

35¢

DECEMBER 16, 1960

# AUTOSPORT

1/6

BRITAIN'S MOTOR SPORTING WEEKLY

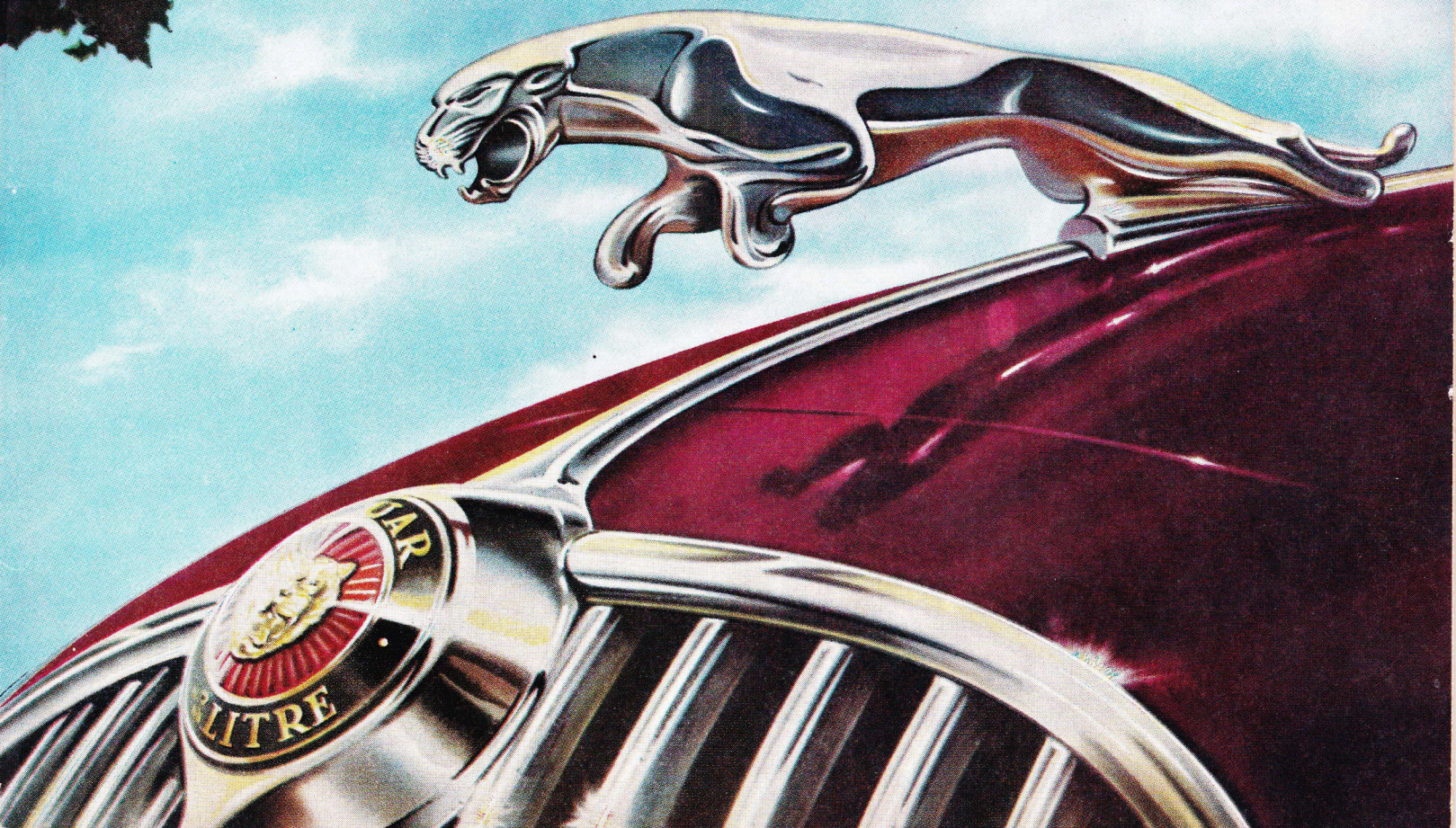
EVERY FRIDAY  
Vol. 21 No. 25

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

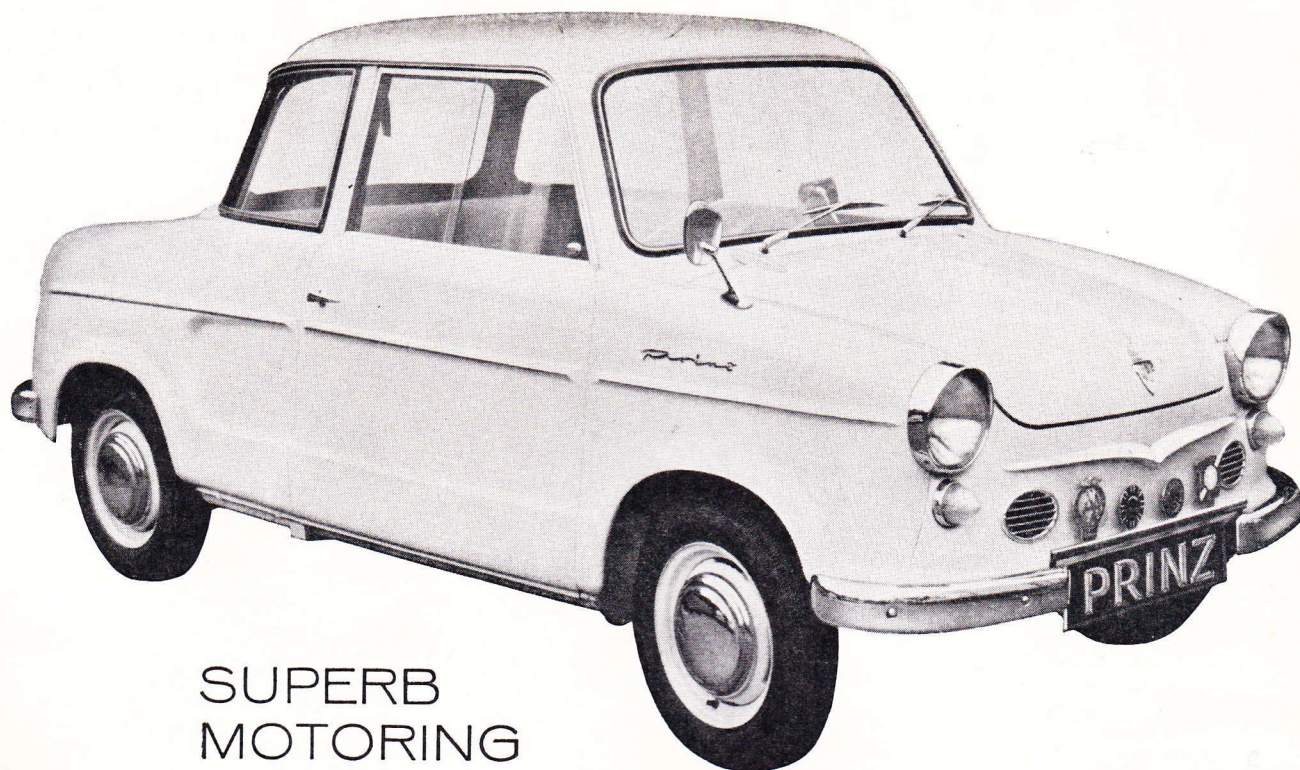
G R A C E . . . . . S P A C E . . . . . P A C E

*You enjoy a very special kind of motoring*

*—when you own a Jaguar*







SUPERB  
MOTORING  
VALUE  
FOR **£572**

The NSU Prinz 30, with many successes already to its credit, is an ideal rally and weekend competitions car—and for business and family use it offers the Prinz owner complete reliability bred from superb engineering, *plus* styling with a distinctive Continental flair.

• TRACK TESTED, THOROUGHLY PROVED ENGINE

Specially developed 600 cc NSU Prinz engine of advanced design, producing 36 b.h.p. at 5,500 r.p.m. Compression 1:7.5 Air cooled, two cylinder 4-stroke, with overhead valves and camshaft. Rear mounted.

• BRILLIANT ACCELERATION—EXCITING POWER  
WITH REAL ECONOMY

0—40 in 9.4 seconds, a top speed of 85 m.p.h. with 50 m.p.g. plus economy.

• MAGNIFICENT, TRUSTFUL MOTORING

Keen hill climbing, exceptional road holding with fast, steady-as-a-rock cornering.

• MODERN SUSPENSION—EASIEST-EVER MAINTENANCE

Independent suspension on all 4 wheels. Only *two* lubrication points for the whole car makes maintenance simple and *clean*.

• LIGHT ACCURATE STEERING

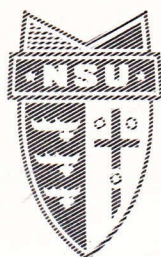
The Prinz has a taut, responsive sports-car feel in your hands. Only 10'3" long and 4'8" wide, its turning circle is an incredible 27 feet, and it parks 'on a sixpence.'

• EASY COMFORT AND LEG-ROOM FOR FOUR

Well shaped, fully reclining seats for four people, with ample luggage space in front; heating, and air conditioning as standard features.

Full-view all-round visibility, and a well-proved hydraulic 4 wheel braking system make the Prinz 30 a happy car to ride in.

Try the Prinz for yourself! Your local NSU Dealer will gladly arrange a free trial run in any of the Prinz range (including the popular Prinz II at only £547). Or write to us for the name and address of the nearest NSU Dealer and fully illustrated colour brochure.



*Prinz* 30



**BUMPERETTES for TR's**

Apart from enhancing the rear view of this sports car, the bumpers effectively protect both the rear wings and rear lights from damage, especially that caused by careless parking. They can be bolted into position in five minutes using the existing overrider bolts— $\frac{3}{8}$ " spanner only required. Heavily chromed finish and very strong. Obtainable direct from the manufacturers at

**39/6d.** incl. postage.

Cheque or cash with order

Obtainable direct from:

THE SHELFORD ENGINEERING CO., SHELFORD, CAMBS.

**READY 31st DECEMBER, 1960**

# RALLY MANUAL

BY  
RICHARD BENSTED-SMITH

**21/-**  
POSTAGE 1/3

THE COMPREHENSIVE GUIDE FOR  
RALLY ENTHUSIASTS

**ORDER NOW**

**MOTOR RACING PUBLICATIONS LTD.**  
**62 DOUGHTY STREET,**  
**LONDON, W.C.1**



# FIT CIBIÉ

(most famous in France)

# NOW!

These famous Continental lamps are now available in the United Kingdom. Fit the lamps that were used by the Monte Carlo Rally Winners in 1958 and 1959.

Illustrated are: —  
Type 135. Combined Fog-winker-side lamp.

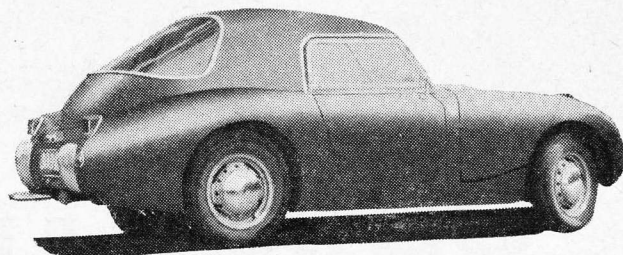
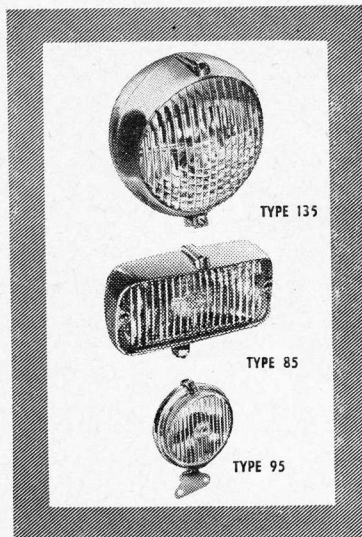
Type 85. Rectangular fog giving maximum illumination. Extra long range.

Type 95. For small cars (fog or reverse).

Headlamp and optique replacements for all cars (Continental and British) are obtainable through the Sole Distributors for England, Wales, Scotland & Northern Ireland.



**L. M. BALLAMY**  
(COMPONENTS) LTD.,  
Albury Rd., Guildford, Surrey.  
Tel: GUILDFORD 68333/4.



the elegant,  
exciting

## G.T. SPRITE

### DETACHABLE HARDTOP

ASHLEY experience and production know-how have produced this good-looking practical hardtop for the popular AUSTIN-HEALEY

SPRITE. Here are just a few of the features that make the G.T.

SPRITE Hardtop outstanding value at only £41

Moulded in glassfibre for lightness, strength and durability

Greatly improved air-flow . . . no drumming

Simple mounting to existing brackets

SAFETY GLASS panoramic rear window

Increased headroom

Extra large parcel shelf

Flock sprayed interior

Fitted sealing rubber all round

Finished in Healey colours

**NOW**

**£41**

**EX WORKS**

# ASHLEY

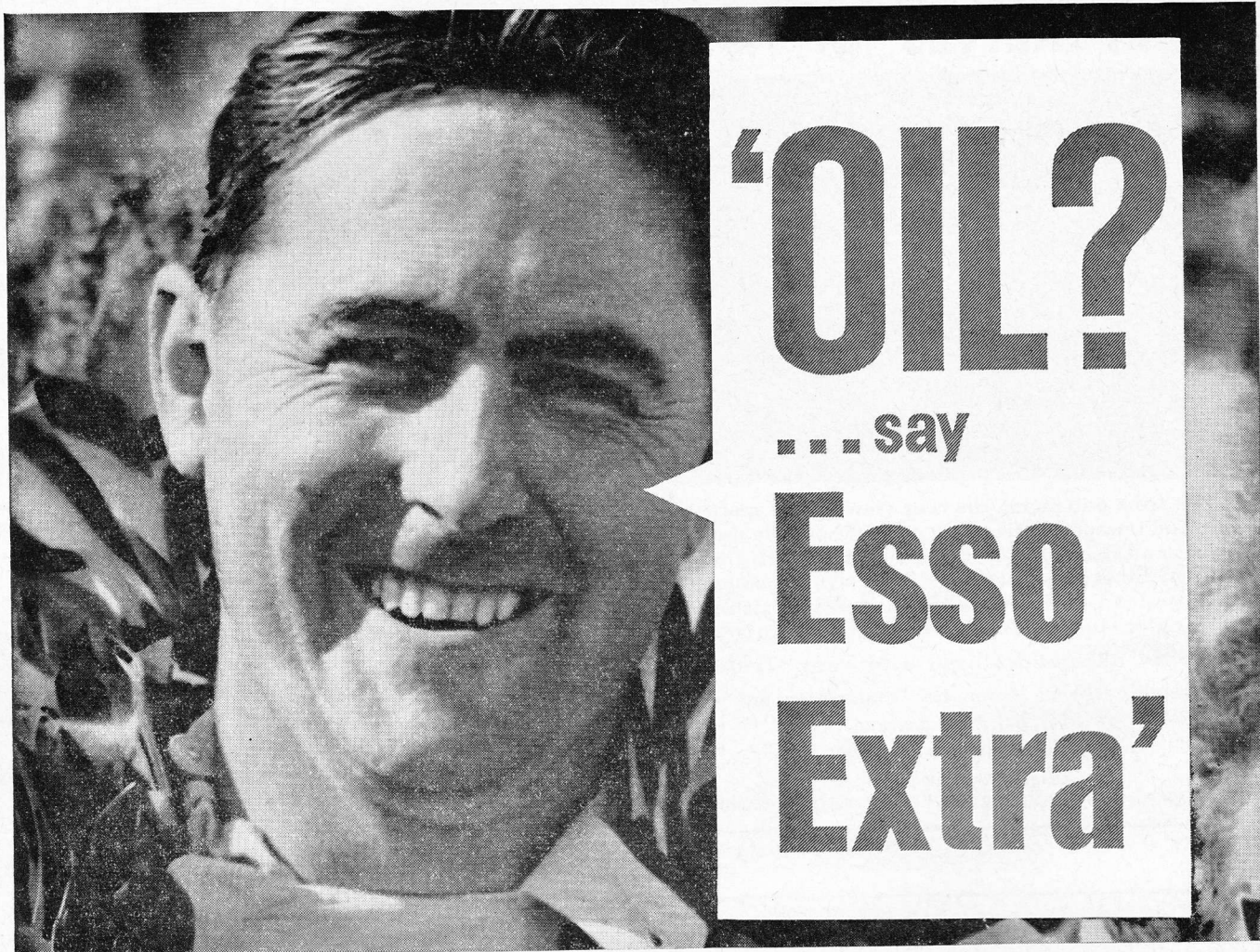
## ASHLEY LAMINATES LIMITED

ROBIN HOOD ROUNDABOUT, LOUGHTON, ESSEX. Phone 7355

99 NORTHGATE, HALIFAX, YORKSHIRE. Phone 2475

**SEND NOW FOR 'SPRITE' LEAFLET, ENCLOSING 3d STAMP**





# BRABHAM *Again!*

Jack Brabham wins 1960 World Championship on  
Esso Extra Motor Oil—the oil that is right for your car

**Jack Brabham**, World Champion racing driver for the second year running, always uses Esso Extra Motor Oil. He says: "The oil I've always raced on since I came to Britain is Esso Extra Motor Oil. It's *never* let me down. For the simple reason that it gives more than enough protection for *any* car. I couldn't find a better oil, and neither could you!"

The oil that brought Brabham's Cooper to victory in five consecutive Grand's Prix—Dutch, Belgian, French, British and Portuguese—is *exactly* the same as the oil you can get at your local Esso station . . . incomparable Esso Extra Motor Oil, now World Champion Motor Oil for the second year running!

**WORLD CHAMPION**  **EXTRA MOTOR OIL**



*Stays on the job*





# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 25

December 16, 1960

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

## CORRESPONDENTS

Northern Ireland

BRIAN WADDELL

Eire

BRIAN FOLEY

Continental

GERARD CROMBAC

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A. Editor

RUTH SANDS BENTLEY

West Coast

GORDON H. MARTIN

Southwest

JIM HALL

South America

Dr. VICENTE ALVAREZ

Canada

BILL WORDHAM

## PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

## CONTENTS

	Page
Pit and Paddock	828
Sports News	829
Road Test—The Goggomobil Regent 300 Saloon	830
John Bolster Discusses a Centre-Engined Sports Car	832
The Seven-year Formula—Part 4: The Ferrari Year	834
Francis Penn Reports on his Mangoletsi-Tuned A35	839
Riverside in Pictures	840
Rex Chappell Wins the London M.C. Gloucester Trial	842
News and Notes	844
Correspondence	846
Club News	847

Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2

Editorial and General Office  
Advertising Department

PADddington 7673  
PADddington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.  
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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

## EDITORIAL

### TRIALS CHAMPIONSHIP

TOMORROW sees the annual R.A.C. Trials Championship, for which qualifying events have been staged during the preceding months. Trials remain as the most amateur of all motor sporting activities, and the ranks of the "mud-pluggers" consist entirely of enthusiasts. Their cars have been criticized as being too highly specialized to contribute anything useful to automobile design, but the fact remains that they are perfectly suited to the conditions for which they have been designed. Almost unbelievable traction has been obtained on appalling surfaces, with standard tyre treads, normal differential units and small-capacity engines. The R.A.C. formula which has caused the development of these workmanlike machines has been proved to be almost 100 per cent. foolproof, and has been in continuous existence longer than any Grand Prix formula. Trials folk see no need for sweeping changes, concentrating on obtaining the most efficient results possible from their vehicles. Altogether it is a fascinating sport, and, with the modern tendency to concentrate trials grounds in one fairly small area, causes offence to none, and a great deal of pleasure to many. Skill is required to negotiate successfully many of the hazards planned by organizers to defeat the specialists, and it goes without saying that whosoever wins tomorrow's event is worthy of the title "Champion". It is also a fact that trials have produced the best-possible training for many of this country's top rally-drivers, providing the best possible means to acquire the car control essential for all-weather competition driving. One must also mention the driving test, main standby of the majority of clubs, as a useful activity for aspiring competition drivers. As was seen on B.B.C. television last Saturday, this can be a highly skilful sport. It must have given great satisfaction to Northern Ireland people when Paddy Hopkirk and his team carried off the Ken Wharton Memorial Trophy.

### "STARRING" OF G.P. DRIVERS

As may be read in our correspondence columns, AUTOSPORT's annual feature of "starring" G.P. drivers seems to have infuriated certain of our contemporaries. Naturally this has no official standing whatsoever, but by so doing this magazine provides the basis of countless arguments, and the fact that these placings are quoted throughout the world appears to prove that, far from being "ignored" they encourage others to form their own conclusions. The commentator at Riverside referred to the stars awarded to drivers and emphasized that they had been taken from an article in the official programme which had been reproduced from AUTOSPORT. There was no attempt to convince spectators that these were anything other than the opinions of this magazine. The fact that this feature is quoted in many publications is a compliment to AUTOSPORT and tends to show that the magazine is more widely read than our contemporaries would care to admit. Again, although the views are purely the result of personal observations, it would seem that this journal can claim, on the basis of experience alone, a certain amount of authority on the sport of motor racing!



**JACK HAMILTON** has just taken possession of an Alfa Romeo Spyder Veloce.

**ERIC BROADLEY** will not be building any Formula 1 machinery—not at present anyway. Latest news of the British Racing Partnership is that three Lotuses have been placed on order.

**JO SCHLESSER** has signed with Tec-Mec for next season's F1 races. He will drive the Maserati-engined car in all F1 events on the Continent, as well as his own G.T. Ferrari which will be of the latest type, to be introduced in March (Testa Rossa engine and so on . . .).

**RALLY** driver Cyril Linstone is to dispose of his very hot Triumph Herald and will probably acquire a SAAB 96 when he is in Stockholm for the start of the Monte Carlo Rally. He is to co-drive a Sunbeam Rapier on the Monte with George "Pop" Jopp.

**AT** a meeting of the General Committee of the Royal Scottish Automobile Club held on Monday, 5th December, Lord Bruce of Broomhall was elected President of the Club in succession to the late the Rt. Hon. Lord Weir of Eastwood, who occupied that office for 41 years.

## PIT and PADDOCK

**IT** is understood that production of Berkeley sports cars has ceased temporarily.

**WE** hear that the "birdcage" Maserati will not be at the Racing Car Show. Instead, however—and before you get too disappointed—we learn that Camoradi's new 280 b.h.p. 3-litre rear-engined Maserati sports car will make its very first appearance there, coming to the Show straight from the factory. A world première, as you might say. . . .

**UNDER** the sponsorship of the Lotus distributors in France, a new team has been launched: the Ecurie Edger, which is owned by Edouard Germain and will race two Lotus junior and two Elites. Number one driver will probably be Jo Schlesser and the second driver will be selected after tests in Monthéry. The Ecurie's entries are handled by the organization Inter-Auto-Course and a suitably experienced (bachelor) British mechanic is looked for.

**PETER MARTIN**, who drove a Lotus last season, has recently acquired a Morgan Plus 4 which he has had fully Lawrence-tuned for next season.

**ANNUAL** dance of the O.R.M.A. will be held at the Pavilions Arms, Page Street, S.W.1, on 24th February. Double tickets cost a guinea and may be obtained from O.R.M.A., Kent House, Market Place, Oxford Circus, W.1. The Association's Challenge trophy will be presented to Graham Hill during the evening.

### 1172 FORMULA CHANGES FOR 1961

**A** NUMBER of changes in the Seven-Fifty M.C. 1172 Formula have been announced for next season's racing. Among these are the following: Gearboxes: The existing restriction in favour of three-speed Ford gearboxes for the Lotus Seven and similar production cars is removed, although competitors are reminded that scrutineers may still apply "Clause 7" of the Formula to rule out absurdly expensive components. Present restrictions on camshafts are also removed from next season, for a variety of reasons. Full details of the revised Formula are, of course, available from Colin Peck, secretary of the Seven-Fifty M.C. His address is "Fernlea", Westham Hill, Biggin Hill, Kent.



LEFT TO RIGHT: Jim Dowling, Sheila and Wilbert Todd, Mrs. Phyllis McCaldin, Stanley Porter, Mrs. Emily Dowling, Mrs. Eileen Atkinson, Esdale Dowling, Cecil Atkinson, Norman Conway, Dick Brown, Mrs. Kath Robinson, Mrs. Betty Conway and Mrs. Hilda Brown.



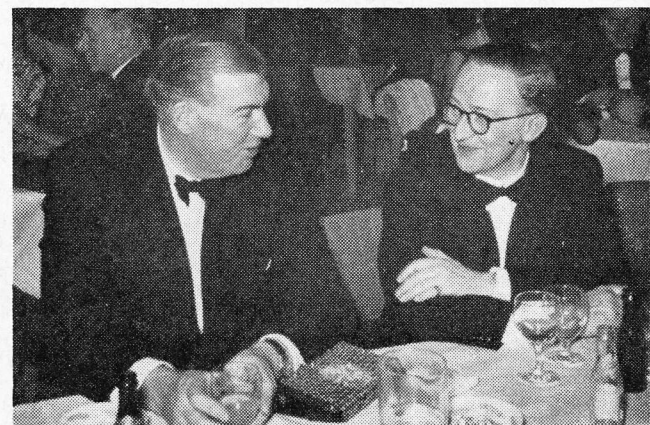
LEFT TO RIGHT: Maurice Johnson, Norah Armstrong, John Armstrong, Norma Robb, Reg McSpadden, Adrian Boyd (winner of last year's Circuit of Ireland international rally), Sioban McKibben and Patricia McClelland, enjoying a brief rest from the active entertainment of the evening!

## DINING WITH THE ULSTER AUTOMOBILE CLUB

**JOINT WINNERS** of the Wilfred Haughton trophy—left to right, Esdale Dowling (who won it last year) and R. D. G. McBurney.



**SECRETARY** of the Ulster Automobile Club, Gordon Neill, is interrupted in a quiet chat with Brian McCaldin (right).





# SPORTS NEWS

## THE BOND FORMULA JUNIOR RACING CAR

THE name of Laurence Bond has been associated with many small car designs, most of which were driven by the front wheels. Many years ago, there was a tiny special at Shelsley, which went quite fast and also had a most spectacular accident. During the early days of 500 c.c. racing, a rather more conventional F.W.D. Bond made an occasional appearance, and all of us know the famous Minicar with its single front driving wheel. More recently, Bond designed the Berkeley, another front-driven small car.

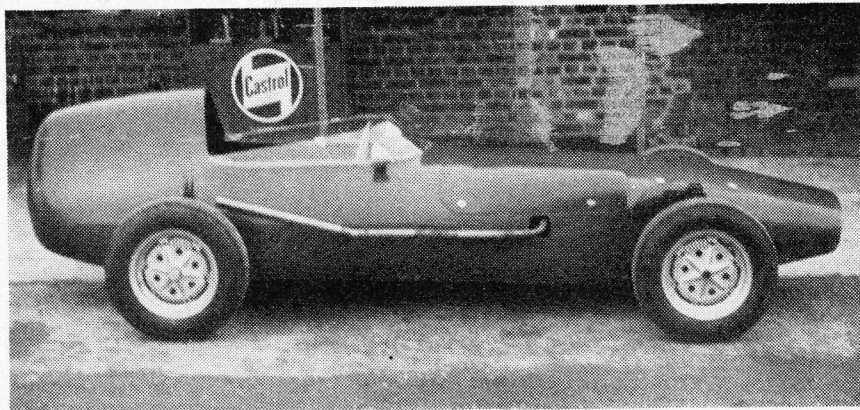
It is thus scarcely surprising that the new Bond Formula Junior car has front-drive. The basis of the machine is a plastic body reinforced with aluminium. The two materials are formed into what are, in effect, box section chassis members. In front, light alloy housings carry the hub races and the constant-velocity universal joints. Extensions of these housings form the steering pivots, the light alloy bearing directly in the cast iron trunnions, which are supported by equal-length wishbones. The Burman steering gear has a three-piece track rod, and the wooden steering wheel operates through a universally jointed column.

The rear suspension is by low-pivot swing axles, the suspension medium being Armstrong helical springs and telescopic dampers all round. Cast iron ribbed brake drums form the wheels, to which the steel rims are bolted by six lugs apiece. The tyre size is 5.25 x 13 ins., and the Girling 9 ins. x 1½ ins. brakes have two leading shoes in front.

The engine is a Ford 105E, Cosworth tuned and fitted with two twin-choke Weber carburettors. It is mated with its own gearbox. Ahead of the gearbox is a light-alloy casing which contains the spiral bevel final drive and differential and the selectors for the remote control gearchange. Different crown wheels and pinions are available for changing the final drive ratio according to the circuit. This in-line assembly makes a much longer construction than the proprietary transmissions generally used, but the direct top gear is an advantage. By using a hypoid final drive, the Renault Estafette and the Lancia Flavia gearboxes have direct top gears, but all the others have the power input through the layshaft.

It will be understood that though the Bond has a front engine, the concentration of the transmission ahead of the power unit gives many of the advantages associated with the now almost universal rearward engine location. The car is clean aerodynamically and the direct drive should contribute to a high mechanical efficiency. Wheelspin on the starting line has been a hazard with previous F.W.D. single-seaters, but in this case 60 per cent. of the weight is on the front wheels, even with the driver in his seat and the rear tank full. The wheelbase is 7 ft. 3 ins., track (front) 3 ft. 10 ins., (rear) 3 ft. 11 ins., and the weight with oil and water is 796 lb. The price is £1,385 and the car will make its bow at the Racing Car Show.

JOHN V. BOLSTER.

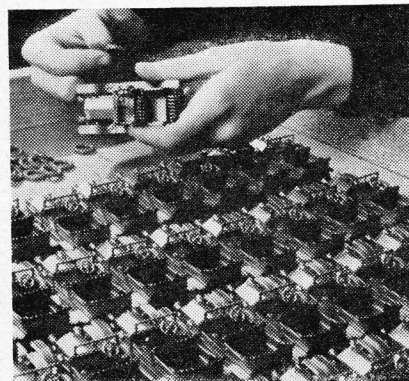


## ON WINGS!

THE current fashion for motor-racing's well-known personalities to take up flying has extended, and now we hear that Colin Chapman has recently won a flying competition! Apparently, in a lighthearted contest organized by W.E.C.C. men Mike Berg and Fred Warnell (who control the Herts and Essex Aero Club at Stapleford, near Abridge, Essex), Colin and Mr. and Mrs. Cyril Audrey were among the competitors, and Colin won an award.

## MONTE CARLO RALLY BRITISH COMPETITORS' CLUB

THE M.C.R.B.C.C. held its annual dinner and pre-rally discussion in the Connaught Rooms on 9th December, with Jack Kemsley in the chair. Chief aim was to attempt to solve apparent anomalies in the regulations, and to give competitors information regarding times of start, repair facilities and so on. The trade was well represented by Keith Ballisat (Shell-BP), David Hiam (Dunlops), Norman Garrad (Rootes), Edgie Fabrous (Fords), Ray Wood (Lucas), Bob Aston (Mintex), Sid Henson (Fero), Jimmy Hill (Castrol), George Raven (Lockheeds), John Russell (Girling), and representatives from Esso, Jaguar and so on. Peter Easton announced that competitors would be provided, free of charge, with "Britax" safety belts. During the discussion, attempts were made to clear up the vague regulations regarding the sealing of vehicles, but even A. K. Stevenson (R.S.A.C.) and Col. Stanley Barnes did not know the answer.



LATEST in the Lesney Products "Matchbox" series is this 1906 Rolls-Royce. Recently a number of silver models were made to celebrate the 200 millionth "Matchbox" model.

NEW Formula Junior contender is the Bond front-engine, front wheel drive machine, described on this page by John Bolster.

## PAT MOSS MAKES BRANDS HATCH RACING DÉBUT

PAT MOSS, celebrating her third successive win of the European Ladies' Rally Championship, makes her Brands Hatch motor racing début on Boxing Day. She will be at the wheel of a John Sprinzel Austin-Healey Sprite in the 10-lap event for production sports and grand touring cars.

The Surtees speed brothers—John and Norman—will both be competing in this Brands two-day festival of car and motor cycle racing.

John Surtees, reigning world motor-cycling champion who has shown such promise in this his first full season of motor racing, will be seen on four wheels in the Boxing Day car race programme.

His younger brother, Norman, is riding in two races in the motor cycle meeting on the day after, 27th December.

For the first time ever there will be motor cycle as well as car racing at Brands Hatch this Christmas.

An extra 10-lap race for Formula Junior cars has been added to the programme because of the great number of entries received by the British Racing and Sports Car Club.

But all drivers who have an interest in the final round of the John Davy Championship for Formula Junior races at Brands in 1960 will be together in the first of the two Formula Junior events.

These drivers include Jimmy Clark (16 points), Peter Ellis (13 points) and Peter Arundell (nine points)—all in Lotus-Fords. John Surtees will also be driving a Lotus-Ford in this race although he is not in the running for the Championship.

Points are awarded 5-4-3-2-1 for the first five places with two more for the fastest lap. So the title must rest between Clark and Ellis. Arundell has an outside chance of becoming joint leader if he wins and achieves fastest lap provided Ellis and Clark both fail to notch a single point.

The 15-lap Silver City Trophy race for *Formule Libre* racing and sports cars looks like a straight battle between Climax-engined Coopers and Lotus with George Wicken, G. Eden, J. Stoop and John Campbell-Jones all in Cooper-Climaxes facing Anthony Marsh, Team Thercel and other entries still coming in.

Altogether there are six Boxing Day events providing 65 laps of car racing over the 1.24-mile short circuit.





## The Goggomobil Regent 300 Saloon

SINCE the first Goggomobil was manufactured in the early part of 1955 more than 100,000 have left the lines at Dingolfing. This delightful miniature car has, since then, had many improvements incorporated in its design, the most notable being the alterations made to the clutch and gearbox which makes the gear change of the current models extremely fast—however, more about that later. Goggomobils now market three models—the Regent T300 and T400 saloons, both of which are available as coupés, and the Royal T700 saloon which can also be had in an estate car version—as well as several commercial vehicles.

When I heard that there was a chance of testing the T300 saloon I was very interested to see just how it would compare with the T700, its elder sister, which I had tried and thoroughly enjoyed last year in Rheims when over for the French Grand Prix. I therefore lost no time in arranging to collect it from the Goggomobil concessionaires, Mansell and Fisher of Brompton Road, London, who had been kind enough to provide the car. The first thing that struck me on collecting the vehicle was the short space of time necessary to make oneself completely conversant with the controls, which was very fortunate as it was necessary to cross London at the worst possible time—in the middle of the rush hour. What a joy it was to be able to nip in and out of the traffic and execute in perfect safety the kind of manoeuvres one normally only associates with taxis!

The T300 is built in Germany and therefore is, not surprisingly, of very advanced design. The two-door four-seater body is of pressed steel with a platform-type chassis of high rigidity. Independent suspension all round is provided by swing axles with helical springs and telescopic shock absorbers and this, combined with the rack and pinion steer-

### A Small Car of Great Character

ing, makes the car's roadholding first class.

The rear-mounted engine is a vertical twin two-stroke, which is cooled by a fan as well as a draught from the louvres set in the coachwork just above the rear wheels. It has a combined 12-volt dynamo and starter with a separate contact-breaker and coil for each cylinder, making total failure very unlikely.

The cooling system provides the heating and demisting (standard on all cars), and can be easily adjusted to the required temperature. The engine, gearbox differential and clutch are all in one unit—the engine is set behind the rear swing axles, the crankshaft and gearbox shafts being parallel to them—so there is no right-angle drive in the transmission. All mechanical organs are easily accessible, reducing maintenance chores to a minimum. Here it must be pointed out that using "motor cycle" parts has one great

**LOOKING VERY SMART:** The Goggomobil T300 Saloon has a very definite character which enamours it to its owners. The slight angle on the wheels is the give-away to all-round independent suspension.

advantage—the price of replacement parts is very low, but with the Goggo one still has complete protection against the inclemency of the weather—shades of the best of both worlds!

The interior of the little car is very roomy—this is largely due to the extra leg room provided by a rear-mounted engine and the space saved by fitting small-sized wheels which do away with high wheel arches. The doors, which have proper wind-up windows, another great improvement on the earlier models, are fitted with pockets for maps, etc.; there is also a glove compartment in the dashboard. The seats can now be adjusted to a reclining position for resting periods on long journeys or for overnight stops—a feature one associates more with cars in a considerably higher price range. The dashboard layout is strictly functional, a speedometer, a direction indicator, choke and heater controls, with switches for the lights and windscreen wipers.

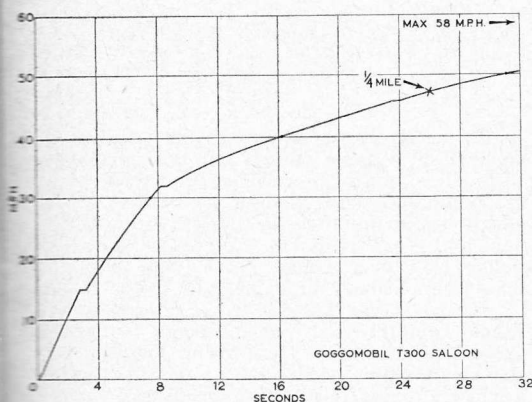
There is no fuel gauge—but who wants one when you get nearly 60 miles per gallon! The tank holds over five gallons and is gravity fed so there is no danger of fuel-pump failure. A tap just above the rear seats controls the supply and, as with all two-strokes, should be turned off when the car is not being used. When the main tank is empty one simply turns the fuel tap to reserve and can rest assured that so long as one sees a garage within the next 50 miles or so one need have no worries. The fuel consumption when driven at peak revs. in all gears was in the region of 50 m.p.g. but driven with economy in mind a figure of over 60 m.p.g. could easily be maintained.

The steering is very light, yet it has plenty of castor return action, and is extraordinarily quick. The car never seems to wander, even at speeds approaching its maximum, the steering is truly of the "hands off" type. The roadholding is extremely good and the little car can be driven flat out round all but the tightest of bends. There is no



**NEAT and very accessible:** The vertical twin two-stroke is neatly housed in the "boot"—all mechanical organs being easy to get at. Note the five-gallon fuel tank above the engine.





ACCELERATION GRAPH

**FULLY RECLINING** seats are standard. Just the thing for resting on long journeys or for the occasional night stop. Note the well positioned hand brake.

roll and the independent suspension all round carries the car through the curves with all four wheels having complete adhesion—though I expect it would be possible to lift the offside front wheel if one went through Paddock Bend flat out!

The brakes are, relative to the size and weight of the machine, immense, and the seven-inch drums provide the sort of stopping power which one only expects to find on 100-mile-an-hour vehicles. I found that on very slippery roads a certain amount of discretion was necessary when making emergency stops as only a light pedal pressure is necessary. Over really rough roads the ride proved to be good—an excellent car for pavé. However, the suspension is firm enough to make any real craters in the road felt, which is to be expected from a car of this size.

The controls are well placed, all of them by the driver's right hand with the exception of the dip switch and the directional indicators (not self-cancelling) which are on the driver's left. The windscreen wipers served their purpose but tended to make a certain amount of noise about it.

The performance proved to be quite a revelation and larger machinery tends to be left behind—up to 50 anyway! Best performance, fairly obviously, is



## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Goggomobil T300 Saloon, price £467 4s. 2d, including P.T.

**Engine:** Two cylinders 58 mm. x 56 mm. (293 c.c.), vertical twin two-stroke, fan cooled. 15 b.h.p. at 5,000 r.p.m. 6 to 1 compression ratio. Bing 1/26 carburettor with cold-starting device. Ignition by dual contact breakers and twin coils.

**Transmission:** Double-plate clutch running in oil. Four-speed and reverse constant mesh gearbox, all-indirect with central remote control lever, ratios: 5.073, 7.177, 10.996, 20.624, reverse 18.050 to 1. Engine, gearbox and differential in one rear-mounted unit.

**Chassis:** Combined body and chassis. Independent suspension all round by swing axles, helical springs with telescopic hydraulic shock

absorbers. Rack and pinion steering. Hydraulic brakes in 7 ins. drums. Bolt-on disc wheels fitted 4.40 x 10 ins. tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Flashing direction indicators with parking lights. Windscreen wiper. Heater and demister.

**Dimensions:** Wheelbase, 5 ft. 11 ins.; track, 3 ft. 4 ins.; overall length, 9 ft. 6 ins.; width, 4 ft. 2½ ins. Turning circle, 24 ft. Weight, 8 cwt. 24 lb.

**Performance:** Maximum speed, 58 m.p.h. Speeds in gears: 3rd, 46 m.p.h.; 2nd, 30 m.p.h.; 1st, 15 m.p.h. Standing quarter-mile, 26 secs. Acceleration: 0-30 m.p.h., 7.5 secs.; 0-40 m.p.h., 16.2 secs.; 0-50 m.p.h., 31 secs.

**Consumption:** Driven hard, 52 m.p.g.

attained by using the gears to the full, but one can cruise along at 50 on open roads and put up very presentable averages without any fuss or bother. Night driving proved a pleasure, for the headlights were more than adequate and the angle of the windscreen seems to "deadend" the glare of lights of oncoming traffic.

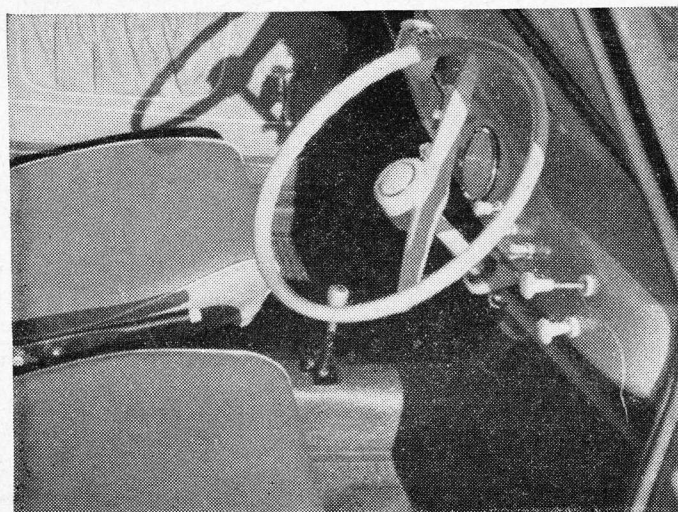
As everybody feverishly tries to remember whether or not they have anti-freeze in their radiators, the Goggo owner can sit back and smile, for winter is no worry to him with his air-cooled engine. We had several very frosty nights during the period I had the car for test and I found that despite the cold the engine started first time, every time—

no small feat for any engine in frosty weather.

I have carefully saved up to last my comments on the gearbox which can only be described as fantastic. The early models had a gearbox which, although when used by the "better-than-average driver" was extremely fast, if used by the less skilled, gear changes tended to be accompanied by "clonks". The clutch used to be mounted direct on to the crankshaft—making it revolve at the same speed as the engine; now it is on the input shaft, thus cutting the revolutions and making the gear-change easier. The ratios are ideally chosen and make the car a pleasure to drive in town or country. The short central gear lever is well positioned and comes readily to the hand. Neutral is set along the longitudinal axis of the car and once one is accustomed to it one finds that gear-changes can be made with lightning speed—especially between first and second gears, and third and top; changing from second to third is a good deal faster than the average car, but not quite as fast as the other changes on the gearbox.

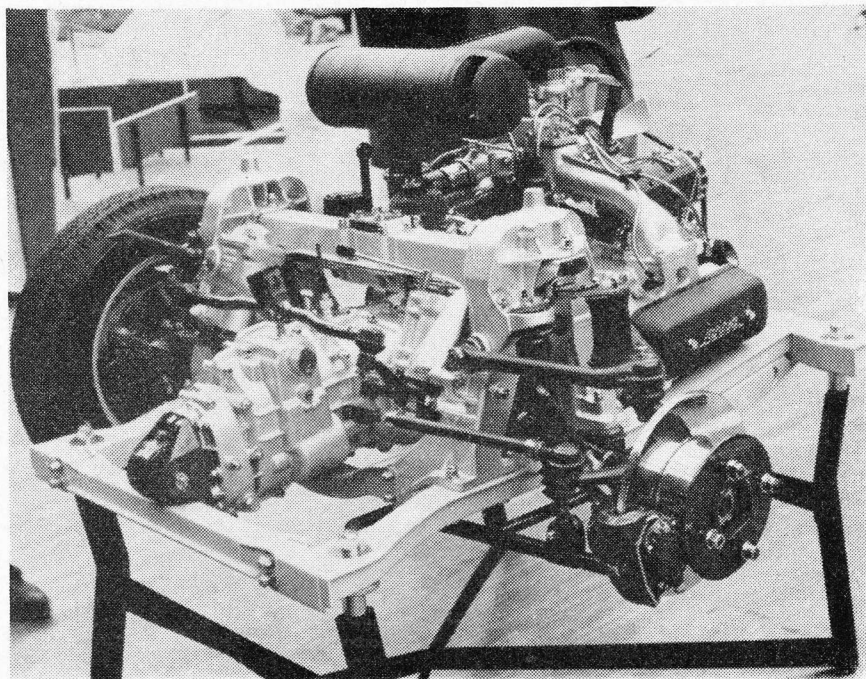
To sum up, this miniature car does with great ease everything it is purported to do. The price of £467 4s. 2d. with duty makes it one of the cheapest cars on the market today (in Germany the price is nearer £280 but, as with all imported cars, the duty is heavy); despite this it still represents good value for money in this country. For those who wish to drive a small car with safety as well as economy, excellent manoeuvrability, and a certain character, a Goggo would make a first-class buy.

PATRICK McNALLY.



★  
*SHOWING the short central gear lever which comes easily to hand. The new cars have a much-improved gear change over the earlier models.*  
★





*ACCEPTABLE for racing but here, in the Lancia Flavia designed for normal road use, this layout gives less power loss and greater economy.*

TECHNICAL AND OTHERWISE

BY JOHN BOLSTER

## Why not a Centre-engined Sports Car?

OF recent years, Britain has gained an enviable reputation for her sports cars. Practical and attractive machines at highly competitive prices have given us something of a monopoly among the medium-sized two-seaters. At the extreme ends of the scale we are less happy, for we have nothing quite like the Ferrari and our one-time mastery of the 750 c.c. class is completely forgotten. Yet, we continue to export our bread-and-butter sports cars in great numbers and everything in the garden seems lovely.

It is necessary at this point to be brutally frank. The design of our production sports cars is years out of date, and it is high time we replaced the lot by some modern engineering. Britain leads the world in racing car design and construction, but though racing lessons have been applied to small saloon cars, our competitively priced sports models could all have been built before the war. If we don't produce a range of really up-to-date sports cars, somebody else will, and so it is profitable to discuss the lines that such designs might follow.

By embodying the know-how that the modern competition car has made available, it would be possible to build an extremely attractive 1½- or 2-litre sports car that costs about £100 less than any of our old faithfuls. It would be faster, livelier and have far better roadholding, and above all it would sell like hot cakes.

The prospective sports car owner is a man who knows his stuff, and if you offered him a car with chassis features that were straight from Grand Prix de-

signs, he would never again touch the old cart-sprung horrors.

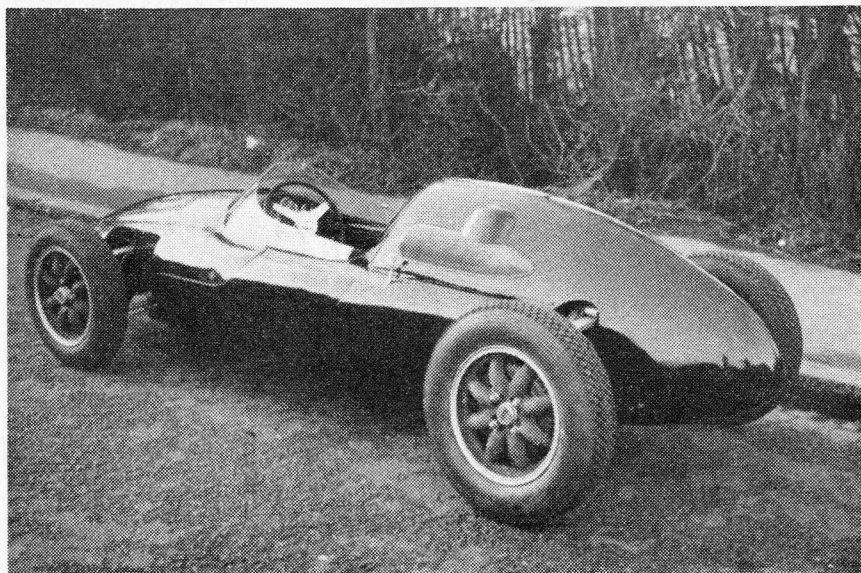
The first thing that we have to realize is that weight costs money. It costs more money to make a heavy car, and more money to run it. Our current crop of engines is excellent, and they could be used just as they are, but they would give us vastly increased performance and better economy because they would be pulling so much less around with them. Furthermore, modern suspension would give greater riding comfort, and that is an important point.

Today's sports cars can be made to hold the road, but only at the expense of gross discomfort on really bad surfaces.

In the hands of skilled drivers they are capable of winning rallies, but the unfortunate occupants receive an unmerciful pounding. The modern racing car, which has an infinitely greater performance and is far lighter in weight, gives a better ride over rough roads than a luxury limousine. Fundamentally it has to, because a car that was leaping about simply couldn't be driven at current lap speeds. A car that is not going to be shaken to pieces need not be built like a battleship, and so improved suspension allows a further reduction in weight.

In many modern touring cars and all current racing cars, the engine and transmission form a single unit. The small rear-engined saloon is an attractively simple design which has many adherents. The front-wheel-drive layout appears likely to be even more popular, because it permits van-type bodies to be mounted with normal rear doors. If a vertical, in-line engine is to be retained, it may perhaps be more compactly stowed ahead of the passengers than behind them, but both the front-drive and rear-engined designs have the same advantage—none of the machinery need encroach on the body space.

For racing cars, neither of the above arrangements will serve. A rear-engined racing car would be unthinkable because the engine forms so much of its total weight. The tail would certainly wag the dog with a vengeance, and the front wheels would have nothing to hold them down! A front-drive racing car is also handicapped because of the rearward weight transfer on acceleration. The Citroën and the Mini-Minor both handle impeccably and are free from wheelspin, but a Grand Prix car has a power to weight ratio that is eight times as great as that of these two saloons. Quite apart from the loss of acceleration due to wheelspin, a car of extremely high power to weight ratio can be "steered with the accelerator" only if the rear wheels are driven. Within the framework of a moderate power to weight ratio, a front-drive car is at least as fast



*THE EPITOME of racing car design, the Grand Prix Cooper could, suggests Bolster, point the way towards a revolution in road car design.*



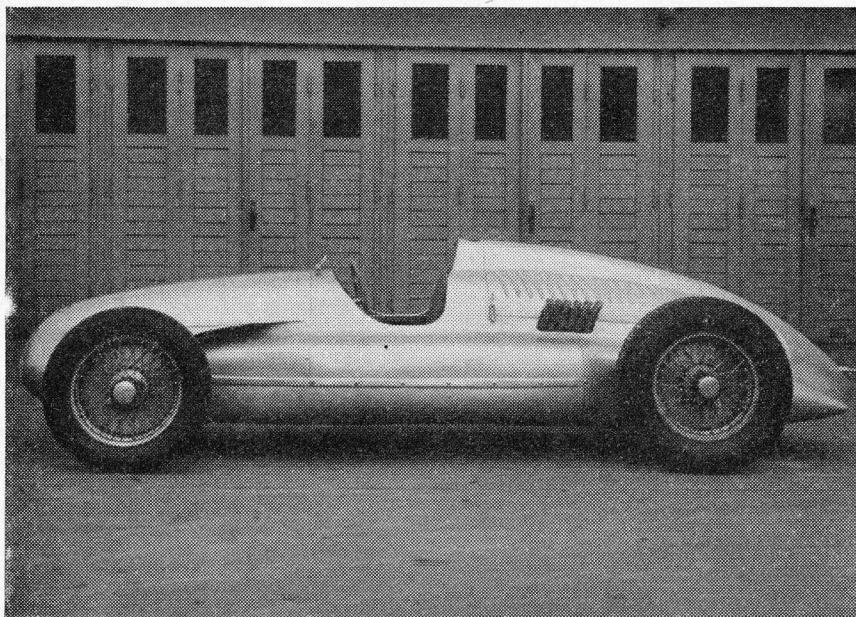
*EARLY CHALLENGER to the classic engine-in-front racing car layout, the centre-engined Auto Union proved to be something of a handful.*

as the best rear-driven machine, and may certainly be handled with equal skill. When we come to the poetry of making full use of well over 400 b.h.p. per ton, the accelerator, that delicate control, must govern the power that is applied to the rear tyres. Only thus may extreme angles of drift be encompassed.

It is history that the classic racing car was challenged first by the Benz and then by the Auto Union, which were both centre-engined cars with the driver pushed to the front. Nothing conclusive was achieved until the 500 c.c. Cooper settled the matter once and for all, and by enlarging this motor cycle-engined single-seater, Coopers proved that their basic design was capable of being stretched through Formula 2 to Formula 1. The Cooper is probably no better than a "classic" racing car from a handling point of view, but it is both smaller and lighter. The 2½-litre engine may be expected to develop 250 b.h.p. or so, and that power in the compact centre-engined car produces more acceleration and more speed, while constituting a smaller package to whisk round corners and through the "traffic" of the racing circuit.

Now this is an exact parallel with the sports car problem. If we can put the same engine in a smaller, lighter and more handleable car, we are going to have more performance. For the very small sports car, front-drive has many attractions, but for the 1½- to 2-litre category, which we are considering, the performance could approach those realms where rear-drive comes into its own, provided that weight reduction were kept very much in mind.

Before the war, Mercedes-Benz produced a centre-engined sports car, but no real attempt was made to sell it. The suggestion is always made that the centre-engined two-seater lacks luggage space, but this complaint applies equally to most of the conventional sports cars of today. Usually, the spare wheel fills the boot, which in any case is regrettably small because a vast rear axle monopolizes most of the tail. The centre-engined



sports car would not have one vast luggage boot, but it could have several usefully large storage spaces in the body and alongside the engine. Alec Issigonis has shown us how to have lots of luggage and parcel space in a small car.

Although racing and sports racing cars have multi-tubular frames, this need not be the construction of a sports cars for large production. There is little doubt that a complex steel pressing, forming in effect a "punt", but with many strengthening channels, could profitably replace the "space frame" with a very small weight penalty. Alternatively, it should not be beyond the ingenuity of the production specialists to evolve a machine for chopping off steel tube, holding it in an extremely elaborate jig, and welding it together literally in one flash.

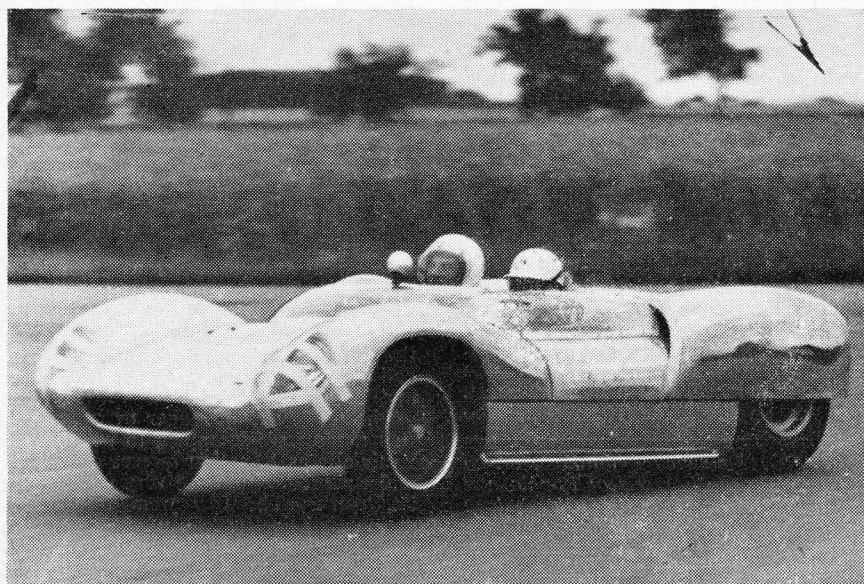
Having invented a method of making a racing-type chassis by cheap, flow-production methods, the suspension presents us with no problems. The all-independent Grand Prix layout can be reproduced cheaply in its entirety, and disc brakes are now an article of commerce that need no comment. The engine, with its

compact gearbox and differential unit, can also be employed for the manufacturer's front-drive or rear-engined saloons. Once you have your compact power unit and transmission aggregate, it can be used equally well at either end of the passenger cars and commercial vehicles of the range or, with a "saucy" camshaft and some extra carburettor choke area, it can occupy the centre of a sports car chassis.

In this connection, it is worth noting a new trend among such engine-transmission units, which was started by the Renault front-wheel-drive vans and has now been adopted for the Lancia Flavia. This is the transmission giving a direct top gear, in spite of the differential being located between the gearbox and the engine. In principle, the offset afforded by the hypoid level allows the primary shaft from the clutch to the gearbox to leapfrog over one of the half-shafts, and then to pass right through the centre of the hypoid pinion. In top gear, the primary shaft is coupled direct to the pinion by a dog clutch, and the two rotate together. The indirect gears are achieved by a normal layshaft and set of pinions. All other rear-engined or F.W.D. cars have an all-indirect box with the drive introduced through the layshaft. This layout is acceptable for racing, but for normal road use the more silent direct drive gives less power loss and hence greater economy.

Thus, the big manufacturers would do well to evolve combined engine and transmission units with a direct drive on top speed. The old-style car, with propeller shaft and live axle, is on the way out, and the engine and transmission will in future be mounted as one easily exchanged aggregate. Let us forget the 1½-litre car that weighs nearly a ton, and welcome the 2-litre 12 cwt. vehicle that will succeed it. The design that has entirely revolutionized motor racing must be right for sports cars too. How long must we tolerate our 1939-style machinery?

*LATEST sports-racing car to adopt a central engine position is Colin Chapman's most recent brain-child, the Lotus Monte Carlo 2½-litre Climax-engined sports car.*







#### THE SEVEN YEAR FORMULA—PART FOUR

## 1956—The Ferrari Year

Fangio's Fourth World Championship—Stirling Moss Runner-up

AFTER the abrupt announcement by Mercedes-Benz that they were finished with racing in any form at the end of 1955, the disbanded team were open to offers. Only Fangio and Moss got them, or, at least, received adequate terms. Kling, who was soon to succeed Alfred Neubauer as Mercedes Competitions Manager (a task confined to the winning of International rallies), Herrmann and Graf von Trips temporarily left the Grand Prix stage. Fangio signed the Ferrari contract. Moss, who would not drive for Ferrari on any terms, signed with Maseratis, after long and even painful consideration of what British cars were available. Moss has always stated in unequivocal terms that he has two major ambitions (a) to win the World Championship and (b) to do it with a British car. He was to come very close to that dual aim in 1958. He did not reckon the B.R.M. very highly, in which he was quite right, bearing in mind his rapidly advancing career, but he was impressed with the Vanwall, growing from infancy to adolescence with steady development. He took a week-end off in May to drive the Vanwall in the International Trophy at Silverstone and, very convincingly, won their first big race for them by three miles at over 100 m.p.h.

Ferrari therefore paraded the World Champion Juan Manuel Fangio, the

somewhat reckless but daring pair of Italians, Eugenio Castellotti and Luigi Musso (who battled through the season for the Italian National Championship, regardless of the interests of Commendatore Enzo Ferrari) and the likely newcomer Peter Collins who, like Moss, was

BY RODNEY WALKERLEY

a H.W.M. trainee. Maserati's squad was led by Moss, a somewhat jealous Jean Behra who specialized in finishing all his races on the car he started with and shared no Championship marks with a relief driver, and young Cesare Perdisa who never fulfilled the promise he appeared to possess.

Mr. Tony Vandervell, whose faith in the team who designed and built his Vanwall led him to look longingly towards Fangio and Moss to drive it one day, signed the volatile and versatile Harry Schell, protégé of Raymond Sommer, himself the embodiment of the dashing free-lance, one against the rest, while he lived. Mike Hawthorn, who

*MONACO: Sandwiched on the starting grid between the Ferraris of Fangio and Castellotti, Stirling Moss (Maserati) beat the pair of them—and the rest of the field—for the first corner, and was never to be caught.*

had a disappointing year in 1955, and found the urbane dictatorship of Ferrari unsuited to his own impetuous temperament, signed to drive B.R.M. with some misgiving.

During the winter of 1955-56 there was great activity behind closed doors marked "Racing Department: Keep Out". In Coventry, for instance, there was evolving a four-cylinder twin-camshaft engine of 1,500 c.c. which was to change the entire face of motor racing within the next three years. Into the Ferrari works at Maranello, near Modena, went the complete stock of V-8 Lancias (six cars) and their spares and drawings and into Enzo's bank account went a large sum of money (provided largely by Agnelli of Fiat) to operate the cars for the greater glory of Italy, just as he had raced the Alfa Romeos before the war. The cars were ripped apart. The chassis was revised with greater front end rigidity (where the main cross-brace had been the front end of the engine) and the over-steer and sideways twitch on corners was eradicated. The outrigger or catamaran fuel tanks were scrapped, to be retained vestigially as 10-gallon reserve containers and enclosed within the very wide, squat bodywork. The fuel went into a 35-gallon tank in the tail, where its weight proved a blessing. The Solex carburetors (in the day of almost standardized



*TAILED by Fangio at the Station hairpin is Behra (Maserati), who took third place at Monaco despite a loss of power in the later stages of the race.*

Webers) were kept and, after detail modifications to manifolding and exhausting, the engine was made to give some 290 b.h.p.

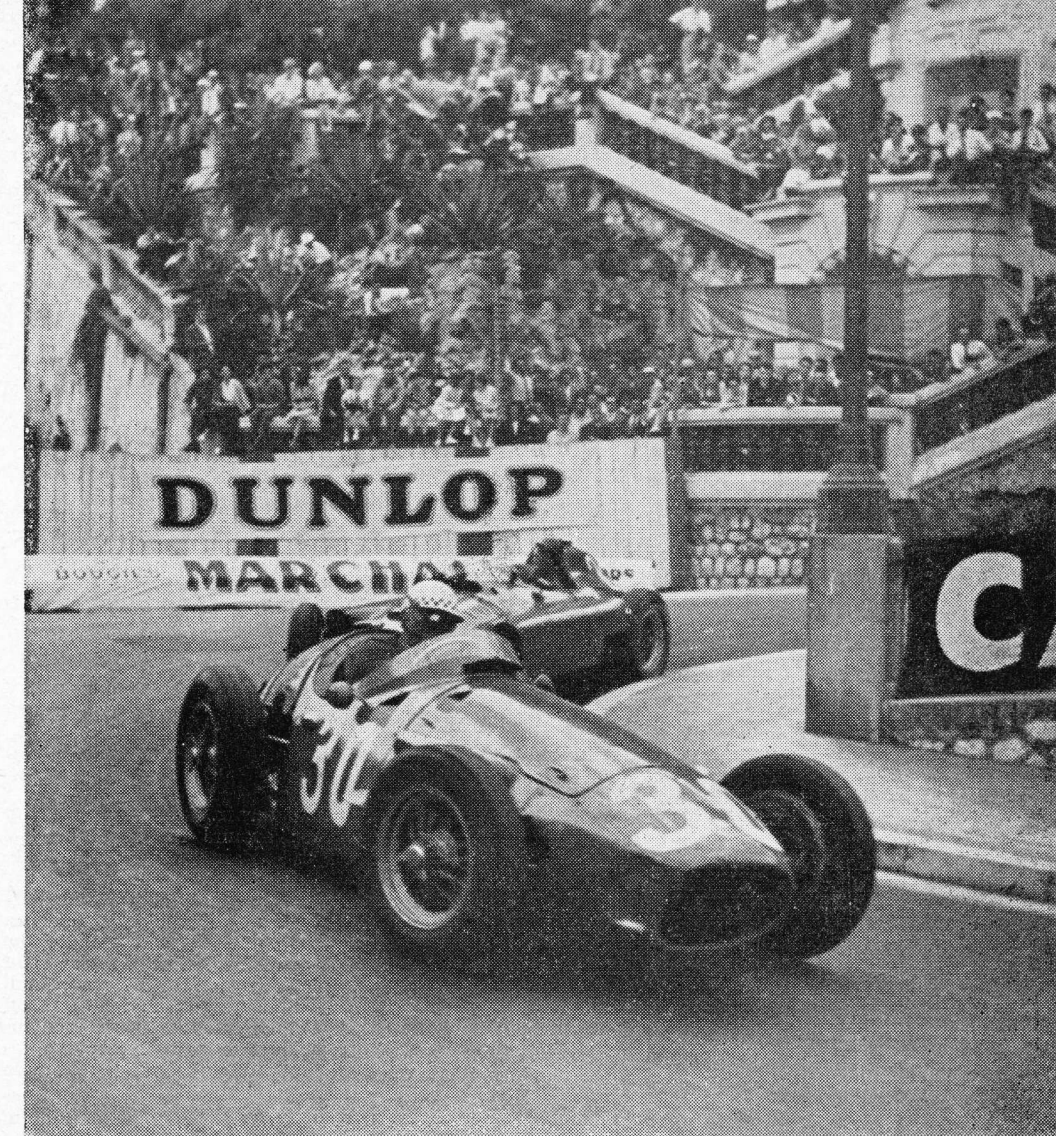
Maseratis pressed on with the 250F, now admittedly nearing the terminal point of its design, with coil springs in front and stiff transverse leaf at the back, where, as in the Ferrari-Lancia (hereinafter referred to as Ferrari, for convenience) there was a de Dion tube. Like the Ferrari, Maseratis adhered to huge, heavily finned, very wide drum brakes.

Amédée Gordini, worried sleepless by lack of money, like Connaughts in England, revised his six-cylinder Gordini with rigid back axle in the lightest frame of them all, and added a straight-eight in a new frame with independent rear springing and disc braking.

And now we were all set agog by the news that rumour had not as usual lied but a Grand Prix Bugatti was coming up, designed by Italy's Colombo, who had worked for Alfa Romeo in the great days of the Type 158. This car was startlingly original, appeared too soon in its development, and sadly indicated that there was no future for it. The eight-cylinder, very Alfa-like engine (*i.e.*, split in the middle) was mounted crossways in the frame behind the driver, driving direct and downwards to the axle, with de Dion tube and torsion bars. At the front there was what amounted to another de Dion tube and a queer lazy-tongs device of cross arms forming the suspension. Bugatti money was in short supply, the future of the once great factory uncertain, and finance was not set aside for developing the machine further.

In England Mr. Vandervell consulted this bright young man Colin Chapman, then getting his foot in the door with the Lotus sports car, and the aerodynamicist Costin. The former improved the roadholding of the chassis; the latter designed a new, somewhat ugly body with a long snout and a high, wide tail that formed a faring to the driver's head and shoulders, offsetting the fact that he sat somewhat high, being seated over the gearbox. It was the best low-drag body in motor racing. The four-cylinder engine was giving a great deal more power—and caused trouble thereby in setting up ultra-sonic vibration in the complicated throttle and fuel-injector pump linkage, not assisted by the fact that at the new higher engine speeds the pump tended to reverse its rotation and run backwards.

Connaughts continued with Mr. Geoffrey Taylor's Alta four-cylinder with Mr. Rodney Clarke's ideas incorporated, and worked on a remarkable square-surfaced streamlined body that looked vaguely like a squeezed toothpaste tube in profile. B.R.M. continued as before, getting better every race but producing new, if minor, troubles, one of which was the weight of the huge valves at 9,000 r.p.m., which the four-cylinder engine could surpass. There was no doubt that the car was very fast indeed, probably the fastest on the circuits when it was going properly. Once again it was a season of non-stop schedules (not always obeyed by the mechanisms) so far as fuel stops were



involved, even in races up to 315 miles, for the engines ran at around 7-8 m.p.g.

In the World Championship series, the first flag fell on the autodrome of Buenos Aires for the Argentine Grand Prix on 22nd January. The Ferraris were there, at this stage still with the side tanks outrigged. Pete Collins was given a four-cylinder edition to try his prentice hand. The race opened with two surprises—Froilan Gonzales (Maserati), after a year's rest, had lost his touch and Carlos Menditeguy, local talent, had found it and led the race for 40 laps and inevitably spun off and out. Few can stand being hounded by a screeching pack. Then Fangio spun and was pushed by compatriots, thereby starting a Ferrari protest that took months to settle in Fangio's favour, on what grounds we never heard. Moss led at half-way and then his Maserati broke. Fangio spun again (something was wrong) and took Musso's car to win at 79.4 m.p.h. by nearly half a minute from the steady Behra (Maserati).

Monaco followed in May. The notorious "chicane" zig-zag on the quay was narrowed for two reasons—one, to make it slower in view of Ascari's high dive into the water the previous year, and two, to slow the race average to last the regulation three hours. This it did by precisely 32.9 secs. when Moss won at 64.9 m.p.h. Fangio again had car trouble and the new boy, Collins, was flagged in to hand over his car when

he was a certain "second" and a possible winner, for Moss, pressed, might have broken down. Peter, I remember, was so vexed that he went straight to his hotel and turned his back on the race passing its doors.

Fangio was a crazy mixed-up racing driver that day. Moss snatched the lead at the fall of the flag. There was a high speed traffic jam on the first hairpin behind him. Trintignant was driving a second Vanwall and, shunted at the back into another car, split his radiator and boiled to a standstill. On the second lap Fangio tried to catch Moss, went into Ste. Devote 90 m.p.h. curve at 110 and went through it in circles, ending in the bales. Instantly all the eager chaps behind did a Prince of Wales Feathers plume, some crashing to the left, others to the right, and some in the middle. Schell's Vanwall and Musso's Ferrari were immovable. Fangio restarted and began using the pavements, cannoning off kerbs, smacking the walls, well back in the race but gaining ground every lap. At last he came up with Collins, who waved him past into second place. A few laps later Collins was doing his best not to repass Fangio and, after Fangio hit a wall again, much harder, had to give him his car. Fangio roared in, furious, seven seconds too late.

The Belgian Grand Prix came up at Spa in June. In practice Moss shook us all with a lap at 124 m.p.h., three seconds faster than the best Ferrari of



*RHEIMS: Villoresi keeps his Maserati well over before the Virage de Muizon to let through the leading Ferraris of Castellotti, Fangio and the eventual winner, Peter Collins.*

goad him on. Lap after lap Moss drove faster and faster. Then Fangio, knowing all this, blew up on full throttle, and began the long walk home. On the 30th of the 36 laps Moss snatched the lap record at 124.03 m.p.h. and crossed the line third, behind Belgium's own journalist, Paul Frère, who was Ferrari's guest driver that day. Indeed, listening to the loudspeakers, only Paul was in the race at all. But all the time out in front was Peter Collins, a safe 60 seconds in the lead from the moment the Old Man had blown up. So a resounding race ended Collins (Ferrari), at 118.4 m.p.h., Frère (Ferrari), who proved himself a much better driver than had been imagined, Moss and, behold, in fourth place, Harry Schell's Vanwall, admittedly 16 miles behind.

Collins arrived at the Hotel Lion d'Or in Rheims knowing that from then on he would not be the first Ferrari driver to be signalled in to hand over to Fangio. Four days earlier he had gone so far as to win the Monza sports car race, with Mike Hawthorn, his closest friend, with a 2-litre Ferrari. Giuseppe Farina, now one of the Old Guard, drove a Maserati in practice for that race (sponsored by the Supercortemaggiore petrol people) and crashed heavily, landing in hospital.

This time Mike was engaged to drive a Vanwall in support of Schell. When practice ended Fangio's Ferrari had lapped in 2 mins. 23.3 secs. (129.6 m.p.h.), a speed that rocked the motor-ing world. Castellotti and Collins were fractionally slower, and then, mark you, came Schell and Hawthorn on the Vanwalls, some three seconds slower in five miles. There had been a third Vanwall for Colin Chapman, but it got bent.

Trintignant had the new Bugatti Type 251 (and a spare car) but his best lap was at 114 m.p.h. There were a few half-hearted streamlined bodies (Maserati, Ferrari), but none of them was any good and were not used in the race.

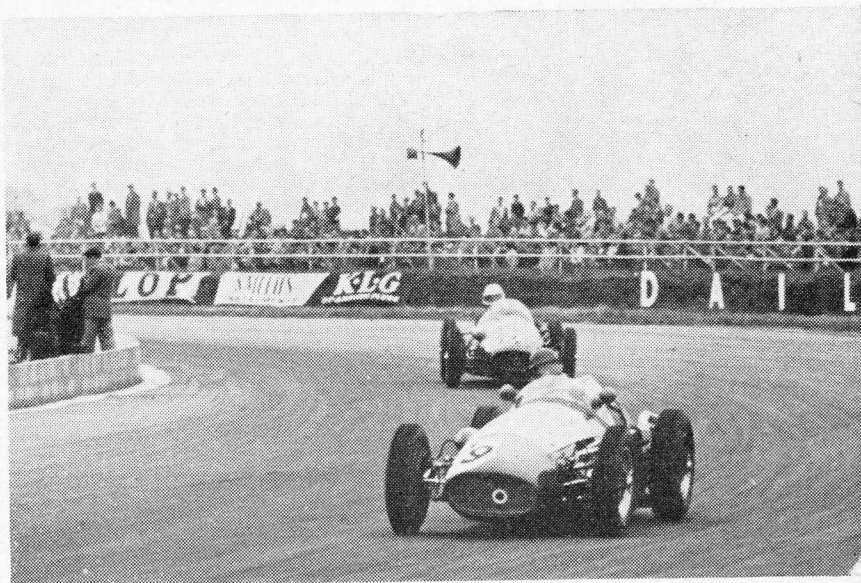
Schell pushed his Vanwall in among the leaders when the race began, until

the previous year. Then Fangio, himself again, flashed round five seconds quicker (126.45 m.p.h.) and that was that. "When he's on form," grinned Moss, "you can't get near the Old Man." B.R.M.s were back home studying the valve (or fuel?) bother that ruined their Monaco race. Schell and Trintignant attended for Vanwalls. What was odd then was a pair of British drivers in the front row with Fangio—Moss and Collins.

Moss dashed off ahead as usual. On the fifth lap Moss had the pleasing experience of being passed by Fangio's Ferrari flat-out down the famous Masta Straight, suggesting that the Ferrari was

faster when on full extension in top gear (speed: around 180 m.p.h.). The lap averages were hovering at 120 m.p.h. with a circuit wet in some places, dry in others. Then Moss saw a wheel fly off past his head. He held the remains, parked up and ran a mile back to the pits, during which time Perdica had been signalled to stop. As Moss panted in, the car was waiting, and he was off again, but too far back. He forced his way past car after car. Every lap his pit hung out Fangio's best lap time to

*NÜRBURGRING (left): Fangio and Collins raced in procession for much of the German Grand Prix, the "Old Man" leading him by only two or three seconds until Collins, ill from fumes, crashed. Here they round the South Turn. SILVERSTONE (below): Bruce Halford (Maserati) leads Godia (Maserati) through Copse. Bruce's car has a green bonnet to denote a British entry.*





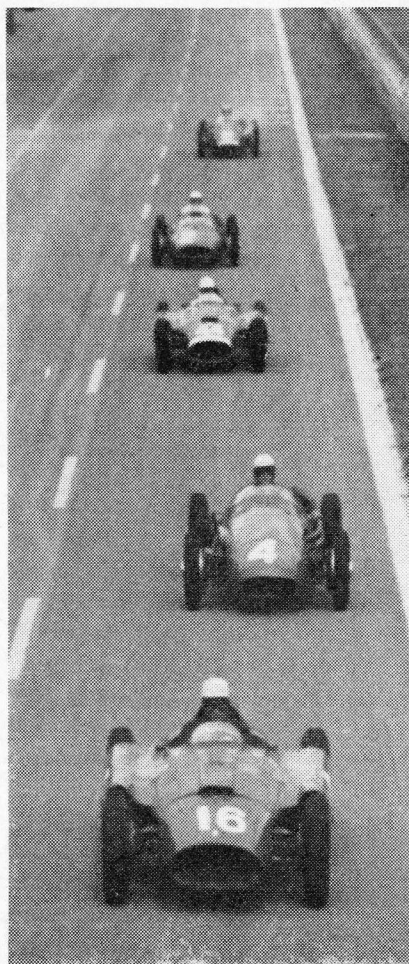
it sprang an oil leak. Castellotti and Collins started a tremendous duel behind Fangio, in the lead, but Schell, while the Vanwall was behaving, whipped past them both at which the French crowd went into hysterics.

At two-thirds distance Fangio's machinery failed. Collins, tired of tailing Castellotti and braking hard behind him, disobeyed orders, slammed past and led to the end to win by three-tenths of a second or half a length from a livid Castellotti. And, lo! Collins was leading on the World Championship score table.

Two week-ends later Silverstone echoed with the noise of the cars assembled for the British Grand Prix, a race of 300 miles which was, in point of fact, accomplished by Fangio 13 seconds inside the regulation three hours.

This time there were three Vanwalls (remember, Moss had already won here with a Vanwall in May), for Schell, Trintignant and, at great cost, Gonzales, lured from Argentina to break the transmission on the starting line—the most expensive engagement ever to drive 20 yards from the line to the pit. There were three B.R.M.s, for Hawthorn, this new chap, Brooks and faithful Ron Flockhart, and Hawthorn secured third best time in practice one second slower than Fangio, who was one second slower than Moss.

While a dazed Gonzales coasted off the course, Hawthorn shot away into the lead and so upset Fangio that he spun. After 15 miles five British drivers led the race. Then Mike felt the back end behaving oddly, as it had at the early Goodwood meeting, when he ended upside down in the field. He slowed, then stopped to peer at it and finally gave up. Moss began to run away with a half tank of fuel and, misfiring, saw Fangio flash past into the lead. Brooks had the throttle jam on a fast curve and overturned, but was thrown clear as the car exploded into flames. Collins broke down and was assigned to de Portago's Ferrari (a sign of changed status) with which he finished second, three miles behind Fangio, Behra, steady as ever, third and Jack Fairman fourth with a Connaught, nine miles back.



END of the first lap of the French Grand Prix (above) and de Portago (Ferrari) is hounded down the straight and past the pits by Jean Behra (Maserati), Olivier Gendebien (Ferrari), Moss and Cesare Perdisa (Maseratis). SPA IN THE WET (Below): From the start of the Belgian Grand Prix Stirling Moss heads up the hill, leading from the Ferraris of Peter Collins and Eugenio Castellotti.

The German Grand Prix, on the Wagnerian Nürburgring, came off on 5th August. This time, on the circuit he most enjoyed, Fangio showed his mastery, dominating the others like a man among boys. For a start he practised 11 seconds faster than the pre-war 3-litre Mercedes record, nearly one second per mile quicker. This was 2½ litres unsupercharged against 3 litres with two-stage boost and 400-plus horsepower. How can 290 b.h.p. do that? By being taken into corners faster and through them much faster. Your modern racing driver doesn't motor through corners, he ski's them. And the basic factor is—tyres to stand it.

Fangio let Collins lead for the first half-dozen laps and then sailed past. Collins had a leaking tank and had to stop, groggy with fumes. He restarted on another car but ditched himself. Only Fangio survived of the Ferrari team. Ten of 19 starters gave up in the 312 miles. Moss, with fading brakes, made second place, well back, and again Behra came third. Bruce Halford on his private Maserati lost his exhaust pipe but pressed on amid the flames, disregarding the black flag several times and even a red flag flown in official desperation. After the race, instead of shooting him or snatching his licence, they realized he was dazed with fumes and could hardly see the enraged stewards.

Now Fangio had the World title sewn up. The final round was at Monza in the first week of September. If Fangio retired and Moss won, there would be a tie, in which case Fangio must win with two and a half victories to Moss's two. Again the race was round the road circuit and around the bankings of the High Speed Track for 312 miles. Moss was equipped with a special Maserati, its chassis lowered, its engine swivelled sideways to run the propeller shaft past his lowered seat, its body cleaned up and fitted with a long wind-slicing snout.

The first few laps were fantastic. Musso and Castellotti passed and re-passed, for this race decided the Italian Championship. Schell thrust the Vanwall among the leaders six times,





snatching the lead on the road section, dropping back on the bankings. Of course, the two excited Italians wore their treads off in the first few laps and were both at rest changing wheels while Moss screamed into the lead, Fangio on his tail and Schell passing now one, now the other while the crowd went mad. At last, at half distance, when the Vanwall was still only 12 seconds behind Moss and ahead of Fangio, Schell began to smother in oil blown back and the car ground to a standstill. When he walked back, black from head to waist, Schell received an ovation of the kind usually reserved for winners. Next, the banking murdered Fangio's car, twisted its steering, cracked the de Dion tube, and the Champion retired at the pits. Collins saw him, swinging his heels on the pit counter, and signalled he was coming in. Fangio stared, astonished. Next time Collins braked to rest, jumped out and slapped Fangio on the back. Incredulous, Fangio pulled on helmet and gloves, sprang in and roared off to secure second place and an unchallenged fourth Championship. Collins, on the other hand, received headlines in the Italian Press hailing him as a "typical English gentleman". As one Rome paper put it: "With the British it is the sport that comes first and the game is more than the winning."

Sensation piled on sensation. Moss's Maserati began to break up. The engine rattled louder and louder, with Musso closing in fast and Fangio even faster from third place. With five laps to go a desperate Moss coasted with dead engine, out of fuel a mile from the pits. Now, whether Piotti (Maserati) realized it or not, he braked hard and slammed Moss's tail, not too hard. The shunt sent Moss bowling along to his pit for fuel. He restarted as Musso shrieked past into the lead. A lap later Musso came wobbling to the pit, one front tyre flat, the two wheels splayed outwards with broken suspension on the bankings. Now it was over. Moss, with oil in the engine again, flashed round at the record speed of 135.4 m.p.h. and won by six seconds from a Fangio who drove that day faster than he had ever driven in a gallant attempt to snatch a last lap victory. And there, in third place, only a lap (6 miles) behind, was Flockhart with the brave Connaught.

In the lesser Formula 1 races, Ferraris finished one-two-three at Syracuse (Fangio, Musso, Collins), ageing Villoresi a bad fourth (Maserati). Moss (Maserati) won the Glover Trophy at Goodwood, the Aintree "200", and the B.R.D.C. International Trophy for Vanwall. Schell (Maserati) took the Caen race and Manzon secured a win for Gordini at Naples.

When all was done, we knew we had some new drivers ready to take front rank—Tony Brooks, Roy Salvadori, Archie Scott-Brown. And there was another whom acute observers had noticed, this Australian Jack Brabham, who drove an unfamiliar and not very fast Maserati into third place in the Aintree race.

*To be continued*

**MONZA:** A magnificent moment during the Italian and European Grand Prix, with Harry Schell's Vanwall leading from Stirling Moss's Maserati. Unfortunately, however, the green car retired after a long battle with Moss, who went on to win.

## THE RACES OF 1956

### Formula 1: 2½ litres, unsupercharged (weight of car and fuel optional)

#### THE GRANDES EPREUVES

The Grands Prix of Switzerland (cancelled *sine die*), Holland and Spain were not held.

#### 1. ARGENTINE GRAND PRIX

22nd January. 98 laps, 238 miles.  
1. Juan Fangio/Luigi Musso (Ferrari), 3 h. 0 m. 3.7 s., 79.4 m.p.h.  
2. Jean Behra (Maserati), 3 h. 28 m. 4.7 s.  
3. Mike Hawthorn (Maserati) at 2 laps.  
4. Landi/Gerini (Maserati) at 6 laps.  
Fastest lap: Fangio, 83.1 m.p.h.

#### 2. MONACO GRAND PRIX

13th May. Monte Carlo circuit. 100 laps, 198 miles.  
1. Moss (Maserati), 3 h. 0 m. 32.9 s., 64.94 m.p.h.  
2. Fangio/Collins (Ferrari), 3 h. 0 m. 39 s.  
3. Behra (Maserati)  
4. Castellotti/Fangio (Ferrari).  
Fastest lap: Fangio, 67.42 m.p.h.

#### 3. INDIANAPOLIS 500 MILES RACE

30th May. Indiana Speedway, U.S.A. Cars up to 2.8-litres supercharged and 4.2-litres unsupercharged. 200 laps.  
1. Flaherty (Zink Offenhauser), 128.13 m.p.h.  
2. Hanks (Hanks Offenhauser).  
3. Freeland (Estes Offenhauser).  
4. Parsons (Agajanian Offenhauser).

#### 4. BELGIAN GRAND PRIX

3rd June. Spa-Francorchamps. 36 laps, 316 miles.  
1. Peter Collins (Ferrari), 2 h. 40 m. 0.3 s., 118.4 m.p.h.  
2. Paul Frère (Ferrari), 2 h. 41 m. 51.6 s.  
3. Stirling Moss/Cesare Perdisa (Maserati), 2 h. 43 m. 16.9 s.  
4. Harry Schell (Vanwall) at 2 laps.  
Fastest lap: Moss, 124.03 m.p.h. (Record).

#### 5. R.A.C. BRITISH GRAND PRIX

14th July. Silverstone. 101 laps, 303 miles.  
1. Fangio (Ferrari), 2 h. 59 m. 47 s., 98.65 m.p.h.  
2. Collins/De Portago (Ferrari) at 1 lap.  
3. Behra (Maserati) at 2 laps.  
4. Jack Fairman (Connaught) at 3 laps.  
Fastest lap: Moss (Maserati), 102.1 m.p.h.

#### 6. FRENCH GRAND PRIX OF THE A.C.F.

1st July. Rheims-Gueux. 61 laps, 305 miles.  
1. Collins (Ferrari), 2 h. 34 m. 23.4 s., 122.2 m.p.h.  
2. Eugenio Castellotti (Ferrari), 2 h. 34 m. 23.7 s.  
3. Behra (Maserati), 2 h. 35 m. 53.3 s.  
4. Fangio (Ferrari), 2 h. 35 m. 58.5 s.  
Fastest lap: Fangio, 127.3 m.p.h. (Record).

#### 7. GERMAN GRAND PRIX

5th August. Nürburgring. 22 laps, 312 miles.  
1. Fangio (Ferrari), 3 h. 38 m. 43.7 s., 85.57 m.p.h.  
2. Moss (Maserati), 3 h. 39 m. 30.1 s.  
3. Behra (Maserati), 3 h. 46 m. 22 s.  
4. Francisco Godia (Maserati) at 2 laps.  
Fastest lap: Fangio, 87.74 m.p.h. (Record).

#### 8. ITALIAN GRAND PRIX

2nd September. Grand Prix of Europe. Monza Autodrome with High Speed Track bankings. 50 laps, 311 miles.  
1. Moss (Maserati), 2 h. 23 m. 41.3 s., 129.75 m.p.h.

2. Fangio/Collins (Ferrari), 2 h. 23 m. 47 s.  
3. Flockhart (Connaught) at 1 lap.  
4. Godia (Maserati) at 1 lap.  
Fastest lap: Moss, 135.4 m.p.h. (Record).

#### OTHER FORMULA 1 RACES

**MENDOZA GRAND PRIX**  
5th February. Formule Libre. 156 miles.  
1. Fangio (Ferrari), 1 h. 52 m. 38.9 s., 85.7 m.p.h.  
2. Moss (Maserati), 1 h. 53 m. 17.5 s.  
3. Behra (Maserati), 1 h. 54 m. 24.6 s.

#### GOODWOOD MEETING

2nd April. Glover Trophy. 73 miles.  
1. Moss (Maserati), 48 m. 50.4 s., 94.35 m.p.h.  
2. Salvadori (Maserati), 49 m. 53.6 s.  
3. Leston (Connaught), 50 m. 25.8 s.  
Fastest lap: Moss, 95.79 m.p.h. (Record).

#### SYRACUSE GRAND PRIX

15th April. 273 miles.  
1. Fangio (Ferrari), 2 h. 49 m. 59.9 s., 97.1 m.p.h.  
2. Musso (Ferrari), 2 h. 50 m. 0.1 s.  
3. Collins (Ferrari), 2 h. 50 m. 0.4 s.

#### AINTREE INTERNATIONAL 200 MILES

21st April.  
1. Moss (Maserati), 2 h. 23 m. 6.4 s., 84.24 m.p.h.  
2. Brooks (B.R.M.) at 1 lap.  
3. Brabham (Maserati) at 3 laps.  
Fastest lap: Brooks, 86.68 m.p.h.

#### B.R.D.C. INTERNATIONAL TROPHY

5th May. Silverstone. 180 miles.  
1. Moss (Vanwall), 1 h. 44 m. 53 s., 100.47 m.p.h.  
2. Scott-Brown (Connaught) at 1 lap.  
3. Titterton (Connaught) at 3 laps.  
Fastest lap: Moss and Hawthorn (B.R.M.), 102.3 m.p.h. (Record).

#### NAPLES GRAND PRIX

6th May. Posillipo circuit. 153 miles.  
1. Manzon (Gordini), 2 h. 20 m. 43.8 s., 65.1 m.p.h.  
2. Gould (Maserati), 2 h. 20 m. 54.9 s.  
3. Gerini (Maserati), 2 h. 20 m. 56.2 s.  
Fastest lap: Musso (Maserati), 69.3 m.p.h.

#### AINTREE 100 MILES RACE

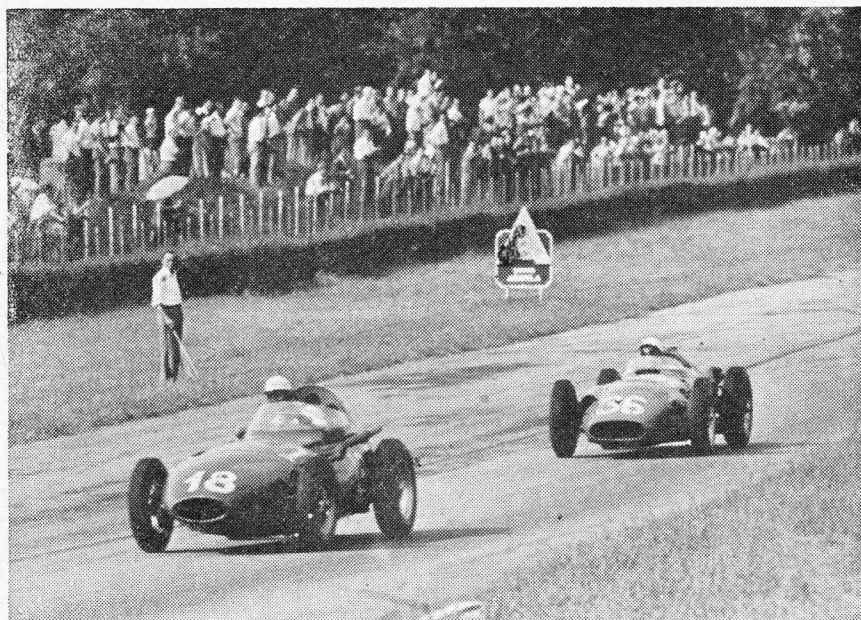
23rd June.  
1. Gould (Maserati), 1 h. 13 m. 39.8 s., 83.08 m.p.h.  
2. Gerard (Cooper-Bristol), 1 h. 14 m. 15 s.  
3. Halford (Maserati), 1 h. 14 m. 40 s.  
Fastest lap: Gould, 85.71 m.p.h.

#### CAEN GRAND PRIX

26th August.  
1. Schell (Maserati), 1 h. 54 m. 19.8 s., 80.2 m.p.h.  
2. Simon (Gordini), 1 h. 55 m. 29.1 s.  
3. Salvadori (Maserati) at 1 lap.  
Fastest lap: Salvadori, 91.2 m.p.h.

#### THE WORLD CHAMPIONSHIP

Juan Manuel Fangio (Ferrari) ...	29 points
Stirling Moss (Maserati) ...	27 "
Peter Collins (Ferrari) ...	25 "
Jean Behra (Maserati) ...	22 "



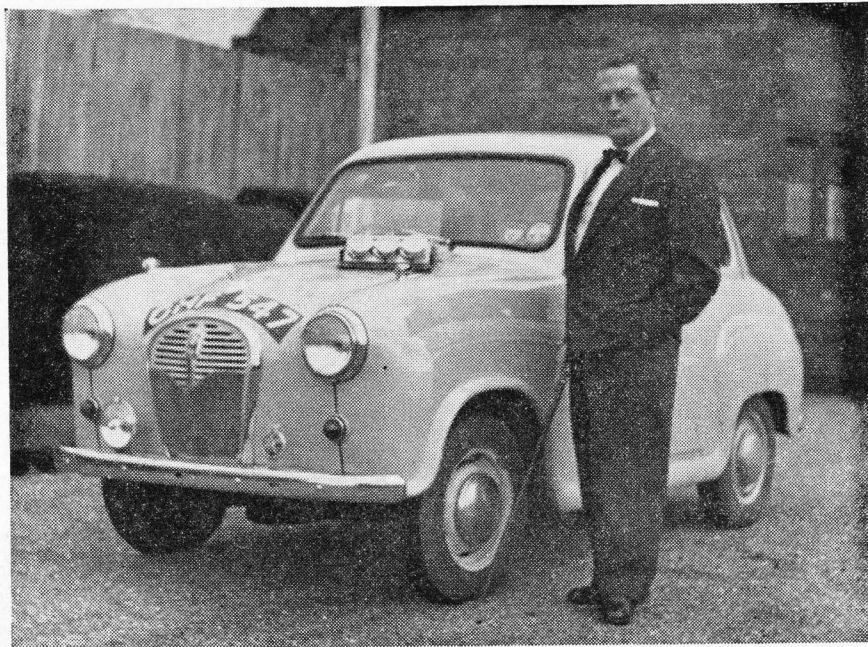


**WATCHMAN!** Lauri Cranshaw, the well-known R.A.C. timekeeper, was responsible for the acceleration figures in Francis Penn's A35, keeping a sharp eye on the watches.

**R**EADERS, this is not a technical road test, such being the prerogative of the one and only J.V.B., but rather an interest story of an Austin A35 standard two-door saloon, purchased new by the writer in 1959 and then modified by stages, with the intention of increasing the performance on the road without the loss of flexibility, or of abnormal fuel consumption. (Note: circuit racing performance being neither desired nor attempted, i.e., no modification to camshaft.)

A35, registration number GHF 547, was carefully run in by my wife. The rear anti-roll bar was removed, then Speedwell fitted a front anti-roll bar together with heavy duty rear damper inserts. This completely took care of any and all road-holding problems.

Next the standard silencer was discarded in favour of a "straight-through" unit, together with a "somewhat" larger pipe to the rear; this appeared to cut



## A Mangoletsi-Modified A35

BY  
FRANCIS  
PENN

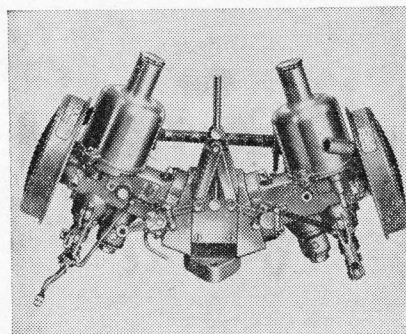
### Twelve Months' Fun with a Lively, All-purpose Saloon

back-pressure to the minimum and certainly sounded a trifle "fruity".

Then at 1,200 miles GHF 547 paid a visit to the works of the G.M. Carburettor Co. at Knutsford, Cheshire, where under the eagle eye of my old friend George Mangoletsi, his own patent inlet manifold and high compression head were fitted; here I quote: "The manifold is modified, opened out and polished to an extremely accurate degree. The work on the cylinder head is considerable and great care has been taken to see that every cylinder will do the same amount of work. Thus power is increased without shortening the life of the engine; the compression ratio being lifted to 9.2 to 1."

This transition proved to be an instant success. GHF 547, happy on Esso Extra and Visco Static, was smoother, accelerated far faster and cruised happily in the 70s, whilst maintaining a petrol consumption of over 40 to the gallon for some 17,000 miles. This was give and take motoring all the way and included some hard Continental going whilst on the job, coupled with day to day village shopping; the little car never requiring more than routine servicing.

Then, just before the Oulton Park Gold Cup meeting in September, a phone call sent us both scurrying back to G.M.'s at Knutsford. The A35 was to be fitted with a very hush-hush system of horizontally opposed twin carburetters feeding into a remix box, which I had tried out nearly a year previous on a Vauxhall, had deeply coveted, never stopped talking about, but was just not allowed to have despite offers of large "bags of gold". Again let me quote George Mangoletsi: "These carburetters give top performance and hold their tune over long periods; in this instance, two SUs are arranged to emit simultaneously into the centrally disposed common mixing chamber which is attached to the



**THE WORKS:** Details of the Mangoletsi-Remix twin SU carburettor layout, showing the compactness of the installation. Cost (fitting is extra) is roughly £28.

inlet manifold in the usual way. By this method of reforming the mixture within the manifold, larger carburettor and manifold bores can be used than hitherto, since air velocity does not now play such a vital role, without the semblance of a flat spot occurring. The use of choke for starting from cold, accelerator pumps for overcoming flat spots on acceleration and the use of heated manifolds now all became practically unnecessary."

Thus equipped, the performance was to me just fantastic; the car would tick up a gentle slope minus use of the loud pedal, every beat of the engine being clearly audible; it would pull away from walking pace in top gear without a snatch and smoothly accelerate to its maximum speed of 80-plus, seeming all the world to be like a big six.

This, coupled with some rough self-taken stopwatch times, gave me real sports-car performance together with the most incredible smoothness. Accordingly,

to avoid too much personal enthusiasm tending to line shooting, I asked well-known R.A.C. timekeeper Lauri Cranshaw to sit beside me and drive his watches over the recognized test runs.

Here are his certified figures shown against times taken by an A35 in standard trim and compiled by two well-known and highly respected contemporary journals. Before starting, tyre pressures were increased by four pounds.

**A35. Registration No. GHF 547. Speedometer reading 18,870.**

	Standard Car Times	GHF 547	
0-30	6.8	7.1	4.4
0-40	11.6	11.9	7.2
0-50	18.7	19.1	11.6
0-60	30.1	31.0	16.4
0-70	No reading given		26.8
0-80	" "	" "	37.8
10-30	12.4	Nil	3.8
20-40	12.3	12.6	5.0
30-50	14.1	13.1	8.0
40-60	18.7	17.9	8.6 (third) 10.2 (top)

Conditions: Cool and humid.  
Slight cross wind.  
Dry tarmac.

Speedometer: .21 m.p.h. fast at 40 m.p.h.

Due allowance made for speedometer needle flutter.

Observations: Engine very smooth with hard purposeful feel. Acceleration clean without miss or flat spot. A certain amount of care was necessary with the clutch in view of it being the standard component and the extraordinary power output of the motor.

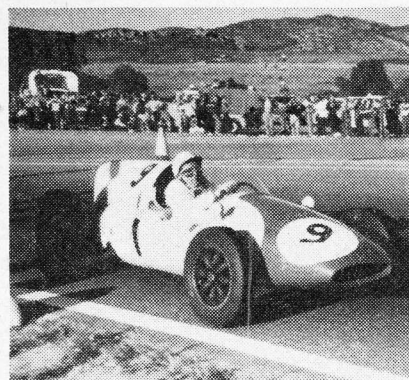
(Signed) LAURANCE A. CRANSHAW,  
30/11/60.

GHF 547 has now completed over 1,000 miles since its "operation" and a very careful petrol check over that distance shows an overall consumption figure of 39 m.p.g.

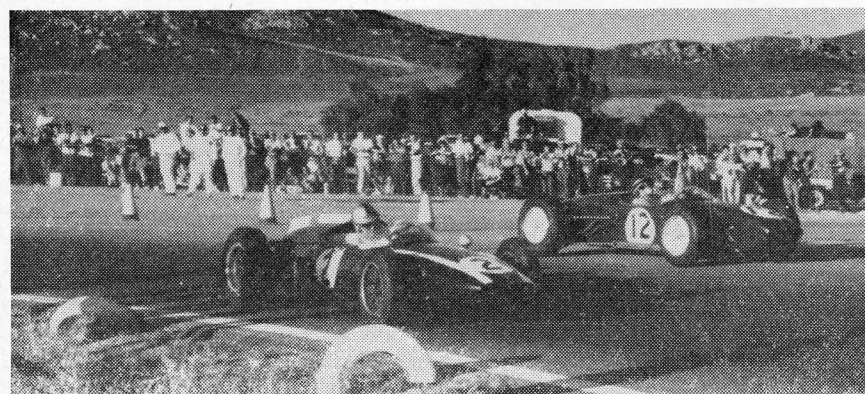
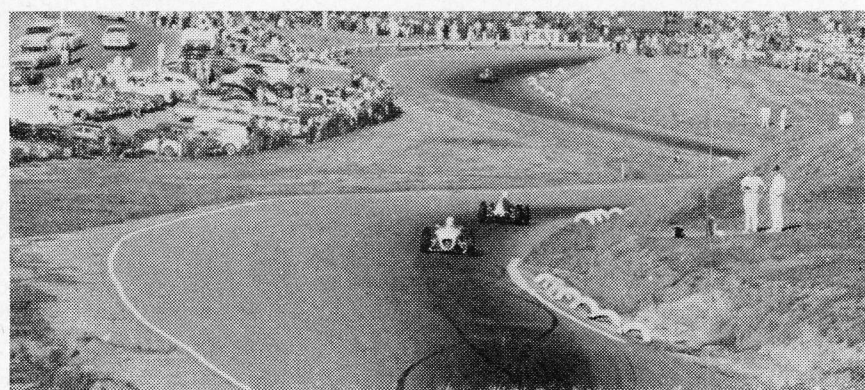
Cost, just under £60 for the lot! Fitting charges extra, the exchange plan working for the manifold and head only. Not a great deal for a year's grand fun coupled with the sight of some mighty puzzled faces in some "opulent" machinery. GHF 547, stripped and forlorn, awaits a new owner, but all its "bits and pieces" await fitting to a new A40 now being run in! I wouldn't be without them!

One last word: I am led to believe that at the Racing Car Show the whole "gubbins" will be out for a "Mini" which should be quite something!

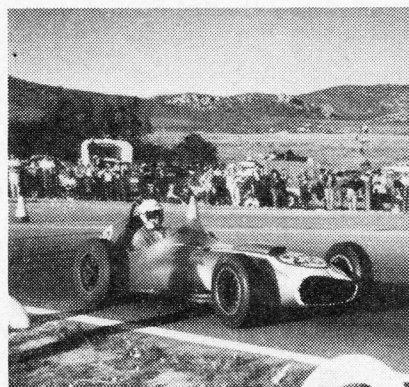




LEFT: Robert Drake (Maserati) corrects a wild one. ABOVE: Grim determination shows on the face of Phil Hill, unused to his Yeoman Credit Cooper. BELOW: Through the Esses—Roy Salvadori (Cooper) leads Jim Hall (Lotus).



LEFT: Joe Bonnier (B.R.M.) crosses the finish line ahead of Pete Lovely's Cooper-Ferrari. ABOVE: Side by side are Jack Brabham (Cooper) and Jim Clark (Lotus). BELOW: Sole representative of the Scarab stable was the car driven by Chuck Daigh.

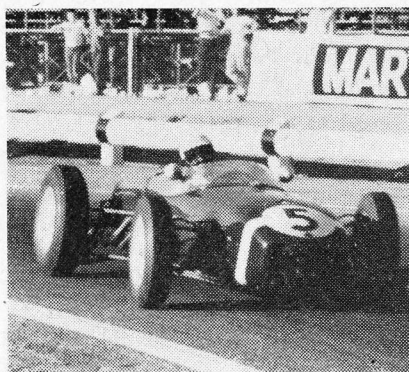


# Riverside

ATTABOY! Stirling's attention to "Miss Grand Prix" (Shirley Knight) raises a cheer from Alec Ulmann (above). Also present are Alfred Moss, Rob Walker, Mary Ulmann and William Smythe.







RIGHT: Into the Esses goes Stirling Moss, on the tail of a slower car. ABOVE: Winner of the last 2½-litre Formula 1 grande épreuve—Stirling Moss. BELOW: Starting grid—U.S.A. style: on the front row are Moss (Lotus), Brabham (Cooper) and Gurney (B.R.M.).

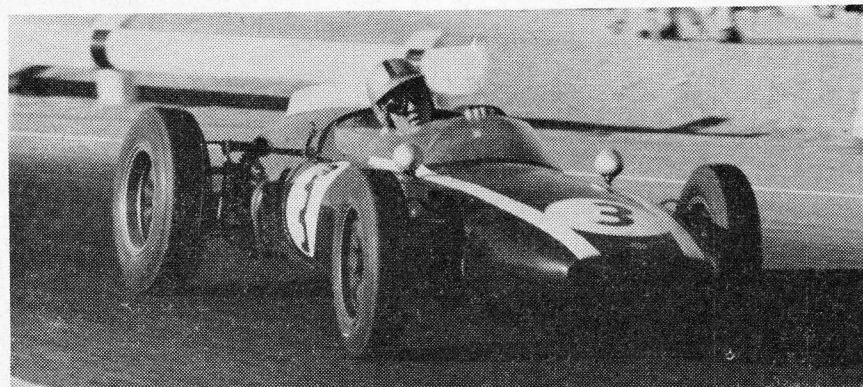
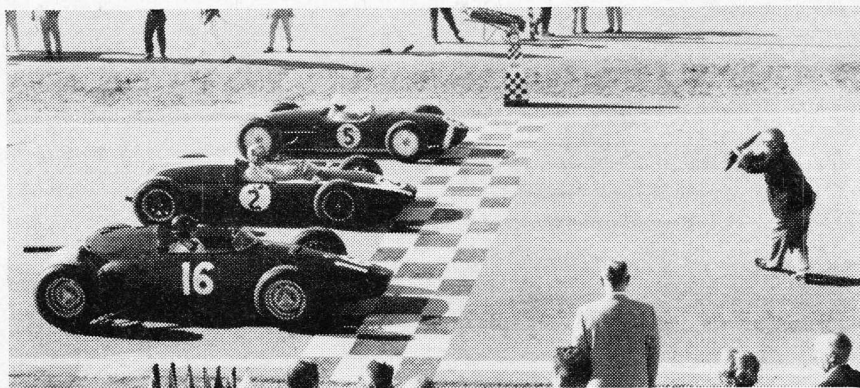
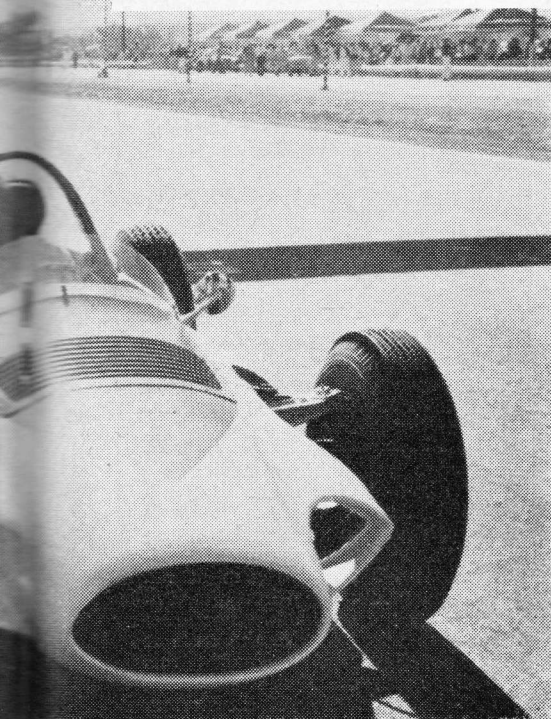


# in Pictures

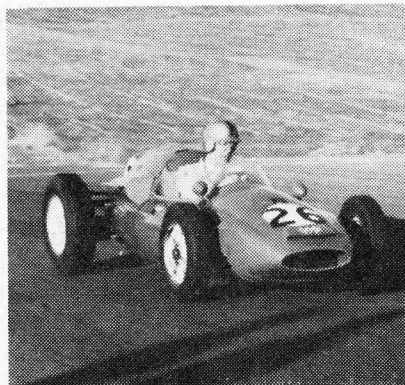
PHOTOGRAPHY

EDITIONS

IN THE COCKPIT of the experimental Chevrolet single-seater is its designer, Zora Arkus Duntor. Moss and Gurney also tried the car.



RIGHT: Past the pits goes Maurice Trintignant. ABOVE: Third man home—and No. 2 in the World Championship—was Bruce McLaren (Cooper). BELOW: In one of the Scuderia Centro-Sud Maserati-powered Coopers was Taffy von Trips.





*WINNING FORM in the last big trial before the championship was struck by Rex Chappell, who is now also confirmed as the winner of the B.T.R.D.A. Trials Gold Star from Eric Jackson.*

and was another total stopper, "6" being the best score from Peter Highwood, whose nearest challenger was A. P. Harrison, with "7".

From these three hills the route led to another new one, Henwood Mill, which started with a gentle gradient which quickly steepened after a right-hand turn. Then came a sharp left-hander with an awkwardly placed tree trunk which led out of the ground parallel to the next part of the course. Most cars, if they reached the left-hander, immediately slid sideways on to the tree trunk, but in spite of this natural hazard G. Fry reached "2" and Ernie Chandler, Joe Jenkins and Frank Wall achieved "3".

Then came another new hill—the "Mill Race", which started with a sharp climb up a bank, then ran down into a dip, across a stream and on downhill to a hairpin right-hander. Then the course ran uphill once more before again turning downhill, through the brook and up another steep bank with a left-hand curve. Peter Highwood was again best here, scoring "1", while Alec Francis, David Render, Frank Lewis and Rex Chappell all reached "2".

## Chappell Wins in the Mud

**Bad Conditions for L.M.C. Gloucester Trial**

DESPITE gales, floods and torrential rain on the previous night, the London Motor Club still managed to make its annual Gloucester trial, held in the Birdlip, near Cirencester, area on 4th December, a first-class event. Conditions were deplorable but, after all, the organizing team could hardly be blamed for this, and the only criticism heard during the day was to the effect that it was a pity that, with three attempts at most hills to complete the course, something more could not have been done to enable the top drivers to score more marks on some hills than the novices. In some cases, of course, this was in fact achieved (or there would not have been a winner), but generally speaking there was little in it.

Several new hills were used for this year's Gloucester, for which the area was that ideal terrain used in previous years in the neighbourhood of the Winstone radio station, a wide valley of mixed ground with a stream running through the bottom of it. Several good hills on the far side, however, could not be used, as the stream—once used for a driving test—was so swollen by flood-water as to make it impassable, if not for trials cars then certainly for marshals! On the day of the event the course consisted of eight hills, attempted three times by the field, with a further three used only on the "first lap". Of this total the first six on the first round, plus the first three of subsequent rounds, were new sections.

First hill of the opening "Leasowes" batch—all of which were new, of course—was a relatively straightforward, and totally impossible, climb rising steeply up a leafmould-covered bank, with a right and left-hand bend half-way up. Best performance here was by Peter Highwood, who reached "3", while John Deeley and Ron Kemp made "4" and Dickinson and Mike Cannon (with the writer as passenger) reached "5".

"Leasowes Two" started off with a



relatively level run leading to a hairpin right-hander round a solid tree. Then came a downhill run to a sharp left-hander, the course finally continuing steeply up a bank on a surface of leafmould. Most of the more experienced crews safely negotiated the two corners, but the entire field was stopped sooner or later—and mostly sooner—by the steepness, and lack of grip, on the last section. Best climb was made by Eric Jackson, who reached "7", while "8" was scored by Ivor Portlock, Edward Harrison, Peter Highwood, Ron Kemp, Charles Pollard, Frank Lewis, Rex Chappell and Ken Lindsay. "Leasowes Three" was a straight run up a very steep bank, with a surface of leafmould,

*SEVERAL good climbs were made by Ivor Portlock, but here the tricky, adverse camber corner on "Trees" defeats him as it did many others, and the front end slides away.*

Then came yet another new hill—"Fordwater", and miles from Goodwood, too! This hill started with a slight enough gradient, although with an adverse camber on a surface of leafmould, offering almost no grip at all. Then the course ran down into a stream and steeply up the far bank. The great difficulty here was to leave the start at all, and of those who managed this successfully, many found a tree barring their way on the far side of the stream.



*ALWAYS consistently good was Peter Highwood, who gained a first class award. Here he applies the "fiddlebrake" to bring the car through a tricky left-hander.*

Frank Lewis was best here, being the only driver to reach "5". Many, however, got as far as "6", which meant that they had missed that tree, and these included Portlock, Edward Harrison, J. F. Dickinson, Deeley, Francis, Render, Geoff Newman, Kemp, Chandler, Cuth Harrison, Jackson, David Barden, Gordon Holdrup, Bernard Dees, Rex Chappell, Jenkins and Wall.

Hill No. 7—"Trees"—was one of the old favourites, having been used each year for the past three years, and possibly longer. The start was on an adverse camber, with a curve to the left on a steepening gradient leading to a hairpin right-hander round a tree. Then came a downhill run between trees to a left-handed hairpin on another adverse camber before climbing uphill again. Best performance here was "8", which only Eric Jackson achieved, while several competitors reached "9" for second best on this extremely difficult hill. This latter bunch included Highwood, Foster, Newman, Kemp, Chandler, Pollard, David Barden, Holdrup and Bill Bodenham. "Dog-leg" followed this one—another well-trying hill—and its name aptly described its general course. The gradient was steep from a gentle start, and the surface, of leafmould, provided little grip. Nevertheless five cars—those of Dickinson, Highwood, Frank Lewis, Dees and Chappell—reached "3".

The ninth hill was called "The Gulf"—the hill remains the same, although its name seems to change from year to year. Last year they called it "Up the Creek", and this title describes it best. The course ran up the bed of a fast-flowing stream for 50 yards or so, then turned sharp right, up the bank of the stream, and then led to a sharp left-hander and a very steep climb up a slimy, muddy bank. The final crest of this latter bump stopped the field, but nine cars managed to reach "2"—those of Highwood, Foster, Newman, Kemp, Lewis, Holdrup, Dees, Chappell and Ken Lindsay.

Then came "Grassy Bank" which, although in theory could well have been one of the most difficult hills of the day, in fact turned out to be one of the easiest. On the first time round the best performances were those of two of the late numbers—David Paul and Ken Lindsay, both of whom reached "1", and the ground steadily improved as the day wore on: for the second lap there were 26 clean climbs, and on the third all but five cars romped to the top.

Last of the hills was "Beech Leaves", yet another well-used hill and just as difficult as ever before. On a very slippery surface of leafmould and mud, the course curved to the right from the start to run up a steep bank, level out and then continue up an extremely steep gradient. Frank Lewis alone managed to make "5", while Ivor Portlock, Eric Jackson, Rex Chappell and David Paul managed "6".

This completed the first lap, and the remainder of the event involved two more ascents of each of the hills with the exception of Henwood Mill, Millrace and Fordwater. Conditions underfoot steadily worsened, but the canny drivers gradually got the hang of things and proved again and again just how much it takes to stop a modern trials car.



*WILL IT? Edward Harrison looks apprehensive, literally "wishing" the car round a slithery turn. This was not a good day for him, and he was rather handicapped by an early number.*

Curiously, no one could approach the previous best performance on the first hill, and "4" was the best, achieved by Lewis and Jenkins. On "Leasowes Two", however, Bill Bodenham got to "6", while "7", previously the highest, was achieved by Portlock, Highwood, Render and Ken Lindsay. "Leasowes Three" saw another worsening in performance, the sparse amount of grip having grown even less.

By and large, however, most of the day's hills saw a slight improvement as the day drew on, and while this reflects not at all on the conditions, it does say a great deal for the skill and appreciation of the problems of each hill on the part of the drivers.

MARTYN WATKINS.

#### Results

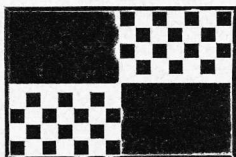
**Best Performance:** R. F. Chappell (Cannon), 127 marks lost; 2, K. Lindsay (Cannon), 130; 3, C. W. Pollard (Cannon), 135. **First Class Awards:** P. H. Highwood (Canhi), 136; F. T. Lewis (Cannon), 137; R. Kemp (Cannon), 142; E. Jackson (Cannon), 145; B. H. Dees (Cannon), 149. **Second Class Awards:** 1, Portlock (Cannon), 152; T. C. Harrison (Harford), 153; A. Francis (Cannon), 155; J. Foster (Cannon), 156; B. J. Bodenham (Cannon), 157.

#### R.A.C. TRIALS CHAMPIONSHIP

ON Saturday, 17th December, 15 of Great Britain's top-ranking trials drivers will compete for the 1960 R.A.C. Trials Championship. Start will be from the Stewponey Hotel, near Hagley, Worcestershire, at 9.30 a.m. The following are the qualifiers:—

Frank Lewis, John Harrison, Edward Harrison, Geoff Newman, Cuth Harrison, Bernard Dees, Rex Chappell, Eric Jackson, Peter Highwood, Michael Cannon, Charles Pollard, T. A. Marshall, Ivor Portlock, Gordon Holdrup, Ken Lindsay.





## NEWS and NOTES

FROM ALL QUARTERS

THE Racing Car Show, which opens for one week on Saturday, 31st December, 1960, at the Royal Horticultural Halls, Westminster, London, S.W.1, will be the biggest exhibition of racing cars in the world. In addition to the 35 cars gathered together by the organizers, the British Racing and Sports Car Club, there will be at least 25 cars on the exhibitors' stands—and these 60 cars, ranging from the 1924 Grand Prix Sunbeam, Britain's first supercharged racing car, to the 1960 Grand Prix Championship Cooper, will provide an exhibition of surpassing interest to every enthusiast.

Cooper, Lotus and B.R.M. head the list of British motor racing manufacturers, nearly all of whom will be exhibiting at the Show, which will also feature a number of new racing cars—on show for the very first time—and these will include the new Formula Junior Cooper and Lotus, as well as the entirely new F.J. car designed by Lawrence Bond, and the Ausper, yet another new F.J. racing car. The accent on modernity will be enhanced by such famous racing cars as the W196 Mercedes-Benz which made such a sensational return to racing in 1954, and this car (which will be exhibited on the Webbair stand) is the actual car driven by Fangio and on which he won the 1954 and 1955 World Championships.

Yet another champion of the motor racing past is the little 750 c.c. twin o.h.c. single-seater Austin which appeared in 1936 and which, in the hands of Mrs. Petre, Hadley and Dobson, proved unbeatable in its class in the years before World War II. The Austin racer, which will form an interesting comparison with the Formula Junior racers of today, is to be shown on the 750 Motor Club stand. But each of the 73 stands will have something of more than average interest to every motorist, as for instance, the London Motor Club, who plan an ambitious stand in the form of a Rally Control Point.

The Second Annual Racing Car Show will be bigger and better than ever before—only admission prices remain the same at: Adults 3s., Children 2s. (Saturday, 31st December and 4th January: Adults 5s., Children 3s.).

The Royal Horticultural Halls are in the Pink Zone, but they are well served by public transport:

Buses: Along Vauxhall Bridge Road (alight at Rochester Row) 2, 2A, 36, 36A, 57, 181, 185, 186.  
Along Victoria Street (alight at Army & Navy Stores) 10, 11, 24, 29, 39, 46, 76, 134.  
Green Line Coaches (alight at Victoria): 701, 702, 703, 704, 705, 706, 707, 708, 712, 713, 717, 718, 719.  
Underground Stations: Victoria or St. James' Park (District and Circle Lines).  
Southern Region, British Railways: Victoria Station.

### SCOTTISH RALLY CHAMPIONSHIP

OWING to an error in the result of the Berwick and District M.C.'s Border Rally, the *Motor World* Scottish Rally Championship now goes to Sandy Morrison (M.G. and Herald), who scored 188 points during the season. Runner-up is Bob Peattie (Herald) with 170 points.

IN South Africa a Hillman Minx driven by Eugene Bosman and Nico van Vuuren has won outright the 1960 Vaal Gold Cup against strong opposition. The event was run over a mountainous 536-mile course in the Transvaal and Bosman said later: "The weather and conditions along the route were absolutely appalling and the event certainly proved just how rugged the Hillman is."

In Europe, a Singer Gazelle driven by A. Tsournos and L. Anagnostou has won the 1,300-1,600 c.c. Grand Touring Class in Greece's VI Autumn Rally, from Athens to Volos. The Gazelle also finished third over-all in the event which attracted entries from German, Swedish, American, French, Czechoslovakian and Russian as well as other British cars. Competitors covered 1,628 kilometres mainly over rugged mountain roads.

One of the notable points observed at Brands at the end of the R.A.C. Rally was the impressively large number of competitors' cars equipped with safety belts. For the record, among the more successful crews who fitted harnesses were David Seigle-Morris (Mini-Minor), Peter Riley (Austin-Healey 3000), G. H. Parkes (3.8 Jaguar) and Dr. John Spare (Singer Gazelle), all of whom, in fact, used Britax belts of diagonal pattern.

THE first filling station in the Manchester area to sell the new French petrol, Total, was officially opened on Monday, 12th December, on a site adjoining the showrooms and offices of Tom Mellor, Ltd., in Chapel Street, Salford.

### VAUXHALL WINS GRUELLING ARMSTRONG 500

A MELBOURNE-ENTERED Vauxhall Cresta led home a field of 34 finishers when the chequered flag fell on the Armstrong 500 field at Phillip Island recently. Second home—half a lap behind—was the Russell/Anderson Peugeot 403.

The race for Australian-built saloon cars drew an attendance of nearly 50,000 to the seabound island circuit. There was a tremendous early tussle for the second place, with two Ford Falcons, the Vauxhall and a Humber Super Snipe swapping places regularly.

### STATEMENT FROM JAGUARS

A PRESS report has recently appeared (not in AUTOSPORT) announcing that a new Jaguar super sports car has been perfected and that the company is in the process of deciding the date of its public introduction and, also, whether or not the company will re-enter racing next year.

So far as the new car is concerned, this report is premature inasmuch as no final tests have been concluded and an indeterminate period of time is required for further developments before any forecast can be made concerning the date of its public introduction.

For this reason, the possibility or otherwise of Jaguar re-entering racing is not a matter for immediate consideration.

DEREK WILKINSON is disposing of his Lister-Jaguar and is negotiating for the purchase of an 1100 Lola.

### BERWICK AND DISTRICT DINNER

THE Berwick and District M.C. held its annual dinner and presentation of prizes in the Rum Punccheon Restaurant, Berwick-on-Tweed, on 6th December. Guest of honour was the Editor of AUTOSPORT, who also presented the awards won during the season, and proposed the toast of "The Club". Andrew Russell, president of the club, was in the chair, and toasted "The Visitors", in particular Grand Prix driver Jimmy Clark, who farms not far from Berwick. Lt.-Col. S. H. Gallen, T.D., replied on behalf of the club, and the visitors had local farmer J. W. L. Carmichael as their respondent—with a highly amusing speech. Scottish rally champion Sandy Morrison collected a great deal of silverware, one of the cups being filled to the brim with the traditional "usquebagh". On the whole it was a cheerful occasion, assisted by excellent catering for which Bill Stoddart was mainly responsible. The club secretary thought up an excellent gimmick, in the way of a raffle. Programmes were numbered, and practically everyone present received a prize!

WANTED—COMPETITORS! British club-racing drivers are warmly invited to go to South Africa next year for three events at which their presence will be more than welcome. Dates in question are Salisbury on 30th July, Johannesburg a couple of weeks later, and Luanda in September. Anyone interested in having a first-class holiday should contact W. F. Moss, 109 London Road, Luton, Beds (Luton 3096).

### MRS. NORMAN GARRAD

WE regret to report the death of Mrs. Norman Garrad, wife of the competitions manager of the Rootes Group. We extend our deepest sympathy to Mr. Garrad and the family.

### THE KEN WHARTON MEMORIAL TROPHY

OWING to pressure on space we have had regretfully to hold over our report on the Ken Wharton Memorial Trophy driving test meeting. A full report will appear in next week's issue.

MAURICE BARING has sold his Lotus Elite which Paddy Gaston drove in the Tourist Trophy and has brought a Zagato-bodied Fiat Abarth.

THE A40 Pat Moss is to drive in the Monte Carlo Rally is to run in the "improved series" class; and has amongst other modifications Lockheed disc brakes on the front.

RICARDO and Pedro Rodriguez will drive a Sunbeam Rapier in the Mexico City International compact car race on 18th December. The former, in a Ferrari, won the recent Governor's Cup race at Nassau from Gaston's "birdcage" Maserati, at 91.85 m.p.h.

### RESULTS OF THE B.T. & R.D.A. TRIALS GOLD STAR COMPETITION

1, R. Chappell (120), 2, E. Jackson (118), 3, P. Highwood (115), 4, C. W. Pollard (113), 5, G. J. Newman (110), 6, F. T. Lewis (106), 7, I. H. Portlock (101), 8, B. H. Dees (100), 9, J. F. Harrison (99), 10, G. Holdrup (98).



# LESTON'S GIFT SUGGESTIONS

## ELECTRONIC REV COUNTER



**8,000 RPM 12 VOLT**  
Highly accurate, easy to read Precision Instrument. Fitted in 10 minutes. With mounting brackets. (P/p 2/-) **£13.0.0**

## HANHART 1/5th SEC STOP WATCH



HANHART WATCHES are used and recommended by the Cooper Car Co. Shock-proof. Dust and water protected. Unbreakable mainspring. Tested and guaranteed 12 months.

**£5.0.0**

Postage and Packing 1/6

*And a Merry Xmas to you too!*

**JACK BRABHAM'S FORMULA 1 COOPER ON VIEW TILL DEC. 28**  
Admission Free—Bring the Kids!

**R.A.C. RALLY**  
Congratulations to ERIK CARLSSON & STUART TURNER—they wore "Rallymasters" and won!



with a "RALLYMASTER" Mk. 2 Driving Jacket. It's made of quilted Nylon and Terylene, is WATERPROOF, WINDPROOF and washable, and has the sensational 'Touch and Close' fastening. Ideal also for yachting and golf. In all chest sizes. Colours—Beige and Dk. Blue. Weight—11lb. 6ozs. **£9.7.6** (P/p 2/6)  
XXL—46" Chest **£9.15.0**

For more Xmas wish fulfilment, here's the CARLOTTI Mk. 2 WOOD RIM STEERING WHEEL which costs only 5 gns. for 15" size or **£5.10.0** for 16". Adaptor bosses (available for most popular cars) **34/6** each.

"SUPER SPORT" all-leather Driving Gloves complete the picture of what the well-dressed motorist should wear (headwear to choice of course). They have reinforced palms, vented backs and knuckle holes. In all men's sizes, per pair **32/6** (P/p 1/-)



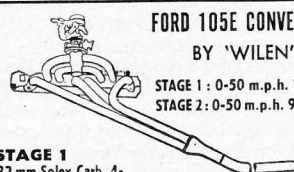
## JACQMAR PURE SILK SCARVES



With pleasing modern 'TROPY MEETING' DESIGN. Basic colours: Blue, Red, Pink, Beige, Grey.

Price **29/6** (P/p 9d.)

## FORD 105E CONVERSION BY 'WILEN'



STAGE 1: 0-50 m.p.h. 14 secs.  
STAGE 2: 0-50 m.p.h. 9.6 secs.

### STAGE 1

32 mm Solex Carb. 4-branch inlet & exhaust manifold. £26.15 or £5 dep. & 6 monthly payments of £3.16. Fitting cost—£4.5.

### STAGE 2

As stage 1 but with special exchange camshaft. £35.15 or £5 deposit & 6 monthly payments of £5.8.8. Fitting cost—£10.

Carriage and Packing 10/-

NEW ILLUSTRATED 1961 CATALOGUE NOW AVAILABLE

Send 6d.

## HELPHOS WINDSCREEN SPOT LAMP

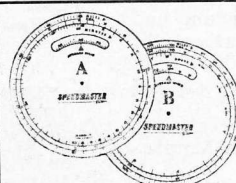


Black, Blue or Ivory. 6 or 12 volt **69/6**. (P/p 2/-)

## G.P. DRIVING GLOVES



Cape leather palms, net backs, tipped fingers. All men's sizes. Light tan. **25/-** (P/p 1/-)



## "SPEEDMASTER" AVERAGE SPEED CALCULATOR

Double-sided for WIDER RANGE and GREATER ACCURACY. Easy, fast reading. 1/10th to 1,000 miles. **17/6** (P/p 9d.)



## COLIBRI "RACE CIRCUIT" LIGHTERS

Full colour engraving of GOODWOOD or AINTREE.

NEW REDUCED PRICE **38/6** (P/p 9d.)

**LES LESTON LTD., 314 HIGH HOLBORN, LONDON, W.C.1 • Phone: CHAncery 8655/6**



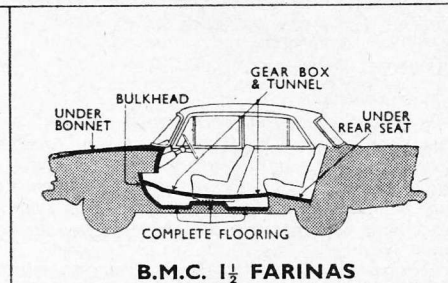
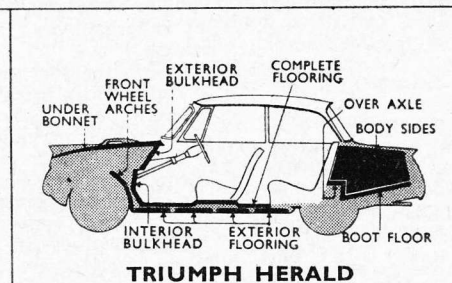
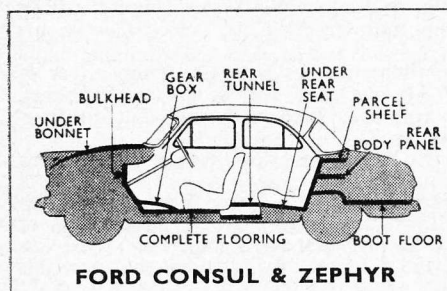
## SILENCE is the golden gift this Christmas ...

AN INTERIOR SILENT TRAVEL set for your car.

JOHN BOLSTER WRITES IN "AUTOSPORT"

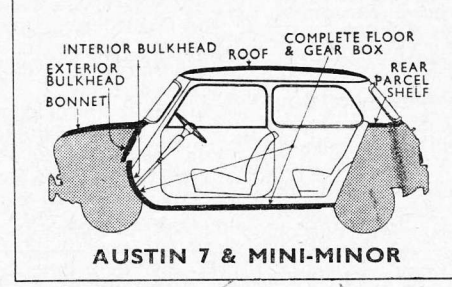
"The Modern Car is too noisy! I have recently had an INTERIOR SILENT TRAVEL Sound Insulation set fitted to my MINI-MINOR. The effect is magical, and my little car is now as quiet as a really expensive vehicle. I must say that of all the extra equipment one can buy for a car, this INTERIOR SILENT TRAVEL KIT gives better results for a smaller expenditure than anything else on the Market."

HERE IS MAGICAL SILENCE FOR YOUR CAR, PLUS ADDED WARMTH AND DRAUGHT-FREE MOTORING FOR THE WINTER



**B.M.C. RANGE**  
Austin A30 & A35 **100/-**  
Austin 7 **95/-**  
with Roof & Rear Shelf **125/-**  
Austin A40 **115/-**  
Austin A55 Mk. II **115/-**  
Austin A99 **160/-**  
Morris 1000 **110/-**  
1000 Traveller **120/-**  
Mini-Minor 95/-  
with Roof & Rear Shelf **125/-**  
Morris Farina **115/-**  
M.G. Mk. III **115/-**  
M.G. ZA & ZB **115/-**  
Riley 1.5 **115/-**  
Riley 4/68 **115/-**  
Wolseley 1500 **115/-**  
Wolseley 15/50 **115/-**  
Wolseley Farina **115/-**

Wolseley 6/90 **160/-**  
Mini Van **95/-**  
**FORD RANGE**  
Anglia to '59 **115/-**  
New Popular **115/-**  
New Anglia **115/-**  
\*Consul Mk. II **140/-**  
\*Zephyr Mk. II **140/-**  
\*Zodiac Mk. II **140/-**  
\*Denotes special Rear-end Insulation.  
**VARIOUS**  
Renault Dauphine **115/-**  
Peugeot 403 **150/-**  
Simca Monthery **115/-**  
Triumph Herald **150/-**  
Vauxhall Victor **115/-**  
Victor Estate **120/-**  
Volkswagen **115/-**  
VW Karmann Ghia **125/-**



Each set comprises of extremely heavy thick Insulation Material, precision cut, and marked, to fit snugly into place, sealing off all noise centres, full instructions and adhesives are enclosed, and the sets are simple and easy to install. Most sets can be fitted in an hour by anyone, longer for the larger models. No mechanical alterations are necessary. On some of the sets, prices have been slightly increased, due to the added improvements we have made, which we think are well worth the little extra.

IT'S "THE EXTRA YOU USE ALL THE TIME"

Send remittance plus 5/- carriage (this charge applies to mail order). Sets despatched by Passenger Train, or ask your Garage to order. We are open Saturdays and Sundays as well, and can fit your set. Demonstration Cars available, please call and see us, as enthusiasts we are out to help in every way with your noise Problems.

**INTERIOR SILENT TRAVEL** High Street, Eaton Bray, Dunstable **"TRAVEL SILENTLY—TRAVEL SAFELY"**  
Telephone: Eaton Bray 269



# CORRESPONDENCE

## "Standardization Gone Wrong"

As an employee of the M.G. Car Co., I must agree with the editorial comment published in AUTOSPORT recently. Too much standardization in the Motor Industry tends to flood the markets of the world with cars looking, behaving and sounding exactly alike. The only difference between them being marked variation in price, a few more square inches of chromium plating and perhaps another carburettor.

In our own case, as mentioned in your article, the sports saloon now in production (and I use the term loosely) is a typical example of standardization gone wrong. For a start the name of the "famous" line on the fashion which it bears, seems to be more in keeping with that of an ice cream manufacturer. The body was obviously not designed with sporting characteristics in mind: its being too heavy, cumbersome and superfluous in its decoration. How can a car like this possibly carry on the traditions of earlier models when all that the powers are doing is making a silk purse out of a sow's ear?

With industry now finding it difficult to sell their products, the customer will become increasing more cautious when choosing, and will not allow the wool to be pulled over his eyes as in the past. He will expect to find and purchase something different, complete with all extras including safety harness fitted as standard, the cry of the future being quality not quantity.

The Motor Industry has had it too good for too long and I am afraid we shall have to win back the confidence of the customer with some more advanced and creative ideas.

Given more of a free hand, I have every confidence that our staff of engineers can catch the imagination of the world wide motoring public once again, without the expense of calling in Continental specialists, and spare us the humiliation of building commercial vehicles at Abingdon.

"CONFIDENT"

OXFORD.

(Name and address supplied).

## Riverside

I HAVE read this evening your report in your 2nd December issue of "Riverside Reflections" and also a report in *Motor Sport* of the American Grand Prix.

I enclose their last paragraph from this report where "M.J.T." seems to be rather getting at AUTOSPORT and their, to quote, "silly star system for drivers, which most people connected with the Sport ignore"—except, it seems, by a solitary American commentator.

It would be interesting to learn of your observations on this paragraph and also on what comments were actually used at Riverside.

Your system of marking what you consider to be top-line drivers seems very fair to me, and this year my only alterations would be to demote John Surtees and to promote Graham Hill—one star each way!

W. JOHN SHAW.

REDRUTH, CORNWALL.

## The Quotation:

*Some of the organisers could do well to come and study European racing a little more and use a few grown-up marshals. The commentary was annoying in its inaccuracy and its continuous volume, also in its continual reference to a silly star system for drivers which was taken from an English weekly periodical, and which most people connected with the Sport ignored.—M.J.T.*

[The above comment from *Motor Sport* was written by the son of the publisher, who is normally employed as a photographer. He is, of course, perfectly entitled to criticize AUTOSPORT's annual "star" system, which, far from being ignored, is quoted in newspapers and periodicals all over the world. Could it be that our contemporaries wished that they had thought of it first? In any case, commentator Art Peck was only quoting from the official Riverside programme, which reproduced the marking in question.—Ed.]

IN regard to the G.P. at Riverside on 20th November, you no doubt heard of the financial deficit that followed the running of this event. I would like to confirm to AUTOSPORT that all obligations to foreign teams were met.

It is regrettable that after such a wonderful race, with all the world's finest cars and drivers, we should have had a paid attendance of only a fraction of the number that turned out for a local sports car event sponsored by the *Los Angeles Times* 30 days prior. It has been said that our Public Relations people were at fault, but believe me the end result would have been the same. So long as the *Los Angeles Press* with-

held publishing anything that portrayed our event as anything more than *another* Race at Riverside it was impossible for us to let the public know what we were offering, and as you and I know, California has never had such a race before. We were victimized, and the boycott was almost complete as you no doubt saw.

I thought you should have the facts.

REG SMITH,

RACE SECRETARY,

AUTOMOBILE RACING CLUB OF CALIFORNIA.

FORT LAUDERDALE, FLORIDA.

## The "Top Twenty"

WHILST I do not agree with some of the placings in your "Top Twenty" article—for instance, Clark should be above Surtees, and Gregory should have been included—it is presumptuous that other periodicals should insist that it has no value at all, and is ignored by knowledgeable people.

I can well understand *Motor Sport* being annoyed, but I am most surprised that a magazine of the standing of *The Autocar* should publish such a "sour grapes" paragraph as appeared in their sports pages in the 2nd December issue. It is apparent that the writer, a comparative newcomer to motor sporting journalism, has sought to establish himself as an expert without the background of experience essential for the criticism of established writers on the subject.

I was not present at Riverside, U.S.A., but can well imagine how references to the grading of drivers in AUTOSPORT must have been galling to representatives from other magazines whose own published comments are not considered of sufficient value to justify repetition.

Please carry on with your grading articles. They are based on sound common sense. *The Autocar* states that Dan Gurney "objected with justification" to being named as a "two-star" driver on his own home track. I venture to point out that, apart from his drive with Stirling Moss at Nürburgring, Gurney did little to justify a higher rating—especially as the article in AUTOSPORT dealt with Grand Prix racing.

WILMSLOW,  
CHESHIRE.

R. ST. JOHN FROBISHER.

## Thanks, Officials!

I WOULD be grateful for the hospitality of your columns to enable me to thank the many unselfish and hard-working voluntary officials who have helped us during the past busy racing season at Silverstone.

In such a club as the B.R.D.C., with its limited membership, it would be impossible to run full scale International meetings without the help of other enthusiasts.

I know that Lord Howe, our President, and all the Committee of the Club would wish to add their thanks.

JOHN EASON GIBSON,  
SECRETARY.

BRITISH RACING DRIVERS' CLUB.

## Lost Glories

THE illustrations used in Rodney Walkerley's recent articles underline one important fact which I feel few people realize.

Today the spectator is seeing less and less of the driver of a Grand Prix car. All one sees now is his crash helmet, relieved only by the colour or type of helmet that one particular driver may use.

In my view at least 25 per cent. of the joy of watching racing has gone.

Compare the present windcheating Grand Prix cockpit with that of, say, your illustration (page 775, 2nd December) of Mike Hawthorn in a Ferrari of not so long ago. One can immediately compare the different driving styles—but now this has gone for good.

It was of immense interest to watch Farina, Ascari, Fangio or Gonzales, to mention only very few, with their different styles. Put any of these men in a Grand Prix car of today and one is left with just their heads visible, driving styles being eliminated.

Finally I would go further and say that the various forms of streamlining employed today are being carried to an extreme or anyway to an absurdity. It being only an advantage on very few circuits and in fact a distinct disadvantage in some cases.

M. J. W. IRWIN.

MERSTHAM, SURREY.

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



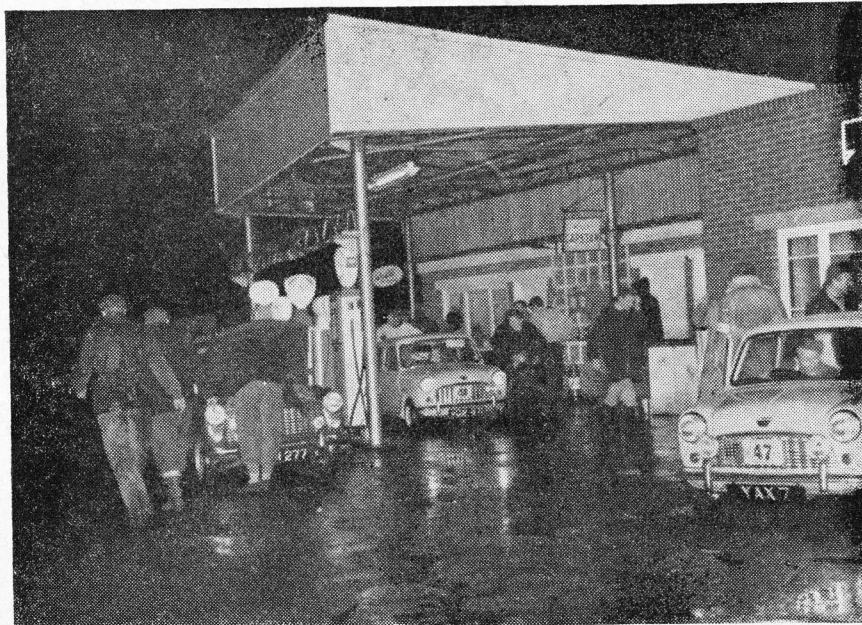
# Club News

By MICHAEL DURNIN

Two points of considerable interest are among those notified for discussion at the **R.A.C. Club's Conference**, to be held early next year. The first of these—both have sprung, among others, from the **A.C. Owners' Club**—is of very real importance from the safety aspect of club racing, and suggests that allocation of race starting positions by ballot should be discontinued. The obvious alternative—and one which, we are glad to say, is followed by the vast majority of race-organizing clubs—is to work on a practice lap time basis, putting the fastest cars on the front row of the grid and working steadily back until the slowest machines are found on the back row. What could have been an extremely serious accident occurred at Silverstone towards the end of last season when this perfectly logical step was not taken. Starting grid positions were decided by ballot and, inevitably, several slow cars found themselves ahead of some very quick ones when the time came to leave the start. This, no doubt, was all very flattering to the drivers of the slow cars, but life became a little less amusing when the fast boys got amongst 'em—with the result that a fine pile-up involved a large number of cars. Obviously, some of the blame must rest with the drivers, whose decision it is to press on regardless or to hang back. But no one can really blame them for the resulting multiple shunt in the heat of battle: the blame for this must rest solely with the ballot system, and the organizers who put it into practice. One hopes very sincerely that the R.A.C. and the conference will take note of the A.C.O.C. recommendation, and act accordingly.

The other point of particular interest raised by the same club is this: that acceptance of an entry for a Formula Junior race should guarantee a start. This, really, is a safeguard for the individual competitor. A large sum of money must be laid out to compete in Junior racing: the car must be bought, and it must have a transporter of some kind to take it to meetings. Not only is there disappointment but there is, too, very real financial loss which may prevent a driver from gaining the experience he needs to become a valuable member of Britain's international competition team if he should have his entry accepted, only to find that he may not race when he reaches the circuit. Well done, A.C.O.C.

AND now to the news. First comes a nice gesture from the Surrey Group of the **B.A.R.C.**, who, in appreciation of the services rendered by their members who have been marshals, gave a marshals' supper and dance recently, when 46 of these stalwarts enjoyed themselves as guests of the club. The group's annual dinner and dance, by the way, took place last week. . . . New secretary of the **Pembrokeshire M.C.** is Eric Bradley, and his address is The Swan Hotel, Haverfordwest, Pembrokeshire. . . . The idea of an outside road event in



**ACTIVITY** during a halt at the High Noon control on the Swansea M.C.'s Rally of the Vauxs. The two Austin 1s are those of D. Hall Garner and A. C. N. Chaston of the Howells Motor Division team.

Photograph: Jacqueline Durnin

## Coming Attractions

**17th December.** **R.A.C. Trials Championship.** Starts from Stewponey Hotel, near Kinver, Staffs, 10.30 a.m.

**18th December.** **750 M.C. Silverstone Trial.** Military Training Ground, near Towcester. Start, 11.30 a.m.

mid-January being rather unpopular (and no wonder), **Northampton and D.C.C.** plan an indoor rally on 10th January, the event taking place at the White Hart, Bridge Street, Northampton, at 8 p.m. The Club's Drivers' Championship for 1960, by the way, has been won by Keith Sumpter, just one point ahead of P. Russell-Wilks. Champion navigator is Bob Freeborough. Well done, those men. . . . **Hagley and D.L.C.C.'s** Worcestershire trial and Shropshire rally, scheduled for 1st January, will now be postponed to a date later in the New Year. . . . A Christmas luncheon run is planned for 18th December by the **Fiat 500 600 Club**, headquarters being the Bell Hotel, Beaconsfield, Bucks. On 8th January the club has a London run, meeting at 2.15 p.m. in Lincoln's Inn Fields, W.C.2. Details of both fixtures are obtainable from M. N. Proctor, 145 Rivermead Court, London, S.W.6. . . . That well-known event, the **Oxford M.C.** "Targa Rusticana", is scheduled for 4th-5th March next year, and the Boanerges Rally, run by the same club and which had to be postponed from 5th-6th November because of flooding, will now be held on 25th-26th March. Yes, we know it's a long way ahead. . . . Next big date for the **Forces M.C.** is the Sou-Wester Rally, to be held on 22nd January. Entry is open to members of the club and to serving members of Her Majesty's forces using private cars and—listen to this—military vehicles up to and including 4 ton! Further details—and these should be worth hearing—can be had from A.A. 1 D. Wyatt, 154

Taranto Hill, Ilchester, Somerset, or Lt.-Cdr. W. Carter, R.N., R.N.A.S., Yeovilton, Somerset. . . . North-western centre of the **B.A.R.C.** holds its annual Christmas driving test meeting again this year on 26th December at the No. 1 Car Park, New Brighton. Entries should go to G. F. Irving, 27 Stanley Street, Liverpool, and a hangover may very well put you in the next highest class! . . . Date for the **Advertising M.C.** dinner and dance has now been fixed for 20th January, and the place this time is the Criterion Restaurant, Piccadilly, W.1. Tickets can be obtained from R. C. Fielder, 6-10 Norwich Street, E.C.4. The Club's regular meeting place, by the way, is at the Presscala Club, Hood Court, Fleet Street, E.C.4. . . . First competitive event of 1961 for the **Leicestershire C.C.** is on 15th January—a production car trial for the "silver starting handle" award. The Club's New Year party will be held on 4th January at the County Arms Hotel, Blaby. . . . Annual dinner and dance of the **Liverpool M.C.** will take place on 9th February at the Blundellsands Hotel, Liverpool 23. Tickets can be obtained from Mrs. Peter Smith, 12 St. Andrews Road, Blundellsands. If your appetite won't wait that long, however, there is the club's "hot-pot supper" on 20th December at the Temple Restaurant, Liverpool, tickets being available from the secretary. . . . **Craven M.C.** and the **G.X. Car Club** have a joint closed rally on 17th-18th December, starting from the King's Arms, Stokenchurch, at 8.30 p.m., late entries being possible on the day of the start between 7.30 and 8 p.m. Secretary of the event is Ken Owen, "Frondeg", North Park, Gerrards Cross. . . . Enthusiastic bearers of the three-pointed star should note that the **Mercedes-Beaz Club** has now acquired club premises at Whitehall Court, London, S.W.1. . . . New secretary for social events in the **Mid-Cheshire M.C.** is Miss Susan Hankin, of 139A Chester Road, Greenbank, Northwich. . . . The **Wolverhampton and South Staffs C.C.** national rally,



the "Express and Star", is scheduled to take place on 25th-26th February, 1961. Secretary of the event, from whom regulations are now available, is R. Cleary, 49 Holcroft Road, Wall Heath, Staffs, and entries close on 31st January. There will be five starting points, from Wolverhampton, Liverpool, Hereford, Oxford and Nottingham.

### RALLY OF THE VALES

THIS year, for the first time, the Swansea M.C. ran their well-established Rally of the Vales under a National British permit and were fortunate enough to have their event as the final and deciding round of the hard-fought R.A.C. Rally Championship. This fact ensured that they had some first rate crews among the entry list of over 80 competitors and the organizers no doubt set out to lay out a tough, competitive event which they hoped would be won on the road. What they could not have expected was a positive deluge (which caused the worst floods for many years) to have their territory as its focal point and make the Vales the most difficult National rally of the year; a rally in which even the most fancied crews failed several sections.

From starting points at Cardiff, Swansea and Gloucester, 76 crews made their own ways over main roads to the converging control at Bishops Meadow, near Brecon. Roy Kirkham and Don Grimshaw were, unfortunately, among the few non-starters. Even at this stage a steady rain was falling, and had been for several hours. Shortly after 7 p.m. the first car (Julian Easten's Sunbeam Rapier) set off on a 160-mile loop which entailed visiting 34 controls. Right away the keynote of flooded and rainswept roads was set and the time schedule was but a pleasant ideal as 30 minutes of lateness meant a control failed.

The route led through Battle, Merthyr Cynog and Tralong until an extremely deep ford at Maes-poeth made many crews take a long way round. Along the banks (flooded, of course) of the Cilent the route wended its way to the Tregaron-Abergwesyn road where an even deeper ford was encountered at the Devil's Staircase on the river Nan y Fedw, which was in roaring spate. Only R. Aldridge (Anglia) and Robin Richards (Riley) managed to get through this—and not without their share of drama. The M.G.A. of W. D. Rice attempted the ford and was swept bodily away by the force of the water. The car was brought up by a fence and lay there with the flood pouring right over it. Bill Bengry (VW) made four separate attempts to tow it away but on each occasion the rope broke. One unfortunate crew got stuck half-way across, and when they got out to push their M.G.A coupé backwards they were just in time to catch their seat cushions which were floating away on the water pouring through the car. The crews who couldn't get through necessarily failed the next few controls which had their references given at points which the dreaded Staircase flooding had made completely inaccessible. The only solution was to head for the next nominated control, in the Lampeter vicinity. Brian Harper (with wrist still in plaster after an argument with a starting handle on the R.A.C. Rally) made a particularly brave and rapid attempt to cut his lateness and had the galling experience of arriving at a con-



*WATER, WATER . . . The countryside immediately behind the High Noon control during the floods of the Rally of the Vales. Under normal circumstances there is a small stream in the middle distance!*

Photograph: Jacqueline Durnin

trol only 31 minutes late, but one minute too late to qualify on the section.

At the end of the section, the High Noon Restaurant near Carmarthen, the full tale of misery was unfolded. W. D. Rice's M.G. was still submerged, although the crew had been rescued from a watery grave safe but half-drowned; A. Winzor (Jaguar 3.4) had gone off the road near Lampeter and had retired; M. A. Brownrigg and O. H. Gilbert (both in Wolseley 1500s) had gone off the island (almost literally); I. W. Thomas broke the sump of his Riley 1.5; the gearbox of D. R. Atkinson's Humber had packed up and D. F. Davies had been long delayed with a fuel line fracture on his Austin 7. Apart from this almost everyone was soaking from encounters with the several fords and not a few had given up and gone home. It seemed that Messrs. Harper, Richards and Aldridge were leading the field with the fewest controls missed and least lateness amassed. Also strong contenders at the supper stop were Julian Easten, Bill Bengry and John Poulton (Auto Union), although it is as yet impossible to say how they fulfilled their early promise as no results have been forthcoming from the club.

After the first 160 miles the next section of 170, tricky as it was, proved relatively restful and perhaps the greatest difficulty encountered was a big tree across the road on the second approach to High Noon. This necessitated a long round trip to a control and penalized everyone even more. At this stage one marshal, posted near Porth-y-Rhyd, had only 15 visitors.

After a second short halt at the excellent High Noon control there was a 30-mile regularity section (and unpopular it proved) to the final control at the Langrove Country Club, near Swansea, where only one-third of the starters gathered for a very good breakfast.

It was a splendid event, all told, and clerk of the course (acting) Denis Jobling and his 150 marshals did a heroic job in coping with the appalling

weather conditions and the many unusable roads (so did the 25 finishers). The marshalling was, by all accounts, quite superb and we can hope that the Swansea M.C. are luckier with their weather in 1961 and that the toughness of the event will come from the roads rather than from the clouds.

MICHAEL DURNIN.

### FARNBOROUGH D.M.C. WINTER MIXTURE RALLY

A NAVIGATOR conversant with map references, a competent driver and a reliable motor car, said the Regulations, were all that were needed to put up a good performance in the Farnborough and District Motor Club's Winter Mixture Rally on 3rd/4th December.

From the two starting points at the Hog's Back Hotel and Gibb's Garage at Feltham the routes converged at Bagshot before following the main road through a series of route checks to the end of Section 1 at a point just north of North Waltham.

The second section consisted of 15 route checks to be visited in the order given. Many of the route checks were manned, in which case they automatically became time controls and a noise check in Overton caught out many competitors, with Sprites seeming to be well to the fore. Time control 3 at the end of this section was a few miles north-west of Andover and from there was a 6½-mile section, including four route checks, to time control 4 at Thruxton Aerodrome where 10 minutes was allowed for two driving tests. The first consisted of starting in a garage, reversing out, driving forward, and reversing again to stop inside the garage. The second test was equally straightforward, involving driving forward and turning left into a garage, reversing straight back into another garage and driving forward and left again to stop astride the start/finish line. There was little in the way of untoward incident



here, although R. Brett and D. Munnings had a little navigational trouble on the second test, getting off course on their reversing and stopping neatly beside the garage instead of inside it.

Leaving Thruxton the route went on to an any order section of 15 miles, hopping back and forth across the margins of maps 167 and 168 before a final run in of eight miles to the supper stop at High Post Hotel, a few miles north of Salisbury. A rather novel innovation at the supper stop was a typed news bulletin which was handed to each competitor as he clocked in, which, apart from other juicy little snippets, informed us that it was raining.

Section 6 immediately after supper started warming the pace up and consisted of 10 route checks to be visited in the order given and just to make sure that the navigator hadn't gone to sleep during supper only the map reference of the first check was given. Each check visited then gave the M.R. of the following one. This section led to time control 7 at the top right-hand corner of map 178 which was the start of a 112-mile section rather amusingly called the Venetian.

The Venetian conjures up a picture of a lazy 3½ hours ambling round the canals, but this Venetian was just a blind, although many of the roads were beginning to look like canals. The section involved visiting 20 out of 26 route checks in any order, and three intermediate time controls before returning to time control 8 at the start of the section. Ron and Peggy Witheyman came very quickly to grief in their Herald coupé when they mistook a river for the road near Blandford Forum and finished with the car practically submerged. Somewhere around this point also, Cyril Linstone and Neville Lobley got their Herald coupé stuck in a ford and were seen with their trousers rolled up and minus shoes and socks, pushing it out.

By now the rain was coming down in buckets and the howling gale was throwing branches and trees across the road. The route went through Shillingstone Woodland and Millborne St. Andrew to the first intermediate time control 7a. Only 18 minutes was allowed from there to time control 7b and we were going generally south-west, right into the teeth of the gale. Three times on this section Mike Butler and I had to stop and dry out the electrics, which were being soaked by the sheer force of the driving rain, or more correctly, we stopped while Mike dried out the

electrics, as I seemed to be terribly busy with the maps each time it happened, and was only able to spare time to shout a word or two of encouragement from inside the car. Time control 7c was at the westernmost point on map 178 at Litton Cheney and was approached through a series of bends through a farmyard at 547887 which the organizers had warned us were extremely dangerous. What looks like a gentle bend on the map is in fact a sharp turn through a gate followed by an even sharper turn the other way. Just to complicate things more, all this takes place in a farmyard with a river running through the middle of it. The route then turned north-eastwards away from the driving rain, though with roads still flooded in places. R. Cullen and D. Paterson (Ford Popular) arrived at one swollen ford to find a Sprite and a Rapiere immobile in the water and were obliged to tow them both clear before they themselves could drive through. Marshals at route check 67 spent an interesting night at 822152 just north of Hammoon. Competitors approached from behind them and then drove straight on past a junction on the right, but within half a mile came to a tree completely blocking the road. Turning round, we raced back to the control and turned down the junction towards Hammoon only to disappear almost to bonnet top level in a flood. This time there was a longer pause (while electrics were dried out) before turning round and rushing back through the control once more. Oddly enough, all this was done without anyone hitting anyone else and the organizers wisely decided to scrub any penalty for passing through the control twice (or more).

Section 8, which followed, was straightforward and took competitors to time control 9 at M.R. 167/007350 which was the start and finish of a 1½-mile special section in Middle Hills Wood which was timed to units of 10 seconds. There were three route checks included in the 1½-mile section and there seemed to be considerable diversity of opinion as to the correct route as many competitors vanished into the woods and spent 20 minutes or more trying to get out. Ray and Eunice Cooke (Sunbeam Alpine) were two who found themselves in that position.

Another straightforward section of 12 miles then followed before a 55-mile main road section to the finish at the Royal Huts Hotel at Hindhead. There was no penalty for early arrival at the finish and the first cars arrived at about

8 a.m. to the finest breakfast halt I have ever encountered in this country. Such was the service that the head waiter was even on hand to light one's cigarette at the finish of the meal.

VIC ELFORD.

#### Results

**Overall Best Performance:** P. Noad/A. Palmer (VW), 19 marks lost. **Best Expert:** S. Clipstone/M. Godfrey (VW), 39. **Best Novice:** L. Gilman/P. Still (Standard), 600. **Class Winners:** D. Coward/B. Leeks (VW), 63; C. Bayley/H. Tansley (Sunbeam), 44; R. Clifton/E. Elmer (Morris), 61; M. Reeves/R. Chorley (TR3A), 112. **Mixed Class:** Mr. & Mrs. Ray Cooke (Sunbeam), 62. **Best F.D.M.C. Member:** A. Hornall/R. Long (Ford), 51. **Team Prize:** London M.C. "A": Clipstone and Noad.

#### NORTH WALES C.C.

##### AUTUMN 100 RALLY

THE North Wales Car Club held their "Autumn 100" closed club rally on 26th-27th November.

Starting from Jones Bros., Limited, Bangor, the completely navigational route was all on the Island of Anglesey. In spite of warnings of floods most of the entrants arrived without very high tide marks on their cars.

A feature of this event was the method of placing entrants in classes. Class 1, experts. Class 2, novices. Class 3, rally school only. The third class is explained by the fact that the Club has been holding a rally school during the autumn and had, as a result of this, an entry of seven cars whose drivers/navigators had no previous experience whatsoever of rallying. Their route was the same as classes 1 and 2 but with an average speed of 20 m.p.h.

The results were announced at the Imperial Hotel, Llandudno, and are as follows:

**Experts' Class:** 1, T. W. Gorst/M. Roberts (VW); 2, G. Flint/G. Kendall Jackson (VW); 3, D. Mills/W. Matthews (VW). **Novices:** G. Feranti/J. Robinson (Mini). **Rally School:** 1, L. Roberts/J. Richardson (A.30); 2, V. A. Kibble/C. Downham (Standard); 3, Mrs. M. Smith/Mrs. Robertson (Minor 1000).

MEMBERS of the Midland centre of the B.R.S.C.C. and their guests turned up in strength at the Raven Hotel, Droitwich, for the Centre's annual dinner and dance. "No speeches" was the order of the evening, although Nick Syrett, Club secretary, gave thanks on behalf of the guests, which included Paul Doughty, also of the B.R.S.C.C. staff, and the Assistant Editor of AUTOSPORT, as well as Nick himself. Dancing followed an excellent meal, and morning was well advanced before the party finally broke up!

This is almost



like driving an MGA 1600!

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

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

## UNIVERSITY MOTORS LIMITED

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

Hire purchase and part exchange  
Sole London MG Distributors





# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADDINGTON 7671-2

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

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

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

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

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

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

## USED CARS FOR SALE

### A.C.

1959 A.C. Aceca-Bristol. Princess blue, B-type engine. Superb car ... £1,850  
HEELEY BRIDGE GARAGE, LTD.,  
Broadfield Road, Sheffield, 8.  
South Yorkshire Distributors for A.C. Cars.  
Tel.: 52404/5.

### ALFA ROMEO

GIULIETTA, T.I., 1,300 c.c., 100 m.p.h., 4-door saloon. Registered 1st June, 1959. Finished in Alfa red with grey trim. Genuine mileage of 4,500 only. One owner and actually just like brand new. Cost new £2,000. Price £1,395. Part exchanges welcomed, etc.—Skellys of Motherwell, Ltd. Phone: Motherwell 2351.

### AUSTIN

A35 SPEEDWELL (1958) fabulous car fitted Speedwell stage II and complete £100 dash board. Just fitted new engine and every conceivable extra. £425.—UPLands 9780.

### AUSTIN-HEALEY

#### THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

3000, July 1960. Two/four-seater in Florida green with white interior, one owner, 5,000 miles only, with heater, washers, tonneau ... £995  
3000, April 1960. Two-seater, one owner, 6,000 miles only, unmarked ice blue, with disc brakes, radio, heater, tonneau, twin spots £995  
100/6, 1958. Two-seater in red with matching interior, one owner, 14,000 miles only with twin exhaust, heater, six-port head, etc. £665  
100/6, 1957-59. Four superb examples in red and black, white/black or blue/white. All many extras and attractively priced from ... £645  
Sprite, 1960. Two-seater, immaculate in light grey with red interior, fitted rack, washers, wing mirrors ... £545  
100/4, 1955. Two-seater, in white with red hard-top, radio, heater, twin spots, overdrive, rack, washers ... £445  
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

AUSTIN-HEALEY SPRITE, 1960, supercharged, fibreglass bonnet, unsealed, w/wall tyres, heater, rev. counter. Delivery mileage only. £650.—Knights Hill Motors, West Norwood, S.E.27. GIPsy Hill 1027.

PAIR HD6 20 deg. 14 ins. SU carburettors for A.H. 100M. As new. £16. Sprite engine and gearbox complete. £65.—28 The Drive, Bexley, Kent. Bexleyheath 2954.

RELUCTANTLY offered for sale owing to new business venture. 1960 Austin-Healey Sprite in Iris blue, 5,000 miles only. Fitted heater and rev. counter, extremely well maintained and never driven over 4,500 r.p.m. £550 or exchange A.40 Farina, Morris-Minor or similar.—G. D. Beedie, "Woodside", North Road, St. Ives, Hants. Tel.: St. Ives 3187, or St. Ives 2250 evenings.

SPECIAL SPRITE, late 1958, ex-works car, fully rally-equipped for 1959 "Liege" but little used since. Every extra including Stage 4 engine, c/r gearbox, 8 ins. brakes, hardtop, heater, radio, spotlights—"the Lot"! Over 90 m.p.h. yet 37 m.p.g. and untemperamental. Works maintained. £490.—Seager, Abingdon 251, Ext. 313, weekdays.  
SPRITE, May, 1960. Clubman "60" specification by Speedwell's. £620 o.n.o.—FREMantle 0329.

### SPRITE OWNERS

interested in a newly designed and—we think—unusually handsome glassfibre bonnet section for their cars at £42 (carriage free) are invited to write for photographs to:—

G.A. GLASSFIBRATION LTD. (A),  
Carr Mills,  
Buslingthorpe Lane, Leeds 7.  
Tel.: 44544.

3000-SIX (April, 1960) 2/4-seater. No competitions or accidents whatsoever. Faultless throughout. Works maintained. Genuine 5,460 careful miles only. Specification includes overdrive, heater, wire wheels also, fitted hardtop. Cost £1,389. Full fuel tank, Bluecol. Taxed for the year. £1,000.—Wedgwood, Hermitage, Berkshire (Hermitage 415).

#### THE CHEQUERED FLAG (MIDLANDS), LTD.

100/6, 1958. Two/four-seater, unmarked in red, with six-port head, twin exhausts, washers, rack, etc. ... £695  
Sprite, 1959. Two-seater, in primrose yellow, fitted every extra including Alexander head, special exhaust, X tyres, radio, etc. ... £545  
Arkwright Street, Nottingham. Tel.: 89282/3.

### AUTO UNION

1960 AUTO UNION 1000, works prepared for competition, Hartmann rally tuned engine, modified suspension with Koni shock absorbers and negative camber rear wheels. Offers to Auto Union (G.B.), Ltd., Great West Road, Brentford, Middlesex. ISLeworth 5341.

### BERKELEY

BERKELEY SPORTS CAR CENTRE  
TUNING AND RACING SPECIALISTS  
A LARGE SELECTION OF GOOD USED BERKELEYS ALWAYS AVAILABLE. We offer a first-class spares, repairs and overhaul service on all models. Write, phone or call:

MANTLES GARAGES, LTD.,  
Henlow Garage, Henlow Camp, Beds.  
Tel.: Henlow Camp 233.

### B.S.A.

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

### BUGATTI

G.P. T35A, 1926, 8-cyl., 2-litre. Complete and original. Road equipped. £500.—Ward, 835 Mansfield Road, Nottingham 268144.

### CONTINENTAL CARS

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

### COOPER

COOPER MONACO, 2-litre, twin-cam Climax latest type H. duty engine, highly polished con. rods, ports, etc., two sets pistons, 10:1 to 12:1 comp. ratio. Built on new chassis February, 1960. Many genuine successes and lap records held by this car. Driven only by C. Bristow and G. Pitt. Immaculately maintained regardless of time or money and consistent finisher. Many spares, also tyres, etc. Must be sold to highest bidder. Contact—G. Pitt, Stockport 2184, 9 a.m. till 8 p.m.

## SPECIAL ANNOUNCEMENT

All copy for  
Classified  
Advertisements  
MUST

reach this office by  
MONDAY 10 A.M.

DECEMBER 19th

for insertion in  
the issue dated

DECEMBER 23rd

and

WEDNESDAY

DECEMBER 21st

for insertion in  
the issue dated

DECEMBER 30th

### DELOW

DELOW, 1952, excellent condition. £200.—122 Howard's Road, London, E.13.

### GOGGOMOBIL

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

### HEALEY

£335 1950 (September) HEALEY Silverstone E-type 2-seater, new Michelin X, excellent throughout. Terms. Exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Road, W.8. WEStern 5982.

### JAGUAR

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.  
XK 140, 1955. Roadster in midnight blue with matching interior and tonneau, with heater, X tyres, washers ... £495  
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

1958 3.4, Special equipment, disc brakes, overdrive, radio, mist grey with red interior, new tyres, Superb value ... £1,160

1958 3.4, Special equipment, disc brakes, overdrive, colour British Racing Green, with tan interior, new tyres. Here again superb value £950

### KAYS (DERBY) LIMITED,

Ashbourne Road, Derby.  
Tel.: Derby 40681 (10 lines).

THE CHEQUERED FLAG (MIDLANDS), LTD.  
XK 140, 1956. Fixed head coupé in B.R.G. A specimen example, 21,000 miles, with radio, heater, twin spots, washers ... £645  
Arkwright Street, Nottingham. Tel.: 89282/3.

FOR SALE. Quantity Jaguar parts, including engine, B head, HD6/8 carbs, starters, dynamos, manifolds, wheels, tyres, etc.—28 The Drive, Bexley, Kent. Bexleyheath 2954.

SS100, 1937. This is a car for the enthusiast. £250.—Family Cars, Ltd., 60 The Cricket Green, Mitcham, Surrey. Tel.: MITcham 4221 or MITcham 8984.

1955 (1956 SERIES) "M" Type, automatic transmission (new unit just fitted), Radio, Attractive grey. In excellent condition. £375. Terms and part exchanges.—Godfrey Lambert Automobiles, Godstone Road, Whyteleafe, Surrey. UPLands 7733.

1948 2½-LITRE JAGUAR, gunmetal saloon, not immaculate but in good all round condition. £140 o.n.o.—Huggett, Kensington 8261 evenings.



**LAGONDA**

**NOEL ROSCOE, LTD.**, offers: 1937 Lagonda 4½-litre drophead coupé. A most beautiful specimen of a now very rare car, centre gear change, P.100 headlamps. Over £600 was spent on this car less than three years ago. Heater, £265.—High Road, Byfleet, Surrey. Tel.: Byfleet 45588/9.

**1951 LAGONDA** 2.6-litre saloon, two owners, good history, well maintained. Radio, heater, £325.—Besom House, Coast Road, West Mersea, Essex. Phone 463.

**LOLA**

**1960** 1,100 c.c., Stage III, in very good condition and ready to race. Offers considered from genuine enquirers.—W. D. Bertram, 26 Colinton Road, Edinburgh, 10.

**LOTUS****THE CHEQUERED FLAG**

(SPORTS CAR SPECIALISTS), LTD.

**Mk. VII**, (Nov.) 1958. Two-seater, one owner only, finished in royal blue with grey interior, wire wheels, M.G. gearbox, Stage II 1100 Climax unit, full weather equipment ... **£595**  
**High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.**

**BRAND NEW Mk. 17 Lotus**, Stage III tuned engine, Webbers, £1,000 o.n.o.—Box 3799.

**COMPLETE LOTUS 7** running gear, almost new: Wheels, 4.55 back axle, radius arms, brakes, front hubs, bearings, also X1 prop. shaft and rear coil springs.—I. M. Roger, Meadow Croft, Poulner Hill, Ringwood, Hants. Tel. 271.

**EQUIPE WOODYATT** for your LOTUS Seven, Elite or Formula Junior. Distributors for the South Midlands and South Wales. Demonstrators available.—Portland Road, Malvern. Tel. 391.

**LOTUS ELITE** wanted, condition immaterial. Cash settlement for right car.—J. Shaw, 73 Barrington Court, Muswell Hill, London, N.10. Tel.: TUDor 6543.

**LOTUS ELITE**, 1960 model, registered December, 1959, white with black interior, one owner, never raced, 9,800 miles, £1,485.—F. Dodson, Ltd., Middlesex Road, Bexhill 2382-3.

**LOTUS ELEVEN**, Climax 1098 stage 3, oil cooler, discs, new type close ratio gears, de Dion with Watts linkage, full width screen, hood and tonneau. 2nd Sports Car Hill Climb Championship. Spotless condition, meticulously maintained. £875.—P. Boshier-Jones, 84, Commercial Street, Newport, Mon. Tel. 62263.

**LOTUS FORMULA 2**. Shares Silverstone class record, immaculate, n.o. Lotus Junior semi-works car, six races only, n.o.—All offers for the above to Farnborough Hants 1708.

**LOTUS LE MANS MK. XI** series II, de Dion rear and fully stage III. This car has only raced at seven meetings last season and placed eight times. The car has been fully checked and is ready to race. With it are two brand new rear wheels and tyres. Price, with trailer, £725. Without, £700.—Apply: J. M. Bramall, 57 Worrall Road, Sheffield, 6. Tel.: Daytime, Leeds 77395. Night, Sheffield 344583.

**LOTUS 7**. The Official Centre for Greater Birmingham area. Components for home construction, engines and gearboxes in stock or on early delivery.—Monkspath Garage, Ltd., 824-826 Stratford Road, Shirley, Solihull, Warwick. Telephone: Shirley 1645.

**Mk. VIII**, 1,500 c.c. M.G. engine, de Dion axle, inboard rear brakes, new tyres, perfect condition. Ready to race. Ex-Lotus team car. £345.—Blythway Motors, Alcester Road, Wythall, nr. Birmingham. Wythall 2130.

**£350 LOTUS VII**, 1959, with tuned 100E Ford engine and close ratio gears. This is a well maintained car in a very tidy condition. Trailer to suit also available.—Parker, 5A London Road, S.E.1. Tel.: Waterloo 7331.

**£310** 1956 LOTUS Mk. VI, reconditioned 1172 unit, twin SUs four-branch manifold, hydraulic brakes. Terms, Exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Road, W.8, Western 5982.

**MERCEDES-BENZ**

**1952 MERCEDES-BENZ 170 S.V.**, L.H.D., Telefunken radio, heater, Webasto roof, really superb condition. £245.—Brookside Motors, 102 High Street, Uxbridge. Tel.: Uxbridge 33184. Evenings, Sunbury-on-Thames 3621.

**M.G.**

**U.M.** HAVE the largest stock of M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. GROsvenor 4141.

**THE CHEQUERED FLAG**

(SPORTS CAR SPECIALISTS), LTD.

**M.G.A. 1600**, 1959. Roadster, spotless in birch grey with red interior, one owner only and fitted discs, radio, heater, washers ... **£765**  
**M.G.A.**, 1956/59. An unrivalled selection of six examples in cream, red, blue or pale green, all are equipped with many extras and competitively priced from ... **£475**

**M.G. TF**, 1954. Two-seaters. Choice of two in dark red or racing green, both comprehensively equipped, from ... **£395**  
**High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.**

**S. H. RICHARDSON & SONS, LTD.,**

The M.G. Specialists offer:—

**M.G.A. 1958 Roadster** ... .. **£610**  
**M.G.A. 1957 Roadster**, one owner ... .. **£585**  
**M.G.A. 1956/60**. Choice of 7 from ... .. **£525**  
**M.G.s 1930/60**. Choice of over 100 from ... **£75**

M.G.s all models wanted. Part exchanges.

Any M.G. welcomed in part exchange.

H.P. terms. Immediate insurance.

**Moor Lane, Staines.**

**Tel.: Colnbrook (CN8) 2258.**

**M.G.A. COUPÉ**, November, 1957, one company director owner, excellent condition, reconditioned engine, Michelin X, radio, luggage grid, etc. £585.—Auto Service Garage, Westbourne 63344 (Hants).

**M.G.A. SEPTEMBER**, 1957, red, immaculate, Derrington exhaust, radio, heater, 20,000 miles.—Saunders, TATE Gallery 8142, TIDeway 4794.

**M.G. SPARES**.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, 3 Kingston Road, Wimbledon, S.W.19. LIBerty 3083.

**THOMSON'S** hard surface rockers, 6s. each exchange, other exchange spares, new bushes, shafts, valves, guides, springs, gaskets, timing chains, brake and clutch linings, wheels, springs, carburettors, half-shafts, crown-pinion sets and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.

**TOULMIN MOTORS**.—The most comprehensive range of M.G. spares in the country for every model M.G. Order your new car or spares from the Specialists.—343 Staines Road, Hounslow, Middx. HOUnslow 2238/3456.

**TWIN-CAM** performance for only £295! 1953 Cooper-M.G., 90 b.h.p., 1,500 XPAG engine, Laystall head, i.f.s., l.r.s., road equipped.—Hirst, Alpha Cottage, 64 Otley Road, Leeds, 6. Tel. 53179.

**1959** (Sept.) M.G.A. F/H. coupé. Red/red interior. Immaculate with many extras, X tyres. Quick sale wanted, H.P. arranged.—51 Oakleigh Road, Stratford-on-Avon.

**1958** M.G.A., red/black interior, 21,000 miles, never raced or rallied, heater, radio, undersealed, in very good condition, £625.—Phone: Aldershot 23771.

**£250** 1947 M.G. TC 2-seater, recent works replacement engine, immaculate in red. Terms, Exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Road, W.8. WEStern 5982.

**THE CHEQUERED FLAG (MIDLANDS), LTD.**  
**M.G.A.**, 1959. Two-seater, an unblemished one-owner car in pale green and fitted heater, tonneau, X tyres, etc. ... **£695**  
**M.G.A.**, 1958 series, two-seater in red. A specimen example with radio, heater, wire wheels, rack, tonneau, washers ... **£625**  
**M.G. TD**, 1953. Two-seater in red with X tyres, twin spots, wing mirrors, demister, etc. **£385**  
**Arkwright Street, Nottingham. Tel.: 89282/3.**

**MORGAN**

**BASIL ROY, LTD.**, main London Distributors. Official spare parts stockists. Service and repairs. Sales enquiries for overseas visitors or purchasers invited.—161 Gt. Portland Street, W.1. LANham 7733.

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

**MORGAN PLUS 4**, 1955 model. Exceptional condition, low mileage. Demonstration arranged. £470 o.n.o.—Phone: BAYswater 5742 (evenings).

**RACING CARS****IAN RABY****FORMULA JUNIOR SPECIALIST**

**1960 Lotus-Ford F.J.** Ex-Trevor Taylor's works car. Ten international wins, B.A.R.C. F.J. Champion, five lap records, 109 m.p.h. Rheims. Condition better than new. Cost over £2,000 with all modifications. Now offered at **£1,550**.

**1960 Lotus-Ford F.J.** Cosworth-tuned engine, three races only. **£1,250**.

**1960 Cooper-Austin F.J.** Immaculate car. **£1,000**.

**1960 Lola-Austin**. Rytune engine, fast car. **£1,100**.

**1960 Elva-DKW F.J.** Mitter engine. **£700**.

**1960 Elva-Austin F.J.** Good condition. **£600**.

**1960 Envoy-Ford F.J.** Fully tuned engine. Cosworth camshaft, F.J. Webbers. One race only. Condition as new. **£850**.

Engines: Ford, Austin supplied in tune as required.

Exchanges, hire purchase and exporting arranged.

**WHAT HAVE YOU TO SELL!!****EMPIRE CARS, LTD.,**

**85 Preston Road, Brighton 21713, Sussex.**

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

**COOPER - JAGUAR** (April '55) 3½-litre, Webbers, fully independent, Servo disc brakes, just professionally rebodied like "D" Jaguar. Painted Jaguar dark blue and rechromed. A beautiful car that cost over £3,000. Only £875 o.n.o. Terms, exchanges.—John Fisher, 201 New Road, Portsmouth 63143.

**COOPER Mk. IV**. Ex-Peter Collins. Long chassis. Good condition. Complete less engine. Suitable 500, 1,100 or Formula Junior. £90.—Blythway Motors, Alcester Road, Wythall, nr. Birmingham. Wythall 2130.

**TEAM TRIPLE "S"** offer for sale: two Elva Formula Juniors, fitted A35 engines, Austin-Healey, 1958 series two-seater, hard top, four wheel discs. 1947 Bedford Pantechnicon, suitable two Juniors. Any Offers.—Ring Leeds 667271 or Haworth 3141 after 6 p.m.

**1960 LOTUS-FORD F.J.**, Cosworth tuned engine. £1,150.—Len Gibbs, Penn (Bucks) 2115.

**RENAULT**

**MERCURY** offer: £345, 1957 Renault Dauphine in immaculate condition. Choice of two: one blue with sunshine roof; one red. £70 deposit. Exchanges.—824-6 High Road, Wembley. WEMbley 6058-9.

**ROVER**

**1954** April, ROVER 90, immaculate condition, very good mechanically. £395.—Brookside Motors, 102 High Street, Uxbridge. Tel.: Uxbridge 33184. Evenings, Sunbury-on-Thames 3621.

**SIMCA**

**1959** (June) SIMCA Monaco, one owner, 12,000 miles, Alexander conversion giving 95 m.p.h.; 0-70, 17 secs. Unblemished condition. £695.—Brookside Motors, 102 High Street, Uxbridge. Tel.: Uxbridge 33184. Evenings, Sunbury-on-Thames 3621.

**SPECIALS****SPECIALS. BUILT IN OUR WORKSHOPS AND GUARANTEED:**

(1) Shirley Sports Cars Demonstration Car, 4-seater high speed tourer. Every desirable mod. A wonderful performer at a fraction of cost. Fitted concealed tow bar, vynide upholstery and hood. **£357**  
(2) Austin 7, 6 ft. 3 ins. chassis. Every possible mod, including hydraulics, I.E.S., alloy wheels, Ford engine, etc. Body framing fitted, only requires panels fitting. **£175**. Choice of several Specials from £200. H.P. from one-quarter deposit. Monkspath Garage, Ltd., 824/826 Stratford Road, Shirley, Solihull, Warks. Telephone Shirley 1645

(Continued on page 853)

**AUSTIN**  **AUSTIN-HEALEY**

**OFFICIAL STOCKISTS**

**PARADE MOTORS**  
(MITCHAM) LIMITED OFFER

**New Cars—All M.G.s, Austin, Austin-Healey immediate delivery.**

**1959 M.G. Magnette Mk III.** This car was a special order. One owner, 13,000 miles, red/red. Has to be seen to be believed ... **£745**

**1956 M.G.A.** Two-seater, black and red. This is really immaculate, one of the best we have ... **£550**

**1954 M.G. TF.** Black and red, in really excellent condition ... **£485**

**1954 M.G. TF.** Black and red, excellent model ... **£465**

**1953 M.G. TD.** Red, immaculate condition ... **£365**

**1947 M.G. TC.** Red, fitted loose covers and other extras ... **£285**

**1947 M.C. TC.** Red, loose covers fitted, many extras ... **£275**

**66/67 Monarch Parade, Mitcham**

Phone: 3392-7188

**Secondhand Branch**

**1958 Ford Prefect.** Blue, in superb condition, heater ... **£295**

**221 The Broadway, Wimbledon, S.W.19**

Phone: CHerrywood 3241



**AITCHISON-HOPTON**

(ENGINEERS) LTD

T.V.R. WARWICK LOTUS

THE COUNTRY'S  
LEADING DISTRIBUTORS  
FOR THE  
**T.V.R. GRANTURA**  
ARE PROUD TO ANNOUNCE  
THE FITTING OF FRONT WHEEL  
**DISC BRAKES**

AS STANDARD EQUIPMENT  
ON ALL MODELS

**AT NO EXTRA COST**

This fabulous G.T. Coupe is available in any of nine listed colours, and with any colour combination of leather or vynide interior.

Total Prices of all Models HAVE JUST BEEN REDUCED, and are now as follows:

**FORD 105E ENGINE** £745  
**M.G.A. 1600 c.c. ENGINE** £880  
**C/CLIMAX 1220 c.c. ENGINE** £1,045

Demonstrations with pleasure anywhere in the U.K., and we would be pleased to arrange terms, exchanges, or insurance.

WE ARE PROUD TO  
ANNOUNCE OUR  
APPOINTMENT AS MAIN  
TRADE AND RETAIL  
DISTRIBUTORS  
FOR THE NEW

**WARWICK G.T.  
2 LITRE**

A worthy addition to our glittering range, the Warwick, successor to the promising "Peerless", offers comfortable seating for four, disc brakes, 117 m.p.h., 35/40 m.p.g., and unbelievable road-holding at a price unmatched in the field of high performance sports saloons.

Reliability, high performance, and remarkable economy are provided by the Triumph TR3 engine and gearbox mounted in a space frame chassis. Double wishbone coil spring front suspension is fitted, with a De Dion rear. Overdrive, heater, windscreen washers, and wood rim steering wheel are standard equipment.

The aerodynamic coachwork is of glass-fibre, and the car can be supplied in any of five standard colours.

We should be delighted to demonstrate this magnificent New Grand Touring Car anywhere in the U.K.; the further we have to drive it, the greater our pleasure becomes.

LIST PRICE £1,175 13 10  
PLUS P. TAX. 490 14 2  
£1,666 8 0

16 CANAL SIDE  
SELLER STREET, CHESTER

Telephone: CHESTER 26100

**Grand Touring Cars****R U D D S****AUSTIN-HEALEYS AT RUDDS**

1958 100-6. Hard top, fitted heater, wire wheels, overdrive. £765

1960 (Late). Ruddspeed 3000. Full treatment. £1,199

**AC ACE AND ACECA AT RUDDS**

**ACE-BRISTOL 1958.** Concours specimen. £1,450

**ACECA-AC engine 1959.** Immaculate condition. £1,195

**ACECA-BRISTOL 100 D2, 1960.** 6,500 miles. £2,050

**ASTONS AT RUDDS**

**Mk. III 1958.** 27,000 miles. One owner. £1,925

**Mk. III 1958.** Overdrive model. One owner. £2,050

**Mk. III 1959.** Overdrive model. One owner. £2,199

**Mk. IV 1960.** G.T. unraced, as new £4,350

**TERMS AND EXCHANGES**

41 HIGH ST., WORTHING 7773/4

**GOLD SEAL  
CAR CO. LTD.**

253, NEW CROSS ROAD, S.E.14

Telephone New Cross 7433 and 3980

South London's Leading Sports Car Specialists

£1,395 Lotus Elite, 1959, stage II engine. Whole car as new.

£795 M.G.A. 1600. One owner. This immaculate car has detachable hard top, soft top, twin spots and luggage rack. Radio, heater, disc brakes.

£735 1959 TR3A. Extras include wire wheels, three-speed overdrive, "X" tyres, etc.

£715 1958 TR3A, overdrive, heater, luggage rack, twin spots, primrose with black interior, unmarked throughout.

£695 Porsche 1500 coupe. 1954. One owner. Exceptional condition.

£575 Bristol 401. Maroon with tan interior. Engine completely rebuilt.

£545 Austin-Healey Sprite, 1959. Speedwell bonnet. Stage II engine, also suspension mods. Engine not yet run in. A40 Servo assisted brakes.

£465 Austin-Healey Sprite, 1958, pale blue, with all usual extras.

£465 Jaguar XK120/40 Roadster, 1955. Outstanding condition throughout.

£395 Cooper 2-seater sports, similar to AC Ace, B.R.G., hard top. I.F.S. and de Dion rear.

£395 Morgan Plus Four, Vanguard unit, 4-seater, excellent condition.

£375 Austin-Healey B.N.I. 1954. B.R.G. Overdrive, wire wheels, radio, etc.

£365 XK120 Roadster. A most beautifully kept example in black with red interior. Another at £315.

£345 Lotus VI. 1955. 1100 Climax Stage II. T.C. gearbox. Fantastic performance.

£295 1955 TR2, requires some attention.

£275 XK120 Roadster. Mechanically first class throughout. Timed at 120 m.p.h.

£225 Sunbeam Talbot 90. Dark grey. Heater.

£175 Ford 1172 special. Stiletto body. Most attractive and rapid.

GOOD SPORTS CARS WANTED FOR CASH  
Hire purchase as low as 1/5th deposit.  
Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

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

**DOVE'S**

STANDARD TRIUMPH

OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL  
**TR Centre**

**GUARANTEED USED TR's**

1959 TR3A. white with red upholstery. Wire wheels, occasional seat, heater, tonneau, extra lights and very low mileage. £750

1959 TR3A. Similar to the above, but also fitted with overdrive. Coming into stock against a new one. Available in 10 days. £765

1958 TR3. A shining beauty in red with stone leather trim. Fitted with heater, tonneau, set of new tyres, and one owner since new. £695

1958 TR3A. Owned by the fussiest man we know. Blue with grey trim. Hard and soft tops, heater, wire wheels. A really fine car. £725

1957 TR3. Beige with red trim. Everything fitted—overdrive, heater, tonneau, radio, all in excellent condition. £595

1955 TR2. White with red upholstery. One owner and driver since new. A very nice car obviously well kept from the day it was born. £445

DON'T FORGET—we can take your TR in exchange for any other make of car, and are always ready to give much higher prices in part exchange than others. Reason? We want your TR.

THREE MONTHS' GUARANTEE WITH EACH CAR.

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

Write for full details.

44/48 Kingston Road, S.W.19

(150 yards South Wimbledon Underground)

Christmas Greetings from  
**ELECTROMOBILE ENG.**  
Co. Ltd.

Distributors and Agents for  
**HEALEY SPEED EQUIPMENT**  
**FIAMM CONTINENTAL HORNS**  
**HEALEY SPRITE SPORTS SILENCERS**  
**WOOD-RIM STEERING WHEELS**

Write, Phone or Call For Literature

HIGH STREET, WEST BROMWICH  
Phone: WES. 2511-23



**Classified Advertisements—continued****SPECIALS—continued**

**F**ORD 1,172 c.c. Special, just built by Army Colonel at a cost of over £700. New A.K.S. fibreglass body on new tubular chassis, new engine, high ratio back axle, etc., looks like £2,000 sports car, has done 380 miles only. £365 or terms.—Petchey's, 739 Romford Road, E.12. ILFord 0080.

**SPORTS CARS****THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.**

**Sunbeam Alpine**, 1959. Two-seater, in white with radio, heater, washers, overdrive, disc brakes £795

**Morgan Plus Four**, Sept. 1960. Two-seater, one owner, 1,600 miles only, in unblemished condition throughout, full length tonneau, badge bar, etc. £765

**Elva Courier Spyder**, 1959. Two-seater in dual B.R.G. and red, highly tuned M.G.A. engine, close ratio gears, mag. wheels, Alfins, etc. £695

**Parson-M.G.**, 1955. Two-seater, tuned M.G. unit and gearbox, tubular chassis, wire wheels, Alfins, etc. £485

**Fairthorpe Electron Minor**, 1959. Two-seater. A neat example, finished in pale blue, one owner only, heater, washer, etc. £465

**Morgan 4/4 Plus Four**. Choice two excellent examples in white or maroon, both with various extras, from £385

**Ford Rochdale**, built in 1959 and fitted new engine 50 miles ago £195

**High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.**

**A**USTIN-JAMIESON SUPER SPORTS, 1956. A95 engine, Mastral body, vynide hood, zip tonneau. Avon turbo speeds, etc. Superb, comprehensively equipped, possessing the performance of a 100/6, excellent handling qualities and most attractive and individual coachwork. Not, we would emphasise, just another special, but a first class sports car, reflecting nothing but credit upon its constructor. £335.—Baker and Roger, Ltd., Hudson's Garage, Darkes Lane (opp. Ritz), Potters Bar, Middlesex. Potters Bar 6181, or Hatfield (Herts) 3861 evenings and weekends.

**Dyna-Panhard Engine Transmission Unit.** Imported 1958 and unused. Special Twin tube chassis, all new parts, tyres, tubes, wheels, brakes, etc. £250 o.n.o. Cost to build so far £400 plus. Only requires body. (We have a marvellous selection of suitable bodies from £40-£180.) Brough Superior.

Outstanding drop head four-seater, original carpets. Engine needs some attention. You strip it—we will pay for grinding and metallising. Offers over £120. Monkspath Garage, Ltd., 824/826 Stratford Road, Shirley, Solihull, Warks. Telephone: Shirley 1645.

1960 (Aug.) A.C. Ace. 900 miles only. Black pearl, red trim. £1,375  
1960 (April) Aceca-Bristol. Princess blue, red trim. 4.3 axle, overdrive, discs. 4,750 miles only £2,125  
1960 (March) Skoda Octavia Saloon. Heater, radiator blind, 2,500 miles only. Beige, beige interior £550  
1959 Wolseley 6-90. One owner, 22,000 miles. Overdrive, radio, maroon, champagne, red trim £700  
A. & R. Thomas, Central Garage, Kempston, Bedford. Phone: Kempston 2207.

**COOPER-M.G.** See under M.G.—Hirst.

**1953 FRAZER-NASH** "Targa Florio Gran Sport". BSI Mk. 3 engine with some B54 mods. Almost new Dunlop R5s. Roomy full-width body with good luggage space, heater, screenwashers and built-in fog lamps, allied to exceptional roadholding and steering, render this a most attractive road car, also suitable club racing. Nearest £725.—Box 3791.

**STANDARD**

**1955 VANGUARD**, grey, poor appearance. Bargain. £95.—Phone: Upper Warlingham 2085. Andrew.

**TRAILERS**

**RACING CAR TRAILERS, £39.**



**HALSON TRADING CO., NEWHAVEN 237.**

**T**RAILERS for Go-Karts, trials and racing cars. New and second-hand, from £25.—See "Engineering Services", Don Parker.

**TRANSPORTERS**

**A**USTIN 25 cwt, with special roomy box body. Mechanically excellent, body perfect, recent repaint and new roof. Complete with winch and ramps. Recently carrying Connaught B type and would carry most cars. Headroom 6 ft. 6 ins. £150.—J. Norris, phone daytime: NORTH 5001.

**TRIUMPH**

**PAIR HD6** 20 deg, 1½ ins. SU carbs for TR2/3. As new. £16.—28 The Drive, Bexley, Kent. Bexleyheath 2954.

**THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.**

**TR3A**, 1959 series. Unmarked white with black interior, one owner, 14,000 miles only, with overdrive, disc brakes, washers, tonneau £735

**TR3A**, 1958. Attractively finished in sky blue with matching hardtop and dark blue interior, fitted disc brakes, tonneau, heater, washers £735

**TR3**, 1957. Two-seater in red with white interior, wire wheels, discs, overdrive, spots, washers, heater £575

**TR3**, 1956. Two-seater in B.R.G. One owner, 24,000 miles only, with washers, tonneau, rear seats, rack, etc. £495. Also two others from this figure.

**TR2**, 1955. Two-seater. Choice two in B.R.G. or white, both fitted many extras, including twin spots, heater, etc. £475

**High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.**

**TR2** 1955 (August), B.R.G., red upholstery, radio, heater, three-speed overdrive, X tyres, washers, sliding screens, twin spots, etc. Best offer over £350.—E. Willmott, 12 North Road, Wells, Som. Home, Wells 2100; Office, Wells 3387.

**TR3A** WHITE, 3,700 miles. Fully modified head and suspension. Roadspeeds. Owner abroad. Faultless condition. £850.—Bradbury, Gerrards Cross 930.

**TR3** 1957. Quite superb in red, disc brakes, overdrive, hard top and vynide hood, zip tonneau and half tonneau, leather upholstery, X tyres, heater, screen washers, spot and reversing lamps, very nominal mileage in the most careful hands. Outstanding and most meticulously maintained, almost certainly the best currently offered. Another of our hand picked and fully guaranteed TRs. £585. Terms, exchanges.—Baker and Roger, Ltd., Hudson's Garage, Darkes Lane (opp. Ritz), Potters Bar, Middlesex. Potters Bar 6181, or Hatfield (Herts) 3861, evenings and weekends.

**THE CHEQUERED FLAG (MIDLANDS), LTD.**

**TR3**, 1957. Two-seaters. Choice of two in beige, with discs, overdrive, X tyres, tonneau, or olive green with discs, heater, twin spots, tonneau, from £615

**TR3**, 1956. Two-seaters, choice two in B.R.G. with overdrive, washers, tonneau, X tyres, competitively priced from £535

**TR2**, 1955. Two-seater in B.R.G. with black hardtop, fitted overdrive, heater, X tyres, twin spots £495

**TR2**, 1955. Two-seater in red, fitted three-speed overdrive, heater, wing mirrors, etc. £475

**Arkwright Street, Nottingham. Tel.: 89282/3.**

**T.V.R.**

**SOLE SOUTH COAST** and Metropolitan Distributors. Sales, Tuning and Service.—St. James' Motors, Brighton, 37-38 Upper St. James' Street, Brighton, Sussex. Telephone: Brighton 61414-5.

**T.V.R.** GRANTURA. May, 1960. Red. Balanced 1600 M.G.A. with h.c. gas-flowed head, L/A flywheel, c.r. gears, lam. screen, adj. dampers, seat belts, fan and no overheating. £780 o.n.o. or part exchange 122S Volvo!—Spender, Sutton on the Hill, Derby. Etwell 569.

**T.V.R.** GRANTURA. 1960, exceptional example, B.R.G., 105E Ford engine, fully modified to Formula Junior specifications, Brabham balanced, 4.5 axle, laminated screen, wood rimmed wheel, two new tyres. Car in as new condition throughout. Terrific performance, over 105 m.p.h. available. £825.—Mann, Overstone House, Hexham, Northumberland. Hexham 311.

**VOLVO**

**VOLVO**.—The fastest 1,600 saloon car in the world. 85 B.H.P. in standard form. Immediate deliveries, demonstrator available. We also specialize in Robert Bodle high-speed conversions for rallies, speed events or racing.—The Oxfordshire Distributors are Dorchester Service Station (Robert Bodle, Ltd.), Dorchester-on-Thames, Oxon. Tel.: Warborough 285 or 353. We will be pleased to forward you catalogues and tuning leaflets by return.

**BOOKS**

**AUTOBOOKS OF BRIGHTON**, motorist's book-sellers. Largest stock in U.K. Workshop manuals, handbooks, tuning books, everything in print on cars. By return postal service. Catalogue Is. 6d.—Autobooks, 104 Islington Road, Brighton.

**BRAKE LININGS**

**B**OXED sets of brake linings for any car at lowest cost. Mintex M.20 competition linings on replacement shoes for many cars.—Quotation from Automec, 328-330 St. Albans Road, Watford 21776.

**BUSINESS NOTICES**

**W**ANTED to locate motor or engineering company able to undertake part construction and assembly of Junior racing cars.—Box 3804.

**CAR COVERS**

**A**N individually tailored "Autocover" will protect your sports or saloon car from any weather—and fit your car only!—Quotation and sample from Automec, 328-330 St. Albans Road, Watford 21776.

**CONVERSION UNITS****S.A.H. ACCESSORIES****TR2/3 SPECIALISTS**

Complete servicing, repair and tuning, etc., Cooler Kits, High-Lift Camshafts, Torsion Anti-Roll Bar Kits, Fibreglass Body Parts, etc., etc. Ad. for catalogue.

**Large Stocks of TR Spares.**

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

**Vimy Drive, Leighton Buzzard 3022.**

**A**LEXANDER Conversion as new, suitable Standard 10, Herald. Consisting twin SUs, inlet and exhaust manifolds, exhaust system, air cleaner, etc. £16.—Daniels, Crossing Garage, Kelsale, nr. Saxmundham, Suffolk. Saxmundham 2189.

**A.V.C.** VOLKSWAGEN conversion kits. The world's best. Single carb., 65s. Twin carbs., £35 15s. We are exclusively VW and carry the full range of accessories. Details.—Adams Conversions, Ltd., 379 Milkwood Road, S.E.24. BRIXton 9891.

**C**ARS using Arden Equipment in AUTOSPORT and Irish Championships have gained in seven entries: one 2nd in class, one 1st in class, one outright 3-Hour Race win, four championships.—Arden Conversions, Tanworth-in-Arden, Solihull, Warwicks. Wythall 3368.

**W**OODYATTS of MALVERN for DOWNTON conversions and components. Midlands distributors. All conversions from stock, demonstration cars available.—Belle Vue Garage, Malvern. Tel. 390.

**ENGINEERING SERVICES****HOLBY 105E RACING ENGINES**

A limited number of the most powerful 105E engines currently produced are now available. Giving a guaranteed 85 b.h.p. minimum with outstanding reliability they are the result of painstaking research and development since the inception of this model. Facilities will be available for users to have their engines checked periodically on our Heenan and Froude dynamometer to ensure peak power during the racing season. For details, apply to:

**J. D. READ,**

**HOLBY SPORTS CARS,**

Hollersley, Nr. Woodbridge, Suffolk.

Shottisham 687.

**FORMULA JUNIOR**

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

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

**Tel.: PRImrose 8594.**

**JACK BRABHAM (MOTORS), LTD., now offer****COMPLETE ELECTRONIC CRANKSHAFT BALANCING SERVICE**

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

**248 Hook Road, Chessington, Surrey. ELMbridge 4808.**

**D**ON PARKER MOTORS for—racing car jacks, trailers, rack and pinion steering, 43-tooth clutch sprockets. Hubs resplined, machining, welding, chassis and engine overhauls.—1A Sangora Road, S.W.11. BA1tersea 7327.

**T**ONY MARSH RACING SERVICES. Facilities for complete overhauling of any competition car. Specialized service for all Climax engines and testing up to 250 b.h.p. Moderate charges.—Dunsley Hall Farm Kinver, nr. Stourbridge. Phone: Kinver 2457.

**ENGINES**

**C**OVERTRY CLIMAX Stage II, road test possible. £125 for quick sale.—NEW Cross 3980.

**FPE** 1500 TWIN-CAM, large rods, flowed head, overbored to full 1½, as new. £850.—Fred Tuck Cars, 23A Orchard Street, Weston-super-Mare. Phone 1655. After 8 p.m. 2526.

**I**NDEx of Performance Le Mans winner, Coventry Climax 750 c.c. single o.h.c. engine with all ancillaries, including special SUs. Overhauled by Climax's racing dept. and inhibited. Sensible offers. Genuine reason for disposal. No exchanges.—Box 3769.

**J.A.P.** 1,100 c.c. all alloy late type racing engine. Completely rebuilt and as new. £145.—Wythall, nr. Birmingham, 2130.

(Continued on page 855)



## V.W. DERRINGTON KINGSTON LTD

### EXTRACTOR EXHAUST MANIFOLDS



Of scientific design, proved to be of maximum efficiency, developing 3 to 10 B.H.P. more than standard. For all 'A' ser. B.M.C. cars £10, 'B' ser. £15. TR2 & 3, Morgan, Peerless E20, Healey 100/4 with twin silencer £27.10.0, Lotus Elite £17.10.0, Ford Consul £12.10.0, Zephyr £17.10.0, and for most other popular makes. With twin S.U. carbs. for Ford 100E £22.10.0, 105E £35. Mini-Minor, A 7 £27.10.0, Triumph Herald inlet and exhaust (less carbs.) £17.10.

### WEBER TWIN CHOKE CARBURETTORS

40 DCOE type now from stock specially developed assemblies, with inlet pipes, control linkage and fuel pipe line for:  
Coventry Climax 1100 and 1220 - £57.10  
FORD 105E - £57.10  
" " with extractor exhaust manifold - £70  
"B" series BMC fitted with HRG cylinder head - £60

### LIGHT ALLOY CYLINDER HEAD KITS

For "A" series BMC - - - from £35  
For "B" series BMC - - - from £58.10  
For FORD 100E, O.H.I.V. conversion - - from £57.10  
For FORD 105E - - - £42.10  
For FORD CONSUL Mk. II, Raymond Mays, 90 B.H.P. £75  
For FORD ZEPHYR Mk. II, Raymond Mays, 130 B.H.P. £120

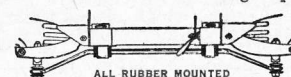
### For the Largest Stocks of Seasonal Gifts

Tuning kits for all "B" series BMC cars, Morgan Plus 4, Triumph TR, all Ford models and every popular make. Send stamp for list and performance figures, stating make.

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

### SCIENTIFICALLY DESIGNED ANTI-SWAY BARS

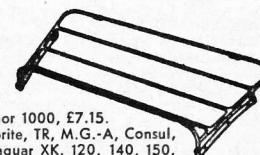
Give Maximum Control at High Speed



ALL RUBBER MOUNTED

For FORD 100E & 105E 75/-, A35, "1000", SPRITE, RILEY 1.5, WOLSELEY 1500, METROPOLITAN 97/6, MAGNETTE, WOLSELEY 15/50, FARINA models, £5.17.6. TR2 & 3, £6.5, carriage 5/-.

### CHROMIUM TUBULAR LUGGAGE CARRIERS



For Sprite, TR, Minor 1000, £7.15.  
Super model for Sprite, TR, M.G.-A, Consul, Zephyr, £9.15. Jaguar XK, 120, 140, 150, 3.4, Herald, Metropolitan, £10.10, and most other makes, bolt on and clamp on types, carriage passenger train, 7/6.

## EXPORT

USA - CANADA - EUROPEAN COUNTRIES

Any make of sports or racing car can be supplied, and export facilities arranged by:

DAVID BUXTON LIMITED

Telephone DERBY 40526/7/8

59 - 61 LONDON ROAD DERBY

FREDERICK SMERZ, THOMAS TROG and many other grindled gentlemen, including FILIP FURSHT have bought their SPYDER WOODRIM STEERING WHEELS for £4.15. money also RACEMASTER HELMET at unusual low price of £4.19.6 and both are gurgling ! ! ! ! ! ! ! ! ! !

### CIRCUIT MOTORS LTD.

101 HIGH RD., TOTTENHAM, LONDON, N.15  
Telephone: STAmford Hill 6500

## BASIL ROY LTD

Morgan Distributors—PERSONAL EXPORT FACILITIES  
AVAILABLE. NEW MODELS—IMMEDIATE DELIVERY

1960 Morgan 4/4. Competition model. Green with black upholstery, 7,000 miles. One owner ... £625

1954 Morgan Plus 4. Four-seater. White with green leather interior, fitted heater, full length tonneau cover, rad. blind. The sports car for the family ... £415

1958 Morgan 4/4. Two-seater. Red with black interior, fitted Aquaplane head, Buckler gears. A car for the specialist ... £475

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

USED MORGANS FROM 1950 URGENTLY REQUIRED

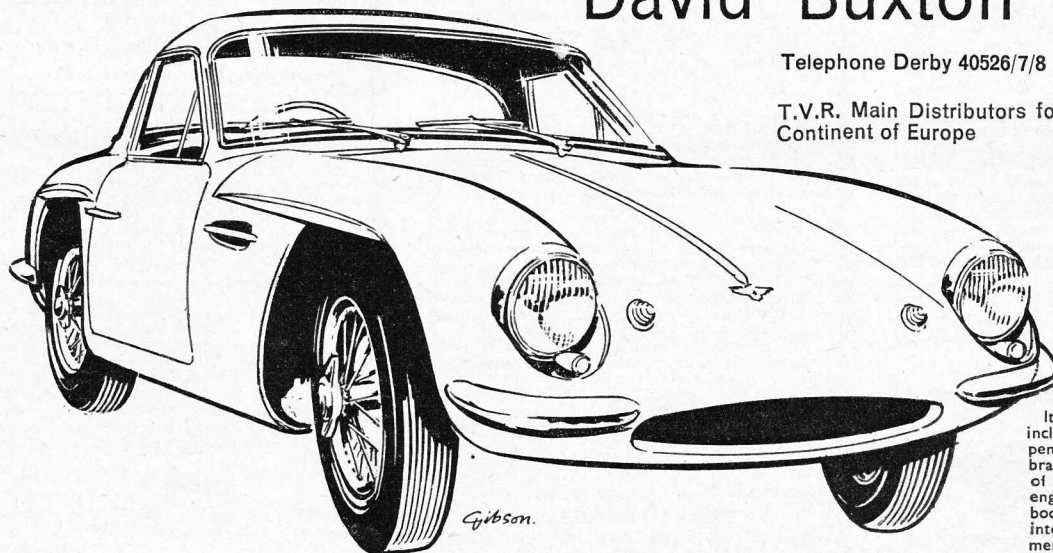
161 GT. PORTLAND ST., W.1 LAN. 7733/4/5

## David Buxton Limited

Telephone Derby 40526/7/8

T.V.R. Main Distributors for United Kingdom and Continent of Europe

THIS IS A  
MK. II T.V.R.  
COUPE



Its standard specifications include independent suspension, front wheel disc brakes, wire wheels, choice of Climax, M.G. or Ford engines, fibreglass coupe body with superb finish and interior trim, full instrumentation and fresh air interior heater. Its road-

holding and performance are antastic. Optional extras include all synchromesh close ratio gear box (available only from David Buxton Ltd), stage engine modification, and lightweight competition models can be supplied.

We can supply this amazing sports car in COMPONENT form absolutely complete for £745 (FORD), £880 (M.G.), £1,045 (CLIMAX). Factory built cars are also available at the current list price. We have in our showrooms a component show car and an M.G. engined demonstrator car. We also have available part exchange and deferred terms and—by special arrangement with an insurance house—comprehensive insurance for £24 per year.

We have this year supplied over 100 T.V.R.s to satisfied owners and feel sure that, considering its comprehensive specifications, the T.V.R. is without doubt, not only one of the finest sports cars available, but also excellent value for money. For further details write, call or 'phone, and overseas enquiries are invited to our EXPORT division at 60, London Road, Derby.

59 - 61 London Road Derby



## Classified Advertisements—continued

## MISCELLANEOUS

**A** BUYERS' Guide to beautifully tailored loose covers, together with 40 patterns and quotation, showing 50 per cent. saving on all models from £2 14s. per set for M.G., A.H. Sprite, etc., in genuine clan tartan, can be obtained free by sending or telephoning to S.C.S. (London), Ltd., A.S. Showroom, 52-56 Fitzroy Street, London, W.1. EUSton 7838-9.

**A** UTOSPORT No. 2 to date, *Motor Racing*, January, 1954, to date, all perfect. Offers.—Belton, 101 Dorking Road, Epsom.

**J. H. BARTLETT, LTD.**, have the following J. spares which must be sold: Aston Martin 1½-litre Mark I Le Mans head complete with carburettors and valves, Lagonda 2-litre cylinder head, connecting rods, etc., Lagonda Rapier spares, M.G. TC cylinder head, Magnette gearbox, dynamo, starter, etc.—27 Pembroke Villas, W.11. BAYswater 0523.

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

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

**T** RANSFER BOX for Elva Junior, complete with oil tank. Used twice only, approximately 50 miles. Offers.—J. R. Pearce, 61 Ashfurlong Crescent, Sutton Coldfield, Warks. Home, Sutton Coldfield 5967; office, Tipton 3361.

**W** ANTED.—F3 chassis with/without engine. For sale: Alta o.h.v. conversion, four-branch, twin SUS, etc., for Minor, £40.—Box 3802.

## PERSONAL

**C** LUB proprietor wishes to meet motor club organizer or club secretary with view to forming or amalgamation. Large club premises.—Court River Club, The Green, Hampton Court, Molesey 255.

**F** RENCH racing team needs fully experienced racing mechanic (bachelor), preferably with slight knowledge of French, definite experience of Lotus Junior and Elite. Full-time job available, if requested, outside the racing season with a Lotus distributor. Send personal details and photograph to Organization Inter-Auto-Course, c/o AUTOSPORT, PRIVATE H.P. and insurance facilities. Efficient service. SHEPherds Bush 5224-8866.

**W** ANTED.—Enthusiast to share large flat, £3 12s. per week covers food and rent. Cellar workshop.—Ring BALham 7634.

## RADIATORS AND FUEL TANKS

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

## RALLY EQUIPMENT

## MAPS FOR RALLIES

Consult Britain's Rally Map Specialists. Ordnance Survey and other maps of Great Britain and all foreign maps by return. Romers, Map Markers and Illuminators in stock.

## THE MAP HOUSE,

Rally Department,

67 St. James's Street, S.W.1.

HYDe Park 0586.

## MONTE MAPS

Get your complete set of "Michelin" Maps now! Glasgow starters ... £2 2s. 6d.  
Paris starters ... £2 17s. 6d.  
Monte Carlo starters ... £1 15s. 0d.  
Maps for other starting points available on request from:

## RALLY EQUIPMENT, LTD. (AS)

295 Edgware Road, Colindale, N.W.9.

COLindale 3633/3840.

**C** RYPTON Rev. Counters, 8,000 r.p.m., available by return of post. £13.—Standbridge Motors, Wallisdown Road, Bournemouth. Phone: Winton 1972.

**M** APS for your next rally? One-inch O.S. flat 3s. 6d., folded 4s. 6d., post free.—Rallykit, 12 Epsom Close, Bexleyheath, Kent.

**M** OTOQUIP of Kidderminster for your rally kit: chrome flexy-light 42s. 6d., p. and p. 1s. 6d. Helphos searchlight 69s. 6d., p. and p. 2s. Johnson rooflight £7 19s. 6d., p. and p. 2s. Blackwell calculator 14s. 6d., p. and p. 6d. Alloy gear knobs 12s. 6d., p. and p. 6d. Garford Romer 4s., p. and p. 3d. Navies-mate Romer 6s. Halda Speedpilot £19 19s., std., or £26 6s. Sports Special, p. and p. 4s. Poti map magnifier 49s. 6d., p. and p. 1s. 6d. Driving gloves 19s. 6d., 25s. and 37s. 6d. Plastic Reg. Nos. 8d. each, background 1s. 3d. Headlamp Stone-guards 20s. each, p. and p. 1s. 6d. Stamp for lists.—Motoquip, 88 Coventry Street, Kidderminster 5140. Open all day Saturday.

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

## SAFETY GLASS

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

## SHOCK ABSORBERS

**K** ONI shock absorbers for all cars, longer life. Adjustable for comfort. Standard equipment on Porsche, Ferrari, Frazer-Nash, etc.—Department 14, Postland Engineering & Trading Company, Ltd., Crowland, near Peterborough, Northants. Telephone: Crowland 316.

## SITUATIONS VACANT

**B** RACKNELL MOTORS require: First class Jaguar trained fitters for their expanding Jaguar workshop. High rates of pay, pension scheme, good conditions, BUT only top class men need apply to join this progressive and personally conducted business.—London Road, Bracknell, Berks. Phone 101-102-103. Ask for Mr. F. B. Birch.

## SITUATIONS WANTED

**E** NTHUSIASTIC young man, 25, wants to join racing concern in any interesting capacity, in London area.—Box 3806.

**G** RADJ.MECH.E., aged 25 and of good education, currently holding responsible and remunerative position in aircraft engineering, wishes to transfer his energies to world of motoring. Position sought must be connected with machinery designed for the driving enthusiast, and must offer wide horizons in return for loyalty and hard work. Advertiser has particular interest in chassis development work; also has first hand knowledge of U.S.A. sports car market. Salary considerations secondary to finding interesting and worthwhile post.—Box 3805.

**Y** OUNG MAN (18) requires post to learn about sports and racing machinery maintenance, etc. Connected with motor cars all life so far. Will travel anywhere.—Box 3796.

## SPARES &amp; ACCESSORIES

**A.C.** 2-LITRE engine, gearbox, back axle, Autos. Ltd., Molesey 255.

**A** USTIN, Fiat, Standard, Triumph spares sent c.o.d.—Premier Motors, 295 Lewisham High Street, S.E.13. LEE Green 1051.

**R** ADIOS (12v.), Philips transistor £12 10s.; Radiomobile £12 10s., TR2/3 rack, £5. B/bar, covers, Butler fog lamp, Lucas reversing lamp, sump-guard, set A35 overriders, 30s. each item. Pair spring mirrors, £1. All o.n.o.—Oatway, KINeston 4445 (day).

## STEERING PARTS

**K** INGPIN sets and track-rod ends for nearly all cars from stock at lowest cost. As used by leading racing car manufacturers.—Quotation from Automec, 328-330 St. Albans Road, Watford 21776.

## SUPERCHARGERS

**C** REAMER for Shorrocks Superchargers. Sales, service and tuning.—R. A. Creamer and Sons, Drayton Mews, Holland Street, Kensington. WEStern 1275.

**S** HORROCK Superchargers for Fords.—Full details from sole distributors: Allard Motor Co., 26 High Street, Clapham, London, S.W.4. MACaulay 3201.

Telephone

ARDwick 3015  
3470

## GO SPORTS FOR SPEEDWELL

Speedwell conversion equipment gives your car extra zest, improves performance and—most important—safety—plus motoring. We are fully qualified to carry out all Speedwell modifications. Speedwell serves all B.M.C. cars

## GO SPORTS TODAY

SPORTS MOTORS (Manchester) Ltd.  
126 Rusholme Road, All Saints  
Manchester 13

Telephone: ARDwick 3015 & 3470  
Also distributors for Lotus Elite, Lotus Seven  
and T.V.R. MK.II

## TUNING SERVICE

## GERRARDS CROSS MOTOR CO. LTD.

Specialists in High Performance Sports and  
Racing Cars.

High speed conversions carried out.

## OXFORD ROAD GARAGE

(opposite Bull Hotel),

## GERRARDS CROSS, BUCKS.

Tel.: Gerrards Cross 2478.

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

## WHEELS

**F.J.** ELECTRON WHEELS, 13 ins., 4J rim, six-stud fitting, ex stock.—M.P.M., Ltd., 13 West Hampstead Mews, N.W.6. MAIda Vale 1566.

## WANTED

**A** ERO SCREENS, oil cooler, rev. counter, 2½-litre supercharger.—Vine, Western Road, Ivybridge, Devon.

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

**C** OOPER-J.A.P. 500 c.c., complete with trailer. All letters answered.—30 Wansunt Road, Bexley, Kent.

**C** OOPER "500" wanted.—Phone Mike Herman, Ecurie Eclair, SWISS Cottage 4847, London.

**H** ARD TOP and Sliding Side Screens for XK 120.—Box 3801.

**P** EERLESS G.T. wanted privately, preferably low mileage, with overdrive.—PINner 9411.

**R** OWLAND SMITH'S the car buyers. Highest cash prices for all makes. Open all weekdays, including Saturday 9-8, Sundays (for inspection) 10-1.—Hampstead High Street (Hampstead Tube), N.W.3. HAMpstead 6041.

**W** ANTED lightweight radiator suitable 1100 Climax.—Warnell Motors, Ltd., Wood Street, London, E.17. COPpermill 3345.

**W** ANTED.—105E-Engined Formula Junior. Spot cash for good car.—Box 3803.

**W** IRE WHEELS and hubs for TR2. Outright or part exchange disc ditto.—Box 3800.

## NEW CARS FOR SALE

## AUSTIN-HEALEY

**N** EW SPRITE, choice colours, attractive part exchange allowance.—UPLands 7733.

## FORD

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

## GOGGOMOBIL

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

## JAGUAR

Available for your inspection the following Jaguar Models:—

**Mark IX**, automatic, indigo blue/Cotswold blue, power steering, disc brakes. Second choice: Imperial maroon/claret.

**3.4 Mark II**, overdrive model, colour maroon with maroon interior.

**XK150 Fixed Head, 3.8 "S" type**, overdrive.

These cars are in our showrooms now. Demonstrations without obligation.

## KAYS (DERBY), LIMITED,

Ashbourne Road, Derby.

Tel.: Derby 40681 (10 lines).

## RENAULT

**T** RY the amazing DAUPHINE. Gordon King Motors, Ltd., Renault Distributors, South London's Centre for Renault. Floride and Dauphine demonstrations without obligation. Most models in stock. Alexander twin carburettor conversions and Mangolesti manifolds supplied from stock.—Gordon King Motors, Ltd., Mitcham Lane, Streatham, S.W.16. STReamtham 3133-5.

## TRIUMPH

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



THE FIRST AND ONLY JAGUAR XK CENTRE  
OF GREAT BRITAIN

## FIELDS OF CRAWLEY

offer a selection of cars from their stock of used Sports and Performance cars, all cars having been tested and approved by Jack Fairman.

**1960 Series JAGUAR** 3.4 litre Mark II saloon. Finished in pearl grey with red upholstery. Fitted with overdrive, H.M.V. push button radio, badge bar, over mats, only 5,800 miles since new. Car cost originally well over £1,800. Now available at **£1,595**

**1960 Series JAGUAR** 2.4 litre Mark II saloon. Finished in Sherwood green with suede green upholstery. Fitted overdrive and whitewall tyres. **£1,445**

**1958 (December) JAGUAR** 3.4 saloon. Automatic transmission. Fitted with a number of extras, including leopard skin seat covers, radio, twin wing mirrors, nearly new Michelin 'X' tyres, rim bellishers, over mats. Finished in black with red upholstery. **£1,045**

**1958 JAGUAR Mark I** 2.4 litre saloon. Manual gearbox with overdrive. Fitted with disc brakes, finished in British Racing Green with suede green upholstery, and fitted with leopard skin seat covers. Engine tuned to Stage 1 specification. **£975**

**1958 JAGUAR XK.150** 3.4 litre engine. Fixed head coupe. Finished in Sherwood green with tan upholstery. Substantial saving at only **£925**

### SPECIAL OFFER

**1960 (May) JAGUAR XK.150** 3.8 litre 'S' type model. Fitted with roadster bodywork in Cornish grey with red upholstery. This car is fitted with a host of extras and has covered only 2,600 miles since it was first registered. There is a completely genuine reason for sale, and the car is spotless and unmarked. The car is not yet, by any means fully "run in" and anyone wishing to purchase such a car with a very substantial saving in price is invited to ask for a demonstration. We will gladly call anywhere in the country to demonstrate this car to a genuine enquirer.

New XK.150 and Mark IX models available for inspection in our showrooms.

**FIELDS ENGINEERING COMPANY  
(CRAWLEY) LIMITED**

*First in the Field with XK*

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

## AITCHISON-HOPTON (ENGINEERS) LTD WARWICK

LOTUS

T.V.R.

### OFFER

**1960 (May) T.V.R. Grantura** fitted with Stage II Climax 1220 c.c. engine. Finished in Chinese white with Inky Black interior, heater, etc. The car has covered only 3,500 miles in the hands of solicitor owner, who is selling owing to impending nuptials. Guaranteed unraced, etc., and in perfect order throughout. **£875**

**1958 TR3A.** Unmarked coachwork in B.R.G. Interior is red with two rear occasional seats. Fitted Mangletsi head and inlet manifold, giving exceptional fuel economy. Disc brakes, heater, screen washers, twin signpost lamps, Le Mans headlamps, anti-mist panel, luggage grid, 'X' tyres, new hood and new sliding s/screens. Perfect throughout. **£595**

**1958 M.G.A.** 1500 c.c. Sports. Finished in Chinese white with red interior. Fitted heater, luggage grid, spot lamp, adjust. steering, w/washers, new sliding s/screens, new tyres, etc. Excellent condition, genuine one lady owner. **£575**

**1956 (Oct.) Austin-Healey 100-4.** Finished in a delicate shade of Fog White, with red interior, the car is fitted with overdrive, heater, tonneau cover, wire wheels, new road speed tyres, etc., and with its rather inviting exhaust note would make an ideal Christmas present for debutante or similar. First class condition. **£510**

AS DISTRIBUTORS FOR T.V.R., WARWICK, LOTUS we can offer immediate or early delivery on all models. Our demonstrators are available by appointment anywhere in the country. Export facilities are also available. Exchanges are welcomed, and we would be pleased to arrange hire purchase and insurance.

**16 CANAL SIDE  
SELLER STREET, CHESTER**

Telephone: CHESTER 26100

## COLIN MURRAY LIMITED

Sole

IMPORTERS & CONCESSIONAIRES

FOR THE NEW

# Maserati

3500 G.T.



**BEACH ROAD  
FLEETWOOD  
LANCASHIRE**

TEL: 2752

## WEYBRIDGE automobiles

**1959 AUSTIN-HEALEY SPRITE.** Maroon. Red interior. Fitted hard and soft tops. Tonneau cover, special side screens, wheel discs, heater and wing mirrors. One owner. Immaculate. **£575**

**1957 JAGUAR 3.4 AUTOMATIC SALOON.** A really immaculate specimen which has obviously been most carefully used. Fitted radio, heater, etc. **£1,075**

**1957 VOLKSWAGEN DE LUXE SALOON.** Silver grey with red interior. Fitted heater, screen washers, etc. One owner. In excellent condition throughout. **£495**

**Fleet Owners.**—You can contract hire your cars and release working capital

**WEYBRIDGE AUTOMOBILES, LTD.,**  
Queen's Road, Weybridge.  
Phone: Weybridge 2233, Ext. 19.

**WANT  
EASIER  
GEAR  
CHANGING?**

**WESTON**

GEAR LEVER  
EXTENSION

- Easy to fit to all modern cars with centre gear change—just screws on!
- Gives easier, smoother gear change.
- Approved and used by thousands of motorists.

From HALFORDS, GARAGES,  
OR SEND P.O. FOR 8/9 (state  
make of car) DIRECT TO  
WESTON'S (A.S.),  
FOULRIDGE,  
LANCS.

COSTS ONLY

**8/9**

BY RETURN POST



For a slicker-than-ever  
**GEAR CHANGE**  
FIT A WESTON

**GEAR LEVER KNOB**

Polished light alloy, scientifically designed to fit your hand. A craftsman-made job, easy to fit, just screws on.

FROM HALFORDS, GARAGES, OR BY RETURN POST  
From WESTON'S (A.S.), FOULRIDGE, LANCS.

12/6

**GEAR LEVER KNOB/  
GEAR-LEVER EXTENSION**

Name.....

Address.....

MAKE OF CAR..... (A.S.)

# AXGS = 52 x MC

*puzzled?*

HERE'S THE ANSWER  
IN SIMPLE TERMS

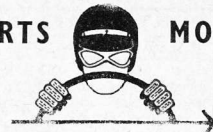
*an AUTOSPORT Christmas  
Gift Subscription means 52  
Merry Christmases a year*

A formula to solve your Christmas gift problem—a gift that is sure to please. You will find a convenient order form in this issue, fill it in and hand to your newsagent—or post to us direct. We will send a tasteful gift card before Christmas, hand signed in your name.

**ORDER NOW**

(and if you wish—pay in Jan.)

**SPORTS MOTORS**



Main distributors for

**LOTUS ELITE · LOTUS SEVEN  
T.V.R. GRANTURA COUPE**

*Immediately available from stock in  
kit form or complete.*

### SPECIAL OFFERS

- 1960 Lotus Formula Junior, very little used excellent order. Without engine **£900**
- 1960 Lotus Elite Blue, 7500 miles. Full Stage II engine immac. **£1450**
- 1960 Mini Minor Full Downton F.J. mods. Elec. rev. counter, roll bar, manifold, loud horns, special dashboard, wood rim wheel etc. etc. **£625 o.n.o.**
- 1960 Austin 7, Blue, 8000 miles, Downton head, Supertone silencer. **£470**

**GO SPORTS TODAY**

**SPORTS MOTORS (Manchester) LTD.**  
126, Rusholme Road, All Saints, Manchester, 13  
Telephone: ARDwick 3015 & 3470





repairs  
sales  
**MG enthusiasts!**  
spares\*  
service

### MILL GARAGE

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

\*prompt C.O.D.  
service



### BORDER REIVERS offer for sale their famous ASTON MARTIN DBR1/300

Completely rebuilt as new by factory regardless of expense since gaining Third place at Le Mans in 1960 and only one 20 mile race since. Complete with pneumatic built-in jacks and vast quantity of spares (including: gear-box/differential unit and full range alternative ratios). Full current F.I.A. Appendix "C" 3-litre specification. Driven previously by Moss, Brabham, Brooks, Salvadori and Clark. Only five of these cars were built and this is a unique opportunity to purchase a famous car with a history of distinction which will still hold its own in International events.

No reasonable offer refused

Full particulars from:  
**The Cottage, Chirnside,  
Duns, Berwickshire**

Telephone:  
**Chirnside 351**

SOLELY M.G. CARS — SALES AND SERVICE



Hounslow  
2238 & 3456

OFFICIAL



STOCKISTS

### TOULMIN MOTORS FOR YOUR M.G.

**SALES**  
**SPARES**  
**REPAIRS**

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

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

## THE BOOK OF THE YEAR

### The 1960/61 Edition of **HIGH PERFORMANCE CARS**

EDITED BY GREGOR GRANT & JOHN BOLSTER

**80 Pages Containing**

★ Numerous Road Test Reports ★ Feature articles  
by Gregor Grant, John Bolster, John Cooper, etc., etc.  
★ Over 150 Photographs ★ Many technical  
illustrations and cutaway drawings by Theo Page

**Outstanding Value at 4/6d. (5/3d. by post)**

**AN AUTOSPORT PUBLICATION • 159 PRAED STREET • LONDON • W.2**

### HIGH PERFORMANCE CARS 1960-61



**Stirling Moss out front,  
in the Aintree '200'—**

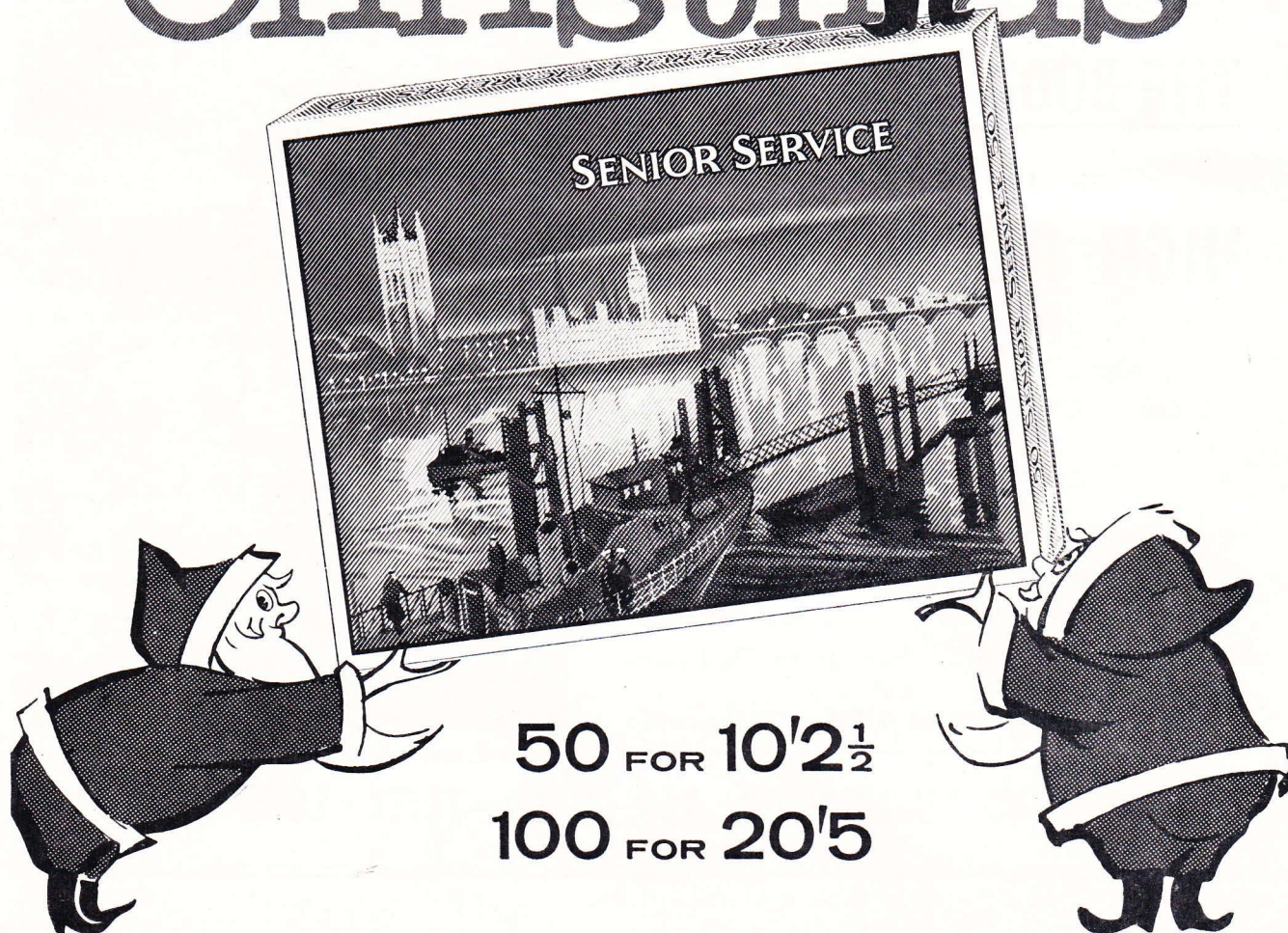
and BP tested last year. Stirling Moss  
drove Mr. R. W. C. Walker's Porsche  
coupe at the 1960 Aintree 200 on BP  
fuel and BP tested, Magnette, on  
average 2000 revs per min. at 1500  
mph and 1000 revs per min.

an AUTOSPORT publication price four shillings and sixpence

**Order your copy from your Newsagent or Bookseller now**



# Post Senior Service Early for Christmas



50 FOR 10'2 $\frac{1}{2}$   
100 FOR 20'5