

AUTOSPORT

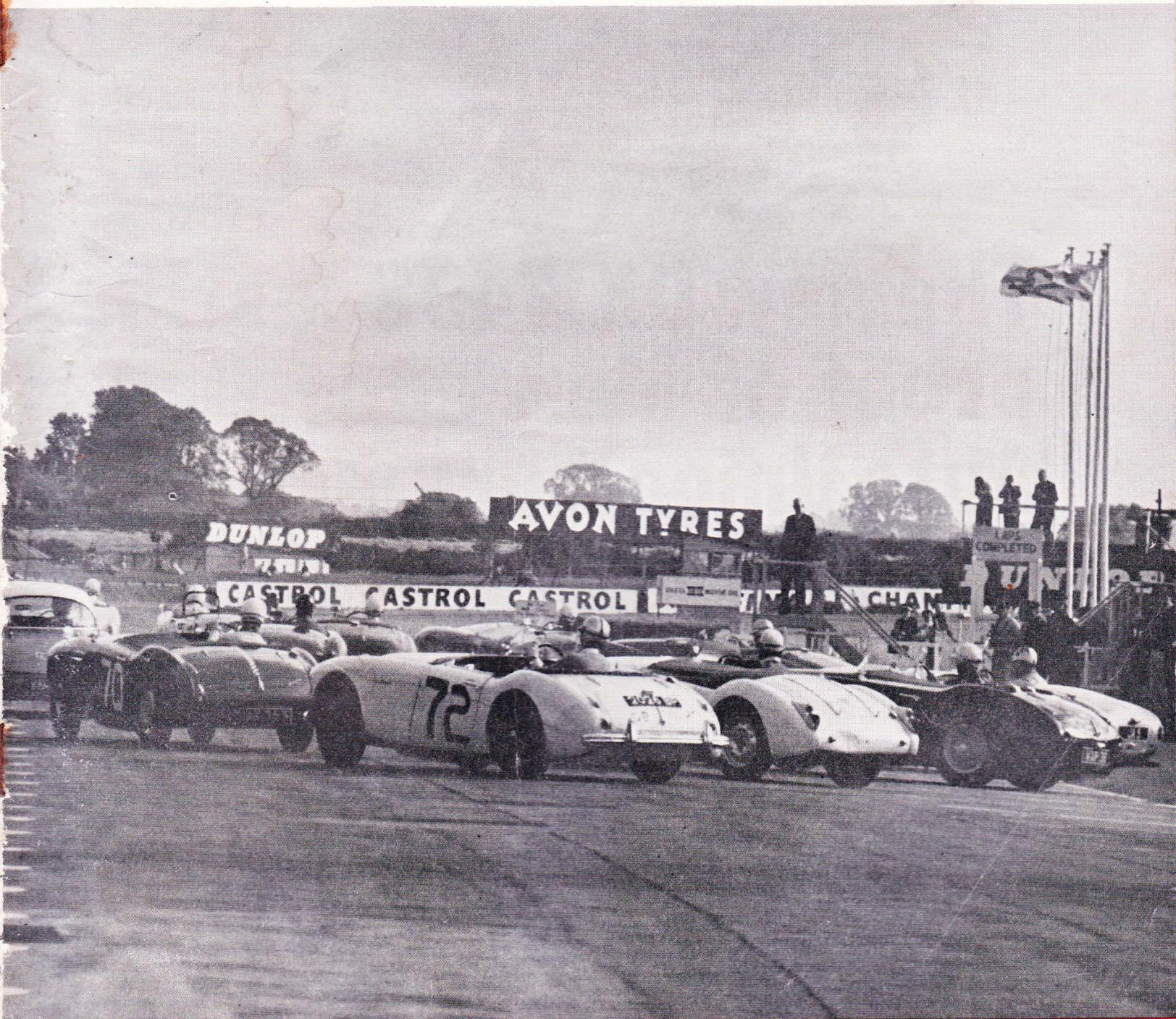
SEPTEMBER 22, 1961

2/-

EVERY FRIDAY
Vol. 23 No. 12

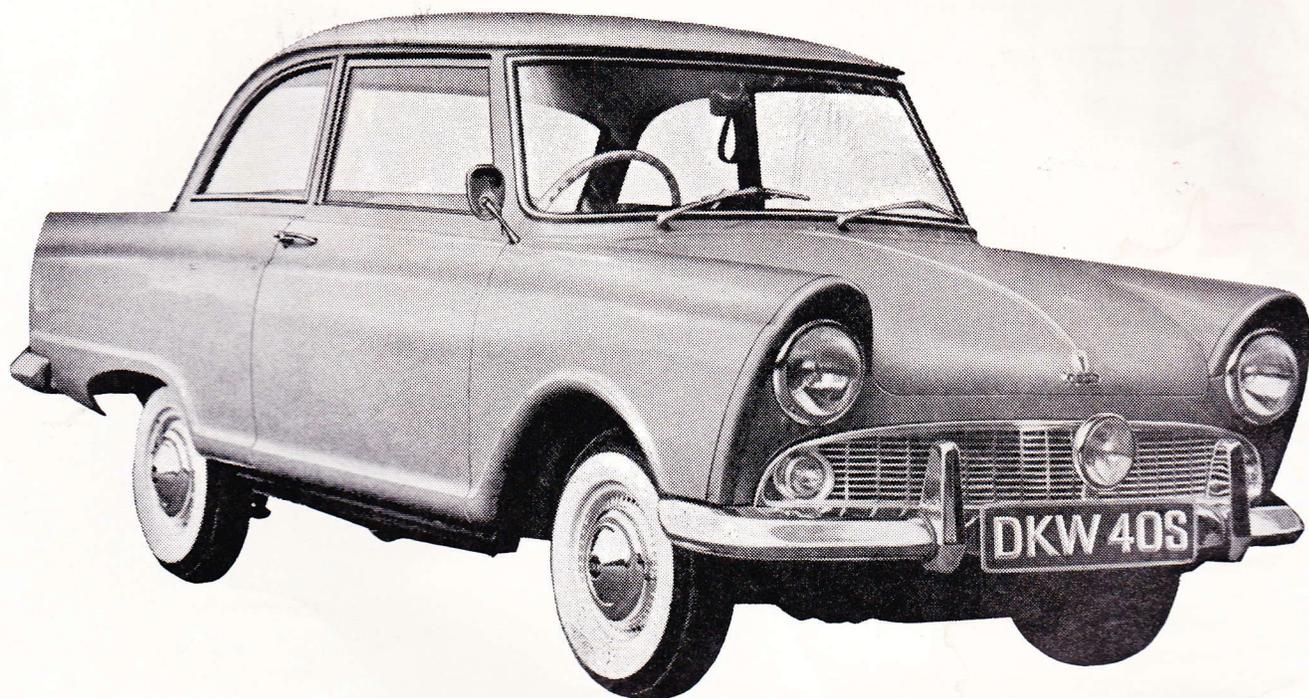
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE MINI-COOPERS—NEW "GRAND TOURERS" FROM B.M.C.
CLUB RACING AT SILVERSTONE AND GOODWOOD : TOUR DE FRANCE



The new DKW40S lasting proof of Mercedes-Benz Auto Union Workmanship

Famous prewar Grand Prix rivals Mercedes and Auto Union have combined to produce a car of outstanding quality – the 40 S, de luxe version of the DKW. Built with care and skill by such famous names the **DKW 40 S** represents real value. It is a four/five seater family saloon car with an enormous boot and its acceleration through all four synchromesh gears reveals its sporting background. Try one for yourself and join the ever growing number of delighted owners.

Five ways of telling DKW quality **1 CONSTRUCTION** separate safety chassis **2 PERFORMANCE** front wheel drive means road holding second to none **3 FINISH** many extras as standard equipment **4 ECONOMY** 40 m.p.g. at 50 m.p.h. (Autocar) **5 RELIABILITY** engine life before replacement of up to 700,000 miles **THE FACTS** Cruising speed—over 70 m.p.h. Price—DKW £799.17.6 inc. P.T. DKW 40 S £823.9.7 inc P.T. Saxomat automatic clutch available £48.10 extra. White wall tyres and rim embellishers available as optional extras. **STANDARD EQUIPMENT** Two tone or single tone colours. Leatherette or cloth upholstery. Walnut interior trim. Bosch fog light. Heater and demister. Overriders. Screen washers. Wing mirror. Radiator blinds. Courtesy lights. Door arm rests. Chrome tail pipe.

Also available the Auto Union 1000 range from £997.

CONTACT AUTO UNION (G.B.) LTD. GT. WEST RD., BRENTFORD, MIDDX. Tel: ISL 5341 London Showrooms 10 ALBEMARLE ST., W1 Tel: HYD 3351

AUTO UNION  **DKW**
A PRODUCT OF MERCEDES-AUTO UNION PARTNERSHIP

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 23 No. 12 September 22, 1961

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	387
Sports News	389
The Mini-Coopers	390
Correspondence	393
Peterborough M.C. Silverstone Race Meeting	394
B.A.R.C. Goodwood Race Meeting	396
The Tour de France—Halfway Stage	398
Report From Eire	399
The Italian Grand Prix—Pictorial Review	400
Club News	403

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 £5 15s. 0d.

(U.S.A. and Canada \$16.00)

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

COOPER AND B.M.C.

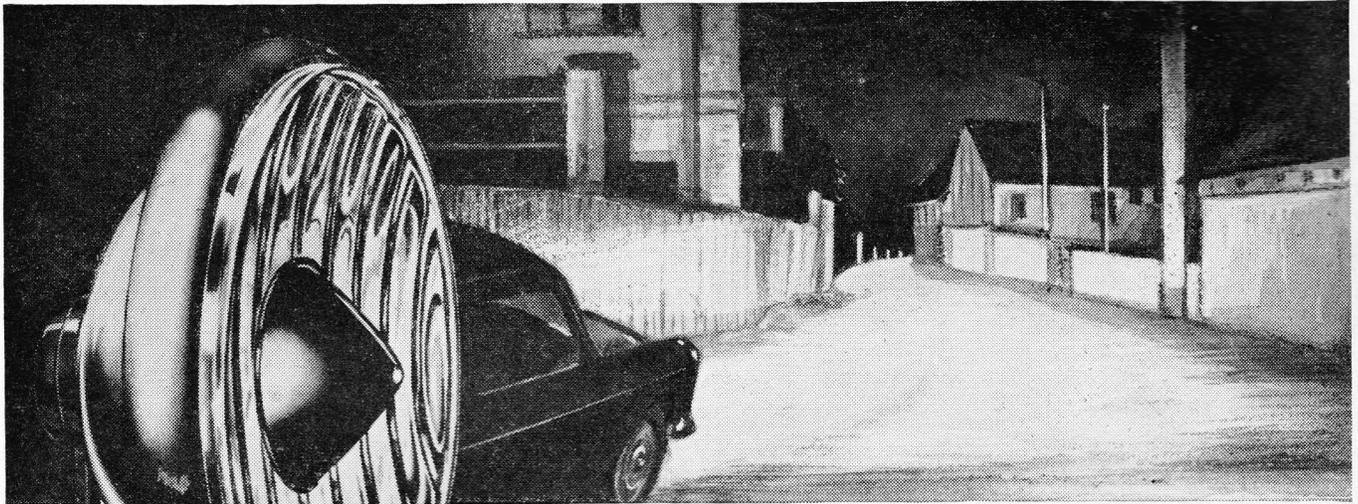
THE announcement of the Cooper high-performance versions of the famous B.M.C. "babies" is a step in the right direction. In associating the name "Cooper" with these intriguing little cars, the British Motor Corporation acknowledges the considerable prestige gained by the Surbiton concern through motor-racing successes. In offering the cars with disc brakes, tuned and enlarged engine and remote-control gearbox, B.M.C. pays tribute to the development-through-racing system which has enabled these features to be incorporated on normal production cars. The engine itself owes much of its present development to the Formula Junior Coopers raced by the Ken Tyrell stable. For some time, many excellent conversions have been available for the Austin Seven and Morris Mini-Minor, but it is something new for the giant B.M.C. empire to market an improved-series version of its lowest-priced motor cars.

S.C.C.A.—SWEEPING CHANGES

AMONGST the 1962 rules and regulations issued by the Sports Car Club of America is one article which would appear to permit professional participation. In direct contrast to its earlier attitude, the Club states simply in Article 7: "S.C.C.A. places no restriction on financial arrangements which may be made by any of its members". This is as it should be. Insistence on amateur status belongs to the past, and if competitors can reimburse themselves for the very considerable outlay which is necessary in modern motor-racing, circuit meetings in U.S.A. can be put on a properly-organized business footing. The disappearance of the "shamateurs" from the racing scene is a good thing for all concerned, and AUTOSPORT congratulates the Board of Governors of the S.C.C.A. for realizing that many of its members could not care less about their so-called amateur status. Starting and prize money is the accepted rule in all European events with the exception of certain restricted club meetings. Admittedly, very few drivers can make racing pay, but the cash incentive certainly does help to make for extremely healthy competition, and assists in footing the inevitable cost of transport, hotels, preparation and so on. Again, more of America's up-and-coming drivers will have a greater opportunity of emulating World Champion Phil Hill, and other "exiles" such as Dan Gurney, Richie Ginther and Masten Gregory, who have made their mark in International motor racing.

OUR COVER PICTURE

THE RACING SEASON is beginning to draw to a close —although there are those who say it gets longer every year! Here, at Goodwood, "marque" sports cars get away in the flurry of a Le Mans start on an early autumn afternoon. It won't be long now before the sound and the fury die away for a few months—but for the moment they are as loud as ever!



If night could be turned into day

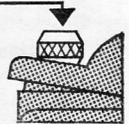
you could not enjoy better illumination than that provided by Blue Spot driving lights. The Blue Spot range covers every driver's requirements in width and length of illumination, and has a flat top anti-dazzle beam. The effects of fog, too, are minimised to a remarkable degree. Choose a Blue Spot and experience the pleasure that night driving can give you under conditions of visual comfort and safety. Stainless steel rims. Price £3/9/- complete.

NOTEK 'BLUE SPOTS'

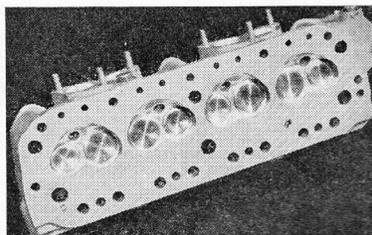
Obtainable from Garages, Motor Agents, Motor Cycle and Accessory Dealers, and all branches of Halfords.
Made by NOTEK at Bromley in Kent.

MICROMATIC ADJUSTMENT

An exclusive Notek feature for instant positioning of beam direction if fog prevails. Spring loading prevents damage if knocked.



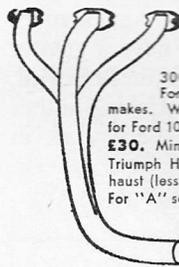
If you want Performance, fit a Light Alloy Cylinder Head, which gives the greatest increase of power with improved economy and smoothness, from any single component.



The HRG-DERRINGTON for "B" series B.M.C.

4 separate inlet ports, cross flow, develops 23% more power than standard iron head on same c/r., 10% economy and greater smoothness. Kit, less valves, £58.10. With valves and springs, assembled, £68.10 (from stock). Specially prepared for racing, £75.

- | | |
|--|--------|
| For "A" ser. B.M.C. BARWELL, assembled with valves | £37 |
| For "A" ser. B.M.C. AQUAPLANE, assembled with valves | £35 |
| For FORD 105E AQUAPLANE, assembled with valves | £42.10 |
| For FORD 100E POWER MASTER OHV conversion kit | £62.10 |
| For FORD 100E AQUAPLANE, side valve SUPERHEAD | £12.15 |
| For FORD CONSUL Mk. II RAYMOND MAYS kit, 90 B.H.P. | £75 |
| For FORD ZEPHYR Mk. II RAYMOND MAYS kit, 127 B.H.P. | £120 |
| For FORD 93A, MORRIS 8 & MINOR, MINX side valve, from | £9.10 |
| For MINOR S.V., ALTA O.H.V. conversion kit, doubles B.H.P. | £52.10 |
- Most kits from stock.



EXTRACTOR EXHAUST MANIFOLDS. Of scientific design, proved to be of maximum efficiency, developing 3 to 10 B.H.P. more than standard. For all "A" ser. B.M.C. cars, £9.10; "B" ser. £14. TR2 & 3, Morgan, Peerless, £19. Healey 3000, £25. 100/4 with twin S/T silencer, £27.10. Lotus Elite, £12.10. Ford Consul, £12.10. Zephyr, £17.10; and for most other popular makes. With twin S.U. carbs. for Ford 100E, £22.10; 105E, £30. Mini-Minor, A.7, £25. Triumph Herald inlet and exhaust (less carbs.), £15. For "A" ser. Extractor exhaust manifolds with induction pipe for std. single carb. or twin S.U., £12.



CYCLE TYPE WINGS

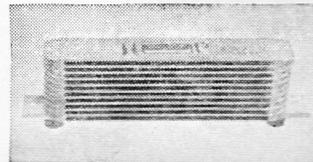
With centre rib for extra strength, in light alloy, 6 in. and 7 in., fronts, 30/-, rears, 35/- each. In light steel, fronts, 6 in. 18/-; 7 in. 20/-; rears, 20/- and 22/-; 8 in. 24/- and 27/6.

For every possible requirement for Tuning, Racing or Special equipment, consult the specialists.

Mention make when writing. Postage or carriage extra.

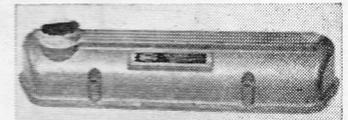


159 & 161 LONDON ROAD, KINGSTON-UPON-THAMES



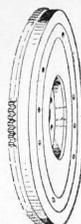
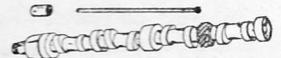
LIGHT ALLOY OIL RADIATORS & KIT

Radiators, only £9.10. Kits for "A" ser., "B" ser., FORD 105E, Triumph TR, MORGAN plus 4, with high-pressure hoses and fittings, from £15.10 complete.



LIGHT ALLOY ROCKER COVERS

Polished or crackle black with chromium-plated filler caps. For 105E FORD, £3.17.6. "A" ser., £4.12.6. "B" ser., £5. XPAG M.G., £5.7.6. TR2 & 3, £6.5.



LIGHT ALLOY FLYWHEELS

TUNING EQUIPMENT FOR "A" & "B" ser. B.M.C.
Fully modified H/C cylinder head (exch.) ... £17.10
Twin S.U. carburettor units ... £17.10
H/C pistons 9.4 C.R. flat top (set) ... £7.10
Light alloy tubular push rods (set) ... £4
High-lift overlap camshafts (exch.) from £7
Light alloy steel faced flywheels ... £12.10
Light alloy engine plates ... £6.10
Close ratio GEARS, full set parts ... £20.12.6

"A" £17.10 "B" £20
"A" £17.10 "B" £21
"A" £7.10 "B" £9.10
"A" £4 "B" £6
"A" £7 "B" £10
"A" £12.10 "B" £14.10
"A" £6.10 "B" £7.15
"A" £20.12.6 "B" £20.12.6



WEBER

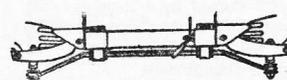
TWIN-CHOKE CARBURETTORS

Complete racing assemblies, flexibly mounted Webers on inlet manifolds, with controls and fuel pipe line for: Coventry-Climax 1100 and 1220, 2, 40 DCOE £50 M.G.-A, fitted 4 port H.R.G. head £52.10 Triumph TR3, 2, 42 DCOE ... £55 Jaguar D type, 3, 45 DCOE ... £95 Ford 105E for F.J., 2, 40 DCOE ... £50 Ford 105E saloon, two-stage D/D ... £35 Mini-Minor, Austin 7 twin choke D/D giving performance with economy. £20

RACING L/A FILLER CAPS, anodised finish.

3 1/2 in. fitting £4.8
2 1/2 in. " £2.10
2 1/4 in. " £2.4

Threaded sleeves or flanges, 3 1/2 in. £1.8, 2 1/2 in. and 2 1/4 in. 9/-. Other types and C.P. finish available.

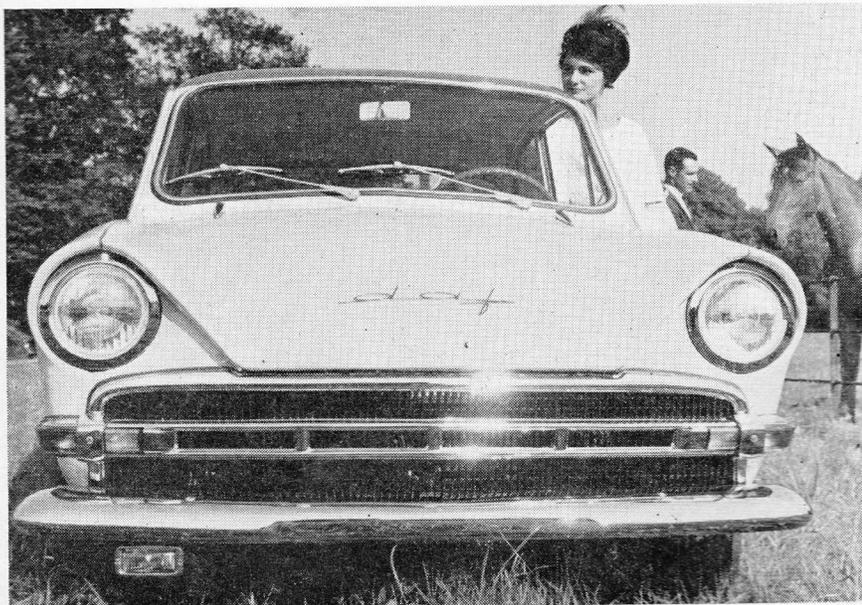


ANTI-ROLL BARS. Scientifically designed to give maximum control. Ford 105E and 105, 75/-; A35, Sprite, Riley 1.5, Wolseley 1500, Metropolitan, 97/6; Magette, Wolseley 15/50, £5.17.6; Triumph TR2 and 3, £6.5.

CHROME TUBULAR LUGGAGE GRIDS



For Sprite and TR L/W model (as above), £7.15, de luxe type for same models; M.G.-A, £9.15. New design clamp on, Consul and Zephyr, £8.10. XKs, £10.10; and most other makes. In stainless steel, for most makes from £12.



THE DAFFODIL showing the new frontal treatment on the de luxe model.

PIF and PADDOCK

FOLLOWING the World Cup race in Holland, AUTOSPORT was fortunate to be at the Zandvoort circuit when two new models of the DAF, announced to the public this week, were shown to the Benelux press.

The original DAF, which was fully described in our pages at the time of its introduction, was a low-priced car of revolutionary design in respect of suspension and transmission, with a well-built body which could carry four adults in comfort and boasted a truly enormous luggage boot. With its 600 c.c. engine it was, however, somewhat under-powered.

The general appearance, and all the good features of the car, are retained in the new models, but the Variomatic transmission now has some added refinements, and an entirely new engine of 746 c.c. has been designed. Although this new engine is still an air-cooled flat-twin, it produces its 30 b.h.p. in commendable silence and will propel the car at 65 m.p.h. with remarkably little "fuss". The transmission gives two-pedal control *par excellence* and the car accelerates smoothly from rest to 50 m.p.h. in 20 seconds. The "gear changes" are dictated by a combination of road speed and manifold depression, and a special control on the dash provides a startling engine-braking effect for use in mountainous country.

Although the DAF is far from being a sports car, readers may remember its excellent performance in the R.A.C. rally last winter. With the more powerful engine it may well produce even greater surprises.

Negotiations are in hand for a U.K. distributor and the price is likely to be announced shortly for the new 750, and for the de luxe version which has been named the DAFdofil.

THE Paris Salon—Paris Motor Show if you prefer it—takes place from 5th-15th October, with the Coupe du Salon race meeting at Montlhéry on 8th October.

BRANDS HATCH—1st OCTOBER

PRINCIPAL event of the day's racing at the Brands Hatch meeting on 1st October, which starts at 12.30 p.m., is a 30-lap Formula 1 race for the Lewis-Evans Trophy. Entries so far received by the organizers, the British Racing and Sports Car Club, include Jack Lewis and John Campbell-Jones (Coopers) and Tony Marsh with his recently acquired B.R.M. Peter Boshier-Jones appears with a Lola in the 15-lap Kingsdown Trophy race for sports racing cars. Also in this event are Roy Pierpoint with his 2-litre Lotus, Laurie Keens's Lola and Jim Digory with his Lister-Jaguar.

At present first and second in this season's John Davy Formula Junior Championship at Brands, Bill Moss and Michael Parkes will be racing works Geminis in the 20-lap Formula Junior race.

Fifth race on the programme is a 10-lap event for Grand Touring cars, counting towards this season's Peco Championship. The two Lotus Elite rivals, Les Leston and Graham Warner (at present holding first and third places in the championship), will be "at it again". Also appearing in this race are two works Morgan Plus Fours for Chris Lawrence and Richard Shepherd-Barron. Michael Parkes will be at the wheel of an Equipe Endeavour E-type Jaguar.

STIRLING MOSS is to drive the Ferguson P.99 in the Formula 1 Gold Cup race at Oulton Park on 23rd September. The Ferguson has been entered by Rob Walker.

Jack Fairman, who has been doing the test work on the car, has been nominated as reserve driver.

Since Aintree Harry Ferguson Research, Ltd., have been carrying further the development of P.99. High-speed braking tests of a type never before undertaken have been carried out on the Road Research Laboratory's track at Crowthorne by the laboratory's experts. Development work has included modifications to the frame, the suspension and

RALLY KIT, of 719 Warwick Road, Solihull, are producing, with B.M.C. approval, steel sump shields for the Mini-Minor range.

the brakes, cleaning up of the engine oil piping and filter system, and the introduction of a lower second gear. The work on brakes and suspension has been directly related to the final design of the Ferguson passenger car.

The four-cylinder Coventry Climax engine will be used at Oulton. No decision has yet been reached about racing next year.

ONLY two Berkeley Bandits were produced before the Biggleswade, Bedfordshire, factory was closed down early this year. One of them is still in more or less daily use while the other has been for some time in the small Barkway, Cambs, garage of chassis designer John Tojeiro getting a thorough going through. It may be that as a result the Bandit will at last reach the market as a limited production machine.

Although identical in appearance to the Bandit which was so well received when announced just before last year's Motor Show, the machine in the workshops has had changes to the chassis, mainly in larger brakes in the front and a larger engine—the Ford Classic in place of the Anglia. Mr. Tojeiro has hopes of producing the machines with a tuned Classic unit.

He was more definite in his plans for his Formula Junior machines. He is at present producing about one of these per week for the American market and plans to field a factory team next year.

The F.J. cars are quite conventional with all-round independent suspension through wishbones and coil springs. There are disc brakes all round, inboard at the back, and steering is through modified Mini-Minor rack and pinion parts. The engine will probably be a highly tuned Anglia unit although some of the Tojeiro F.J. cars have been seen with B.M.C. units. The five-speed box and final drive are incorporated in a VW box, the use of which John Tojeiro pioneered in this field in 1957.

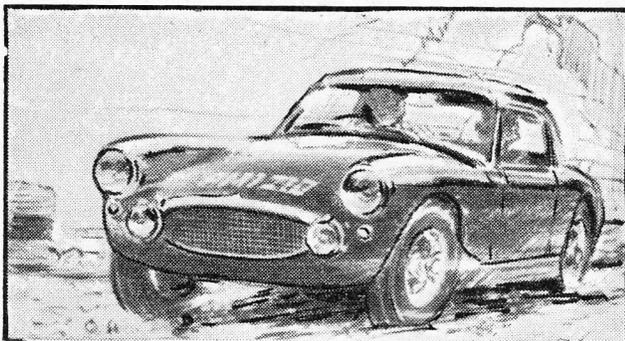
TWw, the television company for South Wales and the West of England, is planning a special programme on 15th October to mark the "golden jubilee of the sports car". For the purposes of the programme the 1911 Prince Henry Vauxhall is being taken as "sports car No. 1", while many examples of other famous cars will be featured.

THE Turin Motor Show will be held from 28th October-8th November.

A.C. CARS, LTD., have announced that the production Ace and Aceca are now available fitted with the Ford Zephyr engine in addition to the A.C. and Bristol power units. Ruddspeed tuning in five stages, from 120 b.h.p. to 170 b.h.p., is offered. The models will be known as the "Ace 2.6" and "Aceca 2.6".

IRISH MOTOR RACING CLUB have applied for an International date for a Formula Junior race to be known as the "Phoenix Park Grand Prix" for next year.

C.B.S. PRODUCTS, of 16 Baron's Court Mansions, W.14, are producing a fibreglass, easy-to-fit shield to protect distributor, plug-leads and dynamo of Minis from mud and water. The shield costs 17s. 6d., plus 1s. 6d. postage.



A further selection of cars of character—all of which have been carefully maintained and carry our guarantee for 3 months on parts and labour.

Mark 2 AUSTIN-HEALEY 3000, under 3,000 miles, immaculate in blue. With overdrive, wire wheels, heater, radio, etc. **£1,095**

OCTOBER 1959 SPRITE. Red with white hardtop, anti-roll bar. De luxe specification with heater, etc. **£455**

AUGUST 1960 SPRITE. 12,000 miles and full de luxe in blue. With Radiomobile radio and underscaled body. Regularly serviced and in excellent mechanical condition **£495**

1960 DE LUXE AUSTIN 7, with a new fully modified 100 m.p.h. motor. Finished in Austin blue. This car has a host of extras including instrumentation, seat belts, wood rimmed steering wheel, perspex rear window, twin horns and spare wheels and tyres. **£535**

1960 MORRIS MINI-MINOR de luxe. A 12,000-mile car in blue. Unmodified and regularly serviced ... **£450**

SEPTEMBER 1961 AUSTIN A40 COUNTRYMAN. Red with black roof, works mileage only. Taxed for 12 months, unmarked **£660**

JULIAN EASTEN'S SEBRING SPRITE. De luxe 1960 model with all the trimmings. Wire wheels, discs, balanced Sebring engine, oil cooler, suspension mods., Durabands, lighting and instrumentation. Wood rim wheel and special seat. Surely one of Britain's most successful rally cars, 10,000 miles since built into "SEBRING" form **£675**

CHRIS WILLIAMS'S SEBRING SPRITE, with full 1961 Alloy G.T. body including streamline hardtop. Full Sebring competition balanced motor, with special crank and clutch, oil cooler, wire wheels, disc brakes, suspension, 12-gallon fuel tank, lightweight fibreglass seats. Finished in Alfa red, this is an exceptionally good specimen capable of speeds well over the "ton", and which has lapped Snetterton in 2 m. 1.5 s. **£950**
An AUSTIN long wheelbase closed transporter is available with this car for **£100**.

ANN WISDOM'S SUNBEAM ALPINE. This 1960 model car has been used for only 12,000 miles. Truly immaculate in red, with hard top, soft top, radio, heater, tonneau. An opportunity to buy an "as new" car for **£825**

AUSTIN SEVEN. 1959, November, full de luxe model in pale blue, 19,000 miles. In very clean condition. **£425**

ALEXANDER SPRITE, 1958. Primrose, 19,000 miles. radio, heater, suspension and engine modifications. Reluctantly for sale through owner's three-year loss of licence! Guaranteed **£410**

PART EXCHANGES — HIRE PURCHASE INSURANCE

John Sprinzel LIMITED

32 LANCASTER MEWS LONDON W2 PADdington 0171

SCALE MODEL CARS FOR THE ENTHUSIAST AND COLLECTOR

Solido are said by many collectors to be the best 1/43rd scale die-cast sports and monoposto models in the world. Superbly finished in National and Equipe colours.



Sports Cars: Porsche 1500RS, Aston Martin DBR, Ferrari Testa Rossa, D.B. Panhard Le Mans, Fiat Abarth Monza, Cabriolet Renault Floride, Alfa Romeo Guilietta Spider, Cabriolet Peugeot 403, Cabriolet Simca Oceane. MONOPOSTO: Cooper 1.5 litre, Porsche 1.5 litre, Lotus 2.5 litre.

PRICE 6/10d. incl. postage. (For orders over three models deduct 3d. per model.)

Lancia Flaminia Farina Coupe with opening doors (as illustrated) 7/10d. post free. Beautifully finished in every detail.

Also stocked, full range of Roadace 1.5 mm. to 1 ft. Racing, Sports and G.T. miniatures and Miniature Auto Society 1/24th scale plans of Historic and Modern cars.

Direct only from:-

AUTO MINIATURE IMPORT

Dept. A.S.1, 4-6 Dukes Place, London, E.C.3

The Enthusiast to Enthusiast Model Service

'WALPRES' MIRRORS

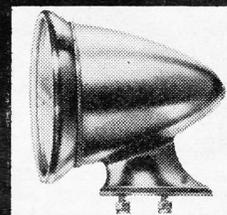
'SPEEDMASTER' as illustrated. Ideal for all cars up to 1500 c.c. Heavily chrome plated on brass. **35/-** each

'RACEMASTER' as illustrated but in silver anodised light alloy. Weight only 6 1/2 oz. (FIA SIZE.) **35/-** each

'CONTINENTAL'. Same contours and finish as 'Speedmaster' but slightly larger. Recommended for cars over 1500 c.c. **37/6** each

- ★ Easier to Adjust
- ★ More Aerodynamic
- ★ Rigid Fixing
- ★ B.S. 1224 Chrome

Post and packing 1/9 each, 2/3 pair. Trade supplied.



LES LESTON LTD., 314 HIGH HOLBORN, W.C.1 CHA 8655/6

THE MOTOR RACING REGISTER

25, Hans Place London, S.W.1.



If your FIA licence is valid for all racing events, be sure your name appears in the first edition of the Register. For details and membership form post this coupon.

NAME.....
ADDRESS.....



SPORTS NEWS

THIS WEEK-END AT OULTON PARK

Works Entries from Porsche, Cooper, Lotus and B.R.M. in Gold Cup Race

THE Mid-Cheshire M.C. has drawn a very fine entry for its International Gold Cup race for Formula 1 cars at Oulton Park tomorrow.

Works entries have been received from Cooper (Brabham and McLaren), Lotus (Ireland, Clark and Taylor), B.R.M. (Tony Brooks and Graham Hill) and Porsche (Dan Gurney and Jo Bonnier). Heading the list of private entries are the Yeoman Credit Coopers (Surtees and Salvadori), the U.D.T. Lotuses (Masten Gregory and Henry Taylor) and the Rob Walker team (Moss or Fairman on the Fergusson, and A. N. Other on the Lotus).

After that lot comes the *really* private private entrants among whom are to be found Tony Marsh (B.R.M.), Jack Lewis (Cooper), fresh from his tremendous race at Monza, Brian Naylor (J.B.W.-Climax), David Piper, making a welcome return to Formula 1 racing in the Gilby-Climax, and Tim Parnell (Lotus). Then there is a certain Roger Rerot, of whom we do not wot, who, like Tony Marsh, has purchased one of the "old" B.R.M.s. The rest of the field comprises the Coopers of John Campbell-Jones, Chris Summers and Graham Eden, and the Lotuses of Gerry Ashmore, Wolfgang Seidel and Michael May.

As far as is known at the time of going to press, neither the Climax nor the B.R.M. V-8 will be in use.

The F.J. race has drawn 37 entries, of which 27 will be allowed to start. Entries include the works Lotuses of Trevor Taylor, Peter Arundell and Mike McKee, works Geminis for Bill Moss and Mike Parkes, the Tyrell Coopers of Tony Maggs and John Love, the Midland

TWO NEW FORDS. ABOVE, LEFT: Ford of Dagenham's new "personal" car, the Consul Capri. This coupé, derived from the Consul Classic 315, provides luxury seating for two. It is powered by a four-cylinder, 1,340 c.c., o.h.v. engine and has a four-speed gearbox with the option of floor or steering column change. Price: £915 12s. including P.T. RIGHT: Ford of Cologne's Taurus 17m is now offered in special T.S. form with a special 77.6 b.h.p. (S.A.E.) high performance engine and fully synchro. four-speed gearbox, as well as twin front bucket seats, safety belt attachment and other items of refinement.

Racing Partnership Coopers of John Rhodes and Richard Attwood. Other entries include Steve Ouvaroff (Ausper), David Piper (Lotus), John Whitmore (Lotus), Gavin Youl (M.R.D.), Frank Gardner (Lotus), Alan Rees (Lotus), Dennis Taylor (Lola), Jack Pearce (Lotus), Ian Raby (Cooper) and David Prophet (Kieft).

There are three classes in the touring car race. The up to 1,000 c.c. class will be contested by Christabel Carlisle (Austin Seven), John Whitmore, Vic Elford, Kenny Lall and Tony Rutt (Mini-Minors) and, what's this, Trevor Taylor in a Ford Anglia? This could be fun.

The 1,000-2,000 c.c. class comprises the Rileys of Ted Lewis, Peter Pilsworth and Alan Hutcheson, the Rapiers of Chris Summers and Alan Fraser and the Borgwards of Billy Blydenstein and N. T. Laurence.

Finally, the big boys, all in 3.8 Jaguars, Graham Hill, Roy Salvadori, Mike Parkes, Bruce McLaren, Edward Cunningham and P. J. Dodd will doubtless provide the usual carve-up.

FINTAIN KEALY, the energetic secretary of the Boyne Valley Motor Club and one of the most improved trials drivers in the land, has gone shares in Jim Bellew's 1,172 c.c. Crossle-Ford.

THE first Jaguar "E"-type in Eire is the property of Leslie Vard, brother of Cecil Vard, and no mean performer himself. On behalf of all impecunious enthusiasts could we appeal to Mr. Vard not to park his fabulous machine outside the offices of a well-known Dublin finance firm. It is terribly demoralizing for the lads sneaking in with the monthly payments!

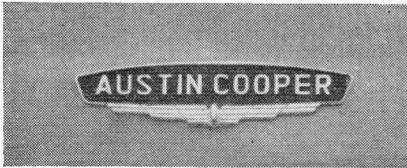
JOHN WEBB AIR SERVICES, LTD., 62 Brompton Road, S.W.3 (KENSington 6426), are once again organizing a Monte Carlo Rally flight for British competitors' wives, relatives and friends, as well as trade and press representatives. Flights will leave London Airport at 12 noon on 24th January, arriving at Nice at 4 p.m. (local time). Take off for the return journey is from Nice at 1 p.m. (local time) on 28th January. Return fare is £43 15s., including accommodation, taxis, airport charges and meals in both directions.

BRIAN BLEAKLEY, who has had such a successful season in Eire hill-climbs in the past two years, has decided to retire and is offering his potent 1,000 c.c. Kieft-J.A.P. for sale. The cheerful Northerners, Brian and his charming wife Doris, will be missed from the scene next season.

THE Cullen Brothers, Des and Jim, who have had some "great rally successes in Volkswagens and more recently in NSUs, seem to make all their efforts a team affair. Their latest venture is marriage. Des is engaged to Miss Colette Parris, and Jim is engaged to Miss Eileen O'Loughlin. Best wishes.

THE Formula 1 race at Zeltweg, Austria, on 17th September was won by Innes Ireland (Lotus) at an average speed of 147.91 k.p.h. In second place came Jack Brabham (Cooper), with Jo Bonnier (Porsche) third and Jim Clark (Lotus) fourth. Ireland's fastest lap, a new lap record for the circuit, was 156,528 k.p.h., achieved on the 17th lap of the race, in which he led throughout.

THE LONG-AWAITED



WHEN Alec Issigonis designed his revolutionary B.M.C. baby car, it was intended to be a better form of transport for the masses. He tried to make it as safe as possible in the hands of indifferent drivers, but in achieving this he also gained an entirely unexpected result. The roadholding and stability were such that the Mini and the Seven could safely out distance much more powerful cars on winding roads.

Clearly there was a case for a Grand Touring version and it was decided to make use of Formula Junior experience as applied to the B.M.C. engine. Extra speed demands better brakes, and though the existing drums could have been further developed, the much better alternative of fitting Lockheed discs was chosen. A fast, well-braked car would obviously be ideal for long journeys, but a high noise level is tiring for such trips, and so a very extensive sound-deadening treatment was undertaken. Finally, a remote-control gear lever was installed to please the enthusiastic driver.

MINI-COOPER

"GRAND TOURING ON A BUDGET"

BY JOHN BOLSTER

That was to be the basis of the new model and John Cooper was called in to give the benefit of his experience. It was decided to increase the size of the engine from 850 to 1,000 c.c. (or from 848 to 997 c.c. to be precise). This was done by fitting a crankshaft derived directly from Formula Junior racing, which not only had a stroke that is longer by 6.51 mm. but is also stronger than the standard shaft. In addition, it has a torsional vibration damper on its free end to eliminate any danger of destructive periods. As the F.J. engine is of 1,100 c.c. but the Mini-Cooper is in the 1,000 c.c. class, the bore has been reduced by approximately half a millimetre compared with a standard Mini. A new camshaft gives 37 degrees of overlap and the compression ratio has been raised to 9 to 1.

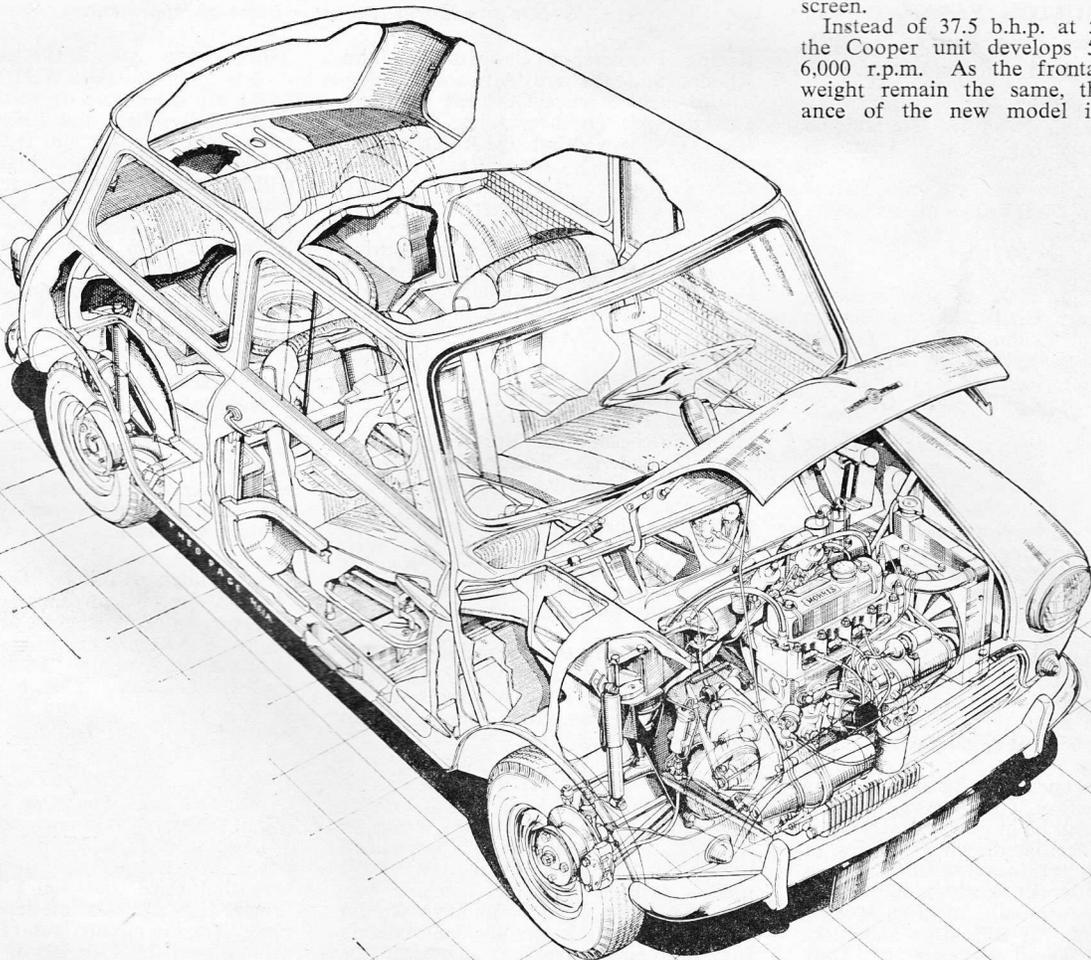
The cylinder head has larger inlet valves and double valve springs are fitted. Twin SU carburettors, type HS2, carry pancake air filters. A special multi-bladed fan has been developed for silent running, and a "bunch of bananas"

exhaust manifold is coupled to a large silencer, to ensure an easy exit for the gases without an objectionable crackle. The four-speed gearbox is identical with that of the standard car, but has a remote-control lever mounted on an aluminium extension.

The front brakes are Lockheed discs of 7 ins. diameter, specially developed for the Mini-Minor. The rear brakes have leading and trailing shoes in 7 ins. x 1½ ins. drums, and there is a booster for the front brakes, while the rears have a limiting valve to prevent locking. The independent four-wheel suspension, using rubber units, is identical to that of the standard car, as are the small road wheels. The same body pressings are also employed, but six different duotone finishes are available.

Inside the car, a new instrument panel incorporates a 100 m.p.h. speedometer with a fuel gauge at the bottom of its dial. Very useful are the oil pressure and water temperature gauges with their own separate round dials. The whole interior is much more attractively trimmed than that of the standard model and a matt black finish is used on those parts which might reflect in the wind-screen.

Instead of 37.5 b.h.p. at 5,500 r.p.m., the Cooper unit develops 55 b.h.p. at 6,000 r.p.m. As the frontal area and weight remain the same, the performance of the new model is obviously



much greater than that of the standard production. I have been able to try a Mini-Cooper and can state that this is indeed so, the car achieving a velocity in third speed as great as the maximum of a normal Mini in top.

I have driven many tuned B.M.C. babies which were too noisy and intractable for everyday use. This is certainly not the case with the Cooper models, for full flexibility has been retained and the noise level, both inside and outside the cars, is lower than that of the normal machines. The acceleration far exceeds anything that ordinary small cars can produce, and is on a par with that of vehicles in the 2-litre class.

The standard model is deliberately over-gearred and cannot reach peak revolutions in top. With the same gear ratio but much more power, the Cooper is able to do this, and thus the maximum speed is considerably greater, with lively acceleration still available at 75 m.p.h. Though the frontal area is low, the basic body shape is not suitable for extremely high speeds. It would, however, entirely spoil the everyday utility of the car to add a long nose and a falling rear roof



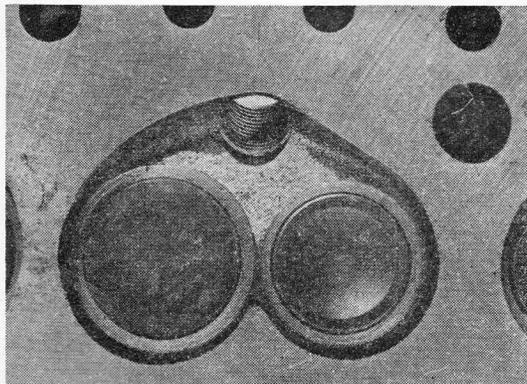
APART from the badge on the bonnet, there are no external differences apparent between the standard Mini and Austin Seven and the Cooper version (above).



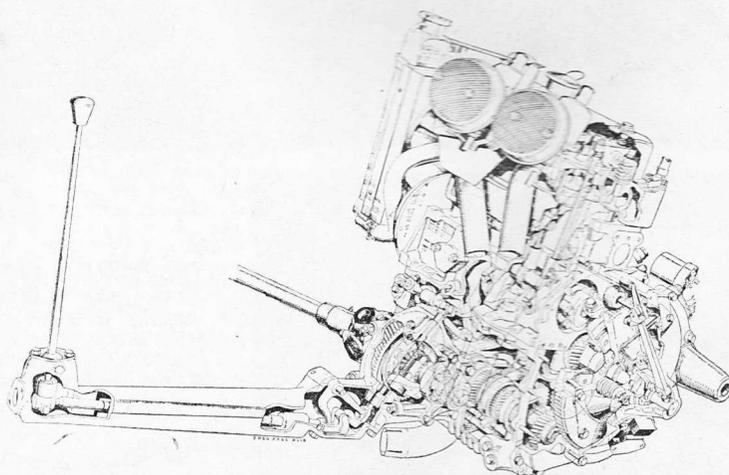
line, and so it has been decided to retain the saloon body *in toto* at the cost of a few m.p.h. on the motorway. In fact, the maximum speed is not far short of 90 m.p.h., which is more than adequate for all normal purposes.

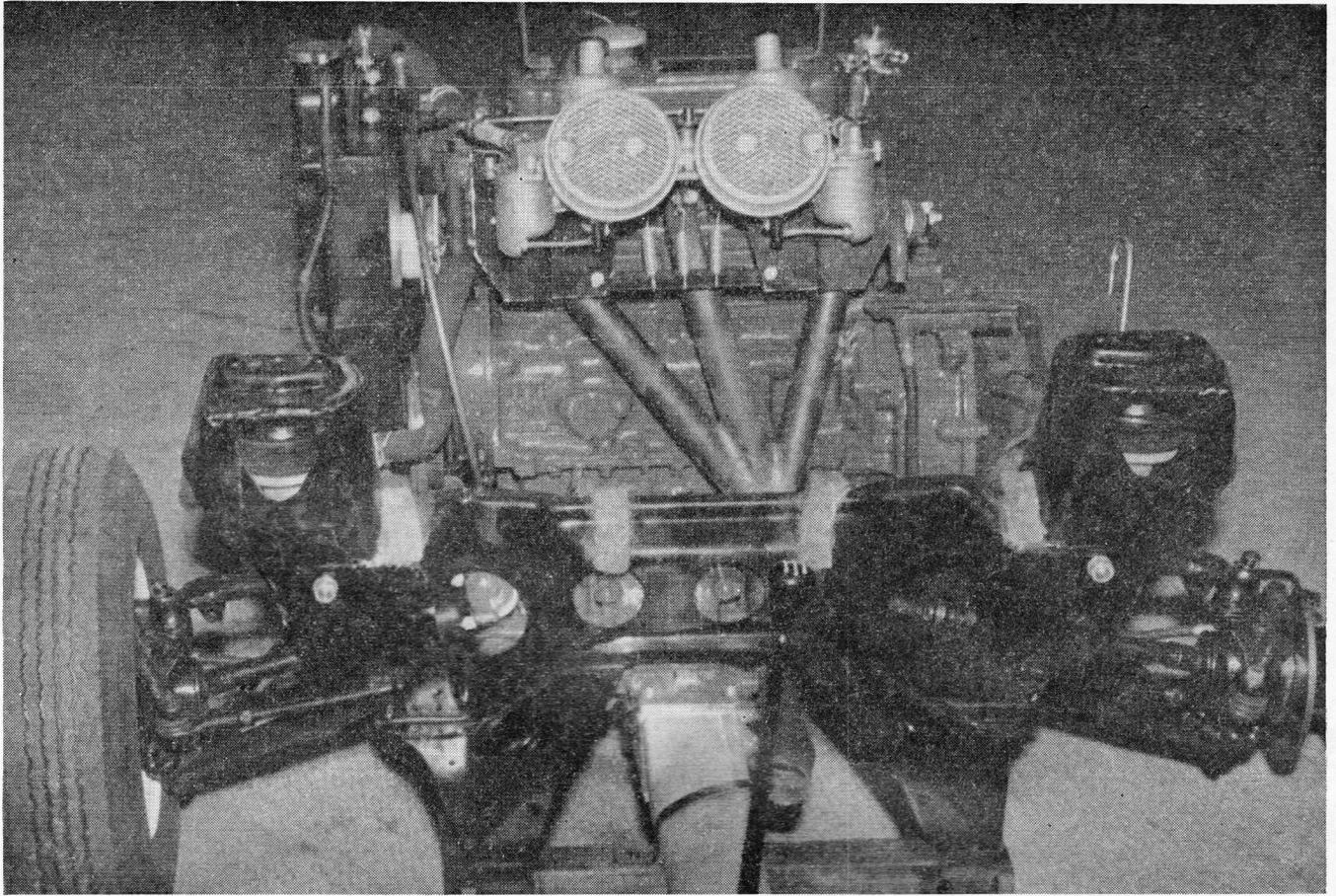
The brakes are extremely powerful, but the wheels do not tend to lock. To know that such braking capacity is in reserve encourages one to use the full performance. The extra power makes the Mini-Cooper appear to have even better roadholding than that of the earlier model, if that is possible. I entered some corners at truly absurd speeds, but found myself quite unable to have an accident. The only danger would occur if one subsequently drove a

LEFT: Interior of the Cooper is more attractively trimmed than the standard model: a new instrument panel, incorporating 100 m.p.h. speedometer (with no trip), fuel, oil pressure and water temperature gauges.

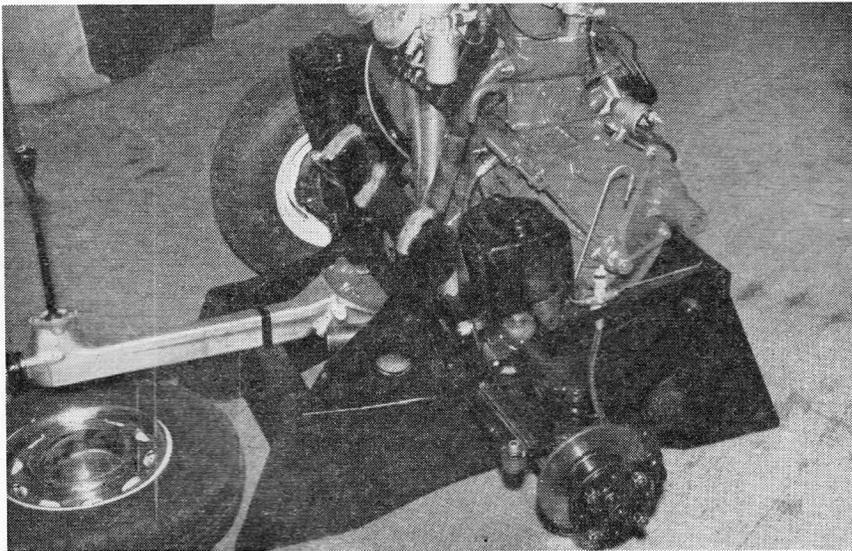


RIGHT: A Theo Page drawing shows the remote-control gear change. ABOVE: The new cylinder head has modified combustion chambers and larger inlet valves and ports.





ENGINE INSTALLATION, front suspension and remote control gear-lever mounting on the Cooper car.



★

ABOVE AND LEFT: The 7-inch Lockheed disc brakes, specially developed for the Mini-Minor and Austin Seven. Total friction area of the brakes is now 263 sq. in.

★

conventional car and employed the same technique, for one would enter the door very smartly, backwards and upside down. In fact, the stability is quite outstanding and the machine still runs straight in a cross-wind.

I was unable to check the fuel consumption, but I am assured that it is no heavier than that of the standard Mini unless the full performance is employed. A fresh-air heater is an extra on this car and anybody who has suffered from the misted screen and windows of a normal Mini would willingly pay for this improvement.

Another new version of the B.M.C. baby is also announced, called the Super Mini-Minor or the Austin Super Seven. This is a de luxe small car with greatly enhanced equipment and comfort. Extremely comfortable seats with attractive upholstery blend with improved interior trim and a new instrument panel, to which an oil pressure gauge and an ammeter have been added. A new grille, chromium-plated door trim, and optional white sidewall tyres distinguish this Super model from its sisters. The fresh-air heater unit may also be specified and is certainly advisable.

An elaborate system of sound damping is employed throughout. Luxurious carpets are fitted, both in the car and in the luggage boot, while a considerable choice is offered of two-tone body finishes, blending with various upholstery and carpet colours. For the two-car man, who often tends to compare the appointments of his small model unfavourably with those of his larger carriage, this de luxe Mini will be ideal. Like the Cooper, the Super starts "on the key".

CORRESPONDENCE

British G.P.

As a regular reader of AUTOSPORT I am surprised at the "piffle" that some of your correspondents put forth.

Reading Mr. Cole's letter one is given the impression that all persons of "limited means" live in the south. As one of the category who lives up north, I give three hearty cheers for another G.P. nearer to home—and think of all the Scottish enthusiasts who don't even have a "local"—they too, I should imagine, are not interested in the rights or wrongs of who runs the race, but merely in the fact that the north end of the isles is rather nearer than the arid wastes of the south.

J. D. LAYCOCK.

WHITEHAVEN, CUMBERLAND.

THE story of the R.A.C. British Grand Prix gets "curiouser and curiouser". During the T.T. at Goodwood an odd rumour was circulating amongst members of the motor racing underworld. This was to the effect that:—

- The Grand Prix was to be held at Aintree for the next three years;
- The R.A.C. had sold the Grand Prix to the highest bidder for a very considerable sum—£20,000 was mentioned;
- Financial backing had been promised by the *Daily Mirror*;
- Adverse criticism by some influential sections of the motoring Press could hardly be expected due to their connections with the *Mirror* Group.

If indeed any such arrangement has been made it would have to be with the knowledge of the R.A.C., Aintree, the B.A.R.C. and the *Daily Mirror*. I feel I am not the only motor racing enthusiast, not to mention the secretaries of the B.R.D.C. and B.R.S.C.C., who would welcome a prompt and authoritative denial of this story.

C. B. OWEN.

LONDON, S.W.1.

As a keen follower of motor sport, I have been following closely the storm that has been brewing in the G.P. teacup over the allocation by the R.A.C. of Aintree for next year's British Grand Prix. So far, I haven't seen one comment supporting the decision, and Mr. Peter Cole's letter in your 8th September issue has prompted me to come to the R.A.C.'s defence.

Surely as a gesture to the B.A.R.C., the decision to give them the organization of the meeting for the second year running cannot be taken other than on its face value. After all, it is their Golden Jubilee year—and they don't come around very often. I am sure that if the boot had been on the other foot, the B.R.D.C. would have been delighted to accept the R.A.C.'s decision.

Whilst agreeing with Mr. Cole that the B.R.D.C. do give spectators a full day's racing (perhaps too much?), I am one of those people who is quite content to watch the big race, together with a warmer-up to tickle the palate. Perhaps I could draw a parallel with the cinema: the main feature would become far less entertaining if it were preceded by a succession of "second" features.

I do appreciate that Mr. Cole has to leave his cosy Chiswick home on a Friday evening to watch racing at Aintree, but to raise the point at all is indicative only of his rather selfish outlook. Could he not spare a thought for all those thousands of people living in such places as Liverpool, Manchester, Bradford, Leeds and Sheffield for whom Aintree is as dear as Silverstone to the Londoner?

Incidentally, I went to Aintree myself this year for the first time, and found none of the alleged traffic chaos, and first class amenities for the racegoer. For my part, I shall be quite happy to make the Aintree trip again in 1962—by which time I hope the B.R.D.C. have calmed down and accepted the situation.

F. TURNER.

WHETSTONE, LONDON, N.20.

THERE has been considerable controversy in past years about the venue for the main event of the British season, the British G.P., and once again the subject has cropped up. Aintree or Silverstone? Always these two circuits; but surely there are other circuits suitable for our Grand Prix? Oulton Park, for instance. Oulton Park is an extremely good circuit, being, in fact, a "miniature Nürburgring". It is the only road circuit, apart from perhaps Brands Hatch, in Britain suitable for a Grand Prix event. Not only is it more testing for drivers than Aintree or Silverstone, but the spectator's view of the racing is very good. The prices are perhaps a trifle high and exits bad, but it still ought to be allowed a try at staging our Grand Prix, and if it doesn't work, well then we'll know it's no good trying it again. After all, "he who nothing dares, nothing gains".

Being a schoolboy, I am rather annoyed that the organizers cannot stage meetings, such as the British G.P. and Gold Cup, during school holidays. I came home these hols. to find that I had missed the British G.P. by a fortnight, and that I would go back to school four days before the Gold Cup. Admitted that the organizers don't know when public schools break up and return, but I am sure that if these two events were staged when schoolboys were sure to be home, say any time in August and the first fortnight, not more, in

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

September, they would get more attendance. The same applies to the Silverstone May meeting; surely they could stage it that vital week or so earlier, say the last week in April?

I hope this latter recommendation will not go unnoticed, since many schoolboys would love to see their own country's G.P. I know I would for one.

As for the increase in price of your mag., I do not mind paying out that extra 6d. from my pocket money, and I would perhaps pay out even a little more to see a full colour photograph on the front page every Friday. May your mag. continue to flourish.

P. E. RICKITT (Age 14½).

LYTHAM, LANCs.

IT is disturbing to find AUTOSPORT lending itself to a public quarrel between two organizations, each of which, in its own way, has made a great contribution to the advancement of what used to be a sport but is now apparently only a vehicle for ill tempered attacks on the nearest available target.

Granted that John Bolster may be an expert on rudeness and discourtesy, I still find it hard to believe that courtesy is the monopoly of the B.R.D.C., or, if my inference is correct, that the B.A.R.C. is guilty of persistent discourtesy towards John Bolster or anyone else for that matter.

I have every sympathy with Mr. Bolster's contention that no one club or circuit should have a monopoly of running the Grand Prix, but tasteless and unworthy gibes at the B.A.R.C. will not help to secure support for his point of view. His remark that "The B.A.R.C. are (should be 'is' but we'll let that pass) quite good at running dances and they have some amusing little meetings at Goodwood" is going outside the bounds of objective reporting. One might just as well say "John Bolster is fairly amusing at a party and wears amusing though rather ridiculous clothes, but as a journalist is just not on, old boy".

It would be too much to say that my faith in John Bolster's integrity as a journalist has been shattered on the strength of one article, but I must say it has been rudely shaken, and it is to be hoped that in future he will avoid these venomous and near scurrilous articles which are not only unworthy of the good natured personality I believe him to be, but do not even advance the cause they aspire to serve.

J. S. SELBY.

QUARNDON.

The Leinster M.C. Race—The Last Word

I WOULD be glad of the opportunity of replying to the letter from the race secretary of the Leinster Motor Club, published in AUTOSPORT on 8th September, which contained several inaccurate statements.

As stated, I received a letter from the Leinster Motor Club dated 5th April. The next letter, dated 24th June, pointed out that the qualifying lap speed for the Leinster was 82 m.p.h., and went on, "... in view of this it would seem that your car would be acceptable only for the Holmpatrick. . . ." The letter then invited me to "... come and try to win some prize money. . . ."

I replied saying I thought this year's car was capable of exceeding 82 m.p.h. No acknowledgment of this letter was received.

As the closing date for entries approached an entry was sent off for the Leinster Trophy race and this, to my mind, implied a performance in excess of 82 m.p.h. Once again I received no acknowledgment.

At this time I was contemplating fitting SUs instead of Webers to increase bottom-end performance. Due to lack of time this was not pursued, but at the time of completion of the entry form it was my intention to run with SU carburettors.

My Lotus is a standard car as catalogued by Lotus fitted with a standard early type Cosworth-Ford. The scorn poured on my declaration of the bucket seat is misplaced as this makes a difference of approximately 2 secs. to my lap times over the standard seat.

Before the Phoenix Park race minor differences between the entry form and the car as it appeared were declared to the scrutineers and they were again pointed out to the scrutineers before the Leinster scrutiny.

The statement in the letter, "... On the Tuesday after the Phoenix Park the club's feelings were made apparent. . . etc.", is an inexactitude of the first magnitude. In actual fact, on the Tuesday before the race publicity handouts were being distributed advertising the fact that the winner of the Phoenix race would be competing at Dunboyne.

As I stated in my original letter it was not until Thursday's scrutineering that any mention of disqualification occurred and, furthermore, the entry was never officially withdrawn.

The statement that handicaps could not be altered because they had been published did not appear to apply to other drivers, and the remarks I made about Peter Heath and Doug Graham are true; I have seen the correspondence.

I am frankly amazed at the allegation that I drove on the circuit in an irresponsible manner whilst it was open to the public. In fact, I never completed a full lap in the Lotus outside the official practice periods and drove to and from the circuit in exemplary fashion.

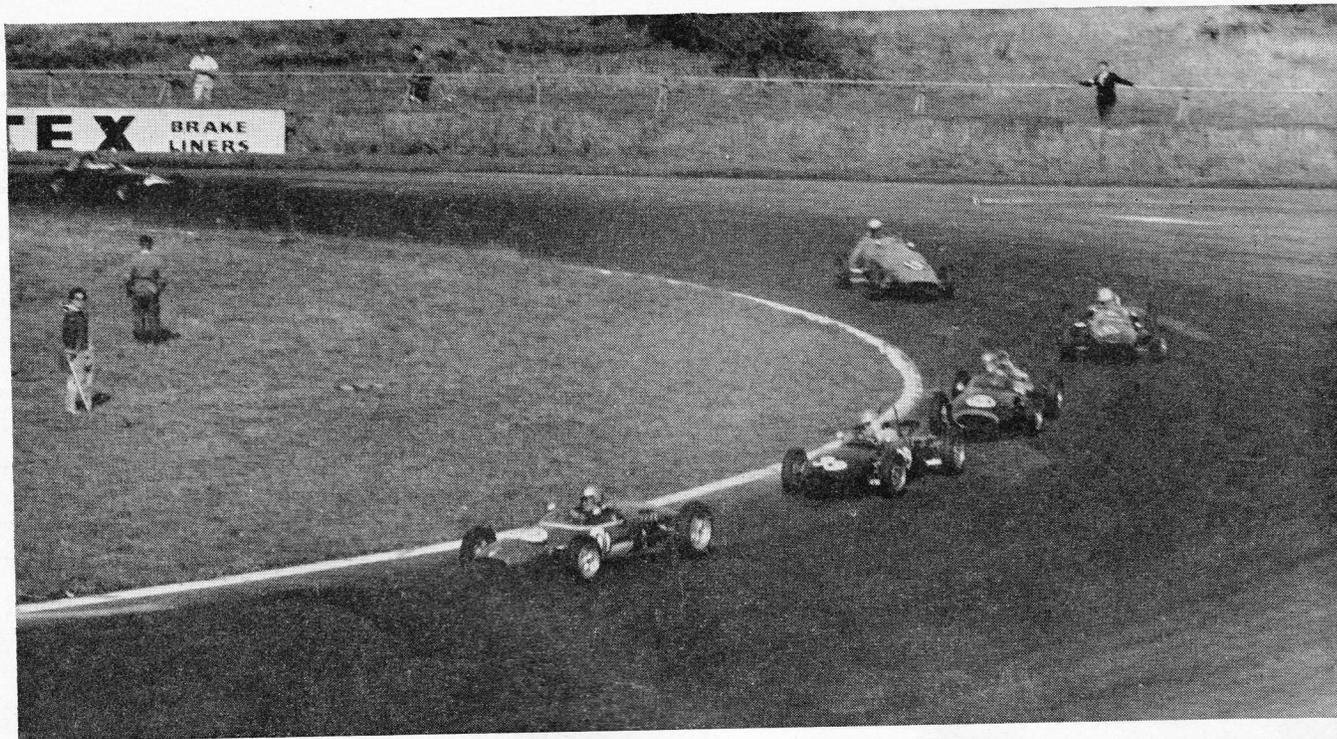
In spite of the reply from the Leinster Motor Club the original point of my letter remains.

Since my letter was published a number of drivers have expressed complete agreement with its contents and whilst the Leinster Motor Club may be gratified at my non-appearance I doubt whether they will be so gratified with the poor entry they will receive next year!

JON DERISLEY.

CAMBERLEY, SURREY.

More Correspondence on page 408



ABOVE: Third lap of the F.J. event. Reg Brown (Lotus) leads from J. M. Edwards (Cooper) and Reg Bryant (Scorpion).

PETERBOROUGH SILVERSTONE

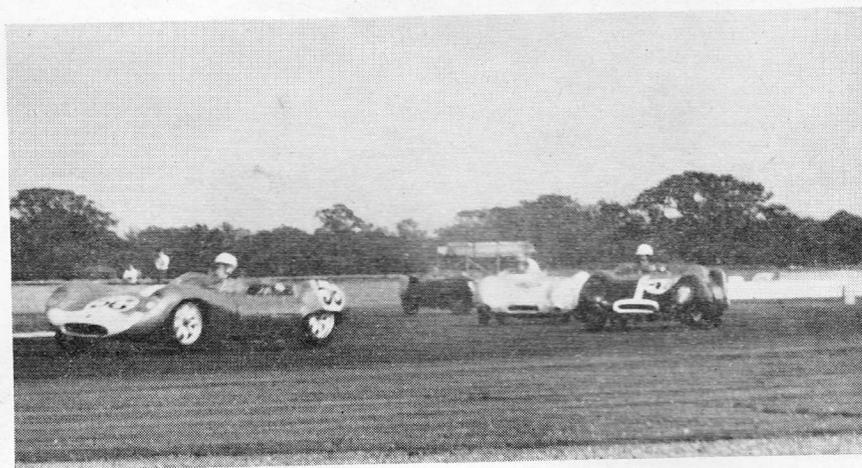
A Well-Organized Race Meeting

THE Peterborough Motor Club were blessed with fine weather for their annual meeting at Silverstone, which was held last Saturday. The highlight of the day's racing was the Formula Junior event for which the club had received an excellent entry, the race being eventually won by Bill Pinckney in his Lotus 20. Another exciting race was the *formule libre* event which Roy Pierpoint won in his very rapid 2-litre Lotus XV.

The organization was noticeably efficient, particularly as it was only a club meeting—so conscientious was one marshal the writer very nearly didn't get his car in, greatly to his distress!

The meeting, which consisted of five handicap and six scratch races, started off with a touring and G.T. handicap event. J. Gates, in his blue Marcos, after a commendably quick drive from the rear of the field, won from E. B. Woolley (Austin A35), J. K. Harris succeeding in holding third place in his Austin 7 (Mini type!).

This was closely followed by a handicap race for vintage and post vintage thoroughbred sports cars. This was a little difficult to follow owing to the system of credit laps, but eventually we worked out that L. Rowe had won in his Austin Ulster from J. F. Holford (Singer T.T.) and D. Elwell Smith (Aston Martin). The handicap for sports cars up to 1,100 c.c. proved a little more exciting with David Seigle-Morris leading at half distance in his metallic grey Sebring Sprite; however, he couldn't hold off Warwick Banks and Peter Dickinson, both in Lotus XIs, who succeeded in passing him to take first and second places respectively.



Roger Burnard (A.C.-Bristol) drove really well to win the next race, a handicap event for sports cars over 1,100 c.c. It was very interesting to watch the cars through Copse, where both David Hobbs (Elite) and Burnard were really throwing their cars through. At one time it looked as if Hobbs might well win, until he was unfortunate enough to break a bottom wishbone on his suspension, this forcing his retirement. John Ewer (Lola), took second place just ahead of Roy Pierpoint (Lotus XV), scratch man.

Highlight of the afternoon's sport was the Formula Junior race. Every car made an excellent start and the first lap was an extremely crowded one. Jack Pearce (Lotus 20), however, was well in the lead as they came past the pits for the first time, leading from Bill Pinckney

BELOW: Brenda Dickinson on her way to winning the up to 1,100 c.c. sports car event. Behind her come the Lotus XIs of J. Morley and Warwick Banks.

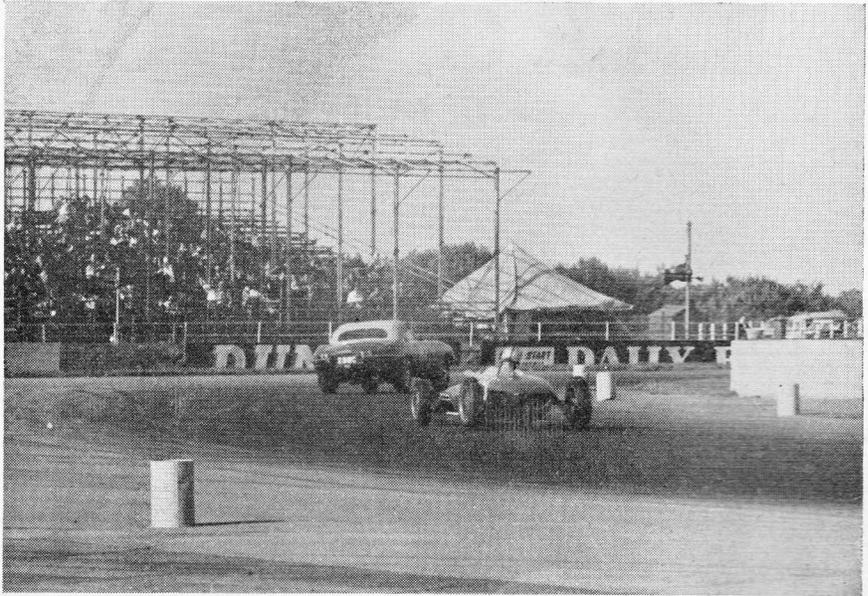
(Lotus 20) and J. M. Edwards (Cooper).

With only laps gone the unfortunate Pearce had to retire with engine bothers and Bill Pinckney shot into the lead, a lead he never lost throughout the next thirteen laps. Behind Pinckney came Reg Brown and John Mew both in Lotus 20s and Mike Woodley in the Emeryson. Reg Brown was the next to retire, leaving John Mew in second place, a position he kept till he took the chequered flag behind Bill Pinckney. Mike Woodley, who has not had too good a season considering his potential, seemed to have ironed out various bothers and held a very good third place ahead of the Cooper.

Brenda Dickinson added to her already large collection of silverware by winning the up to 1,100 c.c. sports car race from

keen male opposition. Brenda led the field from start to finish although at one stage Warwick Banks closed right up on her when she was held up by back markers in the closing stages. Warwick Banks certainly went well, finishing only a few seconds behind Brenda, after a really spirited drive. Brenda's husband, Peter (Lotus XI), finished third, ahead of J. F. Morley in another Lotus XI.

Roy Pierpoint, having led from start to finish, won the *formule libre* event which followed. The incredible power of this 2-litre Climax-engined Lotus, combined with the excellent stability, enabled Roy to win quite comfortably. The only other people really in the chase were Chris Summers in his F1 Cooper and Fred Tuck in his 3-litre Cooper-Maserati. Chris followed Roy closely in the early stages, catching the Lotus noticeably on the bends, until the superior power of Roy's 2-litre engine showed and he pulled away. Fred Tuck, who had held second spot in the opening lap, but had dropped behind Summers, started closing up during the final laps when he would literally tear past the



ABOVE: Robin Sturgess ("E"-type) leads a formula junior car through Woodcote in the *formule libre* event.

LEFT: David Seigle-Morris showed that he is just as competent a racing driver as he is a rally driver.

BELOW: The unfortunate G. R. Follitt retires his A.C./G.N. in a cloud of smoke.



Results

Touring and Grand Touring Handicap: 1, J. Gates (Marcos), 72.25 m.p.h.; 2, E. B. Woolley (A35); 3, J. K. Harris (Austin 7). **Vintage and Post Vintage Handicap:** 1, L. Rowe (Austin Ulster), 58.37 m.p.h.; 2, J. F. Holford (Singer T.T.); 3, D. Elwell Smith (Aston Martin). **Sports Cars up to 1,100 c.c. Handicap:** 1, W. Banks (Lotus XI), 78.48 m.p.h.; 2, P. Dickinson (Lotus XI); 3, D. Seigle-Morris (Sebring Sprite). **Sports Cars over 1,100 c.c. Handicap:** 1, R. C. Burnard (A.C.-Bristol), 73.94 m.p.h.; 2, J. Ewer (Lola); 3, R. F. Pierpoint (Lotus XV). **Formula Junior:** 1, Bill Pinckney (Lotus), 81.03 m.p.h.; 2, J. Mew (Lotus); 3, M. Woodley (Emeryson). **Sports Cars up to 1,100 c.c.:** 1, Brenda Dickinson (Lola), 78.65 m.p.h.; 2, W. Banks (Lotus); 3, P. Dickinson (Lotus). **Formule Libre:** 1, R. F. Pierpoint (Lotus XV), 84.02 m.p.h.; 2, Fred Tuck (Cooper-Maserati); 3, Chris Summers (Cooper F1). **Sports Cars from 1,101 c.c. to 2,000 c.c.:** 1, R. F. Pierpoint (Lotus XV), 80.59 m.p.h.; 2, J. Ewer (Lola); 3, T. Bone (Gilby). **750 Formula Cars:** 1, David Boorer (D.E.B. Mk. II); 2, B. A. M. Small (Austin); 3, A. Butcher (Austin 7 Special).

F1 Cooper, only to be retaken on the corners by Chris. However, Fred Tuck eventually succeeded in staying ahead to finish second, behind Pierpoint's Lotus.

Roy Pierpoint romped home to a second victory when he won the race for sports cars up to 2,000 c.c. Not unnaturally he had it all his own way, leading from the fall of the flag until he crossed the line seven laps later. John Ewer put up some opposition in his Lola but Pierpoint didn't make a mistake he could take advantage of—so he had to be content with second place ahead of Terry Bone in the Gilby-Climax. Roger Burnard (A.C.-Bristol) showed he certainly is a man to be reckoned with by finishing fourth in this highly competitive event.

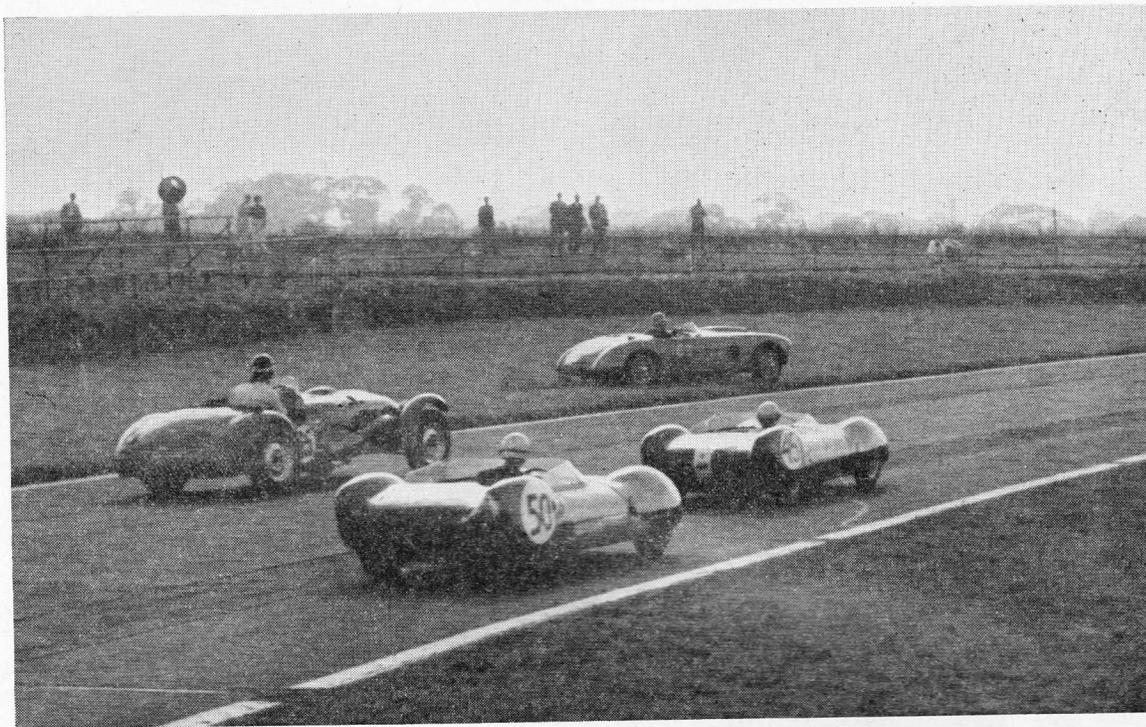
The 750 race saw yet another win to David Boorer in his D.E.B. Mk. II. Mike Forest was unfortunate enough to have his axle seize solid as he went into Becketts which put paid to the normal dice we see between David's D.E.B. and Mike's incredible Austin 7 saloon. B. A. M. Small finished second with A. Butcher in third place.

PATRICK McNALLY.



B.A.R.C. GOODWOOD

A Tie for the Brooklands Memorial Trophy



THE B.A.R.C. were lucky with the weather for their meeting last Saturday, and staged what must have been one of the best members' meetings seen at the Sussex circuit for some time. The crowd was not exactly thick but those there were most appreciative of some very good racing.

The first race, which was for sports cars up to 1,100 c.c., produced a race-long duel between Laurie Keens and J. Nicholson. Admittedly Keens held the advantage throughout, but it was no procession as they were never separated by more than a car's length or so; both were Lola-mounted. I. G. E. Harrison-Hansley, who had been trying to keep his Lola with them, overdid things at St. Mary's on the fourth lap, but still finished third, all three being some distance in front of the rest.

A fantastic scrap developed in race two, for sports cars up to 1,200 c.c. excluding o.h.c., between Geoff Oliver and Jon Derisley, in D.R.W.-Ford and Lotus-Ford respectively. K. W. MacKenzie jumped the start and was penalized, and Derisley began to get to grips with Oliver, both of whom were scrapping for points in the Brooklands Memorial Trophy competition. Derisley, after having tried several times to get past at various places round the circuit, notably going into Woodcote, eventually did so on the last lap, but somehow Oliver managed to get past again in the middle of the chicane, and had the crowd on their feet in the stands. He apparently won by one second, but it must have been a very short one!

The B.A.R.C. really got down to the business of trying to stop the dreadful things that keep on happening either at the start of Formula Junior events or

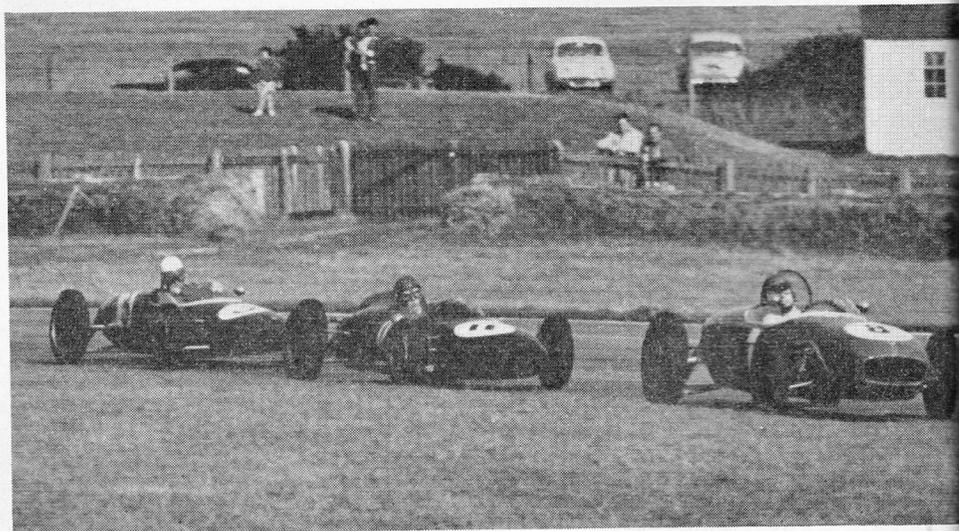
ON THE GRASS at Madgwick is R. Dilley (Frazer-Nash) while J. P. H. Dittmas (Lotus), P. J. Dodd (Lotus) and J. A. Tiller (Allard) swoop past.

shortly after. Their briefing of the drivers was tough; for instance, not only was creeping at the front going to be penalized, but those who started creeping through the ranks of the grid from behind were also to be penalized. They

IN LINE ASTERN, John Fenning, Richard Attwood and John Pitcher queue up for Madgwick during the Formula Junior race.

made up the grid in 3-2-3 formation to string them out a bit and it all worked very well. The race resolved itself into a battle between J. Fenning's Lotus-B.M.C. and J. Pitcher's Lotus-Ford, with R. Attwood's Cooper-Ford coming through the field. At half-distance Attwood displaced Pitcher, and on the next lap H. P. K. Dibley got his Lola past him into third place. On lap seven Attwood succeeded in getting the lead from Fenning, who eventually lost it at Woodcote on the last lap, letting Dibley into second place and Pitcher up one into third.

Michael Salmon had the race for big sports cars sewn up after he displaced Laurie Keens's Lola, who made a mag-



nificent start, on lap two. He went on increasing his lead and finished half a minute ahead of anyone else. The race was somewhat processional, Keens settling for second place and M. Beckwith third with his Lotus. Peter Lumsden seemed a little uncomfortable with his new "E"-type, presumably not yet being used to it. However, he managed fourth place.

The Cibié Cup race produced another tremendous dice between Derek Merfield and Bob Jankel, both of course in Ford Anglias. First lap and Jankel came into Woodcote first, but Merfield slipped by on the inside as Jankel went wide; next lap Jankel held him, having got by again after having been passed at St. Mary's, and so it went on until the last lap, when Merfield tried to get by on the inside at St. Mary's, which caused Jankel to lose it and spin off. Merfield did so himself but continued in the lead to win. The unfortunate Jankel could not get going so quickly and finished fifth. Cuff Miller had a race-long dice with Gerry Hodgson, and this time the Rapier just beat the Borgward. Thus Merfield's Willment-tuned Ford Anglia has won the Cibié Cup for this season.

The Marque scratch race provided a runaway win for Bob Olthoff's remarkably quick M.G.A t/c, Bob Staples being unable to race as he is still suffering from after-effects of his crash and under strict doctor's orders. Having anyway already made certain of the Freddy Dixon Trophy, he was a spectator for a change. About the only remarkable thing about the race, apart from Olthoff's rapid progress, was the number of spins, etc., that occurred, mostly at St. Mary's, too many to mention in detail.

Two excellent handicaps ended the meeting. The first, for closed cars, saw J. M. Uren bring the G.S.M. Delta through the field like a knife through butter. Starting from .05 sec., he was up in third place after three laps, and

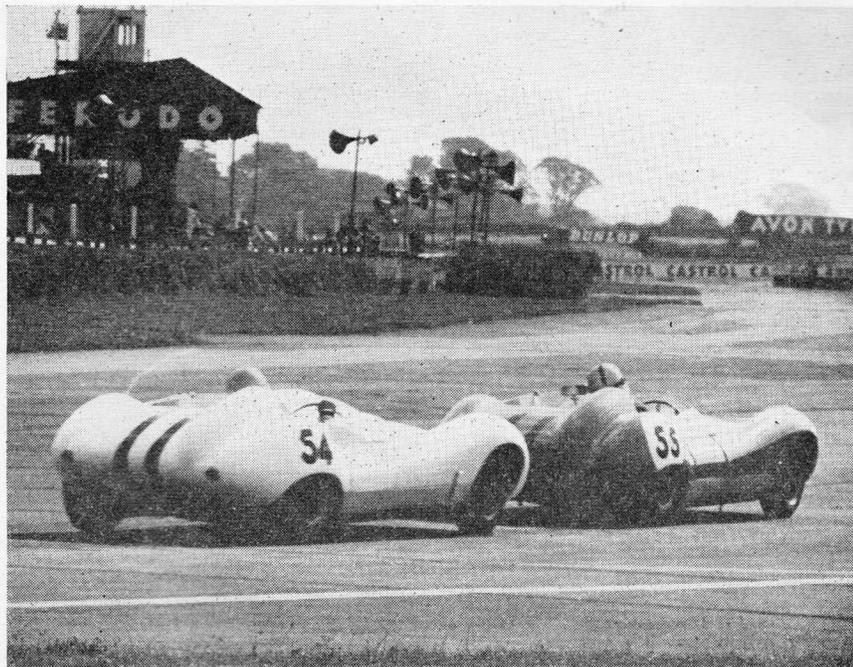
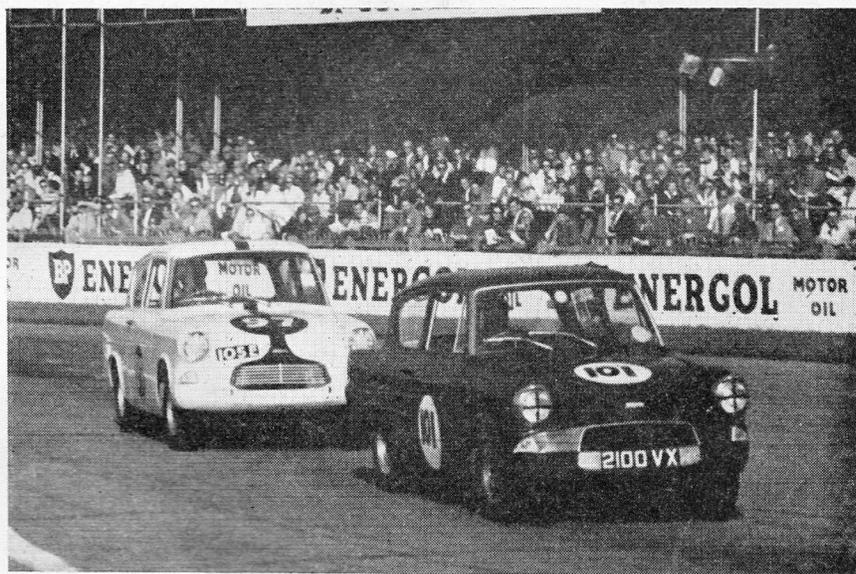
soon disposed of limit "man" Miss S. Marten, who drove her Turner-B.M.C. very well. He then got past G. A. Naylor's Elva Courier into the lead on lap four. A. B. Fraser had a wheel strip off his Rapier at Madgwick. It broke right away from the nuts leaving them still nicely done up on the hub, and he handled the affair very well. The new Ballamy Debonaire was disappointing, seemingly suffering from fuel starvation. When it went it went well, but this was not often enough.

The last race settled the destination of the Motor Sport Brooklands Memorial Trophy for 1961. A decidedly complicated destination, as due to the fact that Jon Derisley was able to turn the tables on Geoff Oliver, after another

fantastic scrap, and not without the ultimate intervention of Peter Lumsden in the "E"-type, who seemed to get the hang of it a little better this time and split this scrapping pair, the Trophy is shared by no fewer than three people. Back to the race and J. S. Gamble's Doretti was overwhelmed on lap four and Derisley took the lead, continuously harassed by Oliver, while Lumsden came through from "owe 5 secs." eventually snatching second place on the last lap.

The Motor Sport Memorial Trophy is shared by Jon Derisley, Laurie Keens and Geoff Oliver and this is the first time anything similar has happened. They all scored 19 points and as yet the B.A.R.C. do not seem sure how they

STRUGGLE for the Cibié Cup: Bob Jankel (Superspeed Ford) leads "Doc" Merfield (Willment-Ford) into the chicane. But Jankel spun, and Merfield carried on to win the race and the trophy for the season.



PUSHING: The Lolas in close company are those of John Nicholson and, leading, Laurie Keens during their race-long duel. Although Keens held the advantage all the way, there was seldom more space between the pair than this and both drew well ahead of the rest of the field.

are going to sort out the problem of how to reward these three fine drivers.

PATRICK BENJAFIELD.

Results

Non-Supercharged Sports Cars up to 1,100 c.c.: 1. L. W. Keens (Lola-Climax), 85.31 m.p.h.; 2. J. Nicholson (Lola-Climax); 3. I. G. E. Harrison-Hansley (Lola-Climax). **Fastest lap:** Harrison-Hansley, 88.16 m.p.h.

Non-Supercharged Sports Cars up to 1,200 c.c. excluding o.h.c. engines: 1. G. E. Oliver (D.R.W.-Ford), 82.66 m.p.h.; 2. J. A. Derisley (Lotus-Ford); 3. J. B. L. Brooke (Lotus-Ford). **Fastest lap:** Derisley, 84.87 m.p.h.

Formula Junior: 1. R. Attwood (Cooper-Ford), 88.24 m.p.h.; 2. H. P. K. Dibley (Lola-Ford); 3. J. Pitcher (Lotus-Ford). **Fastest lap:** Attwood, 90.76 m.p.h.

Unlimited Sports Cars: 1. M. Salmon (Jaguar D), 87.36 m.p.h.; 2. L. W. Keens (Lola-Climax); 3. M. Beckwith (Lotus-Climax). **Fastest lap:** Salmon, 89.63 m.p.h.

Cibié Cup Race: 1. D. P. Merfield (Willment-Ford), 75.74 m.p.h.; 2. M. H. Cave (Austin A40); 3. E. W. Cuff-Miller (Sunbeam Rapier). **Fastest lap:** Merfield and Jankel, 78.54 m.p.h.

Class Results—Up to 1,000 c.c.: 1. D. P. Merfield (Willment-Ford), 75.74 m.p.h.; 2. M. H. Cave (Austin A40); 3. R. Jankel (Ford Anglia). **Over 1,000 c.c.—1,600 c.c.:** 1. E. W. Cuff-Miller (Sunbeam Rapier), 73.39 m.p.h.; 2. J. B. Hodgson (Borgward); 3. A. B. Fraser (Sunbeam Rapier). **Fastest lap:** Cuff-Miller, 75.13 m.p.h.

Marque Scratch Race: 1. J. R. Olthoff (M.G.A t/c), 81.02 m.p.h.; 2. P. H. Arnold (Triumph TR3); 3. N. H. Dangerfield (Triumph TR3). **Fastest lap:** Olthoff, 82.76 m.p.h.

Handicap Race (A): 1. J. M. Uren (G.S.M. Delta), 77.20 m.p.h.; 2. G. A. Naylor (Elva Courier); 3. D. P. Merfield (Willment-Ford). **Fastest lap:** Woodroffe, 79.12 m.p.h.

Handicap Race (B): 1. J. A. Derisley (Lotus-Ford), 82.82 m.p.h.; 2. P. J. S. Lumsden (Jaguar "E"); 3. G. E. Oliver (D.R.W.-Ford). **Fastest lap:** Lumsden, 86.40 m.p.h.

LEFT: Bernard Consten, leading the Tour on scratch and overall classification at the time of going to press, swings his Jaguar through a corner at Brussels.
BELOW: Maurice Trintignant signs in at the Brussels control.



The "Tour" — Half-way!

PHOTOGRAPHY BY GEORGE PHILLIPS



ABOVE: Start of the race at Rheims: Consten (Jaguar) leads from the similar cars of Sir Gawaine Baillie/Peter Jopp and Claude Lego/Jean Berges.
BELOW: Grand Tourers at Brussels are led by the Peugeot 404 of Guiraud/Pizaro.

At the time of going to press—roughly half-way through the Tour de France—the first four places were filled by Jaguars, with the Gawaine Baillie/Peter Jopp 3.8 in second place on scratch and in general classification. Highest-placed foreign car at this stage was the Alfa Romeo of Rosinski/Charon, in fifth place overall and 27th on Index of Performance.

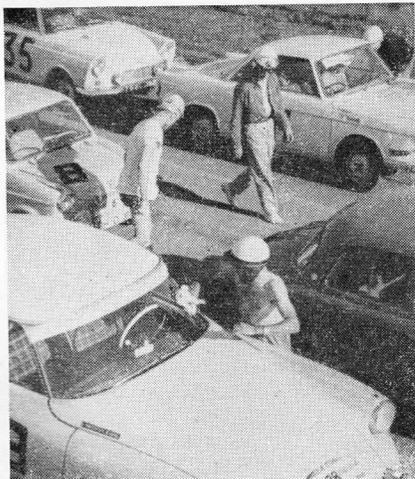
On Index, NSUs held two out of the first three places, with the NSU 598 of Behra/Cousin leading the NSU 583 of Billard/Benveniste and, in third place, the BMW 697 of Harris/Buggenhout. The Sunbeam entry was withdrawn early on in the event, although Peter Harper was classified in eighth place at Auvergne despite losing a wheel during the race. The works Citroën DS19 of Trautmann/Ogier was in trouble, too, having emitted considerable quantities of smoke and some hideously expensive noises

during the Brussels race. He returned to the fray after a long period spent in the pits, the engine sounding less unhealthy but still pouring out smoke. After two laps of this he disappeared, not to be seen again.

The weather during the early stages was magnificent. At Rheims, many pilots drove stripped to the waist, while a fierce argument developed between Jose Behra and Toto Roche, who refused to allow him to race due to accident damage and a badly starred screen. Behra subsequently arrived at Brussels with a new, but temporary, screen, and raced there. Worst luck was that of Rosinski, who damaged a piston during the Rheims races. He managed to get his Alfa Romeo to the *parc fermé* on three cylinders, changed the piston in less than an hour the following day and arrived at Brussels only nine minutes late—only to have the con-rod break before the race!

WARM WORK at Rheims: Henri Barbe cleans the screen of his Citroën before the race, wearing only crash hat and shorts.

BRUSSELS: Lego's Jaguar leads Consten's similar 3.8 at Brussels as the latter queues up behind to take a right-hander.



REPORT FROM EIRE

The Irish Speed Season Draws to a Close

BY BRIAN FOLEY



TRALEE HILL-CLIMB

THE Kingdom of Kerry Motor Club held the only Southern speed event during the month of August, when they staged their second annual Tralee hill-climb on Sunday, 27th. The Kerry event carried Sexton Trophy status this year but the poor entry of only 20 cars was probably due to a clash with the 500 Club's Kirkistown meeting (with its attendant parties) which was held in the North on the previous day.

For the second year running, Brian Bleakley set up B.T.D. and established a new record of 66.5 seconds in his 1,000 c.c. Kieft-J.A.P. Bleakley was 2.2 seconds quicker than he was last year. Captain John Burke was the second fastest man in his 1½-litre Gordini, with a time of 76.4 seconds achieved on his first run. Burke crashed the Gordini rather badly on his second run and the car was much damaged. Happily Burke's injuries are not as serious as were suspected, and he is now recovering in St. Bricken's Hospital, in Dublin, from a broken pelvis. Johnny duMoulin in his fantastically rapid, Weber-aspirated, 1,340 c.c. Ford Anglia was third fastest overall with 78.4 seconds. The red and

ALTIDORE HILL-CLIMB. New specials are a rarity nowadays in Eire hill-climbs. Dickie Lovell-Butt gave his latest creation its first airing at Altidore Hill-Climb. The engine of his rare-sounding L.B.-M.G. is a blown 1,087 c.c. K.3 Magnette unit.

white Anglia was almost five seconds faster than the next best saloon, which was Robin McKinney's Aston Martin DB2/4. This latter car is, I believe, the ex-John Surtees car.

Results

Bowmaker Shield for B.T.D.: B. Bleakley (1,000 c.c. Kieft), 66.5 s. (record). **Open Handicap:** 1, B. Bleakley (Kieft), 66.5 s.; 2, M. Moloney (Sprite), 67.4 s.; 3, F. Nuttall (Ford Spl.), 67.5 s. **Saloons up to 1,250 c.c.:** 1, N. Burke (Austin A35), 86.6 s.; 2, P. O'Callaghan (VW), 87.3 s.; 3, R. Redmond (Auto Union), 87.9 s. **Saloons over 1,250 c.c.:** 1, J. C. duMoulin (Ford Anglia), 78.4 s.; 2, R. McKinney (Aston Martin), 83.2 s. **Saloon Handicap:** 1, P. O'Callaghan (VW), 61.3 s.; 2, N. Burke (Austin A35), 65.6 s. **Racing/Sports up to 1,250 c.c.:** 1, B. Bleakley (Kieft), 66.5 s.; 2, M. Moloney (Sprite), 85.4 s. **Racing/Sports over 1,250 c.c.:** 1, J. Burke (Gordini), 76.4 s.

ALTIDORE HILL-CLIMB

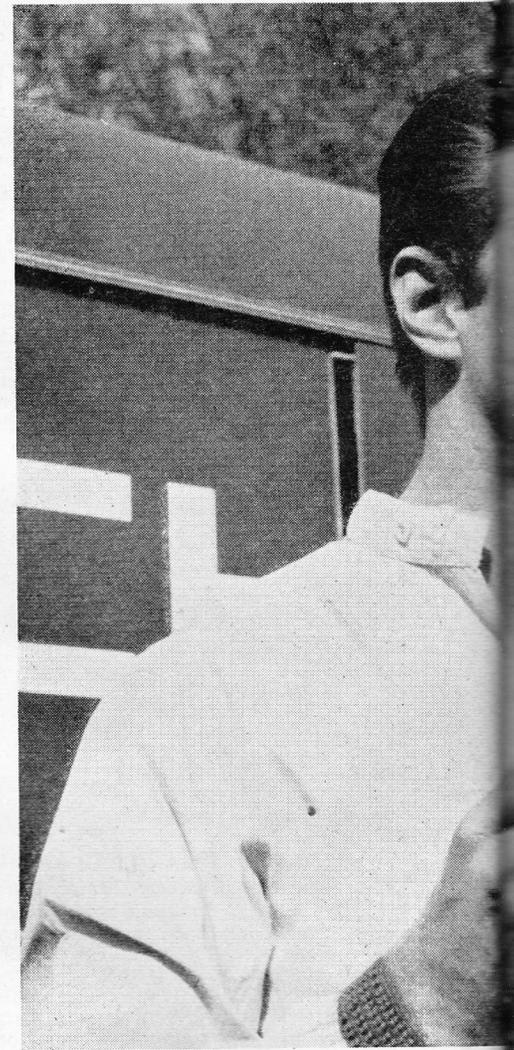
FOR the last three years the honour of closing the Eire speed season has been placed on the shoulders of the Motor Enthusiasts' Club. The M.E.C.

had high hopes of running a series of road races in County Louth on Saturday, 9th September. A road closing order could not be obtained and so once again the season closed with their Altidore hill-climb in County Wicklow. On several occasions this year, drivers and spectators have been treated to some very badly organized hill-climbs. Long delays in starting are far too common, as well as such irritating things as cars running out of order, spectators running out of order, faulty timing, inadequate P.A., etc. We have come to accept Altidore as one of the better organized events, but this year M.E.C. were one hour late in starting and as the motorcycles were first off, it was after 4 p.m. when the first car tackled the hill. Cars also were running very much out of order at Altidore with the comical result of having racing cars, sports cars and saloons all mixed up in the queue to the starting line. This criticism is not directed solely at M.E.C. but at the organization of hill-climbs in general, and I sincerely hope that the offending clubs will take note for next year.

John Pringle continues to lower all

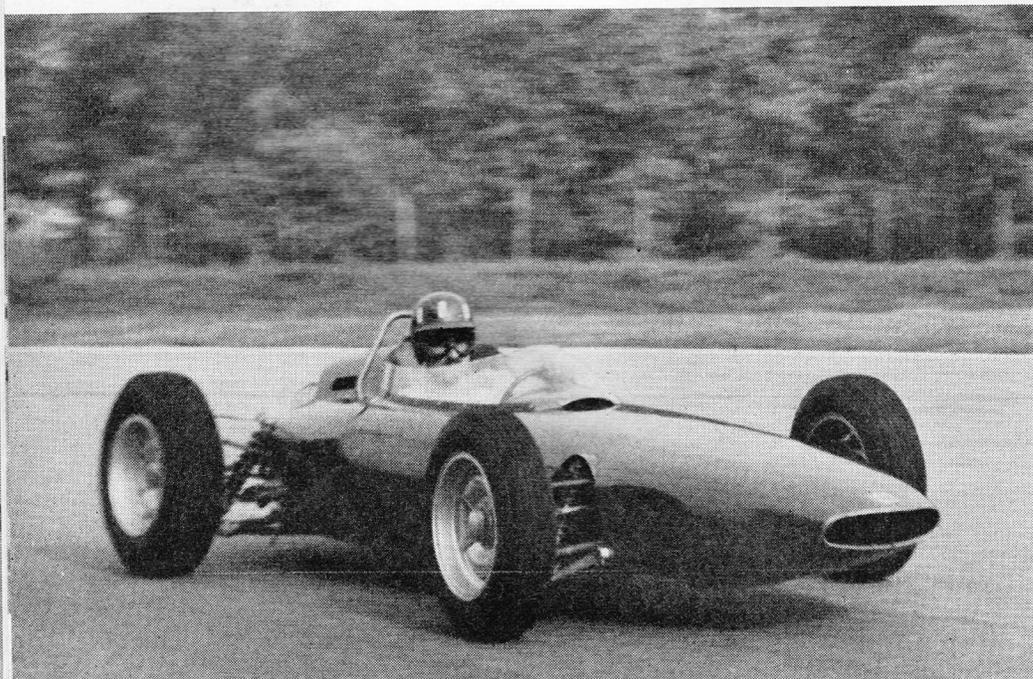
(Continued on page 402)

The Triumph at



A GREAT DRIVER—

MONZA 1961—The Italian G.P. brought joy because one of its drivers won the title because another tragically lost his life. Ferrari to win the title since its inception. Ferrari joyfully acknowledges the plaudits of the title in its first appearance. This beautiful new **WHEEL-TO-WHEEL** for most of the race (see right). **BRILLIANT NEWCOMER** to GP racing seen here with his father and wife.



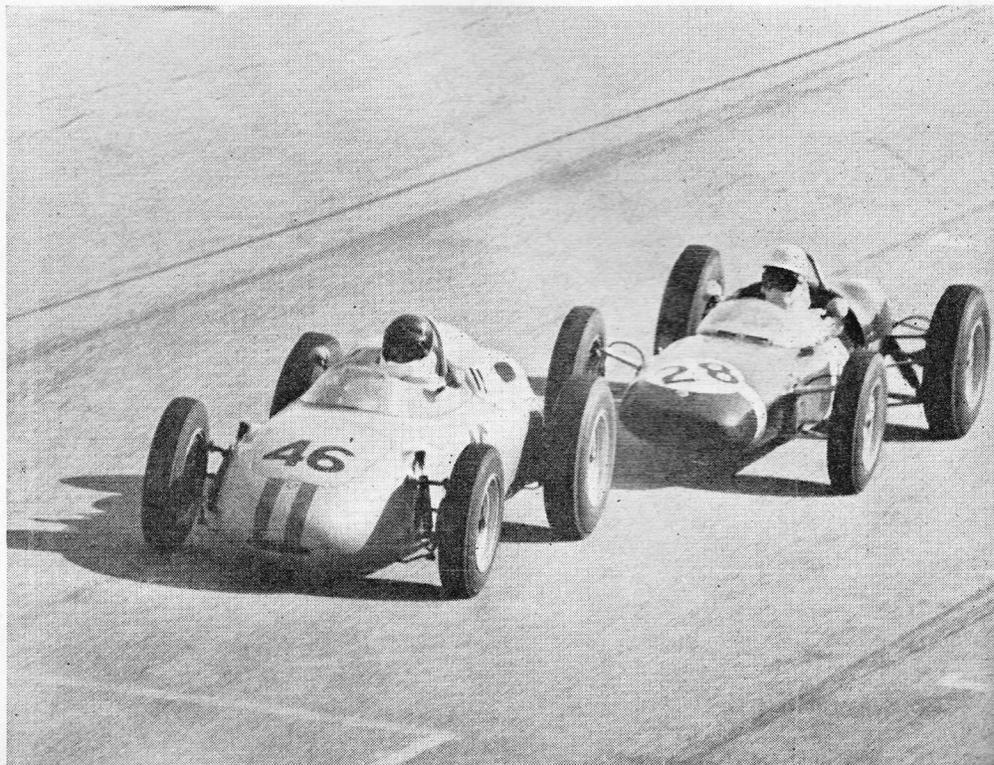
and the Tragedy

TEFFY"



-A GREAT SPORTSMAN

...ught both joy and pain to the House of Ferrari.
...the race and the World Championship. Pain
...**PHIL HILL** (top left) became the first American
... Here, unaware of his team-mate's death, he
...the crowd. **THE NEW B.R.M.** (bottom left) made
...ew car is seen here in the hands of Graham Hill.
...e were Dan Gurney and Stirling Moss (bottom
...GP racing was Ricardo Rodriguez (top right)



Report from Eire—continued

his own records for the Irish hills and Altidore was no exception. With his 2½-litre Cooper-Climax, Pringle reduced his record of 41.99 seconds to 40.10 seconds. John really motors this very powerful machine up hills, and his many records will take some beating. Dan McAlister was very quick and as cool as usual in his 1½-litre Cooper-Climax. His best climb in 42.24 seconds was a quarter of a second outside Pringle's 1960 record. Edmund Gill was third fastest in his F.J. Lotus 18 with 45.87



Seamus Griffin swings his neat Griffin-Ford in the Comeragh Cup trial, which he won with ease.

seconds. Fourth fastest overall was Leslie Vard in the sole "E"-type Jaguar in Eire, with 47.90 seconds. Leslie was giving the "E"-type its competition debut in Ireland and he left a wedding reception to do just one run, after which he returned to the festivities! Other exceptionally good times were recorded by Billy Reid (TR3), 52.36 seconds, the incredible duMoulin (Anglia), 54.03 seconds, and by Messrs. Diffley and Cooney with 57.88 and 57.89 seconds in a pair of modified Sprites. Duggie Hughes, who holds the bike record at 47.59 seconds set up in 1959 on a 500 c.c. J.A.P., returned again to Altidore but this time on a 250 c.c. "Leprekart". The little kart went up in a series of four-wheel hops in 73.09 seconds, to beat several saloons! Another car making its Irish competition debut was Jackie Fildes's new 958 c.c. M.G. Midget. His best run was 68.01 seconds.

Results

Marsden Trophy for B.T.D.: J. R. Pringle (2.5 Cooper-Climax), 40.10 s. (record). **Billy Telford Memorial Trophy** (Best Eire Competitor): D. F. B. McAlister (1.5 Cooper-Climax), 42.24 s. **Open Handicap:** 1, J. C. duMoulin (Ford Anglia), 36.03 s.; 2, W. J. Reid (Triumph TR3), 38.36 s.; 3, B. Broderick (Volkswagen), 39.30 s. **1,100 c.c. Saloons:** 1, M. Ivis (Austin Seven), 66.37 s.; 2, N. Burke (Austin A35), 67.77 s.; 3, J. Emerson (Austin Seven), 68.45 s. **Over 1,100 c.c. Saloons:** 1, J. C. duMoulin (Ford Anglia), 54.03 s.; 2, Miss R. Smith (Vauxhall Cresta), 65.36 s.; 3, Dr. M. B. O'Brien (Volkswagen), 67.26 s. **1,300 c.c. Racing/Sports Cars:** 1, E. P. Gill (Lotus 18, F.J.), 45.87 s.; 2, K. Diffley (Sprite), 57.88 s.; 3, J. Cooney (Sprite), 57.89 s. **Over 1,300 c.c. Racing/Sports Cars:** 1, J. R. Pringle (Cooper-Climax), 40.10 s.; 2, D. F. B. McAlister (Cooper-Climax), 42.24 s.; 3, L. Vard (Jaguar "E"-type), 47.90 s.

New specials are certainly a rarity nowadays in Eire hill-climbs. Full credit therefore must go to Dickie Lovell-Butt for bringing out his new L.B.-M.G. The power unit is a blown, 1,087 c.c. K3 Magnette unit. Dickie's best time with this rare-sounding car was a creditable 60.81 seconds.

STRONGLY rumoured for next season is a new road circuit near Clonmel. It is strongly hoped that the Tipperary L.C. and M.C.C. can make a go of it. It is a long time since a road racing event was held south of Dublin.

THE Carrick-On-Suir Motor Club could aptly be renamed the "Pylon Club", as all their trials are notable for the large numbers of pylons used in the various tests to trap the unwary. Most of the tests in their Comeragh Cup trial were pretty tight affairs, which gave the specials and "Mickey Mouse" cars more than a decided advantage. Seamus Griffin, the Hewison holder, has made some changes to his beautifully built and turned-out Griffin-Ford. Most notable change is the colour, from bronze to a light metallic blue. Less noticeable is the change from the 1,172 c.c. Ford E93A engine to a more modern 1,172 c.c. Ford 100E. Certainly these changes have not affected Griffin's winning ways as he ably demonstrated on Sunday, 10th September. Griffin won the Comeragh Cup with a total of 290.1 marks. His nearest rival was his younger brother Stephen Griffin who was second overall and winner of the Specials/Sports class with 303.0 marks in his G.T.S. Johnny Moore in an Austin Seven was next in line, followed by the two NSUs of Noel Smith and Des Cullen. The latter had a front hub break and consequently lost a wheel in the first test. A brisk dash back to Carrick-On-Suir followed for a new hub, and Cullen, with the aid of the local dealer and club member Jim Brett, had the car on all fours again in record time. Cullen did the first test again, but after all the confusion he lost his way and dropped several vital marks which he was unable to pull down. Unluckier still was Gordon Percy who was going great guns until he had to retire his Ford Special around the half-way mark.

Results

Comeragh Cup: Seamus Griffin (Griffin-Ford), 290.1 marks. **Specials/Sports Class:** 1, Stephen Griffin (G.T.S.), 303.0; 2, Terry Power (Culford), 348.3. **Small Saloons:** 1, Johnny Moore (Austin Seven), 304.7; 2, Noel Smith (NSU Prinz 30), 315.1; 3, Des Cullen (NSU Prinz 30), 316.0. **Large Saloons:** 1, Fintain Kealy (Volkswagen), 337.8; 2, Tommy Connolly (Volkswagen), 380.8; 3, Pat O'Callaghan (Volkswagen), 401.3.



ALTIDORE HILL-CLIMB. Making its Irish competition debut at Altidore Hill-Climb was Leslie Vard's "E"-type. Vard had only one run but set up fourth best time overall behind a 2½- and 1½-litre Cooper, and a Lotus 18.

Club News

By MICHAEL DURBIN

THESE are those who say that the future of rallying is in the hands of the organizers and competitors who participate in proper, orthodox, R.A.C.-recognized events. They say that, if the clubs first put their houses in order and conduct their road events so as to cause no inconvenience to the general public, all will be well and the future of the sport will be assured. They say (and I could go on like this for hours) that if recognized clubs run rallies considerately and well public opinion will swing to the support of the sport.

All this is fairly true, as far as it goes. However, it seems to me that every bit of goodwill that the competent and disciplined clubs running competitions under the aegis of the R.A.C. manage to create and foster is more than compensated for by some piece of lunatic and criminal folly which alienates the general public from rallying. In most cases the culprits are to be found among the ranks of "pirate" motoring clubs which owe no loyalty except to themselves and could not care less about the future of rallying as a sport, as distinct from a social entertainment.

Almost every week letters arrive in this office describing, with horror and indignation, the latest transgression of some "pirate" club, usually attached to a factory but quite often organized by a group of individuals who have similar ambitions and desires for their clubs as orthodox club members, but who are not prepared to accept the discipline which is demanded and obtained from members of R.A.C.-recognized organizations.

An example of the outrageous stupidity and frankly illegal activities which we have come to expect from "pirate" clubs was recently relayed to us by Graham Gauld, editor of our Scottish contemporary *Motor World*. Apparently a non-recognized club recently ran a rally with their second-last control at Lugton in Ayrshire and stated that, as a tie-decider, the fastest man from Lugton to the finish, at a hotel on the main Kilmarnock-Prestwick road, would be the best-placed. Graham tells us that it is unlikely that this information is incorrect, as his informants were the Ayrshire police, who take a grave view of this blatant example of organized racing on the public road and he believes that the consequences for those implicated may be very serious.

The driving test meeting which the **Midland A.C.** hoped to hold on Lichfield Airfield has had to be cancelled, one of the main reasons being that unauthorized persons and/or clubs have been using the airfield. The M.A.C. have had permission to use this venue for the past five years and feel very strongly about the whole matter, and the secretary, Gerard Flewitt, feels that "this is yet another case of unauthorized use by irresponsible persons or clubs—and R.A.C.-affiliated clubs having to suffer in consequence."

What is the answer? Already it is laid down that persons holding an R.A.C. competitions licence must not compete in unregistered events, but surely every



THE WINNERS of the Craven M.C.'s Hawthorn Rally, Peter Church and John Brown (Ford Zephyr). A full report of this event appears on page 406.

member of every orthodox club should use his or her influence to dissuade anyone who plans to organize or compete in clandestine timed events on the public roads and instead persuade them to join a "real" motor club and enjoy well-organized events.

KILMARNOCK C.C. SEPTEMBER 200 RALLY

TWENTY-SEVEN cars turned up for the start of Kilmarnock Car Club's September 200 Rally on Sunday, 10th September. Four of the competitors, Tom Paton and navigator Rusty Wilson and David Black and navigator Ross Finlay had just competed in the Riley Car Club's Pathfinder Rally which finished that morning at 7.30. After a night's hard driving in storms and floods they managed to present themselves eager and pretty well shaved for another day's rallying.

This was quite a performance from four people who had just spent a very eventful night. Tom Paton's usual navigator, Jim Bryden, had been taken ill during the night and left Tom sans route tracer. However, a last-minute arrangement with Rusty Wilson, who had been navigating for his brother Hamish, solved that problem. David Black's trouble started when his dynamo stopped working at the tests. He borrowed a battery from the Dauphine of marshal Jim Ferns and continued to the finish, then borrowed Charlie Kerr's for the Kilmarnock Rally.

This year the rally wound its way through Ayrshire, Kircudbrightshire and Wigtonshire, taking the competitors right down to the Solway Firth, where there was an hour's lunch halt and the driving tests. For once the driving tests were of greater significance than is usual in a rally. Although the times of the tests were only to be used in the event of a tie on the road section, any penalties incurred during the tests were counted as road penalties. This made a great difference to Bill Porter (Morris Minor), whose test penalties cost him first place in the rally.

The tightest section of the 200-mile event was the third-through Glen Trool where four competitors retired and the Darvel postman turned up at Control 3

with the bumper of his Morris Minor altered in shape. He had left the road to inspect a ditch.

Control 6 had a queue of cars sitting outside waiting to check in and from this the marshals decided that it must have been an easy section. Just as they were about to close the control a car was heard approaching from the wrong direction. It charged into the control, checked in and charged out, still going in the wrong direction. A hundred yards down the road it passed the control board, realized what had happened, executed a three point turn and disappeared in the right direction.

The end of the rally at the Towans Hotel, Prestwick, saw only 13 drivers checking in, with no one clear of penalties. The rally had been designed to keep the competitors out of the way of the week-end motorists and was successful.

R. MCA.

Results

Caledonian Cup: 1, A. MacGregor (Vauxhall), 10 penalties; 2, D. Black (Dauphine), 30; 3, J. S. Martin (Mini), 50. Class 1: 1, D. Black (Dauphine), 30; 2, J. S. Martin (Mini), 50. Class 2: 1, T. Paton (Fiat 1800), 60; 2, T. Boyes (Gazelle), 70. Navigator's Award: J. MacGregor (Vauxhall).

Coming Attractions

22nd-23rd September. London M.C. London Rally.

23rd September. Mid-Cheshire M.C. International Gold Cup Race Meeting, Oulton Park, near Tarporley, Cheshire.

North Staffs M.C. Restricted Race Meeting, Silverstone, near Towcester, Northants.

Sunbac Hill-Climb, Ragley Park, Alcester, Warwicks.

24th September. Winfield Joint Committee Race Meeting, Charterhall, near Greenlaw, Berwickshire.

B.A.R.C. Sprint, Hudson Road Mills, Leeds.

Falcon M.C. Sprint, Snetterton, near Thetford, Norfolk.

Thames Estuary M.C. Hill-Climb, Stapleford, near Chigwell, Essex.

U.H. and U.L.M.C. Hill-Climb, Wiscombe Park, near Honiton, Devon.

AUTUMN AINTREE

Aintree C.C. Restricted Race Meeting



USING the short circuit, the Aintree Circuit Club staged their second restricted meeting of 1961 on Saturday, 9th September. In spite of opposition in the shape of meetings run by the B.A.R.C. at Oulton Park and the B.R.S.C.C. at Rufforth, the meeting, timed to a split second and organized to perfection, drew an entry of some 65 starters who completed a well-selected programme of eight events, each over 10 laps.

Commencing with production saloon cars, this first race was a gift to P. T. Middlehurst, whose well-known A40 was much, much too fast for the opposition, consisting in the main of Minis. Middlehurst, on his ninth tour, lapped the entire field, this on a 1.6-mile circuit! He eventually finished a complete lap, plus 13 seconds, in front of his second man, D. E. J. Lomas, whilst third came J. D. Lewis, both driving 848 Minis.

Next came sports cars up to 1,000 c.c. After an early neck-and-neck struggle, P. C. Mitchell (Lotus 7) gradually drew away from A. Leonard, similarly equipped, to take the flag by eight seconds. Third, some 20 seconds later, came W. J. Morgans, in yet a further Lotus 7.

The third race was for 750 Formula cars and produced a grand scrap between P. A. Cross (Austin), who won by 0.6 sec., and A. R. Wontner (A.R.W.), with J. Anziani (Anco) third. These little cars went extremely well, the fastest lap falling to G. Whitehead, whose special recorded a time of 1 min. 23.8 secs., or 70.45 m.p.h.

Event 4, being well over-subscribed, was run in two heats (for sports cars up to 1,700 c.c.), the three fastest times to count for places. The first heat was taken by M. Adlington from K. R. Bailey and W. J. Morgans, all driving Lotus 7s, the winner putting in a lap at 1 min. 11.2 secs., or 82.92 m.p.h. Unfortunately this race started the spinning act, of which more later, with re-

CARRYING ADVERTISING on the windscreen, and leading this pair, is M. McCombe's Sunbeam Alpine. Behind, and hanging on to the side of his Lotus Seven in what is practically 500 c.c. fashion, is K. R. Bailey.

volves by Adlington and F. W. Dodgson (Lotus 11) on the second lap at Club, and by T. Youlton (Terrier) again at Club on lap 5.

The second heat was won by G. D. Hill (Elva) from H. E. O'Brien's Thor Spl., with B. J. Smallthwaite (Lotus Elite) third. Hill's best lap was in 1 min. 12.4 secs., a shade down on Adlington in the previous heat, but his perfect driving and freedom from "incident" paid off, and he took first place in the aggregate with Adlington second, O'Brien third and Smallthwaite fourth.

Formula Juniors should have been next, but scratchings left only three proposed runners and the event was deleted from the programme.

Results

Production Saloon Cars: 1, P. T. Middlehurst (A40), 73.93 m.p.h.; 2, D. E. J. Lomas (Mini-Minor); 3, J. D. Lewis (Mini-Minor). **Fastest lap:** Middlehurst, 1 m. 18.2 s., 75.50 m.p.h.

Sports Cars up to 1,000 c.c.: 1, P. C. Mitchell (Lotus Seven), 79.04 m.p.h.; 2, A. Leonard (Lotus Seven); 3, W. J. Morgans (Lotus Seven). **Fastest lap:** Mitchell, 1 m. 13.0 s., 80.80 m.p.h.

750 Formula Cars: 1, P. A. Cross (Austin), 68.49 m.p.h.; 2, A. R. Wontner (A.R.W.); 3, J. Anziani (Anco). **Fastest lap:** G. Whitehead (Special), 1 m. 23.8 s., 70.45 m.p.h.

Sports Cars up to 1,700 c.c. (Heat 1): 1, M. Adlington (Lotus Seven), 79.16 m.p.h.; 2, K. R. Bailey (Lotus Seven); 3, W. J. Morgans (Lotus Seven). **Fastest lap:** Adlington, 1 m. 11.2 s., 82.92 m.p.h. **(Heat 2):** 1, G. D. Hill (Elva), 79.72 m.p.h.; 2, H. E. O'Brien (Thor Spl.); 3, B. J. Smallthwaite (Lotus Elite). **Fastest lap:** Hill, 1 m. 12.4 s., 81.55 m.p.h. **Overall Result:** 1, Hill; 2, Adlington; 3, O'Brien.

Sports Cars over 1,700 c.c.: 1, F. W. Dodgson (Lotus Eleven), 80.37 m.p.h.; 2, B. J. Hough (Cooper); 3, P. C. Mitchell (Lotus Seven). **Fastest lap:** Dodgson, 1 m. 11.2 s., 82.92 m.p.h.

1172 Formula: See text.

Marque Race: 1, J. B. Pemberton (Austin-Healey 100/6), 71.60 m.p.h.; 2, B. Stratton (TR3A); 3, G. Weldon (TR3A). **Fastest lap:** Pemberton, 1 m. 20.6 s., 73.25 m.p.h.

Event No. 6, for sports cars over 1,700 c.c., found F. W. Dodgson's Lotus 11 too fast for the opposition, and he took the flag some eight seconds in front of his second man, B. J. Hough (Cooper), with P. C. Mitchell (Lotus 7) third, some 13 seconds in arrears. Lap six saw J. Scott Davies (Lotus 17) spin at Bechers, but he continued, nothing daunted.

Event 7 was for 1172 Formula cars, of which there were eight starters. On the first lap it was A. R. Wershat (Spl.) leading from A. D. Bennett (Terrier II) and T. Youlton (Terrier). Lap two saw Youlton take Bennett, while A. D. Murray and J. R. Gray, on Lotus 7s, spun wildly but in unison at Club. Lap 3 saw the leader lose the lot in a big way at Club with the rest taking wild avoiding action. *No one hit anyone*, though how they missed each other I'll never know! G. R. Eccleston (Spl.) reported doing the same at Country. During this, the placing had changed. Youlton and Bennett now led by some distance from a recovered Wershat, that is until lap 7, when Bennett, obviously taking Club far too fast, spun, causing Youlton to brake and lose his lead! Lap 8 saw Wershat back in the lead, with Youlton taking to the grass all the way round Club to rejoin the circuit—without a care, or even a look back. At the flag it was Wershat, Bennett and Youlton, while fourth and fifth came W. G. Lomas (Lomas Spl.) and M. R. Pilbeam (Virage), the only finishers with any manners at all! The writer has described this race in detail, as it was very obvious that this sort of thing could not be tolerated, and it wasn't, the Stewards acting very promptly. The following statement was handed to your Northern Editor and is published in full, as it may act as a warning to those few who consistently try to get away with it!

The statement reads: "The Stewards as a body were grossly dissatisfied with the standard of driving in Event 7, which they considered to be dangerous, and in consequence of various observers' reports and their own observations, they summoned A. R. Wershat, A. D. Bennett, T. Youlton, A. Murray, G. R. Eccleston and J. R. Gray to appear in front of them. After giving these competitors an opportunity to explain their actions, the Stewards considered Event 7 as a whole and announced their findings as follows: Wershat, Bennett and Youlton being respectively first, second and third, be excluded from said event, that Murray be reprimanded, and that Eccleston and Gray be fined £3 each. The Stewards further declared the winner to be W. G. Lomas and the second to be M. R. Pilbeam and that third place be not awarded."

Last came a Marque race, in which J. B. Pemberton (Austin-Healey 100/6) crossed the line some six seconds in front of B. Stratton's TR3A, with G. Weldon's similar car a close third. This event was the scene of another fantastic spin, this time by M. McCombe whose Sunbeam Alpine demolished the observer post at Club, causing the flag marshal to lose his flag during his escape dive! (Club, the scene of all the trouble, is a half circle loop which joins the short circuit to the main, at Railway Straight and Cottage Corner, and it requires care and attention!)

FRANCIS PENN.

S.S.C.C. DRIVING TESTS

THE Scottish Sporting Car Club had originally intended to hold a sprint last Saturday but changed it to a driving test meeting. B. Filer was unaware of the change and journeyed up from London with his Morris Mini to take part in the sprint. However, his journey was not altogether wasted for he took part in the tests and won his class.

The meeting was held at Strangs Garage in Chapelhall and there five tests were set out on a good tarmac surface. According to the programme the number of starters was 23, but with Agnes and Gray Mickel having entered a Hillman Husky and Mini and John Sword and Boyd Tunnock each having a run in the other's M.G.A., the actual number of competitors was 19.

Test 1 was a straightforward reverse-and-stop-astride affair by way of a warmer up, but penalties were collected by Gray Mickel (Mini), Ian Menzies (Morris) and Alan Mickel (Rapier) in the first run and by John Maclay (M.G.A.) and D. Howie (Triumph Herald) in the second attempt. The best time in this test was put up by Duncan Paterson in his M.G.A.

Test 2 had a series of four lines which had to be straddled in a forward direction and were so placed that it was necessary to reverse and turn sharply before approaching each line. This sent the rubber flying and the only two penalized in the first run were Alan Nicol (Dauphine) and D. Webster (Consul). In the second run, when it was clear that Duncan Paterson (M.G.A.) was going to be hard to catch, there were more penalties; these were collected by John Sword (M.G.A.), Boyd Tunnock (M.G.A.), John Maclay (M.G.A.) and Ian Menzies (Morris).

Test 3 was a scissors and caught out hardly any of the competitors as far as penalties went, and the best time again went to Duncan Paterson.

Test 4 was a box which had to be entered twice and had enough room inside for the biggest cars to execute a handbrake turn without demolishment. This was successfully accomplished by the M.G.A. drivers and Gray Mickel almost completely handbraked the well-sprung Husky. The extremely small turning circle of the Triumph Herald was demonstrated in this test by J. Broadbent, who just drove into the box and out again without any trouble.

Test 5 was the stiffest and tightest of all the tests and no less than 16 penalties

were collected out of the 23 runs. The test started with a wiggle-wobble between four buckets and into a garage. The competitors then had to reverse out of the garage, back down the line of buckets and into another garage. Bucket number two was the one which received the most attention and by the end of the meeting it had been reduced to a somewhat shapeless mass of yellow plastic. Among those clear on this test was Agnes Mickel in the Hillman Husky, which is no mean feat for a test which was even catching out the Minis. Slowest performance must have been set by Ian Burns, who stopped his Gordini in the middle of the test to consult his sheet and find out where he was going. John Sword in Boyd Tunnock's Twin-Cam managed to take three buckets and a garage.

The results of the meeting showed that Duncan Paterson had had a field day as he took a class win in his Ford Popular and won overall in his M.G.A. The results were:—

Overall Winner: D. Paterson (M.G.A.), 105.4.
Class 1: B. O. Filer (Mini), 115.6. Class 2: D. Paterson (Ford), 128.8. Class 3: Insufficient entries. Class 4: J. C. Sword (M.G.A.), 114.4.

NORTH WALES INTER-CLUB DRIVING TEST MATCH

THE Caernarvonshire and Anglesey Motor Club fielded the successful team in the annual driving test match between the three North Wales clubs this year. The tests were organized by the North Wales C.C. this time, on the West Shore Promenade at Llandudno. Teams of six cars from each of the clubs, the C. & A. Motor Club, the North Wales Car Club, and the South Caerns M.C., completed the six tests while a large crowd of spectators enjoyed the sun and watched the drivers put the cars through their paces.

Best Time of Day was put up by the North Wales C.C. team captain, W. T. Meredith (Austin 7), though second, third and fourth positions went to members of the C. & A. M.C. team. This was a particularly welcome win for the C. & A. M.C., as this club is celebrating its Silver Jubilee this year.

COVENTRY AND WARWICKSHIRE M.C. Mancetter Hill-Climb

DRY roads in the first runs resulted in four class records being broken at the Coventry and Warwickshire Motor

Club's speed hill-climb held recently at Mancetter Quarry, near Atherstone.

A record went to R. D. Broad (Austin Seven), for saloon cars up to 1,600 c.c., and in the class for saloon cars over 1,600 c.c., P. Bragshaw and his Aston Martin clocked 38.82 secs.—beating the old class record of 41.91 secs. D. W. Embley's Lotus did a climb in 36.91 secs.—beating the old class record of 37.14 secs. for sports cars up to 1,300 c.c.

J. Randle's Cooper put up B.T.D., 34.19 secs., to win him a club trophy, and also beating the old class record of 34.20 secs. for unlimited sports racing cars. B.T.D. by a member of an invited club went to W. J. Camp, in a Cooper, winning him the Newsome Trophy.

AUSTIN APPRENTICES' A.C.C. September Driving Test Meeting

THIS year the meeting was a restricted event and eight clubs from the Midlands area accepted the invitation. The North Work's car park of the Austin Motor Co., Ltd., was an ideal site, and the 11 tests provided the 28 competitors and spectators with an enjoyable afternoon's entertainment. The first 10 tests were run in pairs and formed the main competition, whilst the 11th was a long open test, which started with a "Le Mans"-type start. The Minis which were so fast last year were in a separate class from other saloons. In the sports car class specials enjoyed a five per cent. handicap.

P.G.V.

Results

Sports Cars: 1, M. Hazlewood (M.H.S. Special); 2, M. S. Barber (A.-H. Sprite); 3, B. Pickering (A.-H. Sprite). Minis: 1, W. T. Meredith (Austin 7); 2, R. J. V. Kellar (Austin 7). Other Saloons: 1, M. Bassett (Austin A35); 2, B. W. Pearsall (Ford Prefect); 3, M. J. Wild (Wolseley 1500).

MRS. JENNIFER WRIGHT, wife of Stephen Wright, M.A.C.I., secretary of the British Motorsport Association, recently gave birth to a son, Christopher Jonathan Neave. Mrs. Wright, a trained nurse, has accompanied many of the association's air trips abroad.

GODIVA TROPHY RALLY

A FULL report of this event will be published in next week's issue.

Results

1, J. Sprinzel/J. Brown (Sprite), 9 m.; 2, B. Harper/R. Crellin (Sprite), 14 m.; 3, D. Grimshaw/B. Melia (Austin-Healey), 15 m. Class A: G. Mabbs/D. Stone (Herald), 17 m. Class B: J. Grimshaw/D. Ralphs (Alpine), 60 m. Class C: P. Astbury/K. Binns (Morgan), 30 m. Best Mixed Crew: Mrs. P. Mayman/D. Hewitt. Best Coventry Car: S. Pateman/Miss V. Donleco. Team: Sprinzel, Harper, Culcheth (Sebring Sprites).

Moly slip molybdenum disulphide products for the sporting motorist include...

MOLYSLIP Engine Oil Supplement 10 oz. tin 15/-	MOLYSLIP 'G' Oil Supplement for Steering, Gearbox and Back Axle 10 oz. flask 15/-	MOLYSLIP Multi-Purpose Grease 1 lb. tin 8/6
MOLYSLIP Compound for workshop assembly 4 oz. tin 19/6		

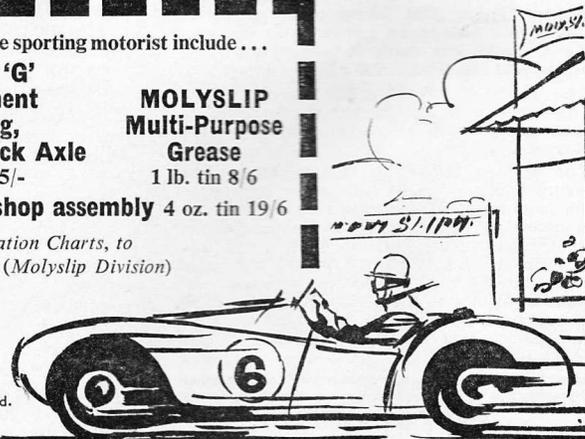
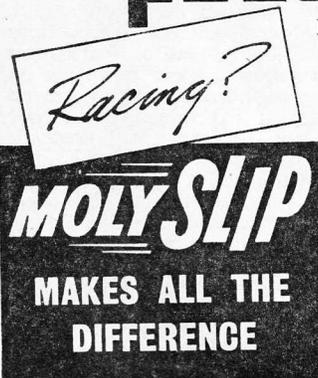
Write for technical literature and Lubrication Charts, to
THE SLIP GROUP OF COMPANIES (Moly slip Division)

34, Great St. Helens, London, E.C.3

Tel: AVENUE 1636 Telex: 23755

Lubrication Technologists for
over a quarter of a century

The registered trade mark 'MOLYSLIP' is the
exclusive property of Slip Products & Engineering Co. Ltd.



AUTOBOOKS

Booksellers to the Motorist

104, ISLINGWORD ROAD
Brighton, Sussex, England**WORKSHOP MANUALS**

We hold without doubt the largest stock in the U.K. Our mail order department will deal with your order on the day it is received. Here are a few examples. To order STATE YEAR, MAKE and MODEL, and enclose remittance:

Ford 8-h.p., 10-h.p., Anglia, Prefect 1932/53	30/-
Ford Anglia, Prefect 1953/59 (OK Popular 1959/60)	35/-
Ford Consul/Zephyr I	32/6
Ford Consul/Zephyr II	35/-
Jaguar 1½, 2½, 3½, 1945/48	45/-
M.G. , all models 1929/60	36/6
M.G. TD 1950/53	30/-
M.G. TC, TD, TF 1500, M.G.A. 1945/59	40/-
Morgan Plus 4, 4/4 I, 4/4 II	13/3
Morris Minor MM II 1948/56	30/-
Morris Minor 1000 1956/60	30/-
Porsche all models	42/6
Renault Dauphine	35/-
Riley all models 1930/60	36/6
Triumph TR2/3 1952/59	45/-
Triumph Herald, all models	45/-
Volkswagen all models to 1959	37/6

Many more Workshop Manuals and Maintenance Handbooks available on other makes and models. Send s.a.e. for quotation (state year, make and model).

CATALOGUE

Describing over 400 new and current books on motors and motoring. Gives every possible detail. Foreword by W. Boddy. Price 1/6 post free.

CATALOGUE SELECTION

Jaguar—A Biography by Lord Montagu of Beaulieu. This book, as the marquis it portrays, is a classic. Lord Montagu has left no stone unturned for information, whilst setting out in print for the first time the history of perhaps the most exciting make of British car on the road today. The coverage of this book is from the early Swallow side cars up to the introduction of the 'E' type. 280 pages .. 31/6 (\$4.30)

My Twenty Years of Racing by Juan Manuel Fangio. Other books have been written, and more will doubtless be written, about this champion of champions, but only the man himself could have written as Fangio has done of the moments that live in his memory of his rivals as he knew them, of the fears that haunted him, of the price of victory, and of the dedicated ambition that drove him to become one of the few great drivers of all time and a legend in his lifetime. 240 pages .. 26/3 (\$3.70)

Brooklands to Goodwood by Rodney Walkerley. For the golden Jubilee of the British Automobile Racing Club Mr. Walkerley brings to life—not only to those who remember but to those who wish to know—these fifty years of high endeavour in the field of Motor Racing, during which the club became an internationally acknowledged organisation. From light cars to cyclecars, the story takes the reader onwards to the Junior Car Club, Brooklands, Donington and Jersey, and thence to B.A.R.C. and the friendly atmosphere of Goodwood. 200 pages. 26/3 (\$3.70)

World Sports Car Championships by C. Posthumus. An account of how after six years the championship came to Aston Martin via Ferrari and Mercedes. 200 pages 44/- (\$6.30)

The Sports Car Pocket Book by W. Boddy. The history and specifications of over 200 European and American sports cars. 256 pages, 230 illustrations .. 9/3

The Racing Driver by D. Jenkinson. The theory and practice of competition driving by this leading motor racing journalist who has on innumerable occasions driven beside Fangio, Hawthorn and Moss .. 19/-

A Turn at the Wheel by S. Moss. The years covered by this book, 1957-60, will have a special place in history as the period in which British racing cars and drivers achieved complete dominance over their foreign rivals. 200 pages .. 26/3

Note: Any book reviewed in "Autosport" or any other magazine can be obtained from us by return post.

AUTOBOOKS**The Craven M.C. Hawthorn Rally**BY
MICHAEL
DURNIN

THE Craven M.C.'s Hawthorn was, as usual, a first-class rally and very well received by the 80 crews who took part. Peter Church and John Brown (Zephyr) are to be complimented on a fine win in their big car, while Stan Pateman/Valerie Domleo (TR3) and Ken Hussey/Ian Macleod (Rapier) did very well to gain second and third places respectively.

From starts at Pangbourne and Wantage the routes led to a converging point at Picket Port Gate, near Warminster. Crews were free to choose their own routes but had to check into a series of three checks on the 90-mile run-in. A good feature of this main-road section was that each route check was, in fact, the start of a short special stage off the main road which made the run-in very interesting indeed. This is the kind of imaginative touch which raises some events above others!

From Picket Port Gate, where a mobile canteen served hot dogs, soup and other refreshments, the route went to a time control half a mile west of Frome and then led north-west on tricky roads and a series of short, sharp sections to Wellow, where several crews lost time when navigators ignored a nasty-looking "white" road and took a long way round. The "white" road turned out to be a lot quicker than it looked. The pace eased a little as the plot turned through Shoscombe (where Geoff Roberts/Gerald Mansell nearly hit a bridge in their Austin 7, looked over their shoulders at it and went through a fence) before turning south on a very tricky little road to Luckington Close and Stratton-on-the-Fosse (where Jock Huggins/John Harding (Anglia) appeared from the wrong direction).

The next three sections were all around Blackers Hill and were fairly comfortably "on", letting drivers have a breather before turning towards Shepton and T.C. 15 which lay between Batcombe and Bruton, and where the Skoda of Michael Manning/Geoff Sheppard inverted itself, causing Peter Church and John Brown a few minutes' delay while it was man-handled off the road. West to Lamyatt and south-west past Castle Cary where two optional white roads confronted navigators; needless to say, the least obvious one was the quickest, and then only one more simple section took the field to a short stop for petrol at Camel Cross.

From the halt it was plain sailing to a point two miles east of Ilminster and then ordinary map references westwards

A STEWARD'S Vanguard Estate car went into a ditch while being parked on a special section.

to T.C. 21, near Buckland St. Mary, where a four-page Tulip card was issued. Some of the mileages on this were a bit suspect and the diagrams were not to scale, but the two most unfortunate navigators were Marilyn Wright (with Brian Dunster in a Dauphine), who found a blank page in her Tulip card, and Val Domleo, who turned over two pages at once. Val was puzzled, but they managed to lose little time to the next control and there sorted things out. This was really stiff going, especially for the bigger cars, most of which lost time as the Tulip led via six secret checks back to the major control at Camel Cross for another break. All through the Tulip section the idea was that navigators would be so busy on the card and following the route that they would have no time to read the road to drivers, who were really having to work for their living. Mick Green and Sam Actman lost a great deal of time replacing the throttle linkage of their TR hereabouts and much confusion was caused by a locked level crossing and a road up, which lost time all round and left the organizers with no option but to scrub the section. However, most of the navigators managed to get themselves to the next available control and from there, still on Tulip sections, back to Camel Cross.

After a short halt the hunt was on again but Ron Aldrich found that the starter on his new Classic wouldn't and John Brown had to appropriate a marshal's torch when he found that all the internal electrics of Peter Church's Zephyr had given up the ghost. Short, sharp and exceptionally twisty sections led to a half-hour break at Warminster which was followed by a run-home on similar lines to the run-in with a second special stage at Saverne Forest over nearly two miles of tracks, with marshals at every cross-roads. Then to the finish at the Great Western Hotel, Reading, where the organizers laid on free electric shaves by Philipsave (Philips electric shavers going to the winning crew) and a series of mark sheets from the rally's earlier sections. Results were issued with little delay and, at the inevitable post-mortem, competing crews agreed that the Hawthorn was definitely an event worth remembering and would certainly feature in most competitors' calendars for next year.

LIVERPOOL M.C.'s "SWAN"

AUTOCROSS

IF proof were needed of the popularity of autocross the Liverpool M.C. certainly provided it last Sunday when over 50 competitors turned up for their closed meeting which developed into a battle for B.T.D. between John Kennerley's Lotus Elite and Jim Hacking's 1600 Porsche, a battle which was won by the Elite.

During the morning practice laps most cars took it easy while learning the course, although Ian Bennetts spun off in his Sprite and bent his silencer, and Graham Richards did the same in his Morgan 4/4 and altered the shape of a rear wing. The unfortunate W. T. Cooke had transmission trouble with his Isetta and thereupon (intentionally) laid the car on its side to attend to it.

Proceedings opened with the amalgamated class for sports cars, eventually won by Bennetts' Sprite despite another excursion off the course on his first run. After this the small saloon class was run through and for a while the honour of fastest time was held by Ken James in 1 min. 49.6 secs., this being put up not in his Sprite but in his wife's standard shopping Mini. This time was fractionally reduced later by Jim Hacking running in the next class in his bored-out Diggory-tuned Austin Seven. In this class some very spirited driving was seen, notably by Barry Woods (VW), John Kennerley (A40), and Syd Reakes (Minor 1000).

The 1600 saloon class was, of course, a walk-over by Hacking's Porsche and his time of 1 min. 46 secs. netted him second B.T.D. The rest of this class was an all-Rootes affair, but despite the presence of Rapiers and Gazelles the two best times were put up by Dave Vernon and Mike Hughes in an airborne Minx Estate car.

The most spectacular runs of the day were in the unlimited saloon class when Keith Moore really went to town with his Zodiac, hurling it round in a mud-slinging series of slides, the car being off the ground for a good deal of the time and generally looking like something out of a Safari film! If anything, however, the Allard saloon of Mark Rylance was even more hairy and really showed the meaning of the term oversteer. His time of 1 min. 48.6 secs. was excellent and enough to give him the class, and the worried look on the face of owner John Bethell while all this was going on was wonderful to behold.

As there were no less than seven competitors for the Ladies' Award a spirited dice was going on amongst them. Best time eventually went to the Sprite of Miss Gillian Sanders, her winning time of 1 min. 59.8 secs. being put up on her first run as she well and truly ran out of road on her second go. Second fastest lady (as a driver that is) was Margaret James whose husband kindly let her have her car back to make her competition début.

Results

Fastest Time of the Day, Swan Trophy: J. R. Kennerley (Lotus Elite), 1 m. 43.6 s. **Second, Blake Trophy:** J. P. Hacking (Porsche 1600), 1 m. 46.0 s. **Class 1 and 2 (combined):** 1, I. Bennetts (Sprite), 1 m. 47.2 s.; 2, G. Richards (Morgan 4/4), 1 m. 48.8 s. **Class 3:** 1, A. Flint (TR2), 1 m. 49.8 s. **Class 4:** 1, K. H. James (Austin 7), 1 m. 49.6 s.; 2, K. J. Moore (Mini-Minor), 1 m. 50.0 s. **Class 5:** 1, J. P. Hacking (Austin 7 960 c.c.), 1 m. 49.4 s.; 2, B. Woods (VW), 1 m. 50.0 s.; 3, J. R. Kennerley (Austin A40), 1 m. 52.2 s. **Class 6:** 1, D. W. Vernon (Hillman), 1 m. 56.4 s. **Class 7:** 1, M. Rylance (Allard Saloon), 1 m. 48.6 s. **Ladies' Award:** Miss G. Sanders (Sprite), 1 m. 59.8 s. **Novice Award:** W. R. Shipley (Austin 7), 1 m. 51.0 s.

THE EIGHTH COLCHESTER
AUTOCROSS

Another B.T.D. for Frank Pryor

SIXTY-NINE entries, including most of the country's top autocross drivers, attended the East Anglian Motor Club's big-scale meeting at Kingsford Park, Colchester, which was sponsored by the *Colchester Express*. Everything about the day's proceedings was up to "professional" motor racing standards, credit for this being due to organizer Ken Truscott, himself a keen competitor. The event was held on a 1,000-yard course of fairly smooth but undulating parkland, and the efficient way in which the programme of events was run was largely the responsibility of the local Civil Defence, who turned out in force with vehicles and radio-controlled marshals.

The course alternated between patches of bare earth and sections of thick short grass, which, after much rain, was extremely slippery, necessitating great care in selecting such "grippy" portions as were available around the circuit. These conditions made it very difficult to select the best lines through the corners, and so added to the interest and excitement, both for competitors and for the thousands of spectators around the course.

For the second timed runs the weather had improved, resulting in much faster times and fewer "moments" on the partly dry surface. As is usually the

case in autocross, only the better of two timed runs was used for marking purposes.

Undoubtedly the day's main interest lay in the battle between Cambridge farmer Frank Pryor in his Iris Special and Sid Davey, from the West Country, with his 1,100 c.c. Lotus-Climax. At the Taunton National Autocross last month Frank had returned F.T.D. in his then brand new car, and this time Sid was out to level the score, but a tiny gap of four-fifths of a second finally decided the issue in Pryor's favour. However, the experienced Exeter garage owner took second in the class and, driving his Ford Zephyr, was third in the class for unlimited saloon cars.

The award for best performance of the day went to Ken Piper who, in his 981 c.c. DKW Junior, beat the next best in class by the greatest margin, 3.1 secs. Ken's Messerschmitt was not fast enough to beat the Lotus opposition on this occasion.

Nine 850 c.c. saloon cars contested the "baby" class and times were close. J. Williams's Austin Seven finally emerging victorious, with W. Banks and Pat Ozanne second and third respectively, also in Austin Sevens, Pat's car looking understandably scruffy after its Continental rallying exploits.

Laurie Manifold's Fish-carburetted VW was narrowly beaten by a very well-driven Alexander-converted Triumph Herald coupé belonging to P. Meldrum, who is to be congratulated on his class success against the doughty Manifold.

Easily the fastest cars in the G.T. and series production classes were the Lotuses of J. Sheldrick, A. Butcher and A. Westwood, which finished in that order, Sheldrick winning the class by a mere tenth of a second. It is always good to see Bert Westwood performing, in view of the debt owed to him by the sport of autocross, for which he has done so much.

SAM ACTMAN.

Results

Best Performance: K. Piper (DKW), 1 m. 28.2 s. **Group 1—Class A:** 1, J. Williams (Austin), 1 m. 29.3 s.; 2, W. Banks (Austin), 1 m. 31.5 s.; 3, Miss P. Ozanne (Austin), 1 m. 31.9 s. **Class B:** 1, P. Meldrum (Herald), 1 m. 31.3 s.; 2, L. Manifold (VW), 1 m. 31.7 s.; 3, P. Marr (Ford Anglia), 1 m. 34.9 s. **Class C:** 1, W. Rennie-Roberts (Zephyr), 1 m. 33 s.; 2, C. Mockford (Citroën), 1 m. 33.9 s.; 3, S. Davey (Zephyr), 1 m. 36.4 s. **Group 2—Class A:** 1, J. Sheldrick (Lotus 5), 1 m. 23.7 s.; 2, A. Butcher (Lotus 5), 1 m. 23.8 s.; 3, A. Westwood (Lotus 9), 1 m. 26.5 s. **Group 3—Class A:** 1, F. Pryor (Iris 2), 1 m. 21.9 s.; 2, S. Davey (Lotus-Climax), 1 m. 22.7 s.; 3, A. Butcher (Lotus 5), 1 m. 26.4 s. **Team Award:** Davey, Piper and Butcher. **Westwood Trophy:** J. Bradford (Morgan). **Ladies' Award:** Miss P. Ozanne.

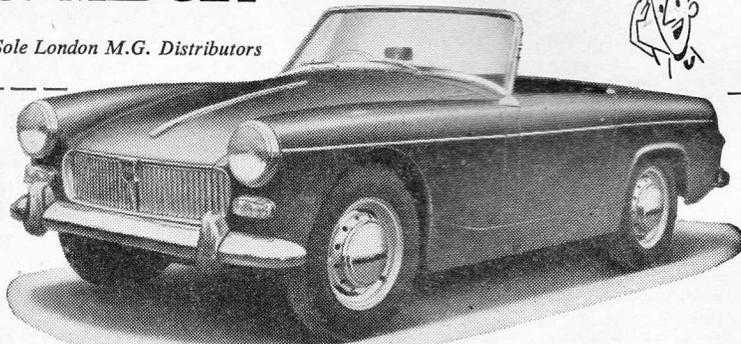
After 25 years—THE M.G. MIDGET
is back at UNIVERSITY Sole London M.G. Distributors

The NEW M.G. MIDGET—first under one-litre M.G. since 1936—combines traditional M.G. safety, speed and spirit for only £670 INCLUDING P.T. Twin-carburettor . . . all-steel body . . . rack and pinion steering . . . firm road-holding . . . trim, lively lines . . . truly a lovely little Sports Car!

See the NEW M.G. MIDGET—
the car that starts ahead—at

UNIVERSITY

MOTORS LTD. who will pay best possible exchange price for your present car
—whatever age or make—and gladly arrange hire purchase.



STRATTON HOUSE
80 PICCADILLY, W.1.
GROsvenor 4141.

Correspondence—continued**Practice Confusion**

ATTENDING the Peterborough Motor Club's Silverstone meeting as a competitor, I was distressed to see an Inter-Continental Formula car and a 750 Formula car practising at the same time. Could not this be stamped out?

SHERIDAN THYNNE.

READING, BERKS.

Prescott Records

JUST a reflection on the last meeting at Prescott. So far in the motoring press there has been no mention of the fact that the rubber bollards were removed from the esses, which, I think, accounted for some of the very fast times. Instead of gingerly negotiating the artificial bend of markers (if you hit one, you were out) most drivers were driving straight across.

Surely the most important factors of hill-climbing are the records, so why make a farce of them by altering the hill without, apparently, any justification?

In my opinion David Boshier-Jones would have been down to the early 49 secs. on this new hill.

MIKE HATTON.

BIRMINGHAM.

The Purpose of Racing

IN days gone by the purpose in a motor race was to win it, and in particular to win it for your team. Now all that matters, apparently, is to score points for one championship or another. We have seen the melancholy spectacle of drivers making no attempt to win a race, although a rival from another team was in the lead. Now we go a step further. The T.T. is a bit of a flop because there is "literally nothing at stake"; the American G.P. is pointless because there is "literally nothing at stake". Let us suppose then that there are nine *grandes épreuves* in a year. Let us also suppose that Moss on a Lotus wins the first five (!). As the championship of drivers and manufacturers would then be settled the remaining four should, presumably, be cancelled. Together with these let's cancel such events as Syracuse, Modena, the Goodwood F1 race and all events for vintage cars. There's literally nothing at stake.

Or could we have, early in the year, one immense event for F1, F.J., I.C., S., G.T. to decide all the championships and then get down to some real motor-racing, unworried by points, for the rest of the year?

T. BRETTELL.

FARNHAM, SURREY.

Stock Car Racing IS Motor Racing

As a competitor who has driven both in "proper motor" racing and also "stock car racing", I would like to refute the idea that stock car racing is not "motor racing", as suggested by Mr. P. Swinger in the 1st September issue, headed "Television Coverage".

This might have been true in the early years when the promoter was more interested in general havoc on the track.

With the formation of the British Stock Car Board of Control, of which I am a member, the sport has been put on a firm footing, with rules governing racing and the scrutineering of all cars before a meeting.

The accent in recent years has been on speed: to obtain this engines in the region of 200 b.h.p. are used, such as Ford Thunderbird, Chrysler, Oldsmobile Rocket, all V8 o.h.v.s. The only British engine to be used with any success is the 3.4-litre Jaguar.

All drivers are graded into one of four grades, on past performances. To make sure the races will not become processional, the top grade drivers start at the rear of the grid. Theoretically, every driver has a chance of winning a race. Practically most races are won by the star grade drivers by sheer determination and good driving.

If this is not motor racing I fail to see what is!

G. R. DORE

(Vanwall Racing Mechanic).

MILL HILL, LONDON, N.W.7.

The 1500 Formula

WHEN, in October 1958, the C.S.I. declared that as from 1st January, 1961, a new 1,500 c.c. Formula I would come into force, the first reaction of the majority of followers of our sport (myself included) was to condemn it out of hand.

Looking back on this season's racing, however, it is very pleasing to note that, far from spoiling G.P. racing, it has in fact given it a shot in the arm. The majority of races have been more exciting (e.g., Baghetti's fine duel with the Porsches of Gurney and Bonnier at Rheims), and there have been far fewer retirements than with the 2½-litre cars of the past few years (e.g., at Zandvoort where, from an entry of 15, the same number finished).

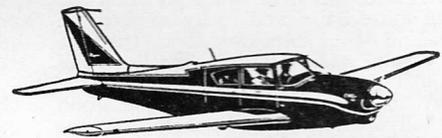
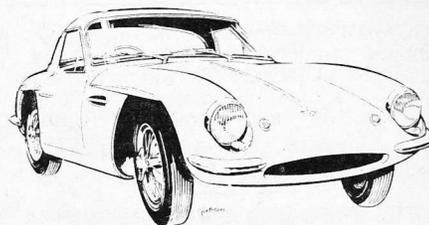
It is with great anticipation that we must look forward to next year when, equipped with the new V8s of Coventry Climax and Bourne, the British cars and drivers may be able to put up a worthy challenge resulting, I hope, in many green covers.

Finally, I should like to thank all concerned for the fine pictorial reviews which throughout the year have been a fitting conclusion to G.P. reports.

C. S. RICHARDS.

LIVERPOOL.

David Buxton Limited

MERCEDES-BENZ**SALES & SERVICE AGENTS****MASERATI, LOTUS AND T.V.R. DISTRIBUTORS****AGENTS FOR****PIPER AIRCRAFT**

telephone Derby 40526/7/8 59-61 London Road, Derby

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, 155 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.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

A.C. Ace, 1955, 2-seaters, two hand-picked cars finished in dark green or Italian red, both with wire wheels, Alfins, tonneau, etc., from £595.

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

- 2.2-litre Greyhound.
- 1958 (Sept.) Ace-Bristol.
- 1957 (Sept.) Ace-Bristol.
- 1956 A.C. Aceca.

HEELEY BRIDGE GARAGE, LTD.,

Broadfield Road, Sheffield, 8.

South Yorkshire Distributors for A.C. Cars.

SCUDERIA LIGHT BLUE offers:

BILL McCOWEN'S well-known ACE-BRISTOL.

Just resprayed in metallic ice blue, this car is in complete road trim with hard and soft tops, heater, Marchal headlights, Michelin X, etc.

Also included: the fabulous Don Moore engine, lightweight seats, undertray, cowl, aero screen, special Appendix "C" screen, set of 15 ins. and 16 ins. wheels. This beautiful car, little used this year, is ideal for the road and its racing history needs no recounting.

£1,275

42a South Audley Street, W.1.

GROsvenor 688L.

A.C. ACECA, 1957, Ferrari red, wire wheels, radio, heater, spot, specimen condition throughout. £950. Top allowance on your present car. Terms.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591/2.

ALFA ROMEO

ALFA ROMEO Guilietta, 1957. Complete engine and chassis overhaul, Thomson & Taylors, this summer. Immaculate in every way. £895. Regretfully selling owing to illness. Viewing Saturday afternoon and evening or by appointment at Ropley House, London Road, Camberley. Tel.: Camberley 1000.

ALFA ROMEO, 1959 registered, two-door Farina saloon. Superb car, carefully maintained, new tyres and battery. £795 or would part exchange.—Brown, The Rye, Welcomes Farm, Kenley, Surrey. UPLands 9780.

ASTON MARTIN

1959 3-LITRE, 16,000 miles only, but badly damaged front. £595.—See under Jaguar, Cuff's Garage, Frome 2511.

AUSTIN

A40. FASTEST IN NORTH.

Driver: R. J. Bloor.

F.J. Cranked engine, c.r. gearbox, ZF diff., completely modified suspension, Speedwell R.C., R5s, etc. Engine/gearbox just rebuilt.

Oulton 2 m. 12.6 s. Mallory 1 m. 4.2 s. Snetterton 2 m. 4.6 s.

Standard trim available. Seen Oulton 30th Sept.

SPORTS MOTORS (Manchester), LTD.,
184 Oxford Road, Manchester, 13.
Tel.: ARDwick 2950.

AUSTIN A40 de luxe, Downton engine, racing head, B.M.C. sports-racing cam, three-branch exhaust, oil cooler, new gearbox, new nine-spine racing clutch, Speedwell rev. counter and roll-bar, lowered suspension, new front suspension with Sprite wishbones, laminated screen, Fiam horns, wooden s/wheel, full set of instruments, Porsche Spyder driving seat, Bodywork light green and black and in perfect condition. This car does a genuine 100 m.p.h. and is a very docile road car. £550.—Ring GROsvenor 6040 during week-days.

EXCHANGE 1960 A35 van for any type of racing car.—Box 4284.

RALLYISTS! A35, 1957, twin SUs, straight-through exhaust, roll bar, roof light, heater, w/washers, reversing light, Air-le-Vator, special wheels, windtones, safety harnesses. Two rallies only. The whole car in very good condition throughout. Must sell, owner buying house beginning October. £395 o.v.n.o.—Seven Kings 2306.

AUSTIN-HEALEY

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

3000, 1960. One owner, 9,000 miles from new, undoubtedly the finest specimen available. This example is spotless in peacock blue with matching hard top and black upholstery, fitted overdrive, wire wheels, discs, heater, spot lamp, radio, Philips record player (with numerous records), screen washers £995

3000, 1960. One owner, 9,000 miles only from new, unblemished white with black upholstery, with overdrive, wire wheels, disc brakes, tonneau, heater £965

3000, 1960 model, unmarked in pale green with white upholstery. Two owners from new and disc brakes, radio, heater, tonneau £865

Mk. II Sprite, June 1961. One owner, 3,000 miles only, literally as new in sky blue with dark blue interior, fitted every extra including heater, washers, tonneau, seat covers, wood rimmed steering wheel, wheel trims, etc. Cost new £750, now £695

100/6, 1957, 2/4-seater, in dual red and black, fitted overdrive, twin spot lamps, screen washers, etc. £565

Sprite, 1959/60. Choice of four unblemished, low mileage cars in pale blue, white, or red. One or two owners only and all with every extra, from £485

100/4, 1954/55, two-seaters. A selection of three above average examples in black, pale blue or dark grey, all with hard top, overdrive, wire wheels, heater, etc., from £395

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

AUSTIN-HEALEY 1961 SPRITE

Under 2,000 miles, brought to G.T. specification, with wire wheels, disc brakes, fibreglass bonnet, close ratio gearbox, brand new Duraband tyres. Absolutely as new. Fully developed.

Price £1,000

1954 B.N.1, wire wheels, in very good condition and very cheap. £350.

DUNEDIN GARAGES, LIMITED,
10 Picardy Place, Edinburgh.

AUSTIN-HEALEY 100/6, 1957, dual-tone black and red, heater, spot and fog lights, reversing light, telescopic steering, comp. s/a. Used for pleasure purposes only, not raced or rallied. Absolutely immaculate. £575.—B. Cunningham, Grange, Long Sutton, Spalding. Long Sutton 3241.

AUSTIN-HEALEY SPRITE, 1959. G.T. Ashley bonnet and top, Healey wire wheels and discs, R5 or Durabands, anti-roll bars and a rear "A" bracket. Same roll centre back and front. Koni shock absorbers, oil cooler, 10:1 gas flowed head, Isk cam, B.M.C. red crank. Two 1½ ins. SU carbs, two SU petrol pumps. Full interior trim, walnut dash. Woodrim wheel, lowered column, gauges, oil temp./press., water temp., vac., ammeter, radio, lightweight seat. £700.—J. W. Goodliff, Rose & Crown Hotel, Harnham, Salisbury, Wilts. Ring: Amesbury 3026, daytime.

AUSTIN-HEALEY SPRITE, 1958, Ashley bonnet, Sebring modifications, wooden steering wheel, heater, rev. counter, interior lights. A very fast motor car. £495. Terms. Exchanges.—Berkswell 3149.

HARD TOP for BN1/2, black with new sliding screens. Unmarked. £30.—Southend 73020.

MIKE PEEL G.T. Sprite for £685. Discs, wire wheels, C./R. gears, sprint axle, mod. suspension, comp. clutch, Formula Junior engine, Mit Weber. Many other extras, including special bonnet and hard top. Fabulous specification. Cost over £1,100.—Carlton Garage, Preston 78141.

SPRITE, June 1960. Immaculate, one owner. All extras including hardtop, tonneau cover, Smith's Radiomobile, heater, Lucas twin spots, twin horns, £545, H.P. arranged.—23 Bankside Road, Rock Ferry, Birkenhead, Rock Ferry 3492.

1961 (MARCH) 3000, four seats, 3,050 miles only, white, black interior, wire wheels, shod R55s, tonneau cover, heater. As new £975. H.P. and exchanges.—Jones' Garage, Syston, Leics. Syston 2257.

1960 AUSTIN-HEALEY Sprite. Never raced or rallied. 10,000 miles, radio, heater, rev. counter, tonneau. Excellent condition throughout. £515 o.n.o.—Garston (Herts) 2303.

1960 AUSTIN-HEALEY, white, additional rear seats, overdrive, discs, etc. For quick sale £835. H.P. arranged.—BUCKhurst 7985.

(Continued on page 411)



OFFICIAL STOCKISTS

PARADE MOTORS

(MITCHAM) LIMITED OFFER

New Cars—M.G.s Austins—all models available shortly.

- 1959 M.G.A 1600, black/red, absolutely immaculate, fitted with extras £699
- 1958 M.G.A coupe, blue grey £635
- 1958 M.G. ZB Magnette in gunmetal. In really beautiful condition. One owner £590
- 1954 M.G. TF, green and red, luggage carrier and other extras £435
- 1953 M.G. TD, black/red, fitted works reconditioned engine, in superb condition £355
- 1951 M.G. TD, black and red, luggage carrier, vynide hood in really superb condition £315

- 1958 Austin-Healey Sprite, green, green upholstery £435
- 1955 Austin-Healey 100, green. Excellent condition throughout £475
- 1952 Singer AB, green, in really superb order, reconditioned engine. £190

H.P. and insurance effected. After Sales Service.

All Cars Carry Three Months' Guarantee

66/67 Monarch Parade, Mitcham

Phone: 3392-7188

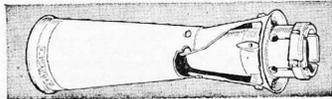
GOLD SEAL CAR CO. LTD.

253, NEW CROSS ROAD, S.E.14
Telephone New Cross 7433 and 3980
South London's Leading Sports Car Specialists

- £875 Austin-Healey 3000, 1959. Metallic blue with chrome wire wheels, overdrive, hardtop, discs, etc. A superb example.
- £865 Aceca-Bristol, fitted with BS1 Mk. 3 engine, disc brakes, chrome wire wheels, radio, heater, etc. Indigo blue with two-tone upholstery.
- £785 Porsche 1500, 1955. Super Speedster coupe, right-hand drive, Halda speed pilot, Reuter seats, etc. A 2-owner example in white with black upholstery.
- £765 Jaguar 3.4 saloon, automatic. Bodywork in indigo blue with red upholstery. Extras include disc brakes, chrome wire wheels, Webasco sun roof, radio, heater, etc. A magnificent example.
- £725 Triumph TR3A, 1960. 10,000 miles only. Pale blue with dark blue upholstery.
- £645 M.G.A. coupe, 1959. A most attractive example in red, with black upholstery, wire wheels, radio, heater, luggage rack, etc.
- £645 1957 A.C. Ace. 2 owners from new. A beautifully maintained example in ivory with red upholstery.
- £595 Triumph Herald convertible, 1960. Very low mileage, two-tone blue. As new.
- £565 Jaguar XK140 drophead coupe, 1955. An outstanding example in cherry red, fitted with radio, heater, X tyres, etc.
- £415 M.G. TF, 1954. Specimen car in ivory, with red upholstery, seat covers, etc.
- £395 Austin-Healey BN1, 1954. Red, fitted with overdrive, wire wheels, heater, hard and soft tops.
- £365 Turner, 1958, fitted with A35 engine. Excellent condition throughout.
- £295 Morgan Plus 4, 1954, two-seater sports, ivory with black upholstery. In superb condition.
- £235 M.G. TC. A very pretty example in turquoise green, fitted with various extras.
- £215 Berkeley, 2-seater, 1957. Excelsior engine, recently overhauled. Bodywork in B.R.G., with grey upholstery.

GOOD SPORTS CARS WANTED FOR CASH
Hire purchase as low as 1-5th deposit. Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange. Open weekdays 10 a.m. to 9 p.m. Saturdays 9 a.m. to 7 p.m. Sundays 10 a.m. to 5 p.m.

ALEXANDER ALEXTRACTOR



THE SCIENTIFIC ANSWER TO EXHAUST
GAS EXTRACTION CAN BE FITTED TO
ANY CAR AND GIVE

- ★ MORE POWER
- ★ GREATER FUEL ECONOMY
- ★ LESS FREQUENT DECARBONIZING
- ★ LONGER EXHAUST SYSTEM LIFE
- ★ ELIMINATION OF BACK PRESSURE
- ★ SMOOTHER EXHAUST NOTE

Price for sizes 1" to 1 1/2" .. 59/6d.
1 1/2" to 2" .. 65/-d.

Plus Postage 6d. for all sizes

When ordering please state outside dia-
meter of exhaust tail pipe or make and
model of car

ALEXANDER ENGINEERING Co. Ltd.
Dept. A.S.1, HADDENHAM, BUCKS.
Tel.: 345/6

Kieft SPORTS CAR CO. LTD. for KIEFT POWER PERFORMANCE CONVERSIONS

We supply high performance conversion kits for the complete range of ROOTES GROUP, B.M.C., FORD, MORGAN and TRIUMPH vehicles.

Special This Week

B.M.C. "A" SERIES ENGINE

Stage One Kieft Power Head	£12.10
Stage Two Kieft Power Head giving 6,500 revs.	£16.16
Kieft Power Single S.U. Modification	£1.15
Fitting and Tuning	£3.15

FORD 105E AND 109E ENGINE

We now have available a limited number of the special Kieft Power single Weber carb conversions for the Ford engine, £35

TRIUMPH HERALD

OVER 80 M.P.H. in 3rd GEAR with a
948 c.c. TRIUMPH HERALD !!

No, it's impossible, old boy, just couldn't be done, could it? Call and see for yourself !!!

NEW HILLMAN — HUMBER — SUNBEAM
COMMER

We have in stock for immediate delivery: Sunbeam Alpines, Sunbeam Rapiers, Humber Hawks and Super Snipes, and the new Hillman 1600 Saloon, Estate Cars and Convertibles.

END OF SEASON BARGAIN

We are pleased to offer two ex-works Kieft Formula Junior racing cars at a very much reduced price. Details on request.

We are open 7 days a week, 9 a.m.—9 p.m. so why not call and see us, if not ring or write:

KIEFT SPORTS CAR CO. LTD.,
302, Alcester Road, Wythall, Near
Birmingham. Telephone: Wythall 3011

Continental TYRES

FOR SAFE, CONTINUOUS
HIGH SPEED MOTORING

Mercedes-Benz, Porsche,
Volkswagen and Opel
all fit Continental.

The tyre for the enthusiast.



Brochure available from stockist:—

CONTINENTAL TYRE SALES

2 Chester Close, Chester Street, S.W.1. BELgravia 6220
and
306 Seven Sisters Road, Finsbury Park, N.4. CANonbury 1131

R.R.C. WALKER DEVELOPMENTS

PIPPBROOK GARAGES LTD.

We are pleased to announce the opening of a CRYPTON ELECTRONIC TUNING SHOP at our London Road Garage — an additional tuning service to our sports and conversions shop.

Please write, call or 'phone for an appointment.

Stockist of All Leading Conversions

Tel: DORKING 3891.

MAIN FORD DEALER

M.G. CAR CLUB South Eastern Centre BRANDS HATCH SPEED TRIAL

24th SEPTEMBER, 1961

Start 1 p.m.

Full commentary on cars and drivers

Regulations from Mrs. E. Cobban
6-10 Birkbeck Road, Ilford, Essex

SURREY SPORTING MOTOR CLUB

PURSUIT SPRINT

BRANDS HATCH

October 22

Regs:

D. HITCHES, 119 Ladbroke Rd., London, W.11

SPEED HILL-CLIMB

Castel Farm

Llangynwydd

Nr. Bridgend, Glam.

Sunday, Sept. 24th

Practising 10.30 Racing 2.30 p.m.

Course completely resurfaced

Admission Free

Car Park 5/-

R.A.C. signs from Cardiff

Organisers: South Wales Automobile Club

Classified Advertisements—continued

AUSTIN-HEALEY—continued

1960 AUSTIN-HEALEY 3000, white. Full race modifications including gas flowed h.c. head, triple carburettors and manifolds, special cam, special exhaust manifold, enlarged sump, lightened flywheel. All completely balanced by Bramham. Suspension modified including Konis, Dunlop discs all round, hardtop, overdrive, etc. Set racing wheels fitted R.5s. Just been completely overhauled. Cost over £2,000; this very quick car is offered at £1,000 o.n.o.—M. B. Johnson, 14 Chalcot Gardens, Englands Lane, London, N.W.3. Telephone: PRImrose 1998.

1955 AUSTIN-HEALEY 100/4, overdrive, heater, new Michelin X, excellent condition. Bargain: £375.—46 High Road, Woodford Bridge, E.18. BUCKhurst 1773; evenings: Ongar 2182.

£350 1955 Austin-Healey 100, blue/white, overdrive, radio. Terms, exchanges welcomed.—Humming Bird Motors, ELStree 2662.

THE CHEQUERED FLAG (MIDLANDS), LTD.
3000, April 1961, 5,000 miles only from new, unmarked in ice blue and white, with disc brakes, overdrive, heater, washers, tonneau
£1,045

3000, 1961 series, 2/4-seater. An immaculate two-owner car in blue with white side panels, 6,000 miles only, with overdrive, disc brakes, radio, heater, tonneau, washers ... **£965**

Sprite, 1958, two-seater. One owner only from new, in superb condition in dark red and fitted every possible extra. Also four other 1959-60 examples in dark red, blue or black, from ... **£465**

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

BERKELEY

**BERKELEY SPORTS CAR CENTRE
TUNING AND RACING SPECIALISTS**

A few first-class used Berkeleys available now. Berkeley models B.95 and 105 bought for cash. SPARES, etc., in stock for all models.

MANILES GARAGES LIMITED,

Henlow Garage, Henlow Camp, Beds.

Tel.: Henlow Camp 233.

B.S.A.

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

COOPER

1960 COOPER F.J. Cosworth engine, Weber carbs., excellent mechanical condition, body unmarked. Maintained regardless of cost. Genuine enquiries please.—Walter Wragg, Ltd., Gibraltar Street, Sheffield, 3. Phone: Sheffield 78951.

1958 F2 COOPER with 2-litre engine. Meticulously maintained and in excellent condition, SU carburettors, ready to race.—16 Acre Road, Kingston. Kingston 6423.

DELLOW

1954 DELLOW, fitted with full weather equipment, twin spares, £200. Top allowance on your present car. Terms.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591/2.

FAIRTHORPE

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

Fairthorpe Zeta, 1960, 2-seater, one owner, 2,000 miles only, in specimen condition throughout in pale grey with dark blue cockpit. Fitted Raymond Mays 2.5-litre Zephyr engine, six Amal carbs., six-branch exhaust, disc brakes, tonneau, wood rimmed steering wheel. An immensely potent machine, with an unbelievable performance ... **£665**

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

FORMULA JUNIOR

CHEAP Terrier Junior, undoubtedly the fastest front-engined Junior and faster than most rear-engined models. Will sell less engine for £300 or exchange for sports or saloon or anything —almost! Engine available if required but why not tune your own? This car must go—any suggestions?—Ashley Smithy Garage, Ashley, near Altrincham, Cheshire. Altrincham 3112.

LOTUS 18, ready for immediate racing. Never crashed or damaged. Latest mods. One of the fastest available.—Any offers to W. Moss, 109 London Road, Luton. Tel.: 3096.

NEW 1961 Mk II Saxon-Auto Union F. Junior. Due to change of plans, for sale with or without engine. Reasonable offers invited, part exchanges considered.—Scott MacArthur, 2 Acot Road, N.W.6. Tel.: MAIda Vale 9704.

1961 LOTUS 20, Cosworth 997 c.c. engine. In first-class condition. Ready to race.—16 Acre Road, Kingston. Kingston 6423.

GOGGOMOBIL

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

HEALEY

TICKFORD saloon, radio, heater, washers, four new tyres. Requires detail attention. £75.—Lido Speed Accessories, Ltd., 92A North Sherwood Street, Nottingham 42983.

JAGUAR

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

XK 140, 1955, fixed head in dark grey, meticulously maintained by the sole owner and equipped with overdrive, heater, twin spot lamps, etc. ... **£565**

XK 140, 1955, drophead coupé finished in black with red interior, with radio and heater, X tyres, washers, rimblishers ... **£525**

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

JAGUAR Mark V, registered 1956, 3½-litre, new tyres, battery, top overhaul. For quick sale, £120 o.n.o.—Tel.: BARnet 6861.

SS 100 JAGUAR, 2½-litre, restored to Concours condition, resprayed, reupholstered, rechromed throughout. Inspection invited. There will also be available a similar conditioned 3½-litre in 2-3 weeks.—Enquiries: Thoroughbred Cars, Sheen Horse Stables, 173 Sheen Lane, Sheen, S.W.14. PROspect 9878.

1961 JAGUAR 3.4, 5,000 miles only, but badly damaged front. £510.—See under Aston Martin, Cuff's Garage, Frome 2511.

1955 XK 140 D.H. coupé, twin exhaust, radio, new hood, heater, fog lamps, luggage rack, A.C.E., discs, £395 o.n.o.—W. H. Lee & Sons, Molesey 2792.

1955 XK 140 F.H.C. "C"-type head, wire wheels, booster brakes, all extras, "X" tyres, 2-inch carbs. A very fast and clean car. Finished in ivory. £425 o.n.o. Terms, Marriage forces sale.—J. Finch, 159 Walton Road, Chesterfield. Tel.: 3709.

£310 1953 JAGUAR XK 120, fixed head coupé. Two owners, wire wheels, Michelin X. Ivory, excellent condition. Terms, exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Road, W.8. WEStern 5982.

THE CHEQUERED FLAG (MIDLANDS), LTD.

XK 140, 1955, fixed head coupé finished in metallic grey with red upholstery, with overdrive, heater, X tyres, etc. ... **£445**

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

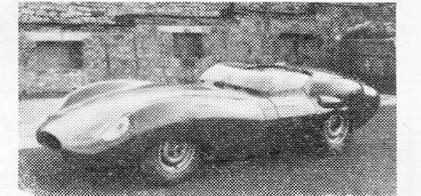
KIEFT

£465 1961 FORMULA JUNIOR car, less engine and gearbox, only raced once and as new. Would part exchange for A7 or Mini, any condition. Special 109E 998 c.c. engine and special Arden C/R. gearbox available if required.—Arden Racing & Sports Cars, Ltd., Penn Lane, Tanworth-in-Arden, Warks. Wythall 3368.

LANCIA

LANCIA APRILIA, 1939, new "Xs", good condition throughout. £140.—Fleet (Hants) 1461.

LISTER



1959 new Don Moore 3.8 "D"-type unit, Webers, wide-angle head, dry sump, etc. Moss all-synchro. box, de Dion, Salisbury limited-slip differential. Aerodynamic Costin bodywork. In immaculate condition and unraced this season.

Price £1,750, or offers.

Will consider exchange. Export arranged.

Apply:

A. E. LIDDLE,
Branch End, Stocksfield-on-Tyne,
Northumberland.

LOLA

LOLA 1,100 c.c. Sports. Very successful car, virtually unbeaten.—Box 4272.

LOTUS

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

Mk. VII, Series II America, June 1961. One owner, 1,500 miles only, an immaculate example in alloy finish with red flared wings and nose section. Ford 105E engine, four-speed gearbox, tonneau, hood, etc. ... **£515**

Mk. VII, 1960, 2-seater, finished in black with twin white stripes and red cockpit, 1172 unit fully modified to formula specifications, full weather equipment, R5s, etc. ... **£395**

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

LOTUS CARS, LTD.,

Delamare Road, Cheshunt, Herts,
Telephone: Waltham Cross 26181,

have much pleasure in announcing that they now have available for sale the following works maintained Elites which have been used for prestige purposes only.

1961 Series Two Special Equipment model with a specially balanced 83 b.h.p. engine. Twin SU carburettors, four-branch specially tuned exhaust system, 4.2:1 rear axle ratio, four-speed all-synchromesh close-ratio gearbox, specially balanced wire wheels fitted with 155 x 15 Pirelli Cintura tyres. Heater/demister and windscreen washers. Colour: Alfa Red with Tan interior trim. Under 8,000 miles.
£1,200 ex Works.

1961 Standard Series Two model fitted with heater/demister, windscreen washers, 4.55:1 rear axle ratio, standard four-speed gearbox. Colour: White with Black interior trim, 6,300 miles.
£1,100 ex Works.

EX-TEAM LOTUS-ALLISON F2. New engine, four races. Gearbox perfect and overhauled. Immaculate. Offers.—D. Taylor, BAYSWater 3814.

F.J. LOTUS 20, Cosworth engine, latest mods., now being assembled, will be ready for delivery in next few days. Brand new. £1,410 to clear.—Reg Brown (Racing), Ltd., Lotus Distributors, Paragon Garage, Elm High Road, Wisbech, Cambs. Tel.: Wisbech 592.

F.J. LOTUS 20, Cosworth engine with all latest mods. Has not been raced since Cosworth overhaul. This car has just been rebuilt. New chassis and any doubtful parts replaced. Alfyn brake drums. In fact, as new. £1,400 including Don Parker trailer and waterproof cover.—Phone: Haynes 245 or call any time. Bob Anderson, Old Mill House, Haynes, Bedford.

LOTUS Series II Elite, May 1961. Twin carbs., heater. Guaranteed non-rallied, non-raced. Mileage 1,600. Terms, Exchanges.—Cutlers of Streetly, Ltd., Chester Road, Streetly, near Sutton Coldfield. Phones: STReetly 7131-1109.

LOTUS VII, blue, all equipment, 100E tuned, twin SUS, £285.—Harrison, 9 Follet Close, Old Windsor, Berks.

LOTUS VII, 1960, modified 105E, 1,600 miles, wire wheels, professionally built, never raced. Offers or exchange.—Birmingham SHI 2635 or SOU 1055 daytime.

LOTUS VII, 1958, new 100E fitted December, 2,500 miles, 6,500 miles from new, B.R.G., full weather equipment. £350 o.n.o.—Ellis, 6 Whitehead Road, Aston, Birmingham, 6.

LOTUS XI. New 100E engine, close ratio gears, L head fairing, first registered 1959. £365 o.n.o. Would sell less engine and gearbox. H.P. arranged, exchanges considered.—Terry Burn, c/o Fox Garage, Bisley, Surrey. Phone: Brookwood 2272.

MK. VI, with Climax engine for £295.—A. E. Barnard, Shootacre, Princes Risborough, Bucks. Tel. 469.

THE second fastest LOTUS XI in the country, Series 2, Stare III, 1220 (new) block assy., new gearbox with C.R. gears, new diff. assy., de Dion, mag. wheels, new discs, new tyres in 100 per cent. condition. £725. Good reason for selling.—C. B. Dawson, Willow Bridge, Barton, Richmond, Yorks (Barton 204).

TIM PARNELL wishes to dispose of his successful 1961 1½-litre rear-engined Lotus, first raced March 1961. Spares include complete gearbox, gear ratios, wishbones, shock absorbers, brake discs, road wheels, many engine spares, etc. Price £2,250 o.n.o.—Tim Parnell, Wallfield House, Fildern, Derby.

1960 SEVEN, Series II. Full Downton B.M.C. Junior 998 c.c. All weather equipment, cycle and flared wings, w/rim wheel and many extras. H.P. £550 o.n.o.—AMHerst 0541 (PRImrose 9849 evenings).

1959 LOTUS 7, 9,000 miles only, c/r. gears. £325. Exchanges.—Cuff's Garage, Frome 2511.

WANTED.—XI or XVII, excellent condition. Please give fullest details, photo and price first letter. Willing R.A.C. inspection.—Box 4280.

(Continued overleaf)

SELF-ADHESIVE EQUIPMENT

Attractive, legible number plates complete, 4/9 each, pp 6d. (figures 7d., backings 1/3).
Colorbands 12 ft. long, red, yellow, white, black; widths: 1" 3/4, 2" 5/8, 4" 9/8, 6" 14/8 (pp on 1" and 2" 6d.; 4" and 6" 1/-).
Chrome Tape 1/2" x 15 ft. 1/9, or 1" x 15 ft. 3/6 (pp both sizes 6d.).
Chequer Tape 3/4" x 15 ft. 1/9, or 1 1/2" x 8 ft. 1/9 (pp both sizes 6d.).
Racing Numbers black or white 11" high, regulation size, 1/3 each or sets 6 of each number, plus storage book, 48/9, pp 2/-.
Racing Circles 18", black or white, 3/-, pp 6d.
Rally Rectangles 24" x 18" 3/9, pp 6d.
No-Glare self-stick clear green windscreen strip, anti-dazzle: 3" x 25" 3/6, or 3" x 50" 5/9, pp either length 6d.
Transfers Cross-Flags 9d. Disc brakes warning transfer, red on silver, 10d., or Power Brakes, red on gold, 10d., pp all transfers 3d. each.

Write for lists of other equipment (6d. stamp please)

ROLAND KERR LTD.

125 Tarring Road, Worthing.

Tel. 7878

AITCHISON-HOPTON (ENGINEERS) LTD. CHESTER

THE FACTS OF LIFE

CUSTOMER. I am after a sports car that is better than the usual sports machine. Can you help me at all? A friend has suggested that I have a look at a T.V.R. Grantura.

SALESMAN. Certainly, sir. Our own M.G.A.-engined car is always available for inspection and demonstration.

CUSTOMER. I must warn you, though, that there are several points in cars on which I am very keen.

SALESMAN. Indeed, sir, and what are they?

CUSTOMER. First and foremost is the finish.

SALESMAN. You will see for yourself that the interior trim is superior in quality to many of today's expensive saloon cars. Only the finest quality materials are used in the T.V.R. Grantura and these, combined with expert workmanship and design, make it the most luxurious two-seater car available.

CUSTOMER. I agree. The quality is excellent and the finish on the fibre-glass body is the best I have ever seen. There wouldn't be any rusting either, but how about the performance?

SALESMAN. 100 m.p.h. is quite ordinary in a T.V.R., but the great virtue of this car is the incredible acceleration, 0-60, for example, in just over 10 seconds.

CUSTOMER. Sounds good; but, of course, that is no use if the car doesn't handle right.

SALESMAN. You will find that as soon as you take the wheel a feeling of complete security and confidence envelops you. A classic 4-wheel drift at 80 or 90 m.p.h. becomes so easy and natural; a T.V.R. is today's safest motoring.

CUSTOMER. How much does it cost?
SALESMAN. £880 for the M.G.A.-engined version, and £1,045 with the wonderful Coventry Climax engine. You can also have for £795 the Classic engine.

CUSTOMER. I must say I like the large disc brakes and the idea of having all-independent suspension. But will it fit my wife?

SALESMAN. Provided she is not more than 6' 2" and 17 stone, there should be no trouble. There's room to carry your youngster as well.

CUSTOMER. Now may I try it for myself?

(Act 2, Scene 1—Some several miles later)
CUSTOMER (with satisfied smile). It's a change to meet a truthful salesman. I must have the best, so order me one.
SALESMAN (thinks). Who could resist such value for money?

DISTRIBUTORS
LOTUS T.V.R. WARWICK
16, CANAL SIDE,
SELLER STREET, CHESTER
Telephone: CHESTER 26100

Classified Advertisements—continued

LOTUS—continued

THE CHEQUERED FLAG (MIDLANDS), LTD.
 Lotus XI Series I Le Mans, superbly finished in white with red trim, with 1100 Climax, wire wheels, disc brakes, de Dion ... £495
Lotus Mk. VII, 1960, two-seater. An excellent and very fast example in red, fitted highly modified 1,172 c.c. engine, twin carbs., special exhaust, etc. ... £395
 Arkwright Street, Nottingham. Tel.: 89282/3.

MARCOS

FOR SALE: Marcos G.T. with full racing specifications including the following: 90 brake horsepower Martin engine, racing tyres, close-ratio gears, racing linings, 4.55 differential, alloy bell housing, safety harness, balanced propshaft, etc. This car has done one race only (Snetterton, 1.57.8). Due to business commitments owner unable to race. This car is perfect in every respect and has cost over £1,500. Offered for sale at £950 or near offer. Full Appendix J, Group 3.—Apply Box 4275.

FOR SALE: 1172 race-winning Marcos. This car is fitted with highly tuned 100E engine, high lift camshaft, enlarged inlet valves, tulip valves, alloy head, engine at 25 degrees, 1 1/4 ins. carburettors, adjustable shock absorbers, racing pistons, alloy flywheel, close ratio gears. This car is ideal for 1172 racing and is probably one of the most reliable 1172 cars in the country.—Speedex, Ltd., 17A Windsor Street, Luton, Beds.

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., 1959, two-seater, superb in Royal blue with specially finished interior in black, fitted radio, heater, luggage rack, etc. £635

M.G.A., 1956, two-seater in black with red interior, equipped with radio, heater, X tyres, spot lamp, etc. ... £445

M.G. TF 1500, 1955, two-seater. A well-maintained example in red with matching interior, attractively priced at ... £395

M.G. TD, 1951, two-seaters. Choice of two in red or pale blue, both equipped extras £335
 High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

M.G.A T/C Coupé, 1960, white, immaculate. All possible extras. £700.—REliance 6587 (day); VICTORIA 3215 (evenings).

M.G.A "TWIN-CAM" two-seater, May 1960. Red, 11,000 miles only, radio, heater, etc. Carefully kept one-owner car in immaculate condition. £795.—S. Morris & Co., London and Middlesex distributors for Alfa Romeo, 40 Conduit Street, London, W.1. REGent 0424 (6 lines).

M.G. TF, 1500, 1955. Spares, extras, X tyres, etc. Beautiful condition. £435.—Ring: ARNold 2629.

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., Collier Street, Liverpool Road, Manchester, 3. Tel.: BLACKfriars 6455.

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, Wembleton, S.W.19. LIBerty 3083.

TD, 1953. Very good condition, new hood, alloy cylinder head, four-branch exhaust, lightened and balanced engine, many modifications, 95 m.p.h. plus, luggage rack, spot, tonneau, nine tyres. £370 o.n.o. Delivered.—Details: McElroy, Riverside Bungalow, Sablesbury, Preston, Lancs. Tel.: Sablesbury 218.

Cheshire Sports Cars

agents for T.V.R.

OFFER

1956 Mercedes Benz 300 SL. Gullwing doors, lightweight aluminium body beautifully finished in White-Blue/Grey interior. All extras including Gramophone. £2,450
 1961 T.V.R. Grantura, M.G.A engine not yet run in. Dark Blue with Light/Dark Blue interior, as new. £925

New Berkeley Q.B.105, unregistered, modified to special order at a cost exceeding £100. But prospective owner decided to race T.V.R. instead. Actual 1960 motor show car still awaiting first owner. £225 saving at £575

1958 Elva Courier, M.G.A engine modified by H.R.G. Derrington. £490

1955 Austin-Healey BNI. Overdrive, heater, wire-wheels, etc. £410

1955 Triumph TR2. Heater, ace discs, new hood, etc. £365

1951 M.G. TD. Cherry Red with Red upholstery, new hood, etc. £285

For further details of the T.V.R. Grantura or any of our secondhand stock. Write or phone

**247 STOCKPORT RD., CHEADLE
 CHESHIRE, Tel. GATLEY 5818**

TF 1954, RED, most immaculate, new tyres, new hood. Very sound. £395. Also 1953 M.G. YB sports saloon. £295. H.P. and exchanges.—Jones' Garage, Syston 2257.

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, Wembleton, 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.

1960 M.G.A 1600 sports roadster, black with red upholstery, one careful owner, 15,000 miles, heater, washers, luggage grid, radio, tonneau cover. Immaculate. £720.—Seager and Co., 175 Perry Vale, Forest Hill, S.E.23. FOREst Hill 1838.

1960 M.G.A 1600, grey, red leather, Carlton, 8,000 miles only, as new. £715.—Harlow Garage, Preston 78141.

1959 M.G.A fixed-head coupé, wire wheels, luggage carrier, heater, etc. An extremely well maintained car. £675.—Below.

1957 M.G.A roadster, one owner, Michelin X, sliding screen, spotlamps, heater, etc. Excellent condition throughout. £515.—W. H. Hall, 10 High Street, Banstead, Burgh Heath 2721.

1954 M.G. TF, immaculate condition throughout. £410. Top allowance on your present car. Terms.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591/2.

THE CHEQUERED FLAG (MIDLANDS), LTD.
M.G.A., 1956, 2-seater, finished in blue with white interior, with radio, heater and Derrington crossflow head and special exhaust system £545

M.G. TF, 1954, 2-seater, finished in black with red cockpit, fitted with highly modified engine. Laystall head, high speed axle, four-branch exhaust, etc. The whole car has just been completely overhauled. ... £475

M.G. TD, Mk. II, 1953, two-seater. A very attractive car in powder blue with TD3 engine, large carbs., tonneau, fog lamp ... £375
 Arkwright Street, Nottingham. Tel.: 89282/3.

INSTRUCTIONAL SCHOOL

Many Successes This Season

VAN DERBYL MOTOR RACING

AS FEATURED ON TELEVISION

Apply for Brochure giving full details of courses to:

ROLAND DUTT (Chief Instructor),
VAN DERBYL MOTOR RACING LTD.
 160 HIGHLEVER ROAD,
 LONDON, W.10

D. MURRAY (Midland Rep.),
 159 BLACKBERRY LANE,
 FOUR OAKS,
 SUTTON COLDFIELD

Tel: LADbroke 0532

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. LAngham 7733.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

Plus 4, 1961. One owner 5,000 miles from new. This car cost over £1,350 and is unmarked in midnight blue with black interior, fitted Lawrence tuned engine, wire wheels, disc brakes, Webers, tonneau cover, woodrimmed steering wheel, etc. ... £975
Plus 4, 1960 model, four-seater tourer, one owner from new, in B.R.G. with white interior, TR3 engine, discs, radio, heater, tonneau ... £765
 High Road, Chiswick, W.4. Tel.: CH1 7871/2/3.

NSU

£385, 1959, AUG. NSU Prinz 30 de luxe. Abarth exhaust, Konis, Nicholls stabilizer, 80 m.p.h. Terms. Exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Road, W.8. WEstern 5982.

RACING CARS

IAN RABY offers:

Lotus, Cooper, Gemini, Lola, Elva and other types of F.J. racing cars, fitted with Ford, B.M.C., DKW engines. Sports-racing cars and all types of F1, F2 and F3 cars, engines, spares, etc., supplied.

H.P. arranged on any racing or sports car.
 Part exchanges.

Exporting, shipping and all details arranged for clients.

*IAN RABY (RACING), LTD.,
 c/o Empire Cars, Ltd., 85 Preston Road,
 Brighton 21713.

COOPER-J.A.P., 500 c.c. Excellent condition. Ready to race. Used for hill-climbs. £165 o.n.o. Trailer available.—Adams, 43 Springfield Crescent, West Bromwich.

DENNIS TAYLOR offers his immaculate Lola F.J. for sale with very fast Cosworth Ford engine. £1,150.—552 Westhorne Avenue, Eltham, ELtham 1969.

DICK HENDERSON offers his supercharged 1,100 c.c. hill-climb Cooper for sale. This famous car, which was designed by Bertie Bradnack, is probably the most potent and most reliable of all the hill-climb Coopers. Fitted with twin rear wheels, Shorrook supercharger, ZF diff. This car has achieved many successes, including F.T.D. Shelsley Walsh, F.T.D. and record Craigtlet, F.T.D. Prescott, F.T.D. Val de Terres, F.T.D. Ramsgate, and very many class awards, including Brighton Speed Trials. This car is believed to be in perfect condition. There are a number of spares, including single rear wheels and back axle. Also a trailer with Cooper wheels and an A70 Austin pick-up.—Enquiries to Dick Henderson, Cambria House, Broadway, Worcs. Tel.: Broadway 2321.

GEMINI Mk. 2, 1960. One Ford 105E and one B.M.C.-powered F.J. car, giving safe, fast, reliable and competitive racing in club events.—Offers to the Chequered Flag, High Road, Chiswick, W.4. Tel.: CHiswick 7871-2/3.

1960 LOTUS XVII sports racing car. Mag. wheels, special lightweight fibreglass body. Stage III Climax engine with Webers. Wishbones suspension all round. Eleven races this year, eight awards. Nearest offer to £850.—Philip Barak, 2 St. John's Close, Whitley Lodge Estate, Whitley Bay, Northumberland.

£445, REJO 1172 Formula racing car. This meticulously maintained vehicle is offered for sale ready for immediate use. The aerodynamic body has just been resprayed in powder blue and the condition of this car cannot be faulted in any respect.—Tel.: NEW Cross 7433.

RENAULT

GORDON KING MOTORS, LTD.
 Renault Distributors.

1961 Renault Dauphine, one owner, very low mileage ... £525
1960 Renault Dauphines, choice of colours, from £445

SPECIALIST TUNING

Mangoletsi manifolds and other Performance Equipment in stock.

GORDON KING MOTORS, LTD.,

Mitcham Lane, Streatham, STReamtham 3133.
 Streatham Hill, TULse Hill 0088, and
 Acre Lane, Brixton, BRIXton 0300.

1951 RENAULT 750. Low mileage. £175.—Warwick, "Milton", Ouseley Road, Wraybury, Bucks.

RILEY

AUGUST, 1953, grey 2½ RILEY R.M.F. saloon. Completely renewed mechanically, radio, X tyres, first class condition throughout. £385 o.n.o.—Box 4285.

1953 RILEY 2½-litre in black and chrome, with replacement R.M.B. engine. £265.—Broxbourne Motors (Car Sales), Ltd., Hoddesdon 4122.

ROLLS-ROYCE

ROLLS-ROYCE, 1929, 21.6 saloon, M.o.T., recent brakes and top overhaul by well-known specialist. Mechanically excellent, body 100 per cent. sound but requires tidying. £120.—HAMpstead 1928.

SKODA

THE CHEQUERED FLAG (COMPETITION CARS), LTD.

Skoda Felicia convertible, August 1961, four-seater. One owner, 2,000 miles only, quite unmarked in white with black hard top and interior. All-independent suspension, four-speed gearbox, heater, seat belts, etc. Cost new £900. Now offered at ... £685
 Gemini House, High Street, Edgware, Middx.
 Tel.: Edgware 6171/2.

SPECIALS

A UNIQUE coachbuilt weatherproof two-seater, first class condition, nearly new H.C. Weber carb., Fiat 1400. Words fail, so come, try buy for around £200.—Manorwood, Hempsted, Gloucester 25906.

AUSTIN 750, full Cambridge engine mods., crack tested, balanced, shot-peened Speedex body, suspension, 15 ins. wheels, rev. counter, special chassis, etc. £130.—Maclay, Hatfield 2345, Ext. 768, working hours.

AUSTIN 750 Special. Blue Hamblin glassfibre bodyshell. Attractive appearance. Must sell owing to other activities. £75 o.n.o.—Burgoyne, Gt. Pinley Farm, Claverdon, nr. Warwick. Claverdon 206.

CANNON trials car, very good order, works reconditioned engine, ready for 1961-62 season. Good record in trials, autocross and driving tests. £160.—Synton House, Ashkirk, Nr. Selkirk. Tel.: Ashkirk 221.

CANNON Trials Special. Immaculate and ready for season. Fiddle brakes, etc. Available immediately after Knot Cup Trial. £175.—Harry Rose, 6 Alton Road, Parkstone, Poole. Parkstone 1313 (evenings).

TRIALS Special, 1,172 c.c. Expence Special, ex-Peter Highwood, fully aquaplaned, fiddle brakes, ready for season. Present owner acquired new car. £145 with spare engine or would separate. Possible H.P.—Mein, Casthorpe Lodge, Barrowby, Nr. Grantham, Lincs. Tel.: Day. Grantham 2130; Evening, Grantham 559.

SPORTS CARS

THE TELHAM MOTOR COMPANY, LTD.,
 Hastings Road, Battle, Sussex.

Tel.: Battle 2696/7.

Agents for:

HILLMAN HUMBER SUNBEAM SINGER Sports Car Division

New Sunbeam Alpine Mk. II, fitted Harrington G.T. conversion, overdrive ... £1,295
1960 Healey "Sprite", all extras, finished in unmarked cherry red, extremely low mileage, cannot be faulted ... £495
1959 Downton Sprite, fitted fully modified engine, has never been raced or rallied and has done only 7,000 miles since conversion, full details on request ... £495
1957 M.G.A 1500, a good and fast example of this immensely popular marque ... £510
1956 Austin-Healey 100, full Le Mans mods., hard/soft tops, wire wheels, overdrive, finished in unmarked ice blue and white ... £460
1956 M.G.A 1500. This car must be one of the most immaculate of the marque available; finished in racing red it has every conceivable extra and has been faultlessly maintained from new ... £495

A very special 1959 Ford Anglia de Luxe, fitted with the following: Willmont OHV conversion, high lift camshaft, twin Solex's on aquaplane manifold, alloy sump, c.r. gears, high axle ratio, whole engine lightened and balanced, rev. counter, whole suspension stiffened and modified, the car is finished in spotless dark blue, competitively priced at ... £485

LATE model sports cars wanted for cash.—Humming Bird Motors, 60/62 Shenley Road, Boreham Wood. ELStree 2652.

RAY FIELDING

offers for sale
Emeryson-Climax sports racing car, 1,500 c.c., F.W.B. engine, built 1961, ZF diff., six axle ratios, disc brakes.
Cooper-Climax single seat, Formula 2 car, 1,500 c.c. F.W.B. engine, supercharged ideal sprint car in first-class condition.
Lister-Jaguar sports racing car, complete but damaged, 3-litre engine—wide angle head, "D"-type gearbox, discs, etc.
Austin-Healey 3000, 1958, overdrive, radio, heater, detachable hard top, fog lamps, black/silver, 21,000 miles only.
Austin-Healey Sprite, 18,000 miles only, white, heater, rev. counter, etc., immaculate. First registered late December 1959.
 Phone: FORRES 422-3.

OR write:

P. S. NICHOLSON (FORRES), LTD.,
 St. Catherines Road, Forres.

CENTRAL AYRSHIRE AUTO CO., LTD.

Dreghorn, Ayrshire

offers:—

Two perfect sports cars at end of season prices. Both one owner, unraced, unrallied, unbent, unworn.

1960 TR3A. Powder blue, under 18,000 miles, many extras but only ... £675

1959 (August) M.G. Twin Cam. White with black in. Eng. 1960 spec., 30,000 trouble-free miles. No wear when stripped for valve grind at 26,000. Director's personal transport. Really like new; many extras; some spares. Know-how ... £660

Telephone: Irvine 2384

SUNBEAM

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

1960 Alpine, unblemished in dark grey with red upholstery, low mileage only, fitted disc brakes, wire wheels, overdrive, radio, heater, X tyres, etc. ... £K35

1960 Alpine. One owner. 15,000 miles only, finished in red with black interior, fitted overdrive, heater, disc brakes, luggage rack ... £795

1960 Alpine, 14,000 miles only, unmarked in Sherwood green, with black interior, fitted disc brakes, radio, heater, washers, tonneau ... £765
 High Road, Chiswick, W.4. Tel.: CH1 7871/2/3.

1960 ALPINE, unmarked, Wedgwood blue, top condition, discs, overdrive, heater, radio, spots, tonneau, washers, etc. Really worth seeing. £798 for quick sale.—Sherwood, 8 Woodcroft Road, Chesham.

TRAILERS

RACING CAR trailers from £39 complete.—Halsol Trailers, Ltd., Robinson Road, Newhaven. Phone 237.

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

TRANSPORTERS

BEDFORD two-car transporter, separate travelling accommodation for 6-7 persons, sleeps two, own petrol bowser and lines holding 90 gallons, charging plant for batteries, good tyres and two spares, £60 spent April on steering and brakes, etc.; body, etc., fair. Price £100.—Empire Cars, Ltd., 85 Preston Road, Brighton 21713.

TRIUMPH

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.

TR3A, 1959, two-seater, finished in pearl white with black upholstery and fitted radio, heater, overdrive, discs, twin spots, washers, etc. £715
TR3A, 1958, very attractive in a special finish of lilac blue with grey interior, fitted twin spots, heater, X tyres ... £635
TR3A, 1959, two-seater. A superb car finished in pale blue with grey upholstery, two owners only from new ... £635
TR2, 1955, two-seater in white with white hard top, fitted twin spots, X tyres, screen washers, etc. ... £395
 High Road, Chiswick, W.4. Tel.: CH1 7871/2/3.

S. A. H. ACCESSORIES, LTD.

TR2/3 SPECIALISTS

Complete servicing, repair and tuning, etc. Cooler Kits, High-Lift Camshafts, Torsion Anti-Roll Bar Kits, Glassfibre Body Parts, etc., etc. 4d. for catalogue.

Large Stocks TR Spares.

Available same day C.O.D. despatch service.

Vimy Drive, Leighton Buzzard 3022.

(Continued overleaf)

BASIL ROY LTD
STANDARD TRIUMPH



HERALD 1200

SALOON	COUPE	CONVERTIBLE	ESTATE CAR
£728.18	£758.2	£794.11	£823

HEATER EXTRA **£14.11.8**

Demonstration Car and Personal Export Facilities Available
161 GT. PORTLAND STREET, W.1 LAN 7733/4/5

DOVE'S
STANDARD TRIUMPH

OF WIMBLEDON
LIBerty 3456-8

**THE FIRST OFFICIAL
TR Centre**

1960 TR3A. The type of car we always like to offer. In beautiful condition both mechanically and in appearance. Owned and driven by the original buyer, who, with wife and 2 children, is on his way to Australia. Hard top, occasional seat, heater, X tyres. Cost over £1,100 new. £750.

1959 TR3A. Another superb example. B.R.G. with grey trim. Overdrive, heater, hard top, etc., all quite unmarked. £725

1958 TR3A. In red with white top. Hard top, heater, X tyres in very good condition. Supplied by us and serviced since new. £575

1958 TR3. Here's a beauty. Red with stone leather trim. Heater, almost new tyres, extra mirrors, etc. We sold a similar car to this for £650 a few weeks ago. You can buy this for £545

1955 TR2. Red with beige hood and screens. Overdrive, heater, spot and fog, etc. £395

1961 TRIUMPH HERALD CONVERTIBLE. We seldom have this type to offer, but this is almost new. Another owner, off to India, has left his car for someone who wants to save over £100. It's done just 5,000. Goes to the first buyer for £725

HAVE YOU A TR FOR SALE? WE ARE THE BEST BUYERS OF THE BEST TR'S

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)

Classified Advertisements—continued

TRIUMPH—continued

EXCHANGE 1957 TR3 for Junior.—Box 4283.

TR2 B.R.G. Just engine rebuild, 2,000 miles, high-lift camshaft, special head, roll bar, four-branch exhaust manifold, two twin-choke Webers, or SUs, oil cooler, fully Brabham balanced "cross-drilled" crankshaft, special bearings, new M20 linings all round, aero screen, hard top, soft top, tonneau, "X"s. Fantastic performance. Seen London evenings. £420 or part-exchange A.C. Ace.—Box 4274.

1956 TR3, Wilen modified, new engine, 11,000 miles only, with racing camshaft, modified head, etc. Very fast TR in very good condition throughout, with heater, washers, B.R.G. £445.—43 Brook Road, Boreham Wood, Harpenden 2104 or 109.

1954 TR2. Overdrive, heater, etc.; new hood. Immac. £335.—Broxbourne Motors (Car Sales), Ltd., Hoddesdon 4122.

THE CHEQUERED FLAG (MIDLANDS), LTD.

TR3A, 1960, two-seater. A particularly fast car with Wilen conversion, disc brakes, overdrive, X tyres, heater, screen washers, etc. £745

TR3A, 1958, two-seaters. Choice of two superb cars in white with black interior or in red with black interior, both equipped with various extras, both £595

TR3A, 1958, two-seater, finished in racing green with disc brakes, heater, X tyres, etc. One owner only £595

TR2, 1955, two-seater in red, every possible extra including radio, heater, wire wheels, X tyres, four-speed overdrive, twin spots, also one other in white, from £395
Arkwright Street, Nottingham. Tel.: 89282/3.

TURNER

ALEXANDER TURNER, Sept. 1960. Blue/black hardtop, 994 c.c. Engine just rebuilt with red crank, +.060 in. rebore, cam bearings, H/E oil pump. All new. Two 40 DCO E2 Webers, R5s. Aintree 1 m. 15 s. Mallory 1 m. 3 s.—Further details David Eva, Hul. 4230. On view: Sports Motors M./C., Ltd., All Saints, Manchester. Ard 3015.

1960 TURNER 994 c.c., 7,000 miles only. Green/black hardtop. Original seats and carpets unused, fitted lightweight seats. Close ratio gearbox. Balanced engine and prop. Gaston head, 1½ ins. SU carbs. to latest specification, renewed and balanced by Burgess. Competition clutch. New brake pads on front discs. Lightened flywheel, Formula Junior battery. Brands 66 s.; Snetterton 2.9 s. Completely reliable. No further expense. Ready to go. £595.—WIMbledon 0163 or EMBerbrook 1494.

T.V.R.

TONY BROOKS, LTD.,

is sole distributor for

LONDON & HOME COUNTIES

of the

T.V.R. GRANTURA

Now available with the new Ford Classic 109E engine £800 (semi-component)

Complete after sales service—including full 500 miles free service—by factory-trained staff.

Demonstration car always available.

Competitive H.P. and Comprehensive Insurance terms arranged.

Excellent part-exchange allowances.

Brooklands Road, Weybridge, Surrey.

Tel.: Byfleet 42784.

RESEARCH GARAGE LIMITED

ONE of the leading T.V.R. Distributors. Offer: Free delivery anywhere in the Country!

Free, and complete, after sales service, with personal attention by Staff who DO care! Part Comprehensive Insurance. H.P. Terms. Part Exchanges welcomed. Demonstrators available. Watling Street, Nuneaton, Warwickshire. Tel.: Nuneaton 2649.

W. J. LAST, LTD.

Only we offer complete written instructions on assembling your T.V.R. Demonstrations available anywhere. Excellent Part Exchange prices. Three years H.P.

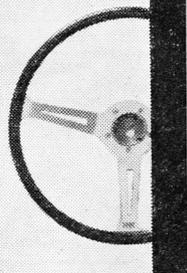
By-Pass Garage, Woodbridge 890, Suffolk.

T.V.R. GRANTURA, 1960. Numerous modifications. Top allowance on your present car. Terms.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591/2.

T.V.R. M.G.A 1600, extras, immaculate, fast. £615 o.n.o.—Vanbaars, 17 Hertford Court, London, N.13. PALmers Green 6607.

**CARLOTTI
WOODRIM
STEERING
WHEEL**

Prices from £7.4.0 complete with boss
Write for catalogue. Trade supplied.



LES LESTON LTD
314 High Holborn London WC1 CHAncery 8655-6

1961 T.V.R. Mark II, lightweight sports-racing version, fitted balanced M.G.A 1600 engine with modified H.R.G. c/f. head, 10:1 pistons, racing cam, lightened flywheel, comp. clutch, C.R. gears, disc brakes, new Dunlop R5D9s, leather upholstery, laminated screen, cooling fan. £950, exchange considered.—Phone: Birkenhead 6041 day, Mountwood 3123 evening. P. S. Borthwick.

VOLVO

1959 122S. Blue/white. Excellent condition. Konis, Cinturas, extras. £865.—AMBAsador 4263.

BADGES

CAR BADGES. Prices from 3s. 1d. each (depending on design and quantity). Price lists from P. & R. Publicity, Dept. AS, The Broadway, Pitsea, Basildon, Essex. Vange 2123.

BALANCING

DYNAMIC balancing of crankshaft-flywheel assemblies is NOT expensive.—Phone, Laystall, Waterloo 6141.

BOATS FOR SALE

14 FT. Cea Craft fibreglass gadabout speedboat. Seats six persons, 35 h.p. Gale Buccaneer outboard, forward steering and controls. Body in perfect condition. Complete with trailer. £350. H.P. or exchanges.—Empire Cars, Ltd., 85 Preston Road, Brighton 21713.

BOOKS

AUTOBOOKS OF BRIGHTON. Largest motorists' booksellers in U.K. Workshop manuals, handbook, tuning book. Everything in print on cars. See our big advert. on page 406.—Autobooks, Islingwood Road, Brighton.

FREE.—List of official workshop manuals. S.a.c. please.—Grays (A), Hurstpierpoint, Sussex.

BRAKE CONVERSIONS

DISC BRAKE Conversions carried out for Lotus 20. Prices on application.—Reg Brown (Racing), Ltd., Lotus Distributors, Paragon Garage, Elm High Road, Wisbech, Cambs. Telephone: Wisbech 592.

WILLOUGHBY'S OF ILKESTON

RETAIL MG. DEALERS

OFFER

New M.G. "A" Mk. 2 in white with red interior. Fitted heater. List

New M.G. Magnette finished in Yukon grey/Whitehall beige. Available at pre-tax increase. List

1961 Mercedes-Benz 190 S.L. finished in smoke grey with blue interior. Radio, heater, unused hardtop, etc. 6,900 miles only and as new throughout. Cost new £3,200, now available with a fantastic saving at £2,500

1960 Elva, factory built, fitted fully modified M.G. 1600 unit, close ratio box, Alfin brake drums etc. £675

1959 Jaguar 3-4, grey with red interior, overdrive, Koni dampers, "X" tyres, etc. £995

1957 Series Porsche 1600 Cabriolet, finished in midnight blue. Extras include fully reclining seats, safety belts, seat covers, radio, new tyres, etc. £895

1956 Jaguar X.K. 140 F.H.C. Grey with grey interior, overdrive, etc. £545

Speedwell. We are also Speedwell Stockists and carry a large stock of this equipment for your inspection

Part exchanges welcomed—confidential Hire Purchase available

Open 9 a.m.-6 p.m. weekdays, 10 a.m.-4 p.m. Sundays

WILLOUGHBY'S OF ILKESTON

Nottingham Road, Ilkeston, Derbyshire
Telephone: Ilkeston 5101

CAMSHAFTS

WILEN Cams: Super performance from the Anglia 105E with camshaft XF/4. £12 10s. or £9 10s. exchange. Send for complete list.—Wilen Engineering, Folly Wharf, Bull Plain, Hertford.

CARAVANS

BAILEY 16 ft., four-berth touring caravan. Aluminium body (insulated), luxurious interior. Condition as new. Price £250.—Empire Cars, Ltd., 85 Preston Road, Brighton (Sussex) 21713.

CONVERSION SPECIALISTS

ALEXANDER & MANGOLES.—6 Adam and Eve Mews, Kensington High Street, W.8. WEstern 1166.

CONVERSION UNITS

ARDEN exhaust manifolds with twin-choke Webers, SUs, twin Zeniths and Solex, or multiple Amal set-ups. These can definitely give more power than any other single modification. For Ford, B.M.C., Rootes, Standard and Triumph models. Special patterns made to order. Har-modern straight-through silencers. Terry's Aero valve springs and sports camshafts. 3d. stamp for list.—Arden Conversions, Tanworth-in-Arden, Solihull, Warwickshire. Wythall 3368.

WOODYATTS of MALVERN for B.M.C. engine conversions. Anything from a straight-through silencer to a full race engine. Demonstration cars available. H.P. on all conversions over £30.—Belle Vue Garage. Tel.: Malvern 390.

ENGINEERING SERVICES**JACK BRABHAM (MOTORS), LTD.,****COMPLETE ELECTRONIC CRANKSHAFT AND ENGINE BALANCING SERVICE**

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

248 Hook Road,

Cheshington, Surrey.

ELMbridge 4808 & 9280.

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. BAItersea 7327.

ENGINES

DAVID MURRAY offers a 2½-litre Coventry Climax racing engine in perfect condition. Very latest model, less than 500 miles. A Jaguar engine, 2.4 "C"-type head, special pistons, wet sump, together with close-ratio gearbox and competition clutch. A Jaguar engine, 3 litres, 35/40 head, dry sump, Weber carburettors, 45DCO3. A Jaguar engine, wet sump, 3.4 litres, "D"-type head, special valves and guides, Weber carburettors, 45DCO3. A host of Jaguar racing parts and an ex-Ecurie Ecosse 3.8 "D"-type—complete car in racing trim, customer's property.—Reply to Merchiston Motors, Merchiston Mews, Edinburgh 10. FOUntainbridge 6673.

1,220 C.C. COVENTRY CLIMAX racing engine. Almost new, flowed, balanced, etc. Cost almost £500. £375 o.n.o.—Box 4271.

GEARBOXES

BUCKLER close-ratio gears used by the most successful cars. Ratios for road or circuit. E93A and 100E, £13 14s. 105E and Classic, £35. Post paid.—Buckler Cars, Ltd., Heath Hill Road, Crowthorne, Berkshire. Telephone: Crowthorne 2231.

HORNS

FANTASTICALLY powerful twin horns, only 11 ozs. each. New from France! These must be the loudest ever! Only £3 16s. 6d. pair including relay, or telephone for demonstration!—Watford Motor Accessories, 328 St. Albans Road, Watford, Herts. Watford 21776.

INSURANCE

FULL RACING COVER INCLUDED for Life, Pension and House Purchase Assurances WITHOUT any extra premiums.—City Assurance Consultants, Ltd., 46 Cannon Street, London, E.C.4. CITY 2651/2/3.

MISCELLANEOUS

FIBREGLASS Sports-Racing body shell c/w doors and headlamps. £35 o.n.o. Photo available.—Milne, KNightsbridge 4211.

HARDTOP for Sunbeam Alpine, excellent condition. £50. Cash only.—W. J. Cavanaugh, Wallington 5782.

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

MODEL CARS

WRENN Formula 152 1/52nd scale 12 v. The only model car racing system with a deflector unit for lane changing. Basic set £6 15s. 6d. (export £6 2s. 6d. carriage paid). Full literature 6d., airmail 1s. 6d.—Finisters, "The Wrenn Specialists", 22 Humber Road, Coventry.

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**SUNDAY OPENING 10 a.m. to 4 p.m.**

As from 1st OCTOBER, 1961, we shall be at your service every SUNDAY from 10 a.m. to 4 p.m. Come along and see us, remember we cater for all your needs—AND OUR MARINE SHOWROOM WILL BE OPEN TOO!

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

STOP WATCH CONTAINERS in clear plastic, drilled for locking wire, 3½ ins. x 2½ ins. x ½ in. deep, 1s. 9d. p. and p. 4d., 18s. 6d. doz., p. and p. 2s., 4 doz., p. and p. 4s. Free sample to Club Secretaries. Sealing pliers, lead seals and locking wire can be supplied. We stock all your Rally Kit and supply the leading Rally Crews. Write NOW for free illustrated catalogue from the Specialists.—Roadsport Equipment, 76 King Street, Loughborough (for DAY and NIGHT Service Ring 4937).

MINI RALLYISTS. Your most essential modification is a Sump Shield. Ours are B.M.C. approved and used on Works cars. Price 69s. 6d., p. and p. 2s. 6d., could save pounds.—Rally Kit, 719 Warwick Road, Solihull, Warwickshire. SOLihull 1252.

YORKSHIRE'S RALLY AND SPEED SHOP. All rally equipment, O.S. maps, racing numbers, wood rim wheels, engine conversions and superchargers.—Chapel Allerton Motors, Ltd., 194 Harrogate Road, Leeds 7. Leeds 684020.

SAFETY BELTS

BOB STAPLES offers safety belts ex stock, lowest prices. Lap straps, full harness and diagonal types available. Phone London, GERard 2346-3878; Manchester, CENtral 7055; Leeds 22158-21292.

GREAT NEWS FOR MOTORISTS! Britax safety belts now available with 2-point or 3-point anchorages. B.S.I. approved. See your garage now and have Britax belts fitted.—Free leaflet from Britax (London), Ltd., Byfleet, Surrey.

SAFETY GLASS

SAFETY GLASS fitted to any car while you wait including curved windcreens.—D. W. Price, 409 Neasden Lane, London, N.W.10. DOLLIS Hill 7222.

SHOCK ABSORBERS

KONI the adjustable Shock Absorber for comfort and long life. Models available for all cars. Standard equipment on Porsche, Ferrari, Frazer-Nash, etc. Included in Ruddspeed Volvo conversion and optional extra on T.V.R. Granuras. From your garage or write—Postland Engineering & Trading Company, Ltd., Dept. 14, Crowland, near Peterborough, Northants. Telephone: Crowland 316/7/8.

SITUATIONS VACANT

AN EXCELLENT opportunity now occurs for a number of enthusiasts to take part, in their individual home areas, in a profitable spare time selling scheme for Nationally advertised speed equipment and accessories. Attractive commission on each sale.—Write details of age, qualifications and area desired to Box 4260.

U.S.A.—Motor mechanic wanted by specialists in the tuning and rebuilding of European racing, sports and high quality cars. Lathe and milling experience an advantage. Garage located East Coast, 48 miles New York. Arrangements made for sponsorship, passage, etc., for successful applicant.—Box 4278.

SITUATIONS WANTED

YOUNG MAN, 22, seven years in motor trade. Requires position with the construction, maintenance, or preparation of racing cars. Some race driving experience.—Write, Mr. A. D. Lovell-Spencer, 59 Belmont Lane, Stanmore, Middx.

SPARES & ACCESSORIES**STAGE III**

1,220 c.c. Climax, 450 miles road use since complete rebuild. Complete with carburettors, etc. £285
Set close ratio gears for M.G.A. ... £15
Solid centre plate clutch for Climax ... £7 10s.
Set Girling alloy callipers ... £25
Derrington exhaust for Climax ... £10
3 15 ins. wire wheels, complete with R5s and tubes ... £8 each

Phone: Worthing 6595.

SUSSEX SPEED SHOP

Racing and Rally Equipment, Tuning Accessories, Conversions by all the leading Manufacturers.

HI-TUNE, LTD.,

181 Edward Street, Brighton.
B't'n 63486. B't'n 65007.

ALEXANDER H.C. Head, pair of twin SUs and Servais exhaust manifold for Morris 1000. Sundry parts for TR2, and complete diff. assy. for PB M.G., 8.43 ratio. Offers, etc., to:—Blackburn, Thorntrees Cottage, Barton, Preston, Lancs. Phone: Broughton 0421.

CROSS flow rad, 19 ins. x 9 ins., new, £5. Ditto 24 ins. x 9 ins., £5. Header tank, 12 x 5 x 3, £2 10s. Ditto, 9 x 3 x 3, £2 10s. Martin F.J. cam, "A" B.M.C., £10. "A" diffs., as new, £10 each, 4.2 and 4.9. Renault Dauphine four-branch, £3 10s. 100E C/R. gears "C", £10. Speedex A7 alloy head, £3. 1½ ins. SU air cleaners, £1 each. Climax camshaft, Stage I, £5. Windscreen for Speedex Silverstone, £10.—Lido Speed Accessories, Ltd., 92A North Sherwood Street, Nottingham 42983.

M.G. TD LIGHTWEIGHT bonnet wings valances in fibreglass. Perfect replicas of originals. Bolt straight on. Save over 2 cwt. £25 o.n.o.—See under M.G., McElroy, Samlesbury, Lancs.

Mk. II JAGUAR Powr-Lok axle, complete front suspension, including all disc brakes, very slight damage to part. 3.8 Jaguar engine less some accessories. Mk. II Jaguar o/drive gearbox, pair new HD8 2 ins. SUs, new SU high pressure fuel pump, 140 m.p.h. Speedo for Mk. I 2.4/3.4, electric rev. counter for same, B.M.C. B-type engine and gearbox, B.M.C. C-type engine and o/drive g/box, several 15 ins. tyres, including Mich. X for 2.4/3.4/3.8. Prices and details, 28 The Drive, Bexley, Kent. Bexleyheath 2954.

15-INCH Elektron Wheels, six stud fitting. £25 set of four.—Box 4276.

100E DISTRIBUTOR modified for racing, unused. £4. 100E gearbox, £7 10s. 6d.—Dinsmore, 6 Celbridge Mews, W.2. BAYswater 8616 (after 6.30 p.m.).

SUPERCHARGERS

COMplete Shorroch supercharger kit for 105E, almost new. £40 o.n.o.—Box 4277.

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

WHEELS

TWO 15 ins. special lightweight Borrani wheels, £9 10s. pair.—Bartlett, 27 Pembridge Villas, W.11. BAYswater 0523.

WANTED**WANTED****ALL SPORTS AND MODIFIED CARS.**

M. STANLEY,

108-110 Pembroke Road, Ruislip Manor, Middx.
Swakeleys 2457.

ACCIDENT damaged competition car wanted. Price please.—Box 4282.

ANY type of racing car (prefer Junior) for cash. State price.—Box 4281.

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

FARINA A40 spares, rear axle (pref. less diff.), rear springs, brake and clutch pedal assemblies (master cyls. and pipes, etc.), N/S front wish-bone assembly, fibreglass or alloy doors and bonnet, close ratio gearbox, radiator.—Full details and prices to Lido Speed Accessories, Ltd., 92A North Sherwood Street, Nottingham 42983.

FRONT-ENGINEED Formula Junior, Cooper Formula 2, or other obsolete single-seater suitable for sprints and club racing. Offers to:—Blackburn, Thorntrees Cottage, Barton, Preston.

(Continued overleaf)

Classified Advertisements—continued

WANTED—continued

HARD top for Sprite. 15 ins. wheels and tyres for A.C. Acc.—Box 4286.

PAIR 15 ins. COOPER rear wheels, preferably with 10 ins. brake drums.—Wilks, 15 Cedar Walk, Kenley, Surrey. Uplands 0094.

PRE-WAR 41-litre Bentley engine, around 1936 vintage; complete and in good order.—Box 4279.

ROWLAND SMITH'S the car buyers. Highest cash prices for all makes. Open all week-days including Saturday 9-8, Sundays (for inspection) 10-1.—Hampstead High Street (Hampstead Tube), N.W.3. HAMPSTEAD 6041.

SHORROCK supercharger wanted for Mini-Minor. —T. E. Dabbs, "Danville", London Road, Kirton, Boston.

TR WORKS hard top, black side screens, alum. rocker cover.—Tel.: WEMbley 3064.

3000 HEALEY body, also chassis parts. Good price paid.—3 Shirley Road, Wallington, Surrey.

NEW CARS FOR SALE

AUTO UNION-DKW

CONCESSIONAIRES Auto Union (G.B.), Ltd., Great West Road, Brentford, Middlesex. Tel.: ISLeworth 5341.

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.

M.G.

THE Chequered Flag (Competition Cars), Ltd., M.G. agents, are proud to offer new Mk. II 1600s and Midgets for immediate delivery from stock.—Gemini House, High Street, Edgware, Middx. Tel.: Edgware 6171/2.

Speed with Safety!

Birmingham's Tyre Centre for the Sporting Motorist offers a Specialised Service for the Motor Sport enthusiast. If you drive a High Performance Car you need BMTR Service. We carry all types of High Speed Tyres including the World Famous CONTINENTAL SUPER RECORD—safe at all speeds up to 160 m.p.h. For perfection in Wheel Balancing and High Speed Tyre Service—call on BMTR. Pay as You Drive Terms available if required.

BIRMINGHAM MOTOR TYRES LTD.

Washington Street, Birmingham 1

MIDLAND 7656

also at 29/31 Sheep Street, Northampton (1038)

MORRIS

MORRIS MINOR 1000. New cars for immediate delivery. Top allowance on your present car. Terms.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591/2.

TRIUMPH

TRIUMPH HERALD coupé. New cars for immediate delivery. Top allowance on your present car. Terms.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591.

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

VOLVO

BUCKS and Oxon Distributors for the fabulous 1225 Volvo cars. Demonstrators available anywhere, any time.—Contact either Robert Bodie, Ltd., Dorchester Service Station, Dorchester-on-Thames, Oxford. Tel.: Warborough 285 or 353; or Robert Bodie (Banbury), Ltd., 57/58 Parsons Street, Banbury. Tel.: Banbury 3472.

Bound Copies of Autosport

VOLUME 22

We are now able to undertake the binding of readers' copies of AUTOSPORT, Volume 22 (January to June, 1961). Volumes will be attractively bound in red cloth with gold lettering, and the charge for binding, inclusive of postage, is 30s.

A limited number of bound volumes for readers who have been unable to secure AUTOSPORT regularly will be available at the price of £2 17s. 6d. each. Certain other already bound volumes are still available, price £2 17s. 6d.

Send in your orders now, together with your remittance, but do **NOT** forward copies for binding until notified by return where to send them. Cheques and postal orders should be crossed and made payable to AUTOSPORT.

AUTOSPORT (Bound Volumes Dept.)
159 PRAED STREET · LONDON · W.2

Molyslip Trophy,
Vanwall Trophy
and
Autosport
"3 Hours"

at

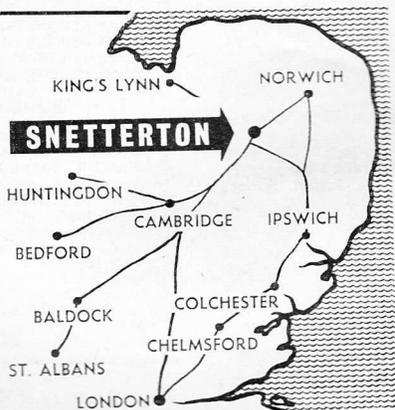
SNETTERTON

ON

Sat. 30th Sept.

2.30 p.m.

BRUCE McLAREN INNES IRELAND ROY SALVADORI
MIKE PARKES JACK SEARS



SPECIALISTS

REPAIRS
SALES
SPARES
SERVICE

MILL GARAGE W. JACOBS & SON LTD. CHIGWELL RD., LONDON, E.18 WAN 7783/4/5/6

ORDER NOW

M.G. MIDGET
M.G.A 1600 Mk. II
M.G. MAGNETTE Mk. III



TOULMIN MOTORS

EXCLUSIVE
SERVICE



OFFICIAL
STOCKISTS

ALL M.G. REQUIREMENTS DEALT WITH IMMEDIATELY
AND EFFICIENTLY. ALL MODELS. C.O.D. AVAILABLE

★ OVERSEAS ENQUIRIES A SPECIALITY ★

SPARES and SERVICE

PHONE CALL OR WRITE ★ TO 7 P.M. WEEKDAYS ★ ALL DAY SATURDAY

343 Staines Road, Hounslow, Middlesex
Telephone: HOUNSLOW 2238 & 3456



Revolutionary Two-way optique for **GB** Motorists

The Diplomat, latest addition to the Cibie range, has central, weather-protected, easy-to-turn screwhead giving left or right hand dipping in seconds.

Ideal for the motorist taking his car abroad, the Diplomat optique fits most standard 7" headlamps. When dipped the asymmetric beam retains three-quarters of the main beam with a 15° cut-off to the near-side (or off-side)—thus giving maximum illumination.

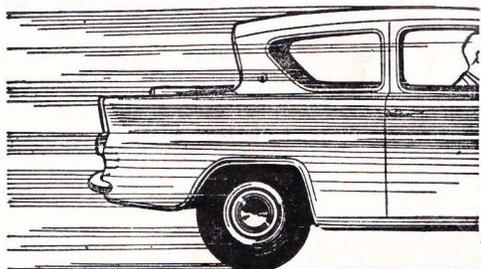
£4.17.6 per pair inc. bulbs and connectors.

In case of difficulty, send cash with order, plus 2/6d. postage and packing direct to the sole U.K. concessionaires and distributors:

CIBIE diplomat

BRIT-OVER LIMITED,
17, Eyre Court, Finchley Rd, London, N.W.8. Tel: PR1mrose 3392

TAKE 'EM ALL WITH A SHORROCK ON YOUR ANGLIA*



*or any car powered by a 100E or 105E motor

No need for the complications of special camshafts, cylinder heads, valves. . . Just bolt a Shorrock Supercharger to your Ford 105E to boost your b.h.p. by up to 75%. Acceleration times are halved, with fantastic flexibility all round. Price? Under £70 if you fit it yourself, or on extended terms if you prefer.

NOT CONVERTED YET?

Then send us the coupon for further details, including performance figures, together with a copy of an independent road test by a leading motoring weekly.



Allard Motor Co. Ltd.
24/28 Clapham High St.,
London, S.W.4.
MA Cauley 3201

Please send me full details of the Shorrock installation for 100E for 105E

NAME

ADDRESS

A.S.9

World Distributors for Shorrock Superchargers for Ford Cars

AITCHISON HOPTON

OF CHESTER
for the **FABULOUS**

TVR GRANTURA



the really **WORTHWHILE**
build-it-yourself Sports Car

- * all-independent torsion bar suspension
- * MGA 1600 or Coventry Climax 1220cc engine
- * tubular chassis — disc brakes
- * ample luggage room and top quality trim

complete kit from £880 tax free
or factory built car from £1325-7-0 tax paid



AITCHISON-HOPTON (ENGINEERS) LTD

DISTRIBUTORS OF

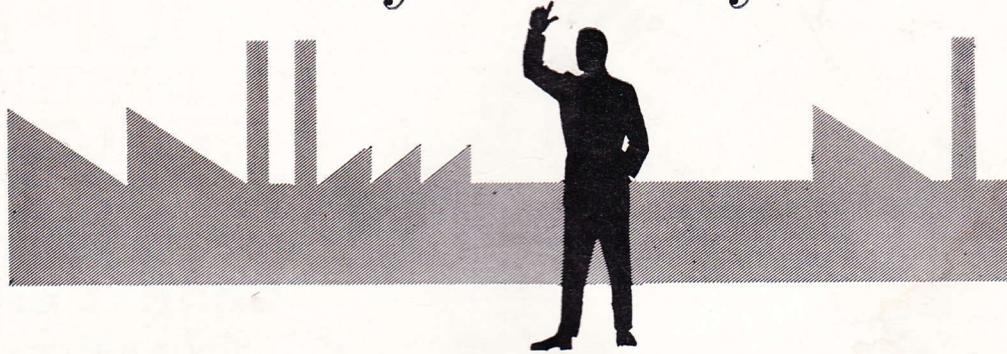
TVR · LOTUS · WARWICK

RACING AND SPORTS CAR SPECIALISTS

16 CANAL SIDE · SELLER STREET · CHESTER · Tel: 26100

THE BEST PREMIUM OIL YOU CAN BUY IS OFTEN NOT GOOD ENOUGH!

Why so many



CAR MAKERS

emphatically

RECOMMEND

Heavy Duty Oils like

VEEDOL

and why Veedol Heavy Duty Plus is the better oil for Modern Engines

Compare today's production engines with those of only fifteen years ago, and what do you find? Power outputs have almost doubled! Combustion and bearing pressures have risen enormously with the increase in compression ratios, volumetric efficiencies and "peak revs". At the same time, engines are getting lighter—there's less metal to absorb and dissipate heat and accommodate wear.

Obviously, correct lubrication is now more critical than ever . . . yet many motorists are still using the same kind of oil they used pre-war! This is why car manufacturers are emphatic. Many specify in their instruction books the use of only Heavy Duty engine oils.

Veedol Heavy Duty Plus is unique in Britain. Not only is it one of the few true Heavy Duty oils available—it has an ideal viscosity of SAE 20W-30, plus unique Veedol EPA—Extra Protection Additive—a special concentration of Zinc Dithiophosphate, which increases film strength and adhesion, enabling the oil to withstand extremes of temperature and pressure under which ordinary oils break down. Veedol HD Plus has high detergency to keep your engine sludge-free, and is fully inhibited against oxidation, corrosion and dilution.

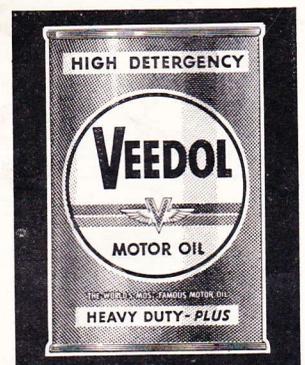
Ask your garage for Veedol or write direct to:

VEEDOL

Villiers House, Strand, London, W.C.2.

THE WORLD'S MOST FAMOUS MOTOR OIL—IN OVER 80 COUNTRIES

In sealed cans: Pint 2/7½, Quart 4/10, Gallon 18/6. In 5 gallon pail with flex-spout: 92/6



The rest of the world runs on VEEDOL