

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

JULY 15, 1960

1/6

EVERY FRIDAY
Vol. 21 No. 3

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

35d



IN THIS ISSUE

THE BRITISH GRAND PRIX MEETING—FULL SILVERSTONE PREVIEW
THE NEW BRANDS HATCH CIRCUIT : THE RACING SAMENGO-TURNERS



THE CAR FOR THE YOUNG OF ALL AGES



MAGNETTE
MARK III



The car that recaptures the desire to drive



The unbeatable combination of
Pininfarina styling with M.G. performance



Safety fast!

what more could one ask?

Price £714.0.0 plus £298.12.6
p.t. Duotone colours extra
Also MGA 1600 open two
seater, prices from £663.0.0
plus £277.7.6 p.t. Twelve
Months' Warranty and
backed by B.M.C. Service
—the most comprehensive
in Europe.



THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1

BIG CAR POWER—



*for two
small
Fords...*

Yes, your Ford Anglia or Popular can give a prodigious performance when fitted with a Shorrock supercharger. It will be livelier, more powerful, more responsive, giving you a quicker getaway, less gear changing on hills and a general "big car" feeling. Your garage can fit the Shorrock supercharger. Ask them about it now.

Price £69.17.0d. including carburettor and all fittings
No modification to engine. Fitting extra.

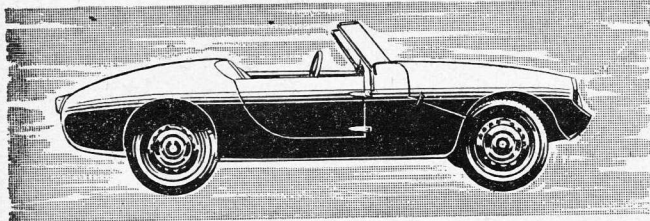
SHORROCK the record-breaking supercharger

with a **SHORROCK**
Supercharger

SHORROCK SUPERCHARGERS LIMITED, CHURCH ST., WEDNESBURY, STAFFS.
Telephone: Wednesbury 1764 Member of the Owen Organisation

The Fairthorpe ZETA—a bright, new sports car—has achieved the remarkable acceleration figure for the standing quarter mile of 15 seconds.

MADE BY FAIRTHORPE CARS LTD



POWER UNIT BY RUBERY OWEN

The Power unit—supplied by the Engine Development Division of Rubery Owen & Co. Ltd.—comprises their well-known aluminium alloy cylinder head on the Ford Zephyr engine, together with a Moss 4-speed close ratio Gear Box. The ZETA is available either as a complete car, or as a complete kit of parts for easy assembly.

Zeta

FAIRTHORPE LIMITED · CHALFONT ST. PETER
BUCKINGHAMSHIRE

V.W. DERRINGTON LTD
KINGSTON
5621 72

159 & 161 LONDON RD., KINGSTON-on-THAMES
Open 8.30 a.m.—6 p.m. Sunday 8.30 a.m.—1 p.m.

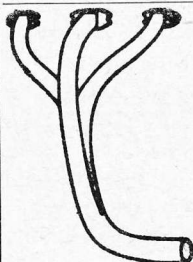
U.K. Distributors for
TEC MEC (LANCIA & FIAT ENGINED)
POGGI FORMULA JUNIOR
COLOTTI GEARBOXES

INSTALLATIONS FOR & WITH
WEBER CARBURETTORS

MONDIAL RACING PISTONS

**LIGHT ALLOY HIGH EFFICIENCY
CYLINDER HEADS**

SILVER TOPS for 5-valve engines
H.R.G.-DERRINGTON for "B" series BMC engines
BARWELL & AQUAPLANE for "A" series BMC engines
POWERMASTER for Ford 100E
RAYMOND MAYES for Mk. II Consul and Zephyr



**EXTRACTOR EXHAUST
MANIFOLDS**

Increase power output by 3 to 10 B.H.P. For all "A" ser. B.M.C. cars £10, "B" ser. £15. TR2 & 3, Morgan, Peerless £20, Healey 100/4 with twin silencer £27-10-0, Lotus Elite £17-10-0 and for most other popular makes. With twin S.U. carbs. for Ford 100E £22-10-0, 105E £35. Mini-Minor, A.7 £27-10-0. Triumph Herald inlet and exhaust (less carbs.) £21.

**STREAMLINED RACING
MIRRORS**



Regulation size, anodised light alloy, with shatter proof mirror, weight only 5 ozs., 33/-, post 1/-.

"CONTINENTAL" Speed mirrors, heavily chromed on brass, 37/6, post 1/6.



**CHROMIUM
TUBULAR LUGGAGE
CARRIERS**

For Sprite, TR, Minor 1000, £7-15-0. Super model for Sprite, TR, M.G.-A, Consul, Zephyr, £9-15-0. Jaguar XK, 120, 140, 150, 3.4, Herald, Metropolitan, £10-10-0, and most other makes, bolt on and clamp on types, e.g. pass. train, 7/6.

RAM PIPES

Tuned lengths for Power for S.U. carbs.
1 1/2" 32/6
1 1/4" 32/6
2" 45/-
New type 1 1/2" & 1 1/4" 42/6 per pair.



Postage or Carriage extra.

DESIGNERS AND MAKERS TO ALL RACING CAR MANUFACTURERS

**Add PEP
POWER &
PROTECTION** to your engine

HARCO-MOL

**A SUPER PREMIUM MOTOR OIL
WITH MOLYBDENUM-DISULPHIDE**



The perfect lubricant for "running-in" and engine preservation

HARCO-MOL is the first MOLYBDENISED SUPER PREMIUM MOTOR

OIL, and comes to you ready for use in any make of car.

HARCO-MOL releases more power than any other oil you can buy. Use it for "running-in" or to prolong the life of an older engine. HARCO-MOL is guaranteed to reduce friction, SAVE PETROL and CUT REPAIR BILLS. HARCO-MOL gives you the PURR-FECT engine. Attractive prices — 1 gal. tin **22/6**; 5 gal. drum **92/6**.

Ask for fully descriptive leaflet

Available in Winter, Summer and Racing Grades

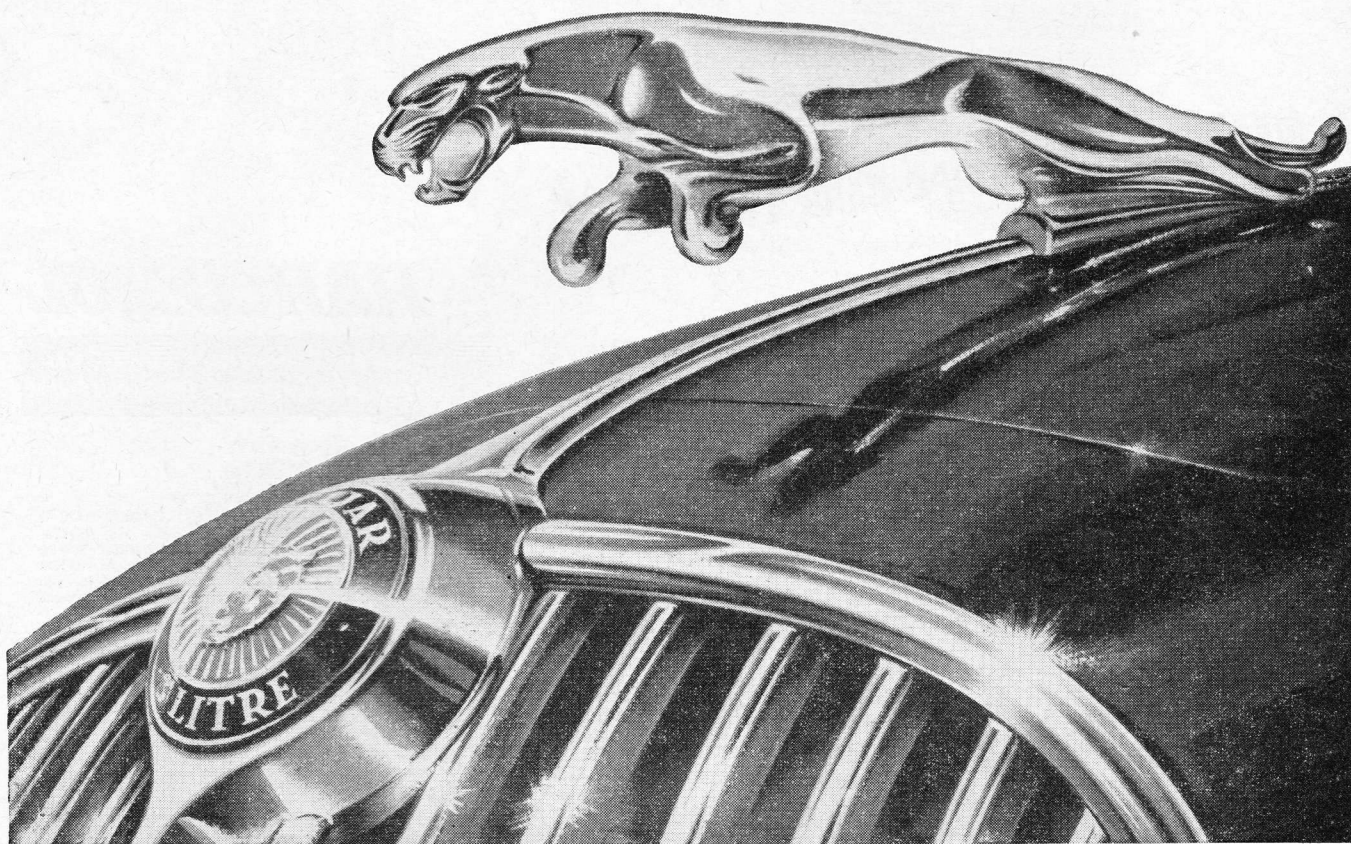
HARCO-MOL

The only super-premium motor oil with MOLYBDENUM-DISULPHIDE
In case of difficulty please write to us:

CHARLES HARRISON (LUBRICANTS) LTD.
South Street, SHEFFIELD, 2. Tel.: 25261

G R A C E S P A C E P A C E

*You enjoy
a very special kind of motoring
—when you own a Jaguar*



LONDON SHOWROOMS: 88 PICCADILLY W.1

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 3 July 15, 1960

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland	BRIAN WADDELL
Eire	BRIAN FOLEY
Continental	GERARD CROMBAC
Western Germany	ALAN BRUCE
Scandinavia	HANS FRIES
U.S.A. Editor	RUTH SANDS BENTLEY
West Coast	GORDON H. MARTIN
Southwest	JIM HALL
South America	Dr. VICENTE ALVAREZ
Canada	BILL WORDHAM

PHOTOGRAPHIC SECTION

Chief Photographer	GEORGE PHILLIPS
Scotland	W. K. HENDERSON
Continental	MAURICE LOUIS ROSENTHAL
U.S.A.	OZZIE LYONS

CONTENTS

	Page
Sports News	81
Pit and Paddock	83
The British Grand Prix—Silverstone Preview	84
The Racing Samengo-Turners	86
The New Brands Hatch Circuit	87
B.A.R.C. Goodwood Race Meeting	88
S.M.R.C. Scott-Brown Memorial Trophy Meeting	90
B.A.R.C. Aintree Race Meeting	92
B.R.S.C.C. Brands Hatch Race Meeting	93
The World Cup Meeting, Zandvoort	94
Rheims Review	96
Report from Eire	98
John Bolster Tries the Ruddspeed Dauphine and a Connaught-Tuned Citroën	100
Correspondence	101
Club News	102

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertising Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

GRAND PRIX

TOMORROW at Silverstone Great Britain's most important motor sporting event takes place—the British Grand Prix, organized by the B.R.D.C. It will be disputed by the drivers of the world's fastest road-racing machines, cars with engines of only 2,500 c.c. without the aid of supercharging, but with a performance undreamed of a decade ago. Cooper-Climax, Lotus, B.R.M., Ferrari, Cooper-Maserati, Aston Martin: these are the modern Formula 1 contenders for the Constructors' Championship of the World, with Cooper-Climax already in a commanding position. Unhappily, Stirling Moss, injured at Spa, will miss his first British G.P. for many years (he made his debut in 1952 with the ill-fated G-type E.R.A.). However, the entry contains many famous names such as Brabham, McLaren, Ireland, Bonnier, Phil Hill, Graham Hill, Salvadori, Trintignant, Fairman, von Trips, Brooks, Gendebien, Flockhart and the up-and-coming men such as Clark, Gurney, H. Taylor, Surtees and so on. Although a British victory seems an odds-on bet, it must not be forgotten that, in the seven Grands Prix held at Silverstone, victory has gone on six occasions to Scuderia Ferrari. The red cars have a knack of being able to rise to the occasion; despite the fact that the challenge will be restricted to two cars, none will underestimate the potentialities of Hill and von Trips after their epic struggle with World Champion Jack Brabham at Rheims. Brabham himself will be all out to retrieve for Cooper-Climax the honours lost to Innes Ireland and his Lotus last May. As for B.R.M., they, too, will go for outright victory and to vindicate recent none-too-happy results. Aston Martin hope to make a showing, but cannot be regarded as favourites for top honours.

SCARAB

THE absence of Lance Reventlow's Scarabs from the Grand Prix is naturally a disappointment, but in the light of recent happenings, this could not possibly have been avoided. Reventlow and his men have done the right thing; they came to Europe, possibly with hopes of coming to grips with established marques, on level terms. However, by the time the Scarab was ready, it was obsolescent. Conceptions of G.P. machinery had completely changed, and it was throwing good money after bad to pursue a scheme which had already been proved to be abortive. The organization should not feel in the least downhearted; by coming to Europe many valuable lessons were learned, and the fact that entirely new cars are to be built immediately proves conclusively that there is real determination behind the venture. To take on makes which have many years of experience behind their development was a courageous thing to do.

OUR COVER PICTURE

GRAND PRIX RACING: The highest form of the sport of motor racing is exemplified by this remarkable shot of Graham Hill swinging the rear-engined B.R.M. into a slow hairpin, the picture containing all the concentration and excitement.

Photo: Bernard Cahier



**SPEED
DEMANDS
SAFETY**

Get
HIGHER
MILEAGE
too
with TURBOSPEED!

The Avon Turbospeed Tyre with nylon casing is built to give the faster car not only the greater safety . . . not only the greater reliability that helped to bring the World's Sports Car Championship to Britain . . . but the higher mileage for which Avon Tyres are famous the world over.

*In sizes for Aston Martin, Austin-Healey,
Jaguar, MGA, Triumph etc.*



AVON

TURBOSPEED

RACE BRED FOR YOUR SAFETY

WELL KNOWN: Nancy Mitchell has decided to retire from organized motor sport. She terminated her motoring career with another success in the Alpine—runner-up for the Coupe des Dames.

SPORTS NEWS

"MITCH" TO RETIRE

NANCY MITCHELL has just announced her retirement from organized motoring sport. "Mitch", as she is known to all and sundry, has been one of this country's most prominent rally drivers since she started as a member of the winning H.R.G. team in the 1948 "Alpine". It is perhaps fitting that she should terminate her career with another success in the 1960 "Alpine"—runner-up (with Rosemary Sears) for the Coupe des Dames.

Not only in rallies did Nancy make her name. She was successful in club races, and once held the Shelsley women's record in a Cooper-J.A.P. During her 12 years or so in motoring sport, she drove for factory-entered teams from Ford, Daimler, B.M.C., Standard-Triumph and Rootes. She was also well-placed in the 1956 Mille Miglia with an M.G.A.

Determination and sheer courage always characterized "Mitch's" efforts in events, but she was not always blessed with the best of luck. As for her driving on ice-covered roads, it can best be described as "uncanny". Many a mere male who attempted to keep up with the indomitable Mrs. Mitchell either gave it up in despair, or finished up in the ditch.

BANK HOLIDAY MOTOR SPORT AT AINTREE

THERE is a new date for Northern motor sport enthusiasts at the Aintree international racing circuit this summer—on August Bank Holiday—and the British Automobile Racing Club is

OUTRIGHT winner of the G.T. event at Snetterton on 6th August will be awarded the Sarengo-Turner Trophy.

GIRLING'S film *A Great Year* is an excellent production by Stanley Schofield, containing superb colour shots of Monaco, Le Mans, Aintree and so on, as well as the Alpine and Monte Carlo rallies. Commentaries are by Bill Hartley and Graham Walker. Copies are available for club showing.

THE "AUTOSPORT" CHAMPIONSHIP Provisional Table (Leaders)

(after six meetings)

		Points
1. Paddy Gaston (Sprite)	A	24
2. Julian Sutton (Austin-Healey)	C	23
3. F. R. Gerard (Turner)	A	21
4. K. W. MacKenzie (Turner)	A	20
5. S. Scrimgeour (Turner)	A	19
6. G. Morgan (Turner)	A	18
7. Austin Nurse (Elite)	B	16
Chris Summers (Elite)	B	16
9. Alan Foster (M.G.A.)	B	15
Robin Bryant (Turner)	A	15
11. Tom Dickson (Elite)	B	14
Peter Lumsden (Elite)	B	14
Pat Fergusson (Elva)	B	14
14. E. J. B. Mitchell (A.C. Ace)	C	11
L. B. Mayman (Morgan)	C	11
Tom Bridger (M.G.A.)	C	11
17. D. W. McCowen (A.C. Ace)	C	10
18. John Wagstaff (Elite)	B	9
19. S. H. Handel (Jaguar)	C	8
Roy North (Triumph)	C	8
Eric Dobson (Elite)	B	8



planning a full programme. Events for four different types of modern fast machinery will be included in an afternoon of racing covering a total distance of 170 track miles.

The feature race will be for the Aintree Trophy. This brings Formula 2 and Formula Junior racing cars into a trial of strength over a distance of 75 miles. It is the first time that the Juniors have been matched with the 1½-litre machines on the three-mile Liverpool track, and what they are expected to concede on the long, fast Railway Straight they should regain with their flexibility through the testing series of corners at "The Loop".

Sports-racing cars of various types are

DESPITE rumours to the contrary, October's Grand Prix of Morocco is still very much "on". A Formula Junior race may also be staged.

BRABHAM'S rev. counter on the Soissons straight at Rheims did not exceed 6,400 r.p.m. in fifth gear: Ferraris were doing nearly 8,500 r.p.m.!

UNDER the 1960 Appendix C Regulations, winners of the 1,601-2,000 c.c. sports car class at Le Mans were Ted Lund/Colin Escott (M.G. "Twin-Cam")—Congrats!

JOHN SURTEES will drive a factory Porsche in the German G.P. at Nürburgring.

YEOMAN CREDIT RACING TEAM will not be represented at either the Solitude or Nürburgring Formula 2 races.

A NEW car tyre, the Elite, is announced by Dunlop. It represents a significant step forward in safety, comfort and silence. In comparison with today's standard tyres, the Elite offers up to 45 per cent. more resistance to wheel spin, 24 per cent better wet hold in cornering and 15 per cent. more grip in braking. It virtually eliminates cornering squeal. It is illustrated on page 83.

engaged for the other events, ranging from the specialist models of unlimited engine size to off-the-production-line machines.

Racing at Aintree on August Bank Holiday Monday (1st August) starts at 2 p.m., but the circuit will be open during practice sessions in the morning.

B.A.R.C.-WEBBAIR FLIGHT TO GERMANY

Solitude and Nürburgring

JOHN WEBB AIR SERVICES, LTD., confirm the operation of B.A.R.C.-Webbair flights to both the F2 Grand Prix at Solitude on 24th July and the F2 German Grand Prix at Nürburgring on 31st July. The Solitude flight, W.50, which will feature either a DC-3 or Elizabethan, according to demand, will leave from Gatwick at 5 p.m. on 21st July and from Cologne-Bonn for the return journey at 5 p.m. on Monday, 25th July. Fares are £29 return and £19 single.

W.27, the Nürburgring flight, features a 49-seat pressurized Elizabethan leaving Gatwick at 5 p.m. on 28th July and returning from Cologne-Bonn at 11 p.m. or sooner on 31st July. The fare is 18 gns. return and 12 gns. single.

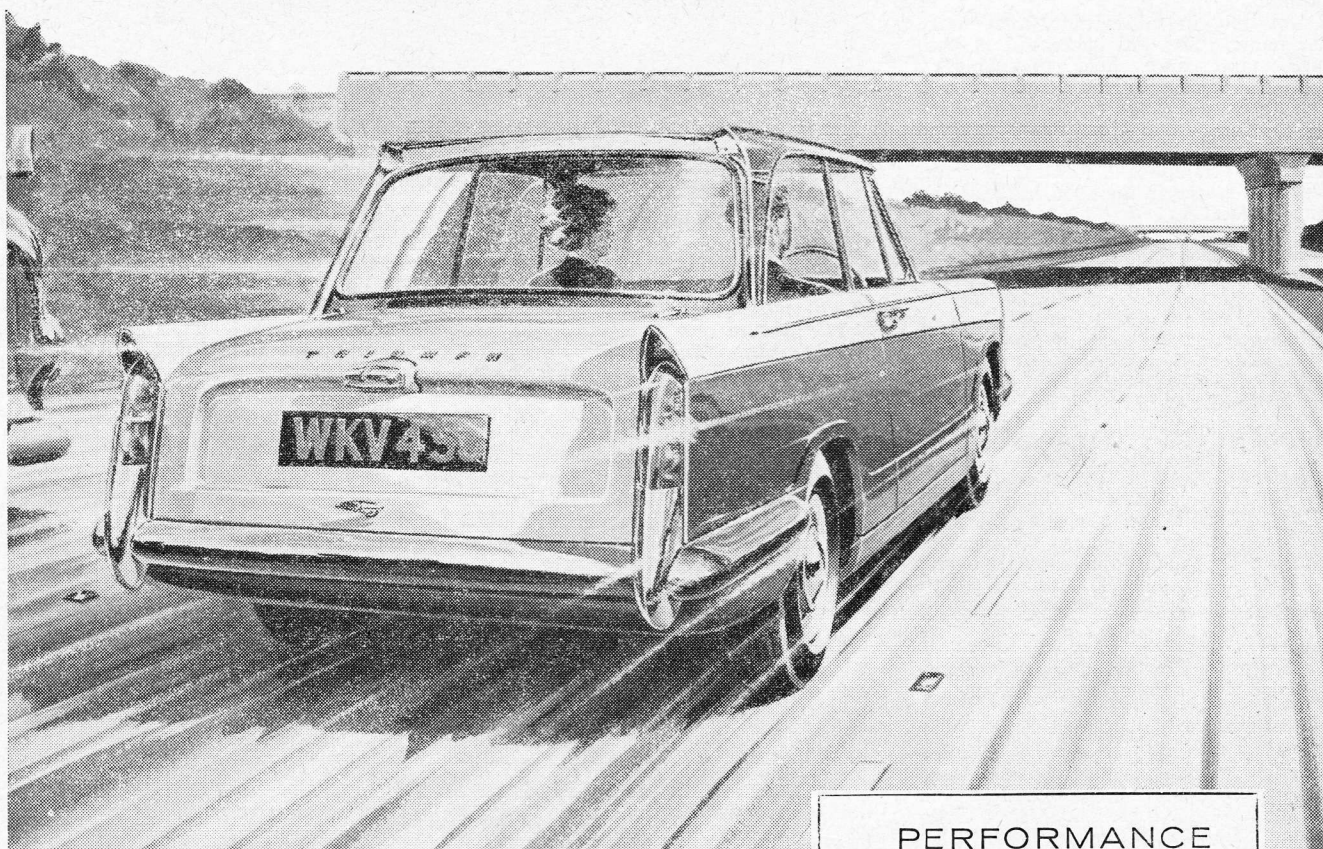
Hotel accommodation, spectator tickets and self-drive hire cars are also available from John Webb Air Services, Ltd., on application to the Flight Secretary, 62 Brompton Road, London, S.W.3 (Tel.: KNightsbridge 9336).

IT is reported that Bonnier and Barth have been doing some private training on the 7.7 km. south short circuit at Nürburgring which will be used for the German Grand Prix on 31st July. It is also stated that lap times of 3 mins. 18 secs., giving an average of 140.8 k.p.h., have been recorded.

V. W. DERRINGTON were responsible for preparation and tuning of the modified VW engine which powered the Duke of Edinburgh's King's Cup winning Turbulent light aircraft.

Introducing the **TWIN-CARB**

TRIUMPH HERALD saloon



Now you can enjoy the sensational Triumph Herald Saloon
with all the verve, dash and liveliness of a
twin carburettor power unit. If you want extra power,
ask for the twin-carb version of the Triumph Herald Saloon.

Twin-carb version of basic Herald Saloon
fitted with twin-carb engine, Coupé instrument panel and
rear axle ratio 4.55:1 £737.15.10 (inc. P.T.).

PERFORMANCE

- * **Power**
50½ b.h.p. (gross) at 6,000 r.p.m.
- * **Max. speed**
78 m.p.h.
- * **Consumption**
38.1 m.p.g. at a constant 50 m.p.h.
- * **Acceleration**
50 m.p.h. in 16.2 seconds

STANDARD

TRIUMPH

Jill Reventlow and Pedro Rodriguez at Rheims. Pedro came with Lance Reventlow's party and is said to be taking up F1 racing in the near future.

PIT and PADDOCK

BEFORE getting down to the serious business of the British Grand Prix at Silverstone on Saturday, the drivers will entertain the spectators with a light-hearted five-lap demonstration. The machines which they will be driving will be the small Dewar Trophy-winning B.M.C. "Babies". The British Motor Corporation has placed a number of these cars, Austin Sevens and Morris Minors, at the disposal of the British Racing Drivers' Club and has invited the Grand Prix drivers to drive them in this special event. The cars will be distinguishable by the signatures of the drivers emblazoned on their doors, and will include such famous names as Jack Brabham, Roy Salvadori, Innes Ireland, Maurice Trintignant, and others.



NO SCARABS FOR BRANDS

REVENTLOW AUTOMOBILES INC., which had entered two Scarab Grand Prix cars for the International Race Meeting at Brands Hatch on 1st August, have had to withdraw their entries.

In a telegram to the British Racing and Sports Car Club, Lance Reventlow explained that "Unforeseen developments necessitate returning to America. Please cancel entries. Sincere regrets, Lance Reventlow."

MICHAEL TAYLOR, injured in a crash during practice for the Belgian Grand Prix at Spa last month, is to carry on racing. The Taylor and Crawley racing team is acquiring another new Formula 1 Lotus of the type in which he crashed and this will be driven by other drivers until Taylor himself is fit again—which will probably be late in August. Meanwhile the team is selling two of its Lotus 15 sports cars and also a Lotus 17, a 2-litre Elite, and a Cooper Junior. Instead it is planning to buy a new 2½-litre rear-engined Lotus sports car. Douglas Graham will continue to drive in the team with Michael Taylor, but their other driver, Chris Martin, has decided to retire from racing. Jonathan

Sieff, Michael Taylor's team partner, is still critically ill in hospital following his Le Mans crash and will also never race again.

Mike Taylor, incidentally, has expressed his appreciation of the many kind enquiries and acts of assistance which have followed the recent accidents to himself and to Jonathan Sieff.

FASTEST LAPS AT LE MANS

Corvette: Cunningham, 4 m. 39.5 s., 173.380 k.p.h. (19); Thompson, 4 m. 26.2 s., 182.042 (183); Grossman, 4 m. 27.5 s., 181.157 (192); Gambles, 4 m. 46.3 s., 169.262 (175).

Jaguar: Flockhart, 4 m. 15.3 s., 189.814 (21); Hansgen, 4 m. 10.3 s., 193.606 (20).

Aston Martin: Clark, 4 m. 20.5 s., 186.025 (17); Baillie, 4 m. 21.1 s., 185.598 (158).

Ferrari: von Trips, 4 m. 09 s., 194.617 (8); Mairesse, 4 m. 09 s., 194.617 (21); Gendebien, 4 m. 06.8 s., 196.352 (19); Scarfotti, 4 m. 10.1 s., 193.761 (22); H. Taylor, 4 m. 18.7 s., 187.320 (211); Tavano, 4 m. 18.6 s., 187.392 (9); R. Rodriguez, 4 m. 08.6, 194.930 (21); Connell, 4 m. 14.5 s., 190.411 (180); Pabst, 4 m. 21.5 s., 185.314 (297); Sturgis, 4 m. 28.6 s., 180.415 (170); Beurlys, 4 m. 22.3 s., 184.749 (21); Elde, 4 m. 29.2 s., 180.013 (193).

Austin-Healey: Sears, 5 m. 02 s., 160.462 (6).

Maserati: Gregory, 4 m. 04 s., 198.605* (21); Casner, 4 m. 24.6 s., 183.143 (7); Munaron, 4 m. 17.3 s., 188.339 (17).

Triumph: Becquart, 4 m. 56 s., 163.715 (7); Bolton, 4 m. 55.2 s., 164.159 (11); Leston, 4 m. 57.6 s., 162.835 (21).

M.G. "Twin-Cam": Lund, 5 m. 03.8 s., 159.511 (157).

A.C.-Bristol: Wicky, 5 m. 03.8 s., 159.511 (157); Bontin, 5 m. 09.1 s., 156.776 (99).

Porsche: Hill, 4 m. 23.9 s., 183.629 (174); Trintignant, 4 m. 26.7 s., 181.701 (24); Linge, 4 m. 50 s., 167.102 (166); Kerguen, 4 m. 44.7 s., 170.213 (19); de Beaufort, 4 m. 29.7 s., 179.680 (20); Barth, 4 m. 32.1 s., 178.095 (19).

Alfa Romeo: Consten, 5 m. 16.9 s., 152.917 (7); Rosinski, 5 m. 20.3 s., 151.294 (14).

Lotus: Marsh, 5 m. 03.8 s., 159.509 (181); Allen, 4 m. 40.2 s., 172.946 (156); Parkes, 4 m. 47 s., 168.849 (14); Laurent, 5 m. 03.1 s., 159.879 (153).

Austin-Healey Sprite: Dalton, 5 m. 31 s., 146.404 (166).

Lola-Climax: Ashdown, 5 m. 10.4 s., 156.119 (16).

Fiat-Abarth: Guichet, 5 m. 12 s., 155.319 (166); Feret, 5 m. 19.5 s., 151.673 (20); Rigamonti, 5 m. 26.3 s., 148.544 (19).

D.B.-Panhard: Bruwaene, 5 m. 25.3 s., 148.975 (170); Laureau, 5 m. 21.2 s., 150.869 (21); Vinatier, 5 m. 29.3 s., 147.453 (9); Bartholoni, 5 m. 45.3 s., 140.340 (7); Bouharde, 5 m. 26.3 s., 148.544 (3).

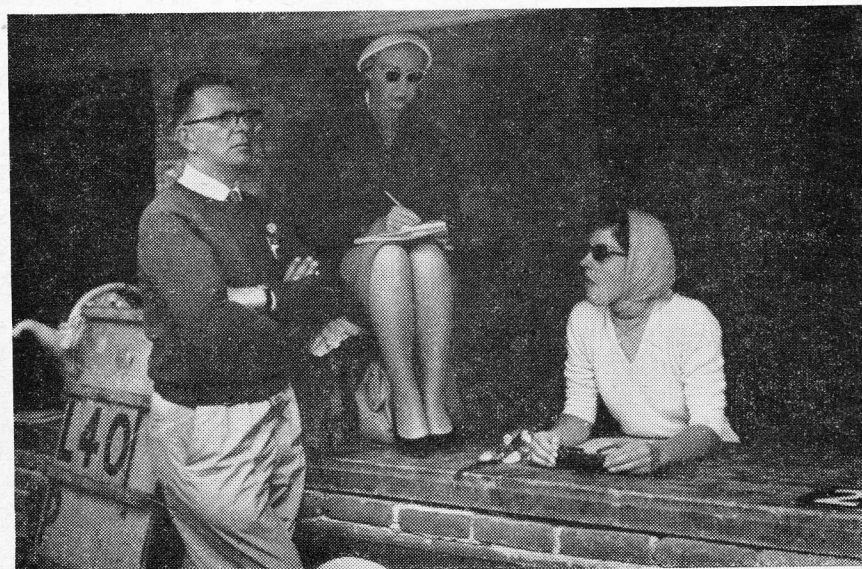
Osea: Laroche, 5 m. 21.4 s., 150.779 (16); Bentley, 5 m. 37.2 s., 143.682 (156).

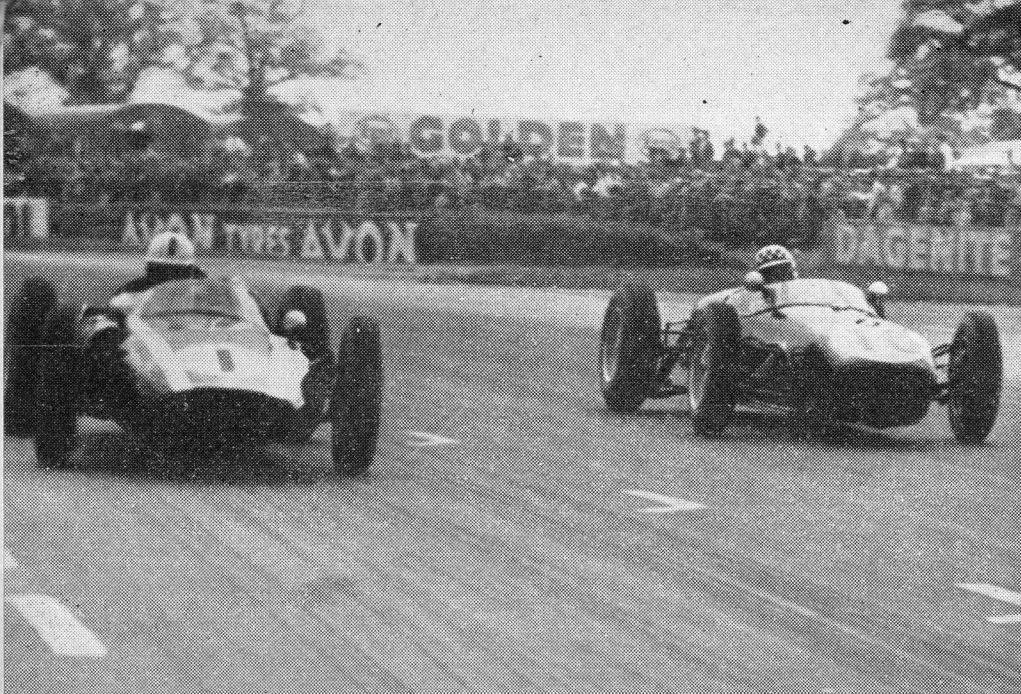
Stanguellini: Reis, 6 m. 05.7 s., 132.510 (155).

* Record for 3,000 c.c. cars.

Figures in parentheses denote lap number.

TOP LEFT: The new "Elite" tyre announced by Dunlop. LEFT: Dick Jacobs and Mrs. Jacobs lap scoring at the World Cup Meeting at Zandvoort.





LOTUS v. COOPER: In May at Silverstone victory went to Innes Ireland (Lotus) from Jack Brabham (Cooper). Nevertheless, on Saturday the World Champion must start favourite.

to change a plug, then later to refuel when his tank started to leak; this eventually caused his retirement, but not before he had set a record lap at 102.104 m.p.h.

Vanwall recorded the first-ever win in the series for a British car, when Moss, after taking over Tony Brooks's car, won the G.P. of Europe at Aintree at 86.80 m.p.h., followed by the Ferraris of Musso, Hawthorn and Trintignant. This race produced a curious incident when Behra, in the lead, had his clutch disintegrate; Hawthorn, in full pursuit, ran over a piece of jagged metal and punctured a tyre.

At Silverstone in 1958, Peter Collins scored a surprise victory, leading from start to finish. His role was to attempt to "blow-up" Moss in the Vanwall, and thus pave the way for Hawthorn, who was running neck-and-neck with Stirling for the World Championship. However, Moss's engine gave up, and Collins was left with a substantial lead over Hawthorn. The latter's engine was using rather more than its quota of oil, and Ferrari could not risk speeding him up, or slowing down Collins overmuch for that matter. Salvadori in a 2.2-litre Cooper-Climax took third place after a tremendous struggle with Lewis-Evans (Vanwall). Collins won at 102.05 m.p.h., and Hawthorn set up a record lap of 104.54 m.p.h. (1 min. 40.8 secs.).

Aintree in 1959 saw victory by Jack Brabham (Cooper-Climax), who was never headed. Second place produced a last-minute drama when Moss (B.R.M.) virtually pipped Bruce McLaren (Cooper-Climax) on the line, both sharing the fastest and record lap.

So now we come back to Silverstone for the 1960 British Grand Prix, with new records to beat and tremendous rivalry between Cooper-Climax, Lotus, B.R.M. and Ferrari. At the B.R.D.C. International Trophy meeting last May, Innes Ireland (Lotus) defeated Jack Brabham's Cooper-Climax at an average speed of 108.82 m.p.h. Ireland also set fastest lap with the remarkable time of 1 min. 34.2 secs., 111.86 m.p.h. The first nine drivers in this 150 miles race all averaged over 100 m.p.h.

As a pointer to tomorrow's race, the fastest laps registered during the race by each marque were: Lotus (Ireland), 1 min. 34.2 secs. (111.85 m.p.h.); Cooper-

The British Grand Prix

A Top Line Entry for Silverstone

BY GREGOR GRANT

TWELVE British Grands Prix have, so far, been staged, of which two were at Brooklands, seven at Silverstone, and three at Aintree. Of the cars engaged, Ferrari have registered six victories, Delage two, and Mercedes-Benz, Vanwall, Alfa Romeo and Cooper-Climax one each.

It was at Silverstone in 1950 that the G.P. was revived by the R.A.C., and it was also the European Grand Prix and first round in the newly instituted Drivers' Championship of the World. The race was won by Nino Farina (Alfa Romeo) at 90.95 m.p.h., followed by Faglioli and Reg Parnell—also in the Milan cars. This was on the original circuit, and the rather weak opposition came mainly from Lago-Talbot and E.R.A.

The following year saw history made, in that the once-invincible Alfes had to bite the dust to Gonzalez in the unsupercharged, Lampredi-designed 4½-litre Ferrari, who won at 96.11 m.p.h. over the altered course from Fangio (Alfa Romeo). Farina (Alfa Romeo) made fastest lap at 99.99 m.p.h., so even then a 100 m.p.h. lap was possible. It was in this race that the V.16 B.R.M.s appeared, Parnell and Walker finishing fifth and seventh respectively.

In 1952 the race was for Formula 2 machinery, which had now replaced the supercharged 1½-litre and big unblown cars for Grands Prix. It went to Ascari (Ferrari), with Villoresi (Ferrari) in second place, followed by Mike Hawthorn (Cooper-Bristol). The Connaughts made a rare fight of it, but Dennis Poore lost his chance of second place when, by an unfortunate error, he was given a bottle of orange juice containing some methanol.

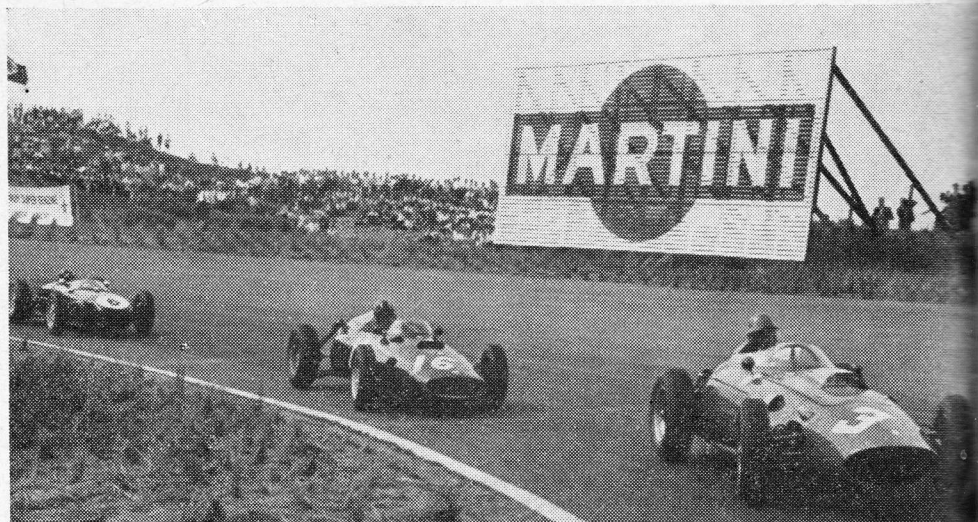
Ascari again won the 1953 event for Ferrari, with Fangio second in a Maserati. Ascari and Gonzalez

(Maserati) shared fastest lap with 95.79 m.p.h. Now came the new 2½-litre formula and the reappearance of Mercedes-Benz. However, even Fangio could do nothing at Silverstone with the streamlined car, and, despite one of the most courageous drives in history, could finish only fourth in his sadly battered machine. Gonzalez (Ferrari) won at 89.69 m.p.h., with Hawthorn runner-up. Oddly enough no less than six drivers shared fastest lap at 95.79 m.p.h.

For 1955 the race was transferred to Aintree where Mercedes-Benz headed by Stirling Moss overwhelmed the opposition to finish 1-2-3-4. It was in this race that Jack Brabham made his G.P. debut, with a 2-litre version of the sports Cooper.

To Silverstone returned the Grand Prix for 1956, where Juan Manuel Fangio (Ferrari) won at 98.65 m.p.h. Hawthorn and Brooks made the running with their B.R.M.s, but both cars were eliminated, the former's with pot-joint troubles and Brooks following a spectacular crash on Abbey Curve. Moss (Maserati) displayed brilliant form, followed by Salvadori (Maserati). Roy was delayed when his petrol tank began to come adrift, and it was left to Fangio to wear down Moss. Stirling had to stop

BIG THREE: Ferrari, B.R.M. and Lotus form a queue to illustrate the cars which, with Coopers, dominate Grand Prix entries this season. Neither Ferrari nor B.R.M. have yet met with success this year.



WORLD CHAMPION: Jack Brabham, in the No. 1 works Cooper, is currently joint leader in this year's table. **BELOW:** Yeoman Credit v. "the works"—Bruce McLaren follows Olivier Gendebien.

Climax (Brabham), 1 min. 34.6 secs. (111.39 m.p.h.); B.R.M. (G. Hill), 1 min. 36 secs. (109.76 m.p.h.); Cooper-Maserati (Gregory), 1 min. 39 secs. (106.44 m.p.h.); Aston Martin (Trintignant), 1 min. 42.6 secs. (102.70 m.p.h.). No Ferraris were present in May, but such is the marque's record at Silverstone that no one can possibly under-rate the chances of Phil Hill or Taffy von Trips.

Scuderia Ferrari have decided to send only two cars, one of which will be the rear-engined device which has undergone several modifications since its debut at Monaco. The remaining red machines will be the hybrid Cooper-Maseratis of Centro-Sud, and the Ferrari-powered Cooper-Castellottis driven by Scarlatti and Munaron.

In the absence of the injured Stirling Moss, World Champion Jack Brabham must be regarded as first favourite with his superbly prepared and extremely rapid Cooper-Climax. He will have all the support required from his team-mate Bruce McLaren, who shares the lead in the present Championship series with the Australian. Chief threat to Surbiton will probably come from Team Lotus, comprising Innes Ireland, Jim Clark and John Surtees. Ireland is tremendously fast at Silverstone, and his car, if anything, displays superior acceleration to the Cooper up the vital Abbey Curve. However, on a wet course, the Lotus does not appear to possess the adhesion of the Surbiton machine.

Jim Clark is one of today's most brilliant newcomers, and is perfectly capable of being up in front and one must also emphasise the brilliance of John Surtees.

Yeoman Credit's Cooper-Climaxes must also be considered. Tony Brooks is a recognized star driver, always a potential G.P. winner, and the brilliant Belgian driver Olivier Gendebien has proved himself capable of taking on the best. The team also includes another "star-in-the-making", Henry Taylor, who has finished both races in which he has

taken part for the organization, including a fourth in the French G.P. at Rheims.

Now we come to the enigmatical Owen cars, with their record of "ups-and-downs", despite the presence of three really top-line drivers in the shape of Graham Hill, Joe Bonnier and Dan Gurney—all capable of winning a Grand Prix, given the essential machinery with which to do it. Although the cars are not quite so fast as was anticipated, and reliability has certainly not been one of the main attributes, one can always look for a surprise in motor-racing. A B.R.M. victory would be an extremely popular one.

Incidentally, according to the grapevine, Graham Hill's dramatic exit at Spa on the last lap-but-one was not due to engine failure, but to running out of petrol!

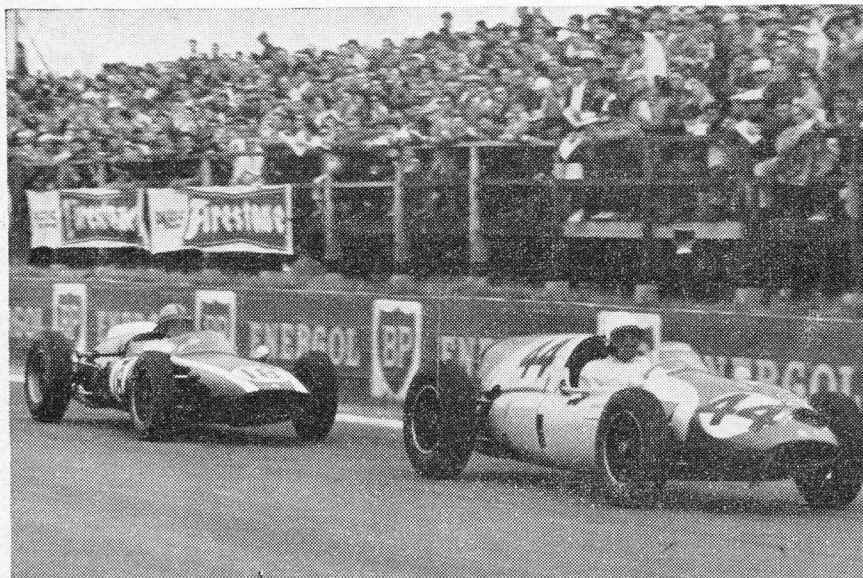
Unfortunately the Vanwall has been withdrawn, and the rumoured Vanwall-powered Lotus is not ready.

Aston Martin have disappointed, and, like Scarab, performance has not been

up to modern G.P. standards. This may be Feltham's last stab at a successful outing, at any rate in Roy Salvadori the marque has one of the most courageous and skilful conductors in the game, whilst Maurice Trintignant's G.P. record speaks for itself. It is a pity that Lance Reventlow's cars will not be on view, but his decision to abandon further work on the present cars was indeed the right one. He will drive a third "works" Cooper-Climax.

As for the rest of the entry, all that can be hoped for is a place. The Cooper-Maseratis of Centro Sud have neither the performance nor the road-holding to trouble the "works" cars overmuch, and even the dash of Gregory can make little difference to the ultimate result. Bianchi in Tuck's Cooper-Climax and Fairman in Atkins's car have the disadvantage of competing against the very latest Coopers, but both are capable of being well up amongst the leaders at the end. Scarlatti and Munaron in the Ferrari-engined Cooper-Castellottis can be discounted.

Given ideal weather conditions, it is probable that the race will be won at over 110 m.p.h., and very few drivers and cars are capable of maintaining, or even lapping at this speed. I should say that the winner of the 13th British Grand Prix will be found from Brabham, Ireland, McLaren, Brooks, Graham Hill or Phil Hill, with Gendebien, Surtees, Clark and von Trips as the best bets for "outsiders". Brabham, naturally, must start with the shortest odds.



WORLD CHAMPIONSHIP

1.	Jack Brabham	...	24
	Bruce McLaren	...	24
3.	Stirling Moss	...	11
4.	Olivier Gendebien	...	10
5.	Innes Ireland	...	7
	Phil Hill	...	7
7.	Cliff Allison	...	6
8.	Von Trips	...	4
	Graham Hill	...	4
	Jim Clark	...	4
11.	Tony Brooks	...	3
	Carlos Menditeguy	...	3
	Henry Taylor	...	3
14.	Joakim Bonnier	...	2
	Ritchie Ginther	...	2
16.	Lucien Bianchi	...	1
	Ron Flockhart	...	1



THE RACING SAMENGO-TURNERS: Left to right are Paul, William and Fabian, with the Yeoman Credit crest.

The Racing Samengo-Turners

Yeoman Credit Team Provides Strong Opposition to Factory Entries

BEHIND the immaculately prepared and successful Yeoman Credit Racing Team of Cooper-Climaxes stand three brothers—Paul, William and Fabian Samengo-Turner. All are married and each has three children; Paul and William were born in Naples, and Fabian in Rome. They left Italy in 1934, and resided in France from 1934 to 1938, and then came to England with their father, Joseph. Their mother is English, and all three hold British passports.

Descended from four generations of bankers and shipowners, Joseph came to England as a banker. Paul trained for journalism, William for Engineering and Fabian as a lawyer. Their father founded Yeoman Credit in October, 1954, with himself as managing director. The company was acquired by the Bowmaker Corporation in 1957, the father joining the board, whilst Paul and William were joint managing directors

of the Yeoman Credit side of the business. Later Fabian joined the board, and became assistant managing director.

Motor industry finance attracted them, and they specialized in a national scheme for the hire purchase of Renault, Fiat and Bond Minicar. All three have always been interested in motor-racing: before the war their father was on the organizing committee of the Grand Prix of Monaco.

In August, 1959, Fabian met Ken Gregory and a decision was made to form a Yeoman Credit Racing Team. The whole idea was to provide backing for the motor industry by direct participation in International events, and to assist British prestige in every way. Ken Gregory and Alfred Moss were selected to direct and manage the team's activities.

First Yeoman Credit entry was the Oulton Park Gold Cup race in 1959, when the late Chris Bristow came third

behind Moss and Brabham in an ex-British Racing Partnership Formula 2 Cooper, fitted with Moss's F1 Coventry-Climax engine.

Three F1 Coopers were ordered by the new team for 1960. In October, 1959, Stirling Moss won the Watkins Glen G.P. with the Oulton Park car, despite starting from back of the grid. On the same day, Bristow won the F2 race at Snetterton with a Cooper-Borgward. Moss's car went on to New Zealand, but developed mechanical trouble when in the lead. In South Africa, Bristow won the False Bay "100" with the Borgward-powered car.

Syracuse on 19th March, 1960, saw the late Harry Schell fifth (F2), and on 2nd April Schell and Bristow were fourth and fifth at Oulton Park; a fortnight later Schell was fourth in Brussels, and on 18th April Bristow was third at Goodwood in the F1 race. Tragedy hit the team when Harry Schell was fatally injured during training for the May Silverstone meeting.

Tony Brooks drove for them at Monaco, and came fourth, and Henry Taylor took seventh place at Zandvoort in his first race for the équipe. Gendebien secured third position at Spa, where Bristow unhappily lost his life.

These two fatalities were hard to bear, but the Samengo-Turners are made of stern stuff. At Rheims their cars, driven by Gendebien and Taylor, were second and fourth in the French classic—a superb achievement.

Entries will be made, after tomorrow's British G.P., at Oporto, Monza and Riverside, the team comprising Gendebien, Taylor and Brooks (when available). Yeoman Credit's colours will also be seen in British events, including Oulton Park, Brands Hatch and Snetterton.

Undoubtedly the team is a decided asset to organized motor-racing, and such is the enthusiasm of the Samengo-Turner brothers, the able management of Ken Gregory and Alfred Moss, and the fine preparation of the cars under Tony Robinson's supervision, that victory in a *grande épreuve* cannot long elude Yeoman Credit's light-green cars!

ENTRIES FOR THE BRITISH GRAND PRIX

Jack Brabham (Cooper-Climax/Cooper Car Co.); Bruce McLaren (Cooper-Climax/Cooper Car Co.); Lance Reventlow (Cooper-Climax/Cooper Car Co.); Graham Hill (B.R.M./Owen Racing Organisation); Dan Gurney (B.R.M./Owen Racing Organisation); Joakim Bonnier (B.R.M./Owen Racing Organisation); Innes Ireland (Lotus/Team Lotus); Jim Clark (Lotus/Team Lotus); John Surtees (Lotus/Team Lotus); Phil Hill (Ferrari/Scuderia Ferrari); Wolfgang von Trips (Ferrari/Scuderia Ferrari); Tony Brooks (Cooper-Climax/Yeoman Credit Racing Team); Olivier Gendebien (Cooper-Climax/Yeoman Credit Racing Team); Henry Taylor (Cooper-Climax/Yeoman Credit Racing Team); Masten Gregory (Cooper-Maserati/Scuderia Centro-Sud); Ian Burgess (Cooper-Maserati/Scuderia Centro-Sud); Roy Salvadori (Aston Martin/David Brown (Aston Martin)); Maurice Trintignant (Aston Martin/David Brown (Aston Martin)); Giorgio Scarlatti (Cooper-Ferrari/Scuderia Eugenio Castellotti); Gino Munaron (Cooper-Ferrari/Scuderia Eugenio Castellotti); Keith Greene (Cooper-Maserati/Gilby Engineering); Jack Fairman (Cooper-Climax/C. T. Atkins); Lucien Bianchi (Cooper-Climax/Fred Tuck Cars); Brian Naylor (Cooper-Maserati/J.B.W. Cars, Ltd.); David Piper (Lotus/Robert Bodle, Ltd.).

Events for Formula Junior, sports and touring cars all have full entry lists, competitors numbering drivers of tremendous skill and ability.

THE final match between Holland (holders) and Great Britain, for the AUTOSPORT World Cup for G.T. cars, will take place at Snetterton on 6th August at the Vanwall Trophy Meeting. As is reported elsewhere, the margin between the two teams is a mere couple of points, and the destination of the trophy will be decided by two 20-lap heats. To add interest to the races, the fields will be made up by contestants in the 1960 AUTOSPORT Championship, who will score qualifying points. Heat one will be made up with the under 1,000 c.c. entrants, whilst the remaining two categories will compete in the second event.

The Dutch team will be led by Wim Poll (Porsche 90S), winner of the recent Zandvoort Two Hours race. Britain's team will be Graham Warner, Chris Summers, John Whitmore (Elites), Alan Foster, Tommy Bridger (M.G. Twin-Cams), Paddy Gaston (Sprite). Reserve, Pat Fergusson (Courier).

JIM DIGGORY has acquired the ex-works 4.2 Aston Martin, which will be driven by Bruce Halford at the British Grand Prix meeting at Silverstone.

JOHN OGIER wishes it to be known that he has resigned as a director of Tojeiro Automotive Developments to enable Tojeiro to concentrate on the production of Britannia cars.

He has now formed the Essex Racing Team. The drivers are John Whitmore and Tony Maggs, and the cars are F2 Coopers.

SILVERSTONE BROADCASTS

AUTOSPORT's John Bolster, Raymond Baxter and Robin Richards will be on the air (B.B.C. Light Programme) for the start of the Grand Prix at 2.35 p.m., a progress report at 3.35 p.m., and the finish at 4.50 p.m.

Silverstone will be televised by the A.T.V. cameramen at 2.20-2.50 p.m., 3.05-3.20 p.m., 3.35-3.50 p.m. and 4.05-4.55 p.m.

TRYING IT FOR HIMSELF is the Technical Editor who is using an Elva Courier for the purpose. His verdict? "A delight to the driver, but hard on brakes." A road test of the Courier will shortly be published.

At last the miracle has come to pass, and the new Brands Hatch circuit—all 2.65 miles of it—is ready for use. The untiring "political" work of John Hall has been matched by the mammoth earth-moving achievements of ace rally driver John La Trobe, and now we have a real road circuit that bears no relationship to an airfield.

The old "Hatch" is used in its entirety, except for the Kidney Bend section, and the additional part includes four entirely new corners, as well as straights and considerable gradients. A strategically placed grandstand gives a splendid view of the exciting area around Hawthorn Hill and Bend.

Having watched racing drivers at work on the circuit, and driven a fast car on it myself, I can state that this will be a 90 m.p.h. lap as soon as the Grand Prix cars get to work on it. It is a sheer delight to the driver, BUT it is harder



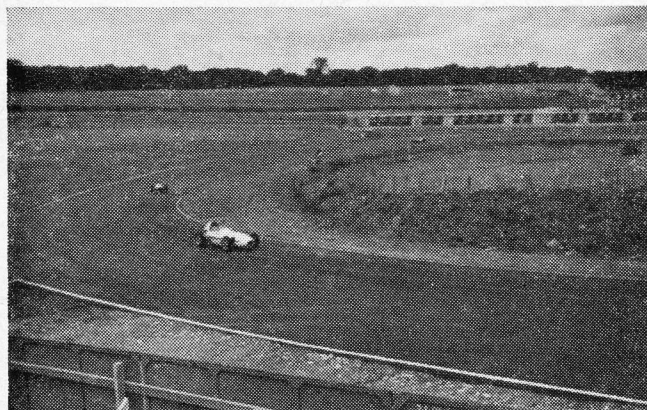
The New Brands Hatch

A 2.65 Mile Road Circuit In The Home Counties

on brakes than any other British course—intending competitors should overhaul these useful pieces of equipment!

JOHN V. BOLSTER.

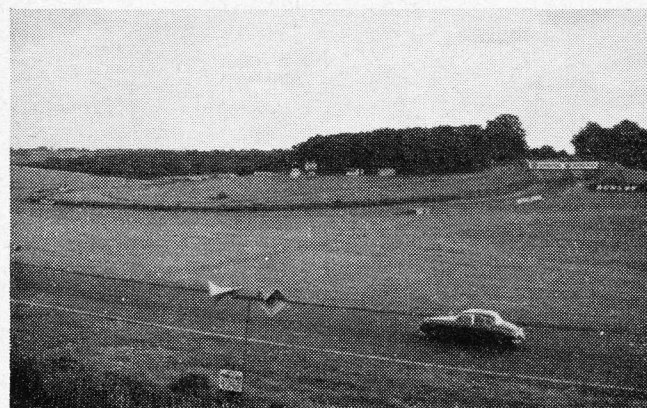
We refer readers to the map of the new circuit published in our issue of July 1st



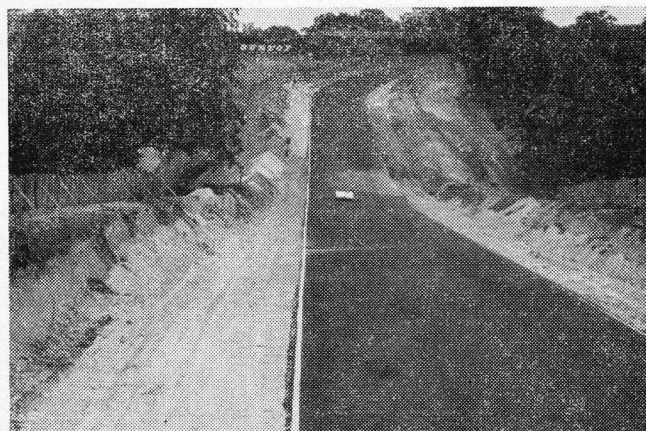
THE ENTRY to South Bank Bend from the Bottom Straight; in the background are the new pits.



THE EXIT from South Bank Bend leads straight into Pilgrim's Drop.



THE VIEW from Little Britches grandstand, situated where Clearways joins the top straight.



THE DESCENT of Pilgrim's Drop, leading up to Hawthorn's Hill and Bend, with the grandstand at the latter.

THE RAINS CAME . . . Water streams off the track as the cars await the flag at the start of the first race. On the front row are Lyon (20), de Waldkirch (23), de Selincourt (18) and Howard (19).

now drying, on the first lap to gain steadily in the region of five seconds a lap over the second man. In this second spot for the first three laps was Ames's Elva, with J. Fenning's Venom third. On lap four, however, Fenning came past in second place, with Ames third, his car showing signs of an off-course excursion. There were no further significant changes until lap nine, when Fenning turned it round at St. Mary's to come past in seventh and last place, leaving second spot once again to Ames and third place to Martin Wills (Lola). Fastest lap went to Andrews in 1 min. 46.4 secs., a speed of 81.20 m.p.h.

Event four, the 10-lap marque scratch race, was led from start to finish by Bill

Results

Sports Cars, up to 1,100 c.c.: 1, R. W. de Selincourt (Lola-Climax), 57.87 m.p.h.; 2, D. Howard (Lotus-Climax); 3, J. Nicholson (Lotus-Climax). **Fastest lap:** de Selincourt, 62.70 m.p.h.

5-lap Handicap Race: 1, J. G. Binns (Triumph TR3A), 65.65 m.p.h.; 2, M. H. White (Austin-Healey Sprite); 3, M. Franklin (Triumph TR2). **Fastest lap:** E. Martin (Tornado), 71.40 m.p.h.

Formula Junior: 1, C. W. Andrews (Lotus-Ford), 78.99 m.p.h.; 2, R. A. S. Ames (Elva-B.M.C.); 3, M. G. Wills (Lola-B.M.C.). **Fastest lap:** Andrews, 81.20 m.p.h.

Marque Scratch Race: 1, W. McCowen (A.C.-Bristol), 78.16 m.p.h.; 2, C. D. Hextall (Triumph TR2); 3, H. P. K. Dibley (A.C. Aceca). **Fastest lap:** McCowen, 80.30 m.p.h.

Unlimited Sports Cars: 1, M. Salmon (Jaguar "D"), 84.70 m.p.h.; 2, R. W. de Selincourt (Lola-Climax); 3, R. A. O. de Waldkirch (Lotus-Climax). **Fastest lap:** Salmon, 86.40 m.p.h.

Sports Cars, up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v.: 1, J. A. Murrell (D.R.V.-Ford), 77.40 m.p.h.; 2, W. F. Moss (Marcos); 3, G. A. Naylor (Austin-Healey Sprite). **Fastest lap:** Murrell 79.85 m.p.h.

5-lap Handicap Race for Closed Cars: 1, E. J. Roach (Austin A35), 66.99 m.p.h.; 2, J. B. Verney (Ford Prefect); 3, F. R. R. A. Wheatley (Fiat-Abarth). **Fastest lap:** B. G. Aston (Jaguar), 76.06 m.p.h.

5-lap Handicap Race: 1, H. P. K. Dibley (Aceca), 77.53 m.p.h.; 2, M. Salmon (Jaguar "D"); 3, D. J. Mackay (Austin-Healey). **Fastest lap:** Salmon, 86.57 m.p.h.

Downpour at Goodwood

De Selincourt (Lola) Wins Goodwood's Slowest Race

TORRENTIAL rain of tremendous force struck the Goodwood circuit on Saturday—at just about the time of the start of the first race at the B.A.R.C. 42nd members' meeting. The net result was that the race, a 10-lapper for 1100s, with a field including some of the fastest Lotuses and Lolas, turned out to be one of the most remarkable events ever held at the circuit. The rain was so severe, and visibility so appallingly bad, that the cars passed the pits at the end of each lap at something like 45 m.p.h. The fastest lap of the race, in fact, was credited to Bill de Selincourt, driving the winning Lola, in 2 mins. 17.8 secs., a speed of 62.70 m.p.h.!

At about half-distance, with de Selincourt lapping, at this stage in the race, in around 2 mins. 40 secs., the rain eased off from being a tropical downpour to more normally steady rain. But by this time St. Mary's Corner was under water, reports on its depth varying from seven inches to three feet! After two laps de Selincourt led by eight seconds from D. Howard's Lotus and J. Nicholson's similar car, some 50 seconds separating the latter pair. Cars spun in all directions at almost every point of the circuit, while at times only the sound of their exhausts and clouds of spray indicated that a car was passing. Bill de Selincourt won easily—although that is scarcely the word, finishing some 47 seconds or so in front of Howard, in second place, and a lap in front of Nicholson, third. The race average speed was 57.87 m.p.h.—sufficient indication in itself of the conditions.

Race two was a five-lap handicap, and for this the rain continued steadily, with a track as wet as it was possible to be. J. F. Holford's Singer, on the limit mark, led for three laps, but was overwhelmed on the fourth by Gay's TR2. Binns's

TR3, which started off the 50 secs. mark against Holford's 2 mins. 5 secs. advantage, went like a train in conditions which were considerably better than they had been, but which were still far from being good, to take sixth place on lap one, fourth on lap two, third on lap three, second on lap four, and took the lead on the last lap to win by something like six seconds from White's Sprite. The TR-engined Tornado Thunderbolt of Eric Martin went well from the 10 secs. mark to finish in fourth place, setting fastest lap in 2 mins. 1 sec., a speed of 71.40 m.p.h.

The 10-lapper for Formula Junior cars was a walk-over for Colin Andrews (Lotus), who took the lead, with the track



BOW-WAVE: P. L. Hovenden ploughs through a lake at the chicane during the first race. Note the sodden ground and the pool in the foreground.

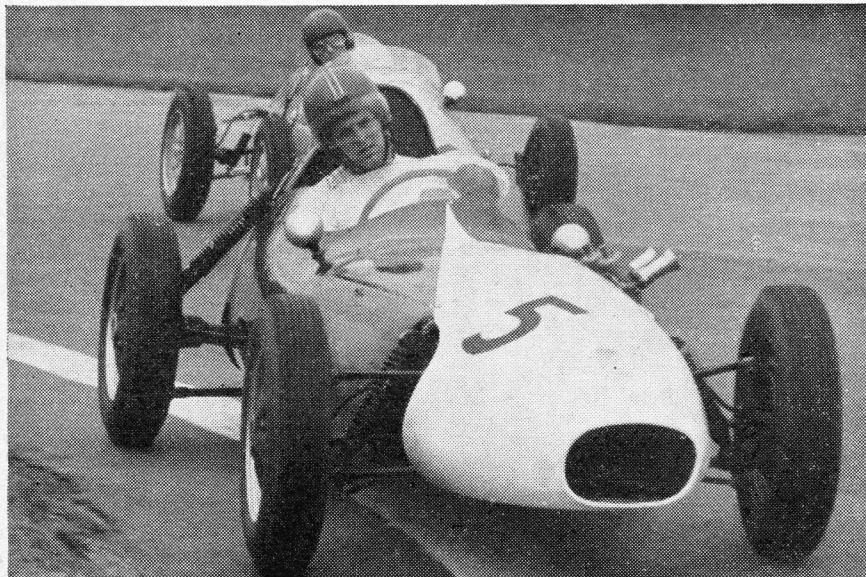
THE WINNER of what must have been Goodwood's slowest race was Bill de Selincourt. His Lola can normally be expected to lap in well under 1 min. 40 secs.; his fastest tour in this race was in 2 mins. 17.8 secs.!

McCowen in his well-known Ace-Bristol. He took a beautiful line on the corners and had the situation well in hand throughout. Second man home, having conducted a race-long chase to be beaten by exactly one second, was Colin Hextall (TR2), while third place, some way back, was taken by Hugh Dubley, whose Aceca-Bristol was suffering from acute fuel-feed trouble, causing the engine to cut out at awkward moments and giving some cause for excitement at some of the corners.

A five-lap scratch event for unlimited capacity sports cars saw an easy win for Michael Salmon, in his ex-Ecurie Ecosse 3.8-litre "D"-type Jaguar, who led throughout from Bill de Selincourt (Lola) and Rudi de Waldkirch (Lotus). Notably quick was Barker's Alton-Jaguar, which started from the back row and then proceeded to tear through the field at a great rate to finish fifth, ahead of Dilley's



FORMULA JUNIOR: R. A. S. Ames (Elva) leads J. Fenning's Venom during their dice for second place in the 10-lap F.J. race.



extremely beautiful Frazer-Nash. The race average, on a quickly drying track, was 84.70 m.p.h., while fastest lap went to Salmon in 1 min. 40 secs., a speed of 86.40 m.p.h.

Race six, a scratch five-lapper for 1,000 c.c. o.h.v. and 1,200 c.c. s.v. cars, saw a brisk battle between Bill Moss, in the very fast Marcos G.T., and J. A. Murrell's D.R.W.-Ford, also running with the 105E engine. Moss led off the grid into Madgwick and was noticeably faster through the corners than the D.R.W. to lead at the end of the first lap. He stayed in front for two laps: on lap three the pair crossed the line side by side, and on lap four Murrell had a 50 yards lead, holding it to win by exactly four seconds. Third, all the way, was Naylor's very fast Sprite, tuned, as we have said before, by Mrs. Naylor. In fourth place was Alan Wershat's Ford-engined Lolita, which had started from the back of the grid.

Then came a five-lap handicap for closed cars, with Wheatley's delightful 750 c.c. Fiat-Abarth, with the streamlined bodywork and the pushrod engine. This led for three laps, the manner of its exit from the chicane being spectacular at times, while on lap four E. J. Roach's A35 took the lead and maintained it to win comfortably from Verney's Ford Prefect, Wheatley, and Bill Aston (Jaguar), who started from the 12 seconds mark.

Last race of the day was another handicap five-lapper, with Mike Salmon ("D"-type) coming through with enormous speed to take second place behind Hugh Dibley's Aceca, which took the lead on the last lap and got home with a clear five seconds in hand at an average speed of 77.53 m.p.h. Third, behind Salmon, was Mackay's Austin-Healey, and fastest lap went to Salmon in 1 min. 39.8 secs., a speed of 86.57 m.p.h.

MARTYN WATKINS.

VARIATIONS on a theme: P. Hahn's Austin-Healey Sprite leads M. Fenton's Lotus Seven, both cars being powered by the 948 c.c. B.M.C. "A" series engine.





AUTOSPORT, JULY 15, 1960

THE START of the Formule Libre race. Leading off the grid are Arundell (65), Bekaert (111) and Rees (99) for the 15-lap battle for the Archie Scott-Brown Memorial Trophy.

The Scott-Brown Memorial Meeting

Peter Arundell (Gilby) Wins Main Event at Snetterton

ALMOST continuous rain, driven at times by very high winds, marred the Snetterton M.R.C.'s Archie Scott-Brown Memorial Trophy meeting at the Norfolk circuit on Sunday, at least in so far as it interfered with everyone's comfort. Still, the quality of the racing was far from spoiled, and the day's programme of five events saw some splendid dices.

The rain had been incessant throughout the morning, and by the start of the first race, a 10-lapper for touring saloon cars, puddles were beginning to form on the track—notably at Riches, where cars unlucky enough to strike the water disappeared completely in clouds of spray. Fastest in practice of these cars had been Dickie Stoop, in a very rapid Porsche, which he had taken round on a damp and tricky surface in something like 2 mins. 7 secs. At the drop of the flag he jumped into the lead and by the time the hairpin was reached on the first lap he possessed a 200 yards' lead, and at the end of lap one was well in front of Burvill-Holmes's Wilen-modified Peerless, with Rose in a similar car in third place. At the end of two laps Stoop was six seconds in front of Rose, who had taken second place; his team-mate Burvill-Holmes was dropping back and making unhappy signs to his pit, while fourth man Kingham, in a Sammy Rees Anglia 105E, was beginning to catch up.

Rose began to close up on the Porsche, and after three laps was only a couple of seconds in arrears, while Burvill-Holmes was distinctly slower and was now something of the order of 15 seconds behind, though still holding off the Anglia. On the fifth lap, however, with Stoop lapping in about 2½ minutes—an indication of the treacherous nature of the circuit's surface—Rose went off the course at Coram. He restarted, but only to limp down to the pits before retiring. This gave Stoop a lead of a little over half a minute, while

Burvill-Holmes's Peerless continued to hold off Kingham's Ford, and in this order the leaders completed the race. Stoop's race average was 63.36 m.p.h., and he also won the over 1,000 c.c. category from Burvill-Holmes and A. Clydesdale, in a 100E Ford Anglia, setting fastest lap in 2 mins. 28.0 secs. (65.92 m.p.h.). The up to 1,000 c.c. class was won by Kingham, who finished in third place overall and well ahead of Roach and Toten in A35s, averaging 61.22 m.p.h. and putting in a fastest lap at 2 mins. 35.6 secs. (62.7 m.p.h.).

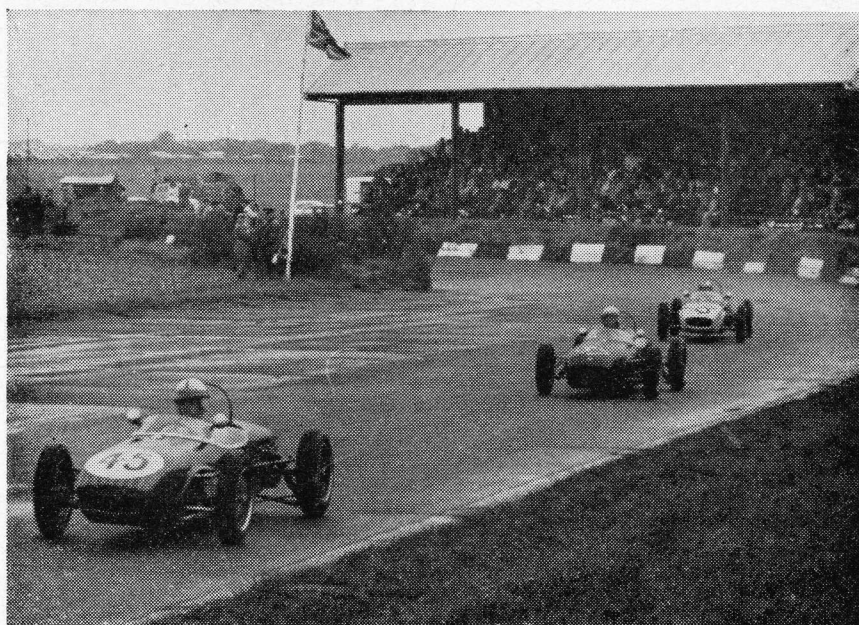
Event two, a 10-lap scratch race for sports cars, resulted in a runaway win for John Bekaert, in Derek Wilkinson's 3.8 Lister-Jaguar. Pole position on the grid was occupied by Peter Arundell, in the Gilby Engineering's rebuilt Gilby-Climax. Keith Greene was, he stated, unable to compete because of the "seven-day rule" and his appearance in the British Grand Prix next week-end. Also

on the front row, with Arundell and Bekaert, were the Lolas of Alan Rees and Chris Steele and Harrison-Hansley's Lotus. First into Riches Corner was Bekaert, and he struck the "lake" well and truly, the big car visibly checking as it burrowed into a sheet of water and spray. Behind him followed Arundell and one of the Lolas. At the end of the first lap Bekaert was still in front, but by no means getting away from Arundell. In third place was Pinckney (Lotus), ahead of Eden (Lotus) and Chamberlain (Cooper-Jaguar); first of the Lolas was Rees in, remarkably, seventh place, while of Chris Steele there was no sign.

On the second lap it was still Bekaert in the lead, but second place was held by Pinckney, leading Eden, Chamberlain, Harrison-Hansley and Rees, with Arundell in seventh place after having presumably been off the road. After three laps John Bekaert had a four seconds lead over Pinckney, which was down to one second next time round. But at the end of lap six there were indications that John had pulled out all the stops, for he had gained something of the order of 17 seconds over the second man! From then on no one ever looked like catching him, but Arundell, recovering from his excursion, was working his way steadily through the field and was now back in third place. With three laps to go he passed Pinckney into second place as they passed the pits, but as the two cars went into Riches Corner Pinckney nipped ahead again, and stayed in front for the next lap.

On the last lap, however, Arundell got ahead and just managed to stay there, while Bekaert won in comfortable style—or at least as comfortably as the prevailing conditions would permit! Arundell took second place, just ahead of Pinckney, while fourth man home was Eden, some way back.

Bekaert, of course, won the over 1,100 c.c. class from Arundell and Chamber-



FORMULA JUNIOR—the race-long battle between Mike McKee (45), Tim Parnell (57) and Peter Ellis (28), all in Lotuses. Here the trio sweeps through the Esses.

CLOSE FIGHT between Graham Warner's Lotus Elite and Dickie Stoop's Porsche was a feature that lasted throughout the 10-lap G.T. and touring cars race.

lain at an average speed of 74.33 m.p.h., while the fastest lap, completed in 2 mins. 4.6 secs. (78.29 m.p.h.) was recorded by Arundell—a fantastic speed for the conditions. The 1,100 c.c. class was won at 73.81 m.p.h. by Pinckney from Eden and Alan Rees, fastest lap going to Pinckney in 2 mins. 6.0 secs., a speed of 77.43 m.p.h.

Event three brought out the Formula Junior cars, and the rain decided to take a rest. The track began to dry under the influence of the strengthening wind, but remained extremely tricky in places. At the drop of the flag D. Smith (Cooper) made an excellent start, and was first into Riches Corner by a considerable margin, followed by Mike McKee (Lotus) and Tim Parnell (Lotus). On the Norwich Straight, however, McKee took the lead and at the end of lap one it was McKee, followed by Parnell, Peter Ellis (Lotus), Smith, John Hine (Lotus) and Woodley (Cooper). Right at the back of the field was Graham Warner (Gemini), after having stalled his engine at the start.

At the end of two laps McKee had pulled out a longer lead, but Ellis was challenging Parnell for second place, and all three of the leaders were pulling away from fourth man Hine, who had passed Smith. The battling second pair began to close up on McKee in the heat of the duel, and for several laps the three cars circulated as though tied together.

On lap seven Tim Parnell pulled out and passed McKee as the leaders rocketed up the rise past the pits. But it was not to last, and at the end of the next lap McKee was back in front. Parnell never gave up trying, however, and was never more than a few feet behind McKee, and was frequently alongside him. McKee eventually got home first by no more than half a car's length, with Ellis third, hot on their heels. Fastest lap, curiously enough, was recorded not by the two leading cars but by Peter Ellis, who went round in 2 mins. 2.2 secs. (79.84 m.p.h.); race average was 77.61 m.p.h. This was the second week in succession that Parnell lost to McKee by one-fifth of a second!

Event four was for touring and grand touring cars, and pole position on the grid was occupied by Graham Warner's very fast Lotus Elite. Sharing the rest of the front row were Russ Taylor's XK, the much-modified car which was rolled at the circuit earlier this year, and now sporting a spectacular hard-top, Dick Stoop's enormously fast Porsche, Bill Moss, in the remarkable Marcos G.T., and, on the outside, Deathridge's Elite. First into Riches Corner was Warner, followed closely by Moss and Stoop and all three of them well away already from the rest of the field. In the course of the first lap Stoop got the Porsche in front, and at the end of the tour the order was Stoop, Warner, Moss, Deathridge and David Hobbs (Jaguar). On lap two Warner took Stoop, while Deathridge, leaving his braking much later, began to close up on the little 1,000 c.c. Marcos. At Riches he left it just a little too late, and spun off course to retire, leaving Moss temporarily secure



in third place overall and well away in the lead in his class. Warner managed to retain his lead for the rest of the race, but was never secure, with Stoop challenging at every opportunity. Lap after lap the cars crossed the start and finish line almost side by side, both drawing well away from third man Moss who was by now engaged in a furious dice with Hobbs's Jaguar. On lap five Hobbs nipped past to take third place, but Moss was far from being beaten, and for four laps hung on, slipstreaming the Jaguar and, on the last lap, passing to regain third place—despite giving away the better part of three litres! Hobbs finished in fourth place—probably rather disgusted—but no doubt consoled by the fact that he was well ahead of Russ Taylor.

Moss easily won the 1,000 c.c. class, second man being Bryant's Morgan, who finished just ahead of C. J. Green's Fairthorpe. The 1,000-1,600 c.c. category was won by Warner, from Stoop and E. Dobson (Elite) while the unlimited class was a clear win for Hobbs, well ahead of Taylor and Mike Bond (Austin-Healey).

Then came the main event of the day, the 15-lapper *Formule Libre* event for the Archie Scott-Brown Memorial Trophy. Two important non-starters were Keith Greene, in the Gilby Engineering Cooper-Maserati, and Mike McKee, in the Jim Russell F2 Cooper, although McKee was present in a Lotus Junior. Pole position on the grid was occupied by Arundell, in the Gilby-Climax, sharing the front row with John Bekaert (Lister-Jaguar), Alan Rees (Lola) and Rudi de Waldkirch (Lotus).

As the field rushed into Riches Corner from the start it was Tim Parnell (Cooper F2) who took the lead, having come through to the front from the third row of the grid in a fabulous start. Behind him, and in close attendance, were John Bekaert and Peter Arundell. As the crowd of cars entered the hairpin one of the Jim Russell School Coopers began to smoke, and after its departure the oil flag went out—adding to the already considerable difficulties of a damp and sticky surface. At the end of lap one the order was Bekaert, John Whitmore, in John Ogier's Essex Racing Team Cooper, closely followed by Tim Parnell and Niven's F2 Lotus.

Bekaert was really motoring, throwing the big car about in the most spectacular manner and pulling out an even greater lead over the Formula 2 cars. At the

end of three laps his lead was over seven seconds; at the end of four laps it was over nine seconds.

But on lap four the threatened storm broke: torrential rain lashed the track and slowed down the cars enormously. John himself found the big car almost uncontrollable in the deluge and on lap six John Whitmore passed into the lead. At the hairpin on the same lap Tim Parnell slid straight on into the bank, fortunately sustaining no serious injuries, but bending the car's frame. Cars spun off all over the circuit, while even more cars gave best to the elements, and called it a day.

Of those who battled on, however, John Whitmore now had an 11-second lead over John Bekaert, while in third place was Niven's front-engined Lotus, followed by Geoff Richardson's Cooper-Connaught, Arundell (Gilby-Climax), Pinckney (Lotus) and Bill Moss, in Sid Day's E.R.A. On lap eight Moss passed Pinckney, while Arundell too was beginning to move up through the field. On lap 10 he took third place, while Whitmore remained in front. Second place was now held by Niven, and John Bekaert had dropped to fourth place ahead of Geoff Richardson and Bill Moss.

On lap 11 Arundell passed Niven, while Pinckney began to close up on Moss. To add to the fun a fantastic flash of lightning in some way caused a local power failure, and half the public address system went out of action—including the commentary from the hairpin. Woodley spun his Cooper Junior violently at Paddock Bend and the car overturned, though fortunately without injury to the driver. On the fourteenth lap Arundell got in front of Whitmore to take the lead. Almost simultaneously the rain ceased, the clouds broke and the last lap was completed in sunshine so brilliant that drivers who had previously been blinded by the rain were now dazzled by the glare of the sun!

On the last lap Pinckney passed Moss in the E.R.A., and the bedraggled field began to limp home. Arundell crossed the line first at the remarkable average speed of 70.23 m.p.h., followed by Whitmore, Niven, Richardson, Bekaert, Pinckney, Moss and McKee, only these completing the full 15 laps. Fastest lap went to the credit of John Bekaert, who got round in 1 min. 47.4 secs. (90.84 m.p.h.) before the rains came.

MARTYN WATKINS.



B.A.R.C. "TENTH" MEMBERS' MEETING AT AINTREE

SATURDAY, 9th July, was another "scorcher" at Aintree where on the club circuit the British Automobile Club staged another of those intimate club affairs for which they are so justly famous.

The only thing to mar the day was a further outbreak of this pernicious present-day habit, the non-starter. Viz., out of an entry of 80 no fewer than 26 cars and drivers failed to appear on the grid, which numbers included several of those "gentry" whose breeding and good manners are so lacking that they fail to notify the organizers of their pending non-arrival!

It is high time that a black list was formed and circulated to all the clubs to prevent, as has happened more than once this year, a near failure of a race meeting due to this practice, over which even the finest organization has little control!

Event 1. A seven-lap scratch race (1) for Formula Junior racing cars and (2) for non-supercharged sports cars not exceeding 1,100 c.c. Class 1 we may disregard as there was only one entry, A. J. Evans in a Cooper-Austin who finished fifth to the entry of four Climax-engined cars who made up Class 2. Of these, the Hon. E. G. Greenall had an easy win in his Lola-Climax when he took the flag some 6 secs. in front of J. MacKay (Lotus-Climax). The other place man was W. B. Pinckney (Lotus-Climax).

There followed a seven-lap handicap for closed cars. For the first four laps the limit man, G. Russell, driving a Triumph Herald, stayed in front, hotly pursued by a very fast Mini-Minor in the hands of K. C. Keegan. Lap five and Keegan was in front only to be passed by the T.V.R. of J. C. Thurner, who, travelling very quickly, won by 10 secs. H. W. Ratcliffe (Minor 1000) was third.

After this came a seven-lap handicap for sports cars. This one paid tribute to the handicapper; the scratch man,

New Records Fall to G. Pitt (Cooper Monaco) and the Hon. E. G. Greenall (Lola-Climax)

E. C. Booth (Frazer-Nash), being placed third after a fine run, the race being won by an indecently fast TR3A in the hands of H. E. O'Brien, who was 4 secs. in front of W. J. Morgans (Lotus-Ford).

A seven-lap scratch race for closed cars, conforming to the Cibie Club regulations, followed. The actual winner on the road was an extremely well driven Riley 1.5 in the hands of A. S. Hutcheson who was penalized 10 secs. for driving on the grass at the start, which act dropped him to second place. In all fairness credit must be given to the winner, H. W. Ratcliffe's Minor 1000, which had hung on to the Riley all the way! Third was W. B. Blydenstein in a left-hand drive Borgward Isabella. Way back a fine dice was in progress between the Minis of K. C. Keegan and A. Staniforth.

Next came a seven-lap sports car handicap in which G. Pitt took his Cooper Monaco from scratch and, despite setting up a new course record of 1 min. 6.8 secs. and driving absolutely on the limit, could do no better than third! The race went to D. Martin's Morgan Plus Four, with J. MacKay (Lotus-Climax) second.

Event 6. A seven-lap scratch race for non-supercharged sports cars up to 1,000 c.c. o.h.v. and 1,200 c.c. s.v. This provided as usual a benefit to K. D. Jones, whose Lotus-Austin seems untouchable in this type of event, finishing some 10 secs. in front of J. M. Beatty (Lotus-Morris). Third in a processional finish came G. R. Eccleston in a Lotus-Ford.

NEW COURSE RECORD went to G. Pitt (Cooper Monaco) who won the unlimited class at 85.42 m.p.h.

The proceedings were enlivened during lap three when W. H. Jones spun his Sprite in the centre of Country Corner to the great dismay of those immediately in the vicinity.

Following this came a seven-lap scratch race for unlimited sports cars. Although it was obvious that G. Pitt's Cooper Monaco could and did walk it, he certainly didn't tour home, as the Hon. E. G. Greenall, in his stern chase, put up a new class G record when he lapped in 1 min. 8.6 secs., some going for an 1100 Lola! Third, but some distance behind, was W. B. Pinckney (Lotus-Climax). During all this a dual spin at Country occurred when J. MacKay and J. G. Bloor revolved in unison, whilst on the same lap (2) R. W. Willoughby caught fire at Bechers.

The last event of the day was the marquee scratch race which provided a great three-way scrap between P. J. Doyle (TR3A), R. J. Crosfield (M.G.A. "Twin-Cam") and G. H. Parkes in the ex-Pat Moss Healey 3000, Doyle having the best of the bargain from lap three onwards and Crosfield taking Parkes just before the finish on the last lap. The fourth man, J. Heppenstall (M.G.A.), who had driven a fine race, just failed to be placed by .6 sec. In the background there was another great dice in progress between the M.G.A. of K. A. Wilby and D. Martin's Morgan Plus Four.

FRANCIS PENN.

7-lap Scratch Race (A): 1, Hon. E. G. Greenall (Lola-Climax), 83.36 m.p.h.; 2, J. MacKay (Lotus-Climax); 3, W. B. Pinckney (Lotus-Climax). **Fastest lap:** Greenall, 84.83 m.p.h.

Closed Car Handicap: 1, J. C. Thurner (T.V.R. Grantura), 74.22 m.p.h.; 2, K. C. Keegan (Morris Mini-Minor); 3, H. W. Ratcliffe (Morris Minor 1000). **Fastest lap:** Thurner, 74.73 m.p.h.

Sports Car Handicap (1): 1, H. E. O'Brien (Triumph TR3), 70.31 m.p.h.; 2, W. J. Morgans (Lotus-Ford); 3, E. C. Booth (Frazer-Nash). **Fastest lap:** Booth, 78.30 m.p.h.

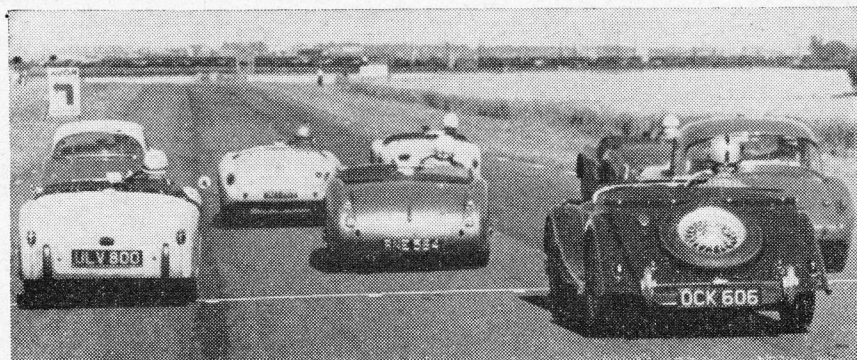
Closed Car Scratch Race: 1, H. W. Ratcliffe (Morris Minor 1000), 69.90 m.p.h.; 2, A. S. Hutcheson (Riley 1.5); 3, W. B. Blydenstein (Borgward Isabella). **Fastest lap:** Hutcheson, 72.35 m.p.h.

Sports Car Handicap (2): 1, D. Martin (Morgan Plus 4), 79.81 m.p.h.; 2, J. MacKay (Lotus-Climax); 3, G. Pitt (Cooper Monaco). **Fastest lap:** Pitt, 88.37 m.p.h.

7-lap Scratch Race (B): 1, K. D. Jones (Lotus-Austin), 75.72 m.p.h.; 2, J. M. Beatty (Lotus-Morris); 3, G. R. Eccleston (Lotus-Ford). **Fastest lap:** Jones, 77.48 m.p.h.

Unlimited Sports Cars: 1, G. Pitt (Cooper Monaco), 85.42 m.p.h.; 2, Hon. E. G. Greenall (Lola-Climax); 3, W. B. Pinckney (Lotus-Climax). **Fastest lap:** Pitt, 86.82 m.p.h.

Marquee Scratch Race: 1, P. J. Doyle (Triumph TR3A), 74.65 m.p.h.; 2, R. J. Crosfield (M.G.A. Twin-Cam); 3, G. H. F. Parkes (Austin-Healey 3000). **Fastest lap:** Crosfield, 76.28 m.p.h.



THE START of a typical marquee sports car event which included TRs, Austin-Healeys, M.G.s and a disc-braked Morgan.

A PROGRAMME of nine races and an entry totalling something like 150 were the background details for the B.R. & S.C.C. closed race meeting at Brands Hatch on 3rd July, all the races being of 10 laps duration with the exception of two 15-lappers. Conditions were obviously ideal for very fast motoring, and in the course of the day Chris Steele (Lola) equalled Peter Ashdown's 1,100 c.c. lap record, with a similar car, of 57.8 secs., a speed of 77.23 m.p.h. Later, the Formula Junior lap record, formerly standing to the joint credit of Brian Hart (Terrier) and Colin Andrews (Lotus) at 60.0 secs., well and truly took a tumble when Peter Ellis (Lotus) knocked it down to 58.8 secs. (75.92 m.p.h.) in the course of winning the Formula Junior race by a comfortable margin.

First event on the programme was a 10-lapper for 500s. in which Pitcher (Cooper-Norton) took an immediate lead which he never lost. Second place all

fourth place. By the third lap the Ford had passed Byrne and Minoprio and lay second, and finally Young got ahead of Hedges to take the lead on lap four. He then went on to pull out a lead of some three seconds—about half the length of the top straight—but with four laps to go was baulked by some of the tail-enders who were being lapped, and Hedges seized the opportunity to close the gap. Minoprio was not letting Hedges get away with anything, and in addition to chasing Young the two A40s kept up a really brisk battle. Hedges crossing the line in second place, just about half a bonnet's length in front of Minoprio, and nearly two seconds behind Young. Fastest lap went to John Young in 69.4 secs., a speed of 64.32 m.p.h.

For the next event, a 15-lapper, out came the really hot machinery—the unlimited sports cars. On pole position was Chris Steele's Lola, sharing the front row of the grid with Gordon Lee's Lister-

Shaw had pulled out a lead of several hundred yards over the Lister-Jaguar. At this point, however, Lee began to put on the pressure, but the Lotus was just that little bit too quick for him, and, with Steele crossing the line in first place by some three-quarters of a minute, Shaw took second spot just one second in front of Lee. Fastest lap, which, as we have said, equalled the 1,100 c.c. lap record, went to Steele with a time of 57.8 secs., a speed of 77.23 m.p.h.

The fifth race, for marque sports cars, produced a rather diminished field, the Elites of Anthony Dobson and M. B. Baring, together with Harry Epps's Elva, being among the non-starters. As the field plunged downhill out of Paddock Bend, the leader was Eric Dobson (Elite), but half-way round the first lap R. G. Linwood's Fairthorpe Zeta nipped through on the inside at Kidney. For three laps Linwood held his lead, with Dobson pressing him hard, while a few yards behind was another very close-fought battle between Brian Whitehouse (Elite) in third place, inches ahead of Martin's extremely fast Tornado Thunderbolt, with TR power unit. At Kidney Bend on the third lap, however, came a dramatic change in the situation with all four—yes, every last one of them—spinning off mightily. First to recover was Martin's Tornado, which leapt into the lead as, one by one, the others came back into the race with Dobson leading Linwood and Whitehouse. Martin's lead was short-lived, however, for on lap six Dobson thrust his way past. Whitehouse and Linwood were having a splendid dice for third place, but on lap seven, with Dobson now five seconds ahead of Martin, Whitehouse finally got in front and began to draw away, setting off in pursuit of the Tornado. But it could not be done, and the order at the finish was Dobson, 10 seconds ahead of Martin, then an 11-second gap before Whitehouse crossed the line ahead of Linwood.

The big saloon cars came out for event six, the two Jaguars of Bill Aston and W. A. Powell leading the race in first and second positions respectively throughout the 10 laps. For the first three laps third place was held by David Haynes's Mays-converted Zephyr, but on lap four Peter Sargent's 3.4 Jaguar got past, and thereafter there was no change of place among the leaders. In fact, the only other change of place anywhere in the field was on lap seven, when V. H. Parness took fifth place from the very rough-sounding Jaguar 3.8 of Doug Uren. Haynes, of course, won the 1,601-2,600 c.c. class from Ham's Peerless, while the 1,001-1,600 c.c. category went to Bill Blydenstein's very fast and rather ancient Borgward, well ahead of Bunce's Tornado Typhoon with 1,172 c.c. Ford power unit.

Event seven, for 1,172 c.c. sports cars, was perhaps the best race of the day, in which the high quality of the competition was evident right from the start. At the fall of the flag Tony Goodwin, his Goodwin Spl. on the back row of the grid due to his not having practised, made a simply fabulous start, weaving right the way through the field to take the lead as the cars entered Paddock Bend! At the end of the first lap the order was Goodwin, Legg (Lotus), Benton (Lotus) and Ian Tollady (Lotus). On lap two Legg began to close up on Goodwin, while Tollady was challenging

(Continued on page 103)

B.R. & S.C.C. Members' Meeting—Brands Hatch

Peter Ellis Knocks the Formula Junior Lap Record Down to 58.8 secs.

the way was held by Gordon Jones (Cooper-Norton), who crossed the line some 13 seconds behind. Fastest lap went to Pitcher in 62.0 secs., whose winning average speed was 70.01 m.p.h. The day started badly when, on lap six, H. Stilborn's Garford-J.A.P. ran out of road at Bottom Bend and the driver was thrown out. He is believed to have suffered an injury to his hip.

Race two was for sports cars up to 1,000 c.c., and brought to the line a number of Sprites, Turners and Lotuses, together with Murrell's D.R.W.-Ford and van Niekirk's G.S.M. Delta. Murrell, starting on pole position, shot into the lead from the word go and stayed in front to the end. Second place, however, was fought for from start to finish, the holder for the first three laps being Beatty's Lotus Seven, hotly pursued by B. Allart (Lotus) and van Niekirk. Coming up fast in fifth place, however, was Harry Epps (Lotus); on lap two he took fourth place from the G.S.M. and on lap three lay third, challenging Beatty. On the fourth lap he dislodged the latter, and set out in pursuit of Murrell, who by now was leading fairly comfortably. Beatty sat in third spot, ahead of Allart and van Niekirk. On the fifth lap, however, Epps went off the road at Paddock Bend, sustaining an injured wrist which put him out of competition for the day. Allart came up from fourth place to take second spot, ahead of Beatty and van Niekirk, and despite a stern dice which lasted for the rest of the race could not be passed, but at the end only three seconds separated the first three finishers. Fastest lap went to Murrell and Harry Epps in 63.0 secs., a speed of 70.86 m.p.h.

Race three, for touring cars up to 1,000 c.c., was a victory for John Young (Ford Anglia) who gave a demonstration of superior skill to win at 61.57 m.p.h. At the end of the first lap Young held sixth place, and in the lead was Minoprio's A40, followed by Hedges (A40) and Byrne (Auto Union). On the second lap Hedges took the lead, while Young passed Paul (Mini-Minor) and Tony Maggs (Austin Seven) to take

Jaguar and the 1,100 c.c. Lotuses of Rudi de Waldkirch and W. J. Shaw. At the drop of the flag Steele jumped into the lead, with Lee hard on his heels, followed by Shaw, de Waldkirch and Peter Sargent's "D"-type Jaguar. At the end of the first lap, however, the Lola was already pulling away, and was three seconds ahead. On lap four, with Steele's lead increased to a little over ten seconds, a splendid dice for second place ended when Shaw passed Gordon Lee, to draw steadily away. In fourth place, Rudi de Waldkirch was holding off a challenge from the "D"-type, while on lap five Steele began to lap the slower cars. After 10 laps he was leading by some 26 seconds, while

Results

Formula 3: 1. J. Pitcher (Cooper-Norton), 70.01 m.p.h.; 2. G. M. Jones (Cooper-Norton); 3. G. F. Meharey (Cooper-J.A.P.). **Fastest lap:** Pitcher, 72.00 m.p.h.

Sports Cars up to 1,000 c.c.: 1. J. A. Murrell (D.R.W.-Ford), 68.34 m.p.h.; 2. B. Allart (Lotus Seven); 3. J. M. Beatty (Lotus Seven). **Fastest lap:** Murrell and H. Epps (Lotus Seven), 70.86 m.p.h.

Touring Cars up to 1,000 c.c.: 1. J. M. Young (Ford Anglia), 61.57 m.p.h.; 2. A. P. Hedges (A40); 3. S. J. C. Minoprio (A40). **Fastest lap:** Young, 64.32 m.p.h.

Unlimited Sports Cars: 1. C. Steele (Lola), 75.49 m.p.h.; 2. W. J. Shaw (Lotus Eleven); 3. G. Lee (Lister-Jaguar). **Fastest lap:** Steele, 77.23 m.p.h. (equals class lap record).

Marque Sports Cars: 1. E. Dobson (Elite), 67.23 m.p.h.; 2. E. A. W. Martin (Tornado Thunderbolt); 3. B. Whitehouse (Elite). **Fastest lap:** Dobson, 70.19 m.p.h.

Touring Cars over 2,600 c.c.: 1. B. Aston (Jaguar 3.4), 66.40 m.p.h.; 2. W. A. Powell (Jaguar 3.4); 3. P. Sargent (Jaguar 3.4). **Fastest lap:** Aston, 67.23 m.p.h. (class record). **1,601-2,600 c.c.:** 1. D. B. Haynes (Ford), 64.25 m.p.h.; 2. R. H. Ham (Peerless). **Fastest lap:** Haynes, 66.23 m.p.h. (class record). **1,001-1,600 c.c.:** 1. W. B. Blydenstein (Borgward), 63.66 m.p.h.; 2. A. H. Bunce (Tornado Typhoon). **Fastest lap:** Blydenstein, 65.26 m.p.h. (class record).

1,172 c.c. Sports Cars: 1. S. A. Goodwin (Goodwin Special), 69.04 m.p.h.; 2. R. Legg (Lotus Seven); 3. I. Tollady (Lotus Seven). **Fastest lap:** Legg, 71.08 m.p.h.

Formula Junior: 1. P. Ellis (Lotus), 74.40 m.p.h.; 2. A. Maggs (Gemini); 3. M. G. Wills (Lola). **Fastest lap:** Ellis, 75.92 m.p.h. (class record).

Marque Sports Cars: 1. J. G. Tallis (Fraser-Nash), 67.57 m.p.h.; 2. R. A. Gibson (Jaguar); 3. B. McCowen (Ace-Bristol). **Fastest lap:** Tallis, 69.75 m.p.h.

FIGHTING ON: Dick Jacobs's Twin-Cams driven by Alan Foster and Tommy Bridger finish fifth and sixth.

Gaston's A40 very fast without fireworks. Walter, a Dutchman, now lives in England and works for Paddy in the motor business at Kingston. Th. van Wijk in a DKW covered nearly half the length of the Hoek van Tarzan on the nearside door, but neither he nor the car seemed any the worse. A race-long duel between "Kallaga" with a Borgward and M. J. Jonker with another SAAB had the crowd agog but an even more enthralling duel between the Mini-Minor of L. J. Spaaij and the DKW of van der Woerd ended when the Mini not only suffered a shattered windscreen but also had the nearside front wheel tear away from its studs.

The second race was run on handicap,

The World Cup Race at Zandvoort

Netherlands Team Lead by Two Points after First Round of the 1960 Contest. Outright Win by Wim Poll. Fastest Lap by Chris Summers

A CLOSE-FOUGHT and exciting race in the first round of this year's struggle for possession of the AUTOSPORT World Cup has given the Dutch team a two-point lead to carry into the return match at Snetterton on 6th August. This is a far happier position than we were in last year, when every conceivable form of disaster hit the British team. For this year's race, both reserves were immediately called in. In our case, Pat Fergusson was prevented from accompanying the team at the last minute by the unaccountable loss of his passport! The Dutchmen suffered the loss of a car in practice on Saturday in an alarming accident which befell Harry Kiviet, whose Lotus Elite got off course on a fast bend, went broadside on, broke a rear hub casting and rolled over three times. The car was a total loss but, miraculously, the driver escaped with a few cuts and slight concussion. Earlier, the German "Karl Braun" had an almost precisely similar accident in his Porsche Carrera in which he sustained severe back injuries; an emergency operation was performed and, at the time of going to press, it is hoped that he will make a complete, though necessarily slow, recovery.

The British team was by no means disgraced and Wim Poll, who led the Dutch team home and won the race outright, richly deserved his victory. He drove a faultless race and had his pit staff trained to perfection for the compulsory refuelling stop. The British pit work was good on the whole but the lesson to be learned from this race is thoroughness of planning. Our tactics were to send Graham Warner out as the spearhead of our attack but, as a result of a last minute doubt, he filled his fuel tank way beyond the intended level and could not put up race-winning lap times until he had burned away the surplus. Meantime, Chris Summers, who could have worried Poll in the early stages, held back expecting Warner to

come through and make the running. A little patient research into fuel consumption during training could well have made a significant difference in the race itself.

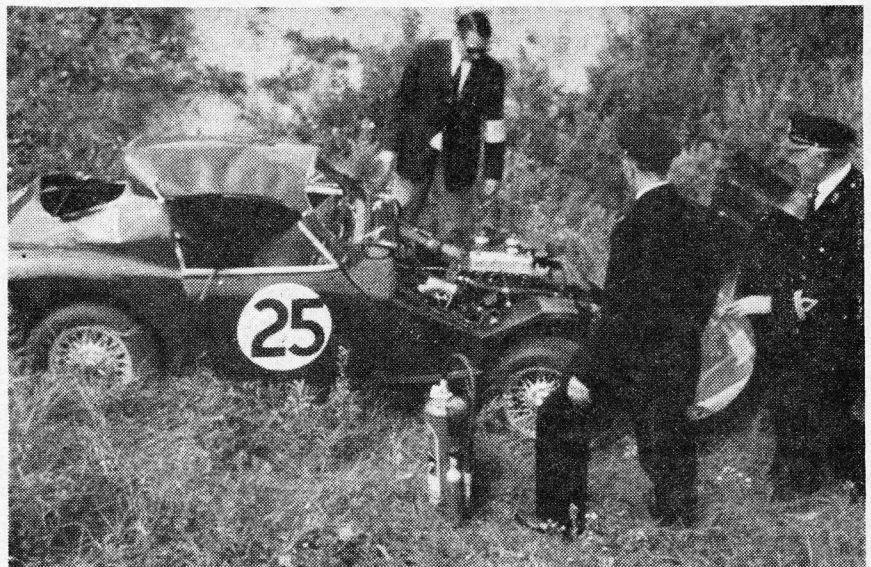
Two Dutch National races preceded the International race over 60 laps which embraced the first round in the

BY DAVID PRITCHARD

1960 series for the World Cup. The first of these was for saloons and was every bit as exciting as the similar races which are held all round the British circuits. Outright victory was hotly contested between the Peugeot 203 of W. H. Visser and the astonishing little SAAB of H. van Zalinge. There is a long-standing rivalry between these two in which van Zalinge has so far had the edge over his adversary. On this occasion the tables were turned and Visser won by just over 4 secs. A highly creditable class win was recorded by Walter Hofstede, who drove Paddy

the classes being despatched at suitable intervals in individual massed starts. The chief feature of this was the meteoric progress of Rob Slotemaker in his Hirondelle 1500, who started with the seemingly impossible task of making up 2 mins. on the leader and nevertheless won comfortably after an impressive demonstration of high-speed motoring. An equally impressive performance was given by his private pupil Tony Hildebrand. Driving his dark green Lotus 7, he soundly defeated the 300 SL of W. A. J. Tak, coming from well behind to lead it over the line at the end of 15 laps by a clear 6 secs.

The International race of 60 laps was run from a Le Mans-type start, 20 cars being lined up in echelon in front of the pits. Great Britain, Holland and Germany each contributed six cars, Belgium and Sweden one each. Our main concern was naturally with the Dutchmen and, in fact, our drivers were briefed to take no notice of anyone else. As it happened, however, Werner Lindermann of Germany, who finished in second place, was the only driver out-



SAD STATE: Paddy Gaston's Sprite looking very sorry for itself. Paddy's brakes locked on the left-hander past the pits and the car rolled. He was uninjured.

THEY'RE OFF! Drivers sprint for their cars in the Le Mans start.

side the World Cup match race to get into the frame. Hence, for the purposes of this report, the race can virtually be regarded as a two-nation contest.

Precisely at three o'clock the flag fell and the 20 drivers sprinted across the track to their cars, which had been carefully parked so that there should be no entanglement of doors due to left- and right-hand driving positions. First to move was Han Vetter with the Twin-Cam, but Poll from the head of the line was nevertheless first into the Hoek van Tarzan, with the field streaming out behind him. Left on the line for agonizing seconds while he secured his safety harness and got the engine hitting on all four was Graham Warner who, we hoped, was going out after Wim Poll, the chief menace to our chances. At the end of the opening lap the order was Poll, Koch, van Dijk, Lindermann, Summers, Whitmore, Vetter, Bouwmeester, Runte and Bridger, four Porsches, two Elites, a Dutch Twin-Cam, two more Porsches and a British Twin-Cam. Van Dijk came immediately into the pits and performed his compulsory refuelling stop, a tactic which paid handsome dividends in the later stages of the race. A lap later John Whitmore appeared right at the tail of the field and came straight into the pits. The engine-room of his Elite was a mass of oil, which had got all over his tyres and made life very difficult for him on the fast bends of the Zandvoort circuit. It later transpired that this was due only to over-filling and the car performed beautifully from there on, but could never recover from the loss of a complete lap. As slight compensation for this blow to the British chances, Rob Dooyes of the Dutch team also brought his Porsche into the pits with serious overheating. This was to be the first of a series of stops which culminated in his retirement; very bad luck for him, but a strong challenger to the British team out of the way.

After three laps Alan Foster began to put on the pressure and, on the sixth and seventh laps, took Han Vetter and Ad. Bouwmeester in front of the pits. This seemed to inspire Tommy Bridger

and Graham Warner, who shortly followed suit. After half an hour, or 15 laps, the position between the two teams was that the Dutchmen held first and sixth places with the Porsches of Poll and Bouwmeester, separated by the Elites of Summers and Warner and the Twin-Cams of Foster and Bridger. Ad. Bouwmeester, however, was making strenuous efforts to recapture his lost places and for a time looked a serious threat. Backing him up came Gijs van Dijk who was coming up strongly after his early fuel stop, Han Vetter and Hans Blonk, while Paddy Gaston was lapping consistently with the Sprite 3 secs. faster than his best practice lap and not giving very much away to the 1,600 c.c. cars.

At 20 laps the order was the same and Hans Blonk made the next scheduled pit stop for fuel and oil. The Elite of Chris Summers had given us a few moments of anxiety by misfiring at the end of the straight but it still seemed to be lapping as quickly as ever. We later learned that the fuel pump was giving trouble at this point, but that everywhere else round the circuit the car was going perfectly.

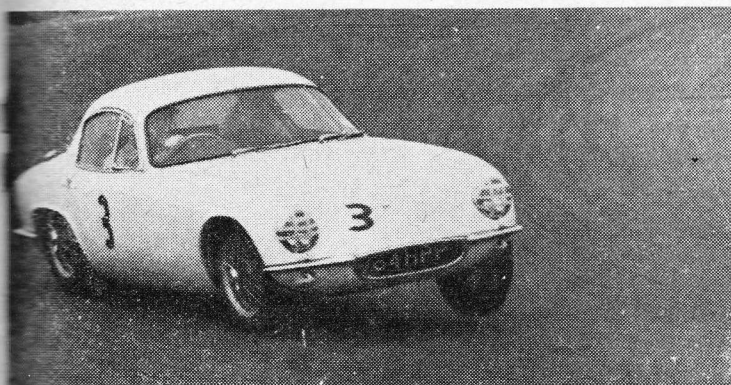
At 24 laps Bouwmeester came in for petrol and, while we were watching his pit work, the brakes on Paddy Gaston's Sprite locked on going into the left-hander behind the pits and he had a spectacular crash in which the Sprite rolled over, but Paddy escaped with bruises and was loudly cheered when he walked away from the accident. Remarkably, the car was not seriously damaged either.

At half-distance the position of the teams remained the same, but van Dijk had displaced Bouwmeester in sixth place. At 40 laps Graham Warner and Hans Blonk visited the pits, Warner for his scheduled fuel stop, and Chris Summers began to go after Poll in earnest, gaining 2 to 3 secs. a lap on the leader in spite of a persistent misfire. Three laps later he took the lead and Poll immediately came in for fuel. His pit work was magnificent and he was away again almost before one could draw breath. Tommy Bridger also came in at this time, and lessons were learned which made for a slick pit stop for Alan Foster when he came in three laps afterwards.

After 1½ hours of racing Chris Summers led the race overall, with the car sounding terrible as it went past the stands but still lapping in a more-than-creditable time. Chris was followed by Poll, Foster, van Dijk, Warner and Bridger, but on the next lap he, too, came in for his scheduled fuel stop. Having got badly worried by the destructive noises which the car was making every time it passed the pits, his mechanic insisted on checking on the health of the plugs. His anxiety was very understandable, since it really had sounded as though the engine was about to disintegrate, but it meant that the car was stationary for nearly two laps. This protracted stop put paid to any chance Chris might have had of ultimate victory but, while he had the wick turned up full, he had recorded a lap in 1 min. 55 secs., a speed of about 81.4 m.p.h., which gave the British team the extra point for fastest lap and held the Dutchmen to a two-point lead. All praise to Chris for a fine job of work.

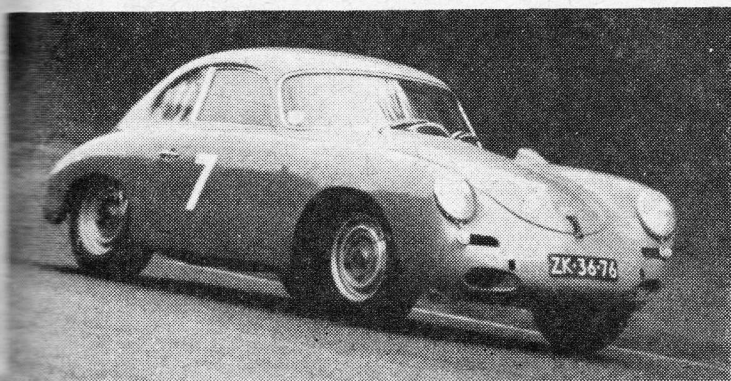
From here on the only significant change was when Graham Warner set out after van Dijk, who had moved into second place when Alan Foster fuelled, and passed him eight laps from home. Chris Summers somehow kept going with the Elite sounding worse and worse, and Tommy Bridger ran dangerously short of petrol, actually completing the last lap mainly thanks to vigorous use of the accelerator pump, to cross the line at the chequered flag with a completely dead engine.

So an excellent race came to its close with Dutchmen Poll, van Dijk and Bouwmeester in first, third and sixth places, Warner second with the Elite, and Foster and Bridger fourth and fifth with the Twin-Cams. The return match at Snetterton should be full of interest; dare we hope to pull it off and bring the World Cup back to its country of origin?

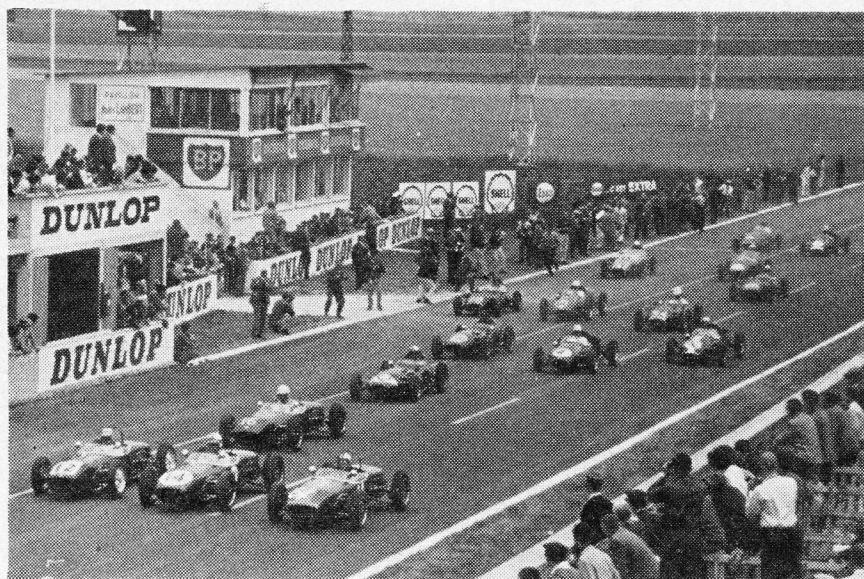


Chris Summers (Elite) seen cornering at speed, made fastest lap at 81.4 m.p.h.

★



The winner seen at speed. Wim Poll (90S Porsche) won the event at an average speed of over 78 m.p.h.



Rheims Round-up

BY GREGOR GRANT

Remarkable Speed of Formula Juniors—That Fantastic Drive by Jack Brabham — Ferrari Disappointment

FOR years they will talk about Jack

Brabham's wonder drive at Rheims on 3rd July with the Cooper-Climax. For nearly 30 laps he was subjected to almost unbelievable pressure by Ferrari men Phil Hill and Taffy von Trips—both bang on top of their form. First one and then the other would take up the challenge, but always Brabham countered their every move. Speed for speed, there was nothing in it, and it was not unusual to see the three cars practically abreast at 180 m.p.h. on the Soissons straight.

The Australian, sandwiched between the red cars, showed absolute calm. Both Hill and von Trips were to be trusted not to put a wheel wrong, although the latter gave onlookers a few heart-stopping moments when he pulled out from Hill's slipstream in attempts to get past Brabham in front of the pits. Both Ferrari drivers said that practically no advantage was to be gained from trying to slipstream the Cooper-Climax—it appeared to exert little or no "suction", even at maximum speed. Hill and von Trips were bitterly disappointed at the failure of their final drives, as this was one race Ferrari was expected to win!

Bruce McLaren revealed that his duel with Gendebien ended on the final lap, when he felt his engine about to seize up. He slammed out the clutch, coasted for a bit in neutral and then found that the motor had freed itself. By this time Gendebien was over the finishing line. Whilst Brabham's engine sounded as healthy at the end as it did in the beginning, Team Lotus experienced intermittent misfiring on their cars. It would seem that carburettor-tuning is one of Brabham's many accomplishments, an art that is also shared by Alf Francis of the Walker equipe and Tony

Robinson of Yeoman Credit. The last-named cars are always immaculately turned out, and it is a pity that gearbox troubles were experienced in earlier races.

Gendebien drove a tremendous race, assisted by the Colotti five-speed gearbox and really superb brakes. Henry Taylor, with the four-speed car, did all that was asked of him and thoroughly deserved his three points in the World Championship. Why Bruce Halford's engine should run out of oil remains a mystery; however, he must have been rattled by the chaotic start, from which he cannot be said to have emerged blameless as was observed on TV.

B.R.M.'s cruel luck in losing Graham Hill on the starting grid went even farther when both Gurney and Bonnier retired. It was felt that Hill, judged on his practice times, had the best chance

FORMULA JUNIOR START: 12, T. Taylor (Lotus); 14, M. McKee (Lotus); 64, C. W. Andrews (Lotus); 16, T. Parnell (Lotus); 52, P. Ashdown (Lola); 4, I. Raby (Cooper).

of disputing the issue with Cooper-Climax and Ferrari. Despite the remarkable speed at which the race was run, not a single tyre failure was recorded—yet another triumph for the British Dunlop concern!

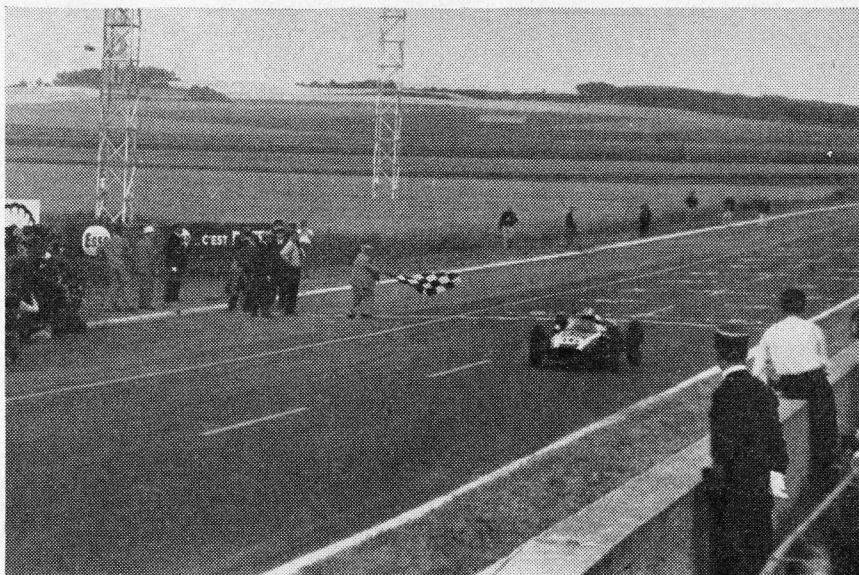
Formula Junior was great fun: in heat one, a splendid tussle developed involving the Lotus-Fords of Trevor Taylor, Colin Andrews, Mike McKee and Tim Parnell, with Jo Schlesler (Cooper-B.M.C.), John Love (Lola-Ford) and Ian Raby (Cooper-B.M.C.) wheel-to-wheel behind. Taylor shot ahead, but the trio of Lotuses had a tremendous struggle, which went on until the end, with McKee and Parnell dead-heating for second place— $\frac{1}{10}$ ths of a sec. ahead of Andrews. Behind came Raby, Schlesler and Love in that order, the last-named being referred to as "amour" in the official hand-out!

Heat two was a great disappointment to Trevor Taylor, whose gearbox jammed in fifth on the first lap. This produced another wheel-to-wheel battle with McKee, Love, Parnell and Dick Prior (Lola-Ford). Prior equalled Taylor's lap record of 2 mins. 55.6 secs. (172.156 k.p.h.), but later retired. McKee, shaking off Love, recorded 2 mins. 53.2 secs., but Tim Parnell fairly hurtled round in the eventual record time of 2 mins. 52.9 secs. (172.853 k.p.h.), and all but took McKee on the line.

When the results were totted up, McKee had won from Parnell by just $\frac{1}{10}$ th sec., with Love third, Raby fourth, Schlesler fifth and Keith Ballisat (Cooper-B.M.C.), sixth.

These little 1,100 c.c. machines averaged over 105 m.p.h. for the 20 laps and the bulky Tim Parnell's record was done at 107.41 m.p.h.

It is interesting to recall that the highest speed at Rheims pre-war was by Muller (Auto Union) at 169.381 k.p.h. and record lap by Lang (Mercedes-Benz) at 184.865 k.p.h.! In 1952, when Behra (Gordini) won the G.P. of Rheims, his speed was just 169.935 k.p.h.—such is progress!



NEARLY MISSED IT: Toto Roche has just realized that the race has finished and waves a somewhat belated chequered flag.

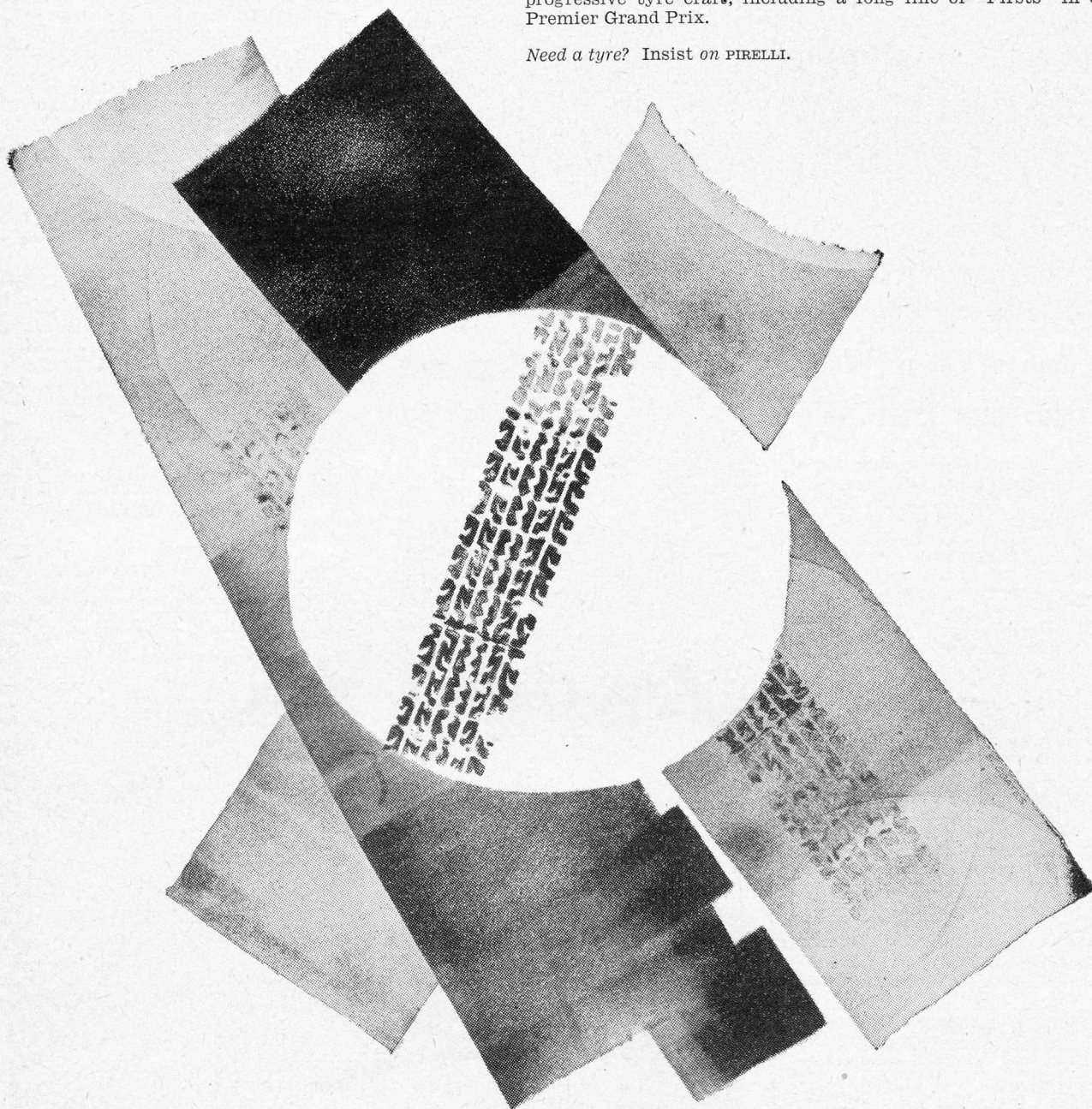
Modern road ahead

AWAY AHEAD! A tyre revolution! The PIRELLI BS3 with its money-saving, replaceable tread bands: the biggest advance in tyre technology in motoring history. Thoroughly tested abroad, the revolutionary BS3 will soon be available here in Britain.

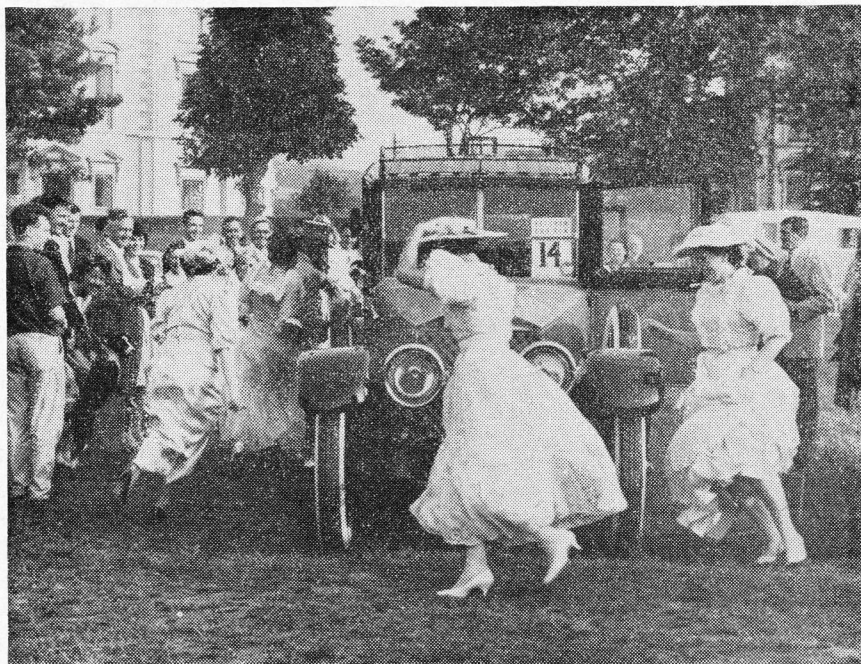
TOMORROW The PIRELLI CINTURA, incorporating entirely new advances in tyre architecture—an internal, flexible, fabric belt—amazingly strong, two-ply, light weight sidewalls. Now available in an increasing range of sizes for high-performance cars. Demand for CINTURA at present exceeds supply.

TODAY The conventional PIRELLI EXTRAFLEX—brilliant example of the tough PIRELLI breed—offers all the built-in excellence of 50 years' progressive tyre craft, including a long line of "Firsts" in every Premier Grand Prix.

Need a tyre? Insist on PIRELLI.



PIRELLI TYRES



REPORT FROM EIRE

Hill-Climbers' Busy Week-end—Veteran Car Run and Tyresoles Cup Trial

STORY AND PICTURES BY BRIAN FOLEY

THE week-end of 18th-19th June was a busy one for Eire hill-climbers, with the M.G. Car Club's Drumgoff hill-climb on the Saturday, and the Waterford M.C.'s Rathmoylan hill-climb on the Sunday. The M.G. Club's event was a new hill-climb, run over an 0.9-mile course on the old Military Road, between Laragh and Drumgoff, in the heart of the Wicklow Mountains. The road surface was a mixture of loose chippings and melted tar, which called for a modicum of caution.

As expected, B.T.D. was set up by Brian Bleakley with his 1,000 c.c. Kieft. His best of three climbs was 54 seconds, and this constitutes the record for the hill. Kevin Monks brought his highly tuned TR2 up in 59.12 seconds to finish second on scratch, and third was Joe Flynn with a climb in 59.14 seconds in the Gordini. Bill Bradshaw drove the ex-Colin Murray Lotus Fifteen, but took things easy, as he had just taken delivery of the car that morning.

Johnny du Moulin was the fastest of the saloons in his Simca at 62.11 seconds, Gar O'Brien was second best in his VW at 63.98 seconds and, surprisingly, Dickie Barrett was only third with his A35 at 64.10 seconds.

Results

B.T.D.: B. Bleakley (Kieft), 54 s.
Sports-racing Cars, under 1,300 c.c. Handicap: 1, B. Bleakley (Kieft), 54 s. (scratch); 2, J. Gale (Fiat Spl.), 54.15 s. (16 s.); 3, F. Nuttall (Ford Spl.), 55.07 s. (14 s.). **Over 1,300 c.c. Handicap:** 1, K.

WELL KEELED OVER as he motors hard uphill in the M.G. Car Club's Drumgoff Hill-Climb is Peter Kramm in his M.G. Magnette saloon. Peter won the Over 1,000 c.c. Saloon Car Handicap. The following day in the Rathmoylan Hill-Climb Kramm won the Over 1,300 c.c. Saloon Car Scratch Class in the same car.

Monks (Triumph TR2), 54.12 s. (5s.); 2, J. J. Flynn (Gordini), 55.14 s. (4 s.); 3, E. Ward (M.G.A.), 55.83 s. (9 s.). **Unlimited c.c. Scratch:** 1, B. Bleakley (Kieft), 54.0 s.; 2, K. Monks (Triumph TR2), 59.12 s.; 3, J. J. Flynn (Gordini), 59.14 s.

Saloons, up to 1,100 c.c. Handicap: 1, B. Curran (DKW), 51.62 s. (22 s.); 2, Mrs. D. Bigger (Triumph Herald coupé), 52.57 s. (21 s.); 3, Miss R. Smith (Austin Seven), 52.72 s. (21 s.). **Over 1,000 c.c. Handicap:** 1, P. Kramm (M.G. Magnette), 52.18 s. (15 s.); 2, M. G. O'Brien (VW), 52.98 s. (11 s.); 3, C. Leech (Hillman Minx), 53.63 s. (21 s.). **Scratch:** 1, J. C. du Moulin (Simca), 62.11 s.; 2, M. G. O'Brien (VW), 63.98 s.; 3, R. Barrett (Austin A35), 64.10 s.

All-Comers Handicap: 1, B. Curran (DKW), 51.62 s. (22 s.); 2, P. Kramm (M.G. Magnette), 52.18 s. (15 s.); 3, Mrs. D. Bigger (Triumph Herald coupé), 52.57 s. (21 s.).

* * *

THE Rathmoylan Hill, a few miles from the lovely fishing village of Dunmore East, in County Waterford, was the scene of the Waterford Club's third annual hill-climb. Twenty-eight drivers took part, two more than for the M.G. event. This hill was used in this year's Circuit

REAL BEAUTY: At one of the special tests after the run, driver and passengers had to jump out of the car, run around it, climb aboard, and drive away—all against the clock, and amidst hilarious laughter. This scene shows the ladies of H. J. Roe's 1911 Rolls-Royce "ripping it up" as they dash around the luxurious old car. Even the little dog on the far left wants to join in the fun!

of Ireland Rally, and the length was increased slightly. On Easter Saturday morning, Miss Pat Moss ascended in 42 seconds in the big Austin-Healey to record B.T.D. This was achieved with her navigator, Ann Wisdom, aboard and all the usual equipment necessary for a five-day rally. Pat Moss also had never seen this hill before.

Only two drivers bettered Miss Moss's time, and they were Brian Bleakley in the Kieft and Bill Bradshaw in his Lotus Fifteen. Bleakley set up a new record of 37.2 seconds, and Bradshaw's time of 40.6 seconds was second fastest. Joe Flynn in the Gordini, and Kevin Monks in his TR2, both climbed in exactly the same time as Miss Moss, and Nicky Delicato was only slightly slower in the Vanguard Special at 42.8 seconds. Delicato won the Willie Sargent Memorial Trophy for the Overall Handicap in the Vanguard and was also third in the Open Handicap in his NSU Prinz 30. Nicky had a nasty moment with the Vanguard on his second run when he spun and hit a bank. Neither the car nor driver was injured, but Nicky is now the third member of the Delicato family to prang this particularly "hairy" special. Johnny du Moulin with his Simca was again the fastest saloon, with Barrett second in his A35, and John Moore third in his Austin Seven.

Results

Haven Hotel Trophy—B.T.D.: B. Bleakley (Kieft), 37.2 s. (record).

Willie Sargent Memorial Trophy (Overall Handicap): 1, N. Delicato (Vanguard Spl.), 36.8 s. (6 s.); 2, B. Bleakley (Kieft), 37.2 s. (scratch); 3, N. Delicato (NSU Prinz), 37.6 s. (11½ s.).

Sports-racing, up to 1,250 c.c. Scratch: 1, B. Bleakley (Kieft), 37.2 s.; 2, Capt. J. Burke (Buckler-M.G. s/c.), 44.8 s. **Over 1,250 c.c. Scratch:** 1, W. E. T. Bradshaw (Lotus-Climax), 40.6 s.; 2, J. J. Flynn (Gordini) tied with K. Monks (Triumph TR2), 42.0 s.

Saloons, up to 1,000 c.c. Scratch: 1, R. Barrett (Austin A35), 45.10 s.; 2, J. S. Moore (Austin 7), 45.9 s.; 3, D. Cullen (NSU Prinz 30), 48.4 s. **1,000-1,300 c.c. Scratch:** 1, J. C. du Moulin (Simca), 44.6 s.; 2, M. G. O'Brien (VW), 46.0 s.; 3, W. B. Kehoe (VW), 50.0 s. **Over 1,300 c.c. Scratch:** 1, P. Kramm (M.G. Magnette), 49.4 s.; 2, J. Blennerhassett (Ford Zodiac), 51.3 s.; 3, T. Power (Ford Zephyr), 52.1 s.

(Continued on page 103)

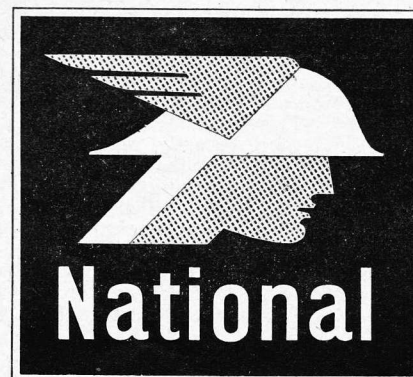


There's nothing like National

*WHEN IT'S TIME TO **L**EARN ABOUT SERVICE*



Passed your test? Congratulations! Now you'll discover how much help a good service station can be. At a National station you'll find friendliness, speed, efficiency. And you'll find Super National, the high octane/high aromatic mixture that contains Benzole Aromatics. Super National will give you livelier performance and extra miles to the gallon. Start going National now!





★

ENGINE KIT for the Dauphine includes a four-branch exhaust manifold, a modified camshaft, twin SU carburettors and special valve springs, with a "worked-over" head and valves.

★

JOHN BOLSTER TRIES

The Ruddspeed Dauphine . . .

THE Renault Dauphine is a small car in which every emphasis has been placed on fuel economy. It hails from a country where petrol is ruinously expensive and not of the highest quality, and so the standard model is not tuned for ultimate speed and power. The extremely high performance of the rally-winning Dauphines is not required by the everyday user, for these superb speed models, with their five-speed gearboxes and enormous Weber carburettors, are somewhat costly and lacking in flexi-

bility. Yet, there is a real demand for something in between.

K. N. Rudd, Ltd., of 41 High Street, Worthing, have for a long time been specializing in these cars, and in their latest Ruddspeed version of the Aérostable Dauphine they have really hit the jackpot. The alterations aim at giving the car improved high-speed stability and a considerably improved performance, but the engine is not tuned to the point where the standard three-speed gearbox will no longer serve.

. . . and a Connaught-Tuned Citroën

THE current Citroën with its extremely advanced chassis design gives a combination of road-holding, riding comfort, controllability and inherent safety that has probably never been equalled; indeed, there are those who claim that the Citroën is the only modern car! Yet, on the antiquated and over-crowded roads of England, there are occasions when sheer engine power is just as valuable as all the above virtues, and in this respect the ID 19 may lag behind some other six-seater cars. On the bumpy, slippery and highly cambered roads of France a well-driven Citroën can see off virtually anything on wheels, but during nose-to-tail motoring on our billiard-table surfaces it could fall a prey to some highly powered cart-sprung horror.

Connaught Cars, Ltd., are Citroën distributors, and readers may remember that they submitted a tuned ID 19 for test last year. This car had a Stage I conversion and more recently we have been using an "I dée" with Stage IIa modifications, which is the subject of this article. The Stage I job, which costs £76 10s., consists of doing everything possible to the engine while retaining the ID head as a basis. Stage IIa entails the substitution of the DS cylinder head, to which much work is done in the way of

improving porting and gas flow and raising the compression ratio. Special manifolding is supplied, stronger valve springs are fitted, plus the DS twin-coil ignition system. The complete treatment, including fitting, tuning and road-testing, costs £156 10s.

Both the ID and DS cylinder heads are of light alloy, with hemispherical combustion chambers, but the DS has eight separate ports, which gives much more scope to the tuner. It was at once apparent that advantage had been taken of this fact to improve the mixture distribution, for the engine was considerably smoother than either of the standard types. It also proved to have more "punch" in the lower and middle ranges, which rendered the driver less of a slave to his gear lever than is normally the case.

For a big four-cylinder, the engine proved to have an astonishing capacity for high revolutions, and the maximum speed on third gear approached that on top, though one would not habitually misuse it to this extent. At 35, 65 and 90 m.p.h. respectively, the three lower gears could be employed without the slightest distress. The timed maximum speed was 95.7 m.p.h., but 100 m.p.h. was exceeded under favourable conditions on the road.

In brief, the suspension is lowered to give negative camber to the rear wheels, and high-g geared steering is fitted. Much work is done on the cylinder head and valves, and anti-surge valve springs are employed. A four-branch exhaust manifold sweeps into a straight-through silencer which is mounted across the rear of the tail, and twin SU carburettors with individual air cleaners look after the inlet side. A modified camshaft gives higher lift and longer dwell.

A new Dauphine fitted with all these items costs £747 10s. including P.T. For existing cars the head modifications cost £10 17s. 6d., the manifolds and carburettors £31 10s., the camshaft £16 10s., high-g geared steering £15, and lowered suspension £4. Fitting charges are extra.

On the road, the Ruddspeed Dauphine was found to be a stable, smooth and very potent small car. The maximum speed, timed in both directions, was 84.9 m.p.h., which is a spectacular advance on the 70 m.p.h. of the standard car. The standing quarter-mile occupied 20.6 secs., and the speeds on first and second gears were 28 and 55 m.p.h. respectively. The acceleration figures were: 0-30 m.p.h., 5.8 secs.; 0-50 m.p.h., 12 secs.; 0-60 m.p.h., 18.8 secs.; and 0-70 m.p.h., 30 secs. These times are really excellent for an 850 c.c. saloon.

The fuel consumption worked out at 34 m.p.g. including all the flat-out performance testing. About 38 m.p.g. should be obtained during fairly fast touring. The high-g geared steering was found to be an enormous improvement, completely transforming the controllability of the car.

The Ruddspeed Dauphine is considerably faster than the Gordini, in spite of its three-speed gearbox. In lowered form, the Aérostable all-independent suspension gives a good ride on even the rougher roads. I rate this willing little car a very good buy, for it is fast, quiet, a delight to drive, yet remains entirely flexible.

The standing quarter-mile was encompassed in exactly 20 secs., and the acceleration figures were: 0-30 m.p.h., 4.2 secs., 0-50 m.p.h., 9.8 secs., 0-60 m.p.h., 14.6 secs. and 0-80 m.p.h., 28.6 secs. These times are outstandingly better than those of the standard car, due both to the improved torque in the middle ranges and the higher maximum revolutions that were available.

Fuel consumption remained moderate, and it was always better than 20 m.p.g., even during very hard driving. The improved flexibility of the engine made it possible to regard the fourth speed as a normal top gear rather than as an overdrive, and by employing this ratio continuously on long runs one could keep the revs. down to 3,000 (70 m.p.h. approximately) and enjoy the economy of 30 m.p.g. motoring.

It goes without saying that the inboard disc brakes can handle the increased speed with contemptuous ease. All the wheels are glued to the road and so this vast braking power may be employed in safety. The hydropneumatic self-levelling independent suspension becomes even more comfortable as the speed increases, and I found that the big car covered the miles in a wonderfully effortless manner.

In addition to the engine modifications, the test car had been fitted with a Midland High Power brake servo unit. This
(Continued on page 103)

CORRESPONDENCE

The Fastest Circuit

I THINK Mr. Perelli, in his letter published in the 1st July issue, has missed the point in all three paragraphs.

In the first paragraph he quotes part of the editorials of the 17th and 24th June and infers that in the latter you referred to the Belgian Grand Prix as "rather a senseless competition". This was, in fact, a phrase that was used but not to describe the Belgian Grand Prix. What was actually said was: "Belgium, France and Italy should abandon this rather senseless competition for the doubtful honour of possessing the fastest circuit in Europe".

In the second paragraph Mr. Perelli goes on to decry artificial circuits with billiard-table surfaces. Surely, although they may be public roads, this is precisely what Rheims and Spa are? The surface is billiard-table smooth (how else would the high speeds be attained?) and at Spa, with the exception of La Source hairpin and the turn and ascent over and after the bridge, a few hundred yards from the start, all the corners have been very considerably straightened out and cambered. For example, there is Stavelot, where sufficient camber has been applied, to what was once a hairpin but is now a semi-circular curve, almost to warrant the term banking. The same is true at Rheims, with the exception of Thillois hairpin, especially with the removal of Gueux Village. To quote Michael Frostick: "One cannot but deplore the present-day tendency to make circuits faster and faster when what we really need is that they should be more interesting. One has only to take an ordinary person to watch at Monaco, for example, and then one of the great fast open spaces to see which is the most interesting". A sentiment with which most enthusiasts will heartily concur!

In his third paragraph Mr. Perelli attacks lightweight cars and wonders if lightweight F1 cars will be invited to take part in a race at Spa again. Who is Mr. Perelli going to invite to his fast Grands Prix if he doesn't invite the lightweight constructors? One can only suppose that he is an avid supporter of the "half-ton" formula in which case he ought to divert his interest from racing cars to steam-rollers.

BATH, SOMERSET.

D. A. JESSOP.

Correspondents, Forward, Please!

HAVING been a regular subscriber to AUTOSPORT for a considerable time I would like to express my congratulations for printing England's best motor racing magazine.

I would like to communicate with any saloon car racing enthusiasts and I thought that if you could be so kind as to publish my address in your magazine I would be very grateful.

I am racing at present a Simca Aronde 1300 and am very interested in all classes of motor racing.

68 NORFOLK STREET, DUNEDIN, S.2.
NEW ZEALAND.

J. W. DYMAND.

The "Half-Ton" Formula—American Opinion

RECENTLY, in a leading American motoring magazine, a well known designer-driver gave his impressions of one of the litre-and-a-half formula cars after a test on the Solitude circuit. In all seriousness, he referred to the machine as a "delightful little chair on wheels". I found it rather interesting and amusing to try applying this phrase to some of the formula machines of past years. Consider, for example, the W125 Mercedes-Benz. Somehow, "delightful little chair on wheels" is not too accurate a description for this car. Nor does it fit the type 159 Alfa Romeo, the 4.5-litre Ferrari, the V-16 B.R.M., or any of the present Formula 1 cars, for that matter.

I would like to ask, in a very loud voice, what is happening to Grand Prix racing? Or, perhaps more precisely, what will happen to it with the 1,500 c.c. formula? I'm certainly in favour of safety; I'm also in favour of good close racing. To be against these things would be tantamount to being against The Home and Mother. But, more than anything else, where Formula 1 racing is concerned I'm in favour of heroic, ferocious, romantic racing cars made on the measure of the Homeric machines of the past. I am definitely and irrevocably not in favour of delightful little chairs on wheels.

HOPWOOD, PENNSYLVANIA.

S. PAUL HAGAN.

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

FIRST PLACE with nothing in the sump

"It was due to the fact of having Moly slip in my oil that saved me a very expensive engine. Whilst racing at Belle Vue, in the second lap of a fifteen lap heat, I noticed no oil pressure. As I was leading the field at the time, I decided to press on and that is how I finished—first place with nothing in the sump from the start."

Brian Molyneux, Cheshire.

10 miles without oil

"I am competing in the R.A.C. Rally in a works prepared Simca. I have in the past been using your Moly slip oil additive, which I found to be exceedingly good. In fact, this oil saved my engine on a recent rally, when the sump plug fell out. We managed to motor 10 miles to the nearest control without oil, thus managing to figure in the awards list."

P. F. Steiner, London.

HOW MOLYSLIP PROTECTS CARS LIKE YOURS

MOLYSLIP is a stable suspension of Molybdenum Disulphide, balanced with special anti-rust and anti-corrosion additives. It is processed six times to ensure complete purity. Add Moly slip to your oil, and it 'plates' all the bearing surfaces with permanent gliding layers of anti-friction molecules which resist pressure and heat and cannot drain off. By reducing friction, Moly slip reduces wear on all the moving parts.

smoothing away friction in the gear box, steering box and back axle, Moly slip makes gear changing effortless, steering finger-light; while that back axle whine is silent for good.

HOW TO USE MOLYSLIP

Moly slip is suitable for all cars and all oils. 'Moly slip for Engines' you add to the oil in your sump . . . or you can ask for it when you go in for an oil change. A 10 oz. tin costs 15/- and lasts 5,000 miles.

EXTRA POWER, TOO!

Friction and heat losses caused by bearing surfaces working together shorten the life of your car, waste up to 70% of your petrol and reduce power. Even the best oils can't do everything. But when you add Moly slip, you get maximum power performance from your petrol and oil. The engine operates closer to its rated B.H.P. It's easier starting from cold. Acceleration is remarkably improved. And by

For your gearbox, back axle and steering you need Moly slip 'G'. This also costs 15/-, but lasts 10,000 miles. Full instructions on all containers. And why not a Moly slip permanent plating through every grease point on your car with Moly slip Multi-Purpose Grease? 1 lb. tin, 8/6d.; also in 7 lb. tins.

Buy Moly slip
at any branch of
HALFORDS or at Garages
and Accessory Dealers



protects cars like yours

For full information write to:—

The Slip Group Companies, 34 Great St. Helens, London, E.C.3.

TEL.: AVENUE 1636

Lubrication technologists for over a quarter of a century

Club News

By MICHAEL DURNIN

THE A.M.O.C. are holding their number one race meeting of the year, the St. John Horsfall Race Meeting, at Silverstone on 27th August. There will be the great classic for Astons and for the Vintage and Venerables. The Arthur Bryant Trophy for the David Brown cars. The D.B. relay race for like-make teams of three. High speed trials, handicap races and something new. . . . The **Sevenoaks & District M.C.** are holding a closed rally on 23rd July over a distance of approximately 100 miles. The start will be at Epps Garage, Green Street Green, at 9.30 p.m. . . . The **London Motor Club's** Autocross will be held on Sunday, 24th July, at Colne Park, near Halstead, Essex. The Clerk of the Course and Secretary of the Meeting is F. Dennis Dent, 8 Minerva Road, N.W.10, from whom regs. may be obtained. . . . Regs. are available for the **Midland A.C.'s** National Open Speed Hill-Climb which is to be held at Shelsley Walsh on 28th August, and may be obtained from Secretary of the Meeting, M.A.C. Office, 4, Vicarage Road, Edgbaston, Birmingham. . . . The **Nottingham Sports Car Club** have organized a Treasure Hunt Dance and Barbecue. The Treasure Hunt starts at 7 p.m. on Friday, 15th July, from the Grosvenor Hotel, Mansfield Road, Nottingham, lasting approximately 1½ hours, followed by a barbecue of Turkish Kebabs in the Barn at the Elm Tree, Hoveringham. . . . The **Chiltern Car Club** has a new Chairman, Mr. Michael Bond, of Church House Farm, Saunderton, Bucks, and a new Secretary, Mr. K. Foskett, of "Kenmar", Burgess Wood Road, Beaconsfield, Bucks. . . . The **A.C.S.M.C.** are holding a Driving Test Competition at Goodwood on 13th August. This meeting is an annual event open to all the constituent clubs of the A.C.S.M.C. on a team basis, the team to consist of one saloon, one sports, and one special car, and to individual entries. . . . The Restricted Driving Tests to be held by **Sunbac** on 24th July will now be held on 7th August. . . . The **750 M.C.** North Herts Centre are holding Driving Tests next Sunday, 17th July at Stevenage. The route to the test area will be marked from the only traffic lights in Stevenage, i.e., on the A1. The start is at 2 p.m. . . . The regulations for the 10th Anniversary London Rally have now been issued and may be obtained from Jane Ackman, 18 Marlborough Road, Richmond, Surrey. The basic formula for this year's event will be similar to that of previous years with one or two interesting innovations. There will be four starting points instead of the usual three. These will be Leeds, Birmingham, Taunton and London—competitors starting from them in that order. All routes will converge on the main rendezvous at Llandrindod Wells. Thereafter the tough navigational sections will begin. Route cards or 1 in. O.S. maps will be supplied. Controls and route checks will be clearly marked on the maps and, of course, there will be no trick navigational problems—success will depend on driving skill and the map reading ability of the navigator.



"CLUBMAN'S ELITE": The astonishing wooden Marcos G.T., which has already had tremendous success in the hands of Bill Moss, now boasts a full-width bonnet and enveloping wings.

SORTIE RALLY

THIS year's Surrey Sporting M.C. restricted night rally proved to be quite a mixed affair with the unexpected popping up here and there in different forms throughout the event.

The entry of 50 competitors, starting at Bletchingley from 10 p.m. onwards, immediately ran into an ill-timed trick where the first route check, only one mile from the start, was located on a former "A" road confused by an un-

Coming Attractions

- 16th July. R.A.C. British Grand Prix, Silverstone, near Towcester, Northants.
- 21st July. Jersey M.C. and L.C.C. National Hill-Climb, Bouley Bay.
- 23rd July. Vintage Sports C.C. Race Meeting, Silverstone, near Towcester, Northants.
- Swansea M.C. Race Meeting, Llandow.
- B.A.R.C. (N.W.) Sprint, Amree, near Liverpool.
- 24th July. Herts County A. and A.C. Sprint, Brands Hatch, near Farningham, Kent.

charted road improvement scheme. Most competitors wasted a lot of time untangling this one which inevitably resulted in some "make up time driving" through three further route checks to the time control amid residential areas and dense coast-returning traffic.

The rally then settled down to the nightmare of the hydrant markers obscured by long grass. These markers were found, or not found as the case may be, along a route of generally "yellow" roads by-passing Redhill and Horley, through a Special Section stage with timing to five seconds, then near Lingfield to a section requiring any 12 route checks out of 24 to be visited together with an intermediate time control. This section took competitors around the general area of Crowborough, thence to a supper stop a few miles east of Tunbridge Wells.

By now the rally had matured to a "Sorting Sortie" and retirements were several. Most unfortunate was the

Jaguar of G. Lake which was shunted from behind by a non-competitor in a hurry to get to Eastbourne!

After a 20-minute break the survivors set off on a series of cross country sections encompassing 18 route checks and five time controls in a distance of 34 miles, followed by an "any order" section amid the maze of roads on Romney Marshes. A "line diagram" section led to a Special Section in the form of a loop of four miles of difficult driving with four route checks on the way, from where the route veered westerly to breakfast at the earlier rendezvous. Since supper the route checks had been perfectly fair; however, competitors were down on lateness and still more cars had failed to return; it was known the Mini-Minor of E. D. Price had met a watery retirement in Romney Marshes, as had J. F. Barnes's Peugeot, which dived into a dyke at a left-hander. Other cars, including our Renault Gordini, nearly failed to return when encounter was made at 5.30 a.m. with a Morris 1000 on a Young Conservatives rally, not recognized by the R.A.C. We were disgusted to see this Morris bore the badge of a highly respected motor club and would draw the driver's attention to the Royal Automobile Club G.C.R.s 61 and 161. This is a typical example of a scourge infecting R.A.C.-controlled rallying throughout the country.

In view of the onset of morning and the other rally in the area, the organizers considered the marking had been sufficiently well sorted out and wisely decided to delete a final after breakfast section.

LL.R.

Outright Winner: P. Noad/J. Wonchover (Vauxhall Victor), 1,078.

Class 1: 1. R. J. Smith/S. Altman (Sunbeam Rapier), 1,303; 2. R. F. Stevens, 1,879; 3. R. Lloyd Roberts, 2,059. Class 2: 1. E. Davis/M. Butler (Austin-Healey Sprite), 1,154; 2. R. Smith, 3,341.

Novice Award: F. Wilson, 4,299.

Best B.A.R.C. Member: R. Mercer, 3,729.

Team Award: P. Noad and R. J. Smith.

Report from Eire—continued

VETERAN CAR RUN

FORTY-FIVE Veteran and Vintage cars took to the roads on Saturday, 25th June, for the Leinster Motor Club's 13th annual veteran car run. This highly enjoyable event was started at 2 p.m. by the Lord Mayor of Dublin, Mr. P. A. Brady, T.D., from Donnybrook bus station. The 50-odd miles of route was through Enniskerry, Kilmacanogue, Ashford, into Wicklow Town, and from there back to the finish at Carlisle Football Grounds in Bray, via Rathnew, Kilcoole and Greystones. Winner of the premier award, the Dudley Colley Memorial Trophy, was Mr. G. Green of Dublin, in his immaculate 1922 8 h.p. Rover. This car was a treat to see, with its flat twin-cylinder, horizontally opposed, air-cooled motor, maroon and black body, and new upholstery and hood. Other cars to catch the eye were the 1911 and 1924 Rolls-Royce's of Messrs H. J. Roe, and Henry St. George Smith, the curiously lofty 1909 Minerva of Mr. A. Wilson of Cork, the 1923 Model "T" of Joe Cauty of Cork, and the massive 1928 Bentley driven by Mr. D. W. Dunn, which conjured up visions of pre-war Le Mans battles. The *pièce de résistance* was Torrie Large's snow white, 1912, four-cylinder, 15.9 h.p., Hispano-Suiza, complete with a very well stocked portable bar.

Results

Premier Award—Dudley Colley Memorial Trophy: G. Green (Dublin), 1922 Rover. **Golf Cup & Gordon Bennett Trophy (Up to 1905):** G. W. C. McCrea (Belfast), 1902 Argyll. **Findlater Cup (1906/10):** K. T. Hall (Lucan), 1910 Darracq. **Semper Idem Cup (1911/12):** T. N. Large (Dublin), 1912 Hispano-Suiza. **Briggs & McCrea Cup (1913/16):** D. A. Boles (Dublin), 1914 Overland. **Hafner Cup (1917/30):** G. Green (Dublin), 1922 Rover. **Nass Trophy (Best-preserved Veteran Car):** G. W. C. McCrea (Belfast), 1902 Argyll. **Ellis Trophy (Best-preserved Vintage Car):** G. Green (Dublin), 1922 Rover. **President's Trophy (Car travelling greatest distance to start):** Mrs. W. Wootton (Mallow, Co. Cork). **Model "T" Trophy (Best-preserved Model "T"):** J. Cauty (Cork). **Hard Luck Trophy:** E. W. Switzer (Bray), 1902 Oldsmobile.

TYRESOLES CUP TRIAL

THE Kilkenny Motor Club, led by Tommy Connolly and Mr. and Mrs. Jack Hart, ran a very enjoyable tests trial on Sunday, 26th June. Seamus Griffen was a rather easy winner of the premier award, which was a consolation for inverting his Griffen-Ford, in a Carrick-On-Suir Trial a fortnight previously. Des. Cullen had a bad day, knocking three pylons, but he finished second overall, and won his class driving an NSU Prinz 30. Had Cullen not scattered three pylons, he would have finished two marks behind Griffen. An interest-

ing situation arose in the large saloons class when both Gar O'Brien and Charlie Gunn tied for first in their VWs. The award went to the doctor, as he beat Gunn in the first test. The Open car class went to Gordon Percy in his Ford Special, with Des Bradley second in his Dellow, and Peter Kramm third in a new supercharged Sprite. Kramm will drive this car in speed events, as well as in trials and rallies. This car is the first Southern-owned Sprite.

Results

Premier Award—Tyresoles Cup Trial: S. Griffen (Griffen-Ford).

Saloons, up to 1,000 c.c.: 1, D. Cullen (NSU Prinz 30); 2, P. O'Flynn (DKW); 3, B. Foley (NSU Prinz 1.1).

Over 1,000 c.c.: 1, M. G. O'Brien (VW); 2, C. Gunn (VW); 3, W. B. Kehoe (VW).

Open Cars: 1, G. Percy (Ford Spl.); 2, W. D. Bradley (Dellow); 3, P. Kramm (Austin-Healey Sprite s/c).

Brands Hatch—continued

hard for third place as the leaders rounded Clearways, passing Benton on the way out. By lap three Goodwin had seen what was going on, and with foot even farther down had drawn away slightly from Legg, but the latter's second place was by no means secure in face of a strong challenge from Tollady. Tollady himself was being chased hard by Dizzy Addicott, who had passed Benton into fourth place on lap two, and the leading quartet passed the finishing line at the end of the fifth lap with absolutely nothing between any of them. On lap seven Addicott passed Tollady into third place, while Goodwin was pulling out a slight lead over Legg. Legg, in turn, began to open up a gap between himself and Addicott in his pursuit of the leader, while Addicott himself was being allowed no peace or security of tenure by Tollady. On the last lap Dizzy lost it on Kidney Bend, suffering no damage to himself or his car, but the opportunity was more than enough, and Tollady romped through to take third place, while Legg had failed in his attempt to catch Goodwin. The latter's average speed was 69.04 m.p.h., and Legg set fastest lap in 62.8 secs., a speed of 71.08 m.p.h.

This excitement was followed by the other 15-lapper, the Formula Junior event. Peter Ellis (Lotus) won this with almost contemptuous ease, while second place throughout was held by Tony Maggs in one of the Chequered Flag Geminis. Ellis had pulled out a six-second lead after three laps, and went on gaining at the rate of some two seconds a lap for about 10 laps, when he eased off a little and thereafter gained only half a second a lap! Third place for over half-distance was occupied by Michael Beuttler, in the other Gemini,

but after about two-thirds of the distance he began to slow. On lap 11 he was passed by Martin Wills (Lola) and Ferdinand König (Scorpion), and on lap 12 retired on the bottom straight in a cloud of serious-looking smoke. At the back of the field two newcomers to single-seater racing, Bob Staples and Richard Shepherd-Barron, were obviously having a whale of a time in Chris Lawrence's Deep Sandersons, both finding Formula Junior very much to their liking and both lapping in around 65 seconds, which was as fast as *le patron* Lawrence reckoned anyone could go in the cars!

Last event on this enjoyable programme was another "marque" sports cars 10-lapper. R. A. Gibson's much-modified XK 120, from pole position, took the lead on the first lap, ahead of Colin Hextall's TR and Tallis's Frazer-Nash Le Mans replica. On lap two Gibson was overhauled by Hextall but re-took the lead on lap three, Tallis going through with him at Druids to take second place. Thus the order remained for a space, but on lap five Tallis nipped smartly through to the lead on Kidney Bend, and once ahead not only stayed there, but began to draw away. Gibson tried all he knew to catch the gallant old car, using all the road and a generous quantity of the grass verge as well, but it simply could not be done, and Tallis stayed in front to win by something like three seconds. Third place was taken by McCowen's Ace-Bristol.

MARTYN WATKINS.

Connaught-Tuned Citroën—continued

American device gave very light pedal action but was absolutely progressive. The cost of the unit, including a complete overhaul of the existing brake system and fitting charges, is £39.

The Citroën which I tested was an excellent car because the tuning had not made it noisier or less flexible, as is usually the case. On the contrary, the engine was smoother than standard and the top gear performance was improved. For those wishing to gild the lily, the Stage IIb conversion brings the twin-choke Weber carburetter of the DS for an extra £20. The improvement in performance over the IIa conversion which I tested is not very great, however.

The Citroën owner already has road-holding and braking of an almost unmatched excellence. After a visit to Connaughts at Send, Surrey, his engine will be more worthy of the superb chassis in which it is installed, and he will be the owner of a truly great car.

This is almost



like driving an MGA 1600!

Speed combined with safety rewards your wisdom in choosing the incomparable MGA 1600. Traditional MG flexibility and toughness...plus the vividly heightened performance of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m....plus

front wheel disc brakes and improved rear wheel braking make the MGA 1600 supreme among sports cars. Crisp new colours—open and coupe models. Meet the MGA 1600 at University Motors now!

UNIVERSITY MOTORS LIMITED

Showrooms: Stratton House, 80 Piccadilly, W.1
Service: 7 Hertford Street, Mayfair, London, W.1
Telephone: GROsvenor 4141

Hire purchase and part exchange

Sole London MG Distributors



AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADDington 7671-2

Advertisements which are received too late for a particular issue will be automatically inserted in the following issue unless accompanied by instructions to the contrary.

RATES: 7d. per word, 4s. 6d. per line. Semi-displayed setting £2 10s. per single column inch. Minimum charge 7s. Display setting £24 per column and pro rata, minimum size quarter column.

Series discounts are allowed, to trade advertisers, of 5% for 13, 10% for 26, and 15% for 52 consecutive insertions.

BOX NUMBERS: Facilities are available to private advertisers at an additional charge for two words (Box 0000), plus 1s. to defray the cost of booking and postage. Replies should be addressed to Box 0000, c/o AUTOSPORT, 159 Praed Street, London, W.2.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers, if satisfactory references are provided.

The publishers reserve the right to refuse or withdraw advertisements at their discretion and do not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.

USED CARS FOR SALE

A.C.

A.C. ACECA, late 1956, metallic blue, C.L. type engine, just reconditioned. Can arrange terms. £1,025 o.n.o.—Potters Bar 3426 (Middx.).

A.C. ACECA, 1956, disc brakes, heater, extras, low mileage, recent overhaul, bills available. £950 o.n.o.—Aylard, Finchley 2119 (London).

PRIVATE BUYER wishes to purchase A.C. Ace, post-1958.—N. Lefton, Broadview, Shirley Drive, Hove, Brighton 55984.

S. H. RICHARDSON & SONS, LTD.—Wanted A.C. Ace-Bristol/Aceca-Bristol.—Tel.: Colnbrook (CN 8) 2258.

1955 ACE. A.C. engine, Barwell tuned, immaculate, silver grey, new Xs.—Smith, Flower Lilies, Windley, Derbys.

1955 A.C. ACECA, o/drive, Koni s/a., X tyres, heater. £835.—Box 3567.

ALFA ROMEO

1960 ALFA ROMEO Giulietta Speciale. The car shown at Earls Court, only one in the country. Cost £3,260, registered 18/11/59, 13,000 kilometres only, loose covers, colour Alfa red. Actual car road tested by Gregor Grant for AUTOSPORT, 25th March, 1960. Unrepeatable, £2,775.—Bolton of Leeds, Ltd. Tel.: Leeds 36036.

ALLARD

ALLARD P.1 saloon, good condition, less gear-box. Must sell. Nearest £100 secures.—Brackenbury, office WATERloo 3625, home KNIGHTSbridge 6914.

ALVIS

ALVIS 14, 1950, black, R. and N., needs some attention. £175 quick sale.—ADVance 2318, evenings

WOODYATTS OF MALVERN offer: An ALVIS TC 21 saloon, in really splendid condition, with many TC 21/100 (Grey Lady) modifications. Recently recellulosed in dark green and all interior woodwork repolished. Registered 1954, complete history available from works. £550.—Belle Vue Garage, Malvern. Tel. 390-391.

£130 O.N.O. ALVIS Speed 20, 1935. Mechanically very sound, tyres good, body good for its age, needs new hood.—Apply Lt. Hart, Bovington Camp (Dorset) 202.

ASTON MARTIN

1936 ASTON MARTIN Mk. II L/C. 1½-litre 4-seater sports. Good condition. £240. Seen weekends. 54 Skinners Lane, Galleywood, nr. Chelmsford, Essex.

AUSTIN

AUSTIN A7, Nov. 1959, de luxe, Downtonized, special brakes, extras. No competitions.—Evenings, FORest Hill 9524.

AUSTIN Seven, 1959 November, de luxe, 12,000, one owner, Speedwell conversion, twin Amal carbs, radio, heater, seat covers, belts, Speed Pilot, electronic rev. counter, special instrument panel, anti-roll bar, Durabond, resprayed special dark blue. £650 o.n.o.—Lee, 54 Woodlands Road, Isleworth, Middx. Tel.: Tilbury 3144.

ATLANTIC convertible, modified with all new parts, Le Mans engine, "C" type hypoid axle, 3.9 and 4.2 nose-pieces, Westminster suspension, brakes and wheels all round with special springs, "C" type 100/six floor shift box, power brakes, VG-95 linings, hydraulic comp. clutch, Magnette rack steering. Proper instruments, handbrake, etc., new seats, chrome trim, bumpers, etc, hood and window hydraulics. All original displaced parts available. Car is not runner but is towable, and all hard work is done. We simply have neither the time nor space to finish the job. Best offer over £200.—Visit or phone Ted Martin, Alexander-Martin Developments, Thame Road, Haddenham, Bucks. Haddenham 345-6.

VERY special de luxe A40 Farina, 13,000, recently fitted Speedwell/Keele head, 1½ ins. SU carbs, Sprite wheels, finished black/grey/black, over £100 extras. £640. Might sell head and carbs only (swop heads). Private sale, ring London SL0ane 9346 (week), Berkhamsted 792 (weekend).

AUSTIN-HEALEY

THE CHEQUERED FLAG (LONDON), LTD., offer

3000, June 1960. Literally unmarked in every way, in red and black. Fitted overdrive, discs, hardtop, heater, one owner, 170 miles only £1,345

100/6, 1959. 2/4-seater in blue and white, wire wheels, disc brakes, radio, heater ... £895

100/6, 1957. Two-seater in blue and white, with X tyres, twin spots, tonneau ... £765

Sprite, 1959. Two-seaters, two unblemished cars in cherry red or pale blue, both very low mileage examples and equipped various extras, from ... £585

100/4, 1954/55. Two-seaters, choice two, both in red with wire wheels, overdrive, heater, from ... £495

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

DONALD HEALEY MOTOR COMPANY

offer

100/Six (1957) 4 seater. Overdrive, wire wheels, Dunlop disc brakes, modified head. Ivory, with blue two-tone ... £785

100 BN2, May 1956. Blue with overdrive, heater, wire wheels, four-speed gearbox, and radio. Late property of Miss Jean Clarke ... £595

Both cars offered with three months' guarantee parts and labour.

New Sprites, standard or Sebring, for early delivery.

Wire Wheels, 60 spoke with knock-on hubs, front Girling disc brakes, 8 ins. rear drum brakes. Exceptional braking and roadholding. £79. Fitting £15.

64 Grosvenor Street,

London, W.1.

MAYfair 3507.

THE LONDON HEALEY CENTRE

1960 SPRITE,

blue, 5,000 miles, heater, rev., tonneau, washers, bumper, sliding screens, radio, Derrington steering wheel. Taxed for year. Cost £712, as new, £620, no offer.

Apply J. Howorth, 10 Dolliscroft, Kellys Corner, London, N.W.7.

THE CHEQUERED FLAG (MIDLAND), LTD., offer

100/6, 1957. 2/4-seater in blue and white, overdrive, wire wheels, radio, heater, tonneau £795

Sprite, 1959. Two-seater in cherry red, 11,000 miles only, tonneau, heater, screen washers £595

Arkwright Street, Nottingham 89282/3.

A.-H. SPRITE, Nov. 1959, green, radio, heater, luggage rack, wing mirrors, polished head, screenwashers, fog and spot lamps, badge-bar, rev. counter, anti-roll bar, twin Lucas high-frequency horns. No races or rallies. Well cared for. Spare unused. Genuine reason for sale (not the stork, either!). £575 or thereabouts.—Ring Upshall, GROsvenor 4541 weekdays between 10 and 6, or AMBassador 2583 after 7.

AUSTIN-HEALEY 100M BN2, ice blue, 20,000 miles, Le Mans mods., gas flowed head, machined and balanced flywheel, balanced crankshaft, high lift camshaft, special push rods, valve guides, conrods, pistons, rocker equipment and comp. clutch, Derrington exhaust system, X tyres, spots, Le Mans headlamps, hard and soft tops, overdrive, wire wheels, screen washers, heater, sliding side screens, engine mods, £200. Very fast, hardly marked, used as second car. £725.—61 Hyde Park Avenue, N.21. LABurnum 4312.

AUSTIN-HEALEY 100/6, BN4, 1957 series, ice-blue/ivory, most extras, new engine under guarantee. Trials arranged in any district. £795.—Telephone Dinas Powis 2134 (Glamorgan).

AUSTIN-HEALEY BN1, 1954, complete overhaul 250 miles, tonneau, w/wheels, overdrive. £475.—POLLards 1507.

BN2 LOW mileage car, immaculate B.R.G., overdrive, w/wheels, heater, tonneau, other extras. R.A.C. inspection report available. H.P. arranged. £595 o.n.o. Must be sold for house purchase. Seen Home Counties.—Box 3571.

LATE 1959 AUSTIN-HEALEY Sprite, ivory, black interior, complete Donald Healey mods, incl. supercharger. Host of other extras, too numerous to mention.—Offers to Whitaker, "Badger Gate", Wilsden, Nr. Bradford, Yorks.

SPRITE, 1959. Red, immaculate condition, radio, tonneau cover, rev. counter, washers, carpets and overriders. £550.—Muirhead, tel. Smallfield 243 (home); Office, HOP Exchange 0756.

100/6 BN6. 1959. Blue, wire wheels, overdrive, tonneau, low mileage, a very fine specimen. £965.—Jordan's Garage, Ltd., Portsmouth Road, Milford (A3). Godalming 670.

100/6 TWO-SEATER, 1958 Series, 140 h.p. engine, 4-wheel disc brakes, hardtop, overdrive, etc. Nearest £800. Might consider part exchange Sprite or similar.—Hudson, 414 Shadwell Lane, Leeds 17.

1960 BLOWN SPRITE, beige, heater and other extras, immaculate condition, very fast. £675.—Apply M. Lawlor, 14 Reading Road, Henley-on-Thames, Oxon.

1960 SPRITE. Leaf green, all extras, tonneau cover. Taxed December. Genuine 300 miles. Undersealed. £645.—Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset. Tel. 3071.

1955 AUSTIN-HEALEY 100, genuine 43,000 miles, new engine fitted 8,000 miles ago, perfect body in powder blue, overdrive, heater, spot light, wire wheels, twin mirrors, hood and tonneau. Insured until November. £540.—Phone: Thanet 31640.

1955 BN1 100/4. Exceptional condition, 31,000 believed true mileage. All extras including radio, heater, R.S.4 tyres. Ivory. £600.—Desford 388.

1954 AUSTIN-HEALEY, resprayed red, overdrive, heater, washers, luggage rack. £480.—Hatfield 2651.

AUTO UNION

AUTO UNION 1000S, 1960 model, immaculate condition, many extras, low mileage, director's car. £895.—GLADstone 8208.

1960 AUTO UNION coupé de luxe. Terra cotta and cream, seat covers, heater, s/wash, 4,000 miles only. Cost nearly £1,300. Now at £1,075.—Carlton Garage, Preston 78141.

BERKELEY

BERKELEY SPORTS CAR CENTRE TUNING AND RACING SPECIALISTS

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

1959 Berkeley QB Model. Very rare indeed. Hard top. Very low mileage. £445.

MANTLES GARAGES, LTD.,

Henlow Garage,

Henlow Camp, Beds.

Tel.: Henlow Camp 233.

BERKELEY sports, 9,000 miles only, three carbs, 90 m.p.h., 40 m.p.g., many extras. £625 new, asking £435. H.P. terms available.—32 Upland Road, Thornwood, Epping.

BERKELEY B95 Red 2-seater, four-wheeler sports, 692 c.c., 1959, 5,000 miles, immaculate. Must sell for house purchase. Best offer around £450. H.P. and insurance arranged.—Evenings or weekends TIDeway 6752, or if no reply RAVensbourne 8934.

NEW B95 2-seater sports, 692 c.c., £628, and 328 c.c. three-wheeler, £399 19s. 11d., immediate delivery. Used 1959 B105, yellow, twin carb conversion. A particularly nice specimen. £480.—Surrey Distributors, The Surrey Car Co., Ltd., 44 Richmond Road, Kingston-upon-Thames. Phone: KINGston 7660 and 6340. Open all day Saturday.

SUSSEX DISTRIBUTORS. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

THE MIDLANDS AND SOUTH-WEST BERKELEY CENTRE offer all Berkeley models for early delivery. Demonstration cars available. Very competitive insurance terms available.—Kingscote & Stephens, Ltd., London Road, Gloucester. Phone 21278-9.

BMW

BMW. TUBULAR chassis, complete with suspension, wheels, rack and pinion steering, four new racing tyres, perfect condition. No reasonable offer refused. Also "Prager" horizontal opposed 8-cyl. engine (light as "Climax"), terrific performance! Offers.—Daytime, Shoreham-by-Sea 3800.

BRISTOL

1949 BRISTOL 402 d/h. coupé, red, new hood. £465.—Cuff's Garage, Frome 2511.

£295 BRISTOL 400, 1948, grey, very cheap for enthusiast.—Rowlands, "Hill Cottage", Bolton-by-Bowland, Nr. Clitheroe, Lancs.

B.S.A.

BASIL ROY, LTD., B.S.A. (Scout Model) spares. Comprehensive stock wholesale and retail.—161 Gt. Portland Street, W.1. LANCingham 7733.

BUCKLER

BUCKLER-FORD, 1953, 1,172 c.c., one owner, 15,000 miles, perfect mechanical condition, twin carburettors. £150.—Box 3566, or telephone Headley Down 2109.

£160. 1954 BUCKLER 1172 Rochdale 2-seater with hood and screens, twin SUs, c.r. gears, high axle ratio, 12 v. Taxed Dec.—Arnold, Ivy Cottage, Mears Ashby, Northants.

BUGATTI

BUGATTI type 40, Grand Sport body, owner unable complete rebuild. Reborn, new bearings, crank grind, pistons, etc., rebuilt rear axle, brakes relined, wheels stove enamelled, new tyres. Requires assembly and paint. £200, no offers.—Bayliss, Oakhill Drive, Welwyn.

CITROEN

CAVERSHAM MOTORS, LTD., Citroën Specialists, offer: April 1959 Citroën ID 19 in Avion/Airways blue. Regular maintenance, 16,900 miles, taxed. £1,125.—Church Street, Caversham, Reading 71545.

275 GNS., genuine bargain, Light 15, April 1953, black, fawn leather, twin carbs, sliding head, large boot, excellent condition.—12 Beeches Drive, Birmingham, 24. ERDington 5688.

CONTINENTAL CARS

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

DAIMLER

S.P. 250 DAIMLER sports car in white, tan trim, complete with screenwash, heater, wheel discs, adjustable steering column. £1,450. Delivered. Part exchanges, hire purchase.—Central Garage, Church Stretton. Tel. 11 and 389, Shropshire.

DELLOW

DELLOW, 1953, excellent condition throughout, reupholstered, resprayed, good hood, tyres, some modifications. £240.—POLlards 2538.

FAIRTHORPE

BUTT'S MOTORS, Fairthorpe representatives of the Electron Minor (Herald powered) sports car. Available in easy-to-assemble kit form, demonstration and second-hand cars on premises. Specialists in fibreglass repairs, overhauls on all leading makes of sports car.—Apply, 9 Pindock Mews, Warwick Avenue, W.2. CUNningham 2843.

1959 FAIRTHORPE Electron Minor, immaculate, built by professional coachbuilder, 8,000 miles. £470 o.n.o.—Fellow, "Halcyon", Plumpton Lane, Danbury Common, Chelmsford, Essex.

FIAT

1957 FIAT 600, light blue, 19,000 miles only, excellent condition, part exchange welcome. £425.—City Motors, 1b Worcester Street, Gloucester. Tel.: Gloucester 25991.

FORD

LMB POPULAR, 1958 (June). Superb, fast and safe. £340 o.n.o.—Box 3553.

INTERESTED IN 105E FORD?

Free advice on race tune or improved road performance. Phone Peter Gammon (evenings) Guildford 5756. Also **Two New Anglias** with competition export suspension (firmer). Special rear axle ratio. £640 each. Junior tune giving saloon 0-80 m.p.h. under 17 secs. available for these cars. House purchase forces sale.

PETER GAMMON,

214 Epsom Road, Guildford, Surrey.

GOGGOMOBIL

BUY your Goggo from Main Distributor, London and Middlesex. New and used Goggomobils for immediate delivery. Spares and Service.—Mansell & Fisher, 93-95 Old Brompton Road, London, S.W.7. KNightsbridge 7705.

HEALEY

HEALEY 2.4, 1951 Tickford saloon, engine, coachwork as new, heater, washers. £395 o.n.o.—105 Carlton Avenue East, Wembley, Middx. ARNold 7130.

H.R.G.

H.R.G. 1500 STANDARD 1947 2-seater, good condition. £300 o.n.o.—Box 3554.

1952 1500 H.R.G. with standard open body. Superb finish in metallic green, excellent chrome, polished backplates, etc., red upholstery, brand new hood and sidescrims, hydraulic brakes, six wheels including two new tyres. Total rebuild 1956. New gearbox and most engine parts during 1958. Acknowledged by the works as the finest of this model in the country, hence price £495. Owner marrying next autumn.—Coventry 67250, evenings and weekends.

INVICTA

100 M.P.H., 1930, 4½-litre low chassis, beautiful car, excellent condition. £425.—Burley (Hants) 2106.

JAGUAR

THE CHEQUERED FLAG (LONDON), LTD., offer

XK 140, 1955/56. Roadsters in midnight blue and suede green, both fitted various extras, from £635
XK 120, 1952. Two-seater roadster, in metallic blue, wire wheels, heater, twin exhaust £515
XK 120, 1952/53. Two-seaters, fixed heads and roadsters, in grey, suede green and metallic blue respectively. All fitted many extras, from ... £385

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

S. H. RICHARDSON & SONS, LTD., offer:
S. JAGUAR XK 140 F.H. coupé, special equipment, blue, C-type engine, wire wheels, radio, heater, plus many other extras. £795. Any M.G. taken in part exchange. H.P. terms.—Moor Lane, Staines. Colnbrook (CN 8) 2258.

WOODYATTS OF MALVERN offer: A most immaculately maintained and equipped JAGUAR 2.4 saloon, in dark green with brown leather, registered 1958, and fitted overdrive, disc brakes, wire wheels, radio, seat covers, floor mats. Undersealed, 16,000 miles in the hands of one knowledgeable owner. £1,250.—Belle Vue Garage, Malvern. Tel. 390-391.

WOODYATTS OF MALVERN offer: An excellent 3.4 JAGUAR, in Cornish grey with blue leather, registered March 1958, and fitted overdrive, wire wheels, disc brakes, radio, together with many other small but sensible extras. 25,000 miles, a new set of Michelin X tyres just fitted. In specimen condition throughout. £1,150.—Belle Vue Garage, Malvern. Tel. 390-391.

2.4 JAGUAR. Complete rebuild, all possible mods., regardless of cost: works prepared engine, racing bearings, hi-lift cams, Konis, close ratio gearbox, comp. clutch, high-ratio steering, stiffened suspension disc brakes, 2 ins. twin SU, special 4.55 Powr-Lok diff. Sprayed blue, completely new standard interior. Excellent high performance road/production racing car. Ready July, not yet run in. Cost over £1,700. Selling to take up debauchery. Best offer over £1,000 (Wenches taken part-exchange. What have you?)—David Howard, 218 High Street, Bromley, Kent. RAVensbourne 4477.

1960 (two months old) JAGUAR 3.8, finished in pale blue with grey upholstery. Fitted with heater and overdrive. 2,000 miles from new. Too quick for previous owner. £2,050.—King's Motors, New Road, Oxford. Tel. 41681.

1956 XK 140 F.H. coupé, "C" type head, wire wheels, heater, radio, etc., very clean. £650. H.P. and exchange.—Jones Garage, Syston 2257.

1953 XK 120, s/c. model, wire wheels, etc., genuine 39,000 miles, exceptional original condition. £590 o.n.o.—Solihull (Warks) 1424.

1952 XK 120, wire wheels, twin exhausts, £345. Another. 1951, white, £325.—Cuff's Garage, Frome 2511.

LOLA

CHRIS STEELE offers

his very successful Lola-Climax sports car. The car has been subject to considerable development work, is fitted with ultra-lightweight glass body and highly-tuned Stage III engine with Webbers. It is now completely "sorted" and in its last race lapped Brands Hatch in 57.8 secs.

£1,850.

59 Masons Hill,
Bromley, Kent.
RAVensbourne 9647.

LOTUS

THE CHEQUERED FLAG (COMPETITION CARS), LTD.
For the incomparable

ELITE.

All models of the marque available. Demonstrations, sales, service, terms and insurance arranged with pleasure.

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

Roy Bloxam offers

A FABULOUS AND EXCITING ELITE.

1960 registration. This was a special order to exacting standards, finished in Alfa Romeo red (four coats), with black interior, 103 b.h.p., Stage III engine. Red spot wire wheels, special axle, alloy callipers, electric pumps, seat belt, many extras, too numerous to detail. At 4,900 miles, this is the most perfect, one owner Elite in existence.

£1,825

shows a large saving on original list price.

For details apply:

GORDON WHITE AND CO., LTD.,

Gerrards Cross, Bucks.

Tel. 2077-8 or 2478.

EQUIPE WOODYATT for your LOTUS Seven, Elite or Formula Junior. Distributors for the South Midlands and South Wales. Demonstrators available.—Portland Road, Malvern. Tel. 391.
LOTUS-CLIMAX Series 2, Stage III. Magnesium wheels, 1958, unused, condition perfect. Reasonable price for quick sale.—Box 3561.
LOTUS 7. The Official Centre for Greater Birmingham area. Components for home construction, engines and gearboxes in stock or on early delivery.—Monkspath Garage, Ltd., 824-826 Stratford Road, Shirley, Solihull, Warwicks. Telephone: Shirley 1645.

(Continued overleaf)

AUSTIN MG AUSTIN HEALEY OFFICIAL STOCKISTS PARADE MOTORS (MITCHAM) LIMITED OFFER

M.G. Magnette III. Duo green, immediate delivery. List
M.G.A. 1600. Iris blue/black, immediate delivery. List
M.G.A. 1600. Dove grey/red, immediate delivery. List

1958 M.G.A. Blue/grey, spotlight, mirrors, heater, luggage carrier, first class throughout. £695

1957 M.G.A. coupé. Red/black, radio, heater, wire wheels, oil radiator. Specimen. £695

1954 M.G. TF. Black/green, tonneau, P.V.C. hood, rad. blind. £540

1953 M.G. TD. Red/beige, tonneau, mirrors, badge bar, flashers, excellent throughout. £450

1950 M.G. TD. Red/beige, recent reconditioned engine, new carburettors, clean car. £350

1946 M.G. TC. Green/green, vynide half tonneau, spot lamp, luggage carrier, excellent condition. £285

Nov. 1953 Austin-Healey 100 BN1. Black/red, blue leather, wire wheels, overdrive, twin spots, complete engine overhaul, in superb condition. £565

1951 Singer tourer. Dove grey and beige, recent respray, mechanically excellent. £265

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

Classified Advertisements—continued

LOTUS—continued

THE CHEQUERED FLAG (MIDLAND), LTD.,

For the incomparable
ELITE.All models of the marque available.
Demonstrations, sales, service, terms and insurance
arranged with pleasure.

Arkwright Street, Nottingham 89282/3.

VI 1100 M.G., very fast, reliable, full road
equipment. £350.—WELbeck 0780, Panton,
49 Weymouth Street, W.1.**1959** LOTUS Elite, full Stage III, close-ratio
gears, many more modifications, no acci-
dents, as new. Exchange or terms. £1,750.—
R. Vincent, Cranberry Lodge, Bryn, Wigan. Tel.
44963.**1958** LOTUS XI, Le Mans 85 replica, Series II,
Stage III Climax, mag. wheels, very fast,
mechanically 100 per cent., tuned by J. H. Dowson.
Placed nine times this season. £875, or £925 with
trailer.—C. B. Dawson, Willow Bridge, Barton,
Richmond, Yorks. Phone Barton 204.

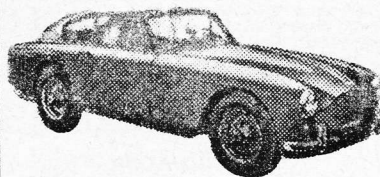
MASERATI

MASERATI 3500 G.T., one owner, 25,000 miles
over 17 months, immaculate off white with red
leather, mechanically perfect. Will be sold to best
offer.—EUSon 1200, Ext. 694, before 10 a.m.

M.G.

U.M. HAVE the largest stock of M.G. spares
in the country outside of the M.G.
factory.—University Motors, Ltd., 7 Hertford
Street, London, W.1. GROsvenor 4141.THE CHEQUERED FLAG (LONDON), LTD.,
offer**M.G.A.** 1959. Two-seaters, choice two unmarked
cars in pale green, both nominal mileage, one
owner, heater, tonneau, X tyres, etc., from **£815****M.G.A.** 1958. Two-seater in blue, 16,000 miles
only, radio, heater, tonneau, spots, etc. **£785****M.G.A.** 1956 series. Two-seater, hard and soft
tops, disc brakes all round, wire wheels,
modified unit. **£695****M.G.A.** 1956. Two-seater in white, with radio,
heater, twin spots, luggage rack, etc. Also
another excellent car in green, from **£595****M.G. TF** 1500, 1955. Two-seater. An above-
average, one owner example in metallic green,
wire wheels. **£565****M.G. TF**, 1954. Two-seaters. A selection of
three exceptional cars in metallic green, red
or white, all fitted many extras, from **£495****M.G. TD**, 1951/52. Two-seaters, choice four in
metallic green, cherry red, white or beige,
with extras, from **£395****M.G. TC**, 1947. In green with wing mirrors, twin
spots, rack, etc. **£335**Telephone: Chiswick 7871/2/3.
Chiswick High Road, W.4.**M.G.A** FIXED-HEAD COUPE, 1958, Red/
black leather, 18,000 miles, one
owner, spotless. Used as second car only. **£750**.—
Dickinson, 14 Beighton Road, Woodhouse, Shef-
field. Phone: Woodhouse 2626.**M.G.A.** 1959. 9,000 miles only. Radio,
heater. Impeccable car. Finished in
ivory. **£795**.—SHEpherds Bush 8866.**M.G.A** (1958) COUPE, grey, push-button
radio, wire wheels, Halda Speed
Pilot, luggage rack, many more extras, new Dunlop
Duraband tyres. This car is in immaculate con-
dition. **£750**.—Beau Voir Hotel, B'mouth 36605.

Grand Touring Cars



RUDD'S

AC ACE 1954.**AC ACE** 1955. Choice of three from **£585****AC ACE** 1956.**ACE BRISTOL** 1960 low mileage sports.
Available in three weeks at **£1,925****ACE BRISTOL** 1960 new unregistered in
stock for immediate delivery at manu-
facturer's list price.**ACECA BRISTOL** 1960 new unregistered in
stock for immediate delivery at manu-
facturer's list price.**AUSTIN-HEALEY** SIX occasional four-
seater. Choice of three in stock for
immediate delivery. Wire wheels, over-
drive, heaters. Optional 185 h.p. engine
and special suspension. 0-100 in 20 secs.
130 m.p.h. Extras.**DAUPHINES**1956 **£395** 1957 **£425** 1958 **£445**1959 **£565** 1960 **£595**1958 **RUDD'SPEED** **£565****New DAUPHINES** in stock with full range
of colours and optional **RUDD'SPEED**
42 h.p. engine. Lowered suspensions,
high ratio steering. Accessories of all
sorts for Dauphines. Full range of spares.
Demonstrations.**PORSCHE**. 1955 Super **£850**. 1956 Coupe
£1,099. 1957 Super **£1,195**. 1958 **£1,379**.1960 **£1,799**. New models on rotational
deliveries.**Distributors and appointed agents for:**
Aston Martin, AC, Austin-Healey, MG,
Triumph, Porsche, Volvo, Renault

TERMS AND EXCHANGES

41 HIGH ST., WORTHING 7773/4**M.G.A.** RED, 1957. Low mileage. Excel-
lent condition. **£565**.—Tel.: Upper
Warrington (Surrey) 2862.**M.G.A** 1958 TWO-SEATER. White, wire
wheels, fitted X tyres, heater, tonneau,
£725.—Jordan's Garage, Ltd., Portsmouth Road,
Milford (A3). Godalming 670.**M.G.** SPARES.—Most parts in stock for all
models 1930 onwards, including valves,
guides, springs, rocker bushes, shafts, etc., replace-
ment camshafts, rockers, dynamos, road springs,
wheels, hubs, vertical drive assemblies, prompt
postal service, c.o.d., and guaranteed workmanship
in all our repairs.—A. E. Witham, Queen's Garage,
Queen's Road, Wimbledon, S.W.19. LIBerty 3083.**M.G.** TF, 1954. Metallic green, P.V.C. hood,
radio, tonneau, chrome carrier, spot.
£500 o.n.o.—Museum 2274 between 9.30-5. 2
Crowshott Avenue, Stanmore, Middlesex.THE CHEQUERED FLAG (MIDLAND), LTD.,
offer**M.G.A** 1600, 1959. Fixed head, spotless in birch
grey with red interior, one owner, 8,000 miles
only. **£895****M.G.A.** 1957. Two-seater in red with wire
wheels, radio, heater, tonneau. **£725****M.G. TD**, 1953. Two-seater in red, fitted heater,
tonneau, rack, spot lamp, etc. **£425****M.G. TC**, 1946/47. Two-seaters, choice two above
average cars in red or black, both equipped
various extras, from **£275**

Arkwright Street, Nottingham 89282/3.

M.G. TA, 1938. White, red leather, new
hood. **£145**. Also F10 Special.—
Wallington 9986.**M.G.** TC, 1947, excellent condition. **£270**
o.n.o.—Mille Miglia Motors, 1b Kidder-
minster Road, West Croydon. CROYdon 0752.**S. H. RICHARDSON & SONS, LTD.**, the
M.G. Specialists, offer: 1958 M.G.A F/H
coupe, **£745**. 1956 M.G.A roadster, **£595**. M.G.A
1956/60, choice of eight from **£595**. M.G.s all
models wanted. Part exchanges, H.P. terms. Im-
mediate insurance.—Moor Lane, Staines, Coln-
brook (CN 8) 2258.**TF** 1954, black/green, extras include radio,
heater, luggage rack, tonneau, spot lamps,
stone guards, etc., engine reconditioned, new g/box
and hood. Paintwork and interior definitely un-
marked. **£525** or offers.—Wetherill, Orchard Close,
Ringwood, Hants, 329.**THOMSON'S** hard surface rockers, 6s. each
exchange, other exchange spares, new bushes,
shafts, valves, guides, springs, gaskets, timing
chains, brake and clutch linings, wheels, springs,
carburettors, half-shafts, crown-pinion sets and
many other spares. Excellent c.o.d. service.—106
Kingston Road, Wimbledon, S.W.19. LIBerty 8498.**TOULMIN MOTORS**.—The most comprehensive
range of M.G. spares in the country for every
model M.G. Order your new car or spares from
the Specialist.—343 Staines Road, Hounslow,
Middx. HOUnslow 2238-3456.**1959** (March) M.G.A. TWIN-CAM, red, hard-
top, 13,600 miles, reconditioned engine
(at 12,500), many extras. Excellent condition.
Never raced or rallied. Bargain price, **£825**.—
Dr. Berkley, Ambassador 1280 (9.30-5 p.m.)**1958** (Oct.) M.G.A 2-seater sports, ivory with
red interior, wire wheels, anti-roll bar,
adjustable steering column, four new Turbospeeds,
Speedwell exhaust system, brakes relined, engine
overhauled. Whole car in absolutely perfect con-
dition, paintwork unmarked, interior unworn. The
property of our managing director, maintained by
our mechanics. Guaranteed unraced, untralled,
unscratched. 26,000 miles. **£750** or part exchange
Sprite. H.P. with pleasure.—Aitchison-Hopton Co.,
Lotus and Speedwell Agents, 16 Canal Side, Seller
Street, Chester 26100.**1958** MAGNETTE. Varitone grey, radio,
heater, absolutely immaculate, one owner.
£785.—Broadway Autos, Ltd., 50/54 Cricklewood
Broadway, Edgware Road, N.W.2. GLADstone
8208.**1954** M.G. TF. Green, really immaculate.
Extras. **£525** o.n.o.—208 Newsome Road,
Huddersfield 6814.**1954** TF, red, Stage II, X tyres, 100 per cent.
condition throughout, **£495**. Also 1951/2
TD, spotless, **£395**. 1960 Series Farina Magnette,
£895. 1956 Magnette, **£575**. 1935 TB, **£80**. H.P.
and exchanges.—Jones Garage, Syston, Leics. Syston
2257.**£95** M.G. VA 4-seater coupe, 1939, red, good
condition.—PRImrose 1238.

Open 9.30—7.30

THE CHEQUERED FLAG

Tel: EDGware 6171/2

(COMPETITION CARS) LTD.

We proudly present our unrivalled selection of hand picked CONTINENTAL CARS at very attractive prices.

Maserati 3500 GT. Unmarked midnight blue with
natural brown leather interior. Specification in-
cludes disc brakes, Webbers, twin plug head, twin
overhead camshafts, etc. Perhaps the ultimate in
high speed conveyance for two or four people. **£3,895****Alfa-Romeo Giulietta Sprint Spyder.** 1957.
Literally unblemished in snow white with black
interior. One owner, 22,000 miles only, with
floor change, heater, etc. **£1,285****Volvo 122S Saloon.** 1959. An excellent one owner
example of what is the fastest 1,600 c.c. saloon
available today, finished in signal red and white with
matching interior. Fitted X tyres, heater, radio,
luggage rack, etc. **£965****Alfa-Romeo 1900 Super Sprint.** 1956. Incompar-
able condition in suede blue with desert grey top,
Chrome Borrani wire wheels, Webbers, radio,
heater, X tyres, etc. Five speed gear box. **£1,685****Borgward Isabella TS 75 Saloon.** 1957. Particu-
larly attractive in mist grey with red interior.
Equipped with Webasto sun-roof, radio, X tyres,
Nardi exhaust, etc. **£735****Lancia 2500 GT Spyder.** 1956. An exceptional and
very attractive car in Italian red. De Dion rear
end, Webbers, floor change, radio, heater, and full
length tonneau-cover, X tyres, etc. **£1,395****Alfa-Romeo Giulietta Sprint Veloce.** 1957 series.
A meticulously maintained and very fast example
car, unmarked in Italian red with matching red
interior. Floor change, heater. **£1,395****Maserati 2000 Farina Sport.** 1954. An unusually
good looking Grand Touring car, spotless in Bur-
gundy red with black top and off white leather
interior. Chrome Borrani wire wheels, Webbers,
floor change, etc. **£985****Alfa-Romeo 1900 Super Sprint.** 1954. Immaculate
in forget-me-not blue. Coachwork by Touring of
Milan. Chrome Borrani wire wheels, five-speed
gearbox, radio, heater, X tyres. **£1,365****Alfa-Romeo Giulietta Sprint.** 1956 coupe in pillar
box red, recently recellulosed, with cream and red
interior trim. New Pirellis all round, rear seats,
heater, and recently reconditioned unit. An excep-
tional car. **£1,165**

GEMINI HOUSE,

HIGH STREET, EDGWARE, MIDDX.

1954 M.G. TF, red, 23,000 miles only, new Michelin X, exceptional condition. £535.—25 Jubilee Crescent, Addlestone, Weybridge. Tel.: Weybridge 3324, 9-5.30, 9-12.30 Saturdays.

1946 M.G. TC. Reborn within recent weeks. £245.—Ring Worthing 3370 after 6 p.m.

WANTED—M.G. TB (1939/40). A good one for cash, sensible price.—Details, photos to D. Clements, Shipham, Som.

MORGAN

BASIL ROY, LTD., main London Distributors. Official spare parts stockists. Service and repairs. Sales enquiries for overseas visitors or purchasers invited.—161 Gt. Portland Street, W.I. LANCING 7733.

EAST AND MID SUSSEX DISTRIBUTORS. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for the same, huge stocks of 4/4 and three-wheeler spares.—F. H. Douglass, Morgan Specialists, 1A South Ealing Road, Ealing, W.5. EALING 0570.

£395. 1954 MORGAN Plus 4 2-seater. Cream, tonneau cover, good tyres, excellent condition. Terms. Exchanges.—Mercury Motors, 824 Harrow Road, Wembley 6058.

PEERLESS

PEERLESS G.T., 1960, Phase II, blue, 2,500 miles only, fitted with overdrive, heater, radio, Avons, anti-roll bar, discs, de Dion, mint condition, expertly maintained (family car required). £1,400 o.n.o.—Howle, 91 Reeves Avenue, Crossheath, Newcastle, Staffs.

RACING CARS

SPORTS-RACING CAR, 100E engine. Fully Aquaplaned to Stage III. Just been run in after overhaul. Rack/pinion steering, wire wheels, torsion bar, i.f.s., 4-speed gearbox, 4.5 A/R. Red fibreglass body. Terrific performance. Will out-corner practically anything. In perfect condition throughout. £320.—Morgan, The Chantry, Martley, Worcs.

1960 HUME COOPER F2, reconditioned 1500 Climax twin-cam engine, clutch, gearbox, etc. Car completely overhauled, in perfect condition, potent car with first-class history as raced by Ian Raby. Offered at fraction of cost. Details, etc., apply below.

1956 REGISTERED COOPER-CLIMAX 1100 2-seater sports special F.W.A. Stage I engine, attractive sporty body in blue. Ideal road and club event car. Gift at £350.—Below.

IAN RABY supplies all makes of racing, sports cars, F.J., F2, F1—1100, 1500, 2-litre. Hire purchase. Exporting.—Empire Cars (Brighton), Ltd., 85 Preston Road, Brighton 21713.

500 C.C. J.A.P., Turner bodywork. Alcohol equipment, new tyres, immaculate. £235. H.P. arranged.—Forest Garage, Ltd., Lambourne End, Romford. Tel.: Hainault 6434.

2-2 LITRE Climax Twin-Cam engine, completely rebuilt and modified.—See under "Engines", P. Scragg.

750 FORMULA car, fully modified, B.R.G., engine just rebuilt. £120.—PRImrose 1238.

RAILTON

1937 28 H.P. Straight Eight Hertford sports saloon, black, in splendid condition. £75.—PUTney 7172.

RENAULT

GORDINI, 1960, 5,000 miles, sunroof, turbo discs. £750.—UPLands 0529.

1959 GORDINI, very quick, has "the lot", perfect order, reasonable price. H.P., exchanges.—Bob Jennings, 41 Lingers Wood Road, Bramley (Surrey) 3429.

£350. 1955 RENAULT 750 saloon, in excellent condition with extras and performance modified engine. Fast and very economical, carefully maintained.—Box 3460.

RILEY

RILEY "9". One of the first and original 4-seater tourers, first registered in Coventry in 1927, fitted with new hood. £100.—47 Crown Road, Twickenham. POPesgrove 1498.

£222. 1950 2½-LITRE RILEY drophead. Exhilarating performance, ample seating, tourer or saloon.—Windsor 669 evenings.

SPECIALS

A.K.S. FORD 1,172 c.c., Aquaplane head, four-branch twin SUS, 15 ins. wheels, "X" tyres, l.m.b., i.f.s., 4.4 axle, new boxed chassis, water pump, prof. hood, side screens and int. trim. One of the best finished specials in the Midlands. Any trial or inspection. £325.—The Lido Garage, Papplewick, Notts. Hucknall 184.

FORD Rochdale G.T., new throughout, Buckler gears. £250.—LEYtonstone 6793.

M.G. /FORD 1,172 engine, highly tuned, wire wheels, similar A.C. Ace body. Immaculate in B.R.G. £275.—Tel.: BECKenham 1536.

ROCHDALE 1,172 c.c., 4.4 c.w.p., 15 ins. Michelin X, etc., fully trimmed, many extras. £330 o.n.o.—36 Crescent Road, Hale, Cheshire. Altrincham 2789.

TUBULAR CHASSIS, professionally built from new parts. Coil springs, i.f.s., i.r.s., complete with blueprints, radiator and £5 worth aluminium sheeting. Owner posted. Buyer collects. £35.—Tel.: Catterick Camp 3377.

1,172 TRIALS SPECIAL, complete and registered. Engine fully converted inside and out. SUS. Built new parts. Pleasing appearance. Offers around £190.—Box 3568.

1959 ROCHDALE G.T., red, 1,172 c.c., 4.7, new boxed chassis, new instruments, rev. counter, battery, seats, Woodhead Munro teles, 12-v. electrics, wipers, fully trimmed and well finished by engineer owner. Reason for sale, stork arrived. £310, or haggle.—Hornby, Woodlea, Cloughton, Garstang, Preston, Lancs.

1957 FORD Special, twin carbs, highlift cam, hydraulic brakes.—Brockley, Friary Farm, Etwell, Derby. Etwell 309.

SUNBEAM ALPINE

THE CHEQUERED FLAG (LONDON), LTD., offer

Alpine, 1959/60. 2/4-seaters. A selection of four unmarked examples in black or moonstone white, all nominal mileage, one or two owners only and all equipped with various extras. from £985

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

1955 ALPINE, red, beige upholstery, overdrive, heater. £395.—Cuff's Garage, Frome 2511.

SUNBEAM ALPINE—1959

We are proud to be able to offer a low-mileage Cardinal Red Alpine with every conceivable extra including hard-top, overdrive and wire wheels. This car has been the personal transport of JACK BRABHAM and is offered below list at £1,195.

For further details contact:

JACK BRABHAM (MOTORS), LIMITED,
248 Hook Road, Chessington, or
Telephone: Elmbridge 9280/4808.

SUNBEAM ALPINE, 1960 series, as new, 5,500 miles, moonstone, black trim, heater, tonneau, wheel trims, disc brakes, safety strap. Genuine sale, £1,000.—Brookes, 6 The Parade, Coldharbour Road, Pyrford, Surrey. Phone: Byfleet 2297.

1960 SUNBEAM ALPINE (reg. Dec. 1959), 2,000 miles moonstone/black trim, overdrive, heater, hard top, disc brakes, Michelin X tyres. £1,100.—Telephone: Bath 88459, evenings.

SPORTS CARS

DOBSON BROS.

1959 Elva Spyder Courier, oil cooler, balanced modified and polished M.G.A engine, Alfins, adjustable suspension, 8,000 r.p.m. rev. counter. £750

1957 Porsche 1600 Coupé, suede green, 27,000 miles, radio, heater £1,100

1958 modified Dauphine, primrose, high-lift cams, perfect and immaculate, radio, heater. £645 o.n.o.

Two 1959 Lotus Elites, pale blue, dark blue tops. Full Stage III, oil coolers, polished balanced engines. Both are successful cars and have alloy brake calipers. Snetterton 1.54.4, Mallory Park 61 seconds. £1,675 each. E. Dobson's car 6 wins 6 meetings.

1959 Lotus 7 1172, highly modified. £575

Ford Zephyr, 1958, r/h, clock, genuine 17,000 miles, one clergyman owner. £625

One Ruskart Go Kart (Jim Russell), used twice only. To clear, £65 or terms.

Special Offer: Two Ruskarts (Go-Karts), cost price. Wanted: very low mileage, 3.8 Mk. II Jaguar and Lotus Junior.

Hire purchase. Low deposits and part exchanges welcomed.

Apply:

E. DOBSON,

DOBSON BROS. (ENGINEERING), LTD.,

Truro Works,

Matilda Street,

Sheffield.

BAKER & ROGER, LTD., £485. TR3, 1956, superb in B.R.G./ivory, quite unmarked inside and out, faultless mechanically, new X tyres.

£485. Austin-Healey 100, 1954, exceptionally well maintained, in red, all normal refinements plus luggage grid, screen washers, etc.

£595. Jaguar XK 140 D/H coupé, 1955, first class example in B.R.G.

£195. Morgan 4/4 D/H coupé, 1949, B.R.G., new hood, overhauled engine. Many other guaranteed sports cars, excellent H.P. and insurance facilities.—Baker & Roger, Ltd., Hudson's Garage, Darkes Lane (opp. Ritz), Potters Bar, Middlesex.

Potters Bar 6181 or Hatfield 3861 evenings, weekends.

(Continued overleaf)

David Buxton Limited



1956 BORGWARD T.S. 75 SALOON. Green with grey interior. Fitted heater, twin spotlamps, etc. Exceptionally well kept. £795

1960 April DAIMLER S.P. 250 2½ litre V.8 SPORTS. Jet black with tan interior. Over £200 worth extras fitted. 1,100 miles only. Condition as brand new. This practically unobtainable model offered at under new price. £1,595

1956 JAGUAR 2.4 SALOON. B.R.G. with brown interior. Special equipment model with radio, wing mirrors, etc. Immaculate condition. £795

1959 JAGUAR 3.4 SALOON. Pearl grey with red interior. Special equipment model with overdrive and disc brakes. £1,395

1958 JAGUAR 3.4 SALOON. Cornish grey with red interior. Special equipment model with disc brakes and overdrive. One owner. Excellent condition. £1,195

1959 M.G. MAGNETTE III SALOON. Blue with grey interior. 4,500 miles only. One owner. Condition as new. £945

1959 RENAULT DAUPHINE. Marlin blue with blue interior. Fitted radio, wing mirrors, etc. 8,000 miles only. One owner. £615

WEYBRIDGE AUTOMOBILES, LTD.,

Queen's Road, Weybridge.

Phone: Weybridge 2233, Ext. 19.

Classified Advertisements—continued

SPORTS CARS—continued

THE CHEQUERED FLAG (LONDON), LTD., offer

- Morgan Plus 4, 1952.** Two-seater, exceptional condition in red. Vanguard unit and tonneau, rack, etc. Two owners only ... £465
- Fairthorpe Electron Minor, 1958.** Two-seater in red. An extremely neat example ... £465
- Berkeley, 1959.** Two-seater, unmarked, primrose yellow, three cyl. 500 c.c. unit, X tyres, rack, two owners only ... £465
- Morgan Plus 4, 1954.** Two-seater d/h. in cream. Vanguard unit, spotlamp, washers, etc. £435
- Lotus Mk. VI, 1954.** Two-seater, exceptional condition, in alloy finish with highly tuned Consul unit, M.G. gearbox, etc. ... £395
- Jowett Jupiter, 1952.** Two-seater in red, Series III unit, wing mirrors, etc. ... £395
- M.G. Special, built 1955,** tubular chassis, 1,500 c.c. M.G. unit, wire wheels, Alfins ... £395
- Ford Rochdale G.T.** A particularly neat example in white, recently fitted new unit ... £375
- Lotus Mk. VI, 1954.** Two-seater, alloy finish, fitted very highly tuned 1,172 unit, twin carbs., c.r. gears, tonneau ... £365

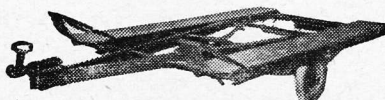
Telephone: CHiswick 7871/2/3.
Chiswick High Road, W.4.

TORNADO

TYPHOON, red, 2-seater, tuned 1,172 unit, SUs, 4-branch, etc., tubular chassis with i.f.s. giving superb roadholding, Xs on 15 ins. wheels, hydraulics, 4.4 c.w.p., 12 v. electrics, full instruments and weather equipment, 90 m.p.h., 35 m.p.g. £375.—Passer, 34 Sussex Lodge, W.2.

TRAILERS

RACING CAR TRAILERS, £39.



HALSON TRADING CO., NEWHAVEN 237.

TRAILER for Formula Junior car. Enclosed sides, spare wheel. £25.—Phillips, 24 Moseley Road, Cheadle Hulme, Cheshire.

TRAILERS for Go-Karts, trials and racing cars. New and secondhand, from £25.—See "Engineering Services", Don Parker.

TRANSPORTERS

BEDFORD COACH, converted to transporter with sleeping accommodation. Complete overhaul including reconditioned engine this year, new battery, radiator, good tyres. Thoroughly reliable. Nearest to £55.—John Ewer Motors, Ltd., 139 Tottenham Lane, Hornsey, N.8. FITZROY 1588.

BEDFORD Transporter, suitable any type car, could be converted for two small cars. No reasonable offer refused. Seen Sidcup.—Bayliss, Claregate, Oakhill Drive, Welwyn.

TRIUMPH

THE CHEQUERED FLAG (LONDON), LTD., offer

- TR3A, 1959.** Two-seater, unmarked pale grey with red interior, overdrive, disc brakes, hard top, heater, washers ... £865
- TR3, 1957.** Two-seater in B.R.G., fitted hardtop, disc brakes, overdrive, twin spots, heater, tonneau, special stiffened suspension, etc. £715
- TR3, 1956/7.** Choice of five unblemished cars in red, B.R.G. or blue, all with extras, from £645
- TR2, 1954/55/56.** Two-seaters, choice four examples in red or black, all equipped many extras, from ... £495

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

HERALD coupé, green/white, Shorrock super-charged, modified brakes and suspension, fully instrumented. £695.—Ron Flockhart, 41 High Street, Ascot. Tel.: 185 Ascot.

TRIUMPH Herald coupé, black/white, 1959 (July), excellent condition, director's second car. £650.—Phone: Chesham (Bucks) 409 (day), 772 (evening).

TR2 OCTOBER 1956, red with black hard/soft tops, heater, Michelin "X", 29,000, excellent condition. Private sale by engineer owner. £565 o.n.o.—Haworth, 11 Beaminster Road, Solihull (3888), Warwickshire.

TR2, 1955, IMMACULATE condition throughout, new hood and screens. Extras: radio, heater, grille, spots, rimblishers, Xs. Red/beige. Wedding bells force sacrifice at £545. H.P. arranged.—Phone Leicester 75915.

DOVE'S

STANDARD TRIUMPH

OF WIMBLEDON

LiBerty 3456-8

THE FIRST OFFICIAL TR Centre

THE LARGEST SELECTION OF TRs IN GREAT BRITAIN. COMPLETE RANGE OF NEW TRs FOR IMMEDIATE DELIVERY AND OVER 35 GUARANTEED USED TRs.

- 1955 TR2.** An opportunity to buy a TR at a very low price. We know this car is really first class ... £445
- 1955 TR2.** Beautifully finished in grey with blue, heater and other extras. Looks like a new car ... £475
- 1955 TR2.** B.R.G., with overdrive and heater, etc. This car will be available in a few days. It's a beauty ... £490
- 1956 TR3.** Also in B.R.G. with stone leather, heater, tonneau, X tyres, plus all kinds of other extras ... £595
- 1957 TR3.** Red with hard top, overdrive, wire wheels, heater, in fact everything. Available in 10 days ... £645
- 1960 TR3A.** This car is two weeks old and has done 200 miles. A genuine and quite amusing reason for this early sale £925
- THREE MONTHS' GUARANTEE WITH EACH CAR.**

PART EXCHANGE. H.P. INSURANCE.
A Club for TR Owners. Dove's of Wimbledon is the headquarters of the London Section T.S.O.A. Full Club facilities, Driving Tests, Rallies, Hill-Climbs, all for £1 ls. 0d. a year. Write for full details.

44/48 Kingston Road, S.W.19

(150 yards South Wimbledon Underground)

TR2 1954, exceptional condition, genuine 30,000 miles, heater, spots, etc. Only £450.—Carden, Trinity College, Cambridge.

TR2 1955, recon. engine, superb condition. £545.—Box 3351.

1958 TR3A, powder blue, heater, radio, X tyres on rear, washers, wing mirrors, oil cooler, spots, 22,000, 9.1 comp. Immaculate. H.P. available. £745 cash or part exchange for 1959 Austin-Healey.—Business hours: Liverpool Avenue 7317.

1957 (Aug.) TR3, fitted three-speed overdrive, w/washers, X tyres, undersealed, sliding s/screens, in immaculate condition. H.P. arranged. £635.—Canonbury 6481, Ext. 11, weekday 11. Write, 29 Vincent Close, Barkingside, Essex.

1957 TR3, perfect condition throughout, owner, genuine 29,000 miles, hard top, tonneau cover, radio and heater. £675.—190 Blackfen Road, Sidcup. ELTham 3264.

SMETHWICK MOTORS LIMITED

Central Showrooms

High Street, SMETHWICK, 41

Official Retailers of Austin, Triumph and Austin-Healey

1958 METROPOLITAN hardtop. Turquoise and white. One owner only. 22,000 miles indicated. Truly immaculate order. £575**1957 TRIUMPH TR3**. Finished in pale green and off-white. One of the few dual-coloured sports cars that looks really attractive. Hard and soft tops. Heater. Tonneau. Twin spots. Twin mirrors. Ace Mercury discs. Copper exhaust system. Michelin "X". Screen washers. 26,000 mls. indicated. Exemplary condition. £635**1956 TRIUMPH TR3**. Finished in red. Heater. Overdrive. Tonneau. Badge bar. Fog light. Screen washers. Only 20,000 mls. indicated. In very beautiful order. Known to have done no competitive work. £610**1956 SUNBEAM RAPIER**. Blue and smoke grey. Supplied new by us to its one previous owner. Overdrive. Heater. Radio. Badge bar spot. In really first class condition. £595**1952 SUNBEAM TALBOT 90**. B.R.G. Perhaps the very nicest specimen available at present. Absolutely spotless condition. Fitted with new tyres and "Styla" discs. This is worth seeing. £350**1952 JOWETT JAVELIN**. Metallic green. De luxe saloon. Heater fitted. Only one owner since new. Just decoked. Mechanically perfect. £275**1947 M.G. Series T.C.** B.R.G. Very sound condition with quite good tyres. Tonneau, badge bar, headlight conversion set. Above average. £245**1948 ALLARD "M" type** 4-seater tourer. Good running order. Finished in undercoating only. Cheap. £50

All part exchanges considered. Credit facilities and insurances arranged. For prompt service please telephone SME 2621-2-3.

THE CHEQUERED FLAG (MIDLAND), LTD., offer**TR3A**, 1960. Two-seater, unmarked dove grey with black hardtop, 160 miles only, superlative condition. £695**TR3**, 1956-57. Two-seaters. An immaculate selection of four superb examples in white, pale blue, red or beige, all with extras, from £595 Arkwright Street, Nottingham 89282/3.**1955** (October) **TRIUMPH TR2**, green, overdrive, heater, screen washer, fog lamp and hard top, very good condition indeed. Taxed. £525.—Fairhead & Sawyer, Woodbridge, Suffolk. Tel.: 937-8.**TURNER****1960** (March) **WORKS BUILT TURNER-CLIMAX**, cream/red, 2,600 miles, discs, wire wheels, two spares, tonneau, etc. Taxed. £900.—Stafford 494 or 1005.**T.V.R.****SUSSEX AND KENT DISTRIBUTORS**. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.**T.V.R.** 1960. M.G.-engined. Mileage 2,500. Prepared for racing and fast touring at a cost of £150. Offers around £1,000. Apply:—Electromobile Engineering Co. (West Brom.), Ltd., High Street, West Bromwich. Telephone: WEST Bromwich 2511-2-3.**T.V.R.** 100E (1959). Aquaplane mods. Close ratio gears, only 9,000 miles. £650 o.n.o. Supercharger available extra.—Box 3570.**VINTAGE****1914 V.C.C. DATED RENAULT 41-LITRE**

with period replica two-seater body. Complete overhaul. New tyres. Absolutely reliable, docile and vice free. Price £395.

STANTON, Station Garages, Amersham, Bucks.

Phone: Amersham 870.

VOLKSWAGEN**1955** 49,000 miles, sparkling condition. £450.—Berg, Seersbough, Wilton Lane, Jordans, Bucks.**VOLVO****VOLVO**. The fastest 1,600 c.c. saloon car in the world. The Oxfordshire distributors are Dorchester Service Station, Robert Bodle, Ltd., Dorchester-on-Thames, Oxon, for demonstrations and immediate delivery of this superb car. Also all racing modifications undertaken.—Tel.: Warborough 353 or 285.**CAR RADIO****SAME DAY** car radio service and installation. All makes supplied and fitted. Trade and retail enquiries.—Car Radio Services, 194-200 High Street, Beckenham, Kent. Phone: BECKenham 9294 (5 lines).**CONVERSION UNITS****S.A.H. ACCESSORIES****TR2/3 SPECIALISTS**

Complete range of Speed Equipment including Oil Cooler Kits, High-Lift Camshafts, Torsion Anti-Roll Bar Kits, Fibreglass Body Parts, etc., etc. 4d. for catalogue.

Large stocks of TR Spares.

Complete servicing, repair and tuning, etc., undertaken.

Vimy Drive, Leighton Buzzard 3022.

SUPERSPEED (Conversions), LTD.

Engine and suspension conversions for Anglias, Prefects and Populars, 1953/60. Road camshafts £8 10s., exchange.

Also FORD 105E RACING ENGINES.

Four Amal large valve heads and racing camshafts as used by John Young.

482 Ley Street,

Ilford, Essex.

VAlentine 8307.

RUDDSPED HEALEY SIX Triple inlet manifold, gas flowed, hand finished. Complete with linkages, balance pipes and one additional carburettor as required. £36.**RUDDSPED HEALEY SIX** Exchange gas flowed, modified, high compression cylinder head to bench tested pattern for the 185 h.p. conversion. With gaskets. £25.**RUDDSPED HEALEY SIX** camshafts. £25.**RUDDSPED HEALEY SIX** demonstrations daily at Worthing.**RUDDSPED**, 41 High Street, Worthing 7773-4.**BASIL ROY LTD**

Morgan Distributors

PERSONAL EXPORT FACILITIES AVAILABLE
NEW MODELS—IMMEDIATE DELIVERY**1959 2-seater**. July registration, green, immaculate condition. £795**1957 Plus 4**. TR3 engine, 2-seater. Colour blue. £645**1956 Plus 4 2-seater**. Red, Vanguard engine, tonneau, luggage grid, heater, flashers, small mileage. £560**1954 Plus 4 4-seater**. Vanguard engine. Cream, leather, heater, taxed. £495

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

USED MORGANS FROM 1950 URGENTLY REQUIRED

161 GT. PORTLAND STREET, W.1
LAN. 7733/4/5**ARDEN CONVERSIONS** for improved road-holding, anti-roll bars, practically all B.M.C. range. Nash Met., TRs, new 105E Anglia, early Anglia, £7. Torque arms for rear axle location, B.M.C., Fords, Armstrong shock absorber settings, from 12s. ea.—Arden Conversions, Tanworth-in-Arden, Solihull. Wks. 3d. stamp for illustrated list. Wythall 3368.**RAYMOND MAYS** complete conversion, with servo exhaust, for Zephyr Mark I, new condition, used only 1,000 miles. Offers.—Gordon Clark, 115 The Dunns, Oystermouth, Swansea.**FORMULA JUNIOR**

H.G.M. Speed Equipment for B.M.C. "A" Series. Special high quality oversize racing valves, valve springs, camshafts. Lightweight push rods and cam followers. Cylinder heads gas flowed and polished. Balancing.

84a Fellows Road, London, N.W.3.

Tel.: PRImrose 8594.

(Continued overleaf)

FIELDS OF CRAWLEY
THE FIRST AND ONLY JAGUAR XK CENTRE

It is generally appreciated that all XK models are in very short supply and deliveries are extending well into the future. Enquiries are invited for the following cars upon which a better delivery can be given as the result of our advance order position.

XK.150 "S" type. 3.4 litre engine. Fixed head coupe. Finished in Ivory with Red upholstery.**XK.150 "S"** type. 3.8 litre engine. Drop head coupe. Sherwood Green with Suede Green interior. Black hood.**XK.150 "S"** type. 3.8 litre engine. Drop head coupe. British Racing Green with Suede Green upholstery. Black hood.**Mark IX**. Automatic transmission. Duo tone Black and Sherwood Green with bench seats.**XK.150 "S"** type. 3.8 litre engine. Fixed head coupe. Imperial Maroon with Biscuit upholstery.**XK.150 "S"** type. 3.8 litre engine. Drop head coupe. Carmen Red with Black upholstery. Black hood.**Mark IX**. Automatic transmission. Cotswold Blue with Biscuit upholstery. Bucket seats.

Demonstrations without obligation anywhere in Great Britain with the following cars:— 1960 Mark IX Automatic. 1960 XK.150 "S" type 3.8 litre Roadster

FIELDS ENGINEERING COMPANY (CRAWLEY) LTD.

"First in the FIELD with XK"

86-92 HIGH STREET, CRAWLEY, SUSSEX

Telephone: 25533-7

COLIN MURRAY LIMITED

Sole
IMPORTERS & CONCESSIONAIRES

FOR THE NEW

Maserati

3500 G.T.



BEACH ROAD
FLEETWOOD
LANCASHIRE

TEL: 2752

Classified Advertisements—continued

ENGINEERING SERVICES—continued

JACK BRABHAM (MOTORS), LTD.,
now offer

COMPLETE ELECTRONIC CRANKSHAFT BALANCING SERVICE.

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

248 Hook Road,
Chessington, Surrey.
ELMbridge 4808.

DON PARKER MOTORS for—racing car jacks, trailers, rack and pinion steering, 43-tooth clutch sprockets. Hubs resplined, machining, welding, chassis and engine overhauls.—1A Sangora Road, S.W.11. BATtersea 7327.

ENGINES

FULL RANGE of special parts and modifications for "A" series and Ford 105E Junior engines, as used in prominent works cars. Dynamometer facilities for testing and tuning. Now available, plus .060 "A" series Dykes ringed special pistons by H. & G. Limited quantity.—Ted Martin, Alexander-Martin Developments, Thame Road, Haddenham, Bucks. Haddenham 345-6.

S. H. RICHARDSON & SONS, LTD., the M.G. Specialists, offer: M.G. factory rebuilt engines, every model, post-war ex-stock. Special 24-hour service. H.P. terms on all major work.—Moor Lane, Staines. Colnbrook (CN 8) 2258.

2.2-LITRE Climax Twin-Cam engine, completely rebuilt at Climax works. Centre main modified by Jack Brabham and unused since, complete with new twin-plate clutch. £1,350.—Philip Scragg, Sylfaen, Alderley Edge, Cheshire. Tel.: Macclesfield 5242, office hours.

MISCELLANEOUS

AUSTIN-HEALEY BN1 spares. Gearbox with overdrive, camshafts, crankshaft, brake assemblies front, stubs, hubs, brake drums, steering wheels, BN2 brake drums, 100/6 clutch housing.—Geoff. Keys' Autos, Stone, Staffs.

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

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

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

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

PERSONAL

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

WANTED.—Experienced navigator also able co-drive, National and selected International rallies. Hot Sprite.—Box 3569.

PHOTOGRAPHS

WANTED URGENT.—Action shots of Lotus Elite, following meetings: No. 133 at Rufforth, 16.4.60; No. 125 at Goodwood, 7.5.60; No. 93 at Mallory, 21.5.60; No. 75 at Goodwood, 6.6.60. Cash sent for all prints.—Box 3565.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

If you want to know how to make a Volkswagen or Karmann Ghia really motor, drop a line to Rally Equipment for details of their Express twin carb. conversion kit.

RALLY EQUIPMENT, LTD. (As),

295 Edgware Road,
Colindale, N.W.9.
COLindale 3633/3840.

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

ROADSPORT EQUIPMENT. The only Midlands Rally Accessory Specialists. Write for free illustrated catalogue.—Roadsport Equipment, Old Dalby, Melton Mowbray, Grid Ref. 122/654222.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Dollis Hill 7222.

SHOCK ABSORBERS

DO YOU KNOW Telafo are the best Dampers in the World? Obtainable at most Garages. In case of difficulty write to Telafo, Ltd., Radway Road, Solihull, Warwickshire.

KONI telescopic shock absorbers, fully adjustable for wear, guaranteed for 12 months or 20,000 miles, used by leading rally drivers, fitted as original equipment, BMW, Frazer-Nash, Porsche and Ferrari cars and Douglas 4/4 Pathfinder.—For details write sole concessionaires, Postland Engineering and Trading Co., Ltd., Dept. 14, Crowland, Peterborough, Northants. Phone: Crowland 316-7.

Continental TYRES

FAMOUS THROUGHOUT THE WORLD FOR HIGH
QUALITY AND OUTSTANDING PERFORMANCE.

Original equipment on Mercedes-Benz, Porsche, etc. CONTINENTAL SUPER RECORD—An outstanding tyre for use on high performance cars. Unique tread design gives superb roadholding on all surfaces. Available from stock in sizes:— 6.40 x 13, 5.90, 6.50 x 15, 5.00, 5.25, 5.50, 6.00 x 16. Full particulars sent on request.

ALSO STANDARD & WINTER TYRES.

Official Distributors:—

CONTINENTAL TYRE SALES, WEST LONDON
2, Chester Close, Chester St., S.W.1. SLOane 8943
NORTH LONDON—306, Seven Sisters Road,
Finsbury Park, N.4. CANonbury 1131

LES LESTON'S

Overalls £5, Trousers only 55/6, P & P 1/6. Racemaster Helmets £5.17.6, P & P 2/6. G.P. Gloves 25/-, P & P 1/-. Transfers:—Circuits 1/-, Crossed Flags 9d. and 6d., Scud Ferrari 1/6, P & P 3d. Write for our free list of Racing and Rally equipment. We are also able to supply a comprehensive range of conversions.

SPEEDWELL — ALEXANDER — DERRINGTON
that can be fitted on the premises.

NORTH LONDON SPEED SHOP

LET US SELL YOUR CAR

Free use of our Showroom — Free Maintenance
H.P. Terms Arranged — Very Low Commission Rates

CIRCUIT MOTORS LTD.

101 High Rd., Tottenham, N.15 Stamford Hill 6500

Open until 7.30 p.m. Mondays and Fridays

Write or call for brochure:

THE SPRITE CENTRE PADDY GASTON

215, Richmond Rd., Kingston
Tel: Kingston 3288

NATIONAL BOLTON RALLY

13/14 AUGUST, 1960

B.T. and R.D.A. GOLD STAR
and
R.A.C. CHAMPIONSHIP EVENT

- ★ £150 IN CASH PRIZES
- ★ AWARDS TO BEST TEN
- ★ AWARDS TO BEST TWENTY
- ★ AWARDS TO CLASS WINNERS
- ★ AWARDS TO ALL FINISHERS

Organised by the
BOLTON-LE-MOORS CAR CLUB

Regulations from
P. YOUD, Esq.
13 BROADSTONE RD., BRADSHAW, BOLTON
Tel: EAGLEY 1837

THE **ONLY** ONE IN THE **WORLD**
TAUNTON MOTOR CLUB PRESENTS—AUGUST 1st
NATIONAL AUTOCROSS
YOUR LAST CHANCE TO BE A PROUD ENTRANT
APPLY:—W. G. CAWSEY, 14 STATION ROAD, TAUNTON

GOLD SEAL CAR CO. LTD.

253, NEW CROSS ROAD, S.E.14

Telephone New Cross 7433 and 3980

South London's Leading Sports Car Specialists

- £965 Aston Martin DB2.** Red. 1952. Servo-assisted brakes, chrome wire wheels, radio, heater, etc. Faultless condition throughout.
- £765 Triumph TR3A.** Black/red interior. An immaculate low mileage car.
- £695 M.G.A.** fixed-head coupe. 1957. Fitted radio, heater, wing mirrors, etc. Superb.
- £645 Triumph TR3** 1957 model. Three-speed overdrive, disc brakes, twin spots, etc.
- £625 M.G.A. Roadster** 1956 model. Polychromatic blue. Detachable hardtop, soft top, wire wheels, radio, heater, luggage rack, twin spots, wing mirrors, head lamp, stone guards. Extremely fine order.
- £535 Berkeley B105.** 692 c.c. 2-seater sports. Red/beige interior. Works mileage only. Luggage rack. Hardtop available.
- £525 Austin-Healey 100.** Blue/ivory. Heater, spotlights, wing mirrors. Very good condition.
- Triumph TR2.** 1955. Two outstanding cars from £495.
- £495 Austin-Healey 100.** Red. Fitted several extras.
- £445 Morgan Plus 4** 4-seater sports 1954 Vanguard unit. Black/red interior. Extremely good condition.
- £415 M.G. TD 1951.** Black. Luggage rack, heater, spotlights, wing mirrors. Recent bills for over £50 available.
- £375 M.G. TD.** Cream. 1950. Tonneau cover, badge bar, etc., immaculate.
- £325 Jowett Jupiter 1952.** Fase 3 crankshaft, metallic green. History over past years available. An outstanding car.
- £265 B.M.W. Frazer Nash.** Close-coupled 4-seater sports saloon. Superb in light blue cellulose. Many extras.
- £265 M.G. TC 1948.** Blue. Very good condition throughout.
- £145 M.G. TA Tickford 1939.** Red. Occasional 4-seater drophead. Very good condition.
- £95 M.G. L type** 2-seater sports. Red.

GOOD SPORTS CARS WANTED FOR CASH

Hire Purchase as low as 1/5th deposit.
Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

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

SHOOTING STICKS

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

SITUATIONS VACANT

MECHANIC, enthusiastic and intelligent, preferably with Jaguar knowledge, required by Duncan Hamilton & Co., 33 High Road, Byfleet. Byfleet 3101.

SITUATIONS WANTED

SALESMAN, 19, trainee with Rootes Group distributors, requires position with sporting garage. References.—D. J. Barlow, Castle Acre, King's Lynn, Norfolk.

SPARES & ACCESSORIES

FOR Lotus XI: rear body section; complete rear axle assy.; four new wire wheels; discs; new pads; seats; instruments.—Aberg Engineering, Fair Oak 224, Hants.

M.G. TWIN-CAM spares. Steering wheel, air filters, ram pipes, brake pads, exhaust pipe and silencer, standard ratio gears, and many other items. All virtually new. TD cylinder head, c.w. valves and springs, new hub caps for Magnette, lightweight 12-v. battery.—Needham, Station House, Belper, Derby.

SUPERCHARGERS

CREAMER for Shorrock's Superchargers and Healey Speed Equipment. Sales, service and tuning.—R. A. Creamer and Son, Drayson Mews, Holland Street, Kensington. WEstern 1275.

MARCHAL Supercharger complete with carbs. and fittings, TD M.G. Perfect condition. Offers?—Duthie, 32 Cairnrodie, Peterhead, Aberdeenshire.

TUNING SERVICE

LIGHT ALLOY SPORTS EQUIPMENT TWIN-CARBURETTER MANIFOLDS,

light alloy castings, to fit all series A B.M.C. engines including Mini-Minors and new A7s, £4. The 1 1/2 ins. bore of the twin manifold is standard size and only one additional carburetter is needed to make the conversion. We can supply this or in pairs according to customers' requirements. Pancake air filters suitable for the above are available. Or if additional performance is required our Bell Mouths which are profile turned in light alloy costing 25s. are recommended.

LIGHT ALLOY ROCKER COVERS

to fit B.M.C. series A type engine, £3 4s.; B.M.C. series B type engines, and Ford 105E, £4 5s.; Standard 8 and 10 and Triumph Herald, £4; Triumph TR2 and TR3, £6 5s.; M.G. XPAG type engines, £4 16s. For further details send stamped addressed envelope to:

THOMAS & KING,

177 Coulsdon Road, Caterham, Surrey.

Tel.: Caterham 3921.

ALL TYPES of conversions supplied and fitted. High-speed tuning, general service and overhauls speedily executed.—Speed Conversions, 32A Lancaster Mews, W.2. Tel.: PADdington 2108.

SUPERTUNE, LTD. Tuning, race and rally preparations, service, repairs, performance conversions.—2A Pindock Mews, Warwick Avenue, London, W.9. CUNningham 9040-8314.

WANTED

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

ROWLAND SMITH'S the car buyers. Highest cash prices for all makes. Open Monday/Saturdays 9-8, Sundays (for viewing) 10-1.—Hampstead High Street (Hampstead Tube), N.W.3. HAMpstead 6041.

WANTED.—Austin-Healey BN2. —Fletcher, Corner Cottage, Crawley, Winchester, Hants. Phone: Sparsholt 438.

WANTED.—Two or three late type cars, suitable for entering in the Formula Junior class racing. Fair market price paid. Apply:—The Secretary, A. L. Wilkinson (Racing Cars), Limited, 649 High Road, Tottenham, N.17.

WANTED.—1100 single-cam Coventry-Climax engine, Stage II. No fancy prices.—Box 3572.

NEW CARS FOR SALE

AUSTIN-HEALEY

AUSTIN-HEALEY Sprite, finished iris blue, extras, immediate delivery.—Fairhead & Sawyer, Woodbridge, Suffolk. Telephone 937-8.

FORD

ADLARD MOTORS, LTD., Acre Lane, S.W.2. Main Ford Distributors. Consult us for delivery of all Ford models. Overseas residents' enquiries welcomed.—Export Dept., BR1xton 6431-2-3-4-5-6.

GOGGOMOBIL

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

RENAULT

TRY the amazing DAUPHINE. Gordon King Motors, Ltd., Renault Distributors. South London's Centre for Renault. Floride and Dauphine demonstrations without obligation. Most models in stock. Alexander twin carburetter conversions and Mangoletsi manifolds supplied from stock.—Gordon King Motors, Ltd., Mitcham Lane, Streatham, S.W.16. STReamtham 3133-5.

TRIUMPH

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

VOLVO

CLAND & TABOR, LTD., Welwyn By-Pass, Herts. Telephone: Welwyn 481-2-3. Distributors for Hertfordshire of the sensational new VOLVO 122S. Demonstrations with pleasure, delivery from stock. Our showrooms are open seven days a week.

ALEXANDER

Do you realise that Alexander Engineering has more experience and a finer range of conversions than anyone in the world?

IS YOUR CAR LISTED BELOW? If so, just tick the model you are interested in, tear out this advertisement and write your name and address in the margin. We will send full details by return.

Austin	*Seven, A30, A35, A40, A50, A55, A90, A95, Metropolitan.
Ford	100E, Consul, Zephyr, Zodiac.
Healey	Sprite. Hillman Husky, Minx.
M.G.	M.G.A., Magnette.
Morris	*Mini-Minor, Minor, Cowley, Oxford, Isis.
Renault	Dauphine.
Riley	One-point-five, 4/68.
Simca	Singer Gazelle.
Standard	8 and 10. Sunbeam Rapier I & II.
Triumph	Herald. Vauxhall Victor.
Wolseley	1500, 15/50, 15/60.

* A three-branch exhaust manifold, together with straight-through silencer and larger diameter tail pipe, is now available for converted models.

ALSO anti-roll bars for A30, A35, A40, B.M.C. Farina range B series. Standard 8 and 10. Laycock de Normanville Overdrives for Husky, Minx, Gazelle, Rapier, 1A55, 1Oxford, Ford 100E.

† Steering column gear change only.

SERVO POWER BRAKES for all cars.
DE CARBON OLEOPNEUMATIC shock-absorbers.

CAMSHAFTS super sports and road racing for popular cars.

CROSS-FLOW ALLOY CYLINDER HEADS for A and B Series B.M.C. cars.

ALEXANDER ENGINEERING CO., LTD.,
Haddenham, near Aylesbury, Bucks.
Telephone: Haddenham 345.

London Branch:
Alexander-Motortune, Limited,
6 Adam and Eve Mews,
Kensington High Street, W.8.
Telephone: KNightsbridge 7771.

THE FIRST AND ONLY JAGUAR XK CENTRE
OF GREAT BRITAIN

FIELDS OF CRAWLEY

offer a selection of cars from their stock of used
Sports and Performance cars

1958 August KARMANN GHIA VOLKSWAGEN coupe. Finished in duo tone green over bamboo. Full certificated history from new. 24,000 miles only. Over £300 worth of extras installed, including Judson supercharged engine, Blaupunkt push button radio, American double type bumpers, special grille, sun visor, draught deflectors, central armrest, Koni shock absorbers, wing mirrors, rimbells and a host of others, making the car an extremely attractive and desirable specimen. All this for only **£925**

1959 October AUSTIN HEALEY SPRITE. Fitted with all the usual extras, including heater, radio, wing mirrors. Supplied new by us nine months ago and serviced by us throughout since new. **£595**

1959 series M.G.A. Twin Cam roadster. Red with red upholstery. New factory engine fitted 5th May, 1960. Extras and spares too numerous to mention. Please write for full details.

1958 series LOTUS ELEVEN series II, model 85 Le Mans. Wishbone front suspension, De Dion rear. Discs all round, outboard front, inboard rear. Coventry Climax engine recently de-tuned to stage II for road use. Car can be supplied in stage III form if desired. **£795**

1959 JAGUAR XK 150. Drop head coupe. Special equipment model. Finished in ivory with red upholstery and a black hood. **£1,545**

1959 ASTON MARTIN DB-2.4 Mark III. Fixed head coupe. Peony red with natural upholstery. Fitted with a number of extras. Realistically priced. **£2,425**

1958 JAGUAR Mark VIII. Two cars available. Both automatic, both duo grey, both fitted with numerous extras, both one owner cars. Both nominal mileages. Available at very reasonable prices. Please write for details.

FIELDS ENGINEERING COMPANY (CRAWLEY) LIMITED

First in the Field with XK

86-92, HIGH STREET, CRAWLEY, SUSSEX
Telephone 25533 (Five lines)

See separate advertisement for new car availability

DRIVING *for* SPORT

by *Martyn Watkins*

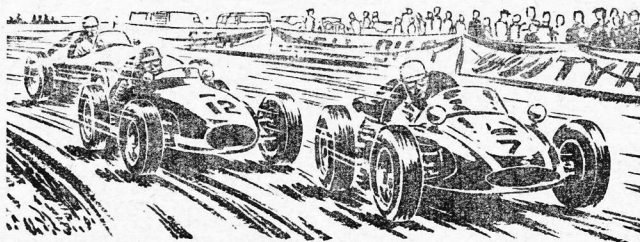
This book is intended to give the newcomer an indication of what motoring competition is all about. The contents include chapters on Club Racing, British Circuits, Rallying, Trials, Vintage and Veteran, Sprints and Hill-Climbs, Auto-cross and Driving Tests and Organisation of club events.

80 pp plus 24 pp illustrations
Price 7/6d. (8/3d. post paid)

From all booksellers or direct from the publishers,

AUTOSPORT

159 Praed St., London, W.2



1st Meeting on the New Circuit SILVER CITY INTERNATIONAL FORMULA 1 TROPHY

Organized by the British Racing & Sports Car Club

GRAND PRIX LINE-UP

ADVANCED BOOKINGS

Grandstands:—Main—
Paddock Hill—Little
Britches - - 30/-
Portobello - - 22/6
Children - - 10/-
Car Park - - 10/-
Motor Cycles - 2/6

From Brands Hatch Circuit Ltd.,
Fawkham, Kent
Tel.: West Ash 331

BRANDS HATCH

A20 ROUTE
Nr. FARNINGHAM, KENT

AUGUST BANK HOLIDAY

12.30 p.m. Practice 10 a.m.



repairs
sales

MG enthusiasts!
spares*
service

MILL GARAGE

W. JACOBS & SON LTD.
CHIGWELL ROAD, LONDON, E.18
Telephone: WAN 7783/4/5

*prompt C.O.D.
service

SOLELY M.G. CARS — SALES AND SERVICE



Hounslow
2238 & 3456

OFFICIAL



STOCKISTS

TOULMIN MOTORS FOR YOUR M.G.

**SALES
SPARES
REPAIRS**

New Models always in Stock.
A small select stock of second-hand cars.
A large comprehensive stock of spares for all models. C.O.D. service available.
Reconditioned engines in stock from late Magnette to early J type, immediate fitting service.

343 Staines Road, Hounslow, Middlesex
PHONE OR WRITE ★ 7 P.M. WEEKDAYS ★ ALL DAY SATURDAY

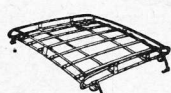
VICTORIA MOTORACKS *FOR HOLIDAYS AT HOME OR ABROAD*



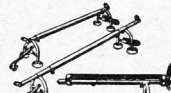
Traveller



Expanding



Superlite



Dinghy



Ladder



Clip and Pad



Low Line Continental



Tail



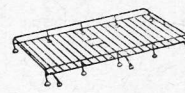
Citroen ID & DS



Low Line



Claw



Commercial

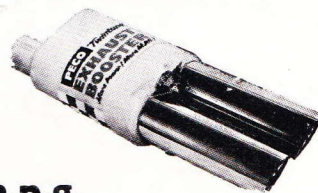
HANDSOME, STURDY & SAFE RACKS!

VICTORIA MOTORACKS LTD.

Obtainable from your Garage or
write for illustrated leaflet to:

35a BESSBOROUGH PLACE, LONDON, S.W.1. VICTORIA 2211 (20 lines)

**BRITAIN'S LEADING
ROOF RACK
MANUFACTURERS**

PECO**EXHAUST BOOSTER
TUNING UNIT****for EXTRA power and EXTRA m.p.g.**

The Peco Twintune Exhaust Booster Unit is not merely a powerful looking accessory, extractor or ejector. The unit was in fact patented and developed purely by the engineers of the group of industrial companies of which Performance Equipment Co. Ltd., is a member. Extensive research was involved, using the latest oscillograph and electronic equipment and the unit is fully protected against ANY imitations involving the working principle or any essential part of the design by BRITISH PATENT No. 798774 and Foreign Patents pending.

By neutralising the pulsatory back pressure which occurs in every exhaust pipe and which affects performance and fuel consumption, the Peco Tuning Unit enables the engine to give the best performance of which it is capable.

Write now for fully illustrated colour leaflet

LOOK FOR THE PECO WINGS

**PERFORMANCE EQUIPMENT COMPANY LTD****TOWER BUILDING · WATER STREET · LIVERPOOL 3**

· Tel: **CENTRAL 9626 (4 lines)**

**THE WORLD'S FINEST RACING & RALLY EQUIPMENT****Rallymaster Jacket**

Completely wind and water-proof. Sizes: Small, Medium, Large, X Large. Colour: Dark Blue. **£8.10.0.** XX Large (46" Chest) **£9.7.0.**

WALTHAM STOP WATCH

(ex-W.D.)
1/2 sec. fully jewelled.
12 months' guarantee.
75/-

Also available
Lemania 1/10 sec. **75/-**

DYNAMIC BALANCING CRANKSHAFT FLYWHEEL & CLUTCH

**72 HOUR SERVICE
£4-10-0**

"CARLOTTI"

wood rim steering wheels
15" **£5.12.6**
16" **£5.17.6**
Adaptor bosses **£2.17.6**
For all popular makes.

Jaeger-Le-Coultré Chrono-Stop Clocks 8-day

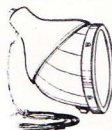
12 months' guarantee. **£15**

"WALPRESS"

Continental Speed Mirror—flat or convex glass—fully adjustable. **37/6**

G.P. DRIVING GLOVES

Cape leather palms, net backs, tipped fingers. All men's and women's sizes. **25/-**

HELPHOS WINDSCREEN SPOT LAMP

69/6 6 or 12 volt. Black, Blue or Ivory.

8-DAY DASHBOARD CLOCK

By Smiths, Elgin, Waltham, etc. 12 months' guarantee. **57/6**

RACEMASTER HELMET

As worn by Jack Brabham, Bruce McLaren, Roy Salvadori, etc.
£5.17.6
Peak 8/6 Visor **£2.17.6**

STANDARD HELMET

£5.17.6
Peak 8/6 Visor **£2.17.6**

SELF ADHESIVE NUMBERS AND LETTERS

White index reg. letters and numbers 8d. each. Black background 1/3. Complete set front and rear 10/6. Racing numbers 1/6 each (Black or White). Background circles 3/6 each.



★ Ordnance Survey Maps 1" folded paper 4/6 each.

★ Blackwell Calculators Mk. I, 14/6.

★ Halda Speed Pilots Mph or Kph 19 gns.

★ Map Markers 4 doz. assorted colours 2/6.

★ Map Measurer/Compass 10/6.

★ Alderson Safety Belt (complete harness) 35/-.

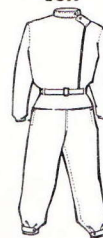
★ RKN Safety Belts (complete harness) 4 gns.

★ Britax Safety Belts (Diagonal) 4 gns.

★ All the latest Motoring Books.

FLAMEPROOF OVERALLS

Finest poplin, all sizes. Blue, Green, Black, White, Red. Colours: Dark Blue, Green, Maroon. **£5, Trousers 55/6.**

WATERPROOF 2 PIECE DRIVING SUIT

Essential for British Racing. Sizes: Medium and Large. Colours: Dark Blue, Green, Maroon. **£4.10.0.**

We are agents for.

- DOWNTON Conversions
- WILEN Conversions
- L.M.B. Ford Suspension
- G.N. Manifold Systems
- HANHART Stop Watches and Timing Equipment
- CRYPTON Electronic Rev Counters
- ASHLEY SPRITE HARD TOPS

VISIT OUR NEW SHOWROOMS:

LES LESTON LTD., 314 HIGH HOLBORN, LONDON, W.C.1 • Phone: CHAncery 8655

NEVER

start
something
you
can't
stop



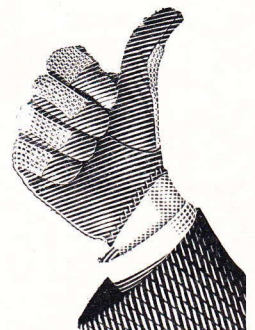
See your brakes have Ferodo Linings!

THINK ABOUT IT. Could you honestly say that in an emergency you could rely on your brakes to pull you up safely every time? Remember, brake linings wear so gradually that, until an emergency occurs, you don't realise just how bad your brakes are. Be sure, have them tested regularly and always insist on Ferodo Anti-Fade Brake Linings.

See your garage about

FERODO
ANTI-FADE BRAKE LININGS

Ferodo First



FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation

