

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 21, 1960

1/6

EVERY FRIDAY  
Vol. 21 No. 17

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

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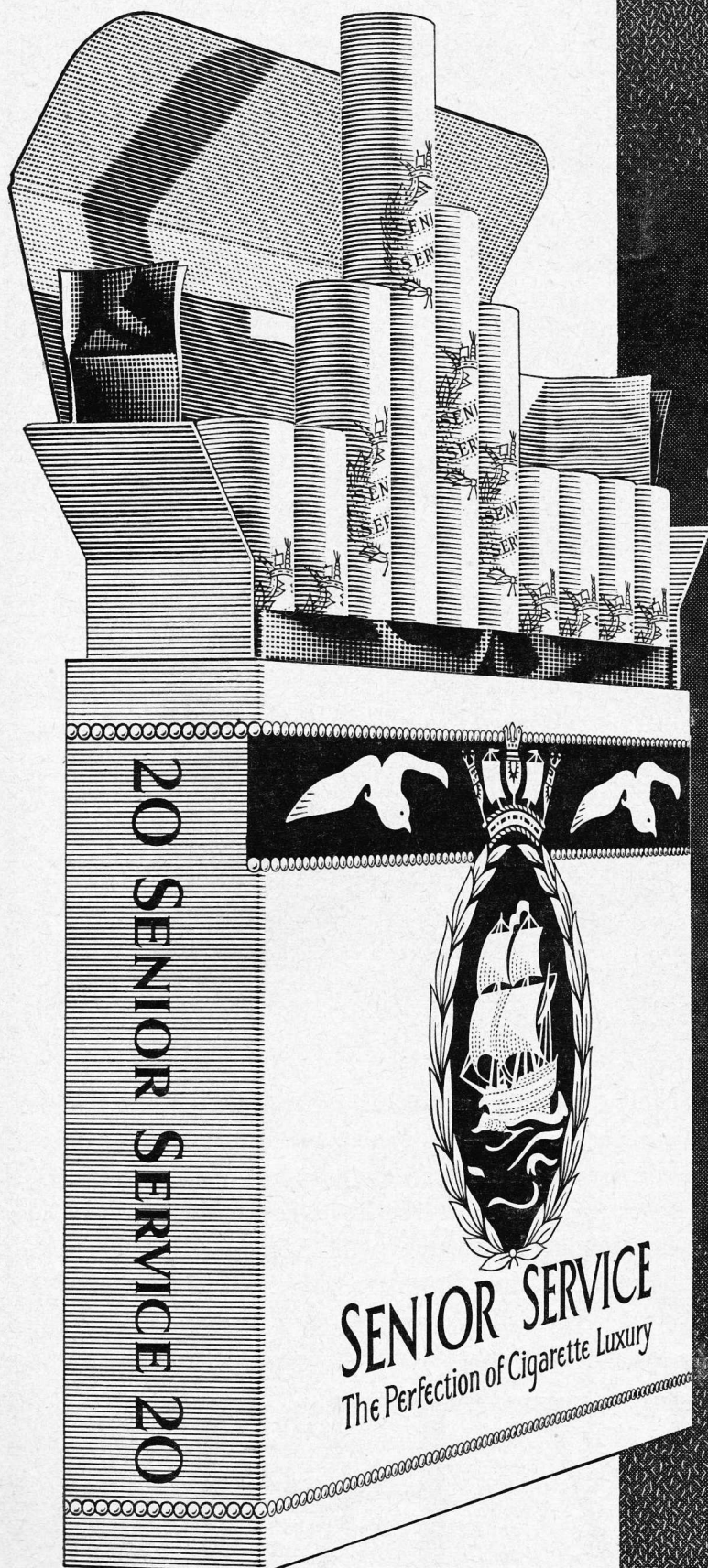
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Vol. 21 No. 17

October 21, 1960

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## EDITORIAL

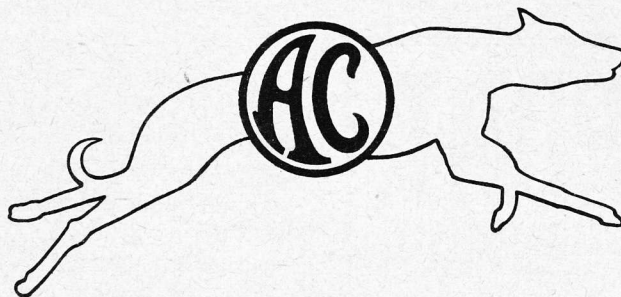
### ON WITH THE SHOW!

EARLS COURT, 1960, may lack novelties in the way of new vehicles but certainly not examples of sound engineering practice. High-performance cars particularly reflect the modern trend for vehicles which can be driven for long distances without drivers and passengers suffering from undue fatigue. Nevertheless there is still a great deal to be done to improve seating. Quite a number of manufacturers still produce cars the seats of which cause physical discomfort, not only as a result of their design, but the fact that they cannot be adjusted to suit every type of person. The seats themselves are not always constructed to give the support essential for high-mileage driving, and there are still far too many examples of a complete lack of understanding of what potential buyers want. It is surprising how many people reject otherwise excellent vehicles merely because the makers have not considered fully the fact that human beings come in various shapes and sizes. Long-legged persons invariably discover that on the normal, medium-priced vehicle seating is all wrong in relation to the positioning of the pedals and controls, and that considerable modification is necessary to produce any sort of driving position that makes for relaxed control. It is noticeable, however, that manufacturers who support International rallies have greatly improved interior comfort during the past few years, but only on few cars can the fold-down type of seat, so popular on the Continent, be procured. For long-distance motoring this is a most desirable fitment, not only for passengers, but for the lone driver who may wish to snatch a few hours' rest after several hundred kilometres of autobahn or autostrada driving.

### TRAFFIC WARDENS

THE long-suffering London driver now has to run the gauntlet of the new breed of "little Hitlers" who grimly affix tickets on the windscreens of cars parked in unofficial spots in the Mayfair district. These tickets cost the offender £2, even although he has just stopped for a couple of minutes or so. The Metropolitan Police state that these men have no authority to permit anyone to park in prohibited zones, but one would have thought that a certain amount of discretion could be used, and that the tickets should be doled out to blatant law-breakers rather than the unfortunate driver who just wants to pick up something like a parcel from a shop, and cannot find anywhere to park which is not already occupied. With thousands of visitors descending on London for the Earls Court show parking will be a nightmare anyway. However, one shudders to think what will happen during the Christmas shopping rush, when long queues of cars form near meters on the offchance that someone will soon be vacating a place. We have now come to accept the parking meters as a necessary evil, but the introduction of these traffic wardens has created friction between car-owners and authority which is slowly growing to resentment at yet another attempt to make the motorist pay at all cost!





# G R E Y H O U N D



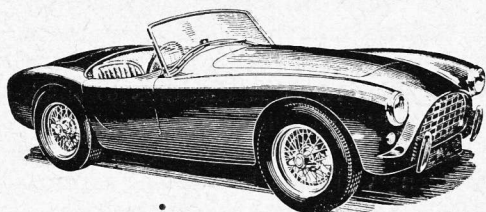
## T H E B E S T O F E V E R Y T H I N G

A.C. Cars Limited have pleasure in announcing that the "GREYHOUND" is now in full production. This high performance grand touring car with accommodation for rear seat passengers is additional to the "ACE" and "ACECA" range.

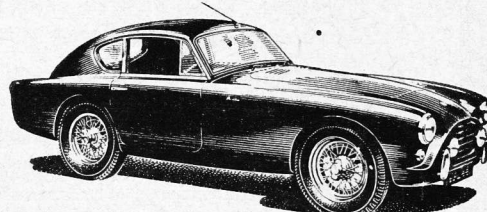
The "GREYHOUND" with its unique four-wheel independent suspension and rigid steel chassis has been extensively road tested for a long period over all types of conditions on Belgian Pave, tram lines, third class tracks, high speed motorways in good and bad weather.

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# SPORTS NEWS

## THE INTER-CONTINENTAL FORMULA

At a meeting in Paris, the C.S.I. of the F.I.A. agreed to the introduction of an "Inter-Continental" Trophy for 1961, which will go to the driver who scores the greatest number of points in seven races which will be set aside for cars of between two and three litres. Scoring will be similar to that adopted for the Drivers' Championship of the World which will be confined to races for the new 1½-litre formula.

In addition to races in Australia and in New Zealand, for which no dates have yet been fixed, Inter-Continental formula events will take place at Snetterton (25th March), Silverstone (6th May), Monza (29th June), Turin (17th September) and Watkins Glen (8th October).

## ARCHIE SCOTT-BROWN MEMORIAL FUND

At a small ceremony on 10th October, the Trustees of the Archie Scott-Brown Memorial Fund handed over to the Outward Bound Schools' Foundation an undertaking to supply sufficient funds to train three students per annum from now on. The first student to enjoy the benefits of the fund raised in memory of Archie started his course at the Moray Sea School on Monday, 10th October.

The Courses provided by the Outward Bound Schools' Foundation are based on certain ideals which may be summarized as follows:—

That a boy's natural love of adventure should be so directed as to develop the right qualities of character; that only by experiencing for themselves the pride resulting from a job well done, or the satisfaction of a great effort sustained by sheer will power, can young people discover their better qualities and feel the urge and inspiration to develop them; that self-confidence can be greatly strengthened by the exercise of self-control and by the realization of improvement in physical and mental agility; that if discipline is imposed by those who command respect, it will be accepted, welcomed and reproduced; that the obligation of service to others can best be inspired by the experience of subordinating self to a greater cause.

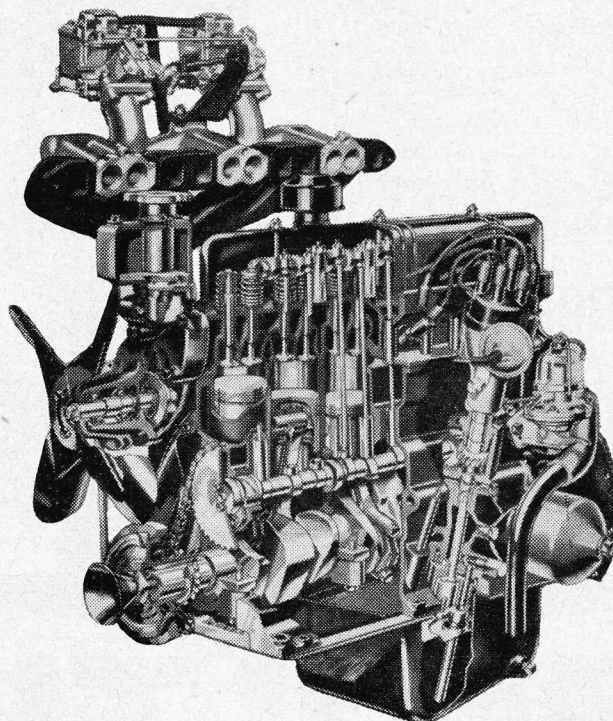
All those who knew Archie Scott-Brown, and no doubt many thousands of those who admired and respected him from afar, will agree that a scheme with such ideals behind it is the cause to which the funds raised in Archie's memory should be devoted.

The generous admirers of Archie Scott-Brown who contributed will certainly be delighted to hear that the annual income from the Fund will be enough to help three students each year towards developing their characters to the high standards set by Archie.

The Trustees of the Archie Scott-Brown Memorial Fund are: J. R. T. Gibson Jarvie; Brian Lister; Anthony A. Salmon; and John Eason Gibson.

With effect from 1st October, 1960, Mr. Roy Jackson-Moore has been appointed Sales Manager of Aston Martin Lagonda, Ltd.

A COMPLETELY NEW Standard-Triumph engine has been produced for the Vignale Vanguard (which can be seen at the Earls Court Motor Show). The new six-cylinder overhead valve unit of 1,998 c.c. develops 80 b.h.p. at 4,400 r.p.m. and will have a bore and stroke of 74.7 mm. and 76 mm. respectively. The transmission will be by a four-speed gearbox with floor change.



## EIGHT STARTING POINTS FOR 1961 "MONTE"

REGULATIONS just issued give the starting points for the 30th Monte Carlo Rally as Athens, Frankfurt, Glasgow, Lisbon, Monte Carlo, Paris, Stockholm and Warsaw. The re-introduction of the Monaco start will be popular with many competitors.

An innovation is the use of a formula for each category which will be used to arrive at the final classification. The factors vary according to the type of car, and are different for two-strokes and four-strokes. The formula would appear, on the face of it, to favour slightly four-strokes in the three groups, i.e., Series-production touring; Modified (s.p.) touring; Grand touring cars.

Main competitive part of the rally is between Charbonnières and Monaco, during which no fewer than five classification tests will be staged. On the result of these tests, the 120 best-placed competitors will take part in the final classification tests, which comprise "round the houses" races on the Grand Prix circuit of Monaco. Any competitor who does not take part in the races will be penalized 500 marks.

Entries for the "Monte" close on 9th November, and must, of course, in the case of British competitors, be submitted to the Competitions Department of the R.A.C.

It is expected that part of the common route will be based on sections of the Lyon-Charbonnières rally.

## WATKINS GLEN FORMULA LIBRE GRAND PRIX

STIRLING MOSS won the recent Watkins Glen Grand Prix at an average speed of 105.8 m.p.h., setting up a new record in the process. He made fastest lap of 109 m.p.h.—also a record.

The meeting was run in perfect conditions—and during practice Brabham (Cooper), Moss (Lotus), Gendebien (Cooper) and Bonnier (Cooper) all broke Bonnier's last year's record. At the start Jack Brabham made a terrific getaway

and led from Olivier Gendebien, Joe Bonnier and Stirling Moss. But on the eighth lap Bonnier passed Moss and took the lead from Brabham. Lap 25 saw Brabham repass Bonnier, whilst Moss fought off Gendebien who was trying for third spot.

On the 47th lap Moss passed Bonnier, and on the following lap took Brabham for the lead. Gendebien retired with gearbox trouble and Roy Salvadori, in the Ecurie Ecosse Cooper Monaco, moved up in fourth place.

Towards the finish Moss and Brabham (who was 8 secs. behind) both lapped Bonnier, who later had to retire when his gearbox ceased to function. Roy Salvadori drove flawlessly to gain third place overall, ahead of Bonnier and F. Bradley (Porsche) who had both completed 90 laps.

A full report of the meeting will appear in next week's issue.

## BILL KRAUSE WINS RIVERSIDE GRAND PRIX

BILLY KRAUSE won the 200-mile event at a record speed of 91.5 m.p.h. Stirling Moss and Dan Gurney (both in 2½-litre Lotuses) had led the race until the former suffered transmission troubles, and the latter blew a head gasket. Bob Drake came second and Angie Pabst third.

### Provisional Results

1, B. Krause, 91.5 m.p.h.; 2, B. Drake (Ol Yaller); 3, A. Pabst (Scarab); 4, J. Jeffords (Maserati); 5, C. Shelby (Maserati); 6, R. Salvadori (Cooper Monaco); 7, P. Hill (3.0 Ferrari); 8, W. Hansgen (2.0 Maserati); 9, J. Hall (4.5 Maserati); 10, J. Brabham (Jaguar).

## KIEFT POWER

THE Kieft Sports Car Co., Ltd., Princip Street, Birmingham 4, are now marketing an efficient range of conversions for Triumph Heralds, Morgan Plus Fours and TRs. Examples of these cars in varying stages of tune recently sampled at Silverstone showed that the conversions are extremely effective, completely transforming the machines. A Morgan Plus Four, equipped with Kieft Power head, cylinder block and modified suspension, has lapped the club circuit in 1 min. 16.8 secs in the hands of Lionel Mayman.





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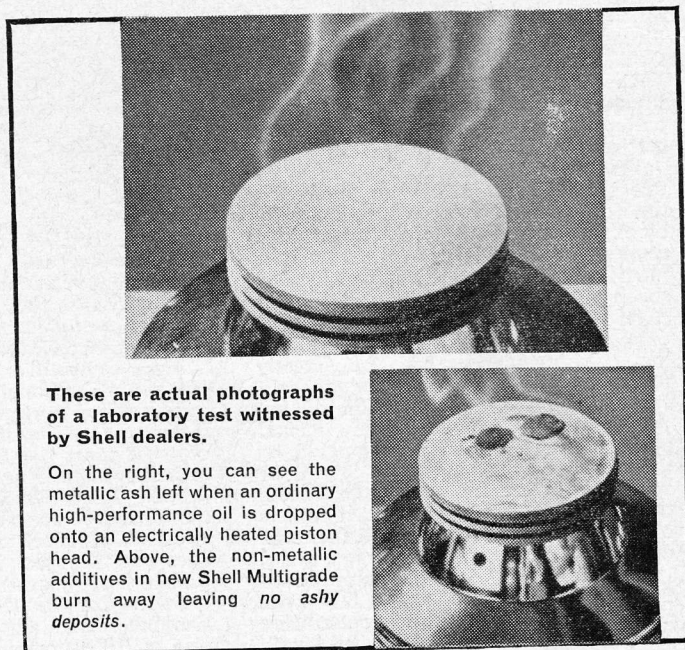
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On the right, you can see the metallic ash left when an ordinary high-performance oil is dropped onto an electrically heated piston head. Above, the non-metallic additives in new Shell Multigrade burn away leaving *no ashy deposits*.







## SNETTERTON FINALE

FOR the last meeting of the season at Snetterton the British Racing and Sports Car Club put on an excellent show. Conditions looked terrible in the morning as the circuit was very wet, but luckily it cleared up and all six races were run in the dry. Racing proved to be of a very high standard—perhaps because the field was nearly identical as at the Empire Trophy meeting.

Doc Shepherd drove his fabulous A40 to victory in the Touring Car event—this is, of course, his home circuit. (Don Moore reckoned that the A40 was doing 110-115 m.p.h. down the straight.) Tony Maggs, driving the new rear-engined Gemini, won the Formula Junior race, displaying great tactical and racing ability. The Lister-Jaguar once more came home first, in the more-than-capable hands of John Bekaert, who really had to go in the opening stages of the sports-racing event to get ahead of Shane Summers (Lotus). Shane will be a man to watch next season.

The track was just beginning to dry out at the start of the first race of the day, the Formula 3 event. Jack Pitcher (Cooper-Norton) led from start to finish, for although Gordon Jones, similarly mounted, had harried him on the opening laps, Jack had pulled out a considerable lead by the time he took the chequered flag. G. Gartside, also driving a Cooper-Norton, finished in second spot having got ahead of Gordon Jones on the fourth lap.

There was great excitement at the start of the up to 1,200 c.c. sports car race as, much to the starter's distress, a mechanic had rushed on to the grid and handed something to J. R. van Nierkerk who was driving one of the works-entered G.S.M. Deltas. As the field shot under the bridge it was apparent what all the excitement had been about: van Nierkerk (hand still in the air) was still on the grid; later he received a push-start but was black flagged for having a loose bonnet.

*FASCINATED spectators watch the start of the G.T. race. Left to right: Graham Warner (Elite), R. A. Gibson (XK 120), Bill McCowen (A.C.-Bristol), Bob Staples (A.-H. 3000) and Pat Fergusson (Turner).*

### B.R.S.C.C. do full justice to the last meeting of the year at the Norfolk Circuit

A Terrier, driven by Brian Hart, was in the lead when they passed the pits having completed their first lap—but right on Brian's tail was the other works G.S.M. driven by N. R. Jones. B. Mockford (Lotus) and John Murrell (D.R.W.-Ford), and a great dice ensued between these last three. However, on the third lap Murrell got in front of Jones and chased after Hart, but with only two laps to go he couldn't make it—and so it finished, with Brian Hart taking the flag 4.4 seconds ahead of John Murrell, who was followed over the line by N. R. Jones.

The sports car race proved to be one of the most exciting races of the day. On the completion of one lap Shane Summers, driving the ex-Innes Ireland 2-litre Lotus, led from John Bekaert in the Lister-Jaguar, and J. Russell, who had stalled at the start, was coming up very quickly indeed. Lap three saw Bekaert take Shane Summers, who seemed content to follow in the wake of this very experienced driver. Afterwards Shane told me that to have held John he would have had to take the revs. way over seven, which he didn't wish to do!

*OPENING LAPS: The immaculate 2-litre Lotus driven by Shane Summers leads John Bekaert's Lister-Jaguar through the Esses in the early stages of the sports car race.*

Meanwhile Dizzy Addicott (Lotus) had moved up to third position overall and now led his class, Geoff Breakell having retired on the seventh lap. With only one lap to go John Bekaert was quite a way ahead of Shane Summers who was being pursued by J. Russell who had taken Dizzy Addicott for third place. Russell was excluded from the results as he had received a push-start—but, my goodness, how he went! Jerry Hodgson driving one of Jim Russell's somewhat antiquated Cooper-Climaxes drove very well and finished well up in the field.

(Continued on page 584)

#### Results

**F3 Race:** 1, J. Pitcher (Cooper-Norton), 80.15 m.p.h.; 2, G. Gartside (Cooper-Norton); 3, G. M. Jones (Cooper-Norton). **Fastest lap:** Pitcher, 81.30 m.p.h.

**Up to 1,200 c.c. Sports car race:** 1, B. R. Hart (Terrier Ford), 79.39 m.p.h.; 2, J. A. Murrell (D.R.W.-Ford); 3, N. R. Jones (G.S.M.-Ford). **Fastest lap:** Murrell, 82.82 m.p.h.

**Sports-Racing car race: Overall Winner:** J. Bekaert (Lister-Jaguar), 91.65 m.p.h. **Class A—Over 1,500 c.c.:** 1, J. Bekaert (Lister-Jaguar), 91.65 m.p.h.; 2, S. Summers (Lotus-Climax); 3, A. G. Mann (H.W.M.-Jaguar). **Fastest lap:** Bekaert, 93.81 m.p.h.

**Class B—Up to 1,500 c.c.:** 1, D. G. Addicott (Lotus-Climax), 87.66 m.p.h.; 2, R. F. Pierpoint (Lotus-Climax); 3, I. G. E. Harrison-Hansley (Lotus-Climax). **Fastest lap:** Addicott, 89.51 m.p.h.

**Formula Junior race:** 1, A. Maggs (Gemini-Ford), 90.03 m.p.h.; 2, J. Hine (Lotus-Ford); 3, C. Johnson (Lotus-Ford). **Fastest lap:** Maggs, 93.45 m.p.h.

**Saloon car race: Overall winner:** G. C. Shepherd (Austin A40), 79.21 m.p.h.

**Class A—Over 2,600 c.c.:** 1, B. Aston (Jaguar 3.4), 78.83 m.p.h.; 2, V. H. Parness (Jaguar 3.8); 3, J. W. Dean (Jaguar 3.4). **Fastest lap:** Aston, 80.49 m.p.h.

**Class B—1,001 c.c. to 2,600 c.c.:** 1, P. J. Pilsworth (Riley 1.5), 71.22 m.p.h.; 2, T. M. Herring (Simca Aronde). **Fastest lap:** Pilsworth, 73.46 m.p.h.

**Class C—Up to 1,000 c.c.:** 1, G. C. Shepherd (Austin A40), 79.21 m.p.h.; 2, E. Lewis (Austin A40); 3, A. P. Hedges (Austin A40). **Fastest lap:** Shepherd, 81.30 m.p.h.

**Grand Touring car race: Overall winner:** R. A. Gibson (Jaguar XK 120), 84.34 m.p.h.

**Class A—Over 1,600 c.c.:** 1, R. A. Gibson (Jaguar XK 120), 84.34 m.p.h.; 2, B. McCowen (A.C.); 3, R. A. V. Staples (Austin-Healey 3000). **Fastest lap:** Gibson, 85.88 m.p.h.

**Class B—1,001 c.c. to 1,600 c.c.:** 1, G. Warner (Lotus Elite), 82.62 m.p.h.; 2, J. P. Fergusson (Turner 1100); 3, J. C. Turner (T.V.R. Grantura). **Fastest lap:** Warner, 85.73 m.p.h.

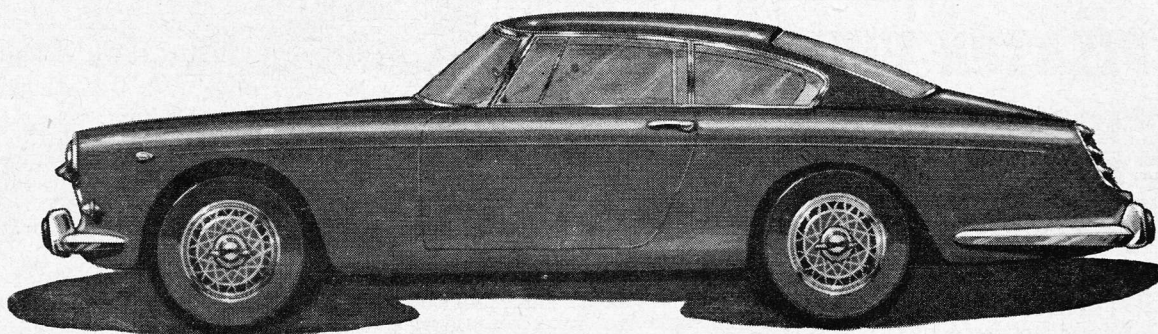






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THE West Essex Car Club, running its national hill-climb event at Stapleford, Essex, found itself with a national championship event for the second year running and with a first-class entry to support it. In a brisk but pleasant manner—a manner which is typical of this club—the meeting was run off with great efficiency despite all that the weather could do to make it otherwise. Practice for the event had to be held up

on his first run and a smartly executed 54.90 secs. on his second.

Out next came the up to 1,300 c.c. Grand Tourers, led by J. R. Williams who climbed very neatly in his Turner in 63.42 secs. and 62.68 secs. T. Bone, in an Austin-Healey Sprite with the Sebring engine and all the other mods., had a moment on the first run, but on his second attempt got down to 59.95 secs. F. Taub's Downton-tuned Sprite

time in his Kieft-M.G. and almost lost it, but recovered well enough: D. S. Price (Lotus Seven 1172) was not so lucky, turning it right round on his second run.

The bigger cars—1,601-3,000 c.c. sports cars—saw a very easy win, by something like three seconds, for Joshua Randle's Cooper Monaco. He was much faster on both runs, recording 50.60 secs. on his first run and 48.58 secs. on his second, the nearest challengers on each run being, respectively, M. H. Monis (Frazer-Nash Le Mans) in 54.05 secs., and W. J. Camp (Cooper) in 51.64 secs.

Finally, came the sports cars of over 3 litres, and here, not surprisingly, there was a benefit for Phil Scragg's Lister-Jaguar—the ex-Ecurie Ecosse single-seater, actually, fitted with "sports car" bodywork and wings and still with the 3.8-litre engine. First run for this wonderful monster took just 51.93 secs. in the wet—against the next best time in the class of 57.04 secs. from Crozier's "D"-type Jaguar. Run two saw the Lister ascend in 48.20 secs., while Crozier was again next best in 53.62 secs.

Racing cars up to 1,500 c.c. saw three cars beating 50 secs., and of these Keith Greene, in the 1,100 c.c. sports Gilby-Climax, was quickest with 49.18 secs. on his second run. On his first run he recorded 50.17 secs., the only driver to break 51 secs. in this class on the first runs. Next time up, however, Mike Hatton (Cooper-J.A.P.) and Patsy Burt (F2 Cooper-Climax) followed his example with 49.95 secs. and 49.65 secs respectively.

There were only two runners in the 1,501-2,500 c.c. racing class, and Josh Randles (Cooper Monaco) defeated Arthur Owen's 2.2-litre F1 Cooper on both runs, recording 49.64 secs. and 49.92 secs. against Owen's 49.88 secs. and 50.48 secs.

It was nice to see Rivers-Fletcher back with his well-prepared H.W.M.-Jaguar in the over 2,500 c.c. racing class, going up in 58.06 secs. and 57 secs.

Then came the Hill-Climb Championship class, and here Arthur Owen came to the fore with the best time in his F1 Cooper. He recorded 49.30 secs. on his second run, just beating Patsy Burt's second run time of 49.33 secs. David Good was not particularly happy, spinning violently on an earlier run and recording 49.43 secs.—third fastest—on the best of his two championship runs. Rivers-Fletcher improved to 55.58 secs. on his second run in the championship group, while Mike Hatton, whose day it was not, recorded 51.13 secs. on his first run and spun on the second.

Altogether an excellent day, while for sheer speed and efficiency the results service will take a lot of beating!

MARTYN WATKINS.

#### Results

**Touring cars up to 1,300 c.c.:** D. Richmond (Austin 7) 56.78 s. **Touring cars, 1,301-2,000 c.c.:** W. B. Blydenstein (Borgward) 56.73 s. **Touring cars over 2,000 c.c.:** R. I. Romain (Jaguar), 54.90 s. **Grand Touring cars up to 1,300 c.c.:** M. J. Kingham (Ford Anglia), 56.76 s. **Grand Touring cars, 1,301-2,000 c.c.:** T. G. Cunane (Ace-Bristol), 54.79 s. **Grand Touring cars over 2,000 c.c.:** W. A. Powell (Jaguar 3.4), 55.87 s. **Sports cars up to 1,100 c.c.:** P. Boshier-Jones (Lotus), 50.16 s. **Sports cars, 1,101-1,600 c.c.:** P. B. Bailey (Lotus), 51.05 s. **Sports cars, 1,601-3,000 c.c.:** J. Randles (Cooper Monaco), 48.58 s. **Sports cars over 3,000 c.c.:** P. Scragg (Lister-Jaguar), 48.20 s. **Racing cars up to 1,500 c.c.:** K. A. Greene (Gilby-Climax), 49.18 s. **Racing cars, 1,501-2,500 c.c.:** J. Randles (Cooper Monaco), 49.64 s. **Racing cars over 2,500 c.c.:** A. F. Rivers-Fletcher (H.W.M.-Jaguar), 57 s. **Hill-Climb Championship class:** A. Owen (Cooper F1), 49.30 s. **Best Time of Day:** P. Scragg (Lister-Jaguar), 48.20 s.

## Soaking Stapleford

### Scragg Fastest at Well-Run W.E.C.C. Hill-Climb

for a period in which absolutely torrential rain fell ceaselessly, while on the day the weather could not have been more unpleasant.

For the first runs in classes one to ten—in other words the sports and touring car categories—cars ascended in a continuous downpour. First came the touring cars up to 1,300 c.c. and here, on his first run, Daniel Richmond, in his Downton-tuned Austin Seven, went up in 57.36 secs.—over a second quicker than anyone else. John La Trobe, having come to the hill straight after the London Rally, got his Mini-Minor up in 58.98 secs., while the most spectacular run in the class was that of A. C. Todd's A35, which went bowling up with tremendous energy to record 64.98 secs. on its first run, lifting its inside front wheel on the bends, and improving on its second attempt to 64.21 secs.

The rain eased off during the lunch break, finally ceasing almost completely, and a bitter wind sprang up which, incidental to freezing everyone, nevertheless dried the course, though not completely. The 1,300 c.c. touring class, however, was still led by Daniel Richmond, who improved to 56.78 secs. Nearest challengers were S. T. Rees (Anglia) in 57.51 secs., and R. N. Allen (Anglia) in 57.83 secs.

Next class was for touring cars from 1,301-2,000 c.c., including a couple of supercharged cars from the smaller capacity group running with the bigger boys. First of these was P. Albon's blown A40, which rolled enormously to record 59.68 secs. in the wet and 58.99 secs. on the second run. J. Hayes's Triumph Herald, also supercharged, was steady, but also a good deal slower, recording 66.27 secs. and 65.14 secs. F. W. Brown's 1.5 Riley got into a huge slide at the left-hander at the top on its first run, but recovered to complete the course in 60.16 secs.

Easily the fastest in this class, however, was Bill Blydenstein's well-used Borgward, which has some 95,000 miles on the clock and which now employs a Fish carburettor. The times speak for themselves: Bill's first run took 57.36 secs., while his second was accomplished in 56.73 secs.—something like two seconds quicker than his nearest rival, Albon in the blown A40.

The big touring car class, for machines of over 2 litres, brought out the Jaguars. J. W. Dunster's 3.4 suffered an almighty spin on the tricky left-hander on his first run, and did 58.78 secs. on his second attempt. Albert Powell, in the Universal Gearbox Co. 3.4, did 57.29 secs. and 57.10 secs., but by far the nearest performer was R. I. Romain, in a sleek red 3.4, who won the class with 57.10 secs.

ran out of road completely on his first run, but suffered no damage and returned to the fray to do a cautious 62.37 secs. on his second run. J. R. Gates, in the ex-Bill Moss Marcos G.T. was, curiously, quicker on his first run, in the wet, than on his second, with a drying surface: his respective times were 57.98 secs. and 58.19 secs. Class winner was the Ford Anglia saloon of Malcolm Kingham which, to the eternal shame of the two-seaters, did 57.55 secs. and 56.76 secs.

The 2-litre G.T. class included polished performances by Alan Goeter and Tom Bridger in the Dick Jacobs's "Twin-Cams", Bridger being quickest on the first attempts with 58.19 secs. against Alan's 58.70 secs., but on the second runs Alan reversed the position with 55.81 secs. to Tommy's 56.62 secs. However, neither of them could match the performance of R. C. Burnard's very potent Ace-Bristol. Obviously a real handful, this car, but it was equally apparent that Burnard knew just what to do with it, and he recorded 55.79 secs. on his first run and 55.02 secs. on his second. In spite of this, however, the class went to T. G. Cunane, in a similar car, with a beautifully judged run in 54.79 secs.—his only run of the day!

The Grand Touring cars of over 2 litres class went to Albert Powell (3.4 Jaguar) with a fine second run in 55.87 secs. after a gigantic spin on his first run. Romain ran again in this class and was again very polished, recording 56.15 secs. on his first run. Run two was not so good, however, and he managed only 59.34 secs. A disappointment in this class was the non-appearance of D. D. S. Harvey in a 5.910 c.c. Facel Vega.

Then came the sports car classes, starting with the 1,100s. Not surprisingly, this batch was beaten by Peter Boshier-Jones (Lotus Eleven) who did 50.16 secs. on his second run. On the first runs, however, he was defeated by Keith Greene in the Gilby-Climax, who was over a second better than Boshier-Jones with a faultless 51.40 secs. on a streaming wet track. Off-course excursions were pretty frequent in this class, the peach of them all being that of E. Braine's Kieft-Climax, which turned sharp right on a straight bit of road and disappeared across country behind some hangars!

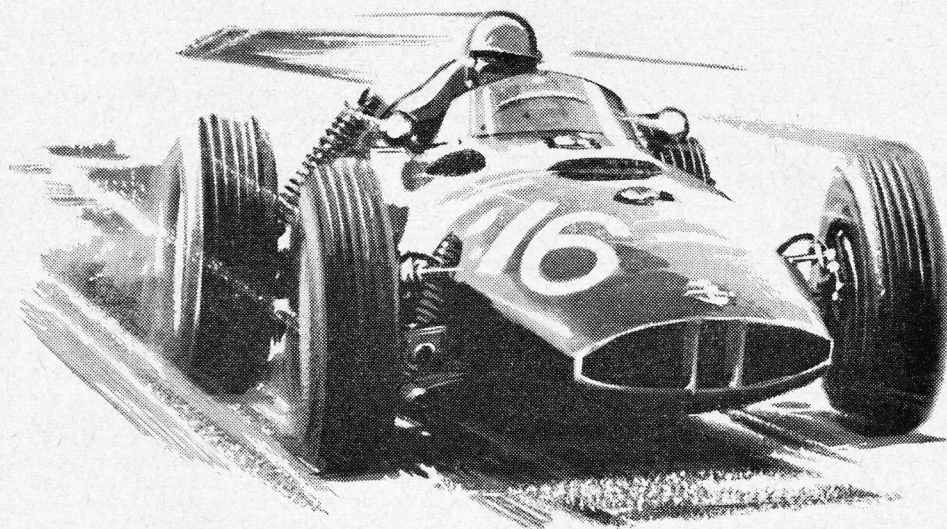
The class for sports cars from 1,101-1,600 c.c. produced a well-judged win for P. B. Bailey's Lotus, which went up first in 55.64 secs. and then in 51.05 secs., narrowly beating W. H. G. Bloomfield (Lotus) who did 51.94 secs. on his second run. C. R. Price (Lotus Mk. 6 1172) had the bad luck to suffer a gearbox derangement on his first run: Alan Wershat, in Lolita, was neat, workmanlike and fast, with 52.80 secs. as his best effort. M. R. E. Herstatt had a terribly busy



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# PROFILE **INNES IRELAND**

BY CHRISTOPHER NIXON

INNES IRELAND, it would seem, has brought some of the Brooklands atmosphere back into motor racing. Look for him in the paddock at any race meeting and you will probably find him ambling about, talking to friends, wearing a thick, sheepskin-lined jacket over his overalls to combat our dreary English weather. He looks for all the world like a well-heeled member of the landed gentry—the gentleman racing motorist of yesteryear who raced purely for the hell of it with no real thought—or need—of financial reward.

Times have changed though, and today true amateurs can be counted on the fingers of one thumb—or something—and Innes isn't numbered amongst them! He goes racing (a) because he likes it, and (b) because he never was much of a hand at selling matches anyway. Motor racing, to him, is a very nice way of earning a living. It keeps the bailiffs away from the door and gives him the satisfaction, which few of us achieve, of doing something difficult considerably better than most other people, i.e., driving a racing car.

He is of average height, well built, with a rather lined, craggy face, and when he grins, which is very often, for he is constantly amused by the goings on around him, he takes on the air of a rather whimsical bloodhound whose master has just caught him following a pretty French poodle when he should be on the trail of a criminal.

A very easy-going man, he speaks quietly and slowly and gives one the impression that he lives only for the moment and not for the future. But beneath this lethargic and apparently indifferent exterior there lurks a character of determination, courage and very considerable ability. He wants to get to the top of his chosen profession, and thinks that, given time, he can do so. This is not bigheadedness—nobody will ever achieve anything unless he thinks he can—it is one of the attributes necessary for success. Will he reach his goal—only time will tell, but judging by the recent performances it would seem well within the bounds of possibility.

\* \* \*

It would seem logical, perhaps, that Innes should come from Ireland, but in this case, I'm afraid, logic goes by the board—he comes from Scotland. Next I shall doubtless be told that Lofty England is a Welshman, but then in motor racing almost anything is possible!

Innes was born on 12th June, 1930, at Kirkcudbright, which, being translated into our heathen tongue, means Kircoobry. His father was a veterinary surgeon but it must be recorded that from the start young Innes showed little or no interest in animals, although later he was to develop some enthusiasm for horses, as we shall see.

He went to prep. school in Chipping Campden, Gloucestershire, and then

moved on to join his brother at Kirkcudbright Academy. Both the boys were good athletes and between them they cleaned up all the school athletic championships every year they were there. Innes also represented Scotland in the 1946 International Air Training Corps athletics match, and in 1947-48 he was in the S.A.T.C.'s Rugby team.

At the age of 15 he acquired a motor bike—at which point his academic abilities started to go down hill rapidly. The result was that at 17½ he left the academy and went to a "crammer" in Edinburgh for six months in order to pass the dreaded school certificate.

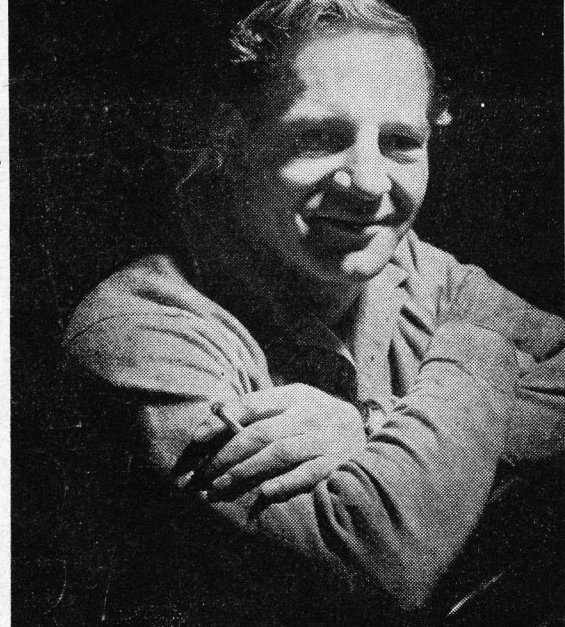
Having surpassed this obstacle, he joined the Aero Division of Rolls-Royce, Ltd., in Glasgow, where he spent three and a half years. It was at this point that his interest in horses came out, but not, I hasten to add, the four-legged variety. Horse power was the thing. He was put on the development testing side.

Innes managed to inject some of his interest in power into his fellow testers—with the inevitable result. Every now and again there would be an almighty bang, and another £3,000 Merlin engine, looking rather like a Salvador Dali hatstand, with all the rods sticking out of the sides, would be lifted off the test bed.

"We had the most fabulous fun there," says Innes. "Once we blew a blower off. There was a tremendous explosion which could be heard in the main works, all of half a mile away. Within seconds the bosses of all the various departments were on the phone, demanding to know how much of the building we'd blown up."

After three and a half years Innes left the aero division (which presumably heaved a sigh of relief) and came to London where he joined the car division for a further two and a half years. This period was not quite so enjoyable as the last. "I think they took exception to the fact that I used to roll up for work in a Bentley."

Then the Army called and he joined the King's Own Scottish Borderers. He was sent to Eaton Hall where he eventually passed out as an officer. It was here that he met Douglas Armstrong, who, you may recall, was a pupil of Annigoni, and received wide acclaim for



his superb portrait of the beautiful Baroness von Thyssen. He and Douglas are still close friends.

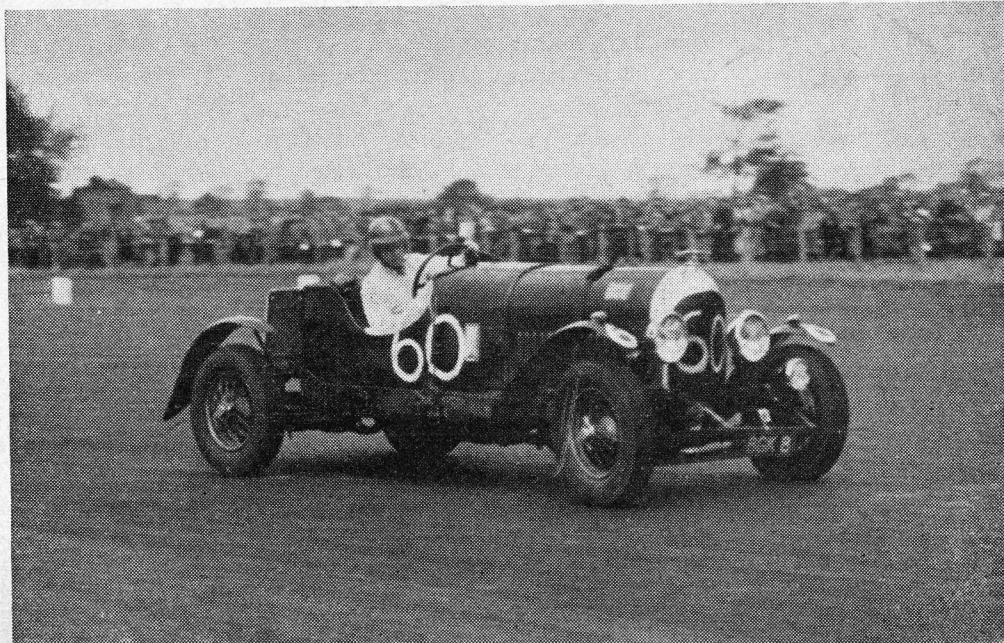
Having gained his commission, Innes was seconded to the Paratroop Regiment. There followed "the hardest 10 days of my life," at Aldershot. "They really put us through the mill there. It was 10 days of sheer physical exertion."

After this the jump course at Abingdon proved to be quite a relief, and having come through that all right he was sent to Egypt with the 1st Battalion Paratroop Regiment in 1953.

Out there he was given the job of being Motor Transport Officer. He made about 25 jumps in all, and had only one real "incident".

"This came about as a result of what we call a 'lazy chute.' You jump out and the thing doesn't develop properly. Because of the humidity we had quite a lot of this in Egypt. I had jumped from 800 feet—I looked up to see if everything was O.K. and saw that the bottom of the 'chute had closed up, trapping some air in the top. I looked at it for a bit, thinking 'this can't happen to me,' and then I suddenly realized that if I didn't do something but quick I was going to make a rather unsightly 'ole in the ground. I pulled down on the back lift webs and the 'chute started to fill. Eventually it opened—then it closed again. 'This, mate,' I thought, 'is your little lot.'"

(Continued on page 565)



**SECOND RACE—1953:** In his well-preserved Bentley Innes entered his first race in 1952 at Boreham and notched up a fourth. The following year this photograph was taken at Charterhall where he took second place.





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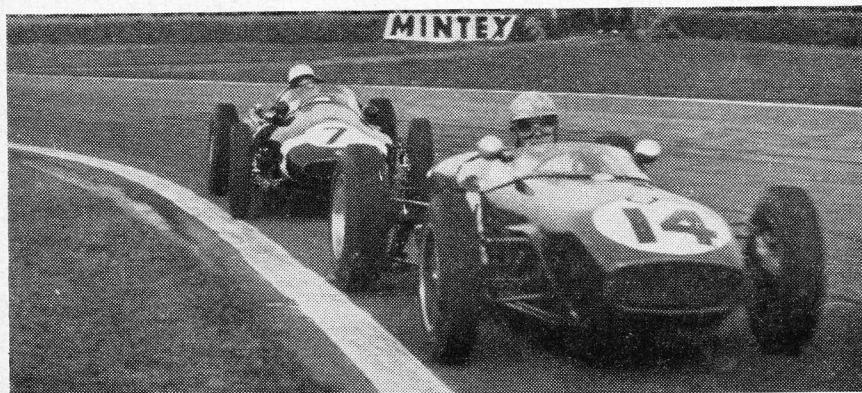


**Profile—continued**

"Suddenly it opened again only to split with a terrific 'crack'. I was now at about 300 feet. By the grace of God I landed O.K. That was the fastest lap I'd ever made from a 'plane, and the result was that I was packed up and ready to go home before anybody else reached the ground!"

Innes came back to England in July, 1954, and left the Army early the next year. He went back to Rolls-Royce for a further nine months' apprenticeship, and then, with a chap he'd met there, started up a small business repairing Rolls-Royces and Bentleys.

It was in 1952 that he began, tentatively, his racing career. He entered his Bentley at Boreham and came fourth. The next year he gained a second in class at Charterhall. In 1955 he had two races in a Riley (winning one), and the next season another two (again winning one). But racing was expensive and he couldn't really afford it.



Towards the end of 1956, however, he met a Major Rupert Robinson of the Airborne Artillery. They talked about cars and racing and Innes expressed his desire to do some competition. "One day he offered to buy me a car and run it for me. I just couldn't believe it. He finally convinced me that he meant what he had said and bought me a Series I Mk. II Lotus. I had my first race in it in September at Goodwood where I came fourth in one event and second in another. The next week we went to Aintree, where I gained two seconds and broke the club lap record.

"This, of course, was a tremendous break for me and I just cannot find the words to express my gratitude to Major Robinson. However, at the time I promised him that should the day ever come when I found myself making money out of racing, I would repay every penny he spent in giving me that golden opportunity. Now I am reaching the position where I can fulfil that promise.

"My first race in 1957, at Snetterton, ended disastrously. I hit a 40-gallon oil drum at the Esses full bore, which altered the Lotus quite a bit."

The car was repaired and he raced it for the remainder of the season. At Goodwood on Whit Monday he had his most disappointing race. He led the

26-lap race from the start, then on the 25th tour, with a 17-second lead over Alan Stacey, a camshaft broke at St. Mary's. For the rest of the season he either won or spun off. But he stayed on the island enough times to gain the Brooklands Memorial Trophy.

He also drove for Tommy Sopwith, winning a couple of sports car races in the 1500 and the U.S.A.C. Trophy in the A.M.O.C.'s Silverstone meeting in the F2 car.

At Silverstone in the *Daily Express* meeting, when the Formula 1 and 2 races were run together, he won the first heat of the F2 section from Roy Salvadori. He was lying about second in the final when the drive shaft broke.

At the end of the year he was asked to drive a works 1½-litre Lotus with Cliff Allison in the Swedish G.P. "We finally finished ninth after a heck of a lot of trouble with the starter motor. We were in the pits for at least half an hour. Then came the sports car G.P. at Spa.

He and Pete Lovely won their class and finished eighth overall, covering 1,176 miles in the 12 hours. At Clérmont-Ferrand he had one of his best races, beating all the 250 G.T. Ferraris.

At the beginning of 1958 Innes called in Brit Pierce as his mechanic, and is convinced that without Brit he would never have had such a successful season. "He was a tremendous asset to me in all sorts of ways. I shall always be grateful to him for all he did for me."

His most successful week-end comprised two meetings, one at Full Sutton, where he won three races and broke Jim Clark's lap record in an 1,100 Lotus, and one at Charterhall, where he won twice, once on the Ecurie Ecosse Tojeiro-Jaguar (breaking the sports car lap record and coming within 0.2 second of the circuit record in the process) and once on the Lotus. In the third race he spun off and finished up on top of an oil drum. "I couldn't understand why it wouldn't go!"

Last year, of course, he was in the works Lotus team. He had very little success with the Cheshunt firm, his best race being the Dutch G.P., where he surprised everyone, not to mention himself, by coming home in fourth place—and this in his first Grand Prix!

This season opened with a bang for Innes. He went to the Argentine in January with the Lotus team, and it was there that the rear-engined Lotus F1 car made its first sensational appearance.

It was completely untried, having been very hurriedly put together and loaded on to the ship. Testing was virtually non-existent for the complete car had been run up and down the road outside the Lotus factory just prior to being sent to the docks. In fact it was a completely unknown quantity.

In practice for the Argentine G.P. the car proved very fast indeed and at the start of the race, when the flag dropped, Innes put his foot down and simply left the rest of the field standing—the little car's acceleration was truly phenomenal. He led the race for a couple of laps before the clutch started playing up causing him to spin and lose a lot of ground. The car then gave increasing trouble and he finally finished way back in the field.

When the British season got under way a few months later the Lotus really began to show its paces and Innes scored three impressive victories in rapid

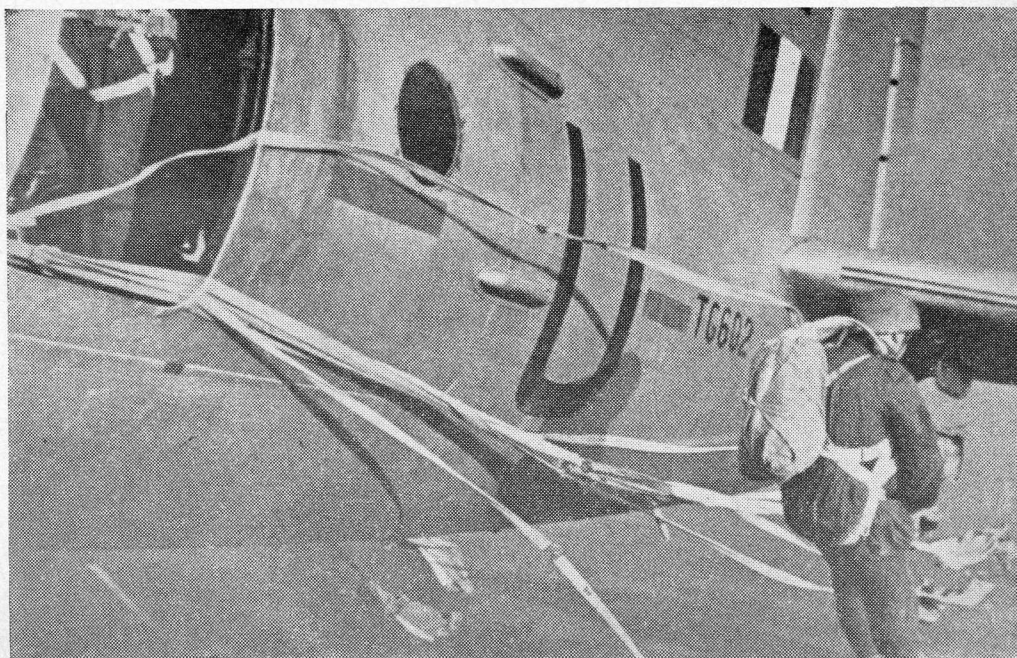
(Continued on page 567)

"After 1½ hours I was lying third behind Cliff. Then the fan belt broke, the engine seized and that was that."

Whilst deerstalking in Scotland in the winter Innes was asked to test for Ecurie Ecosse at Silverstone. Afterwards he agreed to drive for them whenever possible. His first outing was at Silverstone, in May, 1958, where he drove a 3.4-litre D-type and finished eighth.

At Le Mans he drove an 1,100 c.c. Lotus. The distributor drive broke at about 9 a.m. on the Sunday. Incidentally, Innes drove from 11 p.m. on the Saturday until 8 a.m. on the Sunday with only half an hour's rest.

He entered his own brand-new Series II 1100 at Rheims for the 12-hour race.



ABOVE: An established Grand Prix driver, Innes set the seal on his success by leading Stirling Moss (Cooper) to win the Goodwood F1 event in a "works" Lotus-Climax. RIGHT: Innes jumps into space in his army days.



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| <b>2</b> | When approaching a 'Halt' sign at a major road junction where you can see plainly that there is no traffic, do you<br>(a) Slow down and carry on taking care? (b) Stop anyway? (c) Drive on as though the sign was not there?                              |  |
| <b>3</b> | When held up by police at a road junction do you<br>(a) Filter left when you can see that it is safe to do so? (b) Wait for the policeman to wave you on? (c) Sound your horn to let the policeman know you are there?                                     |  |
| <b>4</b> | When you stop your car to go into a shop for a moment do you<br>(a) Put the car in neutral and leave the engine running? (b) Stop the engine and leave the car in gear? (c) Stop the engine and put on the hand brake?                                     |  |
| <b>5</b> | After having been involved in an accident in which someone was injured do you<br>(a) Report the accident to the police within 24 hours? (b) Report the accident to the police within 5 days? (c) Not report it at all if it was definitely not your fault? |  |
| <b>6</b> | When driving behind another vehicle where there is a double white line in the centre of the road do you overtake<br>(a) Sounding your horn? (b) When you can see it is clear to do so? (c) Wait until the end of the double white line?                    |  |

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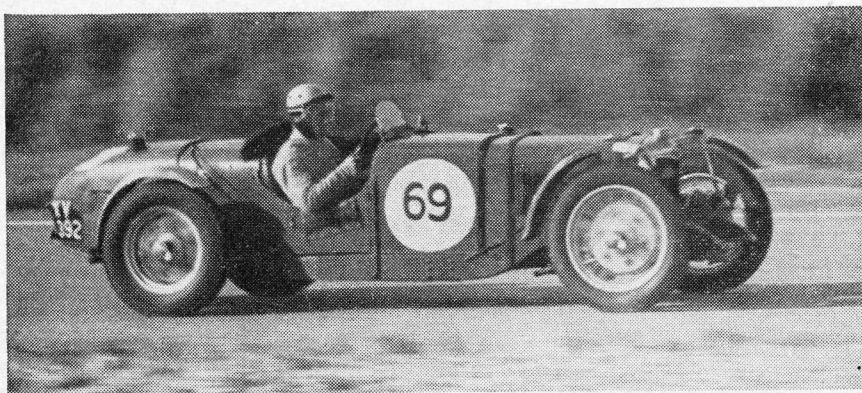


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**LADDER TO STARDOM:** In his club racing days he raced his Riley four times and had two wins while, a scant four years later, we see him driving a Lotus-Climax to third place in the British Grand Prix wearing the chequered helmet which has become one of his "trademarks".

the Formula Course will be adopted. The 1½-litre one will be deadly dull. It will take all the fun out of racing and will do the sport no good at all."

It is sad to relate, but true, that there are very few "characters" left in motor racing. However, it seems to me that in

### Profile—continued

succession. He won the Formula 1 and Formula 2 races at Goodwood, the F2 event at Oulton Park and after a very thrilling race beat Jack Brabham by a couple of car's lengths at Silverstone in the International Trophy race.

The first European G.P., at Monaco, proved unlucky for Innes. His car broke down near the Casino and he had to push it all the way to the pits, finally arriving there in a state of complete exhaustion. He did much better at Zandvoort, coming in a fine second behind Jack Brabham, and at Spa he spun off into a ditch.

At Rheims he got involved in a splendid dice for second spot with McLaren and Gendebien but then the anti-roll bar came unstuck and he had to make a pit stop dropping him to seventh place. "I was very disappointed about that. I had worked out a plan to outfumble Bruce and Olivier and just when everything was going according to the book I had to stop, most annoying."

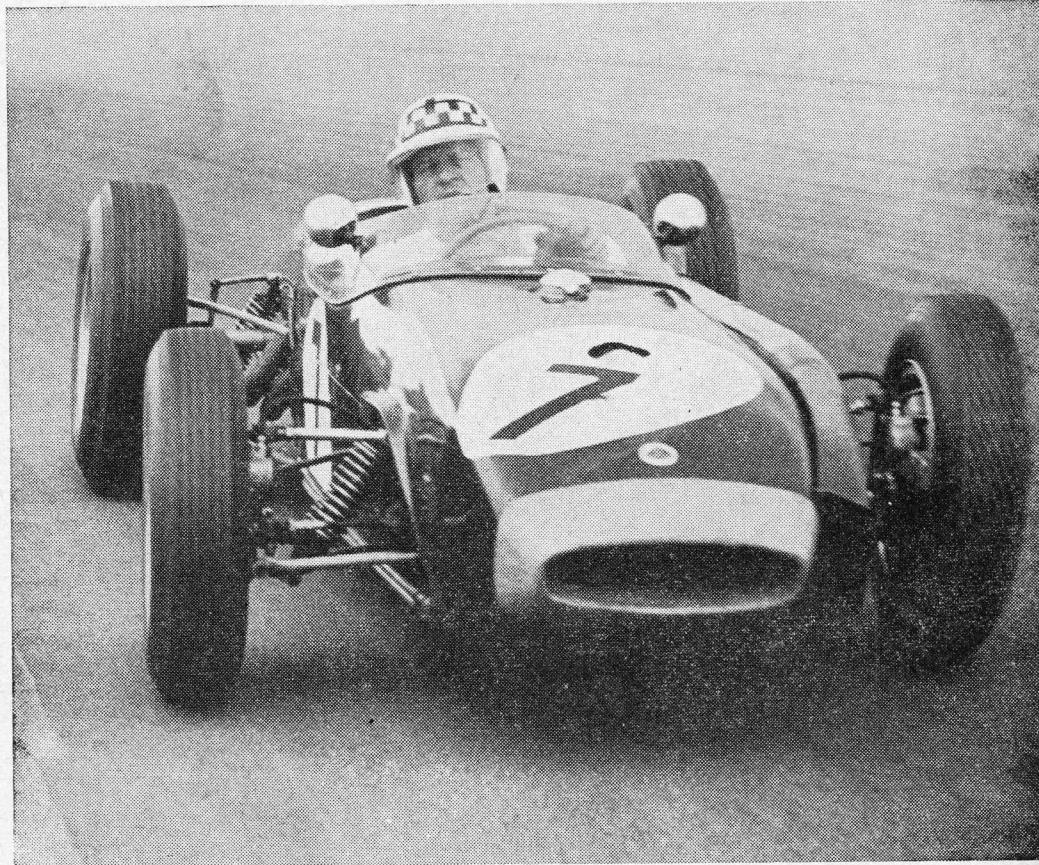
His most exciting race was either last year's Le Mans or the F1 race at Goodwood at Easter. At Le Mans, driving the Ecurie Ecosse D-type with Masten Gregory, he was lying second when the engine blew up at 11 p.m. "That Jag was a marvellous car. It went under Dunlop bridge as flat as a kipper. In my first spell I did one lap in 4 mins. 6 secs. I was really pleased with my driving that day, and felt broken-hearted when we had to retire."

I should think Innes must be perhaps the only racing driver to have been thrown into jail. Here is the very amusing story of how this came about.

"Early this year I went to Argentina with the Lotus team. One evening I was driving in Buenos Aires when I apparently committed three motoring offences in rapid succession at an intersection, all under the eyes of a pair of cops. They tolerated the first two but at the third they obviously thought I was having them on, for they stopped me, yanked me out of the driving seat and bundled me into the back. They then grabbed somebody off the pavement and made him drive the three of us to the police H.Q.

"Here I was slung into a cell only to be hauled out again to be produced in front of some officer. Neither of us spoke the other's language so back I went to my cell.

"Eventually, around midnight, the Chief Commissariat of B.A. turned up, and I was brought out in front of him. I kept saying 'Me English racing driver' but as far as they were concerned I might have been speaking Chinese. Then I de-



manded to see the British Consul. They obviously recognized these last two words for their attitude changed immediately and I got the impression that they were going to set me free.

"First, however, they pulled some poor fellow off the street and made him sign a statement saying that he promised to be responsible for me during the remainder of my stay in the Argentine. To my surprise he signed it—so I shook him by the hand and took my leave. I never saw him again!"

Innes was married late in 1954 and he and his wife, Norma, now have a lovely 18-month-old daughter, Christianne. Only a short while ago they moved from Surrey to Radnorshire in Wales. Confusing, isn't it?

A keen deerstalker, he is a very fine shot, and was in the snipers' team in the 1st Parachute Regiment. He is also very keen on water-skiing, a sport which he learnt from Keith Hall.

He is not unduly worried about the threat of the 1½-litre formula. "I think

Innes Ireland we have a very definite personality. He is a highly amusing and interesting man, with a lively and inquiring mind. He is very like the late Peter Collins in temperament and, like Peter, Innes would seem to have a delight in practical jokes, and if anybody is going to fit a fire cracker to the ignition system of his team manager's car, it is likely to be him!

In spite of the fact that the Lotus hasn't been too reliable this year, Innes has had some fine drives, and undoubtedly has a lot more to come. Given the average amount of luck he would seem to have as good a chance as anybody of winning a *Grande Épreuve*, and with more Continental racing experience he will be a strong contender for the championship.

Anyway, one thing is certain now, that Innes Ireland, born in Scotland, educated in England and living in Wales, is well on the way to achieving his ambition of reaching the top.





When you've got to stop

you can rely on **MINTEX**

**High Performance brake liners**



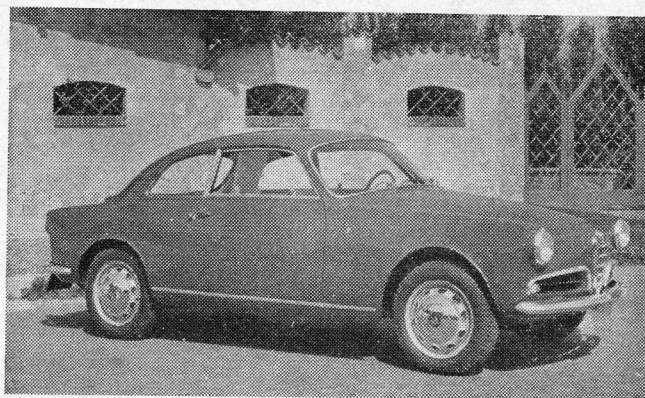


## The Earls Court Show, 1960

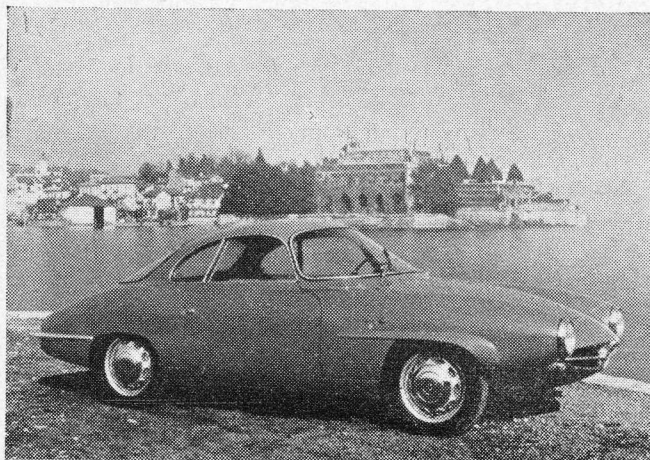
Around the Stands at the London Motor Show



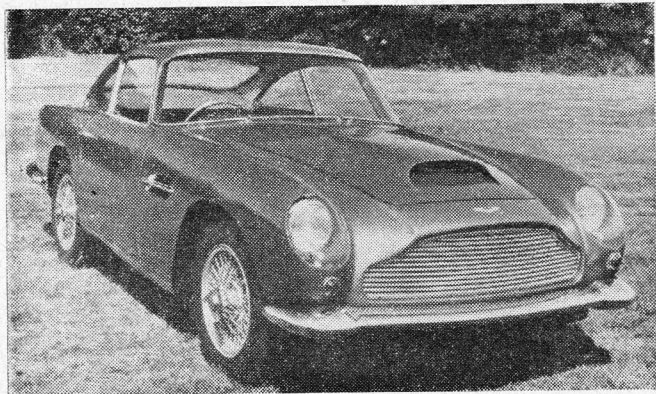
**A.C.:** Last year's new model, the Greyhound (above), has a tubular chassis, all-round independent suspension in the A.C. fashion, and disc brakes on all four wheels. Stand No. 135. **ALFA ROMEO:** The beautiful Giulietta Sprint Speciale (below) takes pride of place on Stand No. 152.



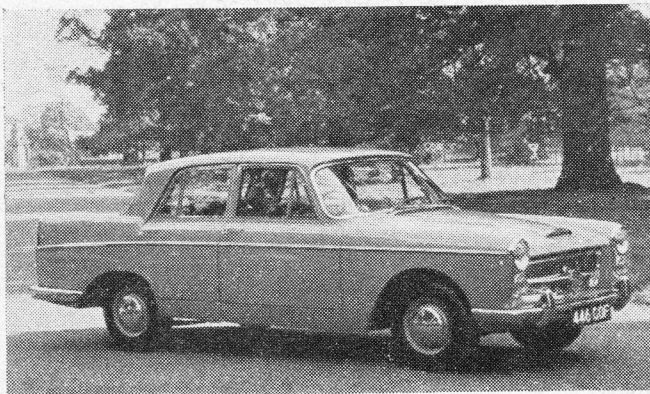
**ALFA ROMEO:** Well-tried favourite, the Alfa Romeo Giulietta Sprint Veloce coupé is with us still (above), while for the open-air enthusiast there is the fast and beautiful 2000 Spyder (below), both of which are featured on Stand No. 152.







**ASTON MARTIN:** One of the world's most dazzling cars is the Aston Martin DB4, which has a 3.7-litre 240 b.h.p. engine, with four-speed, all-synchromesh gearbox and Dunlop disc brakes all round. Stand No. 129.



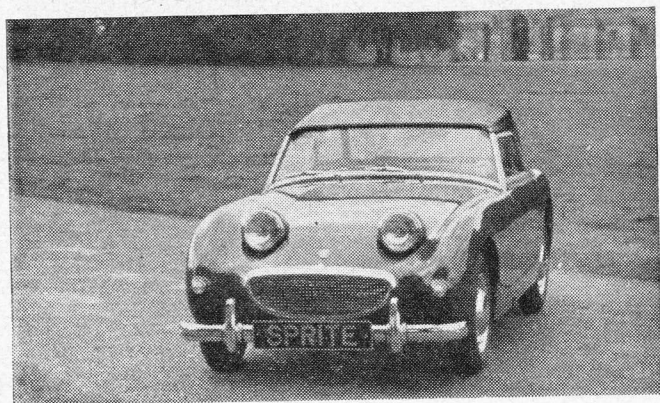
**AUSTIN:** The A99 Westminster is a 2.9-litre luxury saloon with, nevertheless, a high performance and a three-figure maximum speed. Disc brakes are a standard fitting to the front wheels. Stand No. 102.



**AUSTIN:** The A55 Cambridge, the Mark 2 version of which appears again with but detail improvements, employs the B.M.C. "B"-type 1½-litre power unit, and provides comfortable transport for up to five people. Stand No. 102.



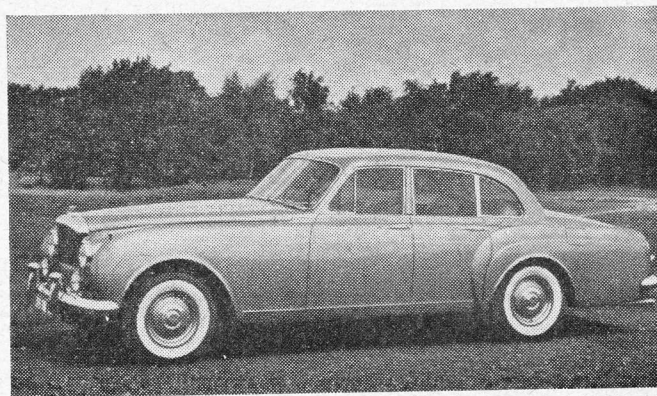
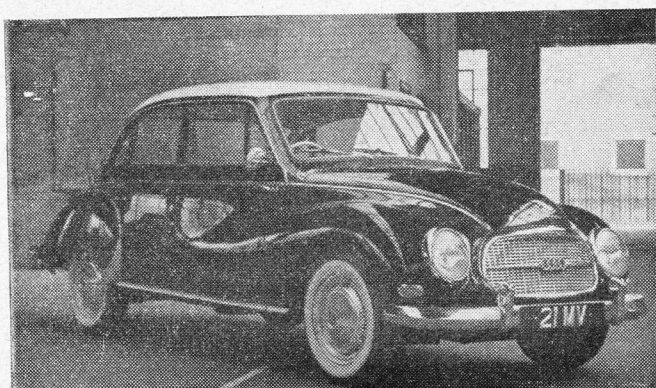
**AUSTIN:** As popular as ever is the A40, and its clean, distinctive lines go unchanged this year. Power unit, of course, is the almost unburstable 948 c.c. B.M.C. "A"-type engine. Stand No. 102.



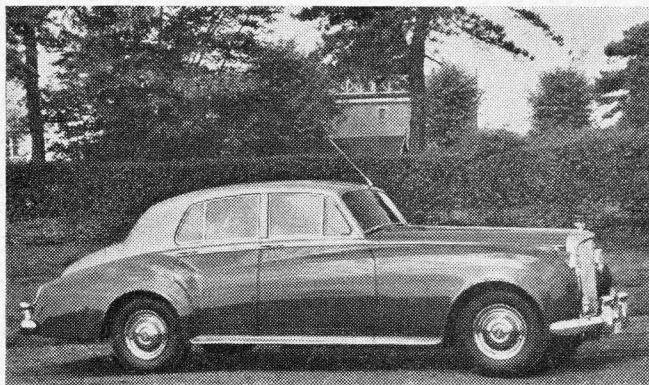
**AUSTIN-HEALEY:** The lively 948 c.c. Sprite (above) continues in the range—a lively two-seater with an impressive competition record. **AUTO UNION:** The 1000S is a well-made, front-wheel drive, three-cylinder, two-stroke-engined machine (below). Stand No. 143.



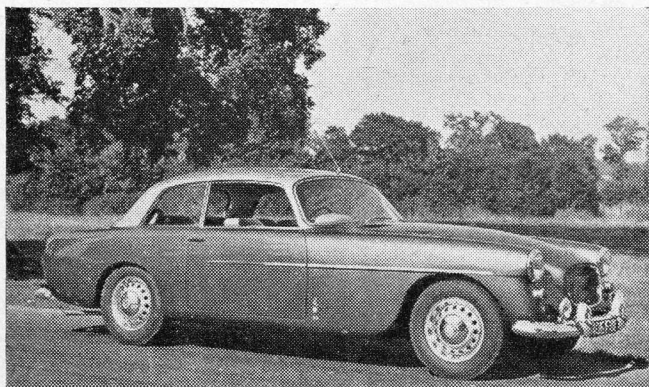
**AUSTIN-HEALEY:** The 3000 (above) has covered itself with glory this season in the field of international rallies. Stand No. 102. **BENTLEY:** Still almost unsurpassed, the Continental (below) combines high performance with luxury and first-class workmanship. Stand No. 131.







**BENTLEY:** The Bentley S2 saloon still remains one of the nicest possible ways of travelling fast and comfortably—for the lucky few who can afford it! Power unit, of course, is the 6½-litre V8 alloy engine. Stand No. 131.

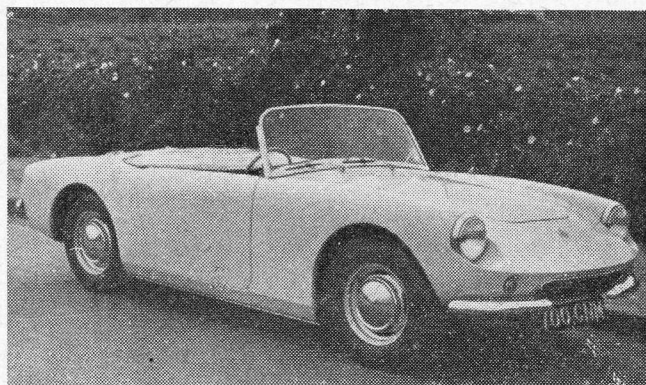


**BRISTOL:** The attractive and well-made 406 is powered by a 2.2-litre engine, and features disc brakes on all four wheels. The car provides three-figure travel for four people. Stand No. 136.



**BORGWARD:** The six-cylinder Borgward, seen above in saloon car form, made its Earls Court debut in 1959.

**CHRYSLER:** One of the interesting American "compact cars" (below) which can be found on Stand No. 124. This model is one of the biggest sellers in the U.S.A.



**BERKELEY:** New car for 1961 is the Bandit, which is powered by the 105E Ford engine. Noteworthy points are disc brakes and all-round independent suspension, and the car can be seen on Stand No. 107.



**BORGWARD:** The remarkable 1½-litre Borgward coupé with its pretty, stylish body remains unchanged for 1961, continuing as a fast touring car of sporting characteristics. Stand No. 156.



**BUICK:** The Buick Special (above), which has already appeared at the Paris Show, is fitted with a V8 alloy engine.

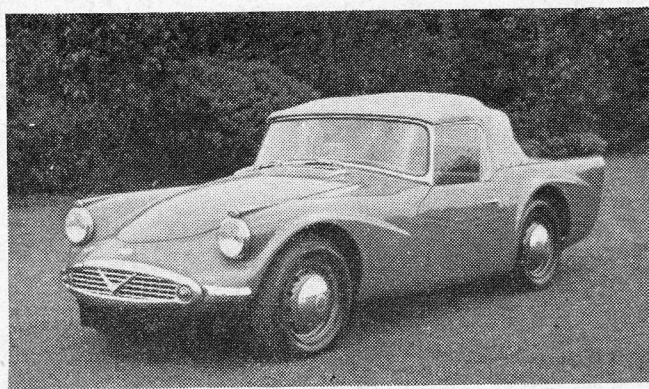
**CITROËN:** The famous French cars continue unchanged with the addition of an extremely attractive drop-head version (below). Stand No. 104.







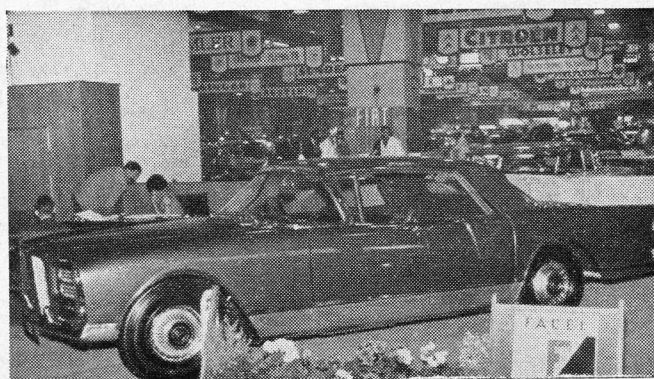
**DAIMLER:** The well-established 3.8-litre Majestic is unchanged from its previous appearances. Disc brakes are fitted to the car, and it is capable of very high performance. Stand No. 128.



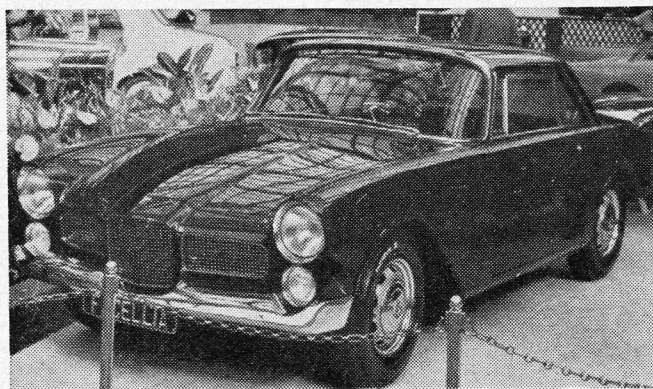
**DAIMLER:** New last year, the Daimler SP250 sports car has a very fine V8 2½-litre engine which makes the car capable of over 120 m.p.h., with a fuel consumption in the 27-32 m.p.g. range.



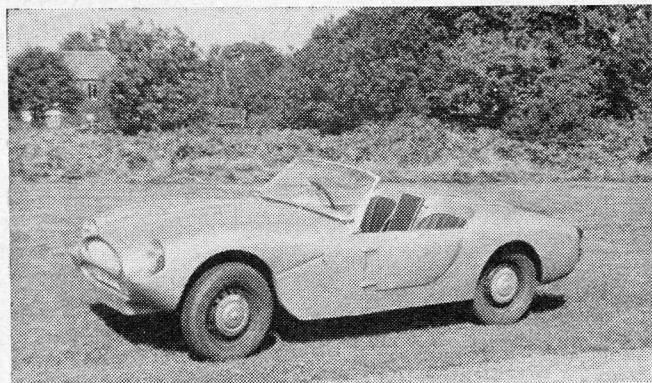
**DKW:** The DKW Junior, another of the interesting front-wheel drive, three-cylinder, two-stroke engined cars, is now available for the first time in right-hand form. Stand No. 143 houses examples of these entertaining German machines, which have strong "enthusiast appeal".



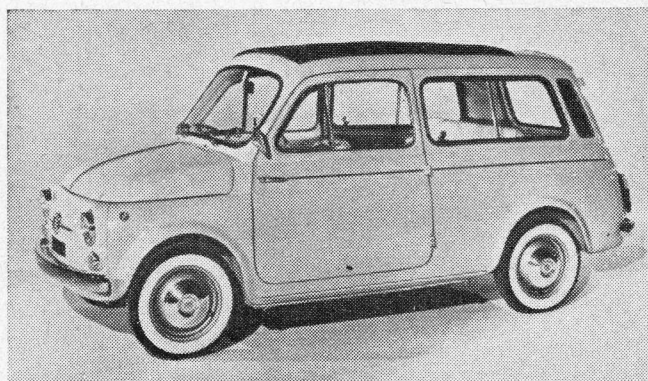
**FACEL VEGA:** The 5.9-litre Chrysler-engined Excellence was announced last year as a newcomer to the range of French ultra high-performance cars. This is a four-seater with a maximum speed of around 125 m.p.h. Stand No. 161.



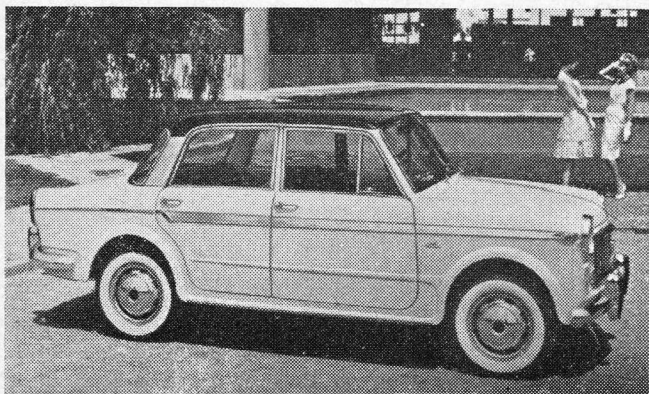
**FACEL VEGA:** "Baby" in the Facel range is the 1,600 c.c. Facellia coupé (above), seen in this country for the first time. **FERRARI:** There is little that needs to be said about the world's most coveted cars (below). They are to be found on Stand No. 159.



**FAIRTHORPE:** Illustrated (above) is the Fairthorpe Zeta, a six-cylindered Ford Zephyr-powered car of high performance. Stand No. 144. **FIAT:** New this year is the 500 Giardiniera, which has its engine mounted on its side under the boot. Stand No. 138.







**FIAT:** *Elegant is the way to describe the Fiat 1200 "full-light" saloon, one of the middle range of the extensive variety of cars from Turin. The full range can be found on Stand No. 138.*



**FIAT:** *Another newcomer this year is the 600D, a development of the tremendously popular 600, which will still be available. Power unit has grown in size to 767 c.c., and there are other changes.*



**FIAT:** *Largest of the range is the 2100 saloon, with a six-cylinder engine of just over 2 litres which provides a maximum speed of nearly 90 m.p.h. with a not excessive fuel consumption.*



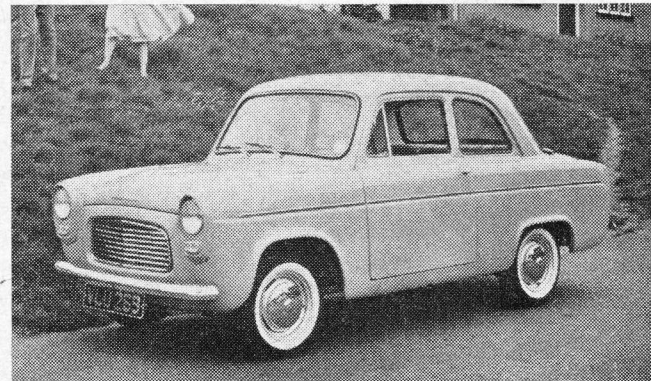
**FIAT:** *For the sportsman there is the Fiat 1500, which uses a 1,491 c.c. overhead camshaft engine to provide a maximum speed in excess of 100 m.p.h. with sporting road-holding and acceleration.*



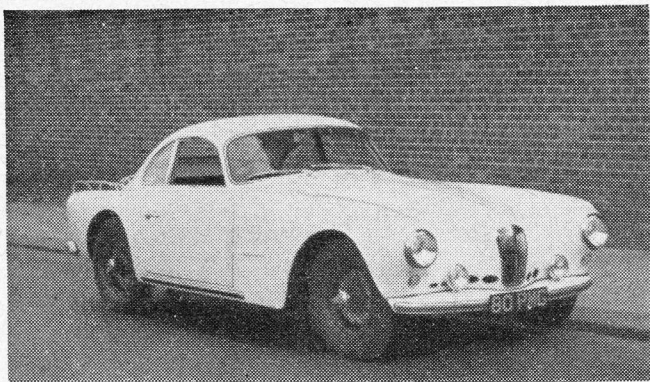
**FORD:** *For the countryman, or anyone with a transport problem, there are estate car versions, above being the Consul estate car. Below is the fastest and most expensive of the range, the Zodiac. Stand Nos. 98-99.*



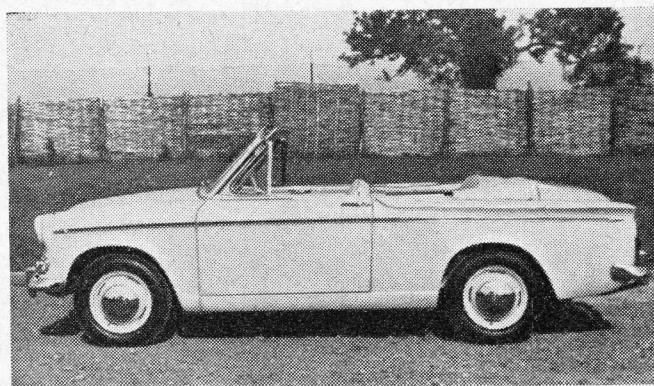
**FORD:** *At the other end of the scale there is the 105E-engined o.h.v. Anglia, with four-speed gearbox (above), while for really cheap motoring there is the Popular (below), last stronghold of the 100E power unit.*



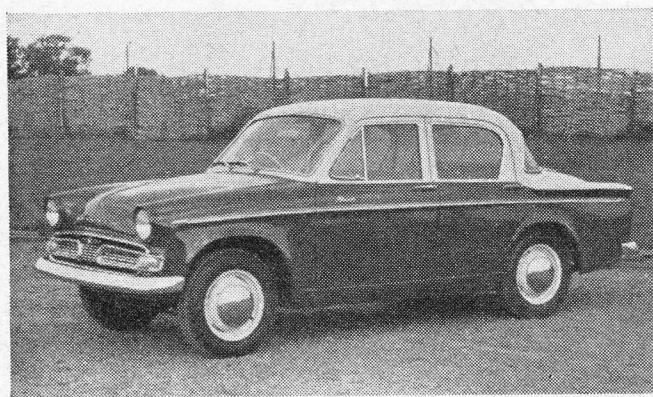




**FRAZER-NASH:** A fine example of the high performance, classic sports car, in which craftsmanship still means as much as it ever did. Power unit, of course, is the 2-litre Bristol engine. Stand No. 122.



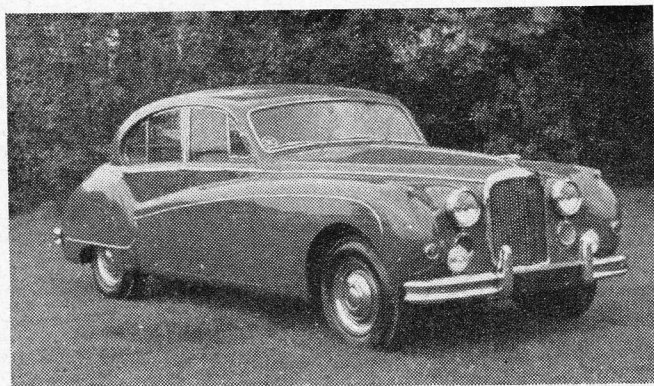
**HILLMAN:** The Minx convertible, to be found on Stand No. 109, provides open-air motoring or saloon car snugness according to season. The model is unchanged from last year and retains its sleek, graceful lines and brisk performance.



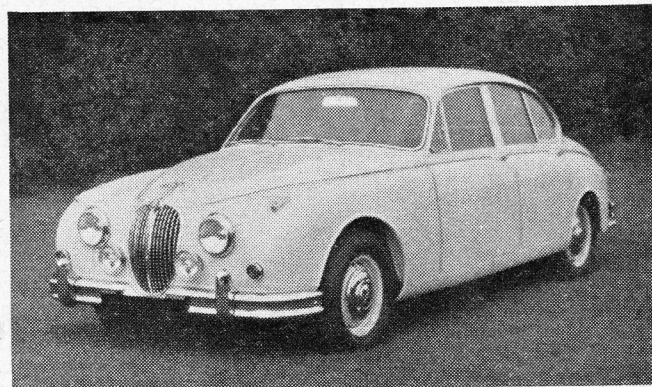
**HILLMAN:** The Minx saloon is still one of the most popular cars in the medium-sized range, its 1½-litre o.h.v. engine providing punch in plenty. Automatic transmission is also available.



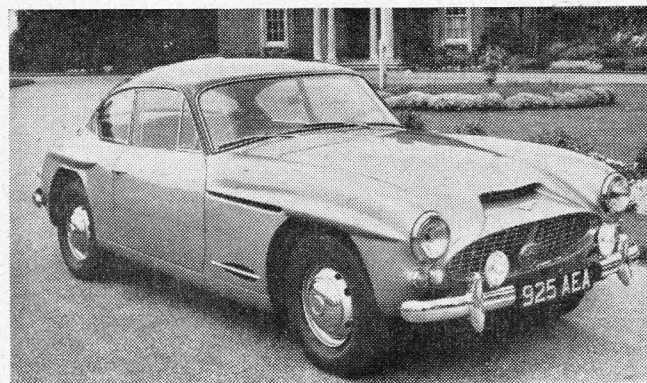
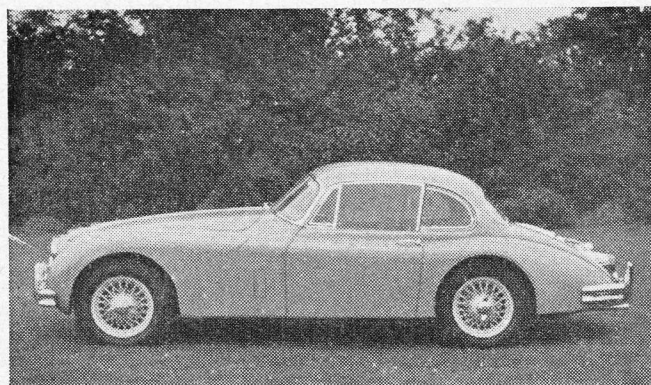
**HUMBER:** Restyled bodywork is a feature of the 1961 Super Snipe, which now boasts double head-lamps in transatlantic style. It can be found on Stand No. 114 along with its smaller sister, the Humber Hawk.



**JAGUAR:** High performance for the tycoon is available in the luxurious Mark IX saloon (above) while the sportsman can be more than satisfied with the flashing performance of the XK 150 (below) which continues in unchanged form for 1961.



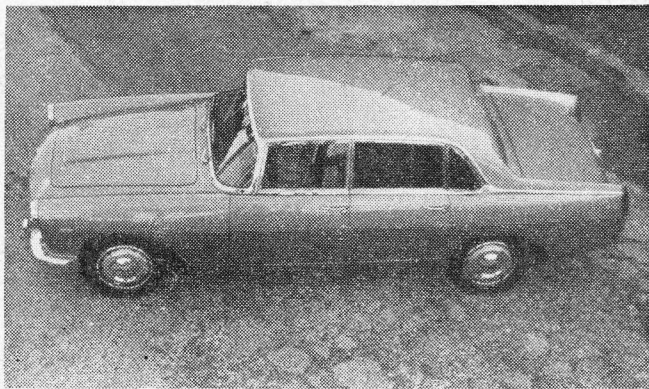
**JAGUAR:** Mark 2 version of the 3.4 saloon now includes power steering if required. The full range is on Stand No. 127. **JENSEN:** The new 541 "S" includes fire extinguishers and safety belts as well as disc brakes and high performance. Stand No. 134.



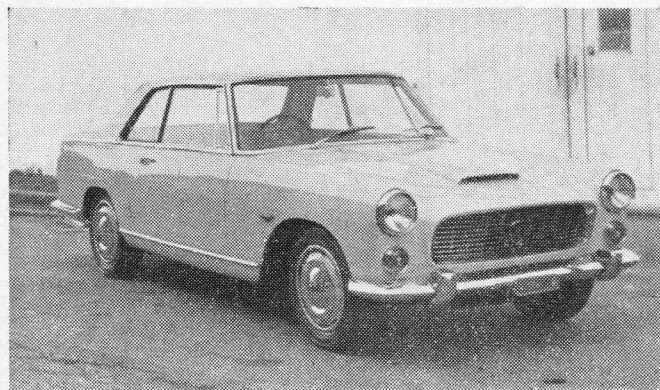




**LANCIA:** Famous for years as one of Italy's really good cars, the Lancia range is displayed on Stand No. 153. Smallest of the marque is the Appia standard saloon.



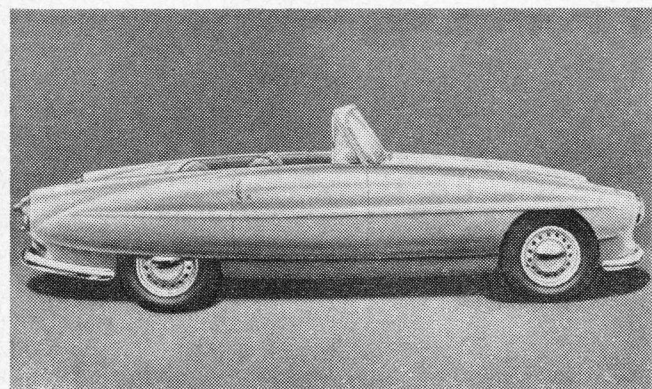
**LANCIA:** The Flaminia standard saloon has a high price ticket, but is a superbly engined car, providing first-class performance allied to a high degree of comfort.



**LANCIA:** Not surprisingly the specialist coachbuilders have been at the Flaminia, and here is the Farina coupé, a truly beautiful car with a "tailor-made" tag.



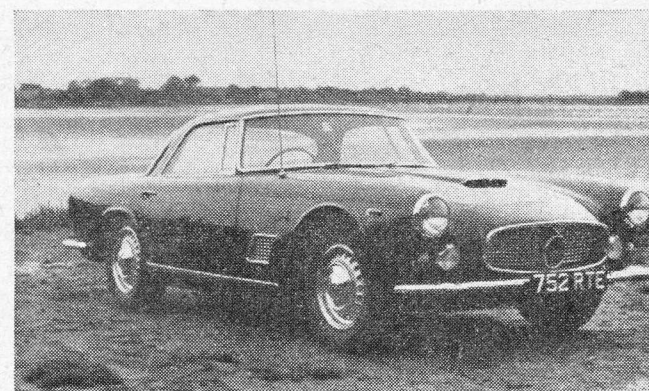
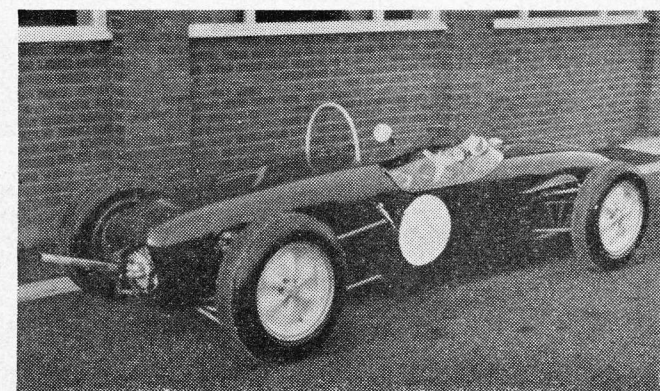
**LANCIA:** For sunnier lands than ours there is the Flaminia convertible, with body by Touring. Another example of what the experts can do with a fine machine.



**LEA-FRANCIS:** The 2½-litre Lynx roadster marks the return of a famous name (above). The car is displayed on Stand No. 133. **LOTUS:** A really good season has been enjoyed by the Junior car (below). Stand No. 148.



**LOTUS:** The Elite coupé (above) is now available in two forms, both being similar in all respects except power output. **MASERATI:** On Stand No. 132 you can examine the potent 3500 G.T. (below).



(Please turn to page 578)





TONY BROOKS  
★★★



JIM CLARK  
★★★



BRUCE McLAREN  
★★★



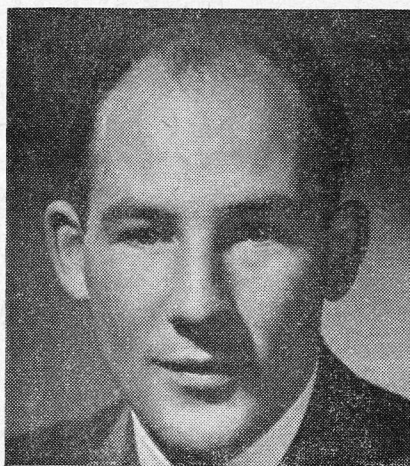
JOE BONNIER  
★★★



W. VON TRIPS  
★★★



OLIVIER GENDEBIEN  
★★★



STIRLING MOSS  
★★★★★



GRAHAM HILL ★★★★★

JOHN SURTEES ★★★★★



ONCE again the time for awarding "stars" to Grand Prix drivers has come round—an innovation in AUTOSPORT which is now followed by many writers on motoring sport. It does, of course, lay itself open to countless arguments, but the fact remains that, after watching the season's *grandes épreuves*, one must come to certain conclusions, and award stars accordingly. Very often a driver, through no fault of his own, does not collect the number of World Championship points which he might have done. To go strictly by the Championship table would be to ignore some really excellent driving, and concentrate entirely on results; they, of course, are major considerations, but in many cases do not reflect the true ability of certain drivers.

Jack Brabham, winner of five Grands Prix in a row, and Champion of the World for the second successive year, is, in my opinion, a "five-star" man. His racecraft has been exceptional, and the careful preparation of his Cooper-Climaxes a lesson to all. The fact that he is at the head of the Championship table with maximum points is no coincidence, for his approach to G.P. driving has been as methodical as his efforts have been positively brilliant. His victory in the French Grand Prix was surely his outstanding achievement. In this race, he fought wheel to wheel with the supposedly faster, and definitely much more powerful, Ferraris of Phil Hill and Wolfgang von Trips, finally being left on his own when the Italian cars could not stand up to the cracking pace. During this very fast race, the Australian shattered the myth that the Cooper-Climax was not at its best on a circuit such as Rheims. He had already done this at Spa-Francorchamps, but the general opinion was "wait until Rheims—remember Hawthorn and Brooks!"

A successful Grand Prix driver needs a certain element of luck, and this was forthcoming on at least three occasions. At Zandvoort, during his duel with Moss, Moss ran over a piece of concrete which embedded itself in one of the Lotus's tyres. This delayed Stirling to the point when he could offer no further challenge. Again, through poor pit-signalling, the Team Lotus drivers Ireland and Stacey were not given any indication that Brabham was leading, and lost ground which they were unable to make up.

At Silverstone, Graham Hill's B.R.M. seemed a certain winner till it spun off at Copse, leaving Brabham unchallenged. Then, in Portugal, Jack had obviously settled for second place, when Surtees involuntarily hit the kerb and sprung a radiator leak.

Yet, when these things happened, Brabham was in a position to take full

advantage of them, which must indicate something.

Stirling Moss, despite missing three Grands Prix due to his unhappy accident during training at Spa, must also be a "five-star" man. Purely as a Grand Prix driver, he is second to none. Moss can drive faster and more safely than any of his rivals, but even his sternest critics must admit that he does not always have the best of luck. Even Monaco, which he won, was a case in point; having established superiority, a plug lead came adrift—a simple thing which could have cost him the race. Sheer driving skill took him back into the lead over Bonnier (B.R.M.)—in his first outing with the supposedly fragile Lotus!

His amazing courage following the Spa crash brought him countless admirers, and until his car developed trouble in Portugal, he still displayed that immaculate style which stamps Stirling Moss as being an artist at his craft.

Next we come to the four-star category, and here I must plump for Phil Hill. He has put up some remarkable performances in a Ferrari which was admittedly outpaced by Cooper and Lotus, with the emphasis on really brilliant driving at Spa, Rheims and Lisbon, not forgetting Monza despite the lack of opposition. "Four-star" men are those who just miss having the exceptional skill of Brabham and Moss, but are always potential G.P. winners. Previous to 1960, Tony Brooks not only had this qualification, but could quite easily have been in the "five-star" class. However, during the current season he disappointed his supporters, and there is no option but to put him in the next category—three stars. This is because of his known ability, and he would undoubtedly have been very much in the reckoning had he been seen in "works" cars instead of the unsuccessful Vanwall, and in the Yeoman Credit Coopers which were nothing like as fast as the ones raced by the factory.

An obvious "four-star" choice is Innes Ireland, who has displayed dazzling form on several occasions, and is due for a Grand Prix victory any day now. This also applies to that brilliant newcomer John Surtees, whose record lap at Lisbon clearly marked him as a top-liner. Third man in this group is Graham Hill, another driver verging on greatness, and, like Ireland, a very definite "character". Hill has made mistakes, but, like the

## The Top "Autosport's" Annual

### HOW TO

Jack Brabham  
Stirling Moss  
Phil Hill  
Graham Hill  
Innes Ireland  
John Surtees  
Tony Brooks  
Jim Clark  
Bruce McLaren  
Joe Bonnier  
W. von Trips  
Olivier Gendebien  
Henry Taylor  
Roy Salvadori  
M. Trintignant  
Dan Gurney  
Ritchie Gault  
Willy Maires  
Lucien Bianchi  
Bruce Halford

### Honorary

Brian Naylor  
Ron Flockhart  
Julio Caballero  
Jack Fairman  
Michael Taylor  
Cliff Allison

### The Men

Trevor Tappin  
Peter Ashdown  
Peter Pringle  
Peter Arundell  
John Love  
Julian Samuels  
Dennis Hulme  
Tony Martin  
Jim Blume  
Jack Lewis  
Doug Graham  
Tom Dickson  
Mike McKee

(Not in)



HENRY TAYLOR  
★★ROY SALVADORI  
★★MAURICE TRINTIGNANT  
★★DAN GURNEY  
★★LUCIEN BIANCHI  
★BRUCE HALFORD  
★

# Twenty

## Driver Rating

Scotsman, is the first to admit them. On the circuit both have the will to win which delights the hearts of all followers of motor-racing.

Jim Clark should be in the four-star section, and his driving certainly warrants his inclusion. Nevertheless he needs a little more experience before he can qualify. Surtees has had that in motorcycle racing, so must have a slight preference over Clark. In any case, is it not notable that all three Team Lotus drivers should be fairly highly placed in the list?

Bruce McLaren is another who just borders on a higher category. Perhaps having to play second fiddle to the World Champion does not always allow him to produce the sort of driving of which we all know he is capable. However, Bruce is the youngest of our G.P. conductors, and with victories at Sebring and Buenos Aires has the brightest of prospects. Both he and Clark are "five-star" men of the future!

This section is completed by Joe Bonnier and Taffy von Trips, two really first-class pilots. Bonnier's driving gets better and better, although he did not have the best of fortune with his cars during the year. Joe in a B.R.M. is always a threat, but it was a pity that his machines did not possess the necessary reliability for the Swede to repeat his 1959 victory at Zandvoort—so far, B.R.M.'s sole success in a *grande épreuve*. Germany's Wolfgang von Trips is a far better G.P. driver than he is generally given credit for; the former "hairiness" has vanished, and von Trips is emerging as another who will undoubtedly score a major victory in the not-so-distant future.

Of the 1960 Formula 1 "new men", apart from Surtees and Clark, the most outstanding were Olivier Gendebien and Henry Taylor, both of whom drove for Yeoman Credit. Gendebien, formerly supposed to be exclusively a sports-car and rally driver, took immediately to G.P. work, and recorded some very fine drives. Taylor, usually given the "third car", showed determination and aptitude which rapidly brought his name to the fore. One has no hesitation in giving the Belgian and the Bedfordshire farmer each two stars. Neither Roy Salvadori nor Maurice Trintignant enhanced their reputation with the unfortunate Aston Martin debacle. To keep in G.P. racing they were both forced to accept drives

with "independents", and had to play comparatively minor roles.

I still maintain that Salvadori is one of the fastest drivers in the game, and that Trintignant is one of the most consistent. Nevertheless, without the cars neither man can produce anything like their true form.

Dan Gurney should have been in a much higher category, but has produced "in-and-out" form since his incident at Zandvoort. At Lisbon he was something like the Dan we expected to see, following his brilliant début with Ferrari in 1959. Somehow or other, the American has not confirmed the forecasts made for him, and we shall have to wait until next season to see whether or not this is purely a temporary phase. Anyway he is certainly worth two stars.

The list is completed with Bruce Halford, Willy Mairesse, Ritchie Ginther and Lucien Bianchi. All four can push cars round circuits, but the Belgian and the American have had the benefit of works drives. Bianchi is still a very young man, and is regarded by his compatriots as extremely promising. Ritchie Ginther has used 1960 as a year in which to gain experience, and is one of Enzo Ferrari's "discoveries", after being concerned entirely with sports car racing in the U.S.A.

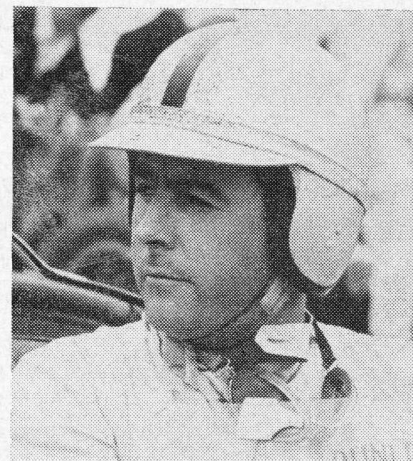
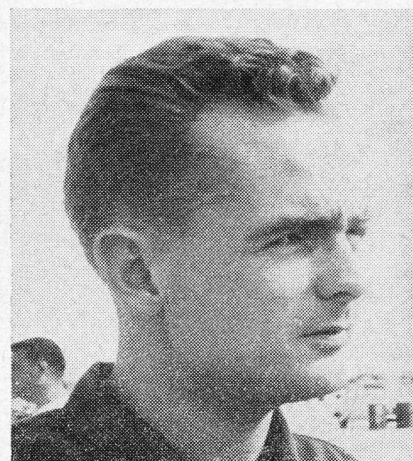
Missing from the list is Cliff Allison, whose accident in training at Monte Carlo put him out of racing for the rest of the season, after starting off with a second place in Argentina. One hopes fervently that Cliff will make a full recovery, and once again be seen in action on the circuits.

Worthy of honourable mention stars are Brian Naylor, Ron Flockhart, Jack Fairman and Mike Taylor. The two first-named have plenty of experience, and it is to be hoped that Taylor's Spa accident will not hinder the progress he was making up till it occurred. Flockhart can drive as well as the next man, and could well have been retained in the B.R.M. team. One Italian driver must receive notice, and that is the Mille Miglia exponent Julio Cabianca, who went extremely well in the Italian G.P., with the not particularly quick Scuderia Castellotti Cooper-Ferrari.

Now what about the up-and-coming young men? Some already have been noted by the talent-spotters; others have produced some superb drives in club events, but have yet to be seen in action by the people who matter.

Trevor Taylor seems to be a good bet, and I also have a lot of time for the two Peters, Ashmore and Arundell—also a third, Procter by name, who was formerly both racing cyclist and rally driver. One would also like to see what Tom Dickson and Doug Graham would do in single-seaters, both being very fast

(Continued on page 584)

JACK BRABHAM  
★★★★★

★★★★ PHIL HILL

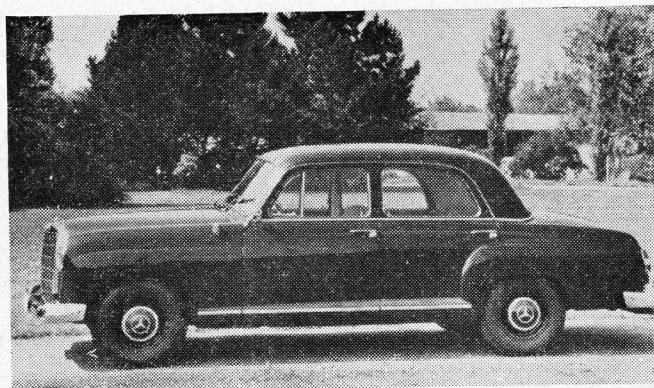
★★★★ INNES IRELAND



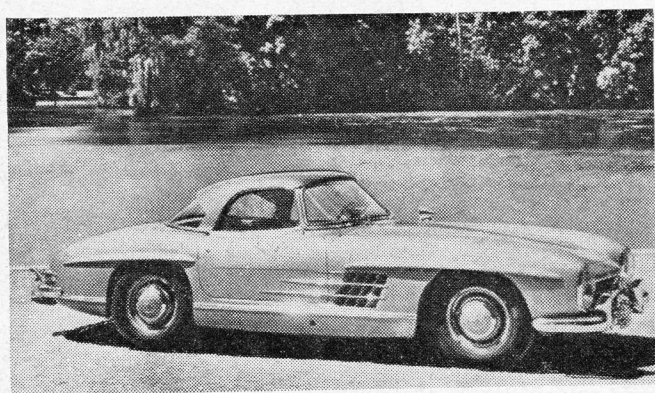




**MERCEDES:** The famous line of high performance, high quality German cars is here again in strength on Stand No. 120. Above is the 220, six-cylinder, 2.2-litre fast touring saloon.



**MERCEDES:** Smaller sister of the 220 range is the 1.9-litre 190 saloon, which combines reasonable economy with good performance and excellent workmanship to produce a fine example of Stuttgart precision.



**MERCEDES:** German ultra-high performance is reflected in the sleek, purposeful 300SL coupé, with 3-litre fuel-injection engine and vivid performance allied to an extremely beautiful body shape.



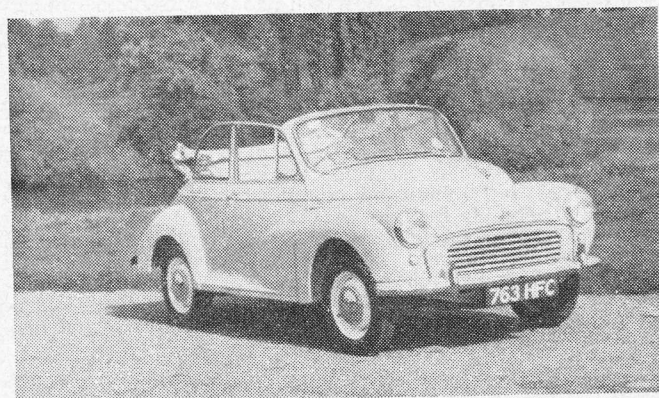
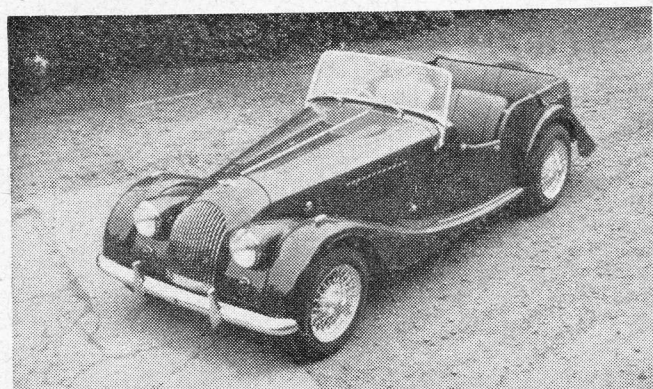
**METROPOLITAN:** For the customer who likes the American look allied to European compactness. Power unit is the B.M.C. 1½-litre "B"-type engine allied to a three-speed gearbox. A radio is a standard fitting.



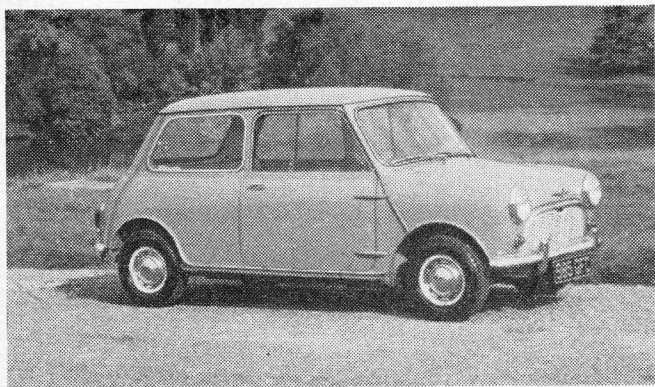
**M.G.:** Latest of the long line from Abingdon is the M.G.A "1600", with disc brakes at the front (above). Stand No. 112. **MORGAN:** Hand-built 2-litre sports car of traditional appearance, to be seen on Stand No. 118. Power unit is from a Triumph TR3A, and provides 100 m.p.h.



**M.G.:** The saloon version of the marque, the Magnette (above), is a 1½-litre four-five-seater of a lively performance, clothed in the Farina-styled body. **MORRIS:** One of the oldest inhabitants of Earls Court is the still popular Minor 1000 (below). Stand No. 137.







**MORRIS:** Outstanding all round in 1959 and 1960 have been the 850 c.c., front-wheel drive Mini-Minors, allying low cost to first-class performance and amazing economy. There's plenty of room inside, too.



**MORRIS:** Making its Earls Court debut is the Mini-Minor estate car, which was announced a few weeks ago. This shares the "Mini" saloon's mechanical characteristics and boasts an improved interior trim.



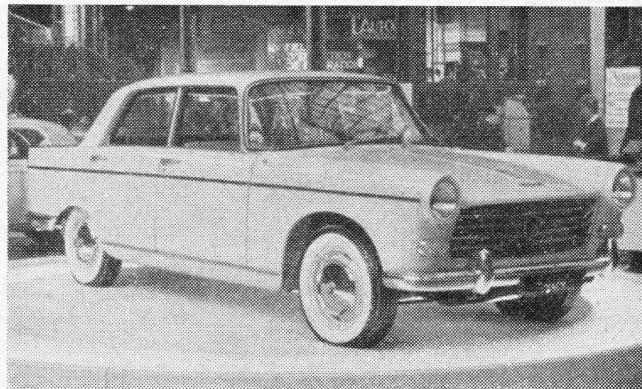
**MORRIS:** In the medium-sized range comes the 1½-litre Oxford estate car, now dressed in Farina-styled costume in line with the saloon.



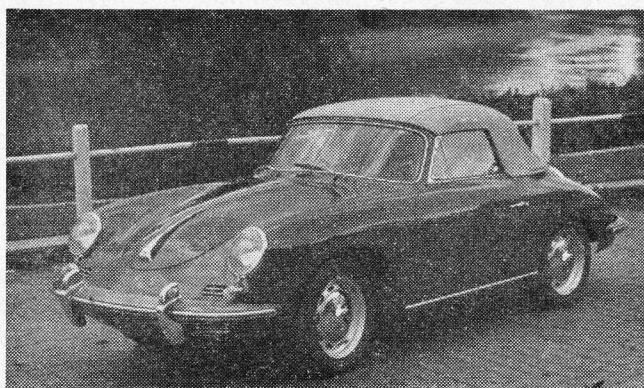
**MORRIS:** The Oxford saloon is another of the popular, B.M.C. 1½-litre Farina-styled machines, carrying up to five people with speed and in comfort.



**PANHARD:** From France comes the front-wheel drive saloon, powered by an air-cooled engine which provides high performance (above). Stand No. 103. **PONTIAC:** Sensation of the Paris Show was the Tempest (below).



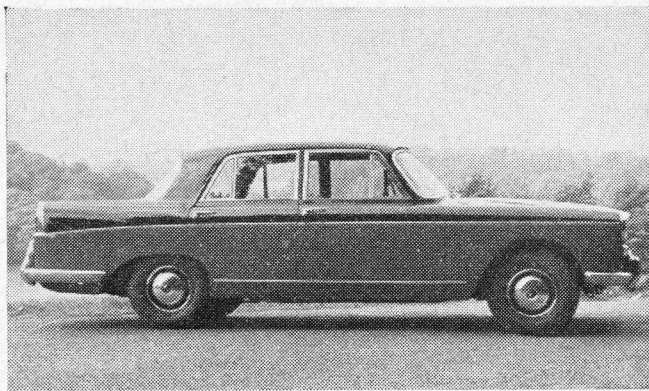
**PEUGEOT:** Latest in the line is the high-performance 404 saloon (above) which can be seen on Stand No. 115. **PORSCHE:** The Cabriolet (below) can be seen with its sisters on Stand No. 122.



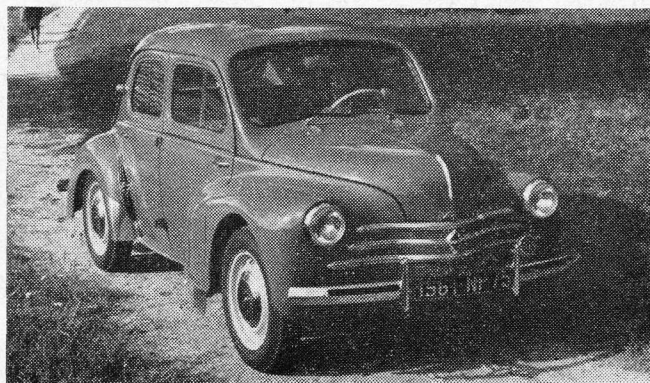




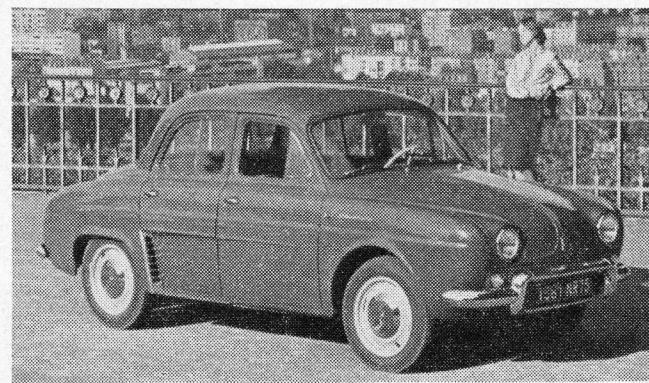
**PORSCHE:** Latest example of this rear-engined high-performance coupé from Stuttgart is the Super 90, with the usual air-cooled flat-four engine. Stand No. 122.



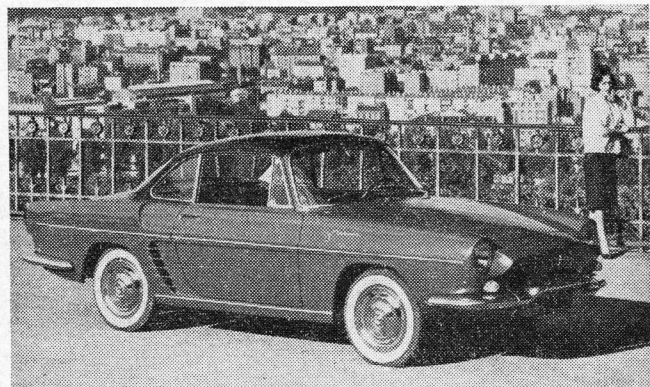
**PRINCESS:** Sleek transport for the business executive, the Princess limousine is a very well-made car providing first-class comfort and performance.



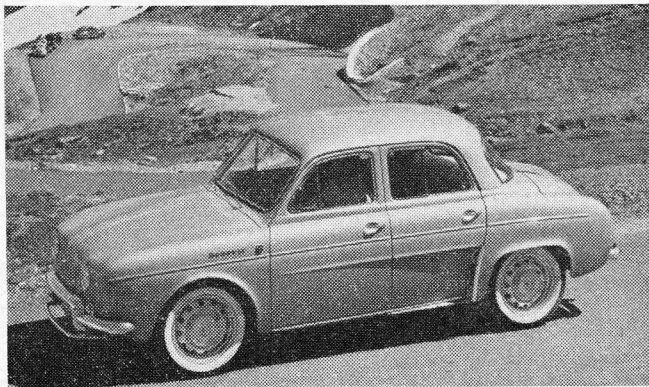
**RENAULT:** Still with us, the 750 c.c. 4 c.v. is now 12 years old and is available with simplified equipment. It provides adequate performance with amazing economy—an ideal traffic car.



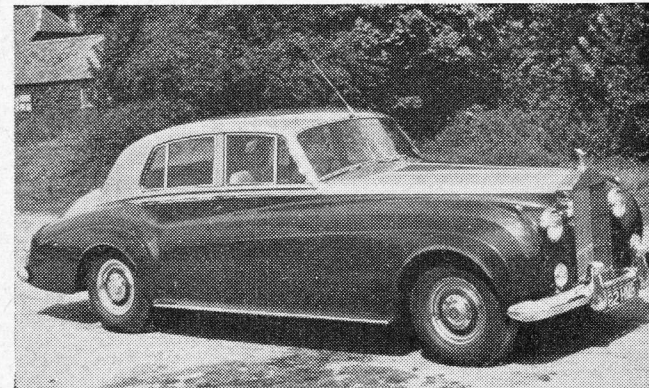
**RENAULT:** The Dauphine remains one of the most attractive of small cars, its rear-mounted 845 c.c. engine being a unit which enjoys being hard-worked. Stand No. 111 houses these visitors from the Continent.



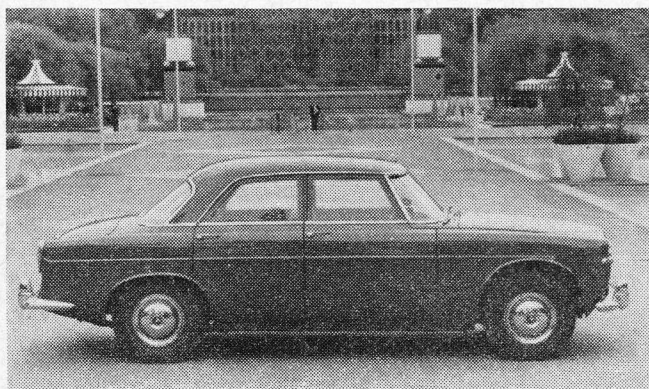
**RENAULT:** Seen at Earls Court for the first time last year, the pretty Floride (above) is back again. **RILEY:** Middle-range saloon transport is given by the 4/68 (below). Stand No. 101.



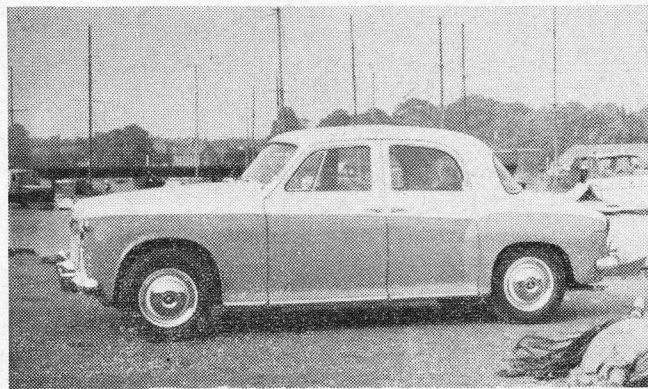
**RENAULT:** New this year is the Ondine, with four-speed gearbox and Floride-type equipment and finish. **ROLLS-ROYCE:** The Silver Cloud II remains the pinnacle of luxury cars. Stand No. 108.







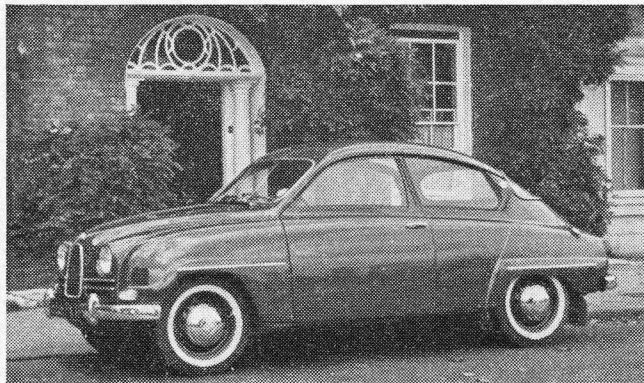
**ROVER:** Largest of the Rover range is the 3-litre, providing high performance with an excellent degree of comfort and construction. Stand No. 139.



**ROVER:** The "100" shares dimensions and appearance with the less-powerful "80", which completes the range from the Solihull concern.



**SAAB:** Up to seven people and their luggage can be accommodated in the "95" station wagon. Power unit of the Swedish car is a lively 841 c.c., three-cylinder two-stroke engine. Stand No. 152.



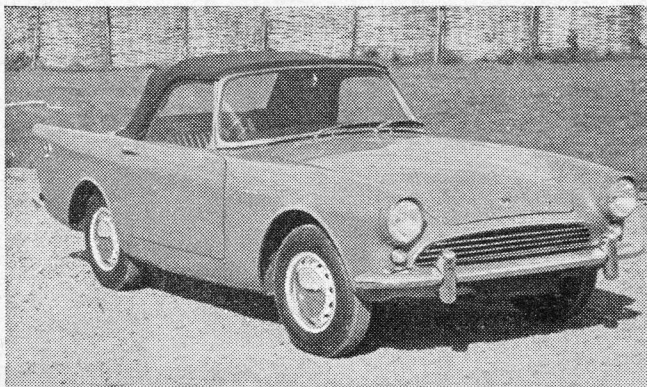
**SAAB:** Saloon version is now available with right-hand drive. The front-wheel drive "96" shares the "95's" mechanical parts, and these Swedish cars are now being manufactured in the U.K.



**SINGER:** Notable on these 1½-litre Rootes Group cars are a high standard of finish and high performance (above). **STANDARD:** New this year is the 2-litre six-cylinder Vanguard Six (below). Stand No. 141.



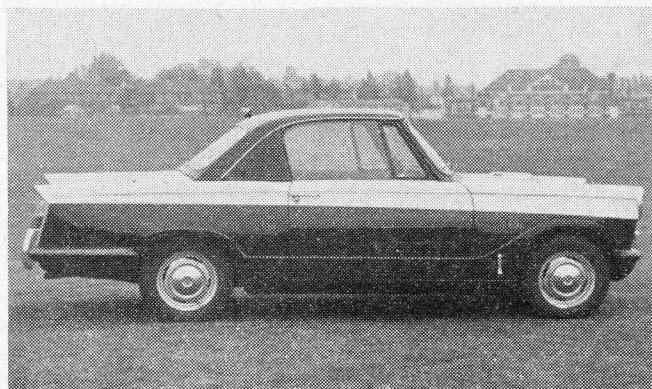
**SINGER:** The Gazelle Estate car (above) shares Stand No. 105 with its sisters. **SUNBEAM:** Rootes Group's sports car (below) provides 100 m.p.h. performance and near-saloon car comfort.



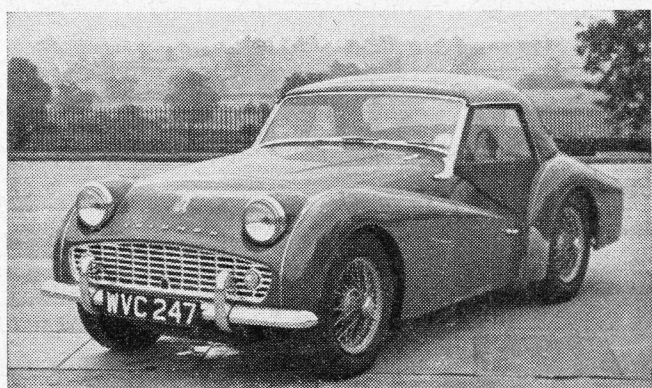




**TRIUMPH:** The Herald convertible, introduced during the past summer, is already enjoying considerable success, and is a good-looking, lively performer. Stand No. 142 is the scene of this model's Earls Court début.



**TRIUMPH:** The Herald coupé is a two-seater, with a pair of "occasional" seats behind, with a sporting performance and a smart appearance. Maximum speed is somewhere over 80 m.p.h.



**TRIUMPH:** The 2-litre TR3A needs no introduction to the sporting motorist. Disc brakes, overdrive and an over-100 m.p.h. performance, with remarkable economy, make this a very fine proposition.



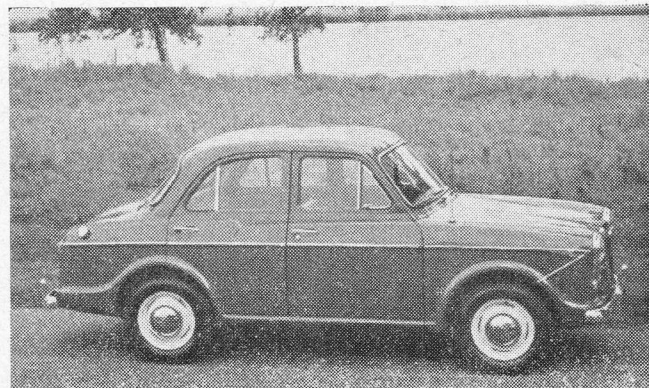
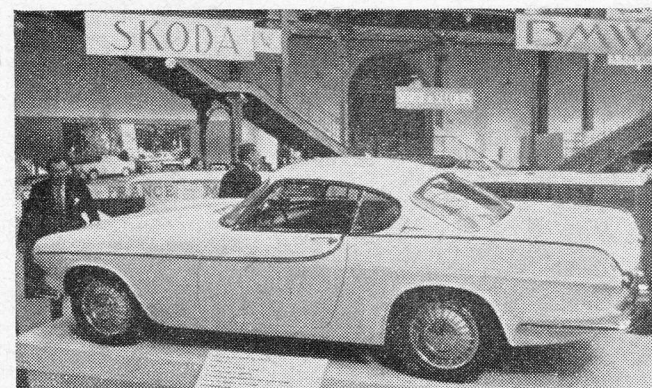
**VAUXHALL:** Smallest of the Luton range is the 1½-litre Victor, which has triumphed over controversy to emerge as a popular family saloon. Stand No. 130 will find them in estate car form as well as the saloon.



**VAUXHALL:** Largest of the range is the 2½-litre Cresta (above) with full 90 m.p.h. performance. **VOLVO:** The new P1800 sports car caused excitement in Paris, together with the 122S saloon. Stand No. 158.



**VOLGA:** Back again is the Russian Volga which, with other cars from behind the Iron Curtain, is on Stand No. 150. **WOLSELEY:** The well-proved and appealing 1½-litre version is as popular as ever.





STANDARD

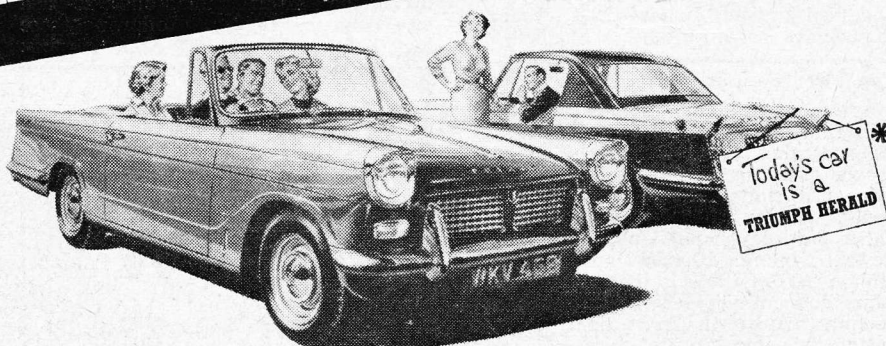


TRIUMPH

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STANDARD



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\* With apologies to Bristol — today's cigarette



# Club News

By MICHAEL DURNIN

THE Cambrian Rally, organized by the North Wales C.C. as a qualifying event for the Welsh Rally Championship, will take place on 28th-29th October. The 200-mile event will start from Gobowen at 11.30 p.m. and will finish at Llandudno. Regs. are available from M. W. Roberts, The Gables, Kings Road, Old Colwyn, Denbighshire. . . . **Cambridge 50 C.C.** are to have a restricted autocross at Malton Farm, Meldreth, near Royston, on 13th November, starting at 10 a.m. Further information from D. R. Frost, 13 Alpha Road, Cambridge. . . . **Bristol M.C. and L.C.C.** are to run their Roy Fedden Trophy trial from Bristol Airport, Lulsgate, at 10.30 a.m. on 12th November. This event counts towards the R.A.C. Trials Championship and regs. may be had from K. B. White, 1 Charlton Park, Keynsham, Bristol. . . . **Manchester U.M.C.** are this year running the Combined Universities M.C. Inter-Varsity Rally, the 10th of the series. The event will start from Buxton, Oxford, Cambridge and Leeds. Regs. are available from P. J. Teagle, 70 East Avenue, Heald Green, Cheshire, for the event which will be run on 22nd-23rd October. . . . In view of the serious floods in the West Country the **Advertising M.C.** have regretfully decided to cancel their London Devon Rally. It is hoped that the event will be run at a later date. . . . Secretary of the **Rapier Register** (which caters for all 2 o.h.c. Rapiers and Lagonda Rapiers) is now C. B. Wragg, 45 Hastings Road, Millhouses, Sheffield 7.

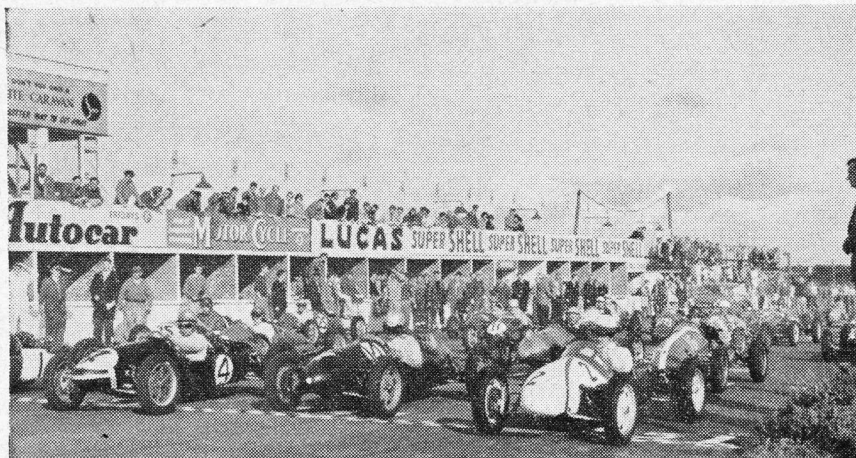
## Top Twenty—continued

in sports-racers. Then there is the South African Tony Maggs, who has joined the Essex Racing team. Mike McKee has shown great promise, although once or twice has quitted the road rather suddenly, usually when something broke. Other possibilities include John Love, Jack Lewis, Jimmy Blumer and Dennis Hulme. Then there is that young man who does prodigious things with a veteran Austin-Healey, one Julian Sutton by name.

There are many, many more; some may make the grade, and others may never know the thrill of taking part in a Grand Prix. One thing is certain, though, and that is the hunt for G.P. men is very much on.

## Snetterton—continued

First to appear after the start of the junior race was John Hine in the Lotus-Ford, a little ahead of Chris Steele (rear-engined Elva), Cliff Johnson (Lotus-Ford) and Hugh Dibley (Lola). Dibley, driving one of the front-engined Lolas, had made fastest practice lap (in the wet) but the greater power of his adversaries' cars had proved too much in the dry. The order remained more or less unchanged until lap six when Tony Maggs took the rear-engined Gemini through the field and took Chris Steele for third place. The following laps saw Tony Maggs devour the leaders and on the second last lap he was firmly ahead; he crossed the finish over a second ahead



**BEGINNING OF THE END:** The start of one of the last 500 c.c. races of the season. Left to right on the Snetterton grid are: (1) J. Pitcher, (4) G. Gartside, (14) R. H. Burn and (2) G. M. Jones.

of John Hine who finished a couple of hundred yards ahead of Johnson.

First away at the start of the saloon car event was Doc Shepherd (A40), who from pole position on the grid led the pack through Riches. Bill Aston (3.4 Jaguar), however, had used the power of the 3.4 to the full and as they came into view Aston was just ahead of the grey A40. Behind these two came Vic Parness (Jaguar) (who had shunted the front of the 3.8 at the hairpin in practice) and J. Dean (3.4), with Alan Hutcheson hard on his tail. With only two laps to go, as the cars hove into sight, to the obvious delight of the spectators the A40 now led, and as they swung through Riches the A40 had pulled out a 25-yard lead over the Jaguar. Following these two (a little way behind) came Parness,

(Elite), something happened to the latter and Gibson finished 12 seconds ahead of him, having previously only been a couple of seconds in front. Bill McCowen, who had broken a half shaft in practice, borrowed one from Hugh Dibley's Aceca and finished a very good third overall, second in his class and away ahead of the rest of the field.

PATRICK S. McNALLY.

## "RALLY OF THE DAMS"

THE first of the "new look" versions of the Sheffield and Hallamshire M.C.'s "Rally of the Dams" took place recently and the competitors agreed that the event was an improvement on the two previous years when the organizers' idea of a surfaced road had approached a river bed.

This year the position was entirely reversed. Most of the roads used were good, but the weather was so bad that many roads were flooded and still like river beds of the watery type.

The rally attracted only 35 starters owing to the weather and the counter-attraction of the London Rally. It was held in three sections—first a map-reading section in the area between Sheffield and Holmfirth on normal lines and where things were straightforward. In this area the heavy rain made many roads several inches deep in water and many cars had trouble with drowned engines. Next came a short total regularity section on a route card in which three minutes' lateness meant the control was failed, and it was here that most marks were lost. One control had to be scrubbed when conditions were so bad the marshal was unable to get to the control.

The third and final section consisted of several controls to be visited on an "airline" type basis within a set time.

At the finish it was found that both John Hanson and Pat Lichtensteiger had finished with the loss of one fail and 19 minutes, and the tie was decided on the "farthest clean" basis.

### Provisional Results

**Regent Silver Challenge Cup (best performance):** J. C. Hanson (Austin Seven), 1 fail, 19 minutes.  
**Second and best over 1,300 c.c.:** P. Lichtensteiger (Riley 1.5), 1 f. 19 m.  
**Third, and best modified and G.T. car:** E. B. Masheder (Singer Gazelle), 2 f. 23 m.  
**Best Sheffield and Hallamshire member:** E. Jackson (Triumph Herald), 3 f. 27 m.  
**Novice award:** F. W. Slate (Singer Gazelle), 20 f. 23 m.

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SHOW**

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**STAND No. 59  
GROUND FLOOR**

Hutcheson and Dean, and as they went through Riches Dean took Hutcheson on the inside and promptly spun off, making Hutcheson spin on to the plough where the blue 1.5 rolled over and over, finishing up on its roof.

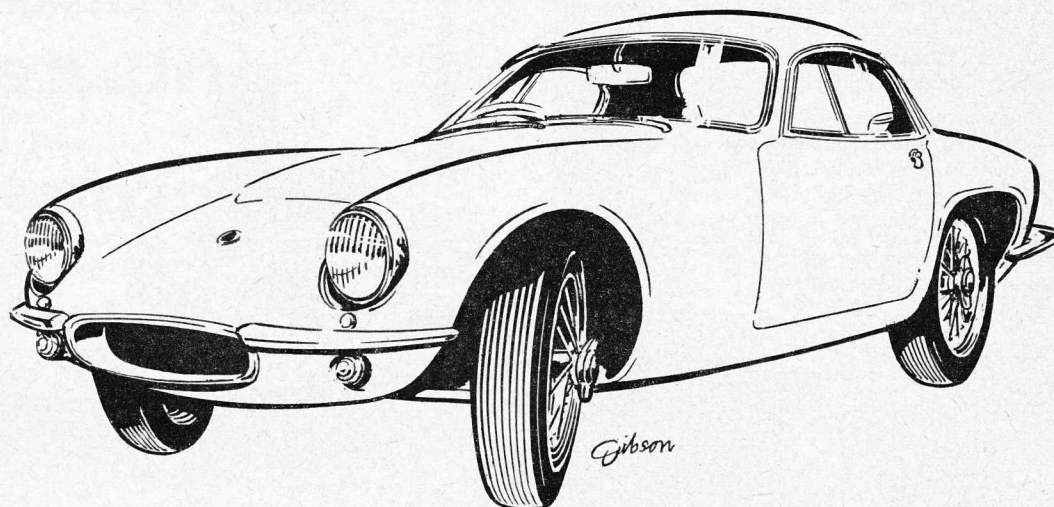
Alan, however, was quite unhurt. As they came down the pit straight to take the chequered flag Doc Shepherd's A40 still led from Bill Aston's Jaguar, but the latter crossed the line nearly 30 seconds ahead of third man Parness.

The G.T. race rounded off the meeting. R. A. Gibson in the ex-Dickie Protheroe XK 120 led the event from start to finish, for although harried for the first four laps by Graham Warner



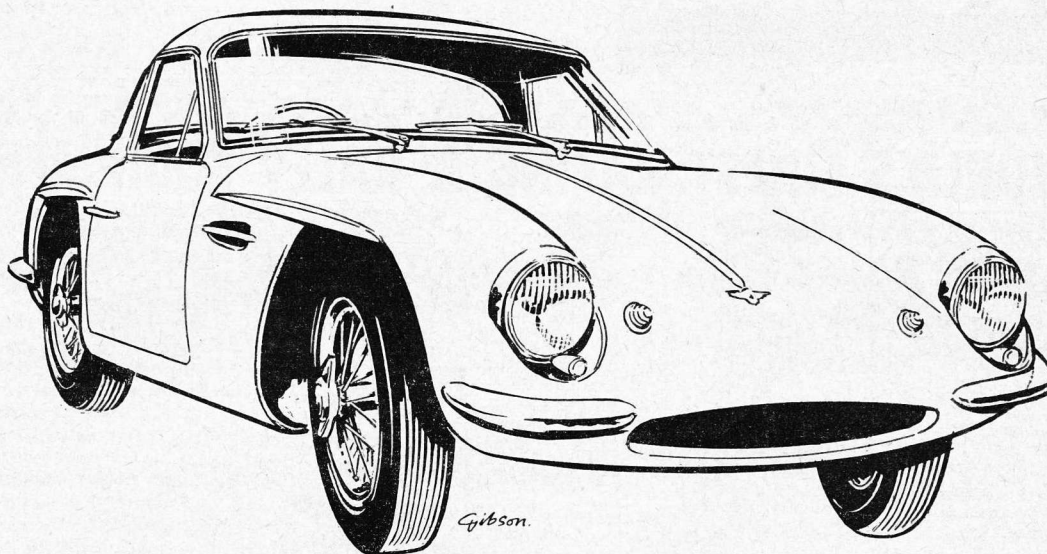
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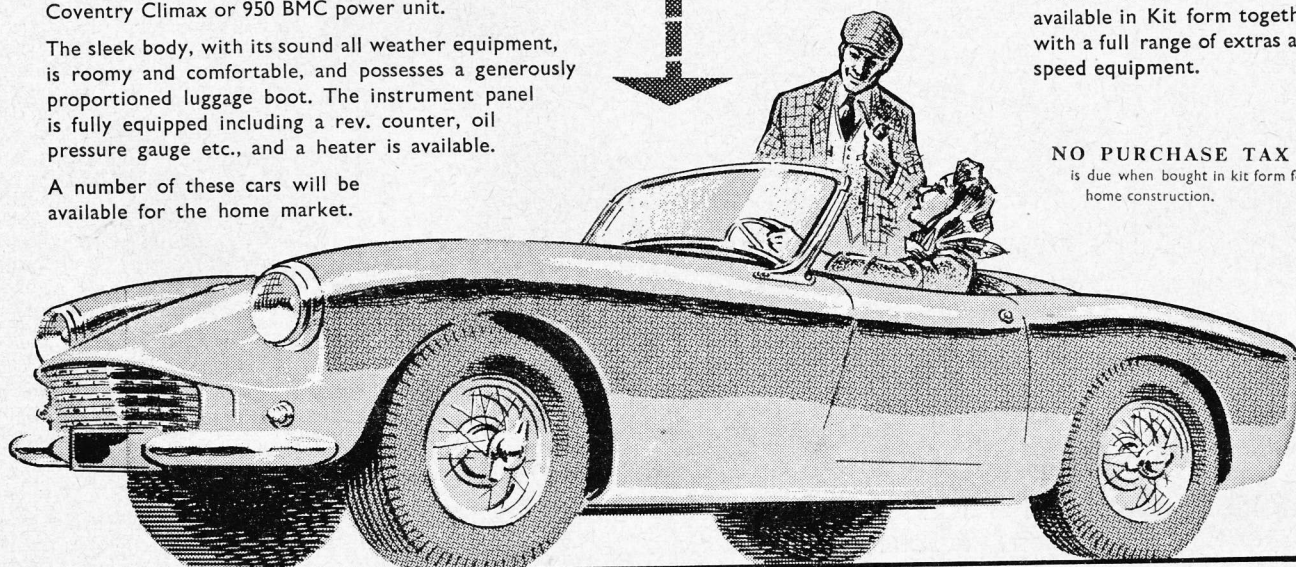
The sleek body, with its sound all weather equipment, is roomy and comfortable, and possesses a generously proportioned luggage boot. The instrument panel is fully equipped including a rev. counter, oil pressure gauge etc., and a heater is available.

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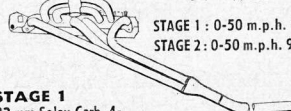
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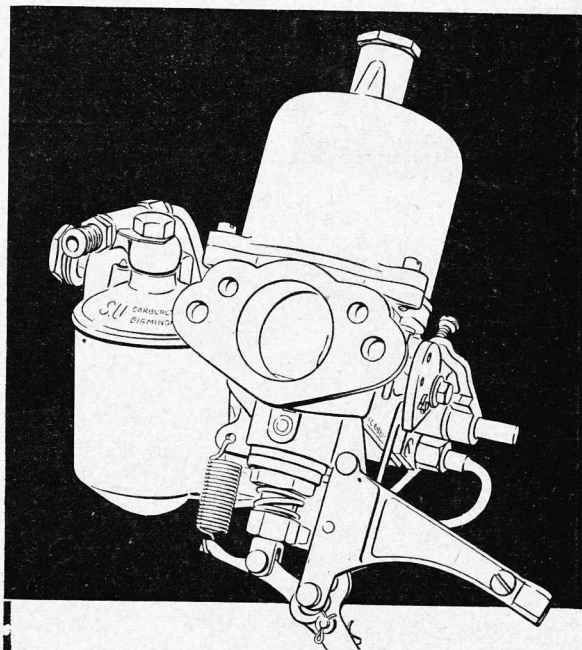
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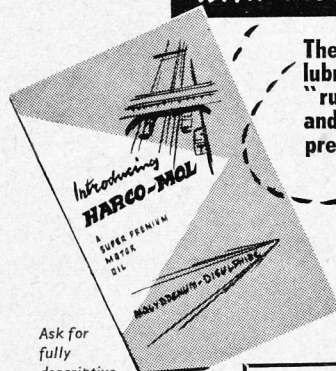
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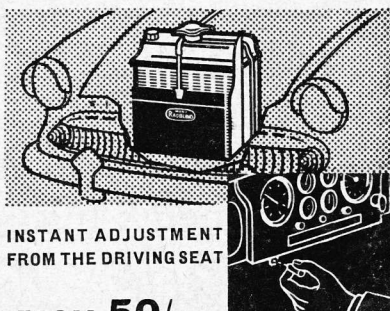
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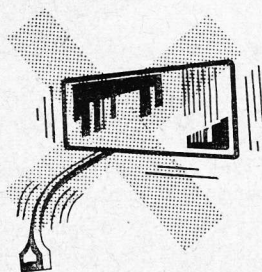
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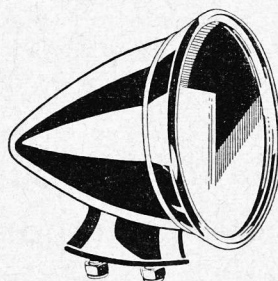
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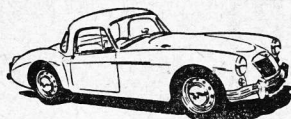
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July 1960 model. Brand new, unused and not yet run in, 30 miles only on test. New 100E engine, twin SU carbs and manifold, hood and windscreen wipers, etc. Owing to change of plans, this car is available at £535 o.n.o.

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LOTUS VIIA, February 1960, 9,000 miles. Five wire wheels. All-weather equipment. Heater, carpets. One lady owner. Northants. Must sell. £575 o.n.o.—Box 3713.

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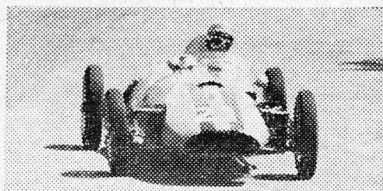
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1938 RILEY Victor 1½-litre, overdrive. Nearest £100.—No. 4 Flat, 96 Windmill Street, Gravesend.

Continued on page 597



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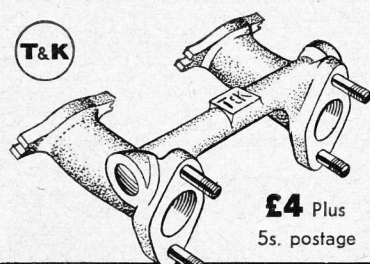
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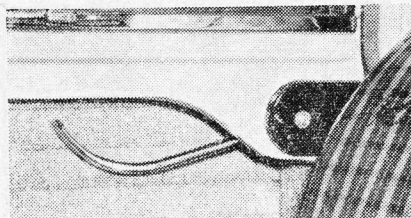
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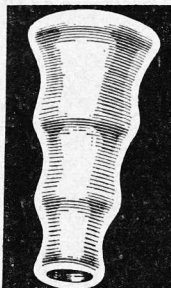


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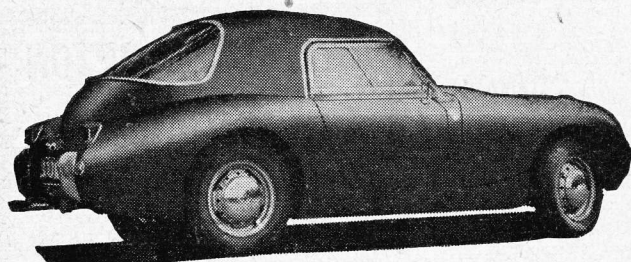
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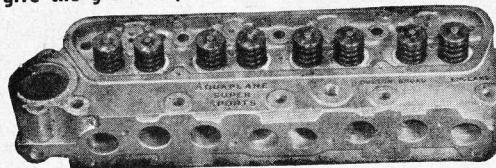
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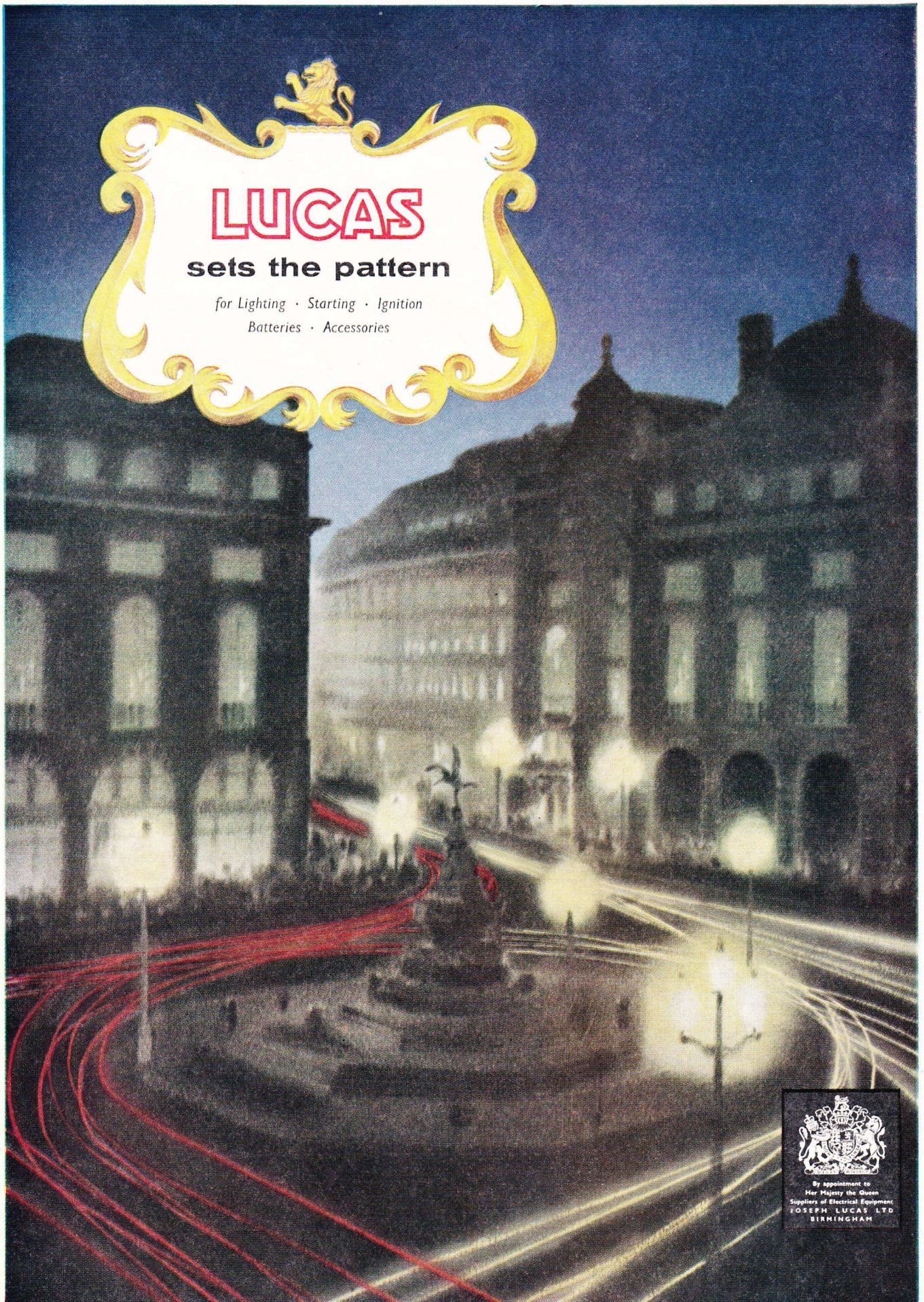
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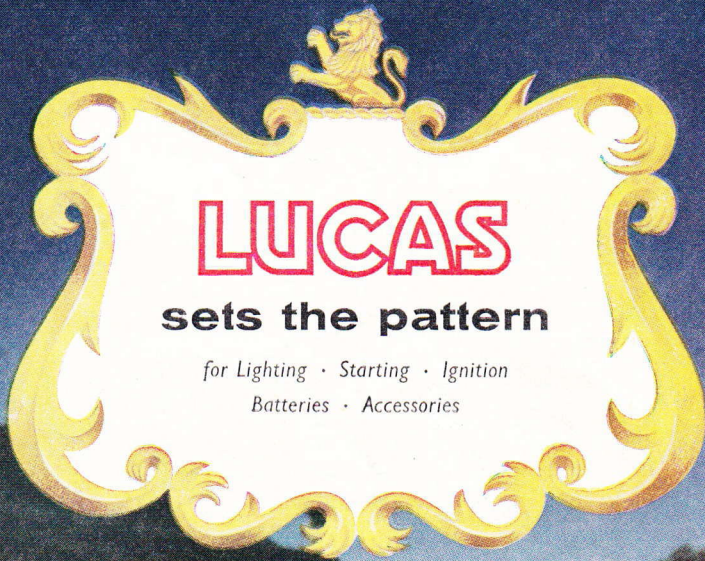
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