

35¢

DECEMBER 23, 1960

AUTOSPORT

1/6

EVERY FRIDAY
Vol. 21 No. 26

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN GOTT'S SEASONAL SURVEY OF INTERNATIONAL RALLIES
 MOSS AND BRABHAM DEAD-HEAT AT INUAGA : R.A.C. TRIALS CHAMPIONSHIP

SUNBEAM ◀ SUCCESSIONS 1960

Sunbeam holds a brilliant record of consistent successes in international motoring events. Some of the major awards in 1960 are shown here.

MONTE CARLO RALLY 1st British car for third year in succession, also 1st and 2nd — 1,300-2,000 c.c. Production Touring Cars: 1st 1,300-2,000 c.c. Grand Touring Cars.

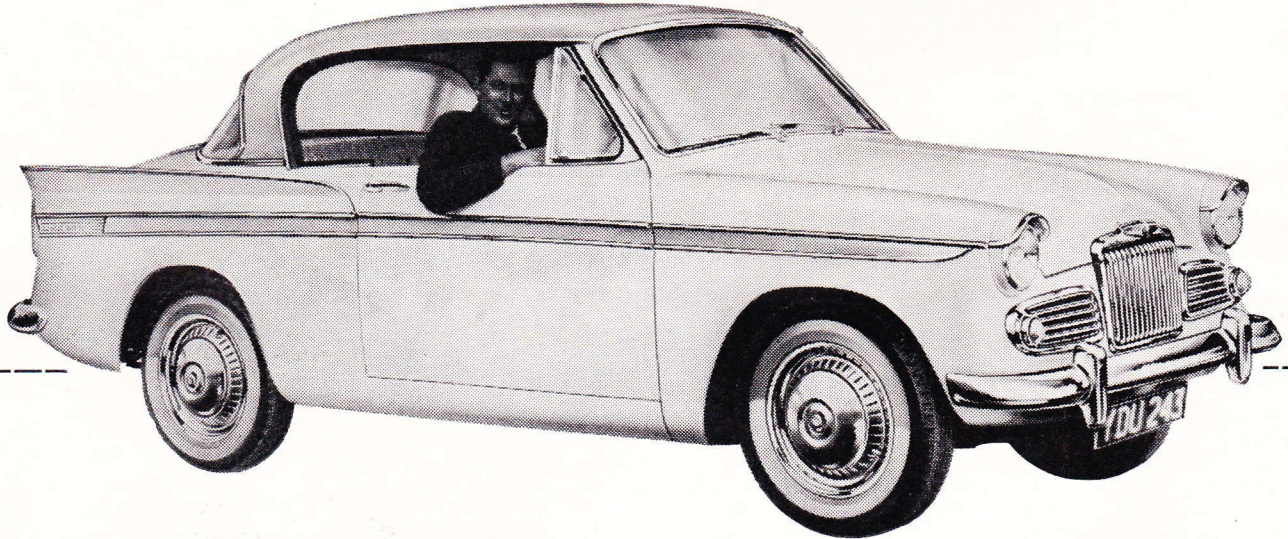
CIRCUIT OF IRELAND International Rally 1st and 2nd over 1,300 c.c. Series Production Touring Cars.

ALPINE RALLY 1st, 2nd, 3rd — 1,300-1,600 c.c. Improved Series Production Cars.

ACROPOLIS RALLY 1st and 2nd — 1,300-1,600 c.c. Standard Production Car Class, also 3rd and 4th in General Classification (highest placed British Cars).

R.A.C. BRITISH GRAND PRIX MEETING, International Production Touring Car Race 1st — 1,000-1,600 c.c., also new class lap record.

UNITED STATES GRAND PRIX MEETING, Riverside International Compact Car Race 1st — up to 1,600 c.c. class.



“IT PAYS TO BUY A WINNER”

Says **JACK BRABHAM** World Champion Racing Driver 1959 and 1960

SUNBEAM RAPIER £695 (plus PT £290.14.2) • SUNBEAM ALPINE £695 (plus PT £290.14.2)



By Appointment
to Her Majesty The Queen
Motor Vehicle Manufacturers
Rootes Motors Limited

ROOTES MOTORS LTD

Sunbeam-Talbot Limited, Coventry. London Showrooms and Export Div. Rootes Limited, Devonshire House, Piccadilly, London, W.1

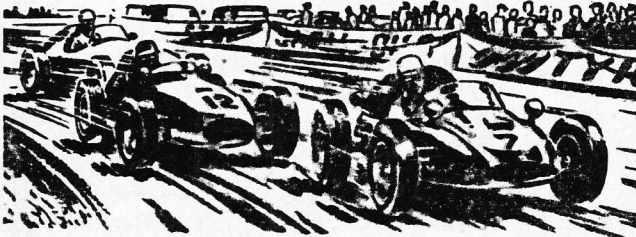
59/61 London Road, Derby

David Buxton Limited

DERBY 40526/7/8

*Have pleasure in announcing our appointment as distributors for the new***WARWICK G.T.****2-LITRE**

The attractive specification of this car includes De Dion rear suspension, disc brakes, overdrive, heater, screen washers and is the only genuine **FOUR SEATER** sports car available. It is no secret that this car owes its origin to the Peerless which itself was a most successful G.T. car. We are convinced however that the greatly improved finish and attention to detail built into this car offer far better performance and excellent value for those who require real sports car performance without the restriction of two seats. Demonstration car available, part exchanges transacted and insurance from £35 for Comprehensive cover.

**YULETIDE MEETING**

including

Silver City Cup for Formula Libre

and

John Davy Championship for Junior Formula

The track is two miles south of Farningham on the London-Maidstone Road (A20); by Green Line Bus 703 from Victoria. Special Service Swanley Station (Southern Region) to circuit.

ADMISSION - - 5/-
CHILDREN - - - 2/-
CAR PARK - - 5/-
M.CYCLES - 3/- & 2/6
GRANDSTAND
 (including admission) 17/6
CHILDREN - - - 7/-

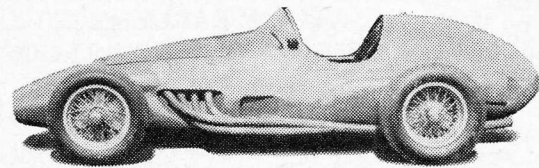
**BRANDS
HATCH**

A20 ROUTE

Nr. FARNINGHAM, KENT

BOXING DAY**12.30 p.m.**

(Practice 9 a.m.)

**FOR SALE****FERRARI Type 107**

**4 CYLINDER 2498 C.C. TWIN PLUG HEAD.
 RUNNING ON PETROL. ALCOHOL
 PISTONS AVAILABLE. 4 SPARE WHEELS.
 TOOLS. ALTERNATIVE AXLE RATIOS.**

This is the actual car in which Trintignant won the 1955 Monaco Grand Prix. It was then raced by the Marquis de Portago, rebuilt by Ferrari, and purchased by The Donald Healey Motor Company. It has never been raced since in its present form. The car has been resprayed in Ferrari red and is in immaculate condition. Apply . . .

**THE DONALD HEALEY MOTOR CO. LTD.
 THE CAPE · WARWICK
 Tel: Warwick 676/7/8**

ALFA ROMEO GIULIETTA SPECIALE**ACTUAL EARLS COURT SHOW CAR.****ONLY ONE OWNER. Registered 18-11-59.****ALFA RED. 14,000 KILOMETRES. LOOSE COVERS.****COST £3,300. 5 Speed Synchro Gear Box.****ROAD TESTED BY GREGOR GRANT Autosport 25-3-60.****PRICE £2,700. Part Exchange.****BOLTON OF LEEDS LTD.****120 ALBION ST. LEEDS 1 Tel: 36036.**

Another year of success for

JAGUAR

Private Owners

LYON-CHARBONNIERES RALLY
TOURING CAR CATEGORY (CLASS 4)

1st 3.4 litre saloon
(*R. Gentilini—P. Justamond*)

TULIP RALLY
GRAND TOURING CAR CATEGORY
(3,000-4,000 cc CLASS)

1st 3.4 litre XK150s
(*E. J. Haddon—C. H. Vivian*)

NORMAL SERIES TOURING CAR
CATEGORY (2,500-4,000 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*G. H. F. Parkes—G. W. Howarth*)

IMPROVED SERIES TOURING CAR
CATEGORY (1,600-4,000 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*J. P. Boardman—J. W. Whitworth*)

B.R.D.C. TROPHY MEETING
(Silverstone)
PRODUCTION TOURING CAR RACE
(OVER 3,000 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*R. Salvadori*)

ACROPOLIS RALLY
TOURING CAR CATEGORY
(OVER 2,500 cc CLASS)

1st 3.4 litre Saloon
(*Von Westerholt—Dr. Kuehling*)

TOUR DE FRANCE
TOURING CAR CATEGORY

1st 3.8 litre Mk. 2 Saloon
(*B. Consten—J. Renel*)

R.A.C. INTERNATIONAL RALLY—TOURING CAR CATEGORY (OVER 2,500 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*P. J. Berry—J. Sears*)

ALPINE RALLY
TOURING CAR CATEGORY

1st 3.8 litre Mk. 2 Saloon
(*J. Behra—R. Richard*)

TOURING CAR CATEGORY
(OVER 2,000 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*J. Behra—R. Richard*)

ALPINE CUPS won by
J. Behra—R. Richard and G. H. F. Parkes—G. W. Howarth
(3.8 litre Mk. 2 Saloons)

BRITISH GRAND PRIX MEETING

(Silverstone)
TOURING CAR RACE
(OVER 3,000 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*C. Chapman*)

INTERNATIONAL MEETING
(Brands Hatch)
FARNINGHAM TROPHY RACE
(OVER 1,600 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*J. Sears*)

B.R.S.C.C. INTERNATIONAL MEETING
(Snetterton)
TOURING CAR RACE
(OVER 1,600 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*Sir G. Baillie*)

UNITED STATES GRAND PRIX MEETING
(Riverside)
INTERNATIONAL COMPACT CAR RACE
(OVER 1,600 cc CLASS)

1st 3.8 litre Mk. 2 Saloon
(*W. Hansgen*)

Jaguar Cars Ltd. are gratified at the confidence placed in their products by the many private owners throughout the world who have successfully competed in motoring events of every description during the past year



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 26

December 23, 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	860
John Bolster's Christmas Road Test—The Red Bug	861
Seasonal Survey (No. 1)—The International Rallies	863
The Hagley and D.L.C.C. Ken Wharton Memorial Trophy Driving Test Meeting	871
Nassau Speed Week	872
Brabham and Moss Dead-heat!	874
The R.A.C. Trials Championship	879
Club News	881
News and Notes	882

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

Editorial and General Office PADDington 7673
Advertising Department PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

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

Direct from the Publishers or all Newsagents

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

EDITORIAL

GRAND PRIX AND INTER-CONTINENTAL

IT appears evident that Grand Prix entrants, whilst supporting the new 1,500 c.c. formula, are keeping a watchful eye on the possibilities of the Inter-Continental category. Race promoters have, so far, adopted a "sitting on the fence" attitude, and the majority will reserve judgment till one or two 1½-litre races have been run. They wish to see how the general public reacts to small-capacity racing, and will doubtless take careful note of the opening Inter-Continental event, planned for Snetterton on 25th March, 1961. Vanwall, Cooper-Climax, B.R.M., Scarab and Ferrari could still provide top-class racing in the bigger class, whilst there is news of at least a couple of 3-litre "Inter-Continentials" being made ready for 1961. As regards Great Britain's chances in the 1,500 c.c. formula, Coventry Climax, Ltd., are optimistic that the new engines, when ready, will be more than a match for anything that may come from overseas. None will underrate the opposition, particularly Ferrari's V-6 and the new "flat-eight" Porsche.

COVENTRY CLIMAX

MOTOR racing has brought fame to Coventry Climax: their technicians have proved the ability to design and build superb engines. It seems odd that none of the big car manufacturers have arranged to build these power units under licence, to fit in high-performance vehicles intended mainly for the export market. Jack Brabham's Herald-Climax shows what could be done in this field, whilst the Lotus Elite has already established itself in the G.T. category. Surely the very considerable technical "know-how" possessed by Coventry Climax would be of tremendous advantage to the "quantity producers", who, instead of spending thousands of pounds on development work, have a ready-made component available. What is more important is that the name "Climax" has become one of the most saleable commodities this country has to offer.

SALOON CAR RACING

HEADED by Jeff Uren (chairman) and George "Doc" Shepherd (deputy chairman), a committee was recently formed of British International Saloon Car Racing Drivers, to present competitors' views to clubs, promoters, trade and the R.A.C. First request is that all races should be run to Appendix J, Group 3, with cars modified in accordance with Article 273B. The R.A.C. and the S.M.M. and T. were also approached to organize a National Championship. Chief attraction of racing to the suggested category is that fairly low-priced British-built saloon cars would be able to compete on level terms with expensive Continental products, which are eligible to run on the "1,000-built" basis. It should also lead to faster and closer racing.

OUR COVER PICTURE

INTERNATIONAL RALLYING is the subject of the main feature in this week's issue, and to set the scene we show Anne Hall on her way to victory with Val Domleo in the Coupe des Dames of the R.A.C. Rally. Here they cross a hump-back bridge on the Tomintoul-Braemar section.

PIT and PADDOCK

The Editor and
Staff of
AUTOSPORT
take this seasonal
opportunity of
wishing all readers
and contributors
a Merry Christmas
and a Happy and
Prosperous New Year

HAWTHORN TROPHY FOR BRABHAM

ON 15th December, World Champion Jack Brabham became the first recipient of the Hawthorn Memorial Trophy, which was presented by Sir William Lyons, chairman of Jaguar Cars, Ltd., at a dinner held in the R.A.C. Brabham was also presented with the World Drivers' Championship Cup, by Comte H. de Liedekerke Beaufort, president of the F.I.A., who also handed over the 1960 Constructors' Trophy to John Cooper.

Amongst a distinguished gathering were Earl Howe, C. M. Vignoles, Marquess Camden, the Earl of Gosford, the Hon. Gerald Lascelles, G. A. Vandervell, Mrs. L. Hawthorn, W. Samengo Turner, F. Samengo Turner, R. Gibson-Jarvie, Sir Cyril Birtchnell, several prominent drivers including Innes Ireland, Roy Salvadori, Tony Brooks, Henry Taylor, Jack Fairman, Graham Hill, Bruce McLaren and Cliff Allison, in addition to trade, press and motor sporting personalities. In the chair was Wilfrid Andrews.

JOHN SPRINZEL and his partner Paul Hawkins have bought a Mini-Minor which we can expect to see around the circuits next year in a very advanced state of tune and wearing a Weber carburetter. Paul, who is responsible for the mechanical side of John Sprinzel, Ltd., has already achieved some remarkable results with rally prepared Minis.

WE regret that owing to extreme pressure on our space, Part V of Rodney Walkerley's article, "The Seven Year Formula", has had to be held over for a future issue.

THAT popular sportsman Maurice Trintignant has been created a Chevalier of the Legion of Honour for his services to France in motor racing.

TO Mr. and Mrs. Boris (Bob) Said, a daughter, Lisa Sonia, at Miami, Florida, on 8th November.

RACE TACTICS are being explained to a fascinated June Wilkinson (Miss Corvette) by Innes Ireland and Roy Salvadori at Riverside recently.

★

BELOW: New B.R.M. works driver? June Wilkinson having no doubt been well briefed by Roy and Innes, looks as if she's all set for her drive.



MODERN MOTORING DIARY for 1961 contains much valuable information in addition to coloured road maps. Obtainable from W. H. Smith & Sons, Ltd., or from H. O. Quinn, Ltd., 151 Fleet Street, London, E.C.4, it costs 6s. and 10s. 6d. (pigskin).

IN view of combining racing and production it has been decided that for the time being no Heron Formula Junior cars will be produced for sale. Three cars will be built by designer L. Redmond at the works of S. J. Diggory Motors, Ltd., Rhostyllen, Wrexham, and these cars will run as a works team for this concern.

Drivers' contracts have been signed by Chris Meek and John Hine. S. J. Diggory Motors, Ltd., wish to make it quite clear that they are entirely alone in this venture and have no connection with any other company.

MOTOR racing was well presented by B.B.C. Television at the annual Sportsview Personality of the Year, televised on 14th December. Featured were Jack Brabham, John Surtees, Geoff Duke, John Cooper and the Cooper mechanics. The last-named were presented with the new TV Team Award. A superbly organized programme had Peter Dimmock in charge.

IF things go according to plan, Tony Vandervell will be a serious competitor in 1961 International racing with a new type of Vanwall.

STRONG competition for power supremacy in Formula Junior will be coming from the Holby 105E engines tuned by John Read of Holby Sports Cars, who claims 91 b.h.p. from an experimental unit. The production versions are reputed to be giving a net 87 b.h.p. and several Formula Junior manufacturers are interested.

MME CLAUDINE VANSON has been declared Ladies' Rally Champion of France. This year she has been placed in the Rallies of Cevennes, Violettes, Armagnac in France and in the Austrian, Polish, Swedish, German and Liège-Rome-Liège International rallies. She drove a Citroën ID.19 throughout the year.

M. AND MME CLAUDE-MARIE HAARDT gave a cocktail party at the Wesbury Hotel, on 13th December, to mark M. Haardt's departure to become chief of Regie Renault, France. His successor in Great Britain is M. Jean Ordner.

HARRY FIRTH (Singer Gazelle) won the recent 850-mile Australian Alpine Rally while second place in the general classification went to Trevor Stanley (Hillman Minx). The event was run non-stop over rough mountainous roads in Victoria. During the past three weeks Rootes Group cars have scored successes in four continents. Other wins have been outright victory in the Vaal Gold Cup (South Africa) and class wins in the International Compact Car Race (U.S.A.), and the Vi Autumn Cup Rally (Greece).

THE Yeoman Credit racing team has entered two cars for the New Zealand International Grand Prix. One car will be driven by Roy Salvadori, and the other by Joakim Bonnier.

CLIFF ALLISON FOR B.R.P. LATEST signing by the British Racing Partnership is ex-Ferrari driver Cliff Allison, who with Henry Taylor will form the Grand Prix entry for 1961. Reserve driver will be Mike McKee, who will also drive in the sports-racing team, and probably in G.T. with a Lotus Elite. Stirling Moss will also be available for the sports car team, which is being equipped with 2½-litre Lotus "Monte Carlos". Lotus-Climax will be used in the Grands Prix.

FRANKLIN D. ROOSEVELT has formed a new corporation to handle Jaguars in the Washington area and six states.



JOHN BOLSTER'S CHRISTMAS ROAD TEST

The Red Bug

THERE'S too much officialdom and red tape about motoring! Can you imagine how much fun it would be to burn your driving licence, tear up your insurance policy, and tell the county council what to do with their tax? Who cares about number plates, driving mirrors, road springs, or an audible warning of approach? If you want to go motoring without any of these unnecessary annoyances, the Red Bug is your car.

Needless to say, the laws of England are not yet sufficiently enlightened to permit such carefree capers, but there's a very good alternative. You buy a cheap day return ticket at Lydd, and a quarter of an hour later you are hiring your Red Bug at Le Touquet. The French, who have even more motoring regulations than the British, take the entirely logical view that they don't apply to Red Bugs. All of which brings us to the inevitable query—what is a Red Bug?

It was to settle this very question that I drove to Lydd one morning. Theo Page had come along to take pictures, and my son Bill had found out about half fares for the young. At Le Touquet, in the Rue St. Louis, the Bar de l'Amirauté is a motoring centre known to most of us. Just at the bottom of this street is a garage which is literally full of Red Bugs. You can hire them for as long as you wish, and the charges are quite moderate. (There is also a deposit of about £1 in case you forget to bring the thing back!)

The Red Bug is a small, rear-engined car. It originated in the U.S.A. many years ago, but replicas are now built in France. Although there are no springs,

SPEED in every line: The lithe low powerful-looking Red Bug, while it could scarcely be described as "poetry in motion" might suggest a doubtful limerick, while parked.

the chassis is made of thin slats of ash which confer some flexibility. The back wheels, which carry most of the weight, have pneumatic tyres, but the front wheels of different cars vary, some of them being fitted with solid rubber tyres. Again, there is a variation in the number of mudguards carried, according to the severity of the accidents that have been sustained, and for the same reason the wheels are not necessarily round. The steering is direct, as is *de rigueur* among go-karts.

The motive power of the Red Bug is electric. Two large car batteries supply 12 volts to the motor, which drives the right rear wheel through a reduction gear of about 3 to 1. A pedal for the right foot operates the switch, and there is a

PILOTE INTREPID: Bill Bolster hurtles down the straight at a speed approaching 8 m.p.h.! The standing quarter-mile was achieved in 118.4 secs. and several pedestrians were passed en route.

half-speed position of the control for making a gentle start. On the left, another pedal applies a single brake in a drum on the left rear wheel, the brake rod being of wood. The emergency brake is very powerful, for it consists of the driver's foot pressed hard against the road.

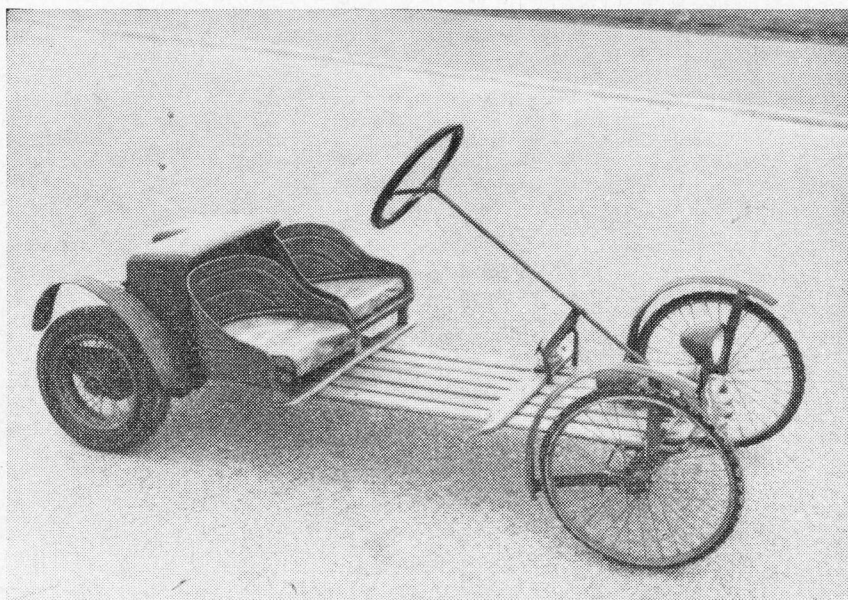
No weather protection of any kind is fitted, the only coachwork consisting of two bucket seats. Lights and electric horns were originally present, but these are now disconnected, probably for safety reasons. The box over the batteries is the only non-essential refinement of this basic motor-car.

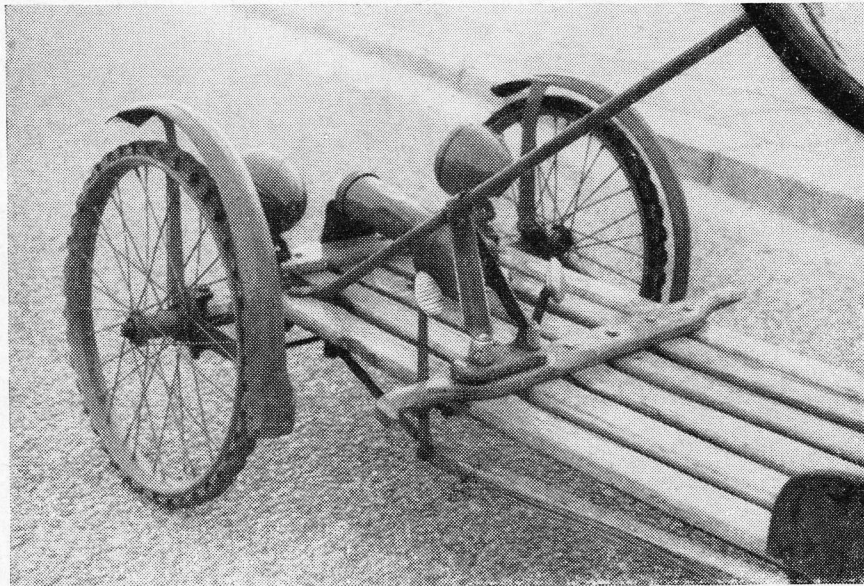
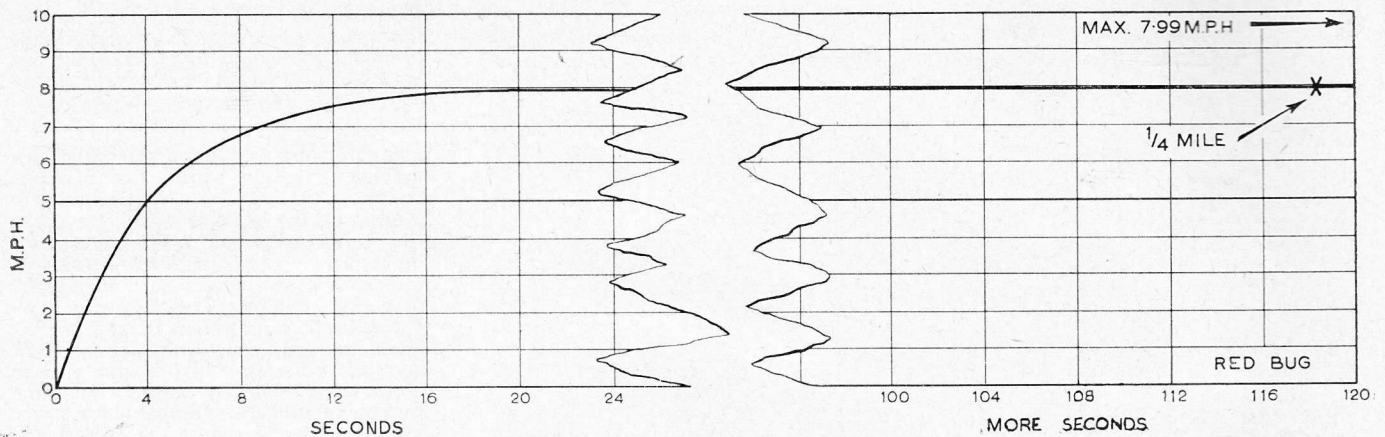
Well, let's get on with the road test. On taking one's seat in the Red Bug, one is impressed with the well-arranged location of the controls. The emergency brake is particularly convenient, the road surface being strategically placed for a sudden jab with the left foot. The all-round visibility is superb.

On moving off, it is at once apparent that the acceleration is something out of the ordinary, the little car attaining a speed of 5 m.p.h. in just 4 seconds. Above this velocity the performance naturally tails off somewhat, but pedestrians are quite rapidly overtaken. The standing quarter-mile may be achieved in 118.4 seconds and the ultimate maximum speed approaches 8 m.p.h. These are the best figures ever recorded in an AUTOSPORT road test for a 12-volt car, and the machine remains entirely steady even when attaining its terminal velocity.

The steering lock is worthy of note, the Red Bug being easily capable of turning round in an ordinary street. If it happens to be a one-way street, of course, even a French policeman may cut up rough, but he will probably just say *formidable* or *merde alors*, because he knows you haven't got a licence, anyway. The correct reply is *mort aux vaches!* If the *flic* catches you after that, you will go inside for a week or so.

My schoolboy son was by no means





the youngest driver at Le Touquet, and these junior conductors handled their vehicles quite nonchalantly among the normal traffic. What a contrast to our week-end clots on the Brighton road!

The choice of electric propulsion for the Red Bug is a sound one, for the very small internal combustion engine is always noisy and may be temperamental about starting. I do not know the maximum range of a Red Bug on one charge, but they are certainly capable of a full day of intermittent use. Naturally, one visits the odd bar and restaurant, plus the usual seaside attractions, and the Red Bug is always ready to set off for the next port of call. The faint hum of the gears and the furious shouts of the *gendarmes* are the only sounds that are audible.

During our road test of these splendid little machines, Raymond Baxter appeared on the scene. In a stirring race through the streets of Le Touquet, Raymond overtook me, but I subsequently found that he was holding on to a passing motor-cycle. How much of a rotter can one be!

There are some appreciable gradients in the town, but the electric motors seem

POWER for this bolide is supplied by two large car batteries which drive a back wheel through an electric motor. The Red Bug has, incidentally, two-pedal control amongst its many refinements.

to produce more power the slower they go, and though the speed may be reduced below walking pace the climb is always sure. A restart on a considerable hill may cause the front wheels to skid to the left, due to the drive being on only the right rear wheel, but once again a

SUSPENSION? None. Although there are no springs the thin slats of ash confer some flexibility so it is inadvisable to poke your finger between them.

prod with the left foot on the road suffices; this also comprises the reverse gear.

The Red Bug may have no pretensions to performance but it is certainly a sports car. After Easter, when the Le Touquet season starts, everybody who goes to France should try this novel form of motoring. Above all, it is a splendid chance for the younger generation to learn some road sense and a sterling opportunity for disqualified drivers to keep in practice!

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Red Bug super-sports two-seater.

Engine: Two six-volt 90/105 ampere hour batteries and electric motor, $\frac{1}{4}$ b.h.p. at 1,000 r.p.m. (approx.).

Transmission: Spur gears, ratio 3 to 1, driving right rear wheel.

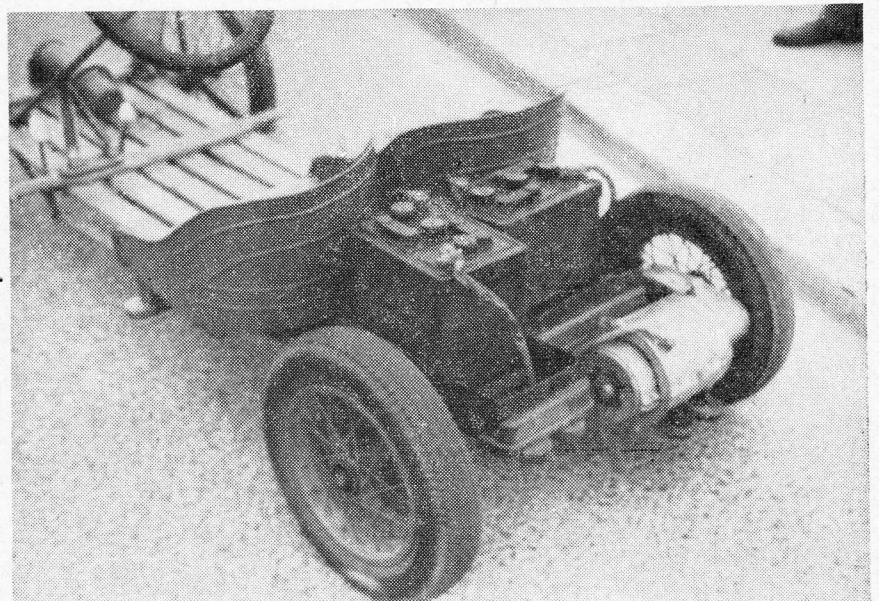
Chassis: Six wooden slats $2\frac{1}{2}$ ins. x $\frac{1}{4}$ in. Direct steering, four wheels, with pneumatic tyres at rear. Left foot brake on one rear wheel.

Equipment: None.

Dimensions: Wheelbase 5 ft 6 ins. Track 2 ft. 10 ins. Overall length 7 ft. 2 ins. Width 3 ft. 3 ins. Weight 150 lbs.

Performance: Maximum speed 7.99 m.p.h. Standing quarter-mile 118.4 secs. Acceleration 0-5 m.p.h. 4 secs.

Fuel Consumption: Battery recharged every night.





Seasonal Survey

No. 1: International Rallies in the European Championship

NINETEEN-SIXTY will see no new names upon the Championship Roll as this year's winners have figured thereon before. Germany's Walter Schock and Rolf Moll won in 1956, again driving Mercedes, and Britain's Pat Moss/Ann Wisdom, again driving B.M.C. cars, won in 1958. Both crews made an excellent start to the season and halfway through it looked almost uncatchable. However, René Trautmann of France and Ewy Rosqvist of Sweden, the reigning lady co-Champion, then put in such determined spurts that the Championships eventually depended upon the last Championship rally of the year, the R.A.C. Rally. By immediately retiring once they had heard that Trautmann had crashed, the German crew made it all too clear that they were not so much interested in rally-driving as in the title, whilst the Swedish girl's challenge faded out when she got off course in the run from Scotland to Brands Hatch. The 1960 Championships therefore finally ended up with a fairly substantial lead over their runners-up, Pat Moss/Ann Wisdom indeed having scored the maximum possible points.

The tremendous public interest in rallying has encouraged most of the large manufacturers to enter "works" teams in the classic events. Their preparation, planning and "support" generally is of a standard which puts some G.P. teams to shame and it is not therefore surprising that all the Championship rallies were won by either "works" or factory supported cars, the successful "marques" being SAAB, Mercedes-Benz, Alfa Romeo, Austin-Healey, Citroën and Volvo. Taking the long view, this factory interest in rallies is an excellent thing, for it ensures that production cars are submitted to the most searching of all tests, *i.e.*, competition, where weak-

nesses are quickly shown up so that they can be as quickly rectified in the production line. Some "works" teams are even accompanied by personnel from the design and development departments, who can thereby assess "in the field" the stresses to which the cars are exposed.

BY JOHN GOTT

With ever-increasing traffic on most of Europe's highways and consequently with ever-growing Governmental restrictions, rally organizers found it ever more difficult in 1960 to sort out a winner "on the road". Indeed, owing to this sort of restriction, the Sestriere and the Portuguese rallies were cancelled, the former a few hours before the crews were due to start.

The common classic rally organizational pattern of 1960 was therefore one of a series of liaison sections run at a slow average speed, usually around 50 k.p.h., interspersed with a number of special stages and/or tests on hill-climbs and circuits; the difficulty and number of these depended largely upon whether the rally was run by night or by day, the nature of the country and amount of money the clubs could spend, for closing public roads on the Continent is not difficult if a club has financial backing.

The special stages and tests were

AUTHOR on the Col de Larche in the Liège-Rome-Liège Rally. The Austin-Healeys of the B.M.C. "Works" team had a terrific season, highlight of which was the Pat Moss/Ann Wisdom outright win of the Liège-Rome-Liège.

usually handicapped on a class or category basis, Belgium's Liège-Rome-Liège remaining unique in being virtually a "scratch" race, at an impossible average speed, over 3,000 miles in 90 hours. It is perhaps therefore significant that the "Marathon" was one of the two rallies to be won by a Grand Touring car, the other being the "Alpine" which was also "scratch" as far as the sections which really counted were concerned.

The "Monte" For Mercedes

Once again the Rallye Automobile Monte-Carlo failed to live up to its pre-war reputation and the almost hysterical publicity which it invariably receives. This was a great pity as the weather conditions made it the second most difficult rally of the year and with a little more care in planning and administration, it could have been a great event; as it was, too much weight was attached to a small portion of the route, which was not taken by all crews, and the lack of detailed information was deplorable.

Despite a sudden thaw just before the start, the road conditions, especially on the common run from Chambéry to Monte Carlo, were so tricky that only 10 out of 307 starters arrived at Monte Carlo without penalty. Curiously enough eight had started from Paris, the very route which had proved so devastating in 1958, one from Glasgow and one from Oslo. However, all this good work went for nothing as the rally was actually decided over two laps of a 179-mile circuit in the mountains behind Monte Carlo where regularity counted more than speed and where marks were lost at six times the rate they had been on the 2,200-mile run to Monte Carlo. This test was supposed to be taken by the crews in the leading 90 position on arrival

at Monaco but the A.C. de Monaco's administration was such that the list was altered almost hourly and eventually one of the 10 crews without penalty was not allowed to start!

When all the protests (which were a record even for the "Monte") had been sorted out, the Mercedes 220SE team, headed by Schock and Moll, emerged in the first three places, to make a clean sweep never before recorded, but a feat which was to be equalled and even surpassed later on in the season.

The winners lost eight minutes on the run to Monte Carlo, where they arrived in 22nd position, but their driving and timekeeping in a large, heavy car on the Mountain Circuit was quite superb, as they only lost 30 seconds, compared with the 1 min. 48 secs. lost by their runners-up, their team-mates, Bohringer/Socher, and the hours lost by some crews.

British hopes before the Mountain Circuit had been high, as four of the 10 "clean" crews were British, the Triumph Herald of Tiny Lewis/Tony Nash and the three "works" Zephyrs captained by Cuth and Edward Harrison and Dennis Scott. None, however, did well on the circuit and it was left to Peter Harper/Raymond Baxter on a "works" Sunbeam Rapier and Mike Sutcliffe/Phil Crabtree on a Zephyr prepared by the "works" to uphold British honour by finishing fourth and sixth overall. Harper's run was particularly meritorious as poor Raymond was ill and Peter had to do both driving and navigating for much of the test. This was, incidentally, the third consecutive year in which a Sunbeam has made Best British Performance in the "Monte". Another consecutive success was that of Pat Moss/Ann Wisdom, who after losing 33 minutes on the run to Monte Carlo put up a fine performance on the Mountain Circuit to win their second consecutive "Monte" Coupe des Dames (and finish 17th overall), in an Austin A.40. The only other British success was that of Handley/Harvey, whose modified Zephyr won the Unlimited Grand Touring Class.

The Geneva Once More

The Geneva rally was last a Championship event in 1957, but the 1960 version showed that the A.C. de Suisse (Section de Geneve, under Werner Lier), had not lost their cunning over the years.

The rally was run in two stages, of which the first was easy and the second very difficult as much of the route was over the classic Cols in Savoie and the Dauphine. Only three crews, de Lageneste/Greder, Schild/Briffaud, Alfa Romeos, and Trautmann/Ogier (Citroën), managed the latter without penalty. De Lageneste/Greder emerged as the winners, with the Citroën crew as their runners-up, on the basis of their performance in tests, one of which was on Chamrousse, where Pat Moss/Ann Wisdom made F.T.D. in an Austin-Healey 3000, a fine run which helped them to win the Coupe des Dames and their class. Of British "works" teams B.M.C. alone supported the rally, and were rewarded with another class win by the Morley brothers' Austin Seven, which defeated, amongst others, Erik Carlsson's SAAB. All the Continental teams were, however, in the field and Mercedes won their second consecutive team prize and Schock/Moll their class, in finishing fifth overall.

Turini Decides The Tulip

The Tulip again had a single starting point, this time Noordwijk, from which the route ran south to a night stop at Monte Carlo, returning via the Nürburgring three days later. For the first time for many years the Zandvoort races were not run, but after an easy opening run to Vichy, there were many special stages and tests on Mont Ventoux, Col de Leques, Col de la Faucille, Chamrousse, Trois Epis and Nürburgring.

The stage which really decided the rally was not, however, deliberately planned by the R.A.C.-West but put in almost by accident at the request of the local police, who would not allow a fast run in to La Bollène. As a result the climb of the Col de Turini (12 km. through the snow, to be covered in from 11 to 13 minutes according to category and class) proved so tight that only 11 crews from 165 starters made it on time; of these, three lost marks elsewhere, so that the rally ended with only eight "clean sheets".

The only British one was claimed by Pat Moss/Ann Wisdom, who thus won their third consecutive Coupe de Dames and also their class.

Trautmann/Verrier (Citroën), Orrenius/Dahlgren (SAAB) and Schock/Moll (Mercedes) not only retained "clean sheet", but also got maximum points in the tests, their finishing order being decided as shown by the margin they beat the rest of their classes. The Citroën was lucky to finish at all, for Trautmann fell asleep and crashed it on the run to Noordwijk, very nearly writing it off.

Apart from Les B.M.C. Girls, the British contingent, although providing 80 starters, did not do quite as well as usual, but they did win six other classes out of 16, the wins being scored by Haddon/Vivian (Jaguar XK 150S), Parkes/Howarth and Bordman/Whitworth (Jaguar 3.8s), Seigle Morris/Elford (Triumph TR3A), Lewis/Nash (Triumph Herald) and Lyndom Sims/Barry Hercock (Morgan).

Sunbeams Shine in the Acropolis

With no high density of traffic, long stretches of gravelled roads and government support rather than government disfavour, the Greek Acropolis rally was again a well-organized, tough and ultra high-speed event. Liaison routes from Trieste and Athens led to Serrai in Macedonia whence commenced the common route of 1,000 miles to Athens. This contained 12 tough special stages through the mountainous regions of Central Greece over which only four crews, Schock/Moll (Mercedes 220SE), Carlsson/Karlsson (SAAB), Levy/Bockhoud (Auto Union) and Harper/Proctor (Sunbeam Rapier) retained "clean sheets". After the final speed tests at Mt. Parnes and Tatoi airfield, where crews had to beat the time of the class below and be within 3 per cent. of the time of the class above to avoid penalty, only the big Mercedes was unpenalized, but the final order was fixed as above.

The Sunbeam's fine run was also a class-winning effort, and a Greek-crewed Rapier backed up by finishing fifth, the third Sunbeam team car falling out with gearbox maladies when well-placed.

After three successful rallies in a row, the B.M.C. team met with a setback. Peter Riley and Bob Domey crashed respectively their Austin-Healey 3000 and

Sprite, fortunately without serious injury, and Pat Moss/Ann Wisdom and "Tish" Ozanne/Pat Allison strayed off course and broke up their cars trying to regain it over appallingly rough tracks. Milne/Bradley partially restored Abingdon's fortunes by finishing second in class and 15th overall in an Austin Seven.

The retirement of all the B.M.C. Girls left Ewy Rosqvist the sole survivor and winner of the Ladies' Class, whilst Schock/Moll drew further ahead of Trautmann who retired with a broken gearbox.

A Rugged Scandinavian Threesome

The rally circus now shifted to Sweden for the Rally of the Midnight Sun and although the other two Scandinavian rallies, the Finnish 1,000 Lakes and the Norwegian Viking, took place rather later in the season, all followed so similar a pattern, both in concept and organization, as well as in results, that it is convenient to deal with them all together.

The Midnight Sun was the best organized, with a large measure of radio control, the 1,000 Lakes was the toughest and the Viking had the highest proportion of finishers to starters.

All three were won and lost on a series of special stages run at very high average speeds over rough gravel roads, often through forests. Under these conditions the specialized technique of the Scandinavian drivers and the toughness of the Scandinavian cars which enabled them to withstand frequent long jumps of 40 feet or more again proved unbeatable.

After a fierce battle with the Volvos, SAABs won all three rallies; the Midnight Sun and the Viking went to the Skoghs and the 1,000 Lakes to Bremer/Lampi: in this latter rally, incidentally, the SAAB team equalled the Mercedes effort in the "Monte", by finishing 1, 2 and 3 in General Classification and in their class as well as winning the Team Prize.

Once more the non-Scandinavian rally cracks tried their luck and met with more success than usual. Schock/Moll did not start in the Midnight Sun and retired in the 1,000 Lakes but finished second in their class in the Viking. Trautmann did even better; he did not start in the Viking, but was third in the class in the Midnight Sun and first in class, and ninth overall, in the 1,000 Lakes.

Fords entered a good team of Anglias in the Midnight Sun, but they were no match for the SAABs and Jeff Uren and Anne Hall did well to be respectively fifth in class and second in the Damklassen.

Pat Moss/Ann Wisdom ran in all three rallies. In the Midnight Sun on an Austin A40 they had to give best to Ewy Rosqvist and Anne Hall; in the 1,000 Lakes they had a nasty crash in a SAAB but, profiting from their experience, they beat a rather surprised Ewy Rosqvist in the Viking to win the first non-Scandinavian Damklassen victory for five years, in an Austin A40.

Alfa Romeo Giulietta v. Austin-Healey 3000 in the Alpine

The 1960 Coupe des Alpes was considerably shortened in time by cutting out one night stop, but the basic formula was the same; the 2,200-mile route started at Marseilles, ran out over the passes of the Alps and the Dolomites and finished at

(Continued on page 867)

Summarised Results of the Rallies Scoring for the European Rally Championship, 1960

Order of difficulty, assessed by proportion of starters to finishers

1. Liège-Rome-Liège (12%). 2. Rallye Monte-Carlo (46%). 3. Rallye de Genève (49%). 4. Rallye Acropole (54%). 5. Polish Rally (55%). 6. Rally of Thousand Lakes (56%). 7. Coupe des Alpes (63%). 8. Deutschland Rally (65%). 9. Tulip Rally (69%). 10. R.A.C. Rally (80%). 11. Rally of the Midnight Sun (83%). 12. Rally Viking (92%).

Nationality Coding

B = Belgium. CH = Switzerland. CS = Czechoslovakia. D = Germany. F = France. GB = Great Britain. GR = Greece. N = Norway. NL = Holland. PL = Poland. S = Sweden. SF = Finland. USA = United States of America.

Event	Distance in Miles	Start Finish		General Classification Team Prize: Ladies' Prize: Best British Performance.	Class Results
		() = comparison with 1959			
1. XXIXme Rallye Monte-Carlo. 18th-25th January. MONACO.	2,300	307 (322)	149 (184) 46% (57%)	1. Schock/Moll, D, Mercedes 220SE. W. 2. Bohringer/Socher, D, Mercedes 220SE. W. 3. Ott/Mahle, D, Mercedes 220SE. W. 4. Harper/Baxter, GB, Sunbeam Rapier. F 5. Tak/Swaab, NL, Mercedes 220SE. W. Team Prize. Mercedes 220SE. Ladies' Prize Moss/Wisdom, GB, Austin A40. O (17th in Gen. Classn.: 4th in class). Best British Performance Harper/Baxter, Sunbeam Rapier (4th in Gen. Classn.: 1st in class). Starting Point Code W = Warsaw. F = Frankfurt. P = Paris. O = Oslo. L = Lisbon. Other points — Glasgow, Athens, The Hague, Rome.	Series Production Touring Cars Up to 1,000 c.c. Quilico/Michot, F, DKW. P. 1,001 to 1,300 c.c. Ericsson/Blongren, S, Alfa Romeo. O. 1,301 to 2,000 c.c. Harper/Baxter, GB, Sunbeam Rapier. F. Unlimited Schock/Moll, D, Mercedes 220SE. W. Modified Production Touring Cars Up to 1,000 c.c. Bremer/Vainola, SF, SAAB. P. 1,001 to 1,300 c.c. Sjostrom/Hermansen, S, VW. O. Unlimited Peyrot/Marion, F, Citroën ID19. P. Grand Touring Cars Up to 1,000 c.c. Ferret/Rambaud, F, Renault Alpine. L. 1,001 to 1,300 c.c. Augias/Rolland, F, Peugeot. L. 1,301 to 2,000 c.c. Backlund/Falk, S, Sunbeam Alpine. O. Unlimited Handley/Harvey, GB, Ford Zephyr. O.
2. XXXIme Rallye de Genève. 7th-9th April. SWITZERLAND.	1,800	77	38 49% Not of Championship status in 1959.	1. de Lageneste/Greder, F, Alfa Romeo. 2. Trautmann/Ogier, F, Citroën ID19. 3. Schild/Briffaud, CH, Alfa Romeo. 4. Mahle/Ott, D, Mercedes 220SE. 5. Schock/Moll, D, Mercedes 220SE. Team Prize. Mercedes 220SE. Ladies' Prize Moss/Wisdom, GB, Austin-Healey 3000 (8th in Gen. Classn.: 1st in class. Best British Performance).	Series Production Touring Cars Up to 700 c.c. Verheye/Windler, CH, BMW. 701 to 800 c.c. Kessler/Bianchi, CH/B, Renault Dauphine Gordini. 851 to 1,300 c.c. Macchi/Macchi, I, Skoda. 1,301 to 1,600 c.c. Callbo/Sager, S, Volvo. 1,601 to 2,000 c.c. Trautmann/Ogier, F, Citroën ID19. Unlimited Mahle/Ott, D, Mercedes 220SE. Modified Production Touring Cars Up to 850 c.c. Morley/Morley, GB, Austin Seven. 851 to 1,000 c.c. Eikermann/Kühne, D, DKW. 1,001 to 1,300 c.c. de Lageneste/Greder, F, Alfa Romeo Giulietta TI. 1,301 to 1,600 c.c. Andersson/Karlsson, N, Volvo. Grand Touring Cars Up to 1,000 c.c. Heuer/Blumer, CH, DB 1,001 to 1,300 c.c. Schild/Briffaud, CH, Alfa Romeo Giulietta Unlimited Moss/Wisdom, GB, Austin-Healey 3000.
3. 12de. Tulpen-Rallye. 2nd-7th May. HOLLAND	2,100	165 (169)	114 (99) 69% (58%)	1. Trautmann/Verrier, F, Citroën ID19. 2. Orrenius/Dahlgren, S, SAAB 96. 3. Schock/Moll, D, Mercedes 220SE. 4. Ingier/Hagen, N, Volvo. 5. Bouwmeester/Poll, NL, Porsche S90. Team Prizes. Make Team = Mercedes. Interland = Sweden. Club Team = Lancashire A.C. (Seigle-Morris/Elford, Parkes/Howarth, Boardman/Whitworth). Ladies' Prize. Moss/Wisdom, GB, Austin-Healey 3000 (8th in Gen. Classn.: 1st in class. Best British Performance).	Series Production Touring Cars Up to 850 c.c. Kjerstadius/Holm, S, SAAB 96. 851 to 1,000 c.c. Lewis/Nash, GB, Triumph Herald. 1,001 to 1,300 c.c. Falk/Schlegel, S, Alfa Romeo Giulietta TI. 1,301 to 1,600 c.c. Ingier/Hagen, N, Volvo. 1,601 to 2,000 c.c. Trautmann/Verrier, F, Citroën ID19. 2,001 to 2,500 c.c. Schock/Moll, D, Mercedes 220SE. Unlimited Parkes/Howarth, GB, Jaguar 3.8. Modified Production Touring Cars Up to 1,300 c.c. Carlsson/Karlsson, S, SAAB 96. 1,301 to 1,600 c.c. Andersson/Martensson, S, Volvo. Unlimited Boardman/Whitworth, GB, Jaguar 3.8. Grand Touring Cars Up to 1,000 c.c. Kreisel/Flinterman, NL, Renault Dauphine. 1,001 to 1,600 c.c. Bouwmeester/Poll, NL, Porsche S90. 1,601 to 2,000 c.c. Sims/Hercock, GB, Morgan. 2,001 to 2,500 c.c. Seigle-Morris/Elford, GB, Triumph TR3A. 2,501 to 3,000 c.c. Moss/Wisdom, GB, Austin-Healey 3000. Unlimited. Haddon/Vivian, GB, Jaguar XK 150S.

Event	Distance in Miles	Start Finish		General Classification Team Prize: Ladies' Prize: Best British Performance.	Class Results
		() = comparison with 1959.			
4. VIII ^{me} Rallye' Acropole. 19th-22nd May. GREECE.	1,900	65 (73)	35 (34) 54% (46%)	1. Schock/Moll, D, Mercedes 220SE. 2. Carlsson/Karlsson, S, SAAB. 3. Levy/Linzenberger, D, Auto Union. 4. Harper/Proctor, GB, Sunbeam Rapier. 5. Filinis/Mourtzopoulos, GR, Sunbeam Rapier. Team Prize. No nominated team finished. Ladies' Prize. Rosqvist/Rosqvist Borg, S, Volvo. (15th in Gen. Classn.: 4th in class). Best British Performance. Harper/Proctor, Sunbeam Rapier (4th in Gen. Classn.: 1st in Class). Moss/Wisdom retired.	Modified Production Touring Cars Up to 700 c.c. Savopoulos/Theodorakis, GR, NSU. 701 to 850 c.c. Carlsson/Karlsson, S, SAAB. 851 to 1,000 c.c. Levy/Linzenberger, D, Auto Union. 1,001 to 1,300 c.c. Apostolidis/Marathakis, GR, Alfa Romeo Giulietta TI. 1,301 to 1,600 c.c. Harper/Proctor, GB, Sunbeam Rapier. 1,601 to 2,500 c.c. Schock/Moll, D, Mercedes 220SE. Unlimited von Westerholt/Kühling, D, Jaguar 3.4. Grand Touring Cars Up to 1,300 c.c. Makris/Wassiliadis, GR, Alfa Romeo Giulietta SV. 1,301 to 1,600 c.c. Busch Zimmerman, D, Porsche 1600S. Unlimited Kingsley/x, USA, Chevrolet Corvette.
5. XI ^{me} Rally till Midnattssolen. 13th-18th June. SWEDEN.	1,200	165 (134)	138 (108) 83% (80%)	1. Skogh/Skogh, S, SAAB 96. 2. Bengtsson/Pettersson, S, Porsche S90. 3. Andersson/Lohmander, S, Volvo. 4. Carlsson/Asplund, S, Volvo. 5. Ingier/Berntsen, N, Volvo. Team Prizes. Make Team = VW. Club Team = Amals MK. Ladies' Prize. Rosqvist/Rosqvist Borg, S, Volvo (28th in Gen. Classn.: 8th in class). Best British Performance. Uren/Sager, Ford Anglia (62nd in Gen. Classn.: 5th in class). Schock/Moll did not start. Moss/Wisdom finished 3rd in Ladies' Prize.	Series Production Touring Cars Up to 850 c.c. Skogh/Skogh, S, SAAB 96. 851 to 1,000 c.c. Karlsson/Lundin, S, Auto Union. 1,001 to 1,300 c.c. Söderström/Olsson, S, VW. 1,301 to 1,600 c.c. Carlsson/Asplund, S, Volvo. Unlimited Berger/Skoglöf, S, Fiat 2100. Modified Production Touring Cars Up to 1,000 c.c. Bremer/Lampi, SF, SAAB 96. 1,001 to 1,300 c.c. Källström/Haggbom, S, VW. Unlimited Andersson/Lohmander, N, Volvo. Grand Touring Cars Up to 1,300 c.c. Jansson/Mars, S, VW. Unlimited Bengtsson/Pettersson, S, Porsche S90.
6. XX ^{ime} Coupe des Alpes. 27th-30th June. FRANCE.	2,200	66 (59)	42 (27) 63% (45%)	1. de Lageneste/Greder, F, Alfa Romeo. 2. Moss/Wisdom, GB, Austin-Healey 3000. 3. Behra/Richard, F, Jaguar 3.8. 4. Bohringer/Socher, D, Mercedes 220SE. 5. Parkes/Howarth, GB, Jaguar 3.8 6. Trautmann/Ogier, F, Citroën ID19. (All the above won Coupes des Alpes.) Team Prizes (5). Austin-Healey 3000. Ladies' Prize. Moss/Wisdom, GB, Austin-Healey 3000 (2nd in Gen. Classn.: 1st in class. Best British Performance). Schock/Moll did not start.	Series and Modified Touring Cars Up to 1,000 c.c. Nicolas/Devaux, F, Renault Dauphine. 1,001 to 1,600 c.c. Harper/Proctor, GB, Sunbeam Rapier 1,601 to 2,000 c.c. Trautmann/Ogier, F, Citroën ID19. Unlimited Behra/Richard, F, Jaguar 3.8. Grand Touring Cars Up to 1,000 c.c. Gold/Hughes, GB, Mini-Minor 1,001 to 1,300 c.c. de Lageneste/Greder, F, Alfa Romeo. 1,301 to 1,600 c.c. Buchet/Berges, F, Porsche S90. 1,601 to 2,000 c.c. Seigle-Morris/Elford, GB, Triumph TR3A. Unlimited Moss/Wisdom, GB, Austin-Healey 3000.
7. X ^{me} Jyväskylä Suurajot. (Rally of the 1,000 Lakes.) 19th-21st August. FINLAND.	1,600	91 (69)	51 (60) 56% (86%)	1. Bremer/Lampi, SF, SAAB 96. 2. Carlsson/Simonsson, S, SAAB 96. 3. Skogh/Skogh, S, SAAB 96. 4. Andersson/Hallberg, S, Volvo. 5. Bengtsson/Righard, S, VW. Team Prize. SAAB. Ladies' Prize. Rosqvist/Rosqvist Borg, S, Volvo (29th in Gen. Classn.: 6th in class). Moss/Wisdom crashed. Schock/Moll retired.	Series Production Touring Cars Up to 500 c.c. Asmus/Piehler, D, Trabant. 501 to 750 c.c. Lyytikäinen/Raunio, SF, BMW. 751 to 1,000 c.c. Bremer/Lampi, SF, SAAB 96. 1,001 to 1,300 c.c. Bengtsson/Righard, S, VW. 1,301 to 1,600 c.c. Andersson/Hallberg, S, Volvo. 1,601 to 2,000 c.c. Trautmann/Ogier, F, Citroën ID19. Unlimited Aaltonen/Siutla, SF, Mercedes 220SE.
8. XXX ^{me} Liège-Rome-Liège. 31st August to 4th September. BELGIUM.	3,100	82 (97)	13 (14) 12% (14%)	1. Moss/Wisdom, GB, Austin-Healey 3000. 2. Sander/Sander, B, Porsche S90. 3. Sprinzel/Patten, GB, Austin-Healey Sprite. 4. Poirot/Guillemain, F, Porsche S90. 5. Seigle-Morris/Elford, GB, Austin-Healey 3000. Team Prizes (2). Austin-Healey. Interland Trophy. Great Britain. Ladies' Prize. Moss/Wisdom, GB, Austin-Healey 3000 (1st in Gen. Classn. and in class. Best British Performance). Schock/Moll did not start.	Modified Production Touring Cars 1,301 to 1,600 c.c. Bichat/Marbaque, F, Volvo. 1,601 to 2,000 c.c. Verrier/Badoche, F, Citroën ID19. Grand Touring and Sports Cars 851 to 1,000 c.c. Sprinzel/Patten, GB, Austin-Healey Sprite. 1,001 to 1,600 c.c. Sander/Sander, B, Porsche S90. 1,601 to 2,000 c.c. Neyret/Terramorsi, F, Triumph TR3A. Unlimited Moss/Wisdom, GB, Austin-Healey 3000.

Rally Survey—continued

Cannes, with a night stop at Chamonix. En route there were tests at Monza, Cote Ste. Beaume, Mt. Ventoux, Chamrousse, Izoard and Allos.

After 1959 when the handicap so grossly favoured small touring cars, the scheduled average speeds were the same for all crews, but standard touring cars were allowed one minute's lateness, which made all the difference on the section on which the rally was decided. This was a 34 km. dice over narrow gravel D roads in the Alpes Maritimes behind Grasse, which cunningly came within 50 miles of the finish when both cars and crews were fatigued. Of the 20 "clean" crews which tackled the section, only six, four of

tion into the ground to finish first in the small G.T. class in a "hot" Morris Mini-Minor.

As usual, Sunbeams, Triumphs and Fords supported the "Alpine" in strength. Sunbeams did very well as they finished 1, 2 and 3 in their class, despite the presence in it of the "works" Volvos of Gunnar Andersson and Ewy Rosqvist. Triumphs won their class for the fourth consecutive year, Seigle Morris/Elford being the only survivors, but Fords had a very unhappy rally. The Zephyrs which had been supreme in 1959 were outclassed in 1960, and although Edward Harrison drove as hard as was possible his car lacked the steam to allow him to win his Gold Coupe, which was a terrible

cars so damaged that the former made foolish errors or the latter collapsed on the following stage in Italy. Amongst many others, these sections accounted for "aces" such as Buchet (twice winner of the Marathon), Oreiller, de Lageneste, Strähle, Feret, Trautmann, Collolloni, the reigning champion, and José Behra. By mid-morning on the third day, the "impossible" had happened—the first two places in the "Marathon" were being filled by British crews in British cars! Leading were the fantastic Girls in the big Healey, followed by the equally fantastic little Sprite of John Sprinzel/John Patten, which Sprinzel had driven brilliantly in Yugoslavia. Backing up came the big Healeys of Seigle Morris/Elford and Gott/James, which were now the only team left running.

Superb work by the B.M.C. mechanics who took out and replaced the gearbox in under an hour to repair a faulty oil-seal not only kept the rally leader in the hunt, but ensured that it was in good trim for the 80 miles of timed climbs in the French Alps during the fourth night. Over these a remorseless battle was waged in which the Girls held on to their lead and the big Healeys climbed up the leader-board. The gallant Sprite, however, despite some frenzied driving by Sprinzel, dropped second place to the superior b.h.p. of a Porsche Carrera, but finished a magnificent third overall.

The British showing of an outright win, every possible team prize, the Interland trophy, the Coupe des Dames and two class wins (one a 1, 2, 3 effort) was an unprecedented "clean sweep", not likely to be repeated for some years.

Apart from the British successes, particularly good drives were put in by the Sanders, father and son, who finished second and by Claudine Vanson/Renée Wagner who brought a Citroën home when so many males had failed to achieve this feat, which is worth many class wins in lesser rallies.

Neither Schock/Moll nor Ewy Rosqvist attempted the "Marathon", and as Trautmann had retired, the position in the men's championship remained unaltered, but Les B.M.C. Girls had drawn further ahead of the Swede.

Rallying Behind the Iron Curtain

The Polish rally, which was included in the championship for the first time, turned out to be an extremely tough, well-organized event which attracted terrific interest in Poland.

It was run in the mountainous country around Zakopane in Southern Poland and included some very testing special stages over difficult terrain and indifferent roads, a hill-climb, a braking test and a race on the Krakow airfield, witnessed by nearly 50,000 spectators. The rally was, however, won and lost on a regularity section of two laps of a 179 km. circuit. As they had so ably demonstrated in the "Monte", Schock/Moll were masters at this sort of thing and they had no difficulty in clinching their third rally of the season, beating their runners-up, the Bremer/Lampi SAAB, by 30 points.

Most of the rally circus started and Trautmann finished fifth and won his class, whilst Ewy Rosqvist won the Coupe des Dames and her class, which brought her within striking distance of the Girls, who had not competed. The only British crews who did compete were Sprinzel/Garnier, who retired when their "works"



FOLLOWING IN FATHER'S FOOT- STEPS? N. Garrard Junior lends an expert hand to Mary Handley Page's Sunbeam.

which were entitled to the minute's lateness, managed it on time, and another four were a minute late. The six "clean" crews thus won richly deserved Coupes des Alpes, their finishing order, as shown below, being decided on test times, de Lageneste/Greder (Alfa Romeo Sprint Speciale), Pat Moss/Ann Wisdom (Austin-Healey 3000), Behra/Richard (Jaguar 3.8), Bohringer/Socher (Mercedes 220SE), Parkes/Howarth (Jaguar 3.8) and Trautmann/Ogier (Citroën ID19).

Throughout the event there was a ding-dong battle for first place between Les B.M.C. Girls and the Conrero-tuned Alfàs of de Lageneste/Greder and Oreiller/Masoero. Oreiller led right up to the crucial section, where he spun, as did Pat, so that eventually the Alfa S.S. just pipped the big Healey for the outright victory. John Gott/Bill Shepherd, who also spun and so missed being "clean" by 20 seconds, and the Morley twins who did miracles to drop only four minutes with a gearbox which had only top gear for the last 200 miles, backed up the Girls' brilliant drive by finishing second and third in their class and helping the Healey team to win every possible team prize, five in all. Nobly supporting their big B.M.C. brothers, Tom Gold/Mike Hughes ran all their class opposi-

tion to "Dad-and-Lads" and the Dagenham equipe.

Schock/Moll apparently felt that they had so long a lead that they did not bother to take up their Alpine entry, but Trautmann, with a Coupe and a class win, crept up on them. Ewy Rosqvist got off course and retired, so Les B.M.C. Girls swept even further ahead.

Austin-Healeys Dominate Miladies' "Marathon"

The year 1960 will go down in rally history as the first year in which a championship rally was won by ladies, and the lustre of that feat is enhanced by the fact that this was also the first time the toughest rally of all had ever been won by a British crew in a British car.

Nor was 1960 an easy year with a weak entry. On the contrary, it was perhaps the hardest yet, in that only 13 of 83 crack crews finished and the winners' loss of time was the greatest for years.

The damage was chiefly wrought by 320 terrible miles in Yugoslavia which were by far the most difficult in a 3,100-mile route, through Belgium, Germany, Austria, Italy, Yugoslavia and France, to be covered in 91 hours. No crew managed the Yugoslavian section on time, and apart from penalizing the whole entry, it decimated them. Sixty-four crews went into Yugoslavia, but only 30 were left in the rally on exit. Many of these were so fatigued and their

Ford Anglia shed its exhaust system, and Sutcliffe/Astle who did very much better by taking the shopping Morris Mini-Minor of the latter's wife into second place in their class behind the SAAB.

An Indifferent Deutschland Rally

The Deutschland-Rallye can best be summed up as an event with a magnificent route through classic French rally country in Provence and the Drome region, which was spoilt by a 50 k.p.h. average (the "Alpine" was run at 60 k.p.h. over the same area), with check points so far apart that only the incompetent or the mechanically unfit were penalized. There were only two "stopping" sections in the 1,500-mile route, a run over the Allos and another over the St. Jean-en-Royans circuit. The former was "scrubbed" after some penalized crews had complained that it was longer than shown in the Regs. and some German crews tried to get the latter scrubbed on the rather ludicrous grounds that it was run in a downpour. As Gunnar Andersson's Volvo, Trautmann's Citroën and Rolf Kreder's Mercedes 190 managed it on time, this unsporting complaint met with no support. The three "clean" crews therefore emerged at the head of the general classification, their order being determined by their climbs of Freiburg-Schauinsland, Mt. Ventoux and the Col de Rousset.

Schock/Moll finished fourth and so lost a little ground to Trautmann, but the biggest upset of form was that of Les B.M.C. Girls who had been second in the 1959 Deutschland and who were confidently expected to clinch the 1960 Ladies' Championship in Germany. They had one of their rare off days, not going as fast as usual and once getting off course, with the result that they were not only beaten by Ewy Rosqvist but also by Claudine Vanson.

Apart from this shock, the B.M.C. team, which alone represented Britain, did very well. Despite the presence of a "works" Mercedes 300SL driven by Mahle/Ott, the big Austin-Healey 3000s, driven by Seigle Morris/Turner, Morley/Hercock and Les Girls finished 1, 2 and 3 in their class for the third consecutive time, and Riley/Ambrose took an M.G.A to second place in a strong class of nine Porsches.

Everything Depends Upon the R.A.C.

As a result of the championship leaders' performances in Germany *vis-à-vis* their nearest rivals, the titles depended upon their showing in the last rally of the series. If Trautmann won the R.A.C. and Schock/Moll scored no points, then a Citroën driver would be the champion for the second year running. The position as far as the ladies were concerned was not quite so clear cut. Les B.M.C. Girls had already scored their maximum of six Coupes des Dames victories in the "Monte", Geneva, Tulip, "Alpine", "Marathon" and Viking, but Ewy Rosqvist had five Damklassen wins in the Acropolis, Midnight Sun, 1,000 Lakes, Polish and German. If she won the R.A.C., she too would have six victories, in which case consideration would have to be given to second Damklassen places; here she had a second in the Viking to the Girls' third places in the Midnight Sun and Deutschland. To clinch their championship, if Ewy had to win the Girls had to finish second, in

which case their respective places in general classifications would be taken into account: in this the Girls, with a first and second place, were far superior to the Swedes or, indeed, to any ladies' crew in rally history.

This prospect of a close finish not only kept up public interest in the championship but ensured the best Continental entry for the R.A.C. since it was restarted after the war in 1951. To meet this challenge, the British "works" teams turned out in full force, backed up by the top names in British National rallies.

In view of the great Continental interest, it was fitting that the rally designed by the indefatigable Jack Kemsley and his committee was very much a Continental-style event, in which navigation and tests played far less part in finding the winners than in previous years and which was well and truly won "on the road". An indirect result of this change to a Continental-type event was that seven of the first ten places were eventually filled by "works" crews with much Continental experience, whereas in the past the leading places have been taken by crews specializing in British Nationals.

The 2,100-mile route started from



OUT OF LUCK. The Ford "works" team have not had much luck this season, but they never gave up trying. Jeff Uren, the team captain, here has a word with Vic Preston, whilst Gerry Burgess checks his tyres.

Blackpool, ran North to Inverness for a night stop, finished at Brands Hatch and included a hill-climb at Rest-and-be-Thankful, circuit races at Mallory Park and Brands Hatch, sprints at Elvington and Lambercroft airfields and driving tests at Bo'ness and Wolvey skidpan.

These tests had very little bearing on the results for so difficult were the short, tight sections in the opening stage through the fog over the Yorkshire dales that within 200 miles of the start only seven crews out of 172 starters were still "clean". These were Carlsson/Turner (SAAB), Sprinzel/Bensted Smith (Austin-Healey Sprite), Morley/Morley (Austin-Healey 3000), Wallwork/Brooks (Volvo), Seigle-Morris/Elford (Mini-Minor), Lewis/Porter (Triumph Herald) and Crabtree/Woolley (Ford Anglia). In Scotland it was possible to run the rally at a higher speed over closed roads and this quickly reduced the unpenalized élite to one crew, Carlsson/Turner on the

fantastic SAAB. The Swede's drive over a rough, narrow track was terrific, for he alone made the section on time, and easing up at that, whereas many racing drivers on far more potent machinery were late, although they had the advantage of light over the stage, whereas Carlsson had to do it in the dark.

The run South to Brands Hatch did little to alter the outward order, except that Jack Sears brought his Jaguar 3.8 up into fourth place when some of the other crews lost marks, and the popular Swede and his "ace" British navigator were rightly acclaimed as the first non-British winners of the R.A.C. Rally, although a British-driven BMW 328 had won the 1939 event.

The performance of some of the other Continental drivers was not so meritorious, however. Trautmann crashed in Yorkshire and Claudine Vanson retired in sympathy. On hearing this, Schock/Moll celebrated their second championship win by promptly packing up and returning to Germany with their teammate, Mahle! Ewy Rosqvist, however, fought to the bitter end. Aided by a series of punctures which delayed Anne Hall in Yorkshire and helped by a mistake of Les B.M.C. Girls which cost them

seven minutes, she took over the vital lead in the Ladies' class, only to lose it and finish third after all due to a navigational error on the run South.

So after a sustained threat at the end of the season, Les B.M.C. Girls took their second championship and Anne Hall won the Ladies' Prize in the R.A.C. for the second year running. This was, incidentally, the only significant success scored by the Ford team in the 1960 Championship rallies.

Thus ended a hard-fought championship, in which only the Royal Motor-Union had been able to defeat all the crews purely and simply "on the road". Both the men and the ladies deserved

their victories, as drivers, but the Germans' win would have been better received if they had shown more sportsmanship and less professionalism.

Rally Cars of the Year

The relative performances of the various marques can be most easily assessed from the table below.

Outright-winning makes	Make		Ladies' Class Wins
	Outright Wins	Team Class Wins	
SAAB 96 ...	4	1	10
Mercedes 220SE ...	3	3	7
Alfa Romeo Giulietta TI	1	-	4
Alfa R. Sprint Speciale	1	-	4
Volvo ...	1	2	12
Austin-Healey 3000	1	3	6
Austin-Healey Sprite	-	-	2
Citroën ID ...	1	-	9
Non-outright winning makes			
Porsche ...	-	-	6
VW ...	-	1	6
DKW or Auto Union ...	-	-	5
Jaguar 3.8 ...	-	-	4
Jaguar 3.4 ...	-	-	1
Jaguar XK 150S	-	-	1
Triumph Herald ...	-	-	2
Triumph TR3A ...	-	-	3
Sunbeam Rapier	-	-	3
Sunbeam Alpine	-	-	1
BMW 700 ...	-	-	3
Renault Dauphine ...	-	-	3
Renault Alpine ...	-	-	1
Austin A40 ...	-	-	2
NSU Prinz ...	-	-	2
Skoda ...	-	-	2
Fiat ...	-	-	2

One class win each by: Austin 7, AWE, Chevrolet, DB, Ford Zephyr, Morgan, Morris Mini-Minor, Peugeot 203, Sachsenring, Skoda, Tatra, Wolseley 1500.

One Coupe des Dames win by: Ford Anglia.

This table clearly shows up how good a rally car is the little SAAB. Some may say that its wins were scored mainly under the specialized Scandinavian conditions, but a SAAB was second in the Polish, the Acropolis and the Tulip. The SAAB owes its successes to its wonderful roadholding and great strength, but there may be something in the practice of building a "works" SAAB as a rally car from the beginning, rather than adapting a production car as do most of the British factories.

The feature which led to most of the Mercedes 200's successes was the tag, SE; the petrol injection system gave the car a magnificent torque which endowed it with a staggering performance uphill considering its size and weight.

The Giulietta will always continue to be a power in the rally world as long as specialists like Conrero look after the mechanical side, but it is a little fragile unless nursed mechanically.

Once more the Volvo's successes were gained with the old PV 544, which is a beautifully balanced car producing, in rally form, around 100 b.h.p.

The Citroën put up some wonderful performances, only to be let down at the last by either gearbox or suspension failures. This was particularly noticeable in the "Marathon" when one after another Citroën took over the lead as a result of their terrific performance over the rough Yugoslavian roads which they coped with better than any G.T. car, only to drop out with suspension troubles.

The big Austin-Healey 3000 firmly established itself as the best British rally car for many years, and on rallies at least the Ferrari 250 GT and the Mercedes 300SL were no match for it. It has a fantastic record since the "works" first started to rally it in the 1959 Alpine, in which it was second in its class. Since then it has never lost a championship rally class, provided its drivers kept it on the road, and it has won Liège-Rome-



DRIVERS OF THE YEAR. Pat Moss and Ann Wisdom, who have won more trophies in one season than any ladies' rally crew in history.

Liège, 1960, been second in the 1959 Deutschland and the 1960 Alpine and third and fourth in the R.A.C. rallies of 1960 and 1959, as well as winning the team prizes in the Alpine, Marathon and R.A.C. rallies of 1960.

Rally Drivers of the Year

Walter Schock/Rolf Moll, Erik Carlsson and René Trautmann could all lay claim to this title, but I doubt if anyone would begrudge it to Pat Moss/Ann Wisdom, who have been higher placed consistently in the "mere" men's championship than any ladies' crew before them. Their 1960 record consists of six Coupes des Dames victories, four class wins, eighth place in the Tulip and Geneva, second in the Alpine, and first in the "Marathon". This dazzling list rightly brought them the Driver of the Year Award from the Guild of Motoring Writers, the B.R.D.C.'s Cobb Trophy, a special award from the B.A.R.C., the R.A.C.'s Tyresoles Trophy and the B.T.R.D.A. Stross Trophy, all awards never before won by women. Towards the end of the season they tired, and made some errors, but that only served to show that they were human after all. It is pleasant to be able to record that for 1961 at least, these brilliant girls will be showing most men rally drivers the way home.

The Germans' unsporting action in the R.A.C., which made it all too clear that they cared nothing for the dictum of the Baron de Coubertin and were only interested in the title and not the sport of driving, marred their second championship win. However, they were a magnificent rally crew and deserved their victory, although many people disliked their purely "professional" attitude of entering for nearly every event, but not starting if they were not worried about championship points. Their R.A.C. retirement was merely carrying that professional attitude through to the ultimate end.

René Trautmann was all that one expects a French driver to be, brilliantly impulsive and unbeatable on his day, but

very hard on his cars, to use an ex-R.A.F. phrase, an "s.o.b." driver who was nearly unbeatable if the b. didn't take place.

Erik Carlsson, the giant Swede, has obviously got over the period which he had last year of "pressing on regardless".

He always was a brilliant driver, particularly on loose surfaces, and this discretion has made him exceedingly formidable; it was very suitable that he should be the first "foreign" driver to break the British monopoly in the R.A.C. and his win was exceedingly popular. Apart from being a fine driver, Erik is most courageous, for he drove the R.A.C. with broken ribs, in the true Nuvolari tradition.

The B.M.C. Girls, of course, overshadow most "mere" male British drivers, but these did put in some very good drives during the season. Pride of place must go to John Sprinzel/John Patten's magnificent third position in the "Marathon", and Sprinzel improved on this to second in the R.A.C. He is a very fine driver of Sprites and other small cars, upon which he specializes. David Seigle-Morris, in his first year as a "works" driver, won his class in the Tulip, Alpine and Deutschland and finished fifth in the "Marathon" on his first attempt at it. Peter Harper concentrated more on production car racing towards the end of the season, but whenever he was driving the Rapiers were a force to be reckoned with. "Tiny" Lewis kept the Herald to the fore, winning his class twice. Of the private owners, Bobby Parkes did very well to win his class in the Tulip and a Coupe in the Alpine with his Jaguar 3.8. Another very good Jaguar drive, albeit in a non-championship rally, was that of Peter Jopp/Gawaine Baillie, who were runners-up (to another Jaguar) in the Touring Section of the Tour de France.

British regular crews or car captains who finished in the first ten places of championship rallies first on the Continent were: Pat Moss/Ann Wisdom (four times); Peter Harper (three times); John Gott and David Seigle-Morris (twice); Eric Haddon, Paddy Hopkirk, Bobby Parkes, John Sprinzel and Mike Sutcliffe (once each).

Of the British "works" teams, B.M.C. supported the most Continental rallies and were rewarded with an impressive list of wins, team prizes and places for most of the cars entered. Sunbeam concentrated more upon production car racing towards the end of the year and only Peter Harper seemed consistently able to hold off the Volvos. Standard Triumphs entered no "works" cars after the Alpine, but prior to that won two classes with the TR3A and came very close to doing great things with "Tiny" Lewis's Herald in the "Monte". On the whole, Fords had a depressing year, apart from a great show in the East African Safari. The only Zephyr class win was by a privately owned car in the "Monte", and Anne Hall's Ladies' Class win in the R.A.C. was about their only success. With Dennis Scott definitely retiring and Cuth and Edward Harrison operating on a very reduced scale, they are having to build up a team from scratch around Gerry Burgess and Anne Hall. The latter, however, is one of the very few lady drivers, and about the only active British one, who can give Pat Moss a good run. Anne beat Pat on the Midnight Sun and the R.A.C. and might have done so on the "Monte" if she had not

(Continued on page 881)

DIGEST OF THE INTERNATIONAL RALLIES SCORING FOR THE EUROPEAN RALLY CHAMPIONSHIP, 1960

(continued)

Event	Distance in Miles	Start Finish		General Classification Team Prize: Ladies' Prize: Best British Performance.	Class Results
		() = comparison with 1959.	() = comparison with 1959.		
9. (Polish Rally.) 8th-12th September. POLAND.	2,100	77	43 55%	1. Schock/Moll, D, Mercedes 220SE. 2. Bremer/Lampi, SF, SAAB 96. 3. Otto/Hampf, D, AWE Wartburg. 4. Rüttinger/Thiele, D, AWE Wartburg. 5. Trautmann/Ogier, F, Citroën ID19. Team Prize. Tatra. Ladies' Prize. Rosqvist/Rosqvist Borg, S, Volvo (19th in Gen. Classn.: 1st in class). Best British Performance. Sutcliffe/Astle, GB, Morris Mini-Minor (12th in Gen. Classn.: 2nd in class). Moss/Wisdom did not start.	Series and Modified Production Touring Cars Up to 700 c.c. Lindgraf/Konig, D, Sachsenring. 701 to 850 c.c. Bremer/Lampi, SF, SAAB 96. 851 to 1,000 c.c. Otto/Hampf, D, AWE. 1,001 to 1,300 c.c. Mraz/Rieger, PL, Skoda. 1,301 to 1,600 c.c. Rosqvist/Rosqvist Borg, S, Volvo. 1,601 to 2,000 c.c. Trautmann/Ogier, F, Citroën ID19. 2,001 to 2,500 c.c. Schock/Moll, D, Mercedes 220SE. Unlimited. Pavelka/Micik, CS, Tatra.
10. Xme Rally Viking. 16th-19th September. NORWAY.	1,050	64 (79)	59 (66) 92% (83%)	1. Skogh/Skogh, S, SAAB 96. 2. Wernersson/Nilsson, S, SAAB 96. 3. Andersson/Floytsvik, S/N, Volvo PV 544S. 4. A. Ingier/Killingmo, N, Volvo PV 544S. 5. Unnerud/Martinsen, N, Volvo PV 544S. Team Prize. Volvo. Ladies' Prize. Moss/Wisdom, GB, Austin A40 (19th in Gen. Classn.: 3rd in class. Best British Performance). Schock/Moll 22nd in Gen. Classn.: 2nd in class.	Series and Modified Production Touring Cars Up to 850 c.c. Skogh/Skogh, S, SAAB 96. 851 to 1,000 c.c. Vold Johansen/Brandt, N, Auto Union 1000. 1,001 to 1,300 c.c. Bengtsson/Pettersson, S, VW. 1,301 to 1,600 c.c. Andersson/Floytsvik, S/N, Volvo PV 544S. Unlimited Kristiansen/Berg, N, Ford Taunus 17M.
11. Deutschland Rally. 28th September to 2nd October. GERMANY.	1,500	69 (64)	45 (36) 63% (56%)	1. Andersson/Karlsson, S, Volvo PV 544S. 2. Trautmann/Ogier, F, Citroën ID19 3. Kreder/Knoll, D, Mercedes 190B. 4. Schock/Moll, Mercedes 220SE. 5. Kling/Falk, D, Auto Union 1000. Team Prize. Volvo. Ladies' Prize. Ewy Rosqvist/Rosqvist Borg, S, Volvo (9th in Gen. Classn.: 2nd in class). Best British Performance. Seigle-Morris/Turner, Austin-Healey 3000 (8th in Gen. Classn.: 1st in class). Moss/Wisdom 3rd in Ladies' Class.	Series Production and Modified Touring Cars Up to 600 c.c. Schäfer/Kohler, D, NSU Prinz. 601 to 850 c.c. Block/Paul, D, BMW 700. 851 to 1,000 c.c. Kling/Falk, Auto Union 1000. 1,001 to 1,300 c.c. Middendorf/Bonin, D, Fiat. 1,301 to 1,600 c.c. Andersson/Karlsson, S, Volvo PV 544S. 1,601 to 2,000 c.c. Trautmann/Ogier, F, Citroën ID19. Unlimited Schock/Moll, D, Mercedes 220SE. Grand Touring Cars Up to 1,300 c.c. von Kothen/Degner, D, Alfa Romeo Giulietta. 1,301 to 1,600 c.c. Heyse/Schüler, D, Porsche 90S. Unlimited Seigle-Morris/Turner, GB, Austin-Healey 3000.
12. 9th R.A.C. Rally of Great Britain. 21st-26th November. GREAT BRITAIN.	2,000	172 ()	138 () 80%	1. Carlsson/Turner, S/GB, SAAB 96. 2. Sprinzel/Bensted-Smith, GB, Sprite. 3. Morley/Morley, GB, Austin-Healey 3000. 4. Sears/Cave, GB, Jaguar 3.8. 5. Wallwork/Brooks, GB, Volvo PV 544S. Team Prize. Austin-Healey 3000. Ladies' Prize. Hall/Domleo, GB, Ford Anglia (9th in Gen. Classn.: 3rd in class). Moss/Wisdom 2nd in Ladies' Class. Schock/Moll retired.	Series Production and Modified Touring Cars Up to 850 c.c. Carlsson/Turner, S/GB, SAAB 96. 851 to 1,000 c.c. Lewis/Sheppard, GB, Triumph Herald. 1,001 to 1,600 c.c. Wallwork/Brooks, GB, Volvo PV 544S. 1,601 to 2,500 c.c. Marang/Badoche, F, Citroën ID19. Unlimited Sears/Cave, GB, Jaguar 3.8. Grand Touring Cars Up to 1,300 c.c. Sprinzel/Bensted-Smith, GB, Austin-Healey Sprite. 1,301 to 2,000 c.c. Johns/Jones, GB, Wolsley 1500. Unlimited Morley/Morley, GB, Austin-Healey 3000.

The following Championship Rallies were included in the International Calendar but not held: Rallye del Sestriere, Italy, and Rallye de Portugal.

EUROPEAN RALLY CHAMPIONSHIP WINNERS

	Men.	Ladies.
1960	1. Walter Schock/Rolf Moll, D. 2. Rene Trautmann, F.	1. Pat Moss/Ann Wisdom, GB. 2. Ewy Rosqvist/Anita Rosqvist-Borg, S.
1959	Paul Coltelloni, F.	Equal { Ewy Rosqvist, S. Annie Soisbault, F.
1958	Gunnar Andersson, S.	Pat Moss/Ann Wisdom, GB.
1957	Ruprecht Hopfen, D.	Nancy Mitchell, GB.
1956	Walter Schock/Rolf Moll, D.	Nancy Mitchell, GB.
1955	Werner Engel, D.	Sheila Van Damm/Anne Hall, GB.
1954	Walter Schlüter, D.	Sheila Van Damm/Anne Hall, GB.
1953	Helmut Polensky/Walter Schlüter, D.	Greta Molander, N.



WINNER of the sports car class was Paddy Hopkirk seen here on one of the tests. He, together with Dr. Thompson Glass and Robert Woodside, made up the winning Northern Irish team.

Luckily for all concerned a correction was made ere the test finished so all was well. The score board now showed:

Northern Ireland	...	312.7
South	...	333.9
Midlands	...	334.3
Scotland	...	339.4
North	...	340.5
South West	...	351.9
Wales	...	356.6

D. Consisted of weaving through five pylons to be taken alternately right, left, right to finish in the usual box. Fast runs here were made by Tony Marsh (Midlands), 21.9 secs. Paddy Hopkirk (N. Ireland), 23 secs. and de Souza (South), 23.9 secs. Still Northern Ireland led by 20 points from the South, with the Midlands third two more behind.

E. Usually the *piece de resistance*, competitors had to enter a large box measuring some 33 feet by 29 feet with an entrance and exit only 9 feet wide; this, to be effective, required a 90 degree spin which would avoid a reverse, then round a pylon to the box. The trouble was that the surface was too loose and cut up to help much. Quite a few made the spin, but cars dragged badly in the effort. Fastest time went to de Souza in the Mini with a run in 18.3 secs., but Northern Ireland made no mistakes and with runs in 19 secs., 21.5 secs. and 22.7 secs. retained an easy lead to win from the South, with the Midlands third.

Individual top scorers were:

Specials: Dr. Thompson Glass. Sports: Paddy Hopkirk. Saloons: David de Souza.

Organization was super plus, the scene shifters working like beavers, the whole timed to a split second, so here's to the next time. Let's see if the trophy for once cannot stay over here.

FRANCIS PENN.

Ken Wharton Memorial Trophy Driving Tests

Northern Ireland win for the second year running

IN memory of their friend and associate the late Ken Wharton, perhaps the greatest "all rounder" in motor sport, the Hagley & District Light Car Club promote annually a series of driving tests for a trophy named after him, to be competed for by regional teams.

This year, the chosen site was at the premises of Dunsley Caravans, at Kinver, Staffs, where the sport took place on a large open square with a varied surface which included hard tarmacadam, loose grit, hard ash with loose grit on top, and hard ash, all made slightly more playful by the remains of a night's snow!

As usual the event was televised, the B.B.C. using no fewer than three cameras during nearly two hours' broadcasting.

Now for the teams, each comprising three cars: a special, a sports and a saloon. Northern Ireland chose Dr. Thompson Glass (Haybrake Spl.), Paddy Hopkirk (Sprite) and Robert Woodside (VW). The Midlands, Tony Marsh (T.M.S.I.), Frank Livingston (TR3) and Harry Livingston (Mini). The South, Peter Cooper (Ford Spl.), Ian Mantle (Berkeley) and David de Souza (Mini). Scotland had Frank Inglis (Sprite), James Hall (Sprite) and Freddie Stang (Dauphine). The North, Tom Gold (Sprite), Arthur Whatmough (Sprite) and Derick Smith (N.S.U. Prinz). The West were represented by Jeremy Cottrell (Lotus), Barry Jones (Sprite) and V. Corbin (Austin 7) and last the South West who fielded Don Holley (R.D.H. Spl.), David Warren (Sprite) and Alan Penhale (Austin 7). Now for the tests—A. From a standing start to cross a baulk line with all four wheels, reverse to clear, forward again, around a pylon then forward in to the first of two garages sited back to back and measuring 18 feet by 9 feet. Then a reverse into the second garage and forward to finish in a guarded box. At the end of this, mainly due to a storming run by Thompson Glass, Northern Ireland led by four points from

the South with the Midlands a further two in arrears.

B. Five baulk lines sited in a star formation had to be crossed, the first in reverse, the second forwards and so on to finish in the box. Here terrific performances by the entire Northern Ireland team gained them a total majority of 21 clear points over Scotland. Mention must be made of two grand runs by Midland's Harry Livingston, and South's David de Souza, both on Minis.

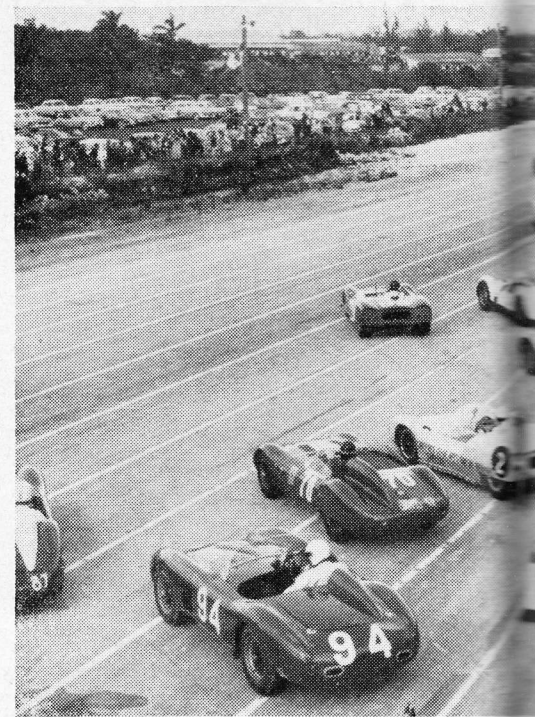
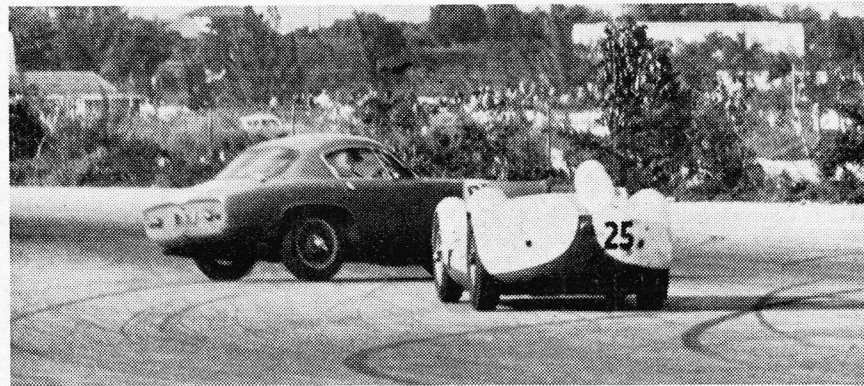
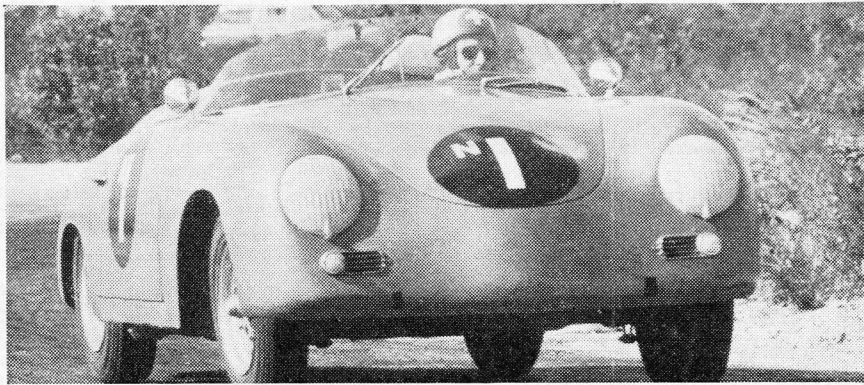
C. Four garages back to back in the shape of a square came next; these could be entered in any order and from either direction, most people choosing reverse, forward, reverse, etc., with Tony Marsh making fastest time for the Midlands with a run in 34.4 secs. The first car to run in an unorthodox fashion, Robert Woodside the Northern Ireland No. three chose forward runs and was promptly penalized 40 points for an incorrect run!

★

FINAL RESULTS:
The scoreboard at the end of the day showing the final placings of the various teams—Northern Ireland first, the South second and the Midlands third.

★

N IRELAND	4	4	7	2
MIDLANDS	4	6	7	1
SOUTH	4	6	3	8
SCOTLAND	5	0	0	5
NORTH	4	9	3	0
WALES	5	3	4	6
S WEST	4	9	9	6



Nassau Sp

SPEED WEEK'S TRAFFIC IN NASSAU (top left): Here the Bay Street en route to the 4.5-mile Oakes Field race course. **THOUSANDS OF HORSEPOWER ROAR INTO ACTION** event of the Seventh Annual International Bahamas Speed Week, tumbling at the starting line. **MOSS HOLDS THE LEAD**

Lotus Monte Carlo in the 112.5-mile Governor's Trophy Race. The sleek grey Porsche driven by John Body took command

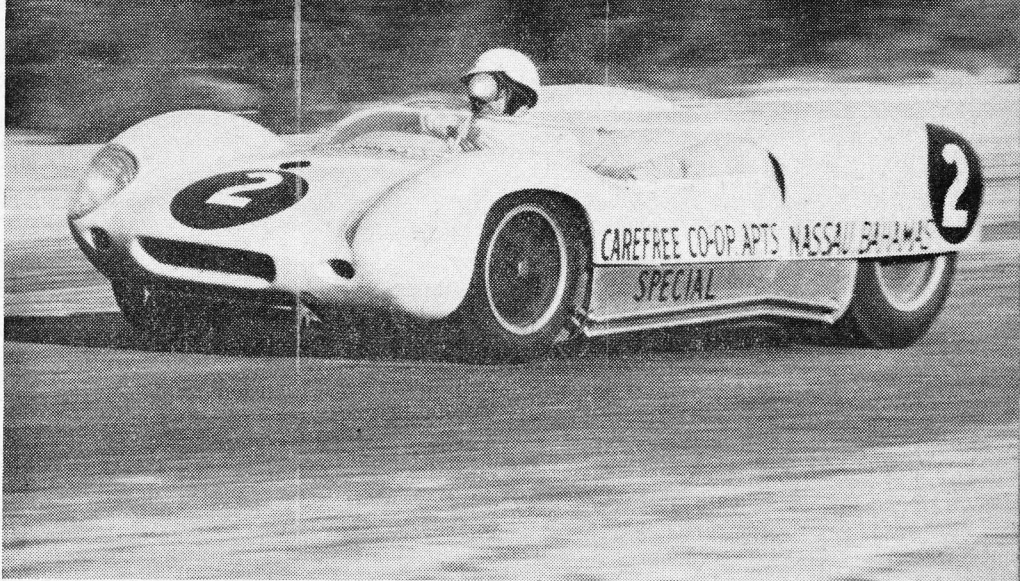
AN UNSCHEDULED TRIP (centre right above): Percy J. Lotus Elite. The sports car feature was won by a Lotus Gaston Andrey of Switzerland (Car No. 25) manoeuvres in the Nassau Trophy Race. **VICTORY ROUND (centre**

Touring coupe cornering sharply as he swings into Esso race. Moss pushed the Ferrari to a new course record of

(below left): Jim Hall guns around one of the 18 turns. **(below)** Stirling Moss, only two-time winner of the Nassau

to 21-year-old Pedro Rodriguez of Mexico. **TO THE VICTORY** victory after accepting the trophy from Lady Greta Oakes





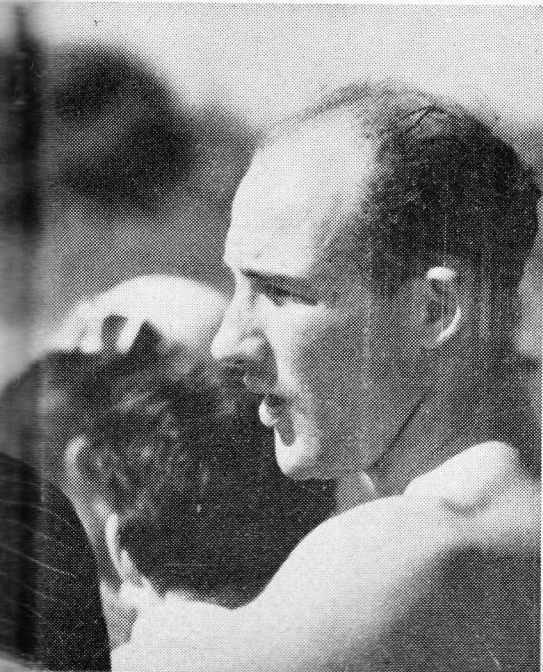
Speed Week

PHOTOGRAPHY BY BAHAMAS NEWS BUREAU

Maserati of Gaston Andrey from Switzerland (25), negotiates the Nassau Straight. Andrey finished third overall in the 243-mile Nassau Trophy Race.

Action begins in the \$10,000 Nassau Trophy Race, featuring Stirling Moss (Car Number 2, fourth from left) sits stalled and Dan Gurney (top right) won the Nassau Cup Heat (centre left above) in the opening lap and had the situation under control all the way. Gurney takes a brief and unexpected trip through the bush in his Maserati by Dan Gurney. **PERILOUS MOMENT (centre left below):** Dan Gurney's Maserati to avoid a spinning car. Andrey came in third in the Nassau Trophy Race (below): Stirling Moss has his Blue Ferrari Berlinetta Grand Sport at the end of Sassoon Straight during action in the Tourist Trophy Race. Dan Gurney averages 112.5 miles per hour in winning the Nassau Trophy Race. The tail is Hop Sharp in a 3-litre Ferrari. **TRACKSIDE OPINION** Dan Gurney, Nassau Trophy Race, points out a feature of the Oakes Field racing surface.

THE SPOILS (below right): Dan Gurney beams a smile of triumph for winning the \$10,000 Nassau Trophy Race at Oakes Field.



WHERE is that darned photograph? Jack Brabham and Stirling Moss anxiously await the judges' decision on their remarkable dead-heat.

running on the Hallibrand discs, to the annoyance of the natives who saw their lovely road surface being ruined with deep indentations.

Dan Gurney's Corvette Inter-Continental was slow with the 3-litre engine, but G.M.'s Zorra Duntov fitted the 5.6-litre unit from the experimental single-seater seen at Riverside during the G.P. of the U.S.A. This was a vast improvement, and his lap at 132 m.p.h. gave him a front row position. The Corvette must be the only automatic-transmission single-seater to be seen in International racing.

Other good times were recorded by Phil Hill (Cooper-Allison), Jim Hall (Lotus-Dodge), Bob Drake (Maserati) and Cannonball O'Rafferty (Dragster-Special). The last-named was disqualified for lack of a proper body, and a somewhat unsafe seating arrangement behind the rear axle. Local newspapers christened the car O'Rafferty's Hansom Cab, and it was used only to take actress June Wilkinson round the circuit just before the race.

Brabham and Moss Dead-heat!

**Over 130 m.p.h. Average at Inuaga, Bahamas, in Tropical Heat
— Scarabs do Well — Daigh Makes Fastest Lap at 135.8 m.p.h.**

(Exclusive to AUTOSPORT)

THE decision to wind up the Bahamas speed week with a pukka road race on the island of Little Inuaga was a tremendous success, and a crowd of well over 100,000 people saw Jack Brabham (Cooper) and Stirling Moss (Lotus) fight it out for 250 miles of the specially built road circuit, to finish absolutely level. Photo-finish cameras were used by the organizers and it is hoped to publish an official photograph in a forthcoming issue.

A great surprise was the speed of Chuck Daigh in the 3-litre Scarab, who chased the leaders all the way, and was just over 2 secs. behind when the chequered flag fell. During his monumental pursuit, the Californian recorded fastest lap with 2 mins. 17.5 secs. (135.8 m.p.h.), to win the special prize of 100 bottles of Jamaica rum, which were immediately distributed amongst the mechanics. This was perhaps unwise, for when the ferry boats left for Miami, Florida, not a single mechanic could be found and the party went off without them.

The Inuagans achieved a remarkable feat in constructing the circuit within a week. Every man, woman and child on the island volunteered to help, and without any bulldozers, track-layers or tarmelting machines, actually built a superb road in the otherwise swampy area in the north-west of the island, measuring precisely 5.2 miles. Splendid, temporary grandstands appeared overnight, and moored barges on the straight running alongside the sea front were used as pits. Special dispensation from the F.I.A. permitted the entry of foreign drivers, and the race itself was run under the auspices of the R.A.C.

On race-day, the tiny harbour was crowded well beyond its capacity with all sorts of vessels, from tiny Bermuda-type sloops to stately steam yachts and

BY EVERARD BOYD

Photography by Pen Thelenz

cruise liners. Ferry services were also organized from neighbouring Nassau, to transport the vast crowds which came by air from New York and Miami. Catering was a problem, but most of the spectators made their own arrangements. Even so, it was impossible to obtain a bottle of cold beer anywhere in the island after breakfast time, and cold drinks were at a premium with a temperature of over 105 degrees in the shade. It was so hot that cellulose simply ran off cars and entrants had recourse to distemper.

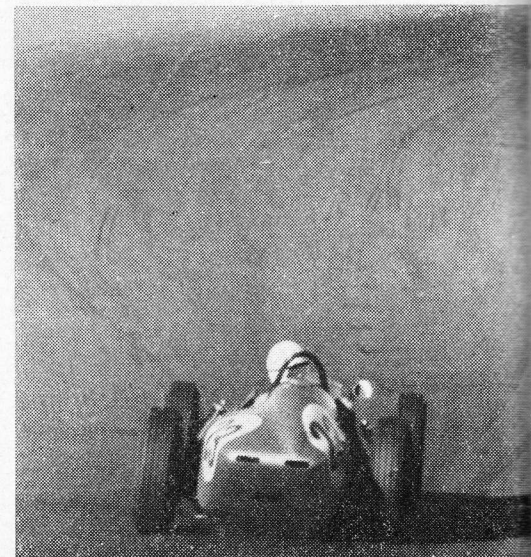
There was opportunity only for one practice session, with Stirling Moss in the Offy-powered Lotus and Jack Brabham in a very special Cooper-Corvette sharing fastest lap at 133 m.p.h. Both were shaken to find that on the long, 2½ miles straight, they were doing 210 m.p.h. with the highest axle ratios they could find. The Scarabs, fitted specially with Indianapolis engines, arrived late, and both Reventlow and Daigh returned very slow laps. Bonnier, in the flat-six Porsche, was just 2 secs. slower than Moss and Brabham, which augurs well for the coming 1,500 c.c. Formula. Rodger Ward's midget, fitted with centrifugal supercharger, had to be converted to take 15 ins. wheels, as his tyres flew off on the straight. He finished one lap

Based on practice laps, the starting grid was as follows:—

Gurney (Corvette T-C.)	Brabham (Cooper-Corvette)	Moss (Lotus-Offenhauser)
2 m. 20.6 s.	2 m. 19.4 s.	2 m. 19.4 s.
P. Hill (Cooper-Allison)		Bonnier (Porsche)
2 m. 22.6 s.		2 m. 21.4 s.
Daigh (Scarab)	Drake (Maserati)	Hall (Lotus-Dodge)
2 m. 28 s.	2 m. 27.2 s.	2 m. 27.1 s.
Nutty (Chrysler Spl.)		Reventlow (Scarab)
3 m. 6 s.		2 m. 28.8 s.
	Rjinisky (Kaiser Spl.)	
	5 m. 3 s.	

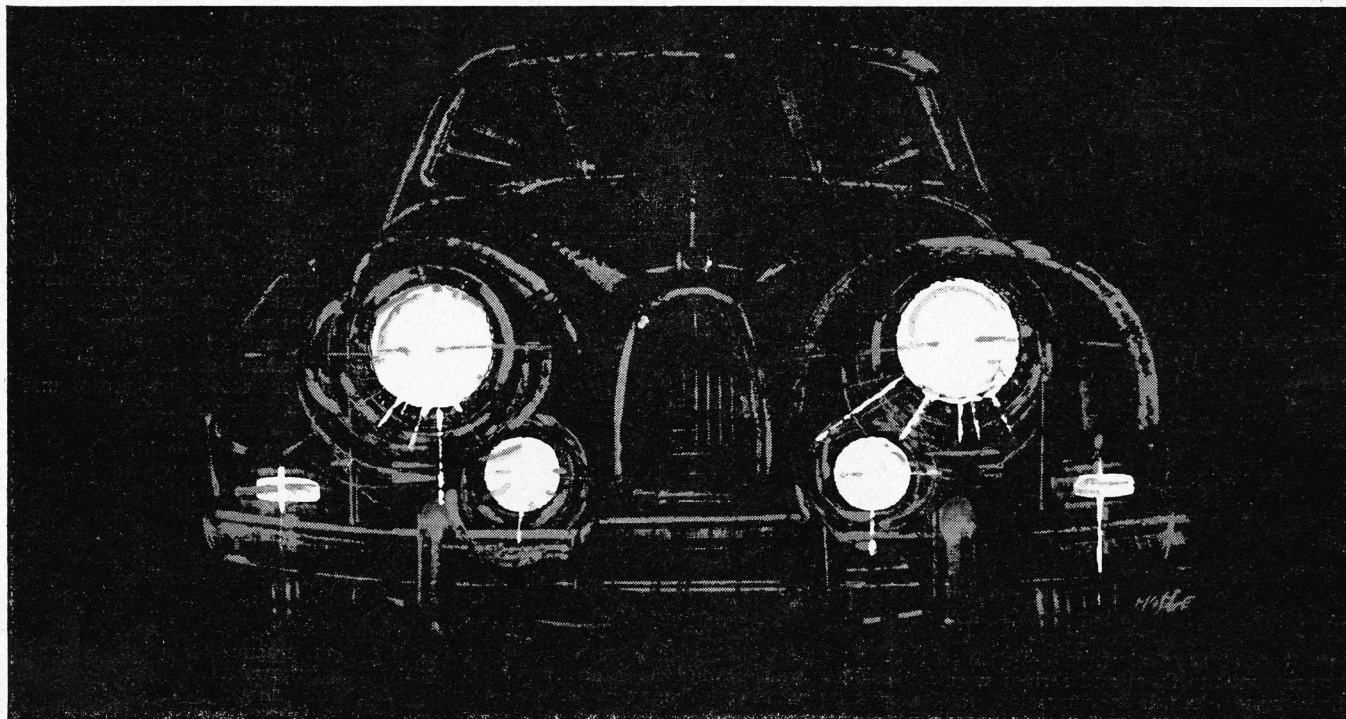
(Continued on page 876)

RECORD - BREAKER: Chuck Daigh hurls his Scarab through a bend—note the unusual line which helped him to set a shattering lap record for the specially built circuit.



SAAB 96

**The Swedish car
with the phenomenal record
of rally successes!**



Outright winner—9th R.A.C. International Rally

SOME OF SAAB'S SPECIAL FEATURES

Engine: 841 c.c., 3-cylinder, 2-stroke.
Power: 42 b.h.p. (SAE) at 5000 r.p.m.
Cruising speed: 65 m.p.h.
Acceleration: 0—50 in 16.3 secs.*
Suspension: Coil springs front and rear.
Brakes: 4-wheel Lockheed hydraulic.
Touring fuel consumption: 43.5 m.p.g.*

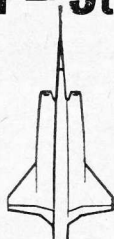
* 'The Motor'—28th Sept. 1960

'EXTRAS' INCLUDED IN PRICE

Undersealing
Windscreen washers
Temperature gauge
Ammeter
8-day clock
Heater
Radiator blind
First stage air conditioning
Adjustable front seat back-rests
Back seat height-adjustment
Thief-proof ignition lock

PRICE **£885.2.6** (inc. P.T.)

The Swedish car with the aircraft quality



Monte Carlo Rally **1st** Class 1, Group 2
Finnish Snow Rally **1st** overall
Tulip Rally **2nd** overall
1st Group 2 to 1300 c.c.
1st Class 5, Group 1

8th Spanish Rally Race **1st** in its class, Group 3
8th Greek Acropolis Rally **2nd** overall
1st in its class

Swedish Midnight Sun Rally **1st** overall
Finnish 500 Rally **1st** overall
Finnish 1000 Lakes Rally **1st, 2nd, 3rd** overall
Polish Rally **2nd** overall **1st** Class 5
Norwegian Viking Rally **1st** and **2nd** overall
1st, 2nd, 3rd, 4th, and 5th Class 1

Get full details and specification of this remarkable
car from the Concessionaires—

Saab (Gt. Britain) Ltd

207/209 Regent St., London W.1 Tel: REGent 6537

LOOKING DETERMINED as he fights his huge Kaiser Special is Rjinisky. Lapped before he had completed one tour, he and his car eventually vanished, and were classified as non-finishers.

3. Gurney, 23 m. 26 s.
 4. Moss, 23 m. 26.1 s.
 5. P. Hill, 23 m. 23.8 s.
 6. Bonnier, 23 m. 34.9 s.
 7. Reventlow, 23 m. 35.3 s.
 8. Hall, 23 m. 44.4 s.
 9. Drake, 23 m. 56.3 s.
 10. Nutty, 5 laps.
 11. Rjinisky, 4 laps.
- Fastest laps:** Brabham, Daigh, Moss, 2 m. 21.3 s.

On the promenade the Hollywood contingent cheer-leaders worked overtime in the sizzling heat, the supporters spelling out S-C-A-R-A-B in huge blue letters. The Gurney fans were disconcerted to find that they had forgotten to bring their lettered-sweaters, but compromised by using loud-hailers.

Then, to the astonishment of the crowd, Rodger Ward appeared in his Midget with big wheels fitted. To start a race 11 laps in arrears was a brave effort, and Ward thoroughly deserved the reception he got. However, to his chagrin, he stopped out on the circuit, having forgotten to take on fuel.

In front, Moss moved up into second place, whilst Gurney and Daigh swapped positions every few yards. Into the pits came Phil Hill to retire with a leaking Glyco tank. Nutty gave up with seized wheel bearings owing to the terrific heat, whilst Rjinisky was reported as attempting to push-start the immense Kaiser Special after running out of road.

Drake was running *sans compressor*, four-barrel carburetors having been fitted in the amazing time of 85 secs. His mechanics had anticipated supercharger bothers, and had arranged a quick-change manifold. Hall came in for fuel with the thirsty Dodge-powered Lotus, and Bonnier, after attaining 12,000 r.p.m., heard funny noises which persuaded him to stop. He found Von Hanstein in a daze, suffering from nervous shock. Mechanics discovered that the funny noises were caused by the engine; it had fallen off and was being dragged along by the throttle controls.

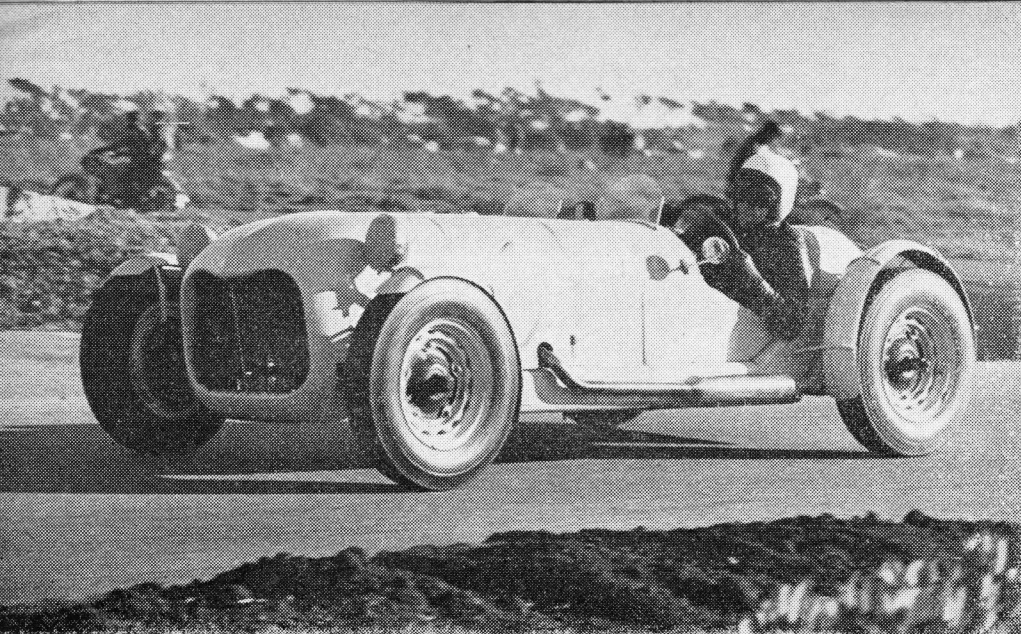
Reventlow had been lapping steadily at 124-125 m.p.h., and now moved up closer to Gurney and Daigh, who had dropped back behind Moss and Brabham. Stirling took the lead, lost it, took it again, only to be repassed by the Australian in front of the pits. Gurney's automatic transmission was playing up and changing down instead of up, and vice versa.

Chuck Daigh made a quick pit stop to remove the featherless carcass of a bird of paradise which had hit his air-intake. He also refuelled, changed rear wheels and took on oil in 17 secs. This proved that the Scarab crew had learned something from their 1960 European visit!

So speedy was Daigh's stop that he rejoined the race in third place. Gurney's car selected reverse at the hairpin, which did not improve matters. Bonnier, after seeing von Hanstein comfortable, had his engine refitted and rejoined the fray. Drake stopped on the seafront to curse his mechanics: they had neglected to join up throttle and carbs. So at half-distance (25 laps) the order was:—

1. Brabham, 57 m. 23.2 s.
2. Moss, 57 m. 23.5 s.
3. Daigh, 59 m. 03.3 s.

(Continued on page 878)



Inuaga—continued

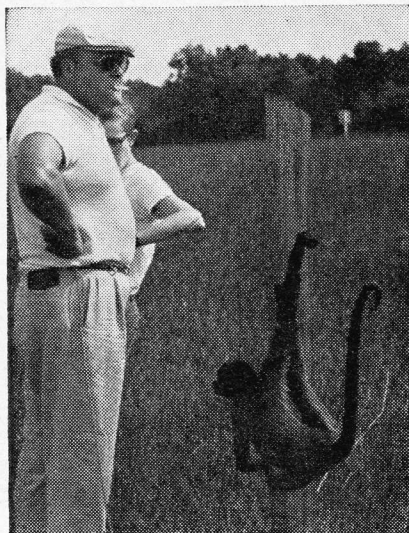
The heat was unbearable as the Governor toured round in his black-and-gold Mini-Minor, preceded by police on motor scooters, sounding the loudest sirens ever heard. A one-lap "Go-Kart" event was won by a gentleman rejoicing in the name of J. F. Fangio, Jr., who finished holding the two-stroke engine, literally with his braces. This must have been exciting somewhere on the circuit, for out of 35 starters only three took the finish flag. The start of the big race was delayed whilst about a dozen recovery vehicles went out to retrieve the missing 32!

Underneath vast sun hats and countless gaily coloured umbrellas, the crowd grew silent as the 11 starters were pushed on to the grid. There was a certain amount of amusement when it was discovered that the Stars and Stripes were flying upside down. Presumably the Hammer and Sickle was in honour of Rjinisky, who was as black as night, and spoke with a decidedly Brooklyn accent.

Trumpeters of the Royal Inuaga Fusiliers sounded a fanfare. His Excellency Sir Cum Ference dropped the Union Jack and the race was on. Brabham streaked into the lead, chased by Gurney. At Kit-Cat Corner the American was bonnet-to-bonnet with the World Champion, and Chuck Daigh had rocketed up from the third row to head Moss, whose big four-cylinder engine seemed to lack initial acceleration.

The cars disappeared round Hamburger Hairpin, with Rjinisky already well back. Nutty had justified his name, by attempting to take the hairpin nearly flat out, and the big Chrysler Special mowed down a dozen haybales and scattered a herd of island cows before regaining the circuit behind the dusky Russian.

The stands were chattering excitedly and all eyes looked up the seafront straight. Four cars came thundering down, chopping and changing places as they swept past the pits at over 180 m.p.h. This was motor racing; a jumble of numbers, and it was Brabham, Gurney, Daigh, Moss, but who was actually leading was anyone's guess. Close behind the battling quartet came Phil Hill in the long-chassis V-12 Cooper, slipstreamed by the bearded Bonnier, whose tachometer was reading over 10,000 r.p.m. At least he momentarily stuck up all 10 fingers, which caused Von Hanstein to take a couple of



MEMBERS of the huge crowd of spectators climbed to every available vantage point.

tranquillizers. Then came Bob Drake in the ex-Fangio supercharged Maserati, with Jim Hall in the long-tailed Lotus trying hard to get past. To the pair's obvious astonishment Lance Reventlow went past them as if they were in the pits.

Before Rjinisky and Nutty had reached the pits area they were both "doubled" by the four leaders—a remarkable happening altogether, and possibly unique in a race with a lap distance of just over five miles. Already the speeds were going up; Brabham's standing lap was accomplished at 128 m.p.h., and Daigh's must have been even quicker. The white and blue car was now in second place, challenged by Gurney's odd-looking Corvette Inter-Continental, and Moss's rip-snorting Lotus with its special Meyer-Drake (Offy) engine. In contrast to the others, the wily Stirling was saving his engine by using only top gear.

For lap after lap the four in front fought grimly for the lead. Phil Hill became tired of towing Bonnier's Porsche and hurtled away on his own. The "1500", now doing over 11,000 r.p.m. (and Von Hanstein doing his nut), was lapping at over 125 m.p.h.

With 10 laps on the board, the position was:—

1. Brabham, 23 m. 25.6 s. (132.12 m.p.h.).
2. Daigh, 23 m. 25.8 s.

Ferodo First

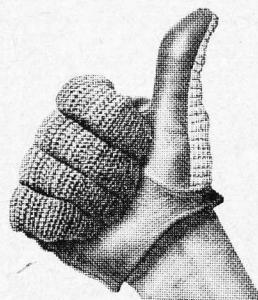
in over 140 international events



During the 1960 season, Ferodo equipped cars have taken over 140 first places in all forms of motor sport. Some of the major outright wins include:—

**Le Mans 24 hour race · Liège-Rome-Liège Rally
European Grand Prix · Monaco Grand Prix
Buenos Aires Grand Prix · Tulip Rally
Alpine Rally · East African Safari Rally
Nurburgring 1000 KM · R.A.C. T.T.
U.S.A. Grand Prix · R.A.C. Rally**

Successes such as these mean surer, safer braking for the everyday driver. Follow the lead of the experts . . .



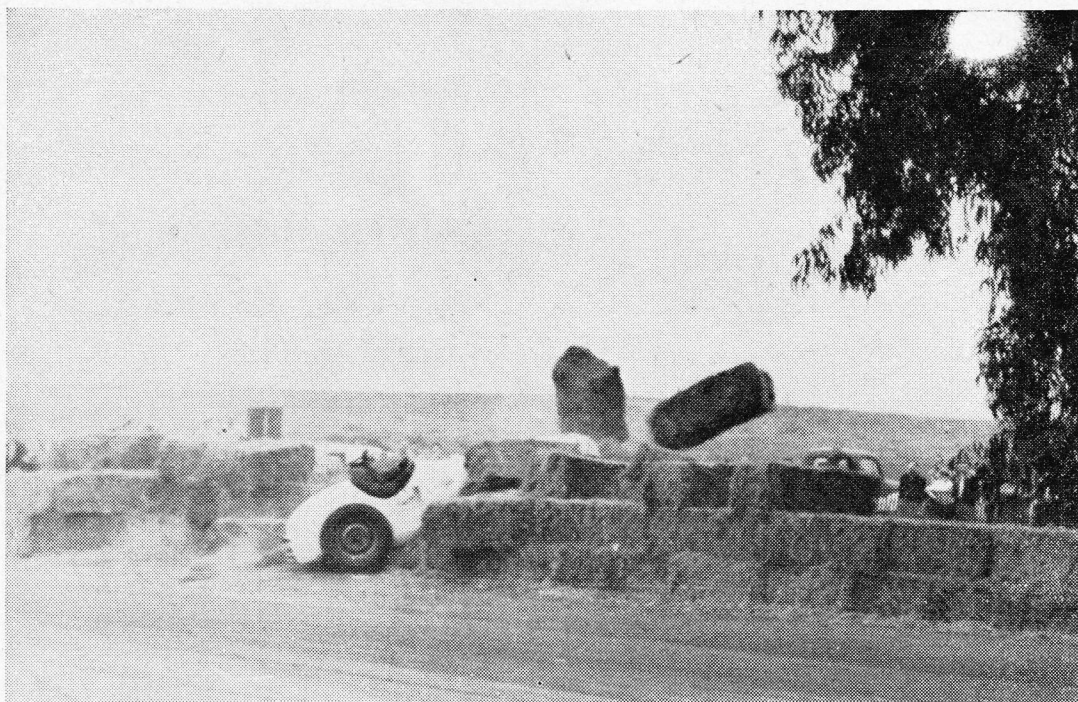
Fit race-proved

FERODO

disc brake pads

anti-fade brake linings

FERODO LIMITED CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*



★

ATTEMPTING to take the hairpin flat-out, Nutty charges the straw bales, scattering a herd of cows before regaining the circuit. (left). BELOW: Quickly fitted with big wheels Rodger Ward's midget started 11 laps in arrears.

★

Inuaga—continued

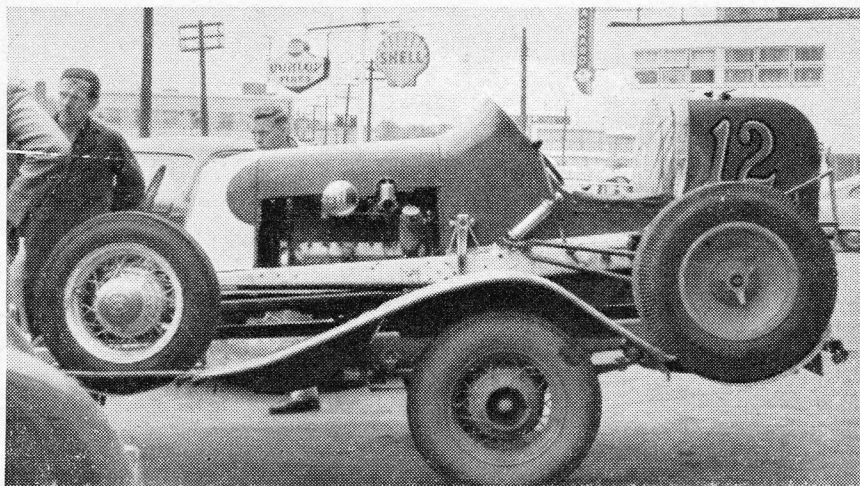
4. Reventlow, 59 m. 55 s.
5. Drake, 23 laps.
6. Hall, 23 laps.
7. Bonnier, 18 laps.

Gurney walked back to his pits to collapse with the heat, and Rodger Ward set off to take over the big Corvette, but decided to give the race a miss and watch the others. G.M. executives danced with rage, till the R.A.C. representative pointed out that they were signatories to the "Detroit Agreement", and were not actually permitted to race anyway.

As the race went on, the tremendous Brabham-Moss struggle had the crowd shrieking with excitement. Ambulances were busy carrying off heat prostration victims and also those who had too liberally supplied themselves with rum. The closing stages will never be forgotten. Wheel-to-wheel travelled Brabham and Moss, with Daigh steadily gaining. With close on 500 b.h.p. under the sleek blue bonnet of the Scarab, his speed on the straight was incredible. Commentator Art Peck gasped as the timed trap speed was announced: "Daigh (Scarab) has covered the measured quarter-mile at 228 m.p.h. He has just put up a record lap at 135.8 m.p.h." In the press stands journalists crossed out all they had written in advance concerning the Scarabs, and promoters moved towards Reventlow's pits, cheque-books at the ready.

The last lap scenes beggar description. Phil Hill noted that prize money was down to 12th place. Pouring bottles of Coca-Cola into the leaky tank, he toured round to the finish, just as Dan Gurney sprinted off to his abandoned car. Ward leisurely added a couple of gallons of fuel, and moved away too, followed by the remaining "abandonments".

The crowds scarcely noticed this Marx-business in the pits; eyes were on the stern battle in front. Moss and Brabham appeared, absolutely dead level, with the Scarab roaring down the straight just behind. The chequered flag fell as the marshal somersaulted, and he was nearly run down by Daigh. Then



came Reventlow, Drake, Hall and Bonnier in that order. Just as the crowd started to invade the circuit, Hill came into view, his engine boiling like a kettle. Ward overtook him, just as Gurney's car came slowly down, travelling backwards. Nutty had again left the course at the hairpin, and Rjinisky had just vanished into thin air.

This sort of thing should not, of course, be permitted, and tended to spoil one of the finest races of 1960. Next year the organizers hope to run a full-scale Grand Prix, in addition to compact and Formula Junior events. Lady (Watta) Boddie, wife of the President of the A.C. of Inuaga, presented the awards, the huge Trophy having to be divided between Brabham and Moss. This was done by Alf Francis with a hacksaw, he having noticed that the left side (Moss's) was gold, and the other gold-plated.

Results

1. Jack Brabham (Cooper-Corvette).
Stirling Moss (Lotus-Offy), 1 h. 57 m. 24.8 s.,
131.8 m.p.h.
3. Chuck Daigh (Scarab 3-litre), 1 h. 57 m. 26.8 s.
4. Lance Reventlow (Scarab), 2 h. 01 m. 02 s.
5. Bob Drake (Maserati S and U/s), 47 laps.

6. Jim Hall (Lotus-Dodge), 46 laps.
 7. Joe Bonnier (Porsche-Six), 46 laps.
- Fastest lap: Daigh, 2 m. 17.5 s. (135.8 m.p.h.).
Retirements: Officially nil, but all others disqualified.

Circuit Notes: To enable the race to take place, the island's laws had to be amended; only cars of up to 1,000 c.c. are normally permitted on Inuaga, which explains the Governor's Mini-Minor. . . . The Scarabs were altered to rear-engines just before the start. . . . Moss's Lotus was not the normal Walker car, but a modified "Junior". . . . Brabham's Cooper-Corvette was a very hush-hush experimental Indianapolis car. . . . Jim Hall's Dodge engine came from a used car lot in Florida. . . . Phil Hill's Cooper-Allison was an ex-Yeoman Credit car, forgotten in the rush from Riverside, but engine-less until a V-12 Allison was found in a Los Angeles dump. . . . Bob Drake's Maserati did not actually belong to Fangio, but to the Montagu Museum. . . . Rodger Ward entered his Midget to see the race from the driver's seat. . . . Notabilities at the race included Canon Delmonte (R.A.C.), Count Luridani (A.C.I.), Drew Dennit (BP) and pressmen from all over the globe.



Chappell Is The Champion

R. F. Chappell (Cannon) Wins R.A.C. Trials Championship By 22 Marks

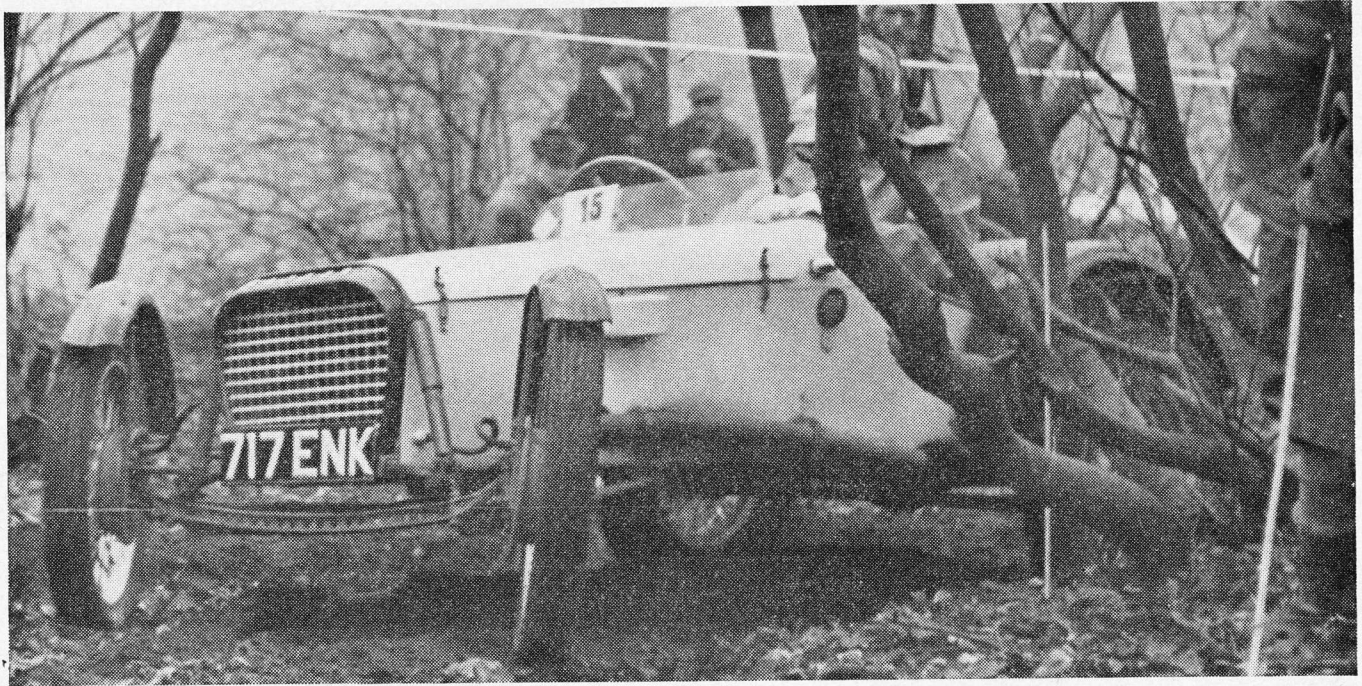
REX CHAPPELL wound up a magnificent season by winning the 11th R.A.C. Trials Championship, organized last Saturday by the Hagley and District M.C. at Kinver, Worcs. Chappell finished with a total of 66 penalty points, no less than 22 less than the runner-up, Eric Jackson. It was also a triumph for Michael Cannon, whose products took

THE CHAMPION: Rex Chappell tackles one of the Ridge series of hills on his way to completing a brilliantly successful year (above). BELOW: Runner-up to Chappell was Eric Jackson, also runner-up to the K.B.C.C. driver in the B.T.R.D.A. Gold Star competition this season.

the first four places, then sixth, seventh, eighth and ninth.

The course comprised two sets of six sections, all to be covered in the morning, and again in the afternoon. Frank Lewis had a day of ill-luck: before the start of the morning section, a water-hose connection burst. Then, on one section, a radius rod came adrift. This was put right during the lunch break, but snapped





during the afternoon. Edward Harrison gave up midway with mechanical bothers.

The first group of hills was christened "Slads", and on Section 1, Chappell, accompanied by his wife René, made a superb climb. Also fault-free were John Harrison, Geoff Newman, Bernard Dees and Eric Jackson.

Things didn't go too well for Chappell on Section 2, for he lost four points. Best efforts here were by John Harrison, Jackson and Dees—each with two penalties. The Midlanders were definitely at home on the slippery stuff, and after "Slads" Ivor Portlock had shot into the lead with 19 penalties, followed by T. A. Marshall (22), and Harrison (J.) and Jackson (North) on the 23 mark. Chappell was trailing slightly with 25 penalties.

Group 2, "The Ridge", had sand-quarry like surfaces, interspersed with small stones. It was here that Rex Chappell really came into his own, scoring three brilliant "zeros" to jump into the lead with 36 points at the lunch break. Portlock was just one point behind, then came Marshall with a total of 42.

FULL LOCK is applied by Gordon Holdrup on one of the Ridge hills as he negotiates a tightly defined course between tapes. Gordon finally took ninth place in the championship.

Officials modified the course slightly for the afternoon, and Rex Chappell completely dominated the event, losing only 30 points in a series of cleverly calculated attempts, making full use of knowledge gained during the morning. Portlock dropped back after one or two "near misses", and his total of 55 penalties put him behind Eric Jackson. The latter collected 40 points in the final assaults, to give the North second place.

Lewis, plagued by troubles, did remarkably well to finish sixth, when no one would have blamed him for giving up the struggle altogether. Although it was a disappointment to the Hagley boys that a local did not carry off the Championship on home ground, one must say that Rex Chappell, judged on his performances during the season, thoroughly deserved his victory.

So, into the murk of a dismal December day went the competitors and supporters, bound for Droitwich and the annual dinner-dance of the B.T.D.R.A., and presentation of awards by retiring secretary, Mrs. Rosemary Beaumont.

Results

1, R. F. Chappell, 66 marks lost; 2, E. Jackson, 88; 3, I. Portlock, 92; 4, T. A. Marshall, 95; 5, J. Harrison, 101; 6, F. T. Lewis, 110; 7, K. Lindsay, 111; 8, M. R. B. Cannon, 115; 9, G. L. Holdrup, 115; 10, T. C. Harrison, 120; 11, C. W. Pollard, 124; 12, P. F. Highwood, 124; 13, G. J. Newman, 124; 14, B. H. Dees, 127. Edward Harrison retired. **Tie-deciding Driving Test:** 1, T. A. Marshall, 13.6 s.; 2, C. W. Pollard, 13.7 s.

IN Part II of Rodney Walkerley's "Seven Year Formula" series Musso was credited with second place in the 1954 Spanish Grand Prix in a Ferrari. He was, of course, driving a 250F Maserati. In Part III of the series reference was made to a V-8 Gordini when, in fact, the car was fitted with a straight eight engine.



REMARKABLE SEQUENCE of ties has involved Charles Pollard and Peter Highwood. Above, Charles tackles a Ridge hill watched by Gordon Holdrup.



TIE-ING AGAIN with Pollard was Peter Highwood, who did exactly the same thing in last year's championship (for first place) and on several occasions since.

Club News

By MICHAEL DURNIN

NEW CARS AT THE RACING CAR SHOW

THIS year's Racing Car Show at the Horticultural Halls, Westminster, London, S.W.1, which opens on Saturday, 31st December, for seven days, will include at least two brand new cars never yet seen on the road or racing track.

The first, a sports-racing car, comes all the way from Italy especially to make its debut at the Racing Car Show and is an entirely new rear-engined Maserati 3-litre sports-racing car. No further details of the car are yet to hand. In addition to the Maserati, an entirely new Formula Junior car will make its debut. The designer is Lawrence Bond, whose name is already linked with the design of many sports and private cars. The Bond is particularly interesting in that it breaks away from the almost universal rear-engine lay-out and it employs not only the engine in front, but front-wheel drive also.

The Historic Racing Car Section will provide a fascinating contrast and under one roof it will be possible to examine the design and development of the racing car through the years between 1924 and 1961.

BRIAN HARPER has won the B.T.R.D.A. Gold Star for Rallies for 1960.

DENIS FLATHER (President), had so many things to impart at the annual dinner-dance of the British Trials and Rally Drivers' Association, at the Chateau Impney Hotel, Droitwich, last Saturday, that in his toast to "The Guests", he completely overlooked proposing it!



GLORIOUS MUD? Well, mud anyway, as W. F. Jack (Austin 7) tackles a test in conditions typical of the Falkirk M.C. Yuletide Rally.

Coming Attractions

26th December. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, noon.
B.A.R.C. Driving Test Meeting, No. 1 Car Park, New Brighton. Start, noon.

31st December-7th January. Racing Car Show. Royal Horticultural Halls, London, S.W.1.

5th-6th January. S.W.A.C. Welsh National Rally. Starts at Cardiff, Gloucester and Church Stretton at approximately 7 p.m.

NAVIGATORS' PLACINGS

JUST for fun, and in no way an official table, the navigators' placings have been worked out for Club News by Graham Robson. These do not correspond to drivers' positions as several navigators have had more than one driver.

Miss V. Domleo (with Mrs. Mayman plus Mrs. Hall), 41; R. Crellin (with B. Harper), 36; G. C. Davies (with R. N. Richards), 30; A. A. G. Robson (with E. Malkin plus J. M. Easten), 29; S. Turner (with Miss P. Moss, Gold, Carlsson), 28.

Rally Survey—continued

had wheel trouble. With rumours of a good new car "on the stocks", Fords should once more be a power in the rally world in 1961.

PROVISIONAL RESULTS

R.A.C. RALLY CHAMPIONSHIP—BILL BENGRY WINS

POSITION	NAME	South Wales A.C. Welsh Rally, 8—9 January	Thames Estuary A.C. Cats Eyes Rally, 6—7 February	Wolverhampton and South Staffs C.C. Express and Star Rally, 5—6 March	Maidstone and Mid-Kent M.C. Hopper Rally, 2—3 April	Midland A.C. Birmingham Post Rally, 8—9 April	Scottish Sporting C.C. Highland Rally, 15—18 April	Ulster A.C. Circuit of Ireland, 15—19 April	Lancashire A.C. Morecambe Rally, 13—15 May	Royal Scottish A.C. Scottish Rally, 6—10 June	Plymouth M.C. Plymouth Rally, 24—25 June	Bolton-le-Moors C.C. Bolton Rally, 13—14 August	London M.C. London Rally, 7—8 October	R.A.C. Rally of Great Britain, 21—26 November	Swansea M.C. Rally of the Vales, 3—4 December	TOTAL OF POINTS GAINED *Six best performances	POSITION
1	A. E. Bengry	1	—	10	—	—	—	—	—	—	5	—	7	5	10	38	1
2	B. Harper	10	3	3	—	10	—	—	1*	—	—	1*	7	—	3	36	2
3	R. N. Richards	—	12	—	3	—	—	—	3	—	—	11	1	—	1	31	3
4	I. D. L. Lewis	11	—	—	—	1	—	—	—	—	—	—	6	7	—	25	4
5	Mrs. Anne Hall	—	—	—	—	—	—	—	12	—	—	8	—	3	—	23	5
6	J. R. Kirkham	—	—	—	—	—	—	—	7	—	—	3	12	1	—	23	6
7	Mrs. Pauline Mayman	6	—	9	—	6	—	—	—	—	—	—	—	—	—	21	7
8	G. D. Grimshaw	—	—	1	4	—	—	—	—	—	—	10	3	1	—	19	8
9	E. Malkin	—	3	9	—	—	—	—	6	—	—	—	—	—	—	18	9
10=	G. F. Pike	—	11	—	—	—	—	—	1	—	3	—	—	—	—	15	10=
10=	M. Sutcliffe	—	—	—	—	12	—	—	—	—	—	2	—	1	—	15	10=

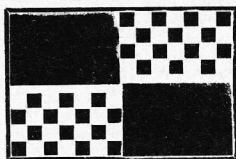
Ave Atque Vale

In a sport so fiercely contested as International rallying, there are bound to be casualties, and it is sad to record that Max Nathan was killed en route to the Polish rally and Charlie Tuck, one of the most popular Ford mechanics, was killed whilst following his cars on the Alpine.

Wolfgang Levy was so badly injured in the Rhodes Speed Week that the popular Auto Union driver may not again be competing, although he has made a good recovery.

Dennis Scott definitely announced his retirement after the Safari, and it is unlikely that Cuth or Edward Harrison will do much rally driving next year, although both will do the Safari. After the "Alpine", which was her first International rally in 1948, Nancy Mitchell, twice European Ladies' Champion, announced her retirement also.

The ranks of the Old Brigade are thinning, but there are a lot of good new drivers coming up to take their places. It is to be hoped that these will uphold the tradition of sportsmanship and comradeship which the veterans have always tried to maintain, rather than follow the too professional attitude of the current European male champions.



NEWS and FROM ALL QUARTERS NOTES

346 ENTRIES IN 40 MAKES FOR "MONTE"

Stockholm Easily the Most Popular Starting Point. Great Britain Supplies Largest Number of Crews

ENTRIES for the 1961 Monte Carlo Rally stand at 346 (there were 345 in 1960), of which 110 come from Great Britain, next France with 81 crews, followed by Germany, Sweden and Norway, with 30, 24 and 20 respectively. Stockholm is the most popular start point, having been chosen by 93, Glasgow being next with 68, then comes Paris (51), Monte Carlo (43) and Warsaw (30).

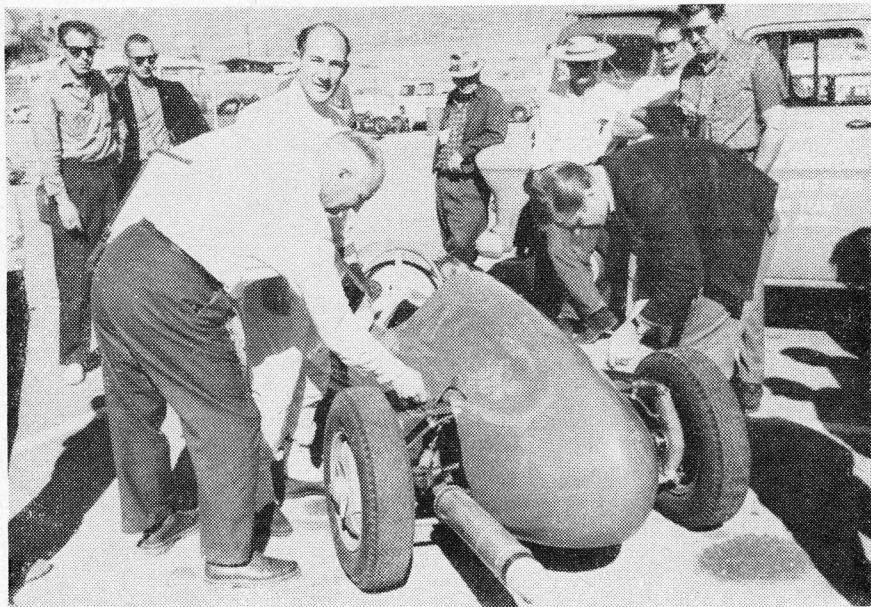
British cars form no less than 138 of the total, of 40 different makes, followed by France with 83 and Germany with 87. Most numerous makes are Ford (32), Citroën (31), Volvo (24), Austin (24), Sunbeam (22), Renault (20) and Triumph (18). The introduction of the handicap marking system has been responsible for the comparatively small representation from the two-stroke field, of which SAAB comprise nine, Auto Union four and the East German Wartburg, four.

Missing from the list are European Rally Champions Schock/Möll (Mercedes), but Continental opposition is most formidable. From Athens come Trautmann/Ogier (Citroën), Gacon (Alfa Romeo), Masson/Rambaud (Renault), Guiraud (Peugeot), Mme Vanson (Citroën) and Mme Blanchoud (SAAB). From Stockholm there are Ewy Rosqvist, Andersson and Bengtson in Volkos, Hans Hugo Hartmann (Sunbeam), and the SAABs of R.A.C. winner Erik Carlsson, Ingier and Greta Molander, together with the Laroche/Radix Citroën. Warsaw starters include Hans Walter (3.8 Jaguar), Bohringer (Mercedes), Laurent (Citroën) and Ott (Mercedes). From "Monte" we find Gatsonides/van Noordwijk (Facellia), Vard/Jolley (Ford), Tak (Mercedes), Blanc (Peugeot), José Behra (NSU), Picart (D.B.) and Bartoloni (Alfa Romeo). Lisbon has been chosen by Gentilini (Citroën), Zeigler/Becquart (Sunbeam) and Michy/Estager (Renault). Paris starters include Oreiller, Marang and Coltelloni in Citroëns, and the Aury/Houell Renault.

The Australian and New Zealand races have caused the absence of several racing drivers, but Guilio Cabianca will be seen in a Lancia, starting from Monte Carlo, and Bob Gerard accompanies Peter Dimmock from Glasgow in an Austin A.40.

The Makes

Ford, 32; Citroën, 31; Volvo, 24; Austin, 24; Sunbeam, 22; Renault, 20; Triumph, 18; Alfa Romeo, 12; Volkswagen, 12; Panhard, 11; Riley, 11; BMW 700, 10; Simca, 10; Skoda, 10; Jaguar, 9; SAAB, 9; Mercedes-Benz, 9; Porsche, 8; Peugeot, 7; Mini-Minor, 7; Vauxhall, 6; NSU, 6; F.S.O., 4; Wartburg, 4; Auto Union, 4; Singer, 3; Lancia, 3; M.G., 2; Hansa, 2; D.B., 2; Facel-Vega, 2; Fiat, 2; D.A.F., 2; Chevrolet, 2; DKW, 1; Lloyd, 1; Aston Martin, 1; Hillman, 1; Humber, 1; Bristol, 1. Total: 346.



MANY motoring personalities were present on 17th December when Richard Shepherd-Barron was married to Miss Elizabeth ("Penny") Kennedy at St. Peter's Church, Little Aston, near Birmingham.

JOHN LAWRY, having completed his apprenticeship with the Austin Motor Co., Ltd., and gained a Diploma in Technology (Engineering) with First Class Honours at the Birmingham College of Advanced Technology, has now joined Trinity Cars, Ltd., of Wandsworth Common, London, S.W.18, as Technical Director.

METCALFE AND MUNDY, LTD., sole concessionaires for Borgward, are shortly to make available a conversion to Borgward Isabella owners. This conversion has been designed and developed by W. B. Blydenstein and J. A. Winter as a result of experience gained in racing a Borgward Isabella in saloon car races.

The conversion will be known as the Blydenstein Conversion and Stage I will be available for the whole Isabella range. An exchange cylinder head and inlet manifold are the main components. The modified cylinder head has a slightly higher compression ratio, but the increased power is obtained mainly by "flowing" the ports thus giving a higher volumetric efficiency and retaining the smoothness and flexibility of the Borgward.

NEW ITALIAN FORMULA JUNIOR

LUIGI RAINERI, of Milan, has produced a new car to his own design, using the Lancia Appia engine and a Fiat 600 gearbox-differential unit (with five-speed gears by Colotti). The engine is at the back of the space-frame chassis with independent suspension, not unlike that of this year's Lotus Junior, using Armstrong adjustable shock absorber units. The power output of this fantastic little V4 Lancia engine is 94 b.h.p. at 6,800 r.p.m. with a limit of 7,500. The maximum speed of the car is 120-125 m.p.h. with the present gearing. Complete, the car costs, in Italy, L.2,300,000 (about £1,400).

R.M.S.-B.

FIRST APPEARANCE of the Wolfgang von Trips-sponsored T.S.M. was at Riverside during the U.S.A. Grand Prix meeting. Stirling Moss is seen on the left and von Trips on the right of the car, which is powered by a Mitter-tuned Auto Union engine.

JOHN WHITMORE will be driving a Mercedes 300SL in the B.R.S.C.C.'s Brands Hatch Boxing Day meeting.

W. J. (BILL) TURNBULL, the well-known Scots competition driver, has joined Merchiston Motors, Edinburgh, as manager in charge of its car sales division.

WINE AND DINE DEPT.

ON Thursday, 15th December, at the Lyceum Club, Bold Street, Liverpool, the Liverpool Motor Club held their annual officers' dinner. The speakers were Mr. K. J. Moore, the Chief Constable of Liverpool, Mr. J. W. T. Smith, the President, Mr. C. Stewart Brown, Mr. P. Ledger-Lomas and Mr. W. C. Hosegood of the R.A.C.

AFTER five years of extremely hard and loyal work for the B.T. & R.D.A., Tony and Rosemary Beaumont are having to resign as General Secretaries, owing to business reasons. Mr. R. H. Hunt, of 4 Highfield Road, Edgbaston, Birmingham, will be taking over the duties of Secretary as from 1st January, 1961.

AT the British Automobile Racing Club's Christmas Party at the Hyde Park Hotel, on Friday, 9th December, Pat Moss and Ann Wisdom were each presented with a B.A.R.C. gold brooch, in recognition of their achievement in winning the 1960 Liège-Rome-Liège Rally. The design of the brooches is based on the Club's well-known badge and the presentations were made by Mr. J. Gordon Offord, a member of the Club Council.

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.

F. ENGLISH LIMITED, Bournemouth 1959 A.C. (BRISTOL) ACE

6,000 miles only, unraced. This car is equipped with detachable hardtop, and special side windows, tonneau cover, also fold-away hood equipment, reversing lights, spot lights, screen washers, and disc brakes as extra. The car is finished in white, with black upholstery, and is in immaculate condition throughout.

Please ring Mr. Harnett: Bournemouth 20731.

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.

ACE-BRISTOL, 1958, with 100D2 engine. This is one of three cars owned by our Managing Director and has been works maintained regardless of cost. Complete history available for this unraced, uncrashed gentleman's sporting carriage which was completely resprayed metalless blue by A.C.'s a few months ago. Extras include heater, soft top, hard top, disc brakes, silver wire wheels, twin spot lamps, radio, safety belts, reversing lamp, chrome bumpers and windscreen washers. Any A.A., R.A.C. or factory inspection welcomed. £1,300. ISLeworth 7978.

RUDD'S for ACEs and ACECAS. Stocks constantly changing. 1958 Ace-Bristol, concours, £1,450. 1959 Aceca £1,199. 1960 (late) Aceca-Bristol, cost £2,700, £2,050. A.C. wanted for cash purchase. Greyhound saloon demonstrations for future delivery.—Rudds, 41 High Street, Worthing 7773-4.

ASTON MARTIN

RUDD'S for new and used ASTON MARTIN. Choice of three Mark Three saloons from £1,925. 1956 £1,475. 1957 £1,575. 1960 G.T. unraced as new £4,350. Demonstrations of DB4 four-seater and G.T. two-seater by appointment. Reasonable 1961 deliveries.—Rudds, Aston Main Agents, 41 High Street, Worthing 7773-4.

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 hardtop, radio, heater, twin spots, overdrive, rack, washers. Choice of 2 from ... £385
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

CATERHAM CAR SERVICES, LTD. We are your appointed dealers. New and Speedwell models available. See us at the Racing Car Show.—Caterham Car Services, Ltd., 36/40 Town End, Caterham-on-the-Hill, Surrey. Caterham 2540.

1959 AUSTIN-HEALEY Sprite, one owner, beige with red hardtop, 12,000 miles, spot and fog and reversing lamp, radio and many other extras. In absolutely unmarked condition. Any trial or examination. £525.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

1958 100-6 DUO green, outstanding occasional four-seater with works hard top. Heater, overdrive, wire wheels, etc. Opportunity at £675 with our guarantee. Exchange, particularly with A.C. or Aston. Cash adjustment either way. Demonstration London. Hire purchase from £155 dep.—Rudds, Healey Agents, 41 High Street, Worthing 7773-4.

THE CHEQUERED FLAG (MIDLANDS), LTD.
100/6, 1958. Two/four-seater in red with red hardtop, fitted radio, heater, twin spots, tonneau, rack, 6-port head, etc. ... £765
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.

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.

BRISTOL

401 AERODYNAMIC four-seater 1952 taken in part exchange for 405. Well preserved example with radio, heater. Recession opportunity at £599. Hire purchase.—Rudds, 41 High Street, Worthing 7773-4. Demonstration in London.

1950 BRISTOL "400". B.R.G., radio and heater, "X" tyres, £350. Also complete Bristol "400" dismantled for spares. S.a.e. for list.—Wragg, 45 Hastings Road, Sheffield 7.

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.

CONTINENTAL CARS

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

DKW

DKW JUNIOR. One of the few examples of this incredible car available at well below list. Exactly five weeks old, with 1,500 miles only. Absolutely immaculate and fully guaranteed. £730. Also: The new Auto Union 1000S. Unregistered, in grey and red. Generous part exchange allowances. Hire purchase and insurance.—Weston Road Motors, Ltd., Cleeve, Somerset. Tel.: Flaxbourton 257.

FORD

1956 ANGLIA de luxe, overhauled engine, twin carbs., aquaplane manifolds, h.c. head, comp. valve springs, remote gear change, many extras. £365 o.n.o.—37 Strathaven Road, Lee, S.E.12. LEE 3059.

FRAZER-NASH

FRAZER-NASH, 1932. Fitted A70 engine with twin SUs. Good chains, new battery. £160. Owner going abroad early January.—Phone: Pulborough 156.

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.

H.R.G.

CATERHAM CAR SERVICES, LTD.

H.R.G. Emperor, Reg. 1956.

Engine: M.G.A. 1500, fully modified, fitted lightened flywheel and high torque clutch. 9 to 1 compression ratio piston, twin 1½ ins. SU carbs. with twin ram pipes.

Chassis: H.R.G. chassis with de Dion rear suspension and Volkswagen front suspension unit, fitted hydraulic brakes with twin master cylinders. 11 ins. light alloy brake drums.

General: B.R.G., fitted with hood, sticks and tonneau covers, fitted wire wheels with Michelin X, spare rear axle, oil cooler. Total mileage since M.G.A. engine and tyres fitted, 1,800 only. £475.

Hire purchase terms available.

CATERHAM CAR SERVICES, LTD.,

36/40 Town End,
Caterham-on-the-Hill, Surrey.
Caterham 2540.

JAGUAR

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

XK 140, 1955. Fixed head coupé, unmarked in French grey, with C-type engine, wire wheels, overdrive, radio, heater, twin spots, X tyres, washers ... £645
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.

(Continued on page 885)

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
1959 Austin-Healey Sprite. Leaf green, fitted many extras ... £495
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

FIELDS OF CRAWLEY

THE FIRST AND ONLY JAGUAR XK CENTRE

Extend to all of their Jaguar customers throughout the length and breadth of the country the compliments of the season and wishes for a very happy Christmas and a Prosperous New Year.

Available for delivery in the New Year are a limited number of new Jaguar models, representing the full range of Mark II, Mark IX and XK 150 cars. These new cars are of unusual and interesting specifications for the discerning buyer appreciating the individuality of a non-standard car.

Demonstrations without obligation anywhere in Great Britain for the full Jaguar range. You may contact Jack Fairman concerning all Jaguar matters at the XK Centre.

FIELDS ENGINEERING COMPANY (CRAWLEY) LTD.

"First in the FIELD with XK"

86-92 HIGH STREET, CRAWLEY, SUSSEX

Telephone: 25533-7



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

1959 SUNBEAM RAPIER DE LUXE SALOON. Finished in black and white two tone with matching interior. Speedometer reading 24,000. Overdrive. A very fine specimen of a carefully used one owner car. £775

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.

WOLVERHAMPTON AND SOUTH STAFFS CAR CLUB

"Express & Star" Rally

(NATIONAL BRITISH)

FEBRUARY 25th and 26th, 1961

Held under G.C.Rs. of the R.A.C. (incorporating the provisions of the Sporting Code of the F.I.A.)

A Qualifying Event for the

B.T.R.D.A. GOLD STAR and LADIES' SILVER GARTER
and R.A.C. BRITISH RALLY CHAMPIONSHIP

★ CASH PRIZES TO THE VALUE OF £116 ★ 32 TROPHIES

Regs. from: R. Cleary • 49 Holcroft Road • Wall Heath • Staffs

COLIN MURRAY LIMITED

Sole IMPORTERS & CONCESSIONAIRES

FOR THE NEW

Maserati

3500 G.T.



BEACH ROAD
FLEETWOOD
LANCASHIRE
TEL: 2752

THE CHEQUERED FLAG

Open 9.30—7.30

Tel: EDGware 6171/2

(COMPETITION CARS) LTD.

Fiat 1500 Convertible. One of the most exciting sports cars ever to come from Italy. A few weeks old only, with a purely nominal mileage, and in mint condition in Italian red with black interior. One owner only. Offered at a saving of £200 off list. £1,685

Aston Martin DB3S. 1955. Ex-Ken Wharton. An original and meticulously maintained example of this superb marque. Finished in Alfa red, full Appx. "C" screen, Webers, etc. A potent, tractable car suitable for road or track use. £1,085

Gemini FJ. 1960. Fitted with highly modified B.M.C. engine, twin S.U.s, Alfins, left-hand gear change, long range tanks, oil cooler, etc. Recently stripped and rebuilt, now spotless in new Italian red cellulose. There can be few better cars for competitive club racing next season. £895

Lotus Elite GT. As London Lotus Distributors we can offer immediate delivery of the fabulous Series 2 Elite Coupe at £1,949, or early delivery of the Special Equipment Series 2 Coupe, at £2,120, in a variety of attractive pastel shades.

Lotus Elite GT. A very rapid car in B.R.G. with tan interior trim. Wire wheels, disc brakes, Stage 2 unit, etc. An exciting road car. £1,485

Alfa Romeo 1900 Super Sprint. Incomparable sky blue coachwork with matching interior trim. Equipment includes five speed gearbox, radio, heater, chrome Borrani wire wheels, "X" tyres, Webers, etc. £1,285

C-type Jaguar. 1953/2. A choice of two of these potent machines, in red or dark blue, both fitted with Webers, screen and weather equipment, and suitable for road or track use. £765

Lotus Elite GT 1959 Coupe. One owner only since new. Recently completely recellulosed in moss green, retrimmed interior, etc. A fine representative of this exciting and desirable marque. Attractively priced at £1,425

Lancia 2500 GT Aurelia. Finished in Italian red with white interior, this car is the best example of this marque we have seen for a very considerable time. "X" tyres, floor change, all independent suspension, etc., highly polished unit. £1,335

Austin A105. This is the very fast and extensively modified ex-Jack Sears car, specification includes 2.6 litre 6-port head unit, competition suspension and steering, brakes, etc. Finished in pale green with tan interior. £695

Aston Martin DB2/4. 1955. Faultless, both bodily and mechanically, and attractively finished in B.R.G., with matching interior. 3-litre unit, wire wheels, Alfins, etc. Now offered at a fraction under cost price. £1,265

Maserati A.G.6.C. Zagato G.T. coupe. 1957. A rare and original car superbly finished in midnight blue with matching interior, Borrani wire wheels, 4-speed gearbox, 6 cylinders, twin overhead camshaft engine, Weber carbs., etc. £1,865

Fiat Abarth Zagato. 1958. 2-seater G.T. coupe. Spotless in Italian red with dark blue upholstery, 750 c.c. unit in full Mille Miglia tune, 4-speed gearbox, "X" tyres, heater, etc. A unique opportunity to purchase one of these exciting, fast and diminutive cars at a competitive figure. £1,285

Tojeiro Jaguar. An ex-Ecurie Ecosse car finished in metallic blue, 3.4 litre D-type engine, Webers, Dunlop mag. wheels, disc brakes, de Dion rear end, all synchromesh D-type gear box, full Appx. C screen. An exceptionally potent competition machine. £1,325

Porsche 1500 Standard saloon. 1954, an exceptional car, in silver grey with black top and white interior, fitted with Reutter seats, heater, "X" tyres, etc. £685

GEMINI HOUSE,

HIGH STREET, EDGWARE, MIDDX.

Classified Advertisements—continued

JAGUAR—continued

1959 (Nov.) JAGUAR XK 150 coupé, maroon with white interior, disc brakes and overdrive, twin spots, heater, radio, and many other extras. Two owners from new, maintained regardless of cost. Any trial or examination. £985.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

1958 (JUNE) JAGUAR 3.4 B.R.G. Disc brakes, wire wheels, overdrive. This car has covered 15,000 miles in the hands of one very careful owner, and is in immaculate condition inside and out. Any trial or examination. £995.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

1957 SERIES JAGUAR 2.4 saloon, one owner, light grey with red leather, overdrive, etc. This is a genuine low mileage car and is in as new condition. Any trial or examination. £785.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

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**
XK 140, 1955. Fixed head coupé in dual black and silver, C-type engine, wire wheels, twin exhausts, twin spots, heater, washers ... **£595**
Arkwright Street, Nottingham. Tel.: 89282/3.

LOTUS

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.
Mk. VII. This car has just been rebuilt, is completely unmarked and is in superb condition. Finished in pale blue with black interior, full weather equipment and fitted fully modified Cosworth Ford 105E engine, Webers, special gearbox, oil cooler, etc. One owner only **£625**
Mk. VII, 1959. Two-seater in alloy, an unblemished car with full weather equipment and engine modified to full 1172 specifications **£475**
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

GIFT AT £450.

Chapman-designed chassis fitted with Bristol engine, Dunlop disc brakes, i.f.s., de Dion rear. In brand new condition, complete except for body.

P. SCOTT-RUSSELL,
 Standlake Witney,
 Oxon.
 Phone: Standlake 225.

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 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.

LOTUS XI, 1,098 c.c., full Stage 2 Climax, close ratio gears, de Dion, disc brakes, four spare wire wheels, good Dunlop R5s. Newly resprayed two-tone green, whole car overhauled and prepared for full season's racing. Really outstanding car, immaculate in every respect. Offers from genuine enquirers to A. R. Wyllie, New Calder, Mid Calder, Midlothian. Mid Calder 358.

1960 IMMACULATE LOTUS Seven, unraced, Stage 2 Climax, 9,000 miles, £730 o.n.o.—Tel.: FINchley 0850.

1954 MINOR Convertible (radio and heater) offered in part-exchange Lotus 7.—Seaton, 226 Shipton Road, York.

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. Twin-Cam, 1959. Two-seater in blue with black hardtop, fitted radio, heater, disc brakes, rack, washers, etc. ... **£695**
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.

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, Wimbledo, S.W.19. LIBerty 3083.

1958 SERIES (9.11.57) M.G.A. FIXED HEAD COUPE.

Dark blue, grey interior, fitted host of extras, Michelin "X", etc. Supplied and maintained by us, regardless of expense, one company-director owner, never raced, rallied or involved in accident. Genuine 30,000 miles and an absolute specimen. **£625.**

Part Exchanges.

Hire Purchase.

THE BOROUGH GARAGE,
 Boroughgate, Otley, Yorks.
 Tel.: Otley 3251/2.

Rover and Austin Agents.

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.**

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, Wimbledo, 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.

1957 (September) M.G. MAGNETTE ZB. Grey with light grey leather, fitted with Town and Country tyres to rear. An outstanding example of the very popular model. Genuine low mileage. Any trial or examination. £565.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

1953 M.G. TD. Black. Low mileage, excellent all round condition including weather equipment, luggage grid, heater, Michelin X on rear. Many other extras. £385.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

1949 M.G. TC. Red. Sealed beams, radio, 16 ins. rears, wipers. Must be sold. £190 o.n.o.—Broomers End, Shipley, Horsham.

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**
M.G. TC, 1949. Two-seater. A very neat example in red with luggage rack, spot lamp, badge bar, etc. ... **£295**
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. LANsham 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.

1958 MORGAN 4/4 competition two-seater. Red. Low mileage, very good condition, £475 o.n.o.—Phone: Canterbury 3232 (business) 9 a.m. to 6 p.m.

PORSCHE

1957 (JUNE) PORSCHE 1600 356A saloon. R.h.d., cherry red/red trim, one owner, 36,000 miles. The car is fitted with Becker radio, head rests, fog and spot lights. Although never rallied, this car has been maintained by well-known racing and tuning specialist, and its condition is exceptional. Any trial or examination. £1,085.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

RACING CARS

COOPER - JAGUAR (April '55) 3½-litre, Webers, 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. X. S.S.D.O.H.C. Norton engine. Many spares. Successes include 1st Shelsley Walsh, 28/8/60; 1st and class record, Prescott, 11/9/60; J.H.C. Championship, 1958. Ready to race. Best offer over £300.—E. Willmott, 12 North Road, Wells, Som. Tel.: Wells 2100 (home), 3387 (office).

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. **£1,100.**
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. Webers. 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.

F3 SPECIAL, with or without Norton Lancefield L/S DOHC (used one meeting). Spares and trailer. Offers. Trial run.—Rawinson, Mill Green Camp, Hatfield 2264 (Herts).

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

RILEY

End of Formula. 2½-litre RILEY, 1950.

Healey Silverstone engine and other enthusiast mods, fitted during last five years by owner. Excellent mechanical condition, recent paintwork overhaul.

£235 or offers.

NUTT, Mitcham 4088; Sanderstead 4968.

RILEY 1.5, 1959. Very carefully maintained. Immaculate. £600.—Pimlott, 3 School Lane, Radford Semce, Leamington Spa 7632.

RILEY 1.5, July 1959. Light blue, meticulously maintained, many extras, 12,000 miles. £675 o.n.o.—Phone: Newhaven 97 day, 713 evenings.

1953 RILEY 1½-litre, R.M.E. series. Green. Fitted radio and heater. This car has been the late owner's hobby and its condition is truly superb. A reconditioned engine was fitted 6,000 miles ago. The car is offered subject to any trial or examination. £455.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

SPECIALS

1172 TRIALS, completed and registered 1959 R.A.C. formula, all usual mods, new tyres and parts assembled. £115 o.n.o.—Phone: Andover 2651.

SPORTS CARS

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

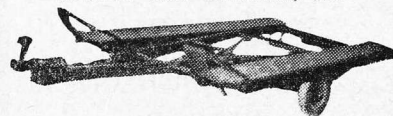
Sunbeam Alpine, 1959. Two-seater, in white with radio, heater, washers, overdrive, discs **£795**
A.C. Ace, 1955. Two-seater in red with tan interior, equipment includes radio, heater, wire wheels, twin exhausts, twin spots, etc. **£695**
Elva Courier Spyder, 1959. Two-seater in dual B.R.G. and red, 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**
Morgan Plus Four, 1955. Two-seater. An exceptional example in black with red interior and tonneau, TR2 engine, new hood, wing mirrors, etc. ... **£425**
Morgan 4/4/Plus Four. Choice two excellent examples in white or maroon, both with various extras. from ... **£385**
Ford Roehdale, built in 1959 and fitted new engine 50 miles ago. A very neat example ... **£195**
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

SUNBEAM

1957 SUNBEAM Mk. III. Maroon/off white, red leather interior. This superb car has covered only 23,000 miles in the hands of one careful owner, and is fitted with overdrive, radio, heater, spot lamps and many other extras. Offered subject to any trial or examination. £655.—J. A. Gregory, Bath Road, London Airport. Tel.: SKYport 1621/1818/1819, evenings 9 p.m. Open Saturday and Sunday.

TRAILERS

RACING CAR TRAILERS, £39.



HALSON TRADING CO., NEWHAVEN 237.

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

(Continued on page 887)

AITCHISON-HOPTON

(ENGINEERS) LTD
CHESTER

Dear Motoring Enthusiast,

With the approach of the season of goodwill, when most men's thoughts turn, however momentarily, to the miracle of Bethlehem, may we in our turn pause, to reflect on the true spirit of Christmas, that in our humble station we may be better equipped to fulfil the purpose of our lives.

In this age when many men are prepared to trade almost their souls for the sake of quick profit, thoughts seldom reach beyond the boundaries dictated by work and play. Yet it is beyond these boundaries that we would look as we extend to motoring enthusiasts throughout the world our most heartfelt good wishes this Christmas.

We would like to offer our thanks to all our friends in the sport and in the trade who have helped to make 1960 such a happy and successful year for us; we wish you all Good Health, Happiness and God Speed during 1961.

May we extend to all a warm hand of friendship and the sincere hope that the coming year will see continued peace on earth and goodwill to all men.

J. B. Hopton

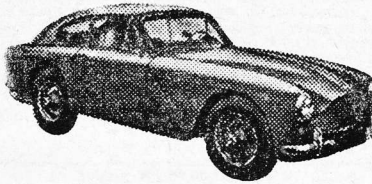
K. N. Aitchison

16 CANAL SIDE
SELLER STREET, CHESTER

Telephone: CHESTER 26100

MAIN DISTRIBUTORS
T.V.R. WARWICK LOTUS

Grand Touring Cars



RUDDS

- 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

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.

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.

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

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

1956 JAGUAR XK.140. Fixed head coupe. Green. Full 'C' type engine. Overdrive, wire wheels, radio, seat covers. Absolutely first class. £645

1956 Series JAGUAR XK.140. Drop head coupe. Special equipment model. Extras. £595

1959 (July) FORD CONSUL de luxe low line saloon. Primrose yellow with charcoal grey upholstery. Numerous extras fitted. One owner. £645

1950 (April) AUSTIN A.35 saloon. Finished in blue with blue/grey roof. £425

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

**FIELDS ENGINEERING COMPANY
(CRAWLEY) LIMITED**

First in the Field with XK

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

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

We would like to take this opportunity to wish all our customers and friends a very Happy Christmas and a prosperous New Year

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)

T-V-R

SOLE DISTRIBUTORS for the
South Coast from Kent to Dorset
East Surrey & Metropolitan London

Insurance, H.P. & Specialist Tuning

St. JAMES' MOTORS

37/38 UPPER ST. JAMES' STREET,
BRIGHTON, SUSSEX

TELEPHONES: BRIGHTON 61414/5

Also:—

GOGGOMOBIL • MORGAN • BERKELEY

Classified Advertisements—continued

TRIUMPH

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., from. £465
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

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.

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 1225 Volvo.—Spender, Sutton on the Hill, Derby. Etwall 569.

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 1s. 6d.—Autobooks, 104 Islingwood Road, Brighton.

BRAKE LININGS

BOXED 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.

CAR COVERS

AN 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.

ARDEN CONVERSIONS for extra power, Baldwin Brake Boosters, 30 per cent. more brake efficiency. Crypton rev. counters, electronic transistorized, 0.6, 0.8, and 10,000 r.p.m., 10 mins. fitting, from £12.—Arden Conversions, Tanworth-in-Arden, Solihull, Wks. Wythall 368. 3d. stamp for illustrated list.

A.V.C. VOLKSWAGEN conversion kits. The world's best. Single carb., 653. 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. BR1xton 9891.

WODDYATTS 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. Woodoridge, 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 offerCOMPLETE 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.
 EL4 8RQ

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

ENGINES

BRAND new "B" Series 1,500 c.c. engine, £60. New 3.73:1 diff. unit, fits any "A" type axle, £20 o.n.o. Available mid-January.—Pimlott, 3 School Lane, Radford Semele, Leamington Spa 7632.

MASERATI engine, model 150S, for sale. Suitable for 1961 Formula 1. Twin overhead camshaft. Twin distributors, two plugs per cylinder. Little used and in better than original condition. £900 o.n.o.—Enquiries to S. G. Young, Esq., c/o Weldangrind, Ltd., Peterborough Road, Fulham, S.W.6. Tel. No. Renown 1121.

SPECIAL B.M.C. "A"-type engine with special crankshaft and camshaft developing 85 b.h.p. at 8,000 r.p.m. Built for a Formula Junior but owner owing to other commitments is unable to use this unit. Various other equipment also for sale.—Box 3807.

XPAG-TYPE engine, £30 overhaul, excellent condition, £18 o.n.o. Also 2-litre Riley engine, superb order, £20 o.n.o.—ALBERT Dock 1751.

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.

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.

PERSONAL

SPRITE OWNERS interested in superb new bonnet should write for photographs to G. A. Glassfibration, Ltd. (A), Carr Mills, Buslingthorpe Lane, Leeds 7. Tel.: 44544.

PHOTOGRAPHS

MICHAEL E. WARE wishes all his clients a very happy Christmas and a successful season in 1961.—Studio 750, 4 Surbiton Road, Kingston. KINGston 0604, for all motor racing photography in 1961.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

HERE'S WISHING!

A Merry Christmas and Happy Rallying in the New Year to all our customers, past, present and future! Don't forget to look us up at the Racing Car Show, we're on Stand No. 27.

RALLY EQUIPMENT, LTD. (As) (Mn)
 295 Edgware Road, Colindale, N.W.9.
 COLindale 3633/3840.

MIDLAND ENTHUSIASTS!

THE SHOP TO SUPPLY YOUR NEEDS.
 All Rally Aids, Tuning Equipment and Accessories.

RALLY KIT,

719 Warwick Road, Solihull, Warwickshire.
 Solihull 1252.

Run by Enthusiasts for Enthusiasts.

NAVIGATORS—For "spot-on" navigation the **GARFORD TRIPLITE** is essential—it gives extra illumination to speedo mileage counter for clear reading of distance travelled in miles and tenths. Price 10s. post free. . . and, incidentally, the **GARFORD ROMER** is still only 4s.—from Garford Romers, 1 Peterborough Road, Harrow, Middx.

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

SAFETY GLASS

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

SHOCK ABSORBERS

KONI Shock Absorbers, longer life guaranteed, for all cars. Standard equipment on Porsche, Ferrari, Frazer-Nash, etc.—Department 14, Postland Engineering & Trading Co., Ltd., Crowland, Nr. Peterborough, Northants. Telephone: Crowland 316.

SITUATIONS VACANT

BRACKNELL 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

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

SPARES & ACCESSORIES

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

SPRITE SPEEDWELL hardtop, as new. £20;

tonneau, £4 and hood.—DUNcan 0171.

VERY special Jaguar 3.4 engine, 9-1 comp., heavy duty bearings, new oil pump, special head, fitted "D" valves, high-lift cams, 2 ins. H.D.8 carburetors, comp. clutch. XK 120 E.N.V. 3.64 rear axle with hubs, brakes; front suspension units, brakes M.20s; five disc wheels, 600 x 16 "X" tyres and tubes, four as new.—Wright, Marlow, Leintwardine, Craven Arms. Tel.: Leintwardine 257.

STEERING PARTS

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

SUPERCHARGERS

CREAMER for Shorrock Superchargers. Sales, service and tuning.—R. A. Creamer and Sons, Drayton Mews, Holland Street, Kensington. WEstern 1275.

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

TUNING SERVICE

CATERHAM CAR SERVICES, LTD. Full stock of Speedwell and other modifications, Crypton tuning.—See Austin-Healey.

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

(Continued overleaf)

Classified Advertisements—continued

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.

FOR SALE. Five Cooper-Junior wheel castings. £6 o.n.o. each.—Phone: B. G. Smithard, ENTerprise 5667 (London).

WANTED

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

COOOPER-J.A.P. 500 c.c., with spares and trailer, cash waiting for right one.—Send fullest details to K. Dunn, who will answer all letters, 39 Wansant Road, Bexley, Kent.

DE DION tube for Series 2 Lotus Eleven, with drive shafts and locating rods.—Knight, Hartlip House, Hartlip, Kent.

OLD CARS (built before 1925) or parts of them (wheels, lamps, steering wheels, radiators, etc.) for sale?—Please send offers to H. J. Mattner, Düsseldorf, Reichswaldallee 68, Germany.

ROWLAND 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.

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

NEW CARS FOR SALE

FORD

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

GOGGOMOBIL

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

RENAULT

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

TRIUMPH

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



Alderson's Universal Car Safety Harness

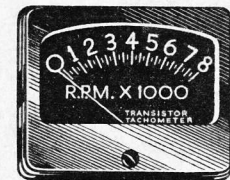
Fit any type of seat, made from 2" wide webbing with quick release fastener.

2,000 lb. breaking strain model in Brown, Olive Green or White. 35/- each.

4,000 lb. breaking strain model in Silver Grey only. 75/- each.

Available from your local garage, accessory shop or direct post free.

ALDERSON'S
34 Kingswell St., Northampton
Tel: Northampton 4246 Trade inquiries invited



ELECTRONIC REV. COUNTERS
£8.10 plus 1/6 p/p U.K.

Please state voltage and number of cylinders

Dept. A/S **MOTO-LITA**
UPPER HOUSE LANE, SHAMLEY GREEN, SURREY
Please write or phone. CRANLEIGH 978

ECURIE ECOSSE ASSOCIATION

The badge is the badge of the team itself. A proud badge to wear on your car or in your lapel. Support the gallant and determined effort of a superbly organised and successful "one man effort" Branches in Edinburgh, Glasgow, Aberdeen, Dundee, Newcastle, Birmingham, London and U.S.A

Full Member £2, Associate £1, (U.K. only)
Junior 10/-

For full particulars, send coupon to Ecurie Ecosse Association, 7 Merchiston Mews, Edinburgh, 10.

NAME.....

ADDRESS.....

A (BLOCK CAPITALS PLEASE)


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

W. JACOBS & SON LIMITED

WISH ALL  OWNERS AND SPORTS CAR FRIENDS

A Merry Christmas and happy days of Motoring in 1961

Mill Garage • Chigwell Road
South Woodford • E.18
Wanstead 7783/4

WOOD RIMMED STEERING WHEELS
TO FIT ANY CAR
132/6 p/p 3/6 U.K.
BOSSSES 49/6



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

£865 Aston Martin DB2. Drophead coupe. Vantage engine. Old English white with blue hide interior.

£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.

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

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

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

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

£445 Austin-Healey 100/4 B.N.I. Red and black. Fitted with radio, heater, overdrive and luggage rack. Specimen example.

£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.

£375 Fairthorpe Electron. Tuned B.M.C. A type unit. Disc brakes. An extremely fast and safe motor car.

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

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

£245 Sunbeam Talbot 90 Drophead coupe. Grey with matching interior.

£240 Lotus VI. M.G. gearbox, Cooper wheels, wood rimmed steering wheel. Less engine, although a TC engine is available if desired.

£185 Dellow 1172. Black. Very good all-round condition.

£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).

JARVIS

OF WIMBLEDON

DEALERS FOR 33 YEARS

USED

M.G.A. 2-seater. Black with Red leather upholstery. Tonneau cover. Practically new Roadspeed tyres. Reconditioned engine. Done 15,000 miles. Meticulous record of all service and repairs. £525

NEW

M.G. Magnette. Pearl Grey/Connaught Green, and others. From £1,012-12-6

Austin-Healey 3000. Various colours with extras. From £631-10-10

Austin-Healey 1300. 2 and 4 seaters. From £1,168-9-2

Riley 1.5 saloons in Yukon Grey & Damask Red. £815-14-2

Riley 4/68 saloon in Whitehall Beige. £1,028-4-2

Used cars wanted. We are interested in buying recent good condition cars. Drop us a line, phone or call and ask us to quote you.

MORDEN RD., S.W.19 57, HILL RD., S.W.19
LIBERTY 8221/8 WIMBLEDON 2526

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

1958 Morgan Plus 4. Two-seater. Pearl grey, black upholstery. One owner, 10,000 miles £599

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

GO SPORTS for the

exciting T.V.R. GRANTURA COUPÉ

Try out the fabulous T.V.R. Just try and you'll want to buy. Available now in kit form or complete with the Ford 105E, M.G.A. or Climax 1220 c.c. engines. Prices from £745. Exchanges and demonstrations arranged. Usual terms.

Visit us on the Lotus and T.V.R. stand at the Racing Car Show

GO SPORTS TODAY

SPORTS MOTORS
(MANCHESTER) LTD
(T.V.R. Main Distributors)

126 RUSHOLME RD., ALL SAINTS, MANCHESTER 13.
Telephone: ARDwick 3015 & 3470.

Also Distributors for Lotus Elite, Lotus Seven, Speedwell Equipment & Conversions.

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.

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

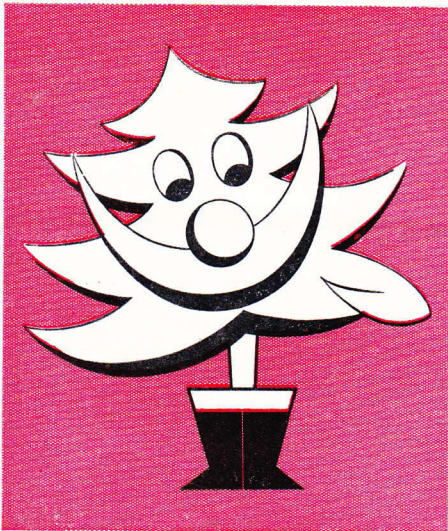
Outstanding Value at 4/6d. (5/3d. by post)

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

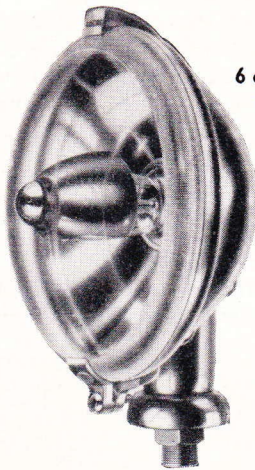
HIGH PERFORMANCE CARS 1960-61



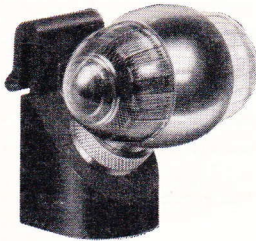
Order your copy from your Newsagent or Bookseller now



give your
motorist friend
Lucas this Christmas
— attractively packed in
gay Christmas wrappers



SLR576 'FOGLAMP'
6 or 12 volt. Complete with
cable and switch **79/6**



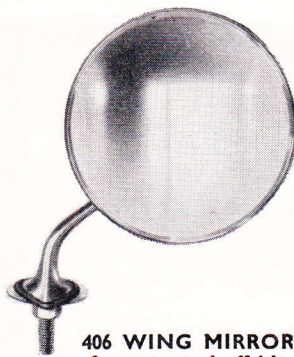
L610 PARKING LAMP
Window or roof
mounting. Complete
with 6ft of cable **12/6**



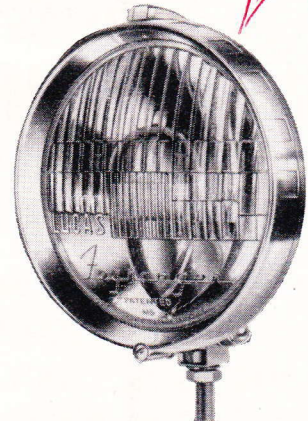
BATTERY FILLER
Medium size **5/6**
Large size **7/6**



2SJ SCREENJET
Electrically operated
with push button
action **72/6**



406 WING MIRROR
for near and offside
mounting **26/6**



5FT 'FOGRANGER'
complete with cable
switch and bracket **75/-**

LUCAS

MOTORING ESSENTIALS

SEE THEM AT YOUR LOCAL GARAGE

JOSEPH LUCAS LTD • BIRMINGHAM 19