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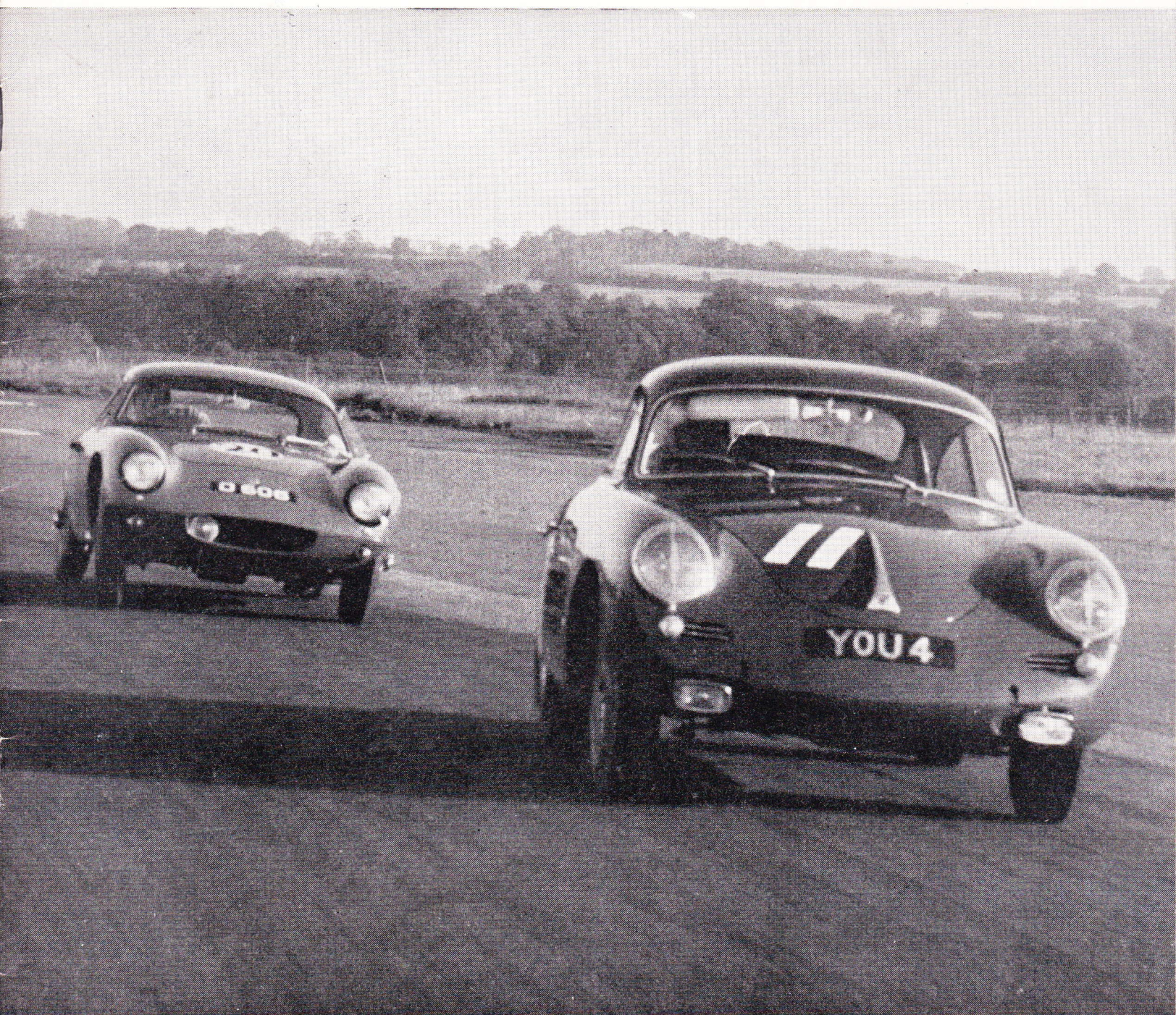
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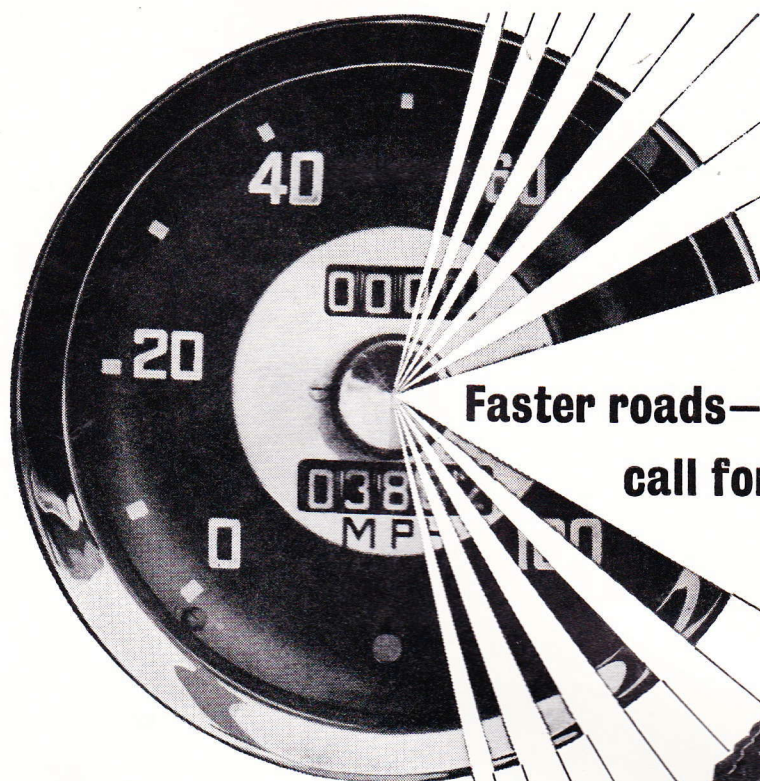
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN BOLSTER TRIES THREE FERRARIS : JACK BRABHAM'S HERALD-CLIMAX
THE AUTOSPORT "THREE HOURS" AND LOMBANK TROPHY RACES—FULL REPORTS



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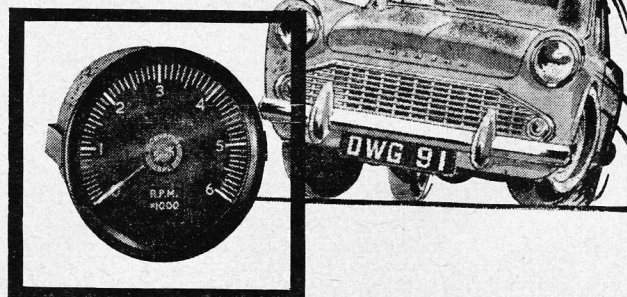
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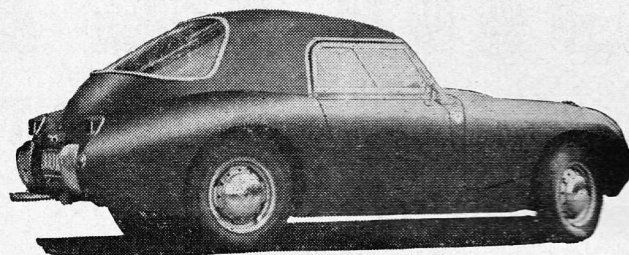
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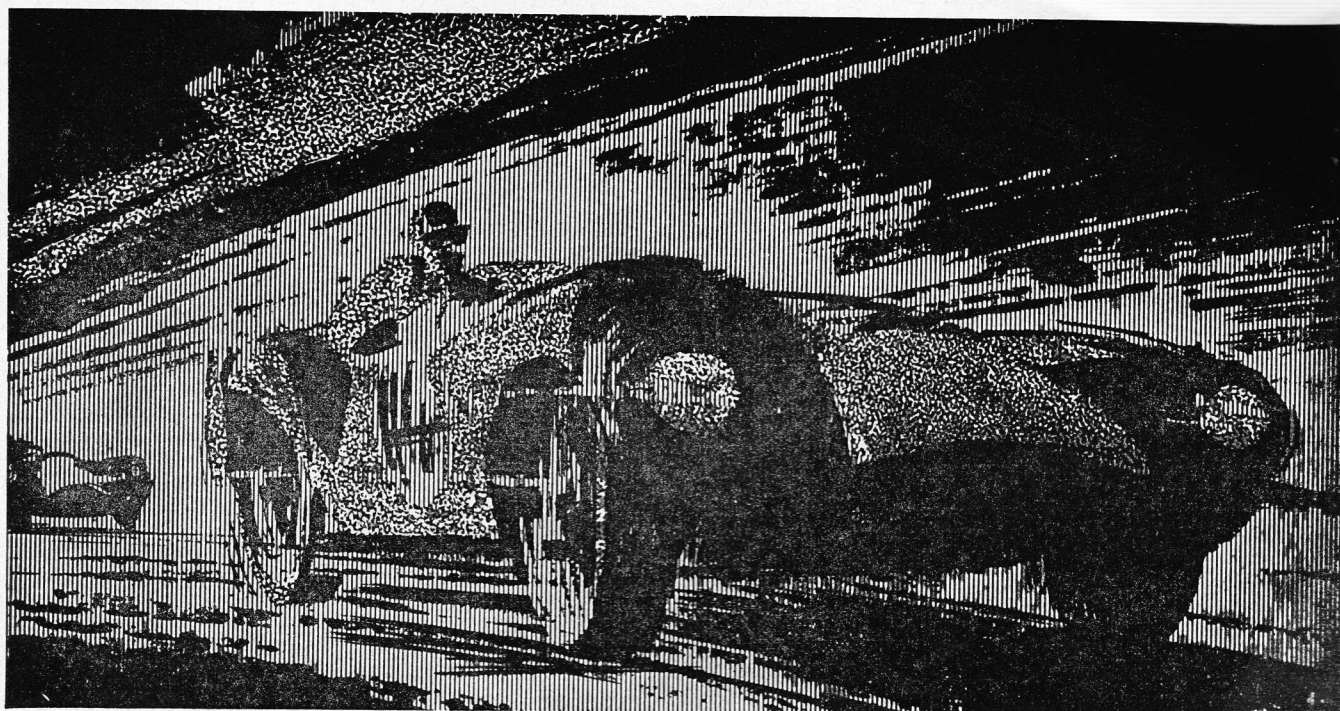
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 13

September 23, 1960

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EDITORIAL

A FIRST-CLASS "THREE HOURS"

LAST Saturday's International meeting at Snetterton was a huge success in every way, with records going by the board in the Trophy race, and an exciting Porsche versus Lotus Elite duel in the now classic final of the AUTOSPORT Championship, the "Three Hours" race. Dick Stoop, the 1959 co-winner, was victorious in the race itself, but the 1960 Champion is Chris Summers (Elite), who finished up just one point ahead of Paddy Gaston (Sprite), winner of the 1,000 c.c. class. To Julian Sutton and his veteran Austin-Healey went the big car category, and the team award was gained by the Lotus Elites. In fairness to the two other classes, it must be pointed out that by a cruel trick of fate, the up to 1,600 c.c. class had an extra race, and naturally were given the chance to score additional points, denied to the others when the Mallory Park event was cancelled on 31st July. Outstanding performances in the "Three Hours" came from the Twin-Cam M.G.s of Alan Foster and Tom Bridger, who finished third and fourth overall. In the Formula 1 Lombank Trophy race, B.R.M. were foiled in their efforts to register a victory, by Team Lotus, whose Innes Ireland and Jim Clark scored a one-two, the latter setting up a new circuit record of 105.3 m.p.h. On the whole it was a great day for Colin Chapman and his men, with Peter Arundell winning the Formula Junior race in a Lotus-Ford. Another lap record to be broken was in the Formula 2 section, the new holder being Jack Lewis in his Cooper-Climax. It was rather a disappointment that neither the Lotus-Vanwall nor the fuel-injected B.R.M. were able to start, the former after trouble in training, and the very interesting Owen car with minor bothers just before the start of the race. This left both Tony Brooks and Dan Gurney without a drive.

BLUEBIRD

LAST week's talking point was the inexplicable accident to Bluebird at over 360 m.p.h. on the Bonneville Salt Flats, and the miraculous escape of the courageous Donald Campbell. It means that the attempt to break the late John Cobb's 13 years old record will be postponed for yet another year, and that there is a strong possibility that the record may yet be captured by California's Mickey Thompson, who has already registered over 406 m.p.h. one way, with his four-engined device. This would be a bitter blow to Campbell and the people behind Bluebird, but AUTOSPORT is certain that they would be the first to congratulate Thompson, whose efforts have gained for him the admiration of everyone. His will probably be the last attempt on the Land Speed Record with a piston-engined machine and, if successful, will have immense publicity value to the United States automobile industry, who might suddenly find a way to ignore the so-called Detroit agreement!

OUR COVER PICTURE

HAMMER AND TONGS: Fighting out the lead in the AUTOSPORT "Three Hours" race for series-production sports cars at Snetterton on Saturday, Dick Stoop's Porsche leads Chris Summers (Lotus Elite) through Riches in the long shadows of a late summer afternoon.



SNETTERTON NOTES

CIRCUIT CHATTER: AUTOSPORT H.Q. for the Snetterton week-end was the Anchor Hotel, Thetford, where mine host Neville Bishop and his wife put themselves out to make everyone comfortable and ensure excellent food. It was so crowded that J.V.B. had to sleep in the bar! . . . Frank Owen and Judy Good did a splendid job in the AUTOSPORT marquee on race day, entertaining guests including entrants, trade folk, officials, drivers and pressmen. . . . Saturday's programme was rounded up by the big party given by Shireen and Mike McKee at their new home near Norwich. . . . For the first time Snetterton had TV (Anglian) and B.B.C. sound coverage for a meeting. . . . Very busy people were the caterers, and John Ogier's set-up barbecued untold numbers of chickens. . . . Paddy Gaston, one of those who sought to have the Class B Mallory Park results nullified, ended up by voting against his own proposals at a special meeting held last Friday evening. . . . Three Hours winner Dick Stoop used three of the Dunlops he raced on in the T.T., which was also of three hours' duration. . . . In addition to the Alvis supplied by Stan Boshier as an official car, Maranello Concessionaires lent a beautiful grey Farina-bodied Ferrari 250 G.T. brought to the circuit by Col. Ronnie Hoare. . . . John Bolster and John Webb made an excellent job of the commentary, the last-named keeping an accurate lap chart, despite a lack of information from the sorely worked timekeepers. . . . The formula events were splendidly covered by Snetterton regulars, Dennis Allen and Bill Barlow. . . . Courtesy of the Norfolk police was outstanding. . . . Much of the credit for the smooth running of the meeting should go to Clerk of the Course Phil Heseltine, whose presence along with Captain "Bill" Bunbury sorted out pre-race arguments as to scoring in the "Three Hours". . . . Bob Soames and his team of scrutineers worked unceasingly to ensure that all regulations were adhered to.

COURSE CAR: Gregor Grant, as one of the stewards of the meeting, does an official lap of Snetterton in the 250 G.T. Ferrari loaned by Maranello Concessionaires.

1,000 KILOMETRES MONTLHERY

ON the result of the AUTOSPORT "Three Hours" race at Snetterton, the following competitors have been invited by the A.C. de l'Ile de France to compete in the International 1,000 kilometres race for G.T. cars at Montlhéry on 23rd October: Dick Stoop (Porsche Carrera), Chris Summers (Lotus Elite) and Alan Foster (M.G.A. "Twin Cam"). Amongst applications to be considered by the selection board from the large number received are the Inter Auto-Course Ferraris of Trintignant/Schlesser, Surtees/"Loustel" and Whitehead/Taylor. Other Ferraris include Mairesse/von Trips, Gendebien/Bianchi, Seidel/X and Simon/X. Essex Racing Team have Ireland/Maggs and Salvadori/Whitmore in G.T. Aston Martins. Porsche have von Hanstein/Bonnier, and Lotus Elite Wagstaff/Allen and Carnegie/Malle. There are also a large number of applications from D.B. Renault Alpine, Alfa Romeo, and other owners. Regulations may be obtained from the A.C. de l'Ile de France, Place Vendôme, Paris.

"AUTOSPORT" RECEPTION: Three of the "customers" in our tent at Snetterton—Jim Clark (right), Innes Ireland, who appears to need support, and Ian Scott-Watson. Most officials and competitors turned up in the tent sooner or later.

SPORTS NEWS

OULTON PARK

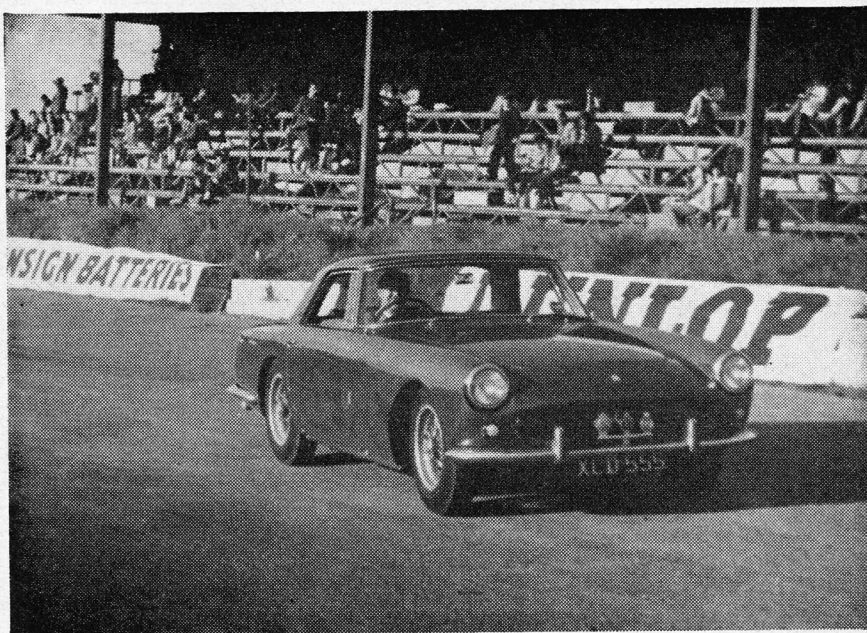
Grand Prix Turn-out for Gold Cup Race: Full Teams from Lotus, Cooper and B.R.M.: Moss in Walker's Lotus

THE Mid-Cheshire M.C. have received a fine entry for the Oulton Park International Gold Cup meeting on 24th September. The Formula 1, 60-lap race has attracted top-ranking drivers from Cooper-Climax (Brabham, McLaren), Team Lotus (Ireland, Surtees and Clark), Lotus (Moss), Yeoman Credit Coopers (Taylor, Halford), B.R.M. (Hill, Gurney, Bonnier), Centro-Sud (Trintignant, Gregory—Cooper-Maseratis, Burgess—Lotus-Maserati), Cooper-Ferrari (Scarlatti, Munaron), Roy Salvadori will be in the Atkins Cooper, David Piper in a Lotus, Brian Naylor in his J.B.W.-Maserati, and Geoff Richardson in his Cooper-R.R.A. Jack Brabham has entered Ron Flockhart in a Cooper.

Starting at 2.45 p.m., this race is bound to be a thriller from start to finish. Oulton Park is said to favour Lotus, but the latest Coopers have not yet been seen on the fine Cheshire circuit. Moss will be all out to see what he can do about Ireland & Co., and B.R.M. hope to have the new car sorted out for Graham Hill to drive.

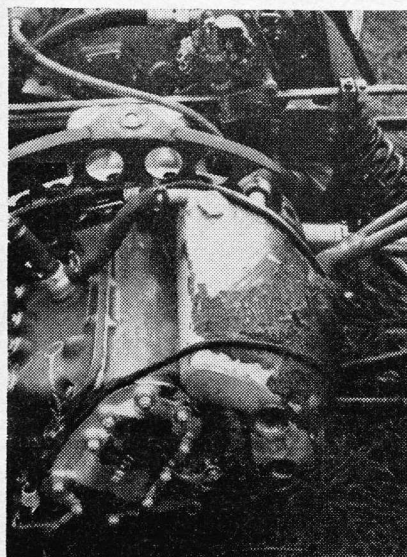
World Champion Jack Brabham will have his work cut out to carry on his amazing sequence of F1 wins.

So great has been the entry for the Formula Junior race that it has been split into two 19-lap heats at 1.30 p.m. and 5 p.m. Here again we have all the makings of a superb race, with such names as Clark, T. Taylor, Arundell, McKee, Parnell, Walker (Lotuses), H. Taylor, Surtees, Ballisat (Coopers) and D. Taylor (Lola).

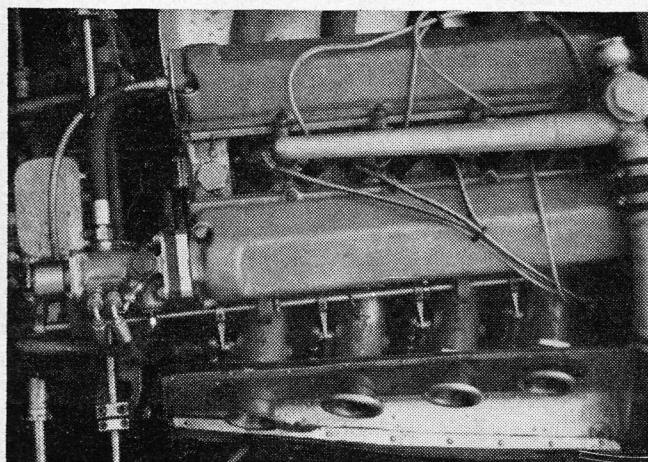
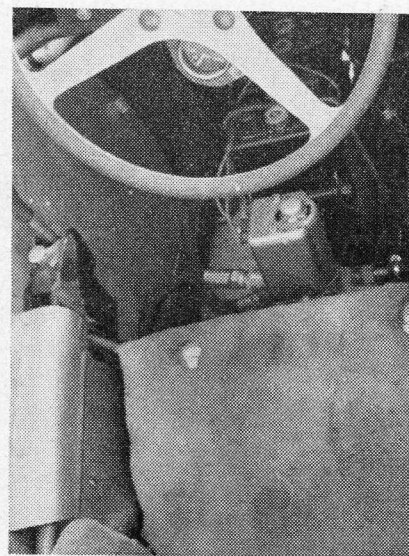


The New B.R.M.

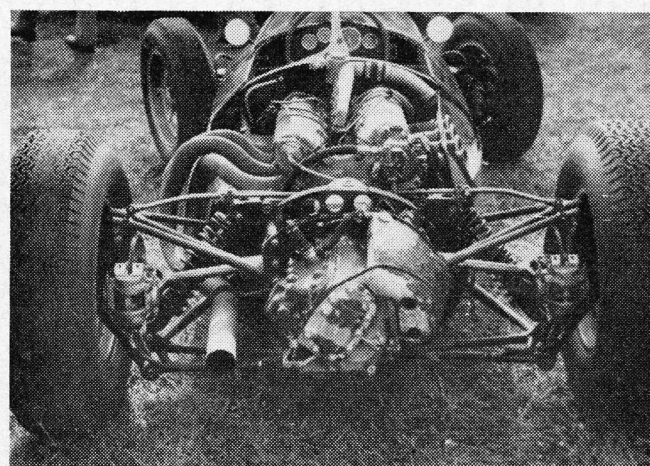
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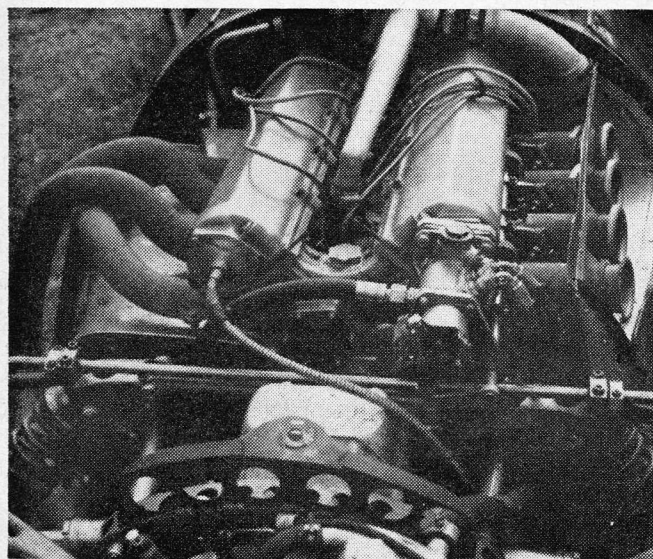
LEFT: The separate saddle tank to lubricate the five-speed gearbox. Note the air vents. RIGHT: The Lucas fuel pump is located on the floor of the cockpit, behind the battery.



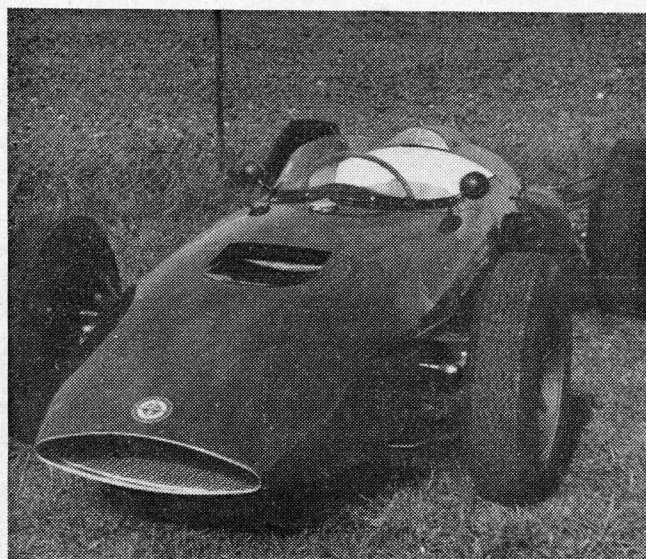
POWER UNIT: This shot of the B.R.M. engine shows the fuel injection metering pumps (on left), the air intakes, above which can be seen the throttle linkage, and the injector rack. The air intakes are "belled" out.



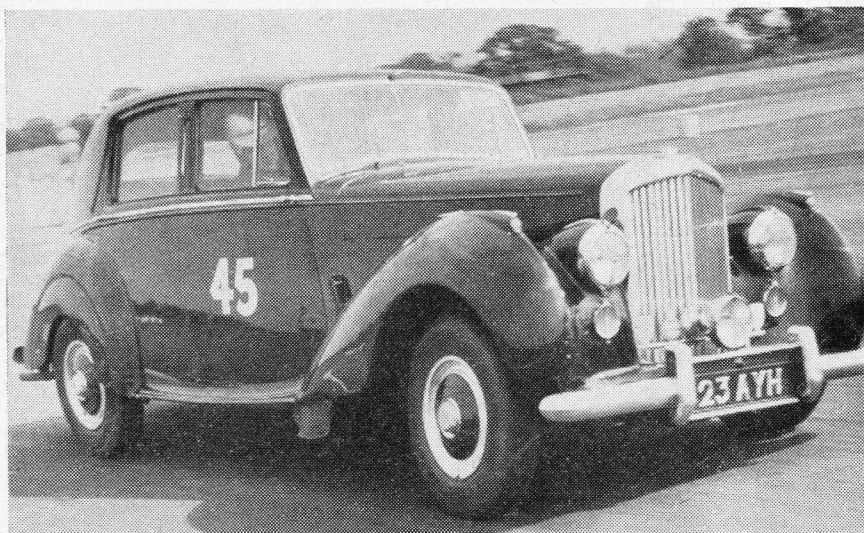
STERN VIEW: The new "low-level" rear suspension features enclosed Armstrong dampers and universal joints replacing the once-troublesome "pot-joints". Also new are the Dunlop disc brakes, now fitted to each wheel.



SHOWN from a different aspect, the fuel-injection metering pump is clearly visible. The compactness of the engine is very pronounced in this picture taken from the rear of the car.



THE NEW MODEL, shown here with all its "clothes" on, is noticeably lower than the 1959 rear-engined machine. It will be observed that the B.R.M. has lost its distinctive "bars" on the front air intake.



Jaguars and Bentleys

Bill Aston, John Bekaert and Gordon Lee Drive Superbly at Silverstone

A VERY pleasant meeting was held on the Silverstone Club Circuit last Saturday in glorious weather. Hosts for the day were the Jaguar Drivers' Club and the Bentley Drivers' Club, Aston Martins, A.C.s, M.G.s and Lagondas being invited along to add variety. This was a real clubman's day out and all but a very few of the competing cars were genuine road vehicles taking a breather from shopping, commuting or what-have-you. As is usual in cases like this, there was a commendable absence of nonsensical driving and the keynote was Sport with a capital S.

The programme contained eight handicaps and two scratch races, and the Jaguars (and others using their engine) set the ball rolling with a five-lap handicap. Peter Sargent elected to drive a 3.4 in place of the D-type originally entered, and this appeared to catch the handicapper napping. Leaving from the limit mark, Peter made full use of the empty track in front of him and, far from being caught, drew away from the battling pack to win unmolested. Russ Taylor made fine progress with the 3.8-engined XK 120 and was all set for a comfortable second place when the braking system turned sour on him at Woodcote within sight of the flag and he lived through a few very frightening seconds as he tried, without success, to retrieve the car from the ensuing spin. Scratch man John Bekaert seized the opportunity offered and shot through on the inside while several others sorted their ideas out, to be rewarded with a somewhat unexpected second.

A similar race for Bentleys followed and once again one car fooled the handicapper. This was the 3/4½ hybrid of J. Morley, the latest recruit to the sport from this Bentley-phile family. Harry

Rose in second place was an exceedingly lonely man but quarter of a minute later what might be described as a positive bellow of Bentleys arrived at Woodcote, someone half spun, and C. Morley's Speed Six led W. F. J. Brogden's 3-litre over the line by a nose. Mike Bradley managed fifth from scratch with, of course, fastest lap.

Another Jaguar handicap produced another last-corner spin when Albert Powell went backwards into the ditch without damage in a desperate effort to hold off Bill Aston, both having brought their 3.4s through from the scratch mark.

The next race was a composite affair for Astons, A.C.s and M.G.s, and brought with it the first appearance of Bill Aston at the wheel of the glorious DBR2 which spent a considerable time with George Constantine in the States. After a "moment" at Becketts on the opening lap, Bill really got the hang of this lovely machine and picked up six places on the last lap to win the race overall. Douglas Elwell-Smith and Bill

CHAUFFEUR DRIVEN? Not today for D. B. Hetreed (normally seen at the wheel of his Aston Martin) took his 4½-litre Bentley round in the first handicap race. He didn't come out for the second Bentley race. One helping was apparently enough!

Fowler went well with their Vintage Astons but Tony Risely, who had stayed with them, had the great misfortune to throw a rod on the last lap. Bob Staples won the A.C. section with his Ace-Bristol, in ninth place from scratch, and the winning M.G. was the limit car, a 1933 J2 belonging to M. H. Jones which held off all but two of its pursuers. It is officially credited with a lap at 71.64 m.p.h. in the hand-out, but somehow we don't quite believe this!

The 10-lap scratch race for Jaguars, etc., for the Michael Head Trophy, featured a Le Mans-type start, but nothing could keep the trophy away from John Bekaert, who was in cracking form. So also was Gordon Lee, who brought the other Lister in only just over a second to the bad. His old C-type held third place in the hands of R. H. Burke, but was nearly caught by Russ Taylor who, glorying in new friction pads by courtesy of Tony Davenport, another competitor, drove the old 120 splendidly and just managed to stay on the same lap as the winner. The "field" had a wonderful tussle throughout, but without the company of Bill Aston, who retired his 3.4 hastily at the end of the second lap when a rear spring came adrift. An amusing incident befell Gordon Williams at half distance, when one of his team-mates, W. Llewellyn, retired his XK 120 into the paddock short of Woodcote. Seeing this car go in, Williams thought the race must have finished without his knowledge, threw out all the anchors in a panic and spun off the straight!

The Lagondas had a seven-lap handicap to themselves and yet again one car, the M.45 of B. J. Edwards, took the handicapper by surprise and won in a canter. Charles Long, whose 2-litre was going gloriously and should have snatched second place on the last lap, suddenly found his engine overheating and finished in a minor key. He then had the sickening misfortune to have his car catch fire as it came into the paddock, but happily the damage appeared slight, despite the fact that the driver of the



JUST JAGUARS: At the start of the handicap race for Jags is Peter Sargent (3.4). Other cars are, (9) F. Boyd (XK 120), (8) A. J. Lambert (XK 120), (6) The Earl of Denbigh (XK 150) and (16) W. Llewellyn (XK 120).

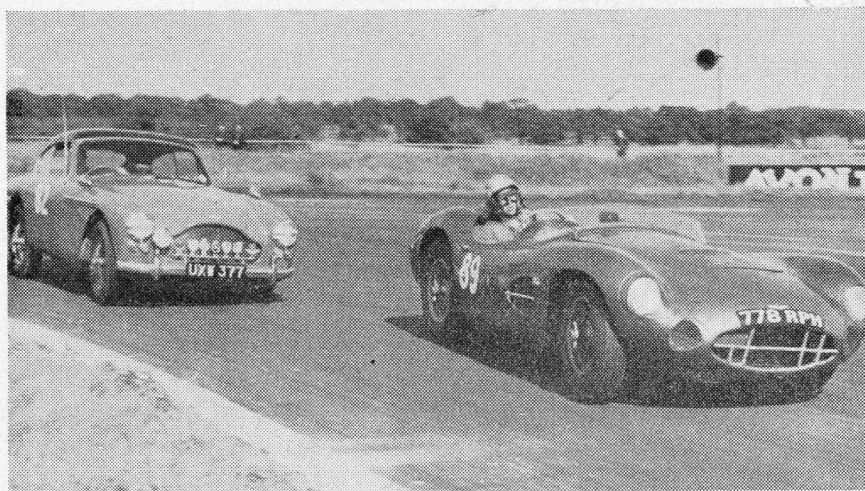
NO MISTAKING who's driving the DBR2. Bill Aston handled the big car magnificently, and was credited with fastest lap of 86.92 m.p.h. Here he passes D. Howard (DB2-4 Mk. II) at Becketts.

fire tender was interesting himself in the presentation of the Michael Head Trophy to John Bekaert at the time. Without doubt, the most spirited performance of this race was that of J. G. Fisher-White in a very elderly looking drophead 2-litre; quite how or why it got round the corners remains a mystery.

A 10-lap all-comers' handicap, in which only three cars did not have credit laps, produced another dazzling display, and another win from the scratch mark by Bill Aston in the DBR2. Aston Martins took the first three places, the 2-litre of Geoff Bishop and the International of Douglas Elwell-Smith performing splendidly and picking up places in the closing laps to fill the frame.

The Bentleys then had a 10-lapper to themselves. C. Morley's Speed Six dislodged Brogden's 3-litre from the lead, only to fall victim to the phenomenally fast 3/4 of brother "J" two laps from home. This second win by the "rookie" was notched up in spite of a re-handicap amounting to no less than 1 min. 25 secs. Mike Bradley and Gordon McDonald put their feet right through the floorboards and seared their way through the field to fill the next two places, which made a splendid spectacle.

The Aston Martins, A.C.s and M.G.s then had a 10-lap scratch race which, not unnaturally, gave Bill Aston his hat-trick with the DBR2. Even Brian Hetreed's DB3S, 63 EMU, can't live with this tremendous machine for long. Bob Staples found himself with the only A.C. on the grid, but he put everything he'd got into trying to stay with the DB3S and was rewarded with a lap in under a minute and a quarter which, so far as he knows, is the fastest ever by an A.C. on this circuit. Vernon Clark's Twin-Cam went extremely fast to win the M.G. section while C. A. Hazlam's M.G.A was locked in combat with the 2-litre Aston of R. G. E. Chamberlain, which was being driven with enormous vigour. One was just wondering whether Chamberlain was going to be tempted into overdoing it when, suddenly, it was the M.G. which had the accident, rushing off course at Woodcote and very nearly climbing the safety bank. Damage to the driver was nil, and damage to the



car was extremely slight, but it did make a few folk wonder if the bank ought to be increased in height.

The last race, another all-comers' 10-lap handicap, contained some handicapping which left practically everyone guessing and which was, in any case, altered after the one-minute board had been displayed! Realizing when the cars finally left that Bill Aston in the DBR2 no longer had the credit lap originally announced, we did manage, retrospectively, to produce a lap-chart which gave a result in agreement with the official one, but it is a trifle confusing when the obvious scratch man, in this case John Bekaert, leaves from the 55-second mark. Suffice it to say that the Lagonda of B. J. Edwards was given a start which no one could touch and that those who got nearest to doing so were Alan Gibson in the 3.8-litre XK 120, Tony Davenport with his rare-sounding XK 150S, and Russ Taylor, who was called upon to give Alan Gibson 20 secs. and managed to pull back just over five of them. These three drove splendidly but their efforts were inevitably overshadowed in the public eye by the tremendous struggle between John Bekaert, Bill Aston and Gordon Lee. The spectacle provided by these three was as good as one could possibly wish, but their reward was no better than 10th, 11th and 12th places respectively. Gordon Lee drove like a man inspired, Bill Aston handled the big car magnificently, and John Bekaert drove what was probably the hardest race of his career, pulling back five seconds from both of them and leading the trio over

the line by a clear margin. They all deserve the highest possible praise but, frankly, we cannot believe the provisional results which credit Bill Aston with the fastest lap; beat John Bekaert's old sports car record he may well have done, but we cannot see how John could fail to have recorded an even faster lap in carving off his opponent's lead. However, be that as it may, this magnificent struggle was a fitting end to a fine day.

DAVID PRITCHARD.

Results

Race 1. Jaguar, SS and Jaguar-engined Cars. Five-lap Handicap: 1, P. J. Sargent (Jaguar 3.4), 73.91 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, A. J. Lambert (Jaguar XK 150); 4, G. Lee (Lister-Jaguar). **Fastest Lap:** Bekaert, 85.89 m.p.h.

Race 2. Bentley Cars. Five-lap Handicap: 1, J. Morley (3/4-litre), 61.95 m.p.h.; 2, H. Rose (4½-litre); 3, C. Morley (6-litre); 4, W. F. J. Brogden (3-litre). **Fastest Lap:** M. J. Bradley (4½-litre) 73.46 m.p.h.

Race 3. Jaguar, SS and Jaguar-engined Cars. Five-lap Handicap: 1, B. Aston (Jaguar 3.4), 71.43 m.p.h.; 2, G. F. Williams (Jaguar 3.4); 3, R. B. Beck (Jaguar XK 150S); 4, K. Wilson (SS 100). **Fastest Lap:** B. Aston and W. A. Powell, 73.65 m.p.h.

Race 4. Aston Martin, A.C. and M.G. Cars. Aston Martin: 1, B. Aston (DBR2), 77.97 m.p.h.; 2, D. Elwell-Smith (International); 3, W. B. Fowler (Le Mans). **Fastest Lap:** Aston, 83.65 m.p.h. **A.C.:** 1, R. A. V. Staples (Ace-Bristol), 73.84 m.p.h.; 2, D. T. Sennett-Jones (A.C. Sports); 3, D. Duncan (Ace-Bristol). **Fastest Lap:** Staples, 75.97 m.p.h. **M.G.:** 1, M. H. Jones (12), 55.99 m.p.h.; 2, C. A. Hazlam (M.G.A.); 3, V. Clark (M.G.A.).

Race 5. Jaguar, SS and Jaguar-engined Cars. 10-lap Scratch: 1, J. Bekaert (Lister-Jaguar), 82.77 m.p.h.; 2, G. Lee (Lister-Jaguar); 3, R. H. Burke (C-type); 4, R. F. Taylor (XK 120). **Fastest Lap:** Bekaert, 85.18 m.p.h.

Race 6. Lagonda Cars. Seven-lap Handicap: 1, B. J. Edwards (M.45), 63.77 m.p.h.; 2, J. C. Bugler (2-litre); 3, F. A. G. Moore (M.45); 4, A. J. Loch (M.45). **Fastest Lap:** Edwards, 65.34 m.p.h.

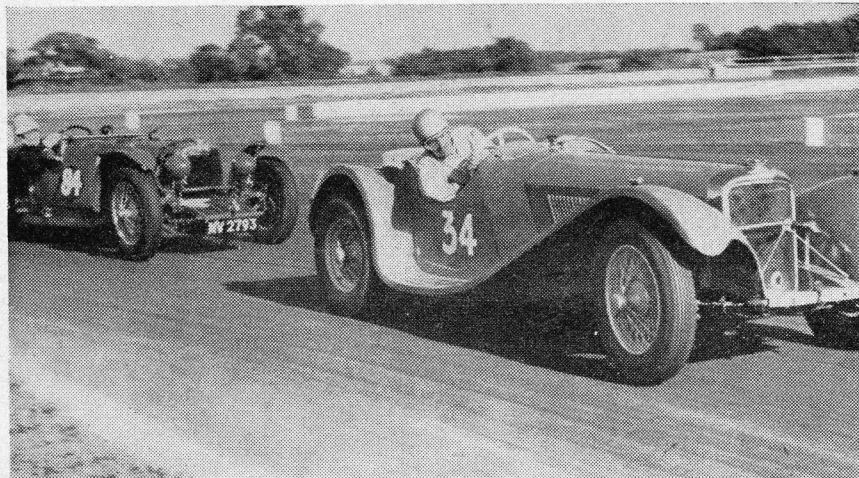
Race 7. "All-Comers" 10-lap Handicap: 1, B. Aston (A.M. DBR2), 81.79 m.p.h.; 2, G. C. Bishop (A.M. 2-litre); 3, D. Elwell-Smith (A.M. Inter.); 4, Mrs. I. N. Lambert (Jaguar 2.4). **Fastest Lap:** Aston, 83.90 m.p.h.

Race 8. Bentley Cars. 10-lap Handicap: 1, J. Morley (3-litre), 66.87 m.p.h.; 2, C. Morley (6-litre); 3, M. J. Bradley (4½-litre); 4, G. G. McDonald (3/4-litre). **Fastest lap:** Bradley, 73.28 m.p.h.

Race 9. Aston Martin, A.C. and M.G. Cars. 10-lap Scratch. Aston Martin: 1, B. Aston (DBR2), 81.65 m.p.h.; 2, B. D. Hetreed (DB3S); 3, D. Howard (DB2/4 Mk. II). **Fastest Lap:** Aston, 83.17 m.p.h. **A.C.:** 1, R. A. V. Staples (Ace-Bristol), 76.21 m.p.h. **Fastest Lap:** Staples, 77.39 m.p.h. **M.G.:** 1, V. Clark (M.G.A.), 70.57 m.p.h.; 2, E. G. Peiser (M.G.A.). **Fastest Lap:** Clark, 71.64 m.p.h.

Race 10. "All-Comers" 10-lap Handicap: 1, B. J. Edwards (Lagonda M.45), 63.61 m.p.h.; 2, R. A. Gibson (Jaguar XK 120); 3, A. F. Davenport (Jaguar XK 150S); 4, R. F. Taylor (Jaguar XK 120). **Fastest Lap:** B. Aston (A.M. DBR2), 86.92 m.p.h.

BEAUTIFULLY PRESERVED In the 10-lap handicap for all-comers, K. Wilson in his immaculate SS 100 leads from D. Elwell-Smith at Becketts.





AUTOSPORT, SEPTEMBER 23, 1960

FERRARI STABLE: Three magnificent beasts (left to right), 250 Granturismo Coupé Pininfarina, Testa Rossa and the 250 Granturismo Berlinetta. All three have the light alloy 3-litre V12 unit—but in different stages of tune.

roller chain, and the oil pump is of gear type, driven by gears from the front of the crankshaft. Sheer gears at the back of the camshafts drive the twin vertical six-cylinder distributors.

Three twin-choke downdraught Weber carburettors are fitted as standard. In its most extreme form, the Testa Rossa has six twin-choke carburettors, but these were not present on the road-tuned version which I tried. The fan has a Peugeot automatic clutch.

The Ferrari clutch is of single dry plate type, and the gearbox is fully synchronized on all four speeds. The gearbox ratios are 1, 1.256, 1.7 and 2.536 to 1. Numerous final drive ratios are available. The short central lever has a positive stop on the gate for

JOHN BOLSTER TESTS

A TRIO OF FERRARIS

MANY motoring enthusiasts, if asked their dearest wish, would express a desire to drive a Ferrari. I have recently had the privilege of being lent three Ferraris at once, and being let loose on them for a whole day at the Goodwood circuit. I am aware that some gentle readers will be saying, "Lucky old Bolster", and others will be putting the thing more strongly. It was certainly a memorable occasion, and these few notes are the result.

The three Ferraris which I sampled were all variations on the 12-cylinder, 3-litre theme. Accordingly, we can to some extent economize in space because many features are shared throughout the range. The first car I tried was the 250 Granturismo Coupé Pininfarina on the long chassis of 8 ft. 6 ins. wheelbase, which weighs 24 cwt. and develops 240 b.h.p. The second was the 250 Granturismo Berlinetta, with body by Scaglietti, which has a wheelbase of 7 ft. 10 ins. (neglecting the odd millimetre), weighs 19½ cwt. and develops 280 b.h.p. The third car was the open sports-racer, usually known as Testa Rossa from its engine type. This model weighs 18 cwt. and develops 300 b.h.p. as sold or 320 b.h.p. as raced by the works, in round figures. However, it was in road tune (what a road car!) when I tried it, and probably gave about the same output as the Berlinetta.

These cars were put at my disposal by Maranello Concessionaires, Ltd., of 18 St. Swithin's Lane, London, E.C.4. This firm was formed in April to handle the Ferrari concession, in full consultation with the Tourist Trophy Garage of Farnham, who are distributors for Surrey, Sussex and East Hampshire. Maranello hold a very large stock of

spares and their mechanics are factory trained.

The 3-litre Ferrari engine, fitted to all the models tested, is a light alloy Vee-12 with the cylinder blocks at 60 deg. The

PHOTOGRAPHY BY GEORGE PHILLIPS

bore and stroke are 73 mm. x 58.8 mm. and the compression ratio is 8.8:1 for the Pininfarina and 9.2:1 for the Berlinetta. Both versions peak at 7,000 r.p.m.

A fully counterbalanced crankshaft runs in seven Vandervell bearings, and the four-ring pistons are in wet liners. There is one overhead camshaft for each block, with roller rockers and hairpin valve springs for the inclined valves. The drive to the camshafts is by triplex

reverse. An open propeller shaft drives the spiral bevel rear axle.

A tubular chassis frame is employed. The two main tubes are straight in front but sweep up over the rear axle, and are reinforced by a central cruciform bracing. The independent front suspension is conventional, with wishbones and helical springs and a worm and wheel steering box. At the rear, the coupés have semi-elliptic springs with radius arms, and the Testa Rossa has helical springs, also with radius arms, of course. The two coupés have Dunlop disc brakes and the "racer" at present has drums, though it is due for conversion.

Let's get down to cases. The Pininfarina was my first mount, and I found that it seemed quite a big, roomy car, with superb finish, elaborate equipment, and all the hallmarks of the luxury



FANTASTIC acceleration on the Testa Rossa causes wheel spin to persist in second gear up to 80 m.p.h.! J.V.B. found that by pushing it through the corners (even with drum brakes) he made some quite fast lap times.

MAGIC CARPET: The Berlinetta with a Scaglietti steel body. The roadholding of this 280 b.h.p. car is superb and J.V.B. found that fast cornering was completely without drama.

coupé. One sits fairly high, the visibility is superb, and, of course, all the controls are ideally placed. This actual car was the 1958 show model, but it went back to the factory recently, at 26,500 miles, to be brought up to 1961 specification. It only lacks the Laycock-de Normanville overdrive, which is now standard on this model though not on the short-chassis version. This car has the "low" axle of 7/32, which gives a maximum speed of 126 m.p.h. The speeds on the gears are: third, 102 m.p.h.; second, 76 m.p.h.; and first, 54 m.p.h.

The main impression that this car gives is of outstanding silence and smoothness. The engine literally cannot be felt below 6,000 r.p.m., after which one just becomes conscious of it. The gearchange is a dream, with excellent synchromesh on all four gears, and the box is entirely silent. The deceptive smoothness masks the potency of the acceleration, but this is a very lively car.

The suspension is soft but there is no undue roll. As the machine is very well balanced it can be driven fast on a road circuit with little effort. I tested it on both Dunlop RS4 and the racing R5 tyres, and though it handled well in both cases, the R5s gave noticeably greater cornering power. The Dunlop disc brakes were equipped with a Bendix servo, which allows a light pedal pressure to be allied with extremely powerful braking.

I would describe this Ferrari as a superb luxury car combining great performance with extreme refinement to an almost unapproachable degree, and at 18 m.p.g. it is not costly to run.

My next magic carpet was the Berlinetta. This car is the latest model, and is identical to the one with which Stirling Moss won the T.T., with a single exception. Aluminium bodies are somewhat vulnerable for high speed Continental touring, and this car is the first one with a steel Scaglietti body. The increase in weight is not great, and

for an everyday road car the practical advantages of the steel shell are considerable. The aluminium body is lighter, but only by the equivalent of a few gallons of petrol in the tank, or a couple of small suitcases in the boot.

The whole character of this car differs from that of the Pininfarina. One sits much lower in a real bucket seat, and the body is altogether smaller. The suspension is much harder at low speeds, and the brake pedal requires real pressure. This is because the Dunlop disc brakes do not have the Bendix servo on this model, though there is a booster for the front brakes. Racing drivers generally prefer a fairly "hard" pedal, so that emergency braking shall be a deliberate act.

As the engine of this car produces nearly 100 b.h.p. per litre, it is naturally more prominent than the more lightly stressed 240 b.h.p. unit. It can be "felt" a little right through the range, and there is a slightly more purposeful note about it. It is, however, still amazingly smooth for such an efficient piece of machinery, and just as flexible as the average touring engine.

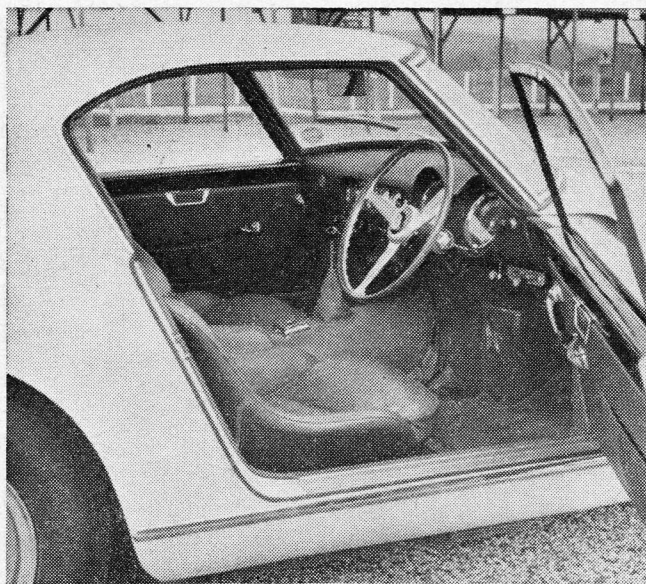
At the time of my test, the final drive

was fitted with a "high cog" of 9/34 teeth. This gives ratios of 3.77, 4.74, 6.40 and 9.56 to 1, all fully synchronized and silent. The speeds on the gears at peak revs. are 157 m.p.h. in top, 128 in third speed and 92 and 65 m.p.h. in second and first respectively. Needless to say, I was unable to reach these revs. in top gear at Goodwood, but 120 m.p.h. was exceeded very quickly indeed, and I do not doubt a 150 plus maximum, given a slightly longer straight.

This is an outstandingly easy car to drive and the short wheelbase renders it noticeably handier on corners. Even very fast cornering is completely without drama, and one can remain totally relaxed while really sliding through the

BELOW, LEFT: The cockpit of the Pininfarina is very roomy with superb finish, elaborate equipment and all the hallmarks of a luxury coupé.

BELOW, RIGHT: The driving compartment of the Berlinetta is completely different from the Pininfarina. One sits much lower in real bucket seats in an altogether smaller body—but still with luxuries of a superlative motor car.



LOOKING very much at home, the Technical Editor begins to enjoy himself during a spell of brisk lapping in the elegant and effective Pininfarina Gran Turismo coupé. Suspension is soft but, as is apparent in this shot of the car cornering, there is no undue roll.

play. Actually, Ferrari prices are not as steep as they used to be. The Pininfarina and the Berlinetta both cost £4,400, which is increased to £6,326 2s. 6d. by purchase tax. This will also be the price of the new Pininfarina 2 + 2, which is the four-seater coupé that we shall see at the Show. The Spyder California and the Cabriolet Pininfarina are slightly more expensive.

For pleasure of driving coupled with sheer glamour, the latest Ferrari must be just about the top.

THE 1961 FORMULA 1 FERRARI

AUTOSPORT is informed from Italy of the full specification of next year's 1½-litre Grand Prix Ferrari. Briefly, the power unit, mounted at the rear of the frame, is the Dino 156 1,489 c.c. (73 mm. x 58.8 mm.) engine, a 60 degrees V6 unit with the capacity of each cylinder at 248 c.c. Compression ratio is 9.8 to 1, and the power output is stated to be 180 at 9,000 r.p.m. The engine has twin-overhead camshafts and magneto ignition. The car has a wheelbase of 2,300 mm. and a front and rear track measurement of 1,200 mm. Dry weight is given as 452 kg. Suspension is independent all round by helicoidal springs and telescopic dampers, while wheel sizes are 5.25 x 15 at the front and 6.00 x 15 at the rear. Steering is a recirculating ball system, and disc brakes are fitted all round. The power is transmitted through a multi-plate dry clutch and a five-speed and reverse gearbox.

ENGINEERING PERFECTION: Below (left) is the V12 240 b.h.p. engine of the Pininfarina coupé, which produces its power with outstanding silence and deceptive smoothness. Below (right) is the basically similar power unit of the Testa Rossa, which in "as sold" tune develops some 300 b.h.p. As raced by the works, however, something like 320 b.h.p. is produced.

bends. Once again, I tried the machine on road speed and racing tyres, and though the racing Dunlops were certainly better, the difference in handling was not so marked as with the Pininfarina.

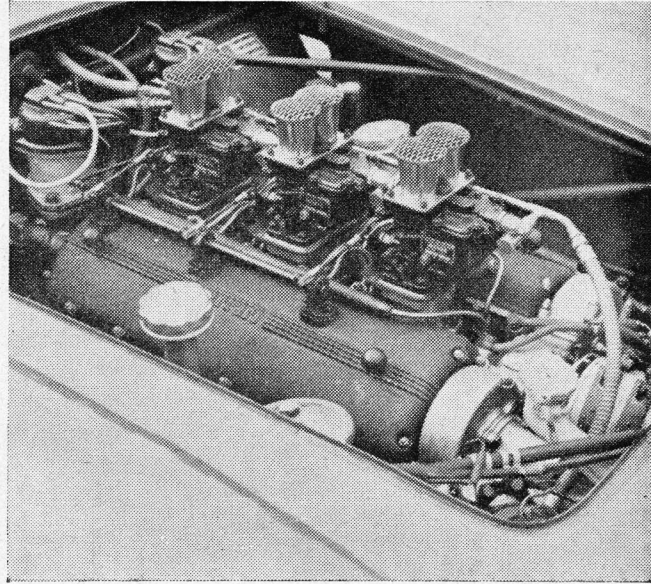
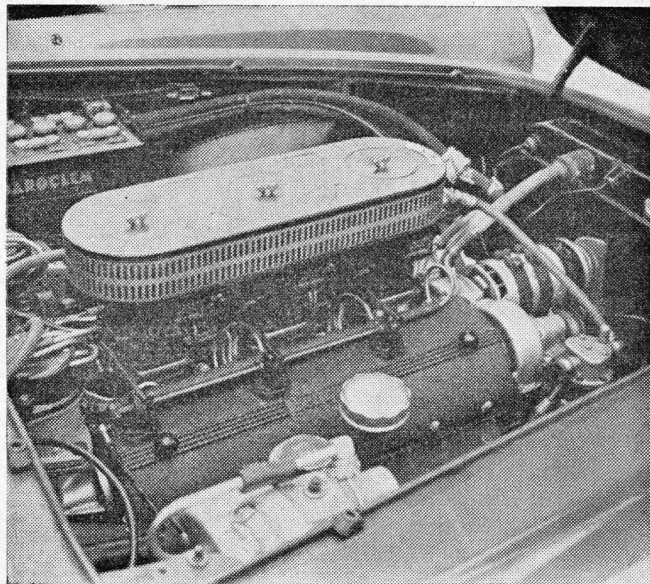
The Berlinetta is a superb competition car, but it is also almost ideal for fast touring. Its small size is a great advantage, and the equipment and creature comforts are in the luxury class. There are many practical touches, such as the auxiliary electric pump which is used to fill the carburettors for cold starting or to combat vaporization in intense heat, after which the mechanical fuel pump takes over. The 12-cylinder engine, even when really "hot", is smooth enough to render this one of the fastest and most desirable of road cars. At touring speeds, it is outstandingly economical, a careful check over 500 miles giving an average of 23 m.p.g., with even better results on occasion.

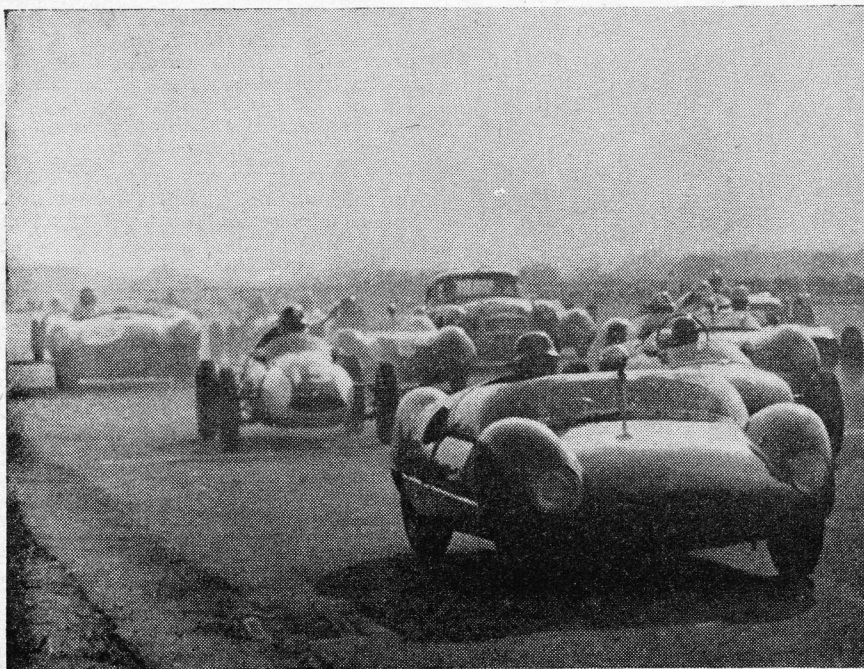
The last Ferrari of my enchanted day was the open Testa Rossa, and this is a very different animal. It has the sort of power to weight ratio that renders a rigid rear axle something of a handicap, though the reliability of the simple

chassis design makes this an ideal Le Mans car. I really had to work to keep this projectile on the circuit at racing speeds, for it is one of those cars that understeers strongly at the lower velocities while the rear end breaks away spectacularly on really fast bends. Yet, curiously enough, this exciting machine is very controllable in a rather "hairly" way, and I found that I could really slide it without entering the *décor*.

The acceleration of this car is immense, though wheelspin persists in second gear up to 80 m.p.h.! The relaxed high-speed cornering of the Berlinetta is not possible, but by really "having a go" one can get through the curves very quickly indeed. This car is a 1958 model, and was raced at Le Mans by the Belgian stable. It still has the drum brakes, though these will probably be changed for discs later. Actually, I found the drums more than adequate for some quite fast lapping of Goodwood.

This glorious day of speed in three wonderful cars made a certain elderly ex-racing driver feel quite young again. If you wish to feel similarly youthful, no doubt Maranello can supply a suitable Ferrari, as long as your banker will





START of the unlimited sports car race with the winner, Colin Escott (Cooper Monaco) already taking the lead from the tightly packed bunch.

End of Season at Rufforth

C. G. Escott (Cooper Monaco) Wins Twice and Sets New Record

DOWN came the curtain for 1960 at Rufforth on Saturday, 10th September, where the British Racing and Sports Car Club entertained a capacity entry of 140 competitors.

Under ideal weather conditions the meeting started, somewhat late, with a 10-lap scratch race for sports cars up to 1,200 c.c. First lap it was C. L. Smith (Ford Spl.) with M. Henderson (Lotus VII) and J. D. Robertshaw (Sprite) hard on his heels; at Acomb, the first corner, D. R. Henderson (Spartak) was shunted badly by J. Anderson's Fairthorpe and retired. Lap two, both Henderson and Robertshaw were out by themselves and so it finished; third place had been the subject of a debate between Anderson and A. Leonard (Lotus VIIA) for a period of laps but they both disappeared leaving the place position to K. R. Bailey (Sprite) some distance in arrears.

Next came a 10-lapper for single-seater racing cars subdivided into categories for 500 c.c. and Formula Junior. Taking the race as a whole it was a gift for P. R. Proctor's Lotus-Ford who won by some 10 seconds from R. Hudson (Elva-Austin) with A. G. Wood (Cooper-Ford) third. In the 500 class, G. Gartside had a tremendous battle with J. Pitcher, their Cooper-Nortons being side by side for lap after lap, final victory going to the former. Third, but a long way behind, came J. M. Brassington similarly mounted. Incidents during this race were spins at, or near, Acomb by J. C. Green (Cooper-Norton) and D. Baxter (Cooper-Norton). D. Rees (Terrier-Ford) collected a marker barrel which so wedged

itself that the car was forced to a standstill.

The next event was of a similar distance for sports and G.T. cars up to 1,600 c.c. with a special class for those engined by Climax. As usual, it was a K. D. Jones benefit, his Lotus VIIA winning easily, some 10 seconds in front of P. C. Kelly's Elva Courier, the other place man being K. B. Le Riche (Lotus-M.G.). First of the Climax-engined cars, J. B. Rodgers (Elite) finishing an overall fifth, his place men being R. L. Galloway and A. D. Bracegirdle on T.V.R.s. Incidents here included a collision on lap one at Acomb between K. N. Aitchison and S. Summers (T.V.R.s) and a spectacular roll over by M. Wayne (T.V.R.-M.G.).

Next on the programme was a 16-lap affair for unlimited sports cars with a class for Formula 2 contenders. Despite

heavy metal in the shape of S. Diggory's Aston Martin DBR2 and A. Maher's Chevrolet Corvette, it was all C. Escott who, driving a Cooper Monaco, won as he liked, creating a new lap record of 1 min. 23.4 secs. in the process. Second was J. Russell (Lotus XV) who never gave up trying; and third J. Mackay in a Lotus XI, a stout effort considering his lack of c.c.s. Formula 2 was taken by K. Y. Twisk (Cooper) who was third on the road, his place man being A. Brooke (Lotus) who had been black flagged for a loose front cowl, finishing some distance in arrears, after taking part in one of the best scraps of the day for fifth place with S. Diggory (Aston Martin DBR2) both cars circulating as if tied together; Brooke would draw level but could never pass, so it went on till the aforementioned flag incident.

A 10-lapper followed, this time for sports and G.T. cars of any capacity, and proved an easy win for P. Bolton's A.C. which had too many "horses" for K. D. Jones's little Lotus which was second. Third was W. J. Morgans (Lotus VII). The real excitement in this event was a terrific scrap way back between S. H. Newton (TR2), T. Lanfranchi (Healey 100S) and J. C. Thurner (T.V.R.) who were "at it all the way".

Modified production saloons came next, with classes for those under 1,600 c.c. and over; of the overall winner there was little doubt, B. Waddilove's 3.8 winning easily; for second place there was a great scrap on between E. Fishwick (A40), A. Scoble (Mk. VII) and, believe it or not, B. H. Redman (Mini-Minor) who held it till he "retired". K. P. Fisher in a little Austin 7 came fourth with N. L. Hodkin (A35) fifth.

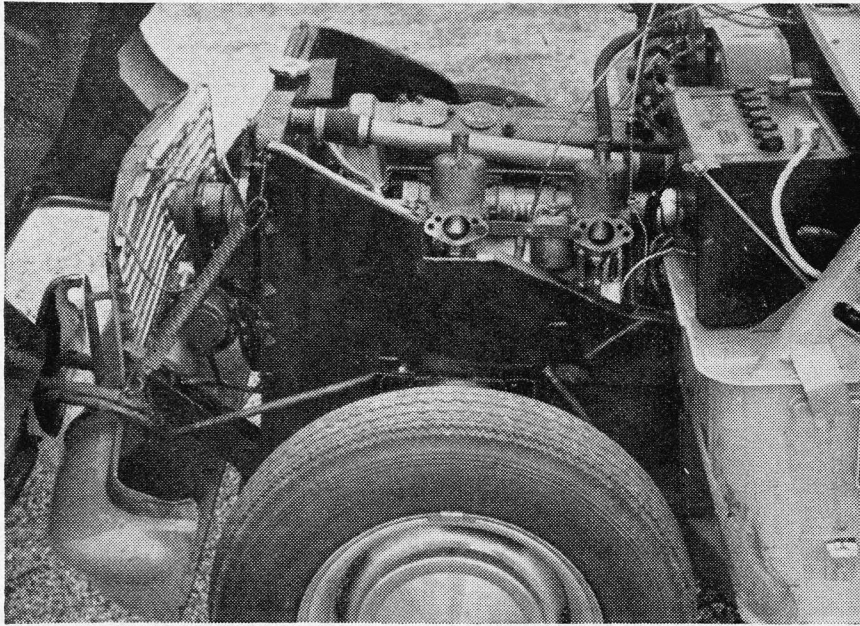
Last, but certainly not least, came a free-for-all (*i.e.*, sports and racing cars of unlimited capacity) over 16 laps. Again it was Escott, never headed to win easily from P. R. Proctor's Lotus-Ford, with D. M. Bertram's Lola-Climax the other place man. Lap 12 saw J. C. Green roll his Cooper-Norton in the Esses the conductor suffering slight cuts.

So ended a "reet good day".

FRANCIS PENN.

GETTING DOWN TO IT is M. Wayne's smart T.V.R.-M.G. Later in the day the car performed a spectacular roll, fortunately without serious damage to the driver.





JOHN BOLSTER TESTS

Jack Brabham's Herald-Climax

THE Triumph Herald stands out among small cars by reason of its design. Independent four-wheel suspension is universal among rear-engined cars, equally, it is always found when front wheel drive is a feature. The Herald, however, combines the classical front engine and rear drive layout with all-round independence. It also allies the old with the new in having a separate chassis frame, though this is reinforced by the pressed-steel body.

The front suspension is conventional helical springs and wishbones on rubber and nylon bushed pivots, supporting the swivels on ball joints at the top and screwed-bush trunnions at the bottom. The rack and pinion steering is notable for having perhaps the sharpest steering lock on any full-sized car. At the rear, new ground is broken, for the hypoid differential unit is mounted on rubber on the chassis. Universally jointed half shafts form one arm of the suspension geometry, and a transverse leaf spring completes the parallelogram while also providing the suspension medium. Fore and aft location of the rear hubs is by radius arms.

For normal use, a conventional 948 c.c. engine is employed, with pushrod operated valves and a cast iron head and block. This unit is installed with a four-speed gearbox which has a particularly easy change, and it endows the car with the sort of performance which is expected of current 1,000 c.c. vehicles, allied with useful economy.

It occurred to Jack Brabham that, while this engine gave enough speed to satisfy the typical owner, there was a

reserve of roadholding in that all-independent chassis which was simply not being used. The car itself is certainly engineered for 100 m.p.h. motoring, but the normal engine does not "take tune" very readily, and certainly could not easily be developed to produce that sort of performance.

So, out came the Herald engine and in went a 1,220 c.c. Coventry Climax. It wasn't as simple as that, of course! A special 8 ins. clutch had to be evolved to mate up with the Triumph gearbox, and a deeper radiator block was required to cool the bigger unit. As the Climax engine was longer than the Herald unit, there was no room for a fan between it and the radiator. Accordingly, an elec-

UNDER BONNET inspection of Jack Brabham's Herald-Climax is very impressive, a 1,220 c.c. Climax engine nestles happily—looking quite at home! The terrific performance of this car made owners of 120 m.p.h. jobs rather upset.

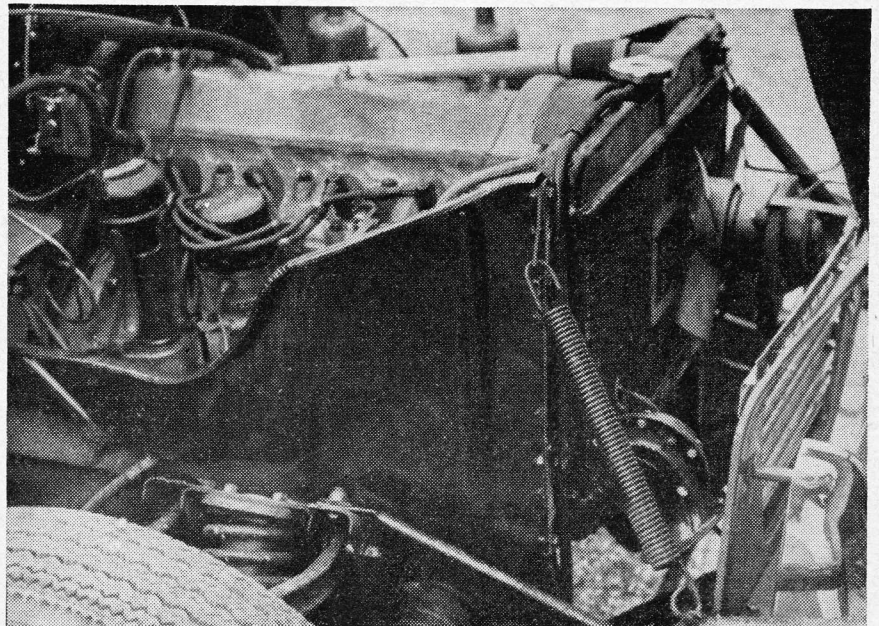
tric fan was fitted ahead of the radiator, with a thermostatic switch set to cut in above 75 deg. C.

Absolutely nothing had to be done to the car itself, except that the brakes were reworked to cope with greater heat. M20 linings were fitted and larger wheel cylinders, but the gear ratios and suspension settings were untouched. The single-overhead-camshaft Coventry Climax engine has a light alloy cylinder block and head, which actually reduces the weight of the installation compared with the standard power unit. It was considered that this slight weight reduction at the front of the car would be beneficial to the roadholding, and this has proved to be the case.

It is obvious that a keen owner could go further if expense were no object. Things like close ratio gears spring to the mind, but Jack's object has been to produce a conversion at a reasonable cost, and so he does not gild the lily. The Herald which I collected from Chesington was exactly as customers' cars will be treated at a total all-in cost of £395. Only a rev. counter was an extra on "my" car.

I must say that the Herald-Climax is a most delightful little car, and there are no snags at all. The test car had a Stage I Climax with twin S.U. carburetors, and it was at once apparent that it was quieter and much more flexible than a standard Herald. One can drive along at 15 m.p.h. in top gear and then accelerate away strongly, and in fact the converted vehicle could be even better as a shopping car than a normal machine. The unit runs cool at all times, and the automatic fan seems to operate mostly in traffic, but to cut out on the open road. One would obtain a touring fuel consumption just better than 30 m.p.g., dropping to 25 m.p.g. when "dicing" absolutely flat out.

Thus, the Herald-Climax is a perfectly



THE ENGINE goes in fairly simply, but it's necessary to have a special 8-in. clutch and a deeper radiator to cope with the larger unit—M20 linings were also fitted to the brakes to control the extra speed.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Triumph Herald fixed-head coupé, fitted with Coventry Climax engine and improved brakes. Price of complete conversion £395.

Engine: Four cylinders 76.2 mm. x 66.6 mm. (1,220 c.c.). Light alloy block and head. Single chain-driven overhead camshaft. Compression ratio 10 to 1, 83 b.h.p. at 6,500 r.p.m. Twin S.U. carburettors. Lucas coil and distributor.

Transmission: 8 ins. single dry plate clutch, four-speed gearbox with central remote control, ratios 4.55, 6.62, 11.2 and 19.45 to 1. Open shaft to chassis-mounted hypoid final drive unit.

Chassis: Separate box-section chassis frame reinforced by pressed steel body. Independent four-wheel suspension by helical springs in front and

transverse leaf spring behind. Rack and pinion steering. Bolt-on disc wheels fitted 5.60-13 ins. tyres. Hydraulic brakes with M20 linings and large wheel cylinders.

Equipment: As standard Triumph Herald. Rev. counter extra.

Dimensions: Wheelbase, 7 ft. 7½ ins.; track, 4 ft.; length, 12 ft. 9 ins.; width 5 ft.; weight 14½ cwt.

Performance: Maximum speed 102.2 m.p.h. Speeds in gears: third, 70 m.p.h.; second, 41 m.p.h.; first 22 m.p.h. Standing quarter-mile 17.6 secs. Acceleration: 0-30 m.p.h. 3.6 secs., 0-50 m.p.h. 7.6 secs., 0-60 m.p.h. 10.8 secs., 0-80 m.p.h. 20.6 secs.

Fuel Consumption: 27 m.p.g.

tractable family car, and though the fixed-head coupé was the subject of my test, the same conversion would work equally well on a drophead or saloon. However, the World Champion didn't fit that engine for top gear pottering, and so I plastered my right foot firmly on the floor and set off for the test strip.

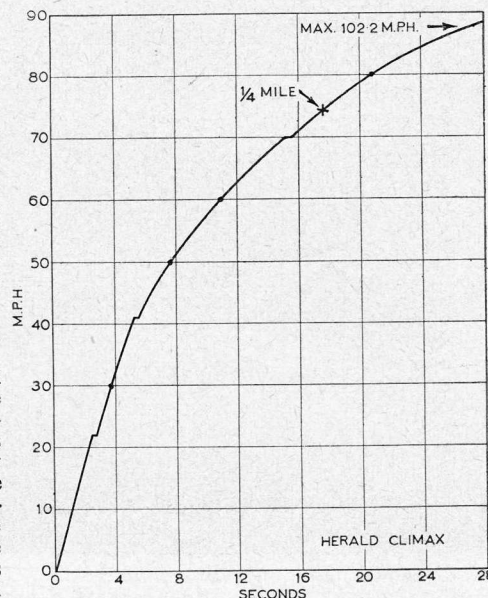
The first by-product of the Brabham "mods" was some furiously angry motorists. The nippy Herald was able to overwhelm those large 120 m.p.h. machines under normal road conditions, and their owners bitterly resented the fact. Fists were shaken and horns were sounded, but a few corners later they were no longer even visible in the mirror.

Quite the best feature of the performance was the way speeds of 80 and even 90 m.p.h. came up on the shortest straights. Given a long, flat piece of road, a full 100 m.p.h. is available. Timed under ideal conditions, a mean speed of 102.2 m.p.h. was achieved, and even this velocity could certainly be improved if the large and unsightly cowlings were removed from the headlamps.

As the graph shows, the acceleration is really something. These figures were only possible because the Triumph gearbox allows absolutely instantaneous changes to be made, which effectively nullifies the appreciable gap between the ratios. Only the driver was aboard during the tests, but even so the performance is such that most sports cars can be beaten away from the lights. This is partly because the independent rear end is notably free from wheelspin.

Perhaps the greatest compliment that one can pay the Triumph Herald is to say that its chassis, in standard form, is easily able to cope with the 83 b.h.p. of the Coventry Climax engine. There is no great impression of speed at 100 m.p.h., and I was able to lift both hands from the wheel without any deviation. The modified brakes deal well with the situation, and there is no fading during fast motoring on the road.

One of the attractions of this installation is the absolutely standard appearance of the car. In Stage I tune, the engine is very lightly loaded and should run



ACCELERATION GRAPH

for years without attention. If you add £395 to the cost of a Herald, you still have a moderately priced 100 m.p.h. car, and a machine, moreover, which has more creature comforts and luggage accommodation than a typical sports car in the same price bracket. This is one of those fun-cars that makes elderly drivers feel quite young again, I find.

For further details, write to Jack Brabham (Motors), Ltd., 248 Hook Road, Chessington, Surrey.

CORRESPONDENCE

Formula Junior

MOST of us will agree F.J. has been a resounding success in Great Britain this season. A variety of designs have appeared and in International events British cars have swept the board.

However, as the end of the season approaches we should look for ways to improve F.J. next year.

Two big dangers to F.J. are:—

- Domination by one make of car.
- Participation by drivers of International class, thus defeating the object of F.J.

It is farcical to allow Surtees, Clark and Henry Taylor race in both F.J. and F1 events.

It would surely benefit F.J. if any driver who has taken part in an International F1 or F2 event be excluded from F.J. for 12 months. This ban should also apply to any other driver signing to drive in F1 events next year.

To discourage teams of works cars entering no starting money should be paid.

These restrictions would enable the less experienced driver to get amongst the leaders and greatly increase his chances of being noticed. It would also encourage a larger number of "one off" cars ensuring greater variety and competition, which is the essence of good motor racing for the drivers and spectators alike.

If the British contingent of the International set continue to race in F.J., Britain's stock will fall even lower abroad, something we could well do without at this time.

LOUGHTON, ESSEX.

BRIAN F. SEWELL.

Grand Prix at Oulton Park?

AFTER a very good Formula 1 race on 1st August and a very good Formula 2 race on 27th August on the new 2.65-

mile Brands Hatch circuit, it can no longer be argued that Oulton Park, which is actually 0.11-mile longer than Brands Hatch, would not be a suitable venue for the British Grand Prix. Not only is Oulton Park longer than Brands Hatch, but the existing Formula 1 lap record of 97.64 m.p.h. is faster than that of Brands Hatch, which is 94.82 m.p.h. Admittedly the drivers who set up the Brands Hatch record, Brabham and Clark, did so during their first race on the new circuit, but still Oulton Park is the faster.

Thus having considered these facts would it not be fair to give Oulton Park a try-out at staging the British Grand Prix? Of the 13 post-war British Grands Prix, 10 have been held at Silverstone and three at Aintree. Why this favouring of Silverstone—an airfield circuit? The Southerners have complained bitterly in the past for running the British G.P. at Aintree, insisting that it is too far for them to go. It is a long way from the North to Silverstone, so why not stage it at Oulton Park, which in terms of distance is favourable to both? So please, Southerners, do not be so very selfish, let the North have a go at staging the British Grand Prix more often.

P. E. RICKITT.

LYTHAM ST. ANNES.

Steamers

AFTER the first world war the old Meux's brewery ran a fleet of Foden three- and five-ton steam brewers' drays. These had horizontal boilers and were chain driven. Unfortunately, the last of these grand old vehicles was disposed of some 10 years ago and I am unable to trace any existing example.

I feel it is a pity that such interesting transport should be lost for ever and I am keenly interested in putting one back into actual use on the road. Perhaps I could ask the courtesy of your correspondence columns to request information from those of your readers who remember these steam drays or from those who have any knowledge of the whereabouts of any of these vehicles today.

9 SHEEPFOLD LANE,
AMERSHAM, BUCKS.

P. PADLEY-SMITH.

BATTLE raged throughout the race between Chris Summers (Lotus Elite) and Dick Stoop (Porsche), victory finally going to Stoop after three hours of superb motor racing.

flag, the drivers sprinted to their cars and the race was on. The Turners of Morgan and Bryant were the first to move but Stoop also made an excellent getaway and held his position at the head of the field. Round the first lap they went, with nobody losing very much ground to the leader despite the wide variety of cars engaged. At the end of that opening lap the order was Stoop, Foster, Bridger, Summers and Sutton, then Morgan in the first of the tiddlers, Nurse, Gerard and Gaston. Summers was obviously trying hard to improve his position but it took him two laps to get ahead of Foster into second place, by which time his team-mate Nurse had opened the taps wide and got in front of Sutton; the battles among the Sprites and Turners were too numerous to follow and changes of position involving most

A Superb "Three Hours" Race

Chris Summers (Elite) Wins Autosport Championship — Class Wins for Gaston, Stoop and Sutton — Lotus-Elite (Nurse, Summers and Dobson) Win Team Prize

THE final of the 1960 AUTOSPORT Series-Production Sports Car Championship was a magnificent race. The standard of driving was extremely high and the interest was kept alive for the whole three hours, largely thanks to the race-long struggle for the lead between Dick Stoop, the eventual winner, and Chris Summers who has emerged from the series as the 1960 Champion. The lead changed 14 times in the course of the race and it was not until half an hour from the end when, as we discovered afterwards, Chris Summers became plagued with a recurrence of the fuel feed trouble which spoiled his chance at Zandvoort in the World Cup race, that one could predict the ultimate winner with any degree of certainty. Behind these two, the immaculately prepared M.G. Twin-Cams of Alan Foster and Tommy Bridger remained firmly at the head of the rest of the field, aided by masterly pit-work on the part of Dick Jacobs at their compulsory refuelling stops, but even they could not match the cracking pace set by the leading pair. Equally solid in fifth place from the third lap onwards, except for two laps immediately following his refuelling stop, came Austen Nurse in the other Elite, to give his team a resounding victory in the team contest. Sixth place was filled by Class C leader Julian Sutton with the Austin-Healey, who fought back strongly after losing five minutes during the first hour by reason of a broken fan belt. In seventh place overall came the little Sprite of Paddy Gaston, which was beautifully driven and never missed a beat. This Class A victory gave Paddy 24 points from the final race and a clear 17-point lead over George Morgan, his nearest rival in the class. However, Dick Stoop was not entered in this year's championship (not having had an eligible

car at the beginning of the season) and was running in the race by virtue of being joint holder, with Bob Gerard, of the trophy. This meant that Chris Sum-

BY DAVID PRITCHARD

Photography by George Phillips

mers was the effective winner of Class B in the final and also scored 24 points. Paddy, therefore, failed to carry off the championship by the single point by which Chris led him at the end of the qualifying rounds. He was obviously a very disappointed man but, as far as the Three Hours race was concerned, he could not possibly have done better and it was just unfortunate that his chance of becoming 1960 Champion depended entirely on Fate being unkind to the leader of another class.

When the sound and the fury of the Lombank Trophy race had died away, the 19 starters lined up in echelon in preparation for the Le Mans-type start, with Stoop and Summers at the head and the three fastest cars in Class A, Gaston's Sprite and the Turners of Gerard and Morgan, exactly in mid-field. Precisely at 5.30 p.m. Gregor Grant dropped the

of the class were happening several times a lap.

By the fifth lap Chris Summers had really got into the groove and was right behind the very accommodating tail of Stoop's Porsche. A lap later came the first of the 14 changes of leadership, and Gaston got himself established as the indubitable leader of the small cars, though Morgan and Gerard were not so far behind. Practically everyone else in the class seemed to be trying to get a tow from someone, and several of the towers were obviously reluctant to fill the role, which led to amusing efforts to shake off their encumbrances.

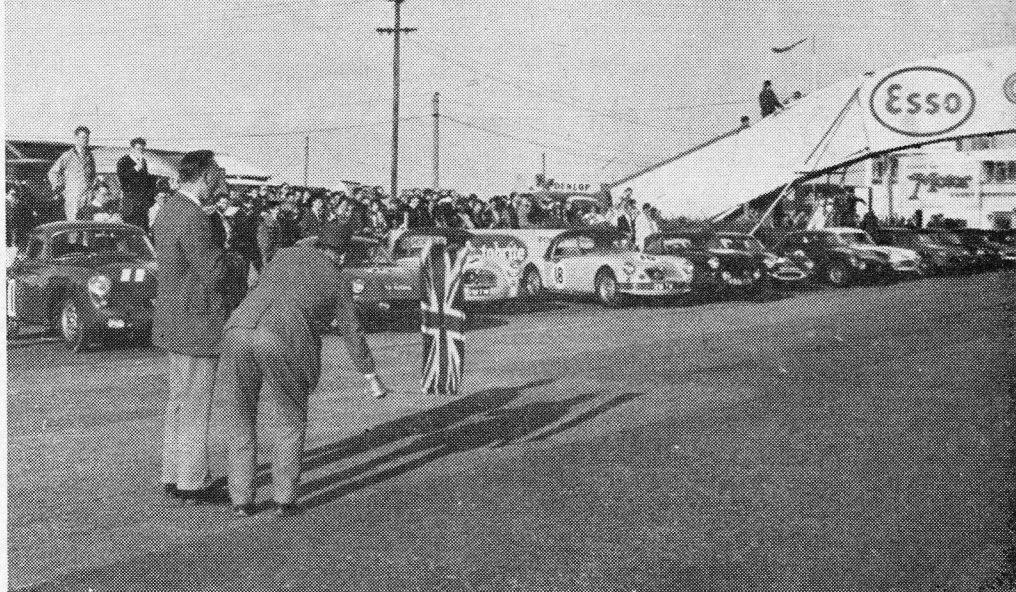
After a quarter of an hour of racing the leading pair, which were virtually one car again but with Summers in front, were just nine seconds clear of Alan Foster and had lapped four of the tail-enders. At 10 laps Stoop once more took the lead and one could almost see the horns growing out of Alan Foster's helmet; he obviously had high hopes that they would blow one another up and was keeping well within striking distance so as not to give them any respite. Tommy Bridger, on the other hand, was keeping something in reserve and driving just fast enough to hold his fourth place.

DARKNESS: Headlights form a continuous stream past the pit area as the cars battle on towards the third hour.



THEY'RE OFF: In the late afternoon sun shadows are already long as Gregor Grant drops the flag at the start of the "Three Hours". Cars, from left to right at the head of the line, are Stoop's Porsche, Summers's Elite and the M.G.As of Foster and Bridger.

Three laps later Bob Gerard abandoned his waiting game, took George Morgan at Riches Corner and went after Gaston in earnest. At the end of half an hour Stoop led the race for the third time and Gaston and Gerard were about to be lapped. From Bill Barlow, the commentator at the hairpin, came the news that a broken fan belt had appeared on the track after a gaggle of cars went through, and we were obviously due to have a customer in the pits before long. At three-quarters of an hour Summers once more led the race, and had somehow managed to get rid of his shadow for a time. Into the pits came Julian Sutton's Austin-Healey in a cloud of steam, and the mystery of the missing fan belt was solved. Five minutes later he rejoined the race, now just over a lap behind Roy Bloxam's Frazer-Nash, and



HOME STRAIGHT: Into the Esses streams a line of cars headed by Henry Elwes (Austin-Healey Sprite) and Simon Scrimgeour (Turner).



Robin Bryant's Turner was in the pits with gear selection problems. No sooner had Sutton left than John Graydon-Whitehead's Elva Courier came in, and it was quickly found that he was in dire need of a new clutch master cylinder. An appeal for help was put over the P.A. and, thanks to some good Samaritan, the car was back in the race half an hour later.

At the end of the first hour Summers still led, but Stoop had closed right up once more and was only a second astern. Bob Gerard, after a really determined onslaught on Gaston which very nearly took him to the head of the small cars, had unaccountably dropped back again and had been successively overhauled by all the cars in the class with the exception of Falconer's early model Turner. At the end of his 30th lap Bob came into the pits, a considerable quantity of lubricant was discovered in his clutch, and the joint reigning champion's race was run.

Eight minutes before half time Austen Nurse found the engine of his Elite getting rather hotter than he liked, and he decided to combine a water stop with his compulsory refuelling. This started a fashion and the refuelling bay became a hive of activity.

Just as the hour-and-a-half was coming up Chris Summers once more took the lead from Dick Stoop, who had passed him some 20 minutes earlier, and immediately swept in to refuel. He took on two gallons, checked oil and water, and was back in the race after half a minute, having dropped only one place. Dick Jacobs considered that this slick pit stop was enough to win him the race, but his own operation on Alan Foster's car 20 minutes later knocked no fewer than 10 seconds off this time. At the half-way mark Gaston was still firmly in the lead in Class A, a lead which he was never to lose, and Sutton had pulled back a whole lap from Bloxam to lead Class C. The four race leaders had completed 45 laps.

At 7.15 p.m. Stoop led the race by 44 seconds, not having yet made his fuel stop, and Ken McKenzie had to face the great disappointment of retiring his Turner with an almost total absence of

FIRST PIT STOP was for Julian Sutton, whose amazing Austin-Healey came in in a cloud of steam after losing its fan belt. The replacement took just about 5 mins.

INTO the Esses goes Dewe's M.G.A "Twin-Cam", with Graydon-Whitehead's Elva Courier pressing hard as the cars take the first part of the double corner.

Class C (over 1,600 c.c.).

1. Julian Sutton (Austin-Healey).
2. Roy Bloxam (Frazer-Nash).
3. Lionel Mayman (Morgan).
4. John Mitchell (Ace-Bristol).

Awards

1. £100, AUTOSPORT Trophy and Replica: Chris Summers (Elite).
2. £50 and Trophy: Paddy Gaston (Sprite).
3. £25 and Trophy: Julian Sutton (Austin-Healey).
4. £10 and Trophy: George Morgan (Turner).

Classes

Class A.—1. (£10 and Trophy) Robin Bryant (Turner); 2. (Trophy) Bob Gerard (Turner); 3. (Trophy) K. W. MacKenzie (Turner).

Class B.—1. (£10 and Trophy) Alan Foster (M.G.); 2. (Trophy) Tom Bridger (M.G.); 3. (Trophy) Austen Nurse (Elite).

Class C.—1. (£10 and Trophy) Roy Bloxam (Frazer-Nash); 2. (Trophy) Lionel Mayman (Morgan); 3. (Trophy) John Mitchell (Ace-Bristol).

Championship Table

	Pts.
1. Summers (Elite) ...	63
2. Gaston (Sprite) ...	62
3. Sutton (Austin-Healey) ...	51.5
4. Morgan (Turner) ...	45
5. Foster (M.G.) ...	38
6. Bridger (M.G.) ...	35
7. Bryant (Turner) ...	35
8. Gerard (Turner) ...	32
9. Nurse (Elite) ...	32
10. MacKenzie (Turner) ...	31
11. Bloxam (Frazer-Nash) ...	31
12. Scrimgeour (Turner) ...	29
13. Falconer (Turner) ...	18
14. Fergusson (Elva) ...	16
15. Vincent (Elite) ...	16
16. Ide (M.G.) ...	13
17. Graydon-Whitehead (Elva) ...	12
18. Mayman (Morgan) ...	11
19. Dewe (M.G.) ...	7.5
20. Elwes (Sprite) ...	7
21. Foden (Sprite) ...	6
22. Brayshaw (Elva) ...	3

The "Three Hours"

1. Dick Stoop (Porsche), 82.14 m.p.h.
 2. Chris Summers (Elite).
 3. Alan Foster (M.G.).
 4. Tom Bridger (M.G.).
- Fastest lap: Stoop, 1 m. 56.4 s., 83.80 m.p.h.

Class A

1. Paddy Gaston (Sprite), 75.53 m.p.h.
 2. George Morgan (Turner).
 3. R. G. Falconer (Turner).
 4. Simon Scrimgeour (Turner).
- Fastest lap: Gaston, 78.42 m.p.h.

Class B

1. Stoop (Porsche), 82.14 m.p.h.
2. Summers (Elite).
3. Foster (M.G.).
4. Bridger (M.G.).

Class C

1. Julian Sutton (Austin-Healey), 76.45 m.p.h.
 2. Roy Bloxam (Frazer-Nash).
 3. David Dixon (Austin-Healey).
- Fastest lap: Sutton, 81.70 m.p.h.

gears. Ten minutes later Dewe's Twin-Cam, which had been enjoying a race-long duel with Ide's similar car, came in with its exhaust pipe trailing.

As the second hour ran out there was another bad casualty among the small cars when Henry Elwes came out of the race, the Sprite which had been going so well having apparently suffered a broken crankshaft. Stoop chose this moment for his pit stop, which was completed in the excellent time of 25 seconds, and Summers led once more.

Ten minutes later Bryant appeared at the pits again, this time with the off-side front wheel leaning over at 45 degrees. Three bolts in the front suspension had sheared as he braked for the hairpin and he was denied the opportunity of racing in the dark. However, his crew managed to get the car to stand up although it was far from race-worthy, and he drove it over the line at the finish. This landed him the Class A award since Gaston and Morgan, who led him on points, qualified for higher awards as being second and fourth respectively in the Championship as a whole.

Just as darkness was falling, Simon Scrimgeour brought his Turner in with ignition bothers. A new distributor was fitted and the car went back into the race, sounding simply terrible but struggling on for a finish. With darkness well established we noticed that lap times were virtually the same as they had been in daylight, and still the race went on without untoward incident, which says a lot for the skill of these amateur drivers. Dick Stoop regained the lead which he was to hold, and increase, to the end, and we who were watching knew nothing at the time of the mental agonies of Chris Summers, who was in considerable doubt as to whether his car would keep going. We thought that he had decided to make sure of second place, which would be enough to win him the Championship, rather than risk a blow-up in an effort to win the race. How nearly he lost both did not emerge until after the race was over. There was, however, one more moment of drama 10 minutes before the flag went out for the finish.

SECOND—by only one point—in the AUTOSPORT Championship was the Austin-Healey Sprite of Paddy Gaston, here going through Riches Corner in the early part of the race.

Alan Foster suddenly appeared in deathly silence, having apparently run completely dry of fuel. Dick Jacobs knew that there was no possibility of this, and did not even see the car glide in. Having discovered its presence he leapt into action and threw in some more fuel, and Alan just held on to his third place. It was later discovered that the tank had split and was in fact bone dry in consequence.

As the seconds ticked away towards 8.30 p.m. Dick Stoop completed his 90th lap, the Editor got ready with the chequered flag and a splendid race was over. A worthy and a very popular winner received the garland from Eba Grant and set off on his lap of honour carrying with him Chris Summers, his beaten rival but nevertheless the new Champion.

"AUTOSPORT" CHAMPIONSHIP, 1960. Chris Summers (Lotus Elite).

TEAM TROPHY.

Lotus Elite (Nurse, Summers and E. Dobson).

Class A (up to 1,000 c.c.)

1. Paddy Gaston (Sprite)
2. George Morgan (Turner).
3. Robin Bryant (Turner).
4. Bob Gerard (Turner).

Class B (1,001-1,600 c.c.)

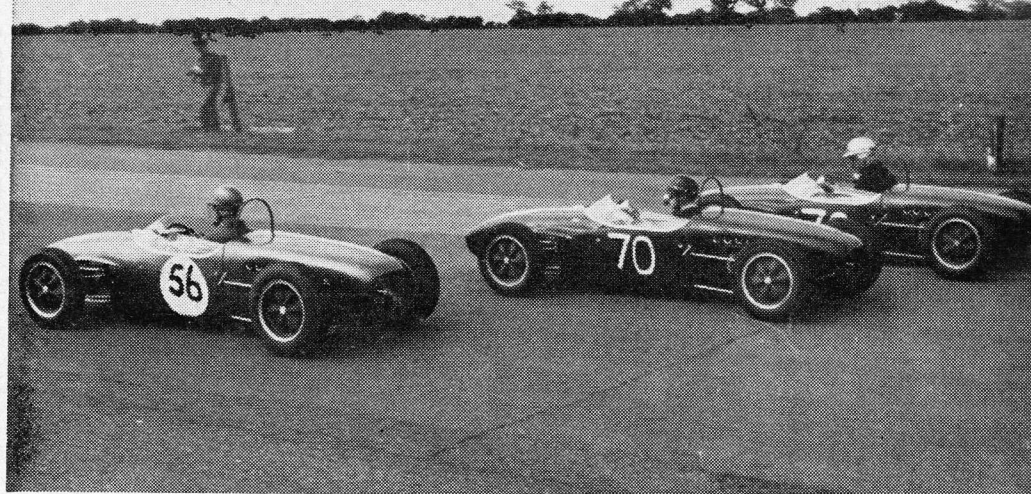
1. Chris Summers (Elite).
2. Alan Foster (M.G.).
3. Tom Bridger (M.G.).
4. Austen Nurse (Elite).



SOMEONE has to give way! D. Dickson (56), M. Niven (70) and Neil McNab get their Lotuses in line abreast as they head for Riches Corner in the Formula Junior event.

FIRST race on the Lombank Trophy and AUTOSPORT "Three Hours" meeting programme was a 10-lapper for Formula Junior cars for which, with reserves, well over 30 cars appeared. This large number included entries from Team Lotus (three cars), Lola Cars, Ltd., and Ken Tyrrell, as well as a full list of the most successful private entrants in this class of racing. In all, something like half-a-dozen different makes were represented in the final starting order.

First into Riches Corner, the right-hander after the pits, from flag-fall was



The Lombank Trophy and Formula Junior Races

The Rest of the Snetterton Programme — New F1 and F2 Lap Records

Trevor Taylor, in one of the Team Lotus entries, and the B.A.R.C. Formula Junior champion looked all set for another winning run in what has been an almost undefeated season for him. Hard on his heels were Mike McKee, in the Jim Russell Lotus, Peter Arundell, in another Team Lotus entry, Dick Prior, in a Super Speed-tuned Lola, and John Hine, in another Lotus. Surprisingly far back in the field at this stage were Jim Clark (Lotus) and John Surtees (Lotus), but of these a great deal more was to be heard. At the end of the first lap it was still Trevor Taylor, but second now was Arundell, some distance in front of Dick Prior, the Lola leading a tightly packed bunch comprised of Ashdown, McKee, Clark, Surtees and Peter Ellis. Both Jimmy Clark and John Surtees were driving very determinedly, and at the end of two laps lay fourth and fifth respectively behind Trevor Taylor, Peter Arundell and Dick Prior. The speed of the race was surprisingly low—at least relatively speaking, for although the leader was lapping at about 93 m.p.h., his lap times so far were well over a second, or two miles per hour, outside the lap record.

After three laps Arundell began to close up on Trevor Taylor, at the same time drawing slightly away from Prior: John Surtees passed Jim Clark into

fourth place, while sixth now was McKee.

Then came an important change: Trevor Taylor failed to appear at the end of the fourth lap and, securely in the lead, Peter Arundell's Lotus flashed

BY MARTYN WATKINS

Photography by George Phillips

past ahead of Prior's Lola, Clark's Lotus, Surtees and McKee. Trevor Taylor had been forced to retire with rear suspension trouble, and was right out of the race.

On lap five—half-distance—Arundell had a lead of a little over five seconds, but second man now was John Surtees, who had come up from fourth place to second position in the course of the lap. Third now was Jim Clark, while Prior's Lola had dropped to fourth place, well ahead of McKee and John Hine, both in Lotuses. A terrific dice now began to form for second place, with Surtees, Clark and Prior mixing it thoroughly in their struggle for supremacy. On lap six, however, the motor-cycle world champion dropped the car at the hairpin, losing a couple of places in his spin but still emerging in fourth place ahead of McKee. Second now was Clark, but Arundell's lead had increased to eight

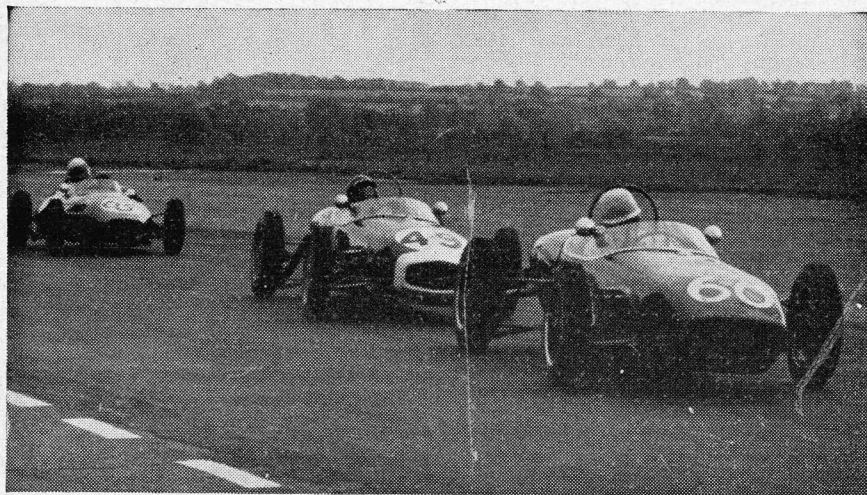
seconds and with the race in its closing stages it seemed unlikely that he would be caught.

In fact, this was the case, and he crossed the line well ahead of Jim Clark to win at an average speed of 92.07 m.p.h., with Prior taking third place for Lolas. Surtees finished fourth, and also set up the fastest lap of the race with a tour in 1 min. 44.2 secs., a speed of 93.63 m.p.h. Mike McKee took fifth place, ahead of John Hine, to give Lotus cars five out of the first six places. Fifteen cars completed the 10 laps, 15th place actually going to the little Caravelle-Ford of Bob Hicks, which again went well for what is still a new car, while there were over 20 finishers.

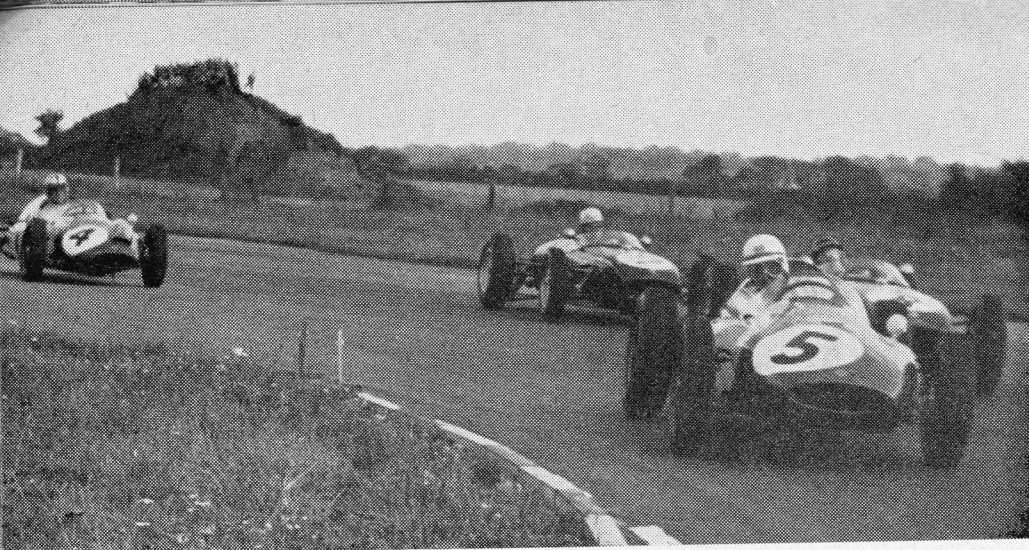
THEN came the international Lombank Trophy race, a 37-lapper for Formula 1 cars, with a separate class for the Formula 2 machines. The most regretted non-starter was the new Lotus-Vanwall, with which Tony Brooks had demonstrated enormous speed in practice until suffering from rather severe trouble with the 280 b.h.p. engine. Another disappointment was the non-starting of the new lightweight B.R.M., which had been due to make its debut in the hands of Dan Gurney: this suffered from transmission troubles and, although hopes were high until the last minute, the car did not appear on the grid.

This, and a few other non-runners, nevertheless left a grid which contained all the ingredients of a first-class motor race. Three Team Lotus Formula 1 cars were in the hands of Innes Ireland, Jim Clark and John Surtees, while the remaining B.R.M.s were those of Jo Bonnier and Graham Hill.

Henry Taylor, still rather uncomfortable from his hand injuries which he sustained in his Oporto crash, and the New Zealander Dennis Hulme, were at the wheels of the two Yeoman Credit Racing Team F1 Coopers, while Roy Salvadori had the Tommy Atkins Cooper. Brian Naylor's J.B.W.-Maserati, Geoff Richardson's Cooper-R.R.A. and an



THE BATTLE for second place in the Junior Race, with John Surtees (Lotus), Jim Clark (Lotus) and Dick Prior (Lola) fighting grimly for supremacy. The dice lasted until Surtees spun at the hairpin.



FIRST CORNER in the Lombank Trophy race: Henry Taylor (5) leads Jim Clark (8), John Surtees (7) into Riches from the start of the 37-lap event.

Ecurie Ecosse Cooper Monaco, wearing its anti-crash bar for the American races and driven by Tom Dickson, comprised the independents.

The Formula 2 section was equally well supported, with Mike McKee in the Jim Russell Cooper, Tony Maggs and John Whitmore in the two Essex Racing Team Coopers and Keith Ballisat in the Gibson Cooper facing opposition from Bruce Halford (Cooper), Ian Raby (Envoy), Jack Lewis (Cooper), Bob Hicks (Lotus), K. Finney (Lotus) and M. Niven (Lotus).

The best five cars had all completed laps at over 100 m.p.h. in practice: a remarkable enough feat when one realizes that the magic figure was achieved for the first time at the meeting in 1959! In pole position was Graham Hill's B.R.M., sharing the front row with Jim Clark (Lotus), Jo Bonnier (B.R.M.) and John Surtees (Lotus). On the second row were Roy Salvadori, Dennis Hulme, and had the car been O.K., Dan Gurney in the new B.R.M. The best of the Formula 2 cars, Tony Maggs's Cooper, was in row three.

At the fall of the flag an almost dense cloud of smoke and dust drooped over the start area as massive horsepower was unleashed. Then, suddenly, the cars were out of sight as their tremendous acceleration snatched them away towards Riches Corner. First into the bend was Henry Taylor, in one of the Yeoman Credit cars. Behind him, and moving up fast was the Lotus of Jim Clark, followed by Surtees, Hulme, Ireland, Graham Hill and Salvadori. Rushing down the straight towards the hairpin Jim Clark shot in front, while Innes Ireland gained a couple of places to be in third position as the cars braked, changed down and swung through the sharp right-hander in a long stream of snarling exhausts, weaving and snaking as they accelerated away down the home straight towards the Esses. In not much more than a minute and a half after leaving the grid they were streaking past the pits: Clark, Surtees, Ireland, Graham Hill, Henry Taylor, Salvadori, Bonnier, Hulme, Maggs—first of the Formula 2 cars—Halford, Lewis, Naylor, McKee, Richardson, Dickson, Whitmore, Raby, Finney, Niven, Ballisat and Hicks.

Round they went—through Riches and Sear Corners, down the long Norwich Straight, through the hairpin, back again to the Esses, Coram and back past the pits—1 min. 32.8 secs. for Innes Ireland as he passed Surtees to take second place, and a new lap record. Still it was Clark leading his team-mates to make it Lotus one-two-three; Graham Hill, in fourth place, led Jo Bonnier, while Henry Taylor lay sixth in the Yeoman Credit car.

After three laps the order of the first

five remained unchanged: Roy Salvadori had taken sixth place from Henry Taylor; Dennis Hulme, in the other Yeoman Credit car, lay eighth ahead of Tony Maggs, still leading the Formula 2 category in ninth place overall, ahead of Bruce Halford and Mike McKee. On lap four McKee lost it at Riches and spun completely round, demolishing the 100 yards board as he went. This changed the lead order in the F2 category, and let Jack Lewis up into third place.

Among the leaders, Innes Ireland was beginning to close up on Jim Clark, both cars lapping in around 1 min. 33 secs.—within the old lap record of 104.68 m.p.h.! Graham Hill had moved up into third place, with Bonnier hanging on to his tail in fourth spot, while John Surtees had dropped to fifth place. Already the tail-enders were being lapped, while McKee retired his Cooper, presumably having damaged it in his encounter with the distance-board at Riches.

On lap six John Surtees passed Bonnier into fourth position, and the Swede came past the pits signalling some sort of mishap, while in sixth place Roy Salvadori began to close up on the B.R.M., having disposed of Henry Taylor earlier. The Yeoman Credit driver was having trouble with his gearbox, finding the mechanism jumping into neutral at embarrassing moments. Surtees began to draw away from Bonnier and set his sights on Graham Hill. On lap nine he squeezed his Lotus past the B.R.M., but already his engine was beginning to roughen up: on lap 10 he retained third place, but next time round drew into the pits to retire. Salvadori passed Bonnier's B.R.M., but was not allowed to get away from the Swede.

Then, on lap 13, Jim Clark took to the escape road at the Esses, and Innes Ireland went through into the lead while his team-mate waited to rejoin the race. The order now was Ireland, Clark, Hill, Salvadori, Bonnier, Taylor, Naylor, Hulme—already lapped by the leaders—and then the tremendous battle for the lead in the Formula 2 section, with Jack Lewis having passed Halford on lap 10 and Maggs on lap 13 to lead the class, while in moving up he had set a new F2 lap record in 1 min. 40.6 secs., a speed of 96.98 m.p.h.

The race began to settle down into a pattern, the only change in the next 10 laps occurring on lap 18, when Graham Hill appeared in fifth place behind Ireland, Clark, Salvadori and Bonnier after having apparently spun. After 20 laps Innes Ireland, securely in the lead, had dropped his lap speed to about 103 m.p.h., while the only drama among the Formula 1 machinery was the battle be-

tween Bonnier and Roy Salvadori, the latter being made to work extremely hard to keep his Cooper ahead of the B.R.M. Lap after lap they came round nose to tail, Salvadori snaking and weaving to keep in front of the Bourne car. In the Formula 2 category Jack Lewis was keeping in front of Bruce Halford and Tony Maggs, the three cars being superbly driven and seldom more than a few lengths apart. On lap 25 Henry Taylor was lapped by the leader, leaving only the first five cars on the same lap as Ireland.

The Bonnier-Salvadori battle lasted for 24 exciting laps until Roy's brakes began to give trouble. Closer and closer drew the B.R.M. and then, on lap 31, Bonnier whipped past into third place. Salvadori, however, was not giving up so easily, but on the same lap his brakes let him down at the hairpin and he spun on to the grass. Fifth man Graham Hill, however, was well back by now, having been lapped by Innes Ireland on lap 30, and Roy rejoined the race without having lost a further place. Unlucky Graham's engine was beginning to sound sick, and on lap 34 the car came to a halt at the hairpin, its race run. Innes, still in the lead by a comfortable margin, was in fact gaining on second man Jim Clark by a little over a second a lap: at 33 laps his lead was 10 seconds, and by lap 35, with two laps to go, he was 13 seconds ahead and quite uncatchable. Bonnier's third place was now secure.

Graham Hill's retirement let Henry Taylor up into fifth place, ahead of his team-mate Hulme, but after 34 laps Henry found the struggle with the gearbox too much, and stopped near the start-finish line with the intention of pushing over to record a finish. This let Hulme into fifth place for the Yeoman Credit team, although well behind the leaders. Among the Formula 2 machines Jack Lewis was still ahead, leading Bruce Halford home, but Tony Maggs had dropped out after 30 laps to let his team-mate Whitmore up into third place in the category.

And that was how they finished. Innes Ireland led Jim Clark across the line at an average speed of 102.73 m.p.h. to make it one-two for Lotus, with Jo Bonnier third in the only surviving B.R.M. Fourth place went to Salvadori, in the Tommy Atkins' Cooper, and only these four completed the full distance of 37 laps. Fastest lap was Clark's record tour in 1 min. 32.6 secs., a speed of 105.36 m.p.h., while among the F2 cars no one could better Lewis's new record tour in 1 min. 40.6 secs. (96.98 m.p.h.), Jack winning the class from Halford and Whitmore, all in Coopers.

Results

Formula Junior (10 laps): 1, P. Arundell (Lotus), 92.07 m.p.h.; 2, J. Clark (Lotus); 3, R. Prior (Lola); 4, J. Surtees (Lotus).

Fastest lap: Surtees, 93.63 m.p.h.

Lombank Trophy Race (37 laps), Formula 1 Cars: 1, Innes Ireland (Lotus), 102.73 m.p.h.; 2, J. Clark (Lotus); 3, J. Bonnier (B.R.M.); 4, R. Salvadori (Cooper). **Fastest lap:** Clark, 105.36 m.p.h. (record). **Formula 2 Category:** 1, J. Lewis (Cooper), 95.76 m.p.h.; 2, B. Halford (Cooper); 3, J. Whitmore (Cooper). **Fastest lap:** Lewis, 96.98 m.p.h. (record).



Wins again

SNETTERTON MOTOR RACES

SEPTEMBER 17th

INTERNATIONAL LOMBANK TROPHY RACE

FORMULA I

1st INNES IRELAND

LOTUS-CLIMAX 102.73 m.p.h.

Also Record Lap at 105.36 m.p.h.

FORMULA II

1st JACK LEWIS

COOPER-CLIMAX 96.76 m.p.h.

Also Record Lap at 96.98 m.p.h.

FORMULA JUNIOR

1st PETER ARUNDELL

LOTUS-FORD 92.07 m.p.h.

(Subject to official confirmation)

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Results

B.T.D.: D. Boshier-Jones (Cooper), 50.96 s.
B.T.D. (Lady Driver): Patsy Burt (Cooper), 57.54 s.
Sports Cars up to 1,100 c.c.: 1, P. Boshier-Jones (Lotus), 55.59 s.; 2, R. B. James (Lotus); 3, T. M. Horton (Lotus).
Sports Cars up to 1,600 c.c.: 1, R. Fielding (Cooper), 55.85 s.; 2, P. B. Bailey (Lotus); 3, Miss B. Haig (Lotus VII).
Sports Cars up to 3,000 c.c.: 1, J. Randles (Cooper Monaco), 57.14 s.; 2, P. N. G. Cottrell (Lotus-Bristol); 3, T. C. Cunane (A.C.-Bristol).
Sports Cars over 3,001 c.c.: 1, P. Scragg (Lister-Jaguar), 55.19 s.; 2, W. Coleman (Jagette); 3, T. J. Williams (Allard).
Racing Cars up to 750 c.c. s/c, or 2,500 c.c. uns/c: 1, W. A. Taylor (Caesar Spl.), 57.79 s.; 2, J. Horton (Connaught); 3, A. Bateman (Connaught).
Racing Cars up to 1,500 c.c.: 1, T. Marsh (Cooper), 53.27 s.; 2, Patsy Burt (Cooper).
Racing Cars up to 500 c.c.: 1, E. G. Willmott (Cooper), 56.15 s.; 2, I. McLaughlin (Cooper); 3, P. W. Hughes (Cooper-Stuart-Norton).
Racing Cars over 750 c.c. s/c, or 2,500 c.c. uns/c: 1, R. W. Phillips (Fairley), 53.21 s.; 2, G. H. Keylock (Cooper); 3, J. Berry (Cooper-E.R.A.).
Racing Cars of 2 or 3 Cylinders over 500 c.c.: 1, M. M. Cleaver (Cooper), 54.93 s.; 2, M. E. Daghorn (Cooper); 3, M. Hatton (Cooper).
Formula Junior: 1, J. Rhodes (Cooper), 54.04 s.; 2, D. D. Render (Lotus); 3, D. Richmond (Venom).
Bugatti Handicap: 1, J. M. Perkins (Bugatti 2300S), 58.35 s.; 2, P. B. Bailey (Bugatti 5350); 3, E. J. Sibbald (Bugatti 1496S).
Grand Touring Cars: 1, T. Marsh (Lotus Elite), 58.95 s.; 2, E. R. P. Scragg (Jaguar 150S); 3, A. Oakes-Richard (T.V.R.).
R.A.C. Hill-Climb Championship runs: 1, D. Boshier-Jones (Cooper), 50.96 s. (B.T.D.); 2, D. R. Good (Cooper), 52.37 s.; 3, R. W. Phillips (Fairley), 53.93 s.; 4, M. M. Cleaver (Cooper), 54.29 s.

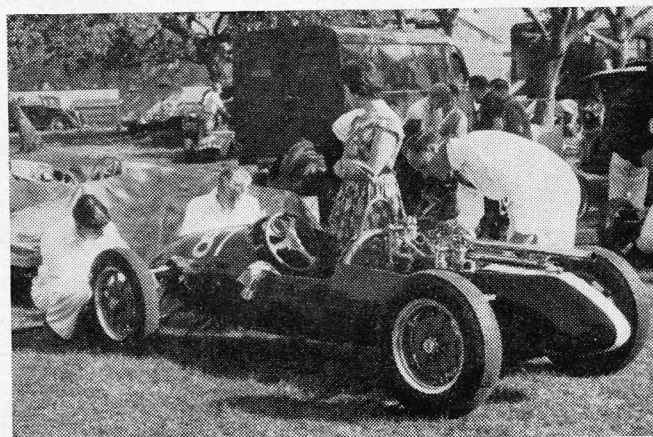
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20th National Open Speed Hill-Climb

David Boshier-Jones (Cooper) B.T.D. at Prescott



NEW COURSE (top): A panoramic view of the new extensions at Prescott, with the B.M.W. of Warwick Banks in the hairpin. **ABOVE:** The entry to the Pardon hairpin is now extremely fast. An Elite brakes hard to swing left and up the hill.



HOW IT'S DONE! All of us have admired the immaculate turn out of David Good's cars. This picture of David Good plus helpers throws some light on the manner in which this is achieved.



FASTEST BUGATTI was J. M. Perkins's very pretty 2,300 c.c. supercharged model. Here he takes the Bug up to record a very commendable 58.35 secs. and win the Bugatti handicap event.

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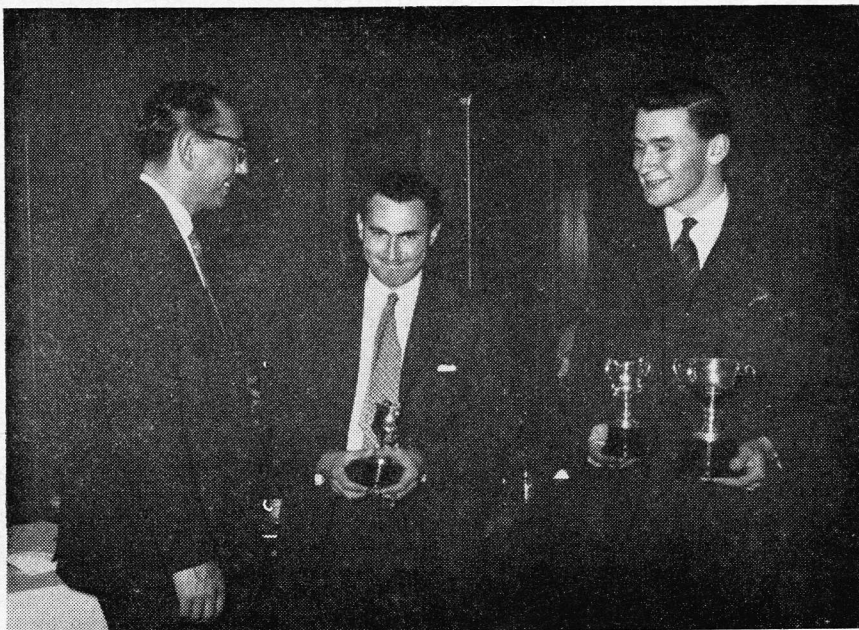


Club News

By MICHAEL DURNIN

As the longer and darker evenings come upon us, our thoughts turn to the more social aspects of motor racing—namely, dinner-dances, prize-givings and the like. It seems rather a pity that as these functions normally include the presentation of awards, the trophy winners so often are not numbered amongst those present. Quite often the winners of prizes don't even have to pay for their tickets as they are invited as guests. Whilst we appreciate that in the case of very successful drivers it would mean attending dances every second day and in other cases it would mean journeys of ridiculous length, we do feel that more of an effort could be made, particularly by club members.

THE M.G. Car Club are holding their 10th Western Rally on 8th-9th October. The start and finish of this event will be in the Yeovil area and the route will be about 250 miles. Regs. may be obtained from M. D. King, The Fosse Way, Stow-on-the-Wold, Glos. . . . Whilst up north next week the Fylde Motor Sport Group are having their second Annual Lightning Trophy Rally, 24th-25th September. . . . Promoted jointly by the Cemian Motor Club and the East Surrey M.C. is the driving test meeting to be held at Biggin Hill on 16th October—starting at 11 a.m., with classes for production touring cars and production sports cars. Regs. for the tests may be obtained by writing to G. A. Peiser, c/o Fuller Peiser & Co., Thavies Inn House, 3-4 Holborn Circus, E.C.1. . . . The Huddersfield Motor Club restricted driving tests, to be held on Sunday, 9th October, at St. Paul's Street Drill Hall, Huddersfield, will start at 10.30 a.m. (a qualifying event for the Flather Star competition). There will be a series of at least 10 tests, with an interval during which hot lunches will be available for competitors, officials and spectators. Invited clubs include B.A.R.C., M.G.C.C., De Lacy (Pontefract), Ilkley and D.C.C., Glossop and D.C.C., Airedale and Pennine M.C., Brook Motors A.C. and Knowldeale C.C. . . . The Pembrokeshire M.C. is holding its annual all-night motor car rally, "The Harrison-Allen Rally", on the night of 15th-16th October, with starts at Haverfordwest and Swansea, both starts being at 7 p.m. Regs. are obtainable from Mrs. Cynthia Jones, White Oaks, Haven Road, Haverfordwest, Pems. . . . Mike Berg informs us that the West Essex C.C. have already received entries for their National Hill-Climb, to be held on Stapleford Airfield, near Abridge, Essex, on 9th October. As this is the final event for the National Hill-Climb Championship it ought to be very exciting. Regs. are obtainable from John Holmes, 160 Hermon Hill, South Woodford, E.18. . . . The Horsham and District M.C. and L.C.C. are once again holding their "Autumn Rally" on 15th-16th October. This event is open to member clubs of the Association of Central Southern Motor Clubs and qualifies for the A.S.M.C. Championship.



SPOILS OF VICTORY: D. C. Waldron and M. Butler, winners of the A.M.C. Chiltern 300 rally, collecting their trophies. Left to right, A.M.C. chairman Arnold Marks, M. Butler and D. C. Waldron.

Coming Attractions

- 24th September.** North Staffs C.C. Race Meeting, Silverstone, near Towcester, Northants.
Oulton Park International Race Meeting (F1, F2). Oulton Park, near Tarporley, Cheshire.
25th September. Oxford M.C. Sprint Meeting, East Down Farm, Chipping Norton.
 Lancs and Ches C.C. Standard Car Trial. Starts at St. Ann's Hotel, Buxton, Derbyshire.
 Cambridge 50 C.C. Driving Tests, Witchford Airfield, near Ely. Start, 1 p.m.
 Plymouth M.C. Driving Test Meeting, Ivybridge, near Plymouth, Devon.
 West Hants and Dorset C.C. Knott Cup Trial, Blandford Camp, near Wool, Dorset. Start, 10 a.m.
1st October. British Empire Trophy Race Meeting, Silverstone, near Towcester, Northants.
 Lancs and Ches C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 12.30 p.m.
1st-2nd October. Oswestry C.C. "Border 200" Rally.
2nd October. Harrow C.C. Autocross, Denham, Bucks.
 British Forces and U.S.A.F. "Kart" Meeting, R.A.F., Laarbruch, Germany.
9th October. B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 1.30 p.m.

ADVERTISING M.C. PRIZE-GIVING

THE six-monthly prize-giving of the Advertising M.C. took place recently at a pleasant function at the Skyway Hotel, Hayes, Mrs. Robin Worley acting as hostess.

The A.M.C. announced that, together with the Torbay M.C., they intend to run the London-Devon Rally on 14th-15th October. There will be two starting points—The Royal Ascot Hotel, Ascot, and the Whitehall Filling Station (A382). Regs. may be obtained from the A.M.C., W.P.S., Ltd., Thavies Inn House, Holborn Circus, E.C.1.

P.M.C. DRIVING TESTS

THE driving tests, held on a runway at Molesworth U.S.A.F. Base, by kind permission of Capt. Guy Moore, attracted an entry of 37 cars, all driven by members of the club. Eight long tests were laid out, some being very straightforward, others very involved,

and all were attempted twice, the better time to count.

The final test was a four-car relay sprint, over a course of 200 yards, run on the principle of a swimming relay race, and six teams competed, making a very exciting finish to an afternoon of first-class sport.

Results

Specials: D. M. Harris (D.M.H.), 92.2 per cent.
Open Cars: R. D. E. Catcheside (Austin-Healey 100/6), 95.9. **Closed Cars:** R. F. Horrell (New Anglia), 98.2. **Second Class Award:** T. Stevenson (Anglia), 99.9. **Third Class Award:** J. Starnmore (Rudd Dauphine), 101.7. **Ladies' Award:** Mrs. T. Stevenson (Anglia), 122.7.

MORLEY M.C. SPRINT

ALTHOUGH it was the club's first speed event, the sprint meeting held by the Morley Motor Club at Pocklington Aerodrome, was certainly lively. One car demolished the timing apparatus, another crossed the finish line sideways while spinning and another driver transformed his Rochdale G.T. into a smart convertible by executing a slow roll.

The course was 800 yards in length, consisting of a series of fast bends out to a hairpin turn and a return along the same course with a sharp, narrow bend before the finish alongside the start.

Some of the drivers tended towards over-exuberance, with the result that there were more than the normal number of incidents, but they caused no hold-ups and fortunately no one was hurt. Worst moment was when D. Ricketts rolled his Ford-Rochdale over on the second bend, ripping the roof completely off. Then a Lotus Seven, driven by J. M. Somers, touched the timing equipment and put that out of action for a time.

Best time of the day was set by local boy H. Johnson in a Lotus 11 in 45.2 secs. on a run after a heavy shower which slowed most drivers.

Results

Saloons, up to 1,200 c.c.: G. Whitehead (Volkswagen), 53.4 s. **1,200-1,500 c.c.:** K. F. Greenwood (Sunbeam Rapier), 53 s. **Over 1,500 c.c.:** M. Beal (Vauxhall Velox), 51.0 s. **Production Sports Cars:** B. Pickup (Sprite). **Sports-Racers:** P. Buckler (TR2).

AGAIN AND AGAIN the Pauline Mayman/Val Domleo combination proves unbeatable in the "Coupe des Dames" in major British rallies, and in the "Jeans" they did it once more. Here their Kieft-tuned Herald completes a driving test.

"JEANS" GOLD CUP

Won by G. D. Grimshaw/B. Melia (TR3A) with the Reece/Davies Memorial Driving Test Trophy going to A. T. Fisher (Austin 7)

THE Liverpool Motor Club's "Jeans" Gold Cup Rally, a British Trials and Rally Drivers' Silver Star event, was run over the week-end of 3rd-4th September, the venue, the Lake District. Attracting an entry of 70 plus, the route and the timing thereof was so severe that some 20 odd competitors failed to check in at the finish control at Hodder Bridge by 10.30 a.m., zero hour on the Sunday morning!

From a navigator's point of view it was a "piece of cake", as the route was virtually given to all competitors some three days before the start! A very different situation faced drivers, however, as long, hard and hilly sections had to be completed in a minimum of time! So much so, that one well-known International type confided that "anyone dropping less than 15 marks could really drive".

The route lay through Osbaldeston, skirting Slaidburn and Settle, which were themselves out of bounds, over Newby Moor, Chapel le Dale to Ingletton. Then over Kingsdale, through the Dent Valley, eastwards, avoiding Hawes, near which

the Michalkiewicz/Clarke TR3 was observed sitting in a river well below road level, north over Buttertubs, Oxnap Scar, Whitaside Moor, up the Arken-gathdale Valley and around Brough. Across Pooley Bridge, round the shores of Lake Ullswater to Mungrisdale where quite a number of competitors came unscathed on a narrow muddy lane before arriving at the petrol stop at Keswick.

On past Derwentwater, over Honister

Pass, Buttermere, Crummack Water, Loweswater, Ennerdale to the western end of the Eskdale Valley, then up and over Hardknott, Wrynose, etc., very difficult motoring considering some 12 kms. had to be covered in 14 mins.! Then into the Langdale Valley, south past Conistown to the Farmers' Arms at Grenod, where ended the night section.

From thence by easy stages to Hodder
(Continued overleaf)



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The "Jeans"—continued

Bridge, incorporating, *en route*, six compulsory and very tough driving tests which themselves counted for the Peter Reece/Barry Davies Memorial Trophy.

With no further untoward incidents to report, the noise controls seeming very effective and the customers in the main satisfied, we will leave the Jeans with the following true marshal's story—it appears his control was sited adjoining two small ridge tents both in total darkness. After some 20 cars or so had passed, a head popped out and demanded to know if "the b— row was going on all night?" "No," replied our marshal, "only about another hour." Dead silence, then a stage whisper, "only about another hour, darling!"

FRANCIS PENN.

Results

Jeans Gold Cup. G. D. Grimshaw/B. Melia (TR3A). **Runner-up:** J. R. Kirkham/H. Beighton (Sprite).

Class 1: A. T. Fisher/P. Dearby (Austin Seven). **Class 2:** A. E. Bengry/D. J. Skeffington (Simca). **Class 4:** M. H. Pickersgill/M. Kempley (M.G.A.). **Class 5:** A. C. Taylor/G. Haggie (TR3A). **Closed Cars:** J. E. Oldham/B. Yates (Austin Seven). **Ladies:** Mrs. P. Mayman/Miss V. Domleo (Herald).

P. Reece/B. Davies Memorial Driving Test Trophy: A. T. Fisher (Austin Seven). **Runner-up:** P. Older (M.G.A.).

"STANLEY" AUTOCROSS

THE West Lancashire Motor Club held an Autocross at Hurleston Hall Farm, Scarisbrick, near Ormskirk, recently. The course consisted of a grass track approximately one-third of a mile in length which each competitor had to cover twice.

There was a gentle left-hand turn after the start, climbing up to a dip which was followed immediately by a sharp left-hander, from there on to a fast straight stretch into another over 90 deg. left-hand turn, then downhill into a chicane. Then into a very treacherous left-hander, the camber of which fell the wrong way and into the finish. This latter bend was to prove the undoing of many a competitor. The meeting started at 1 o'clock and immediately No. 2, W. N. D. Martland (W.L.M.C.) in a Mini-Minor, set up a very fast time of 1 min. 26.8 secs. P. T. Middlehurst (W.L.M.C.), in a much modified A40, was one second behind this time with 1 min. 27.8 secs.

We then moved on to the sports cars and in the under 1,500 c.c. class A. Hill (C.A.C.), in a T.V.R., set up the fastest time at this point with 1 min. 26.2 secs. Soon after, however, R. D. McElroy (C.A.C.), in an M.G. TD, knocked 3

secs. off this time and returned 1 min. 23.8 secs., this being the fastest time of the day after the first run. After a 20-min. break, the meeting was resumed. On the second run the competitors were really getting into the spirit of things. W. N. D. Martland improved his time by 2 secs. with 1 min. 24.5 secs., but this time was soon beaten by I. D. Gough (W.L.M.C.), in an Austin-Healey Sprite, who returned 1 min. 23.5 secs. McElroy also improved his time with 1 min. 21.4 secs., immediately followed by G. Bewley (W.L.M.C.), in a TR3A, who returned 1 min. 21.9 secs., to be beaten into second place by 0.5 of a sec.

The meeting finished at about 4.30 p.m., the weather having favoured us, and the 200 or so spectators made their way home after seeing some very entertaining and at times quite spectacular motor sport.

S. G. C.

Results

Best Time of the Day, Stanley Trophy: R. D. McElroy (M.G. TD).

Class 1: I. D. Gough (Austin-Healey Sprite). **Class 2:** G. Bewley (TR3A). **Class 3:** W. N. D. Martland (Mini-Minor). **Class 4:** P. T. Middlehurst (A40). **Class 5:** D. J. Rigby (Riley 1500). **Class 6:** B. Reddy (Jaguar 2.4).

Ladies' Prize: Miss M. Hill (M.G.A.).

WELSH COUNTIES CAR CLUB'S LLANEDEYRN AUTOCROSS

THE final Welsh Counties Car Club autocross meeting of 1960, held recently at their Llanedeyrn site, was blessed with exceptionally fine weather and this, together with the knowledge that the event was to be filmed by the B.B.C. for subsequent transmission on Welsh television, attracted the largest crowd of spectators seen at this venue to date. As on previous occasions, the 880-yard course was laid out as a rough oval on a sloping field, and incorporated two fairly tight chicanes.

The comparatively small entry of only 20 cars was a disappointment to organizers and spectators alike, but some compensation was afforded by the diversity of the entry list, which ranged from a Meadows-engined 1933 "chain-gang" Frazer-Nash to the ubiquitous "Minis"; the competitors ran in pairs, each run consisting of three laps, and, though the programme originally allowed for two runs each, the organizers eventually allowed each competitor a third run, the pairing for the final run being on the basis of closest times of previous runs, irrespective of class.

However, it's an ill wind. . . R. Bolt (Jaguar XK 120), having failed to finish

either his first or second run due to recurring throttle linkage trouble, went round on his additional run in 2 mins. 52.7 secs., winning his class from Byron Willis (Austin-Healey) who had been obliged to withdraw when his exhaust system came adrift. Similarly, Pascoe's Porsche, usually beautifully prepared, sounded erratic and returned poor times for the scheduled runs, but the subsequent discovery of a piece of rag in the works, and its removal, led to a considerable improvement on his final run. Apart from this the day was comparatively free from incident, save for an urgent call for fire-extinguishers when Sloman's aerodynamic H.R.G. left the course, emitting a considerable quantity of smoke in the process; this, however, proved to be a false alarm and the car regained the paddock under its own power, apparently little the worse for wear.

Best time of the day was resolved during the course of the now traditional battle between the Parsons brothers, Brian Parsons (Morgan) taking the award with a time of 2 mins. 38.4 secs., while his brother Dennis on an earlier run, driving the same car, was second fastest with 2 mins. 40.7 secs. Peter Cox (Buckler/Ford), previous record holder for this course, was unable to better 2 mins. 42 secs. on this occasion and, although this represented a satisfactory class win, it offered no serious challenge for B.T.D., probably because the Buckler had attempted to bury itself in a bank early in the meeting and never really recovered from the resultant damage. Two classes were withdrawn due to lack of entries, and the remaining sports car class (up to 1,600 c.c.) went to Dennis Parsons driving the Frazer-Nash.

Among the saloons, Steve Tyce's Alexander Triumph Herald went very quickly but was unable to offer much opposition to the extremely hot Ford Prefect of F. Sloman which, driven with great verve, had an easy class win with a time of 2 mins. 59.1 secs., despite looking as if it might be used exclusively for autocross events. For a time Winter's Austin Seven closely challenged Tom Pascoe's Gordini Dauphine, but the Continental eventually prevailed to win the class with a time of 2 mins. 53.8 secs.

The next major event on the Club's programme is a closed-to-club sprint over a new 800-yard course in Pontypool Park on 29th October. Regs. are now available from D. Miller, 18 Marlborough Road, Roath Park, Cardiff.

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USED CARS FOR SALE

A.C.

A.C. ACECA, 1956, overdrive, radio, etc., superb example, 18,000 miles, one owner. £875.—Hegbourne, Little Thatchers, Welcomes Road, Kenley, Surrey. UPLANDS 6056.

A.C. CECA-BRISTOL, dark blue with beige leather, chrome wire wheels, discs, radio, splendid condition throughout. £965.—Woodyatts of Malvern, Worcs. Tel. 390.

S. H. RICHARDSON & SONS, LTD.—Wanted A.C. Ace-Bristol/Aceca-Bristol.—Tel.: Colnbrook (CN8) 2258.

1955 A.C. Aceca coupé, Michelin X tyres, maroon, radio and heater, recent £150 overhaul, excellent condition, all bills available. £725.—SKYport 1621.

1955 A.C. Ace, white/maroon, 10,000 miles, new engine, discs, oil cooler, good condition. £685. Part exchange considered. H.P. arranged.—Phone: Goring 44428, mornings.

ALLARD

K.2 ALLARD, Oct. 1951, done 2,000 miles since having a new engine, gearbox overhaul, new master cylinder and steering rebushed. Not used in trials or races. £250.—Guest, Bryncelyn, Dolgelley, Gantlwyd 203.

1951 PI saloon, blue with grey leather, radio and heater, new tyres, exceptional condition. £165.—Woodyatts of Malvern, Worcs. Tel. 390.

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ASTON MARTIN DB2/4

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Two owners only. Offered, guaranteed, at £1,095.

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AUSTIN

A35 VAN, dark green, fitted heater, passenger seat and rear bench seat, Downton Stage II engine, spot and reverse lamps, towing hitch, immaculate throughout. £350.—Woodyatts of Malvern, Worcs. Tel. 390.

A40 SUPERCHARGED Emerson special, registered late 1959, 1,200 miles. Never been raced. Cost over £600, accept £250.—Phone: BATTERSEA 7792 before 5 p.m.

CONVERTED A99, leaves, new gearbox, Borg Warner overdrive complete, for sale. Half price.—8 Toller Road, Leicester 77382.

DOWNTON AUSTIN Seven, April 1960, 6,000 miles, immaculate grey, twin H.4s, racing cylinder head, 10.5 c.r., sports cam, special manifold and exhaust system, original carb and manifold available, oil pressure and water temp. vacuum gauge, underscaled. £545 o.n.o.—Enquiries to Spickett, 26 Overhill Way, Beckenham 7533 after 6 p.m., or Park Langley Garage, Beckenham 3466 during day.

£530 1957 A55 de luxe, Speedwell Stage II, 75 b.h.p., 93 m.p.h. Demonstrated to purchaser. Balanced engine, special piston, a/r. bar, duo blue, wax polished, blue leather, carpets, rubber mats, genuine 26,500. No sales talk, see for yourself. Obtaining Jaguar.—J. M. Smith, 76 Carpenters Wood Drive, Chorley Wood, Herts.

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1960 April Sprite, B.R.G.

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Offered with new Standard Sprite engine for £595,
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Whole car immaculate. Full details on request.

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Tel. 937-8.

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AUSTIN-HEALEY 100/4, 1955. Ferrari red; 23,000 miles, wireless, heater, overdrive, wire wheels, Konis, two new Avons and many other extras. Immaculate condition throughout. £495.—Tel.: Tadworth 3618 after 8 p.m.

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1958 SPEEDWELL Sprite, Stage II, anti-roll bar, blue with dark blue hardtop, heater, rad. blind, washers, Windtone horns, tonneau cover. £545.—Gill, 15 Essex Road, Stevenage. Phone: Frome 3257 on weekends.

£585 SUPERB red Sprite, 1959, with Downton Stage II head, camshaft, flywheel, H.2 carbs, exhaust/inlet manifold, Servais silencer, A40 brake conversion, new bearings, 60 thou. o/s size pistons and brake reline this month, team Sprite fibreglass bonnet, twin spotlights, reversing light, screen washers, tonneau cover, heater, Duraband tyres.—Rosemary Seers, RIVerside 6079, 9.30 a.m.-7.30 p.m.

BENTLEY

1951 BENTLEY S/S sln., silver and black, engine recently overhauled. Would exchange for Aston Martin or sell, £995.—Feltham 2879.

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Tel.: Henlow Camp 233.

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BMW

BMW SPORTS SALOON, 1948, with slight frontal damage, £50.

1953 Ford 8, reconditioned engine and chassis, £25.
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BRISTOL

1953 (February) BRISTOL 401, 67,000 miles. Heather grey, biscuit hide, radio. £725 o.n.o.—48 Bell Street, Reigate, Surrey. Tel. 5546.

(Continued overleaf)

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M.G. Magnette III. Duo-tone green.
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Austin A55. Grey/horizon blue.
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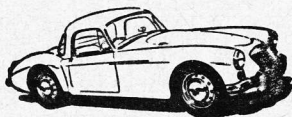
1957 M.G.A.	Red/red, all extras.	£575
1954 M.G. TF.	Black.	£485
1953 M.G. TD.	Red/beige.	£445
1952 M.G. TD.	Black/beige.	£415
1947 (Oct.) M.G. TC.	Red. Immaculate.	£285
1946 M.G. TC.	Maroon.	£275
1954 Buckler Special.	Blue/black. Ford engine, excellent.	£225

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Grand Touring Cars



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Classified Advertisements—continued

BRISTOL—continued

1951 BRISTOL 401, one owner from new, works engine approx. 11,000 miles, radio, heater, etc. Rare opportunity to obtain specimen. £650.—Drayton Motors, Wallasey, Cheshire. Wallasey 1880.

B.S.A.

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

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CITROEN ID 19, 1960, coral/grey, 8,000, radio, £1,350. Beautiful condition.—CROydon 3131.

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

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1952 DELLOW, full weather equipment, six excellent tyres, engine 1,000 miles since recondition, 4.7 c.w.p. £180 o.n.o.—Russell, 118 West Coker Road, Yeovil.

ELVA

ELVA Courier Spyder, 7,000 miles, immaculate and perfect, highly tuned, July 1959. Not used winter, fully guaranteed. Best offer.—Dobson Bros., Truro Works, Matilda Street, Sheffield. See Lotus column.

ELVA Formula Junior, ex-Simon Ames, latest suspension modifications, superb condition. Downton power unit. Probably the fastest and most successful Elva this season. Ready to race. Offers.—Holbay Sports Cars, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 687.

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1957 ELVA-M.G. Mk. I, Monkey Stable tuned TF giving 95 b.h.p., Laystall balanced, 10.1 comp., oil cooler, etc., 9 cwt. Dunlop Racing on w. wheels, road screen and tonneau, extremely quick. Genuine reason for sale. £410.—Write, 101 Acregate Lane, Preston, Lancs.

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508S BALLILA sports, 1935, very original/good condition, fast, economical, ex-Brooklands "Black Diamonds" team car. £190 o.n.o.—Hough, "Meadowridge", Middlebeck Avenue, Mapperley Plains, Nottingham. Phone 262898.

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1958 Ford Zodiac saloon, fitted Raymond Mays conversion, in immaculate condition. This one-owner and carefully maintained car is a revelation in performance and will particularly attract the enthusiast who prefers something more than an ordinary car. Fully guaranteed. £545.

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Tel.: SPEedwell 9857.

£145 ANGLIA (early type), fitted Aquaplane head, twin carbs., special manifold, Michelin "X" tyres. The whole car has been beautifully maintained throughout. Finished in B.R.G.—John Ewer Motors, 139 Tottenham Lane, N.8. FITZroy 1588.

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1960 M.G. Twin-Cam. Red, hardtop, close ratio gearbox, oil cooler, wooden steering wheel, five-inch rev. counter, competition seats, spare set of wheels complete with R.5s, full width competition windscreen, tonneau cover, modified suspension. £850.—J. G. Munger, Ravenscroft, Weston Turville, Aylesbury, Bucks. Tel.: Aylesbury 2312 (evening) 2787 (day).

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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.

H.R.G.

H.R.G. "1500", 1949, Concours condition in perfect, new hood. £350 o.n.o.—Evenings, Miller, 101 Selveston Road, Eastbourne, Sussex.

£225 H.R.G. 1500, aerodynamic, superb, unrepeatable. Terms, exchanges.—Baker & Roger, Ltd., Hudson's Garage, Darks Lane (opp. Ritz), Potters Bar, Middlesex. Potters Bar 6181 or Potters Bar 5645, evenings and weekends.

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JAGUAR 3.4 Automatic, 1957. Chrome wire wheels, disc brakes, two tone. Excellent car. £850.—Hegbourne, Little Thatchers, Welcomes Road, Kenley, Surrey. UPLands 6056.

JAGUAR Mk. IX, 1959, two shades of grey with red hide upholstery, fitted individual front seats, overdrive, power assisted brakes and steering, mileage below 8,000.—Telephone: evenings, Gardner, Leamington Spa 8398.

MAY, 1959, S-type 150 JAGUAR Convertible, finished in pearl grey with red interior. Maintained and serviced by us since new, in excellent condition throughout. £1,350.—R. S. Currie & Co., Ltd., 105 Westbourne Grove, W.2. Tel.: BAYswater 0085.

XX 140, 1956, special head, overdrive, Michelin X, continental roof, cream. £560 o.n.o.—MAIda Vale 3827.

XX 120, 1952, full "C" type mods. Maintained regardless of cost. Never raced or rallied, engine rebuilt, resprayed B.R.G. and new hood. May 1960. £500 o.n.o.—Write or call, Capt. Griffiths, Lillie Barracks, Aldershot, Hants. Week-ends, Three Cocks Hotel, Three Cocks, Brecon.

£399 FIXED HEAD coupé 120, 1952, fitted special "C" type engine, firm suspension, direct steering, R.5 tyres, etc., mechanically really first class. Good coachwork.—John Ewer Motors, 139 Tottenham Lane, N.8. FITZroy 1588.

LANCIA

LANCIA Aurelia G.T., late 1955 model in black, v.g. condition, work in last month at Lancia's includes reline rear brakes. £1,445 or offer.—Telephone: Burnham 406.

LOLA

LOLA-CLIMAX sports, 1,098 c.c., Stage III, Webers, special camshaft, new close-ratio box. Eight wins, two seconds this season. Engine recently overhauled. Offers.—Alan Rees, Wicks Field, Yateley, Camberley, Surrey.

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Built May, 1960.

As new—for sale, less engine,

£950.

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MASERATI 3500 G.T.

First registered 24th November, 1959. Finished in Dark Grey with white leather interior, fitted leopard seat covers, radio, heater, screen washers, etc., this fabulous car, both in design and performance, is offered, guaranteed, at

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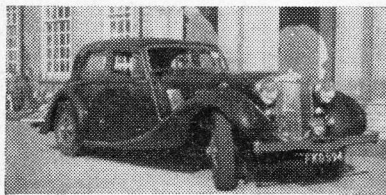
1958 M.G.A fixed-head coupé, black ... £695
1957 M.G.A roadster, ivory ... £595
M.G.As 1956-60. Choice of five from ... £525
M.G.s 1930-60. Choice of over 100 from £75
M.G.s all models wanted. Part exchanges.
H.P. terms. Immediate insurance.

Moor Lane, Staines.

Tel.: Colnbrook (CN8) 2258.

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Perfect condition. Beautifully finished in polychromatic maroon. Full history and bills.

£360.

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M.G. TC, 1949, red, fitted radio, four new tyres, all round good condition. £285.—Apply 485 Sipson Road, West Drayton, Middx.

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£550 1956 M.G.A, ivory, immaculate, wire wheels, low mileage. New: clutch, tonneau, batteries, Mich. X tyres, brakes relined.—Jack Kendall (Boreham Wood), Ltd., ELStree 3413. Terms, part exchange.

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(Continued overleaf)

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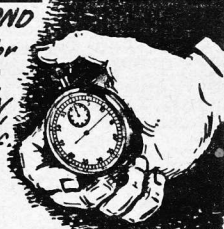
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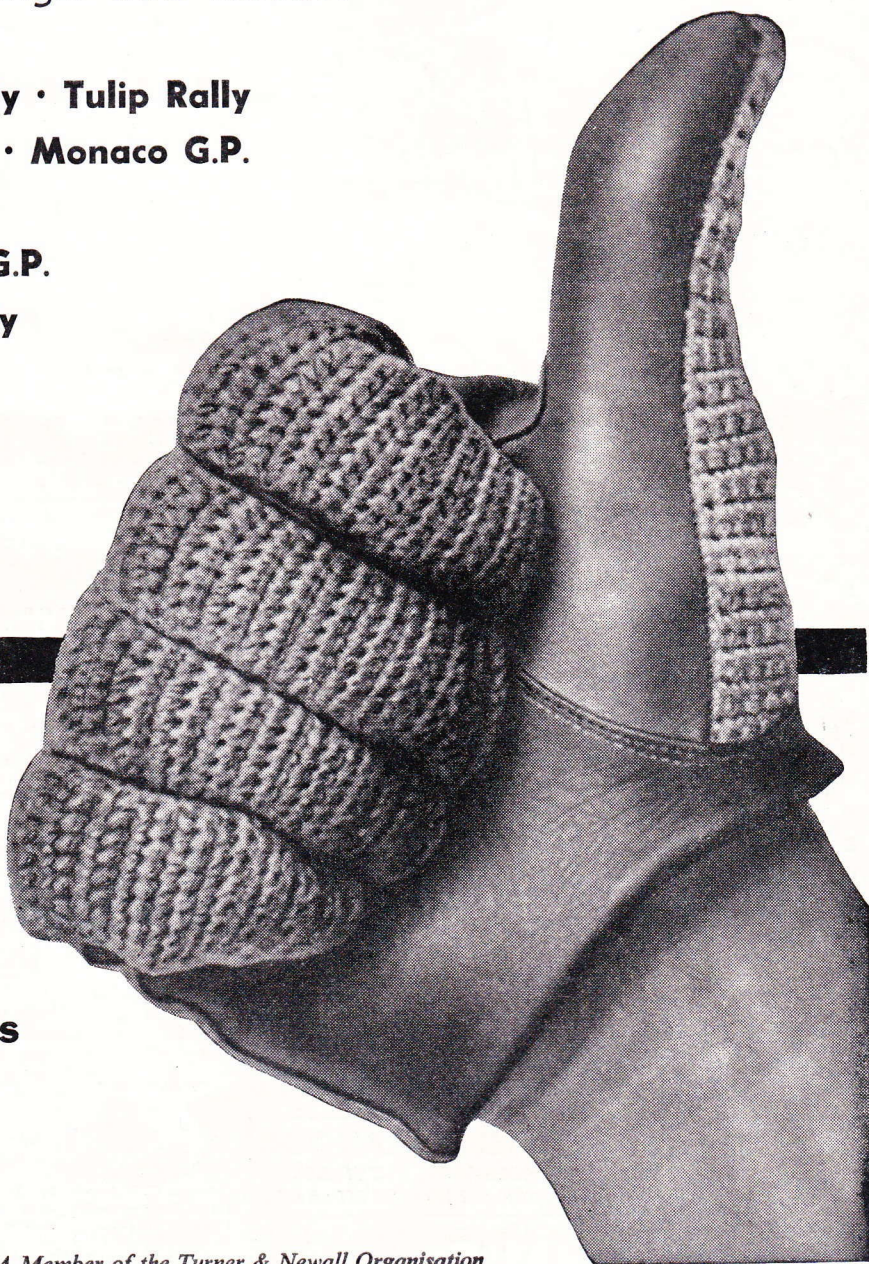
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