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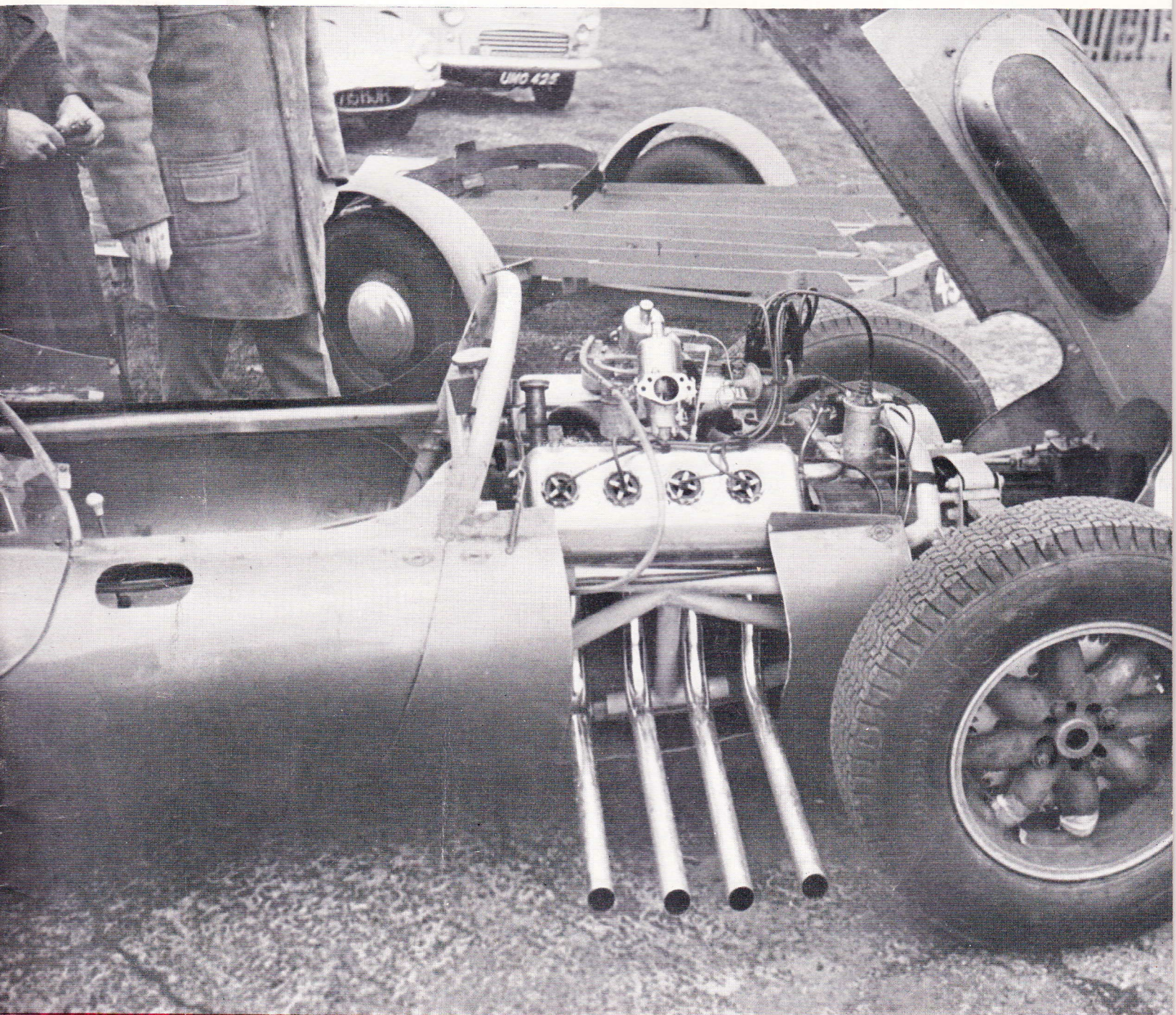
BRITAIN'S MOTOR SPORTING WEEKLY

MARCH 16, 1962

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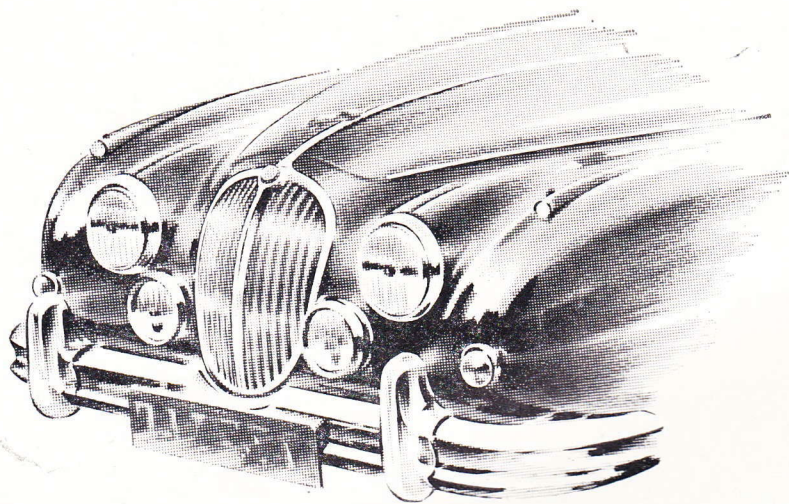
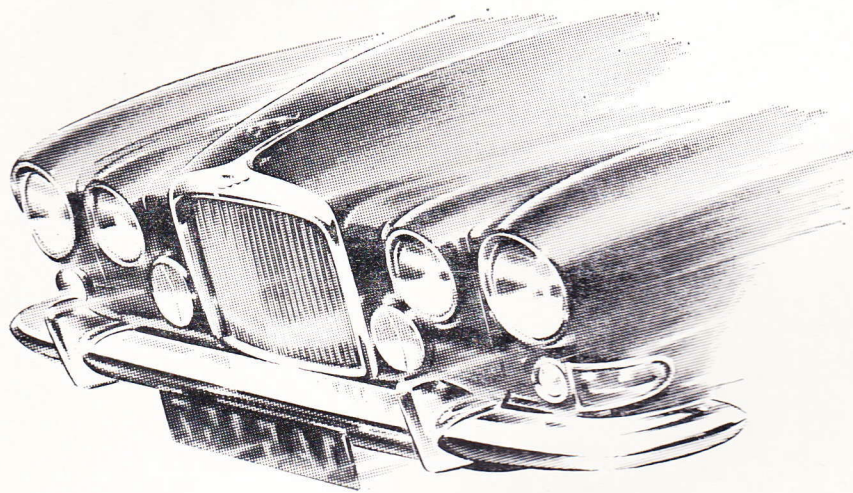
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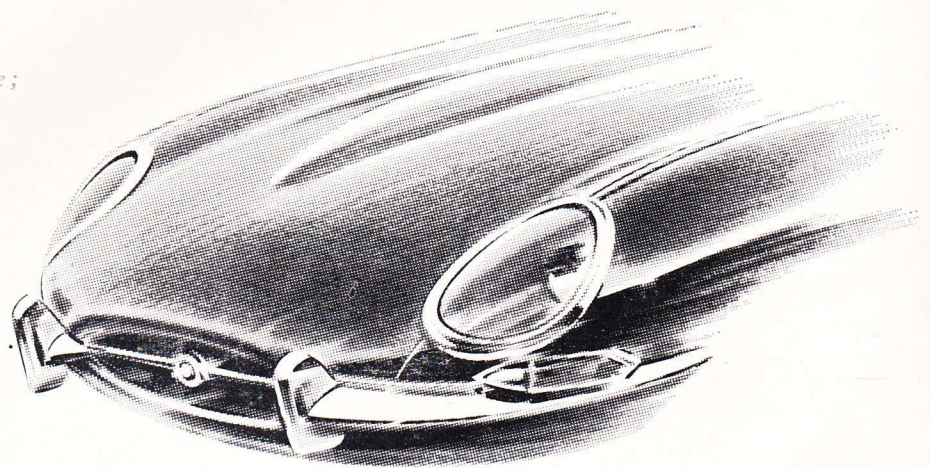


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A GENTLE GIANT-KILLER — THE ROB WALKER STORY
CARBURETTORS AND CARBURATION : NEW ALFA ROMEO'S

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

Three basic models constitute the Jaguar range ;
the Mark 2, the Mark 10 and the "E" Type.
Each is endowed with its own individuality, each is
outstanding in its performance and, together,
they satisfy every requirement of those motorists
who, however diverse their needs, have a common
aspiration—to enjoy a special kind of motoring
which no other car in the world can offer.



JAGUAR

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 11

March 16, 1962

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EDITORIAL

A WELL-MERITED HONOUR

IT was indeed a laudable decision to award to Mr. R. R. C. Walker the Ferodo Gold Trophy for his contribution to British motor racing during 1961. He is the first private entrant ever to gain this distinction, recognized as this country's major motor-racing award to manufacturers, designers and entrants, and his name goes on the records alongside others who have also played their part in promoting prestige. Coupled with Mr. Walker one must pay tribute to Stirling Moss, whose remarkable drives at Monaco and Nürburgring in the Lotus-Climax were responsible for having his patron's name put forward as the most deserving recipient of the trophy. For several years, Rob Walker has quietly supported his small team, spending a considerable amount of his private fortune in so doing. Backed by skilful technicians, headed by Alf Francis, the Walker Stable has taken on the most powerful factory teams in the world, in a sphere where the latest equipment has often been denied to the organization. The belief in, and the intense loyalty of, his friend Moss have encouraged Rob Walker to stay in business. There have been, of course, many disappointments, but at no time since the Walker-Moss association began has there been any suggestion that Stirling would drive in Grands Prix for any other boss. It is no secret that Rob Walker will stop at nothing to give Moss every possible chance of securing that elusive title, Champion of the World. It would be a great pity were such a splendid organization to pack up after this year owing to the Government's inexplicable cheese-paring decision, regarding the full payment of purchase tax on cars built specifically for Grand Prix racing and for no other purpose.

ULTIMATUM TO B.R.M.

SIR ALFRED OWEN is stated to have announced that S.B.R.M. will have to justify itself this year, if it is to survive in Grand Prix racing. For years, the motor-racing public has tended to take it for granted that B.R.M. will carry on indefinitely, but one is forced to realize that a certain modicum of success is essential in any financed enterprise. B.R.M. have not won a *grande epreuve* since 1959, when Bonnier was victorious in the Dutch Grand Prix. Sir Alfred Owen's attitude is understandable, but it seems to AUTOSPORT that it is placing a very heavy burden on the shoulders of drivers Graham Hill and Richie Ginther to ensure that success. Daimler-Benz almost came unstuck when Mercedes-Benz re-entered Grand Prix racing in 1954, and it was solely due to Juan Manuel Fangio that they were able to justify the considerable sums of money.

OUR COVER PICTURE

REMARKABLE INSTALLATION—'twas said that it could not be done—in this leaf-sprung Formula 2 Cooper is of a 2½-litre V-8 Daimler engine, the machine being the equipment used by Peter Westbury at the C.U.A.C. Snetterton sprint on Sunday. Chief Photographer George Phillips reckons it a potent job, too!



WORLD CHAMPION **EXTRA MOTOR OIL**

INTERNATIONAL
RACE

Sandown Park, Australia, March 12th

1ST

JACK BRABHAM

COOPER-CLIMAX, (102.65 m.p.h.)

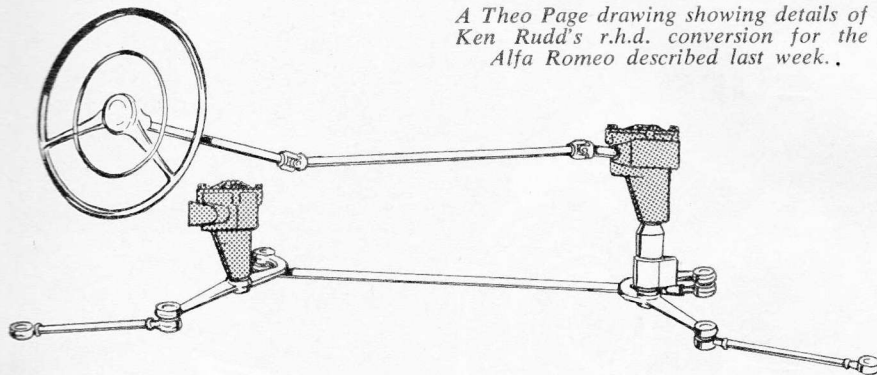
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A NEW RENAULT FLORIDE

INTRODUCED at the Geneva Show on 14th March, the new Renault Floride is of great technical interest. The long-awaited five-bearing engine is a reality, and proves to be a veritable bombshell. The dimensions are 65 mm. x 72 mm. (956 c.c.) and 51 b.h.p. is developed at 5,500 r.p.m. on a compression ratio of 9.5 to 1. The valves are inclined at 45 deg. in wedge-shaped combustion chambers and rotate on opening, while



the crank-case is sealed—a new departure.

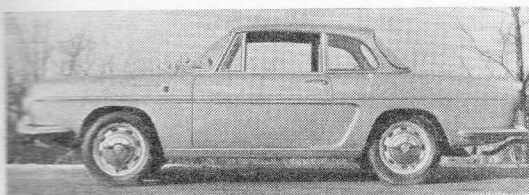
The radiator has been moved right to the back of the engine compartment. It is sealed and needs no additional water during the life of the car, exactly as on the Renault 4 and 4L. A new type of clutch with a diaphragm spring is used.

New front suspension with ball joints instead of king-pins is employed. At the rear, the swing axles are triangulated with tie rods. A stronger gearbox than before has a more direct operation. Most dramatic of all, Lockheed disc brakes are fitted to all four wheels.

The new bodies are more roomy, the Floride being now a full four-seater fixed head coupé. The Floride Spéciale is a 2/4-seater convertible with a removable hard top.

John Bolster is to test this new Renault in France at an early date.

The Renault Floride.



SILVERSTONE TROPHY MEETING

THE booking office is now open for the 14th International Trophy meeting at Silverstone on 12th May. The B.R.D.C. have arranged, as usual, a first-class full day's programme, the main event being the 150-mile trophy race for Formula 1 cars. Races will also be staged for Formula Junior, Sports, Grand Touring and Touring cars. As well as all the British teams, the B.R.D.C. hope to obtain both Ferrari and Porsche entries for the trophy race.

Ticket applications to: Trophy Office, B.R.D.C., Silverstone Circuit, near Towcester, Northants.
Prices: Grandstands (Pits), £1 10s. per seat; (Woodcote) £1 10s. per seat; (South) £1 5s. per seat. Grandstand car park, 10s. Rest of circuit: "All-In" car ticket, £1 10s. (or £1 15s. on the day). Motor cycle parking, 2s. 6d. Individual admission, 7s. 6d.

PIT and PADDOCK

IN order to clear up any misunderstanding, the organizers of the South African Grand Prix have asked us to say that the race will be held on 29th December as scheduled, and it will be the final round of this year's World Championship.

A Theo Page drawing showing details of Ken Rudd's r.h.d. conversion for the Alfa Romeo described last week.

THE RACING SEASON OPENS

THIS week-end Britain's motor racing season begins once again. The British Automobile Racing Club are holding a members meeting at Oulton Park tomorrow, while the British Racing and Sports Car Club will stage a race meeting at Snetterton the day after. Entries to the latter meeting include Jack Pearce and Peter Warr (Lotus), Denis Hulme, Richard Attwood and David Baker (Cooper), Dennis Taylor (Lola) and Ian Raby (Merlyn) in the two Junior races, Gordon Lee (Lister-Jaguar), Roy Pierpoint (Lotus), David Chamberlain (Cooper), Chris Ashmore (Elva) and Ian Raby (Merlyn) in the sports car race—the 1,500 c.c. Merlyn sports car making its début—and many other well-known personalities in the G.T. and Touring car events.

THE first major British race meeting of the year will be the B.A.R.C. National Open Oulton Park fixture on 7th April. A 25-lap race for over 2-litre G.T. cars for the Oulton Park Trophy will be the main attraction, while a 1,000 c.c. G.T., a 1,001-2,000 c.c. G.T., two Formula Junior and a sports car event comprise the other races on the full programme. The first race is at 1.30 p.m. and it is pleasing to note that the access to and exit from Oulton Park has been improved. Advance ticket bookings at reduced prices are available from Lewis, Ltd.'s Travel Bureau at Liverpool, Manchester, Leeds, Leicester and Birmingham, the R.A.C. offices at Manchester and from Cheshire Car Circuit, Ltd., 29 Eastgate Row North, Chester.

BRUCE HALFORD, Tim Parnell and Paul Doughty recently got themselves married. Congratulations!

The convertible version of the Mercedes-Benz 300SE introduced this week. Its many desirable features include: a lightweight 3-litre fuel-injection engine, servo-assisted disc brakes, automatic four-speed gearbox, power steering, air suspension and a limited-slip differential.



On the seat of this prize-winning Sprite, built from a 2s. Airfix kit by Mrs. John Seaman of Hounslow, Middlesex, is a copy of AUTOSPORT—a colour photo facsimile reduced to exact 1:32 scale. Mrs. Seaman won second prize in a Sprite modelling competition staged by the Austin-Healey O.C.

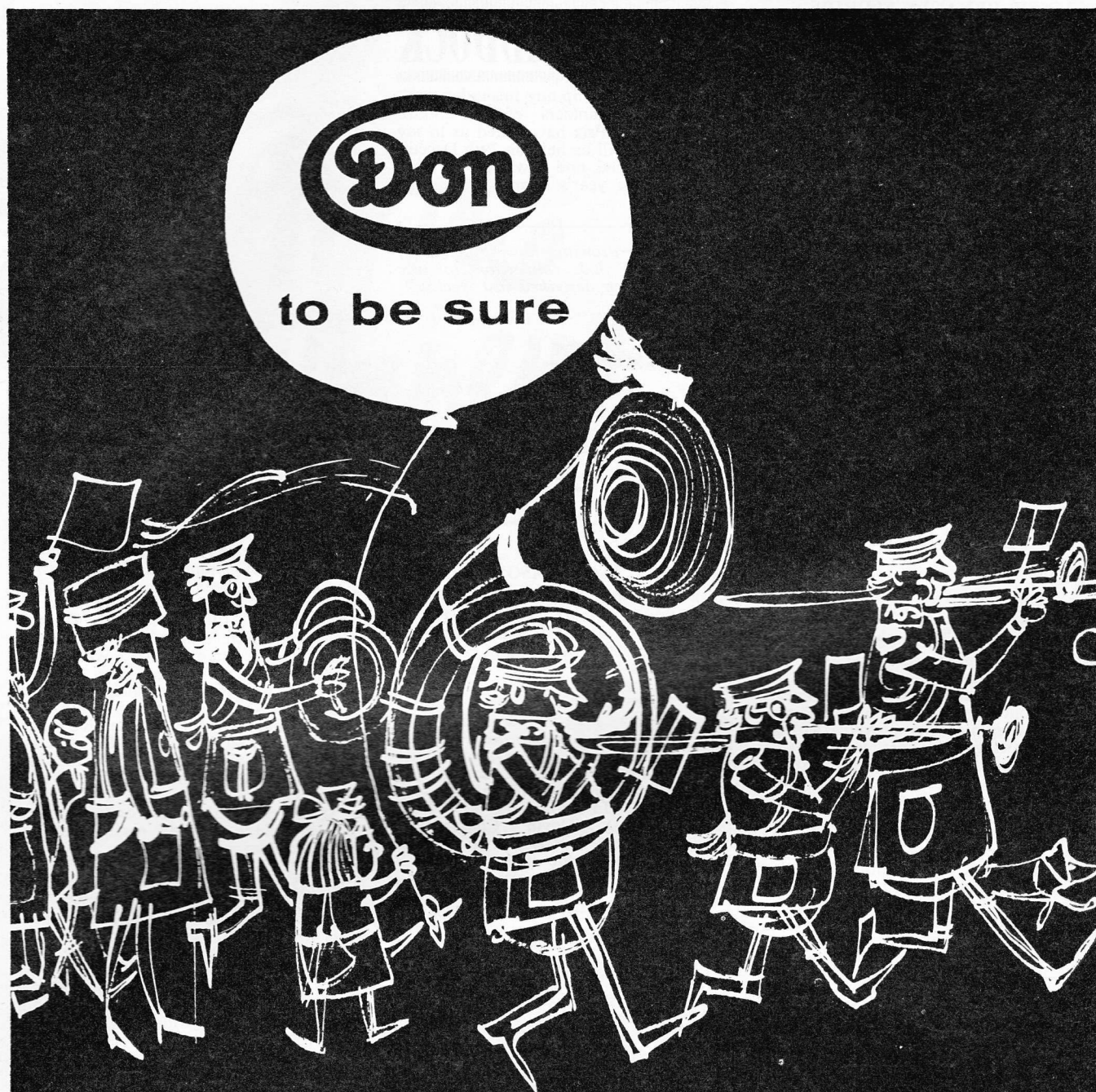
ANOTHER company to aid in the development of improved performance motoring has been recently announced by a trio well known to racegoers at home and on the Continent. George Henrotte, Brian Whitehouse and David Watson operating from Westmount Garage, Blendon Road, Bexley, Kent—until new premises are available—are the leading and sole agents for South-East London and Kent for the extensive range of Alexander equipment and Turner cars. They plan to offer service to provide that improved quality in motoring for all and every enthusiast.

Motor racing activities for the coming season include vigorous participation in Formula Junior with a Lotus 20 and in production and G.T. races with Turner cars. The bright red Lotus 20 will be joined firstly by a Mk. 2 Turner and later by one of the very elegant new G.T. cars first seen at the Racing Car Show.

Aiming to provide real service and to place racing experience at the disposal of their clients they welcome old friends and new to see and try the demonstrators which embrace a wide field including such things as silent travel, power brakes and performance kit on a Mini to the cars used for racing.

OWING to business commitments, Bert Horton, of Timms Motors, Colindale Road, Putney, London, S.W.15, will not be preparing Arthur Owen's hill-climb Cooper this year; nevertheless, he will still be pleased to see any new faces with their racing cars for general tuning, etc.



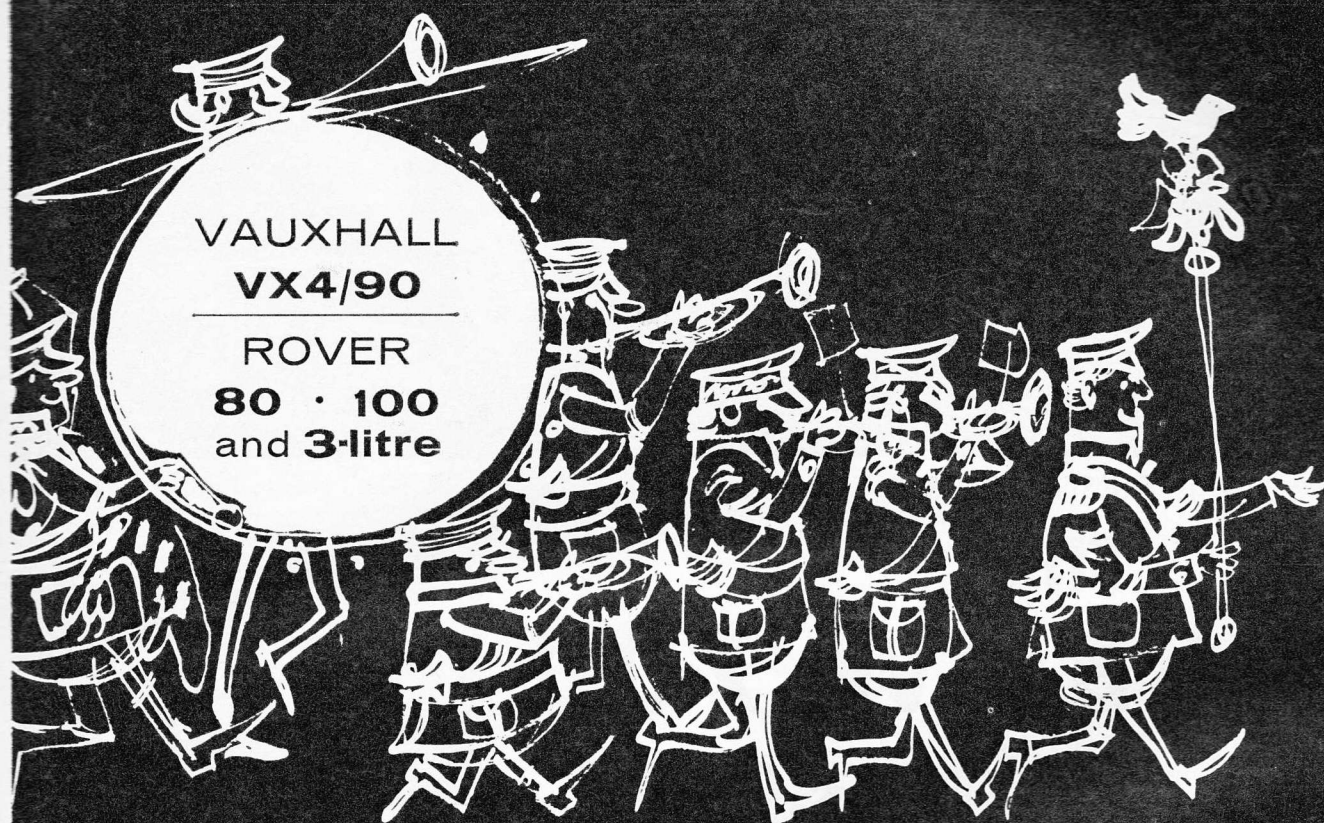


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JOHN BOLSTER TESTS

The BMW 700 COUPÉ



WHEN one thinks of small Continental air-cooled cars, it is easy to visualize those little tin boxes beloved of the peasants which clatter along at 40 m.p.h. on a mixture of third-grade petrol and T.V.O. I have been testing a two-cylinder air-cooled car of under 700 c.c. capacity, but it is about as different from the traditional *teuf-teuf* as it could possibly be. A very attractive coupé which will average 80 m.p.h. for the full length of the M1, this little marvel has a performance which is almost beyond belief. Ladies and gentlemen, meet the BMW!

For very many years the flat-twin BMW motor-cycle engine has been famous. I rode a 500 c.c. BMW before the war which would easily exceed 100 m.p.h. in full touring trim. This type of unit has many virtues for a small car and a size of 697 c.c. has been chosen for the purpose. The model which I tested was the coupé, which has a higher compression ratio than the standard car and twin downdraught carburetors. It also has closer ratios in the four-speed, all-synchromesh gearbox, among other things.

This unit is mounted at the rear of a steel punt-type chassis, which is reinforced by the body panels. It drives the

rear wheels through articulated shafts with rubber shock-absorbing joints and the suspension is by trailing arms. The front wheels are sprung on the Dubonnet system, wherein the whole suspension units pivot with the steering, which is by rack and pinion. The suspension medium is helical springs fore and aft.

When one occupies the driving seat the exceptional all-round visibility, conferred by the slim pillars, is at once apparent. There is ample leg room for the tallest driver and the backs of the separate front seats are adjustable for rake. Comfortable for two children, the back seat is adequate for a grown-up on short journeys. The controls are all well situated and the driving position is superb, while the speedometer and rev. counter dials are round and clear to read.

On moving off, it is best to nurse the clutch a little, as the bottom gear is fairly high and will encompass 30 m.p.h. However, starting away on considerable gradients presents no problem. Second speed gives a rousing 52 m.p.h. and third

an easy 69 m.p.h. These figures on a corrected speedometer corresponded with 7,000 r.p.m. on the rev. counter.

This is, above all, a driver's car, and the intelligent conductor can increase the performance by an exact choice of revolutions for his gear changes. The unit peaks at 5,800 r.p.m., but it pays to go up to 7,000 r.p.m. or so, which means that the speed will not drop below 5,000 r.p.m. after an up-change. The engine idles slowly and steadily and pulls well at only 2,500 r.p.m., but it "comes in with a bang" above 5,000 r.p.m. and does its best work thereafter.

Six thousand r.p.m. gives easy cruising with a remarkably low sound level for the type of car. When accelerating hard the machinery emits much more noise, but it never reaches an objectionable level and the exhaust is well silenced. The engine is phenomenally smooth above 5,500 r.p.m. and almost "disappears" at 7,000 r.p.m. The gear changes are as fast as the hand can move, the synchromesh being unbeatable and the bottom gear often being used

SPECIFICATION AND PERFORMANCE DATA

Car Tested: BMW 700 Coupé, price £950 including P.T.

Engine: Two cylinders 78 mm. x 73 mm. (697 c.c.). Pushrod-operated inclined valves with automatic adjustment. Roller-bearing crankshaft. Compression ratio, 9 to 1. 46 b.h.p. (S.A.E.) at 5,800 r.p.m. Twin Solex down-draught carburettors. Coil and distributor ignition.

Transmission: Single dry-plate clutch. Four-speed all-synchromesh gearbox with central remote-control gear lever, ratios 4.56, 6.23, 8.68 and 14.48 to 1. Spiral bevel final drive. Articulated half shafts.

Chassis: Steel punt-type chassis with welded body panels. Independent front suspension by Debonnet leading-arm system, with rack-and-pinion steering. Independent rear suspension by

trailing arms, with anti-roll bar. Helical springs and telescopic dampers all round. Hydraulic drum-type brakes. Bolt-on disc wheels, fitted 5.20 x 12 ins. tubeless tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Fuel gauge with reserve tap. Windscreen wipers and washers. Heating and demisting. Cigarette lighter. Reversing light. Flashing direction indicators.

Dimensions: Wheelbase, 6 ft. 11½ ins. Track (front) 4 ft. 2 ins., (rear) 3 ft. 11½ ins. Overall length, 11 ft. 6 ins. Width, 4 ft. 10½ ins.

Performance: Maximum speed, 83.3 m.p.h. Speeds in gears: 3rd, 69 m.p.h.; 2nd, 52 m.p.h.; 1st, 30 m.p.h. Standing quarter-mile, 21.2 secs. Acceleration: 0-30 m.p.h., 5.2 secs.; 0-50 m.p.h., 14 secs.; 0-60 m.p.h., 21.2 secs.

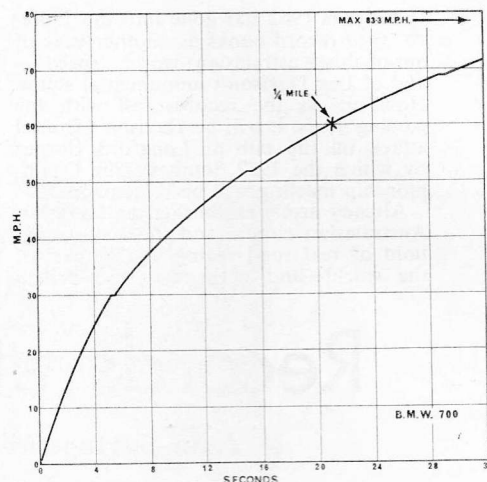
Fuel Consumption: 31/40 m.p.g.

for sharp corners. When the car is stationary, it is sometimes hard to engage first gear.

People who think they dislike rear-engined cars often really object only to swing-axle characteristics. The BMW has trailing-arm suspension at the rear and this has none of the tricky habits of the simpler but less satisfactory arrangements. The cornering power is phenomenally high for a production car, being almost up to Formula Junior standards. During extremely fast cornering, the rear end may break away momentarily, but it

m.p.g. during flat-out motorway driving. The oil consumption was nil.

The BMW has some good features, including an ignition key that locks the gear lever, a reversing light, a reserve petrol tap in addition to the gauge and a wiper switch that washes the screen when pulled. The rear windows open as extractors for ventilation. The heater works well normally, but during careful driving on icy roads the engine did not get hot enough to keep my toes warm. Behaviour is good on snow and ice if one uses discretion with the brake pedal,



ACCELERATION GRAPH

and on wet roads the cornering power remains very high.

The 12-volt electrical system includes a silent, direct-drive starter and the headlamps are powerful. There is a flasher for overtaking and variable-intensity instrument lighting. Unfortunately, the import duty renders the BMW an expensive small car, this model being considerably more costly than the standard type. One therefore tends to compare the interior trim and floor mats with those of cars in the same price range and a certain lack of luxury is then apparent. The car is so delightful to drive, however, that many people who try it will regard it as well worth the money. For them, de luxe equipment might be offered as an extra. There is useful luggage space in the front boot and the rear seat will often be employed for additional baggage.

The BMW 700 is a very small car with the performance and stamina of a giant. It is a long time since I handed back a road test car with such real regret. What a marvellous little Grand Touring car this is!



LEFT: The luggage space in the front boot is very reasonable for such a small car.

BELOW: The interior of the BMW. Excellent all-round vision is offered by the slim pillars. The doors in this road test car are covered with cellophane protectors.

immediately grips again and there is no tendency to spin. The steering is light and quick, the stability being remarkable at full speed. Unfortunately, this almost ideal behaviour is marred by some loss of stability in side-winds.

The ride is remarkably comfortable with a total absence of pitching. The suspension cannot "swallow" cross-country sections with large pot holes, but bad roads of a more normal configuration are covered in quite exceptional comfort. Road noises are not transmitted to the interior of the car. The brakes are very powerful and do not fade, sometimes even seeming a little fierce at extremely low speeds.

In the hands of the right sort of driver the performance of the BMW is really sensational and one can understand its success in racing. When cruising at 80 m.p.h. it is almost impossible to believe that only 700 c.c. of engine is propelling the little projectile. A mean speed of 83.3 m.p.h. was recorded, and under admittedly favourable conditions a one-way speed in the region of 87 m.p.h. was timed. A touring fuel consumption of 40 m.p.g. not unnaturally drops to 31



THE year 1962 has gone into the Longford record books as another year of out-of-this(Australasian)-world speeds—and of Lex Davison's monumental shunt. However, as the records fall with the passing years, it will be Davison's frontal attack on the pub at Longford Corner by which the 1962 South Pacific Championship meeting will be remembered!

Already firmly established as the fastest Australasian circuit, and the last stronghold of real road racing in this part of the world—and perhaps in the British

of Launceston, near Tannery Corner, and his car ran off and overturned down a bank. Atherton, who is soon going overseas, was not seriously hurt, but his lovingly prepared special was badly bent.

Lex Davison, the only man to win four Australian Grands Prix, with a fine 1961 season in GT cars in Britain behind him, and driving with the carefree skill of this "last of the great amateurs", dropped it at Longford Corner. He had cut his lap times progressively to 2 mins. 25.5 secs. (111.34 m.p.h.) in his 2.6

though he took another 2.5 secs. off his time in the second session, Brabham was 0.1 sec. faster at 2 mins. 23.4 secs. (112.97 m.p.h.) and took pole position. Best of the others were Davison (2.6 Cooper-Climax), 2 mins. 25.5 secs.; Stillwell (2.5 Cooper-Climax), 2 mins. 26 secs.; Bill Patterson (2.5 Cooper-Climax), 2 mins. 28 secs.; Angus Hyslop (2.5 Cooper-Climax), 2 mins. 29.4 secs.; and Arnold Glass (2.5 B.R.M.), 2 mins. 31.5 secs. Tasmanian John Youl got his now-elderly 2.2 Cooper-Climax around in 2 mins. 31.6 secs., and his younger brother, Gavin, with the MRD Formula Junior he used so successfully in Britain last season, clocked 2 mins. 50 secs.—seven seconds faster than the *formule libre* lap record of 1959.

The first day's racing saw two tremendous scraps between Brabham and Surtees in five-lap races. Surtees won his first "Down Under" race in the first encounter, gaining with his bigger engine out of corners. Both cars were timed at 171 m.p.h. through the "trap" on the Flying Mile, and Brabham's best lap (2 mins. 21.3 secs., 114.64 m.p.h.) and Surtees's 112.74 m.p.h. race average easily broke the circuit records—and the figures for any race in Australasia.

Austin Miller, of Launceston, driving the 4.5-litre Corvette-engined Cooper with which he broke the Australian land speed record late last year on a Northern Tasmanian beach, was within 1 m.p.h. of Brabham and Surtees on the Flying Mile, but his none-too-easily handled car could not better 2 mins. 35.2 secs. for a lap. He had done better last year in this car with a 2.5 Climax engine.

In the second sprint, Brabham jumped ahead at the start, lost the lead on Tannery Straight, regained it braking into Mountford Corner, lost it again after Tannery Corner a lap later, but regained it on Tannery Straight in the last lap to win by 24.4 secs. from Surtees, who finished with plenty of r.p.m. but deficient m.p.h. as a slipping clutch almost let Glass into second place with his B.R.M.

Bob Jane, with his 3.8 Jaguar, won the Australian Touring Car Championship comfortably at 84.75 m.p.h. from Bill Pitt (3.4 Jaguar), who had gearbox troubles, and Bill Burns (3.4 Jaguar). Peter Manton, driving the Cooper-Mini brought out by Ron Flockhart, won the under-1,000 c.c. class, hitting 102 m.p.h.

(Continued on page 388)

Records at Longford

John Surtees Wins in Tasmania

BY F. G. N. EWENCE

Commonwealth—Longford's 4½ miles gave Jack Brabham's 2.5 Cooper-Climax the opportunity to lift the lap record to almost 115 m.p.h. This, John Surtees's race average of 112.74 m.p.h. in the 2.7 Cooper-Climax, and the 171 m.p.h. attained by both drivers through the one-eighth mile timed section on the Flying Mile, are all records for road races in Australia and New Zealand.

Sports cars, F.J.s, G.T.s and production cars all established new circuit records.

John Surtees and New Zealander Angus Hyslop flew in early from tropical honeymoon days in Queensland after the Lakeside meeting, but Brabham did not arrive until the morning of practice, bringing a strong, bleak March wind with him from London. Surtees, meanwhile, had been reconnoitring the circuit in a 3.4 Jaguar, no doubt mistaken for one of the Jag men present for the Australian Touring Car Championship race.

The wind increased in the afternoon, to provide some surprises for drivers on exposed sections of the circuit. It undoubtedly contributed to two of the crashes that were as unusual a feature of Longford racing as the cold wind in March.

Lex Sternberg, a veteran Tasmanian driver recently graduated to a 2-litre Cooper-Climax after years with smaller machinery, ran off the road on the difficult approach to Newry Corner, escaping from a nasty roll with cuts and cracked ribs. The wind caught Harry Atherton,

Cooper-Climax, four seconds faster than Brabham's race record of 1961, and faster than anyone other than Brabham (2 mins. 23.4 secs.) and Surtees (2 mins. 23.5 secs.), and was trying to carve off some more micro-seconds when he became airborne at 140 m.p.h. over a hump about 200 yards from the corner. The car went on to gravel on the left-hand side of the road, heading for spectators. Davison fought superbly to keep the car away from the crowd, spinning it deliberately, with the rear wheels sliding on the gravel. It hit a tree, leaped across the road and slewed into the hotel, sliding along the wall and then across the far side of the corner, rear-end first, to come to a stop in straw bales. "That", said Davison, as he sat unhurt amid the vestiges of the Cooper, "was the last straw". Flowers in boxes along the pub wall had been completely demolished and, according to Lex, "I think the engine oil went on the roof".

Bib Stillwell, with his 2.5 Climax wrecked when a piston went and "put a leg out of bed" on Saturday afternoon, got Davison's 2.6 and fitted it over the week-end. Davison's fuel pumps were transferred to Leo Geoghegan's F.J. Lotus, his clutch was a stand-by for Surtees, who had had clutch bother, and his undamaged wheels and tyres went off elsewhere.

Surtees, cutting 2.2 secs. off Brabham's 1961 lap record, was fastest in the first practice session at 2 mins. 26 secs., but

Results

GT Scratch Race, 22½ miles: 1, D. Whiteford (Zagato Aston Martin DB4GT), 14 m. 49.5 s.; 2, J. W. McKeown (2540 Jowitt-Holden), 16 m. 13.7 s.; 3, G. Spanos (1588 G.T.F. Elfin), 16 m. 32.3 s. **Race average:** 91.6 m.p.h. (Record). **Fastest lap:** Whiteford, 2 m. 54.9 s. (92.62 m.p.h.) (Record).

Sports Cars Over 1,500 c.c., 27 miles: 1, B. S. Stillwell (2.5 Cooper Monaco), 15 m. 44.5 s.; 2, F. Matich (2.5 Lotus Monte Carlo), 16 m. 19 s.; 3, J. Ampt (3.8 Cooper-Jaguar), 17 m. 10.6 s. **Race average:** 102.66 m.p.h. (Record). **Fastest lap:** Stillwell, 2 m. 34.7 (104.72 m.p.h.) (Record). Whiteford, 2 m. 49.8 s. (95.41 m.p.h.) (GT Record). **Fastest one-eighth-mile:** Matich, 161 m.p.h. (Record). Whiteford, 149 m.p.h. (GT Record).

South Pacific Championship for F.J. and Racing Cars to 1,500 c.c., 27 miles: 1, G. B. Youl (MRD-Ford F.J.), 17 m. 26 s.; 2, L. Archer (1494 Cooper-Hillman), 19 m. 42.8 s.; 3, R. Marshall (1498 Cooper-Climax), 19 m. 16.2 s., but penalized 1 m. **Race average:** 93.25 m.p.h. (Record). **Fastest lap:** Youl, 2 m. 51.9 s. (93.16 m.p.h.) (Record). **Fastest one-eighth-mile:** Youl and L. Geoghegan (Lotus XX), 132 m.p.h. (Record).

Formule Libre Scratch Race, 22½ miles: 1, J. Surtees (2.7 Cooper-Climax), 11 m. 58.6 s.; 2, J. Brabham (2.5 Cooper-Climax), 11 m. 59.2 s.; 3, W. Patterson (2.5 Cooper-Climax), 12 m. 29.5 s.

Race average: 112.74 m.p.h. (Record). **Fastest lap:** Brabham, 2 m. 21.3 s. (114.64 m.p.h.) (Record). **Fastest one-eighth-mile:** Brabham and Surtees, 171 m.p.h. (Record).

Australian Touring Car Championship, 67½ miles: 1, R. Jane (3.8 Jaguar), 47 m. 48.2 s.; 2, W. L. Pitt (3.4 Jaguar), 48 m. 12 s.; 3, W. Burns (3.4 Jaguar), 50 m. 16 s. **Race average:** 84.75 m.p.h. **Fastest lap:** Jane, 3 m. 7.1 s. (86.59 m.p.h.) (Record). **Fastest one-eighth-mile:** Jane, 134 m.p.h. (Record).

Formule Libre Scratch Race, 22½ miles: 1, J. Brabham (2.5 Cooper-Climax), 12 m. 20.4 s.; 2, J. Surtees (2.7 Cooper-Climax), 12 m. 44.8 s.; 3, A. Glass (2.5 B.R.M.), 12 m. 54.1 s. **Race average:** 109.46 m.p.h. **Fastest lap:** Brabham, 2 m. 24.6 s. (112.04 m.p.h.) **Fastest one-eighth-mile:** Surtees, Brabham, 171 m.p.h. (Eq. Record).

Longford Trophy Race for Tasmanians (Sports Cars Under 2,000 c.c.), 22½ miles: 1, R. Long (997 Elfin-Anglia), 17 m. 24.4 s.; 2, G. La Rovere (1991 Triumph TR3), 17 m. 41.8 s.; 3, D. Hallam (1991 Triumph TR3A), 17 m. 44.6 s. **Race average:** 77.88 m.p.h. **Fastest lap:** Long, 3 m. 24.6 s. **Fastest one-eighth-mile:** Long, 114 m.p.h.

Touring Car Scratch Race, 22½ miles: 1, R. Jane (3.8 Jaguar), 15 m. 33.4 s.; 2, W. Burns (3.4 Jaguar), 16 m. 25.4 s.; 3, D. L. West (2500 Holden), 16 m. 53 s. **Race average:** 86.78 m.p.h. **Fastest lap:** Jane, 3 m. 3.4 s. (88.32 m.p.h.) (Record).

Racing Cars to 1,500 c.c. Scratch Race, 27 miles: 1, G. B. Youl (1077 MRD), 17 m. 10.4 s.; 2, L. Geoghegan (1098 Lotus), 17 m. 19.5 s.; 3, R. Marshall (1475 Cooper-Climax), 18 m. 1.8 s. **Race average:** 94.63 m.p.h. **Fastest lap:** Youl, 2 m. 49.4 s. (95.63 m.p.h.) (Record). **Fastest one-eighth-mile:** Youl, 132 m.p.h. (Equals Record).

South Pacific GT Championship, 36 miles: 1, D. Whiteford (Zagato Aston Martin), 24 m. 22.4 s.; 2, K. Malcolm (2450 Skoden), 25 m. 19.1 s.; 3, B. Foley (Lotus Elite), 26 m. 1.5 s. **Race average:** 88.77 m.p.h. **Fastest lap:** Whiteford, 2 m. 56 s. (92.05 m.p.h.).

South Pacific Championship Gold Star Race, 90 miles: 1, John Surtees (2.7 Cooper-Climax), 48 m. 31 s.; 2, Jack Brabham (2.5 Cooper-Climax), 48 m. 53.5 s.; 3, Bib Stillwell (2.6 Cooper-Climax), 49 m. 39.2 s.; 4, Angus Hyslop (2.6 Cooper-Climax), 49 m. 45.7 s.; 5, David McKay (2.5 Cooper-Climax), 51 m. 2.8 s. **Race average:** 110.57 m.p.h. **Fastest lap:** Surtees, 2 m. 22.6 s. (113.59 m.p.h.). **Fastest one-eighth-mile:** Surtees, 170 m.p.h.

South Pacific Sports Car Championship, 45 miles: 1, B. S. Stillwell (Cooper Monaco), 25 m. 57.4 s.; 2, F. Matich (Lotus Monte Carlo), 25 m. 59.1 s.; 3, J. Ampt (3800 Cooper-Jaguar), 28 m. 54.5 s. **Race average:** 103.96 m.p.h. **Fastest lap:** Matich, 2 m. 32.7 s. (105.97 m.p.h.) (Record). **Fastest one-eighth-mile:** Matich, Stillwell, 160 m.p.h.

CARBURETTERS

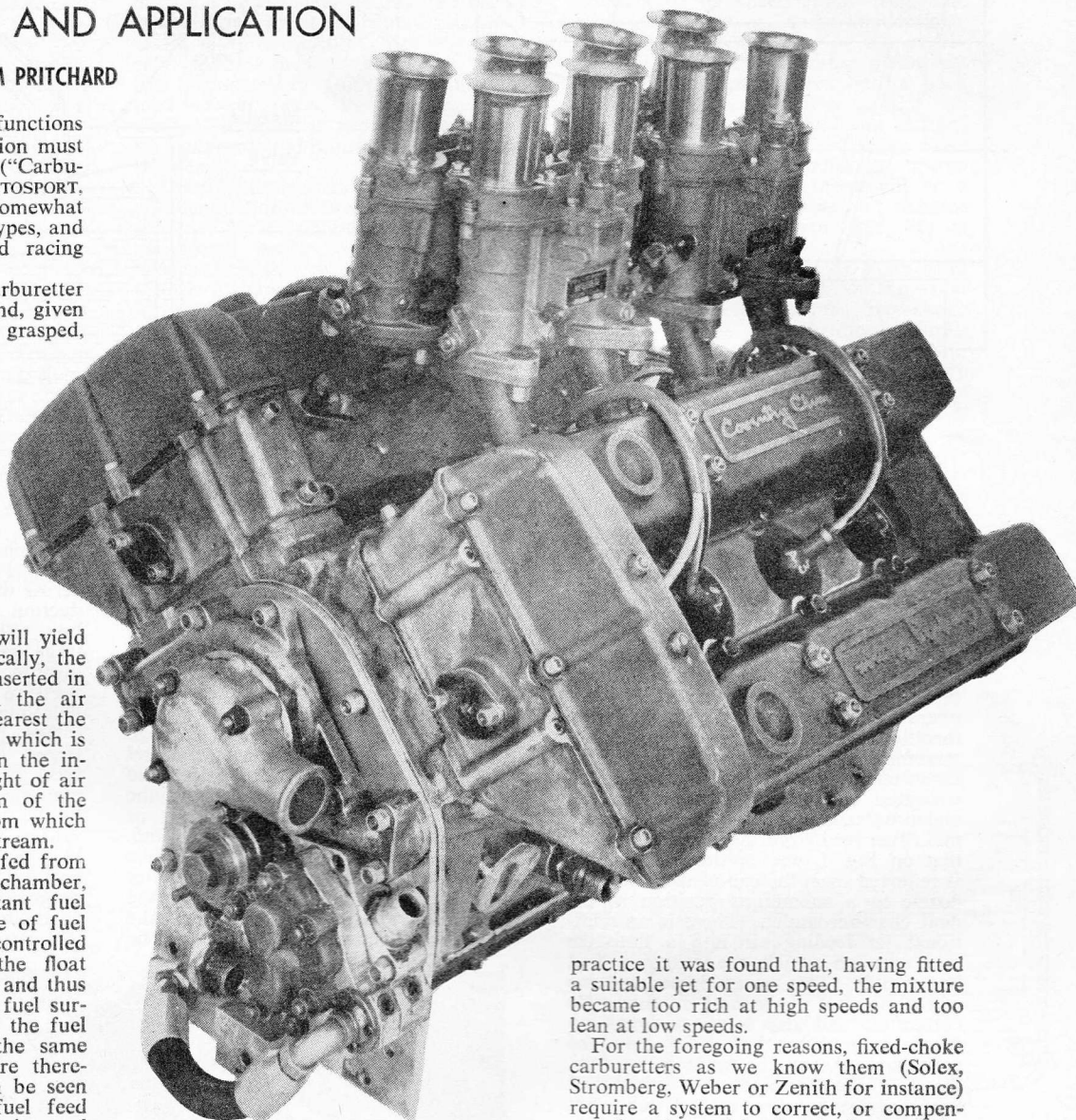
THEIR WORKING AND APPLICATION

BY TOM PRITCHARD

HAVING examined the various functions which a carburetter installation must perform adequately in service ("Carburetion and Carburetters", AUTOSPORT, 19th January, 1962), it is now somewhat easier to consider the different types, and their suitability for sports and racing engines.

The principle on which the carburetter works is quite easy to understand, given a little concentration, and, once grasped,

The FWMV V-8 1½-litre Coventry Climax Formula 1 engine, with four double-choke downdraught Weber carburetters.



one's dealings with the device will yield more satisfactory results. Basically, the carburetter is a metering unit, inserted in the induction passage between the air intake and the inlet port(s). Nearest the port it contains a throttle valve, which is used to regulate the pressure in the induction tract, and thus the weight of air through the engine. Upstream of the throttle is a port or nozzle, from which fuel is discharged into the airstream.

The fuel discharge nozzle is fed from a small reservoir or float chamber, wherein a substantially constant fuel level is maintained, irrespective of fuel usage, by means of a float-controlled needle valve. The top of the float chamber has a ventilation hole, and thus with the engine stationary, the fuel surfaces in the float chamber and the fuel feed passage are subject to the same (atmospheric) pressure; they are therefore at the same level. It can be seen that the float chamber and fuel feed passage form the legs of a U-tube, and that fuel will rise in the latter and be sprayed into the airstream if the pressure in the float chamber can be raised sufficiently. In other words, fuel will flow in response to a difference in pressure about the jet in the nozzle.

In practice, the cross-sectional area of the air passage through the carburetter is reduced locally at the discharge nozzle by means of a venturi-shaped choke tube. When the engine is run with the throttle open, the locally high air velocity in the "waist" of the choke causes a reduction in pressure around the nozzle: under this condition, the pressure in the float chamber is higher than that at the nozzle, and the fuel rises into the nozzle and is discharged into the airstream.

In the simple carburetter shown (Fig. 1), the velocity of the fuel through the jet in the end of the nozzle is proportional to the air velocity through the choke waist; airflow and fuel flow would

appear to keep in step. The all-important air/fuel mixture ratio, however, is based on proportions by weight (lb. air/lb. fuel), and on this basis, the simple carburetter described falls short of the requirement.

The carburetters in use today are capable of maintaining the same mixture ratio throughout a wide range of airflow, i.e., at any engine speed and throttle opening, but the simple type shown in Fig. 1 produces richer mixtures as airflow increases. This is because the fuel density remains constant for any fuel flow through the jet, but the density of the air entering the engine decreases with increasing flow through the choke tube. Thus the weight of air induced per engine revolution, at a given throttle opening, diminishes as engine speed increases: the fuel flow, however, increases in direct proportion to air velocity. In

practice it was found that, having fitted a suitable jet for one speed, the mixture became too rich at high speeds and too lean at low speeds.

For the foregoing reasons, fixed-choke carburetters as we know them (Solex, Stromberg, Weber or Zenith for instance) require a system to correct, or compensate for, the enriching tendency of the simple "basic" carburetter. Even with this addition, separate provision has to be made for operation at very low rates of airflow. Although, by use of one of the several forms of correction, the required constant air/fuel ratio can be maintained over the full throttle and the upper two-thirds of the road load range, separate provision has to be made to cope with idle, and low-speed operation with the throttle almost shut. This is because, as the airflow into the engine drops, the difference in pressure on the fuel jet becomes so small that the static depth of the fuel, below the top of the nozzle, accounts for more and more of the available pressure. Finally, the point is reached where the fuel does not rise above the nozzle.

The weight of air handled at maximum power will be around 20 times that used at idle, but the pressure difference promoting fuel flow out of the nozzle will vary as the squares of these values.

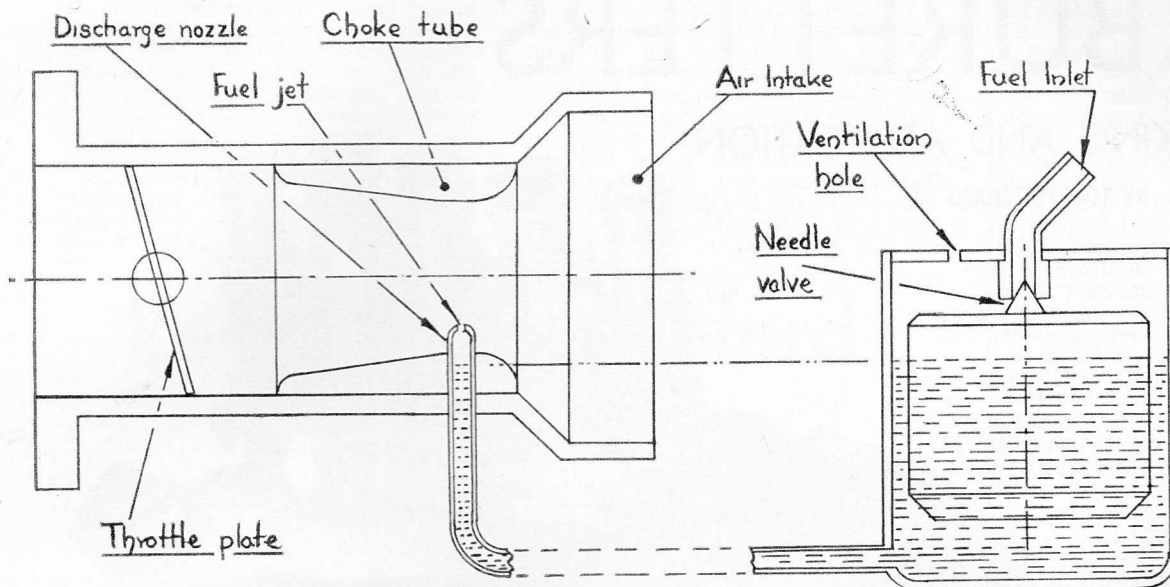


Fig. 1

The Simple 'Basic' Carburettor

Thus, if the pressure difference at maximum power is sufficient to lift the fuel 28 inches, at idle it will be only .07 inch—insufficient to raise it to the top of the discharge tube.

The idle and progression circuit on a fixed-choke carburettor is really a separate carburettor in itself, and on sports and racing engines, where large choke tubes are used, the progression circuit operates over a considerable part of the throttle movement. Fig. II shows diagrammatically a horizontal fixed-choke carburettor, which incorporates a modern corrected "main" carburettor and an idle and progression circuit. Comparing the main fuel feed from the carburettor with that on Fig. I, we see that the fuel jet is removed from the end of the discharge nozzle to a submerged position at the float chamber outlet. There is an additional jet feeding air into a flute-like tube, around which the outgoing fuel has to pass. This system is perhaps one of the simplest methods of mixture ratio correction, and also serves to break up the fuel somewhat before it enters the airstream. As on the basic carburettor, the float chamber and the vertical fuel feed passage function as a U-tube, but as the re-sited jet forms a constriction between the two legs of the "U" the standing level in the vertical passage tends to fall as flow out of the nozzle is increased. As the level falls, the holes in the air-feed tube become uncovered, and more air is introduced, and the mixture, rather than neat fuel, delivered from the nozzle, becomes progressively weaker. This tendency to lean off as airflow increases counteracts the enriching effect inherent in the simple carburettor.

The air tube is usually known as an emulsion tube, and the jet which controls the amount of air passing into the discharge system is called the air correction jet, or the main air bleed. It is the use of at least two jets, to line up the carburettor to an engine's requirements, which makes the selection of satisfactory

carburettor settings such a difficult task for the amateur. Broadly speaking, the main (fuel) jet sets the fuel delivery at low-speed full throttle, and the air correction jet controls the rate of "climb" of the fuel delivery curve, and thus the high-speed fuel flow. A change of main jet alone moves the whole delivery curve or enriches or weakens the mixture at full throttle throughout the speed range.

The aforementioned idle, or slow-running, circuit discharges fuel through a small hole in the carburettor barrel downstream of the throttle plate, and there is usually an adjustable screw, the volume screw, to vary the amount of idle mixture admitted to the manifold. By what means, though, does the idle system feed fuel into the carburettor barrel? Under idling conditions the throttle is almost shut although the engine is still consuming some air. The

pressure in the carburettor proper—upstream of the throttle plate—will be atmospheric, as that in the float chamber, but due to the very high pressure drop across the almost closed throttle, the induction manifold pressure will be very low. The idle circuit is subject to this large pressure differential, and as the throttle is opened, and the manifold pressure increases, flow from the idle hole diminishes.

The progression holes are so positioned, however, as to be subject to the local drop in pressure caused by the high air velocity through the gap formed by the throttle plate edge and the nearest section of the carburettor barrel. If the throttle is opened slowly from the idle position, first one and then the second progression hole feeds mixture into the airstream—until the airflow through the carburettor is such that the main



Twin Weber carburettors as fitted to the successful Formula Junior Holbay-Ford engine.

discharge nozzle in the choke tube comes into operation. There is always some overlap, however, between the main discharge cutting in and the progression holes ceasing to feed.

Apart from the screw which adjusts the volume of idle mixture passed into the manifold, it is necessary to have separate "slow running" fuel and air bleed jets to cater for differing engine characteristics. Here again it needs an experienced technician to select the correct values, particularly by road test work alone. Work over the progression range, which may cover speeds up to 50 m.p.h. in top gear, can be particularly difficult, and may involve alterations in the progression hole positions as well as different combinations of slow-running fuel and air jets.

No acceleration pump is shown in the diagrams, in the interests of clarity, but this device is virtually essential on the type of multi-choke installations common to sports and racing cars. Most acceleration pump assemblies consist of a piston connected to the throttle spindle by means of a linkage, so that fuel is discharged from a small cylinder as the piston descends on initial throttle opening. As the throttle is allowed to close, the pump cylinder refills. The rate of acceleration pump discharge is controlled by a fuel jet, and there is often provision for regulating the duration of the discharge from the pump.

The foregoing may be considered a brief insight into the fixed-choke carburetter. No attempt will be made to describe the several variations on the correction system shown, or the alternative method used on some Zenith models. Readers who would like to study these details are directed to the standard works of reference, which also deal with the different cruising economy devices in use.

Rather obviously, the alternative type of carburetter is the variable-choke layout as exemplified by the well-known SU instrument. The SU is a favourite on twin installations for production sports cars and G.T. models, to which it is particularly suited. The low-pressure area, where the fuel discharge jet is placed, is formed by a ramp in the floor of the barrel, and above this the bottom of the piston (the air valve) forms the top of the "choke". The pressure differential acting on the jet also acts on the enlarged upper diameter of the piston. The weight of the piston, plus the load of a spring, acts against the air load on the piston, with the result that it rises as airflow through the carburetter increases.

The choke area also increases with piston lift, and the pressure difference at the discharge point remains virtually constant, regardless of airflow and piston lift. Whereas on a fixed-choke carburetter fuel flow is varied by an increase in pressure difference across a jet of fixed size, here the effective jet size is varied, and the pressure difference remains substantially the same. Furthermore, the pressure difference on the variable choke carburetter is sufficiently high to feed fuel over the low airflow ranges, covered by the idle and progression circuits on the fixed-choke instrument.

The tapered needle attached rigidly to the piston exposes a progressively larger area of the fuel jet as airflow increases and the piston rises, and the mixture ratio at any airflow is governed by the

area of the annulus which the needle diameter at the top of the jet forms with the jet. In practical terms, the needle diameter level with the top of the jet at any piston lift must provide the correct fuel delivery for the airflow producing that lift, and getting the needle diameter correct at each small increment of lift is quite difficult. It is first necessary, for instance, to know the piston lifts throughout the full throttle and road load speed ranges, in order that any desired alteration in needle diameter can be made at the appropriate station along the needle.

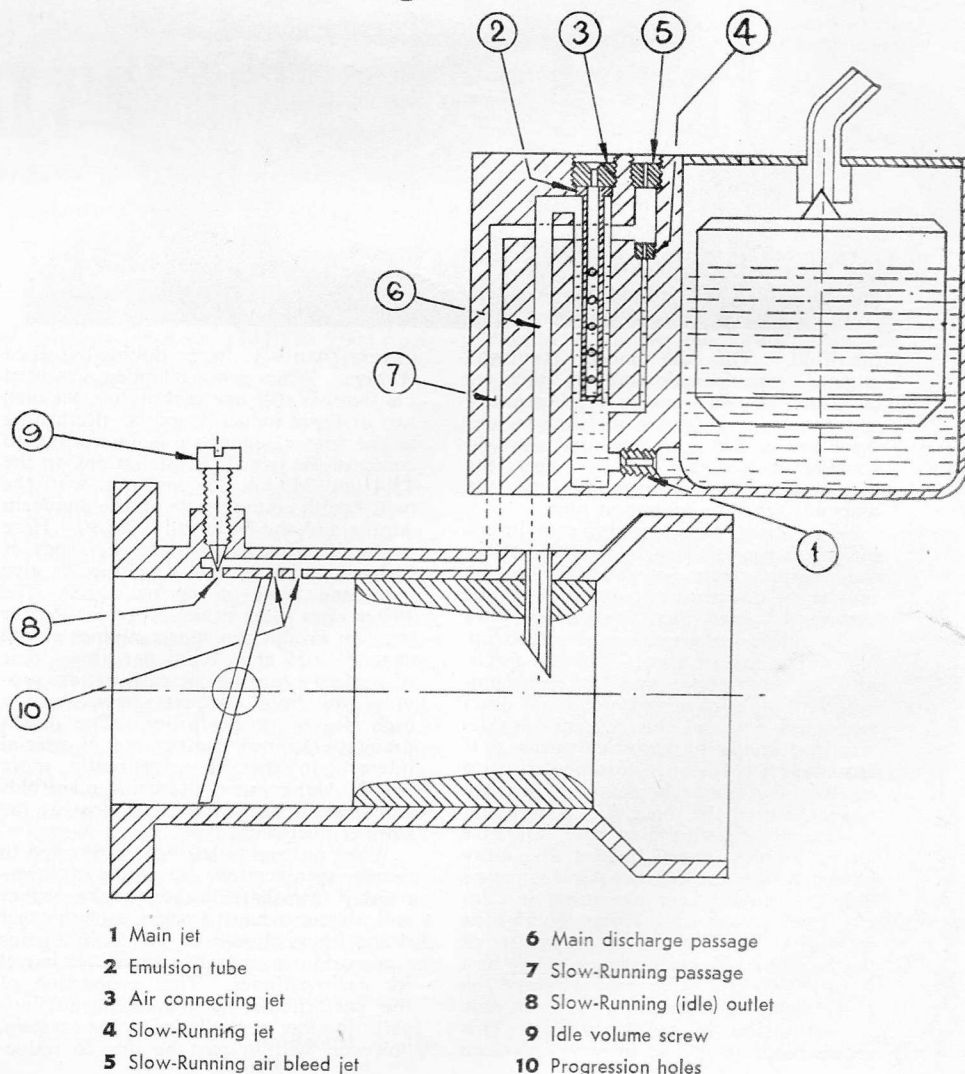
There is no acceleration pump as such on the SU carburetter, but the effect is provided by a hydraulic damper within the piston guide rod which prevents sudden increases in piston lift. If the throttle is snapped open, the pressure difference at the "choke" increases until the piston attains the height corresponding to the increased airflow. An enrichment effect is thus provided and, due to the steadying action of the damper, there is no instantaneous change in manifold conditions which can make "snap opening" response uncertain on fixed-choke installations.

Final thoughts on the SU principle: the discharge nozzle, which is also the jet, feeds fuel alone; there is no mixing-

in of air before the fuel enters the choke. As one can have any effective jet size at any lift, the question of mixture ratio correction is hardly applicable; one is not dependent on natural physical laws to provide the correct mixture ratio throughout the speed range from one fixed jet. There are some applications, however, where the size of the carburetter is such that maximum piston lift is reached at some speed before peak power, and then, of course, the last few thousand r.p.m. are carried out at fixed lift and fixed jet "size". Under these conditions the SU becomes an uncorrected carburetter, and there will be a tendency towards increasing richness above the speed where full lift is reached.

It may well appear from these brief descriptions of the two fundamental types of carburetter that the fixed-choke instrument is of necessity more complicated than the variable choke, or constant depression, type; and indeed there would seem to be little in return for the more complex nature of the former. It must be appreciated, however, that, although simple, the variable choke device relies on several precision-made components for its functioning and is thus rather delicate, and more needful of regular maintenance if its output at

Fig. 2



1 Main jet

2 Emulsion tube

3 Air connecting jet

4 Slow-Running jet

5 Slow-Running air bleed jet

6 Main discharge passage

7 Slow-Running passage

8 Slow-Running (idle) outlet

9 Idle volume screw

10 Progression holes

all speeds and loads is to remain constant in service. We are interested, however, in performance for competition vehicles rather than overhaul life or absolute economy.

So much for the principles on which carburettors themselves operate. There is now the question of which type is most suited to which job, how many, and how big? Other things being equal, the power output of an engine varies as the absolute pressure in the intake ports, and the more highly developed the engine is, the more sensitive it becomes to this pressure. At the outer end of the induction system there is atmospheric pressure, and the problem is to achieve satisfactory carburation for the smallest reduction in that pressure. As already explained, it is necessary to restrict the intake passage in some way, in order to lift the fuel through the discharge system, and there can be further pressure losses incurred by the throttle valve and its spindle, and then the induction

response to throttle opening and general part-throttle flexibility.

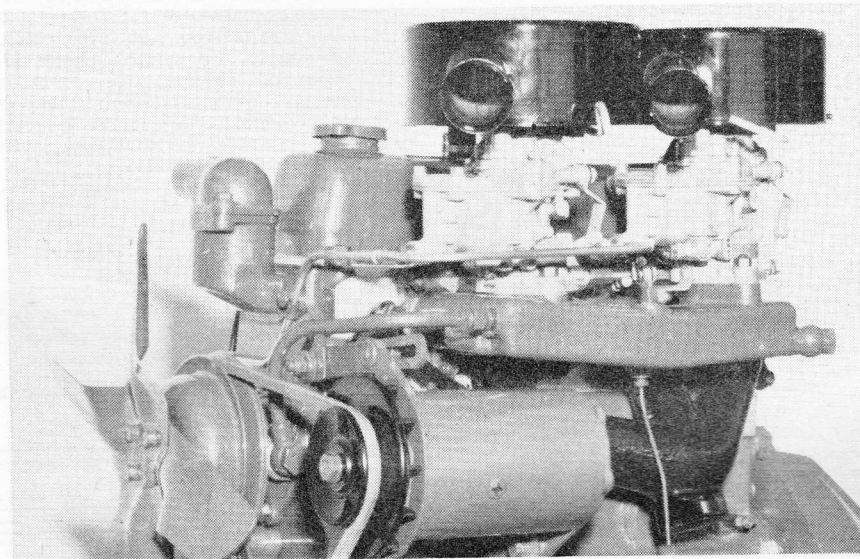
Applied to the SU-type carburettor, the foregoing principles hold good as well, but obviously the question of choke tube size is not applicable. It is preferable, however, to choose carburettors sufficiently large to give needle movement throughout the full throttle speed range; only by this means can one have control of the mixture ratio at each speed. Conversely, one may not lose any power by fitting SU carburettors which are much too large for the job: the air-valve pistons will adjust themselves accordingly, but the needle movement over the full throttle range will be small, and the inferior degree of fuel flow control available will diminish the chances of producing a satisfactory needle for all driving conditions.

Looking at current four-cylinder sports, G.T. and racing engines, we see the use of twin horizontal SU carburettors, twin downdraught Zeniths, and

tions in losses through the induction pipes themselves, for these virtually become extensions of the intake ports. The use of a choke tube for each intake port is, then, the final step towards the ultimate in induction system efficiency, and the twin-choke Weber carburettor has been designed to facilitate this geometry.

There is nothing magic about the Weber: it is just a well-designed racing carburettor, and is actually two complete instruments fed by a common central float chamber. Whereas commercial carburettors are very much "built down to a size", the racing Weber takes advantage of the freedom in length available on a racing machine, and enjoys a much cleaner aerodynamic design. Although it is still necessary to use choke tubes, much of the usual pressure loss at this point is recovered due to the aerodynamically correct form of the venturis. Limitations on barrel length necessitate considerable compromise on commercial carburettors, but it should be borne in mind that the higher efficiency of the racing carburettor is only likely to show up in power gains on a highly developed engine.

The Weber racing carburettor is quite conventional in its method of operation and hydraulic circuitry. The streamlined fuel discharge nozzle feeds into a pilot or "boost" venturi in the manner used on the Zenith W-type carburettors fitted to the Sunbeam Alpine, Vauxhall



The W-type Zenith carburettors as fitted to the Vauxhall VX4/90.

manifold. On the more "touring" engines, air cleaners and air silencers contribute further to the total pressure loss across the induction installation, and there are in fact four principal areas to consider in a high-efficiency layout: the air intake, the choke, the throttle assembly, and the induction pipe.

When developing a carburettor installation on the test bench—and to realize the engine's true potential this is the only way—one aims at using the smallest carburettors, and then the smallest size choke tubes, on which maximum b.h.p. and torque are attained. There is a definite optimum choke size for each combination of engine and induction tract characteristics, and this can only be determined finally by empirical means. If anything, it is easier to lose performance on the road through chokes which are too large than the other way round, and it generally pays to shun that "one size larger" which gives fractionally more power on the test bench. All this means that one should keep the mixture velocity through the carburettor as high as is possible consistent with realization of the engine's full performance. The aim is to maintain a large proportion of the fuel droplets discharged from the nozzle in suspension in the airstream. This requirement is in the interests of clean

(magic words!) twin double-barrelled Webers. When more cylinders are used the trend is still one carburettor per one, two or three induction ports. Returning to the first category, it is interesting to compare the twin SU installations on the TR4 and M.G.A, for instance, with the twin Zenith counterparts on the Sunbeam Alpine and the Vauxhall VX4/90. Here we have two entirely different types of carburettor installation developed to give the same level of performance. The writer cites these examples to emphasize that, on production sports engines giving around 50-55 gross b.h.p. per litre, a pair of ordinary touring-car carburettors provides for both adequate power and a high degree of flexibility. The downdraught-equipped engines are of special interest, in that the apparently more lengthy and complex induction manifolds would seem every bit as efficient as the simpler horizontal type.

When an engine has been converted to racing specification, by fitting a large-overlap camshaft, larger intake valves and a freer exhaust system, among other things, there should be worthwhile gains from using a separate carburettor barrel for each cylinder. That proportion of the performance improvement attributable to the revised induction system, however, will in part be due to reduc-

VX4/90, Ford Consul and Zephyr, etc. There is a single main fuel jet and an air correction system, as in Fig. II, a normal idle and progression circuit, and a piston-type acceleration pump; all this being duplicated, of course. It goes without saying that the Weber does its job well, and perhaps the greatest compliment one can pay it is to point out that its success has made much of the case for fuel injection very difficult to substantiate!

In conclusion, and going back to production sports cars, up-rated saloons and the like, the writer would like to protest against occasional "lapses of logic" by the advertising fraternity. Such and such a carburettor does *not* give you more power and fuel economy—it cannot. On touring and production sports engines, the carburettors are carefully chosen by the manufacturers and the carburettor firms to suit the engine in question. Exhaustive tests are made to select the best choke size and jet settings, and no alteration the layman makes is likely to do anything but reduce performance or economy, or both. Removing the air cleaner will probably increase the potential power at high speed by up to 3 per cent., for instance, but the whole setting may require reworking before that gain is realized.

There may be the odd case where some conversion, to increase power, results in "throttling" with the original carburettor fitted, but one is not likely to get any more power by fitting another type or make of carburettor than by using a larger size of the original fitment. On this class of engine one carburettor is generally as good as another, provided it is large enough and has been correctly set to match the engine's requirements.



The Alfa Romeo 2600 Spyder, which will accelerate from 40-200 k.p.h. in under one minute using top gear.

NEW ALFA ROMEO "SIXES"

BY
GREGOR
GRANT

Three Versions of 2.6-litre Model, with Twin-o.h.c.
"Square" Engines—British Disc Brakes Featured in Front

ALFA ROMEO have re-entered the bigger-capacity car market with three stylish versions of a twin-o.h.c., six-cylinder model. They are the six-seat Berlina, the GT Sprint and the convertible Spyder. All three are quality cars, and are on view for the first time in public at the Geneva Motor Show.

The six-cylinder engine has an alloy crankcase and cylinder head, the crankshaft being carried on seven main bearings. Two overhead camshafts act

directly on to the valve stems, via oil-enclosed caps. It is of 2,584 c.c. (83 x 83 mm.), and the Berlina version, with dual Solex 32 PA1A4 carburettors, develops 148 b.h.p. (SAE) at 5,900 r.p.m. Three double-choke Solex 44PHH instruments are fitted to the Sprint and Spyder engines, the power outputs of which are identical, i.e., 165 b.h.p. (SAE) at 5,900 r.p.m. Structurally, the "six" closely follows the existing four-cylinder Alfa Romeo units, but the engineers have concentrated on obtaining maximum possible smoothness and a high degree of torque for fuss-less, top-gear performance.

Drive is taken through an all-synchromesh, five-speed gearbox and hydraulically operated single-plate clutch, to a hypoid bevel rear axle. Steering-column control is fitted only on the Berlina; the others have a central gear change.

Front suspension is the familiar Alfa Romeo system of wishbones with helical springs and anti-roll bar. Helical springs are also used at the rear, for the non-independent axle, which is controlled by triangulated torque arms and lower radius rods. Telescopic hydraulic dampers are used all round.

These are the first production Alfa Romeos to have disc brakes. They are of Girling pattern on the front wheels, and work in conjunction with large, heavily finned Alfa Romeo drums at the

rear. Operation is via a servo system, which provides extremely light pedal pressure. Steering is by worm-and-roller, road shocks being eliminated by the inclusion of a flexible coupling in the column.

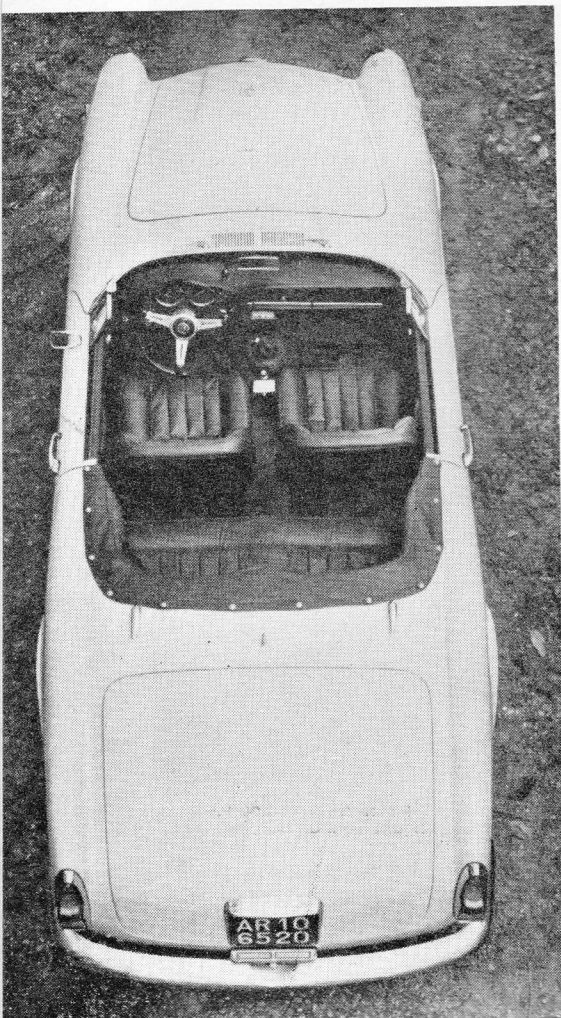
The Berlina is a well-appointed and undeniably handsome six-seater, the front end incorporating the fashionable four headlamps-mounting. Exceptionally good visibility is a feature, assisted by a wide, curved windscreen and slender door



◀ The 2600 Sprint

The 2600 Berlina ▶





pillars. Seating is extremely comfortable, the back-rest having universal adjustment, including a fully horizontal position. Instrumentation is well thought out, with clear, easy to read instruments and effective, yet non-dazzle, facia illumination. Luggage space, as on all three models, is generous to a degree, the location of the spare wheel below the floor giving an uninterrupted platform, capable of receiving very large suitcases. To avoid those annoying little bumps which generally mar modern chrome-plated bumpers, rubber has been introduced at the most vulnerable points. Anyone who has experienced the methods used to bounce parked cars out of the way, in the U.S.A. particularly, will appreciate this fitment.

Bertone was responsible for the very desirable Sprint model. This also has the four-lamp mounting, but both pairs are mounted horizontally, unlike the off-set mounting used for the Berlina and Spyder versions. The Spyder is by Touring of Milan, and can also be supplied with a detachable hard-top, in addition to the standard, easily erected soft-top, which stows out of sight behind the occasional rear seats.

The large instruments are effectively grouped on a hooded, anti-crash-treated facia panel. The three-spoked, semi-flexible steering wheel is provided, and a sensible feature is the provision of a passenger's grab-rail which runs some two-thirds of the distance of the scuttle. It is also treated with an anti-crash



ABOVE: The beautiful Berlina. This well-appointed six-seater offers excellent all-round visibility.

LEFT: The Alfa Romeo 2600 Spyder, with bodywork designed by Touring of Milan, which can be supplied with a detachable hard-top.

covering. Front seats have been designed and constructed by people who have studied the importance of comfort, allied to exceptional body gripping properties. Generous adjustment is provided, and the car will accept comfortably the longest-legged of drivers. The wide, curved windscreen has permanent, swivelling quarter-lights, and wind-up windows are provided. Seating position is almost ideal, the gently sloping bonnet giving first-rate visibility.

On the winding roads in the shadows of the snow-covered mountains overlooking Como and Erba, the Spyder proved itself to be a fascinating machine, with definite rally possibilities, as well as a high-speed touring car of exceptional smoothness and refinement. The six-cylinder engine appears to have no "periods", and such is the torque that it is quite possible to tool along in fifth gear at less than 10 m.p.h. without a sign of snatch. One cannot fault the all-synchromesh gearbox, which provides extremely rapid changes via the robust, handily placed lever.

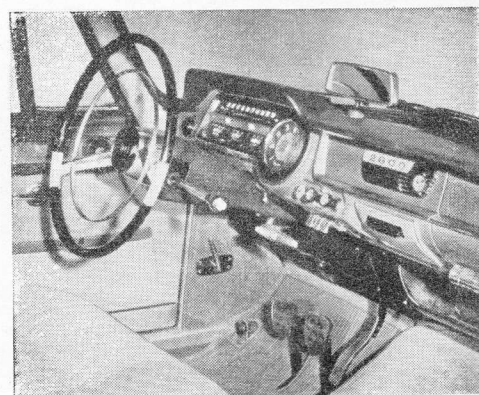
Maximum speeds in gears, without any sign of over-revving, were: 1st, 50 k.p.h. (31 m.p.h.); 2nd, 80 k.p.h. (49.7 m.p.h.); 3rd, 115 k.p.h. (71.5 m.p.h.); and 4th, 155 k.p.h. (95.4 m.p.h.). It was not possible to take maximum figures in fifth, but it was feasible to reach 200 k.p.h. (124 m.p.h.) on any reasonably straight road. In point of fact, Alfa Romeo state quite definitely that 200 k.p.h. can be regarded as a quite reasonable cruising speed on motorways! Chief tester Guidotti prefers to keep maximum r.p.m. to 6,000, which gives just on 200 k.p.h. with the engine turning over like oiled silk. In fifth gear, 1,000 r.p.m. is equivalent to 33 k.p.h. (20.5 m.p.h.).

Fascination of the Spyder 2.6 is its top-gear acceleration, which is of the order

of 40-200 k.p.h. in just under a minute. It will certainly be interesting to obtain a full set of figures, when the car is eventually road-tested by John Bolster for AUTOSPORT.

Suspension is beyond reproach and utterly silent; it is difficult to believe that the rear is non-independent, owing to the complete absence of pitch. This was noticeable on a bumpy, near-colonial stretch of "road", leading up to the well-known ancient "Al Grillo" at Inchigollo, Como. Roll is almost completely absent, a great improvement on the SV Giulietta which does lean over more than a trifle when cornered briskly. The wider track does assist, of course. Steering is light and positive, with just a suggestion of oversteer. Tyre squeal is virtually non-existent, and there is not the slightest suggestion of axle-tramp during acceleration, even when full throttle is used on fairly loose surfaces on tight near-hairpin

The instrumentation of the Berlina. The instruments are very easy to read and well thought out.





ABOVE: The Sprint, with Bertone-designed bodywork. This car is almost identical in performance to the Spyder, but probably has less top gear acceleration as it is 1 cwt. heavier. RIGHT: The Spyder: a beautiful car in beautiful surroundings.

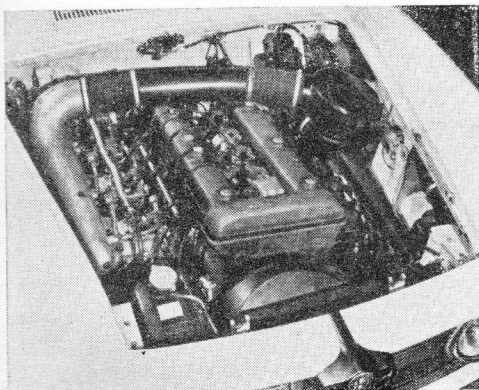
bends. The turning circle is reasonably good, but not exceptional.

The Sprint is almost identical as regards performance, and here the freedom from any suspension noise is impressive. Presumably there will be a shade less top-gear acceleration, owing to the increased weight. As a matter of interest the dry weight of the Sprint is 25 cwt. 15 lb., and of the Spyder (soft-top version), 24 cwt.

Possessing a more restrained performance altogether, the Berlina is yet capable of attaining 100 m.p.h. The column gear-change is just about the most efficient so far produced, with marked positive action and no sign of lost movement. Dry weight of this car is stated to be 27 cwt. All three cars are provided with excellent heater-cum-ventilation units.

The prices have yet to be announced in the U.K., but in Italy they are:

The engine of the Sprint. The six-cylinder, 2,584 c.c. unit supplies 165 b.h.p. (SAE) at 5,900 r.p.m. Three Solex carburettors are used.



Berlina, L.2,700,000; Sprint, L.3,100,000; Spyder, L.2,900,000. Equivalent prices of other Italian vehicles are: Alfa Romeo 2000 Spider, L.2,605,000; 2000 Sprint, L.3,019,000; Giulietta SZ, L.2,864,000; Lancia Flaminia Sport Coupé, L.3,314,000; Ferrari 250GT Berlinetta, L.5,691,000; Maserati 3500 GT p.i.,

ALFA ROMEO "2600" SPECIFICATIONS

SPRINT AND SPYDER

Engine: Six cylinders, two o.h.c., 83 x 83 mm. (2,584 c.c.), 165 b.h.p. (SAE) at 5,900 r.p.m. Three d/d Solex (German) 44PHH carburettors. All-alloy crankcase and cylinder head. Seven-bearing crankshaft. Twelve-volt coil ignition.

Transmission: Single-plate dry clutch; all synchromesh, five-speed gearbox with central lever change. Hypoid bevel rear axle.

General: Independent front suspension by wishbones and helical springs; anti-roll bar. Non-independent rear by helical springs, triangulated torque arms and lower radius rods. Hydraulic, telescopic dampers. Worm-and-roller steering. Girling disc brakes (front); Alfa Romeo turbo-

drums (rear). Servo-assisted; 165 x 400 tyres; 60-litre petrol tank.

Dimensions, etc.: Wheelbase (Sprint), 8 ft. 5½ ins., (Spyder) 8 ft. 2½ ins. Track (front), 4 ft. 7 ins.; (rear) 4 ft. 4 ins. Overall length (Sprint), 14 ft. 11½ ins.; (Spyder) 14 ft. 8½ ins. Width (Sprint), 5 ft. 7½ ins.; (Spyder) 5 ft. 6 ins.

Dry Weight: Sprint, 25 cwt. 15 lb.; Spyder, 24 cwt.

BERLINA

As above but with two Solex 32 PA1A4 carburettors; 148 b.h.p. (SAE); steering-column gear-change. Wheelbase, 8 ft. 10 ins. Overall length, 15 ft. 4 ins. Width, 5 ft. 7 ins.

Dry Weight: 27 cwt.

L.5,495,000; Fiat 2300 S coupé, L.2,696,800.

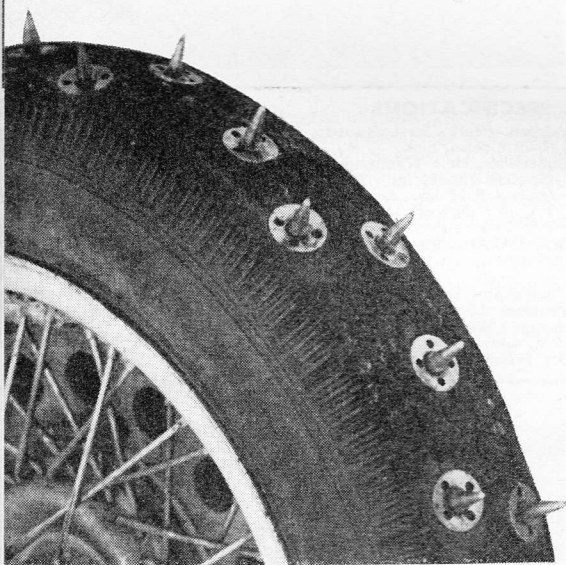
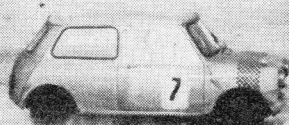
The 2.6 range is cheaper than the lowest-priced Jaguar in Italy, i.e., 2.4-litre, L.3,300,000, and the entire range of Mercedes-Benz 220 models, the 220SE coupé costing L.6,150,000. Thus it is evident that these new Alfa Romeos will offer serious competition to imported vehicles, as well as other Italian-built machines.

Recently, Sanesi has been testing a prototype "1600", with a slab-tailed, open two-seater body rather reminiscent of the early Cooper-Climax sports-racer. This rather suggests that the Milan concern would like to have a stab at a G.T. market, at present dominated by M.G.A., Sunbeam Alpine and Porsche.

RIGHT: The six-seater Berlina is capable of 100 m.p.h.



ICE RACING



★

These photographs, by **Per-Olov Eriksson**, were taken during the Swedish ice-racing championship events which started a few weeks ago. Picko Troberg won his race first time out with a Cooper-Mini. He is seen above (No. 7), having just passed Sam Bradhe to take the lead. SPIKES are used on all four tyres (extreme left). Two BMWs (left) get away from the start. CONTENDER for the Volvo class is Allan Ernestedt (below, left), but he is likely to be hard pressed by Gunnar Wiren, as can be seen on the right. Wiren is in the dark Volvo.

★



It might well be said that Robert Ramsay Campbell Walker is the last remaining link with a bygone era; an era between two world wars when motor racing enjoyed its "Golden Years" as they are now called. In those days there were very few British teams partaking of International competition and it was often left to the wealthy amateur to show the flag.

Most of them owned, entered and drove their own cars. But there were a few who did not drive themselves but bought and entered cars for others, more talented than they, to race; people like Prince Chula of Siam and the Hon. Dorothy Paget spring immediately to mind.

Right at the end of this era, shortly before the Second World War, Rob Walker began entering cars for others to drive—under some sort of duress (as you will later learn) it must be admitted, but nevertheless he became a patron in his own right.

Success at first came slowly, but then suddenly, early

in 1958, he was news. Driving Rob's Cooper, Stirling Moss beat the works teams in a fantastic victory in the Argentine G.P. From that point on Walker has never looked back and where Walker victories in *Grandes Epreuves* were once regarded with amazement they are now regarded as commonplace, and few people realize that the Walker team comprises about six people in all and, in spite of what you may hear, Rob's financial resources are not unlimited.

Today he stands unchallenged as the most successful private entrant of the post-war years, perhaps of all time. Last week this success, and the perseverance that goes with it, was handsomely rewarded when Rob was named the winner of the magnificent Ferodo Trophy, in recognition of his outstanding contribution to British motor sport.

Here is the story of this gentle man who over the past few years has developed the art of giant-killing to a degree unprecedented in the history of motor racing.

A Tale of a Gentle Giant-Killer

ROB WALKER

BY
CHRISTOPHER NIXON

"THE first serious mistake my mother made was in 1924, when I was seven. We were staying at Wimereux, and for some inexplicable reason she took me to see the Boulogne G.P. I sat next to the wife of the winner of the voiturette class and the race was won overall by a Chenard Walker. I was, of course, delighted to see my name in the lead!"

It was thus that Rob Walker described the incident which, 37 years ago, began his interest in motor racing, an interest which has, over the years, made him one of the best-known and, which does not necessarily follow, one of the best-liked personalities in the sport.

Rob was born in Rickmansworth in 1917. His father died when he was very young and Rob hardly knew him at all. He went to prep school near Cobham and then moved on to Sherborne. "I couldn't get in anywhere else and I only

got into Sherborne by influence, I think."

Meanwhile Mrs. Walker had married again and Rob found himself the stepson of a famous ex-cricketer, Sir Francis Lacey. Not surprisingly he became a keen cricketer himself. "When I left school I played for the Young Amateurs against the Young Professionals at Lord's, and hit a six off Compton, too!" Today he plays no more but still takes an interest in the game.

His mother's second mistake came some four years after the Boulogne incident, when he was 11 years old. The family moved to Wiltshire and his mother bought Rob a "Bullnose" Morris.

"We had a drive about a mile long, and I held the record for the fastest time over this distance. Of course, there were various journeys over walls and hedges."

When Walker left school he decided

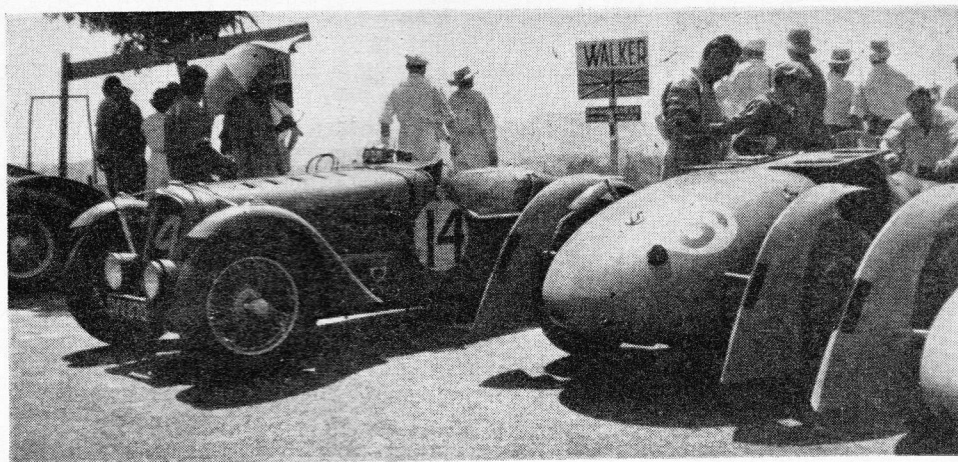
he would like to join the Navy, so he went to a "crammer" school in order to be able to pass (he hoped) the exam for an executive commission. 'Twas to no avail, for the Navy decided it could do better without him.

Early in 1936 his mother sent him to Paris, and here his interest in cars was further increased.

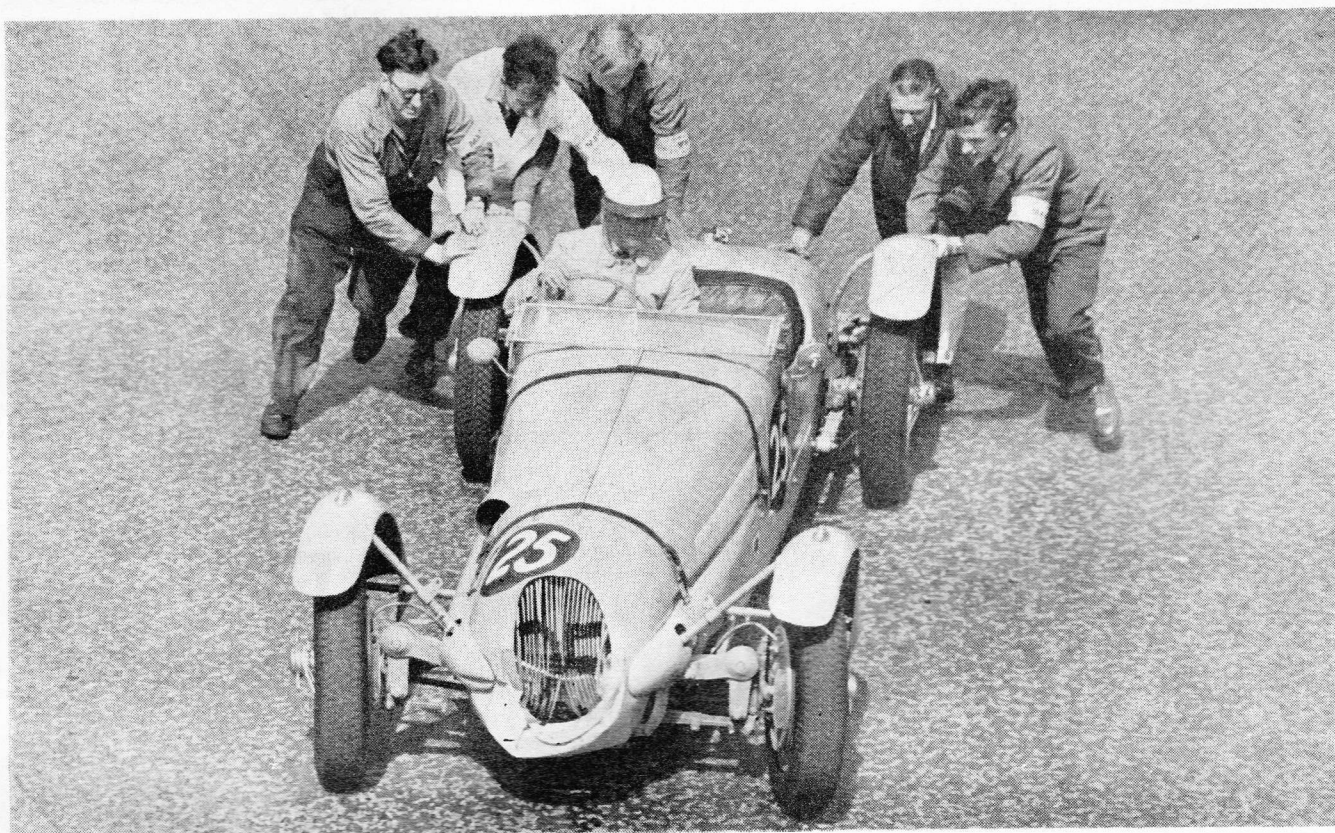
Whilst at the "crammer" Rob had acquired a supercharged Lea-Francis "which was supposed to have won the T.T." Various other bolides followed until his mother made her third mistake. "No more sports cars," she decreed. "You can have any car you like as long as it is not a sports car."

"All right," said Rob, "I'll have a Rolls." And, by Heaven, he got one, too, a two-seater coupé!

And so, comfortably installed in his new possession, he set off for Paris. At Boulogne he was met by a member of



★
AT COMMINGES for the 1949 (left) French Grand Prix. The Delahaye sits in the sun whilst a supporting race is run. The 1951 British Empire Trophy race was held at the Isle of Man. On the first lap Guy Gale in Rob's Delahaye was involved in a minor shunt. The car is seen (below) being started having been straightened out a little!



the family he was to stay with. "He was very interested in my car and kept on asking questions. I, however, had been brought up never to talk about my favourite topic, so I kept changing the subject. He soon broke down my resistance though and very shortly we were deep in car talk.

"He took me to the Bol d'Or races, a 24-hour event for cars and a similar one for motor-bikes. The latter was rather alarming for some of the chaps would go to sleep on their machines and come the most awful croppers."

In the winter of 1936 Rob went up to Cambridge, but returned to Paris during his vacations. There were a lot of Delahayes about Paris in those days and Rob became very interested in them. Once he went for a demonstration run. "I told them it would have to do 100 m.p.h. in Paris before I'd be interested. It did."

The Rolls, meanwhile, was swopped

for a 40/50 Silver Ghost. This had a 1913 chassis but a new two-seater body. Rob had it sent from Paris to Cambridge. As it did about 4 m.p.g. that must have been a rather expensive trip.

For his 21st birthday his mother gave him a Delahaye. This was a very pretty car which had belonged to Hore-Belisha's wife. Then came another Delahaye.

"I was walking down Park Lane one day when I saw it in a showroom. It was Bira's car and for sale. I went in and bought it on the never-never.

"Then I went racing at Brooklands. I was a terrible driver. In my very first race I was leading easily and promptly spun off at the Vickers's hairpin. So bad was I that very soon Delahayes approached me and politely suggested that in future, in important races, perhaps Mr. Walker could find someone else to drive his cars for him? So I began my career as an entrant. Arthur Dobson drove for me in the fastest-ever sports

car race at Brooklands, and Bira won for me at Crystal Palace in his old Delahaye."

In 1939 Rob and Ian Connell entered for Le Mans in the Delahaye. Ian did the first four hours, Rob drove until midnight when Ian took over once again. Shortly afterwards an exhaust gasket blew and Connell burnt his foot rather painfully. So Rob drove the final 12 hours by himself. He did it in style, too. "I started in a check suit and in the evening changed into a dark blue pin stripe. My final pit stop was to take on champagne." He and Connell finished eighth.

He then drove in the last race ever to be held at Brooklands. On 3rd September, 1939, he was "somewhere in France, I can't remember where" for a race on the sands. Someone was cadish enough to declare a war, the race was cancelled and everyone went home.

Now whilst at Cambridge Rob had

ALSO in the 1951 British Empire Trophy Rob's DB2 was driven by George Abecassis. The car suffered brake trouble and clobbered a bank.

learned to fly, and so when war loomed on the horizon he applied to join the Fleet Air Arm. They were not granting any more commissions, however, so he joined the F.A.A. as a sailor. Eventually he did fly, but had the Air Arm known that he had had his licence taken away for life a short while before the war, things might have been different. It came about this way:

"There was a horse race meeting at Cottenham one day; one hour was set aside for lunch. I thought the spectators might get bored in the interval, so I jumped all the jumps in my aircraft.

Once in uniform Rob went through the usual training period and the unsuspecting Fleet Air Arm taught him how to fly. "I think they were a bit shaken when I solo'd in about half the normal time."

This done he was sent to a pilot "pool" in Alexandria. "The journey was round the Cape and took three months. When I tell you that a gin cost one penny and my wine bill for the trip was £100, you will gather that a good time was had by all."

From Alexandria he went into the desert with the R.A.F., his job being to supply food to the squadrons at Tobruk. He then went to Palestine where he had a small squadron of his own doing drogue towing for the Navy, which spent most of its time firing in front of the aircraft.

After this he was drafted to H.M.S. *Cleopatra*, a light cruiser which was flagship of the Mediterranean Fleet at that time. During the invasion of Sicily she was torpedoed.

"I was asleep on the gunnery officer's bridge at the time. There was a tremendous bang and the whole ship seemed to leap out of the water. I shot right up to the cabin roof. Three other ships went down in three minutes. The *Cleopatra* had a tremendous hole in the side, and took on so much water that it was eventually lapping over the decks and we were walking about in the sea. Somehow we got back to Malta. From there I went back to England and was drafted to the aircraft carrier *Victorious*."

Rob had given up flying now and he settled down to the freezing and perilous routine of Russian convoys.

One day they spotted the *Tirpitz* and the Fleet Air Arm boys took off to bomb it, the leader of the raid dropping one slap down the funnel.

Soon he was drafted once more, to Trincomalee in Ceylon. This time his ship was carrying out raids on the Japs. He survived this all right and left the ship at Colombo, arriving back in England on the day the German war ended.

Almost the first thing he did when he got home was to tend to his two Delahayes. Happily he had not sold them at the outbreak of war. He also bought a Rolls.

"At this time I was Admiralty Representative of the Ministry of Aircraft Production—why, I haven't the faintest idea. I used to drive to work in the Rolls. One day I was driving across Wimbledon Common in one of my Delahayes when I noticed that I was being followed by a fellow in naval uniform



and an S.S.100. I stopped, he stopped, and thus I had my first meeting with Lance Macklin."

With the war over, things gradually began to get back to normal, and one or two enthusiasts began thinking about racing again. Competing, as such, though, was out as far as Rob was concerned. Shortly before they got married, in 1940, Betty Walker asked Rob to give up racing for good. "At that time I never expected to see another motor race, so agreeing to Betty's request was no hardship."

In 1945 Guy Jason-Henry suggested that he and Rob should buy a car together. This they did and the latter used it on the road while the former raced it. In the same year he left the Navy and for a while helped run a club on the Embankment, called the Garden Corner Club, which was patronized by the motoring fraternity. He also ran a travel agency, St. Christopher Travellers, but after a brand new aircraft crashed on take-off at Croydon, it was decided to pack this venture in.

Shortly afterwards a friend suggested that Rob buy a garage. "I couldn't for the life of me think why I should want a garage, but nevertheless I went to look at it and in 1946 I acquired Pippbrook."

In 1949 Guy Jason-Henry and Tony Rolt drove Walker's Delahaye at Le Mans and this was the beginning of Rob's friendship with Tony. "One day he suggested we buy a G.P. car. We couldn't get anything new, but what we did get was a couple of Delages and Freddie Dixon to tune them. And so, in 1950, I had my introduction to Grand Prix racing."

The purchase of these two Delages was virtually a turning point in Rob's life, for now he was to begin a "new" career which was to make him the most successful private entrant in motor racing.

Having read this far you might just have gained the impression that Walker was perhaps "a bit of a lad" as a young man. This is a reasonable supposition. Why then, you may ask, did he not fulfil this early promise and go on to become one of racing's personalities à la Duncan Hamilton. This is not an easy question to answer.

The first reason that springs to mind is that probably, after the war, marriage and family responsibilities took the place of more boisterous pursuits. Or perhaps it was just a gentle mellowing brought about by maturity. It seems to me, though, that he was never really cut out

to be a "character", for he is basically a quiet man of a retiring nature, if not even a little shy.

This is rather unfortunate, for he is possessed of infinite charm and his wit, which may on occasion be slightly barbed, but never malicious, is well known to anyone who has read his articles in this and other magazines, and these qualities must remain untapped by many people.

He has about him an air of restrained elegance, borne on both his mode of dress and speech. He talks slowly and stresses the vowels. He has a huge fund of hilarious anecdotes and has a way of recalling them with a detached, almost diffident, air which would make him the envy of many comedians.

Rob lives with Betty and their two children, Dauvergne and Robbie, in a delightful house in Frome, Somerset. The racing team is, of course, based at Pippbrook Garage, Dorking, from whence the dark blue cars with the white band round the nose sally forth to do battle with the factory teams on the circuits of the world.

The Walker colour scheme has, on occasion, been the subject of discussion among officials at various circuits. When Rob first went racing after the war he decided to paint his cars blue and white; he wasn't going to enter International races so B.R.G. was not necessary. Blue was to be the predominant colour and in those days the only way to add white and get away with it was to paint a white band round the nose, which Rob did. The first of Rob's cars to be turned out like this was the Delage, in 1950. Eventually the white band was merged with the white number roundel and the cars appeared as we see them today.

Sometimes race officials have queried these colours, stating that the cars should be painted green like all the other British cars. This seems to happen most frequently in Germany, in which case Rob forcibly points out that he is a Scot, and Scotland's racing colour is blue, and that Germany's colour is white, and not silver and isn't it about time Mercedes-Benz and Porsche were informed of this? The argument always ends at this point.

Although he has lived all his life in England, Walker is indeed a Scot, being a member of the whisky family. The firm was founded by his great-great-grandfather (give or take a great or two) who would doubtless disown Rob if he knew that he never touches the hard stuff that bears his name!

(To be concluded)

LE MANS 1962

THE ENTRY LIST

An Experimental Prototype Year

Thirty-five of the 55
Acceptances Take
Advantage of New
Regulations—Two
Privately Entered "E"
Type Jaguars—Ecurie
Ecosse Nominates Two
Tojeiros—New 4-litre
V-8 Maseratis

No.	Car	c.c.	Class	Entrant	Drivers
1	Chevrolet Corvette	5,359	G.T.	Scuderia Scirocco	G. Odoardo/Tony Settember
2	Aston Martin DB4 Zagato	3,670	G.T.	Jean Kerguen	Jean Kerguen/Franc
3	Maserati	4,000	Exp.	Briggs Cunningham	Bill Kimberley/Bruce McLaren
4	Maserati	4,000	Exp.	Briggs Cunningham	Dick Thompson/Roger Penske
5	Aston Martin	3,996	Exp.	David Brown	X/X
6	Jaguar E-type	3,781	G.T.	Peter Sargent	Peter Sargent/Peter Lumsden
7	Jaguar E-type	3,781	G.T.	Maurice Charles	Maurice Charles/Gerry Ashmore
8	Aston Martin DB4 Zagato	3,670	G.T.	Michael Salmon	Michael Salmon/Ian Baillie
9	Maserati	4,000	Exp.	Thepenier-Simone	X/X
10	Maserati	3,490	Exp.	Briggs Cunningham	Briggs Cunningham/Walt Hansgen
11	Maserati	3,000	Exp.	Scuderia Serenissima	X/X
12	Ferrari TR1-61	2,953	Exp.	Scuderia Serenissima	X/X
14	Ferrari	2-3,000	Exp.	Sefac Ferrari	Phil Hill/Olivier Gendebien
15	Ferrari	2-3,000	Exp.	Sefac Ferrari	Willy Mairesse/Mike Parkes
16	Ferrari	2-3,000	Exp.	Sefac Ferrari	Giancarlo Baghetti/Lorenzo Bandini
17	Ferrari	2-3,000	Exp.	Sefac Ferrari	Pedro Rodriguez/Ricardo Rodriguez
18	Ferrari	2-3,000	Exp.	North American Racing Team	X/X
19	Ferrari	2-3,000	Exp.	North American Racing Team	X/X
20	Ferrari	2,953	G.T.	Pierre Noblet	Pierre Noblet/Jacques Guichet
21	Ferrari	2,953	G.T.	U.D.T.-Laystall Racing Team	Stirling Moss/Innes Ireland
22	Ferrari	2,953	G.T.	Ed Hugus	Ed Hugus/George Reed
23	Ferrari	2,953	G.T.	Equipe Nationale Belge	Elde/Berger
24	Maserati	4,000	Exp.	P. Marchand	P. Marchand/Jay
25	Austin-Healey 3000	2,912	G.T.	Ecurie Chiltern	Bob Olthoff/John Whitmore
26	Tojeiro	2,760	Exp.	Ecurie Ecosse	X/X
27	Tojeiro	2,760	Exp.	Ecurie Ecosse	X/X
28	Morgan Plus 4	1,991	G.T.	Morgan Motor Co.	Chris Lawrence/Richard Shepherd-Barron
29	Porsche	1,980	Exp.	Porsche System Engineering	Jo Bonnier/X
30	Porsche	1,980	Exp.	Porsche System Engineering	X/X
31	T.V.R. Grantura	1,622	Exp.	T.V.R. Sports Cars	Jack Fairman/Ninian Sanderson
32	Sunbeam	1,592	G.T.	Sunbeam-Talbot	Tiny Lewis/Keith Ballisat
33	Sunbeam	1,592	G.T.	Sunbeam-Talbot	Paddy Hopkirk/Peter Jopp
34	Porsche	1,587	G.T.	Porsche System Engineering	X/X
35	Porsche	1,587	G.T.	Auguste Veuillet	Buchet/X
36	Osca	1,568	Exp.	Automobili O.S.C.A.	X/X
37	Osca	1,568	Exp.	Automobili O.S.C.A.	X/X
38	Marcos	1,498	Exp.	Monocoque Body-Chassis Co.	John Hine/Dick Prior
39	Alfa Romeo	1,290	G.T.	Scuderia Sant Ambroeu	Enrico Agostini/Lodovico Scarfiotti
40	Alfa Romeo	1,290	G.T.	Scuderia Sant Ambroeu	X/X
41	Abarth-Simca	1,288	G.T.	Abarth and C.	X/X
42	Lotus Elite	1,216	G.T.	Lotus Engineering	Peter Arundell/Alan Rees
43	Lotus Elite	1,216	G.T.	Lotus Engineering	J. Johnson/B. Svensson
44	Abarth-Simca	1,149	Exp.	Abarth and C.	X/X
45	Bonnet	1,098	Exp.	Automobiles René Bonnet	Paul Armagnac/Robert Bouharde
46	Bonnet	1,098	Exp.	Automobiles René Bonnet	Gerard Laureau/Perrier
47	Lotus-Ford 23	997	Exp.	Lotus Engineering	Jim Clark/Trevor Taylor
48	Abarth-Simca	995	Exp.	Equipe Nationale Belge	Claude Dubois/Mauro Bianchi
49	Fiat-Abarth	847	Exp.	Abarth and C.	X/X
50	Lotus-Climax 23	742	Exp.	U.D.T.-Laystall Racing Team	Masten Gregory/David Seigle-Morris
51	Bonnet	704	Exp.	Automobiles René Bonnet	Jean-Claude Vidilles/J. Vinatier
52	Fiat-Abarth	701	Exp.	Abarth and C.	X/X
53	Panhard	701	Exp.	Panhard-Levassor	X/X
54	Panhard	701	Exp.	Panhard-Levassor	X/X
55	Panhard	701	Exp.	Panhard-Levassor	X/X
56	Fiat-Abarth	701	Exp.	Roger Masson	Roger Masson/X

THE regulations permitting experimental prototypes of up to four litres have produced a flock of highly interesting entries for the Le Mans 24 Hours race, on 23rd and 24th June, and a large variety of machines, from 701 c.c. to 5,359 c.c. Thus, all sports-racing and special G.T. cars are entered as experimental prototypes, leaving 20 machines which can be described as genuine Grand Touring models.

Until next month's trials at Le Mans, which Ferraris will run will not be decided, as the four Maranello and two N.A.R.T. entries are simply designated as being between 2,000 c.c. and 3,000 c.c. E.P. Similarly the U.D.T.-Laystall car to be driven by Moss and Ireland is also E.P., presumably the very latest 250GTO machine recently seen at the Ferrari press conference.

Anyway, the factory entered Ferraris will all be of the rear-engined SP type; presumably another couple will be allocated to the Chinetti N.A.R.T. outfit. It is interesting to note that Michael Parkes has again been given a works drive—with his 1961 co-driver, Willy Mairesse.

Briggs Cunningham has two of the new V-8, rear-engined Maseratis, with 4-litre units, possibly derived from the earlier 2-litre "fours". He will also run a V-12, as probably will Serenissima. Maserati, France, also have a 4-litre entry, and there is yet another one of French origin.

Biggest car is the 5.4-litre Chevrolet Corvette entered by Scuderia Scirocco. Mike Salmon and Ian Baillie have had the ex-Moss DB4GT Aston Martin accepted, as has Kerguen with his last year's machine. No drivers have, so far,

been nominated for the experimental 3.9-litre Aston Martin, but in France rumour has it that they might well be Surtees and Salvadori, with Trintignant also mentioned. Peter Sargent and Maurice Charles have both had Jaguar "E"-Types accepted. Ecurie Ecosse is represented by a pair of 2,760 c.c. Tojeiros, drivers so far not nominated. Olthoff and Whitmore will drive David Dixon's Austin-Healey "3000", for Ecurie Chiltern. Morgans have a factory entry (Lawrence/Shepherd-Barron), whilst Fairman and Sanderson will be in a T.V.R. Two 2-litre Porsches appear as works entries, along with a 1,587 c.c. G.T. machine. Rather surprisingly, Sunbeam's three entries have been cut to two, with the Harper/Procter car in the reserve list (the 1961 Index of Energy winners). There is a pair of 1.6-litre Oscas, and a 1,498 c.c. Marcos (Hine/Prior). Both Alfa Romeo and Lotus Elite are represented in the 1,300 c.c. G.T. class, as is a 1,288 c.c. Abarth-Simca, which does not appear in any homologation list. Abarth-Simcas with engines of 1,149 c.c. and 995 c.c. are in the E.P. section, as are the Renault-powered Bonnet entries. Jim Clark/Trevor Taylor are down to drive the Ford-powered Lotus 23, and the 742 c.c. Coventry Climax-engined version from U.D.T.-Laystall is in the hands of Masten Gregory and David Seigle-Morris. Other contestants for the "Index of Performance" comprise Fiat-Abarth and three factory entered 701 c.c. Panhards.

Ferrari has easily the strongest representation at Le Mans, with no fewer than 11 acceptances, followed by Maserati

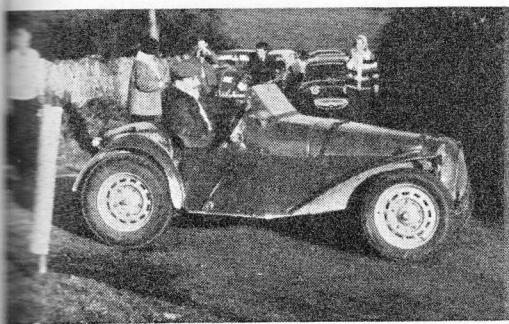
with six. Three of the 4-litre Maseratis will have closed G.T. bodywork. The engines are said to develop 360 b.h.p. at 7,500 r.p.m.

It is learned that the Ecurie Ecosse Tojeiros are experimental-prototype G.T. machines, with all-independent suspension and 2.76-litre, twin-o.h.c. Coventry Climax four-cylinder engines.

H. RADCLIFFE (GARAGES), LTD., of Bolton, the sole Lotus distributors in the North of England, will race a Lotus Elite this season. It is their intention to field a team of three Elites either later this year or early in the 1963 season. They will race only in Britain, concentrating on the northern meetings; nevertheless, they hope to obtain an entry in the Touring Trophy. John Clarke will drive the car; he will be remembered for his performances in the Cambridge Racing Austin-Healey 3000. At the end of the season, a set of accounts will be produced to show as accurately as possible the cost of a season's racing as outlined above. This should prove very interesting!

JON DERISLEY has acquired the ex-Peter Lumsden Lotus Elite and intends to race it in as many National and International events as possible. Last year, Jon, who races under the name of the Tortoise Stable Racing Team, entered 19 events in his Lotus Seven and was placed in 17 of them.

A BARTH is said to have obtained 88 b.h.p. with a modified Simca "1000" five-bearing engine using twin Weber carburettors and a special camshaft.



ABOVE: Alex Malcolm drives his 1,172 c.c. Buckler-Ford in the Hewison Final, while (below) Leslie Vard will compete in his Austin Mini, with which he has been very well placed in recent trials.



FEBRUARY EVENTS

ON 3rd February the Co. Monaghan Motor Club held their Hewison Trial. The winner was Seamus Griffin (Griffin-Ford), with Kevin Sherry (VW) second and Des Cullen (NSU) third. The next three places went to Leslie Vard (Austin Seven), Gerry McNamara (Sprite) and John Moore (Sprite Mk. II). On the same day, Dr. Thompson Glass won a driving test event near Belfast, in his fabulous Hayrake. Rob Woodside and Adrian Boyd were second and third in Sprites. Volkswagens driven by Frank Robinson, Reggie McSpadden and Larry Mooney filled the next three places. Mooney was the only Southerner and he did well to finish sixth overall and third in his class.

The Carrick-on-Suir M.C. held their Duggan Cup navigation event on 11th February. Brian Kehoe won the Premier in a Volkswagen and Ed Pearson won the Comeragh Cup for the best navigator. Jim Cooney/Des Bradley were second in a Sprite, and John Emerson/Brendan Doyle were third in a Mini-Minor.

Cecil Vard (Austin Seven) won the M.G. Club's Hewison event, their Experts' Trial on 17th February. Next up were Shay Griffin (Griffin-Ford), Leslie Vard (Austin Seven), John Moore (Sprite), Kevin Sherry (VW) and Larry Mooney (VW). The Stonethrowers held their Hewison event, the Tipperary Traders' Cup Trial, on 25th February. Des Cullen won by one point from Seamus Griffin. Gerry McNamara (Sprite) was third and Terry Power (Austin Seven) and Pat O'Callaghan (VW) tied for fourth place.

The Irish Motor Racing Club held a very enjoyable cocktail party and film show at Crofton Airport Hotel, Dublin, on Tuesday, 20th February. Guests of

honour were Monte Carlo rally drivers Paddy Hopkirk and Jack Scott.

IRISH EXPERTS' TRIAL

ULSTER drivers filled the first three places in the Irish Experts' Trial held on Saturday, 3rd March. The venue was Mervyn McKinney's estate at Tanderagee, Co. Armagh. Wilbert Todd was the winner with less than 20 marks to spare over Dr. Thompson Glass. Desmond Sloane was third in his McCandless, and the first Southerner was Peter Jenkins in fourth position. "Jenks" was third last year.

Results

1, Wilbert Todd (Toddler), 645.4 (N. Ireland); 2, Dr. Thompson Glass (Hayrake), 663.2 (N. Ireland); 3, Desmond Sloane (McCandless), 796.8 (N. Ireland); 4, Peter Jenkins (G.T.S.), 838.6 (Eire); 5, Stan Wilson (Winkler), 874 (N. Ireland); 6, J. Dowling (Special), 886.6 (N. Ireland); 7, R. Redmond (M.M.3), 957.4 (Eire); 8, Dermot Carnagie (Dellow), 1,061.2 (Eire); 9, Pat Naismith (J.P.N.), 1,122.8 (Eire); 10, Gerry Freeman (Dellow), 1,333.2 (Eire).

ALL SET FOR HEWISON FINAL

TWENTY-SEVEN drivers have now qualified for the Hewison Trophy Final Trial to be held on 17th March. With only one more qualifying trial to be held it looks as though the final line-up will not be any more than 30. The following list includes all the top drivers:

Austin Seven: Cecil Vard, Leslie Vard, Michael Ivis, Terry Power and Brian Eardley.
NSU Prinz 30: Des Cullen and Noel Smith.
Specials: Seamus Griffin, Stephen Griffin, Reggie Redmond, Peter Jenkins, Alex Malcolm and Doug Glover.
Austin-Healey Sprite: Gerry McNamara.
Austin-Healey Sprite Mk. II: John Moore.
M.G. Midget: Jack Fildes.

Volkswagen: Kevin Sherry, Larry Mooney, Paul O'Flynn, Brian Kehoe, Joe O'Mahoney, Tom Burke, Pat O'Callaghan, Tommy Connolly, Fintan Kealy, T. P. O'Connell, and Doc O'Sullivan.

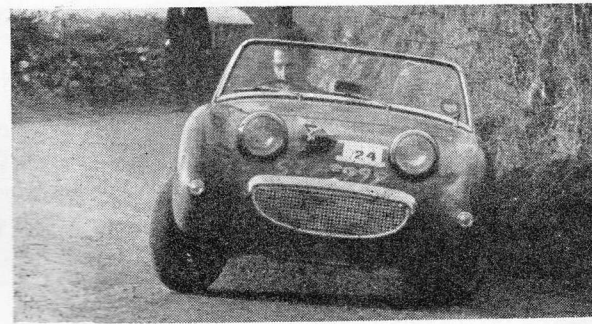
The above list is subject to official confirmation.

BRIAN
FOLEY'S

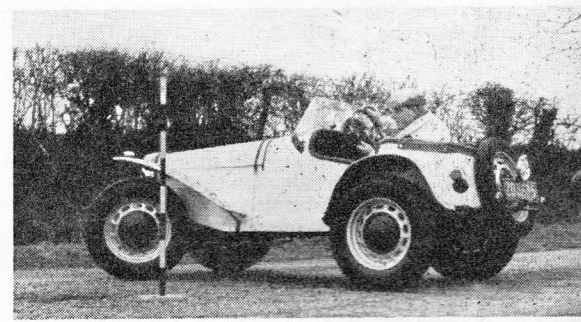
Report from Eire

The Hewison Final Trial will start at Blessington, Co. Wicklow, on St. Patrick's Day and 14 tests are planned in two laps of a dyed course over new territory. The nature of the tests can easily decide the results. Short-wheelbase specials are at a distinct disadvantage in fast tests where roadholding is at a premium. Long reverses do not favour the NSU Prinz which are too low-g geared in reverse. Lengthy wiggle-wobble tests in reverse are not altogether a happy hunting ground for Mini-Austins and ultra-tight tests will rule out the Volkswagens' chances. The R.I.A.C. are therefore faced with the task of providing tests suitable to all types of competing cars.

Seamus Griffin defends his title of Eire trials champion, and will be all out to win the Hewison for the third time in a row. Shay takes his driving very seriously and is a neat and consistent performer. Unlike a lot of other Dublin drivers, Shay supports the majority of the country trials and he must have won more Premier Awards in the past few seasons than any other trials exponent. His 1,172 c.c. Griffin-Ford is always extremely well turned out and is a credit to Griffin and the sport. Des Cullen is another consistent supporter of the trials game all over the country. He was twice runner-up to Griffin, and recent wins at Kilkenny and Tipperary indicate



ABOVE: Gerry McNamara drives an old-type Sprite and is a rapidly improving driving test exponent. BELOW: Stephen Griffin, younger brother of Hewison holder Seamus Griffin, will drive his 1,172 c.c. G.T.S. in the Hewison Final.



that Cullen is on top form. Cecil Vard is also on top form and he has never won the Hewison which should be an extra incentive for him. Terry Power and Cecil's brother, Leslie, will also drive Austin Sevens. They are both polished drivers who have been very well placed in recent events.

Stephen Griffin, younger brother of Seamus Griffin, drives his G.T.S. to good effect. He is rapidly establishing himself as a major force in driving tests. Reggie Redmond can do wonders with his M.M.3, when he makes the effort. Gerry McNamara drives his Sprite with great verve and has occupied high-up placings in recent events. John Moore qualified in an Austin Seven but has now changed to a Mark II Sprite.

Volkswagens are certainly back in a big way with 11 drivers qualifying in VWs. Kevin Sherry must be the best Volkswagen driver in Ireland and he is driving better than ever of late. Larry Mooney and Paul O'Flynn are both outstanding drivers on their day, and Joe O'Mahoney is on a par with them. All three are Premier Award material. Brian Kehoe, Tommy Connolly and Pat O'Callaghan are also experienced men. Tom Burk is re-learning Volkswagens after spending two seasons with an NSU Prinz, and Fintan Kealy is not as prominent recently after starting the season by finishing a close second overall at Waterford. T. P. O'Connell has not done much competition work during the last few seasons but he appears to be regaining his old form. It would be impossible to pick a winner from such a hot list. However, I will stick my neck out and predict that Seamus Griffin will do it again. Kevin Sherry, Cecil Vard, Des Cullen, Paul O'Flynn and Larry Mooney are my men to fill the next five places. I could be terribly wrong!

Club News

By MICHAEL DURBIN

Now in their Jubilee Year, the **Rochester, Chatham and D.M.C.** are promoting their Rally of the Downs on 14th-15th April and will welcome entries from members of B.A.R.C., B.R.S.C.C., C.S.M.C., Bexley L.C.C., Maidstone and Mid-Kent M.C., Hants and Berks M.C., Mid-Thames A.C., T.E.A.C. and Folkestone and E. Kent M.C. The rally will start from Gillingham, Kent, and will cover some 250 miles. This event has a fine reputation already, but if a further recommendation is needed, we see, listed as clerks of the course, F. M. Butler and D. Seigle-Morris! Regs. are available from L. L. Akehurst, 7 Macdonald Road, Gillingham, Kent, who must have all entries by 11th April. . . . **South Wales A.C. and Barry A.C.** are to run their closed Novex Spring Rally on 31st March-1st April. Regs. from Reg Galpin, 4 Beulah Road, Rhiwbina, Cardiff. . . . **M.M.E.C., Morgan 4/4 and Shenstone and D.C.C.** are to have a co-promoted, closed production car trial on 25th March. The start will be from Barker's Filling Station, Streethay, near Lichfield, and the course will not exceed 25 miles. Regs. from L. Hill, 100 Prospect Lane, Solihull, Warks. . . . **Allard O.C. and N.L.E.C.C.** are to run a restricted sprint at Brands Hatch on 8th April. Details from A. F. Damodaran, 28 Muswell Avenue, London, N.10. . . . It is hoped to form a club for owners of VX 4/90 and other Vauxhalls. Membership and badge are to be free and details can be had from A. Cambage, Shaw and Kilburn, Ltd., 4-6 Berkeley Square, London, W.1. . . . On 7th-8th April the **Circle C.C.** are to run their Owl Rally. This 210-miler is open to American D.C., B.A.M.A., B.A.R.C., Chiltern C.C., Hants and Berks M.C., Jaguar D.C., London M.C., Mini Seven Club, Verulam A.C. and London Counties Association Championship competitors. The start is from Denham and regs. are available from J. G. Martin, 7 Heathside Road, Moor Park, Northwood, Middlesex, who must have all entries by 31st March. . . . **Lancs and Ches C.C.** are to run their Derbyshire Trial, the 21st in the series, on 8th April. The event is open to B.T.R.D.A., Sunbac, Sheffield and Hallamshire M.C., N.L.E.C.C., North Midland M.C., Yorkshire S.C.C., Hagley and D.L.C.C., Kentish Border C.C. and Peterborough M.C. The start will be from Allgreave, Cheshire, but all the sections will be in Derbyshire. Regs. are available from J. A. Sivey, 10 Woodhall Close, Moor Lane, Woodford, Cheshire.

RALLY UNION

THE wedding took place on 10th March, at St. Andrews Church, Ferring, Sussex, of Peter Riley and Ann Wisdom. Oliver Speight was best man, and the toast of "Mr. and Mrs. Riley" was undertaken by Tom Gold. The 200 guests were representative of the motor sporting world, and included Pat Moss, Eric Carlsson, Mr. and Mrs. Wolfgang Levy, Stuart Turner, Peter Jopp, Lord Selsdon, Mr. and Mrs (Nancy) Mitchell, Mr. and Mrs. Denis Druitt, Mrs. Tom Gold, Mrs. Gregor Grant, Mr. and Mrs. Jimmy Hill, Mr. and Mrs. Courtney

Edwards, Mr. and Mrs. Basil Cardew, Mr. and Mrs. David Seigle-Morris, Mr. and Mrs. Nockolds, Mr. and Mrs. Peter Garnier, Mr. and Mrs. Eric Knight, Mr. and Mrs. Dick Jeffrey, Evan Price, Rev. Rupert Jones, Mr. and Mrs. Bill Meredith-Owens, Mr. and Mrs. Eddie Daniel, Mr. and Mrs. Sid Henson, Donald and Erle Morley, Pat Gregory, Derek Astle, Mike Hughes and Peter Lumsden. The bride is, of course, the daughter of Tom and "Bill" Wisdom.

Coming Attractions

- 17th March.** B.A.R.C. race meeting, Oulton Park, near Tarporley, Cheshire.
- 17th-18th March.** Wolverhampton and South Staffs C.C. "Express and Star" Rally. Starts Wolverhampton at 9.30 p.m.
- East Surrey M.C. Martini Rally.** Starts Queen's Hotel, Farnborough, Hants.
- 18th March.** B.R.S.C.C. race meeting, Snetterton, near Thetford, Norfolk. Starts at 2.30 p.m.
- 23rd-25th March.** Sebring Races (S. G.T., F.J.).
- 24th March.** B.A.R.C. race meeting, Goodwood, near Chichester, Sussex.
- Wirral 100 M.C. Rhydymwyn Sprint,** near Mold, Flint. Starts at 1 p.m.
- 24th-25th March.** Advertising M.C. Venetian Rally. Starts Basingstoke at 10 p.m.
- Malden and D.M.C. March Hare Rally.** Starts Harwell, Berks, at 9.30 p.m.
- 25th March.** M.M.E.C., Morgan 4/4, and Shenstone and D.C.C. Production Car Trial. Starts Barker's Filling Station, Streethay, near Lichfield.
- Tunbridge Wells M.C. Sprint,** Brands Hatch, near Farningham Kent.
- Snetterton M.R.C. Race Meeting,** Snetterton, near Thetford, Norfolk.

KILMARNOCK C.C. DUNLOP RALLY

THE third event in the Scottish Rally Championship was held last weekend with Kilmarnock Car Club's Dunlop Rally—an excellent 200-mile event which brought a new name to the top of the championship table and still leaves last year's winner, Logan Morrison, without a victory. Before the Dunlop, Tom Paton (Mini-Cooper) was in the lead. The new leader is Frank Inglis (Mini-Cooper) who finished second in the Dunlop and fourth in the Valentine.

The rally had 34 sections, which included 17 special sections, and right from the start it was clear that this was an all-night rally where driver and navigator would have to keep wide awake. The first section was a four-minute one with the route on two maps and only eight competitors managed to do it on time. Among those who collected time penalties were Tom and Mary Currie (M.G.A.) with six minutes' lateness and A. McGregor and J. McGregor (Vauxhall) with 14 minutes. The next three sections were also fairly short and wound their way on and off the two maps.

Section 5 was a special section which was navigated by eight-figure map reference. The time allowance was three

minutes and the only competitor not to make it on time was Bill Findlay and his navigator Ian McGougan (Anglia), who somehow lost two minutes. The first five sections had been navigated by map references from the route card and for the sixth section the competitors were handed their first detailed route sheet.

The route was plotted by spot heights but the unwary were caught by the approach to the control which was given as from a south-westerly direction. The majority of the competitors approached from the south-west instead of the north-east and were penalized 150 for their trouble. Among those who were so caught out were George Exeter and J. Milne (Mini), A. Grant and J. Lacey (Alpine) and Andrew Bonar and Rod MacAdam (TR).

More navigation worries came with the next section, which was a 47-minute reverse route. Six competitors missed both code words, including Ken Livingstone and D. Love (Morris 1000) and George Exeter and J. Milne (Mini), which would seem to indicate that they did not reverse the route. A lot of other competitors lost time, among them being Doug Wilson and George Murray (Mini) with nine minutes' lateness and J. Martin and J. Lees (Austin 7) with eight minutes.

Section 8 was another long one of 37 minutes and this time the navigators had to look for cuttings, viaducts and transmission lines. This section was followed by six special sections—three three-minute ones, two two-minute ones and a nine-minute one. Many of the competitors were clear up to this stage but the first one—a three-minute one—stopped that as no one did it on time.

The special sections were followed by a 24-minute ball and arrow which caused a lot of head-scratching and a few retirements. Part of the trouble was caused by the maps which over-lapped halfway through the section, and part of the trouble was caused by Dalry, which has a most puzzling crossroads. The only competitor to do this section on time was Tom Paton (Mini-Cooper), and among those who collected a lot of penalties were Logan Morrison and Ross Finlay (M.G.A.) who dropped 13 minutes and Ian Morrison and Andy Munn who lost 22 minutes.

This more or less marked the turning point in the rally as after this only 33 out of the 57 starters were still running and of them only about 10 were in with a chance. Tom Paton was in the lead having only dropped two minutes, but in section 22 he approached a manned check from the wrong direction, collecting 150, and in the last four sections he clocked in six minutes early, which lost him the rally.

Lying in second position at this stage were Paul Roxburgh and Colin Milligan (Citroën) who had only lost four minutes and they took first place by only dropping another minute in section 28 and collecting five penalties in the special test. The rally was therefore decided in the simpler second half. **ROD MACADAM.**

Provisional Results

1. P. Roxburgh/R. C. Milligan (Citroën), 55;
 2. F. Inglis/A. Cameron (Mini-Cooper), 90;
 3. W. L. Morrison/R. Finlay (M.G.A.), 140;
 4. B. C. Coyle/A. Cameron (Mini), 146;
 5. D. C. Black/C. Brown (Gordini), 156.
- Class 1:** 1. F. Inglis/A. Cameron (Mini-Cooper), 90; 2. W. L. Morrison/R. Finlay (M.G.A.), 140.
- Class 2:** 1. B. C. Coyle/A. Cameron (Mini), 146; 2. K. McIver/A. Gentles (VW), 170.
- Class 3:** 1. I. Loudoun-Cox/W. H. Syer (VW 1500), 551; 2. Miss C. Bickers/N. V. Bull (Riley 1.5), 726.

More Club News on page 388

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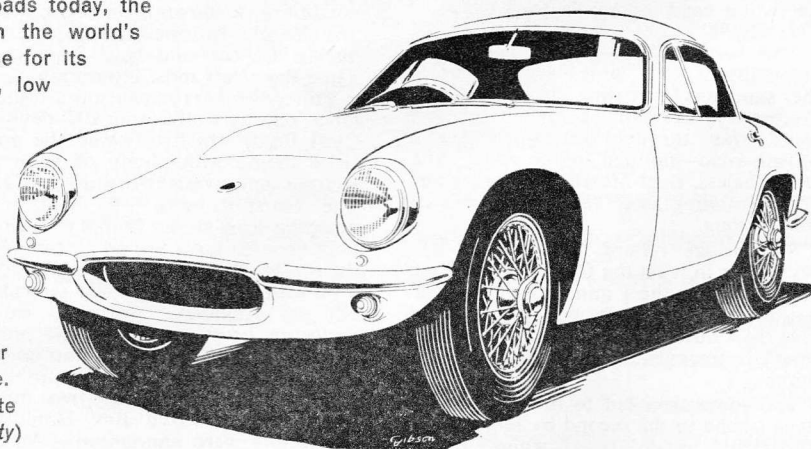
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SHARP CLOVER LEAF

W.E.C.C.'s Fine Rally

SHORT, sharp sections; map references or tulip only; plus ice made the West Essex Car Club's "Clover Leaf" Rally last week-end a fast, straightforward event. It was run largely over new territory—a number of the old areas were missing, but for local residents and, therefore, rallying as a sport, it was a good miss.

West Essex man, Bunny Perkin, navigated by Trevor Stevens, dropped only 4 mins. in a Wolseley 6/90 to clinch an outright win and it was only the pair's second time out together. Of the 4 mins. lost, three went on an any order section which even clerk of the course Roy Davies described as "extremely tight".

Second were regulars Charles Bent-Marshall and Dennis Pratt in an Austin Seven. Third was Paul Thomas with Derek Parker in another Austin Seven (tactfully leaving "non-goer whites" alone after misfortunes on the "Cats' Eyes"), while fourth were D. Dawson and D. Lockyer in a SAAB and ex-Rapier merchants Alec Lobb and Brian Lockyer were fifth, now singing the praises of the Vauxhall VX4/90. It was their second rally in the new model—the other they won outright.

General management of the event was in the hands of rally secretary Cliff Doney, who has guided many previous West Essex events through East Anglia. It was well up to standard, and forethought in dropping letters in on residents along the route, plus interviewing many, help public relations.

Eighty-four cars left the Braintree start on a short run-in to the first T.C. near Sudbury. Then started a long chain of two, threes and fours with a few slightly longer sections thrown in. Of the 99 controls on the rally, 60 were manned and the 100 miles to the fuel stop were the tightest of the night. There was a control on an average of every two miles to this point.

The Rattlesden airfield section puzzled a few and it was possible to slip up on the white road approach to T.C. 24 at 136/NE/988596.

The section from 25-26 was where many lost 2 or 3 mins.—largely due to the shut level crossing at 136/046604. To traverse the railway line the correct route was through Dagworth via a private road—notified in the route card. Nevertheless, Bent-Marshall, Thomas and Lobb (running one, two and three) all went wrong.

Stonebridge Ford (Bengry's VW packed up in it on the Cats' Eyes) proved to be easy and the 1 min. section through it was "on". A very bad dip at 136/0373714 must have resulted in some worried moments . . . and some battered sumps.

The route then led to the first special stage (timed to the second by radio) from 136/052910 to 046910—all white. It was 60 secs. long and several were clean.

After the halt near Easton on 125 things eased considerably with longer Tulip and any order sections. But with the Norfolk lanes still banked with snow and large patches of ice, the rally was still quick enough to be interesting.

The route wound back on to 136 and to the second special stage from 990916 to 980910—95 per cent. white. It consisted of numerous (or so it seemed)

steep humps and dips but at 120 secs. was fairly easily on.

On south through Knettishall and near Ixworth ran the depleted entry—a Mini had overturned and at least one Anglia ditched by now—to the three best sections of the night; three "one minutes" from 136/919668—NE/931657 via Sheep Lane. Sheep Lane can be taken flat out—it's dead straight but the surface is consistently rough with no dangerous pot-holes.

The marshalling on these sections was very good. The majority of willing volunteers met during the night were speedy, especially considering the cold night air.

A shortish any order section brought things to an abrupt halt before a run-out to the Stanstead Airport finish. There the streamlined West Essex results crew, who followed around in a Minibus, had the first three out within minutes.

Hard luck stories at breakfast included the news that the Whitehead/Bishop VW had lost a lot of time exploring a disused railway and that the Porter/Britt Herald (Britt navigated the Cats' Eyes winner) missed a control. A wrong approach for Hayes and Kaye in the supercharged Herald was costly too. The team award went to West Essex "A", who just pipped Chelmsford.

Overall impression: an excellent effort by Cliff Doney and Roy Davies—same again next year please!

Provisional Award Winners

1, C. S. Perkin/T. S. Stevens (Wolseley 6/90), 41 marks lost; 2, C. Bent-Marshall/D. Pratt (Austin 7), 60; 3, P. G. Thomas/D. Parker (Austin 7), 144; 4, D. A. Dawson/D. Lockyer (SAAB 96), 163; 5, A. T. Lobb/B. Lockyer (Vauxhall VX4/90), 170. **Novices:** 1, J. A. Durban/C. E. White (Rapier), 1,023; 2, G. Maskell/C. Moore (Anglia), 1,550. **Ladies' Award:** Miss P. Walker/Miss K. Davies (Anglia). **Team Awards:** Nominated Club Teams—Berg Memorial Trophy: West Essex Car Club "A", C. Bent-Marshall, C. S. Perkin, O. S. Whitehead, 851.

WINTRY RALLYETTE

THE N.W.C.C. ran their restricted "Rallyette", qualifying event for the Association of North-Western Car Clubs Rally Championship, under very wintry conditions, a snowfall on the morning of 3rd March, followed by a slight thaw during the day and hard frost at night made the roads most interesting.

Thirty-two cars set out on a route (170 miles on maps 106 and 107 devised by Cyril Bold) which followed the no-nonsense theme with plenty of short sharp sections and straightforward navigation. The Gorst/Roberts VW held a commanding lead at the half-way, being the only crew to have visited Control No. 8, thanks to the excellent traction of the VW with "Cinturas". The second half, all on Anglesey, provided excellent motoring, many sections would only just have been "on" in the dry, but under the icy conditions there was no problem of "clean sheets". Twenty-two finishers reached the Colwyn Bay Hotel where the results were announced. An excellent performance by novices Campbell/Robinson who finished second overall.

Results A. W. G.

1, Gorst/Roberts (VW), 29 marks lost; 2, Campbell/Robinson (Cooper-Mini), 3 fails, 58; 3, Nesbitt/Griffiths (A.35 C), 4 fails, 71; 4, Twiggdon/Chilvers (Sprite ID), 7 fails, 62; 5, Gould/Williams (Rapier), 7 fails, 76. **Novices:** 1, McKay/McKay (Mini-Minor), 22 fails, 54; 2, Milne/Feather (Mini-Minor), 26 fails, 57. **Team Award:** Ecurie Cymru (Gorst, Campbell, Milne).

More Club News on page 390

Longford—continued

through the eighth-mile. The impeccable Doug Whiteford, driving Laurie O'Neill's recently imported Zagato Aston Martin DB4GT in its Australian debut, ran away with the GT race, and then went out in the sports car event to finish outright fourth and break the lap record for GT cars at 95.41 m.p.h. and clock 149 m.p.h. down the straight.

The long-awaited clash between Bib Stillwell's Cooper Monaco and Frank Match's Lotus Monte Carlo did not materialize, because the Lotus was handicapped by a slipping clutch. But "Mrs. Stillwell's shopping car" lapped at 104.72 m.p.h.—the *formule libre* record of two years ago!

Monday brought out sunshine and calmer conditions, and a line of rehabilitated cars to put a completely new edge to the racing. Leo Geoghegan's Lotus 20 was now ready to battle with Gavin Youl's MRD for F.J. supremacy. Match's Monte Carlo was on peak for Stillwell's Monaco, Ian Geoghegan's Jaguar 3.4 was repaired from practice damage to battle with Jane's 3.8, and all *formule libre* cars (including Patterson's Cooper with gearbox from Stillwell's wrecked engine, and Hyslop's Cooper with a borrowed engine) were ready. Only in the GT class was there competition lacking, for no one had anything to match the Zagato Aston.

Leo Geoghegan pushed Youl to a new F.J. lap record at 95.63 m.p.h., but was unable to beat the faster MRD on the fast circuit. Ian Geoghegan and Jane passed and repassed in the production cars' race until Geoghegan went into the hay bales at Viaduct in a mighty effort to match higher power with faster cornering.

The South Pacific Championship for *formule libre* cars went to John Surtees. Brabham, aware of his inferior speed in the 2.5, was ready to remain on Surtees's heels, but his plans were wrecked by Patterson, who got away second to Surtees. By the time Brabham passed Patterson, Surtees was 400 yards in front, and Brabham had irrevocably lost the tow. Surtees wisely pressed hard from the jump and Jack could hope for no more than second while the 2.7 kept going. Austin Miller's Cooper-Jaguar blew a piston and retired in a great cloud of smoke in the second lap. Patterson fell back and Stillwell, from the back of the grid, forged into third place, where he finished. It was the third time in the three international races this season in Australia that Stillwell had led the Australian resident drivers home to take maximum points for the Gold Star (drivers' title). Hyslop came fourth and David McKay, after an immaculate race in a slower 2.5 Cooper, was fifth. The main records stood from Saturday, but Stillwell with a 2 mins. 25.9 secs. (111.04 m.p.h.) broke the lap record for Australian resident drivers.

Getting only a few minutes rest after the International race, Stillwell came out in his Monaco for the South Pacific Sports Car Championship. This, the last race of the meeting, was also the most exciting. Match harried him right to the end, where an indiscretion at Mountford Corner put his wheels up on the hay bales and he lost the few vital seconds. Match's 10th lap in 2 mins. 34.7 secs. (105.97 m.p.h.) broke Stillwell's sports car record. It would, two years before, have broken the *formule libre* record!

CORRESPONDENCE

Bolster For F.I.A.?

WHAT a splendid article by John Bolster on the future of motor racing.

Please can't more people think like this and can't we have Bolster on the F.I.A.?

INNIS IRELAND.

PRESTEIGNE, RADNORSHIRE.

Pleasing The Multitude

I READ recently in one of your contemporaries that nearly all circuit managers seem to think that F1 racing has the biggest crowd-pulling ability.

Personally speaking I am inclined to disagree with them all as I think G.T. and saloon car racing has more appeal.

There is room for a census of opinion here, I think. I know several people who prefer Elites beating "E"-Types, or a Mini-battle to any long, dreary Formula race. Readers' opinions would be welcomed.

B. W. BULLOCK.

CAISTER-ON-SEA, NEAR GREAT YARMOUTH,
NORFOLK.

Overheating Astons

WE would like to comment on Lt-Col. A. W. Tyler's article in your issue for 2nd March, in connection with overheating and water loss in the Aston Martin DB4.

We have had considerable correspondence with Lt-Col Tyler in which we have disagreed fundamentally with his conclusions. It is true that on the very early models of the DB4 there was a tendency towards overheating in extremely heavy traffic conditions and high ambient temperatures. This was purely a matter of air ducting to and from the radiator. It has been corrected on all subsequent cars and there has been no recurrence. No modification of any kind was made, or has since been found necessary or desirable, to the cooling system as such.

The fundamental difference between Lt-Col. Tyler and ourselves, therefore, is that we maintain that on these early cars the water loss occurred as a result of overheating, whereas Lt-Col. Tyler suggests that the opposite is the case, namely, that the water loss occurs first and overheating results. We would only say that our view is supported by our experience of a very large number of cars and also on our successful racing cars which used precisely the same cooling layout. We also believe we are correct in saying that this layout is used on all other production cars using a remote header tank.

A. R. PARNELL,
Service Manager.

ASTON MARTIN LAGONDA, LTD.,
FELTHAM, MIDDLESEX.

I WAS most interested in Lt-Col. Tyler's article on the cooling system of the DB4. It would appear from study of the diagrams that the same result would be achieved by replacing pipe JM by one from J which would join pipe AB at a point near A.

It is amazing that a fault such as described can occur on a £4,000 car, but it lines up with my experience on a recently acquired DB2-4. The performance is magnificent, but it has the most appalling faults in design, detail and accessibility that can possibly be imagined. It is basically a fine car, spoilt by shoddy and inept execution.

W. P. TOWN.

36 MARSHALL DRIVE, BRAMCOTE, NOTTINGHAM.

He Did Not Wish To Know

I CANNOT understand by what stretch of the editorial imagination you believe the overheating problems of a second-hand Aston Martin DB4 warrant more than three pages of description.

In heaven's name, gentlemen, I am sure the great majority of your readers, like myself, do not part with two shillings each week to read such nondescript "padding".

AUTOSPORT started off years ago to provide interesting reading on matters concerning the sporting side of motoring, this sort of article is a waste of valuable space, and does not do you justice.

Best wishes for future articles.

J. A. EVANS.

FINHAM, COVENTRY.

Pen Pal Required

ON reading through an edition of AUTOSPORT I noticed a correspondent asking for a pen pal. Would anybody between 18-21 in Great Britain be willing to correspond with me, who is interested in motor racing and racing cars? I would appreciate it if he could mail the letters by air mail.

M. BOULOGNE.

P.O. PRESIDENT STEYN, VIA BLOEMFONTEIN,
SOUTH AFRICA.

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

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M81A

M.G. CAR CLUB SPEED TRIAL AT BRANDS HATCH

FOR their first speed trial of the season the M.G. Car Club laid on an excellent day's sprinting at Brands Hatch. Roy Millbank, on an almost dried-out circuit, snatched B.T.D. from Doc Paul and Terry Bone with the very fast time of 2 mins. 7.6 secs., whilst Vernon Clark made the best performance for a standard-bodied M.G. after a very quick drive and recorded the time of 2 mins. 15.2 secs. The best "Pre-T" Type M.G. award was won by R. E. Davis in his M.G. PB blown at 2 mins. 40.6 secs., and Mrs. J. Freeman took the ladies' award with a run 7.7 secs. better than the average time in her very quick Sprite.

During the morning, practice was held on a very wet and slippery circuit but, however, ran very smoothly except for a short delay of 10 minutes while Dodds's Rapier was extracted from a ditch at Clearways. No harm done.

Class A consisted of a host of Minis and Cooper Minis, and was won by T. A. Crawford returning a time of 2 mins. 28.4 secs. All the cars in this class went round extremely quickly with no noticeable difference between the Coopers and the standard Minis.

Joe Tymon put up best time in Class B with his Fiat 1100 but had to drive hard to save himself from being beaten by his wife in the same car. In the same class Hayward managed to make his Volkswagen circulate quite quickly.

A supercharged Mini, in the hands of von Hartman and with a supposedly slipping clutch, went extremely well (2 mins. 38 secs.) to win Class C. David Howard was the sole contender in Class E and need not have driven very quickly to win, but he still threw his 3.4 Jaguar round in a very hairy manner.

A Weber-carburetted 105E-engined Marcos G.T. piloted by Jeff Oliver only just managed to snatch Class F from John Miles in his Sprite. Jeff, so he says, had only got 60 b.h.p. under his bonnet! Also in this class were two A40s driven by John Williams and Bunting, both of whom have graduated to these cars this season, Williams from a Mini and Bunting from his very fast A35 van. Let's hope they both continue to do as well in their new mounts as they did on Sunday. J. Allen driving his Fairthorpe went round Paddock with much verve, but having done this on his second run he halted on his way up to Druids for a half a minute and then continued. Was this to give the others a chance?

Class G contained more cars of interest than any other. The most noticeable of these was Berridge's M.G. NE Magnette (of which only seven were built). This car was originally Porthos, one of the Three Musketeers. This class was won by another interesting car, an incredibly hot Simca driven by M. W. Winch, with a time of 2 mins. 30.6 secs. Matheson decided to have a go with the Simca in his M.G. TC, and quite a dice resulted.

R. Longton managed to make his Riley (with Webers) go extremely quickly to win Class H easily in 2 mins. 26 secs.

Class I, for production sports cars and modified saloon cars 1,501-2,000 c.c., held the biggest entry. After practice Bob Olthoff was the favourite because of the way he hurled his Twin Cam round on the wet circuit. He spent most of the time in his practice laps driving sideways and he remarked afterwards that he had

to drive the car because his engine was not running well. It was the last day with his present engine, as a new motor was to be fitted the next day. However, both Vernon Clark and Peter Tomei managed to beat Olthoff in the afternoon. Vernon Clark's winning time was 2 mins. 15.2 secs. whilst Peter Tomei and Bob clocked 2 mins. 18.4 secs. and 2 mins. 19 secs., respectively.

Jones, driving his TR3A, won Class J quite easily—probably because he was able to see that his engine was running properly through the Perspex window in his bonnet.

Some very fine driving was demonstrated in Class K by the Lotus boys and also Terry Bone in his pride and joy, the Gilby Climax. In the first run the times were around 2 mins. 14 secs. Unfortunately Terry was baulked by two Jaguars and had to pass them both on the outside of Druids. However, Millbank, with his usual rapid performance, drove round in his second run in the time of 2 mins. 7.6 secs. without any drama at all, followed closely in a hairy fashion by Doc Paul who returned a time of 2 mins. 9 secs. with Terry Bone one second behind him. All three drivers piloted their mounts incredibly well.

The last class of the day was won by Rye, in his bigger-engined Lotus 7, without much difficulty (2 mins. 15.4 secs.).

On the whole the day's sprinting was of a very high standard, especially as it was the first outing for most of the drivers this season. We must thank the M.G. Car Club for an excellent day's motoring sport.

MICHAEL TICEHURST.

Results

B.T.D.: Roy Millbank (Lotus 7), 2 m. 7.6 s. Best Performance (standard-bodied M.G.): Vernon Clark (Twin Cam), 2 m. 15.2 s. Best "Pre-T" Type M.G.: R. E. Davis (PB blown), 2 m. 40.6 s. Ladies' Award: Mrs. J. Freeman (Sprite), 7.7 s. faster than average. Class Awards: T. A. Crawford (Cooper-Austin), 2 m. 28.4 s.; J. Tymon (Fiat 1100), 2 m. 54.2 s.; E. von Hartman (Mini S/C), 2 m. 38 s.; D. Howard (Jaguar 3.4), 2 m. 23.8 s.; J. Oliver (Marcos), 2 m. 18.6 s.; John Miles (Sprite), 2 m. 22.2 s.; M. W. Winch (Simca), 2 m. 30.6 s.; R. H. Longton (Riley 1.5), 2 m. 26 s.; Vernon Clark (Twin Cam), 2 m. 15.2 s.; Peter Tomei (Twin Cam), 2 m. 18.4 s.; Bob Olthoff (Twin Cam), 2 m. 19 s.; D. Jones (TR3A), 2 m. 23.8 s.; Roy Millbank (Lotus 7), 2 m. 7.6 s.; Dr. E. H. M. Paul (Lotus 11), 2 m. 9 s.; R. Rye (Lotus 7), 2 m. 15.4 s.

HEALEY REGISTER

THE Austin-Healey Club, which caters for the owners of the original Healey cars as well as the later Austin-Healeys, has recently formed a Healey Register.

Membership of the Register will be open to the owners of all Healey models, the Riley-engined saloons and roadsters, the Healey Silverstones and Duncans, the Healey Sportsmobile, the Nash Healeys and the later Healey Tickfords and Abbotts.

Healey owners are invited to write to the secretary, Leslie Cato, of 59 Charlton Road, Shepperton, Middlesex, for a complimentary copy of the news sheet and full particulars of membership.

JACK BRABHAM won the Sandown International Cup race at the new Sandown circuit in Melbourne, Australia, last Monday. Driving his own Cooper-Climax, he beat John Surtees (Bowmaker Yeoman-Cooper) by one-tenth of a second, averaging 102.65 m.p.h. in the 60-lap, 120-mile event. Stirling Moss, who won the second preliminary heat, was fifth in Rob Walker's Lotus. Surtees won the first heat.

AUTO UNION AGAIN ACTIVE IN MOTOR SPORT

AUTO UNION are to field a strong side in British motor sporting events for 1962. In production saloon racing, former Mini exponent John Alely will be driving a DKW 800 tuned by German expert Albrecht Mantzel. The marque will also be represented in national rallies, sprint, autocross and driving test events by six well-known drivers.

Ken Piper will be driving in both rallies and autocross, and in some rallies will be competing against his navigator on the R.A.C. Rally, M. G. A. Ford, who has now bought a DKW Junior. Former B.M.C. and Triumph works team member Vic Elford will be driving a DKW 800 S in all national and a number of restricted rallies. Leo Cruttenden (at present unofficial leader in the Rally Championship for the Association of Central Southern Motor Clubs) is also using a DKW 800.

Finally, Terry Lewis will be using a DKW at all major driving test meetings this year, and Charles Russell-Scarr of Auto Union, Ltd., will be turning out for most hill-climbs and sprints with a 1,000 c.c.-engined Junior.

ERIC JACKSON (ANGLIA) WINS FOX RALLY

THE only thing that driver Eric Jackson lost in the annual "Fox Rally" was his windscreen, for he finished the 170-mile event clean.

After driving 120 miles, his windscreen was shattered by a stone thrown up by the car he was following—so he drove the rest of the rally without one. It was his second rally win in South Yorkshire in a fortnight, and once again he drove his Ford Anglia, with Ken Joseph navigating. Along with Ted Mashedor (SAAB), he also won the team award.

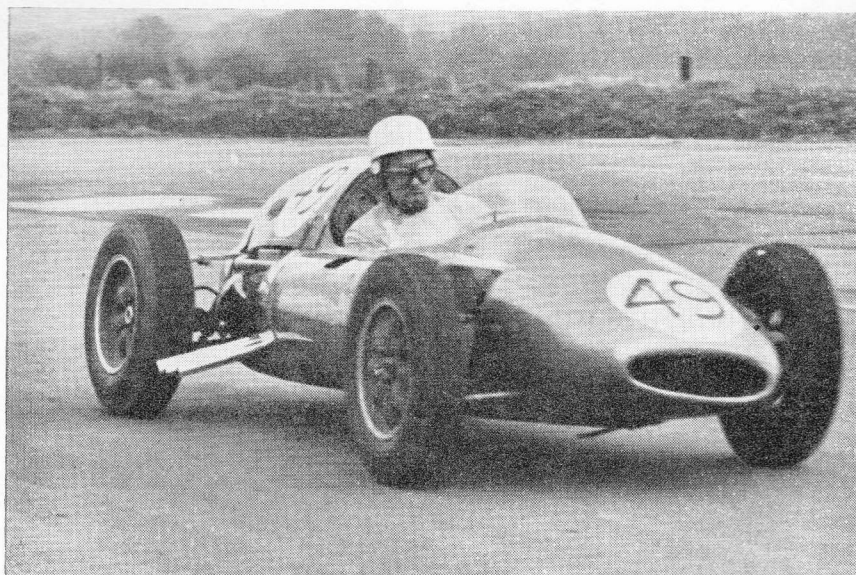
The rally was organized by the Stockbridge Flying Fox M.C. and attracted 28 entries. There were four non-finishers, one driver losing his exhaust system and another breaking his prop-shaft after hitting a snowdrift.

Results

Overall Winner: E. Jackson/K. Joseph (Anglia), 0. Experts' Class (under 1,300 c.c.): R. McBride/D. Barrow (Austin-Cooper), 0. Over 1,300 c.c.: R. Pryor/D. Allan (Rapier), 3. Novices: G. Beever/J. Green (Minor 1000), 47. First Class Awards: T. Mashedor (SAAB), J. Anderton (Anglia), G. Whitehead (VW). Team: E. Jackson/K. Joseph, T. Mashedor/E. W. Peters.

A GENTLEMAN called Bill Morris is returning from Daytona Beach in America to his home in Birmingham with the intention of building a stock car race track on the bottom of an abandoned reservoir. This £50,000 project is, in fact, a sort of miniature version of Daytona Beach itself. He plans to build a quarter-mile dirt track to be surrounded by an "irregular half-mile track" and races will be held for karts, motor-cycles, sports cars and small stock cars: these latter are not, presumably, intended for what we know as stock car racing, but are probably cars conforming to touring car regulations.

JOHN CLARKE and Jeremy Bates hope to take part in the Tour de France this year in the former's Cambridge Racing Austin-Healey 3000. Last year, Clarke non-started due to a family bereavement.



LEFT: Potent newcomer to the sprinting world is this leaf-sprung Cooper which Peter Westbury has fitted with a 2½-litre Daimler V8 engine. A close-up of the installation is shown on our cover.



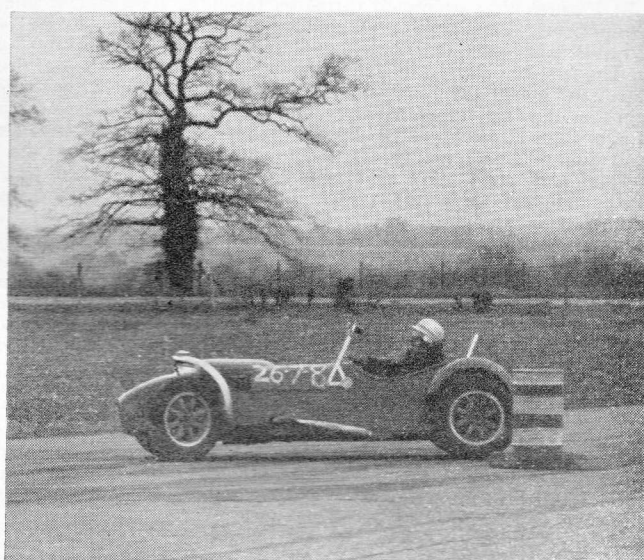
BELOW, LEFT: Back again is Doc Shepherd's Mini-Cooper, here seen passing the pits with characteristic verve.



BELOW: A busy day was had by this Lotus Seven, with Messrs. Brunt, Seth-Smith and Donegan all having a go.

The Speed Season Opens

Excellent Entry for C.U.A.C. Snetterton Sprint



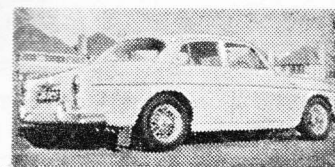
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Autosport, 19.1.62

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T. A. Marshall tries to take off in his Cannon.

WHAT a trial! The Yorkshire S.C.C. staged a really top-line event last Sunday at Southowram, near Halifax. The event was keenly contested, the lead changing on nearly every hill, Geoff Newman eventually emerging victorious. At lunch time Cuth Harrison and Eric Jackson were tying for premier position, with Newman nine points down on them both; but later Newman climbed a couple of hills cleanly where the average score was only four, putting him well ahead. The final scores showed Geoff Newman 235, Cuth Harrison 213, Peter Highwood 212, Edward Harrison 202. Eric Jackson had slipped well down from first place with 200 points.

The trial was laid out in two places. In the morning competitors climbed six hills at Ashday, all of which were on grass. Everybody had two attempts making a total of 11 hills—No. 3 was scrubbed second time round. In the afternoon seven more sections were found at Cromwell, competitors again having two goes—with the exception of hill 7 which was attempted thrice by the contingent. This gave a grand total of 26 hills in all.

The first hill started in a dip, then went through a 90 deg. bend and down another dip, up round a tree and down again into a ditch. This last obstacle was the difficult part as the ditch was full of soft earth. Lol Hurt was clean, Peter Highwood and Charles Pollard both scored nine. Bernard Dees got caught in the tree before the dip, from which the car was extracted—but only just! The next climb was in the same sort of country, but went through a series of "S" bends into a quagmire, and then up a steep slope. The "harry-quaggers" caught out everybody. Peter Highwood made the best attempt in the first round, and Charles Pollard on the second attempt. Ken Lees was up to his axle in mud, and Eric Jackson went into the mud as if it was a skid-pan.

The third section was too much for the cars. It consisted of a straight-

AUTOSPORT, MARCH 16, 1962

forward climb on grass with a couple of 90 degree bends. But the adverse camber on the second of these pushed the cars off course, and the average score was a pitiful four. This hill was scrubbed after the first attempts.

The fourth hill was spoilt by being simplified after the first run. The climb was very twisty, and early cars cut away the turf leaving no grip at all for later numbers. A tricky bend just after the start left most competitors motionless, but when simplified later most people got up to 11. R. J. Wilson and J. S. Jenkins both made good climbs on this hill.

Eric Jackson, to his obvious delight,

NEWMAN WINS THE 4/44

PHOTOGRAPHY BY FRANCIS PENN

was clean on hill 5. This climb started on mud and wound up a grassy slope, adverse camber being the main danger.

The last of the morning sections was another snaky climb, with bags of adverse camber again. David Render went well on this hill, till churned-up loose earth stopped him.

All these sections were within 100 yards of each other, but the organization was such that the cars never had to wait too long, and there was consequently no chaos. Well done, Y.S.C.C. marshals.

After lunch a further seven sections awaited competitors. Not on grass as the morning sections had been, but on loose earth, scrub, ferns and clay. At this point Cuth Harrison and Eric Jackson were leading with Newman, Highwood and Portlock in close attendance.

Geoff Newman, realizing the importance of every point, sailed up hill 1 clean. Having the advantage of being an early number, he found the turf was uncut and the going relatively easy. But as Highwood was the only other clean, it was obvious that this hill was becoming steadily more difficult. The start of



B. Sayers corners his Aberbes with verve.

this climb was on peat, and the right-hander after the start was where most competitors got stuck.

The second climb started between tapes, and had a couple of ridges on its route. However, the difficult part was the "U" turn on adverse camber near its finish. Bernard Dees and Gordon Holdrup made good attempts, but both finally succumbed—Ivor Portlock, somehow or other, went through clear. Well done, Ivor!

The third and fourth climbs were long sections with little adhesion, both being on loose earth. The former had a bump half way up which threw the cars off line. For all this, Dees and Pollard both made good climbs.

The second of these had a 90-degree turn on clay and loose earth, then it went upwards over loose stones and scattered roots. This was a fairly easy hill and there were several cleans. Dees and Render made well-calculated climbs.

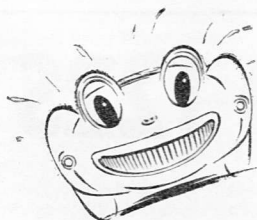
There were no cleans on hill 5 till the second runs. Then Newman, Highwood and Dees managed top marks. Loose stone, roots, and a sharp bend at the half way point were the snags but, as mentioned, this was much simplified for the second attempts.

Six was very similar to five with a start on clay, then progressing to bends and trees. This section was also made simpler later but not before Cuth Harrison went unpunished. Newman also scored a clean, but only when the hill had been altered.

The last section of all consisted of a long climb on grass and clay with a lot of loose stones about. This saw Edward Harrison and Jenkins clean amongst others as this was one of the easier climbs.

Geoff Newman certainly had a small advantage by being an early number—nonetheless he thoroughly deserved his victory. Quite a large crowd of enthusiasts watched the event which was run in ideal weather conditions—for spectators, anyway!

PATRICK McNALLY.

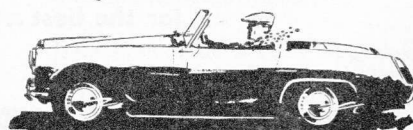


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1959 AUSTIN-HEALEY SPRITE. B.R.G. with glamorous white hardtop and also soft top. Excellent radio, Downton modified head, Windtones, heater, screenwashers. New engine. **£465**

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MORGAN 4/4. 1957. Two-seater. Finished in maroon with black cockpit. Ford 100E engine, flashers, wing mirrors, etc. **£295**

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KIEFT Formula Junior car, colour green, fitted Kieft Martini dry sump, engine giving off 93 b.h.p., fitted Renault five-speed gearbox. Car only competed in three races and now fitted with new engine and gearbox. Customer has ordered new car. Sacrilege at £1,050 or nearest offer.—Kieft Sports Car Co., Ltd., Wythall, Nr. Birmingham. Wythall 3011.

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This well known car is for sale due to change of plans. New "D" type engine 300 miles ago. Prepared and ready for coming season. In B.R.G. with a host of major spares. Could be easily converted to a fast road car. Beautiful condition.

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UXO 400 JAGUAR 3.4, ex-Sir Gawaine Baillie, dark blue car, fully modified and ready to race. £845. Part exchanges considered.—Tel. No.: **Richmond 0435.**

XX 140 1955, d/h., grey, engine overhauled, new "C"-type head, wire wheels, windscreen washers, overdrive, twin fogs, brakes re-lined, good tyres, L.H.D., excellent condition, taxed, insured July, private. £445.—**BAYswater 5027.**

1955 JAGUAR XK 140 drophead, black, 45,000 miles only, new tail pipes, gearbox, carpets and tyres last month, cost £120. Owner going abroad, must sell. £365.—Tel.: **Birmingham, Maypole 2170.**

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JOWETT Jupiter, 1953, ivory with red interior, red P.V.C. hood and tonneau cover, excellent tyres and batteries, in splendid mechanical order throughout, M.O.T. certificate, an enthusiast's car. £169 or H.P.—**Bernard Fisher of Perivale, PERivale 0707.**

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1950 (NOVEMBER) 24-litre saloon, green, nice condition. £165.—**Cuff's Garage, Frome 2511.**

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LEA FRANCIS, 1951, sports saloon. Condition excellent. Full history given. Owner purchased it direct from the makers reconditioned. Price £225.—**F. Emberson, 25 The Avenue, Cheam, Surrey.** Telephone: **VIGilant 1652**, between 9 and 10 mornings.

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LOLA ex-works Peter Ashdown 1960 Formula Junior car. Two axle ratios. Many mods. First reasonable offer secures.—**Day: phone Romford 64016; after 5, Hornchurch 43377.**

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LOTUS XI, Climax Series I, concours condition throughout. Full weather equipment including many spares. £500 o.b.o. Less engine and gearbox. £350. H.P. arranged. All offers considered. Ideal club or road car.—**L. J. Parvin, 20 Ducie House, Springfield Grove, Charlton, S.E.7.** **GREenwich 4836.**

LOTUS XI CLUB, 105E, 38DCOE Webers, Dunlop R5s, wrap round screen, Le Mans fairing, new and unregistered. £465 for quick sale. Sprite, Mini or Anglia considered in exchange.—**Waller, Weybridge 3801 (daytime).**

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LOTUS 18 (Nov. 1960). Only raced eight times. As new, with Cosworth-Ford engine, 85 b.h.p. £695 with trailer.—**Tel.: Leeds 77395 (daytime); Sheffield 344583 (night).**

LOTUS 18, still capable of beating the latest, i.e., Brands Hatch Boxing Day beating all comers except one works entry. In superb condition and absolutely ready for racing, fitted Alfin brakes, latest gearbox casing, spare battery, Cosworth 997 motor giving 88 b.h.p. Price £795 or £950 with 1100 or 1475 motor.—**W. Moss, 109 London Road, Luton.** Tel. **3096.**

1959 LOTUS 7, Ford 1172. Full Willmott conversion. Brand new Pirelli Centura. Resprayed red. Ready to race, sprint or hill-climb. Price £450.—**Bennetts, 10 Acres Road, Bebington, Cheshire.** Rockferry 4791.

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1958 LOTUS XI for sale, Series 2, Stage III Climax, fitted with new 1220 motor and new c/r, gearbox, many other mods. Highest offer over £575. This car is the fastest Lotus XI in the country.—**Details from Willow Bridge Service Station, Barton, Nr. Richmond, Yorks.**

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M.G.A WHITE coupé, Sept. 1959, Michelin X's, 1,000 miles ago, heater, luggage rack and perfect throughout. Maidenhead.—**Box 4605.**

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1958 (NOVEMBER) M.G. Magnette Varitone, duo grey, heater, screenclean, spot lamps, 24,000 miles, one owner. £635.—**Harvey Hudson, Ltd., Main Rover Dealers, Woodford, London, E.18.** **WANstead 6644.**

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.**

MORGAN PLUS 4, two-seater, 1957, B.R.G. Rebuilt TR3 unit, 10,000 miles. Many extras.—**17 Grove Avenue, Moseley, Birmingham 13.** **SOU 3982.**

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STRADLINGS OF NEWBURY (The Nuffield People) for Morris, including that Mini-Copier.—**Telephone: 3181/5.** Service, sales and full Nuffield export facilities.

MORRIS Minor-Climax. Fitted 1,100 c.c. Stage 1 Climax unit. Many other modifications. £425 or exchange for good Mini.—**Box 4601.**

1959 MORRIS MINOR convertible de luxe, Phase II Alexander conversion, 90 m.p.h. Michelin X tyres. Servo brakes. £399 o.n.o.—**Melville 1858, after 7.30 p.m.**

(Continued overleaf)

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1958 M.G.A. Red, heater, etc.	£525
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1954 M.G.TF. Black/red, fitted many extras	£385
1954 M.G. TF. Cream/red.	£375
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- £1,395 Acacia**, in gunmetal grey. Natural upholstery, extras, radio, heater, etc. Excellent condition.
- £695 1959 Karmann Ghia**. Drophead coupe, L.H.D. Bodywork in white with red upholstery. Mileage recorded 16,000.
- £695 DB2**, 1952 **Aston Martin**, excellent example of this specimen car, in polychromatic green, wire wheels, etc., one owner from new.
- £645 Peerless**, 1959 G.T. Four-seater. 2.2 litre TR3A engine, with 3-speed overdrive. New Avon Turbospeeds. Red, with black leather interior.
- £595 M.G.A.**, 1959, blue. Wire wheels, Michelin Xs. luggage rack, radio, heater.
- £535 1957 Austin-Healey 100/6**. In metallic blue and white, low mileage, heater, etc.
- £525 Triumph TR3A**, 1958. A fine example in dove grey, with red upholstery, disc brakes, heater, etc. Excellent value.
- £495 Fairthorpe Electron**, 1959. Stage 2 Climax, wire wheels, disc brakes, radio, excellent example. In silver grey, red upholstery, superb value.
- £495 M.G.A Roadster**, 1957 (October). An above average example in black with red upholstery. Excellent value.
- £365 Triumph TR2**, 1955. Fitted with special detachable hard-top. Whole car in excellent condition throughout.
- £355 1955 Austin-Healey B.N.I.** A much above average example in cornflower blue, with matching upholstery, wire wheels, overdrive, heater, etc.
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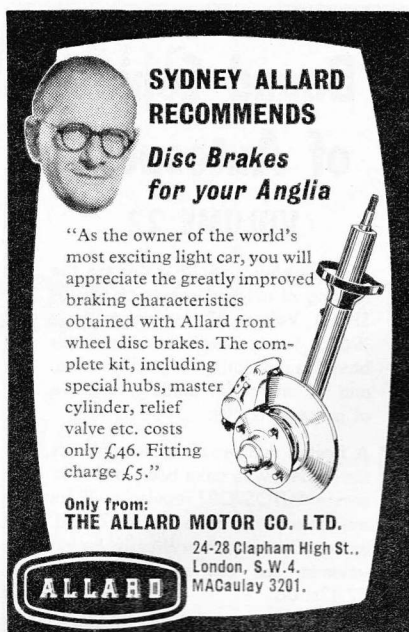
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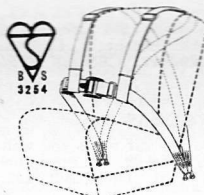
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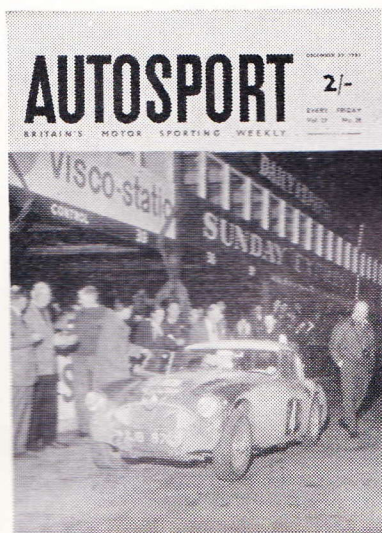
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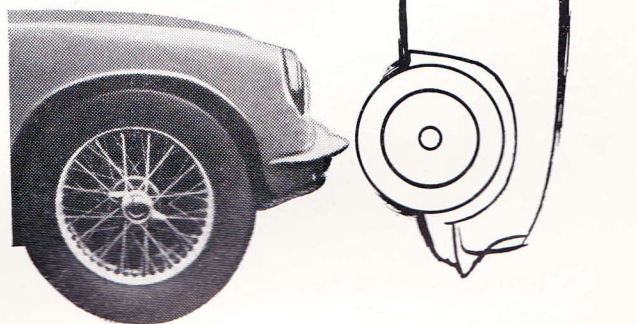
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