

EASTER HOLIDAY SPORT

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

APRIL 27, 1962

2/-

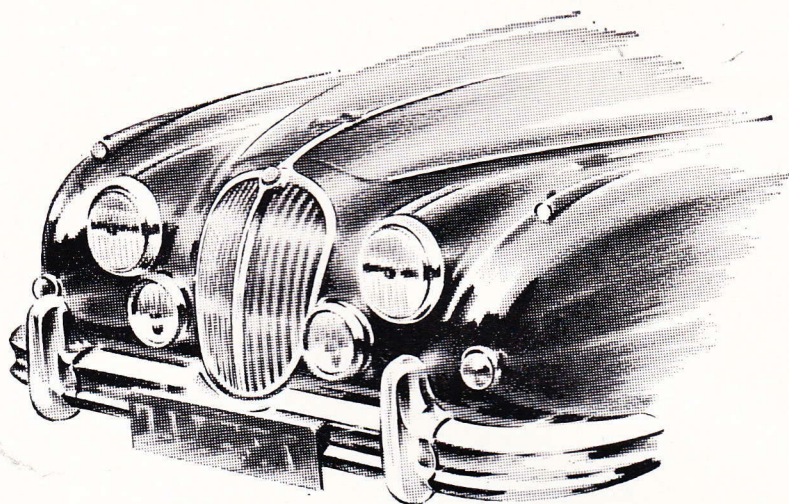
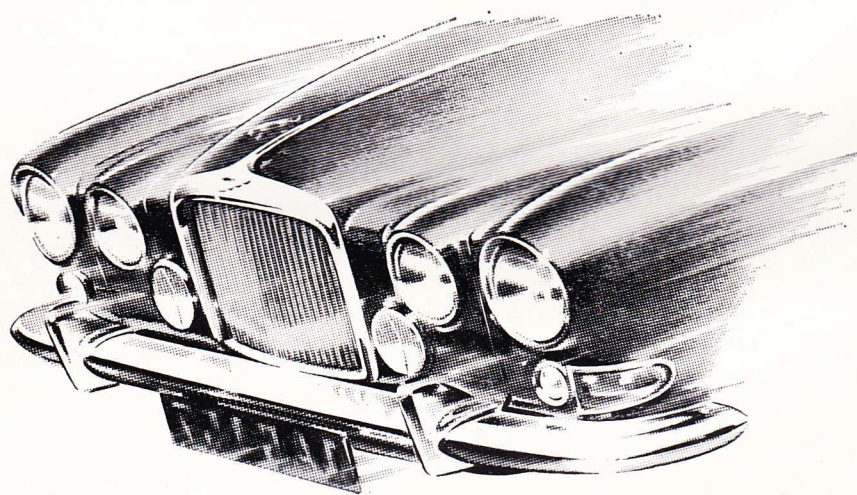
EVERY FRIDAY
Vol. 24 No. 17

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

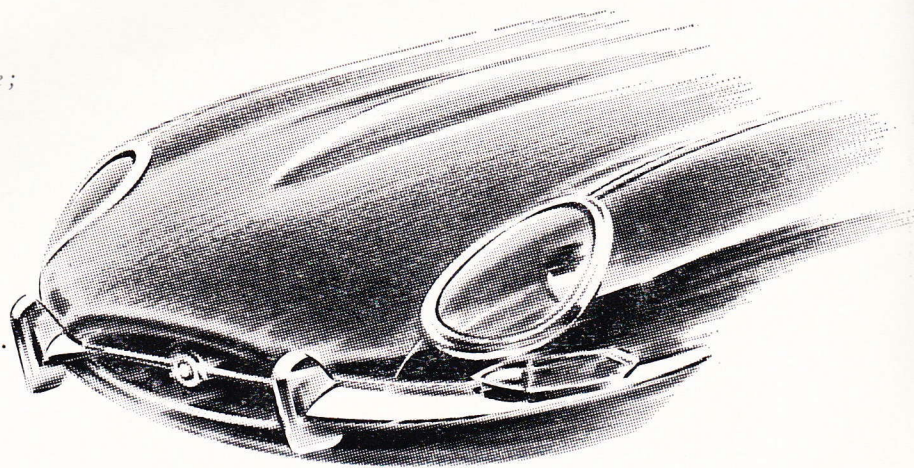


IN THIS ISSUE

A VISIT TO THE FERRARI FACTORY IN MODENA
MORE NEW FORDS FROM DAGENHAM : THE AINTREE "200" PREVIEW

*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

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

Vol. 24 No. 17

April 27, 1962

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

BRIAN WADDELL

Eire

BRIAN FOLEY

Continental

GERARD CROMBAC

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A. Editor

RUTH SANDS BENTLEY

West Coast

GORDON H. MARTIN

Southwest

JIM HALL

South America

Dr. VICENTE ALVAREZ

Canada

BILL WORDHAM

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	583
Sports News	585
French Motor Museum Rally to Le Mans	587
The Goodwood International Trophy Meeting	588
More New Fords from Dagenham	592
W.E.C.C. Debden Sprint	593
B.R.S.C.C. Brands Hatch Race Meeting	594
Sunbac Ragley Park Hill-Climb	596
John Bolster Takes a Three-Litre Rover on the Continent	597
Ferrari—The Factory	598
Pit-Marshalling	600
Club News	602
Correspondence	608

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

Editorial and General Office
Advertising Department

PADDington 7673
PADddington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £5 15s. 0d.

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

Direct from the Publishers or all Newsagents

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

© AUTOSPORT, 1962

EDITORIAL

A THOUGHT FOR THE SEASON

THE season of motor racing upon which we are in the process of embarking looks like being one of the hardest fought and most exciting since the war. Already it is apparent that cars in almost all categories are going even more quickly than before—an interesting reflection, incidentally, on one of the reasons underlying the F.I.A. decision to reduce the engine capacity of current Grand Prix cars to 1,500 c.c.—and of the four Formula 1 races so far held this year in Europe, victory has gone to three different makes of car, of which two have been British made and driven. Clearly, since none of these races has been a full-scale *Grande Epreuve*, and since Ferrari has not yet unleashed the might of his full works team, nor has Porsche yet raced the eight-cylinder engine, not too much comfort should be drawn from these facts by those who, like most of us, are eagerly awaiting the re-emergence of British supremacy in this, the ultimate form of motor racing. But it can scarcely be denied that a more promising start has seldom been made, for in previous years British effort and British hope has been concentrated on, for all practical purposes, a single marque. In 1962, however, both Lotus and B.R.M. have shown their mettle, while Cooper have yet to race a car this season powered by the V8 engine. All in all, one can say that to the most conservative outlook the immediate future must appear rosier than it did at this time last spring. In other formulae, too, there are prospects of better, faster and closer racing. On Easter Monday alone class records, as well as the absolute circuit record, went by the board at three separate circuits in this country, while Maurice Trintignant, of course, notched up a win for Lotus in the Pau Grand Prix. In Formula Junior racing, the Brabham is rapidly emerging as one of the season's crop of new cars which must be taken more than seriously as a strong contender for high honours.

MR. MOTOR RACING

IT is totally astounding how much better-known, and how much more revered is Stirling Moss by the general public than any other sportsman save, perhaps, a mere handful of, say, professional footballers. The publicity given by the national and non-sporting press to his serious accident at Goodwood on Easter Monday, together with the reaction of the sections of the public to whom motor racing makes no appeal, is indicative of the undoubted manner in which he stands head and shoulders above his fellows. AUTOSPORT will be joined by all its readers in sending Stirling its best wishes for a speedy recovery, and a rapid return to that sport in which he has no peer.

OUR COVER PICTURE

SMOKE pours from their tyres as the saloon cars get away from the mark at the start of their 10-lap race at the International Goodwood meeting on Easter Monday. In the picture are Mike Parkes (Jaguar, 81), the winner, Graham Hill (Jaguar, 84), Jack Sears (Jaguar, 82), Roy Salvadori (Jaguar, 83) and David Hobbs (Jaguar, 85), while from the back of the grid come Peter Dodd (Jaguar), Alan Hutcheson (Riley) and Peter Harper (Sunbeam).

A FINE
TRIBUTE TO

A GREAT
SPORTS CAR

the 100,000 *th* MGA



Safety fast!

M.G.A. 1600 Mk II.

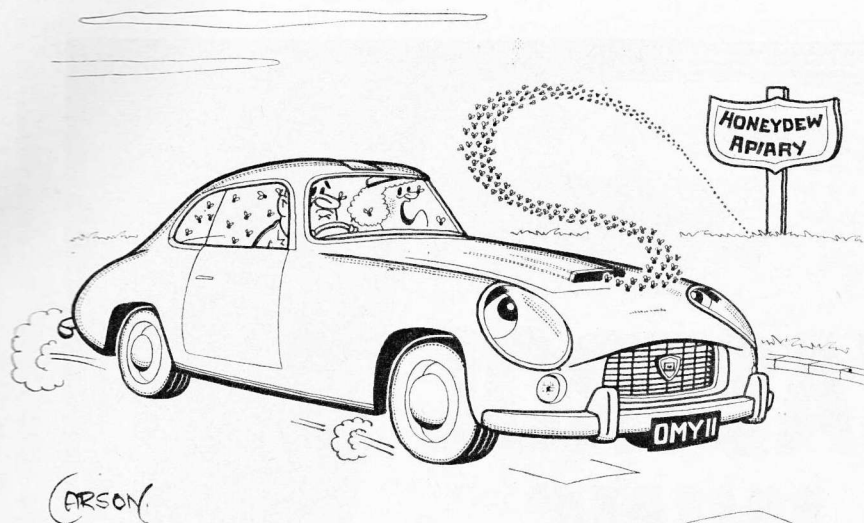
No wonder 100,000 happy owners chose M.G.A. Such success is earned by features which now include magnificent 1622 c.c. power unit with twin carburetters, front wheel disc brakes. Performance 0-50 m.p.h. 9.7 secs. Top speed 102.3 m.p.h. (*Autocar*)—in fact all the qualities of 'Safety-Fast' motoring.



M.G.A. 1600 Mark II open two-seater £663 Plus £249.12.9. P.T. M.G.A. Sports Coupe £724 Plus £272.10.3. P.T.

12 Months' Warranty and backed by B.M.C. Service—the most comprehensive in Europe

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



T.V.R. GRANTURA MARK III

LAST Wednesday T.V.R. Cars, Ltd., announced a Mark III version of the T.V.R. Grantura. The new car has many technical refinements but the most important of these changes are the introduction of a new, much stiffer, fully triangulated chassis and the use of wish-bone suspension on all four wheels to provide a much more comfortable ride under all conditions. Handling is additionally improved by a change from worm-and-peg to rack-and-pinion steering and a one-and-a-half-inch increase in the wheelbase. This has permitted three inches more legroom and an alteration to the seat mounting provides one inch more headroom. The luggage capacity has been increased, there is more ground clearance than before and the fuel tank capacity has been increased to 10 gallons. The exterior changes include a restyled bonnet and air intake, disc wheels are now available, and an anti-roll bar is standard equipment. In standard form, fitted with the 1,622 c.c. M.G. engine—the most popular—the car retails at £1,182 including Purchase Tax.

FERRARI have entered three sports cars for the Targa Florio on 6th May to be driven by Phil Hill/Olivier Gendebien, Giancarlo Baghetti/Lorenzo Bandini and Ricardo Rodriguez/Willy Mairesse.

MIKE SALMON'S Aston Martin was fifth fastest in practice for the Oulton Park G.T. race on 7th April and not seventh as shown on the starting grid positions in our 13th April issue.

ON Tuesday, 17th April, Marie-Anne Bonnier presented her proud husband Jo with an 8 lb. son. He is to be called Joakim-Wolfgang, after Taffy von Trips.

WE were very pleased to hear that Allen Gibson, who had such an alarming accident at Snetterton last month, was not seriously hurt and is making a good recovery. We were horrified to hear that some unspeakable swine raided the wreck of his Elite and stole the complete engine. The knowledge of this revolting plunder has upset Allen more than anything else. Could anyone sink lower than those who perpetrated this foul crime?

"TISH" OZANNE, who recently had a nasty accident when a domestic fire extinguisher discharged itself in her car and blinded her, causing her to hit a telegraph pole, is making good progress in Newmarket hospital. She would like to thank all the well-wishers who have written to her for their kind letters, which have been so numerous that she has been fighting a losing battle trying to reply in person.

AINTREE TOMORROW

IT should be possible to see what this year's World Championship races will be like after this Saturday's Aintree "200". A full Grand Prix field, with the exception of works Porsches, has been entered for this 50-lap, 150-mile race—which perhaps could be treated as a preview of the British Grand Prix. Phil Hill and Giancarlo Baghetti are to conduct works Ferraris and Innes Ireland and Masten Gregory are in U.D.T.-Laystall Lotuses. Graham Hill and Richie Ginther will drive works V8 B.R.M.s and they are strongly supported by the 1961/62-type V8 B.R.M.s of Tony Marsh and Jack Lewis. Jim Clark has the works V8 Lotus 24, while Trevor Taylor will probably have a four-cylinder machine, and Bruce McLaren is down to drive the works Cooper. The Bowmaker-Yeoman drivers John Surtees and Roy Salvadori will most probably drive Lolas, and two works Emerysons, for Tony Settember and John Campbell-Jones, will also be there. Jack Brabham has entered a Lotus and further Lotuses are being driven by Tony Shelly, Jay Chamberlain, Tim Parnell, Bernard Collomb and Gunther Siefert. Wolfgang Seidel drives his Porsche, Keith Greene the Gilby, the New Zealander Ross Greenville should appear with an ex-Bowmaker-Yeoman Cooper and the field is completed by Ian Burgess who drives the Anglo-American Team's Cooper. This car is in fact a 1962 Cooper Junior into which has been coaxed a four-cylinder Coventry Climax engine.

At 11 a.m., however, the B.A.R.C. International meeting starts off with a 51-mile event for sports cars. The favourite is, of course, Innes Ireland with the U.D.T.-Laystall Lotus 19. The chief opposition is provided by John

PIT and PADDOCK

MONTE CARLO RALLY CHANGES

IT is probable that the 1963 Monte Carlo Rally will start and finish in the Principality, with no other starting points. Increasing difficulty in obtaining full co-operation from other countries, the different weather conditions likely to be experienced on various routes, and organizational problems have decided the A.C. of Monaco to make changes. On the other hand, by dropping the traditional starting points, many entrants feel that the "Monte" would lose its character, and there might be a drastic fall in entries. Before coming to any decisions, the A.C. of Monaco officials will investigate this important aspect.

THE London branch of the Ecurie Ecosse Association will be holding a film show on 27th April in the Lancaster Room, Caxton Hall, at 8 p.m. It is being given by Shell-Mex-BP and anyone is welcomed, the admission being free.

ZOLDER

THE new Zolder circuit near Limberg, Belgium, will be opened on 26th August with a sports-car and G.T. race meeting. Costing over nine million Belgian francs, it is 4.13 kilometres per lap, and is situated fairly close to Haselt.

Countley (Lister-Jaguar), Philip Barak (Cooper - Ferrari), Jimmy Blumer (Cooper Monaco), Dizzy Addicott (Lotus-Buick), Doug Graham (Lotus 15) and David Hobbs (Lotus 23), in the over 1,150 c.c. class, and Paul Hawkins, Laurie Keens and Rodney Bloor (Lotus 23s) and Paddy Gaston and Chris Ashmore (Elvas), in the "babies" division.

Following the sports car race, the Juniors take to the track. You can pick your favourite from the following: Peter Arundell, Bob Anderson, John Fenning and Mike Spence (Lotuses), Dick Prior, John Hine and Dennis Taylor (Lolas), Bill Moss and Peter Procter (Geminis), Frank Gardner (Brabham), John Rhodes (Ausper), Tony Maggs, John Love, Bill McCowen, Richard Attwood, Bill Bradley and Denis Hulme (Coopers), and Chris Ashmore (Elva). Then, of course, it might be one of the other 12!

After the lunch interval, during which there will be a display of vintage sports cars, we come to the Touring car race to which all the "boys" have been attracted. The entry list reads: *Jaguar*: Roy Salvadori, Graham Hill, Mike Parkes, Jack Sears, Sir Gawaine Baillie, David Hobbs and Peter Dodd; *Chevrolet*: Peter Sachs; *Vauxhall Velox*: John Sutton; *Vauxhall VX4/90*: Frank Hamlin and Jack Pearce or Reg Brown; *Sunbeam*: Peter Harper and Peter Jopp; *Riley*: Alan Hutcheson, Peter Pilsworth and Edward Lewis . . . and so on! In the 1,000 c.c. class there is John Aley's DKW opposed by a mass of Minis, including those of Tony Maggs, John Love, John Whitmore, Christabel Carlisle and Doc Shepherd.

The Aintree "200" follows at 3.30 p.m. and, for those who cannot manage to get to Aintree, the B.B.C. are televising excerpts in the Grandstand feature.

CASTROL WINS EAST AFRICAN SAFARI RALLY OUTRIGHT WINNER

T. FJASTAD & B. SCHMIDER (VOLKSWAGEN)

LADIES CUP

and 3rd overall

PAT MOSS & ANN RILEY

(SAAB)

ALSO 5 CLASS WINS

(Subject to official confirmation)





HUGE CROWD attended the recent Silverstone race meeting of the Vintage Sports Car Club. This shot of the number of people in the paddock at the Northamptonshire circuit illustrates the tremendous popularity enjoyed by this kind of racing.

MALLORY PARK AND RUFFORTH

WE regret that considerations of time and space, due to altered Easter press schedules, have caused the Mallory Park and Rufforth reports to be held over until next week. However, below we give the results of these meetings.

MALLORY PARK

G.T. Cars, Heat 1: 1, J. B. Wagstaff (Lotus Elite), 79.26 m.p.h.; 2, C. Summers (T.V.R.); 3, B. Smaltheite (Lotus Elite). **Fastest Lap:** Wagstaff, 82.10 m.p.h. **Heat 2:** 1, E. R. Protheroe (Jaguar "E"), 81.03 m.p.h.; 2, C. Hunt (Lotus Elite); 3, R. P. G. Sturges (Jaguar "E"). **Fastest Lap:** Protheroe, 83.5 m.p.h. **Formula Junior:** 1, A. Rees (Lotus), 89.33 m.p.h.; 2, J. R. Pearce (Lotus); 3, D. Prophet (Alexis). **Fastest Lap:** Pearce, 53.4 s., 93.01 m.p.h. (New course record.) **G.T. Cars, Final:** 1, Protheroe, 81.02 m.p.h.; 2, Wagstaff; 3, Hunt. **Fastest Lap:** Wagstaff, 82.65 m.p.h. **Formula Libre:** 1, J. Rhodes (Cooper F.J.), 88.21 m.p.h.; 2, B. Hart (Lotus 20); 3, J. Fairman (Cooper-Maserati). **Fastest Lap:** Hart, 52.4 s., 93.75 m.p.h. (New course record.) **G.T. Cars, up to 1,000 c.c.:** 1, G. W. John (Marcos), 74.11 m.p.h.; 2, E. Woolley (Turner); 3, J. McKechnie (Morgan). **Fastest Lap:** John, 76.65 m.p.h. **Minis:** 1, W. J. Borrowman (Austin-Cooper), 70.29 m.p.h.; 2, P. Galliford (Morris-Cooper); 3, C. Pearce-Pope (Morris-Cooper). **Fastest Lap:** Borrowman, 71.89 m.p.h.

RUFFORTH

Sports Cars, up to 1,200 c.c.: 1, J. D. Robertshaw (Sprite), 58.66 m.p.h.; 2, J. V. Bedford (Lotus 7); 3, D. Linton (Terrier Mk. 2). **Formula Junior and 500 c.c. Racing Cars:** 1, G. H. Breakell (Lotus), 60.39 m.p.h.; 2, E. Dawson (Envoy); 3, M. J. Wayne (Gwyniad). **Sports and G.T. Cars, up to 1,600 c.c. Overall Winner:** W. J. Stein (Lotus 7), 58.77 m.p.h. **Class A:** 1, J. P. Fergusson (Turner-Climax); 2, D. C. Alderson (Lotus Elite); 3, A. Bowman (Lotus Elite). **Class B:** 1, W. J. Stein (Lotus 7); 2, G. Durham (Porsche); 3, P. C. Kelly (Elva). **Sports-Racing Cars:** 1, T. Lanfranchi (Elva Mk. 6), 65.17 m.p.h.; 2, N. G. Ferrier (Lola-Climax); 3, J. C. Spender (Lotus-Climax). **Sports and G.T. Cars:** 1, B. Waddilove (Jaguar "E"), 62.58 m.p.h.; 2, J. P. Fergusson (Turner-Climax); 3, A. Ensell (Jaguar XK 120). **Saloon Cars, Overall Winner:** A. G. Wood (Jaguar 3.8), 60.21 m.p.h. **Up to 1,600 c.c. Class:** 1, P. T. Middlehurst (Austin A40); 2, R. G. Smith (Austin Mini); 3, R. J. Bloor (Austin A40). **Over 1,600 c.c. Class:** 1, A. G. Wood (Jaguar 3.8); 2, E. B. Wadsworth (Healey Elliott); 3, I. Banks (Warwick). **Sports and Racing Cars:** 1, N. G. Ferrier (Lola-Climax), 60.93 m.p.h.; 2, E. Dawson (Envoy F.J.); 3, G. H. Breakell (Lotus F.J.).

JOSEPH SIFFERT recently won the Circuit of Vienna Formula Junior race in his Lotus. He beat Kurt Ahrens, Jr., Kurt Ahrens, Snr., and Jay Chamberlain (Coopers).

MOTOR RACING NUMBER TWO U.S. SPORT

MOTOR racing of all types ranked second in attendance for all types of U.S. sports in 1961 according to the authoritative annual survey conducted by the Triangle Publications, Inc., New York, publishers of five horse racing dailies.

Total attendance at motor races was listed at 31,000,000, up 200,000 over the 1960 figure. Attendance at thoroughbred and trotting horse races were combined to lead in sports spectator events with 59,576,480. Thoroughbred racing alone accounted for 35,857,001 of the horse racing total.

Third in overall standings, behind motor racing and horse racing, was baseball with an attendance of 29,024,203 in both major and minor league games. Ranking fourth in attendance was American-type football, with a mark of 25,664,161 set in all football games played by 616 colleges and by clubs in both the American and National football professional leagues. All other spectator sports fell far behind in total attendance figures for 1961. The survey indicated that the only sport to suffer a decline in 1961 was baseball which dropped 1,861,370 from the 1960 figure.

Triangle Publications indicated that all figures were official except for motor racing, which were the most accurate estimate they could reach after an intensive survey. **GORDON H. MARTIN.**

A HILLMAN Minx driven by Eugene Bosman and navigated by Tom Campher recently won outright the Tour Natal Rally in South Africa. This 450-mile event took competitors along minor roads and very rough tracks in Zululand and through the foothills and passes of the Drakensberg Mountain range in Natal.

IT now seems unlikely that David Seigle-Morris will share the 750 c.c. U.D.T.-Laystall Lotus 23 with Masten Gregory at Le Mans. Due to a change of plans David is now looking elsewhere for a drive in speed events but is to continue to drive for B.M.C. in international rallies.

SPORTS NEWS

FORDS are to enter four Anglias in the international Acropolis Rally. There is to be one Group III car in the hands of Henry Taylor/Brian Melia and three will run Group II, driven by Phil Crabtree/Sam Croft-Pearson, Ken Chambers/Peter Marshall and Anne Hall/Val Domleo. The male crews will form a team, while Anne and Val are to concentrate on the Coupe des Dames.

THE Automobile Association recently published an A.A. Members' Handbook for Ireland.

THE R.A.C.'s 1962 Handbook contains over 800 pages of valuable information for motorists. In addition to a detailed road atlas of the British Isles and street plans of more than 100 provincial towns and cities, the directory section has been expanded to include 4,500 R.A.C. appointed and approved hotels and over 8,000 garages and repairers in Britain and Ireland.

TRINTIGNANT BRILLIANT AT PAU

TWENTY-FOUR years ago, in 1938, Maurice Trintignant entered his first race at Pau. The winner was René Dreyfus on a Delahaye, and "Trint" finished fifth. Last Monday, on the same circuit, Maurice Trintignant, driving Rob Walker's four-cylinder Lotus, won the Pau G.P., giving an impeccable display of his artistry. In doing so he beat two works Ferraris, Bonnier's Porsche, and the works Lotuses of Jim Clark and Trevor Taylor.

Ricardo Rodriguez (120 deg. V6 Ferrari) took an early lead in front of Clark (V8 Lotus), Bonnier, Brabham (Lotus 4-cylinder) and Trintignant. Trevor Taylor stalled on the line and lost some time. On the third lap Jack Brabham came in to retire with no oil pressure.

Jimmy Clark moved into the lead on lap nine and Trintignant shortly afterwards began his attack, passing Bonnier on lap 12 and then Rodriguez a lap later. He then set out after Clark and passed him on lap 16, right in front of the stands, to the huge delight of the spectators. Bonnier then got by Rodriguez, and the order became Trintignant, Clark, Bonnier, Rodriguez, Lewis (B.R.M.), Marsh (B.R.M.) and Bandini (Ferrari).

On the 23rd lap Jimmy Clark was forced to retire with gear selector trouble, but he had set up fastest lap with a time of 1 min. 33.4 secs. On the 69th lap Bonnier, too, was forced out with gearbox trouble. This left Rodriguez in second place, followed by Lewis and Marsh. Trintignant completed the 100 laps in 2 hrs. 39 mins. 35.5 secs., at an average speed of 64.5 m.p.h.

Results

1, Maurice Trintignant (Lotus), 64.5 m.p.h.; 2, Ricardo Rodriguez (V6 Ferrari); 3, Jack Lewis (V8 B.R.M.); 4, Tony Marsh (V8 B.R.M.); 5, Lorenzo Bandini (V6 Ferrari); 6, Nino Vacarella (Lotus). **Fastest lap:** Jimmy Clark (V8 Lotus), 1 m. 33.4 s. (66.1 m.p.h.).

HANS HERRMANN will drive a works 1,300 c.c. Abarth-Simca in G.T. Championship races this year, his first event being the Berlin Grand Prix on 13th May.

FOR PEOPLE WITH A
zest
 FOR LIVING



SUNBEAM RAPIER

For some people, life goes with a swing. For such people, Rootes build the Sunbeam Rapier. Rakish and sporty in styling, it has a luxuriously comfortable interior. A lively 1.6 litre engine provides the 'go', powerful front disc brakes provide the 'stop'. It handles beautifully — has all the pep, power and performance of a sports car. And is thoroughly reliable — has won the world's toughest rallies, time and again. If you want a car that's a dream to drive, ask any Rootes Dealer for a trial run in the Rapier.

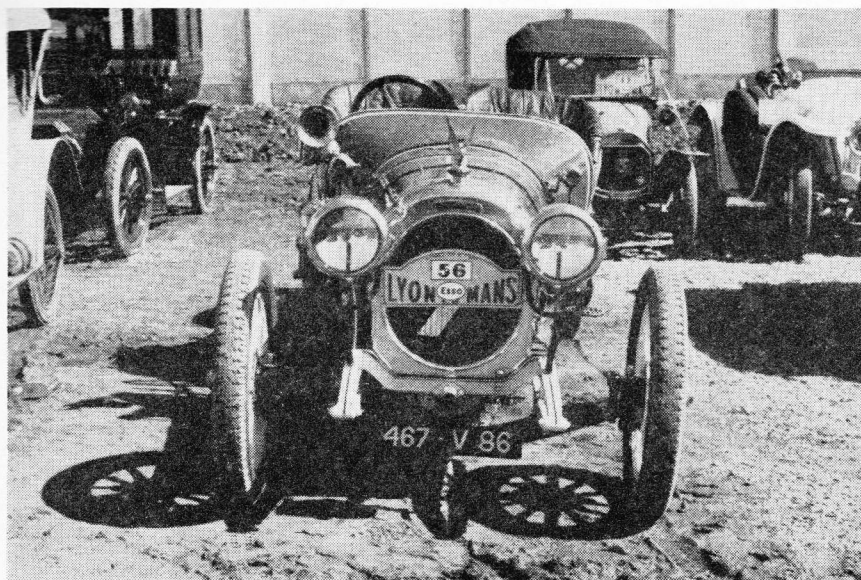
SALOON: £705 PLUS P.T. £265.7.9. CONVERTIBLE: £745 PLUS P.T. £280.7.9

OPTIONAL EXTRAS: WHITEWALL TYRES, OVERDRIVE ON 3rd AND 4th GEARS



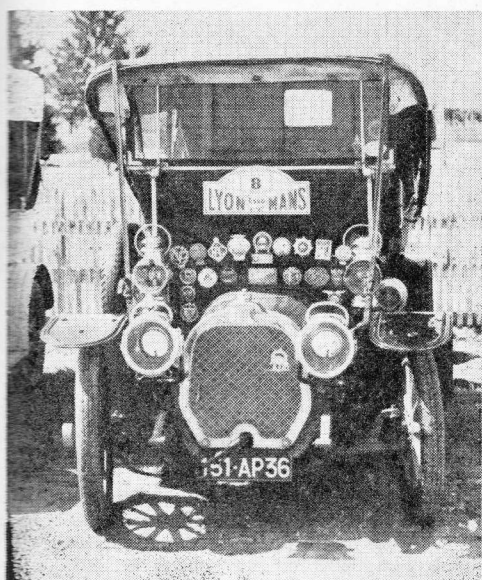
ROOTES MOTORS LTD

SUNBEAM-TALBOT LTD., COVENTRY. LONDON SHOWROOMS AND EXPORT
 DIV., ROOTES MOTORS LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W1



THE FIRST FRENCH MOTOR MUSEUM INTERNATIONAL TROPHY RALLY

PHOTOGRAPHY BY DAVID DIXON



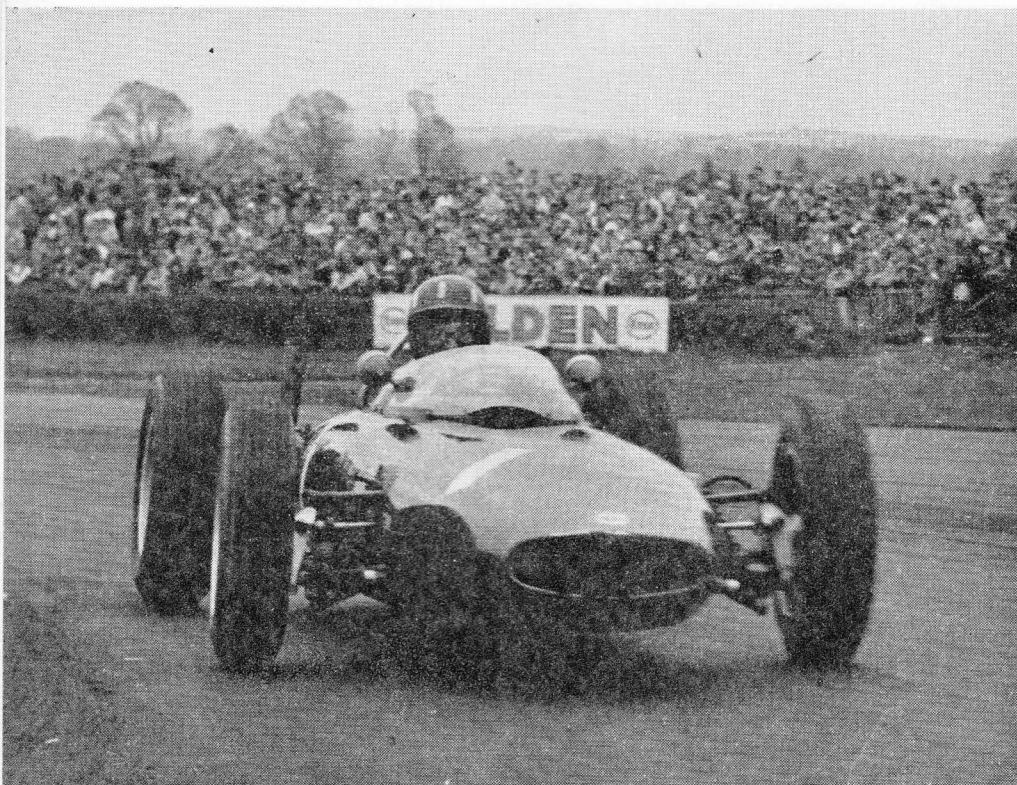
Scenes from a French Rally which ended at Le Mans on 8th April — the practice week-end for this year's Twenty-Four Hour Race.

TOP OF PAGE: 1912 Chenard et Walcker, a famous name in racing—very successful at Le Mans in the 1920s. **ABOVE LEFT:** The Super, a typical French cyclecar of 1913. It has tandem seating and independent front suspension. **ABOVE CENTRE:** A de Dion Bouton of 1912, a side-valve touring car of no great performance but boasting the much-admired de Dion axle. **ABOVE RIGHT:** A pre-1900 Benz (the French have dated it 1893). This is the well-known rear-engined belt-driven model which carries two passengers with their backs to the accident. **BOTTOM LEFT:** Clement-Bayard was a make that was always associated with extremely fast racing cars. This one is a strictly touring model, however. **BOTTOM RIGHT:** This looks like a Vinot et Daguinard. Would anybody care to confirm or contradict?



VICTORY FOR B.R.M. AT GOODWOOD

Graham Hill (B.R.M. and Jaguar)
Wins International "100"
and Touring Car Races—New
Outright Lap Record Figures—Serious
Accident to Stirling Moss



GRAHAM HILL urges the victorious V8 B.R.M. through Madgwick in the International "100" race for the Glover Trophy.

BY CHRISTOPHER NIXON

THE Easter Monday meeting at Goodwood is traditionally the British season's opener, although it is not the first meeting of the year. Goodwood always attracts a large crowd and a fine entry and is regarded by the G.P. teams as a useful tune-up for the championship races. The main event of the day, the Glover Trophy Race, attracted works teams from B.R.M., Bowmaker-Yeoman and U.D.T.-Laystall. These three teams each used V8 engines, both B.R.M.s having them, of course, and Surtees' Lola and Moss's Lotus being powered by the Climax unit. One works Lotus was entered but failed to materialize, and Bruce McLaren appeared with a works entered 1961 Cooper, the 1962 cars not being ready yet.

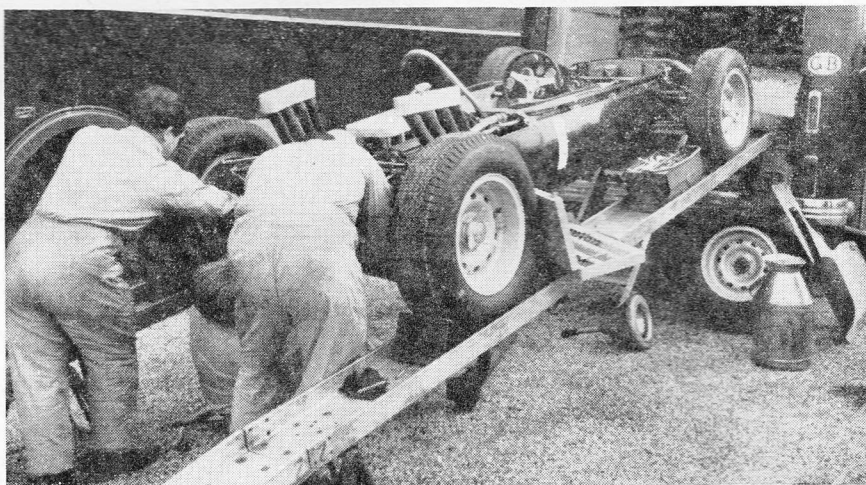
A large crowd saw Graham Hill win the big race in the B.R.M., the pair giving a superb performance which must bode well for the coming season. Graham also won the Touring Car race in John Coombs's Jaguar, Pete Arundell won the F.J. race in a works Lotus and Innes Ireland had a runaway victory in the Sports and G.T. race, driving the U.D.T. Lotus-Monte Carlo.

During the day the proceedings were enlivened by the first National Sky Diving Championships, presented by the *Daily Telegraph*. These parachutists put on a fascinating display of delayed drops and precision landings and the display was much appreciated by the crowds.

STIRLING'S accident naturally cast a shadow over the proceedings. For some time afterwards we waited for in-

Photography by
GEORGE PHILLIPS

formation, and when finally it came, the huge crowd hushed into silence to hear what had happened to "the boy". He was



COVERED UP: The unusual "stack-pipes" on the B.R.M. wear neat "dust-covers" as the car is wheeled out of the transporter.

hurt, to be sure, but alive and in no danger, and the tenseness that one could feel all around was suddenly relaxed.

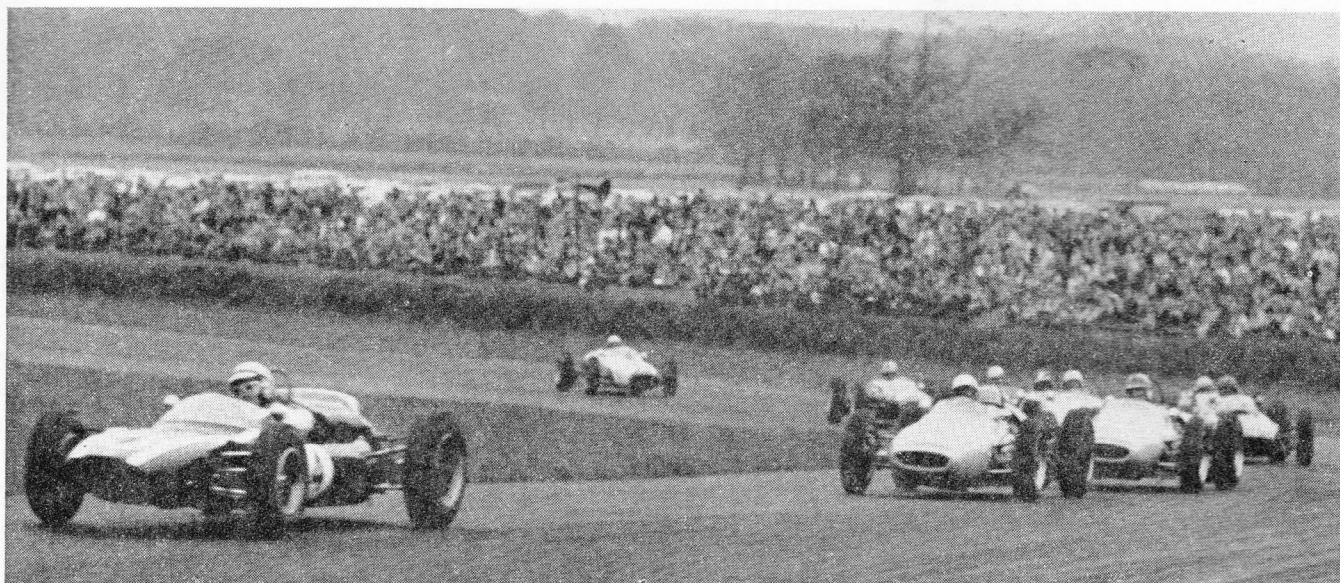
The obvious concern the crowd felt for Stirling was tremendous. Like all famous people, Moss has his detractors and his critics, but in a moment such as this, criticism is forgotten and he is regarded solely in the light of his ability as a driver, an ability unsurpassed by any other. In this respect he has the admir-

ation of all, and his welfare becomes the concern of every enthusiast.

The crash occurred during the 42-lap Glover Trophy race, the main event of the day which was won brilliantly by Graham Hill in the B.R.M. The beautiful little car never missed a beat and Graham drove an easy relaxed race, tak-

ing the lead on lap two and holding it to the end.

Practice had been run off under pouring rain and, not surprisingly, it was Moss who was fastest, with a time of 1 min. 34.2 secs. in the V8 U.D.T.-Lotus. Graham Hill was two seconds slower and McLaren was third fastest in the Cooper, with 1 min. 37 secs. Hill's B.R.M. had injector pump bother but this was finally rectified. McLaren's



ABOVE: The start of the International 100-mile race from Madgwick. Leading at this point is Bruce McLaren, a little ahead of the pack, led by the unfortunate Stirling Moss.

Cooper was his last year's works car with longer wishbones and Tommy Atkins's Mk. 2 Climax engine in it, and very fast it was, too.

Fastest of the Lolas was Surtees's V8 with a time of 1 min. 37.8 secs. This car and Roy Salvadori's 4 cyl. machine were both equipped with collapsible rubber fuel tanks.

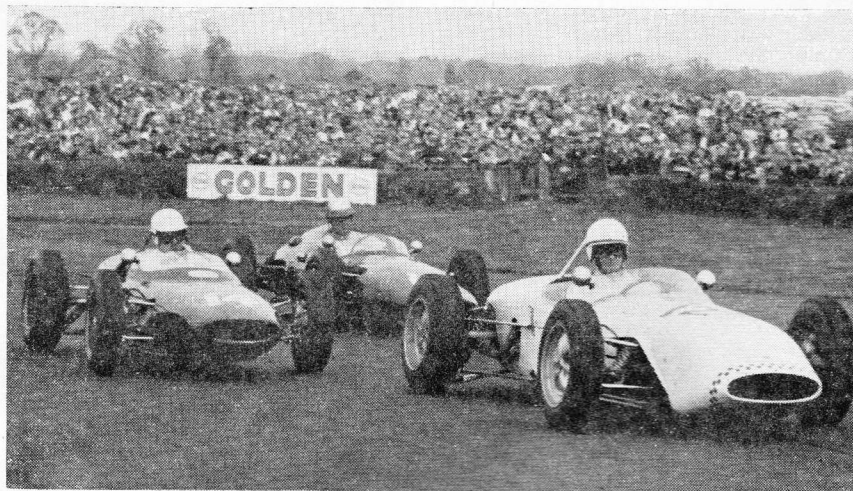
McLaren made a beautiful start and leapt into the lead, followed by Hill, Moss, Ireland (U.D.T. Lotus), Surtees and Gregory (U.D.T. Lotus). Richie Ginther's B.R.M. stalled and he was pushed back into the pits and restarted after two laps. On lap two Hill shot past McLaren on the approach to Woodcote and Ireland came through ahead of Moss who was not altogether happy with the V8. Surtees, after a bad start, began motoring very fast and passed both Moss and Ireland on lap two, the V8 Lola sounding wonderful.

McLaren was going superbly in the Cooper and clung on grimly to the B.R.M., even trying to regain the lead on occasion. After five laps Hill led from McLaren, Surtees, Moss, Ireland, Salvadori, Gregory, Tony Shelly (Lotus) and Tony Settember (Emeryson), the latter two running very close together, and both driving very well indeed.

Graham now got past team-mate Ginther, but McLaren was unable to for some time, the result being that Hill opened up a sizeable lead over the New Zealander. Moss then came by the pits half out of the cockpit and peering around, looking very unhappy. On lap nine he called at the pits to have the gearbox attended to, rejoining the race just over a lap later, way back in the field. Moss's stop let Surtees, who had spun at Woodcote on lap 8, back into third place. Moss proceeded to go very fast after his stop and put in a lap in 1 min. 23 secs. (104.10 m.p.h.). He then knocked .2 secs. off this, but Surtees wasn't hanging about either, and replied with 1 min. 22.6 secs. So fast did he go that on lap 12 he caught and passed McLaren, but two laps later he was in the pits with a sticking throttle.

Meanwhile Roy Salvadori on the 4-cylinder Lola had joined battle with Innes Ireland on the 4-cylinder Lotus and the two of them were having a rare old dice, with Innes always just in front. The order was now Hill, McLaren, Ire-

BELOW: Close-packed threesome in the 21-lap Lavant Cup race for four-cylinder Formula 1 cars. In front is G. Seifert, in Wolfgang Seidel's Lotus, while behind him are Graham Eden (Emeryson) and Gerald Ashmore (Lotus).



land, Salvadori, Gregory, Shelly and Settember, and by the 18th lap Graham had lapped the latter two and was going after Gregory.

On lap 22 Salvadori spun at Lavant and left Innes out on his own. Roy's team-mate, John Surtees, had restarted but came into the pits again on lap 23, rejoining the race on lap 26.

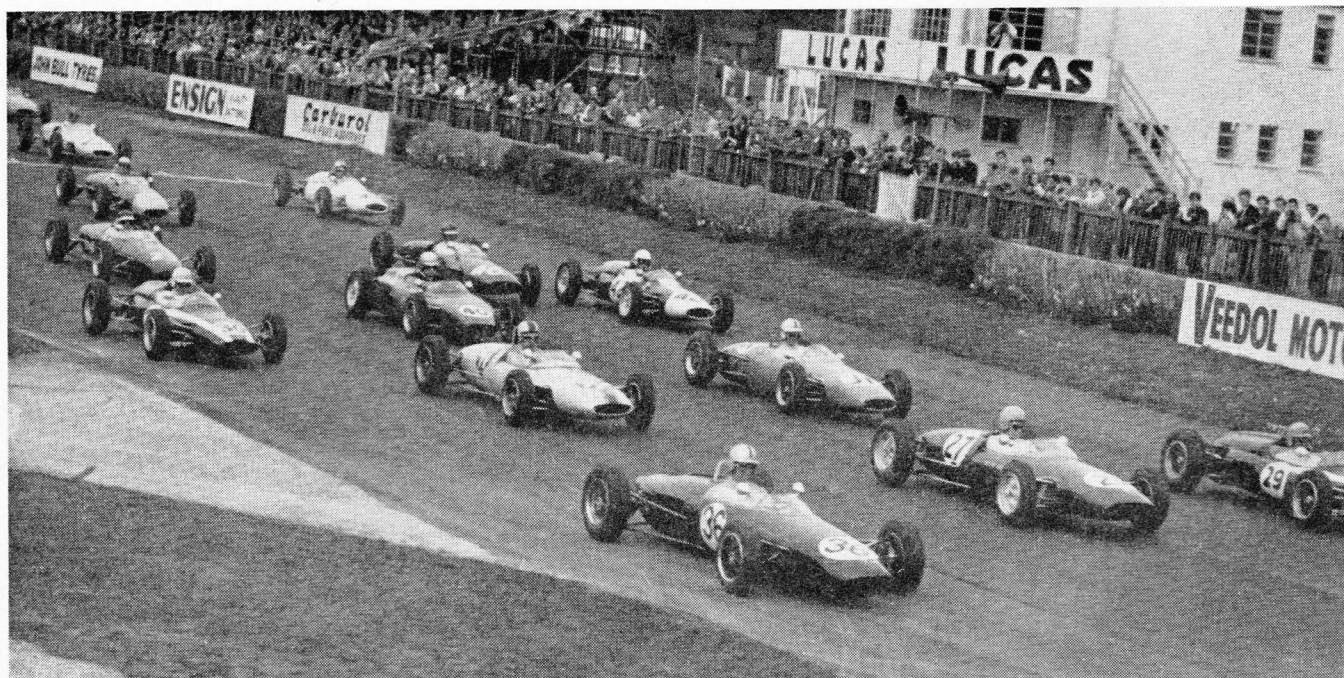
Graham Hill lapped Salvadori on lap 29, going like a bomb. John Surtees set about the lap record once more, reducing it to 1 min. 22 secs., but this was shortly equalled by Moss, who by lap 30 had worked his way back to seventh place and was going extremely fast. Surtees' effort came to an end on lap 35 when he came into the pits and retired. Then Moss crashed. He was catching Graham Hill going into St. Mary's when it appears the throttle stuck open and he went straight on into the bank. The Lotus was terribly bent and it was some time before Stirling could be got out. He was rushed to hospital in Chichester with shoulder and knee injuries, a cracked rib and head injuries.

Back in the race, Graham Hill, who had seen the shunt, went unhappily on

his way to win by over half a minute from Bruce McLaren, who had driven a truly wonderful race in the Cooper. Third was Innes Ireland, fourth Roy Salvadori, fifth Masten Gregory, sixth Tony Shelly, seventh Keith Greene (Gilby) and eighth Tony Settember.

The first event of the day was a 10-lapper for Touring Cars. Mike Parkes in the Equipe Endeavour 3.8 Jaguar shot into the lead, but he was passed at Madgwick by Graham Hill in John Coombs's similar car. There followed some rather hairy racing as Parkes tried to stay with Hill, going on the grass on more than one occasion in the process. He was finally forced to retire on lap six when a gear selector broke. This let Salvadori, in the second Coombs car into second place, ahead of Jack Sears in Sopwith's second car. These positions remained the same for the rest of the race, the three being followed by Sir Gawaine Baillie, David Hobbs and Peter Dodd, all in 3.8s.

Alan Hutcheson had no trouble at all winning his class with the Riley, ahead of Peters, Harper and Jopp, in Rapiers. In the up to 1,000 c.c. class the works



Mini-Coopers of Love, Whitmore and Blydenstein seemed to have it all sewn up when all three threw the treads of their nearside front tyres. These were Dunlop SP tyres which they had tried in practice and found to be terrific. Christabel Carlisle, however, having thrown a tread in practice, had no trouble in the race and suddenly found herself leading the class when the works Minis were forced into the pits. Tony Rutt (Cooper-Mini) was second and Frank Hamlin third in John Aley's DKW.

The Lavant Cup, a 21-lap race for four-cylinder F1 cars, proved to be disappointing, for it very soon developed

FORMULA JUNIOR CARS get under way. At the head of the field are Dennis Taylor (Lola, 36); Peter Arundell (Lotus, 27) and Tony Maggs (Cooper, 29).

the two leaders came upon a tailender, G. Seifert in a Lotus. Surtees decided to overtake in the chicane, but there wasn't room and he bounced off the wall and on to the grass with the car's nearside rear wheel half torn off. McLaren, sensing something about to happen, almost came to a halt at the entrance to the chicane and thus was unscathed by the incident, which left him with a huge lead.

Salvadori was carving his way through in fine style and moved into third place behind Shelly on lap six. Shelly, a New Zealander over here for a season "under the eye" of Reg Parnell, was driving very smoothly and consistently.

Keith Greene moved the Gilby up to fourth place on lap seven, displacing Tony Settember, who then came into the pits complaining that he couldn't see because of oil and that he was soaked in water. The car was pushed away to be repaired for the big race.

So the order now became McLaren, Shelly, Salvadori, Greene, Jay Chamberlain (Lotus) and Graham Eden (Emeryson), and the only change in the order during the rest of the race occurred on lap 10 when Salvadori got past Shelly on the approach to Woodcote, and McLaren came home a comfortable winner by three-quarters of a minute.

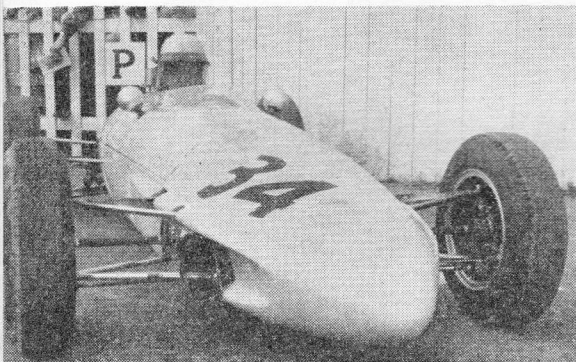
The 10-lap Formula Junior race was a cracker, the first three cars going round with only inches between them all the way. Tony Maggs roared into the lead with Ken Tyrrell's Cooper and for four hectic laps managed to stave off Dennis Taylor (Lola), Pete Arundell (Lotus) and Mike Spence (Lotus). Behind this quartet came Frank Gardner (Brabham), John Love (Cooper), Brian Whitehouse (Lotus) and John Hine (Lola).

On lap four Maggs fluffed a gear-change going into Madgwick, lost it, and went into the bank. Neither car nor driver was damaged but it was some time before he could get going again.

Pete Arundell now held the lead, with Taylor and Spence only inches behind him. Only a couple of feet behind came Gardner and Love, having a scrap of their own.

Bill Moss, in the intriguing new six-speed Gemini, retired on lap four when an oil seal broke in the engine. It will be interesting to watch this car's progress through the season, for it makes a welcome departure from the basic Junior design.

By lap seven the order was still the same, Arundell, Taylor and Spence, followed by Gardner and Love, and then, at a distance, Whitehouse, Prior and Attwood (Cooper). And so they finished

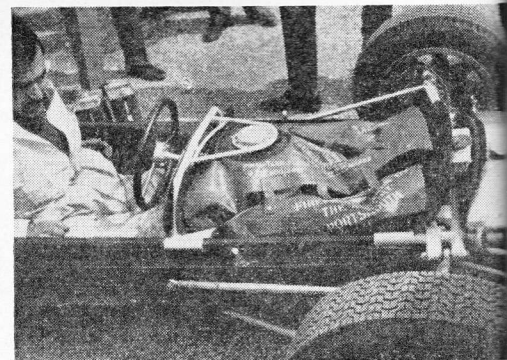


THE NEW GEMINI made its debut: here Bill Moss sits in the cockpit before going on to the track for the start.

into a procession. Bruce McLaren led from the start with John Surtees hard on his heels. At the end of the first lap Salvadori spun coming out of the chicane and lost a lot of places.

Surtees moved into the lead on lap three, and McLaren headed Tony Shelly, Tony Settember, Keith Greene and Salvadori, who was moving up fast after another spin, this time at St. Mary's.

McLaren was driving magnificently in the Cooper and held on to Surtees, the two of them opening up a sizeable gap between the third man. Then coming into the chicane to complete the fifth lap,



COLLAPSIBLE petrol tank sits over the driver's knees in the Formula 1 Lola; when it is full of petrol it "comes up like a balloon"!

Arundell crossing the line .6 sec. ahead of Taylor, who, in turn, was .4 sec. ahead of Spence.

The final race of the day was a 15-lap event for G.T. and Sports Cars. It began to drizzle just before the start and suddenly everyone began to change to rain tyres. The U.D.T. Ferrari G.T.O. was a non-starter, due to Moss's shunt, but Parkes had the dark blue one entered by Equipe Endeavour and Maranello Concessionaires.

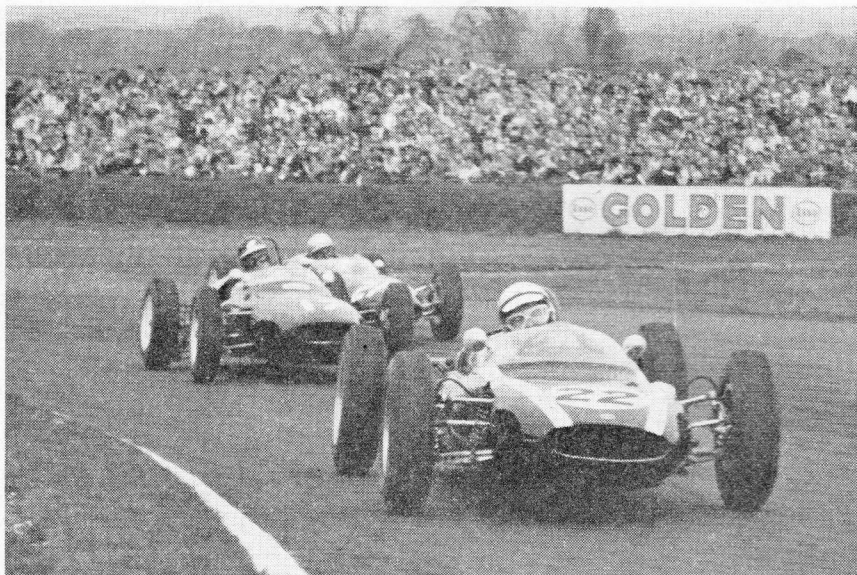
Innes Ireland took an immediate lead in the U.D.T. Lotus Monte-Carlo and

roared away to a comfortable win. Bill de Selincourt (Lister-Jaguar) held second place for one lap before Parkes got by but Bill held third spot for the rest of the race.

Roy Salvadori went off at Madgwick on the second lap and smote the bank hard, bending John Coombs's E-type rather badly. Roy was unhurt but one wonders whether a driver should be allowed to do four races in one afternoon and three different cars. Roy looked pretty tired at the end and his shunt was probably largely due to fatigue.

Les Leston made a pit stop after one lap to check his wheels, which he had changed at the start thinking it was going to be wet. One of the wheels had not been balanced and was wobbling badly at anything over 50 m.p.h.

Ireland went bombing round tremendously fast, lapping cars left, right and centre. Bill de Selincourt was second in this sports car class and John Coundley (Lister) third. Parkes, of course, led the G.T.s followed, at a distance, by Chris Kerrison (250 G.T.), David Hobbs (E-type) and Graham Warner (DB4GT Zagato), the latter having his first go in



BRUCE McLAREN, winner of the "four-cylinder" Formula 1 race, swings the Cooper through Madgwick ahead of Tony Shelly (Lotus) and John Surtees (Lola); Shelly is being lapped.



ONE WHEEL well in the air, Peter Jopp's Rapier goes through the chicane ahead of John Whitmore (Cooper-Austin) and Bill Blydenstein (Cooper-Austin).

m.p.h. 1,000-1,600 c.c.: 1, A. S. Hutcheson (Riley 1.5), 78.93 m.p.h.; 2, P. Harper (Sunbeam Rapier); 3, P. Jopp (Sunbeam Rapier). **Fastest Lap:** Hutcheson, 1 m. 47.4 s., 80.45 m.p.h. **Up to 1,000 c.c.:** 1, C. Carlisle (Cooper-Mini), 75.28 m.p.h.; 2, A. D. Rutt (Cooper-Mini); 3, F. Hamlin (DKW). **Fastest Lap:** W. B. Blydenstein (Cooper-Mini), 1 m. 50.8 s., 77.98 m.p.h.

The Lavant Cup, 21-lap race for four-cylinder F1 Cars: 1, B. McLaren (Cooper-Climax), 99.05 m.p.h.; 2, R. Salvadori (Lola-Climax); 3, T. Shelly (Lotus-Climax). **Fastest Lap:** McLaren, 1 m. 25.4 s., 101.17 m.p.h.

The Chichester Cup, 10-lap race for F.J. Cars: 1, P. Arundell (Lotus), 96.04 m.p.h.; 2, D. Taylor (Lola); 3, M. Spence (Lotus). **Fastest Lap:** T. Maggs (Cooper), 1 m. 27.8 s., 98.40 m.p.h.

The Sussex Trophy, 15-lap race for Sports and G.T. Cars: 1, I. Ireland (Lotus Monte-Carlo), 95.55 m.p.h.; 2, M. Parkes (Ferrari G.T.O.); 3, R. W. de Selincourt (Lister-Jaguar). **Fastest Lap:** Ireland, 1 m. 27.4 s., 98.85 m.p.h. **G.T. Cars:** 1, M. Parkes, 91.54 m.p.h.; 2, R. C. Kerrison (Ferrari 250GT); 3, D. Hobbs (E-type). **Fastest lap:** Parkes, 1 m. 30.8 s.; 95.15 m.p.h. **Sports Cars:** 1, I. Ireland (95.55 m.p.h.); 2, R. W. de Selincourt; 3, J. O. Coundley (Lister-Jaguar).

a big car and doing very well indeed.

John Whitmore, in Chris Barber's Elite, was leading the up to 1,600 c.c. class by a mile, the car going very fast indeed and towards the end John got ahead of Mike Salmon (DB4GT Zagato) and Dan Collins (Chevrolet Corvette).

The up to 1,500 c.c. sports car class was led all the way by Paul Hawkins in Ian Walker's Lotus 23. Paul was closely followed by John Nicholson in his Lola.

So Innes won comfortably from Parkes and de Selincourt. This wound up the day's proceedings and the crowds began to disperse reasonably happy in the knowledge that Moss was not dangerously hurt.

Results

Goodwood International "100" Glover Trophy Race, 42 laps: 1, G. Hill (B.R.M.), 102.65 m.p.h.; 2, B. McLaren (Cooper-Climax); 3, I. Ireland (Lotus); 4, R. Salvadori (Lola); 5, M. Gregory (Lotus); 6, T. Shelly (Lotus). **Fastest Lap:** John Surtees (V8 Lola) and Stirling Moss (V8 Lotus), 1 m. 22.0 s., 105.37 m.p.h. (This is a new outright lap record.)

St. Mary's Trophy, 10-lap race for Touring Cars: 1, G. Hill (3.8 Jaguar), 86.59 m.p.h.; 2, R. Salvadori (3.8 Jaguar); 3, J. Sears (3.8 Jaguar). **Fastest Lap:** Salvadori and Hill, 1 m. 37.8 s., 88.34



MORE SALOON CARS: David Hobbs (Jaguar 3.8) is followed closely through the chicane by Alan Hutcheson's Riley 1.5.



THE RANGE COMPLETED

Two More

Big Fords from Dagenham

The
ZEPHYR IV
and the
ZEPHYR VI



ABOVE: The Ford Zephyr 6 which is powered by the six-cylinder, 2,553 c.c. engine developing 106 b.h.p.

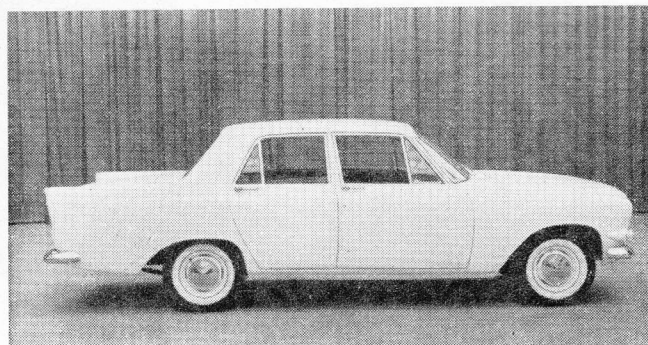
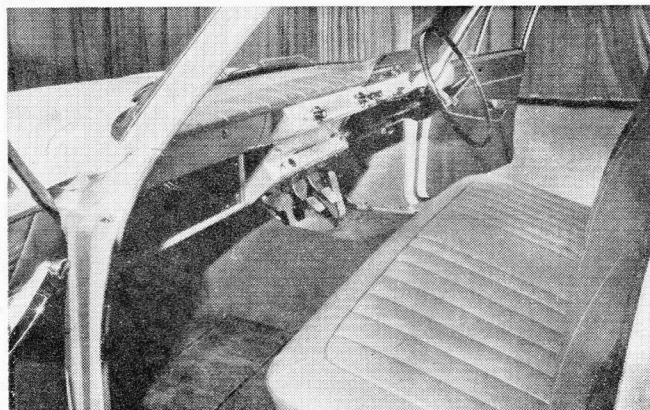
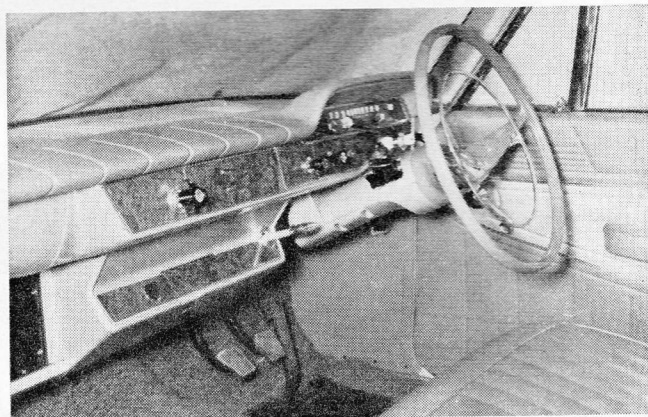
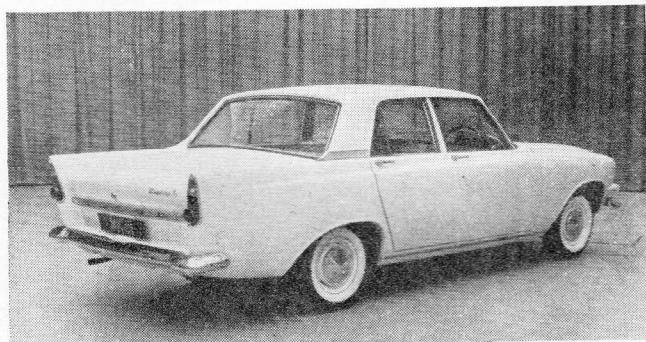
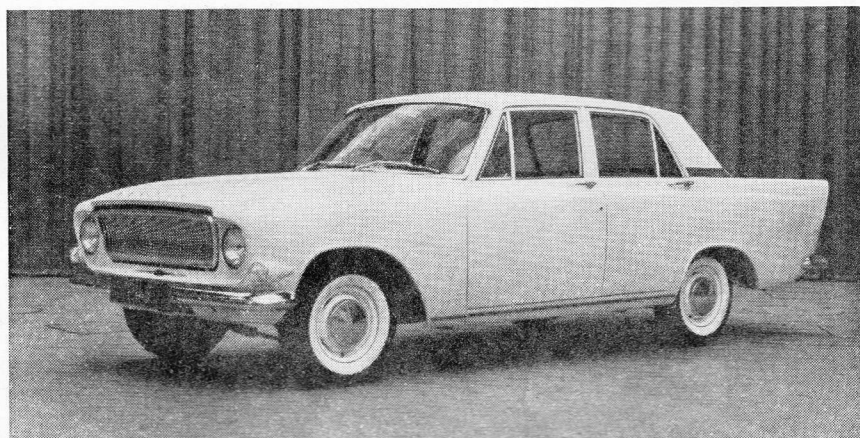
RIGHT: The Ford Zephyr 4, which has a different radiator grille, has a four-cylinder, 1,703 c.c. engine developing 73.5 b.h.p.

BELOW, LEFT: The new Zephyr 6 is specifically designed to keep pace with the trend towards the larger car that offers both room and economy.

BELOW, RIGHT: The walnut-finished facia panel on the Zephyr 6. Standard to the Zephyrs are such items as a headlamp flasher, a parking switch which halves the battery load for all-night parking, variable speed electric screen wipers and safety padded sun visors.

BOTTOM, LEFT: The facia of the Zephyr 4 is safety padded and embodies a well-laid-out instrument panel with provision for radio and heater.

BOTTOM, RIGHT: The Zephyr 4 gives excellent head and leg room for six people, has a top speed exceeding 80 m.p.h. and a cruising speed in the seventies.



WEST ESSEX CAR CLUB

NATIONAL SPEED TRIAL

Debden Airfield, 15th April

PHOTOGRAPHY BY GEORGE PHILLIPS

RESULTS

B.T.D.: A. Marsh (Marsh Sprint Special), 18.33 s.
Second B.T.D.: Miss P. M. Burt (2.5 Cooper-Climax), 20.05 s. **Best West Essex C.C. Member:** Miss P. M. Burt (1.5 Cooper-Climax), 21.04 s.
The Mill Trophy: K. P. Tomei (M.G.A. Twin-Cam), 27.16 s. **Best Lady Driver:** Mrs. P. M. Hall (Chevrolet Corvette), 23.66 s. **Best Time by a Dragster (¼ mile):** S. H. Allard (Allard Dragster), 10.48 s.
Touring Cars: Up to 1,200 c.c.: R. Bunting (Austin A40), 26.90 s. **1,201-1,600 c.c.:** A. Peer (Ford Anglia), 25.06 s. **Over 3,000 c.c.:** F. W. Brown (Facel Vega), 24.22 s.
Grand Touring Cars: Up to 1,300 c.c.: L. C. Fryer (T.V.R. Grantura), 26.68 s. **1,301-3,000 c.c.:** R. C. Burnard (A.C. Ace-Bristol), 24.43 s. **Over 3,000 c.c.:** K. Baker (Jaguar "E"), 21.99 s. **1172 Sports Cars:** D. H. Parker (Nimbus), 28.40 s.
Sports Cars: Up to 2,000 c.c.: T. Bone (Gilby-Climax), 22.81 s. **Over 2,000 c.c.:** J. Randles (Cooper Monaco), 20.51 s. **Racing Cars: Up to 1,500 c.c.:** D. Edwards (Wuzzi Special), 24.25 s. **Over 1,500 c.c.:** G. Parker (H.K.-Jaguar), 21.30 s.
Dragsters: A. Marsh (Marsh Sprint Special), 11.92 s.

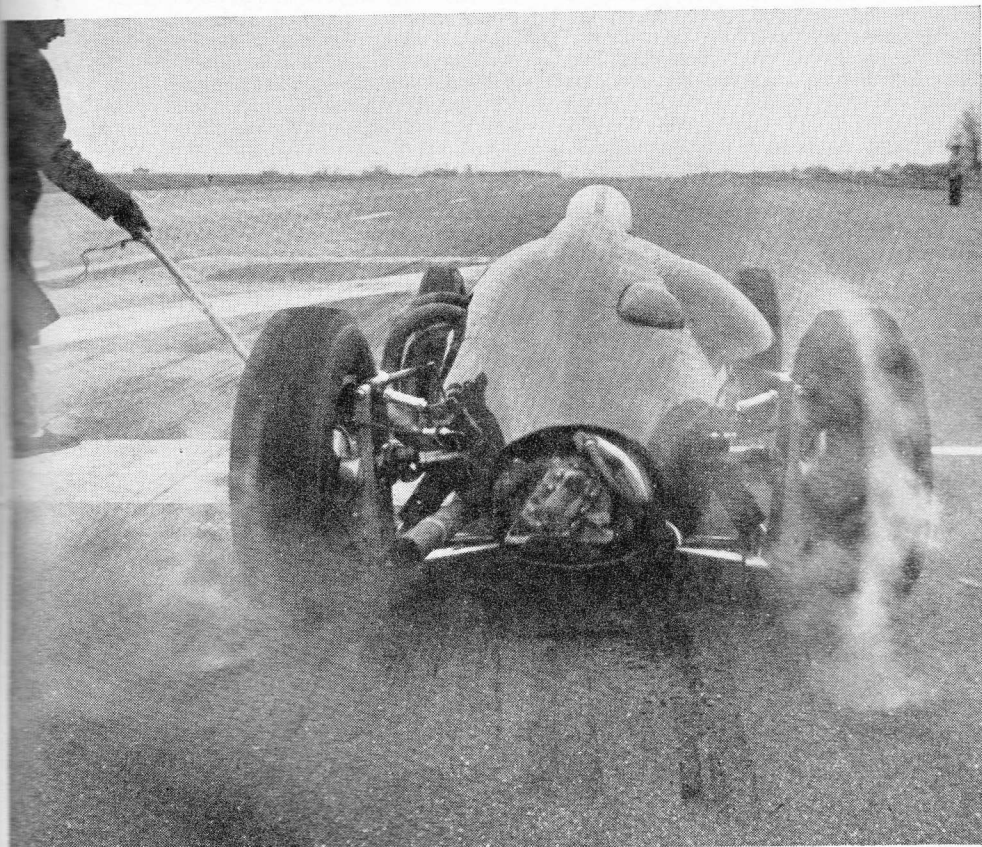
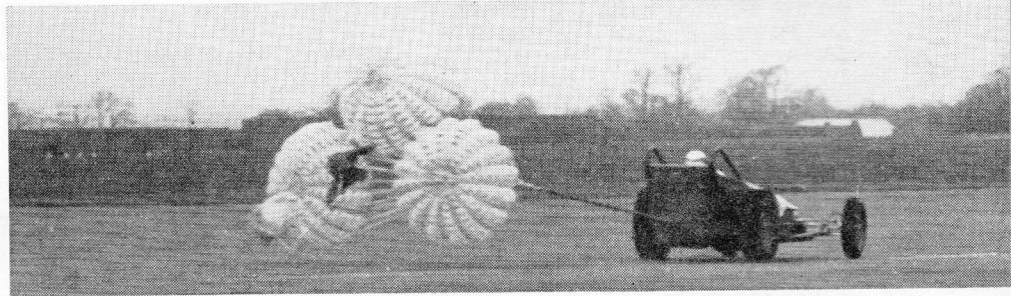
ABOVE: PUFF OF SMOKE. Sydney Allard about to move off. Note the packed-up parachute.

RIGHT: ANCHORS EXTRAORDINARY. Sydney Allard stopping the 5,700 c.c. supercharged Allard Dragster!

BELOW LEFT: WHEELSMOKE. Tony Marsh gets away in his 2,491 c.c. B.R.M.-powered Marsh Special, a most potent sprint/hill-climbing device.

BELOW RIGHT: John Goodhew in the 4,486 c.c. ex-Le Mans Lagonda.

BOTTOM RIGHT: R. L. Cordes's massive 4.4-litre Pontiac saloon.



BRANDS HATCHED

New Circuit Record at B.R.S.C.C. Easter Meeting

BY MICHAEL KETTLEWELL



John Fenning with garland after he had won the John Davy Trophy Formula Junior final. During the second heat of this event, Fenning established a new outright lap record for the 1.24-mile circuit—55.6 secs., a speed of 80.29 m.p.h. Fenning is seen (left) in Ron Harris's red 1,100 c.c. Lotus 20, after his lap of honour.

EVERY member of the extremely large crowd of spectators at Brands Hatch last Monday must have thoroughly enjoyed the day's first-class racing. The dry but not unduly warm weather was perfect for some fast lappery and, not surprisingly, as well as six new class records, the Brands Hatch circuit record was well and truly smashed at the first race meeting of the year on the Kent circuit.

The British Racing and Sports Car Club's crowded programme commenced with an event for 1,000 c.c. sports cars. David Embley's Downtonized B.M.C.-engined Lotus 7 led for a short while, but Peter Deal's Ford-powered example soon passed him, as did Clive Lacey's i.r.s. Lotus 7. Deal, Lacey and Embley opened out a gap from the rest of the field; however, Embley gradually dropped back and eventually retired on the last lap. Lacey tried all he could to pass Deal, but his efforts proved unsuccessful. A good scrap farther down the field was waged between David Soley's D.R.W., Kevin Keegan's Lotus 7 and Bob Deverall's Lotus 7. Judging by Soley's previous performances this year he was not going quite as fast as might have been expected, and David Cole also was having an "off" day. Deal eventually won from Lacey and Lionel Brooke (Lotus 7), and Lacey was credited with a new 1,000 c.c. sports car lap record—60.6 secs., 73.66 m.p.h.—so perhaps his efforts were not in vain after all.

In practice, Ken Simmons's orange Alexis had equalled the circuit lap record of 56.4 secs., 79.15 m.p.h., jointly held by Tony Marsh (Lotus-Climax) and Mike Parkes (Gemini-Ford), and, sure enough, in the first heat of the John Davy Trophy Formula Junior race he soon drew well away from the rest of the field. Edward Fletcher's Lotus 20 was soon disposed of and even Brian Griffin's Lotus 20 which later acquired second position was unable to do anything about it. Peter Marten was in trouble with the Deep Sanderson-Ford. He had been disqualified anyway for a

push-start, but the Acton machine was sadly malfunctioning and it eventually disappeared somewhere in the woods at Druids on its fourth circuit. Ken Simmons motored the Alexis in a splendid manner and by the end of the 10 laps he had lapped even the seventh place man, having equalled the lap record as in practice. Griffin, who chopped two inches off his exhaust pipe in practice in an effort to make his car go faster, was second, 30 secs. behind, and Fletcher third. M. Long, a promising young Jim Russell pupil, made a nonsense of starting; nevertheless, he drove extremely well to take fourth place in his Lotus 20. In fact, if two tailenders had not got in his way, he might have been third.

Keith Holland's remarkably rapid little G.S.M. Delta soon established itself at the front in the 1,000 c.c. G.T. race and it led the race with the greatest of ease until the last lap when it slowed coming down from Druids and eventually expired at the end of Bottom Straight. This gave Barry Wood the race. Wood, driving Paddy Gaston's Sprite, just held off Brian Bennett's Turner (now mended after its Oulton Park prang) and Mike Cave (Sprite) was third. John Miles's Sprite had been dicing with Wood and Bennett, but towards the end of the race it slowed and finished fourth. On lap three Clive Baker did it all wrong at the end of the straight with his Sprite—he was, however, quite unhurt except in the pride department. Poor Keith Holland had such miserable luck, though perhaps the small consolation of a new class lap record of 64.2 secs., 69.53 m.p.h., which is 3.2 secs. better than the old figure, helped to cheer him up afterwards.

A female-type racing driver, Jennifer Tudor-Owen, had made fastest lap in practice for the 850 c.c. saloon car battle. Unfortunately, she had a bad day, for after making a terrible start, she ran out of road at Clearways on her third lap and remained there for the rest of the race. Harry Davidson (Mini) had the race in the bag from the word

go—and what better way of running in a car than to win a race with it! Richard Gibbings and Barry Hall (Minis) were, after a last lap change in order, second and third, and John Oakley in another Mini was fourth. The two "non-Minis" present were a SAAB and an NSU Prinz. The SAAB started off well until its conductor tried entering the Grand Prix course extension at South Bank Bend. A sudden swerve brought him back on to the 1.24-mile club circuit and after a pit stop—presumably for a map—he continued at unabated pace, albeit well down the field. The NSU, with all of 30 b.h.p. under its diminutive bonnet, resigned itself to a steady last position throughout the race, lapping at about 50 m.p.h.

The second heat of the Formula Junior race was run at a terrific pace, set by John Fenning and Brian Berrow-Johnson in their 1,100 c.c. Lotus 20s. After three laps in the lead, Berrow-Johnson succumbed to Fenning's pressure and the latter, racing as smoothly as ever, broke the lap record time and time again on his way to the chequered flag. John finally left it battered and bewildered at 55.6 secs., which represents a speed of 80.29 m.p.h. This is the first time that Brands Hatch has been lapped at over 80 m.p.h. during a race—a truly splendid effort by John Fenning who, it must be remembered, was driving a last year's car. Behind Fenning and Berrow-Johnson, Ian Raby (Merlyn) and Roger Nathan (Elva), both of whom also drove admirably, finished third and fourth ahead of the Lotus 20s of Marcus Niven and John Mew.

Then followed the Easter Trophy Race for pre-1940 racing cars. In pole position on the grid was Syd Day's E.R.A., R6B, and inside him were John Freeman's ex-Jock Horsfall Aston Martin, Richard Bergel's Type 35T Bugatti and John Tozer's wonderful little 1,100 c.c. Amilcar. Dan Margulies was missing from the second row as his 3-litre Maserati 8CM was reported to have damaged its engine during the Saturday's practising; therefore, the second row comprised D. K. Brown's Riley and David Melville-Ross's 4½-litre Invicta. Tony Ellis's ex-Gwenda Hawkes Derby-Maserati, a f.w.d. independently suspended machine 13 ft. 5 ins. long that, according to its owner, has never won a race throughout its 28 years of life, headed the third row of the grid which also held R. Smith's Lago-Darracq, D. R. C. Berridge's M.G. and Peter Waller's white E.R.A., R9B. All on its own at the rear was Basil Bowman's Lago-Talbot. When the flag dropped Richard Bergel urged his Bugatti ahead while Syd Day's E.R.A. got away very badly. By the end of the first lap the Bugatti led the Amilcar, the Riley—which was emitting occasional volumes of smoke from somewhere—the Lago-Talbot, the Lago-Darracq, the Derby-Maserati and Waller's E.R.A. On the third lap the amazing Amilcar took the lead at Paddock but the main interest was centred on the E.R.A.s and

the Aston Martin in their efforts to get to the front of the field. The Invicta and the M.G. were already trailing, but who cared—all finishers got £10! By the sixth lap, Waller's E.R.A. had moved up into third position and the Aston was already winning a three-cornered contest for fourth place. On lap eight Waller moved past Bergel at Druids and after a further two rounds the white E.R.A. was firmly in front and the Aston Martin began its challenge for second position. Poor Syd Day was in trouble with his E.R.A. but after some while in the pits it stormed round the circuit in fine style, although several laps in arrears. By the end of the race John Freeman had got his Aston Martin into second place and was rapidly closing on Waller—but immediately afterwards his engine died, so perhaps it was just as well the race was over. Tozer was third and Bergel was fourth, both having driven splendid races. These old cars looked, sounded and smelt very fast, but it is interesting to note that in the last race an Austin A40 lapped only one-fifth of a second slower than Peter Waller's E.R.A. This B.R.S.C.C. experiment is one to be repeated—and wouldn't it be interesting to see Keith Schellenberg's 8-litre Bentley and Patrick Lindsay's recently acquired 23.9-litre Napier-Railton in action at Brands Hatch!

The sports car race went to Roy Pierpoint, whose maroon 2-litre Lotus 15 was just too fast for Tony Hegbourne's agile little Lola. But one must praise the efforts of third man Keith Holland who drove a not-so-young Lotus 11 with great skill and was never more than a few yards away from the duelling leaders. Paddy Gaston was fourth in the works rear-engined Mark 6 Elva-Climax after a meteoric drive following a fumbled start. A splendid dice for sixth place which went on behind Doug Graham's 1½-litre Lotus 15 resolved in the order Tom Hart (Lola), Tony Kilburn (Lotus 11) and Mike Pendleton (Lister-Jaguar). Pierpoint's fastest lap in 58.8 secs., 75.82 m.p.h., was a new 2,000 c.c. class record.

Then came the big G.T. race, dominated by Ken Baker's E-type Jaguar which, after having established a 3½ secs. lead on its first lap, motored gently on until the 10 laps were completed. Once more Paddy Gaston provided the entertainment, duelling for second place in his supercharged Sprite with the A.C.-Bristol of Bob Burnard. Paddy made the fastest lap of the race, but in spite of this Burnard slammed his A.C. across the line in second position. Robin Stelfox's much-raced TR3 was third and Jim Warnell's A.C.-Bristol fourth.

The over 1,000 c.c. saloon car race provided much enjoyment. Poor Chris Craft stalled at the start and his 1½-litre Ford Anglia had to be pushed away—this deed, of course, enforcing compulsory disqualification. Nevertheless, Craft, driving his car on the hairy limit, closed mercilessly on the cars in front of him, picking them off one by one. Doc Merfield's familiar yellow Classic-engined Anglia was firmly in the lead, being chased by Alan Peer (Anglia), Colin Hextall (Tornado Talisman), Peter Woodroffe (Jaguar 3.4), Bill Woodhouse (Talisman), Peter Sachs (Chevrolet Chevy II) and Roy North (Talisman). The Chevrolet devoured the Talisman ahead of it and then suddenly, after four

RESULTS

Sports Cars up to 1,000 c.c. (10 laps): 1. P. W. J. Deal (Lotus-Ford 7), 72.33 m.p.h.; 2. C. L. Lacey (Lotus-Ford 7); 3. J. B. L. Brooke (Lotus-Ford 7). **Fastest lap:** Lacey, 73.66 m.p.h.

Formula Junior—Heat One (10 laps): 1. K. Simmons (Alexis-Ford Mk. 3), 76.73 m.p.h.; 2. B. H. Griffin (Lotus-Ford 20); 3. D. E. Fletcher (Lotus-Ford 20). **Fastest lap:** Simmons, 79.15 m.p.h.

G.T. Cars up to 1,000 c.c. (10 laps): 1. B. A. Wood (Austin-Healey Sprite), 66.89 m.p.h.; 2. B. L. Bennett (Turner-B.M.C.); 3. M. H. Cave (Austin-Healey Sprite). **Fastest lap:** K. G. Holland (G.S.M. Delta), 69.53 m.p.h.

Saloon Cars up to 850 c.c. (10 laps): 1. H. Davidson (Austin-Mini), 62.09 m.p.h.; 2. R. J. D. Gibbings (Austin-Mini); 3. B. W. F. Hall (Austin-Mini). **Fastest lap:** Davidson, 63.77 m.p.h.

Formula Junior—Heat Two (10 laps): 1. J. E. Fenning (Lotus-Ford 20), 78.53 m.p.h.; 2. B. E. Berrow-Johnson (Lotus-Ford 20); 3. I. E. Raby (Merlyn-Ford Mk. 3). **Fastest lap:** Fenning, 80.29 m.p.h.

Pre-War Racing Cars (15 laps): 1. P. Waller (E.R.A. B-type), 65.47 m.p.h.; 2. J. Freeman (Aston Martin); 3. J. C. Tozer (Amilcar C6); 4. R. Bergel (Bugatti 35T); 5. B. Bowman (Lago-Talbot); 6. D. K. Brown (Riley). **Fastest lap:** Waller, 68.05 m.p.h.

Sports Cars over 1,000 c.c. (15 laps): 1. R. F. Pierpoint (Lotus-Climax 15), 74.36 m.p.h.; 2. A. V. Hegbourne (Lola-Climax); 3. K. G. Holland (Lotus-Climax 11). **Fastest lap:** Pierpoint, 75.82 m.p.h.

G.T. Cars over 1,600 c.c. (10 laps): Overall Winner: K. Baker (Jaguar E-type), 67.74 m.p.h. **Over 3,000 c.c. Class:** 1. K. Baker (Jaguar E-type), 67.74 m.p.h. **Fastest lap:** Baker, 69.10 m.p.h. **1,601-3,000 c.c. Class:** 1. R. Burnard (A.C. Ace-Bristol), 67.21 m.p.h.; 2. J. H. Gaston (Austin-Healey Sprite s/o); 3. R. Stelfox (Triumph TR3). **Fastest lap:** Gaston, 69.32 m.p.h.

Saloon Cars over 1,000 c.c. (10 laps): 1. D. P. Merfield (Ford Anglia), 66.69 m.p.h.; 2. A. Peer (Ford Anglia); 3. C. D. Hextall (Tornado Talisman). **Fastest lap:** Peer, 67.84 m.p.h.

Formula Junior—Final (15 laps): 1. J. E. Fenning (Lotus-Ford 20), 78.39 m.p.h.; 2. B. E. Berrow-Johnson (Lotus-Ford 20); 3. K. Simmons (Alexis-Ford Mk. 3); 4. M. Niven (Lotus-Ford 20); 5. M. Gould (Lotus-Ford 20); 6. L. E. Gibbs (Lotus-Ford 20). **Fastest lap:** Fenning and Berrow-Johnson, 79.71 m.p.h.

G.T. Cars 1,001-1,600 c.c. (10 laps): 1. G. M. Jones (Marcos-Climax), 69.79 m.p.h.; 2. R. D. Nathan (Lotus Elite); 3. W. J. Shaw (Lotus Elite). **Fastest lap:** Nathan, 71.77 m.p.h.

Saloon Cars 851-1,000 c.c. (10 laps): 1. M. A. Young (Ford Anglia), 65.61 m.p.h.; 2. J. J. Williams (Austin A40); 3. M. H. Clare (Morris Mini-Cooper). **Fastest lap:** Williams, 67.84 m.p.h.

laps, Chris Craft's Ford appeared on the tail of Woodhouse. By the next lap he had taken him and was challenging Peter Sachs's massive Chevrolet which, in turn, was hounding the Jaguar. First of all Craft scurried past the American machine and then the Jaguar was attacked and beaten by both of them. All this left a startled Peter Woodroffe in sixth instead of fourth position. Chris Craft drew away from the Chevrolet like nobody's business and was soon snapping at the heels of Colin Hextall's Talisman. However, by this time the 10 laps were up and so Craft finished fourth on the road. His fine drive gained him a deserved round of applause from the spectators and he had actually lapped in 65 secs. during this chase. The next fastest lap, which was, of course, the official one, was 0.8 sec. slower, yet even this beat the existing class lap record by 2.6 secs. The Tornado Talismans, which finished third, seventh and eighth, were running absolutely standard and sounded completely

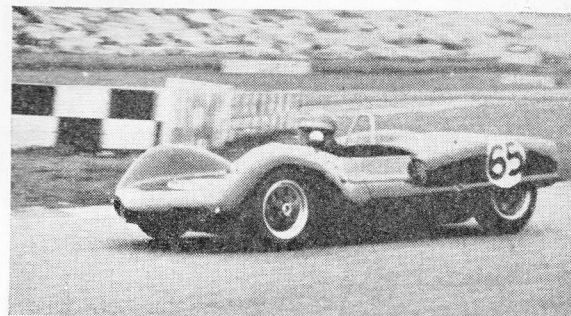
different from the Group 3 Anglias, some of which are surely noisier than Juniors!

The Formula Junior final was a repeat of the second heat—Berrow-Johnson snatching the initial lead and Fenning taking him to go on to win; however, the fate of their pursuers was different. Ken Simmons made a bad start; therefore, after three laps the order was Fenning, Berrow-Johnson, Raby, Nathan, Niven, Simmons, Mew, Teddy Pilette (Lola) and Len Gibbs (Lotus). The Alexis soon established itself in a secure third position but Ian Raby, Roger Nathan, John Mew and Teddy Pilette met various misfortunes and did not finish. Fourth was Marcus Niven, who drove his Lotus 20 very well indeed.

The 1,600 c.c. G.T. race was a Gordon Jones benefit. His Coventry Climax-engined Marcos walked over the Lotus Elites of Roger Nathan and Bill Shaw which finished second and third. Nathan had driven very well after having been delayed whilst avoiding Mike Johnson's wildly spinning Elite on the first lap. He squeezed through a gap that was decreasing rapidly even as he approached it!

The excellent day's sport was brought to a close with an event for 1,000 c.c. saloon cars. This proved an easy win for Mike Young's Superspeed Ford Anglia. Mike is the brother of John Young who walked away with such events last year! The quick black A40 of Jonathan Williams was second after some very quick lappery during the closing stages when he suddenly decided to really motor. Indeed, he motored to such an effect that he broke Doc Shepherd's class lap record by one-fifth of a second. It now stands at 65.8 secs., 67.84 m.p.h.

Thus the day's motoring was brought to a close. The British Racing and Sports Car Club are to be heartily congratulated for the superbly organized meeting which, coupled with the well-informed commentary given by Martin Burgess, gave the public their money's worth.



ABOVE: Paddy Gaston's works Elva Mk. 6. BELOW: The rapid E-type of Ken Baker.



SUNBAC

RAGLEY PARK HILL-CLIMB

14th APRIL

PHOTOGRAPHY BY FRANCIS PENN

RESULTS

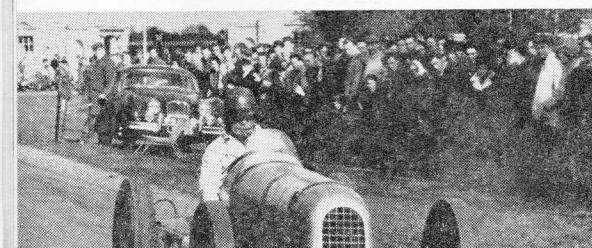
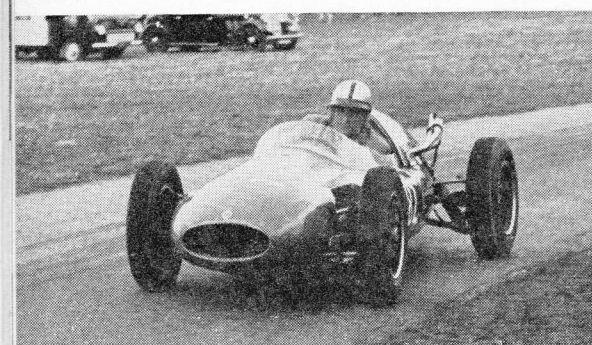
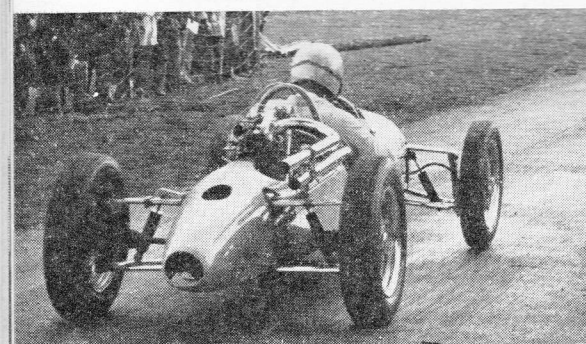
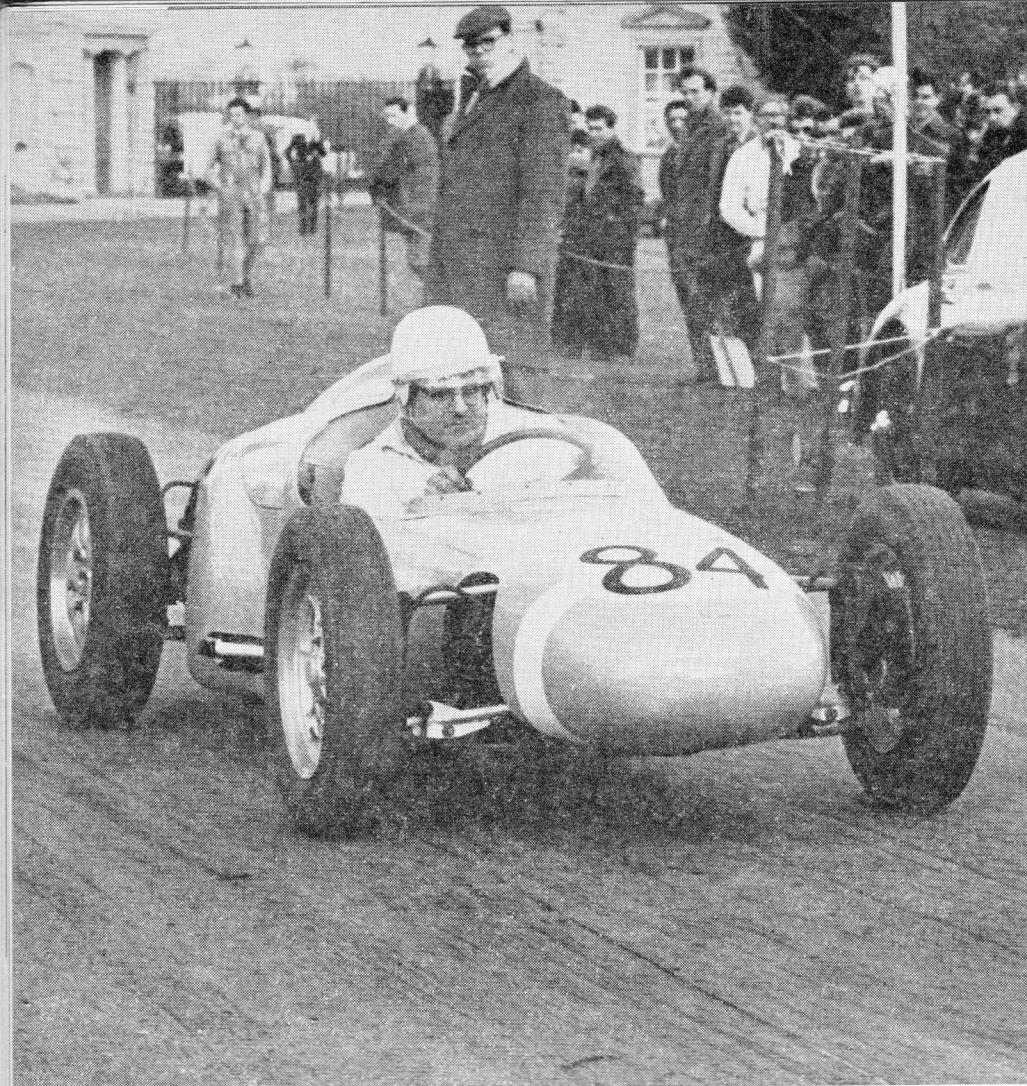
Production Saloon Cars: Up to 1,000 c.c. (excluding Cooper-Minis): 1, R. K. Ordway (Morris Mini-Minor), 32.6 s.; 2, Miss J. Hutton (Austin Mini), 32.9 s.; 3, J. Fitzpatrick (Austin Mini), 33.2 s. **1,001-1,600 c.c.:** G. C. Collins (Sunbeam Rapier), 1.601-2,600 c.c.: P. J. Darbyshire (Ford Zephyr), 35 s. and E. S. Sapcote (Standard Vanguard), 35 s.

Production Open and Closed Cars: Up to 1,200 c.c.: S. W. Sapcote (Austin-Healey Sprite Mk. 2), 32.2 s. **1,201-2,600 c.c.:** 1, A. Oakes-Richards (T.V.R. Grantura), 27.8 s.; 2, W. Nicholson (Sunbeam Alpine), 30.1 s.; 3, J. A. W. Rowe (T.V.R. Grantura), 30.3 s. **Over 2,600 c.c.:** 1, A. B. Griffiths (Jaguar E), 26.4 s.; 2, A. J. Lambert (Jaguar E), 26.5 s.; 3, R. Rose (Jaguar XK 150S), 26.7 s.

Sports Cars: Up to 1,000 c.c.: 1, T. E. Cash (Terrier-Ford), 26.4 s.; 2, R. D. Broad (Austin Mini-Cooper), 29.4 s.; 3, R. E. Herbert (Austin-Healey Sprite), 31 s. **Up to 1,500 c.c.:** 1, G. V. Tyack (Emeryson-Climax), 27.1 s.; 2, P. S. Tempest (Lotus Super Seven), 28.8 s.; 3, A. Dury (Lotus Seven), 29.6 s. **Over 1,500 c.c.:** 1, J. Randles (Cooper Monaco), 25.1 s.; 2, R. Freeman (Morgan Plus 4), 27 s.; 3, R. E. Meredith (Morgan Plus 4), 27.4 s.

Formula Junior and Racing Cars up to 1,720 c.c.: 1, C. A. N. May (Lotus-Ford 18), 25 s.; 2, G. Wilson (Lotus-Ford 18), 25.3 s.; 3, J. B. Welton (Elva-DKW), 26.2 s. **Formule Libre:** 1, I. B. McLaughlin (Cooper-J.A.P.), 23.5 s.; 2, R. W. Phillips (Fairley-Climax), 24.5 s.; 3, D. Haigh (Cooper-Nor-J.A.P.), 24.7 s.

ABOVE: Reg Phillips drove his Fairley as well as ever and was second fastest with a time of 24.5 secs. The Fairley is powered by a supercharged, single-cam, 1,460 c.c. Coventry Climax engine. LEFT: Ian McLaughlin, who has been very successful so far this year and might well be a strong contender for this year's R.A.C. Hill-Climb Championship, set up B.T.D. in his Cooper-J.A.P. with a time of 23.5 secs. BELOW, LEFT: George Keylock drove his supercharged Formula 2-type Cooper-Climax with which he has been successful for a long time. This time, however, he was unable to finish in the first three of his class. BOTTOM, LEFT: J. M. Dowson drove the Alec Issigonis-designed Lightweight Special, the forerunner of the Mini and famous in the 1946/7 era. BELOW: Smoke gets in your eyes! Jack Welton leaves the line in his 1960 Elva-DKW Formula Junior car.





JOHN BOLSTER TRIES

A ROVER ON THE CONTINENT

THERE is nothing like a long, fast Continental journey, with vital appointments to be kept and no time to waste on servicing, to bring out the virtues and vices of a car. Such a trip is the annual pilgrimage to the Geneva Show, and I have recently completed the journey in a 3-litre Rover.

Personally, I was a great admirer of the Rover 90 and 105S models. Their superb finish, silence and good handling qualities are something unexpected in their price range. Yet, when the 3-litre first came on the scene, I must own to a feeling of disappointment. The steering and roadholding were not up to previous standards and the engine was neither so smooth nor so powerful as I had expected.

Perhaps "my" first 3-litre was a "lemon", for the next one had much more of the feel of the beloved 90 about it. I have driven several since then, and each one was a step forward. Now, I have really thrashed the latest version across England, France and Switzerland, and I can say that the old quality has been fully regained.

The design of the 3-litre is well enough known. It has a six-cylinder, seven-bearing engine, with the inlet valves in the light-alloy head and the exhausts in the cast iron block. It has a long stroke by today's standards, with dimensions of 77.8 mm. x 105 mm., and it develops 117 b.h.p. (s.a.e.) at 4,500 r.p.m. on a compression ratio of 8.75 to 1.

This unit is coupled to a four-speed gearbox with three synchronized ratios and a Laycock-de Normanville overdrive. The propeller shaft is divided, and the hypoid rear axle is on semi-elliptic springs. In front, the whole suspension and engine assembly is carried on a rubber-mounted sub-frame. The test car had a new sub-frame mounting, which has now been standardized, and which greatly improves the front-end rigidity. The front suspension still retains the extra torque arm that is typical of Rover design, and the springing is by laminated torsion bars.

The steering is by a Burman-Douglas box. Power-assisted steering was fitted to the test car and the brakes, with Girling discs in front, also had servo assistance. The whole conception of the car has been worked out on the principle that long life, freedom from maintenance and silent running are the most desirable features.

Of pleasing appearance in a quiet dignified manner, the body has a fairly high

waistline, but the windows have adequate depth, and swivelling quarter lights are now fitted to the front doors. Improvements include a new stainless steel wheel trim, and there is a brake warning light for hand brake "on" or low brake fluid level. Twin fuel pumps are now incorporated in the main-reserve switching system.

It was at once apparent on moving off that this is the liveliest of the many Rovers that I have driven. The engine



has more "punch" at low speeds and it also runs more smoothly. The clutch and gear change are light and easy to handle, and though a "plain" first speed is used, it is too low to be required on the move, second sufficing except for uphill starts.

Third gear gives an ideal ratio for pass storming, with an ultimate maximum of 67 m.p.h. This gear was used exclusively for the Col de la Faucille where snow and ice were much in evidence. The direct top gear will give over 90 m.p.h., and the overdrive produces 100 to 105 m.p.h., depending on the length of the straight. Last year's 3-litre would do a timed 100 m.p.h. on M1, but the present car will exceed this speed on ordinary French roads.

The Rover is not intended to be a speed model, but during the whole trip I was never overtaken. This was partly because the new sub-frame mounting gives one much more confidence on 80 to 90 m.p.h. curves. I had to travel at over 100 m.p.h. for 20 miles or so to keep in company with a fast Lancia, but apart from that Citroëns were my only playmates and they dropped astern as the 90 mark was topped. A very "Le Mans" DB Panhard disappointed, running out of "puff" above 85 m.p.h. and appearing none too steady on rough

and steeply cambered roads. Unfortunately, no fast Peugeot did battle on this occasion. Petrol? 16.8 m.p.g. driving "flat", but 18 m.p.g. or more under normal conditions.

The test car was fitted with the optional fully adjustable seats. These are superbly comfortable and any driver, however tall, can find plenty of room for his arms and legs. A passenger who feels sleepy after lunch can ease back the seat and have a "zizz" without dis-

turbing the driver. These seats contributed to the success of the trip in no small way, as one arrived relaxed and ready to start work.

The whole quality of this car reminds one of the ultra-expensive luxury limousines. The way the doors shut, the standard of the interior trim and upholstery—all these things add up to the pleasure of handling a pedigree car. The controls move easily, and the power-assisted steering contributes greatly to the ease of driving on a long day's travel. It took me some time to get the feeling of the steering on ice, and to begin with I wished that I had plain manual operation during the negotiation of the Faucille. Eventually, I got the message, but under all normal conditions the power assistance is definitely an advantage. The servo brakes are smooth and do not fade.

The latest Rover 3-litre is a quality car of exceptional smoothness and silence that yet has a useful performance. The really fastidious owner will enthuse over the luxury and finish, and he would find it hard to tolerate other less perfect carriages even if their performance were greater. At a price, including P.T., of £1,880 (plus extras) the Rover 3-litre gives the same pleasure as some prestige cars of far greater cost.



Ferrari

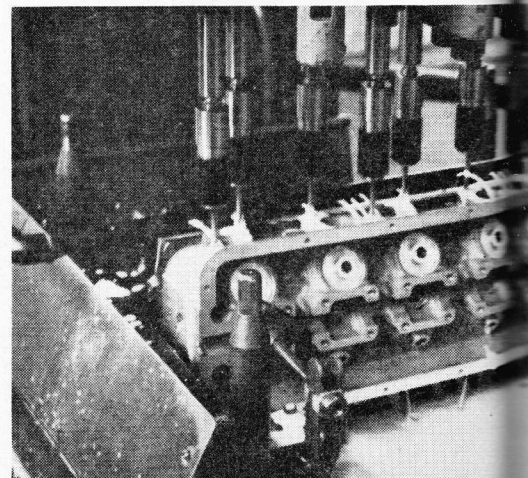
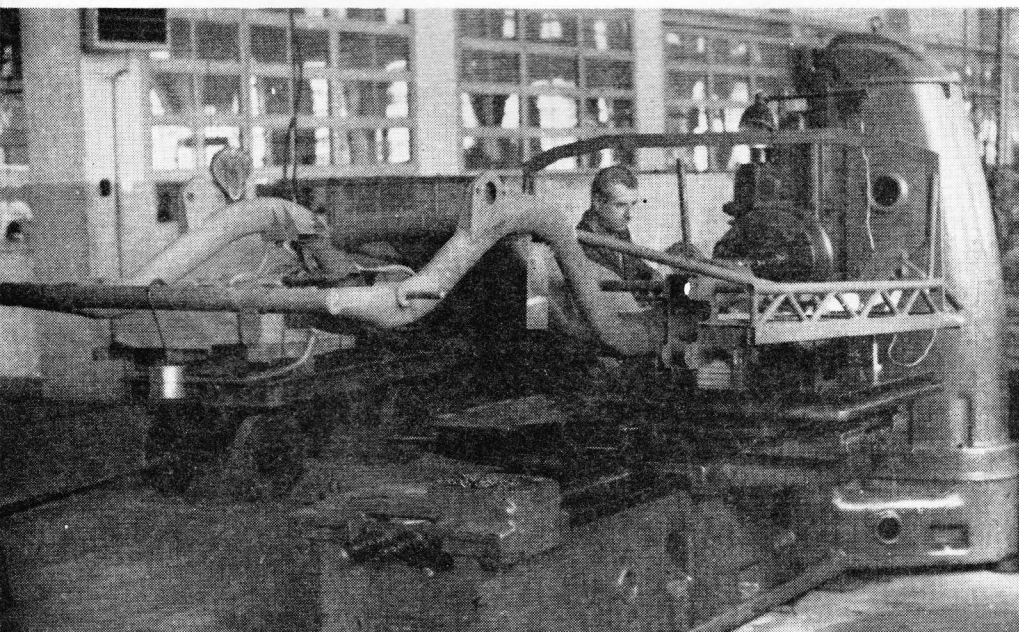
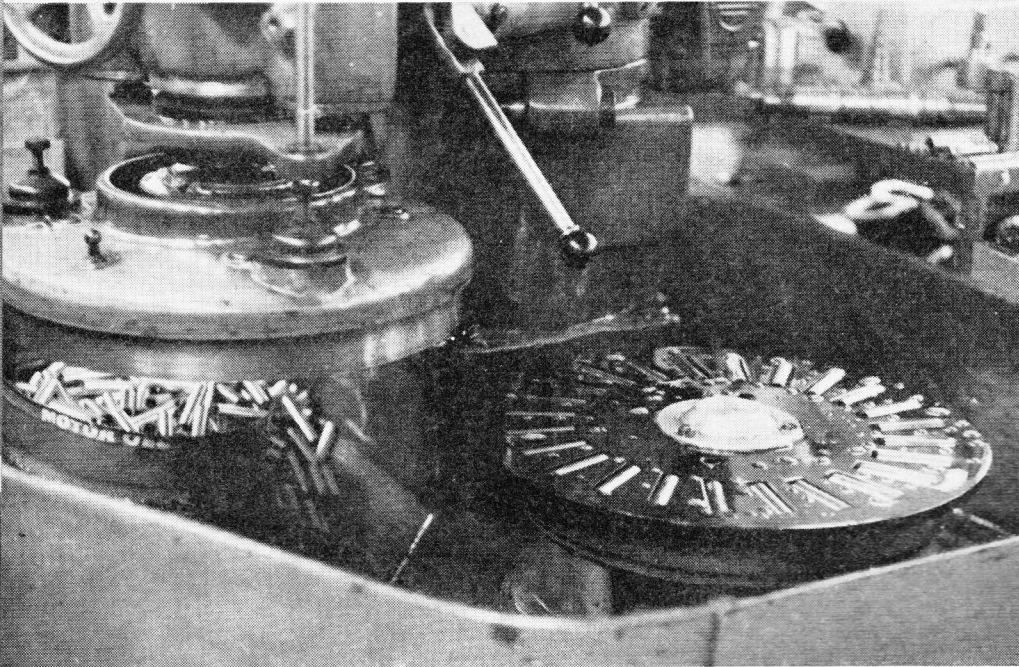
ON the road to Maranello you are hardly likely to meet Mr. Hope and/or Mr. Crosby, for they are not, as far as I know, Ferrari enthusiasts. You might, however, come across William Holden, or Mario del Monaco, the opera singer. From all parts of the globe the rich and the famous journey to Modena, and thence to Maranello, to see the Ferrari factory, and perhaps, who knows, meet the Commendatore himself.

The factory actually stands about a quarter of a mile outside Maranello and, arriving from Modena, it is easy to drive straight past it, for there is no sign on the road to tell the visitor that he or she has arrived.

The wire-mesh gates are opened by the gatekeeper, and you swing into the forecourt. The buildings are of deep red brick and over the entrance to the actual factory, in large white letters, is the word "Ferrari".

Any visitor, whether he be a king or a clerk, will inevitably be shown into one of the three waiting rooms, which have now achieved some sort of notoriety, owing to the Commendatore's apparent indifference to the status of his visitor.

A PRANCING HORSE on a sign each side of the gate and the name "Ferrari" on the wall (**top, centre**) seen at the factory's entrance. **A ROW** of completed 2+2's and a California stand in front of the production line in the new factory (**top**). **THIS** machine (**above**) polishes gudgeon pins, 24 at a time. **A 2+2 CHASSIS** (**below**) is completed on the jig.





ri

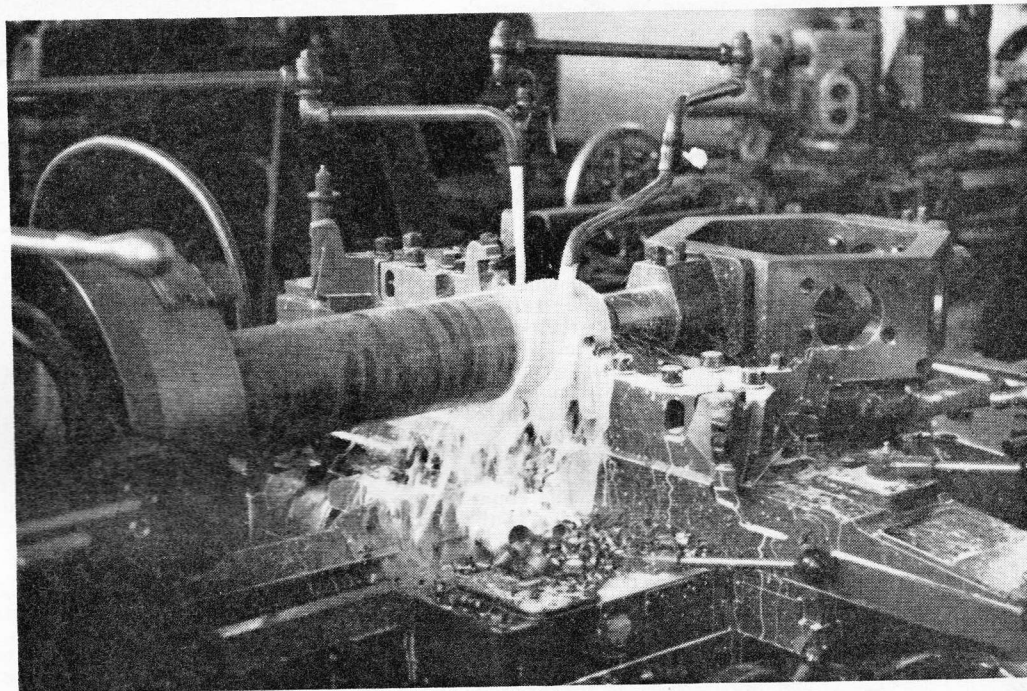
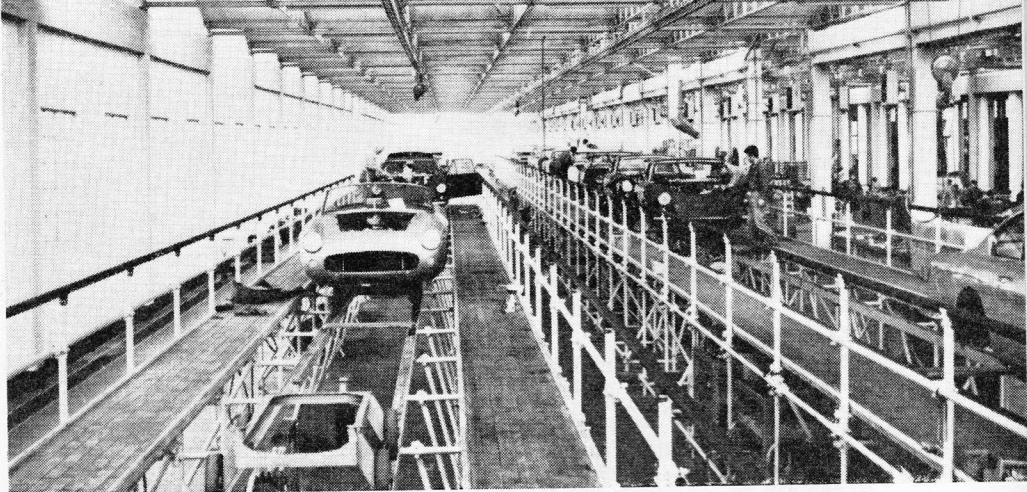
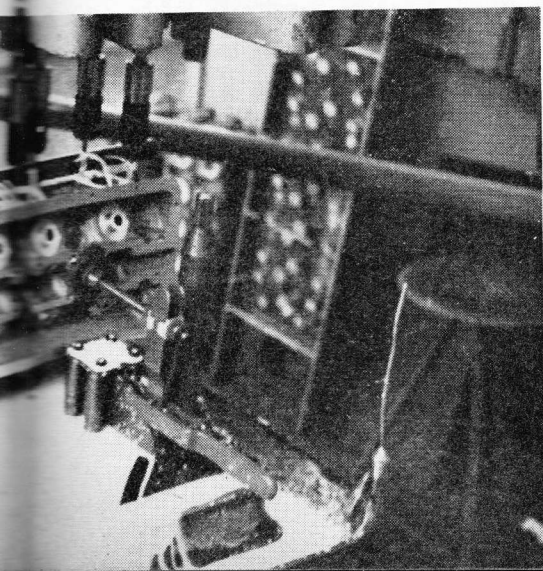
THE FACTORY

BY
CHRISTOPHER NIXON

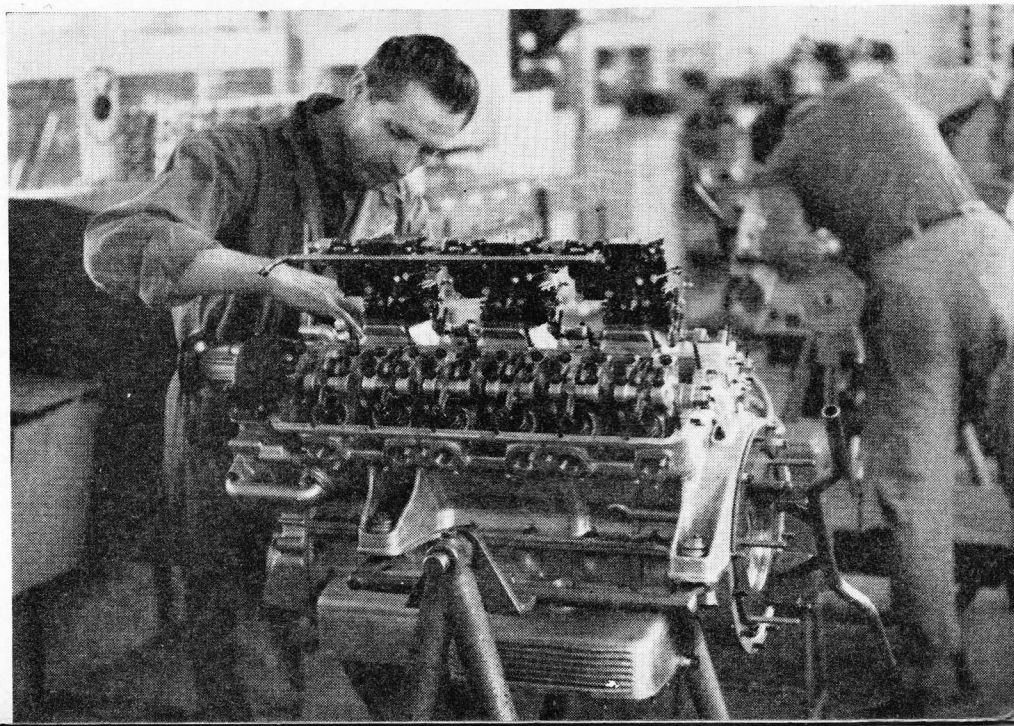
Eventually, if you are lucky, you will be shown into Ferrari's office to meet the great man. The duration of your stay here depends upon how well you know Ferrari, or, to be more exact, how well he remembers you! After some pleasant back-chat (unless, of course, you are on business), he will ask if you have yet seen the factory. Now you may well have been before and answer "Yes". No matter: you will see it again and no buts!

Unless you are very lucky the Commendatore will not have time to show you round himself, in which case he will place you in the hands of Dr. Franco Gozzi or perhaps Alfredo Vassallo. Both Gozzi and Vassallo speak very good English and are engaging companions. They know their jobs thoroughly, and should any reader ever get the chance to see the factory he should ask to be shown round by one of these two.

At the end of last year a new building was added to the factory. This building, covering 7,200 square metres, now houses the production line and the machine tools. The old machine tool room has been made into the competition department.



PRODUCTION LINES in the new factory (**top right**). The one on the left is for Berlinettas and Californias, the other for 2+2's only. **THIS** steel billet (**above**) will soon become another 12 cylinder crankshaft. **THE ENGINES** are assembled by a two man team (**below**). This unit is nearly ready for testing. **COMPLICATED** drilling machine (**bottom centre**) drills bolt holes in a cylinder head.



Individual Functions of Motor Racing Officials

THE STARTER AND GRID MARSHALS

BY PETER FULKE-GREVILLE

STARTER

THE starter, as other officials, having received, read and understood his instructions, will report at the time stipulated, sign on and report to the clerk of the course and the chief timekeeper with whom he works very closely. After having had his conference with the above and having collected his official starter's armband, he will collect the two flags needed to carry out his job. They are the Union Jack, which is used in this country for starting, and the chequered flag, which is used for the winner and the finish of the race. They are the only flags which he handles.

He will not, of course, forget to synchronize his watch as the time of the start of a race is in his hands.

The position of the starter is to be found in front of the starting grid—sometimes on the left and sometimes on the right, depending on the circuit.

When the competitors take their places on the starting grid, the starter will display the required warning signals in advance of the start of the race. These are usually in the form of numbered boards denoting the count-down, say, from five minutes to one minute before the start, and they are usually accompanied by a siren warning. The count-down signals must also be shown to the public who, after all, like to know what is going on. The grid should be cleared of all people—officials, mechanics, etc.—by the one-minute-to-start signal.

When the starter is in position, he must ensure that ALL personnel other than, of course, drivers, are clear of the



starting grid before he starts the race. When he is quite satisfied, he will raise the flag for the start and approximately five seconds afterwards he will smartly drop it. And the competitors roar away!

It must be remembered that as soon as the starter raises the flag, the competitors are "under starter's orders" until he has dropped the flag. Any driver not coming under starter's orders is considered a non-starter.

GRID MARSHALS

GRID marshals have a responsible job to carry out and they must see that when the competitors enter the circuit to take up their grid positions, it is done so without any fuss or bother. They will obviously find that there may have to be some shuffling to get the right grid positions, especially should a competitor be late in coming out of the paddock or marshalling area.

Having marshalled the competitors on to the starting grid, they will ensure that no unauthorized person enters the area. This is a very difficult job as so many people seem to find their way into the

area—including officials who should be on duty elsewhere! It is up to the grid marshals to see that these people are asked to leave as they will only hinder the operations on hand and could cause a race to start late.

It is therefore advisable to clear officials, mechanics, photographers and others from the grid as soon as possible—about three minutes before the "off"—and then the grid marshals will have to make sure that nobody tries to come back—especially over-enthusiastic official photographers.

Keep a weather eye open for any oil that may be dropped by the competitors' cars while they stand on the grid and, if any is seen, report it at once to the nearby fire marshal who will take the necessary action.

The grid marshal must be firm in any instructions that he gives, especially in the handling of competitors and mechanics, but at the same time he must be courteous as there is nothing worse than upsetting a driver before the race—it is his day, and it is he who is risking his neck, not you.

Ferrari Factory—continued

Ferrari now employs some 400 men who produce around 650 cars per year. This total is made up of three basic models, the 250GT Berlinetta, the Spyder California and the 2+2, the last-named being produced in the largest numbers. One Superamerica is built each month.

The first thing that strikes you is the utter cleanliness of the place. The buildings are light and airy too. Then there is the precision with which the parts are made. No Swiss watch is made more carefully.

In 1952 Ferrari set up his own foundry and today this produces over 100 parts for an engine alone, not to mention the gearbox housing and differential. This foundry makes the factory virtually self-sufficient and there are very, very few parts of the Ferrari that are not made on the premises.

Having been cast and polished until it has become the finished article, each part is then electronically crack-tested and if any flaw, no matter how tiny, shows up, then the part is thrown away.

Each engine is built up by two men, one an experienced mechanic, the other quite often a senior apprentice. Between

them they complete the engine in about eight hours, or one day's work. The completed unit weighs just under 400 lb.

It then goes to the test room where it is turned electrically for 10 hours during which time the engine speed is changed three times, approximately at three-hour intervals. At first it is run at 1,400 r.p.m., then 1,800, then 2,400, and finally it does perhaps one hour at 2,800 r.p.m. If it has survived that test it is then moved on to an ordinary bed where it turns under its own power for the first time, running for three hours at 3,500 r.p.m. and then another two hours at 5,000 r.p.m. The engine is then considered run-in, but before it is put in a chassis it undergoes further tests to check power curves, etc.

Each chassis is welded up on a jig at the beginning of the production line. The body, coming from either Pininfarina or Scaglietti, is then mated to it and the whole unit is put on to the raised line where the engine, transmission, wheels, etc., are added. (The bodies are, of course, fully trimmed on arrival at Maranello.) A couple of days later the finished car rolls slowly down the ramp and is taken out for a test run before being passed for release to the customer.

It is quite an experience to watch a Ferrari come to life, so to speak, and one cannot but delight in the precision and care that goes into the making of it. The mechanics are painstaking in their work and are proud craftsmen who enjoy their work (although when the bell for lunch sounds they drop everything, and in a second the place is deserted! In this respect they are no different from any other workers it seems).

A detailed schedule is kept of each man's work, and so, if any faulty part is found, it can be traced back to the mechanic who made it. This method ensures accuracy and saves a lot of time and money.

It is to be hoped that this article will give the reader a good indication of the care and thought that go into the making of a Ferrari. This, coupled with its racing heritage, its breeding, surely makes it one of the great motor cars of the world. Indeed, in the world of boxing it used to be said of Sugar Ray Robinson that, pound for pound, he was the greatest fighter of all time. There are many Ferrari owners who will tell you that, pound (lb.) for pound (£), the Ferrari is the greatest car of all time! One can but wonder.

Ferodo First

EAST AFRICAN SAFARI

1st VOLKSWAGEN Fjastad/Schmider

Also LADIES CUP and five CLASS WINNERS

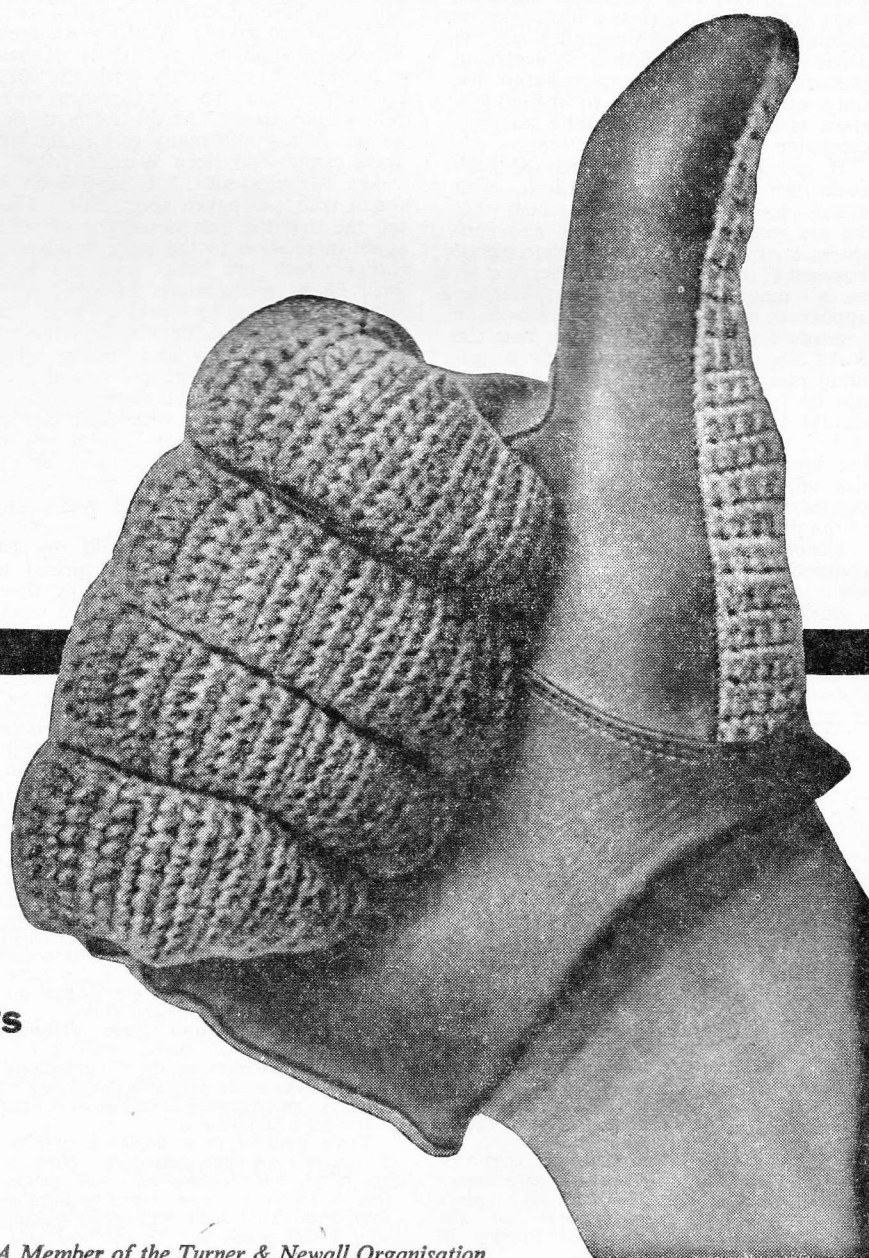
(Result subject to official confirmation)

fit rally-proved

FERODO

Anti-Fade Brake Linings

Disc Brake Pads



Club News

By MICHAEL DURNIN

RALLIES AND THE PUBLIC

RALLYING as a sport is currently receiving more coverage in the columns of the national press than ever before. The subject is highly topical as a few Members of Parliament (some well-informed, some quite abysmally ignorant) have raised questions in the House as to whether rallying should be allowed to carry on in its present form. The question may be incorporated in the forthcoming Road Traffic Bill and will probably become the subject of legislation.

Where do we go from here?

It is not too late for club secretaries to write to their local M.P.s and to Mr. Marples himself in an attempt to show the trouble to which the recognized clubs go to avoid inconveniencing the public. Certain ill-informed writers in the press have done much to create a hostile image in the public mind ("Cassandra" of the *Daily Mirror* produced a typical and particularly nasty little piece) and the only way for the clubs to defend the sport is by launching a public relations campaign of massive proportions.

If rallying enthusiasts bombard both their own M.P.s and Mr. Marples with letters designed to persuade them that we are responsible, reasonable and considerate citizens and not the "motorized hooligans" one newspaper described us as, all may not be lost. Mr. Marples appears to be by no means unsympathetic towards rallying, and the point that the R.A.C. is the only logical body to administer the sport on the roads will not be lost upon him. Some authority should be placed in the hands of the R.A.C. both to control and administer the immense number of rallies run by the affiliated clubs and to bring the pirates (who have done so much harm in the past) into line.

Needless to say, the conduct of all competitors and organizers must be beyond reproach as an earnest of good intentions and as a prime factor in a campaign to "sell" the sport to the public. This, and a huge volume of letters to those in authority, may well save the day.

Basil Tye of the R.A.C. Competitions Department and well-known rally driver David Seigle-Morris have written to AUTOSPORT to express their views:—

THE fact that the problem of rallies has been raised in the House of Commons is hardly surprising to motor clubs recognized by the R.A.C. who have been well aware of the problem for some time and have made strenuous efforts to minimize nuisance.

Obviously in any official investigation the R.A.C. will seek to protect the interests of organized motor sport but at the same time the Club does welcome an investigation as a possible means of leading to better regulation of the sport in future.

BASIL TYE.

ON thumbing through a copy of "Hansard" last week, I came across some discussion which had taken place between various Members and the Minister of Transport on rallying in this country.

Extract from HANSARD

MOTOR CARS AT NIGHT RALLIES

MR. TURTON asked the Minister of Transport whether he is aware that the holding of motor-car rallies at night continues to cause considerable disturbance and whether he will introduce legislation to prevent this practice.

Mr. Gough asked the M.O.T. if he is aware of the continuing annoyance being caused by organized motor-car rallies between the hours of midnight and 4 or 5 a.m. and if he will now take steps to deal with this ever-increasing problem.

Mr. More asked the M.O.T. whether he is aware of the continuing annoyance caused by the holding of nocturnal motor-car rallies in rural areas and whether he will now take steps to empower the police to exercise reasonable control.

Mr. Marples said: "I am aware that a few of these events cause a degree of disturbance. I am considering, in consultation with interested bodies, whether some measure of control is called for."

Mr. Turton asked: "Will my Rt. Hon. Friend consider the organizers of said rallies should not notify both the local authorities and the local police when rallies take place? At the moment they go on all night in many cases, and villagers can get no sleep at all."

Mr. Marples said: "I have been in touch with the police about this. They tell me that the volume of complaint is small in relation to the large number of rallies which are held. For the most part, Clubs are anxious to avoid criticism and they co-operate with the police. They are willing to accept advice about routes and timing. The real difficulty is that people who live on a very quiet road get disturbed, as it contrasts very vividly with their normal peace and quiet, whereas in large centres like Bermondsey and other places where there is heavy traffic going to the docks, residents are disturbed all night and they tend to get used to it."

Mr. Gough asked: "Would my Rt. Hon. Friend therefore be surprised to hear that in the last six weeks there have been rallies practically every weekend in my constituency? Would he further agree that the trouble nowadays is that these rallies are not organized by the normal organizers like the R.A.C."

My impression of this report was that the Minister is not against rallying in principle. Because of this, I think, now is the time to take some action by way of discussions with the Minister.

Perhaps I can use the good offices of your journal to voice my opinion. It is now quite obvious that something has to be done to put rallying on a proper footing and, most important, to improve the ever-worsening relations with the general public. The R.A.C. imposes such control as it is able on the clubs within its jurisdiction. But it has no powers over non-recognized clubs.

I can speak from three different angles:—

(a) As a member of the Competitions Committee of the R.A.C.

(b) As an organizer of rallies.

(c) As a competitor.

From each of these angles I, personally, would welcome legislation. Now to my mind, the Government could tackle this in one of three main ways. Firstly, they could hand it all over to the Police. This I feel would not be practical as I am sure that the Police already have

and they constitute a very serious menace between the hours of midnight and 5 a.m.?"

Mr. Marples replied: "I agree that certain cases are disturbing. I am bound to say that, in my view, such cases are in the minority, but it is still irritating when they happen. At present, I have no powers to ban or control rallies and any new powers required would have to be sought in the Road Traffic Bill which is now going through Parliament. I therefore hope that if the Hon. Members feel agitated about this, they will table amendments which can be considered during the Committee stage of the Bill."

Mr. Lipton asked: "Will the Minister favourably consider any amendments which some of us might want to table to make all-night rallies illegal? It is no use wasting time of the Committee if the Minister has already made up his mind. What is the use of all-night rallies?"

Mr. Marples replied: "I hope that I take the Hon. Gentlemen with me when I say that I am always open to argument, especially when it comes from the Hon. Gentleman himself."

Sir G. Nicholson asked: "Does my Rt. Hon. Friend recollect that I am in correspondence with him about the outraged feelings of the villagers of Thursley, in my constituency? He replied in his letter, which I am sure that he did not write himself, that this is part of the price of progress. It is such rallies that, although the number of protests may be few, when they are made they are deeply felt. Will he try to put himself in the place of people who cannot sleep all night because of this terrible noise?"

Mr. Marples replied: "I have, in my brief, both the letters which I sent to my Hon. Friend, both of which I dictated myself. I say in one letter 'Let me say at once that the residents of Hambleton are indeed fortunate to have such a persuasive and vigorous advocate of their cause.'"

Mr. Jeger asked: "Will the Minister pay particular attention to his Hon. Friend and Member of Horsham, which is Mr. Gough, and take note of the fact that many rallies are not organized by the ordinary motor organizations but by the Young Conservatives?"

Mr. Marples replied: "They are better rallies."

their work cut out with their other duties and to give them the control of rallies would overburden them.

Secondly, it could be handed to County and Local Authorities. This would not be a good thing for we all know, from various press reports, that there would be some authorities who would wish to make rallying illegal within their areas. Besides this, they are completely out of touch with the problem.

Thirdly, it could be handed over to the R.A.C. This, I am sure, would be the best thing for all concerned.

Rallying is a great sport which has brought together many, many thousands of people with one common interest.

Let us try to further that interest and "strike while the iron is hot" by pressing for the Government to enter into discussions with the R.A.C. to agree a formula which would be acceptable to all sides.

There is no need for me to say that I would be willing to help in any way possible.

DAVID SEIGLE-MORRIS.



GOODWOOD INTERNATIONAL RACE MEETING—23rd APRIL

THE LAVANT CUP

1st BRUCE McLAREN.....(COOPER-CLIMAX)

THE ST. MARY'S TROPHY—GENERAL CLASSIFICATION

1st JAGUAR 3.8 Saloon

ENTERED BY MR. JOHN COOMBS OF GUILDFORD

1,000—1,600 cc CLASS

1st ALAN HUTCHESON.....(RILEY)

THE CHICHESTER CUP

1st PETER ARUNDELL.....(LOTUS-FORD)

(Subject to official confirmation)

ROCHESTER, CHATHAM & D.M.C.

RALLY OF THE DOWNS

WITH David Seigle-Morris and Mike Butler "clerking" it was expected that Rochester's Rally of the Downs, on 14th-15th April, would be good. And so it proved to be—with all references given at the start, no unmanned controls, marking on the "failed section" system, an optional supplementary section and no fewer than seven special stages—in fact, all the ingredients of a first-class national. And it found a worthy winner, even without the aid of the special stages, John La Trobe and Julian Chitty (VW) returning the only clean sheet on the road, with everybody losing time on the special stages. This would seem to suggest that it *can* be done in the South!

An additional touch was the floodlit ramp used to start the rally, competitors setting off in true Mille Miglia style to the accompaniment of a witty and deliciously slanderous P.A. commentary. Any other similarity with the Mille Miglia was purely coincidental! However, the first four special stages, which were set within a mile or two of the start of the rally, to the S.E. and S.W. of Chatham, definitely called for the maximum effort from drivers, although sump-guards and high ground clearance were also indispensable to good times. Stage one was short and straight, 0.6 mile in 50 seconds. Nobody quite made it, R. Thomas and R. Irwin (Simca) coming nearest with 51 seconds. Stage penalties were included in overall results at the rate of one mark per 10 seconds over bogey time.

La Trobe came into the reckoning on stage two, achieving bogey time of one minute for a rather similar stretch, a feat equalled by D. Foxley in his SAAB. These two consolidated their positions on the third stage, which was 4.3 miles of variety, surfaces encountered including gooey mud, loose gravel, cinders and grass. A diagonal ramp across the track, dropping two feet in three, added to the fun, although T. Cathcart (Hillman), who holed his sump, and A. Joy (Austin), who suffered a puncture, did not see the joke.

Stage four resembled a trials hill and, again, La Trobe was outstanding, beating the bogey of three minutes by no fewer than 28 seconds.

This little lot completed, the field headed south-east towards supper. Marshal-power was not squandered on this section, the rally being kept clear of habitation by simple "via" references. The white road starting from 172/896390 was used for the fifth special stage and again La Trobe was fastest although even he could not equal bogey, which was calculated at 30 m.p.h.

The road section proper then got under way and headed towards Pevensey Marsh by a series of superb sections. None of these was unduly short, but so well had the route been chosen that there was no let-up and no possible margin for error. The bridge at 183/667069, once a trump card, fooled nobody, but most people's extra minute's grace was nearly expended by the time Horse Eye Level was reached, so that those who survived the twisty four-minuter among the dykes without penalty found that their next problem had been aggravated. This was to decide whether or not to attempt the supplementary section, worth a bonus of six marks if completed on time but only at the expense of adding 24 minutes to

scheduled time, thus leaving a margin of six minutes' grace between success and a "failed section". In fact, the supplementary was attempted by 28 crews, exactly half the entry, and they all scored full bonus marks.

The plot then transferred eastwards to Romney Marsh by way of a petrol stop, where competitors were handed duplicated result sheets of the earlier special stages. Slick work, this.

Only La Trobe and Chitty survived the marsh unpenalized. Apart from some very tight sections, there were two further stages, on the second of which D. Gray/S. Actman (Porsche) took the honours, whilst G. Wright/S. Oels had the misfortune to put their VW into one of the ever-receptive dykes.

The 44 survivors, a very high proportion, this, returned whence they had come, using the same "via" formula to avoid habitation. Over breakfast the main topic of conversation was the method of marking as between the stages and the road section. Had the national "circuit" been out in force there would almost certainly have been other clean sheets besides La Trobe's, so that some additional differential was desirable, but many people thought that the evaluation was wrong. Thus, for example, the reward for 22 hard-driven miles on the supplementary section could be entirely negated

by the loss of only one second per special stage. There were two schools of thought about this, represented by those who rally their everyday (and only) car and those, more fortunate, who have an alternative vehicle if their competition car suffers damage. A typical example was the Healey 3000 of G. Satchell and G. Lake, only two minutes down on the road and therefore equal third best, yet relegated to 26th place by a poor stage performance. Perhaps an equitable solution would have been to use the stages as tie-breakers only, or else to more nearly equate their value to that of the road section. Either way, it would have been much better had the regs. been more specific on the subject of marking.

Within an hour of the last car finishing, the awards were distributed and duplicated result sheets were handed to gratified competitors. Whatever these showed, crews were agreed that the "Downs" had been a real good thrash.

RON AMBROSE.**Results**

1, J. La Trobe/J. Chitty (VW), 2 penalties; 2, B. Stevens/M. Bryant (Morris-Mini), 4; 3, D. Foxley/C. Elwood (SAAB), 5; 4, D. Gray/S. Actman (Porsche), 5; 5, T. Hunter/J. King (Morris-Mini), 6; 6, R. Thomas/R. Irwin (Simca), 7; 7, G. King/R. Brown (Anglia), 11; 8, J. Pocock/D. Bailey (Rapier), 12; 9, M. Mobbs/A. Straker (Austin-Mini), 14; 10, D. Chappell/D. Jackson (SAAB), 14.
Team Award: La Trobe/Chitty, Foxley/Elwood, Chappell/Jackson.

SWANSEA M.C.**PEMBREY SPEED TRIAL**

SWANSEA Motor Club's first closed speed trial of 1962, held at Pembrey Airfield on 8th April, was chiefly remarkable for the most unpleasant weather conditions, recurrent heavy rain showers and gale-force head-winds combining to raise the recorded times in most classes. In these circumstances, the obvious difficulties of marshalling and scrutineering the entry upset the organization and delayed the start of optional practice considerably, though the event itself got under way with commendable promptness.

The record for the 440-yard course, established by John Williams's Allard J2X at 14.87 seconds in 1961, fell to Ken Wilson's ex-Ray Fielding Lister-Jaguar, which made B.T.D. with 14.13 seconds, and in the same sports-racing class, class winner Charles Sgonina's Aston Martin DB3S also broke the record with a run of 14.28 seconds, while second man Peter Cottrell (Lotus Fifteen) got down to 14.56 seconds. Fred Sloman's Bristol-engined Lotus Mark X, in blown form for practice, never really got under way and, after a heroic lunchtime effort which resulted in its reappearance in triple carburettor form in the afternoon, was still unable to better 16.42 seconds.

Among the racing cars, Fred Jones's ex-Jack Pitcher Mk. XI Cooper-Norton returned 16.73 seconds for the class win, challenged only by Rom Rumble, driving the same car, with 16.82 seconds, while Colin Priddey, with his Mk. VIII Cooper-J.A.P., could not improve on 18.14 seconds, and conceded third place to Wilf Smith's 17.22 seconds (Mk. XI Cooper).

The class for small sports and G.T. cars was dominated by Brian Davies's Downton Austin Seven, with 20.31 seconds, a time which was approached by only one other car, the Austin-Cooper of Nigel Rees, which got down to 20.63

seconds, while the next larger class provided one of the most interesting results of the day, when Peter Cottrell's Gilbern, fitted with an M.G.A 1600 engine, fairly romped home with the remarkable time of 18.49 seconds. Tom Pascoe's Porsche was withdrawn in practice, with minor troubles, and second place was annexed by Arthur Dryden's Alpine which did 19.23 seconds. Duncan Atkinson, driving Geoff Howard's A.C. Ace, took the next larger class with 17.08 seconds, Howard himself getting down to 17.15 seconds, while Arthur Bassett's Jaguar 3.8 took the heavy class with an unchallenged 16.87 seconds.

The closest results of the day, however, were to come from the small production touring cars, though the class win went easily enough to Fred Ferris's currently unbeatable DKW Junior, with 21.19 seconds. The places were determined by less than one-tenth of a second, the writer's Mini-Minor eventually returning 22.72 seconds to Duncan Atkinson's 22.76 (Austin Seven) and Howard Strawford's 22.79 seconds (Mini-Minor).

Dave Simons's Vauxhall VX 4/90 took the next larger class by a margin of nearly three seconds, with a time of 21.53 seconds, and the 3.8 Jaguar of Arthur Bassett did 16.41 in the unlimited class, the same car getting down to 17.04 when driven by Tim Bassett.

Most of the honours of the day must, however, be due to the ladies, who took their own awards and, in addition, represented by Mrs. Pat Strawford (Mini-Minor), Mrs. Grace Knowles (Husky), and Mrs. Anne Atkinson (Austin Seven), won the team event, as calculated on a handicap basis, with a time of 90.48. Second team home, with a time of 91.02, consisted of Brian Field (Austin A55), Fred Ferris (DKW Junior), and Seward Ashcroft (Mini-Minor), while the ladies' class eventually went to Mrs. Pat Strawford with a best run of 23.09 seconds.

HOWARD BILEY.



**TRAVELLING
FIRST
WITH SAFETY**

GOODWOOD EASTER MONDAY
LAVANT TROPHY (FORMULA 1)

1st COOPER

SUSSEX TROPHY (G.T. and SPORTS CARS)

1st LOTUS MONTE CARLO

SNETTERTON APRIL 14
LOMBANK TROPHY RACE

1st LOTUS

Results subject to official confirmation

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM • 11



GOOD ENTRY FOR B.A.R.C. SPRINT

The Biggin Hill Sprint Meeting—15th April

EFFICIENTLY organized by B.A.R.C. Surrey Centre and held in January-type weather conditions, the restricted sprint meeting at Biggin Hill attracted 84 entries, of which 15 failed to start. After Roy Salvadori had officially opened the course in the teeth of an icy wind, competitors left the start line of an 800-yard course which consisted of a gentle right-hand turn, taken at full throttle in third, followed by a sharper right and sharp left double-bend, ending in a finishing straight of about 150 yards. Two practice runs in the forenoon were followed by two timed attempts, the better effort only to count in the results.

A most interesting field included such varied machinery as Anderson's Parson-Maserati, a LawrenceTune Engineering Morgan Plus 4, the Frazer-Nashes of Dilley and Purcell, several assorted Formula Juniors and a Deep Sanderson 301—this being the rear-mounted transverse-engined sports car as shown at the Racing Car Show last January.

Thirteen classes catered for this widely differing entry, the first class being contested by seven small saloons. R. Porter's Downton-converted Austin-Cooper proved able to make light work of the opposition here, leading Goodwin's similar but slower car by a couple of seconds. The next class saw an exciting battle between the Ruddspeed Volvo 122S of M. Boyden and the (ex-works?) Rapier of T. Keegan. On the first run it was the Volvo that reigned

supreme with a margin of 0.4 sec. Boyden clipped a further 0.2 sec. off his time on the second run only to find that Keegan, whose mount sounded decidedly unhealthy, had nevertheless managed to improve his time by 1.1 secs., giving him a clear lead of .5 sec.

A class of five Lotus Sevens was added to by the 994 c.c. Weber-carburetted Deep Sanderson, which was unfortunately no match for the faster Lotuses, particularly that of K. Hamblin, whose I.R.S. and disc-brake-equipped machine was a strong contender for B.T.D. and finally missed this honour by only 0.8 sec. With its Cosworth 105E engine, this particular Lotus is quite a sports car!

The biggest class of the day consisted largely of Sprites and Midgets, with a few B.M.C. A type saloons and one Ford 105E Anglia with a LawrenceTune engine (twin Webers, etc.). Good times were recorded by the Sebring Sprites of S. Chitty and L. Arnold, though the latter suffered some clutch slip, but the class was dominated by the Gaston-tuned Sprite of B. Wood (RAM 36) which fairly romped along with a best time of 28.6 secs., only 0.3 sec. down on the *blown* Sprite of Gaston himself, who ran in another class.

Five 1,100 c.c. sports-racers competed next, and featured a close contest between T. Hart's Lola, G. Capel's Lotus Eleven and R. White's similar car, which finally proved victorious with 26.8 secs. E. Von Hartmann's supercharged Morris

AUTOSPORT, APRIL 27, 1962

Len Bridge leaves the line in the Deep Sanderson.

Mini took the next class of four cars from the bored-out Cooper-Mini of W. Stewart Ross, with 30.6 secs., while the car everyone expected to go very quickly indeed, C. Anderson's 1½-litre Parson, seemed off colour and returned a time 0.9 sec. slower than the very smart new Lotus Super Seven of D. Bridges, in a class of only three.

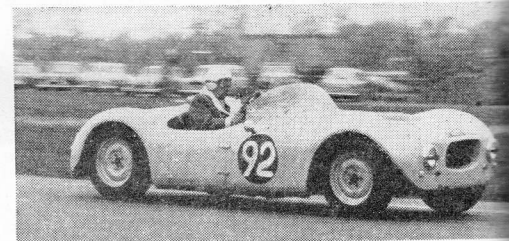
Now came the class for 1½-litre closed cars including also the blown little 'uns, and here it was Sqdn./Ldr. "Paddy" Gaston in RAM 35 who won the Battle of Britain all over again with 28.3 secs.—and this in spite of an injured back sustained at Oulton Park. Open cars up to 2½ litres included R. Dilley's Targa Florio Nash and D. Selway-Jones's 2.2-litre TR3, which to Jones's credit in particular, scored equal times of 27.0 secs. and so tied for first place in class.

Out of the small selection of cars which completed the field emerged two contenders for B.T.D.—M. Barker's Alton-Jaguar, a very light-looking and stark open car with the bare minimum of bodywork, and W. Heathcote's F.J. Lotus-Ford, with 1,100 c.c. engine. Sheer power/weight ratio was not to be argued with, and Barker's skilled pilot-age secured for him the outright win by 0.9 sec.

SAM ACTMAN.

Provisional Results

Best Time of Day: M. Barker (Alton-Jaguar, 3.442 c.c.), 25.0 s. **Best Racing Car:** W. Heathcote (Lotus F.J., 1,100 c.c.), 25.9 s. **Best Open Car:** K. Hamblin (Lotus 7, 997 c.c.) 25.8 s. **Best Closed Car:** P. Arnold (Morgan Plus 4, 2,136 c.c.), 25.7 s. **Best Production Car:** R. Porter (Austin-Cooper, 997 c.c.), 30.2 s.



Gordon Viola's Manta-Jaguar corners in the heavy metal class.

CIRCLE C.C.

THE OWL NIGHT RALLY

THE Circle Car Club's annual restricted event, which for the first time was known as "The Owl" and was a qualifying rally in the L.C.A.M.C. Championship, was run recently. This was an undoubted success for P. B. Jones, who, navigated by A. Cowell, won the event for the second year running by providing the only clean sheet of the rally.

The rally, which covered the Berks, Bucks and Hants area, started its 210-mile route from the Denham Service Station with a long tulip section by way of Maidenhead, Henley and Pangbourne to Beenhaim, some five miles east of Newbury.

After a 30-minute refuelling halt the rally proper started by the distribution of a marked map. This was a black-and-white outline edition which over the next section proved to be a navigator's nightmare since all the roads were white! The route covered several medium-length sections of gathering

information, and it was very helpful to be told on which side of the road to expect it. Included in this were two "eight clubs" any-order sections which were a success in that, although the route was not immediately obvious, there was, in fact, only one way of doing it and therefore no confusion on the road as has happened in other rallies. At this stage the going was not improved by the driving rain which persisted for most of the night.

The route continued with a further "eight clubs" section of fixed order which took one south of Hungerford. This was followed by a plain any-order section which ranged northwards and then eastwards back towards Reading. Further and more open fixed and any-order sections took one north by way of Goring, then east of Oxford and heading towards the M1 at the finish at Newport Pagnell. The going over the closing sections being noticeably easier as dawn approached.

The rally generally was well organized and obviously a lot of thought had gone into it. Due to last-minute re-routing

it was apparently not possible to include a half-way petrol halt, but this did enable the maximum use to be made of darkness and also provided a few ingenious methods of carrying sufficient petrol for the remainder of the rally. One competitor converted his boot into a fuel tank and could probably have completed the entire course twice!

On occasions one felt that the route could have been made more interesting by having sharper sections on "whiter" roads but this would have involved the use of more marshals. This was certainly a navigators' rally though the drivers had much to contend with through the elements, only 17 out of the 43 starters being classed as finishers. One would expect many more than 43 to be there next year.

Provisional Results

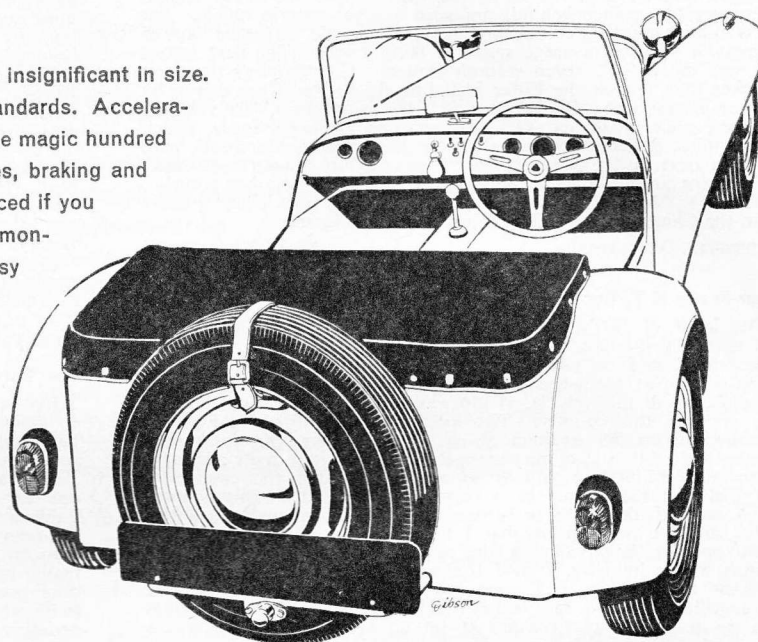
Best Performance by a Member of an Invited Club: P. B. Jones/A. E. Cowell (Herald), 0 marks. **Best Performance by a Circle Car Club Member:** K. W. Barrow/R. C. Nicoll (Volvo), 60 marks. **Class Awards:** R. H. Kennedy/J. R. Gray (A40); M. A. Gilbey/P. Handy (Rapier); J. S. Woollett/D. J. Stockall (Sprite); A. J. Curry/S. A. Otaway (Mini-Cooper). **Team Award:** Herts. C.A. & A. (Jones, Gilbey, N. M. Leslie/J. S. Follis).

An average sportscar ?

Purely functional in appearance, not unattractive; quite insignificant in size. But what a fantastic machine to drive, even by Lotus standards. Acceleration to 60 m.p.h. occupies a mere seven seconds and the magic hundred is at your beck and call. The superb handling qualities, braking and acceleration of the Lotus Super Seven may be experienced if you telephone Waltham Cross 26181 and arrange your demonstration run. You will then be convinced that in its easy to assemble component form the Lotus Super Seven represents true value for money, performance motoring at the low, low price of £599.

Other Lotus Seven models for Ford 100E and 105E and B.M.C. 'A' Series engines are available, from £399, less power unit.

Insurance and finance facilities can be arranged, and the Factory Sales Department can now even assist with the advantageous disposal of your present car.



Call, or write, NOW for brochure to Lotus Components Ltd., Delamare Road, Cheshunt, Herts. Waltham Cross 26181



THE
MG
SPECIALISTS
REPAIRS
SALES
SPARES
SERVICE

USED CARS FOR SALE



1960 Wolseley 6/99, overdrive, 2-tone grey, one owner	£800
1960 Wolseley 6/99 Automatic, black and grey, one owner	£850
1960 Wolseley 15/60, two-tone blue, one owner	£675

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

WALPRES "Speed" MIRRORS

Original equipment on all Cooper and Lola racing and sports cars and Lotus sports cars. Also used by the Bowmaker-Yeoman, Brabham, B.R.M. and Ferrari teams.



THE CHOICE OF THE EXPERTS

Owing to increased production and tremendous sales we are able to reduce "Walpres" Speed Mirror prices as follows:

SPEEDMASTER	30/-
CONTINENTAL	32/6
RACEMASTER	35/-

All interior parts heavily plated against corrosion. All exterior parts plated to BS.1224.59.

Distributors for London, Southern Counties and Americas: Les Leston, Ltd., 314, High Holborn, London, W.C.1.

Obtainable from your local garage or direct from the manufacturers:

WALSALL PRESSINGS CO LIMITED
Wednesbury Road, Walsall. Tel: Walsall 25252 (2 lines)

ARE YOU A MINI TYRE SCRUBBER?

- * IF SO WE CAN SAVE YOU A LOT OF MONEY!
- * BIG SAVINGS ON ALL NEW TYRES AND REMOULDS
- * QUOTATIONS BY RETURN—ALL TYPES AND SIZES
- * SEND OR TELEPHONE FOR FREE LISTS AND COMPARE OUR PRICES
- * CARRIAGE FREE (2 OR MORE TYRES)
- * IMMEDIATE DELIVERY FROM:—

THE L.R. SUPPLY COMPANY LTD.
32 BALCOMBE • SUSSEX • TEL. 254

CORRESPONDENCE

The Hine/Prior Marcos v. Lotus Elites

IN your report of the up to 1,000 c.c. race for G.T. cars at the Oulton Park Spring Meeting you say John Hine in the works Marcos won more or less as he pleased. This is so, as the second man was 11 seconds behind, not such a great margin albeit. But it is interesting to note in practice the car did a fastest lap of 2 mins. 4 secs., an average speed of 80.16 m.p.h. The next fastest car was the G.S.M. seven seconds slower. The Marcos's time was quicker than any of the Elites including the "works" car driven by Trevor Taylor and "Dadio" Leston. By comparison, last year the quickest under 1,000 c.c. G.T. car was Ian Walker's Sprite, which did 2 mins. 9 secs. I know all about how light a Marcos is, etc., but the next fastest Marcos was 12 secs. a lap slower in practice. Dick Prior and John Hine are good drivers—but not that good!

When 1,000 c.c. G.T. cars with 105E engines start going quicker than the Climax-engined Elites I just starts wondering!

DUFFIELD, DERBYSHIRE.

A. R. MARRIOTT.

Four-Seater G.T. Car for £2,000

THE letter of Mr. Frank Ambler of Yorkshire I am sure represents the thoughts and opinions of many. Recently I had the pleasure of meeting your Technical Editor after he had spent an hour or two at the wheel of the G.T. Fiat and had voiced great appreciation of this vehicle. I too was very interested, until I heard the price in this country. But looking around for a car which measures up to the requirements of, say, a Jaguar XK, an Austin-Healey 3000 Mk. II, or an Aceca-Bristol, with *four seats* and at a price *under* £2,000 tax paid, is impossible to find in this country.

I feel that there must be a commercial market in this country for a car with the Fiat's performance and specifications, and if this letter, and the many more that I hope will be written voicing the same opinion, help to bring the demand to the attention of the British motor industry, then I for one will feel some satisfaction. Perhaps the Daimler G.T. one hears about will embody among its specifications two rear seats which *normal* size human beings can sit in, an ability to cruise at 100 to 110 m.p.h. at an engine speed of 4,000-4,500 r.p.m., independent rear suspension—perhaps the "E" type's—and synchromesh on all *four* gears.

Should your readers feel the way Mr. Ambler (I do not know the gentleman) and I feel, perhaps a deputation could be arranged to contact the great motor manufacturers in this country with a view to sounding their views on the subject. As someone who has quite a bit to do with the export markets, I feel sure that this type of car would also earn considerable foreign currency for this country.

LONDON, W.1.

KENNETH GLENSY.

Oulton Park Prices

IN your Editorial column in the issue of 13th April you mention the mediocre attendance at the Oulton Park National Spring Meeting on 7th April. In my opinion the main reason for this was the very high price of admission. An example of this was the pre-booking price of £2 7s. 6d. for a car and five occupants. Compare this with the price of £1 10s. for a car and *all* occupants at the Snetterton International Meeting on 14th April. (And this meeting had a Formula 1 race with many Grade 1 drivers competing.)

I and my family are regular attenders at both club and major meetings at Oulton Park but we simply cannot afford to pay such fantastic prices to see motor racing and I know that this was also the case with several acquaintances. If enthusiasts are not prepared to pay these prices to attend a race meeting, then how much less will the general public be prepared to pay them.

Thank you for providing very interesting and informative reading every week. Keep up the good work!

LYMM, CHESHIRE.

G. PHILLIPS.

Official Incompetence

IN your editorials in the 30th March and 6th April issues of AUTOSPORT you have given two of the most glaring examples of official incompetence.

Firstly, the deplorable incident at Sebring when Stirling Moss and Innes Ireland were "black-flagged", three whole hours after a breach of the refuelling regulations, resulting from the complete incompetence of the official "plombier". Admittedly the N.A.R.T. must accept part of the blame. How anyone in his right mind can hope to run a team of sports-racing cars in a 12-hour event without keeping a lap chart is beyond comprehension.

Secondly, one must deplore the act of the organizers of the Brussels G.P. in issuing the English translation of last year's regulations to the British teams. This resulted, as it happens, in the disqualification of the two B.R.M.s of Hill and Marsh. You point out in your editorial that it was unfair to the spectators, who missed the chance of seeing what may have been a tremendous second heat. How much more unfair was it on the B.R.M. team themselves? If Graham Hill's brilliant performance in the first heat was anything to go by, they were robbed of possible outright victory.

Motor racing is plagued by many rules and regulations, but surely it is not asking too much that those who are responsible for their administration should be entirely conversant with every letter of the law.

SHORTLANDS, KENT.

J. G. SKIPPER.

The Tornado Talisman

HAVING read recent letters in AUTOSPORT, I am afraid that the only conclusion I can reach is that Mr. Ambler and Mr. Hitchcock must be deaf and blind in which case they are not airing their own complaints.

Anyway, for any other people who may be interested there is one car which fulfils their desires and that car is the Tornado Talisman. It has four good seats, a large boot, disc brakes on the front wheels and independent suspension. It is better equipped than an E-type because it has an illuminated bonnet and boot and really comfortable seats with plenty of leg and arm room. Its door pockets are bigger than those on a Mini-Minor and finally, for those who find that brick walls, "Keep Left" signs, lamp posts and pedestrians have a habit of getting in the way of one's line of action, the fibreglass body is easily repairable and the car has a very substantial chassis.

The name Talisman, according to the Oxford Dictionary, means capable of working wonders and benefiting its possessor, so it seems that one should be able to get home with a magic rub of the car after parties when pink elephants and multiple images are on the rampage.

For Monsieur Dessemond's benefit the address of the manufacturers is Tornado Cars, Ltd., 90 Uxbridge Road, Rickmansworth, Herts, and the price is £890 basic or about £1,200 with the new rate of purchase tax.

EPSOM, SURREY.

I. T. THOMSON.

The Racing Scene

I WAS most astounded by Mr. Crump's allegation that the F.J. boys are unfriendly and uncongenial, and can only suppose that he has never been to a good club meeting.

Wherever enthusiasts meet to do battle for the sheer hell of the thing, one is bound to find an exciting and friendly atmosphere. I personally have always found drivers and mechanics most friendly, and only too willing to discuss charges.

May I suggest that Mr. Crump takes some time off from his vintage marvelling, and drops down "the Hatch" for the practice of a club meeting. I think he will get a welcome surprise.

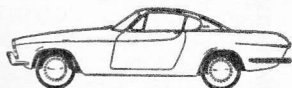
BEXLEYHEATH, KENT.

PETER DOODES.

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



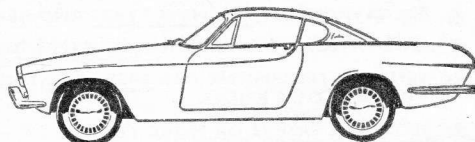
DESIRABLE



—ATTAINABLE

122 Saloon, £1,294: P1800 Coupe, £1,837

AT RUDDS, HIGH STREET
WORTHING 7773/4



—AVAILABLE!

AITCHISON-HOPTON (ENGINEERS) LIMITED

**T
V
R
MARK
III**

THE COUNTRY'S LEADING TVR DISTRIBUTORS

We are indeed proud to announce the introduction of the ALL-NEW **TVR** Mark III incorporating countless breathtaking features:-

- ★ All New Lightened, Even Stronger, Multi-Tubular Chassis
- ★ Rack and Pinion Steering
- ★ Independent All-Round Coil-Spring and Wishbone Suspension
- ★ New Ample Comfort, Giving Even More Head and Leg Room
- ★ Enormous Luggage Accommodation
- ★ Fabulous Interior Trim and Standard Instrumentation
- ★ Colossal Acceleration and Road Adhesion

All this and more:- Providing incomparable quality, performance and roadholding at exactly the same price as its popular predecessor—after a resounding international debut at Sebring, Florida, and now a World introduction at the New York Coliseum Motor Show, this fabulous marque will be available shortly on the Home Market. However, initial production is scheduled for export, so to avoid disappointments we invite you to place your order now—Our complete Sales and Service Organisation is at your disposal—We specialise in competitive Part Exchange. Comprehensive Insurance and Finance Terms if required.

MARK III

£888 (Component Form)
£1,045 (Component Form)

M.G. 1,622 c.c. ENGINE AND GEARBOX
Optional Unit—COVENTRY CLIMAX 1,216 c.c.

£1,218.13.8 (Tax Paid)

STONEBRIDGE GARAGE, CHEYNEY ROAD, CHESTER

Open Mon. till Sat. 9.0 a.m. — 5.30 p.m.

Telephone: Chester 26100/26390

THE CHEQUERED FLAG

THE COUNTRY'S LEADING SPECIALISTS IN FINE SPORTS AND GT CARS

E TYPE JAGUAR. 1961. Roadster, quite unmarked in dark metallic green with pale green upholstery, with heater, screen washers, etc. **£1,895**

JAGUAR XK140. 1955. Fixed head, finished in dark green with overdrive, radio, heater, twin spots, washers. **£495**

TRIUMPH TR2. 1955. Two-seater, finished in B.R.G. with tan interior, with X tyres, heater, washers, luggage rack, spotlamp. Choice of two from **£325**

AUSTIN-HEALEY 100/4. 1954. Two-seater. Exceptional, in red, with black hard top, with Le Mans modifications, wire wheels, heater, overdrive, X tyres, etc. Choice of two from **£345**

FAIRTHORPE ELECTRON MINOR. 1961. Two-seater. Very low mileage only, unmarked royal blue with dark blue interior. One owner only. **£375**

M.G.A. 1958. Fixed head coupe, finished in red with silver top, with radio, heater, twin spots, luggage rack, screen washers. **£565**

JAGUAR XK150. 1959 series, drophead coupe. One owner only, finished in dark grey and equipped with servo disc brakes, wire wheels, radio, heater, twin spots, washers. **£795**

TR3. 1956. Two-seater, just recellulosed in red with tan interior, with radio, heater, twin spots, washers, tonneau cover, X tyres, hard and soft tops. **£465**

M.G.A. 1957. Two-seater, finished in Old English white with black upholstery, with radio, X tyres, luggage rack, etc. **£465**

TRIUMPH TR3A. 1960 series, two owners only, unblemished in B.R.G. with matching hard top, with X tyres, disc brakes, heater, etc. **£695**

TR3 1957. Two-seater, finished in red with black hard top, with disc brakes, overdrive, spot lamps, heater, X tyres. **£495**

AUSTIN-HEALEY 3000. 1960 series. One owner only, unmarked green with pale grey interior, fitted disc brakes, overdrive, heater. **£735**

M.G.A. 1959. Two-seater, finished in silver with black cockpit and radio, heater, X tyres, twin spots, wood-rim steering wheel. **£565**

AUSTIN-HEALEY 100/6. 1957. Two/four-seater, finished in ice blue with dark blue interior, fitted wire wheels, radio, heater, overdrive, tonneau cover. **£645**

AUSTIN-HEALEY SPRITE. 1959. Two-seater in white with white hard top, wood-rimmed steering wheel, heater, screen washers, etc. **£445.** Also one other 1958 car in pale blue at **£395**

PEERLESS 1958 GT Saloon in royal blue with pale grey interior, with overdrive, disc brakes, heater, wood-rimmed steering wheel. **£715**

TR4. 1962. A few days old only, as new throughout in red with black interior, 175 miles only. We would be interested in a low mileage TR3A in part exchange. **£1,045**

DAIMLER SP 250. 1961. Two-seater, one owner, low mileage only, as new throughout in ivory with matching hard top and red interior, fitted disc brakes, heater, etc. **£1,195**

RELIANT SABRE. As distributors in the Midlands and the North of England we have an example of this new sports car on show now and we can offer earliest delivery. Demonstrations by appointment. Please write or call for further details.

AUSTIN-HEALEY SPRITE. 1958. Two-seater, finished in Old English white with red interior, fitted all works extras including radio, heater, tonneau cover, etc. **£395**

AUSTIN-HEALEY SPRITE Mk. II. 1961. Two-seater, one owner, 4,000 miles only. As new throughout, in white with black upholstery, with heater, tonneau cover, screen washers, etc. **£595**

ASHLEY. 1961. Two-seater, one owner, 8,000 miles only. Superbly built, with all new parts (costing £720), with 100E unit with stage IV Aquaplane modifications, close ratio gears, X tyres, full weather equipment, tonneau, wing mirrors, wood-rim steering wheel, rear seat, etc. **£495**

TR2. 1954-55 model. Two-seater, in black with matching hard top and red upholstery, fitted X tyres, luggage rack, etc. Choice of two from **£295**

JAGUAR XK140. 1955. Drophead coupe. A specimen example in pale grey with red upholstery, with heater, twin spots, washers, etc. **£495**

JAGUAR XK150. 1958. Fixed head coupe in dual red and grey with red interior, with overdrive, wire wheels, radio, heater, twin spots, X tyres, disc brakes. **£795**

TR3. 1957. Two-seater. A most exceptional example in B.R.G. with tan upholstery, with disc brakes, heater, spot lamp, etc. **£475**

AUSTIN-HEALEY 100/6. 1957. Two/four-seater finished in ice blue with radio, heater, twin spots, X tyres. **£555**

M.G.A. 1956. Two-seater finished in red with black upholstery with radio, tonneau cover, X tyres, new hood, etc. **£475**

AUSTIN-HEALEY 100/6 1957. Two/four-seater, finished in pale green with white side panels and black hard top, overdrive, wire wheels, heater, X tyres, tonneau, twin spots. **£625**

The Chequered Flag (Sports Car Specialists) Ltd.

HIGH ROAD CHISWICK W.4

Telephone CHIswick 7871-2-3

The Chequered Flag (Midlands) Ltd.

ARKWRIGHT STREET NOTTINGHAM

Telephone: 89282-3

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon
Telephone: PADDington 7671-2

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

RATES: 8d. per word, 4s. 6d. per line. Semi-displayed setting £2 10s. per single column inch. Minimum charge 8s. Display setting £24 per column and pro rata, minimum size quarter column.

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

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

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

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

USED CARS FOR SALE

A.C.

A.C. ACECA-BRISTOL, 1955 model, immaculate car, fitted radio and heater, whole history known. My personal transport for two years, guaranteed. £795. H.P. and part exchange can be arranged.—D. C. McEwan, McEwan Motors, Ltd., 57 Loampit Vale, Lewisham, S.E.13, LEE Green 2573.

ALFA ROMEO

ALFA ROMEO Giulietta Sprint. Dark blue, 28,000 miles, 1959 (May). £1,140.—Ring: Bosham (Sussex) 3312.

GIULIETTA Sprint, red, Bertone body, 1956, two owners, 55,000. £675.—BUCKhurst 2938.
1957 ALFA ROMEO Giulietta Sprint coupé, engine completely rebuilt, brakes relined, new battery, black coachwork in excellent condition with grey interior. £770.—Footscray 5102.

ASTON MARTIN

ASTON MARTIN DB2 Vantage saloon, 1953, dark blue, good mechanical condition. For quick sale, £625 o.n.o. H.P. arranged.—Biggs, Rats Castle, Sydenham Road, Guildford, Surrey. Phone 2410.

ASTON MARTIN DB2-4 saloon. First registered 29.10.56. Unused reconditioned engine. Duo-grey, radio, heater, £1,175. Comprehensive guarantee. Hire purchase and part exchange. R.A.C. and A.A. examinations welcomed.—Kennings, Ltd., Leadmill Road, Sheffield, 1. Tel.: 26451.

1928 ASTON MARTIN open 4-seater, good hood and sidescreens, resprayed B.R.G., nearly new tyres, engine stripped and rebuilt, good oil pressure, whole car in excellent order. £135.—Ropley House, London Road, Camberley. Tel.: Camberley 1000.

AUSTIN

THE CHEQUERED FLAG MINI CENTRE

At present we are offering a selection of 10 Minis—Austin/Morris/Cooper. Some modified. Prices ranging from: £425.

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

AUSTIN-HEALEY

AUSTIN-HEALEY 100, 1954, export model. Immaculate red. Every extra, taxed to Dec. M.O.T. cert. to Feb. 1963. £325. Private sale but H.P. arranged.—Tel.: STReatham 7177.

MARCH 1961, Sprite, 4,600 miles only. Red, white hard top, £150 worth of extras including soft top, tonneau cover, Butler spot and fogs, twin horns, twin reversing lamps, bumpers, Pye transistor, heater, badge bar, underscaled. Cost (new) £800, accept £625. Terms, exchanges.—Nixons Garage, Newcastle, Staffs, 64631.

ONE immaculate, carefully driven, regularly serviced 1959 Sprite de luxe. £410 o.n.o.—Bradfield 481 (Berkshire).

1958 AUSTIN-HEALEY 100/6. One previous owner, hard and soft tops, tonneau, Masco safety belts, Marchal spot, heater, only 18,000 miles. Beautiful black beast, never raced or rallied, four new Dunlop R.S.Ss. Sacrifice, £635.—Telephone: Hampden Park 343, or write T. Ford, Rotton Wood Cottage, Garnet Drive, Eastbourne.

Alexander Sprite—in road trim with disc brakes, special suspension, fibre bonnet, works' Alexander F.J. motor with crossflowed head and twin choke Webers. Mike White's "Standard" Sprite must be one of the fastest in the country. Red with red trim, one owner and in immaculate condition £550

Sebring Sprite—a road version with G.T. Coupé top, fibre bonnet, competition 995 c.c. motor, oil cooler, suspension, heavy duty brakes, soundproofing, radio, heater, black carpet throughout. In British Racing Green with separate boot £675

Sprite de Luxe—an immaculate one-owner 1960 car with less than 15,000 miles of non-competitive motoring and regular service from new by our workshops. Ivory with hard top, heater, wing mirrors, etc. £495

All guaranteed with parts and labour.

Exchanges welcomed.

JOHN SPRINZEL, PADDington 0171
32 Lancaster Mews, W.2. 2108

SEBRING Sprite, with special bodywork and "the full treatment". £795. Sprites wanted urgently for cash.—The Healey Centre, 17 Winchester Road, Swiss Cottage, N.W.3. Tel.: PRImrose 9741.

BERKELEY

BERKELEY SPORTS CAR CENTRE TUNING SPECIALISTS

Always a good selection of used Berkeleys in stock.

SPARES—Comprehensive stock—all models.

MANTLES GARAGES, LIMITED,

Henlow Garage, Henlow Camp, Beds.

Tel.: Henlow Camp 233.

BERKELEY B105 hard top. Red. Under 10,000 miles, 100+ m.p.h., 50+ m.p.g. £335 o.n.o.—Box 4671.

BMW

BMW 700 AND COUPÉ for immediate delivery. Ask for literature and demonstrations from distributors.—Christmas Motors, 46 High Road, Bushey Heath, Herts. Telephone: BUShy Heath 3311 or 1438.

BORGWARD

IMPROVE your Borgward, fit anti-roll bar and engine conversion.—Metcalf & Mundy (Service), Ltd., 8 Bramber Road, W.14. FULham 6076.

B.S.A.

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

BUGATTI

1927 TYPE 37A supercharged racing car with trailer and spares. 1932 Type 37 sports racing car, road equipped, concours order.—Simmons of Mayfair, Ltd., 12 Rex Place, London, W.1. GROsvenor 1188.

CITROEN

CITROEN ID19. First. reg. 15th Jan., 1960. Maroon, five good X tyres, safety straps, etc., 34,300 miles. One owner only and distributor maintained. Taxed. £895.—Gordon Sudworth, Ltd., Moldgreen, Huddersfield 8844.

COOPER

COOPER-CLIMAX 1,500 c.c., fully modified to Formula 1 specification. The whole car has recently been overhauled and is in full racing trim with Webers, spare ratios and many other spares. Trial arranged for genuine buyer. The price asked for car complete is £650.—Please apply to Graham Eden, Phoenix Works, Gt. Brickkiln Street, Wolverhampton. Tel.: Wolverhampton 24600.

DAIMLER

SP250, MARCH 1960, 27,000 miles, cream, heater, wire wheels, tonneau. £800.—Henfield 492 evenings.

DELAHAYE

FOUR-SEATER drophead coupé, R.H.D. Red. Cotal box, reg. May 1959, 3,557 c.c. Had £360 overhaul in France a few thousand miles ago. £295. Terms and exchanges.—Nixons Garage, Newcastle, Staffs, 64631.

FIAT

FIAT 600, 1959, Rudd/Derrington-tuned. Sell £350 o.n.o. P.X., T.V.R., M.G.A. or interesting car.—Chapman, 6 High Street, Chislehurst, Kent.

FORD

COMPLETE conversions or parts to "do it yourself" for all Ford cars. Examples: Zephyr/Zodiac. Modified head, 3 SUs, inlet exhaust manifold, £75. Zephyr/Zodiac/Consul. Anti-roll bar. A really great improvement. £10 10s. Anglia/Classic. Modified head, including raised compression, opened combustion chambers and ports all polished, large inlet valves and stronger springs, £28. Anglia/Classic. Special inlet manifold with twin SUs, all pipes and long choke cable. A definite power increase, £25. Anglia/Classic. Camshafts with flexibility and 8,000 r.p.m., from £7. Anglia/Classic. Larger, lighter and better inlet valves, 10s. each; stronger springs for more revs., 16s. 6d. per set; high speed aluminium pistons, 68s. 6d. each.—Jeff Uren, 125 Rydal Crescent, PERivale 3255.

£235. 1955 ANGLIA, new 100E 11,000 miles; Xs, comprehensive instrumentation, v.g.c.—de Bourcier, Officers' Mess, R.A.F. Leeming, Northallerton, Yorkshire.

FORMULA JUNIOR

LOTUS 20

New built for 1962.

Includes 96 b.h.p., 1,100 c.c. Cosworth 105E in 100 per cent condition, ready to win races. Martin Gould only driver. Quick sale as new car ordered—reason for low price of £1,050. Fitted D12 tyres, etc., etc.

MARTIN GOULD,

"Siracusa", 256 Passage Road, Breatry, Bristol. Phone: 45047/621149.

COOPER 1961

Fitted with 1,100 c.c. Ford engine, dry sump, 97 b.h.p., five-speed box and latest chassis modifications. This car was successfully raced last year by Denis Hulme and has already had a second at Snetterton this season.

OUTLON 1 m. 52.8 s. SNETTERTON 1 m. 41.4 s.

Abso'lute Bargain at £895

DENIS HULME

Elmbridge 4808, 9280, 0208

MIDLAND RACING PARTNERSHIP Cooper

F.J.—See under "Racing Cars".
1960 MK. II Gemini F.J., less engine and gearbox, ideal sprint and hill-climb car. £150.—Write, phone or call, 12 Elmbourne Road, Balham, S.W.17. BALham 7634.

GOGGOMOBIL

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

HEALEY

3-LITRE ALVIS-HEALEY d.h. coupé, 1952. Two owners from new. Works replacement engine 17,000 miles genuine. Works overhaul Warwick 1962 just completed. Bills available over £400 total. New batteries, tyres, silencer, suspension bearings, etc. Seen Norfolk or Herts. £300.—Box 4672.

JAGUAR

"C" TYPE JAGUAR. B.R.G. "E" Type engine recently fitted. Unmarked condition. Terrific performance. £650.—New Duston Garage, Duston 233 (Northants).

JAGUAR "D"—Type gearbox wanted. High price paid for one in good condition.—Box 4666.

MARK VII JAGUAR, 1952. M.O.T. Black. Good condition. £170. Hire purchase possible.—NORTH 2512.

140. Dark blue, 1955, S/E, f.h. coupé. C-type engine. Suspension mods. and Konis, radio, host of extras. £420 o.n.o.—Redhill 4706, or 31 Burns Avenue, Southall.

A. C. LE FORT OFFERS HIS SALOON 3.4 JAGUAR 287PK.

This well-known car to Full Racing Specification Group 3, is the latest of its type produced by Jaguars for Roy Salvadori. Driven by Peter Sargent, recent successes include 10 first and four second places in 14 consecutive races including winner Clubman's Championship, 3/10/61.

The car has been retained solely for racing, being meticulously prepared for each occasion. Concourse winner Beaulieu, 1961.

Ready for immediate club racing or (perish the thought) as "Terrific Performance" road car.

Enquiries to:—

73 Millway, Mill Hill, N.W.7.

Tel.: MILL HILL 4910.

XK 150 FIXED-HEAD COUPE

B.R.G. One owner. Very late 1958 registration. £725 or part exchange.

HORACE GOULD MOTORS,
176 Kellaway Avenue, Bristol 7.

JAGUAR XK 150S

3.8-litre D-type cam, flowed head.

New engine 6,000 miles ago, aluminium body parts, fibreglass seats, six Dunlop Racing spares. Complete with all-normal body parts to convert back to road car. Well-known sprint and circuit car. £950.

ROSE,

86 Kimberley Road, Solihull, Warwickshire.

1938/39/40 JAGUAR S.S.100 3½-litre sports car required. Cash for suitably conditioned vehicle.—Empire Cars (Brighton), Ltd., 85 Preston Road, Brighton, Sussex. Tel.: Brighton 21713.

LANCIA

LANCIA FLAMINIA

Registered May '61, 100 per cent. condition. £1,525 or part exchange arranged.

HORACE GOULD MOTORS,
Lancia Distributors, 176, Kellaway Ave., Bristol 7.

DISMANTLING Lancia Aprilia car No. 383992, —Leslie Brooke, The Express Salvage Co., Roebuck Lane, Smethwick 40, Staffs. Tel.: WEST Bromwich 1944.

LOLA

LOLA sports racing car, 1,098 c.c. Climax, engine new and just run in. Gearbox completely overhauled and fitted new twin-plate clutch. All brakes overhauled, all new tyres. Bodywork perfect in every respect. Finished in red. A very fast car. £950.—P. R. Dickinson, Venture Garage, Ltd., Belper Road, Holbrook, Derbys. Phone: Horsley 400.

LOTUS

THE CHEQUERED FLAG (MIDLANDS), LTD. Distributors in the Midlands and North for the incomparable Lotus. Earliest delivery on all models. Demonstrations by appointment. Please write or call for further details.

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

LOTUS ELITE. Exceptional opportunity for a serious competitor. Completely as new, unraced. Fitted with rare Coventry Climax genuine racing engine, nearly 100 b.h.p. ZF all-c.r. gearbox. Chassis (factory built), fully race-modified. Standing kilometre 30 secs. Potentially very fast car. £1,300, no offers.—Box 4658.

LOTUS ELITE. First reg. 14.3.62, 500 miles. White. Four-branch exhaust, safety belts, high back axle, heater, etc. Licensed year. Just run in. £1,280.—HYDe Park 4465.

LOTUS 7. Highly modified 100E. New X tyres. Very fast. £325 o.n.o. or exchange good TR.—WILlesden 2412 (Edmonds).

LOTUS XI. New and unregistered, 105E, L Webbers. £450.—Connell, Weybridge 3801.

LOTUS XI, full Stage II Climax, prepared and ready to race, very successful car last season. £650.—A. G. Moore, 53 Shipbrook Road, Northwich. Tel.: Northwich 2735.

LOTUS XVII. Lightweight fibreglass body, mag. wheels, disc brakes, latest suspension, mods., resprayed B.R.G. and in immac. cond. Less engine and gearbox. £450. Also pair 1½ ins. twin-choke SUs, hardly used. £40 o.n.o.—Woodhouse, 137 Lower Addiscombe Road, Croydon, Surrey.

LOTUS 18. Cosworth 997 motor giving 68 b.h.p. Latest 20 mods. All ready to race. £725 o.n.o. Would exchange for a good Lotus 7.—G. Saunders, Normandic, Box Hill Road, Box Hill, Betchworth 2095.

MARCH, 1962, ELITE, Ser. 2, Stage II and tune, 4.5 axle, alloy calipers, R5s, close-ratio box, Monza filler cap, 1,500 miles, yellow, black trim, hardide suspension, N.A.C.A. duct. Offered owing to change of plans. £1,395.—LEE 2573.

LOTUS XI and trailer for sale. Placed 15 races out of 18 last year. £550.—J. G. Holland, Maddison 328 (Kent).

1960 ELITE. White, red trim, 1,200 miles. Part exchanges, H.P. Lady owner. £975.—Josh Randies, Wharf Street Garage, Stoke-on-Trent 48005.

1960 SEVEN. Downton-tuned B.M.C. engine, full weather equipment. £370.—Hutcheon, 129 St. Helens Road, Westcliff-on-Sea, Essex.

WANTED.—Lotus 7, 105E or B.M.C., post 1960. Engine condition immaterial but must be bodily good and reasonably highly tuned.—Offers to: C. Duckitt, 213 Tamworth Road, Sutton Coldfield.

MARCOS

MONOCOQUE Chassis and Body Co., manufacturers of the Marcos G.T. Sales and Service. Demonstrations by arrangement.—33 Jubilee Street, Luton 1041.

M.G.

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

STRADLINGS OF NEWBURY (The Nuffield People) for M.G.—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

DISMANTLING M.G. TA, TB, TC, all parts including body parts.—Sports and Specials, 23 Elnathan Mews, London, W.9. CUNningham 5681.

M.G.A F./H. coupé, 1958 model. Excellent condition. Underseal, luggage rack, heater, spotlights, screen washer, new tyres. £585 o.n.o.—Russell, 52 Hinckley Road, Leicester Forest East, Leicester. Kirby Muxloe 3143 (evenings).

M.G. MIDGET. Red, excellent condition. 13,000 miles, anti-roll bar, oil cooler, wood-rim wheel, almost new Dunlop Racing R5s, 45DCOE side draught Weber or twin SUs, flowed exhaust system, matched manifold. Available 27th May. £675.—Pat Baron, The Mellings, Mayfield, or phone: (day) Guildford 69231.

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

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

M.G. TC. Recent engine, suspension overhaul. Unbeatable red bodywork. Four new tyres. 16 ins. rears, tonneau. £240.—Tel.: Alton 2305.

M.G. TF, 1500. 1955. Cream, recon. engine. New hood, tonneau, luggage rack, spots. —PUTney 3881.

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

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

1960 M.G.A 1600 fixed-head coupé, blue, host extras. £675 o.n.o.—Office: CROYdon 8251. Home: BECKenham 5998.

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.

MORRIS

THE CHEQUERED FLAG MINI CENTRE

At present we are offering a selection of 10 Minis—Austin/Morris/Cooper. Some modified. Prices ranging from: £425.

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

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

COOPER-MINI. 1962. Fully tuned in accordance with Appendix J, Group 2. 100 m.p.h. plus. Cost over £900 including extras. Offered at £635 due to change in racing plans.—S. Thynne, Panthers, South Stoke, Reading.

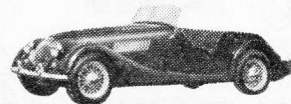
RACING CARS

TERRIER Mk. II, 1960-61. New highly tuned 100E unit, just run in. Close ratio gears, R5s, condition immaculate. Formidable contender for year's 1,172 championship. Genuine reason for sale. £575 o.n.o.—Contact Mike Anderson, "Brookfield", 1 Clayhall Road, Alverstoke, Gosport, Hants, Gosport 81103.

BASIL ROY LTD

MORGAN DISTRIBUTORS

Personal export facilities available. New models immediate delivery.



BASIC PRICE

£655

PURCHASE TAX

£246-12-9

A selection of used cars available

DEMONSTRATION CAR AVAILABLE

161 GT. PORTLAND STREET, W.1

LAN 7733/4/5

IAN RABY Offers:

NEW/USED FORMULA JUNIOR, SPORTS CARS, F.1.

New MERLYN F.J. and SPORTS, prices from £1,275. Ford, B.M.C., Climax engines and spares. Exporting and shipping for clients.

Stocked list of cars available.

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

MIDLAND RACING PARTNERSHIP

COOPER F.J. 1961 M.R.P. Team Car. The actual car driven by John Rhodes during 1961. 15 firsts and four lap records. Offered with works B.M.C. engine, Cosworth Ford engine or without engine. Gearbox: Cooper. Citroën. Car in 100 per cent. condition and must be sold as 1962 car has now arrived.

Export can be arranged.

Write or phone:

20 Bell Street, Northampton. Tel.: 27782.

See "Lotus 20 as new", for quick sale under "Formula Junior"

MARTIN GOULD

(Continued overleaf)

AUSTIN MG AUSTIN-HEALEY

OFFICIAL STOCKISTS PARADE MOTORS (MITCHAM) LIMITED

NEW CARS AVAILABLE

M.G. Midget, blue/blue - List price
M.G. Midget, red/red - List price
M.G. Midget, red/black - List price
M.G.A. Mk. II, blue/black - List price
Austin-Healey Sprite Mk. II, white/red List price

1959 M.G.A. 1500. White/red. One owner, in superb condition £585
1954 M.G. TF. Black/red. Host of extras. £385

1960 Austin-Healey Sprite. Blue. Fitted hard top and many other extras. £505

1960 Austin-Healey Sprite. White. Fitted with many extras. £495

M.G.s and sports cars of all makes urgently required for cash


FOR SPARES C.O.D.

TRADE SUPPLIED

Telephone MITcham 5141
H.P. and Insurance effected. After Sales Service.
All Cars Carry Three Months Guarantee.

66/67 Monarch Parade, Mitcham

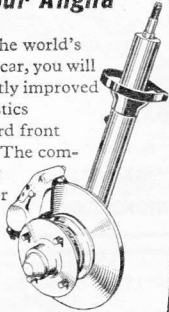
Phone: 3392-7188



**SYDNEY ALLARD
RECOMMENDS**

**Disc Brakes
for your Anglia**

"As the owner of the world's most exciting light car, you will appreciate the greatly improved braking characteristics obtained with Allard front wheel disc brakes. The complete kit, including special hubs, master cylinder, relief valve etc. costs only £46. Fitting charge £5."



Only from:
THE ALLARD MOTOR CO. LTD.
24-28 Clapham High St.,
London, S.W.4.
MACaulay 3201.

ALLARD

Classified Advertisements—continued

RACING CARS—continued

EXCEPTIONAL opportunity to secure late works "Connaught" single-seater racing car, tubular chassis. Torsion bar ind. suspension all round. De Dion-Z.F. differential. Highly tuned alloy engine. Hilborn fuel injection system. Dry-sump lubrication, 185 h.p. at 6,500 r.p.m. Elektron 15 ins. wheels, 6.40 nylon tyres. Great possibilities. —Box 4668.

EX-FORMULA 2 BMW Grand Prix winner. Shortly eligible V.S.C.C. events. Fully rebuilt. £225. S.a.e. details.—27 Runton Road, Parkstone, Dorset.

F.J. LOTUS 18. Immaculate condition, 94 b.h.p., 1,100 c.c. motor. Many successes. Overhauled ready for this season's racing. £750. —John Fenning, Grosvenor Garage, Stockbridge, Hants. Tel.: Stockbridge 11.

J.B.W. "C". 1960, unregistered, was fitted Ferrari engine when raced, now fitted 3-litre Aston Martin engine and gearbox, specification includes: Dunlop light alloy wheels, de Dion rear axle, Girling disc brakes, rack and pinion steering, wishbone independent suspension, similar in appearance to Lister-Jaguar, but much lighter. This car is capable of taking "D"-type or similar engine and is suitable for International competition. Complete with Aston Martin engine suitable for road use, up to 130 m.p.h. £490 or offer. Must sell, room required. —Geo. Pitt. Tel.: Stockport 2184.

250 B.H.P./TON Hill-Climb car for sale. 1,000 c.c. Triumph engine. Wishbones all round. Aeon rubber springing. Prepared for season. Entered Hill-Climb Championship. Available after Prescott, 6th May. £375. —Phone: Chelmsford 71016 (home) or Letchworth 2661 (work).

1962 SPECIFICATION Formula 1 Hume Cooper-Climax. Spare F.P.F. engine, less crankshaft and rods, and oil pumps, included in sale. Overseas entries easily obtained, good starting money in England also. Numerous expensive spares. Any trial. £875 o.n.o.—Burnham (Bucks) 1925.

★ALWAYS IN THE NEWS WHEN THE GOING GETS "REALLY TOUGH"!

EAST AFRICAN "SAFARI RALLY"

(Subject to official confirmation)

1ST VOLKSWAGEN
SCHMIDER/FJASTAD

3RD SAAB
PAT MOSS/ANN RILEY

LADIES' CUP

SAAB Pat Moss and Ann Riley

MANUFACTURERS' TEAM AWARD

VOLKSWAGEN 2nd—SAAB 3rd
—and Winners of their Classes!

ALL "THE BEST" ONLY FROM—

C.A.C. CRICKLEWOOD
AUTOMOBILE CO.

63 Shoot Up Hill, London, N.W.2 GLAdstone 4803/9

★EST. 41 YEARS AUTOMOBILE DISTRIBUTORS
IN LONDON ★ MIDDY ★ HERTS

RELIANT SABRE

THE CHEQUERED FLAG (MIDLANDS), LTD.
The only distributors in the Midlands and North for the new Sabre Sports car. We can offer earliest possible delivery, and we have a car on show now. Demonstrations by appointment. Please write or call for further details.

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

RENAULT

GORDON KING MOTORS, LTD.
Renault Distributors

Remarkable New Renault 4L on Display
1962 Floride Conv., 12v., hardly used ... £995
1962 Dauphine, 4-speed, 650 miles only ... £625
1960 Gordini, white/red, one owner, 19,000 m. £495

and these hand-picked examples:

1961 Consul, radio, htr., grey, 9,000 miles £695
1961 Minx, radio, etc., blue, 11,000 miles ... £645
1961 Anglia de luxe, safety belts, one owner, grey, 9,000 m. ... £535
1959 Rapier conv., tonneau, etc. ... £695
1958 Husky, htr., 25,000 m., very smart ... £350
1957 Zodiac, green and white, heater ... £395
1956 M.G.A., heater, tonneau, lamps, white £475

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

RILEY

STRADLINGS OF NEWBURY (The Nuffield People) for Riley.—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

ROCHDALE

ROCHDALE Olympic kit, red, Riley 1.5 parts, 3,000 miles. No time to complete before honeymoon. New cost £700. Avoid the six months waiting list. —Taylor, Great Carlton Glebe, Louth, Lincs. Withern 254 or South Cockerington 224.

GOLD SEAL
CAR CO. LTD.

253 NEW CROSS ROAD, S.E.14
Telephone New Cross 7433 and 3980

South London's Leading Sports Car Specialists

£1,195 **Acceca**, 1959. In gunmetal grey. Natural upholstery, extras, radio, heater, etc. Excellent condition.
£745 **M.G.A. 1600** fixed head coupe, 1960. Fully Brabham balanced engine. This car is truly superb and is thoroughly recommended.

£595 **M.G.A.** 1959, blue. Wire wheels, Michelin Xs, luggage rack, radio, heater. Immaculate.

£565 **Elva Courier**, 1600 M.G.A. engine, close ratio gearbox. Low mileage and full history available.

£545 **1957 M.G.A.** Fixed head coupe. An excellent example in red with black upholstery. Extras, heater, "X" tyres, spots, etc. A genuine low mileage car.

£545 **Triumph TR3A**, 1958. A very well cared for car, finished in primrose, with contrasting interior, usual extras.

£495 **Fairthorpe Electron**, 1959. Stage 2 Climax, wire wheels, disc brakes, radio, excellent example. In silver grey, red upholstery, superb value.

£435 **M.G. TF 1500**, 1955. A well cared for and clean example in black with matching interior. Several extras.

£425 **1959 Austin-Healey Sprite**. Low mileage. In white with black upholstery, rev. counter, etc. One owner.

£425 **Tojeiro M.G. 1500**, 1953. Much modified engine. Similar in appearance to A.C. Ace.

£345 **1954 XK 120** drophead coupe. This car is finished grey with red upholstery, excellent condition throughout.

£345, 1955 **TR2** in dark blue, with black upholstery. Extras include wire wheels, X tyres, heater, radio, spots, etc.

£265 **Frazer Nash BMW type 327/80**. Four-seater, beautifully finished in metallic blue with light brown leather interior. History over the last five years available.

£245 **Aston Martin** long chassis 1½ litre four-seater tourer, 1933. Excellent fettle throughout. Full weather equipment.

£245 **Bentley 4½ litre** four-door sports saloon, 1936. For full details please telephone.

GOOD SPORTS CARS WANTED FOR CASH

Hire purchase as low as 1-5th deposit. Special low insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

Open weekdays 10 a.m. to 9 p.m.
Saturdays 9 a.m. to 7 p.m. Sundays 10 a.m. to 5 p.m.

SPECIALS

1172 FAIRLITE. New engine 900 miles. Mostly new parts, 12-v. Fast, economical. £110 o.n.o.—Guildford 5565.

SPORTS CARS

1938/39/40 JAGUAR S.S.100 3½-litre sports car required. Cash for suitably conditioned vehicle.—Empire Cars (Brighton), Ltd., 85 Preston Road, Brighton, Sussex. Tel.: Brighton 21713.

SUNBEAM

SUNBEAM Alpine, 1961, is regretfully being sold due to owner having increase in family. Extras include sports-type engine, hard top, soft top, tonneau cover, wire wheels, heater, clock, ammeter, safety belts and Duraband tyres. This car is finished in black with red trim and is in immaculate condition. £875 o.n.o.—Mickleton Garages, Mickleton, Glos. Telephone: Mickleton 214 (open 7 days week).

SUNBEAM Harrington Le Mans—untaxed—for immediate delivery. Colour: Moonstone with scarlet upholstery, fitted heater, screen washers, clock, ammeter and badge bar. Works mileage, standard transmission and engine tuning. Prospective owner unable to take delivery because of departure for abroad. Price, inc. P/Tax, £1,372 16s. ex works.—Wight Motors, Ryde, I.W. Tel.: Ryde 2281.

MARANELLO CONCESSIONAIRES LTD

18 ST SWITHINS LANE LONDON E.C.4

TELEPHONE: MANSION HOUSE 4640

SOLE CONCESSIONAIRES FOR GT. BRITAIN

for

Ferrari

TRAILERS

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

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

TRIUMPH**S.A.H. ACCESSORIES, LTD.**
TR2/3/4 SPECIALISTS

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

Orders now accepted for the new TR4.

Large stocks **TR** spares.

Available same day C.O.D. despatch service. Leighton Buzzard (Beds) 3022.

TRIUMPH TR3, overdrive, w./wheels, green, l.h.d. £300.—18 Eglinton Road, S.W.15, Putney 5833.

TR2 1954, soft top, heater, clean paintwork, good running order. £325. Must sell—going abroad.—Coombs, Watford 21945.

TR3 1956. Red, excellent condition, new tonneau, heater, "Xs". Family forces sale. £415 o.n.o.—D. Patrick, Ingatstone 2283 (Essex) after 7 p.m.

TR3A (1959). Red, hard top, spots, etc. £625 o.n.o.—Mr. Graham, WORDSWORTH 7170.

TR3A (1958). IMMACULATE. Red, overdrive, Barwell head and new "X" tyres. H.P. and part exchange possible. £525.—D. R. Andrews, 136 Long Lane, Chadderton, near Oldham, Lancs.

TR4. B.R.G. Overdrive. Works mileage only. Owner forced to sell, changed personal circumstances.—Box 4675.

1959 TR3A. Ex works competition car. Immaculate condition. History, extras.—Apply: Pateman, 199 Lythalls Lane, Coventry 89683.

TURNER

TURNER-FORD highly tuned 100E engine and gearbox. Extremely attractive special body. Concours winner, 55½ 18 secs. Genuine 95 m.p.h. Must be seen to appreciate. £290 o.n.o.—Obce, 359 High Road, N.22.

1962 TURNER B.M.C. 1000 Sports G.T. hard top, unregistered, raced twice only, red/white. Specially built to group III regs., lightweight body and interior. Wire wheels, two spares, disc brakes, 4.9 F.D. and Z.F. diff., four-speed roller close ratio gearbox, fully modified B.M.C. "A" 997 c.c. engine to F.J. specifications, 45 mm. Weber carbs, numerous other extras, sold owing to change in racing plans, part exchanges considered or H.P. arranged. Price £900.—Empire Cars, 85 Preston Road, Brighton 21713.

£325 O.N.O. TURNER 950, 1957/58. Splendid condition. Taxed. Many extras. Low mileage.—HAMpstead 7859, evenings.

T.V.R.**RESEARCH GARAGE LIMITED**

ONE of the leading T.V.R. Distributors. Offer: Free delivery anywhere in the Country! Free, and complete, after-sales service, with personal attention by Staff who DO care! Comprehensive Insurance. H.P. Terms. Part Exchanges welcomed. Demonstrators available.

Watling Street, Nuneaton, Warwickshire.

Tel.: Nuneaton 2649.

T.V.R. MARK 2 G.T., 1961, 10,600 miles, M.G.A. 1600 engine, C.R. gearbox, discs, Konis, electric fan, radio. Seen London week-ends. Accept £675 o.n.o. Terms if required.—Mills, 143 Boughton, Chester (22487).

THE CHEQUERED FLAG (MIDLANDS), LTD. Distributors for the T.V.R. Grantura with Ford, M.G.A. or Climax engines. Sales and service. Demonstrator car available. Hire purchase, part exchanges and insurance arranged with pleasure. Arkwright Street, Nottingham. Tel.: 89282/3.

1961 M.G.A. Grantura Mk II, Italian racing red with red/grey interior trim, one owner, 8,000 miles, laminated windscreen, Koni shock absorbers, wood rim steering wheel, electric fan. £825.—Tony Brooks, Ltd., Brooklands Road, Weybridge, Surrey. Tel.: Byfleet 42784.

VANDEN PLAS PRINCESS

STRADLINGS OF NEWBURY (The Nuffield People) for 3-litre Princess.—Telephone 3181/5. Service, sales and full Nuffield export facilities.

VINTAGE CARS

1930 REGISTERED Vintage Austin 12 h.p. saloon, rebuilt, repainted by the trade. New tyres, current Test Certificate. Seen by appointment.—Wright, 12 Parkland Close, Chigwell, Essex. Phone: Hainault 5293. Offers.

VOLKSWAGEN

60 SERIES Volkswagen saloon, reg. Oct. 1959, mint condition, radio, fuel gauge, etc. £525 o.n.o.—Office: CROydon 8251; BECKenham 5998.

VOLVO

OXON and Bucks Distributors for the fabulous 122S and P1800 Volvo cars. Demonstrators available anywhere, any time.—Contact either Robert Bodle, Ltd., Dorchester Service Station, Dorchester-on-Thames, Oxford. Tel.: Warborough 285 or 353; or Robert Bodle (Banbury), Ltd., 57/58 Parsons Street, Banbury. Tel.: Banbury 3472.

P.1800 SPORTS COUPE VOLVO. This magnificent car is now available in right hand drive, and we have a demonstration car for you to try. Cost new only £1,836. For appointment phone Warborough 285 or 353, or write: Robert Bodle, Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon.

1960 PV 544 VOLVO, fully works modified and prepared. Engine just stripped and rebuilt, 14,000 miles only. Ideal for racing, rallying or sprints. Numerous extras and spares, immaculate throughout. Must be fastest and finest in the country. £795 for quick sale. Hire purchase, part exchanges.—Phone Warborough 285 or 353, Robert Bodle Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon.

1959 VOLVO 122S, numerous extras, including radio, heater, etc., blue/grey, low mileage, immaculate, and guaranteed at £825.—Phone: Warborough 285 or 353, Robert Bodle Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon.

WOLSELEY

STRADLINGS OF NEWBURY (The Nuffield People) for Wolseley.—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

BOOKS

AUTOBOOKS OF BRIGHTON. Largest motorists' booksellers in U.K. Workshop manuals, handbook, tuning book. Everything in print on cars.—Autobooks, 76 Bennett Road, Brighton.

CONVERSION SPECIALISTS

THE LORRAINE ENGINEERING CO., LTD. London Distributors of **DOWNTON CONVERSIONS** 29/30 Elvaston Mews, Queens Gate, S.W.7. KNightsbridge 6861.

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

(Continued overleaf)

DOVE'S

STANDARD TRIUMPH

OF WIMBLEDON

LIBerty 3456-8

THE FIRST OFFICIAL

TR Centre

THE LARGEST STOCK OF TRs IN THE COUNTRY

1961 TR3A. Fitted every possible extra. £795

1960 TR3A. Blue, with a host of extras. One owner. £695

1960 TR3A. White. One owner. Only 12,000 miles. £725

1960 TR3A. B.R.G. O/drive. Hard/Soft tops, etc. £725

1960 TR3A. B.R.G. 12,000 miles only. As new. £695

1959 TR3A. Grey/Black hard top. Overdrive, heater. £650

1959 TR3A. Blue/White top. Heater. Rack. Lights, etc. £595

1959 TR3A. Overdrive, heater. One owner. £650

1959 TR3A. White. Hard top. Heater, "X" tyres. £645

1958 TR3A. Grey/Red. A real beauty. £575

1957 TR3. Red. Overdrive, heater. Excellent. £495

1957 TR3. Red/Black hard top. Heater, etc. £445

1956 TR3. Hard/Soft tops, heater, radio. £425

1955 TR2. White. Extras. Beautifully kept. £350

1955 TR2. Red. Overdrive, heater, etc. £375

SPECIAL EXCHANGE ALLOWANCES

SEE OUR ADVERT BELOW.

PART EXCHANGE. H.P. INSURANCE.

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

Write for full details

44/48 Kingston Road, S.W.19

(150 yards South Wimbledon Underground)

TR4
TR3A

IMMEDIATE DELIVERY

NOW REDUCED TO £846 - 12s. - 9d.

BUY FROM THE SPECIALISTS

DOVE'S OF WIMBLEDON

44-48 KINGSTON ROAD, S.W.19

Telephone: LIBerty 3456

Classified Advertisements—continued

CONVERSION UNITS

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

ENGINEERING SERVICES

JACK BRABHAM (MOTORS), LTD.,
for

COMPLETE ELECTRONIC CRANKSHAFT
AND ENGINE BALANCING SERVICE

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

248 Hook Road,
Chessington, Surrey.
ELMbridge 4808 & 9280.

RUDDSPED, LTD., offer Heenan Froude Bench Tuning/Testing. Comprehensive machine shop for prototype production and one-off tuning. Camshaft production to drawing or pattern. Vintage/veteran parts made to order.—Rudds, High Street, Worthing.

AINTREE CIRCUIT CLUB

Restricted Race Meeting
SATURDAY, MAY 19th

First race 2 p.m.
Invited Clubs

**B.A.R.C., Chester M.C., Mid Cheshire M.C.,
750 M.C., B.R.S.C.C., Lancs & Cheshire C.C.,
Nottingham S.C.C., Snetterton M.R.C.**

CASH AWARDS

1st, 2nd, and 3rd in each event
Regulations now available from Secretary
of Meeting:

Dr. D. Lehane
213 Rake Lane, Wallasey, Cheshire
SPECTATORS 2/6

R. R. C. WALKER

Racing and Sports Car Department

for all classes of development work and competition preparation, machining, etc. Conversions —sole U.K. agents for Gear Speed Developments, county agents for Shorrock Superchargers, stockists of Speedwell and Alexander conversions.

London Road Garage, London Road,
Dorking, Surrey.
Tel.: 3891.

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

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

ENGINES

Two brand new unused works tuned 1,000 c.c. B.M.C. engines, complete, £200 each.

One other ex-1961 Tyrrell-Cooper car engine completely reconditioned. £150.

COOPER'S GARAGE (SURBITON), LTD.,

243 Ewell Road, Surbiton, Surrey.
Telephone: ELMbridge 3346.

FPF COVENTRY CLIMAX 1,475 c.c. ENGINE Mk. I. First class condition. Complete with Webers, SUs and spare set .020 in. o/s size pistons. £445

DENIS HULME
Elmbridge 4808, 9280, 0208.

I AM offering a perfect condition Climax Stage III 1220 engine. This engine has been a little-used spare and has just been completely rebuilt, balanced and polished to give the maximum power and, perhaps more important, the reliability necessary for serious racing or fast roadwork. I am selling this engine at the realistic price of £195. This is a considerable saving of money on a new and less powerful engine. Apply—John Kennerley, Bleasdes Garage, Oxtom, Birkenhead. Tel.: Claughton 2491.

M.G.A. 1600 TWIN CAM units, complete with all accessories, virtually unused. £75 each.—A. B. Price, Ltd., Hardwick House, Studley, Warks. Studley 521.

1,220 C.C. Elite engine, Stage 3 tuned, used for 12 laps of Silverstone only, virtually brand new. £225 o.n.o.—Burnham (Bucks) 1925.

EXCHANGES

1962 SPECIFICATION Formula 1 Hume Cooper-Climax with numerous spares including F.P.F. engine (Twin Cam), suitable all Formula 1 events (home and abroad), good starting money. Potential winner in *Formule Libre*, and hill-climbs, sprints. Value £875 and will exchange for car, or cars, etc.—Phone: Burnham (Bucks) 1925.

GEARBOXES

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

FORMULA JUNIOR and Sports Car. Four and reverse c.r., five and reverse c.r. and six speed c.r. VW gearboxes complete or exchange. Available with inboard disc or drum brakes. Save 4-10 per cent. power with dry sump lubrication kit.—LawrenceTune Engines, Ltd., 69A Avenue Road, London, W.3. ACorn 0129.

INSURANCE

LIFE ASSURANCE INCLUDING MOTOR RACING COVER WITHOUT ANY ADDITIONAL PREMIUMS. Passenger Insurance for Sports Cars.—City Assurance Consultants, Ltd., 46 Cannon Street, London, E.C.4. Tel.: CITY 2651.

LEGAL NOTICES

No. 52 of 1962
IN THE HIGH COURT OF JUSTICE
IN BANKRUPTCY

IN the matter of a bankruptcy petition filed the 26th day of January 1962 To Convafr Developments of 177 Cathall Road, Leytonstone E.11, in the County of London, Glass Reinforced Plastic Engineers

Take Notice, that a Bankruptcy Petition has been presented against you in this Court by David Edgar Boorer of 9 Albion Hill, Loughton in the County of Essex and the Court has ordered that the publication of this notice in the London Gazette and in the AUTOSPORT Magazine newspapers shall be deemed to be service of the Petition upon you; and further take notice that the said Petition will be heard at this Court on the 15th day of May 1962 at 11.30 o'clock in the forenoon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence.

The Petition can be inspected by you on application at this Court.

DATED this 13th day of April 1962.
JOHN BOWYER,
Registrar.

THE SPORTING OWNER DRIVERS' CLUB LTD.

SPRINT Long Marston, Nr. Tring, Herts.
SUNDAY, 13th MAY, 1962

INVITED CLUBS:—B.A.R.C., Austin-Healey, Falcon London, 750, Chiltern, West Essex, V.S.C.C. (Frazer Nash Section), Harrow, Herts. County

SECRETARY OF THE MEETING:—J. P. Harman, 'Endings', Dundale Road, Tring, Herts.

ENTRIES CLOSE:—7th MAY

STRADLINGS

"THE NUFFIELD PEOPLE"

"QUALITY FIRST"
MORRIS

NEWBURY Telephone 3181/5

SERVICE :: SALES :: EXPORT

SILVERSTONE

10/- A CAR LOAD

A.M.O.C. ST. JOHN HORSFALL MEETING

50 MILES ONE MAKE RELAY RACE ★ FULL PROGRAMME
OF VINTAGE AND MODERN SPORTS CAR RACES

COMMENCING
12 NOON

SATURDAY MAY 5

MISCELLANEOUS

CLIFFORD ENGINEERING

announce

the new Le Mans 300 hard top for Austin-Healey 3000 Series.

Price £40.

For Sprite Mk. I and II, Turner, M.G. Midget. Le Mans hard top still at £26. Some prototypes left at £20.

Please telephone WILlesden 7070.

FOR B.M.C.

One set Std. Sprite Gears ... £5
 One Sprite Steering Wheel ... £1
 One new Gallay Sprite Seat Belt ... £3
 One A40 Towing Bar ... £3
 One Set Sprite Hydraulic Brakes ... £5
 One Set Front Seat Belts A40 ... £7
 One New B.M.C. "A" Crankshaft ... £4
 One Set B.M.C. "A" Conrods ... £2
 One Set B.M.C. "A" Pistons ... £2
 One 600 x 16 Dunlop Racing Cover ... £5
 Contact: M. A. Peel, 3 Highgate Close, Fulwood, Preston. Telephone: 77035 or 3392 (work).

BUILD YOURSELF an outboard motor using the "Sea-Shell" unit.—S.a.c. to Auto-Alloys, Malt House Mill, Duffield, Derby.

"MINI MODS". Crossflow head with inlet and exhaust manifolds. Two 1½ ins. SU carbs, also group 2 head with manifold for single 1½ ins. carb. Complete set standard gears. Starter motor, oil pump, water pump, and many other engine parts. The lot £100, or sold separately.—Please apply: Steve Neal, "The Barrons", Park Road, Hagley.

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

STRAIGHT through silencers for all models. Chromed twin pipe silencers for Mini and Sprite, 65s. Under axle exhausts for 105E, single or chromed twin pipe outlets. Quotation for any make by return. Large stocks of rally and speed equipment.—Rally and Speed Shop, 194 Harrogate Road, Leeds, 7. Tel.: 684020.

PERSONAL

LE MANS, experienced team of Signallers, last four years with Works entry, offer services to any entrant requiring efficient round the clock service in return for nominal expenses.—S. J. Digby, Esq., Red House, Clopton, Woodbridge, Suffolk.

MAY SILVERSTONE (International Trophy). Four grandstand seats available due cancellation.—Thomson, 29 Windsor Street, Uxbridge.

RACING EQUIPMENT

ALL WOOL CHECKERED FLAGS, 48 ins. x 36 ins., 31s. Racing numbers, black or white, 11 ins. x 2 ins., 1s. 6d. each. Background circles, 18 ins. dia., 3s. 6d. each. Complete sets, four of each number, six circles, £2 10s. Spacemaster Helmets, £3 15s., all sizes in silver. Swivel Visors, 17s. 6d. Racing Goggles, Mark 9, 25s. Suppliers to the leading Rally Crews. Trade enquiries invited.—Roadsport Equipment, 76 King Street, Loughborough. Tel. 4937.

RADIATORS AND FUEL TANKS

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

RALLY EQUIPMENT

SUMPGUARDS are the most essential Mini Rallyist's extra, 69s 6d., p. and p., 3s. In addition we stock a vast range of rally and performance equipment and accessories.—Rally Kit, 719 Warwick Road, Solihull, Warwickshire, SOLihull 1252.



If you go Circuit Racing you will have seen our Jaguar. As in most things, experience is invaluable. Why not let us advise you when it comes to choosing new tyres for your car? We stock all makes of High Speed Tyres including: CONTINENTAL, AVON TURBOSPEED, DUNLOP RS5 and SP.

For perfection in fitting and wheel balancing PLUS a specialised Tyre Service consult:

B.M.T.R.

(Birmingham Motor Tyres Ltd.)

WASHINGTON STREET,

BIRMINGHAM 1.

Midland 7656

and

29/31 SHEEP STREET,

NORTHAMPTON.

Northampton 1038

"MAPS FOR RALLIES"

Consult Britain's Map Specialists

Ordnance Survey and other maps of Great Britain and all foreign maps by return. Romers, Map Markers, Illuminators, Average Speed Calculators, etc., in stock.

THE MAP HOUSE,

Rally Department,

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

HYDe Park 0586.

OYEZ! OYEZ!

Good news for owners of Morris Minors, Mini-Minors and Austin 7 Minis. We can now supply exchange speedo's with 1/10th mile indicators and trip, £3 16s. 9d. 5s. p. and p. For A35 and A40 owners exchange speedo's with 1/10th mile indicators only. No trip. £2 11s. 3d. 5s. p. and p.

RALLY EQUIPMENT, LTD.,

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

COLindale 3633/3840.

BRIGHTON AND HOVE MOTOR CLUB

BRIGHTON RALLY

OF THE TESTS

A RESTRICTED DRIVING TEST MEETING
 HELD ON BRIGHTON SEAFRONT

INVITED CLUBS

Austin-Healey Owners Club Hastings & St. Leonards & E.S.M.C.
 B.A.R.C. M.G.C.C.
 Bognor Regis M.C. Sussex C.C.
 Chichester M.C. Southsea M.C.
 Eastbourne & District Competitors in E.S.A.M.C. driving test championship

A series of 18 open and fast, rally style driving tests, which have been specially designed to give an equal chance to the large or small, open or closed car.

SATURDAY MAY 12th START 2.0 PM.

REGS. FROM

J. R. GRIFFITHS, 5, Brunswick Terrace, Hove, Sussex.
 Phone: Hove 773678

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

SAFETY BELTS

BOB STAPLES for Autosafe Safety belts ex stock. B.S.I. approved. Lap straps, full harness and diagonal types available.—Phone: London, GERrard 2346-3878; Manchester, CENtral 7055; Leeds 22158-21292.

FIT FOR THE ROAD. Your car is only fit for your safe use by fitting Britax Safety Belts. B.S.I. approved with webbing of 100 per cent. Terylene, over 2 million are in use all over the world. Diagonal 2 or Rally (lap and diagonal) 3-point anchorage. Free leaflet from BRITAX (London), LTD., BYFLEET, SURREY.

SAFETY GLASS

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

SHOCK ABSORBERS

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

SITUATIONS VACANT

The expansion programme in operation by

FIAT (ENGLAND), LTD.,

WATER ROAD, WEMBLEY.

necessitates the appointment of additional

RECEPTIONIST/TESTERS

PROGRESS CHASER with driving licence
 TOP WAGES

Interested applicants are invited to contact the Service Manager at the above address.

Telephone: PERivale 5651.

EXPERIENCED Mechanic urgently required to prepare works-sponsored F.J. car in London area. Accommodation provided free. Full details and required salary.—Box 4665.

(Continued overleaf)

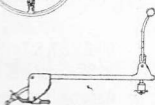


MINI-DASH FOR SPEEDO ONLY, OR WITH 2 32/6
 FITTED IN 3 MINUTES (P/Carriage 7/6)
 BROWN WALNUT OR SILVER GREY WALNUT GRAINED PLASTIC FINISH



WOODRIM WHEEL FOR MINI £6.12.6
 (WHEELS AVAILABLE FOR MOST MAKES) (P/Post 3/6)

MINI-CHANGE POSITIVE ACTION £7.10.0
 FITTED IN 1 HOUR (P/Post 4/-)
 HEAVY CHROMIUM-PLATED FINISH



FLY-OFF HANDBRAKE FOR MINI £2.2.0
 (P/Post 2/6)

FREE 20 PAGE B.M.C. LIST (other than Mini) POST 6d.
 20 PAGE MINI EQUIPMENT LIST

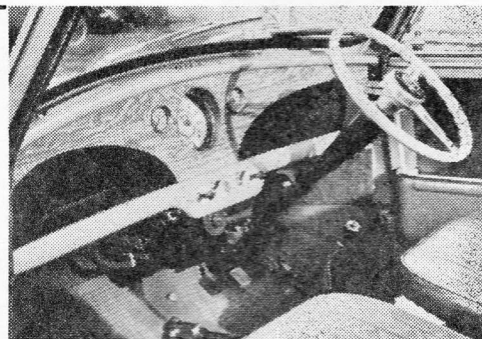
SUPER ACCESSORIES

(L. R. MONTGOMERY & CO. LTD.)

1 SOUTHLANDS ROAD, BROMLEY, KENT

RAV 1665

(WEEKDAYS 9-5.30, SAT./SUNDAY 9.30-1.0)



Classified Advertisements—continued SITUATIONS VACANT—continued

PANEL BEATER and sprayer wanted for work mostly on sports cars in Sutton. Tuning and mechanical knowledge an asset.—WIMBLEDON 4362.

SITUATIONS WANTED

KEEN, enterprising, single young man (25), ex-Public School, seeks career connected with cars (Continental and/or competition preferred). Possesses wealth of enthusiasm, general competition and some racing experience. Sales coupled with mechanical maintenance experience with Alfas in Africa. Returning U.K. end of June. Favourable remuneration required, but long-term career opportunities more important (Northern Counties).—Box 4661.

KEEN young man (21) seeks employment. Write.—Roberts, 16 Greenhow Avenue, West Kirby, Ches.

YOUTH, 18, seeks to learn trade as racing mechanic, G.C.E., work anywhere, all hours. Accommodation and chance only, please.—Box 4648.

SPARES AND ACCESSORIES

SUSSEX SPEED SHOP

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

HI-TUNE, LTD.

181 Edward Street, Brighton.

Brighton 63486. Brighton 65007.

A30 Close Ratio Gearbox, brand new, suit Climax	£30
A30 Close Ratio Gearbox, fully overhauled, suit Climax	£20
1 Set Rear Disc Brakes, complete, for Lotus XI Series 2	£10
2 Front Discs for XI Series 2	£3
1 Diff. Unit for Lola or Lotus 4.5	£10
1 Diff. Unit for Lola or Lotus 4.2	£10
1 Diff. Unit for Lola or Lotus 4.9	£10
1 Trailer in very good condition, will tow at 60 m.p.h.	£30

Also many Stage 3 Climax engine spares, valves, pistons, liners, shells, gaskets, etc. Brand new clutch covers, clutch plates, etc. Offers. Enquiries any time to:

P. R. DICKINSON,

Venture Garage, Ltd., Belper Road, Holbrook, Derby. Phone: Horsley 400.

ACCESORIES BY POST. Rally equipment, Iskenderian camshafts, speed equipment, Abarth exhaust systems, overalls, gloves, helmets and models. Catalogue 1s. 6d.—Motor Books & Accessories, 33 St. Martin's Court, London, W.C.2.

DISMANTLING four Jaguar Mk. VIIIs and one Mk. IX for spares.—A. B. Price, Ltd., Hardwick House, Studley, Warks, Studley 521.

SPRITE sidescrubs and hub caps. Also twin SU 1½-inch carburettors with Alexander inlet manifold suitable B.M.C. "A"-type. Brand new XPAG parts: competition clutch springs and 8-inch clutch driven plate. High lift camshaft (part number AEG 122). Derrington inlet and exhaust manifold, suitable for use with 1½-inch carburettors. Also used XPEG cylinder head with new valves and springs. All reasonable offers will be considered. Owner going abroad.—Mr. Quah, 120 Westbury Court, Nightingale Lane, London, S.W.4.

TWO J.A.P. V Twin 1,098 c.c. cylinder heads, complete, valves, etc., and brand new. £15 each.—David Boshier-Jones, Jones Newport Garage, Ltd., 84 Commercial Street, Newport. Telephone: 62263.

SUPERCHARGERS

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

WHEELS

SET 72 spoke 640-15 Jaguar wheels, two fitted new RS5, balanced, fit 2.4, 3.4, 3.8, XK, E.—Pryce, 19 Grove Avenue, Yeovil 2354, evenings.

WANTED

LISTER-BRISTOL

Wanted—coming to England, send picture and details, condition, price, etc.

Herb Wetson, 74 Burton Avenue, Woodmere, New York, U.S.A.

A.C. ACE or Aceca, 1954 onwards. Condition immaterial. Write.—Box 4670.

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

CRASHED or badly damaged Sprite, with or without engine. State condition and price.—Box 4673.

HARD TOP Austin-Healey 3000.—P. Silverstone, 233 Queens Drive, Liverpool 15. Tel.: Child-wall 2579.

JAGUAR C-type and Mercedes S.S.K. required immediately for cash.—Box 4669.

M.G. WANTED for cash. Must be reasonable. Write giving details.—Box 4413.

SUPERCHARGER wanted for Mini.—Write Box 4667.

WANTED URGENTLY, 1,500 c.c. F.W.B. Climax crankshaft. Must be perfect condition. Write, stating price.—Box 4674.

NEW CARS FOR SALE

DAIMLER

THE Chequered Flag (Grand Touring Cars), Ltd., Agents for the superb SP 250 Sports Daimler. Immediate delivery from stock. Demonstrations, sales, service.—Gemini House, High Street, Edgware, Middx. Tel.: Edgware 6171/2.

FORD

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

GOGGOMOBIL

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

LOTUS

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

M.G.

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

SAAB

SA.H. ACCESSORIES, LTD., SAAB distributors for Bedfordshire, Cambridgeshire, Huntingdonshire and Northamptonshire.—Leighton Buzzard (Beds) 3022.

TRIUMPH

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

UNCLASSIFIED

LANCIA
SKODA
NECKAR
FIAT
RENAULT

or any other make, new and low mileage used.

HORACE GOULD MOTORS,

West Country Distributors,
176 Kellaway Avenue, Bristol 7.
Phone 45047. Open Sundays.

AUTOSPORT CAMERA COMPETITION—CARS OF YESTERDAY

NAME (Block letters).....

ADDRESS.....

- (a) Cars in action (b) Cars at Montagu Museums, Beaulieu and Brighton
(c) Under 18 (Junior section) (d) Colour transparencies

I, the undersigned, enter the above competition on the understanding that the decision of the Competition Panel and the Editor of "Autosport" will be accepted as final. All photographs submitted were taken between 23rd April and 30th September, 1962.

Signed..... AGE (if under 18).....

Regulations for the competition were published in April 13 issue (page 513)

Address all entries to:

Autosport, Cars of Yesterday Competition, 159 Praed Street, London, W.2

S.A.E. must accompany all submitted prints which entrants wish returned.

SOLELY M.G. CARS—SALES AND SERVICE



Hounslow
2238 & 3456

OFFICIAL



STOCKISTS

TOULMIN MOTORS FOR YOUR M.G.

**SALES
SPARES
REPAIRS**

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

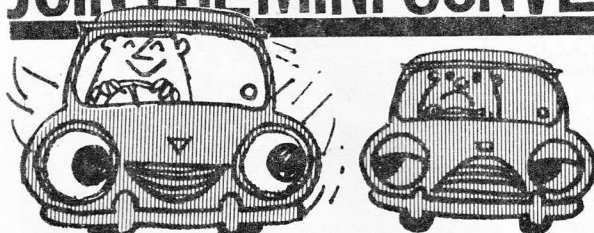
A large comprehensive stock of spares for all models. C.O.D. service available.

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

343 Staines Road, Hounslow, Middlesex

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

JOIN THE MINI CONVERTED! TO THE TUNE OF £20



33 1/3% PERFORMANCE GAIN!

These skilful conversions, personally designed and supervised by Alf Francis, are the cheapest you can get to make such an improvement in performance.

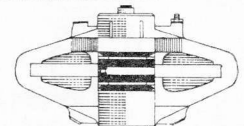
TO HELP YOU EVALUATE FURTHER—JUST RING, WRITE OR CALL TODAY FOR FULL DETAILS



**DIE-CAST MAGNESIUM
WHEELS FROM ITALY**
Give lightness and strength,
ideal for everyday use or
racing.

5 SPEED GEARBOX

for Formula 1, Minis,
Alpine, DKW, VW, and
now Colotti designed
Formula Junior 5 speed
Dauphine conversion.



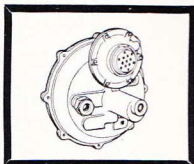
**DIE-CAST MAGNESIUM
DISC BRAKE CONVERSIONS**
Reduce unsprung weight to a
minimum • Pipes in-built for
great strength and efficiency.

GEAR SPEED DEVELOPMENTS LTD

LONDON ROAD DORKING SURREY PHONE DORKING 3891

DRIVE FAST SAFER WITH MOT-A-VAC POWER BRAKING

Mot-A-Vac is the power brake servo that helps you cut your stopping-distance by up to *one third*. It brings you tremendous advantages both on mile-a-minute motorways and in slow moving city traffic. It enables you to drive at speed more safely because you can make use of your brakes more quickly. You are more relaxed too because you use so much less pressure on the brake pedal to stop. Mot-A-Vac is fitted to most Works Team rally cars—it should be fitted to yours. The Mot-A-Vac unit is lightweight, rustproof, needs no attention before 50,000 mileage. Complete kit tailor-made to your car only **£12.10**. (Fitting charge approx. £3).



The Mot-A-Vac unit is available as a manufacturer's accessory on the Vauxhall Velox and Cresta, and is also approved and distributed by Rootes and Standard-Triumph.

Write for free explanatory leaflet to Dept. AS4

CLAYTON DEWANDRE COMPANY, LIMITED • TITANIC WORKS • LINCOLN Tel: 25272

Jack Brabham for... → RAPIER → SUNBEAMS *Alpine*

Jack Brabham, after lengthy dynamometer and road testing has developed a three-stage conversion suitable for Rapier III, IIIA and B; Alpine I and II.



Stage 1—Modified cylinder head, polished ports; reshaped combustion chambers; special valves, springs; competition Zenith jets (89 B.H.P.)... *£29 10 0

Stage 2—Full Stage 1 plus competition camshaft and modified distributor (97 B.H.P.) *£43 10 0

Stage 3—The ultimate! Stage 2 plus two twin-choke Webers and "Brabham" inlet manifold (105 B.H.P.) *£86 10 0

Four branch exhaust system..... *£15 10 0
*Fitting extra.

AT LAST!!

A Twin S.U. Carburettor Conversion.

Rapier: Twin H4 S.U. Carburettors, Inlet manifold, throttle linkage, and four branch exhaust system £49 10 0

Alpine: As above, but without exhaust manifold £29 10 0

For further information please call, write or phone:

JACK BRABHAM CONVERSIONS LTD.
248 HOOK ROAD, CHESSINGTON,
SURREY. Elmbridge 4808-9280-0208

THE BOOK OF THE YEAR—

FOR THE DISCRIMINATING MOTORIST

HIGH PERFORMANCE CARS 1961-1962

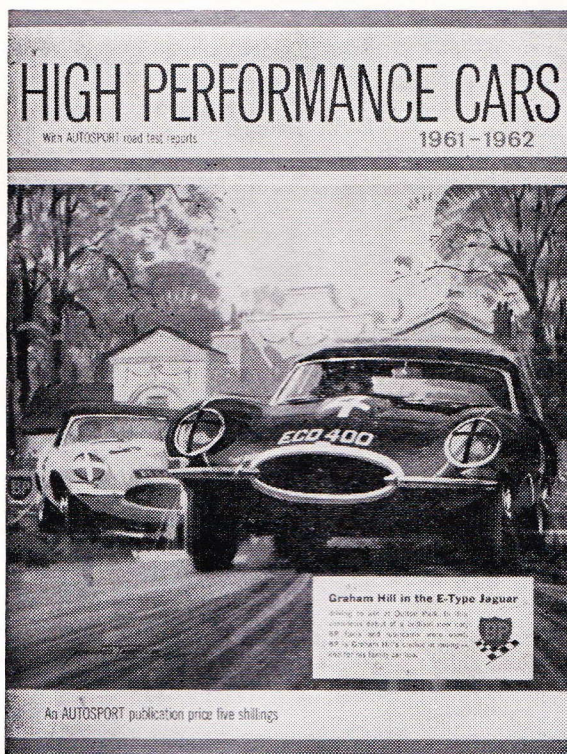
EDITED BY GREGOR GRANT AND JOHN BOLSTER

80 pages—numerous Road Test Reports—feature articles—technical specifications—illustrations and cutaway drawings by Theo Page and James Allington—over 150 photographs

OUTSTANDING VALUE at 5/0d. (5/10d. by post)

From your usual newsagent or bookseller, all branches of W. H. Smith & Son Ltd., and Wyman & Sons Ltd., or from

**AUTOSPORT BOOK DEPT., 159 PRAED STREET,
LONDON, W.2**



An AUTOSPORT publication price five shillings

GOODWOOD

INTERNATIONAL 100

1st B.R.M. — G. HILL

relying on

PETROL INJECTION
and **ELECTRONIC IGNITION**

2nd COOPER-CLIMAX — B. McLAREN

relying on

MAGNETO IGNITION

3rd LOTUS-CLIMAX — I. IRELAND

relying on

MAGNETO IGNITION

you can rely on



EQUIPMENT

(Results subject to official confirmation)

JOSEPH LUCAS LTD • BIRMINGHAM 19