

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

NOVEMBER 10, 1961

2/-

EVERY FRIDAY  
Vol. 23 No. 19

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

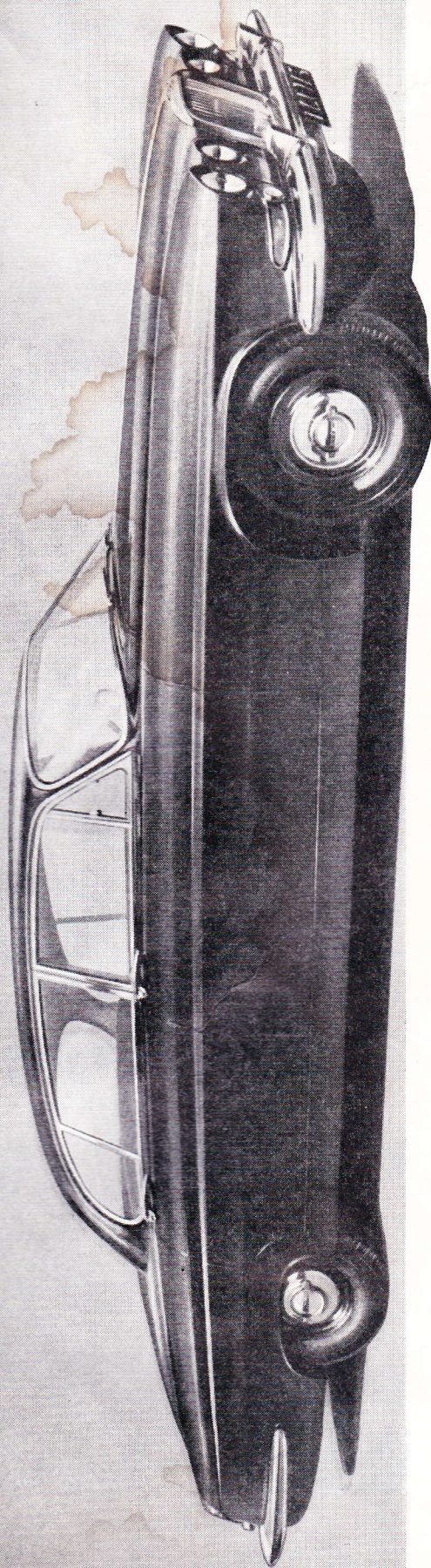


## IN THIS ISSUE

ENGINE PERFORMANCE AND ITS MEASUREMENT  
R.A.C. RALLY PREVIEW : THE "BRIGHTON RUN"



*new grace... new space... new pace*



## a completely new JAGUAR

### *a successor to the Mark IX, now joins the famous Mark 2 and 'E' Type models*

The Jaguar Mark X, although an entirely new car in construction, design and appearance, stems from a long line of outstanding models which have been identified by the symbols Mark VII, Mark VIII, and Mark IX. All have been highly successful in a chain of development culminating in the creation of the finest car yet to be produced in the Jaguar big saloon tradition—the Jaguar Mark X.

This elegant model of monocoque construction possesses many of the notable characteristics introduced in the widely acclaimed Mark 2 series and is powered by the world-famous Jaguar XK '8' Type 3.8 litre twin overhead camshaft engine

with three carburetors. Producing 265 horsepower, the engine, save for minor details, is identical with that fitted to the 'E' Type Grand Touring Models, and it endows the Mark X with a degree of performance superior even to the Mark IX which it supplants. Independent suspension front and rear and disc brakes on all four wheels enable full advantage to be taken of this performance with safety and comfort, whilst luxurious furnishings and appointments include such refinements as reclining seats, folding tables and high efficiency dual-control heating installation.

## The Mark Ten

STANDARD SALOON £2392, 18.1  
(including P.T. and Surchage £752.18.1)

London Showrooms: 88 Piccadilly, W.1.



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 23 No. 19 November 10, 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 . . . . .	647
B.A.R.C. Dinner-Dance . . . . .	649
Shenstone and D.C.C. "Chase" Trophy Trial . . . . .	651
The R.A.C. Rally—Full Preview . . . . .	652
John Bolster Tests the Vanden Plas Princess . . . . .	654
Engine Performance and its Measurement . . . . .	656
The London to Brighton Run . . . . .	659
Club News . . . . .	663
Correspondence . . . . .	665
Report from Eire . . . . .	666

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

### A SUCCESSFUL ASSOCIATION ENDS

FOR many years the names Jack Brabham and Cooper-Climax have been synonymous. It seems just yesterday when the World Champion-to-be appeared in the 1955 British Grand Prix at Aintree, with his much-modified Cooper sports-racing car, in which a Bristol engine was installed. That effort began an association with John and Charles Cooper which lasted till this year, bringing the Surbiton concern Formula 1 and 2 Constructors' Championships, and to Brabham the Drivers' Championship of the World in 1959 and 1960. The Australian had all the backing he required, both from Coopers and Coventry Climax, and there is little doubt that the arrangement was a profitable one for all concerned. Now Jack Brabham is on his own, with the formation of the Brabham Racing Organization, and the intention to build and race Formula 1 cars in competition with Cooper, Lotus, B.R.M. and, of course, Lola. No doubt Brabham has given careful consideration to this step and to the tremendous problems connected with building Grand Prix cars to challenge established marques. His experience will naturally be of untold assistance to his new venture and his name on the programme will be a sure draw to race promoters. Nevertheless, it is a bold undertaking, and the likeable Australian will require all the luck in the world if the enterprise is to be as successful as was his association with Coopers. AUTOSPORT wishes him and his associates all possible success for the future.

### BRITISH CARS IN U.S.A.

THIS magazine has received a long letter from a sports car enthusiast living in Kansas City who owns a 3½-litre two-seater, a 2-litre G.T. car and a six-cylinder 2-o.h.c. saloon bearing an honoured name. In this letter he states that he has decided finally to sell his cars and to invest in American made products. His grumble is that the cars spend more time in his garage awaiting spare parts than they do on the road. He accuses British manufacturers of complete apathy as regards spares and service in his particular area and of disregard for a real after-sales service. This is one of many similar letters received in recent months, and it is perfectly obvious that, in order to sustain and to increase sales of British sports cars overseas, something will have to be done to ensure that distributors and dealers are making every effort to look after their customers. The position is not so bad, apparently, in the New York and Los Angeles areas, but in the West and the Middle-West, the spare parts situation is most acute. One plea is for the British industry to send out go-ahead representatives.

### OUR COVER PICTURE

THE "BRIGHTON RUN"—annual November pilgrimage for the veteran car enthusiasts. Entering the Mall, against a Buckingham Palace background, is the 1900 Daimler 6 h.p. Tonneau of A. C. and H. S. Simons, leading the 1900 Benz 10 h.p. Dogcart of N. R. Cole and Mrs. P. Kendall-Torry.



**SHE  
CATCHES THE EYE  
FROM THE WORD "GO"!**



# THE NEW MIDGET



*Starts ahead*

**THE CAR THAT**

The great M.G. Midget is back again! In top form, the modern version of a classic—and with magnificent lines! Here's a thrill—a safe, delightful thrill. For what is safer in motoring than high performance through the gears, wonderful braking power and the great M.G. assets of firm road holding and stable cornering? They're all here! The new Midget quite literally has got *EVERYTHING*.

*Safety first!*



**SPORTING TRADITION**



**B. M. C. RESOURCES**



**ABINGDON CRAFTSMANSHIP**

**WITH A SPORTING APPEAL  
FROM A SPORTING ANCESTRY**

M.G. MIDGET Price £472, plus £197. 15. 10. P.T. 12 Months' Warranty and backed by B.M.C. Service—the most comprehensive in Europe.  
All P.T. figures subject to a 10% Surcharge.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD  
London Showrooms: Stratton House, 80 Piccadilly, London, W.1. Overseas Business: Nuffield Exports Limited, Cowley, Oxford and 41 Piccadilly, London, W.1



THAT unwieldy title, "Monte Carlo Rally British Competitors' Club", has gone. New title of that very useful organization is the British International Rallies Club.

DENNIS and Heather Herrick and Sandra return sincere thanks to their friends in the "Trade" and motor sport for their kind expressions of sympathy shown to them in the recent loss of their daughter Susan.

#### B.A.R.C. DINNER-DANCE

OVER 1,000 members and guests crowded the Grand Ballroom at Grosvenor House for the annual dinner-dance of the B.A.R.C. The president, the Duke of Richmond and Gordon, was in the chair, and during his ever-witty speech announced that the club would be organizing no fewer than 19 race meetings during 1962, including international events such as the British Grand Prix and the "200" at Aintree, and the Tourist Trophy at Goodwood. His Grace also announced that the membership of the B.A.R.C. now exceeded 16,000. Stirling Moss was presented with the B.A.R.C. Gold Medal, for his outstanding drives at Monaco and at Nürburgring. Mr. D. M. Glover replied on behalf of the guests.

Amongst racing drivers present were Stirling Moss, Jack Brabham, a kilted Jim Clark, John Surtees, Jack Lewis, Bob Staples, Albert Zains, Bill McCowen, Andrew Hedges, as well as Reg Parnell, Fabian and William Samengo-Turner, John Cooper, Sydney Allard, Colin Chapman, Mike Costin, Tom Wisdom, Rex Foster, Peter Dimmock, Raymond Baxter, A. K. Stevenson and other notabilities in the motor sporting world.

Those who played hosts at tables were C. J. Rainer, J. I. Payne, S. M. Lawry, D. Harris, Mr. and Mrs. Jack Bolton, S. L. Wallace, J. N. Sutton, Stan Norman and Eric Haddon, W. F. Benison, K. N. Atkins, D. A. Rawlins, R. T. Scott, John Morgan, C. C. Williams, F. Defty, L. H. Fowler, A. C. Dence, Mrs. Margaret Lewis-Evans, H. Wilton—all staunch supporters of the B.A.R.C.

After dinner a cabaret featured the John Tiller girls, comedian Arthur Haynes, the Baranton girls with their incredible balancing act, and the immensely popular Temperance Seven.

(Pictures on page 649)

JACK BRABHAM, World Champion, 1959 and 1960, has severed his connection with the Cooper Car Co., Ltd., and has formed the Brabham Racing Organization, with headquarters at 248 Hook Road, Chessington, Surrey. It is the intention to construct and race Formula 1 cars, incorporating many of the features of the experimental Formula Junior M.R.D.-Ford, driven late this season by fellow Australian Gavin Yuell.

So far, Brabham has made no definite plans as to which engines he will use in the Grand Prix cars, but it is almost certain that a V-8 will be installed. Jack will drive in the 1962 World Championship series, beginning with the Dutch Grand Prix at Zandvoort next May. He also hopes to enter other F1 events, including Brussels and Pau amongst the non-Championship events.

Brabham's place as Number One in the Cooper-Climax team will be taken by Bruce McLaren, and the second member will be Jack Lewis.

## PIT and PADDOCK

LORRAINE ENGINEERING, of Queen's Gate, London, S.W.7, have been appointed distributors for Downton speed and tuning equipment.

#### SURTEES AND YEOMAN CREDIT

DESPITE rumours and counter-rumours, John Surtees has signed up with the Yeoman Credit Racing Team for 1962. Should plans come to fruition, Yeoman will virtually become a "works" team for the new F1 Lola, on which designer Eric Broadley is at present working. Surtees has made many technical suggestions for this car, which is being constructed to take a V-8 power-unit behind the driver.

#### MODIFIED RENAULT

WE recently tested a Renault Dauphine (three-speed box) which had been fitted with a Volcan manifold; these manifolds are manufactured by REM of Paris who have appointed Brit-Over, from whom we obtained the car, as their sole concessionaires. A similar type of manifold is also available for the Renault Floride and Peugeot 403.

This simple conversion showed a marked improvement in acceleration, increasing the maximum speed by 5 m.p.h., and cutting the 0-60 m.p.h. by nearly three secs. The car tested was fitted with a single carb., but twin carb. manifolds are also available from Brit-Over and are said to increase further the performance. Cost of the single carb. manifold and exhaust branch is £13.

Standard Renault Dauphine	Modified	
Acceleration:		
0-30 m.p.h.	5.2 secs.	5.0 secs.
0-40 m.p.h.	—	9.2 secs.
0-50 m.p.h.	15.4 secs.	14.6 secs.
0-60 m.p.h.	28.4 secs.	25.5 secs.

Maximum speed	71 m.p.h.	76.3 m.p.h.
Standing $\frac{1}{4}$ mile	24.2 secs.	22.5 secs.
Consumption	40 m.p.g.	38 m.p.g.

#### Speeds in the gears:

1st	25 m.p.h.	27 m.p.h.
2nd	48 m.p.h.	50.8 m.p.h.

SHOWN recently at the Shell-Mex/B.P. film show at Shell-Mex House, was "The Golden Age", a superb documentary of motor racing in the 1920s. Directed by Bill Mason, it is packed with exciting incidents, recalling that period when drivers had to be tough. Brooklands, Le Mans, Newtownards, Montlhéry—all find their place in this wonderfully edited film.

Out of the past came such great figures as Sir Henry Segrave, Sir Malcolm Campbell, Tazio Nuvolari, Glen Kidston, Woolf Barnato, Tim Birkin, Caracciola, Neubauer, Varzi, Tim Rose-Richards, the older Ascari, Enzo Ferrari and dozens of others. Cars such as Delage, Bentley, Mercedes, Lorraine-Dietrich, Amilcar, Salomon, Aston Martin, Talbot-Darracq, Sunbeam, Aries, Austro-Daimler, and so on, revive nostalgic memories amongst those who recall that age of dust and effort.

"The Golden Age" is a must for club showing during the winter months—and ought to go on the circuits as well!

#### THE ARMY DRIVING CHAMPIONSHIPS, 1961

RUN as a team event and held during the week of 14th to 20th October, and run under R.A.C. rules and "watched" over by Jack Kemsley and Basil Tye, some 180 vehicles, of which 120 were tonners and 60 three-tonners.

Each vehicle had a crew of three, i.e., nine men to a three-vehicle team, the nominated driver, who must be the conductor during all tests, being either a lance-corporal or a private.

Starting from Colchester, Aldershot, Yeovil, Chester and Catterick, equidistant routes of some 250 miles led competitors to Proteus Camp, near Ollerton, where the first series of tests took place.

Thenceforth the quarter-tonners and the three-tonners separated to different routes but visiting the same checkpoints, namely, Bordon, for night tests and cross-country driving, Halton, Warcop, arriving at Catterick on the 19th to complete a 1,000-mile journey. Here a day's cross-country over the tank testing ground, well known to many mud-pluggers and once the scene of the R.A.C. Trials Championship, sorted them out well and truly! Next day driving tests on one of the huge squares completed the course.

FRANCIS PENN.

K. F. ROBERTS of 20 Dotcliffe Road, Kelbrook, Colne, Lancs, are now offering to the performance-minded motorist and special builder a very competitively priced electrically operated radiator fan. This unit consists of a substantial electric motor of rugged construction and an 8½ ins. diameter four-bladed metal impeller with an airflow capacity of 400-5000 c.f.m.

Price of the motor/impeller unit is £7 5s. ex works.

MAURICE TRINTIGNANT is to drive a Ford Anglia in the Monte Carlo Rally. Last week he spent a day at the Ford Motor Company's Rally Department examining one of the cars prepared for the R.A.C. Rally.

A NEW award, for the navigator of the winning car in the R.A.C. Rally, has been presented by Optrex, Ltd. This award is, of course, long overdue, as the large part played by the navigators has hitherto been sadly neglected in the R.A.C. Rally and it is particularly apt that it should come from a company whose products are ideal for soothing eyes tired by hours of peering at maps.

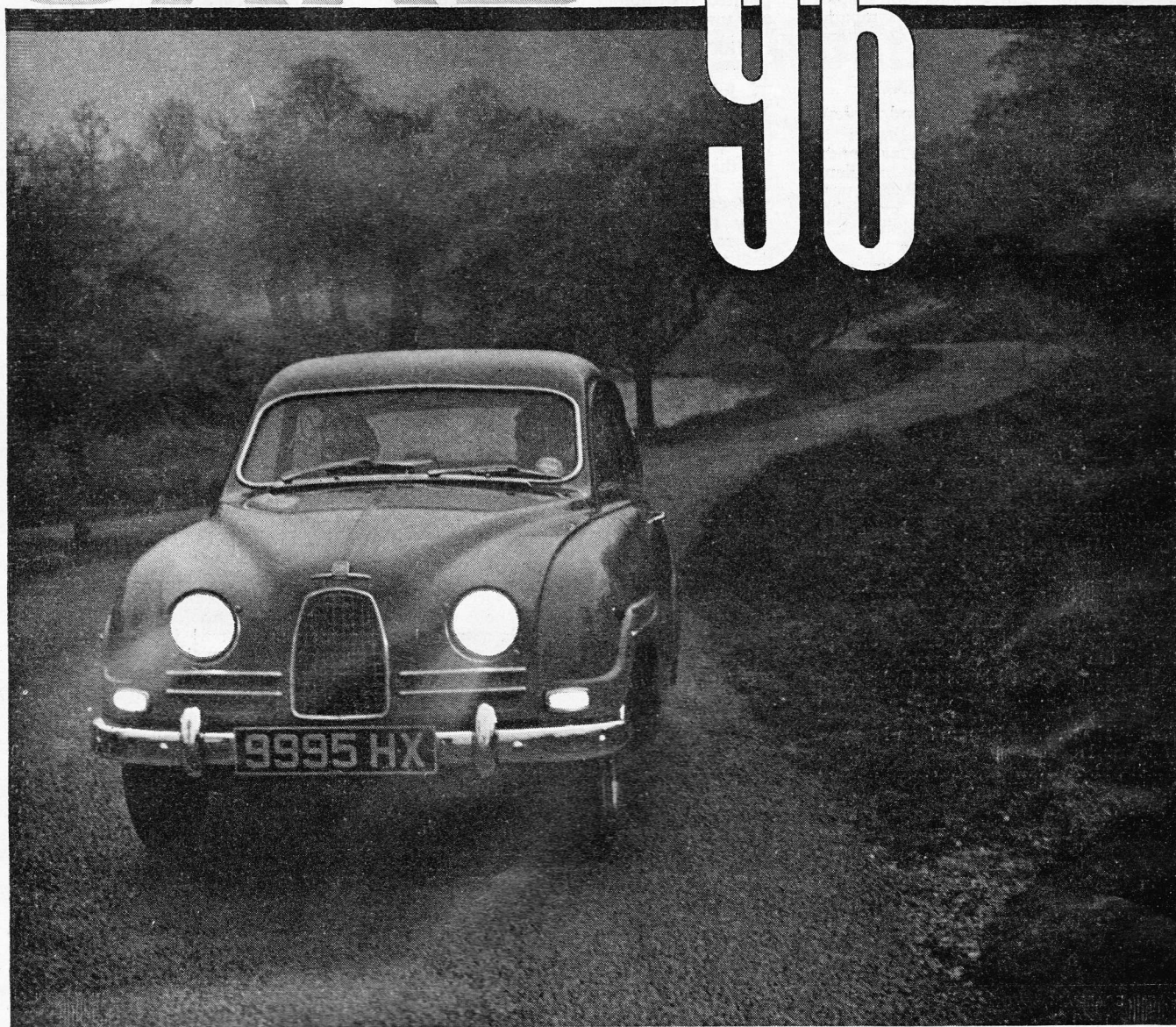
#### THE CORSICAN RALLY

THE foulest weather greeted the 80 entrants in last week-end's Corsican Rally, high-speed averages being required in floods, hail and blinding snow.

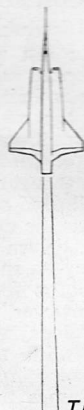
Winner of the event was the Citroën of Trautmann/Ogier, with another Citroën, that of Bianchi/Harris, second, and a DKW (winner of its class) third. Eighth overall, and second to the DKW in its class, was the ex-Christabel Carlisle Austin Seven, driven by Warwick Banks and J. Handley—a splendid achievement. The real honours for the small British contingent, however, went to Pat Moss and Ann Wisdom, who won the sports car category with their Austin-Healey 3000, and were runners-up for the Coupe des Dames to Claudine Vanson (Citroën).



# SAAB 96



## *The Swedish car that brings new zest to motoring*



SAAB is here! And with it comes the kind of 'zest' that the motoring world has almost forgotten.

Experts have given SAAB a tremendous reception. For example, "Cars Illustrated" reports: "So with 841 c.c. the five-seater Saab will give you 80 m.p.h., superb handling and braking, comfort, exceptional luggage space, plenty of good equipment and aerodynamic efficiency".

The SAAB 96 costs £859.16.6 (inc. P.T.). That includes underbody coating, wind-screen-washers, mud flaps, temperature gauge, ammeter, 8-day clock, first stage air conditioning, radiator blind, back seat angle-and-height adjustment and thief-proof ignition lock.

SAAB has so many remarkable features it's impossible to list them here. Please 'phone or write to the administrative offices below for full specification and name and address of your nearest distributor.

*The Swedish car with the aircraft quality*

**Saab (Gt. BRITAIN) LTD,** 207/209 Regent St, London W1 • Tel: REGent 6537





**MAN OF THE MOMENT:** Stirling Moss receives the B.A.R.C. Gold Medal from the Duke of Richmond and Gordon.



**YORKSHIRE CENTRE:** Mike Wilson (chairman) with member Dick Holroyd and Centre secretary Harry Mason.

# B.A.R.C. Dinner-Dance

PHOTOGRAPHY BY  
GEORGE PHILLIPS



**GENTLEMEN OF THE PRESS:** Left to right are David Benson (Today), Dick Jeffery, of Dunlops, Mrs. Pat Garnier, Peter Garnier (The Autocar), Mrs. Vallery Turner and Phillip Turner (The Motor).



**ENGAGEMENT** of John Surtees was announced during the evening. With him are Betty Parnell, his fiancée Miss Pat Burke (second from left), and Mr. and Mrs. Samengo-Turner.

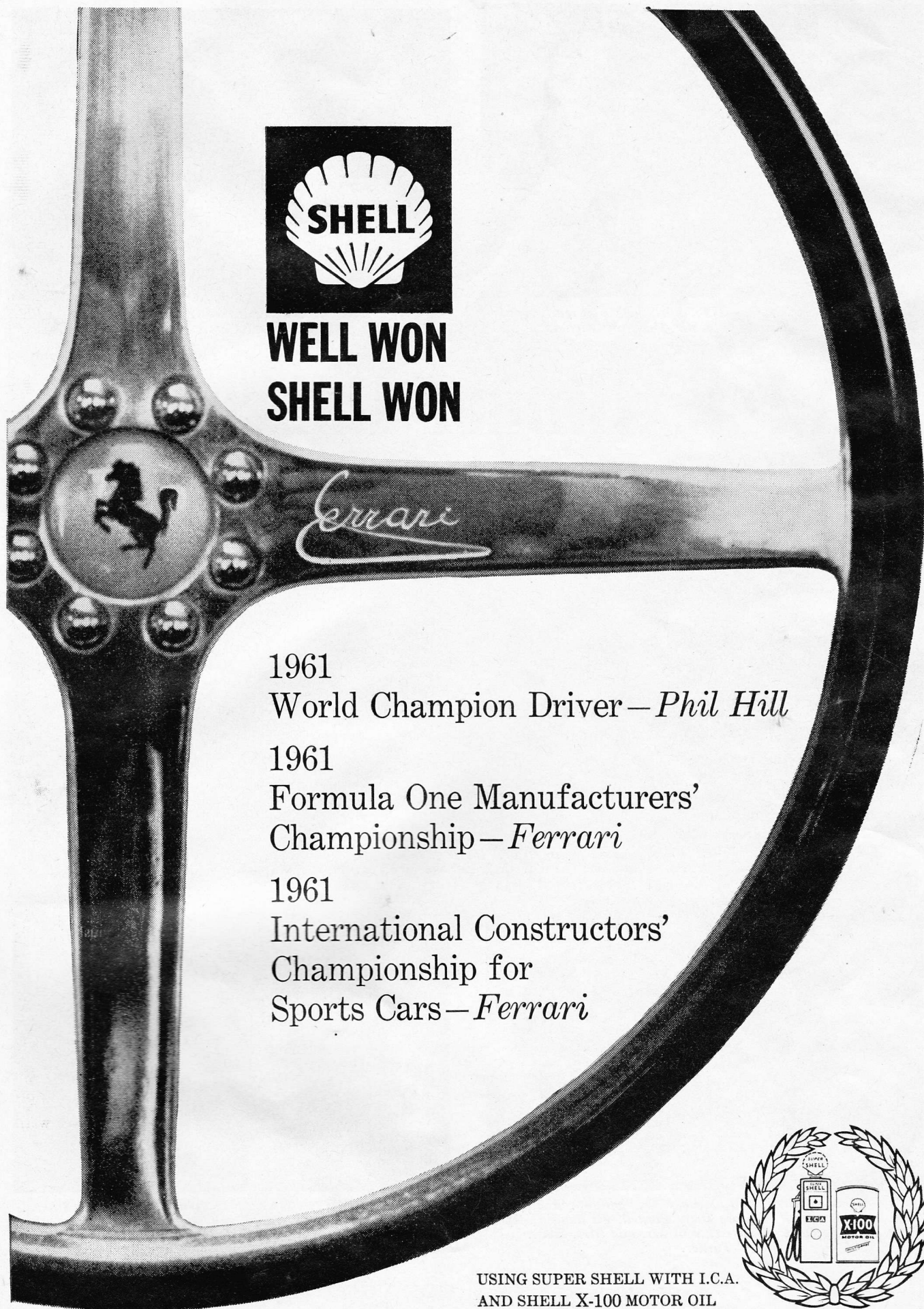


**THE DERBY CONTINGENT:** John Dalton, Sally Stokes, Joe Waldron, Mrs. Wilson-Gunn and Andrew Wilson-Gunn with (seated) Mrs. Waldron.





**WELL WON  
SHELL WON**



1961  
World Champion Driver — *Phil Hill*

1961  
Formula One Manufacturers'  
Championship — *Ferrari*

1961  
International Constructors'  
Championship for  
Sports Cars — *Ferrari*



USING SUPER SHELL WITH I.C.A.  
AND SHELL X-100 MOTOR OIL



**WINNING WAYS:** Peter Highwood concentrates hard as he negotiates the leaf-mould on one of the later hills; running well to the end of the field he made nonsense of suggestions that this was an "early number" event.

THE Shenstone & District Car Club's Chase Trophy Trial was well up to the standard we begin to expect from this Midland club. Organization was good and the marking on the hills excellent leaving competitors in no doubt as to points scored and the course to be followed. The winner of the Chase Trophy was Peter Highwood, who lost only 67 points in the morning, with cleans on six hills, his total losses, including the afternoon sections, being 105 points. "Lol" Hurt also lost the same number of points but the award went to Peter on the tie decider, the "wall-of-death" bowl.

There were 17 sections in the morning and these were altered slightly in the afternoon while sections 5 and 9 were left out. Section 12, not used in the morning, was included after lunch. The



## Highwood Wins "The Chase"

Shenstone & D.C.C. Championship Qualifier

*ENERGY: Gordon and Vera Holdrup work hard, but in vain, to defeat lack of grip on the "pendulum" hill.*

The third hill was a very difficult climb, being an extremely muddy short section all on adverse camber. No one did well on this section as it proved too difficult. Hill 4 saw good performances from Peter Highwood, "Lol" Hurt and Gordon Holdrup, but it was made considerably easier for the afternoon attempt, and although no one was clean the majority made much better climbs.

Hill 5 proved much more slippery for the late starters, with the exception of Rex Chappell who got to "five", and the organizers decided to scrap this hill after lunch. The next hill proved to be another extremely difficult one, Frank Lewis getting to "six" and making the best ascent. The second run proved nearly as difficult although John Harrison somehow managed a clean, the next best being Malcolm Eaves with a "four".

Last year the club decided to run a "wall of death" in a bomb crater and as it was such a success (for spectators anyway!) they put it in this year, to the general delight of the onlookers. Competitors had to do a timed standing lap and one and a half flying laps, and this was to be a tie decider. As reported, it was here that Peter Highwood won from "Lol" Hurt. Fastest times of the day came from J. N. Rhodes, with 21.2 secs., and from Charles Pollard, with 21.4 secs. Eric Jackson and John Harrison might have made better times if they hadn't savagely attacked the AUTOSPORT representatives who were spectating at the top of the bowl!

First attempts at hill 8 showed it to be a little too difficult, with Warr and Ken Lindsay being the only ones clean. In the second runs, with several modifications, there were no fewer than eight people clean. The ninth hill was a down

hill loop which came back on itself to form a circle and could be taken either way. Many competitors went straight on, brakes locked, towards the cattle grazing in the distance, as the surface was extremely treacherous. As no one succeeded in completing the loop, this section was dropped for the afternoon. The next hill was a straight blind up a long, slippery slope and the throttle-happy seemed to score well. "Lol" Hurt and Peter Brothers were best in the morning whilst Edward Harrison was best in the second attempt.

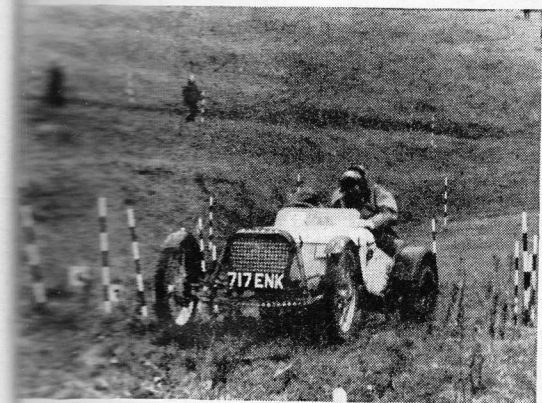
Most of the first 10 sections had all been on grass or mud, but the rest of the sections were on a fairly heavy wooded slope which was covered in leaves and proved to be reasonably dry once the top soil had been removed by frantic wheelspin.

The 11th hill proved hard in the morning but by afternoon had settled down nicely, and first man up, Malcolm Eaves, set the fashion after a very polished run to record a clean. Also to attain the top were John Deeley, "Lol" Hurt, Eric Jackson and Frank Lewis, but not Mr. Highwood, who was caught by the nasty step at the top. Section 12 was left out in the morning, and saw G. Hobson start a series of cleans, for he was clean on the next six hills; obviously he preferred the wooded slopes to the grass. The 13th section was not unlucky for the majority, who soared up through the trees to record cleans, if not in the morning, then on their second runs. The next hill had a difficult step at its base, which caught out the unwary, but once past this it was a "cake walk"; the same could be said of hill 15. The wooded sections were proving a little easy, and "Lol" Hurt, John Harrison, Frank Lewis, Bill Bodenham, Bernard Dees and Peter Highwood were all making light work of it.

PATRICK McNALLY.

### Results

Chase Trophy (Best Performance): P. F. Highwood (Canhi). Rugeley Bowl (Best Shenstone Entrant): J. Deeley (Oliver). Committee Cup (Most Improved Performance): W. G. Warr (Warr III). Pint Tankards: L. Hurt (Ford); J. F. Harrison (Harford); R. Chappell (Cannon); E. Jackson (Cannon); F. T. Lewis (Cannon).



cars ran in numerical order and this order did not change in the afternoon; but as a high number (47) won no one could say it was a "low numbers" trial.

Hill No. 1 started with an adverse-camber grass slope which was gentle at first but got steeper towards the top, and had several steps which, muddled and rutted as they were, proved the "Waterloo" of all but the most skilled. Norman Overton and W. R. Warr, early numbers, made the best climbs, with Rex Chappell, a late number, also making a good ascent. This section was altered in the afternoon and made considerably easier and several competitors got cleans, including David Render and Peter Highwood.

Norman Overton, after his excellent first hill attempt, was unlucky enough to break his "diff" on the second hill. This hill had a difficult step at its base and was very greasy with a difficult swerve half way up, and another nasty step at the top. This did prove easier for the early birds but Peter Highwood also did well. The second attempt *après midi* proved to be just as difficult for all; however, Charles Pollard and "Lol" Hurt were both clean.



# NEXT WEEK— THE R.A.C. RALLY

## WHERE TO SEE THEM—AND WHEN

### R.A.C. INTERNATIONAL RALLY ROUTE (Excluding Secret "Special Stages")

Main Controls	Total Distance (Miles)	First Car	Date
Blackpool (Middle Walk)	0	18.00	Monday, 13th November
Brough	155	23.24	Tuesday, 14th November
Crook	326	05.08	" "
Drymen	402	07.47	" "
Inveraray	459	09.39	" "
Fort Augustus	587	14.55	" "
Inverness	694	18.32	" "
(OVERNIGHT REST)			
Inverness	0	10.00	Wednesday, 15th November
Spital of Glenshee Hotel	139	14.38	" "
St. Fillans	231	17.43	" "
Crook	326	20.53	Thursday, 16th November
Brough	456	01.15	" "
Scarborough	615	07.00	" "
Mallory Park	808	14.27	" "
Oulton Park	897	18.25	" "
Epplynt	1,099	02.10	Friday, 17th November
Preccott	1,269	08.00	" "
Brighton (Madeira Drive)	1,429	16.00 (approx.)	" "
(OVERNIGHT REST)			
Brighton Speed Tests (Madeira Drive)		11.00-16.00	Saturday, 18th November

WITH nothing in the way of Championship really hanging on the R.A.C. (Ewy Rosqvist having sewn up the Ladies' Championship and Walter being virtually assured of the Men's title pending an obscure protest in Scandinavia) the event still promises to be of absorbing interest. There are six foreign competitors: the Porsche of Championship leader H. J. Walter, to be co-driven by John Sprinzel; the Volvos of Gunnar Andersson, who has, as yet, nominated no co-driver, and Ewy Rosqvist/Miss U. Wirth; the Mercedes of Bohringer/Aaltonen and Eger/von Korff and, of course, the SAAB of last year's winner, Eric Carlsson, who will be navigated by John Brown, making his debut in inter-

national rallying in very distinguished company.

Opposing these visitors from abroad will be some very strong teams from the British factories, all determined to do well on their home ground. These teams are: Austin-Healey 3000: Don and Erle Morley, Pat Moss/Ann Wisdom and David Seigle-Morris/Tony Ambrose; M.G. Midget: Tommy Gold/Mike Hughes, Mike Sutcliffe/Roy Fidler and Derek Astle/Peter Roberts; Ford Zephyr: Ian Walker/Paul Steiner, Eric Jackson/Noel Donovan and Gerry Burgess/Sam Croft-Pearson; Ford Anglia: Anne Hall/Valerie Domleo, Ken Chambers/Peter Marshall and Henry Taylor/Phil Crabtree; Sunbeam Rapier:



Paddy Hopkirk/Jack Scott, Peter Harper/Ian Hall, Peter Procter/Graham Robson, Tiny Lewis/David Stone and, in a Humber, Raymond Baxter/Willie Cave (who will also represent the B.B.C.).

This year, in an attempt to avoid unnecessary baulding, the entries have been seeded, although there appear to be some major discrepancies in the seeding order, with such anomalies in the order as R.A.C. Rally Champion Bill Bengry appearing in the 40s, Peter Astbury/Brian Harper in the 50s and, of all places, Julian Chitty/John La Trobe placed only eight cars from the end!

The route will cover some 2,000 miles, of which, by permission of the Forestry

**LAST YEAR'S WINNER**—Eric Carlsson, who will again be driving a SAAB.





## THE PROTAGONIST

## ← MARQUES →

Commission, about 200 miles will be on private roads and will be run in the form of "special stages", the most crucial parts of the event which, this year, may well be of a standard to compare with the great European rallies. Details of the precise high-speed routes over about 20 of these "special stages" are secret and will not be divulged to competitors until a short time before they are flagged away. (Note: The full permissible particulars of the route are enclosed in Rally Bulletin No. 3.)

Using a ramp start, as in the Mille Miglia, the first car will set out from Middle Walk, Blackpool, at 18.00 hours on Monday, 13th November. The circuitous route takes the cars over the Pennines and the Yorkshire moors northwards through the night, across the Scottish border. After tackling the "Rest-and-be-Thankful" Hill, competitors will have a breakfast halt at Inveraray. Then three "special stages" lie athwart the course and Inverness, which will be reached soon after dark that day (14th November). There the cars will be placed in a sealed park whilst the weary crews have a night's sleep after more than 24 hours continuously on the move.

Resuming next morning, Wednesday, 15th November (first car away at 10.00), drivers will be faced with some of the hardest sections of the rally, attempting to keep to time as the course wends its way through the Highlands before turning south again for the Border. Brough (Yorkshire) will be reached in the early hours of Thursday, 16th November, with a breakfast halt at Scarborough.

In conformity with the R.A.C.'s policy that busy traffic arteries should not be used during daylight for competitive events (a policy which was drastically shattered in the final stages of last year's rally), Thursday's journey will be an easy run across the Midlands—avoiding industrial areas wherever possible—to the Welsh border. The day will not be without its excitements, however, for the cars will have to participate in five-lap races at Mallory Park, near Leicester, and a high-speed test at Oulton Park, near Chester.

That night the crews will face time and navigation trials along the twisting roads in the hills and valleys of Wales before crossing back into England for a brief rest and a hasty breakfast on Friday, 17th November, immediately before they embark on an ascent of Prescott near Cheltenham.

In contrast to much of the rally, the final stages of the route through the southern counties can be undertaken quietly and easily, so that the competing cars will not inconvenience or annoy other road-users on busy highways. The first car in the contingent will check in at "Journey's End", Madeira Drive, on the Brighton sea-front, arriving about 16.00.

That night the cars will be placed in a sealed park at the Ocean Hotel, Salt-dean, and the following morning (Saturday, 18th November) they will drive in convoy to Madeira Drive for speed tests along a twisting mile-long course. These events, in classes, will take place between 11 a.m. and 4 p.m. to decide the final winners of the rally.

**VOLVO**—Scandinavian, tough and very successful, with a long list of international wins. On his day, Gunnar Andersson can drive this 1,600 c.c. car fantastically quickly.

**PORSCHE**: The mount of the current Rally Championship leader, Walter, who will have as his co-driver British expert John Sprinzel.

**MERCEDES**—German, fast and reliable. The marque has a number of wins to its credit, including a "Monte" victory, and it is surprisingly nippy for such a large car.

**AUSTIN-HEALEY**—another British make with a staggering list of international successes in the face of the toughest opposition.

**SUNBEAM**—always a contender for major honours, and one of the most successful marques ever in international rallies. The team is of quite extraordinary quality, too!

**FORD**: Anne Hall/Valerie Domleo, winners of the Coupe des Dames last year, are once again paired in an Anglia.

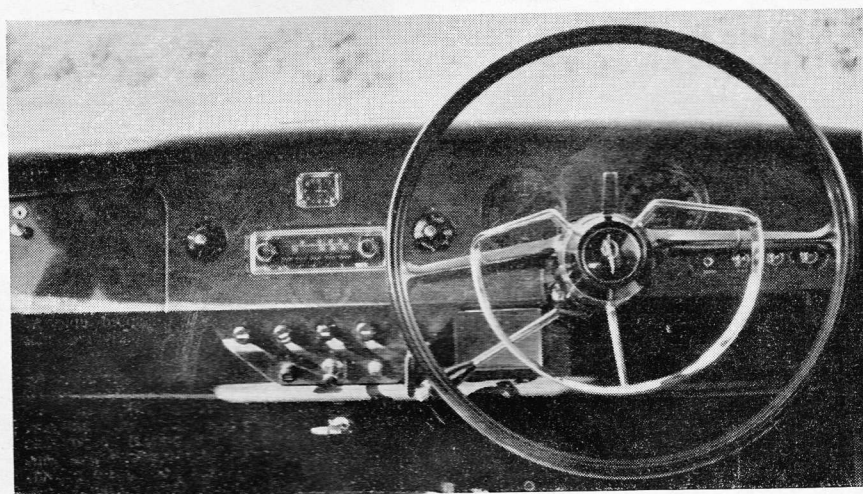




JOHN BOLSTER TESTS THE

# VANDEN PLAS PRINCESS

## THREE-LITRE



ALMOST since the automobile began, Britain has had something of a monopoly in the luxury car trade. Other countries have produced big, flashy cars with extremely powerful engines, but they have missed the boat. For sheer sober excellence, the British quality car has an unmatched reputation.

Yet, for modern traffic conditions, some of our prestige vehicles are too big for easy handling and nightmares to park. What is wanted is a scaled-down de luxe model, but with all the walnut and leather of English tradition. Such

a car is the Vanden Plas Princess 3-litre and I have just been putting one through its paces.

The Princess is a combination of bodybuilding craftsmanship with the vast engineering resources of B.M.C. It has all the undecorated sobriety that the carriage trade demands, and the interior is superb, with every useful accessory and, of course, fine leather and polished walnut. This is not a sports car but a genuine 100 m.p.h. is always on tap, thanks to the well-known B.M.C. 3-litre, six-cylinder engine. Yet this lively unit

has somehow been muted so that scarcely a whisper is heard by the nobility and gentry in the car. A conventional transmission is standard, but "my" Princess had its gears changed by courtesy of Borg-Warner, a more than worthwhile extra for such a car.

The chassis is conventional, though lever-type dampers are fitted all round instead of the more popular telescopic devices and there are anti-roll torsion bars at both ends. In front, there are wishbones and helical springs with cam gear steering, and at the rear the hypoid axle is on semi-elliptic springs. Disc brakes are fitted in front, with drums behind, and the vacuum servo is equipped with a warning light on the instrument panel which flashes if for any reason there is a lack of depression for its operation; nevertheless, the brakes can even then be used without servo assistance.

Looks are largely a matter of personal preference, but when I took over the black and grey Princess I thought that the appearance gave an air of quality, and that there was rather the understatement demanded by good taste than the slap in the eye of chromium and bright colours. The interior was delicious, with all the wood and leather that one expected. The instrument panel had all the usual dials and those old



friends, the ammeter and the oil pressure gauge, were back, I am delighted to say. This is a really roomy car; indeed, it is one of the very few which gives me enough leg room—I did not even have to put the seat adjustment at full stretch. There is also plenty of leg room in the rear compartment. A glass division is available for those peers who have chauffeurs.

Yet, when one takes one's seat, the Princess seems a very small car. For some reason that is difficult to define, one feels immediately in full command of it, and even in narrow country lanes it seems like a 1½-litre to drive. How all that room is provided in such an easily handled vehicle I would not know, but it is one of the most attractive features of the machine.

The other characteristic which appeals particularly is the smoothness and silence of the car. There are a very few luxury cars which have a silky "softness" about them and, for the first time, B.M.C. have built a car which enters this exclusive domain. When I say that, even including the Princess, there are fewer than half a dozen British cars of this quality, it will be realized that I am paying it a very high compliment. One completes a long journey without fatigue, thanks to the low sound level.

For such a car, automatic transmission is taken as a matter of course nowadays, and I strongly advise this option. It allows 45 m.p.h. to be achieved in the low gear and about 73 m.p.h. in the middle ratio. There is a "Low" position on the quadrant for holding bottom gear under tricky conditions, and an

intermediate hold control on the instrument panel. This pull-out handle is progressive in action, and keeps the car in second gear even if the accelerator is eased for a corner. At about 72 m.p.h. top gear goes in, but as soon as the speed drops to 66 m.p.h. second is back in action. Earlier changes occur if the handle is only partly pulled out, and if it is pressed right home, normal fully automatic operation is resumed. My only criticism of this particular installation is that one cannot "kick down" into bottom gear for rousing acceleration at the lower speeds.

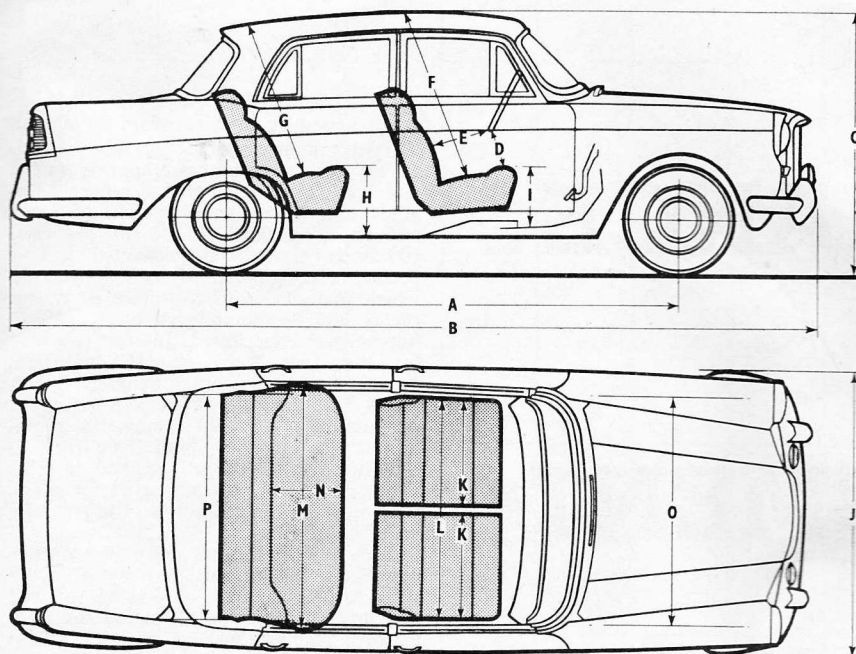
Power-assisted steering may be specified, but this was not on the test car and I see no reason for it. A very powerful servo makes the brake pedal light in action—almost disconcertingly so at first. The driving position is first class, and the car may be taken fast through bends without appreciable roll, which allows the passengers to retain their dignity even when the driver is in a hurry.

There is a marked feeling of stability, with no objectionable swaying or pitching. The acceleration is good without being spectacular, the car being fairly heavy in view of the luxurious appointments. Ninety m.p.h. comes up on almost any straight, and may be regarded as a cruising speed. It takes a little longer to reach 100 m.p.h., but this speed may genuinely be exceeded on the level without the help of wind or gradient. Full marks must be awarded for the accuracy of the speedometer, which was absolutely spot-on at 100 m.p.h.—a rare virtue indeed. As is to

be expected with a good disc installation, the brakes are fully up to their job and never get hot and bothered.

The fuel economy is surprising for so substantial a carriage, and at least 20 m.p.g. may be relied upon. The unusually large fuel tank holds no less than 16 gallons, and so the touring range is considerable, a very good point. Ample luggage space and an agreeably comfortable ride for all the passengers are other features which render this a particularly suitable vehicle for long-distance travel.

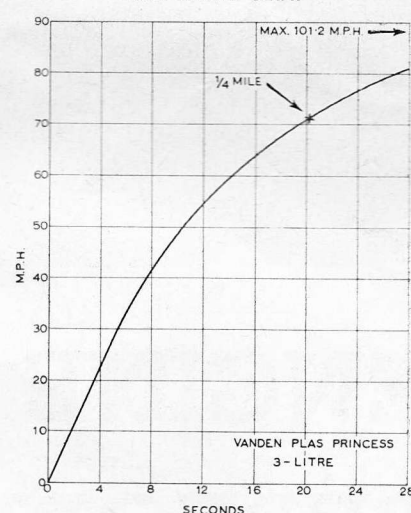
The Vanden Plas Princess is a car upon which a very famous coachbuilding firm has been allowed to lavish all its craftsmanship. Yet, by employing components from the B.M.C. range it has been possible to keep the price far below that of any competitive quality car. If it cost £1,000 more, it would by no means be expensive and it must be regarded as one of the best buys on the market today.



- A Wheelbase, 9 ft.
- B Overall length, 15 ft. 8½ ins.
- C Overall height, 4 ft. 11 ins.
- D Seat to steering wheel, 5 ins.
- E Seat back to steering wheel (max.), 1 ft. 4 ins.; (min.), 11 ins.
- F Seat to roof, 3 ft. 3½ ins.
- G Seat to roof, 3 ft.
- H Seat to floor, 1 ft. 4 ins.

- I Seat to floor, 1 ft. 3 ins.
- J Overall width, 5 ft. 8½ ins.
- K Front seat widths, 2 ft. 2 ins.
- L Overall front seats, 4 ft. 6 ins.
- M Overall rear seat, 4 ft. 7 ins.
- N Seat depth, 1 ft. 7 ins.
- O Front track, 4 ft. 6 ins.
- P Rear track, 4 ft. 5½ ins.

ACCELERATION GRAPH



## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Vanden Plas Princess 3-litre, price, with automatic transmission, £1,699 (including P.T.).

**Engine:** Six-cylinders, 83.34 mm. x 89 mm. (2,912 c.c.). Pushrod-operated overhead valves. Compression ratio 8.3 to 1. 108 b.h.p. at 4,750 r.p.m. Twin SU carburettors, Lucas coil and distributor.

**Transmission:** Borg-Warner automatic transmission with torque converter and three-speed epicyclic gearbox. Open propeller shaft. Hypoid rear axle, ratio 3.55 to 1.

**Chassis:** Box section chassis frame reinforced by all-steel body. Independent front suspension by wishbones and helical springs with cam gear steering. Anti-roll torsion bars front and rear and lever-type dampers all round. Rear axle on semi-elliptic springs. Hydraulic brakes with vacuum servo, discs in front and drums behind. Pressed-steel disc wheels fitted 7.00-14 ins. tyres.

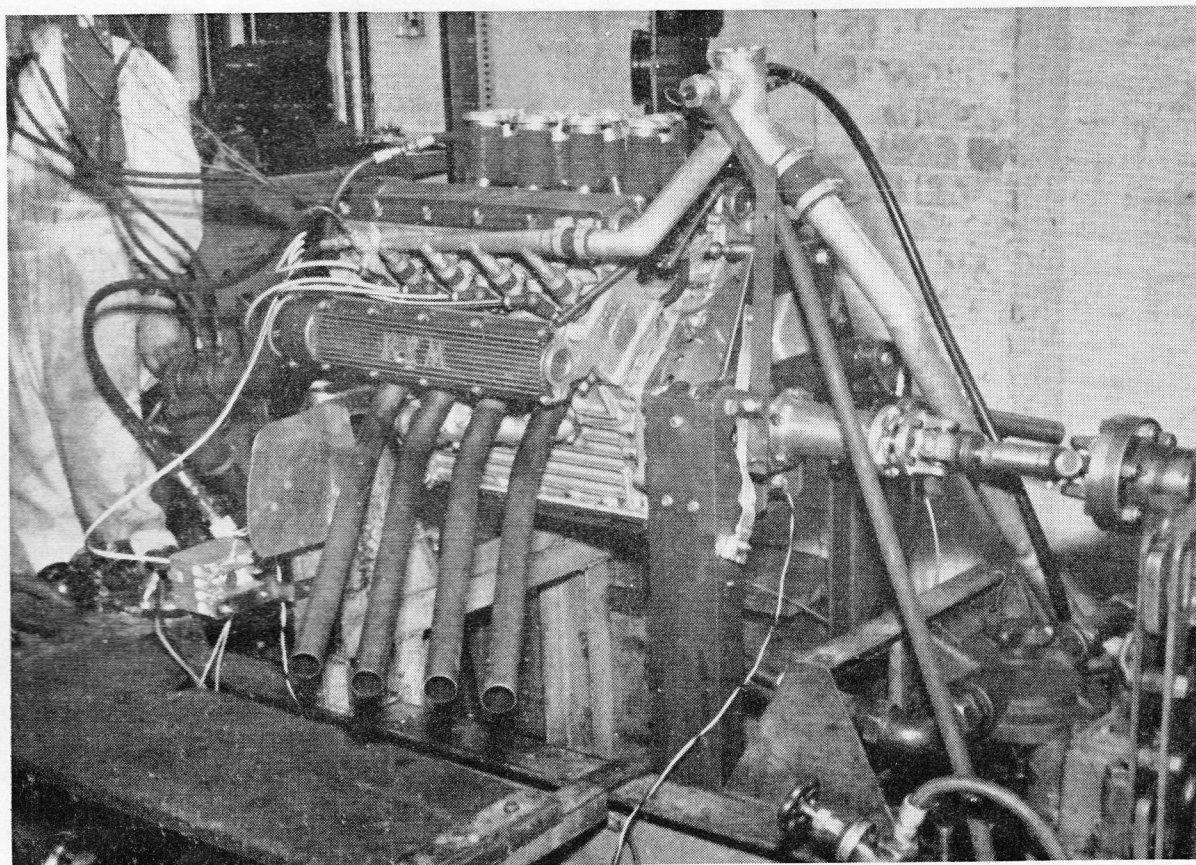
**Equipment:** Twelve-volt lighting and starting. Speedometer with trip. Oil pressure, fuel and water temperature gauges. Ammeter. Clock. Fresh air ventilation, heating and demisting system. Windscreen wipers and washers. Flashing direction indicators. Twin fog lamps. Map reading lamp. Reversing light. Extra on test car: radio.

**Dimensions:** Wheelbase, 9 ft. Track (front), 4 ft. 6 ins.; (rear), 4 ft. 5½ ins. Overall length, 15 ft. 8½ ins. Width, 5 ft. 8½ ins. Turning circle, 40 ft. Weight, 1 ton 11 cwt.

**Performance:** Maximum speed, 101.2 m.p.h. Standing quarter-mile, 20.2 secs. Acceleration: 0-30 m.p.h., 5.4 secs.; 0-50 m.p.h., 10.4 secs.; 0-60 m.p.h., 14.2 secs.; 0-80 m.p.h., 27 secs.

**Fuel Consumption:** 20-22 m.p.g.





# ENGINE PERFORMANCE AND ITS MEASUREMENT

BY TOM PRITCHARD

THE generally high standard of chassis performance in racing and sports-racing cars today places emphasis on the last few per cent. of engine power. Engines tend to be smaller than hitherto, and anything short of the full potential power is immediately reflected in car performance. Inevitably, all concerned, which includes keen followers of motor racing, are becoming increasingly "brake-horsepower conscious". Interest is added by the fact that several engineers, throughout the country, engage themselves full time on the development of production engines for racing. Exaggeration is not unknown, and from time to time one hears, generally second or third hand, of course, of engine performance varying from the unlikely to the virtually impossible.

The full significance of power output figures is not appreciated by all who refer to them, and it should be realized that any exaggeration of engineering fact in this respect, merely produces false and meaningless values. Much of the interest and attraction in motor racing is of a technical nature, and the writer believes that on the soundness of knowledge here, depends the return for one's interest. Fisherman-type stories are *out*, as are exaggerated claims in advertising, uprating kits, conversions, and accessories.

A power curve such as the one illustrated is the product of a full throttle test wherein the engine is run through its speed range in small increments. The speed is adjusted by varying the braking



effect of the dynamometer, and is maintained until engine temperatures have stabilized and the load—or "lift"—and fuel consumption readings have been taken. As observed, the data at each speed is entered on a log sheet, Fig. 2, the figures in italics being *calculated* after the test.

It will be seen that there is no direct measurement of B.H.P.—a dynamometer measures *torque*—and that the final calculation gives *corrected* B.H.P. and B.M.E.P. These latter values are the ones usually quoted and used in the compilation of power curves, etc., and although written as plain "B.H.P." and "B.M.E.P.", the word "corrected" is implied. Furthermore, whether figures are quoted as "gross" or "nett" makes no difference whatever to the necessity for corrected values.

Well, this is fine, chaps, the machine doesn't measure horsepower—you have to calculate that, and then you never refer to the answer because it has to be corrected first! Fortunately though, the explanations are quite simple. The diagram, Fig. 3, shows in principle the dynamometer and its load measuring gear. The rotor coupled to the engine under test is braked down to the required speed and then the value of the weight "W" is adjusted until the load arm is maintained in the horizontal posi-

tion. It will then be appreciated that, if the required balancing weight is  $W_1$  lbs. and its horizontal distance from the shaft centreline is 1 ft., the torque which the engine is producing is  $W_1 \times 1$  lbs. ft. If we now call the engine speed "N" R.P.M., the B.H.P. =

$$N \times W_1 \times 1 \times 2\pi / 33,000.$$

In actual practice the constant,

$$\frac{2\pi}{33,000}$$

—known as the "brake constant"—is made into a convenient fraction by adjusting the length "l". For instance, if we make  $l = 1.312$  ft., then

$$\frac{2\pi}{33,000} = \frac{1}{4000}$$

and B.H.P. =

$$\frac{W \times N}{4000}$$

$$\left( \frac{\text{dynamometer load} \times \text{R.P.M.}}{4000} \right)$$

There is nothing difficult in calculating B.H.P. this way, and it is readily apparent that, having fixed "l" at 1.312 ft.,  $\text{Torque} = 1.312 \times W$  lbs. ft.

The Brake Mean Effective Pressure (B.M.E.P.) of an engine is usually employed as a development yardstick in preference to its torque, as the former value represents volumetric and combus-

tion efficiency irrespective of engine size. Of course, when referring to a given engine, torque and B.M.E.P. are directly proportional, and in fact torque is proportional to B.M.E.P.  $\times$  Cubic Capacity. As for B.H.P., a simple formula is used to derive B.M.E.P. from the brake load "W", but as the dynamometer gives us a value representing torque—and doesn't "know" the size of the engine producing that torque—our formula must take into account the engine's swept volume.

The general expression is:—

$$\frac{12,978,000}{V} \times \frac{W}{K}$$

B.M.E.P. =  $\frac{12,978,000}{V} \times \frac{W}{K}$  where,

K = The aforementioned "Brake Constant"

V = Engine swept volume

W = Dynamometer load

This expression looks rather awkward, but using a given engine and dynamometer, B.M.E.P. becomes  $W \times \text{Constant}$ . For instance if the brake constant

is, as before,  $\frac{1}{4000}$  and the engine capacity is 1,087 c.c., B.M.E.P. =

$$\frac{12,978,000}{1087 \times 4000} = 2.98 \times W$$

For the benefit of those who like to know "how" or "why", the B.M.E.P. expression is derived as follows:—

P L A n

$$\text{From B.H.P.} = \frac{P L A n}{33,000}$$

$$P = \frac{33,000 \text{ B.H.P.}}{L A n}$$

(remembering that on a 4-stroke engine  $n = \frac{\text{R.P.M.}}{2}$ )

$$P = \frac{B.M.E.P. \text{ in lbs./sq. in.}}{33,000 \times 24 \times 2.54^3} \times \frac{W}{K}$$

$$= \frac{12,978,000}{V} \times \frac{W}{K}$$

Where:

L = Stroke in feet

A = Piston area in square inches

n = Number of firing strokes per minute

There should now be little difficulty in understanding how B.H.P., B.M.E.P., and where required, torque values, are obtained from the brake load readings by simple calculation. The performance figures produced are called "observed", or alternatively, "uncorrected" B.H.P., B.M.E.P. and torque and, as will be realized later, must always be qualified as such.

Now for the all important *corrected* performance values. The power output of an engine varies with the density of the ingoing air, and thus on the atmospheric pressure, temperature and humidity. We are inclined to forget this basic physical fact because, if the barometer is very low we are all "down for power" together, and secondly, vehicle performance *per se* is not significantly affected by the sort of power drops usual in adverse atmospheric conditions in Europe. Take your car several thousand feet above sea level, however, where atmospheric pressure will be markedly lower, and it will feel most sluggish. In bench test work repeatability of results within less than 2 per cent. is the aim, and thus to permit true comparison of engines, irrespective of ambient atmospheric conditions, the "observed" performance is corrected to that which would

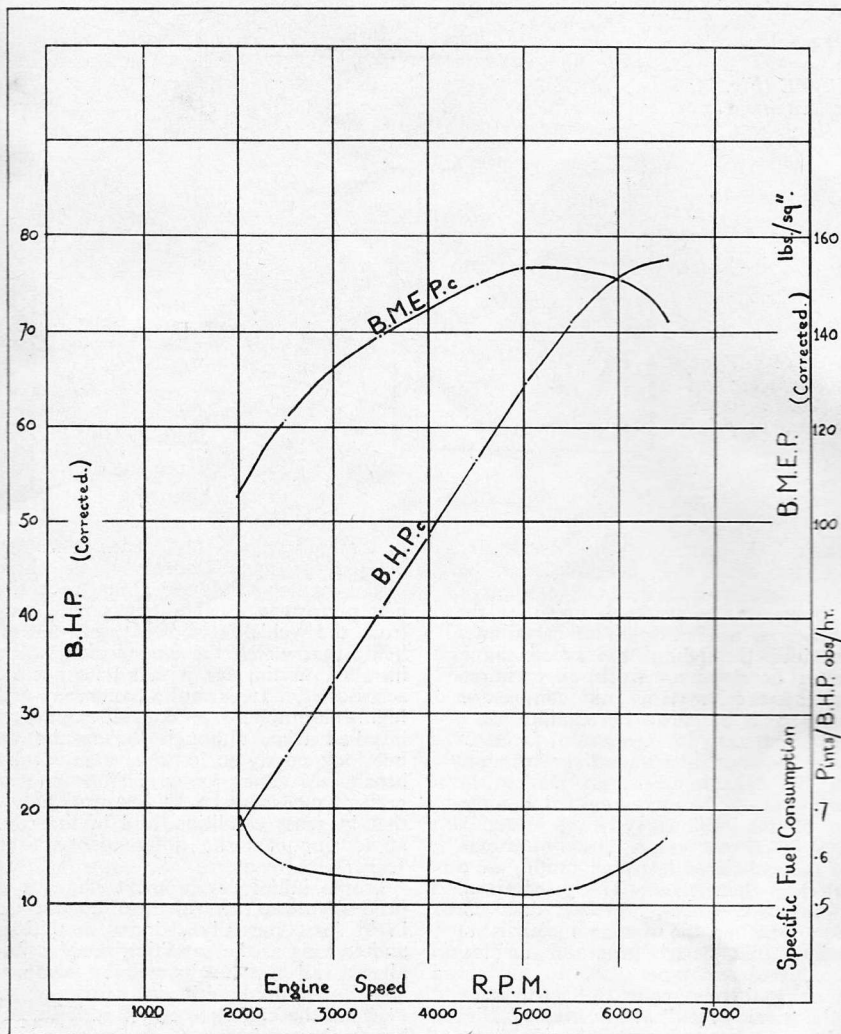


FIG. 1: Mark II 1,087 c.c. engine, typical performance. Standard ignition advance and carburettor settings are used, with pump "super plus" fuel and car exhaust system.







# THE "BRIGHTON RUN"

BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS

1961



THERE'S nothing quite like the "Brighton Run". Grand Prix racing is very fine and Le Mans has its glamour, but, to the real devotee, the R.A.C.'s November classic has it every time. Those of us who risk pneumonia to compete in it every year are only matched in enthusiasm by the spectators who line the route quite irrespective of the weather—and their number runs well into six figures.

Having competed in every Brighton Run since 1934, I can, perhaps, speak with some authority, and I say that the 1961 edition was one of the best. To collect 250 cars in Hyde Park, extricate them from a crowd of Cup Final proportions, send them down miles of spectator-lined roads already full of modern traffic, and finally bring them to rest without disaster in the Madeira Drive—that is a feat demanding real organization. That the thing runs like clockwork is a tribute to the R.A.C. and,

*HUGE CROWDS assembled to watch the Run. Here, on Pycombe Hill, the 1903 Darracq of Thorp and Wilson-Gunn puffs up before an enormous "gallery".*

above all, to the police, who perform miracles in filtering the veterans out of traffic jam after traffic jam and passing them painlessly on their way.

The morning of 5th November dawned very cold but providentially dry. Wet is the enemy of veteran cars, and the dry conditions considerably eased their task. So, as the sun began to rise, I drove once more into Hyde Park in the 1903 Panhard, full of pleasant anticipation. At first, one could greet the drivers and examine their cars as they arrived, but soon an immense and enthusiastic crowd rendered such pleasant diversions almost impossible.

The oldest cars were despatched first, led by the 1896 Arnold which took part

in the original Emancipation run that we were commemorating. Soon all the early primitives were away—the belt-driven Benz, the Leon Bollée three-wheelers, and the tube-ignition Daimlers. Among these was Jack Frost with his 1899 Haynes-Apperson, all the way from U.S.A. This huge car has a flat-twin engine of great size, driving the rear wheels through open spur gears. An unsprung tubular sub-frame is attached to the front and back axles, upon which the unfortunate engine and transmission ride. The body is sprung upon this assembly and the steering arrangements seem both crude and fragile.

Harrison's Phébus Aster is a smaller car with an unsprung engine at the rear, though the radiator is secured to its little nose. Another engine that suffers the bumps is in C. F. South's Victoria Combination, which has front-wheel drive and no front springs. All these mechanical curiosities departed, along with an aston-





**BELGIAN ENTRY:** All the way across the Channel came the 1900 Georges Richard single-cylinder two-seater of A. Pottier.

ishing tricar with two separate engines.

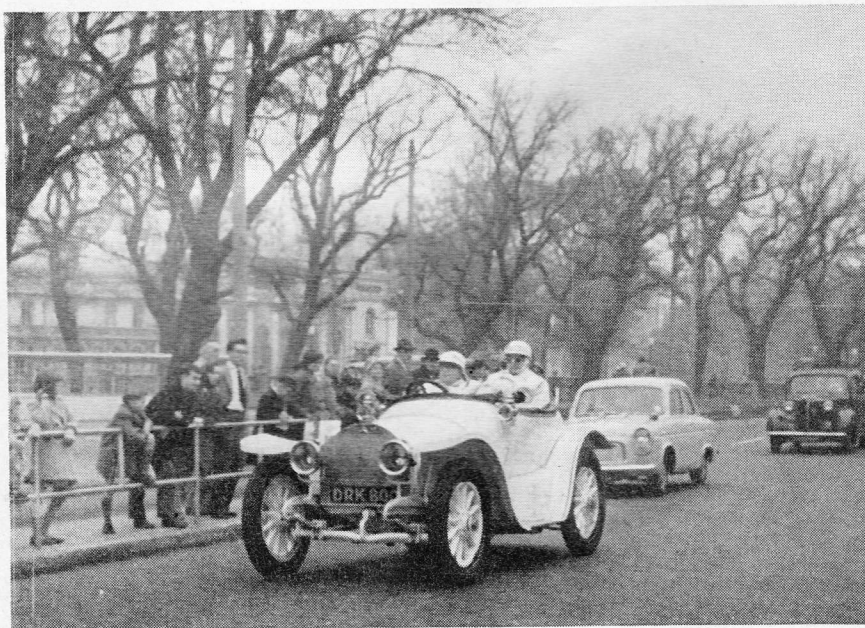
It was soon the Panhard's turn to take the road and I joined the cavalcade, with Raymond Baxter beside me in the cold and Tony Needell in the rather more protected stern sheets. A pleasant little "dice" with the Oldsmobile of Vernon Balls was soon abandoned when we realized that we might get ahead of the permitted schedule.

It was splendid to find that none of the usual early breakdowns had occurred. Nobody was in trouble on Westminster Bridge, and it was not until Waterloo that we saw J. S. Corry attack-

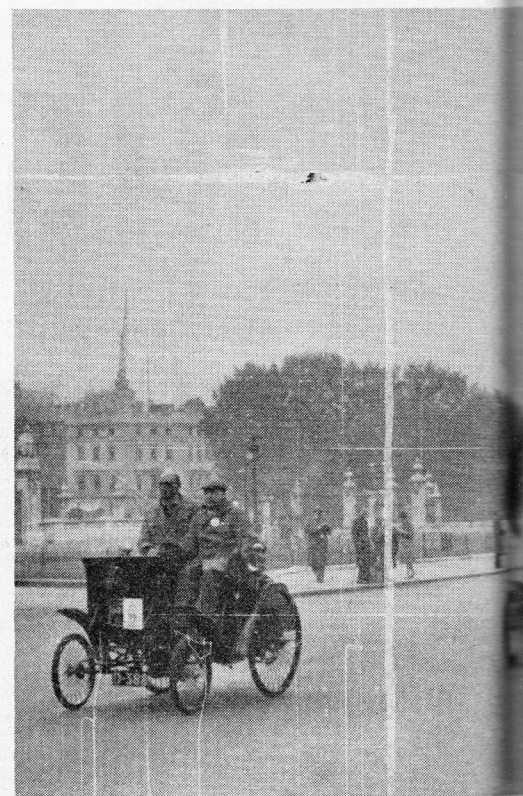
ing his 1902 Benz with a pair of pliers. Littler's 1901 Renault was also stationary in this area, though he later arrived safely at Brighton. In the Brixton Road, Hill's Napier was stationary in an ominous pool of water. J. G. Lumsden was having an animated discussion with his passenger over their Humber Olympia Tandem, and Peter Hampton had to work on the fuel feed of his magnificent 60 h.p. Mercedes. We were still going well, and so was a cheerful athlete on a penny-farthing bicycle.

Painter's 1902 Clement seemed to be in need of mechanical attention and at Streatham High Street we found several cars in trouble. Douglas FitzPatrick was winding the handle of the Achilles and the James and Browne of the City and Guilds College was surrounded by a sympathetic crowd. Hereabouts, the Panhard began to overtake some of the very early cars. E. S. Berry's 1896 Lutzmann, a big gangling car with an ultra-low-speed engine, was running very steadily, but had been outpaced by Philip Fotheringham-Parker's similar machine, with Graham Hill as passenger. Most of the Benz were steaming merrily but were travelling well on their solid tyres, and S. F. Cantor's rather similar Star was also proceeding in a cloud of steam. Legon's Clement, from Belgium, was either being refuelled or lubricated as the Panhard chuffed by.

Major Fairhurst had contrived to crawl underneath his little Decauville and Steadman's International Benz was stationary, as was G. W. Goodall's Royal Enfield Quad. B. M. Goodman was attending to his Benz at a garage, but on Purley Way the Benz of N. V. Reeves was travelling astonishingly fast, though steaming, of course. Also going beautifully, as usual, was Capt. Colver's Arnold. R. S. Miles was working on his Benz—probably a routine oiling stop—and I greased the water pump of the Panhard, which was leaking. After this, I drove in close company with S. J. Mitchell's Phoenix Trimo, a lively tricycle with a basket forecar.



**MAGNIFICENT MERCEDES:** The 1902 sports two-seater 25/28 of T. W. Lightfoot and O. Hersbosch passes Brighton Pavilion. The car was travelling at around 45 m.p.h. on the Crawley by-pass!



**PAST THE PALACE** and up The Mall go Fairhurst's 1898 Decauville voiturette (centre).



**GOGGLES ON** against the cold wind as the 1903 single-cylinder Napoleon two-seater of Sir Alec Coryton enters Brighton.

Without doubt, the crowds along the roadside were greater than ever before. How many millions watched the run it would be difficult to calculate, but fewer people followed the "old uns" in modern cars, I am glad to say, and those who





o L. E. Baker's 1899 Benz dogcart (left), Major H. Berry's 1896 Lutzmann victoria.



**RACING TWO-SEATER**—1903 model! Entering Madeira Drive is the 24 h.p. de Dietrich of the Shuttleworth Trust.

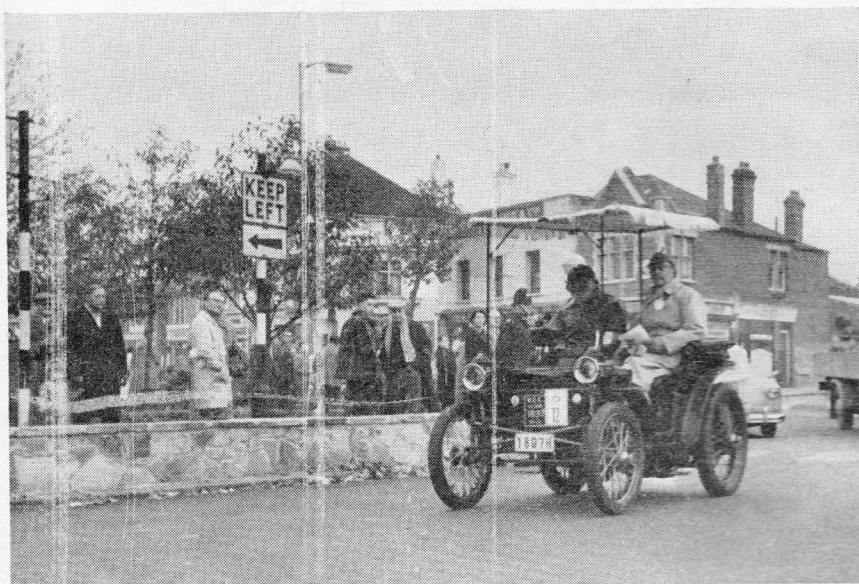
pletely safe in the traffic of today, but it is very unkind to baulk them on a hill.

J. F. W. Howes actually had a hood and screen on his Wolseley, and it took me all my time to pass him on the hill out of Coulsdon. Approaching Redhill, we caught the Haynes-Apperson, which was storming along at 15 to 20 m.p.h. with its big engine running at perhaps 500 r.p.m. The side water tank was steaming well. At Redhill, I stopped to fill the oil tanks and grease the water pump, where my son, who had escaped from school, joined the party. Climbing

water pump grease had been used, and as this component is driven by friction off the flywheel, it was tending to slip, leak, and generally misbehave. However, these occasional stops enabled us to watch different sections of the cavalcade, and we were present when the Americans had a very technical pit stop.

Fast cars, such as the Mercedes of Sears and Hampton, often stopped to avoid making too good an average. The early primitives with open crankshafts paused to grease their big ends, and Dennis Flather had a short maintenance session with the solid-tyred Daimler. Hayward's 1899 Star visited a garage, while Sloan's Benz and Legon's Clement needed attention in the bitter cold of the wide open spaces at Gatwick. K. H. Baker's Benz, which has completed more "Brighton's" than almost any car, was going magnificently on the Crawley Bypass, and Lightfoot's 1902 sports Mercedes left me standing—he must have been doing 45 m.p.h.

At Bolney, Forster's De Dion was receiving mechanical attention as was Clarke's similar car, but most of the breakdowns were trivial and stops were generally for routine oiling. Far ahead of its competitors, the 1897 Benz of Sir Hugh Dawson was approaching Brighton at a rousing clip. Many motoring celebrities were at the wheel, notably Jack



**THORNTON HEATH POND:** Round the island swings the 1897 twin-cylinder, 4 h.p. Vallee "vis-à-vis" of R. Schimp, a Belgian entry. Here, too, a large crowd gathered.

did drove with greater decorum than usual. Nobody carved me up, cut in, or caused me to brake violently—an all-time record for the run. The Riley tri-car of Inchley and Williamson was less lucky, overturning after a brush with a modern car that cut in, and Capt. Benbrough buckled a front wheel of his Leon Bollée, though the circumstances were not revealed. The brakes of the veterans are adequate for their moderate speed and most of them have quicker response to the steering than the best moderns. They are, therefore, com-

out of Redhill, bottom gear was employed for the first time, and Tony passed round the cherry brandy, to ward off the cold.

To some extent, the road has been spoilt by modern "improvements", for the Panhard used to need bottom gear a score of times on the run, and now there are only about two hills which stretch her to the limit. The weather became colder and colder as the coast was approached, but the rain still kept away. While we froze, the Panhard overheated, and water had to be added on occasion. It would seem that the wrong grade of

**UP BRIXTON HILL:** The passengers in this 1900 Benz 10 h.p. dogcart walk up behind as the veteran takes the gradient.







Brabham, Jack Kemsley, Murray Austin, Sir Clive Edwards, Lord Strathcarron, and television man Peter Dimmock. All

before lighting up time. Even on this journey, the enthusiasm of the public was tremendous, and I travelled to the

*COURTESY PLUS! The "modern motorist" on the left could scarcely have*

*PLUS! The "modern motorist" on the left could scarcely have*  
*left to the veterans as*  
*the Dion Bouton 6 h.p.*  
*(left camera) overhauls the*  
*newer of the same make*  
*out of Pycombe Hill.*

Brabham, Jack Kemsley, Murray Austin, Sir Clive Edwards, Lord Strathcarron, and television man Peter Dimmock. All of these notabilities arrived at Brighton, though Jack Kemsley had looked very perturbed during one of his pit stops.

Trouble can strike a veteran at any moment, and the Panhard stopped at the very edge of Brighton with overheating and kindred maladies. My crew worked with a will, and soon we were on the road again, arriving at the Madeira Drive with Arthur Prince, in an identical car, who drove his first "Brighton" in 1934, like me. Quite the smartest passenger at the finish was in S. J. Snowhall's Humberette, for he had a large dog in a deerstalker beside him. In fact, my dog eats deerstalkers—an expensive diet.

So, the cars moved in to the final check and a preliminary check, only 13 falling by the wayside. Nevertheless, there were 22 non-starters, and some system should be evolved to replace these in reserves. A few would-be competitors were excluded because the limit is 25, and they could, in fact, easily have replaced non-starters on the run. What about in R.A.C.? Some of these non-starters must have known well before the run that they were unlikely to be ready, but one who did not was Alec Hodsdon, who

before lighting up time. Even on this journey, the enthusiasm of the public was tremendous, and I travelled to the cheers of motorists, pedestrians, and even people in houses who flung open their windows to cheer. How British people love veteran cars, and what a privilege it is to drive one to Brighton in November every year.

*COURTESY PLUS! The "modern motorist" on the left could scarcely have*  
*left to the veterans as*  
*the given more road*  
*Turvey's 1903 4*  
*two-seater (near*  
*1902 8 h.p. Ton*  
*up the gradi*





# Club News

By MICHAEL DURNIN

LOOKING deep into the crystal ball it can be seen that the **R.M.C.S.M.C.** will run their Rallye Militaire on 17th-18th February. This event has, in previous years, been run for experts only. For 1962 it will be run under a restricted permit and will have the same high standard which has established a fine reputation, but without any of the rough roads (if you stay on route) which have caused criticism in the past. Regs. will be issued in due course. . . . Another change—this year the **Anglia and Prefect O.C.'s** 3 N's Rally will be a closed event, on 18th-19th November. Details from G. R. Lucas, "Cranmore", Ouseley Road, Wraysbury, Staines, Middlesex. . . . On 25th November

**B.A.R.C. (N.W.), Chester M.C.** and **R.A.F.A.M.C.** will co-promote an auto-cross meeting at Aintree. Secretary of the meeting is G. D. Hill, 29 Beryl Road, Nocturnum, Birkenhead. . . . Dinner-dance of the **B.A.R.C. (S.E.)** will take place on 1st December in the Cavendish Hotel, Eastbourne. Details from R. C. Matthews, Messrs. Caffyns, Ltd., Meads Road, Eastbourne. . . . Details of the **B.A.R.C. (Surrey)** Photographic Rally and of the centre's dinner-dance (rally, 26th November) are available from K. C. W. Rainsbury, "Whitegates", Leatherhead Road, Oxshott, Surrey. . . . The third Tempest Rally of the **Sutton and Cheam M.C.** will be run on 27th-28th January from starts at Leatherhead and Reading over 250 miles of metalled roads in Berks, Bucks and Wilts. Regs. will shortly be available. . . . **East Surrey M.C.'s** Woodcote Rally is scheduled for 25th-26th November, starting from Biggin Hill and finishing at Gatwick. Clubs invited to this 150-miler are Austin-Healey Club, Blackfriars M.C., B.R.S.C.C., C.S.M.A.,

Forces M.C., London M.C., Sevenoaks and D.M.C., Sutton and Cheam M.C., V.W.O.C., and championship contenders of the Central Southern Association. Secretary is Mrs. L. McCoy, 57 Dukes Avenue, New Malden, Surrey. . . . The dinner-dance of the **East Anglian M.C.** will be held on 24th November in the Royal Hotel, Clacton. Details from K. C. Truscott, Barton Olivers, West Bergholt, Colchester. . . . The **West Middlesex M.C.** have formed a section "devoted to the worship of the pre-war Austin 7" (what about the 750 M.C.?); secretary is Mrs. E. Pocklington, 17 Tudor Avenue, Hampton-on-Thames. . . . The John Bull Trial of the **Leicestershire C.C.** takes place near Uppingham on 19th November. The event is open to B.T.R.D.A., Hagley and D.L.C.C., Lancs and Ches C.C., London M.C., North Midland M.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C. and Peterborough M.C. Regs. from P. B. Butt, c/o A. B. Butt, Ltd., Queen Street, Leicester, who should have all entries by 15th November.

## THE "REGENT TROPHY" RALLY

Excitement All the Way!

ON three consecutive week-ends the "rally boys—and girls" have been out in force: to Wales for the "Mini Miglia"; Yorkshire for the "Dusk 'til Dawn" and last week-end to Derbyshire for the Stockport M.C.'s "Regent Trophy".

The event enjoyed the same high standard of organization and followed a similar pattern. Navigators were given 65 references as well as "out of bounds" and "noise" areas to plot 1½ hours before the start at Wilmslow R.A.F. Camp.

The full entry of 120 competitors contained 46 experts, 23 semi-experts, 27 novices and 24 Army boys entered with Champs or Land-Rovers. It was a disappointment, however, that Pte. Bootsie and R.S.M. Snudge, listed as competitors, were non-starters!

Most of the route lay on Map 111; the first section contained 40 controls to be visited in four hours, and three-quarters of the time allowances were seven minutes. To put competitors into the mood the first five controls all had to be visited within 15 minutes!

The now familiar idea of placing "No" signs on roads which are not passable and "Yes" signs on the correct route was extended by the use of "Rough" notices. Competitors always had the choice of taking these roads, which, although rugged, were not of a damaging nature to machinery if sensibly driven, or using a longer metalled route.

Control 31 (MR 319736 leave to west) dashed the hopes of several of the leaders at that stage, with four minutes to reach it from Control 30 at MR 320751. The correct route lay along the white road through 327738, but the most likely looking route was barred by a "No" sign. Many competitors thought the entrance to the track at 326744 seemed too muddy for it to be a "goer", but if only they had looked five yards round the corner they would have seen a welcoming "Yes" notice. Don Grimshaw and Brian Melia lost eight minutes on this section when the back wheels of Don's ex-works Healey 3000 subsided into a ditch as he was turning round, having investigated a "wrong 'un".

At the petrol stop near Ambergate the eventual winners were already in the lead. In their very non-standard Herald B. Hadfield and G. Haggie had put up a fantastic performance of both driving and navigation to lose only two minutes. Phil Simister/G. Robson (5 marks down) were followed by J. Hanson/N. Donovan, seven minutes adrift. No one else's penalties remained in single figures.

Hanson's Mini evidently succumbed to mechanical trouble later for he was seen parked by the roadside—very hard luck after such a fine run.

Seven tightly timed controls in the Grindon area culminating in a two-minute section, including the famous Grindon hairpins, ensured that there were no clean sheets on the second half of the route. A snap check on competitors' sealed watches checked that no watches had mysteriously run very slow!

Only six controls from the finish Phil Simister/Graham Robson (Anglia) were unfortunate in having a puncture and the tyre went flat while they were crossing a ford. The ensuing difficulty in removing the Ford from the ford cost them a disastrous eight minutes and they had to be content with third place.

Results for the first half were already on display as a cavalcade of tired competitors arrived back at Wilmslow. As the last competitor was due in, results were provisionally announced and half an hour later Messrs. Hadfield and Haggie were the happy possessors of a case of champagne which they were not slow to sample.

A particularly fine performance was that of the winning semi-expert crew F. E. Grange/Miss Yvonne Hilton on an Anglia, who lost only 33 marks to beat many of the more experienced crews. More than one discerning competitor was heard to remark that attractive Miss Hilton would be a welcome addition to any rally crew—and she can navigate!

VALERIE DOMLEO.

### Results

1. J. Hadfield/G. Haggie (Herald), 5 penalties; 2. D. Grimshaw/B. Melia (Austin-Healey 3000), 14; 3. P. Simister/G. Robson (Anglia), 16; 4. B. Harper/A. Crellin (Sebring), 16; 5. R. Sutcliffe/R. Dixon (VW), 19; 6. P. Astbury/Valerie Domleo (Morgan), 20.

## THE N.L.E.C.C. RADCAP RALLY

STARTING from Hatfield at 8.31 p.m., competitors, who had been grouped into two classes, Experts and Novices, were faced with a first part which embraced two sections of references, spot heights and Tulip Cards, to the mid-way halt and focal point of the event, a lay-by in the vicinity of Courteenhall, near Northampton. From this point, two loops led north and west, and the two classes took them in opposite order, so as to lessen the continuous passage of cars past any one place. There was a bonus section in the western loop for experts who were not more than 30 minutes late at the end of the previous section. The rally was based on straightforward navigation, and embraced most of the methods of map reading, with, here and there, a subtle variation, so that, with no "run-in" and plenty of change from section to section, there was no lack of interest. The event counted towards the B.T. & R.D.A.'s Silver Star Championship, the awards for which went to the Steiner/Actman A40 combination in a decisive manner.

### Coming Attractions

10th-18th November. **Scottish Motor Show, Kelvin Hall, Glasgow.**

11th-12th November. **Canary Islands Rally.**

Surrey S.C.C. *Sortie Rally.* Starts from Burgh Heath, Surrey, 10 p.m.

12th November. **Yorkshire S.C.C. Pennine Trophy Trial.** Starts from Pack Horse Hotel, Southowram, near Halifax, 10.30 a.m.

13th-18th November. **R.A.C. International Rally of Great Britain.**

18th-19th November. **Birmingham Y.C.M.C. Midland Rally.** Starts from Birmingham Civic Centre, 8 p.m.

Margate and D.C.C. *Ramsgate Rally.*

19th November. **Leicestershire C.C. Trial.** Starts from Fox and Hounds, Skeffington, near Uppingham, 11 a.m.

Co-promoted Production Car Trial. Starts from Little Mill Inn, Rowarth (MR 111/011890), 10.30 a.m.



*UNUSUAL trials mount but undoubtedly a most enviable car is C. Ellison's Frazer-Nash.*

THE night of fireworks and bonfires once more saw the competitors in the Falcon Motor Club's long-distance trial converging on the Cotswolds to pit their skill against the hazards of that glorious countryside. The beauty of the scenery was there as always but, unfortunately for the organizers, the hazards were curiously lacking. The fact that this year's entry list embraced some 80 vehicles shows that the event is tremendously popular, and this well-deserved popularity is due in no small measure to the ingenious system of handicapping which allows almost any type of vehicle to compete with an equal chance of capturing a major award provided that its driver is adept at coaxing it up a gradient; timed climbs, or "sprints", are included purely as tie-deciders and time controls on the road section are put in merely to conform to the G.C.R.s and to assist in marshalling the field in a given place at a given time, not as irksome mathematical exer-



## THE GUY FAWKES 200

### Falcon M.C.'s Long-distance Trial

cises. This formula for finding the winners on the hills does depend for its success on the hills themselves presenting certain difficulties. One would have thought that enough rain had fallen recently to ensure this, but any water which has descended on the Cotswolds seems to have vanished on contact with the ground and the famous trials hills can surely never have been in more gentle mood. The results of the event are not known at the time of writing, but there is every indication that there will be a large number of clean sheets and that timing will, therefore, assume more than its fair share of importance. This is very bad luck on the organizers but, nevertheless, the competitors appear to have enjoyed the event as much as ever.

If this year's trial did not produce

many failures through inability to climb, it will still be an object lesson to many drivers to prepare themselves more carefully for an event of this kind. As always on several of the hills, there were simple tests of the stop-and-go variety, details of which were known many days in advance, yet a surprising number of competitors were coming to the line with little or no idea of what was expected of them. Even some of those who obviously knew what to do in broad outline ruined their own chances by failure to use "the loaf". When a chap is told to stop astride a line and he knows that he will then be timed from the restart signal to the moment when his rear wheels clear that line, there is no one to blame but himself if he leaves the whole of his car hanging downhill from it and then either runs back over it or, at best,

takes 10 secs. instead of 1 sec. to clear it. Some of those whose resounding failures in such tests were accompanied by much sound and fury should have watched David Hale's A.B.C. or M. Croome's Trojan establishing, with a single "chuff", times which would have done credit to a trials special.

The specials were probably harder hit this year than any other cars. Their restart on the first step of the Ladder and their tight turn at the foot of Fort I caused several failures on hills which the saloons, particularly those with i.r.s., were treating with the utmost contempt. The only special driver we met who seemed to think he stood a chance was Falcon secretary Ron Warren. Michael Lawrence, who has done great things in this event with his special, deserted it this year in favour of a Land-Rover with which he provided some stern opposition to the Army drivers, who were sampling the trial for the second year. The Tucker-Peake family was represented this time by the rising generation only, the Clerk of the Course's well-known Tucker-M.G. being crewed by daughters Maralyn and Susan, average age 17; from what we saw of their performance, it looks as though they will keep the family name in the news from some time to come. We somehow missed seeing most of the sports cars in action, but we heard that W. B. Caldwell's TR3 was climbing well. Among the saloons, Les Needham (VW) and Alan Blick (Renault Gordini) were showing great skill and determination, and Donald Cannon seemed to be doing well with a perfectly standard A35 although handicapped to a certain extent by the solid rear end.

If the weary organizers cannot get out the results in time for this issue, which is asking a very great deal, they will be published separately when available. We hope, for the club's sake, that more rain will fall next year *before*, but not during, the event which they work so hard to put on.

DAVID PRITCHARD.



*TAKEN BY STORM! The fantastic little Messerschmitt of T. L. Wood takes Stairway in the dark.*



# CORRESPONDENCE

## Clubman's Silverstone

As your correspondent K. Randall has singled out by name only two drivers he criticizes for participating in this meeting, and as they were both entered by the Chequered Flag, I feel it incumbent upon me to reply.

We certainly did not go to "steal the prize money from the clubmen". There was no prize money (or starting money, or bonus moneys from fuel or tyre companies) and the expense of entering two properly prepared cars at any meeting is considerable. In fact, our organization over the last four years has spent large sums of money in supporting racing at International, National and club meetings, usually with little or, as in this case, no chance of financial return.

Not only did the organizers accept our entries but they thanked us afterwards for supporting their meeting and making it more interesting for the spectators. No other driver appears to resent our presence; indeed, with such well-known names as Frank Gardner, Peter Procter, Gordon Lee, John Rhodes, David Hobbs, Peter Sargeant, Dick Protheroe, John Bekaert, etc., it is hard to see why Mr. Randall should have aimed his remarks at Bill Moss and myself.

Definition of the "bigger boys" that your correspondent refers to as "pestering the enthusiasts" is difficult, for all the drivers there were enthusiasts.

That we entered because we enjoy motor-racing and not with thought of gain other than the doubtful value of publicity is shown by the fact that both cars were entered for races that they had little chance of winning as well as for their "proper" races. The Elite was entered for the sports-racing car race and the Gemini in the *Formule Libre* race. A correspondent in a contemporary writes that the happy memory of motor sport he will carry with him over the winter is that of Bill Moss in the little Gemini overtaking a 2½-litre F1 Lotus around the outside of Woodcote—if that is "pestering" I am sure the spectators enjoyed it as much as the drivers certainly did.

I entered because there is normally only one chance a year to drive on the "full" Silverstone circuit and I wanted to keep my hand in. Bill entered because I asked him to! We entered the Gemini in the hope of continuing the recent run of Gemini successes which may help us to sell Geminis next season; we ran a privately owned car to demonstrate that the cars we sell are as fast as our own "works" cars.

The Geminis have on more than one occasion taken the first two places in fields that included the full might of Team Lotus, the Tyrell Coopers, the Lola Team, etc. etc., as well as winning other major F.J. races, so it seems unreasonable to accuse us of "pot hunting" at only the smaller meetings.

GRAHAM A. WARNER.

CHISWICK, W.4.

## "In Memoriam 'Autosport' Championship"

As the "sole" driver to have competed in all Three-Hour Finals of the AUTOSPORT Championship since its inception, I read that the championship for 1962 is to be run for sports-racing cars.

I hope that the organizing panel will reconsider their decisions in the light of the following:—

- (a) Sports-racing cars are admitted freely into *Formule Libre* races. Try to enter a G.T. car.
- (b) What chance do "marque" G.T. cars have in International/National races—let alone get an entry in the over 2,000 c.c. class?
- (c) Keep the AUTOSPORT Championship for the "true amateur" driver of G.T. cars.

DAVID G. DIXON.

STANMORE, MIDDLESEX.

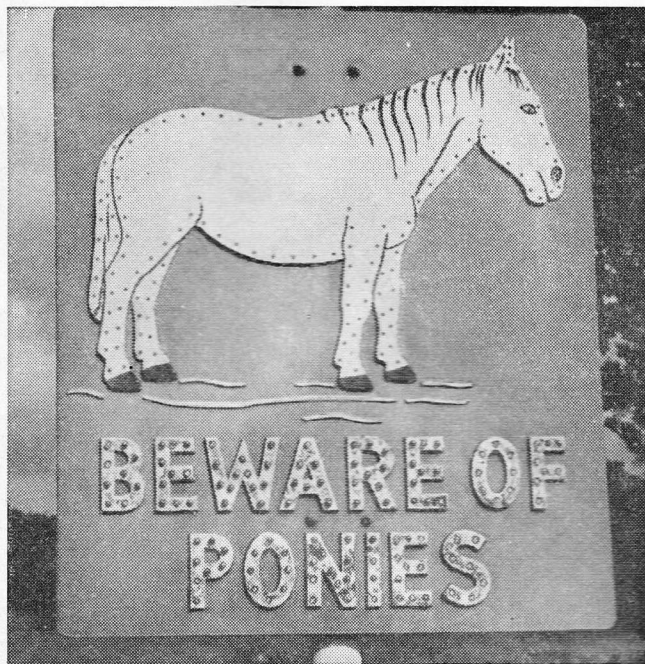
## The TR4

AFTER making the annual pilgrimage to the Earls Court Motor Show I would like to endorse your comments and say what a really good show it was this year. Many interesting new models were shown, each one drawing fair criticism and commendations. The car that really hit the mark in my opinion is the new TR4: it has that real beefy look about it and is a worthy successor to the TR3. However, I am sure that Standard-Triumph will bear with me when criticizing the car for its rather shoddy interior finish. The items I refer to are the control switches mounted below the fascia—tumbler switches work so much better—the passenger grab handle which was almost falling off by the fourth day of the show and the poor-fitting glove box. Whilst I realize that the basic price of the car is not expensive, surely a little more spent where the driver spends all his time would be worth while. The above comments are not solely my own but of many friends I have spoken to about the TR4, and I am surely unbiased, having owned no fewer than three TRs during the past four years.

E. A. FISHER.

SURBITON, SURREY.

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



But for the sign of  
good petrol  
**THERE'S NOTHING LIKE  
SUPER NATIONAL**



A distinctly horsey hazard. The New Forest, Hants. is the place, of course (N.B. Map Ref: I/P.30). Wherever you drive, fill up with your favourite National petrol at a friendly National station.



BRIAN FOLEY'S

# Report from Eire

## Sexton Trophy Results

THE Eire trials season is now in full swing and the racing machinery lies under the dust covers of the annual winter hibernation. The year 1961 was a great one for record-breakers and records toppled at every Irish event, with the exception of the Corkscrew hill-climb in Co. Clare where rain spoiled the proceedings. Record crowds turned out to all the many events, entries were higher than ever before, and an even larger contingent of English drivers supported the only two genuine road racing events left in the British Isles—Phoenix Park and Dunboyne. Despite the prediction of Lotus Seven driver Jon Derisley, in a recent letter in AUTOSPORT, we hope to have an even bigger invasion of English racers for these two events next summer!

Hill-climber of the year was undoubtedly John Pringle of Bangor. With his extremely potent 2.5-litre Cooper-Climax, John established new records for no fewer than eight Irish hills—Cairncastle, Enniskerry, Spelga, Mount Venus, Calary, Craigantlet, Altidore and Knockagh. In fact he was only once beaten and that was by the Acheson brothers, Maurice in a Lotus 20 and Doug in a Lotus 15, who tied for joint B.T.D. at Syonfin. Brian Bleakley and his 1,000 c.c. Kieft-J.A.P. set up new records for Rathmoylan and Tralee hills, Paddy Hopkirk (F.J. Elva) set up the record for the new hill at Farnanes in Co. Cork, and Reg Armstrong (Lotus 18) set up the record for the new hill in King William's Glen in Co. Louth. Dan McAlister celebrated his first full season with his 1.5-litre Cooper-Climax by winning the Sexton Trophy for the Eire speed championship.

Although Dan was still learning to handle the Cooper, he broke the record at Dungarvan and Ballylaneen, and also set up B.T.D. at Corkscrew, as well as taking several class awards. His best performance was at Phoenix Park in July when he finished second behind Gerry Ashmore's F1 Lotus-Climax in the 100 miles Irish Shell-B.P. Trophy race for 1,500 c.c. monopostos. With a total of 207.5 points, McAlister was literally miles ahead of everyone else in the final Sexton placings. The results are as follows: 1, Dan McAlister, 207.5 points; 2, Peter Kramm (3.8 Jaguar and Lotus 18), 148.5; 3, Kevin Diffley (M.G. and Sprite), 147.5; 4, Edmund Gill (Lotus 18), 145.5; 5, John Burke (Gordini), 138.75; 6, Johnny duMoulin (Ford Anglia and Austin-Healey 100), 133.75; 7, Don Hunter (Lotus 18 and Sprite), 122.75; 8, Des Cullen (NSU Prinz and Sprite), 118.25; 9, Malcolm MacNaughton (Lotus 20, Sprite and Austin Seven), 116.5; and 10, Reg Armstrong (Lotus 18 and 20), 96.5.

The results of the saloon car Sexton are as follows: 1, Peter Kramm, 102.5 points; 2, Johnny duMoulin, 89.25; 3, Des Cullen, 60.75; 4, Reggie Redmond (Auto Union 1000), 52.5; 5, Dr. Gar O'Brien (NSU Sport Prinz), 52.25; and 6, Mrs. Delphine Bigger (Austin Seven), 49.

For the record the past winners of the Sexton Trophy are as follows: the late Dudley Colley (1948), Joe Kelly (1949



*PADDY HOPKIRK drove his Sunbeam Alpine in the Rhodes Cup Trial on the 14th October, and in spite of having a racing camshaft and this brief visit to the country, he won the over 1,000 c.c. sports car class: he was the only entrant in the class!*

and 1954), Pearse Cahill (1950), Irwin Catherwood (1951), Joe Flynn (1952, 1957 and 1960), Dickie Odlum (1953), Mike Heather (1955) and Bill Bradshaw (1956, 1958 and 1959). The Sexton Trophy is dedicated to the memory of the late Walter Sexton, the man behind the pre-war Phoenix Park races.

## Rhodes Cup Trial

MOTOR ENTHUSIASTS' CLUB hold two of the best driving-test events of the year, their Tostal and Rhodes Cup trials. Neither of these trials counts for the Hewison Trophy and/or any other particular championship. Is there a moral in this somewhere? The Rhodes Cup trial was held on a beautiful Saturday, 14th October, in the Dublin-Wicklow mountains. The premier went to Seamus Griffin by 5.6 marks from Cecil Vard.

### Results

**Rhodes Cup:** S. Griffin (Griffin-Ford), 350.9 marks. **1,000 c.c. Saloons:** 1, C. Vard (Austin Seven), 355.3; 2, L. Vard (Austin Seven), 360.1; 3, J. Moore (Austin Seven), 385.0 **1,000 to 1,300 c.c. Saloons:** 1, L. Mooney (Volkswagen), 378.7; 2, P. O'Callaghan (Volkswagen), 347.0. **Over 1,300 c.c. Saloons:** 1, C. Gunn (Hillman Minx), 456.7; 2, D. Cullen (Hillman Minx), 476.0; 3, J. Cooney (Simca Aronde), 502. **Specials:** 1, R. Redmond (M.M.3), 385.9. **1,000 c.c. Sports Cars:** 1, J. Fildes (M.G. Midget), 389.0. **Over 1,000 c.c. Sports Cars:** 1, P. Hopkirk (Sunbeam Alpine), 445.0. **Novice Class:** 1, N. Smith (NSU Prinz), 390.2; 2, J. Vard (NSU Prinz), 402.3; 3, D. Brindley (NSU Prinz), 428.0. **Visitor's Award:** 1, P. O'Callaghan (Volkswagen).

## Tyresoles Cup Trial

FOR the past two seasons the Hewison Trophy was awarded to the driver gaining the greatest number of points in a certain number of specified events. For the 1961-62 season, the R.I.A.C. have

abolished this system. Instead of a large number of Hewison Trials held throughout the season in the Dublin area and in the country, we shall now have a series of qualifying events. Drivers may qualify

by finishing in the first 10 places in a number of these events, and those that qualify will then do battle for the Hewison in one single driving tests trial which will be known as "The Hewison Trophy Championship Trial". It is expected that this trial will be an all-day effort and it will probably be held on next St. Patrick's Day, 17th March. It remains to be seen if this idea will prove successful or not, but, come what may, next Lá Fheile Padraig will be a great day for the Irish.

A very serious objection to the majority of all the driving tests trials held in Ireland in the past two years, has been the inclusion of some extremely tight tests which literally put paid to the chances of drivers of anything other than a B.M.C. "Minnie", a Prinz, or a Special, of winning the Premier. This writer has mentioned this utterly ridiculous state of affairs in several past issues of AUTOSPORT, and now, at long last, we have had a trial which was absolutely fair game for everyone.

The Waterford Motor Club's Tyresoles Cup Trial on Sunday, 15th October, was a Hewison qualifying event. All eight tests were well thought out and it is a great tribute to the Waterford men that five different makes and types of car figured in the first five places. This trial was about the most closely contested event ever held in Ireland. Five men had the Premier Award within their grasp just before the final test. Seamus Griffin, the Hewison holder, lost the draw employed throughout the day to determine the order in which drivers were to come to the line. Shay was first man off and he finished the test with a total of 290.1 marks



## CAMBRIDGE C.C. AUTOCROSS

CAMBRIDGE C.C., the "home" club of many leading exponents of the sport of autocross, held a highly successful end-of-season meeting at Meldreth, Cambs, recently.

The event was heavily over-subscribed, and those lucky enough to be accepted for a final fling before winter set in made their way to club member Peter Marr's farm, where a 1,000-yard course had been laid out on Peter's best and most level meadow—which was very nice of him!

Competitors got in a spot of unofficial practice en route to the meadow, which was via a slightly wet farmyard, and mud tracks designed for diesel tractors rather than Lotuses, Porsches and other non-agricultural vehicles.

This, however, was a useful foretaste of things to come. Although the sun tried hard, most of the fast and slow bends on the kidney-shaped course remained extremely dicey from an adhesion point of view, one in particular almost qualifying for an autocross-on-ice label.

In these conditions highly interesting competition developed between types, rather than capacity classes. The front-wheel drive school, ably led by Ken Piper's B.R.M.-sounding DKW-Auto Union and E. von Hartmann's Yimkin Mini-Minor, dealt with the aforesaid bends in a more rapid and zestful manner than their rivals, the rear-engined brigade.

The latter lot (in more senses than one!), headed by Paul Kerridge's familiar autocrossing Porsche, and Laurie Manifold's Fish-carburetted VW, showed an unwilling tendency to drive straight ahead on the more slippery curves—although their traction, especially at the start line, seemed superior. It was not enough, however, and in the first of the two-lap timed runs, Mr. Piper's "tweaked Deek" (equipped with Auto Union 1000s engine and twin-choke Solex carb.) streaked round in 1 min. 13.2 secs., lowered to a formidable 1 min. 12.1 secs. on a second run. The best the rear-drive gents could manage in reply to this was Manifold's 1 min. 14.8 secs. Heads were then put together in the rear camp, and the "knobbly" tyres on the rear of the Kerridge Porsche were swapped with the normal treads on the front, in an attempt to give steering grip.

The plan misfired when the Porsche front end stayed put perfectly, but the plain-shod rear spun in those ever-decreasing circles one sometimes hears

about! Finally, the errant Porsche was fitted with knobbles *all round*, and on a third run (which was not part of the main contest) Kerridge cheered his side with a stable—and fast—time of 1 min. 14 secs. dead. But Mr. Piper was left calling the tune. . . .

Other excellent saloon times were provided by W. E. Blydenstein's Borgward (taking time off from Goodwood) with 1 min. 18.7 secs., P. Meldrum's Alexander Herald (1 min. 14.6 secs.), and von Hartmann with 1 min. 14 secs. dead.

Battles among the big stuff (specials or non-production sports) saw a return match between Frank Pryor, the reigning B.T.R.D.A. autocross champion, in his Iris II TR-engine/VW-drive special, and Lotus-borne John Sheldrick. Sheldrick had just managed to pip his friend Pryor at the Peterborough M.C. Autocross a fortnight before, but this time Mr. Pryor meant to be prior. And he was—with a time, amazing in the conditions, of 1 min. 7.7 secs. This was literally mud in the eye for John, who managed a fast 1 min. 10.7 secs.—but then, there is always the next time. Arnold Butcher carved his way round the circuit in his Lotus with an even better 1 min. 9.9 secs.

Bearded Bert Westwood, that popular veteran of motor racing, showed that the hands which drove for works teams in the inter-war years had lost none of their cunning. He whipped Iris I rapidly round in 1 min. 9.8 secs., to take the class (Frank Pryor having qualified for B.T.D.).

In the organizing dept., secretary Roger Bowyer and his officials could not be faulted. In the hard luck dept., sympathy went to Peter Marr—who lay flu-stricken in his farmhouse within earshot of the sounds of motor sport on his own land, but unable even to manage a lap round the landing in his pyjamas. P.F.

### Provisional Results

**B.T.D.:** Frank Pryor (Iris II), 1 m. 7.7 s. **Saloons up to 1,000 c.c.:** K. Piper (DKW-Auto Union), 1 m. 12.1 s. **Saloons over 1,000 c.c.:** L. Manifold (VW-Fish), 1 m. 14.8 s. **Sports:** K. Piper (Messerschmitt), 1 m. 9 s. **Non-Production Sports and Specials:** B. Westwood (Iris I), 1 m. 9.8 s. **Handicap Award:** M. Bentley (Hillman Minx).

### "NOVEMBER RALLY"

JOINTLY promoted by Southport M.C., Waterloo M.C. and Wirral Eagle M.C., this event on 5th November started at Mere Brow Garage, Nr. Southport, at 9.30 a.m.

The organizers wisely sent off the fast machinery first and the route proceeded southwards and eastwards, near Rufford Mawdsley, Grimsargh and Inglewaite to T.C. 1 at Cloughton. This was a long section and enabled navigators to plot ahead.

Thereafter things tightened up as competitors proceeded via Sowland Forest and over the Old Hornby Poney Track, through T.C. 2 near Slaidburn, thence up the Lune Valley.

Having passed further controls the halfway halt was reached at Casterton, where 25 per cent. of the entry were late and Dr. and Mrs. Stok retired with carburettor trouble. At this stage the leaders were R. Watkinson/M. Stuttard, K. Mayberry/I. Scott-Craig and F. Murgatroyd/R. Stuttard, all with clean sheets.

The early part of the second half was very tight and proved to be the "meat" of the event. The route went westwards before turning southwards over Hutton Roof and many muddy white roads were encountered. Thereafter the timing eased off a bit as the cars went near Caton, Quernmore, Barnacre Woods and Catterall to a tricky slot near Garstang. The tough stuff was now over and there were two comparatively easy sections in a large loop in the Fylde area.

Competitors proceeded from the final Control on an untimed route back to Mere Brow Garage, where the usual inquest took place. After a half hour protest period the following final results were announced:—

### Results

1. F. Murgatroyd/R. Stuttard, 20 penalties; 2. R. Rosenbloom/D. Fann, 30; 3. K. Mayberry/I. Scott-Craig, 50. **Team Award:** F. Murgatroyd/R. Watkinson, Southport M.C. **Novice Award:** F. Clarke/D. Woods, Wirral Eagle I.C. 300 penalties.

### B.A.R.C. PRODUCTION CAR TRIAL

IN the midst of a thick fog which lifted for a few brief moments at mid-day to give false hopes for a sunny afternoon, 14 competitors, a hardy band of organizers and marshals and an even harder collection of spectators gathered at Draper's Farm, Prestbury, near Cheltenham, for the West Midlands Group B.A.R.C. production car trials.

In spite of foul weather the event was very successful, some interesting tests and good driving helping one to forget the vagaries of the English climate. In an afternoon of close competition on a surface made tricky by the damp atmosphere eventual class winners were:—

R. Hancock (Anglia), 79 points lost; D. Ruskell (Jaguar XK 120), 64; N. Kell (Skoda), 58.

## RUDDSPEED 1962 MODELS

SEND FOR ROAD TEST REPORTS AND ACCESSORY LISTS

RUDDSPEED VOLVO 1,800 c.c. Disc Braked 110 b.h.p. saloon with large valve head, modified suspension. 110 m.p.h. Overdrive.

Price from £1,385

RUDDSPEED 90 m.p.h. DAUPHINE. Alloy large valve head, lowered decambered suspension, high ratio steering, 48 b.h.p. engine.

Price from £715

RUDDSPEED A-HEALEY 3000 Mk. 2 185 b.h.p. Flowed head, triple HD6 exchange carbs. with improved inlets. 6-branch exhaust, modified suspension.

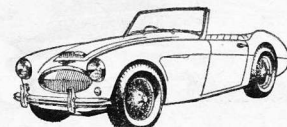
Price from £1,225



41 HIGH ST.,



WORTHING





### THE MOORFOOT RALLY

"Nor too difficult" was the order of the day for the Moorfoot Rally, which was organized by the Scottish Centre of the M.G. Car Club and took place on 22nd October.

The entry list was very mixed and ranged from the M.G. TA of A. Dickson and the T.R.G. of J. Henry to the Cooper-Minis of Boyd Tunnoch and Donald McGlynn and T. Buchanan's M.G. Midget. Out practising for the R.A.C. Rally was Maggie Mackenzie in a Mini. The only competitor challenging first place in the championship was Logan Morrison, but a twice-punctured Mini put him out of the running and the championship went to his brother, who was so far ahead in points that he did not need to take part in the Moorfoot.

The start was made at 10.30 a.m. from Kirkhill Hotel on the outskirts of Eskbank and the first route sheet let the navigators know that they were in for a rather easy time of it. Only one map reference was given and the rest of the instructions consisted of place names which had to be passed and route directions which had to be followed. Despite this, some competitors did go wrong and Ian Macdonald in his Sunbeam Alpine was very late checking into the first control.

The first driving test was held at the end of the first section and was situated on a hill with a rather deep ford at the bottom. The drivers had to start at the top of the hill, drive through the ford to stop astride a hill, then reverse back through the ford to the top of the hill and finally through the ford again to stop astride the finishing line. Boyd

Tunnoch was the first competitor to do the test and also the second. On his first attempt he tore off his sump guard in the ford, only to find on finishing that the marshal's watch had stopped working and he had to do the test again.

The route sheets did not turn up for the next section and after a 40-minute delay it was decided to miss it out. The competitors were given the map reference of the second control and sent on their way. The second test had also to be abandoned after all the competitors had tried to do it unsuccessfully. The test took the form of a bonus hill but the wet weather made it impossible, even for the Cooper-Minis, which went farthest up.

The third section took the competitors over white roads, without map references or codewords, to the third test, which was held on a muddy track. This test consisted of driving forward to stop astride a line, reversing back on to the grass verge and then forward to finish astride the starting line. The fastest time was put up by Jim McInnes in his M.G.A.

The fourth route card had reversed instructions and a lot of the competitors had to open their envelopes to find the fifth control, from where a 17.5-mile "ball-and-arrow" section took them to the halfway stage at Charterhall racing circuit where the fourth test was held. This comprised a zig-zag round three pylons and caused some bother to John McLay (M.G.A.) whose handbrake had packed in before the start. Fastest time was put up by Duncan Paterson (M.G.A.).

The sixth section took the competitors, without map references, over some very muddy terrain and through 12 gates. The average speed was 18 m.p.h., which gives

some idea of the route, and the seventh section was similar with an average speed of 21 m.p.h. The fifth test was held here with a dammed ford in the middle of it. The eighth section was all map references and took the competitors to the last test which was a bonus hill. All the entrants managed up the hill eventually but most of them needed the help of a tractor which had been thoughtfully provided.

The last 16.5-mile "ball-and-arrow" section took the rally to the Dalrymple Hotel, North Berwick, where a welcome meal was served. The provisional results were:—

**M.G. Trophy:** D. Paterson/A. F. Stubbs (M.G.A.). **Closed Class:** C. D. Paterson (Riley). **Hardtop Class:** J. S. McLay (M.G.A.). **Team Award:** D. Paterson (M.G.A.), A. B. Tunnoch (Mini-Cooper), J. S. McLay (M.G.A.).

### Engine Performance—continued

they are useful for the comparison of engines on a true potential basis, removed from differing losses in exhaust and induction appendages, and accessories, between various vehicles.

When dealing with racing engines, every endeavour is made to represent car conditions on the test bench. One is not bothered with air cleaners or radiator fans here, and invariably the exhaust system used on the car enhances engine power, rather than reduces it. Thus, figures quoted for racing engines need no qualification, and one just hopes that they are honest!

After all the foregoing, gentlemen, no more references to so and so's horses having "long hairy legs", and the American species being, "thin and wan" please!

## David Buxton Limited

### MASERATI, LOTUS and T.V.R. DISTRIBUTORS

Appointed Agents for Fiat, Borgward and Mercedes-Benz

**KARMANN-GHIA VOLKSWAGEN**, 1961 (Feb.). The recent property of a company director's wife. This car has covered a nominal mileage of 21,000 miles since new and is indistinguishable from new. Fitted with every conceivable extra, and finished in unmarked black/red dual-tone.

**JENSEN 541**, 1956 Series car registered December 1955. Fitted radio, heater, overdrive, wire wheels and Road-speed tyres. This is a superb example of this genuine four-seater sports car. Two owners only from new in very much above-average condition.

**LOTUS SUPER SEVEN**, 1961. Fitted with full Formula Junior specification 105E engine with SU carburettors and close-ratio gearbox. Also fitted full instrumentation and Lotus American-type wings and Dunlop R5 racing tyres. Just completed a complete respray in our workshop, as new throughout.

**AUSTIN-HEALEY 100/6**, 1957. This ex-works car, fitted with disc brakes, overdrive, wire wheels and many other extras, is finished in blue/white dual-tone and represents a superb example of the occasional four-seater model. Any trial, bought complete with a six months guarantee.

**T.V.R. MK. 2**, 1961. 105E Superspeed version, 7,000 miles only from new. Engine modified to full Superspeed modification including balanced engine, high-lift camshaft, high compression head, etc., etc. Finished in red with black leather interior. Again, another car as new.

**MERCEDES-BENZ 220 SE** for the man with the family in mind. A new example of this superb marque finished in grey. Sports car performance from this beautifully appointed luxury saloon. As factory appointed Mercedes-Benz Sales and Service agents, demonstrations can be arranged at any time, at your home or office perhaps.

**M.G.A.** We have available a selection of six M.G.A. cars, 1957 to 1960, most of which are fitted with many extras including hardtops, wire wheels, etc., etc. We shall be pleased to forward the fullest details on application, together with their respective prices.

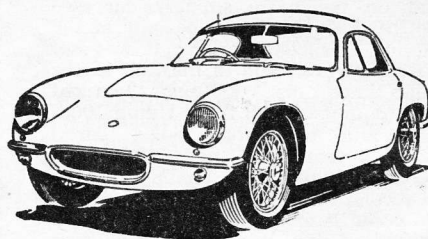
**TRIUMPH TR3**. We offer two TR3A models, both 1960, fitted overdrive and hardtop. Both low mileage and in superb condition throughout.

**LOTUS ELITE**, 1959 (July) registered. Finished in dark blue with black leather interior. 21,000 miles only, engine modified to full Stage 2 modifications and close-ratio M.G. gearbox and alloy brake calipers. This Elite is in particularly good condition for a 1959 car and is offered at £945

**TURNER-CLIMAX**, 1960. Fitted close-ratio gearbox, heater, disc brakes, wire wheels, hardtop and many other extras. Finished in B.R.G., one owner, nominal mileage. Superb as new condition throughout, fully guaranteed.

**FLORIDE CLIMAX**. The Renault Floride is a delightful car in hardtop form, but even with the modified engine is short of performance. For this reason we installed an 1100 c.c. Climax engine with modified four-speed gearbox for the personal use of Mrs. David Buxton who now finds it too fast for her! This is without any doubt one of the most exciting vehicles available to the performance car market at the moment. First registered in June 1960, and supplied in white with red interior, and fitted heater, the Climax Floride has covered 4,000 miles only and is indistinguishable from new. The smoothness and performance of this car must be tried to be appreciated. The fastest Floride in the World is now offered for £1,375 with full guarantee. Further details on application.

We have pleasure in offering the above selection from our quality sports and performance cars. We can still offer virtually unrestricted Hire Purchase and Insurance facilities. Due to the tremendous influx of used cars taken in Part Exchange against the component Elite, we are quoting extremely favourable selling prices for all of the above cars and all our stock. Your enquiry entails no obligation. Part exchange welcome



As leading Lotus distributors, we are now able to supply the Lotus Elite Series 2 to latest production specifications in component form for £1,299. This latest facility, bringing the finest compact Grand Touring car built today within the range of a far greater section of the sports car market, also gives the purchaser a wider choice of equipment combinations than would be available with a normal production line car.

The component Elite, which is supplied cellulosed, wired and trimmed, requires only the use of hand tools and twenty-five man hours to completion and a fully comprehensive workshop manual is available.

David Buxton, Ltd., who for the past two years have been entrusted with the racing and preparation of the works Team Elite cars, and having gained class and Thermal Efficiency Index wins at Le Mans, can now also offer the component Elite with Stage 2 and Stage 3 modifications to Team Elite specifications at a competitive cost. For fuller details, please contact our offices.



**AGENTS FOR PIPER AIRCRAFT**

telephone Derby 40526/7/8

**59-61 London Road, Derby**



# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADddington 7671-2

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

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

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

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

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

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

## USED CARS FOR SALE

### A.C.

#### 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 wire wheels, Alfins, tonneau, from ... **£565**  
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

### ALVIS

ALVIS TC 21, Grey Lady, 1954, twin spots, wire wheels, X tyres, heater, etc. £295 o.n.o.—Dawkins, 6 Glebe Close, Bookham (4355), Surrey.

### ASTON MARTIN

ASTON MARTIN DB2, 1953, Vantage engine 8,000 miles ago. Recellulosed and new tyres. £650.—PRImrose 3686.

### AUSTIN

AUSTIN SEVEN van, passenger seat, heater, Downtown twin carburettor conversion; balanced engine and strengthened clutch. Very strong tow bar attachment, ideal for towing trailer with sports car or Formula Junior. Always maintained in perfect condition. £325.—Downton Engineering Works, Ltd., Downton, Salisbury, Wilts.

AUSTIN SEVEN saloon, engine just completely overhauled and balanced throughout, fitted twin carburettor Downtown conversion, gearbox overhauled, new latest type wheels fitted with new Gold Seals all round, seat belts, heater, £475.—Downton Engineering Works, Ltd., Downton, Salisbury, Wilts.

AUSTIN A40. Fast as any in the country! Full Formula Junior engine as brand new. Modified suspension, close ratio gearbox. Spare original engine, only 9,000 miles. Best offer to Eric Fishwick, Grange Valley, Haydock, Lanes. Telephone: St. Helens 7384, evenings 4694.

A35, 70 B.H.P. engine, special head crank, fly-wheel, clutch, Shorrock supercharger, modified suspension, roll bar, A40 front brakes, Sprite rear, Full instruments. Many extras. Spare gearbox, crank, cylinder head, clutch, etc. Must sell. £420 o.n.o.—Box 4373.

### AUSTIN-HEALEY

#### DONALD HEALEY MOTOR COMPANY

offer:

1955 Nov., Austin-Healey 100 BN2 model with four-speed gearbox. Fitted heater, overdrive, wire wheels, hard and soft top, sliding curtains, tonneau cover, spot and fog. Red with black interior and extremely clean throughout ... **£445**

1959 Oct., Austin-Healey Sprite. One owner. Heater, tonneau, rev., hard and soft top, spot and fog, etc. White with red interior. Immaculate and offered with four months' guarantee ... **£445**

Early delivery of new Sprites and 3000s.

64 Grosvenor Street, London, W.1.

Tel.: MAYfair 3507.

THE LONDON HEALEY CENTRE.

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

3000, 1961 series 2/4-seater. A beautiful one-owner car in white with black side panels and red interior, fitted wire wheels, disc brakes, overdrive, heater, tonneau cover ... **£895**  
3000, 1960, 2/4-seater. An unmarked one-owner car in black with red interior, with overdrive, radio, heater, wire wheels, screen washers **£895**  
3000, 1960 series 2/4-seater. One owner only, finished in turquoise green with pale grey upholstery, fitted overdrive, heater, washers **£785**  
100/6, 1957, 2/4-seater in dual red and black with overdrive, twin spots, tonneau cover, etc., also a 1958 2/4-seater in pale blue and white, from ... **£595**  
Sprite, 1959, 2-seater finished in dark red with matching trim and Ashley G.T. streamlined front. Highly modified Downton engine, twin carbs., special exhaust, anti-roll bar, heater, etc. Choice of three from ... **£465**  
100/4, 1954, 2-seater. A two-owner example in leaf green with matching interior, fitted radio, heater, tonneau cover, wire wheels, etc. **£415**  
Also two others in pale blue with white hard top or in B.R.G., at ... **£395**  
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

SAM ACTMAN buys and sells good Sprites at A.V. Motors, Ltd., Teddington, Middx. Tel.: TEDdington Lock 2288/9 and 4684.

1961 SPRITE, immaculate. Many extras. £520.—Walton-on-Thames 20169.

1960 SPRITE, blue, radio, heater, one owner, as new. £475. Terms, exchanges.—J. Finch, 159 Walton Road, Chesterfield.

1960 (OCTOBER) Sprite, black/red, one owner, 12,000 miles, heater, sliding screens, superb condition. £450.—UPLands 9780.

1960 SPRITE. Full Ashley G.T. hard top and bonnet conversion, wire wheels, disc brakes, woodrim wheel, all usual extras. Low mileage, used for show purposes only. Splendid condition. £595.—Ashley, Bush Fair, Harlow, Essex. Harlow 21211.

1956 AUSTIN-HEALEY 100 "M", in unmarked cherry red. Full engine mods., racing linings and suspension, twin exhausts, wire wheels, overdrive, heater. £450.—Mann, Overstone House, Hexham, Northumberland. Hexham 311.

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

3000, 1960, 2/4-seater. Unblemished in ice blue with matching interior, 14,000 miles from new, with overdrive, wire wheels, disc brakes, heater, twin spots ... **£895**  
Mk. II Sprite, 1961, 2-seater, one owner, 5,000 miles only, literally as new in white with red upholstery, equipped with every listed extra, £635. Also one other in red at **£645**  
100/6, 1957, 2/4-seater finished in dual red and black with heater, X tyres, twin spot lamps, etc. ... **£625**  
100/6, 1957, 2/4-seater, unblemished in red with matching interior, with overdrive, wire wheels, heater, X tyres, twin exhaust, tonneau cover **£585**

Sprite, 1958, 2-seater. One owner only from new, in superb condition in dark red and fitted every possible extra. Also two other 1959-60 examples in dark red, blue or black, from ... **£445**  
Arkwright Street, Nottingham. Tel.: 89282/3.

1956 BN2, ice blue and ivory, overdrive, wire wheels, heater, twin spots, wood rim wheel, tonneau, taxed and in exceptional condition. For quick sale £395. H.P. arranged.—BUCKhurst 7985.

1955 100/4, HARD top and soft top, red with matching upholstery, overdrive, heater, etc. Best obtainable example for its year. £425.—Central Newbury Motors, Ltd. Tel.: Newbury 2000.

100 SIX, 1957, 2/4-seater. Dual tone pale green and ivory. Fitted overdrive, radio and heater. £495. Austin-Healey Sprite, 1959. Pale blue. Excellent condition. £440. Hire purchase available.—J. A. Gregory Car Sales, Bath Road, Harmondsworth, Middx. Tel.: SKYport 1818.

**£375!** 1958 AUSTIN-HEALEY Sprite, h/c head, four new tyres, fitted heater, rev. counter, w/washers. In white, immaculate.—ELMbridge 6315.

### 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. 328 c.c. four-wheeler model urgently required.

SPARES, etc., in stock for all models.

#### MANTLES 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.

### CHEVROLET

CHEVROLET BEL AIR, finished in turquoise and white. Fully automatic, heater and radio. £495. Generous part exchange allowances. Hire purchase terms available.—Kieft Sports Car Co., Ltd., 302 Alcester Road, Wythall, near Birmingham. Tel.: Wythall 3011.

### CITROEN

1953 CITROEN Light 15 in good order. Fully licensed. £220 or nearest offer.—Adams, 2 Pytte House, Clyst St. George, Exeter.

(Continued on page 671)

## AUSTIN MG AUSTIN-HEALEY

### OFFICIAL STOCKISTS

# PARADE MOTORS

## (MITCHAM) LIMITED

M.G.A. Mark II 1600. Red/red, wire wheels. Immediate delivery. Austin-Healey Sprite Mark II. White/red. Immediate delivery.

Austin A60 de luxe. Embassy maroon and beige.

Austin A35 Van. Green. Immediate delivery.

Austin 7 de luxe. White. Immediate delivery.

1956 M.G.A. Blue, absolutely immaculate. Works reconditioned engine, heater and other extras **£499**

1955 M.G. TF 1500. Green and beige, absolutely immaculate **£445**

1954 M.G. TF. Cream and red, luggage carrier and other extras **£425**

1946 M.G. TC. Red/red, fitted oversize wheels, really immaculate **£245**

1949 M.G. TC. Cream/green, in excellent condition **£235**

1960 Austin-Healey Sprite. White/red, as new **£495**

1955 Austin-Healey 100. Green. Excellent condition throughout **£475**

1954 Buckler 1,072 c.c. This car is in first class order, having had a lot of money spent on it **£195**

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

- £1,195 Lotus Elite**, 1960. One owner from new, guaranteed mileage 3,500. In gipsy red with beige upholstery, unmarked throughout. Stage 1 engine.
- £925 Aecca-Bristol**, 1957. An outstanding example in royal blue with matching upholstery. Radio, heater, etc. Full history available.
- £795 Lancia Aurelia G.T.** 2½-litre 1955. This outstanding example is finished in indigo blue, with two-tone upholstery, radio, Michelin X tyres, etc. Two owners from new.
- £725 Sunbeam Alpine**, 1959. Detachable hard top, overdrive, heater, etc. Excellent condition in moonstone with black hard top.
- £725 Triumph TR3A**, 1960. 10,000 miles only. Pale blue with dark blue upholstery.
- £695 Triumph TR3A**, 1960. Choice of two unmarked examples in red or blue. Overdrive, heater, luggage rack, etc.
- £645 Austin-Healey 100/6**, 1958. Six port head, 4-seater, Michelin X tyres, overdrive. Superb in red and black.
- £645 T.V.R. Grantura**, M.G. 1600 unit, 1960. An excellent example of this outstanding motor car in red with black upholstery. Very low mileage.
- £825 M.G.A. coupe**, 1959. A most attractive example in red, with black upholstery, wire wheels, radio, heater, luggage rack, etc.
- £525 M.G.A.**, 1957. Various extras including radio, heater, wire wheels, sliding screens, etc. Leopard skin covers.
- £445 M.G. TF 1500**, 1955. Factory replacement engine recently fitted. Various extras including luggage rack.
- £445 M.G.A. Roadster**, 1956. Wire wheels, etc. Choice of two other excellent cars, both wire wheels and many other extras.
- £445 Austin-Healey Sprite**, November 1959. Very low mileage. Usual extras. Another at £425.
- £425 Austin-Healey B.M.I.**, 1954. Original two-tone paintwork in green, fitted with hardtop, radio, heater, overdrive, wire wheels, etc. Engine overhaul just completed. Another example, in red, at £375.
- £395 M.G. TF**, 1954. Two owners from new, a superb example in black with red upholstery.
- £225 M.G. TC**, Red, 16 inch rear wheels. Whole car in excellent condition.
- £165 Ford 1172 special**. Highly modified unit, Alfin drums, etc. Ex-John Bolster!
- 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.

## SPEEDBEND

Specialists in design and manufacture of super-efficient 'one off' inlet and exhaust systems. 'Weber' inductions complete from £6. All work guaranteed.

*Whatever your piping  
problem*

*The answer is*

## SPEEDBEND

763E, FINCHLEY RD., N.W.11

Telephone: SPEedwell 9679

## Guaranteed Waterproof & Windproof AMERICAN STYLE SHORTIE

SPECIALY IMPORTED

Styled for sporting or formal wear. 100% waterproof and windproof. Buttoned side vents. Light beige rayon-silk finish—rubber backed and rayon lined throughout. These superb coats have to be seen to be appreciated. Take advantage of our "money refund if dissatisfied" guarantee and see for yourself.

Chest sizes 38" and 40".

£6.6.0d. value for only

**77/6**

plus 2/6 p.p.

WESTWAY MODELS LTD. "KOALACOATS,"

Dept. AS.4

15-17, Brunel Road, East Acton, London, W.3



## INSTRUCTIONAL SCHOOL

Many Successes This Season

## VANDERBYL MOTOR RACING

REMAINING OPEN DURING WINTER

Apply for Brochure giving full details of courses to:

ROLAND DUTT (Chief Instructor),

VANDERBYL MOTOR RACING LTD.

160 HIGLEY ROAD,  
LONDON, W.10

D. MURRAY (Midland Rep.),

159 BLACKBERRY LANE,  
FOUR OAKS,  
SUTTON COLDFIELD

or

Tel: LADbroke 0532

See our advertisement under "Cooper"

## ALEXANDER

### CONVERSIONS

MORRIS B.M.C. DEALERS M.G.

New MIDGET Mark 2. Clipper blue.

New MINOR 1000s. Choice of colours.

New MINI de Luxe. Choice of colours.

### GUARANTEED PERFORMANCE CARS

1961 COOPER-AUSTIN. Blue/white, small mileage. Available shortly.

1960 MINI de Luxe. Blue, Alexander conversion, camshaft, power brakes, special linings, Silent Travel, special instrument panel. £515

1960 RENAULT GORDINI. Primrose/white, modified engine, heater, radio, washers, rev. counter, lowered suspension. Specimen car. £525

1959 series AUTO UNION 1000 de Luxe. Black/brown interior, many extras. £550

1958 XK 150 fixed-head. Grey/red, overdrive, wire wheels, etc. Specimen. £795

1957 AUSTIN METROPOLITAN convertible. Red/white, small mileage, many extras. £435

LOTUS SEVENTEEN. Full Stage 3 Coventry Climax (fully reconditioned). Not used since. £735

MANY MORE  
STANDARD AND CONVERTED CARS  
TO CHOOSE FROM

ALEXANDER ENGINEERING CO. LTD.

DEPT. A.S.I

HADDENHAM, BUCKS. Tel: 345/6

## CAMDEN SPORTS CARS LEIGHTON BUZZARD 2041

AUSTIN-HEALEY 3000, 1961 (4 seat). Overdrive, radio, heater, wire wheels, disc brakes. Finished in immaculate steel blue, blue leather. £995

AUSTIN-HEALEY 100/6, 1958. Overdrive. One owner, heater, immaculate ivory with black leather, wire wheels, in quite new condition throughout. Excellent value. £595

AUSTIN-HEALEY SPRITE, 1959. Immaculate blue. One-owner car in immaculate condition. Luggage rack, rev. counter, bumpers, etc. Has had very careful use since new. £425

AUSTIN-HEALEY 100/4. Le Mans modified. Overdrive, radio, heater, strapped and louvred bonnet, wire wheels, Michelin 'X'. £465

JAGUAR XK120. Fixed-head coupe. White, red leather, special body mods., tuned engine, Michelin 'X'. £345

JAGUAR XK120. Roadster. Resprayed Italian red, new weather equipment, works tested, guaranteed. £295

JAGUAR XK140. Fixed-head coupe. Fitted Borg Warner automatic transmission. Immaculate. Black, red int. £545

JAGUAR XK150. Drophead coupe. Indigo blue, wire wheels, disc brakes, overdrive, heater, new turbospeeds. This car looks brand new and really goes. £895

M.G. PA. This is a perfectly delightful example of this ever popular boys' racer in showroom condition. £125

M.G. TC. Resprayed, new weather equipment, spotlights, badge bar, sealed beams, special shocks. £295

M.G. TD, 1953. Grey with red interior, used as second car most of its life and fully guaranteed by us for three months. A better example not to be found. £365

M.G. TF, 1954. An exceptional example of the prettiest M.G. ever made. We invite any inspection. £425

M.G.A., 1960. Hardtop, in immaculate white with black leather int. Well maintained example throughout. £765

TRIUMPH TR3A, 1958. Red with black hardtop. Quite immaculate, but the beauty lies in the works. Special Lander head with alloy valve cover, high compression pistons, special rocker gear, four branch exhaust, special electrical system. Wire wheels, new Michelin 'X's'. Name it and the car has it. Radio and heater also fitted. £695. We have also another 1958 TR3A in apple green, with standard engine. Beige interior, fitted overdrive disc brakes, screenwashers, heater. £595

OPEN DAILY FROM 9 A.M. TO 6 P.M.

SUNDAY 10 A.M. TO 6 P.M.

ANY PART EXCHANGE, CARS, MOTOR-CYCLES, THREE-WHEELERS. EVERY CAR FULLY GUARANTEED AT LEAST THREE MONTHS. ALL MAKES AND YEARS OF CARS BOUGHT FOR CASH. IMMEDIATE HIRE PURCHASE AND TAX. DRIVE AWAY.

## JOHN HINE CARS LTD.

1 CENTRAL PARADE, SURBITON,  
SURREY

ELMbridge 8356

1961 Austin-Healey Sprite de luxe, leaf green with green upholstery. One owner, 6,000 miles, heater, carpet throughout, as new condition. £525

1960 Borgward Isabella coupé, white with black upholstery. One owner, 13,000 miles, heater, spot lights, reclining seats, truly magnificent condition. £1,195

1959 Volvo 122S sports saloon, blue and white with red and white upholstery. One owner, heater, radio, spot lights, Michelin X tyres. A fine example of this outstanding car. £795

1957 TR3 sports, B.R.G., with grey leather upholstery, rear seat, disc brakes, overdrive, wire wheels, Michelin X tyres, hard top, soft top, spot lights, heater, badge bar, luggage rack, screen washers. Exceptional condition. £595

H.P. FACILITIES

PART EXCHANGES WELCOMED

## MINIMITES—plain or converted

Are you a "traffic jerk"—does your accelerator cable feel as if it had a knot in it?

Our replacement sheathed throttle control cable is a revelation—race, rally and road tested—no lubrication required. Gives a smoothness of control usually only associated with a precision linkage.

—for Austin 7 and Mini-Minor, 4/9d. each. P. and P. 6d. Quotations for other types with pleasure, trade enquiries invited.

Equipe Woodyatt

Belle Vue Garage, Malvern, Worcs.

Tel: 390



## Classified Advertisements—continued

## COOPER

**COOPER-CLIMAX** 1,100 c.c. single-seater racing car. Overhauled, ready to race. Due to replacements, this car is surplus to our requirements. It gives an opportunity for the not-so-rich enthusiast to own a genuine racing car, with the expected performance, at only a fraction of the normal cost. Ideal for club events, sprints and hill-climbs. Negligible maintenance required. Genuine bargain at £475.—Vanderbyl Motor Racing, Ltd., 160 Highlever Road, W.10. LADbroke 0532.

## DELOW

**DELOW**, 1954, 100E, twin SU's, hood, tonneau cover, extras, excellent condition, not trialed. £295.—FAIRlands 8086.

## ELVA

## THE CHEQUERED FLAG

(SPORTS CAR SPECIALISTS), LTD.

**1960 Elva Courier**, one owner, 9,000 miles only from new, unmarked in white with black cockpit, M.G.A 1500 engine, tonneau cover, wood rimmed steering wheel, etc. ... £595

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

**1960 ELVA COURIER**, M.G.A 1600 engine. Actual road test car, AUTOSPORT, 22nd July, 1960. Immaculate condition. £650 or part exchange good Mini.—P. Thompson, 8 Lucknow Road, Short Heath, Willenhall, Staffs.

## FAIRTHORPE

## THE CHEQUERED FLAG

(SPORTS CAR SPECIALISTS), LTD.

**Fairthorpe Zeta**, 1960, 2-seater, one owner, 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 ... £665

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

**FAIRTHORPE** Electron Minor, Nov. 1959, low mileage, cellulosed light blue, all extras.—Enquiries, P. Fawler, Airfield Farm, Winslow, Bucks.

**OCTOBER** 1959 Fairthorpe Electron Minor. Blue/red trim, many extras. £340. Tel.: Tunbridge Wells 21000.

**1959/60 ELECTRON** Minor, 17,000 miles, heater, etc. £395 o.n.o.—Marks, 93 Downderry Road, Bromley, Kent.

## FORD

**FORD FAIRLANE**, first registered 1959. Finished in golden bronze and white, right hand drive, fully automatic, power brakes, heater and radio. A really outstanding example of this marque. £1,185. Generous part exchange allowances. Hire purchase terms available.—Kieft Sports Car Co., Ltd., 302 Alcester Road, Wythall, near Birmingham. Tel.: Wythall 3011.

**FORD Zephyr II**, unique, cruises over 100 m.p.h., immaculate dark blue de luxe model. May 1960, overdrive, disc brakes, 8.5:1 c.r., special head, three SU's, five Michelin X tyres (spare unused), heater, washers, wing mirrors, rimbellishers, other extras, cost £1,150, 14,000 miles, never rallied, one owner, now going abroad. £695 for quick sale.—Tel.: WORDSWORTH 5667, evening.

**PHYZER**, nagial, freetep, cissalc, lusnoc. Your car can be modified just as easily.—Jeff Uren, 125 Rydal Crescent, Perivale (3255), Middx.

**1958 L.M.B. FORD** Popular, grey, four-seater saloon, 80 m.p.h., 66 m.p.h. cruising, tenacious roadholding, hydraulic 2LS front brakes, i.f.s. cantilever rear spring, 15 ins. Michelin X, eight head, downdraught SU L.M.B. manifolds, Bosch ignition and lights, Bray engine heater, filter/cooler and large sump, 40 lb. oil pressure hot, bucket seats, extra instruments and spare supercharger. Owner bought Volvo. £250 o.n.o.—Box 4374.

## FORMULA JUNIOR

**F.J. /MONOPOSTO** front-engined chassis complete with body. Brand new. £45. Wanted F.J. front, rear, suspension parts.—Box 4378.

**KIEFT** Formula Junior racing car, 95 b.h.p., Martin engine, built for the 1961 season, three meetings only. Cost originally £1,450.—Offers or any exchange to A. Carr, Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591.

**LOLA-FORD** Formula Junior, 1960, immaculate condition, never damaged. £650, with spares.—D. Pasterfield, Stanford-le-Hope 3224.

**1961 F.J. COOPER-FORD** 1,100 c.c. Complete with trailer, cover, spare engine and many other spares. Both engines thoroughly overhauled. Car done 500 miles only. £1,200 o.n.o.—Phone: FULham 2703.

## 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.

**GOGGOMOBIL** T.400 saloon, December, 1958, 20,000 miles, fitted heater and radio. £250.—Phone: Bridge, ACOrn 0129.

## GRAN TURISMO CARS

**FASTER**, more enjoyable driving is available to all Ford users who seek G.T. motoring at little more than touring car cost.—Jeff Uren, 125 Rydal Crescent, Perivale (3255), Middx.

**1959 PEERLESS** G.T., one owner from new, finished in white with a grey interior, fitted radio, heater, o/d, disc brakes and Webasto sun roof, new set of Dunlop RS5 tyres, very nice condition throughout. Terms, exchanges.—J. Finch, 159 Walton Road, Chesterfield.

## G.S.M.

**G.S.M. DELTA**, 1961, 90 b.h.p. Cosworth-Ford 105E unit, c.r. gearbox. Unmarked in pale blue with detachable hardtop. 9,000 from new. Full history available. £745. Terms.—Tel.: NEW Cross 7433.

## H.R.G.

**1100 H.R.G.**, 1948. Rebuilt last two years. Genuine reason for sale. Reasonable offers.—Adams, 81 West Park Road, Smethwick, Staffs. Smethwick 0059.

## JAGUAR

## THE CHEQUERED FLAG

(SPORTS CAR SPECIALISTS), LTD.

**XK 140**, 1955, fixed head finished in steel grey, considerably faster than most with C-type engine, chrome wire wheels, overdrive, disc brakes all round, Konis, twin spots, heater, washers ... £595

**XK 140**, 1955, fixed head in dark grey, meticulously maintained by the sole owner and equipped with overdrive, heater, twin spot lamps, etc. ... £525

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

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

**"C"-TYPE** Jaguar. Excellent condition throughout. Including Bedford transporter, sleeping accommodation, etc. Special price, £495.—Tel.: Gerrards Cross 2478 (daytime).

**GREEN** 3-litre "D"-type Jaguar, in perfect racing condition. With little trouble could be made into very fast and comfortable road car. Two extra wheels and many racing covers. Offers.—Addiscombe 1310.

**JAGUAR XK 150**, 1958, discs, heater, wire wheels, o/d. New carpets, wood rimmed steering wheel. Mint condition. £815 o.n.o.—C. Pediani, 111 Union Street, Glasgow, C.1.

**XK 150**, 1958, F.H.C. in B.R.G.—a very fast car—9:1 pistons, Barwell gas-flowed head, D-type cams, pair 2 ins. SU carbs, lightened fly-wheel, comp. clutch, lead bronze bearings, Konis, comp. springs, o/d., safety belt, chrome wire wheels, new RS5s, discs. £920 o.n.o.—J. Bain, 27 Forest Side, Worcester Park, Surrey. Tel.: DERwent 2597, evenings.

**1959 JAGUAR XK 150** d.h. coupé. Light grey/red upholstery. Immaculate condition mechanically and bodily. Wire wheels, high axle, wireless, spot light, Michelin X tyres. £1,050 o.n.o.—A. C. Barrett Greene, Aston Lodge, Aston-by-Stone, Staffs. Tel.: Stone 2246.

**1958 JAGUAR XK 150** fixed head coupé, ivory white, black upholstery, chrome wire wheels, overdrive, twin spotlights, etc. Bargain £690.—Bartlett, 27 Pembroke Villas, W.11. BAYwater 0523. Mornings only.

**1958 XK 150**, drophead coupé, in very attractive cornish grey with red hide upholstery, new hood, engine just completely overhauled by us. £895.—Central Newbury Motors, Ltd. Tel.: Newbury 2000.

**1954 XK 120**, fixed-head coupé, green with grey hide, radio and heater. Far above average condition. £395.—Central Newbury Motors, Ltd. Tel.: Newbury 2000.

## THE CHEQUERED FLAG (MIDLANDS), LTD.

**XK 140**, 1955, fixed head coupé finished in metallic grey with red upholstery, with overdrive, heater, X tyres, etc. ... £395

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

## JENSEN

**1955 JENSEN** 541 red/white, beige upholstery, overdrive, disc brakes, wire wheels, radio, etc. Two owners only. 4,000 miles since "R" type engine was fitted by the manufacturers. The whole car in perfect condition and carrying a three-month guarantee. £1,000.—S. & W. Motors, Ltd., Abington Street, Northampton. Tel.: Northampton 32711/2/3.

## KIEFT

**£465**, 1961, JUNIOR FORMULA car, less engine and gearbox, only raced once and as new. Would part exchange for A.7 or Mini, any condition or state of tune. Special 109E 1,000 c.c., 1,100 c.c. or 1,500 c.c. engines and Special Arden c.r. gearboxes available if required.—Arden Racing & Sports Cars, Ltd., Penn Lane, Tanworth-in-Arden, Wks. Wythall 3368.

## LOLA

**LOLA**, ex-works Peter Ashdown 1960 Formula Junior car. Two axle ratios, many mods. £725.—Box 4329.

## LOTUS

**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 ... £425

**FINEST LOTUS 7** in the country. Downton Formula Junior engine, c.r. gears, nine-spring racing clutch, Pirelli Cinturas, every possible extra, immaculate. Six class records. £525.—Full details: Peter Rees, 68 Colum Road, Cardiff.

**F.J. LOTUS 20**, Cosworth engine, latest mods. Brand new. £1,250 to clear. H.P. terms.—Reg Brown (Racing), Ltd., Lotus Distributors, Paragon Garage, Elm High Road, Wisbech, Cambs. Tel.: Wisbech 592.

**F.J. LOTUS 20**, Cosworth engine, new, never raced. £200 below list. £1,250.—J. Pearce, 61 Ashfurlong Crescent, Sutton Coldfield 5967.

**LOTUS VII**, 1959, highly modified 1172 Aquaplane engine, c/r gearbox, 1½ ins. carbs., wire wheels, new R5s, Crypton tachometer. Dark blue and aluminium. Weather equipment. Most beautiful and immaculate condition. £400 o.n.o.—ELMbridge 6315.

**LOTUS 7A**, Downton tuned, 75 b.h.p. (approx.). L 0-60 in 7.5 secs., c.r. gears, full weather protection, spare wheel, Prescott, 57.88; Shelsley, 42.2. Eight awards in 12 meetings; 3rd 1500 class sports car hill-climb championship. First-class condition. Reliable, tractable. £525 o.n.o.—Blackledge, 173 Newton Drive, Blackpool. Tel.: 24969.

**LOTUS XI Climax**, the fastest and finest prepared Series I in the country is now offered for sale. Full details to genuine buyers. All reasonable offers considered. Part exchange for Lola-Climax. One set 1,098 c.c. liners and pistons, good condition. £12.—L. J. Parvin, 20 Ducie House, Springfield Grove, Charlton, S.E.7.

**1959 MODEL Lotus 7**, modified 100E, c.r. gears, full weather equipment, 9,000 miles only. £325. Exchange Cooper, etc.—Cuff's Garage, Frome 2511.

## M.G.

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

## THE CHEQUERED FLAG

(SPORTS CAR SPECIALISTS), LTD.

**M.G.A 1600**, 1960. One owner, 13,000 miles only, immaculate pale blue, with black cockpit, fitted disc brakes, heater, X tyres, etc. £675

**Twin Cam**, 1960, 2-seater, 17,000 miles from new in quite exceptional order throughout in red with matching upholstery. Fitted disc brakes, tonneau cover, washers, spot lamp, etc. £665

**M.G. TF**, 1954, 2-seater, finished in cream with red interior, with luggage rack, heater, washers, wing mirrors, etc. ... £385

**M.G. TD**, 1953, 2-seater. A first-class example in pale green with red interior, recently fitted with new engine and gearbox, and tonneau covers, twin spots, washers ... £365

**M.G. TC**, 1946, 2-seater. Unquestionably the best available. This car is quite faultless throughout, finished in white with red upholstery ... £325

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

**DISMANTLING M.G. TA/B/C**. All parts including body parts. TA gearbox, £5. 450 x 19 ins. tyres from 15s. etc.—Sports & Specials, 23 Elmhurst Mews, Maida Vale, W.9. CUNningham 5681.

**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. REGen 0424 (6 lines).

**M.G.A 1600 ROADSTER**, 1960. One owner. Immaculate in pale blue. Many extras. £630.—Motorworks (Chalfont), Ltd., Lower Road, Chalfont St. Peter, Bucks. Tel.: Gerrards Cross 2051.

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

**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. TC**, Dec. 1946. British Racing Green, recent respray. Following items renewed this year: hood, clutch, third gear, timing chain, shell bearings, wiring, wipers. £185 o.n.o.—15 Summerfield Road, Chesterfield. Phone: 75139 after 6.30 p.m.

(Continued overleaf)



**JAVELIN**  
CARS  
**JAVELIN**  
SPARES  
**JAVELIN**  
SERVICE  
**BUNTING'S MOTOR**  
**EXCHANGE**  
**BONNERSFIELD LANE,**  
**HARROW**  
Nr. Granada Phone: 6225/6

**AITCHISON-HOPTON**  
(ENGINEERS) LTD.  
**CHESTER**

**ASTON MARTIN DB 2/4.** This car is the finest specimen of this marque in the country. Owned by one wealthy owner from new in 1956. Absolutely unmarked, mechanically perfect and excellent interior, fitted with new radio. Finished in beautiful corsican blue. £1,185

**M.G.A. 1600.** 1960 Sports Roadster. Another beautiful car, unmarked and guaranteed excellent. Every available extra, wire wheels, radio, spots, etc. etc. In dove grey and red interior. Small mileage. £750

**A.C. ACE in B.R.G.** A magnificent 1955 car with spare hood, screen washer, heater, new tyres, etc. £535

**TURNER SPORTS.** A perfect 1960 example in apple green, beautifully kept. B.M.C. A series engine, wire wheels, heater, genuine low mileage. £495

**M.G.A Sports Roadster, 1956.** We are proud to offer this prize example in showroom condition. Carmen red with black interior. Heater, luggage rack, reversing light, at only £495

**THREE IDEAL CLUB CARS**  
**LOTUS VII,** in full racing trim by Down-ton, successfully raced. Body in black and unmarked. £550

**TOJEIRO-M.G.** Beautiful A.C. ACE body fitted to space frame chassis and tuned M.G. engine. All independent suspension, fast and comfortable road or track. Ivory. £435

**ELVA-CLIMAX, 1956.** Fitted 1098 Stage II Coventry Climax engine and two-seater sports racer body in fibreglass. Ideal sprint or hill climb. £325

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

**'RACING TYPES PLEASE NOTE'****WE ARE**

Club racing amateurs with limited capital—good technical knowledge—and plenty of experience.

**WE HAVE**

A B.R.G. LOTUS XI SERIES II with 1,100 c.c. Climax engine in full stage III tune—new tyres—which has gained three places in nine starts.

**WE NEED**

Keen sensible partner, or partners, to share the fun—the work—and the running costs (about £100 to £125 per share).

**WE WOULD**

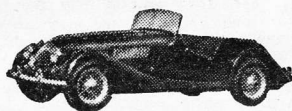
Consider an outright sale for £500 with possible H.P. terms available.

**PLEASE CONTACT**

D. MARRIOT, 33 SUSSEX RD., PLAISTOW, E.13  
EASt 4811 or ALB 4354

**BASIL ROY LTD****MORGAN DISTRIBUTORS**

Personal export facilities available. New models immediate delivery.



BASIC PRICE  
**£655**

PURCHASE TAX  
**£301 - 4 - 5**

A selection of 4/4's and Plus 4's from **£325**

**DEMONSTRATION CAR AVAILABLE**

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

CAR  CLUB

**N.E. CENTRE**

**Thirteenth Goathland Rally**

Sunday, 3rd December

**START AND FINISH**  
**PICKERING, N. YORKS**

*Morning Driving Tests*  
*and Afternoon Road Section*

B.T. & R.D.A. Silver Star and A.N.E.C.C.C.  
Rally Championship Event  
Yorkshire and Durham Clubs Invited

Regs. now available from Dr. J. K. Armstrong  
'Netherton', Parish Ghyll Road, Ilkley, Yorkshire

**W. J. LAST LIMITED**

THE FOLLOWING CARS ARE A GENUINE END OF SEASON  
REDUCTION AND CARRY A WRITTEN GUARANTEE

1959 A.C. Acea, overdrive, heater, new tyres, in red with black interior. £675  
1949 Triumph Roadster 2000, in good mechanical order. £125  
1959 Morris Minor 1000, in grey. £370  
1955 Volkswagen, recond. engine. £265  
1954 Austin A30, 4-door. £215  
1959 Caravanette Bedford, Martin Walter, full berth, Calor gas heating, lighting, etc. Overdrive. £425  
1926 Rolls-Royce shooting brake/ extensively overhauled. £150  
1955 Mark 7M Jaguar, recond. engine, overdrive, radio. £365

**MAIN TVR DISTRIBUTORS**

WATCH OUR ADS WEEK BY WEEK FOR OUR  
AMAZING SPORTS CAR SHOW OFFER  
**BY-PASS GARAGE, WOODBRIDGE (890),**  
**SUFFOLK**

**Classified Advertisements—continued****M.G.—continued**

**M.G.** TF, 1954. Black/green trim. Excellent condition throughout. Many extras. £410. Terms, exchanges.—Hunts (Birmingham) Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591.

**M.G.** TWIN CAM, Dick Crosfield, one owner, 16,000 miles only. One of the fastest twin cams in the country. Many extras. £690. Please apply—Somerby Garage, Melton Mowbray, Leics. Somerby 213.

**S.A.** DISMANTLED, all spares available. Recon. engine, 17,000 miles. Offers!—5 Brock Road, Crawley, Sussex.

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

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

**1948** M.G. TC, resprayed, overhauled engine, 10 year test, etc. A very good example at £175.—The Sports Car Garage, Tunbridge Wells 21000.

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

**M.G.A. Twin Cam, 1959,** 2-seater in white with red leather upholstery, 15,000 miles only, with disc brakes, radio, heater, RS5s, etc. £695

**M.G.A. Twin Cam, 1959,** 2-seater, finished in red with black cockpit, competition seats, heater, disc brakes, etc. £665

**M.G.A., 1956,** 2-seater, finished in blue with white interior, with radio, heater and Derrington crossflow head and special exhaust system £495  
Arkwright Street, Nottingham. Tel.: 89282/3.

**MORGAN**

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

**KIEFT SPORTS CAR CO., LTD.,** are proud to offer a Morgan Super Sports three-wheeler. We are offering this well-known car on behalf of Mr. Lawrence Weeks. First registered 1948 and in absolutely 100 per cent. condition. £125. Generous part exchange allowances. Hire purchase terms available.—Kieft Sports Car Co., Ltd., 302 Alcester Road, Wythall, near Birmingham. Tel.: Wythall 3011.

**MORGAN PLUS 4, 1960,** four-seater. TR3 engine, B.R.G., discs, radio, heater and other accessories. Low mileage, immaculate condition. £700 o.n.o.—KNightsbridge 7118.

**MORGAN 4/4, November 1956.** Full Stage III mods., four-branch manifold, four-speed close-ratio M.G. gears. Fitted heater, spots. A very fast car and mechanically and bodily sound. £375. Terms, exchanges.—Hunts (Birmingham) Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591.

**MORRIS**

**MINI, Jan. 1961.** Red. Low mileage, one careful owner, used as shopping car, three months B.M.C. guarantee. £420, no offers.—Phone: Preston Priory 83342.

**1954 MINOR** convertible, Speedwell modified recon, engine, 10,000, "X" tyres, heater. £210 o.n.o.—Connel, 47 Bishops Rise, Hatfield, Herts.

**NSU**

**1961 (MAY) NSU Sport Prinz,** ivory, 6,000 miles, excellent condition, one owner, radio, heater, etc.—Harrison, Stoke-on-Trent 47041, 9 a.m.-5 p.m.

**PORSCHE**

**1958 COUPÉ,** silver, 22,000 miles. Luggage rack, safety belts, spotlights, very good condition. £1,200.—Bournemouth 49272, office hours.

**RACING CARS**

**A.F.F.** 500 racing car. £195 o.n.o.—54 Beehive Lane, Welwyn Garden City. Tel.: 22763.

**COOPER-CLIMAX** Formula 1 chassis, ex-R. R. C. Walker/Stirling Moss. Winner of Melbourne, New Zealand, Pau and Buenos Aires Grands Prix. Fitted with Climax FPF 1,500 c.c. engine. Would consider sale less engine.—Offers to: J. L. E. Ogier, Mill Garage, East Hanningfield, Chelmsford, Essex. Hanningfield 387.

**COOPER-J.A.P. 500.** Trailer, spares. £165 or best offer.—Adams, 43 Springfield Crescent, West Bromwich.

**COOPER-NORTON, 1958,** engine tuned by R. Petty, very fast car, immac. condition throughout, ready to race, spare engine.—J. Brasington, 10 Eaton Rise, Wanstead, E.11. WANstead 9750.



## IAN RABY offers:

## HIS OWN 1961 COOPER-FORD F.J.,

1,100 c.c., 95 b.h.p., dry sump engine, five-speed Cooper gearbox, all latest mods., unmarked red/white body, car just completely rebuilt and fitted new Cosworth engine, many mods. and extras. Continental awards include: 2nd Austrian G.P., absolute course record Jean Behra race France. Fitted new Dunlop D9 tyres, F1 windscreen, new clutch, brakes, etc., car is better than new and supplied with racing spares.

**1961 Lotus-Ford 20 F.J.**, 1,000 c.c., 85 b.h.p. Cosworth engine, Webers, VV, close ratio gearbox, spares, six races only, 4th T.T. Goodwood, car as new, delivered June ... **£1,250**

**1960 Lotus-Ford 18 F.J.**, Latest 85 b.h.p. Cosworth engine, Webers, car in colour required with new overhauled engine ... **£900**

**1959-60 Gemini-Austin F.J.**, 1,000 c.c. engine, car has hardly been used and is in very good condition ... **£350**

**1960 Tornado-Ford**, 1,172 c.c. sports, Aquaplane mods., to engine, very sporty, attractive car in red, ideal hack/club racer, only ... **£265**

**1960, June, Morris Mini-Minor**, de luxe saloon in white, heater, spot, taxed, very clean, unmarked car ... **£445**

## Formula Junior Cars Wanted.

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 2T173.

**COOPER** single-seater. See our advert under "Cooper".—Vanderbyl Motor Racing, Ltd.

**ELVA** Formula Junior, B.M.C. "A" engine, completely overhauled and balanced, 70-75 b.h.p. This car has recently been completely stripped and rebuilt replacing any doubtful parts. 100 per cent. ready for racing. A bargain at £395, or will exchange for Mini or w.h.v.—King, 25 Marlborough Avenue, Edgware, Middx. Phone: WEMbley 2212, day.

**ELVA** Formula Junior, with trailer. £375 o.n.o. Or exchange for any road car or motor-cycle. Cash either way.—47 Central Parade, Herne Bay. Phone 402.

**EMERYSON** F1. Gerald Ashmore wishes to dispose of André Pilette's 1961 1½-litre rear-engine Emeryson. Five-speed Colotti gearbox, completely overhauled before last race at Zeltweg, where it finished ninth. Immaculate. Must be cheap at around £1,100 when the engine and gearbox are worth £850. Reason for selling, getting new car for 1962.—Gerald Ashmore, 59 Temple Meadows Road, West Bromwich. Tel.: Stone Cross 2404 (near Birmingham).

**EX** E.R.A. special, now fitted with XK 120 engine, pre-selector gears, ZF diff., i.f.s., de Dion rear, 2LS Alfin brakes, etc., £300. R.A.C. Formula Ford special, trials or autocross car. Good condition, £80.—Jim Berry, Bamford Old Hall, Rochdale. Tel.: 69329.

**EX-FORMULA** 2 Cooper, less engine, in good order for quick sale, £295; and Lotus Elite, F.W.B. Climax, C.R. gearbox, 4.5 axle ratio, new tyres, £950.—Fielding, Forres, Morayshire. Phone 422.

**FORMULA JUNIOR** 105E rear-engined Cooper. £575. Exchange for any interesting sports/road car.—Box 4371.

**JAGUAR** 2.4 fuel injection F1 Emeryson. Converted to two-seater sports. Professionally built ali. body. Needs completion. Owner going abroad. £300 or near offer.—Guildford 2410. "KEELA" 1,172 c.c. Formula car. Space frame inclined engine, h./l. cam, RSs, etc. £380.—FOOscray 2824.

**THE** Warwick 1172—winner "One Off" Cup; 3rd, 1172 championship. New 100E engine, special valves, ports, cam, etc. Almost new D9 tyres. Very fast. Superb roadholding. £325.—Moore, Binswood End, Harbury, Leamington Spa.

**TONY MARSH** wishes to dispose of his very successful Formula 1 Lotus. Twenty events, only one retirement. Latest type rear suspension, rear wheels, etc. Genuine inquiries to—Dunsley Hall Farm, Kinver, nr. Stourbridge. Phone: Kinver 2457.

**1172** FORMULA car, 100E engine, i.f.s. and i.r.s., R5 Dunlops, etc., complete with trailer. £175. Offers.—Clarke, 129 Wood Lane, Timperley, Cheshire. RINGway 3462.

**250** C.C. RACING car. Boraninis, Alfins, RSs, convertible to 500, etc. £100.—Rumble, The Cottage, Butlers Hill, West Horsley, Surrey. East Horsley 3268.

**1960** ELVA Formula Junior. Downton-tuned B.M.C. engine. Winner and places at Silverstone, Snetterton, Mallory, Rufforth, etc., and must be about the most successful front-engined Elva in the country. Now in hill-climb and sprint form, having brand new Shorrock's supercharger fitted. Over 12 1st class awards this year in sprints and hills. Ideal for young driver. Will sell supercharged and complete with Formula Junior carbs, etc., at £500 or converted back to F.J. (less supercharger) at £450.—Jack Cordingley, c/o Cordingley and Sons, Ltd., Haslingden, Lancs. Phone: Rossendale 1741 till 7 p.m.

## RENAULT

## GORDON KING MOTORS, LTD.

## Renault Distributors.

1961 Floride,	7,000 miles, red/black	... £935
1961 Gordini,	1,000 miles, marlin blue	... £645
1961 Gordini,	8,000 miles, flame red	... £555
1961 Dauphines,	4-speed, 1,000 miles from	... £595
1961 Dauphines,	a selection from	... £525
1960 Floride,	15,000 miles, red/black	... £825
1960 Dauphines,	a selection from	... £445
1958 Dauphine,	marlin blue	... £325

TRULY AS YOU CAN SEE, ALWAYS A

## WIDE SELECTION OF RENAULTS AT:

GORDON KING MOTORS, LTD.,  
Mitcham Lane, Streatham. Streatham 3133.  
Streatham Hill, Tulse Hill 0088, and  
Acre Lane, Brixton, Brixton 0300.

## ALPINE BUSHEY GARAGES, LTD.

## Renault Distributors.

SOLE U.K. DISTRIBUTORS FOR PIERRE  
FERRY EQUIPMENT

For details and prices of Ferry conversions  
apply to:

83/89 High Road, Bushey Heath, Herts.

Tel.: Bushey Heath 3282 (5 lines).

## RILEY

**RILEY** 1.5, Nov. 1958. Fitted radio and heater, also safety straps and anti-roll bar. £500 o.n.o.—Johnston, 24 Woodstock Road North, St. Albans, Herts.

## SPORTS CARS

## PARK MOTORS

(Halifax) Ltd.

## CARS FOR THE ENTHUSIAST!

1960 (Feb.) M.G.A. 1600 F.H. Coupé.	One private owner from new. Dove grey with red trim, fog lamp, badge bar, luggage grid, heater, windscreen washer. Immaculate throughout. 20,000 miles	... £750
1959 (Sep.) M.G.A. 1600	two-seater roadster, red with red upholstery. Radio, heater, tonneau cover, fitted Michelin X all round. 15,000 miles, this car is in magnificent condition	£650
1958 (June) M.G.A.	two-seater roadster, blue with black upholstery. Heater, windscreen washer, badge bar, Xs all round. A car we can thoroughly recommend	... £570
1955 (Apr.) Sunbeam Alpine	two-seater roadster. Red with beige, fitted overdrive, twin spots. Only 45,000 miles by one very careful owner	£325

Subject to being unsold.

PORTLAND PLACE, HALIFAX.  
Telephone: Halifax 60392.

## The TELHAM MOTOR COMPANY, LIMITED,

Hastings Road, Battle, Sussex.

Telephone: Battle 2696/7.

## Agents for:

HUMBER, SUNBEAM, SINGER, HILLMAN

Sports Car Division

1961 Fiat 600D,	fitted Abarth conversion, radio, heater, special padded fascia and a host of other extras, as new	... £510
1960 Healey Sprite,	probably one of the finest available, never driven hard and is indistinguishable from new, extras	... £495
1958 Berkeley de Luxe,	500 c.c. triple carb. engine, X tyres, luggage rack, negligible mileage, etc.	£245
1958 Triumph TR3A,	completely unmarked in B.R.G., fitted wire wheels, X tyres, etc.	£565

H.P. and insurance arranged on the spot. Part Exchanges welcome. Our vehicles are open for inspection or trial seven days a week from 9 a.m. to 7 p.m.

## SPECIALS

**FORD-ROCHDALE.** B.R.G., exchange unit, 12-volt electrics, full instruments, 4.7 c.w.p., Panhard rod, spot, fog, good tyres. £180 o.n.o.—Capps, Egham 4599 (Surrey).

**1,172** C.C. FALCON Caribbean, Ballamy suspension and 15 ins. wheels, 4.4 axle, Buckler D-type gears, fully trimmed with rear seat, built by us May, 1960. £350.—Pearsons Garage, London Road, Wollaston, Northants. Phone: Wollaston 318.

**1172** SPORTS-RACER, registered 1960. Aquaplane conversion, i.f.s., tubular chassis, c.r. gears, Dunlop racing tyres, Falcon Mk. II glassfibre body. £250 o.n.o.—W. White, "Debtors Retreat", Lower End, Braden, Towcester, Northants. Any night after 5 p.m. Tel.: Towcester 217 (9 a.m. to 5 p.m.).

**750** USUAL modifications, new clutch, tyres and hood, running in after rebuild. Taxed March. Makes way for Sprite. £60 or offer.—Box 4376.

**1960** M.G. special. Buckler space frame, wishbones, de Dion axle, X tyres. Lovely condition. £265 or exchange.—Cuff's Garage, Frome 2511.

## SUNBEAM

## FRED WARNELL NOW OFFERS

**1961 (May) Harrington Alpine.** Wedgwood blue, our own demonstration model with wire wheels, Roadspeed tyres, overdrive, cylinder head ports polished and streamlined.

The car is immaculate in every respect and has only covered just over 5,000 miles. Offered at a considerable saving—£1,100 o.n.o.

For Alpine and Rapier tuning, why not contact us. All work carried out by experienced mechanics.

## WARNELL MOTORS, LTD.,

242-248 Wood Street, E.17.

Tel.: COPpermill 3345-6.

Speedy delivery G.T. Alpine, Alpine II and all Rootes Group vehicles.

Part Exchanges. Hire Purchase

**SUNBEAM** Alpine, October 1959. Low mileage. Immaculate condition. One owner, £685. H.P. or part exchange.—Tel.: Staines 54287.

**1959** ALPINE, hard top, finished in deep rich black with red hide interior, low mileage, rim trims, etc. Superb condition throughout, £735.—Central Newbury Motors, Ltd. Tel.: Newbury 2000.

## TOJEIRO

**TOJEIRO**-M.G. streamlined sports/racing car; 1,466 c.c., 105 b.h.p., 8½ cwt. £400.—Scrope, 110 Barton Road, Cambridge.

## TRAILERS

**FOUR-WHEELED** double-deck trailer, as new, suit Junior and sports car, £80. New trailer chassis with wings hitch, etc., but minus units and wheels, suit Go-Kart, £8.—D. R. Warwick, Fitzroy Farm Cottage, Fitzroy Park, N.6. MOUnview 6700.

**RACING** Car trailers from £39 complete.—Halsdon Trailers, Ltd., Robinson Road, Newhaven. Phone 237.

**TRAILER**—New 1960, mounted on 5.50 x 13 tyres, 2 ins. ball coupling, hydraulic brakes, lights, suit most cars, skids not required to load on and off, light to handle. £60.—Gordon Lee, Hyde End Works, Chesham Road, Great Missenden, Bucks. Tel.: 2581.

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

**VERY STRONG TRAILER**, capable carrying saloon car up to A.40 size, large sports car, etc. Very steady at high speeds, scientifically designed, well made. £45.—Downton Engineering Works, Ltd., Downton, Salisbury, Wilts.

## TRIUMPH

## THE CHEQUERED FLAG

## (SPORTS CAR SPECIALISTS), LTD.

**TR3A**, 1961, 2-seater. One owner from new, literally as new in primrose yellow with black hardtop and interior, fitted X tyres, heater, screen washers ... **£785**

**TR3A**, 1960, quite unmarked in dark green, with black cockpit, one owner from new, fitted overdrive, disc brakes, heater, twin spots, X tyres ... **£715**

**TR3A**, 1959, 2-seater. A much modified and potent ex works car, finished in dark blue with black hard top, fitted with 2.2-litre engine, wire wheels, disc brakes, overdrive, competition clutch and suspensions, twin spots, luggage rack, washers, heater ... **£795**

**TR3A**, 1959, 2-seater, finished in pearl white with black upholstery and fitted radio, heater, overdrive, discs, twin spots, washers, etc. **£695**

**TR3A**, 1958, very attractive in a special finish of lilac blue with grey interior, fitted twin spots, heater, X tyres ... **£635**

**TR3A**, 1958, 2-seater, two owners only, finished in pale blue with white hardtop, with wire wheels, overdrive, disc brakes, heater, X tyres **£635**

**TR3A**, 1958, 2-seater, one owner from new, finished in B.R.G. with fawn interior, with heater, X tyres, wing mirrors, etc. ... **£595**

**TR3**, 1957, 2-seater in B.R.G. with matching hard top, with disc brakes, overdrive, anti-roll bar, heater, washers. Also one other example similarly equipped in white with matching hard top, from ... **£535**

**TR2**, 1955, 2-seater in white with white hard top, fitted twin spots, X tyres, washers **£395**

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

**HERALD** coupé, 1960, resprayed gunmetal and fitted Stage II conversion, Webasto roof, radio, one owner, 1,900 miles, L.H.D., must be the most attractive and potent Herald in existence. £445.—SLOane 8326.

(Continued overleaf)



# DOVE'S

STANDARD TRIUMPH

OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL  
TR Centre

## ORDER YOUR NEW TR4 FROM THE SPECIALISTS

A DEMONSTRATOR WILL SHORTLY BE AVAILABLE. YOU ARE INVITED TO BOOK A TRIAL RUN NOW. DELIVERY WILL BE IN THE NEW YEAR, SO WE ADVISE ORDER NOW

### USED TRs

1959 TR3A. This car has just come into stock and is a real beauty. It's got everything. Hard and soft tops, overdrive, heater, tonneau and has been kept by the works. £695

1960 TR3A. Blue with grey trim. Hard top, heater, etc. It really is like new. £735

1959 TR3A. Another one with bags of extras. Overdrive, heater, tonneau, etc. £695

1960 TR3A. B.R.G. with red trim. Overdrive, heater, luggage rack, etc. As new. £765

1958 TR3. Here's a car for the enthusiast. Very low mileage, everything like new. Red. £545

**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

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. Ad. for catalogue.

Large Stocks TR Spares.

Available same day C.O.D. despatch service.  
Vimy Drive, Leighton Buzzard 3022.

TRIUMPH 2, 1955, write-off. Any offers.—Essex. Heddingham 2238.

TRIUMPH TR3A, April 1960, one owner, low mileage, grey with red trim. £695. Terms, exchanges.—Hunts (Birmingham), Ltd., 49 Broad Street, Birmingham, 1. MIDland 7591.

TR3/3A O/D, W/W, discs, must be immaculate, cash transaction.—Dodwell, Watling Street, Hinckley, Leics. Phone: Day, Nuneaton 4578; evenings, Hinckley 2424.

1959 TR3A. Pearl white, 22,000 miles, one owner from new. Overdrive, wing mirrors, link mats, screen washers and heater. Owner elderly gentleman. This car has never been driven hard.—Meadvale Garage, Ltd., Clarence Walk, Meadvale, Redhill, Surrey. Phone: Reigate 2333.

1957 TR3, signal red, overdrive, radio, heater, disc brakes, new "X" tyres, safety straps, luggage rack and a host of other extras. An outstanding example. £485.—Central Newbury Motors, Ltd. Tel.: Newbury 2000.

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

TR3A, 1961, 2-seater. One owner, 8,000 miles only, quite unblemished throughout in B.R.G. with red cockpit, overdrive, wire wheels, radio, heater, tonneau, X tyres, wood-rimmed wheel, etc. Cost new £1,200—now ... £845

TR3A, 1960, 2-seater. One owner, 12,000 miles only. Faultless condition throughout in red with off-white interior. Also a first-class 1959 TR3A in red with many extras, from ... £675

TR3, 1957, 2-seater finished in red, with new hood, overdrive, radio, heater, X tyres, etc. ... £515

TR2, 1955, 2-seater, finished in pale blue with white hard top and overdrive, radio, heater, twin spots, new X tyres. Choice 2 from £345  
Arkwright Street, Nottingham. Tel.: 89282/3.

#### TURNER

1960 TURNER-CLIMAX Stage III, c./r. gear-box, disc brakes, wire wheels, Michelin X, tonneau cover, Carlotti wheel, aero-screen, etc. Polychromatic blue, blue trim. Genuine 6,000 miles, and in perfect order. £675 or exchange slightly modified saloon or convertible.—Michael Brown, Birkenshaw, Bradford.

#### T.V.R.

##### 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! 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.

#### TONY BROOKS, LTD.

is sole distributor for

LONDON & HOME COUNTIES  
of the

#### TVR GRANTURA

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.

(Waterloo/Weybridge Stations 25 mins.)

Tel.: Byfleet 42784.

FABULOUS T.V.R., latest Mark II, salvador blue, red trim, M.G.A. 1600, every official extra, including c/r gearbox, heater, Konis, Michelin Xs, etc., 4,000 miles. Save £250. No competitions. £777.—54 Stephen Road, Prestatyn, N. Wales.

FOR SALE, T.V.R. Mk. II, 1960, 2,000 miles. The most advanced T.V.R. available. Lightweight body-chassis unit. Coventry Climax Stage III engine, works prepared. Weber carbs., etc. Magnesium wheels, disc brakes all round, inboard rear. Rack and pinion steering. Modified ball joint suspension, etc., etc., etc. sole reason for selling: owing to sponsored drive next season. £995 no offers. H.P. available.—John Brown, Brown & Co. (Winton), Ltd., Ryton Service Garage, Ryton on Tyne. Phone: Blaydon 216, between 9 a.m. and 7 p.m.

T.V.R. MK. II M.G.A. 1600, white/black and white, 11,500 miles; extras include Downton head, 9.5 pistons, electric fan, Derrington wheel. Registration DM4. Reason for sale, Company car. £765.—Musgrave, Rose-dene, Upton Heath, Chester. Tel.: Chester 22508.

T.V.R. MARK II, reg. 1960, tuned Classic body and chassis, 110 m.p.h., 35 m.p.g., immaculate. £650.—Box 4375.

T.V.R. 1960, MK. 2, 6,000 miles, red. £650.—T. H. Shaddick, Ltd., 12 Upper Bedford Street, Brighton B61656.

#### UNCLASSIFIED

1955 Speedster 1500. R.h.d. Good condition throughout ... £675

1955 Volkswagen, good throughout ... £320

1936 Rolls 20/25 saloon, good throughout ... £300  
Sturry Motor Co., Ltd. Canterbury 5624

#### VOLVO

VOLVO 122S, April 1959. Blue/grey, 25,000 miles. Used as second car, one owner, immaculate. £850 o.n.o.—Addiscombe 1310.

#### WOLSELEY

1957 WOLSELEY 1500, fitted with M.G.A. cylinder head, high compression pistons and twin carbs, X tyres. £390 o.n.o.—D. R. Warwick, Fitzroy Farm Cottage, Fitzroy Park, Highgate. MOUntview 6700.

#### BODYWORK

REJO fibreglass bodies. Following numerous enquiries this season a few can be professionally made to order. Price £50.—R. Easterling, 30 Hyde Vale, Greenwich, S.E.10. TIDeway 5591.

#### BOOKS

AUTOBOOKS OF BRIGHTON. Largest motorists' booksellers in U.K. Workshop manuals, handbook, tuning book. Everything in print on cars.—Autobooks, Islingword Road, Brighton.

ENTHUSIAST selling collection. Handbooks, manuals, vintage, pre-war, post-war, various other leaflets. Stamp for list price.—Box 4370.



SPECIALISTS

REPAIRS

SALES

SPARES

SERVICE

### USED CARS FOR SALE



1959 M.G.A. two-seater, red/black trim, low mileage, one owner ... £645

1959 M.G.A. coupe, white/red trim, excellent condition, one owner £650

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

### 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



REPUTED THE BEST IN THE  
COUNTRY—

## JAGUAR 150S

Sept., 1959. Sherwood Green. Specially turned out without bumper bars front or rear. Jaguar modified suspension. Powr-Lok diff. New 'E' type engine fitted by Jaguar Motor Co. to be run in (original engine retained for competitions). Le Mans headlights, wire wheels with Dunlop racing tyres, disc brakes, overdrive, fitted heater, windscreen wash, 'C' type bucket seats, safety belts, quick filler petrol cap. List of spares include: 4 wire wheels with tyres, 4 new shock absorbers, 1 set of disc pads.  
Only £1,350

This car has to be seen to be believed.  
All modifications carried out by  
Jaguar Motor Co. who will vouch for  
the same.

## REGENT GARAGE

PHOENIX STREET - - TUNSTALL  
Phone 88207

### BRAKE CONVERSIONS

**TRIUMPH Herald.** Limited quantity of disc brake conversion sets available from stock.—Jack Knight, Theatre Street, Battersea, S.W.11. Tel.: BA1tersea 1518.

### CARBURETTORS

**TWIN 1½ SUS,** little used. £10.—S. Marten, Vines, Hildenborough, Kent.  
**WANTED** for Jaguar 3.8-type engine: Triple Webers, all linkage and manifolds, etc., or complete conversion for petrol injection. Any spares, etc., for 3.8 engine considered.—Box 4348.

### CAR COVERS

**PROTECT** your sports or saloon car from the weather with an individually tailored "Auto-cover". Quotation and sample from Watford Motor Accessories, 328-330 St. Albans Road, Watford 21776.

### CONVERSIONS

90 m.p.h. from your MINI-MINOR

by fitting KIEFT POWER modifications.

COMPARE THESE PRICES.

B.M.C. "A" Series.

Kieft Power Stage 1 head ... ..	£12 10
Kieft Power Stage 2 head ... ..	£16 16
Kieft Power modifications to single SU Carburettor ... ..	£1 15
Fitting and tuning ... ..	£3 15

Conversions available for all makes of cars, including the Triumph Herald 1200. By fitting a Kieft Power head on a Herald 1200 you too can get 0-50 in 11 secs.!

Open seven days a week, 9 a.m. until 9 p.m.  
ring or call

KIEFT SPORTS CAR CO., LTD.,

302 Alcester Road, Wythall, near Birmingham.

Tel.: Wythall 3011.

### ROBERT BODLE, LTD.

Tuning and Competition Department.

(Backed by international motor racing experience.) CONVERSIONS: Alexander and Speedwell; also our own (factory approved) for Volvo and Fiat. Electronic tuning with latest American equipment. Rally aids and equipment supplied and fitted.

Dorchester-on-Thames, Oxon.

Tel.: Warborough 285 and 353.

Barbury, Oxon.

Tel.: 3472.

**SPEED SPORT** for all your Downton conversions. All from stock! Other conversions readily available. Wood-rimmed steering wheels, etc.—Speed Sport, 43 Great Bridge, Tipton, Staffs. Tipton 2728.

### CONVERSION SPECIALISTS

**ALEXANDER CONVERSIONS.**—6 Adam and Eve Mews, Kensington High Street, W.8. WEStern 1166.

### CONVERSION UNITS

**ARDEN** for Stage 1, 2 and 3 Mini Conversions. Stage 1 complies with Group II appendix J. £25. Mini tie bar mods. Thermometer offtakes. Weber and SU inlet manifolds, complete with carburettors. Triumph 1,200 c.c. conversion range. —Arden Conversions, Tanworth-in-Arden, Solihull, Warks. 3d. stamp for List. Wythall 3368.

**DERRINGTON** inlet exhaust manifolds and twin SUS for Triumph Herald 948 c.c., as new, bargain. £10.—Jones, Greenwich House, Talysarn, Caernarvon.

**SPEED** equipment for the whole current range of Ford passenger vehicles.—Jeff Uren, 125 Rydal Crescent, Perivale (3255), Middx.

**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.,**  
for

**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,

Chessington, Surrey.

ELMbridge 4808 & 9280.

**CYLINDER HEADS.**—Polishing of combustion chambers and ports and matching to manifolds is NOT so expensive.—Phone: Laystall, WATERloo 6141.

**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. BA1tersea 7327.

### ENGINES

#### TEAM LOTUS LIMITED

invite offers for the following racing engines which are now for sale:

**2½-litre FPF engine No. 1168.**—A virtually brand new engine which has completed only two races since a complete rebuild at Climax when a new crankcase, crankshaft, block and cylinder head were fitted.

**1½-litre FPF Mark I engines.**

**No. 1123.**—Fitted with a special cylinder head, this engine has completed one season's racing, since when it has been completely overhauled and has since been used only for test work on the bench.

**No. 1132.**—Rebuilt in March, 1961, and fitted with a new crankcase, cylinder head and crankshaft, this engine has been used only for practice at Modena since being overhauled by Coventry Climax.

**No. 1195.**—Used only for testing prototype car, this engine has been subsequently overhauled, including the fitting of new valves, exhaust camshaft and big end bearings.

**1½-litre FPF Mark II engines.**

**No. 1209.**—Used by Team Lotus this season, this engine was overhauled by Coventry Climax on 26th September, 1961, and has not been used since.

**No. 1220.**—Overhauled since its last race, this engine completed six races with no mechanical failures.

**No. 1226.**—The engine used by Innes Ireland in the American Grand Prix and overhauled subsequently.

**No. 1229.**—Used only in one race and in practice at Monza, this engine is as new.

Genuine enquiries and offers for any of these engines are invited to contact

**TEAM LOTUS LIMITED,**

Delamare Road, Cheshunt, Hertfordshire.

Telephone No.: Waltham Cross 26181.

**B.M.C. A SERIES,** 75 b.h.p., 90-ton crank, lightened flywheel, comp. clutch, very special head and cam, balanced throughout by Brabham. 1½ in. SUS, engine will be sold with exhaust system, oil cooler, special Lucas dist. starter, generator. £145 o.n.o.—Ring Ken Wiggins, ACorn 3597, or apply Phil De Banks, 13 Barley Close, Weston Turville, Aylesbury, Bucks.

**CHOICE** of two 100E engines, all mods., Weber carb., gasworks, etc., gearbox "C"-type C/R.—John Taylor, 155 Dominion Road, Glenfield, Leicester 871257, after 7 p.m.

**EX T. TAYLOR** 105E F.J. motor. Little used since overhaul. On 38 DCO.3 Webers, reputed 87 b.h.p. Offers.—Parkin Engineering, Ltd., Parkson House, Whiston.

**F.P.F.** 1500 TWIN-CAM complete, water pump, carbs., magneto, new valves, etc. Will strip for inspection if needed. £545.—W. H. Hall, 10 High Street, Banstead, Burgh Heath 2721.

## Cheshire Sports Cars

agents for T.V.R.

### OFFER

1961 (August) T.V.R. Grantura. 3,000 miles only, standard M.G.A. 1600 engine, dark blue with blue/grey interior, reversing light, screen washers and electric fan. £925

1957 (reg. 1960) ELVA sports-racing car, Climax engine, ex-Archie Scott-Brown. £385

1946 MORGAN 4/4, B.R.G., new hood, tonneau, upholstery. £125

Also: 1956 immaculate HUMBER Hawk, overdrive, heater, etc. £375. And: 1955 HILLMAN Husky, two-tone blue, heater, etc. £195

Expected in soon: One immaculate low-mileage Lotus Mk. 6 with M.G. 1500 engine, fully modified by Laystall and with many other extras.

**NEW T.V.R.s DELIVERED TO ANY PART OF THE COUNTRY WITHIN 10 DAYS OF RECEIPT OF ORDER. DEMONSTRATIONS ARRANGED WITHOUT ANY OBLIGATION. FOR FURTHER DETAILS SEND FOR ILLUSTRATED BROCHURE.**

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

**HIGHLY** modified yet completely flexible Zephyr engines available now. Specification, based on years of racing and rally experience, gladly supplied. 155 b.h.p. still with good m.p.g. and reliability. A trial run in my car will assuredly convince you of the fantastic performance you can have in your Zephyr, A.C. or special. Complete unit with clutch. £295.—Jeff Uren, 125 Rydal Crescent, Perivale (3255), Middx.

**LATEST** Weber Cooper-B.M.C., few races, two wins, recent strip and test by B.M.C., complete and perfect. £175.—Box 4379.

**MARK I** Ford Zephyr engine with full Raymond Mays conversion. All brand new and unused. £150.—Box 4372.

### 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, Tel.: Crowthorne 2231.

**FIVE SPEED RENAULT** close ratio gearbox. Completely reconditioned and ready to fit. £165.—The Grosvenor Garage, Pitch Place, Worplesdon, Worplesdon 2747.

**UNREPEATABLE OFFER.**—Four-speed close-ratio F.J. gears for Dauphine gearboxes. Delivered from stock.—Parkin Engineering, Ltd., Parkson House, Whiston.

### INSURANCE

**PASSENGER INSURANCE FOR SPORTS CARS**—individually arranged at competitive premiums. **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

#### SPORTS CARS IN ACTION!!!!

Recordings made on America's renowned race tracks. Driven by the World's Leading Racing Drivers.

**ALL RECORDINGS IN HI-FI AUTOSONIC SOUND! AT RACING SPEED!!**

- Z.1001. M.G.A.
- Z.1002. Porsche 1600.
- Z.1003. Triumph.
- Z.1004. Austin-Healey Sprite.
- Z.1005. Corvette.
- Z.1006. Jaguar.
- Z.1007. Alfa Romeo.
- Z.1008. Porsche RSK.
- Z.1009. Birdcage Maserati Tipo 61.
- Z.1010. Stangueli F.J.
- Z.1011. Volkswagen.
- Z.1012. A.C.-Bristol.
- Z.1013. Lotus, Monte Carlo, Mod. 19.

**ALL RECORDED AT 45 R.P.M.**

**Price, 9s. 11d. each.**

Special introductory offer, any eight records for £2 2s. post paid.

Send cash, cheque, money order, to

**ZODIAC RECORDS, LTD.,**  
19 Gerrard Street, London, W.1.

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

(Continued overleaf)



## Classified Advertisements—continued

## MISCELLANEOUS—continued

**SPRITE** bonnet, as new, underscaled. £25 o.n.o.  
—Tel.: MAIDA Vale 3827.  
**UNUSED** hard top for Sprite or Turner. £20.  
Phone: WILlesden 7070.

## PERSONAL

## TIME ON MY HANDS

"Takeover" having terminated long business career (tyre distribution), investment income and other emoluments keep financial wolf from door but trial period as "gentleman of leisure", although very enjoyable, indicates some form of occupation (whole or part-time), preferably remunerative, still desirable.

Would like turn to good purpose experience gained during nearly 30 years' association motor sport. Many years a competitor, still driving hill-climbs. "Admin." experience from serving club committees since 1938; editor/chief contributor club magazine last 14 years; had books published ("Wheelspin", "Shelsley Walsh", "500 c.c. Racing", etc.).

Free to travel (and willing). "Working knowledge" highways/byways/clitics Western Europe, also experience as competitor (Cooper 500) some circuits—Nürburgring, Rheims, Zandvoort, Chimay, etc. (Embryo "poor man's" Ken Gregory?) Useful smattering French/German (anxious improve).

No longer young (main reason reluctance start business on own account again) but physically fit and eager to be active. Never tired of driving. Own transport/typewriter/camera. If able choose would prefer outdoor activity (includes driving) to office chair. Member B.R.D.C. Recent experience as commentator.

**AUSTEN (C. A. N.) MAY,**  
"Primrose Cottage", Marsh Lane,  
Solihull (3170).

**R.A.C. RALLY.** Experienced, successful navigator/co-driver available (broke). "Have maps will travel". Will buy own beer.—Box 4366.

**RALLY** and race game. Ideal for Christmas presents. All the thrills without the risk of a bent car! Price 50s. 2d. But send 4d. stamp for special offer to AUTOSPORT readers.—Eric Fishwick, Ltd., Grange Valley, Haydock, St. Helens, Lancs.

## 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

## "MAPS FOR RALLIES"

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

**THE MAP HOUSE,**  
Rally Department,  
67 St. James's Street, S.W.1.  
HYDe Park 0586.

**MOTOR RACING,** rally and performance kit. Comprehensive stocks. Open 9 a.m. to 6 p.m. Mon.-Sat. "Mini" Specialists and Manufacturers of the full-width dash panel for these cars. Make your extra instruments look part of the car—no drilling—all for 79s. 6d., or 97s. 6d. (de-luxe).—Leston Kit and Arden Conversions Stockists.—Motoquip, 88 Coventry Street, Kidderminster 5140.

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

**ROADSPORT EQUIPMENT,** the leading Midlands racing and rally accessory specialists, supply the leading rally crews, stockists of Speedwell performance conversions and "Spyder" wood-rimmed steering wheels, map lights, signpost lamps, safety belts, O.S. maps, calculators, self-adhesive numbers.—Write for our new free illustrated catalogue, Roadsport Equipment, 76 King Street, Loughborough (for day and night service ring 4937).

**THE Rally Equipment Specialists:** Booklet, *Rally Navigation*, 4s.; 1 in. O.S. maps, paper, folded 5s. 6d., flat 4s. 6d.; Blackwell calculators, 14s. 6d., 35s., 53s.; New Type Flexlights, 42s.; New Swiss stopwatches, 67s. 6d.; Romers, 8s. and 6s.; Helphos Lamps, 69s. 6d.; Mini Sump Guards, 69s. 6d.; Map Boards, 35s.; Poti Magnifiers, 59s. 6d. C.O.D. if required.—Rally Kit, Solihull, 719 Warwick Road, Solihull, Warwickshire, Solihull 1252.

**YORKSHIRE'S Rally and Speed Shop.** All rally equipment, O.S. maps, engine conversions, superchargers, racing numbers. Send for list.—Chapel Allerton Motors, Ltd., 194 Harrogate Road, Leeds, 7. Tel.: 684020.

## SAFETY BELTS

**"AUTOSAFE"** safety belts. Brand new duplicated gifts. Two full harnesses, £7 7s. (cost £10 10s.). Two diagonal belts, £6 10s. (cost £9 8s.). Approval against cash.—Box 4369.

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

**MOTORISTS** choose Britax safety belts for unrestricted safety. Available with 2 point or 3 point anchorages. B.S.I. approved. Ask your garage to fit Britax belts now. 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** long-life Shock Absorbers for Improved roadholding and comfort. Standard equipment on Porsche, Ferrari, Frazer-Nash, etc. Included in Ruddspeed Volvo conversion and optional extra on T.V.R. Granturas.—From your garage or write Postland Engineering & Trading Company, Ltd., Dept. 14, Crowland, near Peterborough, Northants. Telephone: Crowland 316/7/8.

## SITUATIONS VACANT

**TECHNICAL ASSISTANT.** A progressive engineering company in N.E. London which is pioneering petrol injection requires a technical assistant for development and work on petrol injection. Persons with experience of petrol and diesel engine development, testing and application are invited to apply in the first instance to Box No. K06388, c/o Whites, 72 Fleet Street, London, E.C.4.

## SITUATIONS WANTED

**YOUNG LADY** seeks position in motor trade. F.I.A. licence, great interest in cars/motor racing.—Box 4380.

## SPARES AND ACCESSORIES

CHEQUERED FLAG ENGINEERING, LTD.  
End of Season Sale

13-in. mag. wheels with integral 10-in. brake drums. 15-in. machined or unmachined mag. wheels. 1,100 c.c. or 1,000 c.c. Ford 105E F.J. engines. B.M.C. F.J. engines. Some part worn 15- and 13-in. racing tyres, various Lotus Elite spares, slightly used brake pads, B.M.C. "A" series diff. units, four racing fibreglass seats, various sizes and shapes of fuel tanks. 10-in. machined brake drums, alloy header tanks, wrap-round windcreens, radiators, set of racing signalling equipment complete. Gemini Mk. II chassis body units, cast alloy diff. housings, transfer boxes, various M.G. TC, TD and TF engine and gearbox spares, two sets of 15-inch wire wheels, brand new set of Servo disc brakes for Ford Zephyr/Zodiac, etc. Send now for full list of details and prices.  
High Road, Chiswick, W.4.  
Tel.: CHiswick 7871 or CHiswick 7874.

## SUSSEX SPEED SHOP

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

## HI-TUNE, LTD.

181 Edward Street, Brighton. Brighton 65007  
Brighton 63486.

**LAYCOCK** overdrive, fit EIP, Vauxhall Velox, Cresta 1953-57, propshaft, mainshaft, etc. £28 10s. o.n.o.—Apply "Havana", Guildford Road, Lightwater, Surrey, evenings.  
**NEW:** Pair 1½ ins. SUS, £13. Pair 1½ SUS, 1,000 miles, £10. TR3 rear axle, as new, £25 o.n.o. Also various HS2 and H1 carbs.—Box 4377.

**QUALITY** brake and clutch linings at 25 per cent. discount. Quotations by return.—Auto Linings, 2 Grasmere Road, Royton, Lancs.

**TR3A SPARES.** All in excellent condition. Works hardtop, red, with roof spot fittings, £25. Special head (9.5:1), large ports, valves flowed, polished, just overhauled, unused, £25. 2H6 Carbs. with standard and special inlet manifolds, matched for above head, flowed and polished, £15. Experimental square pipe exhaust system, unused, £5. Front apron, white, £12. Two front wings, white, £10. Bonnet, white, £10. Boot lid, white, £5. Six Dunlop wire wheels, 48-spoke, 15-inch, just rebuilt, £30. TR oil rad. (2/3), £8. Roof spot light (Lucas), £8.—Phone: BISHopgate 2352.

Two hard tops, complete with sliding side-screens, for Austin-Healey BN1/2. £25 and £35 o.n.o.—Tel.: AMBassador 7433, or WESTern 7016 evenings.

## SUPERCHARGERS

**A40 SHORROCKS** blower, 10,000 miles can be tried in situ. £35.—Shepherd, Market Square, Stafford 51194.

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

**SHORROCKS** supercharger, complete kit, suitable for A35, A40, Morris, etc. Only 5,000 miles. £50 o.n.o.—c/o West End Misfits, 188 Edgware Road, W.2. AMBassador 7127. After 6 p.m., MAIDA Vale 8542.  
**WANTED.**—Shorrock's blower for Mini with fittings.—Phillips, 15 Grand Parade, Leigh, Essex. Southend 73020.

## WANTED

## WANTED

## ALL SPORTS AND MODIFIED CARS.

**M. STANLEY,**

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

## WANTED

## COOPER-NORTON or COOPER 500,

with or without engine. Must be clean and at reasonable price.

## JOHNSON'S (CHURCHTOWN), LTD.,

148 Cambridge Road, Southport.

**ANTI ROLL BAR,** alloy cylinder head, wood steering wheel, alloy rocker cover, required for 105E.—Box 4367.

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

**HARD TOP** and side screens required for 1957 M.G.A. Price and details.—R. B. Brown, Elm High Road, Wisbech.

**IN** good condition, for 1960 TR3A—windscreen, soft-top, struts, sidescrims, front bumper and two road wheels.—Hill, Palace Theatre, Truro (2167), Cornwall.

**LIGHT TRAILER** suit Terrier sports car. Sprite or like B.M.C. gearbox. Please state ratios in reply. Both must be in good order.—Box 4368.

**LOTUS** Formula Junior. Damaged or crashed. L—Ring: COPpermill 3345/6.

**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. HAMpsstead 6041.

**TR2** OR Vanguard Phase II cylinder block.—Wilkins, Battle 2696.

**WANTED.**—Formula 3 car in exchange for Class II twin JLOs go-kart. Value £90. Fast. Immaculate condition.—Apply, T. Patrick, Gablemary-Ann, Thorpe Road, Clacton-on-Sea.

**WANTED.**—Speed equipment for Austin Mini 7. Details. Price.—Hewitt, 543, Welford Road, Leicester.

**WANTED.**—1961 Formula Junior Lotus 20 for spot cash. Please give details, history and condition, also price required.—Box 4321.

## NEW CARS FOR SALE

## FORD

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

## GOGGOMOBIL

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

## LOTUS

**THE Chequered Flag (Competition Cars), Ltd.,** London's Lotus Distributors, offer the fabulous Series II Elite now with improved specifications, for only £1,299 in component form. Send now for fullest particulars.—Gemini House, High Street, Edgware, Middx. Tel.: Edgware 6171/2.

## M.G.

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

## TRIUMPH

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

## VOLVO

**BUCKS** and Oxon Distributors for the fabulous 122S Volvo cars. Demonstrators available anywhere, any time.—Contact either Robert Bodle, Ltd., Dorchester Service Station, Dorchester-on-Thames, Oxford. Tel.: Warbrough 285 or 353; or Robert Bodle (Banbury), Ltd., 57/58 Parsons Street, Banbury. Tel.: Banbury 3472.



## 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 .....

SOLELY M.G. CARS—SALES AND SERVICE



Hounslow  
2238 & 3456

OFFICIAL



STOCKISTS

**TOULMIN MOTORS** FOR YOUR M.G.

**SALES**

New Models always in Stock.  
A small select stock of second-hand cars.

**SPARES**

A large comprehensive stock of spares for all models. C.O.D. service available

**REPAIRS**

Reconditioned engines in stock from late Magnette to early J type, immediate fitting service.

**343 Staines Road, Hounslow, Middlesex**

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

*Get-a-way...*  
from winter sluggishness  
fit a **MORY RADBLIND**



- cut warm-up time
- increase engine power
- reduce engine wear
- save fuel
- improve heater performance



INSTANT ADJUSTMENT  
FROM THE DRIVING SEAT

**PRICES FROM 50/-**

Please send me details of the Mory Radblind

Make of car .....

Model ..... Year .....

Name .....

Address .....

A.S.2.

Mory & Co. Ltd., 88 Leadenhall Street, London, E.C.3.

AVE 3434



## BRAKE LININGS and DISC BRAKE PADS

APPROVED for  
and fitted as  
standard equipment  
on these famous  
makes of car.

Disc Brake Pads

**MGA 1600**

**SUNBEAM ALPINE**

**SUNBEAM RAPIER**

**CONSUL CLASSIC 315**

Brake Linings

**AUSTIN PRINCESS**

**AUSTIN GIPSY**

**MGA 1600**

**WOLSELEY 6/99**

**AUSTIN A99**

**SUNBEAM ALPINE**

**CONSUL CLASSIC 315**

Small & Parkes Ltd

Manchester 9

London Office: 251 Kingston Road, SW19  
and a nationwide chain of Service Depots



**PECO****"BOLT-ON"  
SPEED TUNING****WITHOUT**

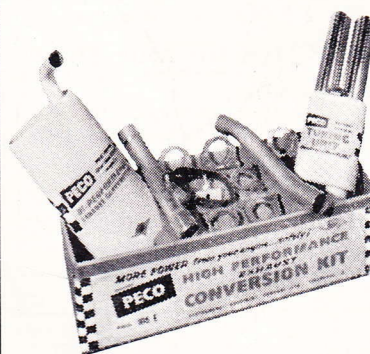
- ★ ENGINE DISMANTLING
- ★ EXTRA ENGINE WEAR
- ★ EXTRA FUEL CONSUMPTION



for all cars from  
**BENTLEY to MINI**

**IN 5 DIFFERENT PHASES OF TUNE****PHASE I. TUNING UNITS**

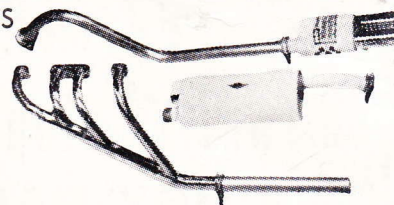
The PECO Exhaust Booster Tuning Unit will automatically increase the performance of any car. Easy to fit and available from Ifalfords, leading garages and accessory dealers.

**65/- COMPLETE****PHASE II. 'HI-PERFORMANCE' EXHAUST CONVERSION KITS**

Complete 'bolt-on' exhaust conversion kits, ready to fit, with special silencer, tuning unit, all brackets and clips.

**From £6-19-6****PHASE III. COMPLETE MANIFOLD AND EXHAUST CONVERSION KITS**

PECO Pulse Tuning Manifolds operating in conjunction with the 'Hi-Performance' PECO Phase II Exhaust Conversion Kits represents the ultimate power producing exhaust systems. Phase III consists of a specially designed Pulse Tuning Manifold incorporating the latest ideas in power producing techniques. Available for the Ford 105E, 109E, Austin 7, Mini-Minor, A30, A35, A40 Farina and A.H. Sprite. Manifolds complete with fittings from **£8-19-6**.

**PHASE IV. COMPLETE ENGINE CONVERSION KITS**

Complete inlet and exhaust kits with special carburettors. Ford 105E with special accelerator type carburettor, special inlet and pulse tuned manifolds, etc. 90 m.p.h., 37 m.p.g. **£32-10**. Renault Dauphine. Twin S.U. carburettors, pulse tuning inlet and exhaust manifolds, etc. **£38-10**.

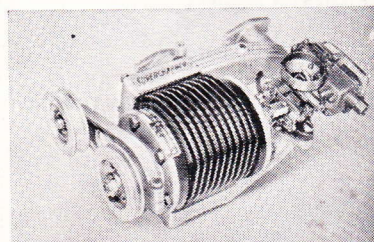


**100% INCREASE  
IN ACCELERATION**

**PHASE V. SUPERCHARGER KITS**

PECO-JUDSON Supercharger Kits complete ready to bolt into position.

M.C.A	- - -	£98
Austin-Healey Sprite		£73
Triumph TR	- -	£98
Volkswagen (All models 36 & 40 h.p.)		£69
Karmann Ghia Volkswagen		£78
190 SL Mercedes		£149
Volvo 122S & PV544		£98



**BRITAIN'S LARGEST MANUFACTURER OF SPEED TUNING EQUIPMENT  
STAND 168, SCOTTISH MOTOR SHOW, KELVIN HALL, GLASGOW**

**PERFORMANCE EQUIPMENT COMPANY, LTD.**

Head Office and Birkenhead Factory: **SANDFORD ST., BIRKENHEAD**

Telephone: **BIRKENHEAD 6041 P.B.X.**