at Shaw's there started a free for all, complete with bumping, jumping on backs, etc., Raby getting through in the process, all good fun, but not very clean!

The second heat of the *Formule Libre* race, over a similar distance was, in the main, composed of sports cars which included the Lister-Jaguars of J. Clark and W. F. Moss, who, strange to say, could do no better than third and fourth, the winner, P. D. Gammon, in an 1,100 c.c. Lola finishing some 16 secs. in front of P. G. Arundell (Lotus). This may be accounted for by the leader over the first three laps, T. Dickson (Lotus 1500) setting a terrific pace ere spinning at Gerard's and retiring.

The 20-lap race for sports cars over 1,201 c.c., final for the Mallory Park Sports Car Championship, was marred to some degree by the withdrawal of J. B. Naylor's J.B.W.-Ferrari with gearbox trouble and T. Dickson (Lotus) and P. Mould (Lister-Jaguar), leaving as the only main contenders J. Clark (Lister), who was leading, J. Dalton (DB3S) lying second, and the Hon. E. G. Greenall (Lotus 1500) in fourth position. However, Clark did not quite have it all his own way as W. F. Moss driving a similar car led to half distance, when, after a desperate rush up to Shaw's Clark passed to win by some 2 secs.

THIRD MAN HOME in the big sports car race was John Dalton (DB3S).



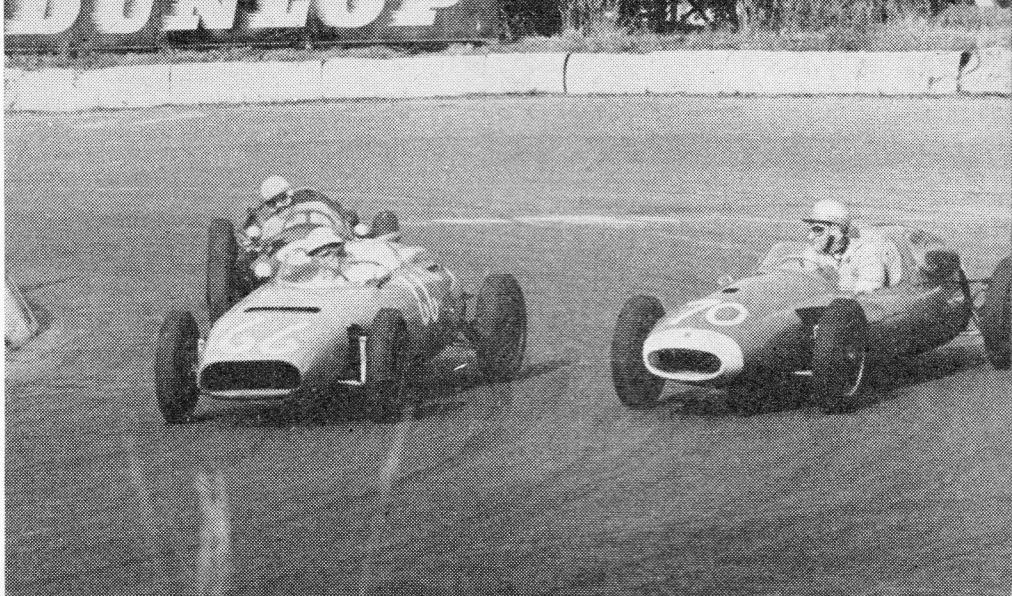
ONE OF THE BEST scraps of the day was provided by Ian Raby, Chris Summers and Henry Taylor, seen here at Shaw's.

Dalton, who was third for the entire distance, was at one point challenged by Greenall, who then retired with overheating. The chase for third position was then taken up by R. B. White (Lotus), who, in his hurry first butted Shaw's and then a lap later Dalton's Aston in the tail, doing same a "bit of no good" and removing the rear and stop lamps, etc., a quite unnecessary manoeuvre!

The final for sports cars up to 1,200 c.c. over 20 laps (and again scoring for the Championship), produced, as expected, a win for Gammon and Lola, but he did not have quite all his own way as second man home, Arundell, was never more than a couple of lengths behind! Brierley was third, while lower down the scale, battles were in progress between A. P. Belcher and C. Steele (Lotuses) and C. Martyn, R. Utley, R. J. Bloor, G. R. Eden and E. Pantlin were all at it, until Pantlin and Belcher disappeared at Gerard's, a most entertaining "do" throughout!

Now came the race everyone was waiting for, the Final of the *Formule Libre* race and with it the "Crown" of Mallory Park. The position was most interesting, Naylor was leading with 16 points, and was a non-starter, Clark was present and correct and was in second spot with 11 points and Marsh, who had already broken the lap record, was here, raring to go, but with only eight points.

Away like a rocket, Marsh led into Gerard's, but on his tail, not a Formula car at all, but Gammon in the 1,100 c.c. Lola, leading such single seater conductors as Raby, Summers, H. C. Taylor,



Gibson, and Hicks, and the Listers of Clark and Moss! In third place was Henry Taylor, but he couldn't do anything about Gammon. Fourth was Raby trying all he knew to catch Taylor but he didn't succeed in this until the 15th tour. Then he set about Gammon! Now the nearer Raby got to Gammon, the nearer Gammon got to Marsh, until on lap 18 Lola actually tried to pass the leader into Gerard's! Marsh wasn't quite standing for this, but did not seem to draw away by much! Last lap, under 100 yards separated the three, no change at Gerard's, Stebbe or Lake Esses; round Shaw's they came, the distance now down to some 60 yards only, but Marsh held his position over the line to win by 2 secs. only, Raby failing to catch Gammon by only .4 sec. A great finish to a great race!

But something told your Northern Editor that, magnificent though Gammon was, and he was, having wiped up some half-a-dozen Formula 2s *en route*, no, repeat no, 1100 sports car can hold Tony Marsh with a Cooper 2-litre. It just ain't on! So searching out Tony, here is the answer in his own words. "I have never, ever been so near being pipped on the post. The car was losing water all the way and from the half distance the brake pedal was requiring five to six pumps per corner, all I could do was to just try and keep (a) in front, and (b) the car in one piece." Which he did, but, there is a but, and a big but, Tony *did not* make the fastest lap which went to the credit of Ian Raby, in his flying pursuit of Gammon, time 54.6 secs. So now where are you?

FRANCIS PENN.

North Midland, Sheffield and Hallamshire, and Rotherham and District Motor Club's Combined Sprint at Oulton Park

SPRINT meetings over a distance and preferably around corners seem the vogue these days, and at Oulton Park, using what is known as the Club Circuit, a successful meeting was held.

This short course turns right just before Cascades on to a slightly adverse camber. Then comes a fast right-hander to rejoin the full circuit just below Clay Hill, running on through Druids, down to Lodge, passing the pits and taking in Old Hall—an accepted distance of one and a half miles.

Fastest time of day was easily made by Phil Chapman in the big Mercury Special when he recorded a run in 1 min. 21.5 secs. Class winners included: (1) A. Alldred (Skoda), 1 min. 47.1 secs.; (2) V. Louport (A35 Van), 1 min. 42.5 secs.; (3) E. B. Wadsworth (Denzel), 1 min. 31.1 secs.; (4) M. E. Barron (Austin-Healey 100), 1 min. 27.5 secs.; (4A) A. Dobson (Elva Spyder), 1 min. 25.4 secs.; (5) C. L. Smith (Austin Special), 1 min. 24.6 secs.; (6) N. C. Taylor (Aston Martin DB3S), 1 min. 24.6 secs.

The "Over Revvers" Trophy, competed for between teams from Sheffield and Hallamshire M.C. and North Midland M.C. resulted in a win for the former.



AN INTERESTING RARITY was the Denzel of E. B. Wadsworth. The pair returned a time of 1 min. 31.1 secs. to win the class. Edgar is a well-known northern competitor in a variety of cars, but his Denzel is believed to be the only one in the country.

LEADING the race is Phil Hill (Ferrari), closely followed by Stirling Moss (Cooper) and Dan Gurney (Ferrari). Gurney finally finished fourth.



Moss's Mastery at Monza

The Italian Grand Prix Reviewed

By GREGOR GRANT

It is rarely that a driver goes through a Grand Prix without making at least one little mistake—an unexpected broadside, misinterpretation of pit signals, going unnecessarily fast with a commanding lead and so on. At Monza on 13th September Stirling Moss (Cooper-Climax) drove one of the most perfectly judged races ever to be witnessed on the famous circuit in the park. Even when Phil Hill was leading during the first half of the race, one had the impression that Stirling was dictating the entire business. It says quite a lot for Hill's temperament that he fought all the way, realizing that the world's greatest driver was sitting on the tail of his Ferrari. Dan Gurney did the right thing, lying just behind Moss, ready to take over should anything happen to Hill's car.

What was most disconcerting for Scuderia Ferrari was the knowledge that with Hill in the lead, Moss was using the

STIRLING IN FRONT: Moss leads Dan Gurney's Ferrari and the Scuderia Centro-Sud Cooper-Maserati of Colin Davis.

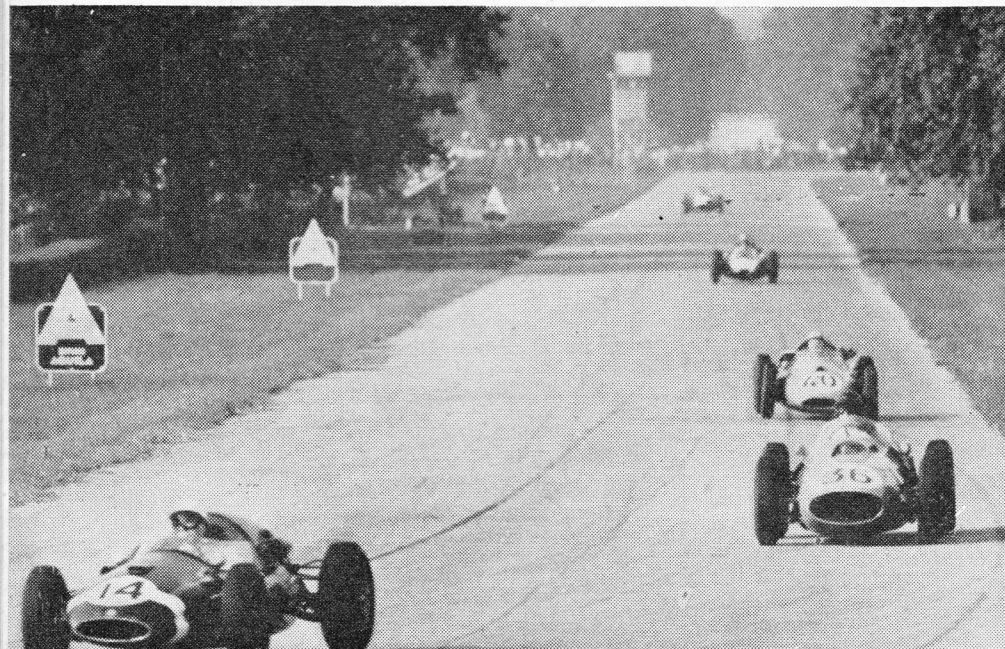
Ferrari's slipstream whenever possible, thus saving vital fuel and tyres. It may be argued that the correct tactics would have been to allow Stirling to have the initiative and press the Cooper-Climax as hard as possible, but one feels that if the red cars had dropped back slightly, the cunning Moss would gradually have reduced his lap times to force the issue. Undoubtedly the strategy of the Walker organization was decided in the cockpit of Moss's Cooper-Climax as the race went on. Stirling had decided quite early on that certain speeds would cause heavy tyre wear, and that this would affect the Ferraris much more than the lighter Cooper-Climax. If, in his view, a reasonable (for Moss) average speed could be maintained, which would force the Ferraris to go fairly rapidly, then the odds were that the red cars would have to stop at some time or another to change wheels, and that he might be able to go through non-stop.

As it so happened Ferrari fell right into the trap laid by S. Moss Esq., and around half-distance all of their cars were called in, one after the other. This

meant that Stirling was left with a fairly comfortable lead, and no immediate challenger. Jack Brabham (Cooper-Climax) was also determined to finish at all costs without stopping. In his case, the removal of bolt-on wheels would have cost him around a couple of laps, and might have put him right out of the running for the championship. He was wise to let Phil Hill go through, realizing that to become involved in a scrap might cost him vital rubber.

In point of fact Brabham was worried about wear on his nearside (left) front tyre, and decided to use a Dunlop R5 with normal pattern, as this had a heavier (6 mm.) tread. Moss heard about this and followed suit, after borrowing a tyre from one of the Lotus Elite entrants in the G.T. race.

Naturally, the elimination of Tony Brooks on the first lap was a serious blow to Ferrari, but again, surely the Italians could not possibly expect to get such a lead over Moss that there would be time for a wheel-change? In other words, Tavoni and Co. were convinced that Stirling had to come in, and laid their plans accordingly. Another problem was evident in that there is no



THE WORLD

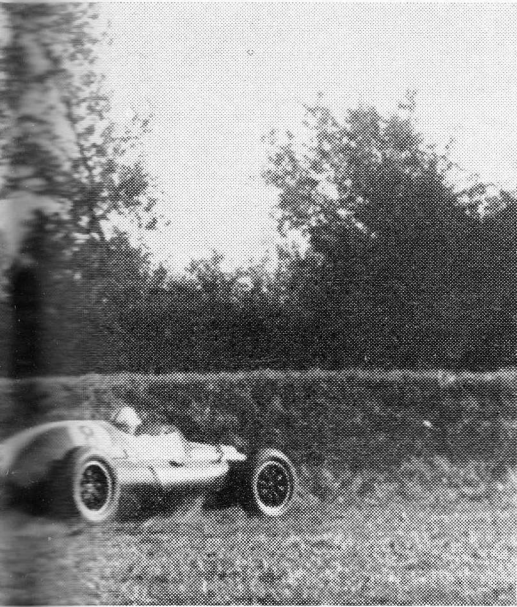
	M.	H.
1. Jack Brabham	9	6
2. Stirling Moss	0	1
3. Tony Brooks	6	0
4. Phil Hill	3	0
5. Dan Gurney	0	0
6. Maurice Trintignant	4	0
7. Joakim Bonnier	0	8
8. Masten Gregory	0	4
9. Bruce McLaren	2	0
10. Harry Schell	0	0
11. Olivier Gendebien	0	0
Innes Ireland	0	3
13. Cliff Allison	-	0

F1 Constructors

	M.	H.
1. Cooper-Climax	8	6
2. Ferrari	6	0
3. B.R.M.	0	8
4. Lotus-Climax	0	3

Figures in parentheses denote ...
M, Monaco. H, Holland. F, France. G.B., Great Britain.

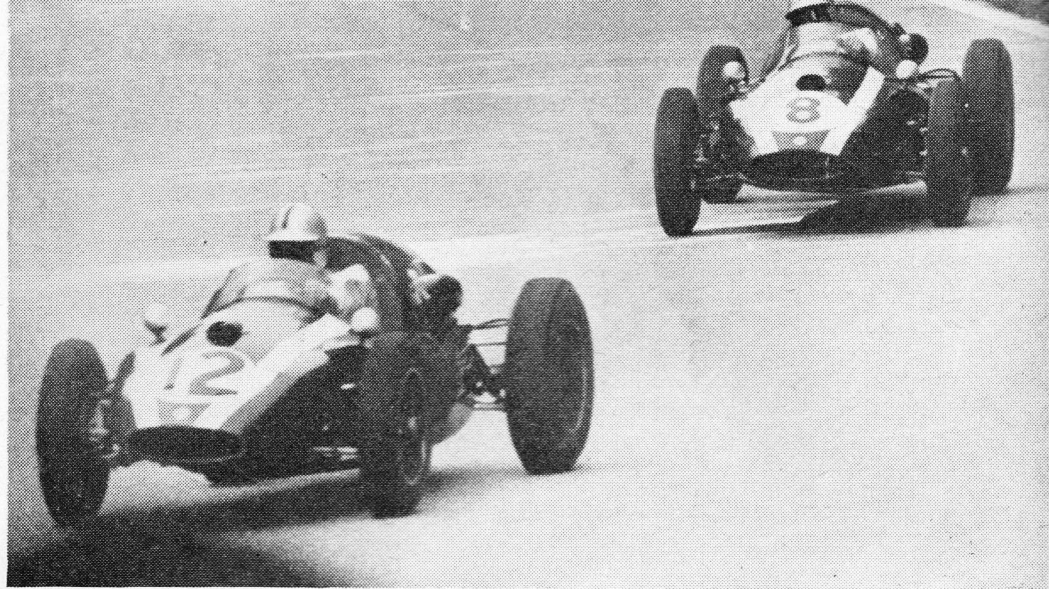
COOPERS TOGETHER: Jack Brabham swings through a bend with Bruce McLaren in close attendance in the second works Cooper.



UNHURT, in the accident, Bruce McLaren's Cooper went off the road when the engine seized.

other driver in existence who can lap as fast as Stirling Moss without straining his engine or wearing out his tyres. The fact that Moss's winning average of 200.177 k.p.h. was a record for the road circuit, and was the first race ever to be won on this course at the "double century" speaks for itself.

Another mistake made by Ferrari was to allow Moss to slipstream Allison after three-quarters distance, when it was obvious that Stirling would try everything to save fuel and tyres. In point of fact, the laps when Moss did shadow the red car could have made all the difference in regard to tyre wear. No blame could be laid at Cliff's door for the error, as he was doing his proper job of motor racing and it was entirely up to Scuderia Ferrari to watch Moss's every manoeuvre. Personally I do not think that sufficient use is made of Allison in the Ferrari set-up. He is usually given either experimental cars or last-minute drives in Grands Prix, which must be most disheartening



for a driver of his potential calibre.

The Moss victory naturally gives Cooper the 1959 Formula 1 Constructors' Championship, but this must be coupled with the name Coventry Climax. Last year it went to Mr. G. A. Vandervell for the Vanwall, a machine constructed entirely in his own factories. The Cooper-Climax is the result of collaboration between the Cooper Car Co., Ltd., and Coventry Climax, Ltd., the latter of course developing and producing the very successful power-unit. Without that wonderful engine, neither Moss nor Brabham would have been concerned with the World Championship, nor would Coopers have had any say in the Constructors' title. When the award is officially confirmed by the F.I.A., it is to be hoped that it is given jointly to both concerns.

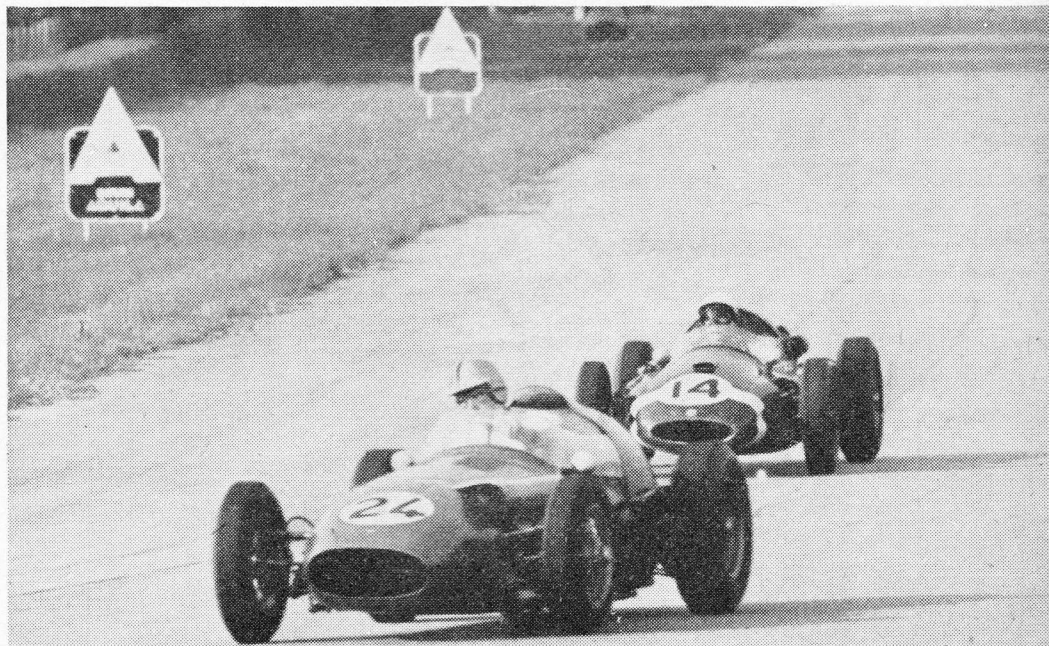
David Brown was pleased with his Aston Martins. This has been a year of testing and developing the single-seaters, and now Feltham knows where it is going, and what is required for really successful Grand Prix racing, i.e., less weight and a great deal more power. The handling of both Aston Martin and B.R.M. is generally acknowledged as being absolutely first-rate, but both concerns have quite obviously had cars which are out-accelerated by the Cooper-Climaxes, and out-paced by the Ferraris

and the Coopers. In an effort to restore the balance, Peter Berthon has produced the rear-engined car, with its rear suspension rather reminiscent of Lotus practice. Lap times in practice were satisfactory, but undoubtedly engine torque must be improved to give the car a much better all-round performance. B.R.M. have improved their reliability out of all recognition as compared to earlier efforts, and the Zandvoort victory by Bonnier gave them much-needed confidence. The fact that Coopers have succeeded with a rear-engined design cannot be overlooked by other designers, and it was perfectly natural that Berthon should build at least one car of this type. In any case, the remarkable F2 Porsche has also given other designers furiously to think—particularly for the 1961 formula!

The Tec-Mec did not appear, nor apparently was it entered. In any case its acceptance was doubtful owing to the rather full entry list.

Police were rather rough with some people, and unholy arguments developed between them and Colin Chapman who had mislaid his car pass, and also Raymond Mays who was ordered away from the front of his pit area.

CLOSING the gap, Stirling Moss chases the Aston Martin of Roy Salvadori through a right-hander.



CHAMPIONSHIP					
	G.B.	G.	P.	I.	
	8	0	0	4	31 (36)
	6½	0	9	8	25½ (33½)
	—	9	0	0	23 (32)
	—	4	0	7	20 (29)
	—	6	4	3	13 (22)
	2	3	3	0	12 (21)
	0	2	0	0	10 (19)
	0	0	6	—	10 (19)
	4½	0	0	0	8½ (17½)
	3	0	2	0	5 (14)
	—	—	—	0	3 (12)
	0	0	0	0	3 (12)
	—	0	—	2	2 (11)
Championship					
	G.B.	G.	P.	I.	
	8	3	8	8	38 (40)
	—	8	4	6	32 (36)
	6	2	2	0	18 (26)
	0	0	0	0	3 (11)

possible points obtainable.
 G.B., Great Britain. G, Germany. P, Portugal. I, Italy.

DUTCH VISITORS: W. F. Coenen and J. Butter leave the start in their huge Ford. They found the big car a bit of a handful in the narrow Welsh lanes.

SINCE its inception, rain has been a feature of the London Rally, but on this, its ninth year, the weather was completely dry, as if to disprove the rumour that the Clerk of the Weather is in collusion with the Clerks of the Course. Although it was the avowed intention of joint clerks of the course Ian Mackenzie and Colin Hoile that the rally should be won on the road, the dry weather had the unprecedented effect of allowing five competitors to finish the course with clean sheets. Rain has always played such a major part in previous London Rallies that it has to be allowed for in plotting the route, and the organizers have to strike a medium between a route which will be difficult in ideal weather and one which will still not become impossible or actively dangerous under more difficult conditions. The route was difficult and the fact that five crews out of over 200 starters managed to complete it without penalty was due entirely to their skill and certainly not to any reduction in the traditionally searching nature of the event.

From starting points at Ascot, Leeds and Wellington, near Taunton, all routes converged at Craven Arms in Shropshire where there was a compulsory 20-minute halt. I started from Ascot, travelling in Lloyd Roberts's well-known Renault Dauphine-Gordini which was navigated, as usual, by John Rogers. The run-in was, of course, quite easy and it was only after the halt that the rally proper began. This was a route card stage of 57 miles which, like all the other stages, had to be covered at a 30 m.p.h. average. The route, all on main roads, led from Craven Arms west to Dolfor and then south to Elan Village. It was, on the whole, a fairly simple stage but it was complicated by the fact that the Jaguar of J. Gay and J. Paine got stuck broadside across the narrow road near Elan and required the concerted efforts of several crews to remove it. At one time there were no less than 24 cars held up at this point, from which any alternative route would have caused a considerable delay. It was just possible to pass the



The London Rally "Goes Dry"

B. Harper/R. Crellin (Morgan) Win on Tests

Jaguar on the rocky verge and several crews did this, including Dutchmen W. F. Coenen and J. Butter, who were making their British rally debut in a vast 4½-litre American Ford, a vehicle scarcely suited to this type of event. This crew was unfortunate enough to damage a silencer while executing this manoeuvre and during the rest of the event their car sounded a trifle like an agricultural implement.

The next two sections, still on route card, led for 18 miles up the Elan valley, beside the Elan dams and round the mountainside to Cwmystwyth and included the two electrically timed driving tests which were later to assume a greater importance than in any previous "London". In the darkness it was bleak country and although the route was fairly easy for driver and navigator, it allowed of no real margin for error and this

unforgiving section saw more than its share of pile-ups. At one point three cars came to rest side by side in a field some distance below road level. The mountain road was quite dramatic in the dark and the positions of several cars could be seen at any one time by their headlights' beams which shone far out into the valley from the high and tortuous road.

At the fifth control the first marked maps were issued and they led competitors from Cwmystwyth north by Devil's Bridge to Tre-Taliesin and Tyn-y-Garth, then west to points near the coast around Upper Borth and Aberystwyth, then in an M-shaped route amid the mountains and back to the coast before going south to Tregaron. These sections (Nos. 5-29) were all short and sharp and included some of 1.5, 2, 3, 4 and 5 miles which had to be covered at the standard average. Dust caused by the unusually long spell of dry weather became a unique hazard and on one short section no less than five cars went off the road due to extremely poor visibility. During these sections, apart from map controls, we saw only one competitor for about three hours (and he was motoring briskly in
(Continued on page 404)

Results

Outright Winners: B. Harper/R. Crellin (Morgan), Clean sheet, 53.6 s. in tests.

Production Touring Cars: P. P. Roberts/R. L. Jones (Triumph Herald), Clean sheet, 56.2 s. in tests.

Production Grand Touring Cars: A. Griffiths/D. Stone (TR), 1 penalty mark, 57.1 s. in tests.

Special and Modified Cars: J. Sprinzel/S. Turner (Speedwell Sprite), Clean sheet, 60 s. in tests.

Novices' Award: W. F. E. Pierson-Webber/G. I. Murray-West (Riley).

Coupe des Dames: Mrs. P. Mayman/Miss P. Domleo (Morgan).

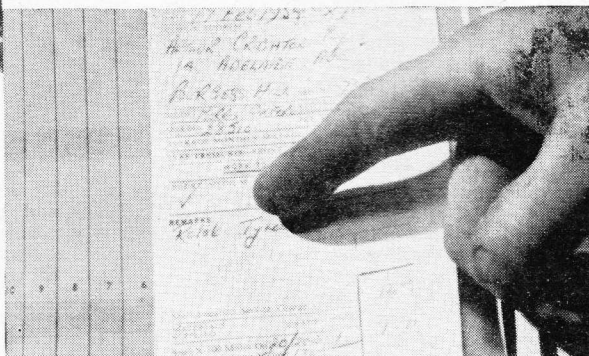


KNOTTY PROBLEM: Driver Lloyd Roberts looks puzzled as navigator John Rogers explains the route to AUTOSPORT'S Michael Durnin. UAA1 is Lloyd Roberts's much rallied Dauphine-Gordini.

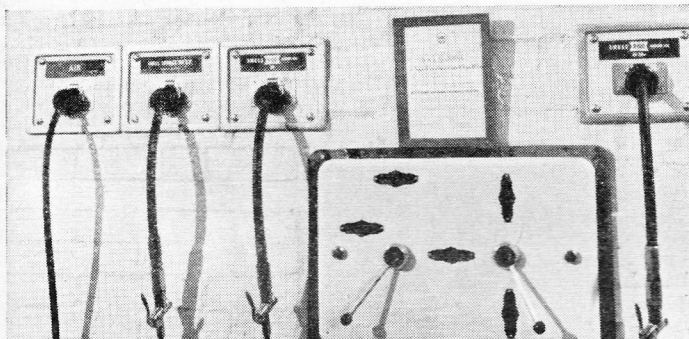


This motorist has been driving the same car for years. And it's still in excellent condition. The reason? Regular lubrication with Shell X-100 Motor Oil. The right *kind* of lubrication, with a Shell Servicing Guide to show how and where it's done. Every Shell garage has a detailed servicing guide for *your* particular car. This means thorough Shelllubrication every time. Service that adds years to the life of your engine.

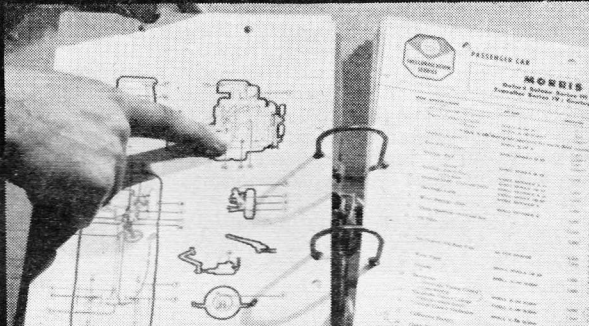
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This card is the Shell dealer's record of work done in the past on the customer's car. When another Shelllubrication is due, he mails the customer a postcard reminding him to bring in his car for servicing.



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Shell stations are equipped with servicing guides for practically every make and model of car. Each one shows exactly which parts of the car need attention, and the type of Shell lubricant to use at each point.



This car owner tops up regularly with Shell X-100. He always uses the right oil in the right amount for the right job at the right time. Do you?



YOU CAN BE SURE OF SHELL

WELL EQUIPPED: O. Barnes and B. Ramsden prepared their Ford Zephyr for every emergency and are here stowing all their gear into pre-arranged places.

London Rally—continued

the wrong direction). At one particularly savage corner several cars, headed by Dennis Dent and F./Lt. H. Morland (Jaguar 150S), went off the road and down a considerable drop. With the aid of three tow ropes they were hauled out by M. F. Baker and J. Makin whose "Good Samaritan" act lost them so much time that they forfeited all chances of a place. An amusing mix-up occurred at Llanrystyd where the Ordnance Survey appear to have transposed a ford and a bridge on their map. As these were quite close together, the transposition caused alarm and despondency to several crews who thought they were off course. One driver who had some time in hand decided to investigate the depth of the ford and waded in with rubber boots. He was right in the middle when another car came through the ford and nearly swamped him with its wash! The going got very tricky in the rugged countryside around Daren and called for the highest co-operation between driver and navigator. At one point we felt that the road surfaces were appallingly rough, but we later found that, although we lost no time here, we had wandered from the official route which contained no unmetalled roads of a "chassis-breaking" nature.

After a halt of 23 minutes the course led on a second marked map from Tregaron south by the Farmer's Mountain road and then swept north-east over some extremely mountainous country to Llandovery. The sections were slightly longer and all had obligatory directional approaches to complicate things. During these sections Chris Brasher was seen to be reversing his ex-Annie Soisbault Triumph up some of the steeper hills, his gearbox having lost the two lower ratios. The stages between controls got progressively stiffer during this time and it was here that most crews appear to have lost marks.

A 1½-hour stop at Llandrindod Wells made a very welcome break and was followed by a straightforward route card section of 24 miles and a 95-mile scenic



section. This was guided by a "Tulip Rally" route card and led on A and B roads due south by Brecon to Merthyr Tydfil and back north past the almost empty reservoirs at Talybont, Ponsticill and Taf Fechan round the north of the Black Mountains to Hay-on-Wye. A wickedly undulating road went south again over the Black Mountains to Abergavenny.

The next section, of 68 miles, led back into England through the Forest of Dean via Gloucester and Cirencester to a control near Lechlade before going back via Abingdon, Henley and a route check at Dorchester to the final control at the Royal Hotel, Ascot.

The "London" was most successful and the mammoth task of marshalling its 700 miles was ably and courteously managed. Great credit is due to the five crews who managed to achieve clean sheets. The London Motor Club in general and Ian Mackenzie and Colin Hoile in particular can be justly proud of their rally and of the slick, helpful and efficient organization which makes it the country's most popular national rally.

MICHAEL DURMIN.

WESTON-SUPER-MARE SPEED TRIALS

PREPARATIONS for the Burnham Motor Club sprint meeting, which has been organized in conjunction with the Weston-super-Mare Borough Council, on Saturday, 10th October, are now well in hand.

Many well-known drivers will be taking part, including the present hill-climb champion, David Boshier-Jones, who will be driving his Cooper 1100. Sydney Allard has two entries, his Steyr Special, which has two engines and a four-wheel drive, and his 4½-litre sports car.

Dr. W. A. Taylor will be seen in the seat of his Caesar Special, which has been taking part in hill-climbs and sprint meetings for some 20 years. Don Bishop, a director of a local garage, will be entering his supercharged M.G., which is a well-known car at the Brighton Speed Trials.

Other entries include Howard Perkins from Rotherham, driving a Lotus Elite, and Tiny Lewis from Bristol, who recently won a Coupe des Alpes in the Alpine rally.

Racing car entrants include Fred Tuck with his Cooper Formula 2, and G. A. Haylock in a similar car.

There have been a host of other entries, ranging from Austin Seven Specials to Aston Martins and Jaguar 3.4s.

Organizers are still accepting entries for this event, and they wish to stress that they are also accepting classes for standard type saloons and sports cars which will not be expected to compete against modified machinery. Any prospective competitors should get in touch with Hugh Pollard, Whitelawns, Wembdon Hill, Bridgwater.

TURIN SHOW

THE Turin Motor Show will be held this year from 31st October-11th November. In the past this show has been notable for the number of special bodies on display and the tradition continues this year.

VERY SPECIAL: The much modified Porsche 1600 Super of Americans J. R. Willson and J. F. McAleavy has a wheelbase 18 inches shorter than standard. This was their first British rally.



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- RENAULT DAUPHINE Exhaust Conversion kit £7-19-6.
- RENAULT DAUPHINE and 750: Full Engine Conversion kits £38-10-0.

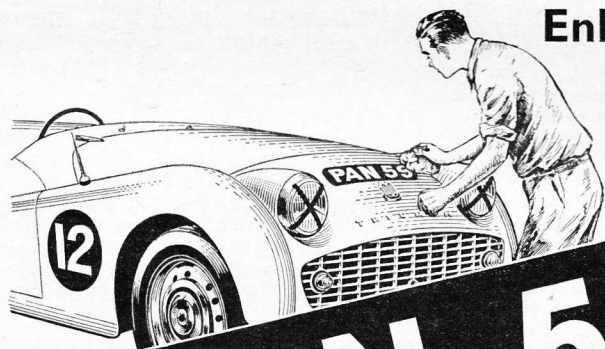
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Club News

By MARTYN WATKINS

THE Brighton and Hove M.C. are holding a Night Navigation Trial on 17th October. This closed event starts from the Club H.Q. at 7 p.m. Entries (15s.) close 15th October and should be sent to J. F. Thomas, 296-7-8, Madeira Drive Arches, Brighton. . . . **The Maidstone and Mid-Kent M.C.** are holding their fourth Windows Rally on 10th October in conjunction with the **Rochester, Chatham and D.M.C.** Entries (15s.) close 7th October and should be sent to D. J. Chappell "Newlyn", Station Road, Ditton, Maidstone, Kent. On 18th October the former club will stage their Bossom Trophy Trial, starting at "The Old England" Inn, Hollingbourne, Kent. The following clubs have been invited: Sheffield and Hallamshire, Southsea, London, West Hants and Dorset, Yorkshire S.C.C., Shenstone and D.C.C., Kentish Border, North Midland and Hagley and D.L.C.C. Regs. can be had from J. Ashwell, 10 Orchard Bank, Chart Sutton, Nr. Maidstone, Kent. . . . **The Haslemere M.C.**, in conjunction with the **Guildford M.C.** and the **Farnborough M.C.**, are holding their fourth Hunter's Moon Rally on 24th-25th October. Start at 7.30 at Hindhead. Regs. may be had from Miss M. Duke, "Woodsome", Fernhurst, Haslemere, Surrey. . . . **The Plymouth M.C.'s** closed Turnbull Trophy Rally will be held on 4th October. Start at 2 p.m. from Home Park Car Park, Mile House, Plymouth. Entries (5s.) close 28th September and should be sent to Mrs. S. Fredman, 91 Efford Road, Higher Compton, Plymouth. . . . **The Annual Dinner of the Disabled Drivers' M.C.** will be held at Beale's Restaurant, Holloway Road, N.7, on 9th October. Tickets (17s. 6d.) from Mrs. Kathleen Smith, 313 Richmond Road, Kingston-upon-Thames. . . . **The Swansea M.C.** will hold a closed sprint on Llandow Airfield, near Bridgend, Glamorgan, on 11th October. Regs. may be had from H. Rumble, "Cefn Eithen", 56 Glanmor Road, Uplands, Swansea. . . . **The Thames Estuary A.C.'s** annual Dinner-Dance will be held at the Queen's Hotel, Westcliff-on-Sea, Essex, on 9th October, starting at 7.15 p.m. Tickets (30s.) can be had from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. . . . **The North London E.C.C.'s** combined Harleyford Speed Trials will be held on 4th October. Invited clubs are Allard O.C., Herts County A. and Ae. and the Triumph Sports O.A. Entries (25s.) close 26th September and should be sent to G. Bance, 11 Bath Road, Reading, Berks. . . . **The Stockport M.C.'s** new Regent Rally will take place on 7th-8th November. Full details may be had from Mr. Goodchild, 26 Dean Lane, Hazel Grove, Cheshire. . . . **The Circle Car Club's** 10th Annual Night Navigation Rally will be held on 10th-11th October. Invited clubs are B.A.R.C., London M.C., Harrow C.C., Hants and Berks M.C., West Essex C.C., East Surrey M.C., Guildford M.C., Malden and D.M.C., Brent Vale M.C., and Verulam A.C. Regs. may be had from Mrs. W. W. Paul, 44 Elm Park Court, Pinner, Middx. . . . **The Mid Thames C.C.'s** South Eastern Shield Rally will be held on



MILLE MIGLIA? No—it's the start of the Morecambe C.C.'s Illuminations Rally, held recently. J. Derbyshire, of the promoting club, prepares to leave down the ramp of famous memory.

Coming Attractions

- September 26th. Mid-Cheshire M.C. International Gold Cup Race Meeting, Oulton Park, near Tarporley, Cheshire (F1). Start, 1 p.m.**
Bentley D.C./Jaguar D.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.15 p.m.
B.R.S.C.C. Race Meeting, Rufforth, near York. Start, 2 p.m.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
- September 27th. West Hants and Dorset C.C. Knott Cup Trial, Bovington Camp, near Wool, Dorset. Start, 10.15 a.m. (Military vehicles) or 12 noon (trials Formula cars).**
October 3rd. North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.
Aintree C.C. Race Meeting, Aintree, near Liverpool.
Lancashire and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start 11.45 a.m.
- October 4th. B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.**
Kentish Border C.C. Cannon Trophy Trial.
- October 10th. Snetterton M.R.C. "AUTOSPORT Three Hours" Race and Formula 1 Race, Snetterton, near Thetford, Norfolk. Start, 3 p.m.**
Burnham-on-Sea M.C. Speed Trials, Weston-super-Mare, Somerset.
Hastings, St. Leonards and E. Sussex C.C. Bodiam Hill-Climb. Start, 1.30 p.m.
- October 11th. West Essex C.C. National Hill-Climb, Stapleford, near Chigwell, Essex.**

10th-11th October, starting at 9 p.m. from Sandford's Garage, Leatherhead. Invited clubs are: 750 M.C., Fairey Aviation M.C., Guildford M.C., Modified Minor Club, Sutton and Cheam M.C., A.D.C., Thatched Tavern M.C., and Surrey S.M.C. Entries (25s.) close on 5th October and should be sent to G. Henderson, 69 Connaught Road, Teddington, Middx. . . . **The Herts County A. and Ae. C.** are holding their second annual Autumn Rally on 17th October starting from the "Pool House", Kimpton, Herts, at 7.30 p.m. Regs. may be had from E. J. Buxton, 10 Kingshall Crescent, St. Albans, Herts. . . . **The West Essex C.C.'s** National Speed Hill-Climb will be held at Stapleford, Nr. Abridge, Essex, on 11th October. . . . On 10th October the **Hastings, St. Leonards and East Sussex C.C.** will promote a Hill-Climb at Bodiam, Sussex, starting at 1.30 p.m.

RACING in national and international events this season, Peter Gammon's Lola 1,100 c.c. car has gained 11 firsts and four seconds.

THE Royal Automobile Club is prepared in principle to accept the control of "Kart" racing in Britain, provided administrative details can be worked out satisfactorily. The R.A.C. has set up a special sub-committee to report on all aspects of "Kart" events for consideration by the club.

OVER 100 entries have so far been received for the B.R.S.C.C. Northern Centre's race meeting at Rufforth Airfield, near York, on 26th September. Among the competitors will be Ron Brightman (Lister-Corvette), Peter Mould (Lister-Jaguar), J. Diggory (Lister-Jaguar), T. Dickson (Lotus), J. Blumer (Austin-Healey) and A. Enslold (D-type Jaguar).

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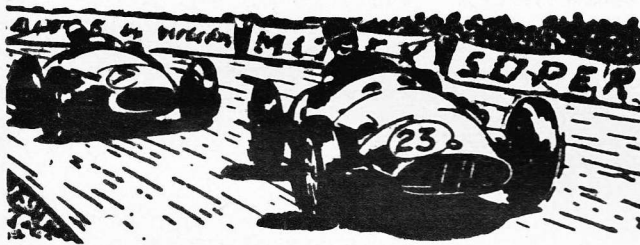
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CORRESPONDENCE

Club Sports Car Racing

I WOULD like to compliment Mr. D. J. Duncan on his letter. I am sure he expresses the opinion of innumerable competitors and, what is more important, would-be competitors.

With respect, however, I would suggest that he has only dealt with half the problem. B.A.R.C. "Marque" races were an excellent idea to give club competitors the chance of competing at not too great an expense against fellow clubmen on equal terms in cars they can use during the week going to their offices, factories or shops.

As often happens, however, due to the lack of a few simple enforceable regulations these races have become a trifle ludicrous. One cannot blame competitors for preparing their cars to the limit that the regulations, or lack of regulations, will permit. Such expense is out of the question for the not-so-wealthy one-car owners, who have to use their cars for transport during the week. One cannot expect him to remove the body fitted by the works and purchase a practically complete fibreglass replica, raise the compression ratio to eleven-and-a-half to one, buy an expensive American camshaft and valve gear, and increase the engine capacity for his "Marque" sports car. As a spectator I feel the limit has been reached when one sees a TR3 or Austin-Healey arrive and leave the circuit in a transporter.

Before the clubman decides that he is wasting his time in the so-called "Production Cars" Marque race let the organizers prepare some simple regulations and, having prepared them, enforce them. May I suggest the regulations include the following: Manufacturers' compression ratios, engine capacity, camshafts, carburettors, inlet and exhaust manifolds, and the manufacturer's standard production body complete with the hood and all the interior trim.

"EX MARQUE."

COVENTRY,
WARWICKS.

Tourist Trophy

HAVING regarded your magazine for some years not only as an entertainment, but as an authority on motor racing, I am turning to you for some information which none of my friends seem to be able to provide, even assuming they would be correct! I hope this doesn't take up too much of your time.

Briefly, the question is this: At what exact time was the six-hour race at Goodwood over?

To my mind there are two alternatives:—

(a) The race ended at exactly 6 p.m., irrespective of where the drivers were round the track, and that once past the flag no further place-changing was of any avail, even though the leader had yet to pass the flag.

(b) The race ended when the leader passed the flag for the first time after 6 p.m., and further place-changing for other drivers was valid until they all subsequently passed the flag.

If the answer is (a), then the man with the flag was justified in holding out the flag (as he did) before Moss arrived, causing Brooks to cease his meteoric overhauling of the Porsche. Why, then, did the Porsche continue with unabated speed for another lap? And why did Brooks, who had dropped from 3 secs. behind to about 12 secs. behind on this final lap, and had subsequently pulled into the pits, have to be shouted at by everyone within miles to drive out again, and cross the line? Why also did the two static cars drawn up behind the line wait until Moss had passed before moving past the flag?

If the answer is (b), then the showing of the flag before Moss arrived undoubtedly robbed Brooks of his second place (and saved Paris a bottling!).

I would be very grateful to hear your comments on these points.

J. B. CROSS-HODGE.

CAMBRIDGE.

The B.A.R.C. state that the race ended when the leader passed the flag for the first time after 6 p.m.—Ed.

(More Correspondence on page 416)

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

Silverstone—continued

little in hand despite its poor brakes. Three laps from the end Bill Moss roared past Peter Mould's smaller car and they finished third and fourth. Meanwhile, J. B. Barton worked steadily up through the field to make a determined onslaught on Eden's Kieft, which he passed on the 10th lap, as did John Coundley two laps later.

Immediately following this race, two events were run concurrently, for sports cars under and over 1½ litres. Most of the bigger cars had been engaged in the *Formule Libre* event and did not realize that they had to go straight out again, and the race started without them. In the smaller category Geoff Breakell won comfortably from J. B. Barton and D. Wilson's Toucan, which was going well ahead of Gordon Cobban in the first of the M.G.As. In the sadly depleted field of bigger cars, Dickie Milne drove the H.W.M. well for an outright victory and a win in his own race from Chamberlain's Cooper-Jaguar and Woolfe's C-type.

One more handicap followed for the placemen in the earlier handicap races, a qualifying event for the *Motor Sport Silverstone Trophy* race at the end of the season. A number of competitors had credit laps and nobody but the official timekeepers could follow the race at all. Just after John Bekaert, the scratch man, crossed the line for the fourth time the chequered flag was somewhat diffidently displayed, but the unfortunate man who was in charge of it was just as confused as the rest of us and the official results gave Bekaert third place behind Barton's Lotus and Lackington's L.M.K.-Austin. These two deserved their success on their showing during the day, and it was just as well that a competent team of lap-scorers could give them their just dues.

The 750 Formula race was another runaway victory for Arthur Mallock in Simplicity, but there was some wonderful racing for the places between Cross, Hockney, Boorer and Butcher, who crossed the line almost abreast, followed by another tight bunch consisting of Owen-Roberts, Lewcock and Day. Densham must have spun on the third lap to drop from second to last, and Preston spun frighteningly at Woodcote a lap from home.

The 1,172 Formula race gave Brian Hart yet another convincing win with the Terrier from Alan Wershat in Lola and A. D. Bennett's fleet little special. J. J. Cottrell's Lotus VII was fourth

and Chris Summers fifth in the Arden despite a tremendous effort by L. T. D. Taylor (Lotus) on the last corner. Easterling's Rejo Special was going well but threw a wheel away at Becketts on the second lap.

This should have concluded the proceedings, but a special race was laid on for the benefit of the nine people who missed the unlimited scratch race earlier on. Unfortunately, all but four had already departed. Accordingly, John Bekaert, Peter Mould, John Coundley and R. D. Paine in a Frazer-Nash had the track to themselves for five laps, running in that order throughout, for forecasting which there were no prizes offered.

DAVID PRITCHARD.

B.A.R.C. Mallory Park—continued

and D. R. Taylor. The two Elvas, both engined by B.M.C. were immaculately prepared and, in the hands of Scott Bloor and Peter Pilsworth, very fast. A. E. Liddle's A.E.L. featured a most ingenious system of all-round torsion bar suspension, while S. R. Waine's Opus was fitted with sliding-pillar and wish-bone front suspension of his own design. David Taylor's Taylor 1000, however, proved itself to be quite the most promising car there, and apart from suffering the misfortune of losing all its water on the last lap, would undoubtedly have challenged the professionally built Elvas: in fact, it did challenge them and was at one time between the two leaders! Eventual winner was Pilsworth, a couple of seconds ahead of Bloor. Third, and leader of the Monoposto category, was Tiedeman with Waine second and Liddle third after a last-lap change of position. Fastest lap was shared by the Elvas in 1 min. 2.8 secs. The organizers were most impressed by the potential shown by the Monoposto cars, and have in fact promised that there shall be a race for these machines at each members' meeting next season!

Next was a seven-lap scratch race for 1,100 c.c. sports cars which provided J. C. Brierley (Elva) with a seven-seconds win after holding the lead from start to finish. Second and third positions, also unaltered throughout, went to A. B. Rees and K. M. Loasby (Lotuses); fastest lap went to Brierley in 57.2 secs.

A seven-lap *marque* scratch race produced Chris Lawrence's expected win with his very fast Morgan. Sid Hurrell held second place throughout while Bill

de Selincourt, a constant third, was content to stay there and at no time was able to get to grips with Hurrell. However, he did make fastest lap in 1 min. 2.0 secs. (79.41 m.p.h.).

Venner-Pack scored his second win of the day in the seven-lapper for cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v., in which he led from start to finish ahead of T. C. Powell (Lotus-Ford) until lap six, when Powell was passed by H. W. G. Elwes in another Sprite. A consistent fourth was E. A. W. Martin (Tornado Typhoon), while Powell, third overall, led the side-valve contingent.

Last race of the day was a seven-lap scratch event for unlimited sports cars in which J. C. Brierley's very fast Elva 1100 was faced with the rivalry of the Hon. Edward Greenall in a 1½-litre Lotus. Greenall made a conspicuously good start—leaving the line when the flag went up rather than when it went down—and immediately assumed the lead. But Brierley was closing mercilessly upon the bigger car and after two laps got past at the hairpin to lead for the rest of the race by an ever-increasing margin. He eventually won by some seven seconds from Greenall and K. M. Loasby (Lotus). Fastest lap went to Brierley in a remarkable 56.6 seconds.

MARTYN WATKINS.

FOLLOWING his general handicap victory at the M.E.C. Altidore Hill-Climb, Reg Armstrong of Dublin drove an N.S.U. Prinz to victory in the Open Car Trial held by the Carrick-On-Suir (Co. Tipperary) Motor Club on Sunday, 6th September, 1959. This trial was an all-tests type, held over a dyed route, and was the first of the "new Season" trials.

BRIAN FOLEY.

Results

Saloon Car Class: 1, H. R. Armstrong (583 N.S.U. Prinz); 2, Des. Cullen (583 N.S.U. Prinz); 3, T. V. Connolly (Volkswagen).

Sports Car Class: 1, A. Hearn (Triumph TR3); 2, N. Delicato (Triumph TR2); 3, J. R. Kelly (Triumph TR2).

Specials: 1, Des. Bradley (Dellow); 2, J. Cullen (Ford Special); 3, J. Brett (Brett Special).

Premier Award: H. R. Armstrong (583 c.c. N.S.U. Prinz).

B.R.S.C.C. TOURING CAR CHAMPIONSHIP, 1959 FINAL RESULTS

(Five best performances to count)

1, J. M. Uren (Ford Zephyr), 46 points; 2, G. C. Shepherd (Austin A40), 42; 3, L. Leston (Riley 1.5), 38; 4, L. Adams (Austin A35), 34.

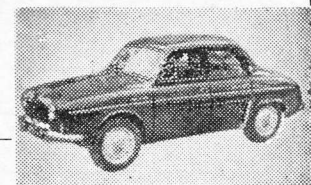
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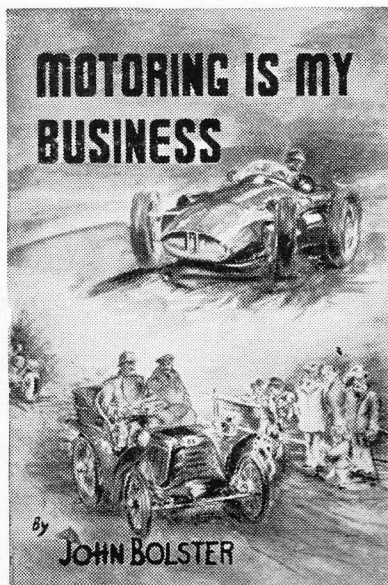
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M.G.A COUPE. 1958. 11,000 miles only, fitted heater, one owner, as brand new. **£795**

M.G. TD. Choice of three models from **£375**

COOPER M.G. 1954. M.G. 1500 engine, all-weather equipment, just completed £100 overhaul, all bills available **£395**

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

Correspondence—continued

Club Racing

I READ with interest Mr. D. J. Duncan's letter re club racing and the Bristol-engined A.C. cars. I agree with Mr. Duncan in some respects but as the owner of an A.C. I can never enter any B.A.R.C. event as they exclude my car from "Marque" races. If I wish to compete in B.A.R.C. events then I have to go into the unlimited class where I am competing with C- and D-type Jaguars and naturally I never see them after the start!

Unfortunately there are not enough competitors driving A.C. Bristol-engined cars to make up a separate event and I only wish that there were as it gives far more satisfaction to the driver if he is competing against similar machinery. On the other hand, certain A.C.-engined A.C.s go very quickly and are beating standard T.R.s, Morgans and Austin-Healeys. I would like to point out to Mr. Duncan that many of the very quick Triumphs and Morgans are virtually works cars fitted with special fibreglass parts for lightness. If Mr. Duncan thinks that he can drive a standard or slightly modified production car as fast as certain drivers then he is very much mistaken, as even the Bristol-engined A.C.s have difficulty in passing them up the straight. Another point I should like to make is that I do not think any of the A.C.s racing today have been prepared or tuned by the works or by Bristols, as neither firm seems particularly interested in club racing.

E. J. B. MITCHELL,

Huddersfield Motor Racing Team.

WESTGATE, HUDDERSFIELD.

WHILST sympathizing with Mr. Duncan's views on Bristol-engined cars in sprints and hill-climbs, these cars are excluded from Marque events in most club races and, instead, find themselves among D-Jags, and other heavy machinery where they, in turn, could justifiably echo Mr. Duncan's complaint of being outclassed.

There would not be sufficient entries to make up a special class for these cars as suggested by Mr. Duncan and it would

surely be wrong to spoil a chap's sport because he has a faster car. In the words of the familiar television commercial, Mr. Duncan, "Take a tip—take a Bristol."

GEOFFREY DEMPSEY.

LONDON, S.W.1.

Where Are They?

As a reader on the Continent of your excellent journal I take the liberty to ask you a question that I can't answer myself but would like answered nevertheless.

What has happened to all the old 2.3, 2.6 and 2.9 Alfa Romeos (eight-cylinder supercharged) that were raced before the war? Where are the old 2 and 2.3 Bugattis as well as the smaller Bugs.—1½-litre, four- and eight-cylinder—and where are the Mercs.—the 36/220 and 38/250?

I travel the Continent from Portugal to Sweden, to include also Switzerland and Germany, but never, never anywhere do I see any of these wonderful cars; all I see is the rubbish they turn out each year to look more and more like a shoe box. Yesterday I saw my first Ferrari—horrible—as usual like a shoe box with bouncy springs and not for me.

If you can tell me where these cars are I shall be grateful, for they seem to have vanished, like Cobb's old 10-litre Delage and the Sunbeams of Kaye Don, "Tiger" and "Tigress".

With all good wishes for your journal.

C. C. BROOKES.

PARIS, 8.

Help Wanted

I AM making a collection of race programmes and wonder if you could put me in touch with a source for increasing my (not very large as yet) collection. I am especially interested in pre-war programmes and magazines.

Some time ago I asked you to help me find a pen-pal in the U.S.A. I received nearly 50 answers to my request and would like to thank you sincerely for your efforts on my behalf.

Congratulations on a really excellent magazine—Friday is really worth waiting for!

J. BREEN.

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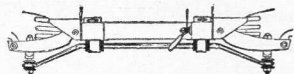
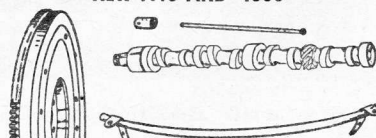

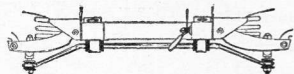
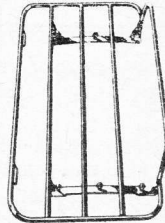
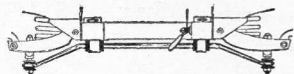

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1958 A55, absolutely unmarked, black, RH2	£715
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1955 A90 WESTMINSTER, black, RM	£495
1955 A90 WESTMINSTER, duotone, H	£495
1955 A40 SOMERSET, spotless grey, H2	£345
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1959 SPRITE, yellow, every extra	£645
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1958 SPRITE, blue, lhd, every extra	£545
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1956 BN2 LE MANS, duotone, RHOWQ	£695
1955 BNI, unmarked red, RHWOXT	£645
1955 BNI, duotone blue/white, HOWQ	£567
1954 BNI, superb red specimen, OWHQ	£595
1954 BNI, green, very bright example, OWQ	£565
1954 BNI, beige/green, HOW	£545
1953 (Oct.) BNI, ice blue, LOQ	£475
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1950 Mk. VI, black-silver, PLRM	£925
1937 PARK WARD Saloon, history	£195
1927 3 litre V.D.P. tourer, showpiece	£500
1922 T.T. 3 litre 2 seater, ivory	£465
1949 BRISTOL "400", maroon showpiece	£595
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1958 FAIRTHORPE-Climax stage II, DXHQI	£655
FORD	
1956 (Sept.) ZEPHYR Mk. II Saloon, ivory H2	£595
1956 ZEPHYR ZODIAC, duotone grey/green HPI	£575
1955 CONSUL, excellent example in green	£475
1955 ZEPHYR Conv., duotone, RHPB	£455
1954 CONSUL, lovely black specimen, H	£455
1953 (Nov.) F.N. Targa Florio/BS4, maroon, RH	£1,075
1937 FRAZER NASH "328" drophead	£195
1952 HILLMAN MINX Conv., maroon, HR	£295

JAGUAR	
1958 XK150, S/E fixed head, green DHRW	£1,365
1956 XK140, drophead, very exceptional HI	£794
1955 XK140, drophead, blue, HOR	£795
1955 XK140, drophead, green, RHOWDS	£775
1955 XK140, f/h, beautifully maintained H2	£765
1955 XK140, fixed head, black, HP	£745
1955 MK VII "M" type, superb example, HOI	£595
1954 MK VII Automatic, pale blue, RHP	£645
1954 XK120, drophead, superb specimen	£595
1954 XK120, drophead, maroon showpiece	£595
1954 XK120, drophead, black/red, RHPX2	£575
1954 XK120, roadster, grey showpiece	£565
1953 (Nov.) MK VII, black, RH2	£495
1952 MK VII, superb, ivory/red	£425
1951 XK120, nice example, green, PHR	£445
1951 XK120, roadster, maroon, tidy	£395
1951 XK120, roadster, very fast, lhd	£395
1952 MK VII, black, average	£325
1949 MK V 3½ Saloon, duotone grey, RH	£355
1937 S.S.100, duotone red/ivory	£295
1937 2½ S.S.100, green, good example	£245
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LOTUS	
1958 MK VII, 1,172 c.c. silver, I	£595
1955 (Sept.) MK IX 1100 Climax, de Dion	£545
1954 MK 6/8 MG "1500" green	£470

M.G.	
NEW M.G.A. twin cam, blue, extras	£1,207
NEW MK III, green/beige, on show	£1,012
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1958 (Nov.) M.G.A. fixed head, red, RHBD	£815
1957 MAGNETTE, varitone, duo green, HP	£825
1957 M.G.A. Roadster, red, BFMPQX2	£725
1956 MAGNETTE, red showpiece, RH2	£695
1956 M.G.A. Roadster, green/grey, HQB2	£665
1955 MAGNETTE, green showpiece, H2	£665
1955 TF "1500", red, wire wheels	£645
1954 TF, red, must be seen, RHQABFPM	£625
1954 TF, exceptional throughout	£565
1954 TF, black, best available, QR	£545

1954 TF, excellent black example, H2	£545
1953 TD, absolute showpiece, white/green	£485
1953 TD, enthusiast maintained, green PB	£465
1952 TD, really superb, ivory, QP	£395
1950 TD, ivory, well above average	£385
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1949 (Dec.) TC, spotless pale green, HQPB	£365
1949 "Y" Tourer, grey, rare car	£295
1949 TC, red, just average	£245
1948 TC, red, good example	£345
1947 TC, an exceptional example	£355
1947 TC, green, average	£345
1947 TC, unusually good, green	£325
1947 1½ "Y" saloon, well preserved, bronze	£315
1946 TC, lovely red example	£345
1946 TC, beautifully maintained, ivory	£305
1946 TC, red, average condition	£285
1939 TA TICKFORD, blue, must be seen	£315
1939 TA TICKFORD, red	£195
1937 TA, black, good example	£195

MORRIS	
1957 COWLEY, Series 2, exceptional, H	£595
1956 OXFORD, clarendon grey, H2	£545
1955 Sept. OXFORD, unmarked grey, H2	£525
1955 MINOR Traveller, black specimen	£515
1955 MINOR Traveller de-luxe, green, HI	£495
1955 Oct. MINOR Conv., new engine just fitted	£445

1957 MORGAN 4/4/1172, ivory/red, H	£555
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RILEY	
NEW I.5, grey, on show	£815
1952 2½ Saloon, lovely example, RH	£435
1951 2½ Saloon, black, rebored, FRHP	£385
1947 1½ Saloon, black, HR	£345

1956 ROLLS-ROYCE Silver Cloud, 32,000	£3,950
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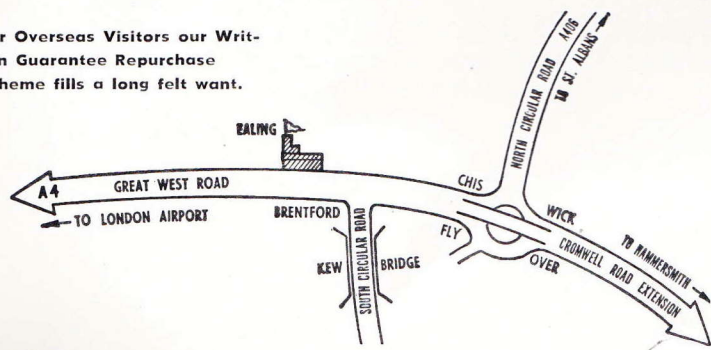
SUNBEAM-TALBOT	
1959 RAPIER Saloon, duo green, PHI	£915
1955 90 MK. III Conv., blue, HI	£595
1954 ALPINE, exceptional example, blue	£495
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1934 TALBOT "105" supercharged 2/4 str.	£295

TRIUMPH	
1957 TR3, hardtop, white, HD	£745
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