THE AINTREE '200'





EAST AFRICAN SAFARI—FULL REPORT AND PICTURES TULIP RALLY PREPARATIONS : CIRCUIT OF IRELAND INTERNATIONAL RALLY



## Do Lancia carry comfort too far?

Even with six up, it's not too close for comfort in a Lancia Flavia. Because the Flavia has enough comfort to satisfy a maharaja. Someone dubbed it the observation car. (It's so light inside). You don't sit in it, you recline. (Full length if you want a good night's rest). The boot is like a loft. And if you don't have a chauffeur to watch over you, the Flavia has the next best thing: a night warning light fitted into the trailing edge of the doors.

Is this much comfort good for you? You only have to drive a Flavia to clear away any doubts. People who do have a chauffeur don't give him the chance to drive their Lancia Flavia.

Here's why.

The Flavia packs as much performance as

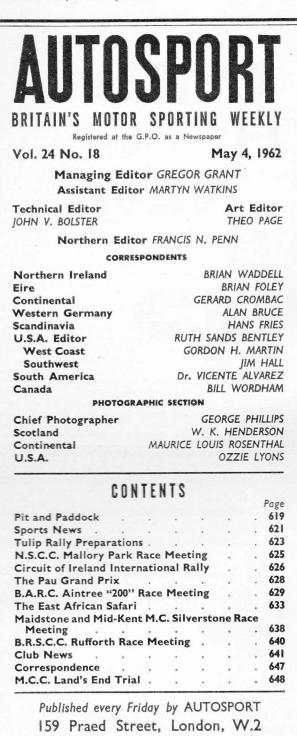
a car built half as high – and half as comfortable. Admittedly there's no noise. But don't be fooled. When you turn the key in a Flavia you forget you're in an opulent limousine. The highly advanced Italian  $1\frac{1}{2}$  litre flat-four engine – driving through an all-synchro gearbox to the *front* wheels – saves all the Flavia's power for going forward. Even at 90 m.p.h. the Flavia isn't fully extended. It's an exhilarating car. It manoeuvres like a figure skater. And it's safe. Power operated discs are fitted to all four wheels. The Flavia stops just as soon as you think about it.



Didn't grandpa once say something about service difficulties? The Flavia is Italian; and it costs £1,998 17s. 9d. Obviously you don't want to leave this kind of car to look after itself. So please note: you don't have to. The fact that only 400 Flavias are imported each year is an advantage. Flavia agents are hand picked. They not only know Flavias intimately. They don't see so many of them in a week that they won't take a special interest in yours!

If motoring can be this easy—and still be this exciting—is there any further need to go on behaving like a Spartan? Think it over. Or better still contact Lancia, at 16 Albemarle Street, W.1. for the name and address of your nearest agent-

LANCIA OF ITALY



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

General Manager PETER BAYLEY Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £5 15s. 0d. (U.S.A. and Canada \$16.00) Direct from the Publishers or all Newsagents

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

C AUTOSPORT, 1962

## EDITORIAL

#### THE "3,000 MILES AUTOCROSS"

In the toughest-ever East African Safari Rally, small-capacity cars occupied the first nine places, with the Fjastad/Schmider Volkswagen finishing first overall, ahead of the incredible British girls Pat Moss and Ann Riley in a SAAB (who later dropped to third because of a braking test). Second place went to Nowicki/Cliff (Peugeot 404), followed by Armstrong/Bates (Anglia). To Peugeot went the team prize, with Volkswagen in second place. Fords had a good rally, with the brandnew Mark III Zodiacs of Gerry Burgess/Beau Younghusband and Vic Preston/Leon Baillon taking first two places in the big car class, and Anglias finishing one-two in their class. Hillman Minxes were also one-two in their class. Drivers of the small cars had a tremendous advantage on the difficult Southern leg, getting over the nightmare Magara escarpment to Mbulu before the mud bogged down the late starters. The organizers also favoured the early starters by imposing a rule that any arrivals over seven hours later than the first car to clock in at a control would be excluded. Back-markers were heavily penalized, for their allowance worked out at around two hours. As a test of endurance, the Safari stands supreme, but it was a pity that the late starters should have had to overcome such an insurmountable handicap, particularly after the bogging-down in Tanganyika. This is also evident in the Manufacturers' Team Prize, in which the first six places were taken by cars of under 1,600 c.c. Still, one supposes it is the luck of the draw, and all entrants who managed to complete the 10th Safari must build really fine motor cars, and have first-class crews. Pat Moss and Ann Riley are to be congratulated on a magnificent achievement, not only in taking third place overall in their tough little SAAB, but in repairing the car after hitting a buck during the final stage, and doing a repair job of which any Safari "fettler" would be proud.

#### JIM CLARK AGAIN!

THE combination of Jim Clark and the new V8 Lotus-Climax is indeed a formidable one, as was shown by the resounding victory in the B.A.R.C. Aintree "200" last Saturday. This was the only V8 to finish and obviously there are still problems to be sorted out by both B.R.M. and Coventry Climax before the Grand Prix season opens. Significant, also, was the superb performance by Bruce McLaren, in Tommy Atkins's four-cylinder Cooper-Climax, who finished in second place ahead of the V6 Ferraris of Phil Hill and Giancarlo Baghetti. The "four" may be obsolescent, but it is still a force with which to reckon when a circuit includes "slow" corners and cars are in the hands of top class and enterprising drivers.

#### -OUR COVER PICTURE-

SAFARI: Watched by an impassive Masai tribesman, complete with spear, bow and arrow, the Pat Moss/Ann Riley SAAB races through Tanganyika towards Nairobi. a new high safety factor in today's motoring ...

## A NEW TYRE WITH TOTALLY NEW ROAD GRAD

Dunlop were the first to use high-adhesion rubber in tyres for wet weather racing, in the 'RS5' speed tyre for really fast production cars, and in the 'Elite' for luxury motoring. Now, for everyday motoring, Dunlop introduce the new 'Gold Seal C41' in the latest **road-hug** rubber with the unique **safety shoulder** and **safety tread** from the Dunlop 'Road Speed RS5' built into it.

**NEW WET ROAD SAFETY** The new 'Gold Seal' tyre gives you road-grip that assures definitely greater safety in cornering, braking and emergency stopping, most of all when roads are wet or greasy. You can *feel* the extra security.

**NEW STEERING CONTROL** More, the **safety shoulder** gives you sure, straight-line running over road-joints, raised white lines, metal strips, cat's eyes and the like. No wheel snatch with the 'Gold Seal C41'. More positive steering control.

The new tyre is offered at **no extra cost**—and in sizes for the majority of popular modern cars.



#### THE STUDEBAKER AVANTI - and other U.S. cars at the New York Show

THE radically styled, power-packed sports coupé at the New York Show in the Coliseum has caused controversy among Studebaker's conservative engineers who feel that the avant garde vehicle might hurt the company principally identified with the highly conventional economy Lark. In contrast, the Avanti, which will sell at \$4,500, was designed to cut into the market for personal prestige cars dominated by Ford's Thunderbird. The car was evolved by Raymond Loewy who designed the 1947 Stude-baker, the car with the roof slanting fore and aft which made people say, "You and aft which made people say, "You can't tell if it's coming or going". Today, most of the world's fine cars have a similar line. The bonnet of the new Avanti slants sharply. There is no grille. A full-width air-scoop is slung under a massive front bumper and headlamps are recessed. The fibreglass body will be built by the same supplier that turns out the bodies for Chevrolet's Corvettes. The Avanti is on a 109-inch wheelbase, is 192.4 ins. long, 70.3 ins. wide and 53 ins. in height. It is powered by a supercharged 4.7-litre V-8 engine produc-ing 265 b.h.p. Over 170 m.p.h. has been achieved by a specially prepared model during recent speed trials.

Two American turbine cars are on display in the Chrysler exhibit, the Dodge Turbo Dart and the Plymouth Turbo Fury. The two cars, which have been seen by more than a million people in 16 major cities, arrived at Idlewild Airport on 9th April.

#### "AUTOSPORT" CHAMPIONSHIP

THE provisional placings, based on results from Easter Monday Goodwood, Easter Monday Mallory Park, and Maidstone and Mid-Kent Silverstone are as follows. Results are not yet to hand for Aintree. The classes are: A, G.T. cars up to 1.000 c.c.; B, 1,001-1,300 c.c.; C, 1,301-2,500 c.c.; D, over 2,500 c.c.; E, sports-racing up to 1,600 c.c. and F, over 1,600 c.c.

1,000 0.0.				
G. W. John (Marcos)			18	A
E. R. Protheroe (Jaguar E) R. P. G. Sturgess (Jaguar E) J. H. D. Whitmore (Lotus Elite) J. B. Wagstaff (Lotus Elite) M. B. Johnson (Lotus Elite)			18	D
R. P. G. Sturgess (Jaguar E)			12	D
J. H. D. Whitmore (Lotus Elite	)		9	B
J. B. Wagstaff (Lotus Elite)			9	B
M. B. Johnson (Lotus Elite)			9	B
C. G. Summers (T.V.R.)			9	C
M. J. Parkes (Ferrari 250 G.T.	0.)		9	D
P. Hawkins (Lotus 23)			9	E
J. C. Spender (Lotus 11)			9	E
R. McG. I. Ireland (Lotus 19)			9	F
R. F. Pierpoint (Lotus 15)			9	F
E. B. H. Woo'lev (Turner-B.M.	C.)		6	A
D. A. T. Rees (Marcos)			6	A
P. M. Jopp (Lotus Elite)			6	B
			6	B
C. Hunt (Lotus Elite) C. J. Lawrence (Morgan)			6	C
E. R. Duggan (Morgan)			6	
E. R. Duggan (Morgan) R. C. Kerrison (Ferrari 250 G.7	(.]		6	D
J. Nicholson (Lola) Mrs. B. M. Dickinson (Lola)			6	E
Mrs. B. M. Dickinson (Lola)			6	E
Mrs. B. M. Dickinson (Lola) R. W. de Selincourt (Lister-Jag I. McKechnie (Morgan 4/4)	uar)		6	F
J. McKechnie (Morgan 4/4)			4	A
M. J. Reid (Sebring Sprite)			4	A
I. G. E. Harrison-Hansley (Lot	us Eli	te)	4	B
I P Fergusson (Jurner-(Jimax)			4	B
P. H. Arnold (Morgan)			4	C
D. Hobbs (Jaguar E)			4	D
<ul> <li>P. H. Arnold (Morgan)</li> <li>D. Hobbs (Jaguar E)</li> <li>E. J. B. Mitchell (Jaguar E)</li> <li>R. B. Beck (Jaguar XK)</li> <li>P. W. Waters (Lola)</li> </ul>			4	D
R. B. Beck (Jaguar XK)			4	D
R. W. Waters (Lola)			4	E
J. O. Coundley (Lister-Jaguar)			4	F
B. J. Smallthwaite (Lotus Elite)			2	B
H Braithwaite (Morgan)			2	C
H. Braithwaite (Morgan) G. A. Warner (Aston Martin DF	34GTA		2	D
R. J. Crosfield (Daimler SP250)			222222	D
P. R. Dickinson (Lola)			2	E
P. H. Sutcliffe (Jaguar D)			2	F
a a a succine (sugar D)			1	-

MAURICE TRINTIGNANT will drive Rob Walker's Lotus at Monaco. He will also be driving a works Ford Zodiac in the saloon car race at Silverstone. **PIT and PADDOCK** 

To Mr. and Mrs. Don Truman, a daughter—Fiona Mary—on 14th April.

THREE women drivers will be taking part in the touring car race at Silverstone on 12th May. Anita Taylor, the sister of the Lotus G.P. driver, has entered her Ford Anglia and Christabel Carlisle and Elizabeth Jones will be driving Austin-Coopers. WE have had further information about the G.T. car being built by A.T.S. Serenissima. It will be a rear-engined two-seater clothed in a wind-tunnel-tested body. Two versions will be built—a normal Gran Turismo and a special model for taking part in G.T. races.

SCUDERIA VENEZIA has entered three cars for the Nürburgring 1,000 kms. race on 27th May. One car is the latest type sports Maserati, another a sports Ferrari and the third a Ferrari GTO. Drivers are likely to be Graham Hill, Nino Vaccarella, Colin Davis, Carlo Abate and Lucien Bianchi.



OUTSIDE THE DOGHOUSE CLUB's new caravan on Easter Monday at Goodwood, included in the group are Miss Celia Ercolani, Mrs. John Campbell-Jones, Mrs. Gregor Grant, Evan Price (Dunlops), Mrs. Coakley, Stirling Moss, Mrs. Graham Hill, Peter Harper, Dennis Druitt, Dick Jeffrey, Mrs. Les Leston, Mrs. David Phipps, Lawrie Bond, Les Leston, Mrs. Peter Procter, Sheila van Damm, Peter Procter and Norman Garrad.

THE Tornado Talisman is now available in two forms: Grand Touring and Touring. The Grand Touring model will be exactly as announced but with the addition of a Smith's heater, finished in crackle black, as standard equipment. The basic ex-works price is £915 which, with the £344 P.T. levy, makes a total U.K. price of £1,259.

The Touring model for the most part is similar to the G.T. but with the 1,340 c.c. Ford engine in basic tune with single Zenith carburetter but Tornado fourbranch exhaust manifold, developing 55 b.h.p. Equipment changes include a single-speed wiper motor and no revolution counter. A heater is not fitted as standard equipment. The basic ex-works price is £830 plus U.K. P.T. £312 5s. 3d. which gives a total U.K. price of £1,142 5s. 3d. Both models are available in limited number in component form to personal callers only and the prices are: G.T., £875 ex-works; Touring, £795 exworks.

#### PECO CHAMPIONSHIP

THE Performance Equipment Co., Ltd., are once more sponsoring a championship for G.T. cars at Brands Hatch. PECO are sponsoring at seven B.R.S.C.C. meetings, four of which will be pointsscoring events for the Championship. Points will be awarded in four classes, up to 1,000 c.c., 1,600 c.c., 3,000 c.c. and over 3,000 c.c. After the first round on Easter Monday, Ken Baker (Jaguar) leads with nine points from Barry Wood (Sprite), Gordon Jones (Marcos) and Bob Burnard (A.C.) who each have eight. MICKEY THOMPSON, well-known American record-breaker, recently tested his latest machine at Riverside, California. This is a Buick-engined Indianapolis car, one of three he is building for the race. Called the Harvey Aluminium Special, this car has been built in conjunction with Harvey Aluminium Ltd., and extensive use has been made of that metal. With a very Cooperlike chassis, the car, designed by Englisaman John Crosthwaite, is powered by an aluminium Buick V-8 3½-litre engine bored out to the "Indy" maximum of 4.2 litres. Power has been ratsed from 185 to 330 b.h.p. at 6,500 r.p.m. With a dry weight of 1,080 lb, the car is 31 per cent. lighter than the average "Indy" car. A two-speed gearbox is employed. Mickey Thompson checking the chassis of his "Indy" machine.



## GASIRULW AT AINTREE INTERNATIONAL '200' MEETING SALOON CAR RACE UP TO 1,000 C.C. CLASS 1st John Love-Austin Mini-Cooper Entered by Cooper Car Co. Ltd. 2nd JOHN WHITMORE-AUSTIN MINI-COOPER Entered by Cooper Car Co. Ltd. **3rd** CHRISTABEL CARLISLE-AUSTIN MINI-COOPER Entered by D. Moore 4th TONY MAGGS-AUSTIN MINI-COOPER Entered by Cooper Car Co. Ltd. (Subject to official confirmation)

Follow the experts - always ask for CASTROL by name!

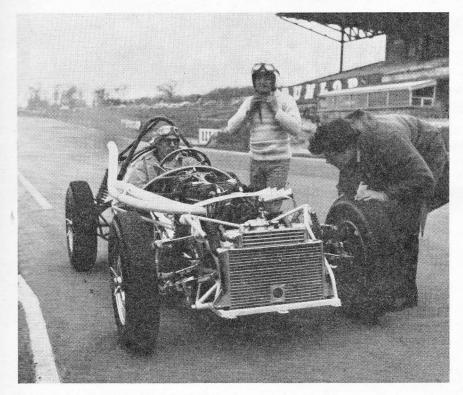
A MEMORIAL service to Ron Flockhart will be held on 8th May at St. Michael's, Chester Square, London, SW1 at 12 peop S.W.1, at 12 noon.

#### **INDIANAPOLIS ENTRIES**

A MONGST the entries for the Indianapolis "500" are the following wellknown (and not so well-known!) cars and drivers: A. J. Foyt (Bowes Seal Fast), Rodger Ward (Leader Card 500), Dick Rathmann (Chapman), Jim Rath-mann (Simoniz), Cotton Farmer (Froehde Mabil Homes) Leon Clum (Lurtle Dril Mobil Homes), Leon Clum (Turtle Dril-ling Special), Troy Ruttman (Jim Rob-bins Special), Jack Fairman (Kimberly), Chuck Daigh (Harvey Aluminium), Dan Gurney (John Zinc Trackburner), Herb Hill (Grizzly Brake Special) and Jim Hurtubise (Demler). The only British entry is Pierre de Villiers's De Villiers Special (a modified Connaught).

SPORTS H, CARROLL SHELBY'S A.C. COBRA CARROLL SHELBY'S new A.C. Cobra, a G.T. car intended to threaten Cor-

vettes, E-type Jaguars and Ferrari Ber-linettas, was introduced recently in America. This machine is an Anglo-American effort: the chassis, running American effort: the chassis, running gear, body, upholstery, etc., are com-pleted by A.C. Car Co. in Britain and these units are then shipped to America where a 260 b.h.p., 4,261 c.c. V8 Ford engine is installed. With engine modifi-cations, 335 b.h.p. is obtainable. With the 260 b b r unit the car exhibits the the 260 b.h.p. unit, the car achieves the standing quarter-mile in 13.8 secs., will reach 100 m.p.h. in 10.8 secs. and has a maximum speed of 153 m.p.h.



750 MEN ATTACK INDIANAPOLIS: This ex-C-type Connaught has been entered for Indianapolis this year by three members of the 750 Motor Club-Harry Worrall, Tony Densham and Pierre de Villiers. This car was never raced officially by Connaught and, in fact, it only raced once after the liquidation of this concern—in the 1959 American Grand Prix. The car is using the original  $2\frac{1}{2}$ -litre 4-cylinder Alta engine which now develops 260 b.h.p. at 7,200 r.p.m. using alcohol. A maximum speed of 170 m.p.h. is claimed. The car will also differ from the normal 4.2-litre "Indy" cars by the use of a special Wilson-type pre-selector two-speed gearbox-two gears having been removed. The suspension characteristics have been altered to suit the left-hand corners while the C-type frame has been "clothed" with a completely new body, designed to cut down wind resistance. The length and width of the car have been in-creased to suit "Indy" regs. and additions include a roll-bar, a rear shunt bar and the fuel tank has been glassfibred. Pierre de Villiers may be driving, depending on whether laps made last year qualify him for the event.

THE Automobilclub von Deutschland are most anxious to obtain some British Formula Junior and G.T. cars for their Berlin Grand Prix meeting on 13th May.

ALFA ROMEO recently issued this communique following a report in a Milanese newspaper that a new Giulietta was to be introduced very shortly: "COMMUNIOUE

"COMMUNIQUE "A weekly Milanese newspaper has published an absolutely false statement about the Alfa Romeo S.P.A. regarding a presumed advertise-ment with a fantastic design for a new Giuliettta which was *extremely imminent* in two versions, the 1300 and 1600, and the Concessionaires would be well advised to place their orders now.

be well advised to place their orders now, "We deplore this method of spreading false statements, and it has had the effect of creating confusion to would-be clients. It is also gravely damaging to our proper activities. Whilst we reserve every legal right qualified to protect our interest in this matter, we confirm that, after the recent show at Geneva, a new vehicle 2600 in the three versions, Berlina, Sprint and Spyder, made an enormous success internationally. "We have not any immediate programme about

"We have not any immediate programme about launching new types of vehicles, and the Giulietta 1300 will continue to be produced for the next few years to satisfy the wishes of our wast number of clients who are world wide."

PADDY GASTON'S supercharged Sprite was, of course, third in the over 1,600 c.c. G.T. car race at Brands Hatch on Easter Monday. Robin Stelfox's TR3, stated as third in our report, was fourth and Jim Warnell (A.C.) fifth.

THE B.R.D.C. have arranged a special demonstration run of the 1939 Grand Prix Mercedes-Benz at Silverstone on 12th May. These 500 b.h.p. beasts were capable of around 200 m.p.h. and consumed their alcoholic fuel at the rate of 3 m.p.g.!

THE 1950 World Champion, Nino Farina, recently took delivery of a Mark X Jaguar. He has joined Jaguar's Milan distributors and is to act in a sales capacity, visiting dealers and cus-tomers in order to promote Jaguar sales in Northern Italy.

JOHN SURTEES, Masten Gregory, Roy Salvadori, Tony Marsh, Jack Brab-ham, Jo Bonnier, Jim Clark, Trevor Taylor and Co. have been attracted to the 2,000 Guineas Formula 1 race at Mallory Park on Whit Monday. This should be quite a race! should be quite a race!

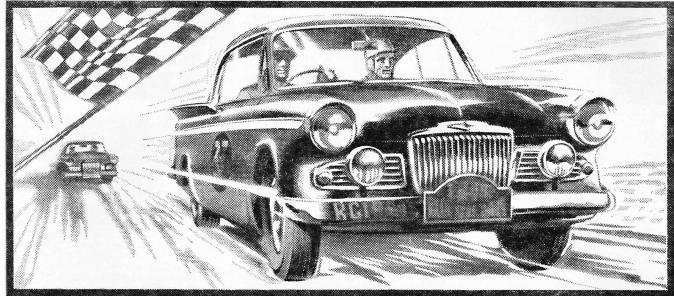
**B.**A.R.C.-WEBBAIR are operating two special flights to the European Grand Prix at Zandvoort. Flight W.109 leaves Gatwick on Thursday, 17th May, for practice and returns on Monday, 21st May. The fare, inclusive of four nights of demi-pension, is 26 gns. There is also a day return flight, W.110, on Sunday, 20th May, which costs £17 10s.

THE main event at the S.M.R.C. Snetterton race meeting on 6th May will ton race meeting on 6th May will be for Historic Racing, Vintage and Thoroughbred cars. A fine entry has been received which includes E.R.A.s (including Patrick Lindsay's which will be driven by Bill Moss, its rapid former owner), a Bugatti, Maseratis, Rileys, an M.G. a Talbot an Alfa Romeo a M.G., a Talbot, an Alfa Romeo, a Frazer-Nash special, an Invicta, Austin Ulsters, Frazer-Nashes, Alvises and, of course, Bentleys—including Keith Schel-lenberg's massive 8-litre "Whale". There are also races for Juniors, sports cars, saloon cars, G.T. cars and Formule Libre machines. Over 150 entries have been machines. Over 150 entries have been received for this meeting, which starts at 2 p.m.

#### ECURIE ECOSSE TOJEIROS

WE have received more information when the received more Ecurie Ecosse entries of G.T. prototypes for Le Mans. The chassis is the brainchild of John Tojeiro with double wishbone independent front suspension. The rear suspension is also independent with wide-based double wishbones and links with springing by integral coil springs and damper units. The fuel is carried in two separate tanks mounted on either side of the car outboard of the driving compartment. The specially cast wheels will take a 7 ins. section rim and Dunlop tyres, 700 x 15 on the rear and 650 x 15 on the front, will be used. Armstrong dampers, Dunlop disc brakes, Lockheed competition clutch, Lucas lighting and Lodge plugs will also be used. A 2.76-Lodge plugs will also be used. A 2.76-litre Coventry Climax engine with Weber carburetters and a Cooper five-speed gearbox will be housed at the rear end and the body will be of the "hard top" The first testing should be variety. carried out in mid-May.

**CIRCUIT OF IRELAND** INTERNATIONAL RALLY 1962



# SUNBEAM RAPIER



## OUTRIGHT WINNER FOR SECOND YEAR RUNNING

DRIVERS: PADDY HOPKIRK & JACK SCOTT

## ULSTER AUTOMOBILE CLUB AWARDS LOMBANK TROPHY TROPHY · DOWN TROPHY AWARDS AUTOSPORT TROPHY ALSO ST SERIES PRODUCTION TOURING



CARS (1300-1600cc) (RESULTS SUBJECT TO OFFICIAL CONFIRMATION)



622

By appointment to Her Majesty the Queen Motor Vehicle Manufacturers Rootes Motors Limited ROOTES MOTORS LTD SUNBEAM-TALBOT LTD., COVENTRY. LONDON SHOWROOMS AND EXPORT

AUTOSPORT, MAY 4, 1962

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

RIGHT: The three team TR4s. John Sprinzel/ Graham Robson are driving 3VC, Mike Sutcliffe/ Roy Fidler are in 4VC and Jean-Jacques Thuner/Jean Gretener have 5VC. 6VC is a spare, and was used on the "recce". **BELOW:** The sump pan. **BOTTOM:** Mick Moore at work on one of the 2-litre engines.





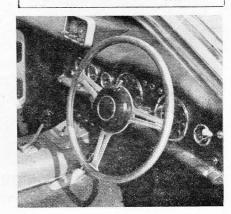
**BELOW:** Vic Elford's DKW Junior being attended to by racing specialist Tommy Johnson. A Mercedes-Benz 300SL is seen in the background of the workshop.







**ABOVE:** Mark IIA T.V.R.s are being used on the Tulip. Ken Richardson (left) with a group of mechanics stand round a car. **BELOW:** Internal equipment includes a Halda Speed Pilot, stop watches and the usual rally equipment. The dash has been cut away to allow more room for the navigator.





624

 SOLE CONCESSIONAIRES FOR PEUGEOT IN GREAT BRITAIN AND
 NORTHERN IRELAND

 DISTRIBUTORS PEUGEOT LTD
 CONNAUGHT HOUSE
 127 HIGH STREET
 CROYDON
 TELEPHONE: CRO 7211 (7 LINES)



#### LEFT: Chris Summers's new creationhis 5-litre Cooper-Chevrolet!

again. The last lap was a most hectic affair and at Shaws they collided with dire effect to the "E"-type's offside wing and enect to the "E"-type's offside wing and lamp, then they came down Devils Elbow side by side, the larger car win-ning by 0.2 of a sec. The line taken by both cars frightened the marshals in front of the timing box more than somewhat!

Next came the main event of the day.

### EASTER MONDAY AT MALLORY PARK

#### REPORT AND PHOTOGRAPHY BY FRANCIS PENN

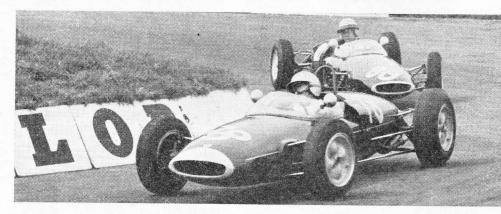
MALLORY PARK in the sunshine, what a change! Thousands of spectators saw the little Leicestershire circuit's "new look" for the first time. During the winter months Clive Wormleighton and his boys must have been working like beavers to have all in readiness for this their opening meeting by the Notts Club on Easter Monday and no doubt with thoughts of the big International

to come on Whit Monday. Starting up at Shaws Corner, a new open stand allows a full view of the entrance to that famous bend. From thence, on the inside, a heavy yellow and black guard rail of the "sprung metal" type runs all the way down the Devils Elbow to the pit area. The Devils Elbow itself has been widened with increases varying from one to six feet. A very heavy concrete protection barrier circles round the outside to com-

plete spectator protection. Adjacent and just below the timing tower is a completely new pit area with double protection rails, on top of which is a double-tier clubhouse, restaurant and bar, together with competitors' changing rooms complete with showers, etc. At the rear of this is a brand new race control building with offices for stewards, etc.; the old control room now being used as a hospital bay. Farther down the straight is a signalling area, also heavily guarded; on top of this is a single-tier open stand. Directly opposite is a similar one for spectators and there is a further one down at Gerards Bend. Lastly, the old crossing bridge has been moved about 100 yards farther down the straight, thus allowing a clear view of the start area. In all a grand job, the whole looking like a miniature Continental circuit complete with all the colours!

Now for the racing itself. In hot sun-





shine the cars went to the line for race 1, a 10-lap heat for G.T. cars. First place was never in any doubt as J. B. Wagstaff (Lotus Elite) was never troubled, winning by some 4 secs. from C. Summers (T.V.R.), who had taken B. Smallthwaite's Lotus Elite on the sixth lap.

The second heat provided E. R. Protheroe ("E"-type Jaguar) with a 3 secs. win over C. Hunt (Lotus Elite) after J. P. Fergusson's Turner-Climax had withdrawn from an early stage battle. Third man home, some 12 secs. "E"). Protheroe's lap of 58.2 secs., 83.50 m.p.h., is a new G.T. class lap record.

Event 3 was for Formula Junior cars over 30 laps. In this, spectators saw one of the best races for this type of car yet staged on any circuit! It was simply superb. In the terrific scrap between the Lotuses of A. Rees and J. R. Pearce the all-time lap record of 53.6 secs. made by Tim Parnell, in a Formula 1 Lotus, went for a Burton! Rees led For the first 15 laps by feet only, then Pearce got through to crack a lap in 53.4 secs. Rees repassed to win by 0.8 of a sec. of a sec. Third, some 16 secs. later, came D. Prophet (Alexis), closely followed by J. Taylor (Cooper). No inci-dents and a very well-driven event.

The final of the G.T. cars over 25 laps came next and saw E. R. Protheroe's "E"-type chased to its very limit by the Elites of Wagstaff and Hunt, coupled with some bumping and boring up at Shaws Corner. First one and then the other Elite would pull alongside, but neither could pass—that is until lap 18 when Wagstaff came down Devils Elbow alongside Protheroe and just led down the main straight. Next time round, however, the "E"-type was in front

The new pits, restaurant, bar and chang-ing rooms—some of the modifications that have recently been carried out at Mallory.

LOTUS 22s: Alan Rees and Jack Pearce at Shaws during their Formula Junior battle.

a Formule Libre race over 50 laps, and it introduced, among others, Chris Summers's new creation, a Cooper Formula 1 with a 5,000 c.c. Chevvy engine stuffed in the back! All complete with stumpy exhaust pipes, it went like the clappers! When its bugs are ironed out, it must be one of the fastest cars in the country!

From the start it was J. Rhodes (1<sup>1</sup>/<sub>2</sub>-litre Cooper-Ford), J. Fairman (Cooper-Maserati) and J. Spender (1.2-litre Lotus Eleven). Next lap, and Fairman led from Rhodes with Summers third. These positions were held till lap five when Summers, using the terrific acceleration of the Chevvy motor and nearly setting its tyres alight, just streaked away from Shaws to lead. He held and increased his lead till lap 28, when a plug cut, so he retired! A great shame as no one could look at him! Into the lead went (Continued on page 649)

Results

Results G.T. Cars-Heat 1 (10 laps): 1, J. B. Wagstaff (Lotus Elire), 79,26 m.p.h.; 2, C. Summers (T.V.R.); 3, B. Smallthwaite (Lotus El ·). Fastest lap: Wagstaff, 82.10 m.p.h., G.T. Cars-Heat 2 (10 laps): 1, E. R. Protheroe (Jaguar "E"), 81.03 m.p.h.; 2, C. Hunt (Lotus Elire); 3, R. P. G. Sturgess (Jaguar "E"), Fastest lap: Protheroe, 83.50 m.p.h. Formula Junior (30 laps): 1, A. Rees (Lotus 22), 89.33 m.p.h.; 2, J. R. Pearce (Lotus 22); 3, D. Prophet (Alexis); 4, J. Taylor (Cooper); 5, J. Cottrell (Cooper); 6, G. Breakell (Lotus 20). Fastest lap: Pearce, 91.01 m.p.h. G.T. Cars-Final (25 laps): 1, E. R. Protheroe (Jaguar "E"), 81.02 m.p.h.; 2, J. B. Wagstaff (Lotus Elite); 3, C. Hunt (Lotus Elite); 4, C. Summers (T.V.R.); 5, R. Sturgess (Jaguar "E"); 6, I. J. Mitchell (Jaguar "E"). Fastest lap: Wagstaff, 82.65 m.p.h. Formule Libre (50 laps): 1, J. Rhodes (1.5 Cooper-Ford), 88.21 m.p.h.; 2, B. Hart (1.5 Lotus 20); 3, J. Fairman (Cooper Maserati); 4, J. Blumer (Cooper Monaco); 5, J. Spender (Lotus X1); 6, M. V. Mackie (Cooper FI). Fastest lap: Hart, 92.75 m.p.h. G.T. Cars up to 1,000 e.c. (10 laps): Overall Winner: G, W. John (Marcos); 7, 411 m.p.h.; 2, B. Woolley (Turrner); 3, J. McKechnie (Morgan). Fastest lap: John, 76.05 m.p.h. Mini Class: 1, W. A. Botrowman (Austin-Cooper), 70.29 m.p.h.; 2, P. Galliford (Morris-Cooper), S, C. Pearce-Pone (Morris-Cooper). Fastest lap: Borrowman, 71.89 m.p.h.

AFTER a delay of 36 hours, during which the differential of his car was removed and examined by R.A.C. scrutineers as the result of a protest, it was officially announced that Paddy Hopkirk, in a works-entered Sunbeam Rapier, had won the Circuit of Ireland International Rally for the second year in succession. Hopkirk now becomes the only driver ever to win this event three times, having finished first in general classification also in 1958 when driving a Triumph. The young Belfast driver was placed

first when the provisional results were made public a few hours after the end of the rally, but officials of the Ulster Automobile Club refused to hand over his awards, which included the AUTOSPORT Trophy, until they had considered a pro-

test lodged by another competitor. Voluntarily Hopkirk handed over the car to the club, and the following day scrutineers had the back axle dismantled, paying particular attention to the differential. After the examination it was announced by the club that the protest had been withdrawn and that Hopkirk was the undoubted winner.

Second place in general classification went to Cecil Vard and Dudley Reynolds from Dublin, who were, in fact, leading the rally at the end of the third stage in an Austin Mini. Third place was taken by Bobby Parkes from Manchester in his Healey 3000, while fourth place went to Rodger Clarke driving a Cooper-Austin Austin.

The teams filling these four leading positions also won their respective classes, which is an indication of just how well the present system of marking used by the U.A.C. in this event works.

Other class winners in the overall results were F. P. P. Johnston of Omagh in a Sprite, who won the section for grand touring cars up to 1,300 c.c., and D. A. Davis from Bedworth who was best in the touring class for all types of cars, driving a 997 c.c. Ford Anglia. The one-make team prize went to the Cooper-Austins of Clarke, Robert Pinkerton and Cecil Molyneaux, while the Ladies' Trophy was collected by Mrs. Joan Noble and Miss Pat Egan in a Cooper-Morris.

In an attempt to sort out the rally "on the road", the organizers included much more navigation in this year's event but there were still many teams that finished with a clean sheet. This was partly due to the fact that the Royal Irish Automobile Club stipulated that the minimum speed for any section over unclassified roads must be at least 24 m.p.h., and to the fact that the standard of navigation had improved considerably among local teams during the last 12 months.

#### Friday, 20th April/Saturday, 21st April

THE rally, which this year was receiving financial assistance for the first time from Lombank, started off as usual on Friday night from controls in Belfast and Omagh in the North of Ireland, and Dublin in the South, to converge on the little County Armagh village of Cam-lough for the first control. This was a straightforward run for the 94 starters over main roads, but trouble set in right away for D. J. Sheedy and Dr. Gar O'Brien, who had the windscreen of their Austin Mini shattered by a flying stone only five miles out from the Dublin control. They were, however, among the finishers at Bangor four days and 1,500 miles later.

The first special section of the rally

started at this control with 10 optional checks and a time point to be visited, followed by another control and seven time points. These kept navigators busy through the "wee small hours" of the morning before crossing the frontier post into Eire at Belcoo and heading for Sligo for a welcome breakfast stop. From talk over the bacon and eggs it was gathered that among those who had been successful during the night were Hopkirk and his navigator Jack Scott, the Cooper-Austin team of Clarke, Pinkerton and Molyneaux, Sydney Allard in his Ford Anglia and J. Chitty in his Rapier. John Chesney spent all his breakfast hour replacing a windscreen in his Vauxhall which was another victim of a flying stone, while Miss Pat Barr and her navigator Sheila Aldersmith were feeling very disheartened after being more than an hour late at one of the night controls and excluded from the finishers list. One competitor who did not arrive at all was D. McManus, whose Austin-Healey Sprite left the straight and narrow a few yards following the last night control on a very easy section to the breakfast halt.

From Sligo the cars headed south-west to a control and driving test at Cully

#### AUTOSPORT, MAY 4, 1962

petitors who gathered in the rally headquarters in Killarney later that night were kept well informed of all interesting news by the issue of frequent bulletins containing test times and tit-bits about the event. It was from one of these bulletins issued near midnight that competitors learned that the rally was being led at the end of the first stage by Hopkirk with 1.6 marks. Second was Adrian with 1.6 marks. Second was Adrian Boyd with 2.4 marks and third was Ian Woodside with 8.0 marks. Vard was credited on the result sheet with 61.4 marks, but there had obviously been some miscalculation, for the next day it was changed to 5.4 marks to bring him into third place in the overall placings.

#### Sunday, 22nd April

As the cars left Killarney in the dawn of Sunday morning it was obvious that Hopkirk would have to fight strongly throughout the day to retain his slender lead over Boyd. After two rather easy time points the first test was a speed event at Ballaghabeama, up and down over a narrow twisty road for almost two This was followed by another miles. special section with two time points over

#### **RCUIT OF** IRELAN A Win for Paddy Hopkirk (Sunbeam) for the Second Year

#### BY BRIAN WADDELL

Cross Roads in the Ox Mountains, where Robert McBurney (Volkswagen) and Adrian Boyd (Sprite) shared the honours for the fastest time of the day recorded 25.8 secs. In his class Hopkirk dropped a full mark by being one second slower than Frank Robinson's 1500 Volkswagen which clocked 26.2 secs.

The next test was a hill-climb near Lough Nafooey in the beautiful Joyce where Hopkirk set country about demonstrating just how potent the Rapier was by returning the fastest time of the day at 70.2 secs. A remarkable climb was made by Wilbert Todd, driving his 1,221 c.c. Skoda, who took only a second n,221 C. Skoud, who took only a second more than Hopkirk, while other good climbs were recorded by Johnston (Sprite), 70.8 secs., Bobby Parkes (Healey 3000), 72 secs., and Charles Eyre-Maun-sell (Alpine), 72.2 secs.

To keep the navigators happy the organizers threw in another special section with six time points, a check at Castleconnell Garda Station and a couple of controls before the next manoeuvrability test at a point outside Newcastle West, which the young Volkswagen driver Robert Woodside has cause to remember for many a day. After going extremely well up to this point he was unfortunate to lose reverse gear and was forced out of the rally. Good times here were recorded by McBurney and R. J. McCartney (Volkswagen) with 24 sees. each. Vard shared a time of 24.6 secs. with Kevin Sherry (Volkswagen), a previous Circuit of Ireland winner.

There was yet another speed event at Tralee—the second hill-climb of the day —before drivers reached the end of the first stage at Killarney. On this hill, Parkes was fastest with 87.4 secs., followed by Hopkirk with 90 secs. and Chitty's Rapier, being driven by John La Trobe, with 94.6 secs.

Thanks to Lombank and a hardworked press officer, Jack Nihill, com-

tracks which were about the roughest encountered throughout the event. It was on this section that two of the three Cooper-Austins holed their sumps. While making some hasty repairs Rodger Clarke lost 20 marks in the section but managed to reach the next control on time to find his team-mate Molyneaux busy pouring quarts of Castrol into his car. These 20 marks, in fact, cost Clarke third place in the overall results at the end of the rally.

Easily the best test of the Sunday stage was the long hill-climb up the Tim Healy Pass-a highlight in every Circuit of Ireland-where the best time was recorded by Parkes with 3 mins. 12.8 secs. He was followed by Boyd with 3 mins. 13.2 secs., Ian Woodside recorded mins. 14.6 secs. and Hopkirk 3 mins. 19 secs.

One of the thrills of the day at Tim Healy was provided by Sydney Allard who, while making a very rapid ascent in his Anglia, rolled the car on its side on the last right-hand bend. Willing hands were soon on the scene to help him lift the car on to its wheels again and he continued to the top before incurring the maximum penalty of 300 marks, and only about 90 secs. slower than Parkes!

The rest of the Sunday run contained two more special stages with five time points in each and two driving tests, one of which cost Hopkirk valuable marks when he was forced to take a second "cut" when reversing between two pylons.

It was later that night in Killarney that officials announced Boyd had taken the lead in the rally with 3.6 marks followed by Hopkirk with 4.4 marks and Vard with 5.6 marks. Fourth place was being occupied by Ian Woodside with 12.4 marks. But both Boyd and Woodside were in for a dramatic shock when they

PHOTOGRAPHY BY BRIAN FOLEY



Despite a protest concerning the overdrive on the works Sunbeam Rapier, Paddy Hopkirk and Jack Scott emerged as overall victors for the second year running. The Rapier is pictured climbing the Tim Healy Pass.

examined the results the following morning, for during the night officials had again been re-checking and it was found that both these drivers, as well as several other competitors in the rally, had checked in too early at the Tim Healy control during the second stage. All were penalized 100 marks which knocked them completely out of the running and brought Hopkirk back again into first place, now with a slender lead over Vard. Another driver to lose marks in this way at the same control was Miss Rosemary Smith (Alpine) who seemed all set to carry off the Ladies' Trophy for the third successive year.

#### Monday, 23rd April

ON Monday morning the first car left the Killarney control before 7 a.m. on the start of the return journey north again. The first event of the day was a driving test followed by the fourth hill-climb of the rally at Carrigeenina just south of Tipperary. This climb was followed by yet another

special section with nine time points, a driving test at Banagher and one near Taghshinny, followed by a 26-mile Tulip Rally-type section which seemed to prove very little when held during daylight.

The next control was near Boyle, and during this section many competitors took the opportunity of having a meal in the local hotel which contained a few remaining guests from what must have

been a very enjoyable wedding party. One such gentleman, who Jack Scott was introducing to his friends as Mr. Norman Garrad, tried his best to get Paddy Hopkirk to entertain the assembled gathering but the Rapier driver Hopkirk seemed at this stage to have nothing to sing about.

But if he couldn't sing, Hopkirk was nevertheless second fastest at the next hill-climb with a time of 53.6 secs., 2.2 secs. slower than Parkes who, in fact, had the disadvantage of climbing the hill during a sudden downpour. Other good times on this hill-where the Rapier driven by Brian Waddell was forced out with a broken crown wheel and pinion were put up by Charles Eyre-Maunsell, 54 secs., and Hugh O'Connor-Rourke (Triumph) who recorded 54.8 secs.

Four more optional checks had to be visited by those drivers left who were seriously fighting for awards before the cars checked into the Londonderry control. Among those who had fallen by the wayside during the day's motoring were Ronnie Adams's son Michael, who broke a halfshaft in his Herald, and Michael Ivis, whose gearbox packed up in the Austin Mini.

#### Tuesday, 24th April

ALTHOUGH no official placings were announced during the night at Londonderry it now seemed that Vard might have snatched the lead from Hopkirk and that there could well be a photofinish at the final tests in Bangor.

Right away from the Londonderry control the officials threw in a short special section which caught out a num-ber of competitors and, in fact, Vard here lost four precious marks. This was followed by a driving test, more time points and a quick dash to Kirkistown airfield for three timed laps of the circuit to line up his car for a second time to get into a rather narrow garage.

The final braking test, however, was, as usual, very exciting, with Hopkirk putting in a terrific performance, and Vard losing 13.6 marks to Ray Noble who was best in the small saloon class. Results

Results General Classification—Lombank and U.A.C. Trophies: 1, P. B. Hopkirk/J. Scott (Rapier), 11.5 marks lost; 2, C. Vard/D. Reynolds (Austin 848 c.c.), 28.2: 3, G. H. F. Parkes/G. W. Howarth (Healey 3000), 41.8; 4, R. A. Clarke/J. Porter (Austin 997 c.c.), 44.4; 5, R. L. D. Pinkerton/H. Patton (Austin 997 c.c.), 70.1; 6, M. J. O'Mahoney/R. H. Tilson (Volkswagen 1,192 c.c.), 74.8 74.8.

74.8.
Touring Cars—up to 850 c.c.: 1, Vard: 2. J. W. Emerson/B. Doyle (Morris 848 c.c.), 175.7; 3, N. T. Smith/J. L. Conway (NSU 583 c.c.), 210.7.
850 c.e. to 1,300 c.e.: 1, Clarke; 2, Pinkerton; 3, O'Mahoney. 1,300 c.e. to 1,600 c.e.: 1, Hopkirk; 2, F. A. Robinson/J. R. Davidson (Volkswagen 1,493 c.c.), 116.7.
Grand Touring—up to 1,300 c.e.: 1, F. P. P. Johnston/I. D. Turkington (Sprite 995 c.c.), 113.8; 2, A. J. L. Boyd/M. N. Johnston (Sprite 995 c.c.), 116.8; 3, J. Fildes/Miss S. O'Cleary (M.G. 948 c.c.), 142.6. Over 1,300 c.e.: 1, Parkes; 2, I.



Two Austin-Coopers at the Killarney control. Roy Pinkerton was second in his class behind Rodger Clarke who drove a similar car. No. 49 is Cecil Molyneaux's Austin-Cooper.



Cornering with the tail of their Sun-beam Alpine well out are Miss Rose-mary Smith and Mrs. Delphine Bigger on the Tralee Hill-Climb.

-driving in the opposite direction to which everyone had anticipated.

The first of the two final driving tests in Bangor was a dull affair from a spectator's point of view-an unfortunate selection when such a large crowd had turned out to see some spectacular driving. Here again Vard lost marks when he had

Woodside/E. Crawford (Sprite s/c 995 c.c.), 133.5; 3, C. A. Gunn/B. Cusack (M.G. 1,588 c.c.), 194.6. 3, C. Touring-Open to all types of cars: 1, D, A. Davis/C, Hicks (Ford 997 c.c.), 75.4; 2, R, D, C, Turner/D, Abbott (Triumph 948 c.c.), 334; 3, I, Armstrong/W. R, Robinson (Austin 848 c.c.),

One-Make Team: Austin-Cooper (Clarke, Pinker-

Team Award and Club Team: McBurney, Robin-

Team Award and Chip Team: McBurney, Robin-son, McSpadden.
H. A. Bryson Trophy: Pinkerton. Castlereagh Trophy: Vard. Oonagh Reid Trophy: Parkes.
"Autosport" Trophy: Hopkirk. Ladies' Trophy: Mrs. Joan Noble/Miss P. Egan. Novices' Trophy: C. G. Scallon/T. P. O'Hagan.

THANKS to Rob Walker's loan of one of his 4-cyl. engined Lotus-Climaxes, Maurice Trintignant was able to achieve one of his life's ambitions and scored his third victory on the difficult circuit of Pau, the very course on which he

of Pau, the very course on which he started his long career before the war. Jimmy Clark was the hot favourite, having achieved fastest time in both practice sessions, getting down to 1 min. 30.6 secs. (68 m.p.h.). He made a care-ful start, seized the lead after eight laps, but unfortunately he had to retire with but unfortunately he had to retire with a broken gearchange. From then on it was Trintignant alone, but despite the encouragement of an enthusiastic pub-lic, Trintignant did not have an uneventful drive as his gear selection gave him a great deal of trouble soon after half distance and Jo Bonnier's red Scuderia Venezia Porsche crept up on him. By a miracle the Colotti box of the Lotus sorted itself out and the dark blue car started drawing away again from the Porsche, which soon retired with a broken crown-wheel and pinion. Ricardo Rodriguez, driving a 120 deg. Ferrari (last year's car with the 1962 rear sus-pension), was lucky to finish second. He made, as expected, a rocket start but as soon as the boys got going he started falling back and climbed the scoreboard again only by dint of the retirements of Clark and Bonnier, Rodriguez was threatened for most of the race by Jack Lewis's V8 B.R.M. and had Lewis been more familiar with his car (which he drove for the first time at Pau) he would certainly have been able to pass Rodri-guez, who was in his way throughout the twisty part of the course, but sailed away on the straight.

The weather was ideal for motor racing when "Toto" Roche dropped the flag in his usual manner. Despite forceful warning there was again two bewildered chaps left on the line—Jo Siffert, who was driving for the first time his new 4-cyl. Lotus-Climax, and Nino Vaccarella in the ex-Walker Scuderia Venezia Lotus-Climax. The grid position was:

J. Bonnier	R. Rodriguez	J. Clark
(Porsche)	(Ferrari)	(Lotus V8)
1 m. 32.7 s.	(Ferrari) 1 m. 32.5 s.	1 m. 30.6 s.
M. Trintig	nant I	Brabham
(Lotus)		(Lotus)
1 m. 33.1	s. 1 I. Lewis	m. 32.9 s.
A. Marsh	J. Lewis	
	(B.R.M. V8)	
1 m 340 s		1 m. 33.1 s.
L. Bianc		T. Taylor
(FNB-Mas	erati)	(Lotus)
1 m 350	erati) s. 1	m 341 c
T Durgess	L. Heimrath	M Vacaratio
	(Porsche)	
(Cooper)	(Poiscie)	(Lotus)
	1 m. 36.2 s.	
H. Schill		J. Siffert
(Porsche		(Lotus)
1 m. 38.5		m. 37.2 s.
	J. Schlesser	
	(Cooper)	
	1 m. 39.1 s.	

Bonnier made a very good start, but Rodriguez was in the lead at the end of the first lap, followed by Bonnier and Clark, who took the lead soon after. Brabham was driving a brand new Lotus 24 with a 4-cylinder Mk. 2 Climax engine and a Colotti five-speed gearbox which had been built hastily following the fire which had destroyed his previous Lotus. Unfortunately the car, which had only been finished in time for the second practice session, had been started up without putting a temporary oil filter in the lubrication system and all the "muck" which was lying inside the chassis tubes acting as oil pipes went into the engine and ruined it after only three laps, when Jack was in fourth position,

ready to move up in front of Bonnier. During the 16th lap, to the crowd's delight, 'Trintignant' who had acquired second place three laps before, took the lead, while Clark was battling with his second place for eight laps but in the end he had to retire when the bracket end he had to retire when the bracket holding the gearchange rod finally de-tached itself. This put Bonnier in second place as he had already passed Rodriguez. Trintignant drew away steadily from the Porsche and it looked as if the rest of the race was going to be a high speed procession. Very for-tunately for the spectators it was not going to be so and at about the middle of the race Trintignant's lead, which was about 30 secs., gradually diminished. Eloquent gestures from the Lotus's cockpit showed that the gearchange was bothering the driver and he could "see" the diminishing gap on the Rob Walker board (communication between the pit board (communication between the pit and signalling bay was done by walkie-talkie between Rob Walker and his son). The Porsche being only 7 secs, behind the Lotus had success in sight when suddenly Trintignant's wide grin showed that he had found a way to get all five

### Trintignant Third Time inner at Pau BY GERARD CROMBAC

type of B.R.M. as Lewis's, but he had felt unwell during most of the race, having tried some fancy French food the previous evening! Fifth was Lorenzo Bandini, who had a slower car than Redeiuez and drave with much more Rodriguez and drove with much more restraint.

The next man was Vaccarella who had driven very neatly in the Venezia Lotus, but unfortunately had been deprived of the use of bottom gear most of the time. Siffert was seventh in his first "proper" Formula 1 drive. The next man home was Ian Burgess who showed the reliability of Mrs. Louise Bryden-Brown's new Cooper "special"—which Brown's new Cooper "special"—which is a very interesting machine with side radiators at the back of the car. Next was was Jo Schlesser in his "vintage" ex-F2 Cooper-Climax, the ex-Harry Schell car and the last runner was Trevor Taylor who had started late and had many pit stops. Lucien Bianchi retired the E.N.B.-Maserati, a car he has built out of the remains of the E.N.B. built out of the remains of the E.N.B.-Emerysons, because he had been involved in one of Burgess's spins.

The Canadian, Ludwig Heimrath, crashed the works-loaned Porsche without injury while running 11th. He nearly caused a bad accident in practice as he swung across Clark's path without warn-Two cars were not allowed to start ing. because their drivers were much too slow and would have baulked the rest of the field: Kurt Kuhnke's Lotus (a former Seidel car) and Maurice Caillet's very interesting Cegga-Maserati.

Results 100 laps—172 miles. 1, Maurice Trintignant (Lotus-Climax), 2 h. 39 m. 35.5 s., 64.48 m.p.h.;



speeds from his box! By the end Trintignant had lapped Marsh and Bandini and sailed on to victory, Bonnier's threat disappearing when the unfortunate Swede coasted into the pits with a broken crown-wheel and pinion. Rod-riguez came second in front of Jack Lewis's B.R.M. which spent half the race breathing down the Mexican's neck but did not quite manage to pass him. Rod-riguez was exhausted at the finish and had to be helped out of the car. Tony Marsh was fourth in the same

Ricardo Rodriguez (Ferrari), 2 h. 40 m. 9.1 s.;
 Jack Lewis (B.R.M.), 2 h. 40 m. 10.1 s.; 4, Tony Marsh (B.R.M.), 99 laps; 5, Lorenzo Bandini (Ferrari), 99; 6, Nino Vaccarella (Lotus-Climax), 98; 7, Jo Siffert (Lotus-Climax), 97; 8, Ian Bur-gess (Cooper), 95; 9, Heinz Schiller (Porsche), 95; 10, Jo Schlesser (Cooper-Climax), 94; 11, Trevor Taylor (Lotus-Climax), 72; Also classified: Jo Bonnier (Porsche), 70 laps (retired with broken crown-wheel and pinion); Lucien Bianchi (E.N.B.-Maserati), 62 laps (retired with broken rear suspension).
 Retired: Jim Clark (Lotus-Climax), broken gear.

Retired: Jim Clark (Lotus-Climax), broken gear-change (24 laps); Jack Brabham (Lotus-Climax), loss of oil pressure (4 laps); Ludwig Heimrath (Porsche), crashed (23 laps). Fastest lap: Clark, 1 m, 33.4 s., 66.09 m.p.h.

## B.A.R.C. Aintree "200" Race Meeting

## VICTORY TO CLARK-HONOURS TO McLAREN

Fine Win for Jimmy Clark (V8 Lotus) in Aintree "200." Brilliant McLaren (4 cyl. Cooper) second in front of Hill and Baghetti (Ferraris). B.R.M. and Lola V8's fail to last the distance. Lap records broken in all classes

1101

LAST Saturday's B.A.R.C. Aintree "200" race meeting gave a definite boost to British hopes for the coming season of Grandes Epreuves. Driving a works V8 Lotus-Climax Jimmy Clark saw off the works Ferraris, B.R.M.s and Lolas in a runaway victory in the main race of the day. Both B.R.M.s retired after going well early in the race although they never looked like catching the flying Scotsman. John Surtees, in the V8 Lola-Climax was never in the hunt, although he led the Ferraris before retiring with a dropped valve. The Maranello cars put up a rather disappointing performance, although it must be stressed that they were last year's machines and World Champion Phil Hill was far from well.

Innes Ireland lapped the entire field in winning the Sports Car race in the U.D.T.-Laystall Lotus 19, Graham Hill and Roy Salvadori made it a one-two for John Coombs in the hairiest of Saloon Car races, and Pete Arundell scored the day's third Lotus victory by winning the Formula Junior race in his usual immaculate style.

THE wholesale massacre of lap records that took place during Friday's practice can largely be attributed to the fact

\*

\*

that for the first time in two or three years the track was really dry. This, coupled with the increased performance of the 1962 cars over last year's models brought lap times down by incredible amounts. John Whitmore wielded the

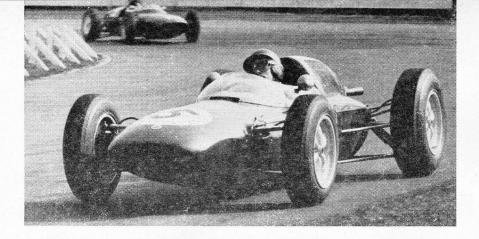
BY CHRISTOPHER NIXON Photography by FRANCIS PENN

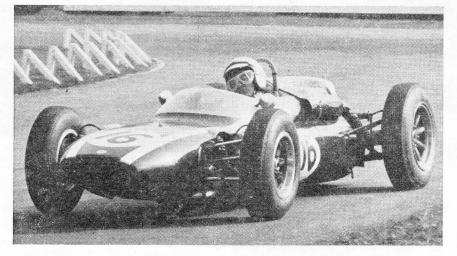
biggest hatchet in the shape of a works Cooper-Mini, recording a fantastic time of 2 mins. 28 secs., no less than 10.8 secs. faster than Doc Shepherd's old class record!

THE START: (l. to r.) Richie Ginther (B.R.M.), Phil Hill (Ferrari), Graham Hill (B.R.M.), John Surtees (V8 Lola), Innes Ireland (Lotus), Masten Gregory (Lotus), Tony Marsh (B.R.M.), Jimmy Clark (V8 Lotus), Giancarlo Baghetti (Ferrari), Bruce McLaren (Cooper). It was good to see the bright red Ferraris in the Paddock, even if there was nothing technically exciting about them. They were both last year's chassis with 1962 bodywork and suspension, but the engines were last year's 120 deg., two valve per cylinder jobs. The gearbox on Hill's car was a six-speed one mounted in front of the final drive but Baghetti had the old box behind the drive, as last year. Team Manager Dragoni was in attendance as was chief engineer Mauro Forghieri.

B.R.M. appeared with two cars, for Graham Hill and Richie Ginther, the latter's engine using carburetters. Lotus had brought the very sleek V8 for Clark and a four-cylinder for Taylor but this blew a gasket after Trevor had done only two laps, and a cylinder liner was damaged. That was the end of Taylor's practice. Lola likewise came with one V8 (for Surtees) and a four-cylinder (for Salvadori). U.D.T.-Laystall had their faithful four-cylinder Lotuses, but, of course, no V8.

There were two practice sessions for Formula 1 cars and it was Jimmy Clark who set the pace in the Lotus. Sounding and looking wonderful the little projectile went faster and faster until it got





down to a fantastic 1 min. 53.8 secs. Graham Hill in the fuel-injection B.R.M. was next fastest, in company with John Surtees, both recording 1 min. 55 secs. Then—wait for it—came Innes Ireland in the two-year-old U.D.T. Lotus. Innes, "I have always had an affection for vintage motor cars," lapped in a stunning 1 min. 56.6 secs. and tied for fourth fastest time with Richie Ginther. Then came McLaren in the Cooper, Masten Gregory, Tony Marsh, and then Baghetti in the Ferrari. The young Italian lapped in 2 mins. precisely. Phil Hill, who looked decidedly ill when he arrived, having picked up a bug somewhere a few days before, was .2 sec. slower than his team-mate and complained that he felt awful and the car handled worse.

The Lolas were in trouble, Salvadori's car suffering from a suspected blown piston and Surtees from an oil leak, Both cars were packed into the transporter and taken back to their garage, not to reappear until the race.

Before the second practice session Clark had the roll bars altered on his Lotus, Hill and Baghetti had the Ferrari's suspension altered, Hill having the rear roll-bar removed from his, and McLaren put a higher axle ratio in the Cooper and changed the damper settings. At 4.45 p.m. they all went out again and the Ferraris immediately began to go faster, Hill getting down to I min. 57.4 secs. and Baghetti 1 min. 57.6 secs. McLaren knocked a full second off his previous time and Campbell-Jones in the Emeryson reduced his time from 2 mins. 3.6 secs, to 1 min. 59.8 secs.

3.6 secs, to 1 min, 59.8 secs. Jack Brabham's Lotus hadn't arrived at the circuit and so he had a go in Clark's V8, in order to qualify for the start. Jack is a bigger man than Jimmy and as a result the steering wheel was resting on his legs, and when cornering he more or less had to shuffle the wheel through his hands. This state of affairs is hardly conducive to fast motoring, but nonetheless Jack recorded 2 minutes.

To everyone's intense relief the weather remained fine on Saturday, but in spite of this the crowd was disappointingly small. On the front row of the "200" grid were Clark, Graham Hill and Surtees. Ginther and Ireland were behind them, with Phil Hill, Gregory and McLaren on the third. Jack Brabham was on the back row with Trevor Taylor just in front of him. Both B.R.M.s were fitted with fuel-injection now and a lot of midnight oil had been used on the Lolas and also Ferraris, both Dragoni and Forghieri having spent some time on the 'phone to Maranello the previous evening.

The B.R.M.s were away very fast, but Surtees's Lola hesitated for a moment and Phil Hill, blue smoke curling round the Ferrari's rear tyres, roared past as they went down the pit straight. Swinging through Melling Crossing at the end of the first lap, Ginther led Graham Hill, Clark, McLaren, Phil Hill, Ireland, Gregory, Baghetti, Surtees, Marsh and Salvadori.

Clark roared past the B.R.M.s and led them through Waterways to begin piling up a huge lead. On lap four Salvadori made a quick pit stop and Surtees was closing rapidly on Phil Hill. Jack Brabham's race came to an end on lap six when lying in 10th place. He came out of Tatts with the gearbox making horrible noises, and he drove straight into the pits to retire. One lap later Tony Marsh retired with no oil. Salvadori had retired on lap five with a broken throttle linkage.

By lap 10 Jimmy Clark had built up a huge lead, and looked absolutely uncatchable. Second was Graham Hill who had got by Ginther on lap two. Behind Ginther came McLaren who was passed on the next lap by Surtees, mak-

#### AUTOSPORT, MAY 4, 1962

#### SIMILAR cornering styles are displayed at Tatts by winner Jim Clark and second man Bruce McLaren,

ing up ground after his bad start. Then came Phil Hill, and he was followed by Ireland, Baghetti and Gregory, and this threesome now began a really wonderful dice.

Stretching their aged bangers to the limit and beyond, Innes and Masten joined furious battle with the Ferrari. Baghetti undoubtedly had the advantage of power but the Ferrari was giving him a hard time through the corners. Innes and Masten, both driving superbly, determined to see that Baghetti did not get ahead.

For five glorious laps Innes stayed in front of the Ferrari whilst Masten snapped at its heels and, on occasion, drew up beside it. Baghetti, as he showed last year, is a cool customer and he was not going to be worried into making a mistake. Instead he slipped past Ireland round the back of the circuit. Innes responded manfully, closed right up at Tatts, and the Ferrari and the Lotus were side by side as they went down the pit straight, with Masten inches behind.

This tremendous battle tended to overshadow Phil Hill's advance on Bruce McLaren, but on lap 20 the red car got by, and the order now became Clark, about 14 secs, ahead of Ginther, who had just passed a slowing Hill, Surtees. Phil Hill and then Baghetti, Gregory and Ireland.

The trio were still battling it out. Innes Ireland, having lost his place to Gregory, pulled out all the stops, passed his team-mate and then Baghetti, to a roar of applause from the crowd. This proved too much for the Lotus though, and Innes very shortly dropped back behind Gregory again and began losing ground steadily. On lap 25 he came into the pits, the engine misfiring badly. Masten's engine was tiring rapidly too, and the Ferrari now drew away with ease.

At half-distance (25 laps) Clark's race average was 92.84 m.p.h., faster than the old absolute course record! And he was 34.2 secs. ahead of the second man, who was now Graham Hill, for Ginther had retired on lap 23 with gearbox trouble. Third was John Surtees, 15 secs. behind Hill, and fourth was Phil Hill with the Ferrari, Then came McLaren and Baghetti.

Seventh, and a lap behind the leader, was Trevor Taylor, driving immaculately as ever in his Mark I-engined Lotus. Since South Africa Trevor has had a run of incidents and retirements, and before Aintree his morale was pretty low. Perhaps he should complain louder to Colin Chapman about the bad cars he gets. I know Jimmy Clark would!

Behind Taylor, John Campbell-Jones was going great guns in the Emeryson, followed at a distance by Tony Shelly (Lotus) and the second Emeryson with Tony Settember driving. All three were driving smoothly and easily, their ability being curbed somewhat by their machinery, which couldn't hope to compete with the works stuff.

The order now appeared to have settled down but on lap 32 Masten Gregory came into the pits with a very rough-sounding engine. He did one more lap before retiring with a dropped valve—the same reason that had caused

AT THE BEGINNING of their fine battle, Baghetti closes up on Masten Gregory at Anchor. At this point Innes Ireland, the third member of the trio, was a few yards ahead of Gregory.

Ireland's retirement a little while before. About this time Phil Hill was seen to be catching John Surtees. The Climax V8 was obviously not going as it should, and indeed it now began hesitating badly as Surtees accelerated out of the corners. Hill drew inexorably nearer and on lap 38 he came by with Surtees nowhere in sight. John eventually came touring round and made straight for the pits where the car was retired with valve gear trouble.

So Jimmy Clark, now leading by over half a lap, led Graham and Phil Hill, McLaren, Baghetti and Taylor. McLaren now began to catch Phil Hill who seemed to have lost a gear suddenly, for he was accelerating out of Tatts in third. Bruce closed on the World Champion rapidly and on lap 43 passed him, to cheers from the crowd. Then, more drama as Graham Hill went missing. The car had burst its engine and Graham coasted to a stop near Anchor Crossing. This sudden change in fortunes left

Jimmy Clark with an even longer lead over Bruce McLaren, Phil Hill, Giancarlo Baghetti and Trevor Taylor, who, on lap 45, lapped the next man, Campbell-Jones.

Jimmy cantered home 1 min. 30.2 secs. ahead of McLaren, having driven a very fine, relaxed race. He was never pushed fine, relaxed race. He was never pushed and the V8 Lotus is obviously capable of going a lot faster. Bruce McLaren's second place in the Cooper is even more praiseworthy, for he, of course, was using a Mark II four-cylinder engine in last year's car. If the new V8 Cooper proves to be a goer from the start, then young Mr. McLaren is going to be a very, very hard man to beat, for there is no questioning his driving ability.

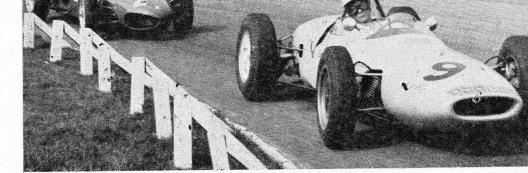
The Ferraris' failure to get near the British V8s has no doubt raised the hopes of British enthusiasts, but there is no room for complacency. I feel sure that the Ferraris that appear at Zandvoort will be quite different under the skin from the ones we saw on Saturday, and a lot faster too. The season is by no means ours yet.

B.R.M.s were very fast while they lasted but they just couldn't look at the Lotus. It would seem that the power of the two V8 engines is about the same, so Bourne's deficiency probably lies in the ability to transmit that power to the road, which is where Chapman's genius comes into its own. The B.R.M. undoubtedly holds the road very well, but not as well as the Lotus.

The Lola's performance still cannot be evaluated fully for the Bowmaker-Yeoman team's V8 has yet to have a trouble-free run. Here again, the car has excellent road-holding but just how it compares with that of the Lotus (which must be the yardstick) is not known. What is known is that the Ferrari's new suspension is pretty poor, much worse than last year's which was far less efficient than British designs.

The race as a whole was not terribly exciting, except for the Ireland-Gregory-Baghetti scrap, but it was very interesting and provided something of a pointer for the coming season.

First event of the day was a 17-lap (51 miles) Sports Car race, and from the practice times it was obvious that, bar-



ring incidents, Innes Ireland in the U.D.T.-Laystall Lotus Monte-Carlo was going to have it all his own way, and then some. And so it turned out, for Innes led from the fall of the flag and won by over a lap from second man Jimmy Blumer (Cooper Monaco). Third was John Coundley (Lister-Jaguar) and these three held their places for the entire distance, but behind them a titanic struggle was waged between P. H. Sutcliffe (3.8 D-type) and Paul Hawkins in the Ian Walker Lotus 23.

If ever there was a cat and mouse chase this was it, except that the roles were reversed and it was the mouse doing the chasing. For lap after lap Hawkins in the diminutive Lotus snapped at the heels of the big Jaguar and indeed on lap seven passed it. But it was no good. The immense power of the Jaguar was too much for the Ford engine on the straight and although Paul got by once more, the big car just roared past on acceleration and Anally the Lotus had to give up when the gearbox jammed in third.

Behind these two took place yet another battle, between Doug Graham (1,500 c.c. Lotus XV), Paddy Gaston (Elva Mk. VI) and J. Nicholson (Lola). They finally finished in that order but some distance apart.

Ireland lapped second man Jimmy Blumer on lap 14 and romped home to win what must have been the easiest race of his life. Blumer was second after a fine, smooth drive, Coundley third, but only just, for he slowed towards the end and Sutcliffe just failed to catch him by two seconds. Paddy Gaston won the up to 1,150 c.c. class from John Nicholson and N. Garbett (Lotus XVII). The 17-lap Formula Junior race pro-

vided the marque Lotus with its third runaway win of the day, Pete Arundell winning as he pleased by 9 secs. from

winning as he pleased by 9 secs. from Tony Maggs (Cooper). At the end of the first lap Arundell led from Maggs, Gardner (Brabham), Dennis Taylor (Lola), Alan Rees (Lotus), John Fenning (Lotus) and Brian White-house (Lotus). Gardner, driving very fact indeed passed Maggs and set after house (Lotus). Gardner, driving very fast indeed, passed Maggs and set after the Lotus. Dennis Taylor spun on lap two and dropped to 13th place, which effectively put him out of the running. Gardner continued to catch Arundell and passed him at Melling on lap six.

The Brabham was much faster than the Lotus on the straights and in the early laps Arundell was weaving about down Railway Straight to try to prevent Gardner from slip-streaming him. Com-ing into Tatts next time round though, Gardner left his braking too late and slid off into the straw bales and out of the race. He was unhurt.

Earlier retirements were Brian Whitehouse, with a sticking throttle, and Peter Procter (Gemini) who tried to change down from fifth to fourth but the gear

MUCH APPRECIATED by the spectators was John Whitmore in the works Cooper-Mini. Here he corners inside a Riley 1.5.





LUCKY JIM! Winner of the Aintree "200", Jim Clark clutches the huge trophy and poses for the photographers. His average speed for the race was higher than the previous F1 lap record!

lever stuck in neutral and refused to budge.

After eight laps the order was Arundell, Maggs, Rees, Love (Cooper), Spence (Walker-Lotus), and Attwood (Cooper). Spence had moved up fast after starting on the fifth row of the grid due to gear selector trouble in practice.

Alan Rees came to a juddering halt just after the completion of lap nine when a con rod went through the sump. This left the Tyrrell Coopers in second and third positions, which they held to the end.

The 10-lap Saloon Car race was without doubt the hairiest I have ever witnessed, but there was no dangerous driving and no accidents occurred.

Graham Hill went straight into a lead which he was never to relinquish, fol-lowed by team-mate Roy Salvadori, David Hobbs, Jack Sears and Gawaine Baillie, all in 3.8 Jaguars. By the end of the lap Sears had passed Hobbs and behind Baillie came Mike Parkes after a poor start from which he was never to poor start from which he was never to recover, although he did make fastest

lap. There was a short gap before the next cars, which proved to be Alan Hutche-(Dilar) and Peter Harper (Sunbeam). son (Riley) and Peter Harper (Sunbeam). These two were closely followed by a little dark blue box with white stripes on the bonnet, as John Whitmore, in the works Cooper-Mini, came bombing

through Melling absolutely harry-flatters and sideways, at about 105 m.p.h. John managed to get the car straightened out in time to slam past Hutcheson and Harper as they braked for Tatts. The spectators, many of whom were simi-larly entertained by Whitmore's antics at this point last year, roared their approval.

On lap two Jack Sears, driving like one possessed, got by Hobbs and went after Salvadori whom he passed at Melling at the end of lap four, but at Tatts he went right on to the grass and Salvadori and Hobbs sailed by. Jack never gave up, though, and set off once more to catch the others. On lap seven, with the Jaguar's rear axle tramping like mad under braking, he hit the wooden posts at Tatts, but continued at unabated speed.

Alan Hutcheson continued to lead the 1,000-3,000 c.c. class, but only just, from Peter Harper. Whitmore, of course, led the Mini brigade, from John Love, Tony Maggs and Christabel Carlisle, the latter two having a fine dice.

Graham Hill and Roy Salvadori won the first and second place moneys for John Coombs, David Hobbs was third, only one second behind Roy, after a very fine drive in Peter Berry's car, and Jack Sears was fourth in the Equipe Endeavour machine. Hutcheson won his class by 0.4 sec. from Harper and John

UNDERSTEER as displayed by Pete Arundell as he rounds Country Corner on his way to victory in the Formula Junior race.



#### AUTOSPORT, MAY 4, 1962

Love took the up to 1,000 c.c. class after Whitmore had a momentary ex-cursion somewhere. Christabel Carlisle

was third and Tony Maggs fourth. This was the only race of the day that wasn't won by a Lotus. What was the secret of their three-fold success at Ain-Well, after winning the Formula tree? Junior race, Pete Arundell turned to Jimmy Clark and said: "It's easy, Jim. All you have to do is get out in front and stay there!" There must be some-thing in what he says, for Jimmy did just that and won by a mile just that and won by a mile.

#### Aintree Afterthoughts

Stirling was terribly conspicuous by his enforced absence . . . many people were not impressed by Ken Gregory's were not impressed by Ken Gregory's article in a Sunday newspaper. It was the same story after Spa. Publicity is all very well but enough is enough... Graham Hill put the B.R.M.'s shapely nose out of shape during practice when he went too deep into Anchor and hit the straw bales. The damage was con-fined to the bodywork ... at the end of the second practice session the tellof the second practice session the tell-tale on Baghetti's Ferrari was at 10,900 r.p.m. . . . after the Goodwood débâcle the only works Cooper-Mini to use SP tyres was that of Tony Maggs and he drove considerably slower than his team-mates ... it was good to see David Piper back in a Formula 1 car, albeit not a competitive one. He was completely submerged in the F.J. rat race last year . . . it's only a suggestion, but might it not be a good idea to let Roy Salvadori have a go in the V8 Lola next time out? After three shunts this year (one nasty one "down under") he seems to be losing some of his confidence. A driver of Roy's experience and character is worth his weight in gold to any team but with lack of confidence that value decreases and that is not fair to Roy or Bowmaker-Yeoman. A good drive in a competitive motor car would no doubt do Salvadori a world of good. . . . Pete Ryan, highly successful Canadian driver, will almost certainly be joining the Ian Walker Racing Team soon and will be driving a second F.J. Lotus in company with Mike Spence.

#### Results

Results Aintree "200" 50 laps, 150 miles: 1, J. Clark (Lotus-Climax), 92.65 m.p.h.; 2, B. McLaren (Cooper-Climax); 3, P. Hill (Ferrari); 4, G. Bag-hetti (Ferrari); 5, T. Taylor (Lotus-Climax); 6, J. Campbell-Jones (Emeryson-Climax). Fastest Lap: Clark, 1 m. 54.0 s., 94.74 m.p.h. (new F1 and outright lap record).

and outright lap record). Sports Car Race, 17 laps, 51 miles: 1, I. Ireland (Lotus 19 Climax), 89,48 m.p.h.; 2, J. Blumer (Cooper Monaco-Climax); 3, I. O. Coundley (Lister-Jaguar). Fastest Lap: Ireland, 1 m. 57.8 s., 91.68 m.p.h. (outright sports car record). Up to 1,150 c.c.: 1, J. H. Gaston (Elva Mk, VI Climax), 81.59 m.p.h.; 2, J. Nicholson (Lola-Climax); 3, N. Garbett (Lotus 17 Climax). Fastest Lap: R. J. Bloor (Lotus 23), 2 m. 08.2 s., 84.24 m.p.h. (record for sports cars up to 1,150 c.c.). Formula Junior Race, 17 laps, 51 miles: 1, P. Arundell (Lotus-Ford), 88.12 m.p.h.; 2, T. Maggs (Cooper-Austin); 3, J. Love (Cooper-Mor-ris). Fastest Lap: F. Gardner (Brabham), J. Love, and W. Bradley (Cooper), 2 m. 01.2 s., 89.11 m.p.h. (new record). Saloon Car Race, 10 laps, 30 miles: 1, G. Hill

m.p.h. (new record).
Saloon Car Race, 10 laps, 30 miles: 1, G, Hill (Jaguar 3.8), 78.05 m.p.h.; 2, R. Salvadori (Jaguar 3.8); 73, D. Hobbs (Jaguar 3.8), Fastest Lap: M. Parkes (3.8 Jaguar), 2 m. 14.0 s., 80.60 m.p.h. 1,001-3,000 c.c.: 1, A. S. Hutcheson (Riley 1.5), 71.06 m.p.h.; 2, P. Harper (Sunbeam Rapier); 3, P. Jopp (Sunbeam Rapier), Fastest Lap: Harper and Hutcheson, 2 m. 29.8 s., 72.10 m.p.h. Up to 1,000 c.c.: 1, J. Love (Austin Mini-Cooper), 70.84 m.p.h.; 2, J. Whitmore (Austin Mini-Cooper); 3, Miss C. Carlisle (Austin Mini-Cooper), Fastest Lap: Whitmore, 2 m. 27.0 s., 73.47 m.p.h. The fastest laps in all classes constitute new lap records for their respective classes.

## VOLKSWAGEN SUCCESS IN SAFARI BY GREGOR GRANT



WITH over 3,100 miles of rallying behind them, the 46 survivors out of 104 starters finished at Nairobi on Easter Monday, with the Fjastad/Schmider Volkswagen leading the general classification, 10 minutes ahead of Pat Moss/Ann Riley (SAAB). The British girls could have been eliminated after hitting a buck in game country, their car being considerably damaged. Amongst other things they had to replace the distributor assembly, and jury-rigged the cooling system with a "Pak-a-mac" pressed into service as a leak-stopper on a radiator hose.

Close behind, in third place came the Nowicki/Cliff Peugeot 404, and next was the leading British car, a Ford Anglia driven by Mike Armstrong and Chris Bates of Kenya.

Bates of Kenya. Ford's experiment in entering the brand-new Mark III Zodiacs was thoroughly justified, for the cars took the first two places in their class, driven by Gerry Burgess/Beau Younghusband and Vic Preston/Leon Baillon. After the finish, the Pat Moss/Ann

Riley SAAB was dropped to third place,

The Mike Armstrong/Chris Bates Ford Anglia near Mount Elgar, Uganda. This was the best British car, finishing fourth overall.

**Remarkable Performance by** Pat Moss/Ann Riley (SAAB)-**Team Prize for Peugeot-New** Mark III Zodiac and Anglia Dominate Classes – Hillman **Minxes Do Well** 

owing to a misunderstanding of the braking test. This put the Peugeot into

Peugeot 404 took the all-important manufacturers' team prize, with Volkswagen runners-up. Anglias and Hillman Minx were fourth and fifth respectively.

Despite East African doubts, Fords of Dagenham chose to enter their new Mark III Zodiacs. They finished onetwo in a class which also included strong teams from Humber, Rover and Zephyr. Quite candidly the Safari of 1962 favoured the smaller cars which started early, and avoided the glutinous mud which developed on the notorious Magara-Mbulu section, which climbs to over 7,000 ft.

Eric Carlsson/Svensson (SAAB), after a splendid performance, had the wretched luck to break a rear spring during the

luck to break a rear spring during the final stages. This dropped them to sixth place overall. Another excellent per-formance was the seventh position of Peter Hughes/Bill Young (Anglia). Confirmed class winners were Pat Moss/Ann Riley (SAAB), Mike Arm-strong/Chris Bates (Anglia), Fjastad/ Schmider (Volkswagen), Greenly/Jen-nings (Hillman Minx), Nowicki/Cliff (Peugeot), Collinge/Jeeves (Fiat 2300), Burgess / Younghusband (Mark III Zodiac). Zodiac).

A remarkable feature of the 1962 event was the failure of the much-fancied Mercedes-Benz 220SE. Highest place was 10th, by the Kenya crew Lead/ Cardwell, the runners-up to Fiat in the class.

Enormous crowds gathered outside the City Hall, Nairobi, to watch the start of the 10th Safari. First car away was the Frizel/d'Unienville Renault R4L, followed three minutes later by the Oulton/Mayers SAAB. Loud cheers announced the departure of Pat Moss/ Ann Riley (SAAB), whose car had been repaired after a mild prang during a filming session.

Nearly five hours behind the smallest cars came the bigger machinery, with the Mark III Zodiac of Eric Jackson and I last away of all.

The Geary/Ford Fiat-Abarth lost eight minutes at the start, the scrutineers demanding that rear mud-flaps be fitted.

By the time we left Nairobi, the first cars were approaching Meru, scene of stone-throwing and barrier incidents which greatly inconvenienced drivers, and were due to hooliganism, rather than anti-Safari activities. Several drivers were injured by broken glass and rocks, but none seriously. Eric Carlsson had a large bruise on his shoulder, and one or two cars had smashed windscreens.

Near Thika, about 30 miles from the start, the Valumbia/Kristos Rapier overturned. Valumbia was taken to hospital with slight head injuries. Some 40 miles farther on, the Sehmi/Jhass Zephyr also inverted itself, but carried on to Kangordi where a snap compression test caused a considerable delay.

Ford Mark III Zodiac team hopes were weakened, when both Anne Hall/ Lucille Cardwell and Edward Harrison/ David Markham hit a newly appeared drift about three miles from the control at Kangondi, and smashed their radi-



ABOVE: J. S. Bathurst and D. M. McConnell (Peugeot 404), both from Kenya. BELOW: One of the three works-entered Hillman Minx saloons which completed the rally.





The Ron Adams/Peter Riviere 3-litre Rover which went extremely well. The steering broke near Bashenit, Tanganyika, while it led the big car class, terminating the car's wonderful run.

ators. The girls eventually reached the control, but were excluded for lateness.

The sections to Meru kicked off with a timed test of 5.5 miles from Kangondi on a rough muram section. The dreaded bog near Ena Bridge had dried out sufficiently to let cars through, but before Musonoke the Australians Hughes and Lewis went out when their Falcon hit an outsize rock.

The Geary/Ford Abarth was excluded at Chuka for lateness, after being delayed with mechanical trouble. About a dozen crews missed the Mtumo passage control near Chuka, including Rauno Aaltonen/Peter Goode (Mercedes 220SE), who at that stage were leading the rally. This meant a 50 pts. penalty. Near Meru, Eric Jackson jumped out

Near Meru, Eric Jackson jumped out and removed a barrier put up by locals. As we drove off, one or two stones hit the car, but no damage was caused. Between Igogi and Meru, one of the favourites abandoned. This was 1959 and 1960 winner Bill Fritschy whose Mercedes 220SE broke a wishbone. He was partnered by Lord Mandeville.

The weather was perfect, but this provoked dense dust on the dry roads.

At Nakuru, Mercedes led for the team award with Fiat 2300 in second place. Just beyond here, the Payne/McCulloch Mini-Minor crashed and was abandoned. The Eanouf/Young Austin A60 overturned near Imoji after brake failure, and only a lone tree stump prevented a 1,000 ft. drop into the river. The crew was uninjured. On the lonely road to Thomson Falls, a service Auto Union crashed and the occupants were taken to hospital. Herds of giraffe were seen on this section, also ostrich and buffalo.

By now Pat Moss/Ann Riley were arriving first at each control, usually followed by Eric Carlsson.

Crews penalized for missing the Mtumu passage control included Oulton/ Mayers (SAAB), Parkinson/Andris (Renault R4L), Chauhan/Patel (Auto Union), Earnshaw/Fjastad (Auto Union), Elvers/ Ballergear (VW), ten Hope/Shankland (Simca), Mwangi/Muriu (VW), Jethwa/ Rada (Peugeot), Nash/Carpenter (Austin A60), Donovan/Somell (Citroën), Beckett/ Dixson (Fiat 2300) and, of course, Aaltonen. Donovan's Citroën eventually retired with gearbox failure.

Owing to various delays, the late starters were already running pretty close to exclusion time, and one hoped that the controls had been warned of the unforeseen hold-ups.

Now started the really tight sections, with a 51 m.p.h. average on the rough Condiani-Cumbwa stretch of 10.2 miles. One hour was given for the dodgy 47.7 miles to Kipswirod, and many crews were late.

A really stiff job was the 10 minutes given to climb the Nandi Hills rockstrewn escarpment—a 49.2 m.p.h. average. Despite partial petrol starvation, the man Jackson whipped our Zodiac up in just over 11 minutes. Aaltonen was one of the few to do this on time.

In Uganda the "piece de resistance" was the climb of Mount Elgon and its incredibly rough surface, pitted with deep holes and strewn with rocks and boulders. The 21.3-mile section had the very high average of 49.5 m.p.h. Manussis went out here, when his VW broke its crankcase on a rock.

There was no respite, and drivers held on to the last minute at each control before handing in cards. A threeminute dead time was allowed, but no work could be done on the car after the card was handed to the officials. At Nakuru, the Dewar brothers were excluded for lateness, after the suspension of their 4RL Renault collapsed. Mc-Naughton/Caon (Fiat 2300) abandoned at Kampala.

Two speed checks were operated in Uganda, which has a maximum of 55 m.p.h. in the territory. One driver held on to his card at what he thought was Busia control—it was merely a speed check, and he lost two minutes reaching the genuine control.

Near Bungoma the Goby/Englebrecht Rover lost a wheel, but this was replaced and the car continued. A feature of the later stages of this northern leg was a frightfully rough 6.7 miles from Mau Narok to Elemteita to be covered at 51 m.p.h. Aaltonen, leaping from boulder to pot-hole, not only did it on time, but had 45 secs, in hand. Everyone else was penalized, but Jackson lost just one minute—preferring to avoid the bigger bumps.

bigger bumps. On arrival at Nairobi Mercedes led the team contest, and had the first two places in general classification. The SAABs of Carlsson/Svensson and Pat Moss/Ann Riley were fourth and sixth respectively. Remarkable scenes were witnessed



ABOVE: The Safari road is rough in many places—as the drivers of this Peugeot 404 discovered. Here Z. Nowicki and P. B. Cliff, both veterans of many previous Safaris, negotiate a road surface typical of most of the 3,080-mile route. They finished second in general classification. BELOW: The Gerry Burgess/Beau Younghusband Ford Zodiac Mk. III at Nandi Hills, Uganda. This car won the over 2,500 c.c. class.







ABOVE: Pat Moss and Ann Riley (SAAB) about to start from the Dar es Salaam control. They finished third— though they were very nearly second!

during a 20-minute repair halt permitted after leaving Nairobi on the southern leg. Every extra minute incurred a penalty mark. Ford organization under Jack Welch was splendid, Gerry Burgess's car had almost a complete re-wire, a new petrol tank, wheel change and other items, and lost only 11 minutes over the time. Some entrants lost nearly two hours!

Only 85 cars left for the final stage. The Magara escarpment to Mbulu caused havoc amongst the big cars, all of which caught the mud produced by a heavy rainstorm. Queues of cars were stuck in the quagmires, and we, as the last car, had an impossible task. After dodging the Ellis/McPherson Falcon which had a seized gearbox, Eric found the Vincent/Vincent Rover reversing on a hairpin. He squeezed past, but hit the side of the Rover and bumped up on the edge of the escarpment (3,000 ft, drop). A hidden rock must have damaged the clutch slave cylinder, for almost at the summit the clutch packed up together.

Tommy Wisdom tramped nearly five miles to Mbulu, to get something to pull out his Zodiac, which was in a large,

and completely and utterly disintegrated. Ronnie Adams/Peter Riviere broke the steering of their highly placed Rover, whilst the leading big car, the Bush/ Alexander Super Snipe, smashed its

sump. Despite taking a wrong road, Gerry Burgess and Vic Preston put the Zodiacs into a 1-2 lead in the class.

The Humber struggled along, the crew patching the broken sump with dozens of bananas. When being welded, the big-end bearings ran.

Before Mombasa, Pat Moss and Ann Riley hit a buck and had to do some major repairs. At this stage they were leading the rally. Carlsson was in trouble with a broken rear spring, and was limping towards the finish.

A brake test caught out Pat Moss, who did not realize that it was a marksloser, and a four-point penalty cost the British girls second place.



Two entrants from Uganda, Jamil Din and P. R. Hechle, drive their Peugeot 403 along the tough Kenya roads.

muddy hol?. Eventually it was re-covered, but later he was excluded for lateness. Scenes on Magara were chaotic, and completely altered the rally. Subsequent stages were equally bad and car after car dropped back towards exclusion.

At Mbulu village, the Renault 4RL of Frizel/d' Unienville hit a huge gully,



All three works-entered Hillman entered Minx 1600 saloons finished. The classwinning Hillman was driven by John Greenly, in car, and V. Jennings, seated on the car.

The organizers were scarcely kind to the British girls, for other entrants were given the opportunity to have another go if they were dissatisfied with the perexplain to Pat that she could try again! Anyway, theirs was the finest perform-

ance of a gruelling Safari. Strangers to East Africa, they confounded all the critics by nearly doing the impossible. But for the buck, they might well have been in first place.

Only crews who have taken part in the Safari can appreciate the really dreadful terrain included in the 3,100 miles route. With 56 per cent of the starters falling by the wayside, the severity of the event speaks for itself.

#### Results

- Results

   General Clastification

   Fistad/Schmider (Volkswagen), 144.

   Fistad/Schmider (Volkswagen), 144.

   Nowick/Cliff (Peugeot 404), 158\*.

   Pat Moss/Ann Riley (SAAB), 158.

   Armstrong/Bates (Ford Angia), 162.

   Joginder/Singh (Volkswagen), 178.

   Collinge/Jeeves (Fiat 2300), 225\*.

   Collinge/Jeeves (Fiat 2300), 225\*.

   Collinge/Jeeves (Fiat 2300), 225\*.

   Ecency/Bengry (Peugeot 404), 225.

   Lead/Cardwell (Mercedes 2005Eb), 238.

   Lionney/Philip (Peugeot 404), 253.

   Greenly/Jennings (Hillman Minx), 253\*.

   Davies/Steele (Peugeot 404), 253.

   Sembi/Mehta (Holden), 265.

   Parsons/Aird (Hillman Minx), 269.5.

   Firth/Hoinville (Ford Falcon), 285.

   Bauges/Norde (Mercedes 1900D), 303.

   Burges/Younghusband (Ford Zodiae III), 305.

   Partons/Younghusband (Ford Zodiae III), 305.

   Partons/Younghusband (Ford Zodiae III), 305.

   Particle/Jernings (Peugeot 403), 314.

   Little/Harris (Peugeot 403), 319.

   <td col
- 6.

- 10.

- 16.
- 17.
- 20. 21. 22. 23.

RIGHT: The Pritchard/Hickman Renault 4RL crossing a bridge on the way to Nanyuki. John Hickman formerly raced in Britain.

24. Banks/Bradley (Volkswagen), 325.
25. Vincent/Vincent (Rover), 332.
Starters, 104. Finishers, 46. \*Placed higher on special test marks.
British Cars-Retirements
Payne/McCulloch (Mini-Minor). Overturned, Ena Bridge, Northern Leg.
Trennery/Bewell (Anglia). Collision with Ford Falcon, Mognbasa, Southern.
Kerfoot/Whitchead (Mini-Cooper). Broken timing chain, Thompson Falls, Northern.
Halmi/Smith/Singh (Triumph Herald). Excluded lateness. Amboni, Southern.
Bakhsh/Malik (Rapier). Excluded Mbulu after bogging down, Southern.
Walumbhia/Christos/Sidpara (Rapier). Overturned, Thika, Northern.
Valumbhia/Christos/Sidpara (Rapier). Overturned, Thika, Northern.
Barnel/Greatorex (Standard Ensign). Overtheating, Magamaga, Southern.
Herming/Philips (Ford Zodiac II). Bonza, broken stub axle, Southern.
Bush/Alexander (Humber Super Snipe). Muheza, broken sunp, run bearings, Southern.
Wisdom/Walker (Ford Zodiac III), Excluded Mombasa lateness, Southern.
Bush/Alexander (Humber Super Snipe). Muheza, broken sump, run bearings, Southern.
Wisdom/Walker (Ford Zodiac III), Excluded Mombasa lateness, Southern.
Wisdom/Walker (Ford Zodiac III), Excluded Mombasa lateness, Southern.
Misdom/Walker (Ford Zodiac III), Excluded Chuka lateness, Northern.
Mr. and Mrs. Temple-Boreham (Humber Super Snipe). Bogged down on Mbulu, Southern.
Harrison/Markham (Ford Zodiac III), Retired Chuka, smashed radiator after hitting deep gully, Northern.
Harrison/Markham (Ford Zodiac III), Broken sump, scized engine, Bonga, Southern.

Nottnern, Talbot/Dunk (Humber Super Snipe). Broken sump, seized engine, Bonga, Southern. Adams/Riviere (Rover). Broken steering, Bashneit, Southern.

Southern, Brockner, Hermon-Gill (Rover), Excluded late-ness, Mombasa, Southern, Jackson/Grant (Ford Zodiac III), Broken clutch slave cylinder after hitting rock in mud at Mbulu, Southern.

#### Class Results

A: 850 c.c.: 1, Pat Moss/Ann Riley (SAAB); 2, Erik Carlsson/R. Svensson (SAAB); 3, Oulton/ Mayers (SAAB); 4, Consten/Le Guezec (Renault 4R1)

Mayers (GRAD), 4, Content of Armstrong/Chris Bates **B: 1,000 c.c.:** 1, Mike Armstrong/Chris Bates (Anglia); 2, Peter Hughes/Bill Young (Anglia); 3, Gerrish/Coulson (Auto Union); 4, Boyes/Rosen-

Gerrish/Coulson (Auto Union); 4, Boyes/Rosenrode (Anglia).
C: 1.300 e.c.: 1, Tommy Fjastad/Bill Schmider (Volkswagen); 2, Joginder/Jaswant Singh (Volkswagen); 3, Din/Hechle (Peugeot 403/7); 4, Banks/Bradley (Volkswagen).
D: 1,600 e.c.: 1, J. L. Greenly/V. Jennings (Hil man Minx); 2, P, J. Parsons/J. Aird (Hillman Minx); 3, C. H. Little/R. Harris (Peugeot 403); 4, D. Partridge/R, F. Jennings (Peugeot 403); E: 2,000 e.c.: 1, Z. Nowicki/P, B. Cliff (Peugeot 404); 2, Jim Feeney/Bill Bengry (Peugeot



404); 3, J. H. Lionnet/I. Philip (Peugeot 404); 4,

404); 3, J. H. Lionnet/I. Philip (Peugeot 404); 4, Gastellier/Archer (Mercedes 190D).
F: 2,500 c.c.: 1, C. R. H. Collinge/J. F. M. Jeeves (Fiat 2300); 2, D. L. Lead/W. Cardwell (Mercedes 220SEb); 3, Sembi/Mehta (Holden); 4, Harry Firth/G. Hoinville (Ford Falcon).
G: Over 2,500 c.c.: 1, Gerry Burgess/Beau Younghushand (Ford Zodiae III); 3, D. Vincent/ Leon Baillon (Ford Zodiae III); 3, D. Vincent/ H. A. Vincent (Rover 3-litre); 4, A. J. Stephen/ H. S. C. Smith (Ford Zephyr II).
Price Performance Index 1. Volkswagen, 96; 2, Ford Anglia, 110; 3, SAAB, 117.

1. Volkswagen, 96; 2, Ford Anglia, 110; 3, SAAB, 117. Coupe des Dames Pat Moss/Ann Riley (SAAB). Manufacturers' Team Prize 1, Peugeot 404, 631; 2, Volkswagen, 647; 3, SAAB, 674-5; 4, Anglia, 829; 5, Minx, 1,074; 6, Peugeot 403, 1,149.

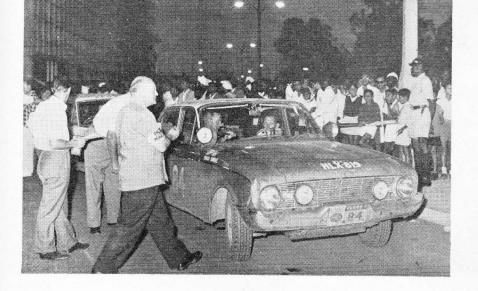
ABOVE RIGHT: The victorious Tommy Fjastad/Bill Schmider Volkswagen at Nairobi. After 3,100 miles of rallying they led the rest of the field by 10 mins. CENTRE RIGHT: The winners with their trophies.

BELOW RIGHT: Eric Jackson, with the Mark III Zodiac, at the picturesque Kipsiwa control in Uganda which is noted for superb trout fishing.

BELOW: The Australians Harry Firth/ Graeme Hoinville arriving at the Eldoret control. This was the only Ford Falcon to finish.











#### MAIDSTONE AND MID-KENT BY PATRICK McNALLY SILVERSTONE NATIONAL Photography by George Phillips



SOME very fast racing was seen at the Maidstone and Mid-Kent's National meeting run at Silverstone on Saturday. The club had received 130 entries and as this number did not include any Juniors, this number did not include any Juniors, as there wasn't a Junior race, it was a very full field. The organizers received so many entries in the G.T. event they ran separate races for each class—an excellent idea. The only small criticism that could be made of the otherwise excellently run meeting was the system excellently run meeting was the system of having all classes and types of cars practising together. This system is not only unsafe but also annoying to both drivers of slow and fast cars who are trying for fast training times. trying for fast training times.

trying for fast training times. An 1172 event was the first race of the day. This was won by Rod Inglis (Rejo) from Tony Goodwin's Pegasus, with Alan Wershat (Lolita) coming home in third position. Inglis had led at the start, but after one lap Wershat had got ahead; however, the proximity of the Rejo had caused Alan to blow up on lap eight and he just managed to limp home third behind Goodwin. The next race was for sports cars up

The next race was for sports cars up

ABOVE: OLD AND NEW. K. T. Wil-son's Jaguar XK 120 being passed by Robin Sturgess's "E"-type which took third place in the over 2,000 c.c. Grand Touring car race. TOP OF PAGE: COP THAT LOT! A bewildered flag marshal watches Roy Pierpoint (Lotus 15), Tony Lanfranchi (Elva Mk. 6), Mike Pendleton (Lister-Jaguar), John Spender (Lotus 11) and Brenda Dickinson (Lola) flash past him, while Dick Protheroe's "E"-type Jaguar prefers the outside.

right: A COUPLE OF COOPERS. The Cooper-Minis of John McKechnie and J. D. Lewis at Copse.

to 1,600 c.c., which featured a tre-mendous dice for first place between J. Spender in a Lotus XI fitted with a 1220 Climax engine and Tony Lanfranchi in a new Elva Mk. 6. Lanfranchi had led at the start with Spender right on his tail, then on lap five Spender, who had had his nose ahead on one or two occasions at Woodcote, Copse and Becketts, slipped in front as they came through Woodcote and started to pull

Tony Hegbourne (Lola) held awav. third place throughout, eventually finishing 3 secs. behind Lanfranchi with S. Fox not far behind, the latter having displaced Brenda Dickinson (Lola) for fourth place. The group three saloon car race was one of the most exciting of the day. Alan Peer (Anglia) led at the start, but J. Merfield in another Anglia displaced him on lap three. However, Peer wasn't to be outdone and got ahead again-only to be taken once more. On the last lap they both arrived at Wood-cote side by side, Peer on the inside line. Merfield had to take to the grass, leaving Peer in premier position. In the smaller class there was a similar dust up which terminated in Jonathan Williams (A40) finishing first just ahead of Mike Cave (A40) and R. Bunting (A40), John McKechnie led the Minis home just ahead of J. D. Lewis and Peter Galliford.

A 20-lap AUTOSPORT race was next,



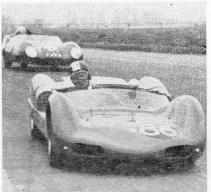
#### RESULTS

RESULTS 1172 Formula: 1, R. Inglis (Rejo), 75.12 m.p.h.; 7, A. Goodwin (Pegasus); 3, A. Wershat (Lolita), Fastest lap: Inglis and D. Linton, 77.18 m.p.h. Sports Cars 1,600 c.e.: 1, J. Spender (Lotus XI), 81.90 m.p.h.; 2, T. Lanfranchi (Elva); 3, A. Hegbourne (Lola). Fastest lap: Fox and Heg-bourne, 83.65 m.p.h. Special Touring Group 3; Class A: 1, J. Williams (A40); 2, M. Cave (A40); 3, R. Bunting (A40), Class B: 1, A. Peer (Anglia), 73.75 m.p.h.; 2, J. Merfield (Anglia), "Autosport" Championship: Sports-Raeing Cars up to 1,600 c.e.: 1, J. Spender (Lotus); 2, Mrs. B. Dickinson (Lola); 3, R. Waters (Lola). Sports-Kacing Cars over 1,600 c.e.: 1, G. Pierpoint (Lotus), 82.13 m.p.h.; 2, M. Pendleton (Lister), Grand Touring Cars up to 1,000 c.e.: 1, G. John (Marcos); 2, D. Rees (Marcos); 3, M. Reid (Sprit), Grand Touring Cars 1,001 to 1,300 c.e.; M. Johnson (Elite). Grand Touring Cars 1,301 to (Sprit), Grand Touring Cars 1,001 to 1,300 c.e.; M. Johnson (Elite). Grand Touring Cars 1,301 to (Sprit), Grand Touring Cars 1,001 to 1,300 c.e.; M. Johnson (Elite). Grand Touring Cars 1,301 to (Sprit), Grand Touring Cars 1,001 to 1,300 c.e.; M. Johnson (Elite). Grand Touring Cars 1,001 to (Sprit), Grand Touring Cars 1,001 to 1,300 c.e.; M. Johnson (Elite). Grand Touring Cars 1,001 to (Sprit), Grand Touring Cars 1,001 to 1,300 c.e.; M. Johnson (Elite). Grand Touring Cars 1,001 to (Sprit), Grand Touring Cars 1,001 to 1,300 t.e.; (A Manaha (Elite), 3, P. McN

won convincingly by Roy Pierpoint in his 2-litre Lotus. Tony Lanfranchi had been chasing him after the start, but on lap 16 had to retire with petrol pouring out from under the engine cowling, thus out from under the engine cowling, thus letting Dick Protheroe in his very special "E" up to third place overall, ahead of J. Spender in the 1220 Lotus XI. Spender won his class, as did Pierpoint (Lotus), G. John (Marcos), Mike John-son (Elite), Bob Duggan (Morgan Plus 4) and Dick Protheroe ("E"-type). Some splendid driving was seen in the

Some splendid driving was seen in the unlimited event. Dave Wansborough had made a nonsense at the start by A selecting third instead of first in the ex-Ecurie Ecosse "D"-type, but had chased A. Mann in Pierpoint's Lotus relentlessly throughout the event, eventually finishing second only 12 secs. behind. Mann, who hasn't been driving for some two years, drove the big Lotus ex-





ABOVE: Tony Lanfranchi's Fordengined Elva Mk. 6 and John Spender's 1.2-litre Lotus 11 during their duel in the 1,600 c.c. sports car race.

TOP OF PAGE: P. C. E. Whitehead's potent Austin A40 leads the rapid Vaux-hall VX4/90 of Warwick Banks.

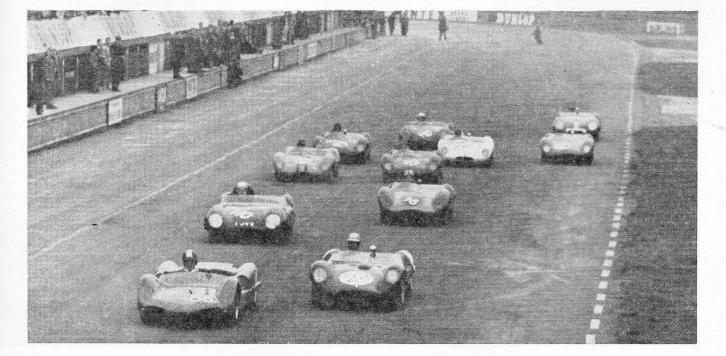
BELOW: The start of the 1,600 c.c. sports car race. The leading three are Tony Lanfranchi (Elva Mk. 6–86), Tony Hegbourne (Lola–22) and John Spender (Lotus 11–110).

tremely well, setting fastest lap.

Tony Youlten brought his Terrier home to victory in the 1172 race; Tony is obviously going to have another good season with this car. Tony Goodwin was second in the Pegasus and Arthur Mallock third in his U.2. Fastest lap Mallock third in his U.2. Fastest lap went to Youlten, a creditable 1 min. 15 secs. Marcoses occupied the first three places in the up to 1,000 c.c. Group 3 G.T. race. K. Holland just finishing ahead of Jeff Oliver and G. John. Less than 4 secs. separated them. Mike Johnson (Elite) won the up to 2000 c.c. G.T. race fairly comfortably

2,000 c.c. G.T. race fairly comfortably, giving him his second class win of the day. Elites occupied first three places, day. Elites occupied instance particular with Roger Nathan finishing second in menared white Elite. his very nicely prepared white Elite. Bob Burnard (A.C.-Bristol), who had made an excellent start, was plagued by suspension bothers and only managed fourth place.

Despite some extremely rapid driving Mike Salmon was unable to beat Dick Protheroe's "E" in the last event of the day. Salmon in the Zagato Aston had led at the start, but Protheroe had some-how got ahead on lap three and was determined not to let the big Aston past. Robin Sturgess ("E"-type) finished third.



## B.R.S.C.C. AT RUFFORTH

REPORT AND PHOTOGRAPHY BY FRANCIS PENN

EASTER Saturday was the date chosen by the British Racing and Sports Car Club for their first Northern meeting of 1962. As usual the venue was Rufforth, near York, where the course was similar to previous years, with but a slight difference in that torrential rain fell nonstop from 11 a.m. onwards! This left pools of water varying from

This left pools of water varying from 2 ins. in depth in places which, coupled with some very rough and bumpy surfaces between York and Acomb corners, turned that section of the course into a skating rink.

Indeed, spins and excursions into forbidden places were so numerous it would be impossible to account for all the antics which occurred! But to be fair, the standard of driving of some 85 per cent. of those competitors present



ABOVE: Wet Juniors. John Romanes (Lotus 20) leads two other Formula Junior cars into Acomb Corner. BELOW: Anglo-Italian. Philip Barak's Ferrari-engined Cooper Monaco complete with restyled nose. This car was originally raced in 1959 by Roy Salvadori, when it was Maserati-powered. Brian Naylor swopped power units in 1960.



was impeccable; so, indeed, was the organization which stood firm, though soaking wet, under such impossible conditions.

conditions. It says much for the success of the meeting that spectators' cars, packed tightly together, lined the barriers for some two-thirds of the 1.7-mile circuit and stayed there to the bitter end! Race 1 was a 10-lap scratch race for sports cars up to 1,200 c.c. In this one J. D. Robertshaw (Sprite) was never headed Gaining some 20 secs lead by

Race 1 was a 10-lap scratch race for sports cars up to 1,200 c.c. In this one J. D. Robertshaw (Sprite) was never headed. Gaining some 20 secs. lead by lap four, he ran out an easy winner from J. V. Bedford (Lotus VII), who had taken third man, D. Linton (Terrier Mk II), on the last lap.

Next came a 16-lapper for Formula Junior and 500 c.c. racing cars, but as there was only one of the latter and he finished a poor last, on to the F.J.s. From the start only two cars really went racing! Fighting every inch of the way, G. H. Breakell (Lotus-Ford) won by under 3 secs. from E. Dawson's Envoy-Ford. Third, but 77 secs. in arrears, came M. Wayne (Gwyniad-Ford). The much fancied pair, K. M. Francis and K. D. Jones, were never in the picture.

In this event occurred an incident so extraordinary as to be unbelievable; half way down the *main straight* D. Bridges, on lap three, lost his Merlyn-Ford in a very big way, tore off the course to ram the timekeepers' doubledecker bus, which was sited well back from the course and minding its own business! The bus literally rocked with the impact, frightening the race control staff on the lower deck more than somewhat! The car, a write-off, was wedged solid underneath and stayed there unmovable till the end of racing. How Bridges got away with it unhurt no one will ever know, as it was the nearest case for "wearing your head tucked underneath your arm" the writer has ever seen!

Event 3, over eight laps, brought forth sports and G.T. cars up to 1,600 c.c., incorporating a class for those engined by Climax. Taking the race as a whole first spot was disputed by D. C. Alderson (Elite), J. P. Fergusson (Turner-Climax) (until the latter's monumental spin entering York!) and W. J. Stein (Lotus VII), the eventual winner. Placemen were G. Durham (Porsche) and P. C. Kelly (Elva-M.G.). The Climax class was won by Fergusson, with the Elites of Alderson and A. Bowman taking second and third places. Unlimited sports cars over 10 laps

Unlimited sports cars over 10 laps came next on the programme. This provided a great scrap between N. G. Ferrier (Lola-Climax) and T. Lanfranchi (Elva-Ford), victory going to the latter after he had overtaken at Acomb Corner on lap eight. Only 0.8 of a sec. separated them at the flag. Third, some 50 secs. in arrears, came J. C. Spender (Lotus-Climax).

50 secs. In arrears, came J. C. openet. (Lotus-Climax). Race No. 5 brought out sports and G.T. cars of unlimited capacity, again over 10 laps. Here we saw an "E"-type really go! Driven to perfection by B. Waddilove, it tore round the circuit to win by nearly a minute from Fergusson's Turner-Climax, with A. Ensoll's XK 120 third. This latter place was hotly disputed all the way by E. J. B. Mitchell's "E"-type, K. R. Bailey's Lotus VII and E. C. Booth's Frazer-Nash. R. Rose (XK 150) managed to spin on three senarate occasions at York whilst

R. Rose (XK 150) managed to spin on *three* separate occasions at York, whilst C. P. Lucas (Morgan) and J. Carden (Austin-Healey) managed a brace apiece! They were not alone by any means, but just managed to look obvious!

Next on turn came the modified production saloons, cut to eight laps this time, and run in classes for up to 1,600 c.c and over. Taking them together it was Jaguar 3.8, A40 and Mini in the hands of A. G. Wood, P. T. Middlehurst and R. G. Smith, the latter going like a bomb and really showing up much heavier metal!

Placemen in the big class were E. B. Wadsworth (Healey) (sixth overall) and I. Banks (Warwick) (eighth overall), whilst third in the smaller class came R. J. Bloor (A40) (fifth overall). Unfortunately Miss A. Taylor lost her Ford Anglia at York, which landed on its roof in the process. Apart from her dignity, nothing suffered.

nothing suffered. Last, and over 16 laps, came the big stuff in the shape of sports and racing cars of unlimited capacity. Up to lap nine it was Breakell's Lotus from Ferrier's Lola by some 5 secs. with Dawson (Envoy-Ford) third. Next time round Breakell had dropped to fourth, but after a rush through passed Wayne's Gwyniad-Ford on the 14th lap to be placed. The winner, Ferrier, took the flag 9 secs. in front of Dawson, a good ending to a great but very, very wet day! *Results were published in last week's issue.* 

KEN BAILEY'S Lotus 7 leads Paul Kelly's Elva Courier and Michael Brooks's M.G.A.



## **Club** News By MICHAEL DURNIN

AUTOSPORT asked Alan Harmer, clerk of the course of the forthcoming Harrow C.C. Moss Trophy Rally (12th-13th May), to write a brief synopsis of points which his club believes all orga-nizers should observe. We chose Alan because he is an experienced and success-ful navigator, who has also wide experi-ence of organization. The Moss Trophy has a fine reputation as an event which, while sorting out the entry, nevertheless abides by the code of "Do's and Don'ts".

#### DO'S AND DON'TS FOR RALLY ORGANIZERS

THE noisiest parts of rallies should be kept clear of houses and farms, and this means that controls must always be sited so that braking for controls and acceleration away from them happens out of earshot of the nearest habitation. It is no use asking piously for quietness and hectic motoring should take place away from houses; rallying as a whole is more important than individual events, and a section which looks hairy and will obviously cause disturbance must be regretfully discarded.

There is no reason at all why route checks should result in annoyance; they should be sited away from houses or farms as much as possible, but if it is necessary to use a signpost within range of an isolated house it should be easily read from the direction of approach by the light of the car's headlamps and without serious loss of speed. Hydrants and other treasure-hunt style route checks will often result in at least a mile of route being disturbed by cars in low gear, and should never be used within earshot of a house. Earshot is a distance which varies enormously according to the type of country. Wrong-slotting within range of houses causes a good deal of annoyance, and use of "no" boards can help to reduce this; efficient guinea-pigging of the route will often disclose possibilities of errors of navigation which might never occur to the Clerk of the Course, and steps should be taken to avoid any which will obviously result in shunting in farm vards.

White roads are often regarded as private by people who live along them, especially as they often spend a lot of their own time and money keeping them in use; they always seem to appreciate the courtesy of a call to ask for their consent to a rally passing. No gated road should be used unless the gates can be marshalled throughout the passage of cars; this avoids both damage to gates and possibly straying herds. Farmers always seem to be co-operative when approached, and will possibly take steps to move herds if given due warning.

Calling on every house on the route is just not possible, but a duplicated note left in the letterbox of any house right on the route (particularly isolated ones) giving notice that a rally will pass dur-ing the next weekend gives people time to move young children into the back

room if necessary, and if they are really "anti" you do at least find out before the event and can take steps to either re-route or zone that part of the route for quietness. Tell them how long you will be passing.

Warning to competitors should be given if a road gets hairy just outside someone's front door, particularly in the case of sudden brick walls or hump-back bridges; this will not only save possible annoyance but will also have the desirable effect of slowing a large number of the entry. If villages cannot be avoided, try to

pass straight through them, avoiding turns which will result in gear changes. If turns are necessary, make the village a noise zone and insist on dipped headlamps; play fair with the entry and do not put quiet zones on short, tight sections. Equally important, let the com-petitors know just how far the zone extends, and never have a route check within a zone. The sight of a noise party armed with a meter will work wonders.

John Gott, although a member of the R.A.C. Competitions Committee and a Chief Constable, expresses his own views, which are not necessarily those of the R.A.C. or of the Chief Constables' Association

#### THE FUTURE OF RALLIES

RALLYING on the public roads in Britain R today is not only under fire from news-papers appealing to such different sections of the community as *The Times* and the *Daily Mirror*, but is the subject of Parlia-mentary pressure which may well result in it being either severely restricted, or even stopped, as were hill-climbs in the early 'twenties 'twenties,

This regrettable position is primarily due to a minority of officials and competitors who refuse to face up to the implications of the basic truth that of all forms of motor sport, rallying is the most potentially anti-social. What other branch of our sport, for instance, endangers or inconveniences the public by day and keeps them awake by night?

The better clubs and the better drivers fully realize this and conduct themselves accordingly, but, unfortunately, it is by the behaviour of the anti-social minority that the majority of the public judge rallying in general.

#### CEMIAN M.C. CORONATION RALLY

"THE start will be from the Queens Hotel, Farnborough, 169/688535" is becoming a popular statement in supplementary regulations for motor rallies, yet another patron being the Cemian Motor Club, on 14th-15th April, for their 10th Coronation Rally, for which there was an entry of 50 cars.

Starting from the rather early hour of 7 p.m. competitors set off in the direction of Blackbushe Airfield where they were treated to a nice open driving test which favoured neither Mini nor Merc., and followed with a  $1\frac{1}{4}$  miles timed dice around the airfield. Re-entering public roads the route meandered to a time control north of Basingstoke, then by means of a combined spot heights and "Eight Clubs" section across the Winchester map to the eastern edge of the Salisbury map. A further 45 miles and 14 route checks took competitors across Salisbury Plain to the refuelling/supper stop outside Warminster.

To one who, like myself, has officially to handle complaints from that public, it is saddening to reflect how easily most of them could have been avoided, either by paying more than just lip service to the R.A.C. Regulations for the Organization of Motor Competitions, or by refraining from driving, to quote the *Mirror's* Cassandra, like "motorized hooligans".

like "motorized hooligans". To mention but a few complaints with which I have had to deal. Is there any excuse for siting a control in a night Rally outside cottages occupied by elderly ladies, for routeing over private property without first seeking permission, for leaving gates open so that cattle escaped and endangered themselves and other road-users, for refusthemselves and other road-users, for refus-ing even to apologize to the persons con-cerned when these serious acts of discourtesy and omission were brought to the notice of the Organizers?

and omission were brought to the notice of the Organizers? To those of us who have given up hours of our free time to marshal in outlandish spots only to be greeted with abuse by some competitors, complaints about rude-ness and bad language to other motorists and local residents ring unpleasantly true. To those of us who as Stewards or Observers have heard for ourselves how far even the smallest sound carries at night, or have seen into what amazing "wrong slots" some so-called navigators go, complaints about noise or stupid invasion of private property sound all too authentic. Why should competitors who have lost their silencing system or driven so incom-petently that they have damaged their cars not be excluded, rather than allowed to continue and give the public a misleading impression of rally cars in general? One of the reasons why the victorious B.M.C. Team cars were washed and polished just

of the reasons why the victorious B.M.C. Team cars were washed and polished just before the finish was to prove that to win one did not have to "bash" one's car. Admittedly, these "couldn't-care-less" types are in the minority, but the impact they make upon the public far outweighs the good behaviour of the majority of rally officials and competitors, and it is to every-one's interest either to check or to exclude them. In many circles these days a Rally is

In many circles these days a Rally is judged as "good" or "bad" by the number of "clean sheets" it produces. This, basic-ally, probably meant how close did it get to a road-race? I would suggest that, in future, some organizers pay less attention to the competitors and more to the public, and that whether a Rally is "good" or "bad" be assessed by how many justified complaints from the public were received after it, and what steps the officials took to prevent such complaints arising, and to check the anti-social behaviour which is giving rallying such a bad name. JOHN GOTT.

So far the rally had been along easy roads commensurate with pre-midnight traffic conditions of a Saturday evening; nevertheless, the marking was already taking shape. The Wolchover/Alderton Sprite was a minute down and, in fact, only seven "clean sheets" remained, among these the eventual winner L. Roberts/B. Burn (Riley 1.5) (AUTOSPORT representatives) and the runner-up M. Saunders/M. Holmes (Mini). J. Ivil/ Mrs. M. Thorne (VW) dropped several minutes through their timing calculation error when considerably early (?) outside a time control.

The meat in the sandwich of this Coronation Rally was to be tasted upon departure from the supper stop when the Frome map (sheet 166) was handed to navigators in the form of a marked map representing 108 miles of route and bearing nearly 50 controls and checks. A few controls not marked were obtained en route by means of displayed map references.

This section, of course, was a pleasant (Continued overleaf)

#### **Coronation Rally**—continued

blind, and in parts quite tight. Looping in a northerly direction along "yellow roads", occasionally a "white road" and across "red roads", orews weaved their cars towards Bath and west to a lake side control at Chew Valley Lake before swinging south-east to by-pass Shepton Mallet, Wincanton and Shaftesbury, then up The Zigzag to control 4/50 on Charlton Down.

ton Down. This marked map marathon destroyed all the "clean sheets" and created not a little excitement for some. A Ford Zephyr crewed by N. Thorne/D. Pratt developed a leak in a brake pipe and several minutes were lost locating the trouble and clenching the offending pipe! The Dryden/Kinnear Wolseley from Harrow Car Club also lost its brakes. At from control 4/38 the DKW of D. Street and D. Hayes had to back-track several miles when the crew omitted to note a dis-played reference for control 4/39. They They "How leave the question unanswered: far can one go without a map reference?"

Tar can one go without a map reference? The will of the organizers having been satisfied during this 108 miles the rally continued in the direction of Wylye by means of a "line diagram". A sharp left-hander at 167/921254 was the setting for a perfectly controlled gyration by the M. Cooper/R. Thomas Mini; being some-what nessed from behind at the time! what pressed from behind at the time!

Nowadays no self-respecting rally goes Nowadays no self-respecting rally goes in the vicinity of Wylye without intro-ducing a special section at Grovely Wood; Cemian M.C. was no exception to this popular rule. Starting from 167/981348 there was a 240 seconds "pecked road" dash to two sections of 100 seconds math in Growthe West "pecked road" dash to two sections of 120 seconds each in Grovely Wood. Fastest time on these was shared by the Cooper/Thomas Mini and the Roberts/ Burn Riley. It is becoming apparent that the current Mark 3 Riley 1.5 enjoys a suspension far improved on its predecessors.

A final section of 16 miles took competitors to a location north of Salisbury for "descrutineering" and the end of the rally, at about 6 a.m. Here competitors were introduced to an unusual treatment of the termination of a rally, but one which warrants commendation. The words of the organizers are quoted: "Now proceed in your own time by the most direct route to the Queens Hotel, Farnborough, for breakfast. Distance, 55 miles. We consider it dangerous to ask competitors not to exceed 40 m.p.h. average speed along A30 because of the inclination to relax and perhaps go to sleep, there are, therefore, no further time controls but you are required to observe all speed limits and treat every village or town on the route as a Noise Control Zone".

Clerk of the course B. G. Norman and his enthusiastic assistants are to be congratulated on the presentation of a good restricted 300 miles rally enjoyed by all competitors. One or two of the route checks were of an indeterminate nature and the use of marshals' watches is a risky business, though it must be fairly admitted that, for once, no competitors had any queries on the accuracy of any marshals' watches!

#### LLOYD ROBERTS.

LLOYD KOBERTS. Results Coronation Trophy: 1, L. Roberts/B. Burn (Riley 1.5), 9 marks; 2, M. Saunders/M. Holmes (Mini), 14; 3, N. Thorne/D. Pratt (Ford Zephyr), 16; 4, D. McIntyre/P. Allwright (Mini), 18, Norice Award: D. Hunt/P. Howell (Mini), 81. Team Award: L. Roberts (Riley 1.5), S. Dawson (SAAB), D. Street (DKW).



#### DARLINGTON AND D.M.C. RODERICK GRAY TROPHY TRIAL

#### BY PETER CRAVEN

THAT most northerly of the qualifying events for the R.A.C. Trials Championship-the Darlington and District Motor Club's "Roderick Gray Trophy Trial" was won by a margin of only six marks after 35 sections by Tony Marshall in his Cannon.

The trial, held at Gandale Moor, Catterick, on 15th April, this year attracted 31 entries of whom only two non-started in spite of the great distances some had to travel—in some cases a round trip of over 500 miles!

Apparently most thought their journey was well worth while as clerk of the course Sid Eddon and trials secretary Laurie Gray had a number of favourable comments on their efforts although one or two drivers did say that in their efforts to make the trial a really good one it had been a trifle rough in places.

The trial was laid out on the army tank testing ground at Gandale Moor with 17 sections in two main groups, all of which were climbed twice and the last section of the afternoon group three times.

The first two sections were on sandy ground in a quarry and these were on sandy climbed clean by Marshall (the winner), C. W. Pollard, G. R. Lindsay, K. B. Lindsay and E. J. Chandler. The next climb, Farm Woods 1, was one which was either climbed clean or failed large was either climbed clean or failed low down. It was a steep and bumpy climb between trees and up some grassy steps. The next, Farm Woods 2, was similar but much more difficult and here the best score was six from W. G. Warr and Ivor Portlock. The next three sections were very difficult with only a few of the entry scoring more than three or four, but G. L. Holdrup had a good climb on the firing range Section 7, which he climbed clean. The remaining two sections on the first half were also difficult with many low scores, but a per-centage of clean climbs from the experts.

Several of these first half sections were modified for the second lap with the result that there were much easier and many more clean climbs.

After lunch the second series of hills was attempted. These lay not far away from the earlier hills and started with "Slalom", a winding climb over peat and "49 steps"—a very long, steep and varied climb right up the side of Gandale's main valley which was eventually climbed three times. Marshall's lead The winner, Tony Marshall, and his passenger both appear to be concentrat-ing hard as they climb one of the afternoon sections.

began to show here, as only he and Ivor Portlock scored maximum marks on these two climbs.

One intriguing section was number 13 -a very steep climb through an old quarry. This, like much of the course, was very dry and so was not nearly as difficult as it looked but with a total climb of about 30 feet was a spectacular climb.

Then came Far Beck 1 and 2-two new sections which started on dry grass near a stream, which was easy and climbed on to moorland which looked firm but which hid a very soft patch where many came to rest at about the eight or nine mark. Far Beck 3 was similar, but even wetter at the top, although this did not prevent Marshall, Pollard, Newman, Holdrup and Warr from taking maximum points from it. The last section was a gradual climb up a long, wet gully in which many had difficulty leaving the start line. On the first lap Marshall scored best with a four, but later when it was slightly eased for the second lap he was unable to improve, while several other drivers managed to reach the five marker.

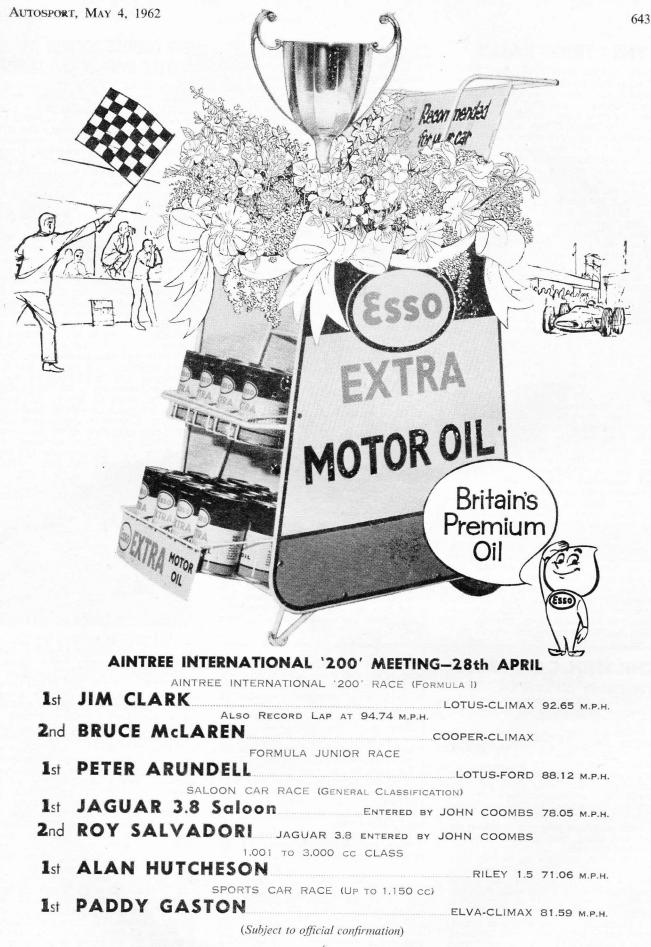
Finally section 11 was climbed a third time, when some cars began to wear down to dry firm ground and the majority were able to score quite highly.

This brought to an end another Roderick Gray Trial—an event which because of the dry weather had needed very careful planning in order to pro-vide the variety which it did. Most of th: entry appeared to like the event with the only possible exception of those who thought it a little rough—in fact there were eight retirements from various reasons. But nearly everyone in the trials world knows by now-if you go to Gandale it's bound to be a tough trial in one way or another!

#### Results

Roderick Gray Trophy (Best Performance): T. A. Marshall (Cannon), 291 marks, Quaker Trophy (Runner-up): G. L. Holdrup (Cannon), 285. Third (Special Award): I. H. Portlock (Cannon), 280. Souvenir Awards: L. Hurt (Ford Spl.), 272; C. W. Pollard (Cannon), 268; E. J. Chandler (Chandler), 266; G. J. Newman (Cannon), 265. Team Award: Marshall, Hurt and Portlock, 843.

THE B.R.S.C.C. club meeting at Brands Hatch on 6th May will include an event for single-seater racing cars of unlimited capacity—excluding Juniors. Entries ranging from 500 c.c. Coopers to, perhaps, an Inter-Continental machine are expected.



Using ESSO EXTRA MOTOR OIL

the same superb mineral oil you can buy from your local Esso Dealer.

#### THE "TRIO" RALLY

Going by the form book, the "Trio" Rally held recently should have been a crackerjack. With three top-class rally men planning a route that ran through some of Britain's most rallyable country, one of the country's top rallying clubs co-promoting with two other well-known bodies, and a promise of no fewer than eight special stages within the route, how could it be otherwise?

In point of fact, the event turned out to be one of those simple affairs, as evidenced by the fact that there were over 30 clean sheets, three of these coming from the novice class. (These figures are based on duplicated results handed out at the completion of the rally, and are not necessarily final.) At the end of the rally, murmurs were heard that the special stages were carbreakers, and, as simple tie-deciders, were rather numerous, this latter com-ment applying particularly to S.S. 8, which was run on a diversion route after the final control, and which proved to be the roughest of the lot: approxi-mately 50 per cent. of the distance had to be taken fairly gently to avoid suspension damage.

Possibly a large contribution to the ease of the rally was the fact that the complete roadbooks were issued from 9 o'clock onwards at the Blackpool start. This meant that some crews had up to three hours to plot, and even the first car off had  $1\frac{1}{2}$  hours in which to plan his strategy. With only 60 conplan his strategy. With only 60 con-trols and two blackspots, plotting was thus simplified. The matter of two blackspots only does raise the point that the clubs kept as clear as possible of populated areas. One of them was Kendal, the other appeared to be for purely strategic purposes. In addition, as the special stages routed competitors to Brough for petrol, they were asked to be as quiet as possible through the built-up areas. Good point.

After clearing Blackpool, on a 41mile-in-15-minute section, the pressure came on almost immediately, with a succession of sections of one or two miles, but these were on for anyone who

tried, this being the unfortunate case throughout the rally, Once away from the Fylde area, longer sections led through Bowland Forest and into Yorkshire. On to Map 90, open sections led to the head of Dentdale, and a corker of a white road, from control 29 (761875), to control 30 (788917). Although rough, the section did not pay much dividend, as most crews came through without penalty. In fact, the only expert who lost time here was F. Davies (TR3). More sections, of a simple nature, led up to Pendragon Castle, then followed several tight white road sections in the area south-west of Brough, leading on to the first seven special stages. The route between them was defined by a clear Tulip card. The stages themselves had no bogey time, pure speed counted. Possibly the most interesting of these was laid out on Army ground, the one most likely to be remembered being in the vicinity of Shap, where a sudden right-hander around a small precipice left many rubber trails into the soft earth some short distance below.

After the special stages, into the thick of the rally once more, with a number of interesting white- and yellow-road sections in the fringe of Lakeland, east of Kendal, the final control of this section located north of Carnforth on A6. From here was an untimed main-road run to control 60, just north of the breakfast point at Hotel X-L. It was here that the last of the four parts of the split road book was collected. Com-petitors thus proceeded to S.S. 8, and eventually back to the breakfast point. Duplicated sheets were available for the state of the rally up to the special stages, the other two sheets being available about two hours later.

With over 30 clean sheets, the task of sorting out the eventual winner becomes monumental and, in any case, may not be correct, as the duplicated sheets may not be mandatory. No doubt the results team will eventually come up with true class placings. It does seem a pity that a potentially fine event can be spoilt by circumstance. Surely three clubs could do better than this!

#### CHILTERN C.C. SPRINT

THE Chiltern Car Club, Ltd., held a restricted sprint meeting on the Kart Circuit at Long Manston on Sunday, 15th April.

Forty-seven starters in seven classes, ranging from very ordinary shopping cars, some of which were in disguise however, to a sprinkling of sports-racing cars including J. Robinson's beautifully turned-out Austin Ulster which put up a worthy performance against more modern cars but, unfortunately, returned home slightly bent.

Time permitted only two practice runs and two timed runs each of approxi-

mately 1,400 yards. In Class A (saloons up to 850 c.c.), B. Pinkerton (Fiat 500) gave a creditable demonstration of handling the lighter type of machinery with a time of 1 min. 33.63 secs. and easily won the class award.

S. Hands, in his Classic-engined Anglia, won Class C, for saloons up to 1,600 c.c., from K. Ayers's Climax-engined Herald which together proved much faster than the remainder of the unmodified saloons.

A total of nine Sprites were the largest entry of any one make and an extremely quick run in 1 min. 18.63 secs. by D. H. Wilson-Spratt remained unequalled throughout, winning the class and estab-lishing B.T.D. H. Folts, in his hard-worked A.-H. Sprite, clocked 1 min. 24.06 secs, despite lack of sleep due to rallying the previous night, but the car sounded somewhat "off song".

The class for big sports cars included Ellison's Frazer-Nash and was won by N. Dangerfield in Syd Hurrell's new TR4 with a time of 1 min. 19.86 secs., possibly being handicapped slightly by a locking rear brake.

The meeting passed off without serious incident and was marred only by the sub-Arctic weather conditions.

#### C. FLETCHER.

Results Controlled Berlinker Saloons, up to 850 c.c.: B. Pinkerton (Fiat 500), 1 m. 33.63 s. Saloons, 851 c.c. to 1,100 c.c.: R. Grover (Mini), 1 m. 24.63 s. Saloons, 1,101 c.c. to 1,600 c.c.: S. Hands (Anglia), 1 m. 24.80 s. Open, up to 1,100 c.c.: D. Wilson-Spratt (Sprite), 1 m. 18.63 s. Open, 1,101 c.c. to 1,600 c.c.: P. Tunnard (M.G.A 1600), 1 m. 22 s. Open, over 1,600 c.c.: N. Dangerfield (TR4), 1 m. 19.86 s. Sports Racing: M. Beard (Lotus XVII), 1 m. 20.90 s. B.T.D.; D. Wilson-Spratt 1 m. 19.62 s. Results

B.T.D.: D. Wilson-Spratt, 1 m. 18.63 s.

#### NEW COURSE RECORD AT LITTLE RISSINGTON SPRINT

AT the R.A.F.'s Little Rissington air-field near Cheltenham on Easter Monday a fine spring day saw a good entry of over 100 starters assemble for the restricted sprint meeting. The judicious invitation by the promoters, Cheltenham M.C., of Sunbac, Dowty M.C., B.A.R.C., B.R.S.C.C., J.D.C., Bristol M.C., Evesham A.C. and Bugatti O.C., ensured that a top-class field including virtually every big name in the sprint world would be present; this proved to be the case. In fact, each of 13 classes attracted its share of participants and the paddock was consequently crowded with varied and interesting machinery, ranging in size from half-litre racing cars of the old Formula 3 to Bloomfield's massive 5.3-litre Bugatti of pre-war days. Another entry of interest was Rowland's 850 c.c. special, which took second place in its class. This is an open two-seater based on Mini-van components and assembled on tubular framework clad in alloy panels. Very light and roadworthy. Mrs. Betty Haig brought a newly acquired rare bird —a Jaguar XK SS—T. Cunane had a Zephyr-powered A.C. Ace, T. Keegan drove the ex-works Rapier, G. Tyack had an Emeryson two-seater, rather like a Cooper Monaco in appearance, while J. Randles obligingly drove a Monaco for comparison. Disappointment was caused by the failure to start of both J. Denley's Cooper and Lotus entries,



#### T. Cunane's 2.6-litre A.C.-Ford.

for Denley was the holder of the course record in the Formula Junior Lotus.

The course at Little Rissington is 1,232 yards in length and of flat tarmac surface. There is an S bend, a right turn (very sharp), a tricky left-hand curve and a long straight, with the finish situated immediately after a left-hand turn at the end of this straight. This is a "driver's" course, where experience and skill count for more than horsepower. The organizers had provided excellent marker boards before all the corners, but even so it was obvious that many were braking far too early. In particular the first right-hander and the last left-hander appeared difficult, and it was on these corners that the results were, in the main, resolved. One reason for early braking before the final corner may have been the presence of a very solid-looking hangar.

Two practice periods before the lunch break saw the following people well placed for class honours: Messrs. Evans, Porter, Ordway, De Luca and Marshall in Minis; C. Gray in the lone Vauxhall VX4/90; H. Shepherd in a Jaguar 3.8 saloon; Skelcher, Haynes and Nurse in (Continued on page 649)



AINTREE APRIL 28 <u>AINTREE '200'</u> 1 st LOTUS 2nd COOPER <u>SPORTS CAR RACE</u> 1 st LOTUS 19 2nd COOPER MONACO

EAST AFRICAN SAFARI CLASS G (OVER 2,500 c.c.)			
	FORD ZODIAC		
<b>2</b> nd	FORD ZODIAC		
3rd	<b>ROVER 3 LITRE</b>		
4th	FORD ZEPHYR		
5th	ROVER 3 LITRE		

Results subject to official confirmation

ALL CARS FITTED WITH

GIRLING DISC BRAKES THE BEST BRAKES IN THE WORLD

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM · 11

#### WEST HANTS AND DORSET C.C. AUTOCROSS

THE West Hants and Dorset Car Club were extremely fortunate in their venue for the first autocross on the club's 1962 calendar. Held in a picturesque valley near Piddletrenthide, Held in a in Dorset, a kidney-shaped circuit of almost 880 yards enabled most people to get up to a very respectable rate of knots. One fast straight and a lovely sweeping bend past the finish kept speeds up around the 60 mark and the slow corners at either end did not get unduly cut up.

Class 1 saw a vast concourse of Austin 7s and Minis all set to do battle with, however, the ear-splitting DKW of Ken Piper to lend some extra colour to the proceedings.

Some very forceful motoring took place with the Mini-Coopers in their element. R. Wilding did a powerful 2 mins. 12.4 secs., narrowly beating Arnold Denman's equally snappy car, which did 2 mins. 13.6 secs., and Ken Piper, who equalled Denman's time with the fabulous DKW. The two-stroke noise, coming, we suspect, from an unsilenced exhaust system, aroused echoes that must have been heard all over Dorset, and coupled with Mr. Piper's forceful driving gave the crowd some fine entertainment. Mrs. Wilding drove her husband's car with considerable aplomb to take the ladies' award with 2 mine 228 same by a second's marrin 2 mins. 22.8 secs. by a second's margin from Miss Ann Rose, who drove J. A. Nichols's Austin 7.

G. S. Snow's blue Austin A40 was a trifle soft in suspension and did some startling things on the S bend, which had a tricky hump to loosen up wheel adhesion, just when it was most necessary!

Class 3 was won by L. Atyeo's well-travelled VW, which circulated in 2 mins. 23 secs. on its second run. Swiss visitor Mr. Cullick drove a white VW with tremendous verve, on one occasion rounding the complete arc of paddock bend with inside wheels about two feet off the deck!

In the next class Ken Piper brought forth his famous Messerschmitt, now painted red, and did a gracking first run in 2 mins. 13.4 secs., following up with a class-winning tour in 2 mins. 11.6 secs.

#### THE HAGLEY AND DISTRICT L.C.C. HAGLEY/LUDLOW HANDICAP

THIS unique closed event organized each year by the Hagley & District Light Car Club is really a driving-test meeting incorporating 10 tests separated from one another by a 106-mile route passing through pleasant Worcestershire and Herefordshire countryside and finishing at Norton Manor, Presteigne. It is thus a social event with some serious test motoring for the keen competitor. The entrant with the family car is not excluded due to a handicap system operated on the car's wheelbase, the aim being to give all an equal chance of success.

It was an unpleasant, cold but dry day, when the 37 competitors set out from Bromsgrove to do the four pre-lunch tests and it soon became obvious that the battle lay between Club President Frank

Nearest man to him was Mike Reid's green Sebring Sprite, which was a real Mrs. Jill Bowles handful on grass. drove her blue Sprite in most enterprising fashion, in 2 mins. 26 secs., fractionally slower than her husband, who recorded 2 mins. 25.6 secs. Mike Burgess and Jim Burry shared the Fordbased Lilfo, winner of many autocross awards. After doing a tour in 2 mins. 15 secs., Lilfo's day came to an end when Burgess found that the steering wheel became wholly independent from the rest of the car, fortunately well away from the very solid trees that lined part of the course! Max Normanton's Ford Special looked very tricky to handle, the driver working frenziedly at the wheel to annex the novices' award.

Star turn of the day was John Macklin making one of his infrequent appearances in a speed event at the wheel of a new Lotus 7. Starting with a cracking run in 2 mins. 10.6 secs., he whittled the time down to 2 mins. 8.2 secs., coming through the finish area in a tremendous drift and having quite a moment getting back into the paddock from the finish.

Nobody else could get anywhere near this time, though Mike Reid's familiar M.G.A tried very hard. J. Forbes-Nixon drove a beautiful green E-type Jaguar, a car hardly suited for an auto-Its progress was impressive, but cross. the driver was obviously not going to bend his car, recording 2 mins. 29 secs. From an analysis of the times it would seem that the course favoured the Cooper-Minis, with the exception of Macklin's Lotus and the Messerschmitt. The club must be congratulated on running an excellent day's motoring on an excellent course which it is hoped will be the scene of many more meetings.

#### TONY HOLLISTER.

Tony HOLLISTER. Results Class 1: 1, R. Wilding (997 Morris-Cooper), 2 m. 12.4 s.; 2, tie, A. G. Denman (997 Morris-Cooper) and K. Piper (981 DKW), 2 m. 13.6 s. Class 3: 1, L. I. Atyeo (1192 Volkswagen), 2 m. 23 s.; 2. G. Raggett (1493 Volkswagen), 2 m. 26.6 s. Class 5: 1, K. K. Piper (500 Messerschmitt), 2 m. 11.6 s.; 2, M. Reid (948 Sebring Sprite), 2 m. 25.6 s. Class 6: 1, M. Burgess (1172 Lilfo), 2 m. 15.5 s.; 2, J. R. Burry (1172 Lilfo), 2 m. 16.4 s.; 3, P. M. Normanton (1172 Ford), 2 m. 19.8 s. Class 7: 1, J. Macklin (1342 Lotus), 2 m. 2, E. R. Cleaver (2990 Aston Martin), 2 m. 27.2 s. Best Time of Day: J. Macklin (1342 Lotus), 2 m. 8.2 s. Novices' Award: M. Normanton (1172 Ford), 2 m. 19.8 s. Ladies' Award: Mrs, A. Wilding (997 Morris-Cooper), 2 m. 22.8 s.

Livingston (TR3), John Handley, Harry Livingston and Gordon Boughton (Minis). After lunch at Bromyard the route headed towards Wales with a further four tests. Gordon Boughton's driving seat collapsed, costing him valuable time in a test, and Harry Livingston unexpectedly made one or two minor but telling errors, although on the final test at Norton Manor he outdrove all by some three seconds to recover his position somewhat.

Brilliantly overcoming a  $2\frac{1}{2}$  per cent. handicap Frank Livingston became the final victor by a mere 0.9 sec. from John Handley who, as a result of accurate, consistent and fast driving, took the M.T. award for the opposite class.

 award for the opposite class.
 M.1.

 Results
 M.1.

 1, J. F. Livingston (Triumph), 294.7 s.; 2, J.

 Hand'ey (Austin), 295.6 s.; 3, G. A. Boughton

 (Austin), 296.2 s.; 4, H. L. Livingston (Morris),

 299.8 s.; 5, D. Blankstone (SAAB), 313.0 s.;

 6, J. F. McMullen (VW), 314.0 s.; 7, D. H.

 Powell (Austin), 315.2 s.; 8, M. S. Barber (Austin),

 319.2 s.; 9, J. S. Spain (Austin), 322.4 s.; 10,

 P, V. Watts (Triumph), 323.3 s.

#### B.A.R.C. (S.W. CENTRE) **BRUNTON HILL-CLIMB**

THE B.A.R.C. (S.W. Centre) held their 29th Brunton Hill-Climb recently in bitterly cold, but mercifully dry, weather, which brought out David Good's new machine for its first com-petition appearance. The old F3 chassis has been retired and last year's 1,100 c.c. engine is now mounted in a 1961 Cooper Junior chassis. As yet the engine has not been enlarged to 1,340 c.c., but David hopes to have this done shortly. Unfortunately one of the two fuel pumps failed to function and the "jury-rigged" system made the take-off and the first 100 yards a very stuttery affair. However, his lightning progress up the higher slopes enabled David to return the second B.T.D., as opposed to Wally Cuff's 27.21 secs. in his Cooper-J.A.P., driven with typical verve. However, it was in the smaller car

classes that the record-breaking performances were put up. Val Gardener com-fortably broke the Class I record, re-turning a time of 30.61 secs. in his S.P. Dunlop-shod Austin 7-Cooper. Remark-ably fast was F. F. Ferris in his DKW Junior, giving away 250 c.c. to the Mini-Coopers and Anglias, and beating most of them. In Class II A. F. Lefevre beat the old record in his much-modified Rapier. In this class there appeared one of the new Vauxhall VX 4/90s, which went quite rapidly but seemed to roll rather excessively at the bottom corner. Classes III and IV were poorly sup-ported, but Class V saw a close battle between Porsches and Elites, victory going to Bill Swayne with his Super 90 in 30.75 secs. after a time of 30 secs. by Nigel Price in his wife's Elite had been However, Cherry-Anne disallowed. Price returned 31.69 secs. to take second place from D. L. Mather, driving a practically identical car. Class VI provided the closest racing of the day with J. B. Banbuty having to break his own class record with his LaurenceTune Morgan, returning 29.32 secs., driving excellently. Class VIII as always was enlivened by

Ashley Cleave's ancient Morris, which ascended in 30.97 secs, to take second place behind Haskell's Lotus 7. Class IX went to Griffin's professionally turned out Lotus XI, while Dangerfield's immaculate A C. Britch won Class XII immaculate A.C.-Bristol won Class XII, beating the record in the process of recording 29.03 secs. In this class Richard Drewett had a very nasty moment when the throttle of his Frazer-Nash "Le Mans" stuck open at maximum revs. going into the first corner.

In the big sports car class Tiller's ferocious driving of his J2 Allard provided one of the day's highlights when he did 27.97 secs. to win a rather deci-mated class after the Cripps's Special and Price's DB3S had both blown up in practice and "Butch" Farquharson only managed one competition run. The 500 c.c. class saw some excellent driving from H. M. Bennett, who won with his Cooper-Norton, and from Isobel Robinson, who won the lady's award from Cherry-Anne Price with a time of 31.31 T. M. Smith turned over his secs. Staride at the first corner but was thrown clear and seemed no worse for his experience-although his machine appeared a trifle bent.

N.H.P.

#### CORRESPONDENCE

#### The Competence (or Otherwise) of Motor Racing Officials

As the majority of AUTOSPORT readers are aware, before being allowed to compete in motor races run under the authority of the R.A.C., a driver is called upon to fulfil certain obligations as regards health (medical examination and certificate), efficiency (current driving licence), financial (a complying vehicle and the wherewithal to run same), and red tape (entries, passes, scrutineers' tickets, instructions and final instructions, and an R.A.C. Competi-tion Licence valid for the particular competition). Last but not least, the driver is expected to attend a briefing before commencing least, the driver is expected to attend a briefing before commencing racing.

Definition of the second sec

flagged" at the slightest infringement. This charming interlude took place in the centre of the paddock, and was extremely embarrassing to some young ladies in a car two yards away, it was further embarrassing to me in that several spectators both before and after my "rollicking" congratulated me on a good performance in an out-classed car. However, I was careful not to answer "teacher" back as I thought "well, he might know something I don't, and besides he is getting a bit past it". I therefore took it upon myself to enquire when the venerable gentleman had last raced himself. I regret to say, however, that all my enquiries drew a complete blank. The feeling appeared to be that he never had done, and yet according to the programme this gentleman was a very important official. How had he got to this position?—ability?—intelligence?—experience? I regret that I was unable to find any evidence to this effect. I therefore assume that he obtained his important position by the ability to sign his name.

I am certain, however, that any spectator who attended at this particular meeting would agree that it would be extremely difficult in the conditions that prevailed to judge the driving ability of any of the competitors.

of the competitors. As officials are apparently necessary, either they must be asked to take exams on efficiency with politeness, or their power must be reduced to the level more in keeping with their ability. All varieties of sport have difficulty in obtaining officials, at least working ones, but surely it is about time that higher qualifications other than signatures were required for any type of motor racing events events.

It is also time that officialdom realized that the average spectator just about summed this matter up correctly, he said: "If some of the b -- marshals had their way we should have a speed limit on the straight"—he might have a point there!

HUDDERSFIELD, YORKS. MICHAEL J. L. BROOK (No. 139).

#### **A Better Deal For Drivers**

MR. YOUNG, in his letter of 20th April, has really missed the **M** theme of my original letter, which was seeking better conditions for all competitors, not merely myself. I myself arrived at the Tunbridge Wells Sprint at 7.45 a.m., complete with my own paint, but this was no help to those who arrived later, and paintless. And obviously, if everyone arrived at 7.45, congestion would be just as had as bad.

I sympathize with Mr. Young for having to put his Minor against "Junior with skirts"! How absurd can scrutineers get? a

SOUTH STOKE, NEAR READING. SHERIDAN THYNNE.

#### Four-Seater Grand Tourers

REFERRING to Mr. Frank Ambler's letter two weeks ago and the **R** reply to it in a recent issue of the AUTOSPORT. These were re G.T. cars for people who required more than two seats. As a Jaguar owner myself, I cannot think of anything more suitable than the car owned by Mr. Ambler. It is a Mk. 2 3.8 fully modified with wire wheels, etc. This may not be classed as a sports car, but surely the handling, performance and looks are more G.T. than many so-called sports cars.

NORTHOWRAM, NEAR HALIFAX.

#### Bouquet

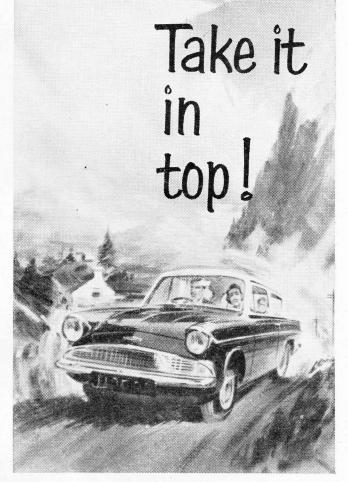
T FEEL that I must write and congratulate you on both the excellent L story and the pictures of the Grand Prix de Bruxelles in AUTOSPORT of 6th April. In particular George Phillips's cover photograph is one of the best I have seen (and we must not forget your printers!).

CHELMSFORD, ESSEX.

A. C. RIPPON.

JOHN H. FARRAR.

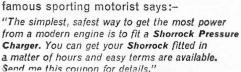
The Editor is not bound to be in agreement with opinions expressed by readers.



## with SHORROCK POWER on your Anglia\*

"... spirited acceleration ... sparkling top gear performance...thrill to the new kind of motoring you get with Shorrock Power. the 'bolt-on' power pack which gives up to 50% more power without increasing engine r.p.m."

#### SYDNEY ALLARD



a matter of hours and easy terms are available. Send me this counon for details."

There is a SHORROCK unit for most popular cars. Put a tick against your model or fill in if not listed. 

	MORRIS/AUSTIN MINI TRIUMPH HERALD 948/1200
Other Model	
Name	
Address	
1	AS18
ALLAHI	The Allard Motor Company 24 Clapham High St., London SW4 Telephone: MACaulay 3201 World distributors for all Sharrock Brazers Charges





THE 42nd Land's End Trial run by the M.C.C. contained much of the usual mixture of hills and road work, but this year the weather stepped in to make it an event many of the competitors will long remember. Long before the West Country was reached it had started to rain, and the rain continued through the night and the following morning, only clearing up for the last few hills.

With an entry of 152 cars (with 12 non-starters) the route was approxi-mately 380 miles and included 12 observed sections. Rain or no rain, this was a most enjoyable event from the car competitors' point of view (what the 129 motor-bikes thought I don't know!), as the hills were running in water and

AUTOSPORT, MAY 4, 1962

drowning their engines, with water over their bonnet grilles.

their bonnet griffes. Bluehills Mine, near Perranporth, looked wonderful; the sun was shining and there must have been 2,000 specta-tors here, these trials being very popular with the "locals". The hill certainly gave the onlookers their money's worth! Among the number of car teams participating, many motor clubs appeared to have entered teams: Haldon Motor Club, West Hants and Dorset, and the H.R.G. Association, and the 750 Motor Club with two teams, one of which was the usual one of three vintage Austin Seven saloons.

Provisional figures available after the finish showed that 66 people claimed first class awards, 19 second, and 16

#### MOTOR CYCLING CLUB'S

## LAND'S END TRIAL

#### Wet Weather Fails to Dampen Enthusiasm

ABOVE: J. Matthias with his 850 Renault, climbing Darracott in pouring rain.

\*

LEFT: P. W. Still (Frazer-Nash) on his way up Hustyn. The way up Hustyn. The driver and passenger of this car were so soaking wet that they borrowed a paraffin heater at the lunch stop and took it in turns to sit on it and dry out! RIGHT: Mike Ware's Austin 7 saloon on Hustyn. This car cleaned on all the hills.

were quite tricky. However, some of the sting must have been taken out of them, as the sticky mud often encountered had, of course, been washed away. Beggars' Roost did not claim as many

victims as usual, but Darracott certainly did, many people finding the start difficult to get away from. On Wargery Water the bank on the outside of the first bend showed signs of having been hit many times, as the corner is very sharp for long-wheelbase vehicles.

By the time the trial reached Crackington and Trewold after lunch the rain had eased, but as both these hills are preceded by fords, fun was assured, the water having risen. Two Sprites were seen being manhandled across to avoid

third. No awards, 27 competitors. In all, another superbly organized trial, and a big "thank you" to all those organizers and officials who had to stand in the rain for over six hours, and so enabled the competitors to have their fun.



MORE POWER TO YOUR SAFETY --- SEE THE IMPROVED, NEW LOOK



SOLE LONDON M.G. DISTRIBUTORS

With new 1,622 c.c. engine, developing 90 b.h.p. at 5,500 r.p.m. and higher rear axle ratio, the M.G.A 1600 Mk. II gives increased high-speed performance with allround adherence to M.G. safety standards. Handsome re-designed radiator grille. Open and coupe models. £913 INCLUDING P.T.

You are invited to enjoy a demonstration of the M.G.A 1600 Mk. II by

**UNIVERSITY** MOTORS LTD. who will pay best possible exchange price for your present car—whatever age or make—and gladly arrange hire purchase. Stratton House, 80 Piccadilly, W.1 ★ GROsvenor 4141



#### Little Rissington—continued

Lotus Sevens and Elite; J. Gregson in a Rapier; B. Pimm and G. Freeman in Triumph TRs; J. Terry in his fast Morgan; R. Rose in the Jaguar XK 150 hard top; G. Tyack in the pretty Emery-son; J. Randles with the Cooper Mon-aco; P. Hughes, Cooper 500; Patsy Burt in her concours condition Cooper 11litre racing car; and G. Keylock in the blown Cooper 1,595 c.c. Best practice time went to Randles.

The well-organized meeting proper commenced with the first of two timed runs, and a four-figure crowd lined the course to enjoy some spirited driving. In Class A, R. Ordway's Mini-Minor was able to show a convincing lead over the opposition, with the sole exception the opposition, with the sole exception of J. Fitzpatrick in a similar car who was only .16 sec. behind on his best run. Class B, with only four entries, was won by C. Gray whose Vauxhall was seconds faster than the three Rileys which opposed it. Class C also had four entries and was won by the Shepherd 3.8 Jaguar without any trouble at all. Now came a big class, D, com-posed entirely of modified and Cooper-ized Minis, and here N. Porter in a Cooper Mini ran away from everything else with a first-run time which was else with a first-run time which was quite outstanding—so much so that he could get nowhere near it himself on the second run! Class E was for small sports and G.T. cars, and was taken by J. Haynes in a Lotus 7 Mk. 2, with R. Dickenson's similar 997 c.c. Fordengined car runner-up. Austen Nurse was, not unexpectedly, more than equal to the competition in Class F, and his 1,500 c.c. Elite was unchallenged by a mixed bag of Rapiers, Alpines, etc. Class G saw the well-known Morgan

#### Mallory Park—continued

B. Hart (1<sup>1</sup>/<sub>2</sub>-litre Lotus 20), who had been scrapping all the way for second place with Rhodes; Fairman was now a trailing third and J. Blumer (Cooper Monaco) was fourth.

On lap 46 Hart spun, was passed by Rhodes and, try as he did, could not pull back again despite one terrific lap in 52.4 secs. to crack the all-time record yet again! So they finished, Rhodes won by 0.8 of a sec. from Hart, Fairman was third with 49 laps covered and Blumer fourth with 48. One incident occurred when Tim Parnell lost his F1 Lotus on the way out of Gerards, col-lecting a couple of marshals *en route*. Luckily he swept them into deep mud, thus minimizing resulting injuries, which were later reported as not too serious.

Plus Four of J. Terry comfortably ahead of E. Gale's Triumph, and Class H was the undisputed property of R. Rose, who forced his Jaguar round on the limit in a way that made the other seven class contenders look slow indeed. Class I, for sports-racers under  $1\frac{1}{2}$  litres, went to P. Bailey in the 1,460 c.c. Lotus, though the first runs had Tyack's Emeryson in the lead, J. Randles's Cooper Monaco was quick enough for the over  $1\frac{1}{2}$ -litre sports-racers, demonstrating the unsuitability of big, heavy cars for sprint meetings of this type. Class K was won by P. Hughes in the Cooper-Norton which was evidently a much faster car than any of the other eight half-litre racing cars. Racing cars up to 1<sup>1</sup>/<sub>2</sub> litres formed Class L, no fewer than 14 of them; with E. Willmott's Elva-Ford taking B.T.D. and the course record by a handsome margin of 1.49

The last event of the day was over 10 laps for G.T. cars up to 1,000 c.c. with a separate class for B.M.C. Minis. Taking the race overall it was G. W. John in a very raucous-sounding Marcos who won by 7 secs. from E. Woolley (Turner) with J. McKechnie's Morgan third. Next, in line astern, came the Austin-Cooper of W. A. Borrowman, and the Austin-Morrises of P. Galliford and C. Pearce-Pope, which took the smaller class places.

Thus ended a really great day's sport, attended by what looked like a giant crowd. Organization was up to the usual top line Notts standard, except for one thing: ambulances seemed to take a devil of a long time to reach the injured up at Gerards-and then there were two on the circuit together!

secs. This is a very well-turned-out and new-looking 1,098 c.c. Junior. C. May's Lotus 997 c.c. and Patsy Burt's Cooper were next in this class. The last class, for big racing cars, saw seven thunder-ing monsters take the line, with G. Keylock in his blown Cooper only .23 sec. away from outright F.T.D. A good drive.

#### SAM ACTMAN.

#### Results

Class Winners: R. Ordway (Morris 850 c.c.), 48.00 s.; C. Gray (Vauxhall VX4/90), 52.18 s.; H. Shepherd (Jaguar 3.8), 44.22 s.; N. Porter (Morris 997 c.c.), 46.30 s.; J. Haynes (Lotus 997 c.c.), 42.28 s.; A. Nurse (Lotus Elite), 42.76 s.; J. Terry (Morgan Plus 4), 44.41 s.; R. Rose (Jaguar XK 150), 41.76 s.; P. Bailey (Lotus 1,460 c.c.), 41.35 s.; J. Randles (Cooper Monaco), 40.38 s.; P. Hughes (Cooper-Norton), 40.20 s.; E. Willmott (Elva-Ford), 39.29 s.; G. Keylock (Cooper 1595(S)), 39.52 s.

(More Club News on page 656)

#### CHEQUERED

#### 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 green upholstery, with neater, screen wasners, etc. JAGUAR XK140. 1955. Fixed head, finished in dark green with overdrive, radio, heater, £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 £335

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.

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

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, £355 AUSTIN-HEALEY 100/6. 1957. Two/four-seater, finished in ice blue with dark blue interior, fitted wire wheels, radio, heater, verdrive; 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

SUNBEAM ALPINE. 1960. Finished in grey with black hard-top and red interior, fitted discs, heater, screen washers.

AUSTIN-HEALEY SPRITE. 1960. Two-seater, one owner from new, immaculate condition in white with black interior, with heater, tonneau, rev. counter, etc. £495

#### The Chequered Flag (Sports Car Specialists) Ltd. HIGH ROAD CHISWICK W.4

Telephone CHIswick 7871-2-3

 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

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.

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

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 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.

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

M.G.A. 1956. Two-seater finished in red with black upholstery with radio, tonneau cover, X tyres, new hood, etc. LOTUS SEVEN. 1960. Two-seater, finished in silver with red cockpit, wire wheels, heater, modified B.M.C. unit.

M.G. TWIN CAM. 1958. Two-seater in red with matching hard top, disc brakes, tonneau, £545

MORGAN 4/4. 1959. Two-seater, one owner only from new, in red with radio, heater, twin spots, new tyres, etc. £425

M.G. TC. 1949. Two-seater. An attractive car in red and fitted heater, luggage rack, spotlamp, wing mirrors.

#### The Chequered Flag (Midlands) Ltd. ARKWRIGHT STREET NOTTINGHAM

Telephone: 89282-3

#### FAIRTHORPE

**FAIRTHORPE 1960** (LATE) FAIRTHORPE Electron Minor. fitted twin carburetter, Herald engine, 7,000 miles only, one owner. Sprayed Sebring white, black upholstery. Equipmed: tailored ton-neau cover, temperature gause, amacter. Built by engineers with all facilities, fully serviced and regularly maintained by Triumph dealers. £395.— Bell, 100 Southdown Road, Harpenden. Harpen-den 5217.

#### FALCON

FALCON Caribbean, reg. Dec. 1960, immaculate **B**, R.G., Ballamy suspension, modified 1172 engine, 4,000 only, professionally built and trimmed, Probably the finest in the country. 4360 o.n.o.—Phone: BECkenham 3658 any time.

#### FIAT

**F**IAT 600, 1959, Rudd/Derrington tuned, radio, £350 o.n.o., P.X. T.V.R., M.G.A or similar car.—Chapman, 6 High Street, Chislehurst, Kent.

#### FORD

FORD COMPLETE conversions or parts to "do it yourself" for all Ford cars. Examples: Zephyr/Zodiac. Modified head, 3 SUs, inlet ex-haust manifold, £75. Zephyr/Zodiac/Consul. Anti-roll bar. A really great improvement, £10 10s. Anglia/Classic. Modified head. includ-ing 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. 6d., per set; high speed aluminium pistons, 68s. 6d. each.-Jeff Uren, 125 Rydal Crescent, PERivale 3255.-

#### FORMULA JUNIOR

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.

OULTON 1 m. 52.8 s. SNETTERTON 1 m. 41.4 s. Abso'ute Bargain at £895 DENIS HULME

Elmbridge 4808, 9280, 0208

FORMULA Junior space frame, Phase I, 80 per Control of space frame, rinke f, so per cent, complete, front and rear suspension units, rear hub carriers and drive shafts, complete brand new set of body panels. One only at £175 o.n.o.-Kieft Sports Car Co., Ltd., Drakes Cross, Wythall, Nr. Birmingham. Wythall 3011.

FORMULA Junior space frame, Phase I, five only, less suspension mounting points, con-structed from 14-in, and 4-in, seamless steel tubes, designed, proved and tested in action, at £45 each.-Kieft Sports Car Co., Ltd., Drakes Cross, Wythall, Nr. Birmingham, Wythall 3011.

LOLA-FORD Formula Junior, 1960. Immaculate condition. Never damaged. £500 o.n.o. with spares and trailer.—D. Pasterfield, Stanford-le-Hope 3224.

MIDLAND RACING PARTNERSHIP Cooper F.J.-See under "Racing Cars".

#### FRAZER-NASH

**1926** CHAIN-GANG FRAZER-NASH, small mileage since extensive rébuild, fitted Mk. I Zephyr engine. Beautfully finished in B.R.G., very potent motor car, ideal for sprints and hill-climbs, £250 o.n.o.—Wright, 3 Mulgrave Road, Middlesbrough, Tel, 88989.

#### GOGGOMOBIL

**B**UY 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.

#### JAGUAR

"C"-TYPE JAGUAR, "D"-type engine. P/L diff., multi clutch, triple Webers. Very potent and in unmarked condition. Ready to race with spares.—Mr. Brown, Duston (Northants) 233.

JAGUAR S.S.100, 34-litre, concours condition, Rebuilt, rewired, reupholstered, resprayed Alfa red, rechromed, Owner going abroad in June, will sell or store. Genuine enquiries only. £450 o.n.o. –Box 4678.

## 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. Semidisplayed 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.

#### USED CARS FOR SALE

#### ASTON MARTIN

**1957** (JUNE) DB2/4 Mk. II, black with silver top, red interior, one owner. This is Tony Brooks's personal car and has been main-tained in immaculate condition. Over £350 just spent on a routine winter overhaul. Reason for sale-addition to family. Offers invited.—Tony Brooks, Ltd., Brooklands Road, Weybridge, Surrey. Tel.: Byfleet 42784.

#### AUSTIN

#### THE CHEQUERED FLAG

THE CHEQUERED FLAG MINI CENTRE At present we are offering a selection of 10 Minis, Some modified. Prices ranging from: £395. Also three 1962 Cooper Minis with extras at \$665. High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

#### SUPERCHARGED AUSTIN-MINI

Fully balanced engine. Polished head. Shorrock supercharger. Special gear change, New Pirellis. Fantastic acceleration.

Enquiries Box 4686.

A USTIN MINI de luxe, 1960, 15,000 miles. £430. Part exchange, H.P.—Redhill 2530. A USTIN Mini 7, 1960, light grey, heater, washers, four good tyres, excellent mechanical condition, approx. 17,000 miles. Has been un-used for over 12 months, so seats and carpets are slightly grubby, hence the very low price of £385,—Terrier Car & Engineering Co. Seven Kings 2306 Kings 2306.

Kings 2306. **D**EC., 1960, MINI, twin SUs, h/comp. head, special valve springs, three-branch exhaust, special brakes, rear roll bar, full safety harness, full dash, rev. counter, oil, water, amp. gauges, wood rim steering wheel, radio. Bargain £460.— L. Vine, 1 Stanley Close, Ealing Road, Wembley. PERivale 5688 (day). **O**CTOBER 1960 Austin Seven, 21,000 miles. Lawrencetune Fish carburetter conversion with special exhaust system. Koni shock absorbers. Remote gear change. Interior Silent Travel kit. Safety belts, Brand new Dunlop C41 tyres on strengthened wheels. Never raced.—Richard Shepherd-Barron, Barracane, Waterloo Road, Crowthorne, Berks, Tel.: 2563.

#### **AUSTIN-HEALEY**

AUSTIN-HEALEY 100/6, new R55 tyres, new hood, superb mechanical and coachwork con-dition. Write for appointment.—Ayden, 631 Uxbridge Road, Pinner, Middx. A USTIN-HEALEY 100/6, 1959, o/d., special extras, very fast, immaculate blue/white. Gift at 635.—Tcl.: Walton-on-Thames 20154. MARCH 1961, Sprite, 4,600 miles only. Red, white hard top, £150 worth of extras including horns, twin reversing lamps, bumpers, Pye transis-tor, heater, badge bar, undersealed. Cost (new 2800, accept £625. Terms, exchanges,—Nixons Garage, Newcastle, Staffs, 64631.

BOX NUMBERS: Facilities are available to private advertisers at an additional charge for two words (Box 0000), plus Is. to defray the cost of booking and postage. Replies should be addressed to Box 0000, c/o AUTOSPORT, I59 Praed Street, London, W.2.

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

SPRITE Mk. II, 1962 de huxe, extras include underscal, heater, tonneau, taxed, etc. Only 850 miles, absolutely as new. £600,—West Lon-don Motors, 205 Fulham Palace Road, W.6. FULham 0066. **1958** SPRITE, D/H, Stage V, team bonnet. anti-coll, heater, tonneau, immaculate. £395.—Hoylake 7860.

#### BENTLEY

**B**ENTLEY saloon, 1934. In fair and reasonable condition. £120.—Four Ashes Garage, Dorridge, Warwicks. Knowle 2033.

#### 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.

#### BMW

BMW BMW 100 AND COUPE for immediate de-livery. Ask for literature and demon-strations from distributors.—Christmas Motors, 46 High Road, Bushey Heath, Herts. Telephone: BUShey Heath 3311 or 1438. BMW 700 SALOON. primrose, 3,200 miles only, one owner, heater/demist., re-verse lights, headlight flasher and many other "built in" features. A sparkling car, taxed year. £680, Part exchanges and H.P.—Christmas Motors, Bushey Heath 3311/1438.

#### BORGWARD

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

#### B.S.A.

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

#### CITROEN

CITROEN ID19. First Reg. 15th January, 1960, Maroon, five good X tyres, safety straps, etc. 34,300 miles, one owner on'y and distributor main-tained. Taxed. £895.—Gordon Sudworth, Ltd., Mbldgreen, Huddersfield 8844.

#### COOPER

VINCENT Black Lightning COOPER, exceptional opportunity, only £350 for quick sale.—Ger-rards Cross 3881 day, Farnham Common 179 night.

#### DAIMLER

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

#### ELVA

**ELVA R**OGER NATHAN offers: Elva F.J. Special body (rear engine), 1961, 97 b.h.p., 1,100 c.c. Holbay Ford engine, dry sump, very fast (Brands Hatch 57 secs.), This engine has not covered 100 miles. £830 or would part exchange with cash for new Lotus 22, Gemini, Cooper or similar.— LEYtonstone 6461.

#### 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. £850.

#### ROSE.

#### 86 Kimberley Road, Solihull, Warwickshire,

UXO <sup>400</sup> Jaguar 3.4. Ex-Sir Gawaine and ready to race. £800. Part exchanges con-sidered.—Tel. No.; Richmond 0435.

and ready to race. £800. Part exchanges considered.—Tel. No.: Richmond 0435. **XK** 150 COUPÉ in white/black roof, in very superior cond., full gitee. £750.—Broxbourne Motors (Car Sales). Ltd., Broxbourne Garage, Broxbourne, Herts. Hoddesdon 4122/3/4. **1954** XK 120, mechanically very good, with all new weather equipment, battery, silencer, tyres, etc. £275.—Maidenhead 346. **£225** 1951 XK 120, new hood, silencer, exhaust pipe, rear tyres, rev. counter, speedo, M.o.T. to March 1963. Engine and bodywork sound. H.P. possible.—47 Central Parade, Herne Bay, Kent. Phone 402. **W**ANTED.—SS 100 spares, grab handle, dash fittings, rear lamp, head lamp bar, etc. Exchange pair unused 14 ins. 30 deg. SUS.—Pike, 113 Warwick Road, Olton, Solihull, Warwickshire.

#### JOWETT

UPITER Mk 1, Series 3, rebuilt 1960, spotless in B.R.G. Offers.-5 Woodbottom, Mirfield, Yorks. Mirfield 3301.

#### 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.

**E**LITE, Series II. 1962, white with black up-holstery, sun visors, bonnet and boot stays, servo-assisted brakes, beautiful condition, 7,000 miles. £1,250. Seen London.—Box 4685. **E**LITE STAGE II+. B.R.G. Alloy callipers, e/r box. Spares, wheels, racing tyres, pads, springs, etc. £935 or exchange Peugeot 404.— LADbroke 7441 or Elmbridge 2772. **L**OTUS XI, full Stage II Climax, prepared and ready to race, very successful car last season. £650.—A. G. Moore, 53 Shipbrook Road, North-wich, Tel.: Northwich 2735. **L**OTUS XI Le Mans Series II 1460 F.W.B.

wich. Tel.: Northwich 2735. LOTUS XI Le Mans, Series II, 1460 F.W.B. Climax, maroon/gold, black seats. £80 just spent on same. Sports car record holder up to 1,500 c.c. Cheltenham Sprint Easter Monday. Holder of many sprint and hill records. £575 o.n.o.-P. Bailey. Phone: Cheltenham 7505. Lotus 18. Cosworth 997 motor giving 88 b.h.p. Latest 20 mods. All ready to race. £675 o.n.o. Would exchange for a good Lotus 7.-G. Saunders, Normandie, Box Hill Road, Box Hill, Betchworth 2095. T OTUS 7. Highly modified 100E. New X tyres

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

**1961** LOTUS ELITE, Stage II engine, c/r box. One owner, no competitions, never damaged. £1,200.-Wilby, Sandicroft, Great Bud-worth, Cheshire,

**1960** ELITE, 12,000 miles, R5s, Stage I, red. £950, no offers.—Box 4681.

#### MARCOS

MONOCOQUE Chassis and Body Co., manufac-turers of the Marcos G.T. Sales and Ser-vice, 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.I. 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 Einathan Mews, London, W.9. CUNningham 5681.

Binathan Mews, London, W.9, CUNningham 5681,
M.G.A (1959). NEW engine, cream, new hood and side screens, Bargain, £485.—Phone: CANonbury 6117.
M.G.A (1956). RED, close ratio gearbox, 9:1 compression, etc. Many extras, regularly serviced, bills kept. £425 o.n.o.—Roxburgh, 89 Cromwell Way, Kidlington, Oxford.

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 Kingtson 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, Liver-pool Road, Manchester, 3. Tel.: BLAcktriars 6455. M.C. TD two-seat sports; cream. first-class

M.G. TD two-seat sports; cream, first-class action of two-seat sports; cream, first-class (Car Sales), Ltd., Broxbourne Garage, Broxbourne, Herts, Hoddesdon 4122/3/4.

M.G. TF 1250, ivory, recond. engine, DEL. with the stras. £370 o.n.o.—Milligan, BELgravia 5713.

**M**-TYPE M.G., excellent condition, M.o.T. cert. £40 just spent. £50.—Bromley Kent, Tel.: Imperial 1848.

The fail lists, pent. £50.—Bromley Kent. Tel.: Imperial Istas.
 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, carburetters, half-shafts, crown-pinion sets and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19. LIBerty 8498.
 TOULMIN MOTORS.—The most comprehensive range of M.G. spares in the country for every model M.G. Order your new car or spares from the Specialists.—343 Staines Road, Hounslow, Middx, Tel.: HOUnslow 2238/3456.
 1953 black cellulose, maintained regardless of cost. One of the only examples in the country with wire wheels. Fully equipped with optional extras. Full history and all bills available. £425 o.n.o.—Phone: Folkestone 54121, week-ends.
 1949 TC, IVORY, replacement engine, recent

**1949** TC, IVORY, replacement engine, recently, £60 overhaul, new tyres, many extras, £220.—Barnett, Hamilton Hall, St. Andrews, Scotland.

**1933** M.G. K1, rebuilt 1959, v.g.c. M.o.T. Cert., offers over £160,—Montgomery, 21 Salisbury Avenue, Harpenden.

#### MORGAN

**B**ASIL 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.

PLUS FOUR, 1952, two-seat, resprayed white, black trim, extensive overhaul, V.G.C. £230, Buying later Plus 4.—Tomlin, "Little Hales", Buxton Road, Leek, Staffs. Tel. 948.

2 MORGAN axles, practically new, ratio 41/11, less brakes, at £18 10s. each.—Kieft Sports Car Co., Ltd., Drakes Cross, Wythall, Nr. Birming-ham, Wythall 3011.

**1961** MORGAN 4/4, 1172 competition engine, fully aquaplaned, 13,000 miles, ivory with black interior, absolutely immaculate. £525 0.n.o.—Denton, 40 Warden Road, Radford, Coventry Coventry.

1955 SERIES MORGAN Barwell TR engine. Moss gearbox. Stiffened suspension. Full history. Recent new clutch, big end, etc. Special bucket scating. Fantastic performance. £365.— Mr. Gardiner, Teddington Lock 6199.

#### MORRIS

THE CHEQUERED FLAG MINI CENTRE At present we are offering a selection of 10 Minis—Austin/Morris/Cooper, Some modified. Prices ranging from: £395. Also three 1962 Cooper Minis with extras at £665. 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.

#### MORRIS MINI

M<sup>INI</sup>, 1960, one owner, de luxe, excellent value. £415.—WEStern 1166.

#### PORSCHE

1961 356B PORSCHE Super 75. Genuine 17,000 miles. Immaculate condition, Blaupunkt self-secker radio, for lights, seat belts, etc.—Enquiries to J. Clark, Edington Mains, Duns, Berwickshire. Phone: Chirnside 221. E800 1956 1600 COUPE, R.H.D., X tyres, Koni s/as, blue/beige interior.— Bournemouth 25865.

#### **RACING CARS**

CHEAPEST Junior yet, 105E (40DCOE Webers) rear-engined Cooper, ready to race, £395,-London, Box 4676.

IAN RABY Offers: NEW/USED FORMULA JUNIOR, SPORTS CARS, F.I. 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), LID., c/o Empire Cars, Ltd., 85 Preston Road, Brighton 21713.

MIDLAND RACING PARINERSHIP offer 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, Wolverhampton. Tel.: 27782.

ELVA-CLIMAX 1100, Stage II, ex-Denis Taylor, C.R. gears, de Dion, spares. £345.—Haden, Reg 7040 (day), Hornchurch 47049 (evenings).

**E**<sup>LVA</sup> Formula Junior, 1960-61. Perfect cond. Ideal sprints, club racing. Must be sold. No reasonable offer refused. £450,—Hoskison, 72 Heathcroft Road, Sutton Coldfield. Four Oaks

**F.J.** LOTUS 18. Immaculate condition, 94 Overhauled ready for this season's racing. £750. —John Fenning, Grosvenor Garage, Stockbridge, Hants. Tel.: Stockbridge 11.

N EW, unused, Elva Mk, 4, i.f.r.s., c/w five new racing tyres. crossflow rad., R. & P. steering, no engine, gearbox or body. £210 o.n.o. -Harper, 2304 Coventry Road, Sheldon, Birmingham.

SALMSON, 1928, San Sebastian Twin-Cam. com-SALMSON, 1928, San Sebastian Twin-Cam, com-pletely renovated regardless of cost. Original long-tailed body, chassis and mechanical compo-nents. Engine completely rebuilt with many new spares. Much chrome and polished aluminium. Finest vintage Salmson in emerence. Quantity of spares, some new. Ideal Vintage racer. £300 o.n.o.—Rigg, Lydiate Ash, Bromsgrove. Rubery 168.

(Continued overleaf)





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

£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 11 litre four-seater tourer, 1933, Excellent fettle throughout. Full weather equipment.

£245 Bentley 41 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.

#### **Classified Advertisements**-continued **RACING CARS**-continued

RACING CARS-continued TERRIER MK. II, 1960-61, new highly tuned 100E unit, just run in, close ratio gears, R5s. condition immaculate, formidable contender for year's 1172 championship. Genuine reason for sale. ±575 o.n.o.-Contact Mike Anderson. "Brookfield", 1 Clayhall Road, Alverstoke, Gosport Hants. Gosport 81103. 500 C.C. J.B.S.J.A.P., light, very fast, and easy to drive. Nine firsts last year. Erskine-tuned four-stud motor. First Junior Hill-Climb Championship, 1959. Third 1961. Pleased to sell 4ess enzine. £140. The lot with trailer, £175.-Write H. Bennett, Farm House, Lower Clatford, Nr. Andover, Hants. Andover 2933. 2933

#### **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
 ... £395 1957 Zodiac, green and white, heater

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.

GORDINI, £490, late 1960, white, Cinturas, safety straps, aux, lamps, modified steering ratio, Abarth exhaust, undersealed. Excellent con-dition.—Morgan, 46 Leckhampton Road, Cheltenham.

#### RILEY

STRADLINGS OF NEWBURY (The Nuffield People) for Riley,-Telephone: 3181/5. Ser-vice, sales and full Nuffield export facilities, 1959 RILEY 1.5, immaculate, Webasto roof, Xs. a/r bar, straps. £550,-Tel.: Croydon 4589, after 6 p.m. (week-ends).

#### 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. Offers.—Taylor, Great Carl-ton Glebe, South Lines. Withern 254 or South Cockerington 224.

#### ROVER

COMPLETELY restored 1933 Speed Pilot chassis. Engine fully reconditioned with three SUs, raised compression, etc. Offered with perfect tyres, many spares and handbooks, at around £60. View by appointment.—Phone: TEDdington (Middx.) 2089.

#### SIMCA

1960 MONTLHÉRY, full Alexander conver-sion, floor change, decarbon shocks, engine rebuilt (bills shown), spotless. £520.— Tel.: CUNningham 3555 (London). .

#### SPECIALS

GREGORY-FORD professionally built Special, similar Dellow, Very attractive and quick, £135 o.n.o. Further details.—Evans, 4 Ridley Road, Harlesden, N.W.10. 5th-13th May only. SPEEDEX 750, every modification, immaculate. Highest offer secures. Genuine enquirers or built

SPEEDEX 750, every modification, immaculate. Highest offer secures. Genuine enquirers only. —Phone: AMBassador 7733, ext. 178.
UNUSED Dyna Panhard 850 c.c. flat twin engine with special chassis, all independent, new wheels, tyres, brakes, etc., all engine electrics, 7 ft. 6 ins. wheel base. £175.—Monkspath Garage, Ltd., 824/6 Stratford Road, Shirley, Soli-hull, Warwickshire. SHIrley 1645.
VARIOUS specials at bargain clearance prices: M.G., Ford, Morris, Austin, etc., open sports and hard tops.—Monkspath Garage, Ltd., 824/6 Stratford Road, Shirley, Solihull, Warwickshire. SHIrley 1645.

**1961** WOLSELEY-FORD special, E93A engine, h/d head, twin carbs., B.R.G., Falcon competition body, detachable hard top, tonneau, knock-on wire wheels, 12-in, hydraulics. £180 o.n.o.—Ring PROspect 5210.

#### STANDARD

1958 SEPT., Standard Pennant, well above average condition. Mileage 26,000, in blue/white, fitted with Derrington head, twin carbs, anti roll bar, four new Xs, heater, s/washers, wheel trims, rallied once. Must sell. £340.— Phone: Hughes, FULham 6708.

#### **STUDEBAKER**

**1959** STUDEBAKER Silver Hawk, automatic, Heater, radio. 16,000 miles. £850,— T. H. Shaddick, Ltd., 12 Upper Bedford Street, Brighton 681656.

#### SUNBEAM

SUNBEAM A LPINE, 1961, Series II, blue, new condition. £835. Terms, part exchanges,—UPLands 7733. RAPIER, 1958, Series II, o/d, blue/black dual tone, 24,000 miles only—genuine mileage. Immaculate car. £575. Terms, part exchanges.— UPLands 7733. RAPIER, 1956, with o/d., floor gear change, Sunshine roof, excellent performance and appearance. £425.—Maidenhead 346. 1962 wood blue, 2,000 miles only, undersealed, fited overdrive, wire wheels, safety belts, Moto-rola radio, windscreen washers. Genuine reason for sale. £1,250.—Times Garage, Ltd., High Street, Cowley, Nr. Uxbridge. Tel.: Uxbridge 36521. 1054 ALPINE, maroon, heater, new tyres.

**1954** ALPINE, maroon, heater, new tyres. £300 o.n.o.—Smith, 14 Hurstwood, Chatham.

#### TALBOT

TALBOT 65, 1934. Good condition, new tyres and considerable quantity of spares. £45.— Four Ashes Garage, Dorridge, Warwicks. Knowle 2033.

#### TRAILERS

RACING CAR trailers from £39 complete,— Halson Trailers, Ltd., Robinson Road, New-haven. Phone: 237. TRAILERS for Karts, trials and racing cars. New and second-hand, from £25,—See "En-gineering Services", Don Parker.

#### TRIUMPH

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

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. 4*d. 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.

TR4, RED, black hard top. TR4, B.R. green, o/d, heater, wire wheels. List price. TR3A, many extras, 13,000 miles. £615. TR3, white; good cond. £445.—Broxbourne Motors (Car Sales), Ltd., Broxbourne Garage, Broxbourne, Herts, Hoddesdon 4122/3/4. TR3A JANUARY 1961. Red, 14,000 miles. X tyres, heater, twin spots. Mint. H.P. available.—Southport 67360. TR3A (1959). Red, hard top, spots, etc. E625 o.n.o.—Mr. Graham, WORds-worth 7170.

TK3A £625 o.n.o.—Mr. Graham, WORdsworth 7170.
TR2 DEC. 1954. Michelin X tyres, maroon/
TR2 black hood and interior, new Ferodo comp. linings, distributor, battery. Modified head, body good. Best offer over £250.—Jackson, LADbroke 4691.
TR2 (NOV. 1956), v.g.c., heater, tonneau, rear seat. £340, H.P. arranged.—Luton 3358.
TR2 (1955). Excellent condition. Reconditioned engine, £200 of extras. New battery, dynamo, half-shafts, wheel bearings. £395. —Tel.: Guildford 5565.
TR2, TR3A FRONT, 1954, 1.h.d., recently TR2, resprayed, overhauled. New H.S. tyres, battery. Bargain. £275.—61 Burnham Road, St. Albans 58827.

TR2, resprayed, overhauled. New H.S. tyres, battery. Bargain. £275.—61 Burnham Road, St. Albans 58827.
TR2 1954, B.R.G., new full screen, hood and overdrive, wire wheels, adjustable steering column, alloy finned sump and engine mods., body first confidence. New car arrived. £320 or haggle.—Gatley 7157 (Manchester).
1960 black hard top, X tyres, anti roll bar, Pantork rod, sump guard, heater, washers, spot, fog and reversing lamps, 24,000 miles. Regular scritcing has maintained this car in outstanding condition. £650. Fitted radio available, £10.—Apply: Supra Chemicals & Paints, Limited, Hainge Road, Tipton, Staffs. Tel.: Tipton 2511.

**1960** TR3A, one owner, radio, heater and other useful extras, exceptional condition throughout. £685.—W. Pearson, 2 Mitre Court, London, E.C.2. MONarch 2959; evenings, FLAxman 5585.

FLAxman 5585. **1956** TR3, badly damaged at front but repair-able. £110.—Blytheway Motors, Wythall, Nr. Birmingham. Wythall 2130. **1956** TR2, 2.2 engine, balanced throughout, Stage III tuned 3A head, 2 ins. SU carbs, overdrive, power brakes, oil cooler, hard top, etc. Very fast car for racing or sprints, at £350.—Tel.: evenings, Mr. Gay, LIVingstone 1032. **1950**. TR2, white/black, hard top, tonneau, badge bar, TR3 egg box grille, sliding screen, Xs, radio, heater, twin pipes, other extras, professional respray. Ex-Sultan's car. 380 gns, o.n.o.—Kitson, 34 Corkran Road, Surbiton, Elmbridge 5024.

WANTED, 1958 TR3A, under 30,000, w/w, o/d and hard top essential. Must be perfect. Cash.—Box 4679. WANTED,

#### TURNER

TURNER-FORD highly tuned 100E engine and gearbox. Extremely attractive special body. Concours winner, S.S.4, 18 secs. Genuine 95 m.p.h. Must be seen to appreciate. £290 o.n.o.—Obee, 359 High Road, N.22.

TURNER (950), 1958. Reconditioned engine, low mileage. Excellent condition. £300 o.n.o. -T. W. Robinson, Dennis Park Ironworks, Stour-bridge (phone 5112).

bridge (phone 5112), **1962** TURNER B.M.C. 1000 Sports G.T. hard top, unregistered, raced twice only, red/ white. Specially built to group III regs., light-weight 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.e. 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.

#### T.V.R.

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.

TONY BROOKS, LTD., is sole distributor for LONDON & HOME COUNTIES of the new TVR GRANTURA MK. III

IVK GRANIUKA MK, III
 Complete after-sales service—including full
 500 miles free service—by factory-trained staff.
 Demonstration car always available.
 Competitive H.P. and Comprehensive Insurance terms arranged.
 Excellent part-exchange allowances.
 Ask us to quote before you buy.
 (Wataloal Wabidas Carting a Semistry)

(Waterloo/Weybridge Stations 25 mins.) Brooklands Road, Weybridge, Surrey. Tel.: Byfleet 42784.

**RESEARCH GARAGE LIMITED** 

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

Tel.: Nuneaton 2649.

T.V.R. MARK 2 G.T., 1961, 10,600 miles, discs, Konis, electric fan, radio. Seen London week-ends, Accept £675 o.n.o. Terms if required. --Mills. 143 Boughton. Chester (22487).
T.V.R. MK, II G.T. Aug. 1961 M.G.A., worth, 25 Peel Road, North Wembley, Middx.
1961 M.G.A Grantura Mk II, Italian racing worth, 25 Peel Road, North Wembley, Middx.
1961 M.G.A Grantura Mk II, Italian racing owner, 8,000 miles, laminated windscreen, Koni shock absorbers, wood rim steering wheel, electric fan. £795.-Tony Brooks, Ltd., Brooklands Road, Weybridge, Surrey. Tel.: Byfleet 42784.
1960 heater, harness, 16 500 miles. Never raced, rallied, excellent. £595.-Tibenham, 17 Roslyn Road, Hathersage, Sheffield.

VANDEN PLAS PRINCESS

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

#### VOLVO

<text><text><text><text><text>

#### WOLSELEY

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

#### BALANCING

**D**<sup>YNAMIC</sup> balancing of crankshaft-flywheel assemblies is NOT expensive.—Phone: Laystall, Waterloo 6141.

#### BOOKS

A UTOBOOKS OF BRIGHTON. Largest motorists' booksellers in U.K. Workshop manuals, hand-book, tuning book. Everything in print on cars.— Autobooks, 76 Bennett Road, Brighton. BOOKS BY POST. Any motoring book, "one-make" handbook or manual. Send year and make of your car. Catalogue 1s. 6d.—Motor Books and Accessories, 33 St. Martin's Court, London, W.C.2.

#### CONVERSION SPECIALISTS

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

(Continued overleaf)



#### DELIVERY SITUATION

DUE TO CORRECT ANTICIPATION OF THE DELIVERY SITUATION WE ARE ABLE TO OFFER A FEW FOR IMMEDIATE DELIVERY.

THERE ARE NOW ONLY A FEW LEFT. THIS REPRESENTS REMARKABLE VALUE-A NEW TR WITH FULL 12 MONTHS GUARANTEE FOR £846 - 12s. - 9d.

BUY FROM THE SPECIALISTS

## OVE'S OF WIMBLEDON

44-48 KINGSTON ROAD, S.W.19



THE LARGEST STOCK OF TRS IN THE COUNTRY 1961 TR3A. With everything. Overdrive, wire wheels, heater, washers, etc. One owner. Cost £1,200. £750 1960 TR3A. B.R.G., fitted with count-less extras. 'X' tyres, luggage rack. All in beautiful condition. £695 1960 TR3A. Blue with heater, etc. Luggage rack. Another one owner car, all very smart indeed. £675 1960 TR3A. White with red hard top. 12,000 miles only since new. Many other 1960 models to choose from. £675 1959 TR3A. White with red trim and red hard top. Heater, Michelin 'X' tyres. An excellent example. £625

OF WIMBLEDON

LIBerty 3456-8 THE FIRST OFFICIAL

**TR** Centre

1958 TR3A. Another car with the lot. Overdrive, wire wheels, 'X' tyres, etc. Reputifully kept. £575

1958 TR3A. Finished in grey with red trim and black top. We have known this car since new.

1957 TR3. An attractive car in red with black trim and black hard top. Heater and 'X' tyres. £445 1955 TR2. Cream with red trim. A very well kept car with a set of new tvres. Spot/fog lamps, etc. £350

SPECIAL EXCHANGE ALLOWANCES

See Our Advertisement below for new TR4s

PART EXCHANGE. INSURANCE. H.P.

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)







Distributors for MORGAN

Agents for

M.G., MORRIS, STANDARD, TRIUMPH, WOLSELEY

Jaguar XK140 drophead coupe. Mechanically sound, excellent bodily condition. £440

Austin-Healey 100 BN1. Radio, heater, twin spots. New gearbox and overdrive just fitted. Requires once respraying, but a real bargain at £295

Sunbeam Talbot Mk.III convertible,1955 model, fitted radio, heater, overdrive and new tyres. Metallic blue with grey trim. In excellent condition throughout. £360

Sunbeam Talbot 90 Mk. IIA convertible, fitted radio. Mechanically and bodily superb. £250

M.G.A 1600 Roadster Dec. 1960, Old English white, red trim. Magnificent condition. £685

M.G.A 1600 Roadster 1960. One owner, low mileage. Iris blue, black trim. £685

M.G.A 1600 fixed head coupe 1960. One owner. Heater, washers, foglight. £725

M.G.A 1600 coupe Dec. 1959. One owner. Iris blue, black trim. Fitted heater, washers, luggage rack. A real bargain at

Jaguar 2.4 Mk. II 1960. Choice of two specimen cars, fitted overdrive and radio. £1,225

Triumph TR3A, fitted hard and soft tops, overdrive, 2.2 litre engine, oil cooler, competition suspension. Exceptionally fast car. A real bargain at £535

All the above cars have been carefully tested in our workshops and are offered in first class mechanical condition. Generous part exchange allowances and terms over 3 years.

#### **Classified Advertisements**-continued

#### CONVERSION UNITS

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

#### R. R. C. WALKER

Racing and Sports Car Department Racing and Sports Car Department for all classes of development work and compe-tition preparation, machining, etc. Conversions, —sole U.K. agents for Gear Speed Developments, of Speedwell and Alexander conversions, London Road Garage, London Road, Dorking, Surrey. Tel.: 3891.

**D**ON PARKER MOTORS for-racing car jacks, trailers, rack and pinion steering. 43-tooth clutch sprockets. Hubs resplined. machining, weld-ing, chassis and engine overhauls,—IA Sangora Road, S.W.11. BATtersea 7327.

**R**UDDSPEED, 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.

#### ENGINES

PFF COVENTRY CLIMAX 1,475 c.e. ENGINE Mk, I. First class condition. Complete with Webers, SUs and spare set .020 in, o/size pistons. £445 DENIS HULME Elmbridge 4808, 9280, 0208.

**B.M.C.** MINI car, engine, gearbox, 8,000 butor, £45.—Phone: Evenings Birmingham, SUITION: 2645. SHIrley 2635.

JAGUAR, Two engines specially prepared for racing, etc., by Ecurie Ecosse. One with 35/40 head, dry sump, Weber carbs., etc., other 2.4 litres, "C"-type head, special pistons, wet sump with close ratio gearbox.—Apply Merchiston Motors, Merchiston Mews, Edinburgh, 10.

#### EXCHANGES

EXCHANGE TR3, 1957. All possible modifica-tions. Hard top, soft top, overdrive, wire wheels. Minor 1000 preferred, or A40, 105E Anglia.—Tel.: St. Albans 56658.

SPEEDBOAT, 14 ft., inboard. Fabulous craft, £500. Exchange sports-racing car. Lotus, Sprite or TR3, etc. Cash either way.—12 Jamaica Street, Bristol. Tel, 23882.

#### 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 (c) Under-18 (Junior section)

I, the undersigned, enter the above competition on the understanding that the decision of the Com-petition 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 Yesterr ay Competition, 159 Praed St., London W.2. Stamped addressed envelope must accompany all submitted prints which entrants wish returned. ......

#### GEARBOXES

GEARBOXES DUCKLER 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, Tcl.: Crowthorne 2231. PORMULA JUNIOR and Sports Car. Four and reverse c.r., five and reverse c.r. and six speed c.r. VW gearboxes complete or ex-change. Available with inboard disc or drum prakes, 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 ADDI-TIONAL PREMIUMS. Passenger Insurance for Sports Cars.—City Assurance Consultants, Ltd., 46 Cannon Street, London, E.C.4. Tel.: CITy 2651.

#### 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.

DOWNTON conversion complete for Mini, £25 and exchange head manifold.—Box 4684, HAVE FUN.—With the "Technitooter"—the latest wolf-whistle and anti-thief device. 38, 6d, post free.—Fletcher (Dept. A), 24 Ascot Road, N.15.

"MINI MODS". Crossflow head with inlet and "M 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, Hanley Hagley.

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

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

RALLY ORGANIZERS

Finish at "The Park", Nomansland, near St. Albans. (Country Pub.) FOOD, MUSIC, BEER GARDEN,

GOOD PARKING

Phone: Wheathampstead 2128. (Map Ref: 176127)

GENT, 29, keen to get racing Junior Formula, unable to participate for lack of capital, would accept track test on any circuit. Offers please.—Box 4680,

LETTERHEADS, billheads, £1 250; £1 10s. 500; £2 1,000. Add. 1,000s £1 1,000 (c.w.o.).— C. J. Stevens, 3a St. Stephens Road, London, E.3.

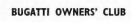
## TRANSISTOR POCKET RADIOS BULK PURCHASE ENABLES US TO MAKE THIS FANTASTIC OFFER — AND WITH MONEY BACK GUARANTEE!

#### ONLY 37/6 NO MORE TO PAY

GUARANTEE! The "SAN-REMO" fits easily into your pocket or handbag...so tuned that it brings the voices of star entertainers and vocalists dramatically to life—in your home, office, etc...Only  $4\frac{1}{4} \times 2\frac{1}{2}$ "  $\times 1\frac{1}{4}$ ". Works for months off 8d, battery Should last a lifetime, anyone can assemble it in plan. Complete set of parts anyone can assemble it in an hour or two with our easy plan. Complete set of parts including miniature speaker, carrying case—everything only 37/6d, + 2/6d, p. & p. C.O.D. 2/6d, extra. (Parts can be bought separately.) Limited period—so rush your order before it's too late. DEMONSTRATIONS DAILY CONCORD ELECTRONICS, (Dept. B44/5)

210 CHURCH ROAD, HOVE, SUSSEX







#### PRESCOTT

CHELTENHAM

#### National Open Hill-Climb **R.A.C.** Championship

Sunday, May 6 Start II a.m.

ENTRY FREE



Cars 20/-, M/cycles 10/-, Paddock 10/-

MATURE young man, incurable optimist, has booked two grandstand seats for the Inter-national Trophy meeting at Silverstone, Saturday, 12th May, but, alas, lacks a suitable female com-panion. I wonder if there is a sporty, attractive young lady reading this who would like to be taken by such a one! At least a short meeting beforehand is suggested (say, over a cup of coffee). Have suitable transport for the occasion! If genuinely interested please phone Aldershot 21663 almost any time.

RIVIERA HOLIDAY. Fourth person (male, 20-30) required to make up party, 27th May-10th June, by car train ferry with Jaguar and speedboat. Grand Stand seats Monaco Grand Prix.—For further details phone HOWard 1631.

#### RACING EQUIPMENT

**RACING EQUIPMENT** A LL WOOL CHEQUERED 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. FIRST come first served. We have a fresh supply of genuine Italian racing overalls, all sizes in blue. 79s. 6d. per pair, post and package 2s.—Rally Kit, 719 Warwick Road, Solihull, War-wickshire. SOLihull 1252.

#### 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, Willes-den, London, N.W.10. Phone: LADbroke 3644.

#### **RALLY EQUIPMENT**

GARFORD. The Romer designed by experts with Navigators in mind. Price 5s, post free from Garford Romers, 1 Peterborough Road, Harrow, Middlesex.

#### **REV. COUNTERS**

REV. counters. 1 electronic 0-6,000, 12 v. 1 electric, will fit any car, 0-10,000, perfect and accurate. £6 10s, the pair.—D. Habgood, 39 Montholme Road, London, S.W.11.

#### SAFETY BELTS

**B**OB 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.

#### SAFETY GLASS

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

#### SHOCK ABSORBERS

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

#### SITUATIONS VACANT

EXPERIENCED fitters required for Mercedes-Bond, BELgravia 3059. heated garage.-Apply:

Bond, BELgravia 3059. **E**XPERIENCED Mechanic urgently required to prepare works-sponsored F.J., car in London and required salary.—Box 4665. **M** to take charge of Transport Library. Please write giving qualifications, experience and salary required, to Administrator Montagu Motor Museum, Beaulieu, Hants. **P**RIVATE owner requires mechanic to prepare and maintain cars and attend meetings. Hard work. Pocket money, full board and expenses.— BXILED MECHANICS required to the second

SKILLED MECHANICS required to work exclu-sively on Austin-Healey cars.—The Healey Centre, 17 Winchester Road, Swiss Cottage, N.W.3. PRImrose 9741.

#### SITUATIONS WANTED

INTERESTING position as receptionist/typist/ telephonist sought by young lady (19) in motor trade, preferably connected with racing. London area.-Box 0150.

#### 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.
 SUSSEX SPEED SHOP

**F**WA 1,098 c.c. Climax engine, Stage II, £185. Simca Rush Super engine, £165 (fave main bearing), 1,290 c.c. 1290 Simca Flash Special engines, reconditioned exchange units or straight sale. Zephyr gearbox and Laycock overdrive, £40. Elva Mag. chassis diff, unit complete brakes, etc. Five Elva Mag. wheels, 15 ins., comp. tyres and tubes, R5s. Exchange cylinder heads modified B.M.C. A and B. Herald 1200, Simca. Derring-ton inlet and extractor exhaust, 105E. £13. S.a.e. for list.—T. H. Shaddick, Ltd., 12 Upper Bedford Street, Brighton 681656.

**TR3A** SPARES, camshafts, clutch assemblies, flywheel, starter motor, one disc wheel, steering wheel and two-piece shaft com-plete with box. 2 front coil springs with shockers, prop. shaft, distributor and drive, 2 rear springs and shockers, £20 o.n.o. Wanked urgent— Lotus Seven 100E, 1957-60, must be perfect bodily, with or without engine, also 4 5.60 x 13 tyres, Michelin X preferred.—R. Chapman, LEE Green 1404.

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.

**ZF** DIFF., complete with spare crown wheels and pinions, suit B.M.C. "A" series axle, £33, Also A40 Farina alloy panelled doors (saves 50 lb.), alloy bonnet and lightweight seats, £15 10s.—G. Lawrence, 1 The Crescent, Heath End, Farnham, Surrey. Phone: Aldershot 22688.

#### SUPERCHARGERS

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

**F**OR Shorrock superchargers in the West Riding consult Yorkshire's leading specialists.—The Rally and Speed Shop, 194 Harrogate Road. Leeds 7. Tel.: 684020.

#### TYRES

**500** X 15 and 450 x 15, Dunlop, R3 and 4s, good condition, cheap-to clear,-Wythall 2130 (Birmingham).

#### 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

WANTED BASIL ROY, LTD., require Morgan Plus Four models for cash or part-exchange for any make -161 Gt. Portland Street, W.1. LANgham 7733. FOUR non-competition Mini wheels with used tyres: Riley 1.5 or Wolseley 1500 rear axle or differential.—Box 4683. L R5s, c/r gears. Under £400.—Box 4687. M C WANTED for cash. Must be reasonable.

M.G. WANTED for cash. Must be reasonable. Weite giving details.—Box 4413. **R**ACING TYRES, little used and cheap, sizes 4,00 to 5.50 x 15.—Sell or P.E. Gold Seal (unused), 5.20 x 13. £3.—White, 33 Sonterset Road, Frome, Somerset.

#### Cheshire Sports Cars

#### agents for T.V.R. and TURNER

#### OFFER

ASTON MARTIN DB2 1953, Immaculate in black, AS ION MARTIN DB2 1953, Immaculate in black, Vantage engine, close ratio gearbox, competition clutch, twin exhaust, Alfin brakes, Le Mans head-lamps, turbo speeds, Motorola push-button radio, etc., etc. Just returned from works after complete overhaul. Bills and history available. Must be the cleanest in existence.

T.V.R. GRANTURA Mk. II. 1600 M.G.A engine (unmodified) Aug. 1961, dark blue with blue/grey interior, heater, screenwashers, radio, twin spots, Lucas roof lamp, twin reversing lights, turbo speeds, map light, cigar lighter and many other extras. A very special and immaculate Grantura. £795

M.G.A two-seater sports 1959. Very low mileage, dark blue with light grey interior, heater, twin spots, reversing light, new tyres, etc. £615

New T.V.R. Grantura and Turner sports cars delivered to any part of the country, within 2 to 3 weeks of receipt of order.

Hire purchase and insurance facilities available. Demonstrations arranged without any obligation.

For further details and illustrated brochures contact

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

SET of 15-in wheels for A.C. Ace wanted.— Wakefield, 25 Market Street, Hetton-le-Hole, Co. Durham. Hetton-le-Hole 2349, evenings.

SPECIAL cambalat and 4-earb, revenings. SPECIAL cambalat and 4-earb, manifold for V8 Mercury engine.—R. Graham, Prospect, Aspatria, Cumberland. Phone: 225. SPEED equipment for Mk. I Sprite. Details and prices, please.—"Woodlands", Magna Road, Bearwood, Bournemouth.

TURNER 950, up to £350. Good condition, w/wheels preferred. Terms required.—Box 4677.

4677.
WANTED URGENTLY, 1,500 c.c. F.W.B. Climax crankshaft. Must be perfect con-dition. Write, stating price.—Box 4674.
998 C.C. J.A.P. engine, iron barrels and heads preferred.—Blytheway Motors, Wythall, Nr. Birmingham. Wythall 2130.
500 C.C. RACING car wanted, any condition. -P. J. F. Andrews, 61-63 Rosemary Road, S.E.I5. RODney 7779.

#### 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

A DLARDS 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

CONCESSICAIRES 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 Louis Distribution The Chequered riag (Grand Fouring Cars), Ed., 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

S A.H. ACCESSORIES, LTD., SAAB distributors for Bedfordshire, Cambridgeshire, Huntingdon-shire 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.

#### SWANSEA MOTOR CLUB PEMBREY SPRINT

SWANSEA MOTOR CLUB'S first restricted sprint of the year at Pembrey Airfield was run in near-perfect weather conditions at Easter weekend, some 80 competitors enjoying a very smoothly organized meeting. This course, which is something over 900 yards in length, consists of a straight and a long fast curve left, followed by a sharp "S" bend and a straight to the finish. During practice it became apparent that some very fast motoring was going to be seen, and eventually the absolute course record together with no fewer than seven class records were broken, one class award having to be decided by a re-run following a tie.

B.T.D. went to Josh Randles (Cooper Monaco) with 31.28 secs., who also shattered on four separate occasions the previous course record, which had been set at 34.03 secs. by David Evans (Lotus Eleven) in 1961. The class for small racing cars was taken comfortably by John Brierley's Lotus Seven Climax, with 34.18 secs., with Fred Jones's Mk. XI Cooper-Norton doing 34.86 secs. for second place. Jim Tavener's Staride suffered a broken gearbox in practice, and was withdrawn, while Freddy Floyd's Cooper-J.A.P., having a recalcitrant clutch, responded to sterling work in the paddock and eventually got down to 36.41 secs. for third place.

Among the larger cars, Peter Cottrell's Lotus Fifteen took the class with 34.12 secs., since Randles had made B.T.D. in this group. Ken Wilson's Lister-Jaguar, despite an awe-inspiring spin on his second run, returned 35.03 secs. for second place, while Fred Sloman, who again ran his Mark X Lotus-Bristol in blown form for practice, but reverted to triple carbs for his runs, got down to 36.58 secs. The sports-racing classes were dominated by the same cars, Randles taking the large class with a run of 31.35 secs., his nearest opposition coming from Cottrell, who did 34.03 secs. In the small sports-racing class John Brierley with his Lotus took the class, broke the class record, and set up second fastest time of the day with a remarkable 33.95 secs., while Gerry Thomas (Downton Sprite) was unable to improve on 37.18 secs, for second place.

However, this same Sprite was driven into a class win by Thomas in the small sports and G.T. cars with a run in 37.02 secs., comfortably faster than the 930 c.c. Mini-Minor of Steve Neal, which was itself extremely rapid and, on its first excursion at Pembrey, very regular, returning 38.74 sees, on both runs and taking second place from the Motoquip Mini-Austin, which initially tied with Brian Jenkins's Berkeley B105 but, following a re-run, was driven by Ian Robinson into third place with 39.23 sees.

In the larger class Jerry Dodd's M.G.A did 39.21 secs. for first place, from Tom Pascoe's Porsche which challenged strongly with 39.35 secs., while in the 2-litre class Bob Duggan's Morgan, despite the promising practice times of Barry Jones's indescribably tatty TR3, had little trouble in taking the award with a run of 36.29 secs. Only challenge to class winner Arthur Bassett's 36.52 secs. (Jaguar 3.8) in the heavy class came from Brian Jenkins's Aston Martin.

Nineteen cars contested the class for small production touring cars and, since 16 of these were Mini-variants, it was hardly surprising to find the closestfought battle of the day in the class; eventually John Fitzpatrick's Group II Austin Seven, with 39.73 secs., took the first award from Keith Howells's similar Mini-Minor, which did 39.78 secs. It is thought-provoking to note that these two cars, with complete lack of ceremony, disposed of the Mini-Cooper opposition with one exception, that exception being the Austin-Cooper of David Davies, which returned 39.84 secs. for third place, no other car in the class breaking 40 secs.

In the  $1\frac{1}{2}$ -litre class Waldo Edwards's Alfa Romeo Giulietta Sprint, permitted for some reason to run as a touring car, did 41.13 secs., while the usual Riley 1.5 battle ensued for the place awards. Clason Jones getting down to 41.68 secs. while Brian Field was unable to better 42.26 secs.

Finally came the heavy class, which resolved itself into the now traditional tussle between Micky Owen (Jaguar 3.4), who took the class with a run of 36.68 secs. from the Bassett Jaguar 3.8, which returned 37.06 secs. under Arthur's guidance, and 37.86 secs. when piloted by Tim; and it is appropriate to observe here, as a sign of the times, that Owen's time, which had in any case been bettered by Arthur Bassett in the G.T. class, is less than half a second slower than the original course record for Pembrey, set up by Josh Randles's Cooper Monaco (in the wet, let it be said) at 36.25 secs., in the course of the first-ever meeting at this venue.

HOWARD BILEY.

STEEL COMPANY OF WALES MOTOR CLUB DRIVING TEST

THE Steel Company of Wales Motor Club held a driving test meeting recently at their customary site, the Margam steel works bus terminus, which, complete as it is with islands and bus shelters, provides a number of interesting natural hazards in addition to those arranged by the organizers. Some 20 competitors turned up to face four tests, each of which proved to be fairly complex, and it was interesting to note that Mike Worley's aggregate time of 278.8 secs. (Herald 1200) was not only good enough to win the saloon class, but was also substantially better than all but three of the 13 cars that contested the amalgamated class for sports cars and F.W.D. saloons. Best overall performance was by Duncan Atkinson, with T.M.S. II, who did 204.1.

#### H.M.B.

**B.T.D.:** Duncan Atkinson (T.M.S. II), 204.1. **Class 1:** 1, Howard Strawford (Mini-Minor), 238.3; 2, Mike Hussey (A./H. Sprite), 255.3; 3, John Davies (M.G.A), 295.3. **Class 2:** 1, Mike Worley (Herald 1200), 278.8; 2, R. Strange (Minor 1000), 302.4; 3, Terry Edwards (Victor Estate), 311.4.

Results

#### **DUNLOP C.41**

A GREATLY improved version of the Gold Seal tyre has recently been developed by the Dunlop Rubber Co. Ltd. Known as the C.41, a high-adhesion compound is used for the tread, the pattern of which is similar to the RS5, or Road Speed cover. Tests on a Mini-Minor show remarkable adhesion on wet and greasy roads. The makers state that they are suitable for motorway use up to cruising speeds of 90 m.p.h., with short bursts of about 100 m.p.h. Prices remain unchanged as compared with the previous Gold Seal tyres, and from this week they are available in the following sizes:  $5.20 \times 10, 5.20 \times 13, 5.20 \times 14, 5.50 \times 12,$  $5.60 \times 13, 5.60 \times 14, 5.60 \times 13, 5.40 \times 13,$  $5.90 \times 14, 5.90 \times 15, 6.00 \times 13, 6.40 \times 13,$  $6.50 \times 13, 6.40 \times 15, 6.70 \times 15$  and  $7.00 \times 14.$ 

#### SCOTTISH RALLY (11th-15th June, 1962)

INTENDING competitors are advised that in this year's rally there will be no timed speed hill-climbs or speed tests. Any timed sections will take place over the special stages which are to be run off the main highway.





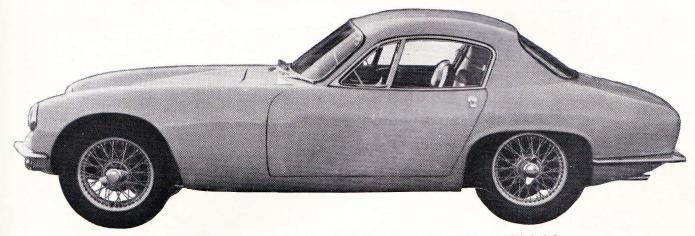
MAY 4, 1962

**AUTOSPORT** 

## THE CHEQUERED FLAG

The Country's Leading Specialists in Sports and Grand Touring Cars

#### LEADING DISTRIBUTORS FOR THE INCOMPARABLE LOTUS ELITE



#### NOW AVAILABLE IN COMPONENT FORM FOR ONLY £1,299

Only 25 man hours needed to construct the world's finest Grand Touring Car.

SAFETY: Disc Brakes on all four wheels. SPEED: 120 m.p.h. ELEGANCE: See for yourself the superb lines. COMFORT: New luxury padded interior trim. ECONOMY: 34 m.p.g.

PART EXCHANGES WELCOMED . HIRE PURCHASE . INSURANCE . DEMONSTRATIONS . SERVICING . TUNING AND CONVERSIONS

AS THE COUNTRY'S LEADING SPECIALISTS IN FINE GRAND TOURING CARS, WE OFFER THE FOLLOWING EXAMPLES FROM OUR UNRIVALLED SELECTION

E-TYPE JAGUAR. 1962 series fixed head. One owner. 3,000 miles only. Quite unblemished throughout, in opalescent blue. £2,095

DAIMLER SP250-VS sports coupe. We are Agents for this exciting car, and have available a new example in dark green, with black upholstery, for immediate delivery. Demonstrations can be arranged, and all our usual facilities are available.

FERRARI 250GT. 1958. Two of the finest Ferraris available today, both are truly unblemished throughout, one in Italian red with black interior and the other in Arctic green with beige upholstery. Both have Borrani wire wheels, all synchromesh gearbox, spotlamps, heater, etc. £2,650

FRAZER-NASH LE MANS COUPE. An immaculate example of this very rare and beautiful GT car, finished without blemish in burgundy, with beige interior. Fitted with Bristol BS4 unit, twin exhausts, wire wheels, close ratio gears, wood rimmed steering wheel, disc brakes, etc. Offered at fraction of its original cost at £995

FACEL VEGA HK500. 1958. GT saloon. An immensely fast and luxurious full fourseater, finished in silver grey, with black top, and equipped with disc brakes, wire wheels, radio and heater, electric windows, etc. £1,995

JENSEN 541. 1958 series. Four-seater GT coupe. Recently completely overhauled at the works, and in superlative order throughout. Unmarked wine red with pale beige upholstery and fitted with wire wheels, disc brakes all round, heater, overdrive, X tyres, etc. £995

ASTON MARTIN DB4. 1960. One owner only from new, a beautiful car in midnight blue, with ivory leather upholstery. Reutter reclining seats, wire wheels, heater, radio, etc. £2,850

JAGUAR XK150S. 1960. Fixed Head Coupe. One owner from new, very low mileage only. Quite spotless in pale blue with dark blue interior. Equipped with wire wheels, disc brakes, overdrive, radio and heater, X tyres, etc. £1,125 LOTUS ELITE GT. 1961. One owner, 7,000 miles only from new. This is probably the finest Elite in existence. Finished to special order in jet black with tan interior and chrome wire wheels, with ZF all synchromesh gearbox, stage 2 engine, etc. Pirelliv Meticulously maintained and most carefully used throughout. £1,565

JAGUAR 3.8 Mk. 2. 1960. One owner from new, gleaming dark green with red leather interior. High geared steering, Konis, wire wheels, radio and heater, overdrive, disc brakes, screen washers, twin spotlamps, etc. £1,365

MG. As MG Agents we offer immediate delivery on the new Midget, and on the Mk. 2 MGA 1600. Demonstrations arranged with pleasure, and all our usual facilities are available. Please write or call for further details.

JAGUAR XK1505. 1959. Fixed Head Coupe. One owner only from new, finished in BRG with red leather interior and equipped with disc brakes, wire wheels, twin spotlamps, radio and/heater, overdrive, screenwashers, etc. £965

E-TYPE JAGUAR. 1961. Roadster. Spotless in dark metallic green with palest green upholstery. A carefully maintained and delightful specimen, with heater, RS5 tyres, etc. £1,895

JAGUAR XK150. 1958. Fixed Head Coupe. Finished in pale dove grey with red upholstery and fitted with disc brakes, radio and heater, wire wheels, overdrive, etc. £885

LOTUS ELITE GT. Due to a cancelled order, we are able to offer one only brand new Elite in Component Form. Finished in harvest yellow, with tan upholstery, etc. For immediate delivery, at list price. £1,299

FACILITIES. We would be delighted to arrange excellent hire purchase terms, if required, also insurance at competitive rates. Part exchanges are very welcome, and we would be pleased to quote you for any Servicing, Tuning or Conversion work required, in our newly equipped workshops. Please write or call for further details.

#### THE CHEQUERED FLAG

(Grand Touring Cars) Ltd.

TEL. EDG 6171-2

#### GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDLESEX

AUTOSPORT

MAY 4, 1962

# FERENATIONAL '200' Ist Lotus J. Clark

SPORTS CAR RACE Ist Lotus I. Ireland FORMULA JUNIOR Ist Lotus P. Arundell SALOON CAR RACE Ist Jaguar G. Hill

fit race-proved **FERODO** Anti-Fade Brake Linings - Disc Brake Pads

Results subject to official confirmation

FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation

Published by AUTOSPORT, 159 Praed Street, London, W.2. Editorial Engravings by Austin Miles, Ltd., London, and printed in England by Keliher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.I. Registered at the G.P.O. as a Newspaper.