

TOURIST TROPHY RACE

AUGUST 24, 1962

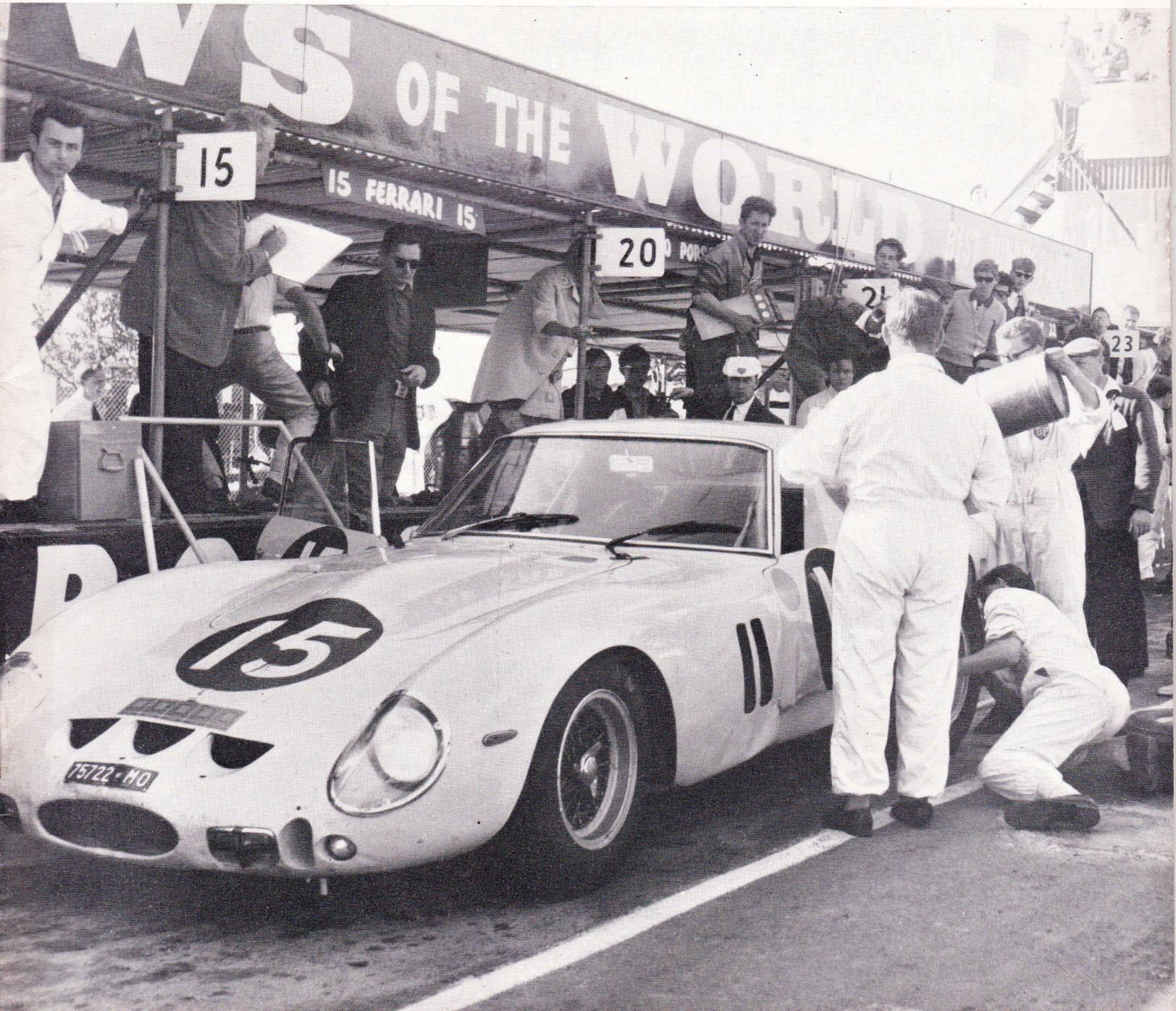
AUTOSPORT

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EVERY FRIDAY
Vol. 25 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE INSURANCE OF TUNED CARS : THE MASERATI 3500GT
CLUB RACING AT SNETTERTON AND CADWELL PARK : BOLTON RALLY

FOR YOUR *NEW* MORRIS 1100

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MORRIS RECOMMEND CASTROL FOR EVERY CAR THEY HAVE EVER MADE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 25 No. 8

August 24, 1962

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EDITORIAL

THE MONZA SITUATION CLARIFIED

IN a letter to AUTOSPORT, Monza manager Signor Bacciagaluppi offers additional information regarding the Italian Grand Prix on 16th September. Apparently unlimited-liability insurance is forbidden in Italy. The promoters carried sufficient insurance to cover all damage claims resulting after the 1961 accident. It is also pointed out that, even in the unlikely event of an accident in the future, so great as to involve claims in excess of the liability limits, the Automobile Club of Italy would be held directly responsible for meeting claims in excess of the insured amount. We quote: "The fact that Clark was cited, along with many others, in one of the civil suits is of no particular significance nor importance. As is the customary practice here, and in many other countries, the lawyer in this civil suit cited everyone who was even remotely connected with the accident." Signor Bacciagaluppi states that though the inquest has not yet been concluded, it is approaching its close, and there is no reason to expect that Clark or any other person will be found responsible. He adds that the authorities may wish to question Clark regarding details of the accident, as he left Italy the day following, despite a request to remain for completion of his testimony—but even this small formality is unlikely. It is pointed out that the sole reason for the postponement of the Grand Prix was to complete the installation of crash-barriers consisting of multiple-shock cables, earth barriers, fences and so on to enhance the safety of spectators. It is most gratifying to learn that the A.C.I. have clarified the position, and it is now to be hoped that drivers can take part in the Grand Prix without any thought of restrictions or reprisals.

TUNED CARS AND INSURANCE

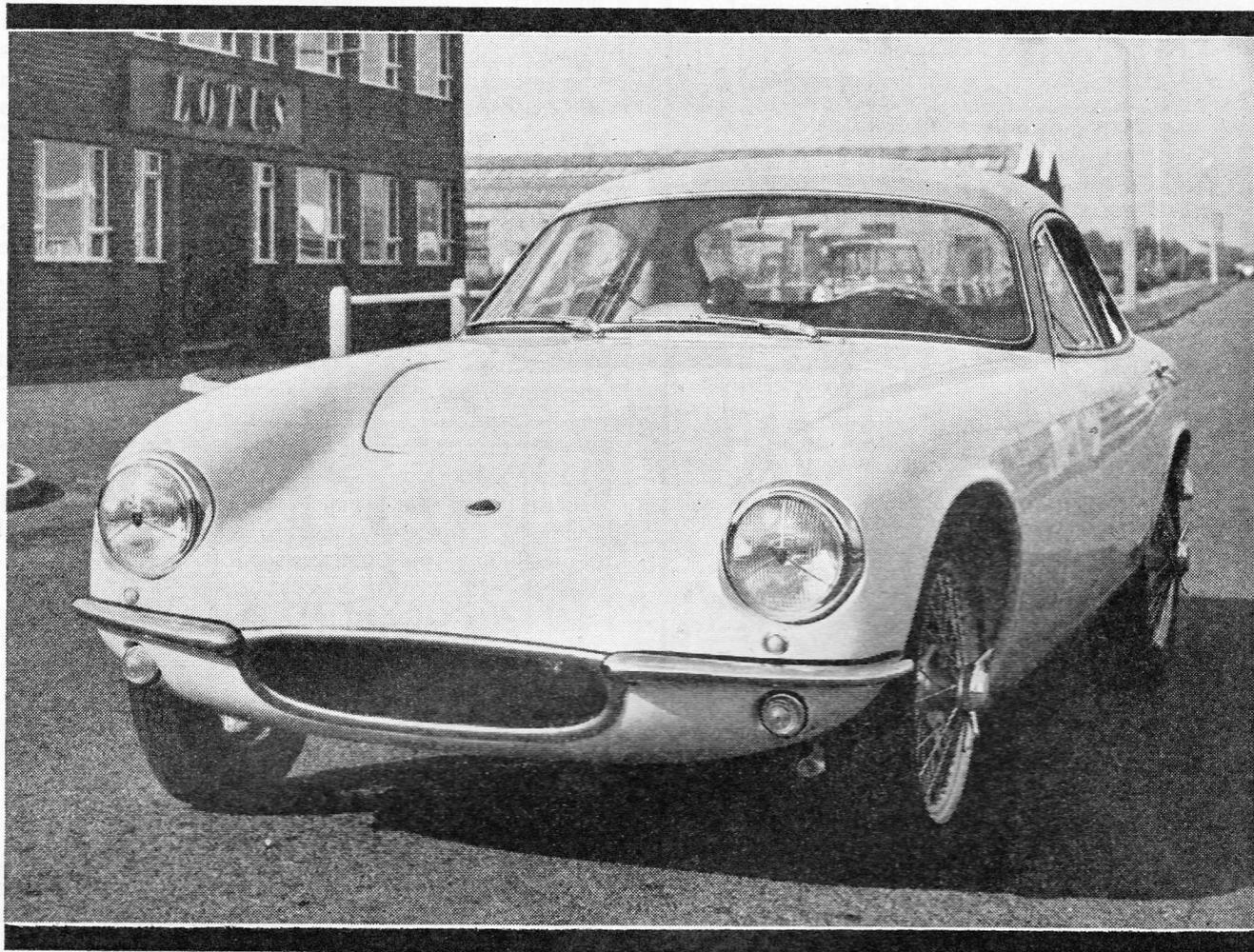
THE article on the subject of the insurance of tuned cars, by John Bolster, in this week's issue touches a thorny problem. AUTOSPORT's readers tend to come, very largely, from that section of the motoring community which is hardest hit by the heavily loaded premiums on sports cars, and thus a good many drivers find themselves unable to run a car of sporting type. Thus they are forced to drive a family car which, in their quite reasonable need for increased performance, is in many cases ameliorated by the addition of the "bolt-on goodies" supplied by one or other of the well-known firms specializing in this market. The advice in the opening paragraphs of John Bolster's article cannot be too highly stressed: never attempt to increase the car's maximum speed without attending also to the vitally important brakes and roadholding. When the machine is tuned, it is better to accept the advice of an expert, who will be fully aware of the dangers of "sports-car" speed with inadequate suspension.

OUR COVER PICTURE

PIT STOP: The scene is a masterpiece of planned activity as Innes Ireland's Ferrari makes a pit stop in the course of its winning run in Saturday's Tourist Trophy race at Goodwood. Fuel is taken on, rear wheels are changed and a mechanic gives the screen a wipe over before Innes leaps back in to continue the race, which he won at a record average speed.

Photo: Patrick Benjafield

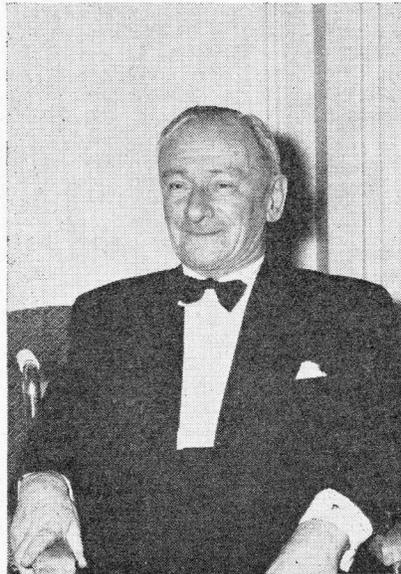
SUPER 95



The latest expression of the Lotus theme, the SUPER 95 is specifically designed for peak road performance. More power with the 95 b.h.p. Coventry Climax O.H.C. engine, even more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gear-box. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. When purchased in component form, the SUPER 95 can be assembled for £1,595. Why not telephone the Factory Sales Department, at Waltham Cross 26181, and arrange a demonstration run.

To Mr. and Mrs. Julian Sutton, one brand new model—traditional colour pink!

BILL MOSS has retired from racing. Currently a member of the "works" Gemini Formula Junior team, and driving Frank Nichols's sports-racing Elvas in between times, he showed himself in the course of the past couple of seasons to be in the top flight. Immediately prior to joining Graham Warner, he impressed many experienced judges by the manner in which he handled his own Lotus 18 with which, despite the fact that the car was slightly out of date as well as being under-powered by modern standards, he frequently managed to give works-prepared cars a stiff fight. His exploits with "Remus", the well-known E.R.A., need no repetition here, and his other racing has been done with Aston Martin and Lister-Jaguar sports cars. He has nothing but the highest praise for the Gemini and Elva machines he has raced recently, and his forthcoming marriage to Miss Ilma Warr, sister of "Lotuseer" Peter Warr, will not, we imagine, prevent Bill from attending as many circuits as he can get to to cheer on the racers from Chiswick and Sussex! AUTOSPORT wishes him luck.



STANLEY BLAKE REECE

WE regret to report the death of Stanley Blake Reece, head of J. Blake & Co., Ltd., Liverpool. Mr. Reece, who was 64, was keenly interested in motor-racing, and in the immediate post-war years was the entrant of the ex-Dixon Riley driven by Francis Penn and Sheila Darbyshire. His son Peter, a skilled racing and rally driver, lost his life in a road accident in 1955.

"S.B.R." was a pilot in World War I in the R.F.C., was shot down and subsequently taken prisoner. Through this, and a serious car accident, he was paralysed from the waist down, but never allowed this handicap to get him down.

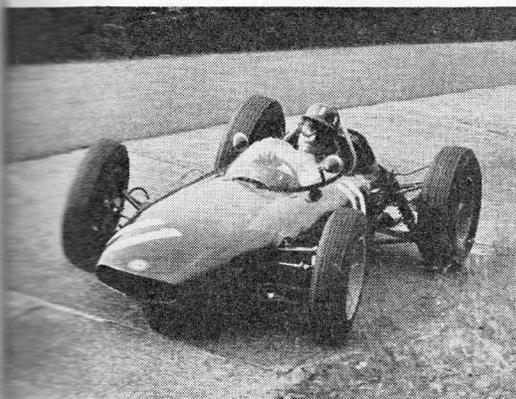
Immensely popular, Stanley Blake Reece will be missed by his countless friends in the trade and in motoring sport. Recently his firm celebrated two jubilees, for 50 years' continuous trading in both Wolseley and Ford cars.

He is survived by Mrs. Reece, formerly Enid Mary Towers.

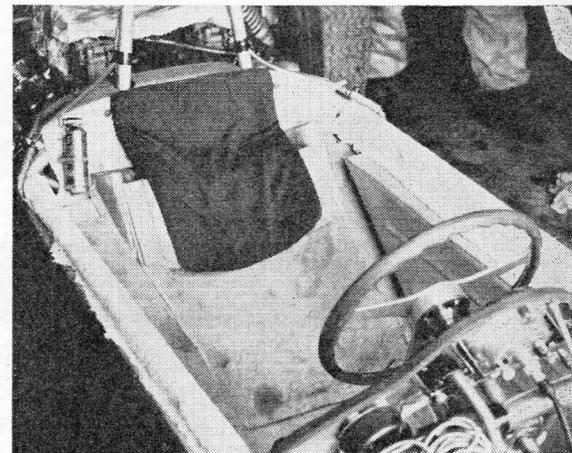
SALOON CAR CHAMPIONSHIP

As mentioned briefly in last week's AUTOSPORT, John Love remains at the head of the B.R.S.C.C. Saloon Car Championship after his class win at the recent Brands Hatch International. Full positions, prior to the Oulton Park International on 1st September, are:—

	Pts.
1. John Love (Morris Mini-Cooper) ...	51
2. Peter Harper (Sunbeam Rapier) ...	46
3. Jack Sears (Jaguar 3.8) ...	38
4. Peter Jopp (Sunbeam Rapier) ...	32
5. Mike Parkes (Jaguar 3.8) ...	32
6. Alan Hutcheson (Riley 1.5) ...	30
7. Graham Hill (Jaguar 3.8) ...	29
8. John Whitmore (Austin Mini-Cooper) ...	29
9. Roy Salvadori (Jaguar 3.8) ...	28
10. Christabel Carlisle (Austin Mini-Cooper) ...	27
11. Edward Lewis (Riley 1.5) ...	16
12. David Haynes (Ford Zodiac III) ...	13
13. Peter Pilsworth (Riley 1.5 and Sunbeam Rapier) ...	12
14. Sir Gawaine Baillie (Jaguar 3.8) ...	10
15. Innes Ireland (Ford Zodiac III) ...	9
16. David Hobbs (Jaguar 3.8) ...	8
17. Tony Rutt (Austin Mini-Cooper) ...	8
18. Billy Blydenstein (Austin Mini-Cooper) ...	8
19. John Sutton (Vauxhall Velox) ...	6
20. Bill Aston (Vauxhall VX4/90) ...	6
21. Mick Clare (Morris Mini-Cooper) ...	4
22. Frank Hamlin (DKW Junior) ...	4
23. Elizabeth Jones (Morris Mini-Cooper) ...	4
24. Ellis Cuff Miller (Sunbeam Rapier) ...	2
Alan Fraser (Sunbeam Rapier) ...	2
Graham Lawrence (Austin Mini-Cooper) ...	2
Tony Maggs (Austin Mini-Cooper) ...	2
Bob Olthoff (Morris Mini-Cooper) ...	2
Peter Dodd (Jaguar 3.8) ...	2



NEW AT NURBURGRING: Graham Hill during practice with the new B.R.M., which has now been rebuilt and will appear at Oulton Park on 1st September.



NEW AT NURBURGRING (2): Couchette—the new Ferrari's reclining seat.

GROUP 2 Ford Zodiacs Mk. 3 will be driven by Anne Hall/Valerie Domleo, Henry Taylor/Bill Bradley, Gerry Burgess/Jeff Uren and Edward Harrison/John Harrison in the Liège-Sofia-Liège Rally which commences next Wednesday. Bradley, of course, is well known in Formula Junior racing, being a member of the Midland Racing Partnership. Ford France are preparing three Anglias (Group 3), and a Group 4 Anglia, being prepared by Lincoln Cars, will be driven by two Belgians.

PIT & PADDOCK

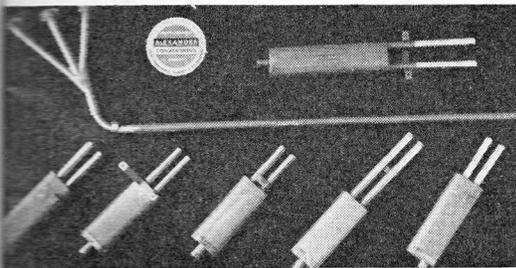
PADDY GASTON is now marketing a dash panel for Minis. Made of plywood and aluminium and faced with walnut-grained Formica and beach leathercloth, they retail at £13 15s. with extended wiring and speedometer cable.

THE Ladies' Award at the Taunton National Autocross was in fact won by Mrs. Maureen Parkin at the wheel of her husband's Lotus "Cannonball". The engine of this machine is not "Cosworthized" as reported, but is a standard Classic fitted with a single 1½-in. SU carburetter and a special exhaust system.

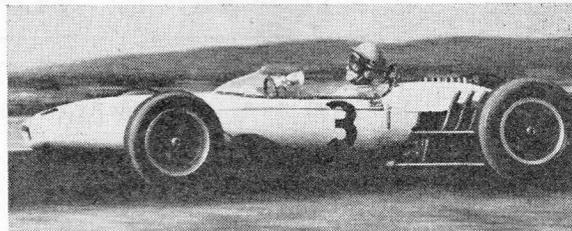
SHELSELY WALSH

ARTHUR OWEN, Ray Fielding, Tony Marsh, David Good, Reg Phillips and most other hill-climb regulars will be battling it out in this Sunday's Championship Shelsley Walsh event. Eighteen entries have been received for the new vintage class and the British Motor Cycle Racing Club have sent 24 bikes along, George Brown and Bill Boddice being amongst their numbers. The meeting starts at 12 noon.

PHIL HILL, Ricardo Rodriguez and Pedro Rodriguez are, we hear, to drive Ferraris entered by the North American Racing Team in the Grand Prix de Puerto Rico, scheduled to take place 3rd-11th November. Hill will drive a 3-litre V8, Ricardo a 2½-litre V6 and Pedro a 4-litre V12. We are wondering whether this information will surprise Enzo Ferrari as much as John Cooper when he heard that a works Cooper had been entered!



FULL RANGE of Alexander twin tail-pipe silencers, and three-branch manifold.



KARLSKOAGA CONQUEROR: Masten Gregory in the U.D.T.-Laystall Lotus-B.R.M. with which he won the Karlskoga race from Salvadori and Bonnier.

THE GET-A- NEW-GRIP TYRE



BUILT IN THE LATEST DUNLOP ROAD-HUG RUBBER

Dunlop pioneered high-adhesion rubber in tyres for motor racing, tyres for fast cars, tyres for luxury motoring. The **road-hug** rubber and safety tread in this new 'Gold Seal' give you totally new road-grip. You can **feel** the extra security as you corner or brake in wet or greasy conditions.

DUNLOP

GOLD SEAL C41

for TOP safety - TOP mileage

**R.A.C. TOURIST TROPHY
AGAIN WON ON DUNLOP!**

1st* INNES IRELAND
FERRARI ALSO

2nd*

3rd*

* ALSO DUNLOP DISC BRAKES

(Subject to official confirmation)

TWO MORE SAFEGUARDS

The new **safety tread** has been developed from the famous Dunlop 'Road Speed R.S.5' tyre to give you the full gripping benefit of the new rubber, while the new **safety shoulder** gives true, straight-line running over road-joints, built-up white lines, cat's eyes, etc., which often snatch sensitive steering at speed.

This new tyre is offered at no extra cost. In most sizes for popular modern cars.

"AUTOSPORT" CHAMPIONSHIP

FOLLOWING the Tourist Trophy, the leading positions in the AUTOSPORT Championship, in classes, are as follows:

Class A—G.T. up to 1,000 c.c.	
1. Stephen Minoprio (Marcos-Ford) ...	36
2. Grahame John (Marcos-Ford) ...	27
3. Brian Bennett (Turner-B.M.C.) ...	19
4. Andrew Hedges (M.G. Midget) ...	15
5. David Rees (Marcos-Ford) ...	14
6. John Seabrook (Turner-B.M.C.) ...	12
Alan Foster (M.G. Midget) ...	12
Class B—G.T. 1,001 c.c.-1,300 c.c.	
1. Pat Fergusson (Turner-Climax) ...	28
2. Clive Hunt (Lotus Elite) ...	23
3. John Whitmore (Lotus Elite) ...	15
4. John Wagstaff (Lotus Elite) ...	13
5. Les Leston (Lotus Elite) ...	13
6. Peter Jopp (Lotus Elite) ...	10
Class C—G.T. 1,301 c.c.-2,500 c.c.	
1. Chris Lawrence (Morgan Plus 4) ...	36
2. Chris Summers (T.V.R. Granтура) ...	18
Dick Stoop (Porsche Carrera) ...	18
4. Philip Arnold (Morgan Plus 4) ...	12
5. Bob Duggan (Morgan Plus 4) ...	11
6. John Rodgers (A.C. Ace-Bristol) ...	10
Class D—G.T. over 2,500 c.c.	
1. Mike Parkes (Ferrari 250GTO) ...	40
2. Dick Protheroe (Jaguar E) ...	22
Innes Ireland (Ferrari 250GTO) ...	22
4. H. W. A. Deacon (Jaguar XK 120) ...	15
5. John Mitchell (Jaguar E) ...	13
6. Robin Sturgess (Jaguar E) ...	12
Class E—Sports-Racing up to 1,600 c.c.	
1. Mike Beckwith (Lotus-Ford 23) ...	33
2. Paul Hawkins (Lotus-Ford 23) ...	27
3. John Nicholson (Lola-Climax) ...	24
4. Rodney Bloor (Lotus-Ford 23) ...	21
5. Chris Spender (Lotus-Climax 11) ...	15
6. Doug Graham (Lotus-Climax 15) ...	9
Laurie Keens (Lotus-Ford 23) ...	9
Dizzy Addicott (Elva-Climax Mk. 6) ...	9
Class F—Sports-Racing over 1,600 c.c.	
1. Innes Ireland (Lotus-Climax 19) ...	33
2. Jimmy Blumer (Cooper-Climax Monaco) ...	30
3. Roy Pierpoint (Lotus-Climax 15) ...	24
4. John Coundley (Lister-Jaguar) ...	20
5. Peter Sutcliffe (Jaguar D) ...	18
6. Graham Hill (Lotus-Climax 19) ...	9
Mike Parkes (Ferrari 246SP) ...	9

FEMININE BRANDS

FOLLOWING last year's highly successful meeting, some of Britain's lady racing drivers will once more have a race to themselves at Brands Hatch. Competing at this Sunday's B.R.S.C.C. club meeting are Gillian Sturgess, in brother Robin's red E-type Jaguar, Anita Taylor (Anglia), Mary Wheeler (T.V.R.), Elizabeth Osborn (Lotus Super 7), Wendy Hamblin (Lotus 7), Jane Smither (Sprite) and Michaelle Burns-Grieg, Rona Pearson, Jean Aley, Jenny Tudor-Owen, Valerie Pirie and Daphne Freeman, all of whom have chosen various brands of Mini. There are, in fact, other races and amongst the entries are John Mew (Lotus 20), Doug Graham and Roy Pierpoint (Lotus 15s), Dizzy Addicott (Elva Mk. 6), Chris Steele (A.D. Sportive), Mike Beckwith and Laurie Keens (Lotus 23s), Tony Hegbourne (Lola), Pip Arnold (Morgan Plus 4), Chris Meek (Elva Courier), Roger Nathan, Les Leston, Bill Shaw and Mike Johnson (Elites), Gordon Jones (Marcos), Paddy Gaston (Sprite), Stephen Minoprio (Marcos), Albert Powell (Jaguar), Chris Craft and Alan Peer (Anglias), Colin Hextall (Talisman), etc., etc. A record entry has been received for this 13-race meeting which starts at 12.30 p.m.

OUR Japanese spy reports that Honda technicians are investigating the possibilities of dual petrol injection—one pump for four cylinders—and also the advantages of monocoque construction.

JIM CLARK and Jo Bonnier are due to take part in the Swiss Ollon-Villars hill-climb this Sunday. Several well-known retired racing drivers will be attending.

MEDITERRANEAN GRAND PRIX FOR FERRARI

AT an average speed of 129.06 m.p.h., Lorenzo Bandini won the Mediterranean Grand Prix last Sunday on the rapid Enna circuit that surrounds the Pergusa lake in Sicily. Bandini out-distanced team-mate Giancarlo Baghetti and finished the 150-mile event half a minute in front. Opposition to the Ferraris was weak; Carlo Abate was third in the Venezia Porsche after a dice with Nino Vaccarella (Venezia Lotus), who retired, and Joseph Siffert (Lotus), who was fourth.

The Formula Junior race—this being the event in which Jean Lucienbonnet was killed—was won by the Italian "Geki" in a Lotus 22 at 117.32 m.p.h.

Results

Formula 1: 1. Lorenzo Bandini (Ferrari), 1 h. 9 m. 25.8 s., 129.06 m.p.h.; 2. Giancarlo Baghetti (Ferrari), 1 h. 9 m. 58.3 s.; 3. Carlo Abate (Porsche), 1 lap behind; 4. Joseph Siffert (Lotus), 2; 5. Bernard Collomb (Cooper), 2.

Formula Junior: 1. "Geki" (Lotus-Ford 22), 1 h. 1 m. 6.2 s., 117.32 m.p.h.; 2. Corrado Manfredini (Wainer-Ford), 1 lap behind; 3. Jean Moench (Brabham-Ford), 2.

AFTER the Six Hours' Relay race, Geoffrey Kramer spent a total of 30 hours checking and re-checking the time-sheets. As a result there are some changes in the final finishing order, which is now as follows: 1. Morgans, 300 laps; 2. Jaguar "B", 299 laps; 3. Tornado, 294 laps; 4. Jaguar "A", 293 laps; 5. Ecurie Wild Goose, 293 laps; 6. Odd Bods, 292 laps.

THE entry list for the International Gold Cup Race for Formula 1 cars at Oulton Park on 1st September includes several interesting names: Jo Bonnier will drive Rob Walker's V8 Lotus, South African Bruce Johnstone the third works B.R.M.; Bruce McLaren the sole works Cooper and Jack Brabham, his pride and joy, the Brabham. Surtees, Salvadori, Clark, Taylor, Ireland, Gregory, Seidel, Greene, Hill and Ginther are due to pilot their usual V8 cars while there should be an interesting struggle farther back between the four-cylinder chaps. Gerry Ashmore, Graham Eden, Chris Ashmore, Gunther Seifert, Phil Robinson, Tony Shelly and Gary Hocking are in Lotuses, Jack Lewis, Bernard Collomb and Ian Burgess in Coopers, Carel Godin de Beaufort in a Porsche and Tony Settember in an Emeryson. Full details of this meeting will be given in next week's issue.

JEAN LUCIENBONNET

WE regret to report the death of Jean Lucienbonnet as a result of an accident during a Formula Junior race in Sicily. Lucienbonnet, who hailed from Nice, was a well-known rally competitor with Alfa Romeos, and was also prominent in Formula Junior, sports and G.T. racing. He was in the motor and motorboat business in Nice.

BRITISH "WORLD CUP" TEAM

THE team to compete at Zandvoort in the AUTOSPORT World Cup decider will be chosen from the following nine drivers who have been invited to take part by the organizers.

Pat Fergusson (Turner-Climax), Capt. Alan Foster (M.G. Midget), Andrew Hedges (M.G. Midget), Paddy Gaston (Supercharged Sprite), Tom Entwistle (T.V.R.), Dick Stoop (Porsche Carrera), Julian Sutton (Lotus Elite), Les Leston (Lotus Elite), John Whitmore (Lotus Elite).



A FINE PICTURE, by George Phillips, of Fort Belvedere, home of the Hon. Gerald and Mrs. Lascelles. In the foreground is the 3500GT Maserati, tested in this issue by Gregor Grant.

SPORTS NEWS

THE Ian Walker Racing Team will be as active as usual during the next few weeks. This weekend at Roskilde Paul Hawkins will be driving a Lotus 22 and a Lotus 23 in the Junior and sports car races respectively; on 1st September Hawkins and South African Bruce Johnstone will drive Lotus 23s at Oulton Park; and Mike Spence and Paul Hawkins will drive Juniors in the Albi Grand Prix on 9th September.

COUPE ENNA

THE Coupe Enna, a Sicilian race counting towards the 1-litre class of the G.T. Championship, was held on 15th August. This Fiat-Abarth-dominated event was won by the Italian "Pam" from Belgian Claude Dubois and a gentleman named Lavaggi.

LOLA JUNIORS

THE Ron Harris Racing Division has "taken over" the works Formula Junior Lola team. They have the full co-operation of Lolas, who could not find time to run their full team of Juniors owing to Formula 1 activities, but are responsible for preparation. John Hine and John Fenning are driving the cars which are finished in distinctive red with white wheels and yellow chassis frames. John Fenning, of course, has made a name for himself this year driving Ron Harris's Lotus 20 and was fourth at the Goodwood International meeting last Saturday after a splendid race from a relatively poor grid position. Indeed, Fenning was very lucky to have taken part in this race for he arrived at the circuit only a few minutes before the start of the event having been involved in a road accident in which his wife was injured. At Snetterton on Sunday, he was second and John Hine fourth. Hine had driven a meteoric race, having been delayed at the start.

R. C. BURNARD

wins **VEEDOL** Championship



Congratulations to Bob Burnard and his AC-Bristol who won the Veedol Championship at Goodwood on Saturday, 18th August at an average speed of 80.43 m.p.h.

After this closely-fought event, organised for Veedol (U.K.) Ltd. by the British Automobile Racing Club, Mr. J. Paul Getty presented the winner with the 1963 Formula Junior Lotus car, together with an allowance towards his racing expenses during next season.

The 24 young club drivers who competed in the final of the Veedol Championship have been racing during the 1962 season on Veedol motor oil. They have proved that the extra protection given to high performance engines by Veedol's Heavy Duty formulation has been a major factor in preserving engine condition and reducing frictional losses to the utmost minimum. Whether you are a racing, touring or bread-and-butter motorist, change now to Veedol 10-30 Multigrade or Heavy Duty Plus . . . you'll need no extra additives and you'll get the international-class lubrication of *the world's most famous motor oil.*



Ask your garage for **VEEDOL**





THE practice of "hotting up" ordinary saloon cars is on the increase. We have often pointed out that a tuned car may be safer than a standard one when driven with discretion, because its better acceleration allows overtaking to be done more rapidly. Nevertheless, there is another side to the coin.

If the engine is improved without tackling the brakes and roadholding, the car will definitely be less safe, and in the hands of an inconsiderate driver it may actually be dangerous. If an insurance company will cover a young man for a small saloon, but not for a sports car, it would obviously object if the saloon were tuned until it was as fast as the sports model. Yet many people do just that, and hope that their insurers will never find out.

In an article on this subject in *Garage and Motor Agent*, D. F. Haddow, an insurance consultant, points out not only the duty of the owner to inform his insurance company, but the desirability of the garage owner advising his client to do this. That is a very good point, and it would be an excellent thing if all tuning specialists would incorporate this counsel in their sales and technical literature. In the event of a "showdown" in a court of law, the tuner would then emerge with clean hands.

The point is this. If you fill in a proposal form and fail to disclose that your car is not standard you are, to put it bluntly, deceiving the company. You might get away with it for years, but in point of fact you would be driving about in an uninsured car. In the event of a serious accident, the company would at once send their engineer to examine the car, and he wouldn't take kindly to those twin-choke carburetters and that bunch-of-bananas exhaust system. If investigation proved that the car was substantially faster than a standard model, the company could simply walk out on the insured, because he had failed to disclose a material fact.

In such a case, the unfortunate motorist might have to pay damages to an injured party out of his own pocket for an indefinite period. It simply isn't worth taking such a risk. Insurance policies vary, but it would seem that to write to the company when the work was carried out might not be strictly necessary, whereas to pay the next premium without doing so would be asking for trouble. As the popularity of tuning is of relatively recent growth, proposal forms and policies do not usually mention such a thing specifically, but one imagines that they will be amended in due course.

Insurance companies will usually accept a moderately tuned car with no extra restrictions or increase in premium. An exception may be made in the event of the driver being a bad risk, in the opinion of the insurers, because of his inexperience or his previous bad record. A really "hot" car, however, will often be put in a special class and regarded as a sports model, even if the driver is thoroughly competent.

It would be worth taking the trouble to consult one's insurers before having the work carried out, just as most people do before buying certain "difficult" sports cars. Car insurance is not a very paying business, so the insurance company will not accept what they regard

I employed special components designed for speed. I would have put the car in a sports category, possibly liable to increased premiums or restrictions. I think that my insurance company is wise. This utility car has not become a speed model, but it is livelier and can therefore overtake more safely. It also climbs better, so one does not tend to rush at hills, keeping the speed up at all costs.

I also have shown wisdom, I think, in consulting my insurers. I am sure that if I have the misfortune to become involved in a "shunt", the insurance engineer will know exactly what he will find when he opens the bonnet.

No doubt the British Insurance Asso-

JOHN BOLSTER *discusses*

THE INSURANCE OF TUNED CARS

as an unreasonable risk. As insurance is compulsory, it would be the greatest possible folly to take a chance, for once an insurance company has refused your business, all the others will put up the bars, too. Thus, to be "caught out" may be equivalent to having to give up driving.

Personally, I have found insurance people very reasonable to deal with, because I don't expect them to insure me for love or charity, but in order to make a profit, as in any other business. I recently consulted my insurers on the point in question, and the result was most satisfactory.

Briefly, I sent my Renault 4L to Rudds of Worthing and asked them to bring the engine up to Dauphine specification. The liners and pistons were changed, increasing the capacity from 747 to 845 c.c. Dauphine parts, such as manifolds and carburetter, were naturally employed, but no special bits such as multi-carburetters or high-lift camshaft were fitted.

In this case, the insurers ruled that the engine was to Renault specification in effect and definitely not "hotted up". So, in spite of an increase in cubic capacity, I pay the usual premium. Had

the insurance company had figures on the accident proneness of tuned cars. I would be prepared to guess that such statistics could be most encouraging, for the man who goes to the trouble to have his engine tuned is probably also proud of his driving. He would be ashamed to push, cut in, or jump the lights. I very much hope so, anyway!

The "hotting up" of saloon cars is now a highly developed industry, providing employment for many people. These tuning firms should certainly contact the insurance companies, if they have not already done so, for their future must depend largely on the approval of the brokers. As for the prospective customer, he should certainly take his insurers into his confidence. If he has had a lot of convictions and rather too many claims, he had perhaps better stick to an unmodified car until his record improves. Unfortunately, insurance companies do not like very young drivers, and they too may find that standard motoring is obligatory at first. Nobody else should expect any trouble as long as a true statement is made, but please don't try to "get away with it", for absolute misery may be the result.



liners and the blower fan draws air over the oil radiator tubes. Having a low compression ratio, it runs perfectly on the lowest grade of petrol. A flat-twin is not a cheap engine to build, but it has much better balance than a vertical twin. Indeed, it is superior in this respect to a conventional "four", and is the equal of a vertical six-cylinder unit.



JOHN BOLSTER TESTS

The DAffodil

★

The DAF is a full four-seater car with a remarkably large luggage boot. One might be forgiven, therefore, for thinking that it would be under-powered with only a 750 c.c. engine. Nothing could be further from the case. The sheer efficiency of the transmission renders the machine extremely lively, and it will beat the majority of cars away from the traffic lights. The initial start is gentle, but at 20 m.p.h. or so, when other drivers pause to change gear, the DAF is really accelerating.

Obviously, other small cars of the "Mini-Dauphine-Anglia-Herald" category could beat the DAF if the driver made a racing start and then "snatched" second gear. Owner-drivers don't do that, however, because such driving soon plays havoc with a conventional transmission. The result is that the little Dutch car is habitually first in traffic, although its performance figures would not lead one to expect this. Using the right foot for the accelerator and the left foot for the brake, I found this to be one of the nippiest and least tiring cars that I have yet driven in London.

For a lady driver, the DAF is ideal. The steering is extremely light and has,



MANY years ago, Dr. Hele Shaw developed an infinitely variable form of transmission which was extremely successful on motorcycles. Indeed, the Zenith Grada, which employed this drive, was actually banned from hill-climbs because nobody else had a chance! The principle of this transmission was the variation of pulley sizes in a Vee belt drive. When one screwed the conical sides of the front pulley together, the similar sides of the rear pulley were separated, against a spring, by belt tension. In effect, as the front pulley grew in diameter the rear pulley shrank, and so one had a "higher gear".

This was a perfectly smooth form of transmission and was found on many cycle cars, such as the Bleriot Whippet, but the early rubber belts had a short life, frequently breaking at the fastener. Modern endless belts have altered all this, and now the transmission is used industrially and for driving such vehicles as combine harvesters. Thus, its reliability is assured.

In the case of the DAF car, the principle has been developed considerably further. The sheaves of the front pulley are pressed together, as speed increases, by a centrifugal governor, thus making the transmission automatic. A diaphragm, influenced by the depression in the induction tract, renders the device sensitive to load as well as speed. Thus, all the requirements of an automatic gearbox are satisfied, with the tremendous advantage that there are no steps between ratios.

A further refinement is the duplication of the automatic belt drives, one for each wheel, the self-compensating effect of such an arrangement rendering a differential unnecessary. If a belt were to

break, one could drive home on the remaining transmission unit, but these modern belts, reinforced by steel cables, are almost unbreakable.

The engine of the DAF is mounted at the front of the car. It carries a centrifugal clutch which avoids slipping the belts at starting, a great cause of wear. This clutch is like a large, ribbed brake drum, and four trailing shoes provide a very gentle initial engagement at 1,100 r.p.m. As the speed continues to rise, four leading shoes really "bite", the connection being completely solid at 1,800 r.p.m. after a normal start at 2,100 r.p.m. on a full throttle getaway.

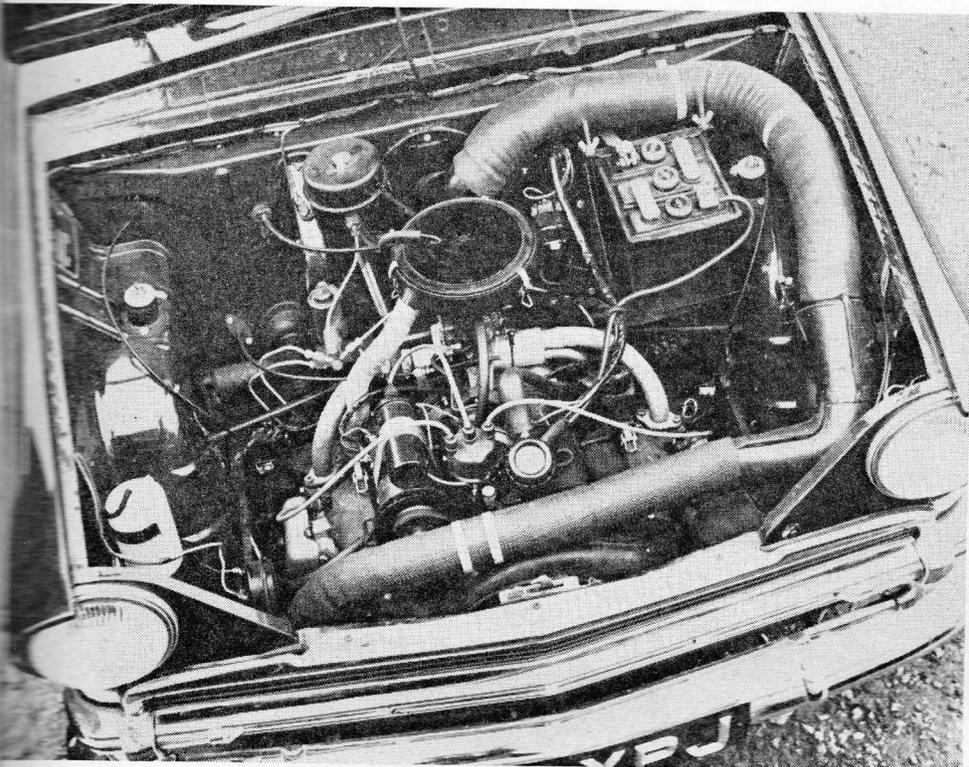
From this clutch, the power goes through a propeller shaft to a bevel box containing a crown wheel and two pinions, the latter being selected by a double dog to give forward or reverse. The cross shaft carries the driving pulleys of the automatic transmission, the driven pulleys supplying the power to the swinging half-axes. These half shafts are in fact bisected, each one having a small reduction gear close to its driving pulley.

A conventional steel body structure is independently sprung all round. In front, a transverse leaf spring forms the bottom member, the extended king pins sliding in long telescopic dampers. The rack-and-pinion steering operates through a divided track rod.

At the rear, the swing axles are reinforced with V-shaped members which are pivoted so as to give a slightly trailing angle of articulation. The Lockheed brakes are of conventional drum type. No chassis greasing is required.

The engine is an air-cooled flat-twin of very "over-square" dimensions. It has light alloy cylinders with ferrous





thank goodness, a reasonably large wheel—I detest tiny steering wheels even on tiny cars! The steering lock is good and the view out of the large windows is excellent. The DAFodil, which is the de luxe model, is beautifully finished and has most attractive upholstery and interior trim. The car's appearance seems to appeal to the fair sex, too, and the little machine was much admired wherever I went. It has many small details, such as an extra ashtray in the back, headlamp flasher, and horn-push combined with direction-indicator switch.

The test car had Interior Silent Travel, an extra costing only a few pounds. The improvement is not known, as I did not try an untreated car, but the test machine was phenomenally quiet at cruising speeds up to 60 m.p.h. Naturally, the occupants are more conscious of the engine during acceleration, but it never becomes really obtrusive. It is always at least as smooth as a £2,000 "six", making any four-cylinder car feel rough by comparison. Some road noise is transmitted to the body on certain types of surface, but the ingenious transmission system is commendably silent.

As the short-stroke engine cannot reach high revolutions it is impossible to over-stress it. It seems best to use a burst of throttle to get going and then gently ease the pedal back. The car does not lose speed and the transmission becomes virtually an overdrive, the little engine appearing to be idling as the miles flow easily past. Such driving greatly benefits the fuel economy, too. The driver who presses the pedal hard all the time will get 35 m.p.g., which is not good for a 750 c.c. car. By easing back the accelerator he will get quieter cruising and an easy 40 m.p.g. with practically no difference in average speed. Don't forget that this is on "cheap" petrol.

The DAF is of no interest to the 100 m.p.h man but it does achieve an average

speed that would seem impossible without exceeding 65 m.p.h. It corners well, the handling characteristic being almost neutral until the limit is over-stepped, when the rear wheels break away. This is easy to correct as the steering is very "quick" indeed, feeling almost like that of a Lotus. With four people aboard the ride is excellent, the springing being rather livelier when only the driver occupies the car—a good compromise.

The brakes are well up to the speed of the car. They are not outstandingly light in operation but this may be deliberate, as most people will soon get the habit of using one foot per pedal, and the left foot is generally less sensitive than the right. There is a control on the instrument panel for "changing down", the object being to apply extra engine braking. This would be useful for descending an Alp, no doubt, but I found it unnecessary on English roads. I am sorry that I must give a black mark to the handbrake, but a car with automatic transmission cannot be parked

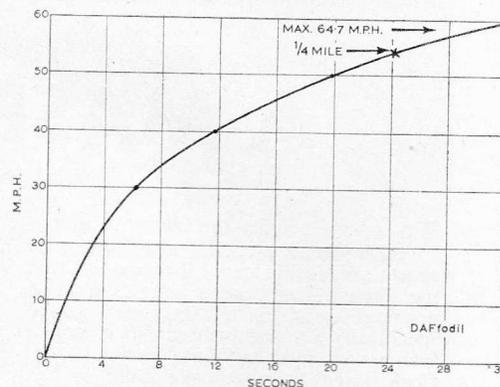
"in gear" and so a really powerful parking brake is needed in hilly districts. What about it, Mr. Van Doorne?

The simple heating system works well and the demisting is quite remarkably efficient. As the engine warms up quickly, the heat is available soon after starting. There is not the slightest sign of "creep", except for the first few seconds after starting from cold, when the choke is pulled out. The engine may be started with the lever in forward or reverse, which is a good idea when the car is cold, for it avoids any danger of making a "clonk". Theoretically, the DAF is as fast in reverse as in forward gear but I lacked the courage to test this!

I thoroughly enjoyed "owning" the DAFodil and used it in preference to the other cars in my garage during the week that I had it. I formed the opinion that it is a thoroughly sound engineering job, and the transmission system is certainly smoother than any other "automatic" which we have been able to try. Belts have a very long life, though prudent Dutchmen change them when they fit a new set of tyres. Their tension is adjustable from a single nut for the wheel brace and to replace them would only take a matter of minutes.

The DAFodil, with its attractive appearance and superior finish, is an ideal second car for the Rolls-Royce or Cadillac family. Its automatic transmission works just like that of an expensive car, so madame need learn no new tricks. For us lesser mortals, this delightful little machine is rather costly in view of its size, but once you have driven it the temptation to buy is very great.

ACCELERATION GRAPH



SPECIFICATION AND PERFORMANCE DATA

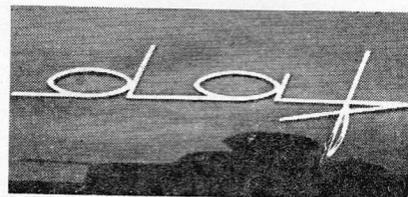
Car Tested: DAFodil two-door saloon. Price £813 including P.T.

Engine: Flat-twin air-cooled; 85.5 mm. x 65 mm. (746 c.c.). Compression ratio 7.1 to 1; 30 b.h.p. at 4,000 r.p.m. Pushrod-operated overhead valves. Solex downdraught carburetter. Coil and distributor ignition.

Transmission: Automatic centrifugal clutch. Shaft drive to forward-reverse bevel box. Automatic infinitely variable transmission by twin belts and expanding pulleys with centrifugal and vacuum operation. Helical reduction gears on half shafts.

Chassis: Combined steel body and chassis. Independent front suspension by transverse spring and extended king pins combined with telescopic dampers. Rack-and-pinion steering. Independent semi-trailing swing-axle rear suspension with helical springs and telescopic dampers. Locked hydraulic brakes with 7 ins. x 1 1/4 ins. drums. Bolt-on disc wheels fitted Michelin tubeless 5.20-12 ins. tyres.

Equipent: Six-volt lighting and starting. Speedometer, warning lights for fuel, oil, dynamo and



high beam. Windscreen washers and wipers. Flashing indicators.

Dimensions: Wheelbase, 6 ft. 9 ins. Track (front), 3 ft. 10 1/2 ins.; (rear) 3 ft. 10 ins. Overall length, 12 ft. 9 ins. Width, 4 ft. 9 ins. Turning circle, 30 ft. Weight, 12 1/2 cwt.

Performance: Maximum speed, 64.7 m.p.h. Standing quarter-mile, 24.1 sec. Acceleration: 0-30 m.p.h., 6.2 secs.; 0-40 m.p.h., 11.8 secs.; 0-50 m.p.h., 19.8 secs.

Fuel Consumption: 35 to 42 m.p.g. on "cheap" petrol.



APPROPRIATE BACKGROUND: The 3500GT Maserati, photographed by George Phillips, in front of Fort Belvedere—home of the Hon. Gerald and Mrs. Lascelles.

A MASERATI MASTERPIECE

Fuel-injected 3500GT a Car for the Connoisseur

To many people the name Maserati conjures up pictures of full-throated sports and racing cars. For many years the Trident has become associated with nothing less than machines constructed specifically for competition work, and a few productions carrying special coachwork based on what were more or less sports-racing chassis.

This was strictly true when the Maserati brothers carried on the business at Modena, but since Count Orsi took over there has been a growing tendency to concentrate more and more on passenger cars. The A6G-2000 was built in several forms, but although it gained a certain measure of appreciation, it did not possess the refinement which was demanded in a *gran turismo* machine, despite some very attractive coachwork by Pininfarina and others. It was the introduction of the 3500GT in 1957 that brought Maserati into the "status symbol" market, and each year there has been a steady improvement, both in performance and in refinement. It is quite true to say that the 1962 version, with its Lucas fuel-injected engine and five-speed gearbox, is easily the best Maserati to be placed on the market so far, unless one considers the 5-litre V8 machine, which is considered to be the

ultimate in modern high-performance closed cars.

When Michael Taylor of Taylor and Crawley, the Maserati concessionaires, offered me a loan of the latest 3500GT PI, naturally I jumped at the chance to try this fascinating car which is making an ever-increasing appeal amongst

BY GREGOR GRANT

people who prefer a vehicle, the constructors of which put craftsmanship above all other things.

From an engineering point of view, the 3500GT Maserati is perfectly orthodox, apart from its efficient British-made fuel injection system, pioneered by Jaguar in their D-type 3.8-litre sports-racing machines. Where the Maserati scores is in the application of components, and the superb standard of development attained. For example, the Girling disc brakes fitted to the car have been brought to a state of efficiency which is the result of a great deal of experimental work. Notwithstanding servo assistance, they are the smoothest and most powerful brakes that I have

ever experienced on a passenger car, providing a safety factor of immense value on such a fast road vehicle.

Having driven the carburettor version on the Continent, I was able to compare the 3500GT *a iniezione* with the Weber-equipped machine. In every way the car is transformed. The engine itself seems to be much quieter and smoother, probably owing to the complete disappearance of power-roar; tick-over has come down to about 500 r.p.m., and there is instantaneous throttle response, without the slightest sign of hesitancy. In traffic there are no problems, and flexibility is nothing short of remarkable. It was possible to come down to 10 m.p.h. in *fifth* gear, without a trace of snatch, and to accelerate away again with no pinking or any signs of distress whatsoever. In point of fact, the only criticism concerns the accelerator itself. Until one becomes used to it, the mechanism is inclined to be rather jerky, but whether or not this is due to the linkage, or to resistance within the fuel-pump, it is difficult to say. However, after making due allowance for this, it was soon forgotten.

Steering and roadholding have been improved enormously since the earlier models. The former is both light and

positive, with just a suggestion of understeer which many drivers prefer on high-performance cars. On dry roads the car's behaviour is immaculate, and the Pirelli Cintura tyres gave excellent adhesion in the wet, although it was necessary to adapt one's technique to a tendency to spin wheels on slippery surfaces. In other words, injudicious use of the loud pedal is not to be recommended when the tarmac is glistening, for plenty of power is delivered to those rear wheels!

The suspension is very good indeed, and the Maserati technicians are to be complimented on bringing a rigid rear axle design to such a high state of efficiency. The ride, even on the roughest of roads, is good at all times. There is no pitching, nor any transference of road shocks to the steering wheel. Design is perfectly straightforward; in front large helical springs and wishbones are controlled by telescopic dampers, and an anti-roll bar is fitted. Long semi-elliptic and radius rods take care of the rear, telescopic dampers and an anti-roll bar also being featured.

One of the most delightful features of the 3500GT is the all-synchromesh, five-speed gearbox. This is practically fool-proof in operation, providing extremely rapid changes up and down, and having ideal ratios. The clutch, with its flexible coupling, is commendably smooth and completely judder-free.

The interior is in keeping with the car's thoroughbred appearance, and the seating is as comfortable as one could wish. On the car tested, electrical operation of the window mechanism was provided, which is now standard equipment. An auxiliary winding mechanism is also provided. Passenger safety has been particularly well studied, not only the top of the facia being covered with padding, but also the wide grab-handle. Of 2 plus 2 construction, two adults can be carried in the rear, and the big luggage locker can hold a surprising amount of baggage.

The power-unit is of six cylinders, block and head being constructed of aluminium alloy. Valves are operated by two overhead camshafts, via triple chains. Twin magnetos supply the 12 sparking plugs, and the injection is to the ports. The injection pump is located on the offside of the engine, driven direct from the offside camshaft. The oil pump is housed in an extension to the sump (offside); it is driven by chain-belt from the crankshaft pulley via a long, horizontal shaft. The extension to the sump also acts as an oil cooler-cum-radiator.

Maximum speed appears to be dependent on whether or not the driver adheres strictly to the red line on the tachometer which is at 5,000 r.p.m. Quite candidly the engine will rev. well above this without any sign of being overworked, but I thought that "five-five" was a fair target, and to reach this on the indirect fifth gear (0.85 to 1) indicates that rather more power is available than is claimed by the makers. An average of four runs, two in opposite directions, gave 136.8 m.p.h., and I should say that the Maserati, in favourable conditions, ought to exceed 140 m.p.h.

Whilst there is ample acceleration in "fifth", the overtaking gear is fourth. With a maximum of 110 m.p.h. in this

ratio, from rest, the 3500GT will accelerate to this speed in 25 secs., and cover a standing quarter-mile in 15.8 secs., coming out of the measured distance at well over 90 m.p.h.

All in all, this car offers high-speed travel with luxurious comfort, and is one of which Officine Alfieri Maserati can be proud. It is, of course, expensive, but the kind of person who will go in for a 3500GT realizes this full well. It is not a competition machine, but the long experience of the Modena concern in the construction of racing cars has been incorporated in one of the most fascinating big high-performance cars of our time.

SPECIFICATION AND PERFORMANCE DATA

Engine: Six cylinders: 2 o.h.c., 86 x 100 mm. (3,485 c.c.), 235 b.h.p. at 5,500 r.p.m. 8.8 to 1 compression ratio. Lucas port-type petrol injection; dual ignition (12 sparking plugs). Fan-assisted cooling with centrifugal water pump.

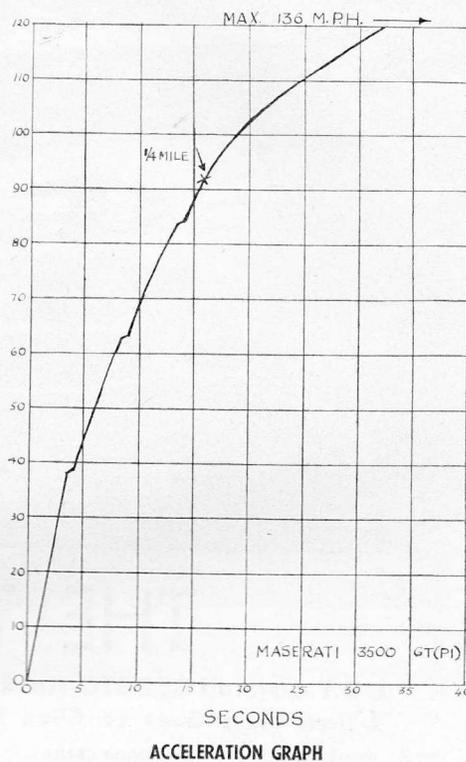
Transmission: Single-plate dry clutch with flexible coupling and hydraulic operation. Five-speed all-synchromesh gearbox. Ratios: 1st, 3.02; 2nd, 1.85; 3rd, 1.29; 4th, 1 to 1; 5th, 0.85 to 1. Final drive (hypoid), 3.77 to 1.

Suspension: Independent front by helical springs and wishbones; anti-roll bar and hydraulic telescopic dampers. Rear by semi-elliptic springs, radius rods, anti-roll bar and telescopic dampers.

General: Maserati-Girling disc brakes, servo-assisted; 16 x 185 tyres; tubular steel chassis; Superleggera two-door coachwork by Touring of Milan; heater and defroster standard. Electric operation of windows and auxiliary mechanical system.

Dimensions, etc.: Overall length, 15 ft. 4 ins.; width, 5 ft. 9 ins.; height, 4 ft. 3 ins.; wheelbase, 8 ft. 6.3 ins.; track (front) 4 ft. 6.7 ins.; (rear) 4 ft. 5.5 ins. Weight (fully laden), 3,100 lb.

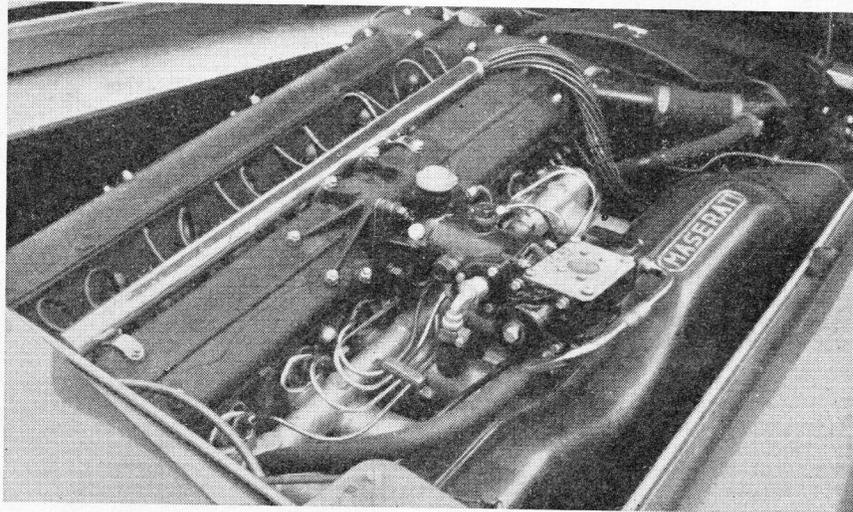
Performance: Maximum Speed (mean), 136.5 m.p.h. (see text). Acceleration: 0-30, 2.8 secs.; 0-40, 4.3; 0-50, 6.0; 0-60, 7.6; 0-70, 10.0; 0-80, 12.5;



ACCELERATION GRAPH

0-90, 15.8; 0-100, 18.5; 0-110, 25.0; 0-120, 32.0. Standing quarter-mile, 15.8 secs. Fuel consumption, 18-20 m.p.g. Speeds in gears: 1st, 39 m.p.h.; 2nd, 62 m.p.h.; 3rd, 84 m.p.h.; 4th, 110 m.p.h. 1,000 r.p.m. (5th gear) = 24.72 m.p.h.

Price (in U.K.): £4,449 14s. (plus £1,668 12s. P.T.). Concessionaires: Taylor & Crawley, Ltd., South Audley Street, London, W.1.



POWER-PLANT: The twin overhead camshaft six-cylinder engine, showing location of the Lucas fuel-injection pump, the outside air intake tank and the neat conduit for the twelve sparking plug leads.



LARGE BOOT: The extremely comprehensive tool-kit laid out in the spacious luggage boot.

T.T. WINNER: Victory at a record race average speed went to Innes Ireland in the U.D.T.-Laystall GTO Ferrari. Here he is pictured at Madgwick.

order, with Salvadori's E-type the fastest British machine. Cars were lined up in front of the pits as follows:

Starting Positions

I. Ireland (Ferrari Berlinetta), 1 m. 28.4 s.; J. Surtees (Ferrari Berlinetta), 1 m. 28.6 s.; M. Parkes (Ferrari Berlinetta), 1 m. 28.8 s.; G. Hill (Ferrari Berlinetta), 1 m. 29.2 s.; R. Salvadori (Jaguar "E"), 1 m. 29.8 s.; D. Piper (Ferrari Berlinetta), 1 m. 30.8 s.; J. Clark (Aston Martin Zagato), 1 m. 31.4 s.; M. Salmon (Aston Martin Zagato), 1 m. 34.4 s.; R. C. Kerrison/R. S. Benson (Ferrari Berlinetta), 1 m. 34.4 s.; E. R. Protheroe (Jaguar "E"), 1 m. 34.8 s.; P. Lumsden (Jaguar "E"), 1 m. 35.2s.; D. M. Collins (Chevrolet Corvette), 1 m. 35.8 s.; G. Warner (Aston Martin Zagato), 1 m. 36.2 s.; T. Taylor (Lotus Elite), 1 m. 37.6 s.; J. Whitmore (Lotus Elite), 1 m. 39.2 s.; P. Jopp (Lotus Elite), 1 m. 39.6 s.; D. G. Addicott (Lotus Elite), 1 m. 41 s.; L. Leston (Lotus Elite), 1 m. 41 s.; R. M. Shepherd-Barron (Morgan Plus 4), 1 m. 41.2 s.; C. J. Lawrence (Morgan Plus 4), 1 m. 41.2 s.; B. Pon (Porsche Abarth), 1 m. 41.4 s.; J. Blumer (Lotus



THE T.T. FOR IRELAND

U.D.T.-Laystall 250GTO Heads Ferrari 1-2-3 at Goodwood—John Surtees Sets New Lap Record—2-litre Class Goes to Clive Hunt (Lotus Elite)—Graham Hill's Last-minute Effort with Ferrari

BY GREGOR GRANT

PHOTOGRAPHY BY PATRICK BENJAFIELD

IT was all Ferrari at Goodwood last Saturday in the R.A.C. Tourist Trophy, organized by the B.A.R.C. Innes Ireland, in the light green U.D.T.-Laystall machine, led for the first two of the 100 laps and then was overtaken by John Surtees in the red Bowmaker car. Surtees then proceeded to build up a useful lead, which was increased even more after a fantastic pit stop, when rear wheels were changed and fuel taken on in 31.6 secs.

Alas for Surtees's hopes; on his 63rd lap Jim Clark's Aston Martin spun in front of the Ferrari at Madgwick, when about to be doubled for the second time. Both cars went off course after colliding, but fortunately the drivers escaped uninjured. This left Innes Ireland in command, chased by Mike Parkes (Ferrari) and by Graham Hill in the new John Coombs 250GTO. Hill eventually overtook the blue Endeavour-Maranello car when Parkes spun at Woodcote 12 laps from the end, and during the closing laps made a determined effort to catch Ireland, but the latter took the chequered flag just 3.4 secs. in front, with Parkes in third place, a lap ahead of fourth man, Roy Salvadori in the Coombs E-type, and two in front of David Piper's bright green 250GTO.

To Clive Hunt of Team Lotus went the 2-litre category, with Chris Lawrence (Morgan) in second place and the Ches-hunt cars also took the team award.

To Surtees went the fastest lap of the day, his 1 min. 28.6 secs. (97.52 m.p.h.) being a new G.T. lap record for the circuit. The 2-litre record also fell, Trevor Taylor recording 1 min. 37.8 secs. (88.34 m.p.h.).

In winning the "Veedol" Championship, R. C. Burnard (A.C.-Bristol) became the owner of a brand new white Lotus Formula Junior machine. Peter Arundell (Lotus-Ford) won the B.A.R.C. Formula Junior Championship at the remarkable average speed of 98 m.p.h. and also established a new lap record of 1 min. 27.2 secs. (99.08 m.p.h.).



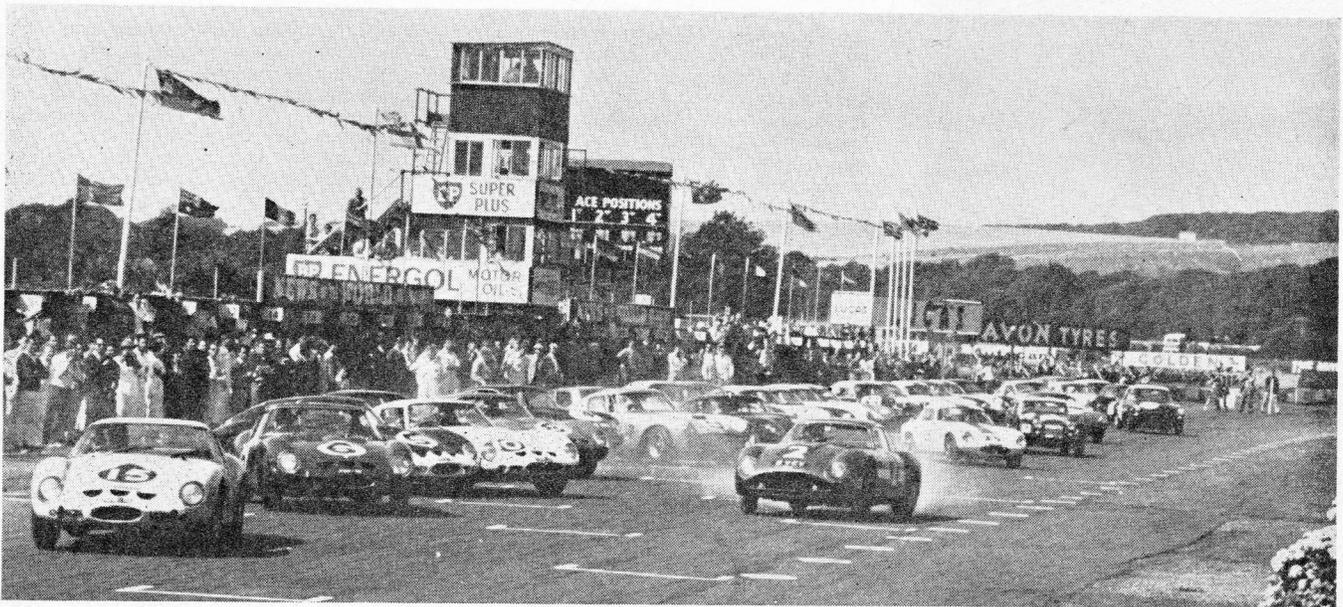
AFTER making best practice time on Thursday with 1 min. 28.4 secs., Innes Ireland had a wheel collapse on the Ferrari, but emerged unscathed with the car very little damaged. Surtees was second fastest with 1 min. 28.6 secs., followed by Mike Parkes (1 min. 28.8 secs.) and then Roy Salvadori's E-type Jaguar (1 min. 29.2 secs.). Trevor Taylor (Lotus Elite) headed the 2-litre class with 1 min. 37.6 secs., with John Whitmore in Chris Barber's Elite runner-up (1 min. 39.2 secs.).

Ireland's time remained as fastest on Friday, but Parkes clocked 1 min. 28.8 secs. Ken Richardson experimented with water-pump blades to try to cure water loss on the T.V.R.s. Salmon broke the clutch on his Aston Martin, and a new one was fitted overnight. Thus four Ferraris headed the starting

A USEFUL LEAD was held by John Surtees (above, at Madgwick) until he was involved in an accident with Jim Clark which put the pair of them out of the race.

Elite), 1 m. 41.4 s.; C. Hunt (Lotus Elite), 1 m. 41.6 s.; J. Derisley/J. Nicholson (Lotus Elite), 1 m. 42.4 s.; G. Baird (Lotus Elite), 1 m. 42.8 s.; J. H. Gaston (Austin-Healey Sprite s/c), 1 m. 43.4 s.; P. Bolton (T.V.R. Grantura), 1 m. 43.6 s.; P. Harper (Sunbeam Alpine), 1 m. 44.6 s.; P. H. Arnold (Morgan Plus 4), 1 m. 44.6 s.; K. Ballisat (T.V.R. Grantura), 1 m. 44.8 s.; P. Pilsworth (Sunbeam Alpine), 1 m. 45.4 s.; E. W. Cuff-Miller (Sunbeam Harrington Le Mans), 1 m. 48.2 s.; J. O. Coundley/H. W. Macquaker (Lotus Elite), 1 m. 52.6 s.

There was a mild sort of last-minute panic when John Coundley mislaid his Elite in the paddock area, but eventually he appeared to do his warming up lap. Rob Slotemaker's T.V.R. Grantura



never left the marshalling area and was posted as a non-starter.

Down went the flag and 34 drivers sprinted to their cars, with Jim Clark first to get on the move. However, he was out-accelerated by Innes Ireland (Ferrari) and by John Surtees (Ferrari) into Madgwick. Mike Parkes made a very slow start, his engine being unwilling to fire on all dozen and it was still far from right when he went into orbit. Leston just could not get his motor to fire and he was second last to leave.

THE START: Jim Clark's meteoric dash to the car and his "immediate departure" is well shown. Ireland (left) is also quick off the mark.

Lap two and Surtees was closing fast on Ireland; Protheroe had moved up to ninth place, whilst Parkes was simply hurtling through the field to make up for his loss of time at the start and was already in 10th position. Sunbeams early lost a car when Cuff-Miller clattered into the pits with big-end bearing failure.

three sparking plugs. Collins's Corvette was running on only one bank and he stopped to have his ignition checked. Ireland, overtaking a slower group of cars, found his way barred through the chicane and by-passed it completely.

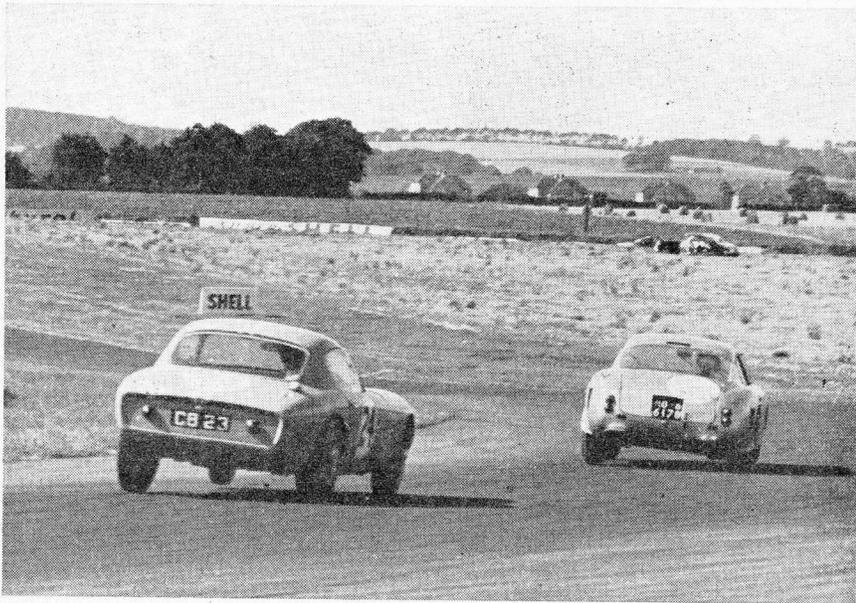
Surtees was in irresistible form, driving the Ferrari as if it were a G.P. single-seater. Ireland, really hanging out his tail, was holding off Graham Hill whilst Piper, Clark and Salvadori had become involved in a triangular struggle for fourth place. Taylor continued to lead the 2-litre brigade and had started motoring his Elite to such purpose that Derisley's existing class record went for a Burton with 1 min. 38.4 secs.

Graham Warner was in dire distress with the No. 2 Essex Racing Stable's Zagato, the engine smoking badly and sounding dreadful. He came in and changed a couple of plugs, mechanics revved up the engine, but still only four pots! The Aston was pushed sadly into the dead car park, where it was later joined by Peter Bolton's T.V.R. Gran-tura, which had blown a head gasket.

By nine laps Surtees had doubled the entire 2-litre contingent and Parkes had scuttled past Piper to close up on Salvadori. Jim Clark was having to do more than his usual amount of wheel-twirling, the Aston being inclined to display distinct twitchiness. The Ferraris were a splendid sight through Madgwick and Salvadori's E-type was impressively steady.

Peter Lumsden was not having a particularly good day with the Le Mans E-type and after an adventure at the chicane, shot on to the grass and decided to abandon. Jim Blumer's Elite looked as if it had caught alight, with smoke billowing from the interior. However, it must have been some oil on the exhaust manifold, for he made only a brief halt at the pits. Paddy Gaston, worried about an oil-temperature gauge going off the clock, stopped to investigate for a couple of minutes, but off he went again with the Sprite sounding as healthy as ever. Dizzy Addicott's Elite sounded

OOPS! Parkes, off the road at Woodcote, waits as Graham Hill goes past into second place.



THROUGH ST. MARY'S: John Whitmore (Elite) follows Kerrison's Ferrari.

The unfortunate Coundley discovered that his starter solenoid was u/s and straight into the pits he went.

Down to Woodcote and it was the light green U.D.T.-Laystall car in front, chased by the red Surtees machine and by Hill's light grey Berlinetta which had been coaxed past Clark's Zagato Aston, which was just in front of Piper's brilliant green 250GTO. Next up was Salvadori's E-type, then Kerrison (Ferrari), Lumsden (Jaguar), Taylor (Elite), Protheroe (Jaguar), Collins (Corvette) and Shepherd-Barron (Morgan).

Surtees, with a new lap record of 1 min. 29.4 secs. on his second lap, overtook and passed Ireland to take the lead. Piper and Clark were duelling for fourth place behind Hill, whilst Parkes had thrust his dark-blue Berlinetta in front of Protheroe's E-type and then taken Kerrison and Lumsden. Taylor's fleet Elite was actually pulling away from Dan Collins's Big Corvette which was being troubled by Salmon's Aston Martin. Gaston's little supercharged Sprite was holding Shepherd-Barron's Morgan.

Protheroe's Jaguar started to hit and miss, so into the pits he came to change

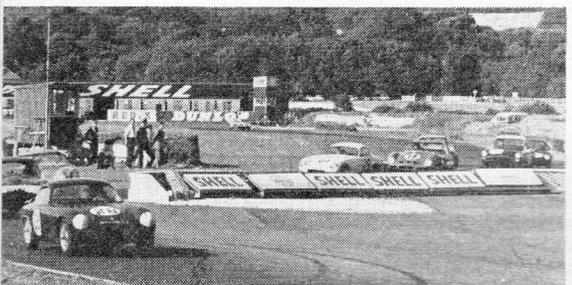




INTO LAVANT: Jim Clark (Aston Martin) overhauls Peter Pilsworth's Sunbeam Alpine.



WHAT A MESS! John Ogier surveys the wreckage of Jim Clark's Aston Martin and John Surtees' Ferrari at Madwick.



TRAFFIC JAM at the Chicane. Among this bunch are Coundley (Elite), Protheroe ("E"-type), Addicott (Elite), Piper (Ferrari), Harper (Sunbeam) and Derisley (Elite).



IN THE DIP at Fordwater, Richard Shepherd-Barron (Morgan) leads Pip Arnold (Morgan) and John Surtees (Ferrari).

like a bag of nails and after the test pilot had some attention he almost flattened his battery before the engine would fire. Blumer called it a day when his final drive started to come apart and Coundley attempted to cure a chronic misfire by changing the plugs. Ben Pon's Porsche Abarth seemed to be over-

geared and he had to work hard to keep with Philip Arnold's Morgan.

John Surtees was holding a lead over Ireland of around 5 secs., and, during a glorious burst of acceleration, Parkes swept past Graham Hill to take third place. Clark looked anything but happy in the Aston Martin and was gradually falling back from Salvadori. Kerrison was doubled by Surtees, so only seven cars were on the same lap after 20 had been registered.

Salmon, who had a new clutch fitted just before the race, was in trouble with his gearbox, announced his retirement, then changed his mind and re-entered the race. He could have saved himself a walk for he had to abandon for good at St. Mary's.

By quarter-distance the race position was:—

1. Surtees (Ferrari), 38 m. 12.4 s., 94.22 m.p.h.
2. Ireland (Ferrari), 38 m. 18.4 s.
3. Parkes (Ferrari), 38 m. 36.6 s.
4. Hill (Ferrari), 38 m. 46.2 s.
5. Salvadori (Jaguar), 38 m. 54.8 s.
6. Clark (Aston Martin), 39 m. 13 s.
7. Kerrison (Ferrari), 24 laps; 8. Protheroe (Jaguar), 23; 9. Collins (Chevrolet), 22; 10. Salmon (Aston Martin), 10.

Up to 2 litres

1. Taylor (Elite) (23), 38 m. 26.4 s., 86.14 m.p.h.
2. Whitmore (Elite), 39 m. 12 s.
3. Shepherd-Barron (Morgan), 39 m. 30.6 s.
4. Hunt (Elite), 22 laps.
5. Lawrence (Morgan), 22; 6. Leston (Elite), 22; 7. Arnold (Morgan), 22; 8. Pon (Porsche), 22; 9. Baird (Elite), 22; 10. Ballisat (T.V.R.), 22; 11. Harper (Sunbeam), 22; 12. Gaston (Sprite), 22; 13. Pilsworth (Sunbeam), 22.

Peter Jopp's Elite developed a serious water leak, necessitating a replacement water hose pipe. This did not effect a cure and after stopping again, the car was worked on by mechanics. Taylor, tearing round as class leader, again lowered the lap record, this time to 1 min. 37.8 secs. (88.34 m.p.h.). Hunt lost time in the pits having his clutch adjusted and also required three pints of oil in the engine. Paddy Gaston came in twice with overheating problems, losing altogether more than 10 mins.

Shepherd-Barron's rapid Morgan became not-so-rapid and began to smoke excessively. He came into the pits, checked the engine and decided that a piston had gone. Team-mate Arnold came in for oil and fuel but lost about 3 mins. trying to restart the engine.

With Surtees still out in front, Parkes was in full chase of Ireland. On lap 37 Mike broke Surtees's record with 1 min. 28.8 secs. (97.30 m.p.h.), to come right on to the tail of the U.D.T.-Laystall car. Graham Hill, trying to wash his windscreen of road dirt, oil and flies, found to his horror that the washer fluid immediately went opaque. The wiper blades were ineffective and to make matters worse, the driver's rubber blade came adrift. Hill had to peer through about a square inch of cleared section, his lap times dropping as a result.

Jopp's Elite was retired when it was found that the head gasket had gone. Leston had to stop to make some carburettor adjustments and also changed the sparking plugs. Addicott had to have a new starter cable fitted before the engine would restart and Trevor Taylor came in to complain of spongy brakes. A hydraulic pipe line was found to be leaking. Dan Collins's Corvette again went on to one bank so he stopped just past the pits and replaced a coil.

Arnold's Morgan was leaking petrol and a union nut had to be tightened. Gaston stopped again to take on more water, puzzled about the high oil tem-

perature. With half-distance coming up the faster cars were due to have their refuelling stops and wheel changes. In came Parkes, 15 gallons of petrol were poured in and rear wheels changed in 47.9 secs. He rejoined the race in fifth place. Piper had a more leisurely stop of almost 90 secs. Then it was Clark's turn and he was stationary for only 39 secs., whilst rear wheels were changed and 15 gallons of fuel added. Salvadori took about 70 secs, rear wheels also being switched. Surtees's stop was simply superb, the Bowmaker boys going into action under the eagle eyes of Reg Parnell. Fuel was added, both rear wheels changed and John re-entered the fray after just 31.6 secs. and set off in pursuit of race-leader Ireland.

Graham Hill's halt was also extremely good, only 37.6 secs. elapsing before he was off again. A couple of minutes later, Ireland came in, had the same treatment, and was off in 39 secs. John Surtees had an impressive lead, and was driving even faster than he had done earlier.

Trevor Taylor's troubles had dropped him way down the leader board, and it was John Whitmore who headed the 2-litre category, a lap in front of Chris Lawrence, with Clive Hunt in third place. Earlier it had been announced that it was Hunt who had set up a new class record, but as it was now credited to Lotus No. 25, it was obvious that Taylor had the honour.

Half-distance positions were issued as follows:—

Over 2,000 c.c.

1. Surtees (Ferrari), 1 h. 15 m. 54.2 s., 94.86 m.p.h.
2. Ireland (Ferrari), 1 h. 16 m. 18 s.
3. Hill (Ferrari), 1 h. 16 m. 58 s.
4. Salvadori (Jaguar), 1 h. 16 m. 59 s.
5. Parkes (Ferrari), 1 h. 17 m. 18.6 s.
6. Clark (Aston Martin), 49 laps; 7. Piper (Ferrari), 49; 8. Kerrison (Ferrari), 47; 9. Protheroe (Jaguar), 45.

Up to 2,000 c.c.

1. Whitmore (Elite), 1 h. 16 m. 3.2 s. (45 laps), 85.20 m.p.h.
2. Lawrence (Morgan), 44 laps; 3. Hunt (Elite), 43; 4. Pon (Porsche), 43; 5. Ballisat (T.V.R.), 43; 6. Baird (Elite), 43; 7. Harper (Sunbeam), 43; 8. Pilsworth (Sunbeam), 42; 9. Arnold (Morgan), 10; Derisley/Nicholson (Elite), 41.

Whitmore's fine effort came to an end when he stopped with serious engine derangements at Lavant. Peter Pilsworth's engine broke in his Sunbeam, and he came to rest at Fordwater. Chris Lawrence's Morgan now led the 2-litre class, followed by Clive Hunt and Ben Pon. The Dutchman had Keith Ballisat (T.V.R.) in his rear mirror, and not far behind was Gil Baird (Elite). Trevor Taylor was far in arrears, still with braking problems.

Surtees went quicker and quicker, and on his 56th lap once again broke the lap record, this time with 1 min. 28.6 secs. (97.52 m.p.h.). As he went past the pits, there was a suggestion of engine flutter, but next time he appeared, the car sounded as fine as ever.

Kerrison spun his Ferrari at the chicane, and Parkes had to take evading action. The former motored into the pits, and R. S. Benson took over after taking on 20 gallons of fuel. The car was observed to be trailing pieces of chicane wattle-fence from underneath, so Benson came in to have this removed, and also decided to change the rear wheels.

Gil Baird went sideways at the chicane with his Elite, but carried on without hitting anything. Derisley handed over his Lotus to John Nicholson.

It looked a good bet that John Surtees would win the T.T. at his very first attempt, for neither Ireland, Hill nor Parkes was close enough to trouble the Bowmaker man, and Dunlops reckoned that he could easily go through till the end without another wheel change. Undoubtedly the improved surface of Goodwood has laid the bogey of rapid tread wear on powerful machinery. Suddenly the whole picture changed dramatically; coming up fast to double Jim Clark for the second time at Madgwick, the Scotsman unaccountably spun the Surtees Martin, whilst moving over for Surtees to go through. Surtees swung the wheel round viciously to try to miss the gyrating Zagato, but hit it fair and square, both cars landing in the ditch. The drivers scrambled out unhurt, but both machines were badly damaged.

I walked back to the pits, first with Surtees and then Clark. John was bitterly disappointed, but said laconically: "Well, that's motor racing for you!" He was also upset that the lovely Berlinetta was more than somewhat bent. Jim just could not understand how he had suddenly lost it, but thought that it might have been due to brand-new tyres on the rear wheels. The car swerved so quickly that Clark thought that he had a soft tyre.

So back into the lead went Innes Ireland on his 63rd lap. At three-quarter's distance, he led Mike Parkes by 22 secs., who, in turn, had 19 secs. advantage over Graham Hill. Clive Hunt raised Team Lotus hopes after wresting the class lead from Chris Lawrence, whilst Ben Pon had gradually out-distanced Keith Ballisat in the sole remaining T.V.R., who was being chased by the Baird/Taylor Elite. Baird, in Taylor's original car, was obviously out to finish, with thoughts of the team award. So, with 75 laps on the board, the order was:—

Over 2,000 c.c.

1. Ireland (Ferrari), 1 h. 55 m. 0.6 s., 93.90 m.p.h.
2. Parkes (Ferrari), 1 h. 55 m. 22.6 s.
3. Hill (Ferrari), 1 h. 55 m. 41.6 s.
4. Salvadori (Jaguar), 74 laps; 5. Piper (Ferrari), 73; 6. Kerrison/Benson (Ferrari), 70; 7. Protheroe (Jaguar), 69; 8. Collins (Corvette), 57.

Up to 2,000 c.c.

1. Hunt (Elite), 1 h. 55 m. 1 s. (68 laps), 85.14 m.p.h.
2. Lawrence (Morgan), 67; 3. Pon (Porsche), 65; 4. Ballisat (T.V.R.), 65; 5. Baird/Taylor (Elite), 65; 6. Harper (Sunbeam), 65; 7. Arnold (Morgan), 63; 8. Addicott (Elite), 61; 9. Taylor/Baird (Elite), 55; 10. Gaston (Sprite), 54; 11. Leston (Elite), 49; 12. Coundley/Macquaker (Elite), 47.

Thus, there were still 20 cars circulating out of the original 34. Parkes now went all out to catch Ireland, and Graham Hill was still very much in the hunt. Salvadori, who had been driving the E-type to its limit, and had had the boot lid open for most of the race, was a lap in arrears, but one in front of Piper who had been putting up an excellent show for his first event with the Berlinetta.

Parkes came closer and closer to Ireland, but on his 88th circuit, overdid it at Woodcote and spun the Ferrari. By the time he had sorted himself out, Hill had flashed past into second place, and when they reappeared, Mike was about 32 secs. behind the Coombs car.

Madgwick claimed yet another victim when Benson overcooked the silver Berlinetta and landed amongst the wreckage of the Surtees and Clark cars. So, unexpectedly, Protheroe found himself in sixth place, despite his pit stops.

Parkes's *tête-à-queue* appeared to inspire Hill, who, finding himself in second

place, started to close up on Ireland at around three seconds a lap. The latter was not taking any chances, driving a cool and calculated race, saving his tyres wherever possible.

As the race neared its end, there was just the possibility that Hill could catch Ireland, but unless something unforeseen happened, Mike Parkes would have to be content with third place, for Graham, if anything, had pulled out an even bigger lead. Hunt still held the leadership of the 2,000 c.c. class, nearly a lap in front of Lawrence. Trevor Taylor had pushed the Baird car past Pon, but had little hope of getting up with the Morgan.

With 98 laps covered, Ireland's lead over Hill was down to six seconds. There was an air of tenseness in the U.D.T.-Laystall and John Coombs pits. One lap to go, and it was just over four seconds. Unless Hill could produce a lap like he did at Snetterton to clock over 100 m.p.h. with the sports-racing Lotus, it was Ireland's race.



PIT STOP: David Piper's Ferrari stands motionless during a stop for fuel and wheel changes.

It certainly was an exciting finish. Down came Ireland to Woodcote for the last time, and Hill's grey car seemed to be closing up fast. Into the chicane, Innes had a clear advantage, and he shot over the line to win by 3.4 secs. Only other driver to complete the full 100 laps distance was Mike Parkes, who took the flag 50.8 secs. behind the Coombs car. Salvadori finished a safe fourth, having done everything possible to keep the Coombs E-type in the picture. Anyway his 93.50 m.p.h. average was faster than any Jaguar, including D-types, has ever achieved at Goodwood.

Clive Hunt not only won the 2-litre class, but finished seventh overall at an average of 84.06 m.p.h.—one place ahead of Chris Lawrence's Morgan. Near the finish, Ben Pon's Porsche Abarth and Les Leston's Elite bounced off each other at the chicane, but were motored on to the finish. Ballisat, to his great satisfaction, finished 11th with the T.V.R. Granta, a lap in front of Peter Harper in the ex-works Le Mans slab-tail Sunbeam, entered by Alan Fraser. With Trevor Taylor taking ninth place, and Gil Baird

finishing 17th, Team Lotus took the team award—the only entry to finish complete.

It had been a surprisingly interesting T.T., full of interest for the 2½ hours or so of its duration. To Ireland went the victor's spoils, and to Surtees the sympathy of everyone, for his unfortunate shunt which put him out of the running.

Results

1. Innes Ireland (250GTO Ferrari), 2 h. 33 m. 6.8 s., 94.05 m.p.h. (Race record).
2. Graham Hill (250GTO Ferrari), 2 h. 33 m. 10.2 s., 94.01 m.p.h.
3. Mike Parkes (250GTO Ferrari), 2 h. 34 m. 1 s., 93.50 m.p.h.
4. Roy Salvadori (E-type Jaguar), 99 laps, 92.95 m.p.h.
5. David Piper (250GTO Ferrari), 98, 91.60 m.p.h.
6. Dick Protheroe (E-type Jaguar), 93, 87.09 m.p.h.
7. (1) Clive Hunt (Lotus Elite), 2 h. 34 m. 10 s. (90 laps), 84.06 m.p.h.
8. (2) Chris Lawrence (Morgan Plus 4), 89, 83.69 m.p.h.
9. (3) Gil Baird/Trevor Taylor (Lotus Elite), 88, 82.18 m.p.h.
10. (4) Ben Pon (Porsche), 87, 81.01 m.p.h.
11. (5) Keith Ballisat (T.V.R.), 87, 80.92 m.p.h.

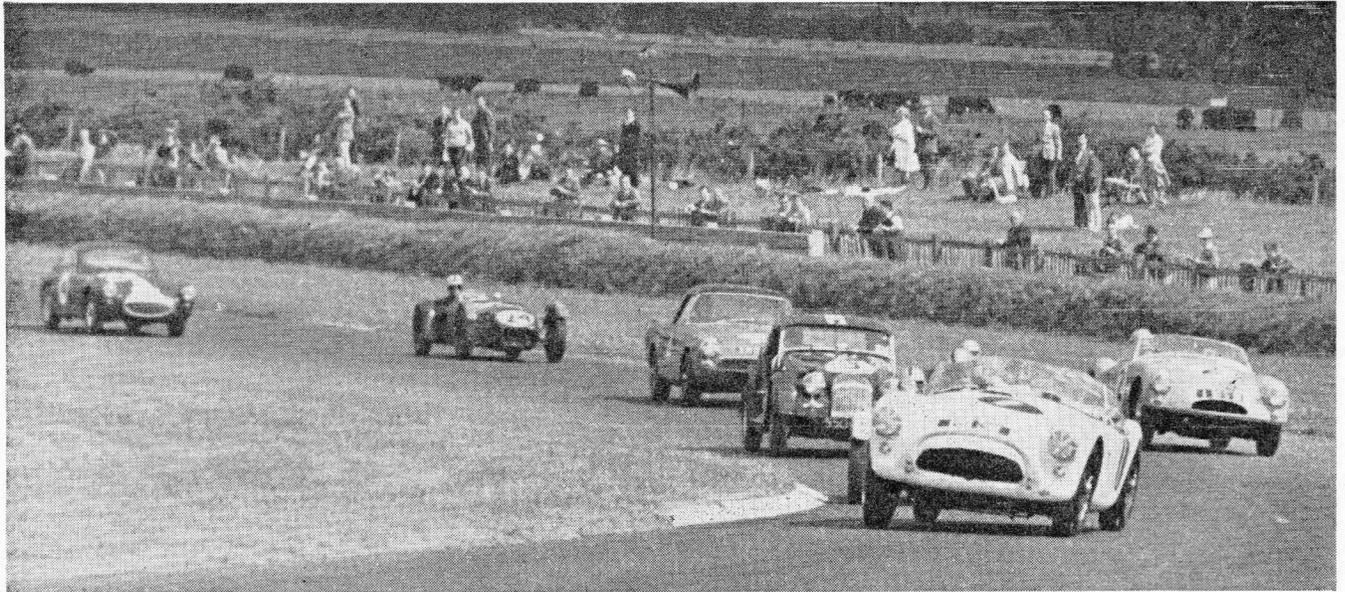
12. (6) Peter Harper (Sunbeam), 86, 80.80 m.p.h.
13. (7) Jon Derisley/John Nicholson (Lotus Elite), 83, 78.03 m.p.h.
14. (8) Philip Arnold (Morgan Plus 4), 83, 77.80 m.p.h.
15. (9) Dizzy Addicott (Lotus Elite), 83, 77.66 m.p.h.
16. Dan Collins (Corvette), 79, 74.12 m.p.h.
17. (10) Trevor Taylor/Gil Baird (Lotus Elite), 74, 69.09 m.p.h.
18. (11) Paddy Gaston (Sprite s/c), 72, 67.58 m.p.h.
19. (12) Les Leston (Lotus Elite), 71, 66.48 m.p.h.
20. (13) John Coundley/H. W. Macquaker (Lotus Elite), 67, 62.47 m.p.h.

Fastest lap (Over 2,000 c.c.): John Surtees (250GTO Ferrari), 1 m. 28.6 s., 97.52 m.p.h. **New G.T. Record. Under 2,000 c.c.:** T. Taylor (Elite), 1 m. 37.8 s., 88.34 m.p.h. **Class Record.**

Team Award: Team Lotus (Taylor, Hunt and Baird).

Although D. J. Cole (Lotus-Ford) won the Veedol Championship event, the title went to Bob Burnard (A.C.-Bristol), on a points basis, who finished fourth, but led Group A, and thus scored more aggregate marks than any of his rivals. His prize was a Lotus Formula Junior car, presented by Mr. Paul Getty together with expenses to race the car during the 1963 season.

The B.A.R.C. Formula Junior Championship over 21 laps was won by Peter



Arundell (Lotus-Ford), at the resounding average speed of 98 m.p.h. He also set up a new lap record of 1 min. 27.2 secs. (99.08 m.p.h.); 0.8 sec. below this, and he would have achieved an 100 m.p.h. lap!

When the flag fell, R. G. Pike (Ausper-Ford) moved a few feet, and then came to rest with a broken drive shaft. Arundell hurtled into the lead, pursued by Alan Rees (Lotus-Ford), Mike Spence (Lotus-Ford), Frank Gardner (Brabham-Ford) and John Rhodes (Alexis-Ford). Dick Attwood (M.R.P. Cooper-Ford), after a slowish start, took Rhodes for fifth place on the third lap. Bill Bradley, also in an M.R.P. Cooper, swiped the chicane, and brought large pieces of fencing into the pits.

With Arundell in command, interest switched to the battle for places. On lap five, Spence displaced Rees for second place, the latter having trouble with his gears. He was also taken by Gardner, and then by Attwood. Gardner's exhaust system came adrift on lap eight, so he pulled in to the pits to abandon. Rees struggled along, finding difficulty in obtaining any gears; Gubby retired his Ausper with a broken gearbox.

At 10 laps the position was: 1, Arundell; 2, Spence; 3, Attwood; 4, G. Youl (Brabham); 5, Fenning (Lola); 6, Anderson (Lotus).

Spence, seemingly certain to take second place to Arundell, found himself with no gears at all, and abandoned on his 18th lap with broken linkage. This put Attwood up to second place, followed by Anderson, Fenning, Youl and Rhodes—and that is how they finished. Arundell was presented with the E. R. Hall Trophy by Her Grace the Duchess of Richmond and Gordon.

**Results
Veedol Championship Final
(15 laps)**

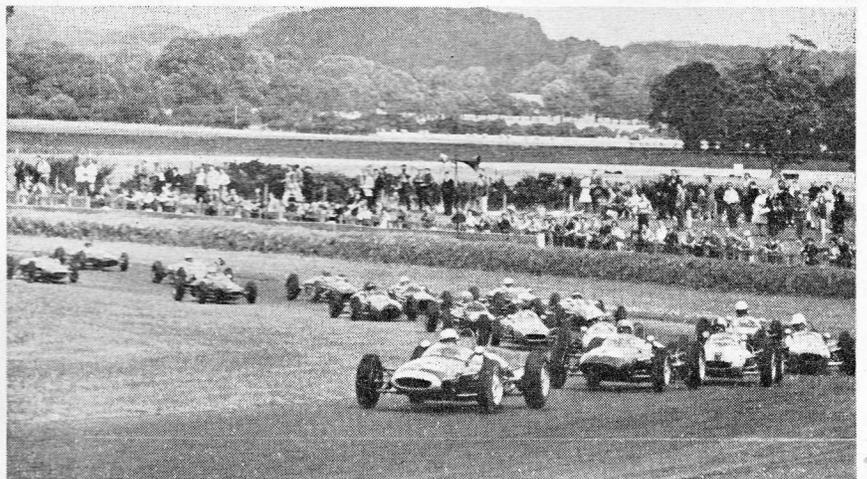
1. D. J. Cole (Lotus-Ford), 25 m. 23 s., 85.07 m.p.h.
2. D. A. Soley (D.R.W.-Ford).
3. R. S. Deverell (Lotus-Ford).
4. R. C. Burnard (A.C.-Bristol).

**B.A.R.C. Formula Junior Championship
(21 laps)**

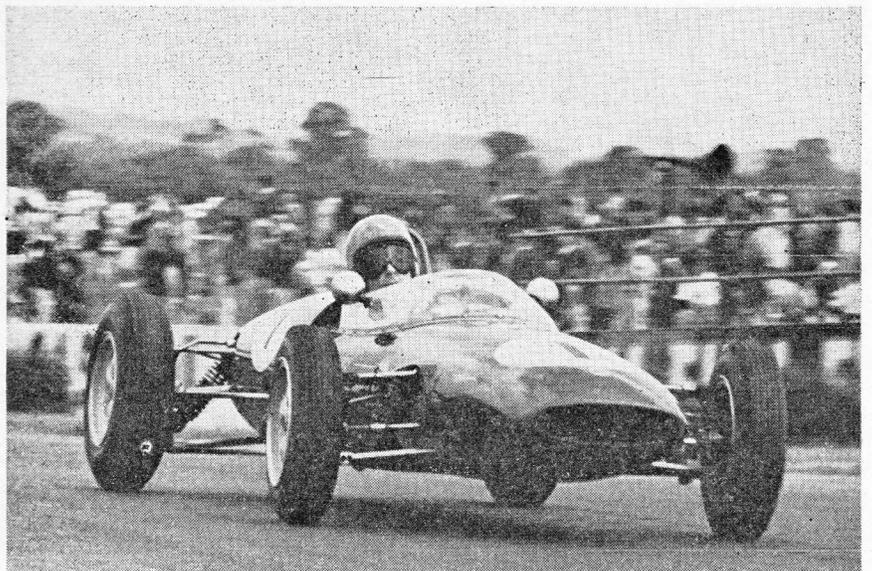
1. Peter Arundell (Lotus-Ford), 30 m. 51.4 s., 98 m.p.h.
2. Dick Attwood (M.R.P. Cooper-Ford), 31 m. 24.2 s.
3. Bob Anderson (Lotus-Ford), 31 m. 30.4 s.
4. John Fenning (Lola-Ford), 31 m. 34.4 s.
5. Gavin Youl (Brabham-Ford), 31 m. 36.2 s.
6. John Rhodes (Alexis-Ford), 31 m. 37.4 s.

Fastest lap: Arundell, 1 m. 27.2 s., 99.08 m.p.h. F.J. Record.

VEEDOL FINAL: Bob Burnard leads into Madgwick from the start, followed by David Cole, David Soley, Jones, Eva, Unett and Fletcher.



ABOVE: The start of the Formula Junior championship. At Madgwick, Rees leads Arundell, Spence and Rhodes. BELOW: Peter Arundell, the B.A.R.C. Junior Champion for 1962.





The ultimate winners accelerate away from the start.

SOCIETY in this country has been likened to a status-seeking, prestige-crazy rat-race. In the midst of all this the Bolton-le-Moors Car Club members have had their Bolton Rally deliberately downgraded from national to restricted status. We cannot but applaud their motives which are, simply, to reduce in every possible way the costs involved in entering rallies of national standard. While applauding the motives we can still doubt the ultimate wisdom of the club's move which, if copied to any degree by other clubs, may have an effect entirely contrary to that intended.

However, while the event itself may have been nominally downgraded its quality was not. The route, organization and marshalling were uniformly excellent—and what more can you ask? Weather conditions were first class, from the competitors' viewpoint, but despite this the club were never in any danger of having to present their premier awards: the "Coupes de Bolton" which were to have honoured any clean sheets.

Tony Fisher and Brian Melia put up a brilliant performance to bring their Cooper-Mini home only 9 mins. adrift, while Robin Richards and Geoff Davies (M.G.A) were second with 14 mins. down. It is interesting and ironic to note that while this is the third time Brian has navigated the winning car on the Bolton, Robin has three times driven into second place.

From the start near Wrexham the 85 competitors had a simple run-in to point "A" where the rallying started in earnest on a marked map (117) near Llangollen with an easy section and then a tighter one over the rough tracks on the edge of the Ceirog Valley. Then another tricky one of 7 mins., also along the rough south side of the valley where fire, believed to have started in the electrics, totally destroyed the Triumph Herald of J. Enstone/C. Edwards.

An easier section led south to Rhyd-Y-Croesau but, to make up for it, 4-5 was very tight and traversed several unmetalled stretches and a deep ford while including two route checks not shown on the marked map. The next four sections were all over tarred roads but were very tricky as they looped south in spurts of 4, 7, 7 and 9 mins. to T.C. 9, just west of Bwlch-Y-Ddar. Brian Harper and Ron Crellin retired their Sebring Sprite here with gearbox trouble and shortly afterwards L. Bertorelli/T. Straker, who had been suffering persistent gear-selecting difficulties, dropped a valve on their Vitesse and limped off home on five.

Four more tightish sections led past Llanfyllin to a brief petrol halt at

Cyfronydd where the Davids Seigle-Morris and Stone arrived with the disc-pads of their Cooper-Mini worn down to the metal. Fortunately, Pat Spencer had a spare set and Brian Harper, filling in time after retiring, fitted them in record time.

There were no clean sheets left when the field set out again on an extremely stiff 3-minuter followed by a couple of less difficult sections looping to the south of Llanfair-Caereinion, where David Seigle-Morris went straight on at a T, to the great detriment of the front panels of his Mini. Hereabouts, too,

tions immediately following the quarries the whole complexion of the rally placings changed. Apparently Reg McBride gave a banking the lightest of nudges, which did not even mark his car, and then, a few minutes later, as Roy Fidler arrived at the spot the embankment collapsed in a minor avalanche over the road. This may or may not have been connected with McBride's touching the banking. A loose stone severed the unfortunate Fidler's brake-line and deprived him of anchors and, slowing on the engine alone, he lost nine more minutes in the succeeding

REDUCTION IN STATUS BUT NOT IN ACCLAIM

The Bolton Rally, Run as a "Restricted", Better Than Ever

REPORT AND

PHOTOGRAPHY BY

MICHAEL DURNING

Vic Elford and Mike Butler were forced to retire when their jack broke while they were repairing a puncture and cost them over an hour's delay in getting the car up off the brakedrum.

A main road run led west to the Llangadfan area where there were three tight sections of seven, eight and nine minutes respectively with a route check on the last section which caught both Bill Bengry/John King (VW 1500) and Don Grimshaw/Val Domleo (Austin-Healey 3000) on direction of approach.

Two superb sections via Pont-Llodel and Dolanos brought the rally to T.C. 23 at Pont Robert where some checks on

sections. The next three sections were comparatively easy (insofar as any of the event's parts were easy) and looped back across the map north-east to Ceirog, where distributor failure brought the splendid run of Reg McBride and Don Barrow to a most unlucky end within a few miles of the end of the navigational sections. But these last two sections put a real sting in the Bolton's tail and were of six and eight minutes' duration over the roughest tracks in the Ceirog Valley not used earlier in the rally. Tony Fisher, for instance, dropped three of his night's total of nine minutes on these two.



There was an early penalty, and on all the easier sections queues formed outside controls—not that there were many easy sections!

lateness (which were possible as there were strictly enforced early penalties which precluded the making up of lost time on the road) showed that Tony Fisher/Brian Melia (Cooper-Mini) were 2 minutes down; Reg McBride/Don Barrow (Anglia), 2 mins.; Roy Fidler/John Hopwood (Anglia), 5 mins.; Bill Bengry/John King (VW), 6 mins. (+ W.D.); G. J. Allen/B. Hughes (Cooper-Mini), 7 mins. (despite an argument with the marshal); and D. E. Pollard/T. Baines (Rapier), 4 mins.

Then came the toughest section of the rally, a 16-minute effort over the maze of white roads around Llanfihangel-Ngwynfa. No one except Roy Fidler managed this clean, Tony Fisher dropping four minutes and Reg McBride two. A "B" road run to Llangynog headed north was followed by familiar sections over the very rough tracks through the quarries north-east of Llanryhaeadr-Yn-Mochnant. In the few sec-

All that remained before a return to the start point near Wrexham was a simple cruciform test, but even this had its moment of drama when the brakeless Fidler/Hopwood Anglia arrived too briskly to stop in time and rolled into the Rapier of John La Trobe/Julian Chitty, which was about to start the test. Fortunately only paintwork suffered.

From Wrexham there was a run home to breakfast at Capesthorpe Hall in Cheshire.

The consensus of opinion was that the Bolton was a particularly good "national".

Provisional Results

General Classification: 1, A. T. Fisher/B. Melia (Cooper-Mini), 9 penalties; 2, R. N. Richards/G. C. Davies (M.G.A), 14; 3, G. J. Allen/B. Hughes (Cooper-Mini), 15; 4, D. E. Pollard/T. Baines (Rapier), 16; 5, R. Fidler/J. G. Hopwood (Anglia), 18; 6, Mr. and Mrs. A. J. Taylor (Cooper-Mini), 23; 7, P. Simister/J. R. C. Brown (Anglia), 23; 8, J. H. La Trobe/J. Chitty (Rapier), 24; 9, J. B. Whitehead/R. Dixon (Anglia), 30; 10, R. H. Terry/R. Britt (Anglia), 31.

THE West Essex Car Club's meeting at Snetterton last Sunday was, on the whole, a thoroughly enjoyable affair, run under pleasant conditions and organized with the calm efficiency which is such a feature of this club's events. It was a great pity that it had to be spoiled by the foolhardy recklessness of some of the saloon car drivers. There was an appalling incident at the hairpin when a car bored through on the inside of two others which were already in the

was fought out by only three cars. Mike Beckwith continued on his winning way with a race average in excess of his own lap record, and a staggering best lap of 94.54 m.p.h. Geoff Oliver (DRW) and Peter Boshier-Jones (Lotus 23) pursued him for all they were worth, but could not worry this very polished driver who has dominated the small sports-car class this season.

The race for the remaining G.T. cars was another three-car affair after Bob

ASTLEY TROPHY MEETING

**Fine Racing at Snetterton—Astley Trophy for Bill Bradley—
National Benzole Trophy for Chris Summers—New Records**

BY DAVID PRITCHARD

PHOTOGRAPHY BY LYNTON MONEY



FOLLOW MY LEADER: Doc Merfield follows Chris Craft and Albert Powell into the hairpin on a lap previous to their contretemps.

corner, spun off on the outside, and was rammed head-on by one of the other two; these two cars had, incidentally, already collided once at the same place.

Happily, the rest of the racing was excellent. In the first event, for G.T. cars up to a litre, the Dick Jacobs Midgets had things all their own way when Tommy Weber's Marcos was left on the line. Andrew Hedges led all the way from Alan Foster, both lapping in around 1 min. 56 secs., and they staged a photo-finish at the end of the 10 laps.

A similar race for sports cars in three classes contained a lot of machinery but

Olthoff's big Austin-Healey shed its fan belt on the opening lap. Leader all the way was Ken Baker in his well-known E-type, who was quite unruffled by the constant sight of Geoff Richardson's Ferrari Berlinetta in his mirror. Behind the Ferrari came David Buxton's Elite Super 100 until the ninth lap, when he made a tremendous effort, closed on the big car, and slipped past it to take second place on the run up to the flag. Roger Nathan and Bill Shaw (Elites) and Dick Crossfield (Daimler SP250) drove hard to take the other class places, but

(Continued on page 267)

RESULTS

Ten-Lap Race for G.T. Cars up to 1,000 c.c.: 1, A. P. Hedges (M.G. Midget), 82.36 m.p.h.; 2, A. T. Foster (M.G. Midget); 3, T. Weber (Marcos G.T.); 4, B. Wood (Austin-Healey Gaston Sprite). **Fastest lap:** Weber, 84.25 m.p.h.

Ten-Lap Race for Sports Cars in three classes: **Class A—up to 1,100 c.c.;** Class B—1,101 to 1,600 c.c.; **Class C—over 1,600 c.c. Class A and over-all:** 1, M. Beckwith (Lotus 23), 93.99 m.p.h.; 2, G. E. Oliver (D.R.W. 4); 3, P. Boshier-Jones (Lotus 23). **Fastest lap:** Beckwith, 1 m. 43.2 s., 94.54 m.p.h. (new record). **Class B:** 1, R. W. Waters (Lola); 2, J. R. F. Berry (Elite Spr. 100); 3, E. C. Crocker (Lotus Spr. 7). **Fastest lap:** Waters, 89.67 m.p.h. **Class C:** 1, K. Baker (Jaguar E); 2, R. F. G. Wrottesley (Lister-Jaguar); 3, D. Ham (Aston Martin DB3S). **Fastest lap:** Wrottesley, 89.83 m.p.h.

Ten-Lap Race for G.T. Cars in two classes: **Class A—1,001 to 2,000 c.c.;** **Class B—over 2,000 c.c. Class A:** 1, D. Buxton (Lotus Elite Super 100), 86.84 m.p.h.; 2, R. D. Nathan (Lotus Elite); 3, W. J. Shaw (Lotus Elite). **Fastest lap:** Buxton, 88.69 m.p.h. **Class B:** 1, K. Baker (Jaguar E-Type), 87.09 m.p.h.; 2, G. Richardson (Ferrari 250 G.T.); 3, R. J. Crossfield (Daimler SP250). **Fastest lap:** Richardson, 87.89 m.p.h. **Overall Result:** 1, Baker; 2, Buxton; 3, Richardson.

Fifteen-lap Race for Formula Junior Cars for the Astley Trophy: 1, W. Bradley (Cooper IID), 96.29 m.p.h.; 2, J. Fenning (Lola V); 3, R. Olthoff (Brabham-B.M.C.); 4, J. Hine (Lola V). **Fastest lap:** Fraak Gardner (Lotus 22), 98.15 m.p.h. (new record).

Ten-Lap Race for Saloon Cars in four classes: **Class A—up to 850 c.c.;** **Class B—851 to 1,000 c.c.;** **Class C—1,001 to 1,600 c.c.;** **Class D—over 1,600 c.c. Class A:** 1, J. R. Barrett (Austin Mini), 70.72 m.p.h.; 2, R. J. Hammett (Morris Mini); 3, R. Dewhurst (SAAB). **Fastest lap:** Barrett, 72.48 m.p.h. **Class B:** 1, M. A. Young, (Ford Anglia), 81.76 m.p.h.; 2, R. N. Allen (Ford Anglia); 3, P. Webb (Ford Anglia). **Fastest lap:** C. Craft (Anglia), 83.96 m.p.h. **Class C:** 1, W. A. Powell (Jaguar 3.4), 81.82 m.p.h.; 2, W. G. Eades (Jaguar 3.8); 3, D. Hadoulis (Jaguar 3.4). **Fastest lap:** Powell, 83.96 m.p.h. **Overall Results:** 1, Powell; 2, Peer; 3, Allen.

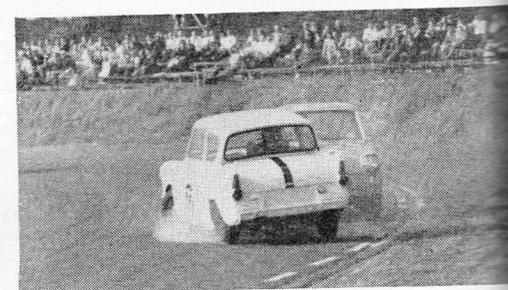
Fifteen-lap for Formule Libre Cars for National Benzole Trophy: 1, C. Summers (Cooper-Chev.), 101.19 m.p.h.; 2, B. Hart (Lotus 20); 3, R. Attwood (Cooper IID); 4, M. Beckwith (Lotus 23). **Fastest lap:** Summers, 102.91 m.p.h.



SALOON CAR ANTICS! Whilst Albert Powell (3.4 Jaguar) and Chris Craft (Ford) negotiated the hairpin, Doc Merfield slipped through on the inside. . . .



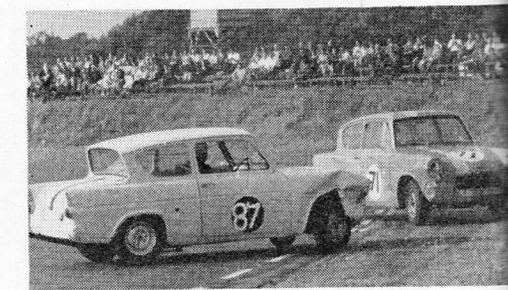
. . . UNFORTUNATELY, he was travelling too fast and started to spin. . . .



. . . "LET'S TWIST AGAIN!" Merfield rejoined the circuit, but Craft had intended to use that bit of track. . . .



. . . IMPACT. The two 1½-litre Anglias came into contact.



. . . THEN both came to a halt. Luckily the drivers were unhurt and the cars received only frontal damage. Merfield explains to Craft what he was attempting to do (below): "Well, it was like this, cobber. . . ."



BRITISH RACING & SPORTS CAR CLUB at

CADWELL PARK

"WHAT a wonderful circuit!" This was the verdict of the competitors at the B.R.S.C.C.'s second meeting at Cadwell Park last Sunday. With every type of corner and gradients of up to 1 in 6, the circuit came as a big surprise to many of the drivers who were used to flat airfield circuits, but they all agreed that it was well worth the journey to Lincolnshire.

Practice in the morning was held up for nearly an hour because the ambulances had not arrived and, later, by the large number of bent motor cars that had to be towed back to the paddock. However, the meeting started only 10 minutes late with a 10-lap race for 1,000 c.c. production sports cars. Robin McArthur's very fast Lotus 7 was in pole position, but Alec Welch in a similar car shot into the lead at the start and was never headed. McArthur tried everything he knew to catch Welch during the first few laps but eventually decided to settle for second place. Behind the leaders the racing was very close. David Porter (Lotus 7) moved from sixth to third in three laps, breaking both the lap record and his car in the process. This left Peter Beamish (Lotus 7) and Joe Butt (Elva-B.M.C.) fighting for third place with the Lotus just getting there by 1½ secs.

The second race, for G.T. cars over 1,000 c.c., kept the crowd on their toes, particularly those near the Mountain. At the start Chris Alderson's Elite got into the lead with the pack very close behind. Halfway round the new part of the circuit Entwistle's Elite spun, causing cars to go in all directions. Everyone got through somehow and at the end of the first lap Alderson had a small lead over Gordon Jones's Marcos with Booth's Le Mans Frazer-Nash close behind. Booth managed to squeeze past the Marcos as they climbed the Mountain for the second time and held second place until just past the start line when the extra speed of the Marcos took charge. The same thing happened on the third and fourth laps but on the fifth the Marcos and the 'Nash got past the Elite. Booth was not quite able to catch the Marcos again but did very well to finish second, ahead of cars 10 or 12 years younger.

The next event was a B.M.C. benefit—nine 850 Minis and seven Coopers leaving the grid in a cloud of smoke and rubber. After one lap Rodney Embley's Cooperized-Mini had a good lead with Bill Borrowman second and John Aley,

almost in Borrowman's boot, third. Fourth was one of the two R.A.F.-entered Coopers driven by John Fulton with Edward Lewis, his Westover driving shoe right through the floor, about three inches behind in his 850 Mini! On the next lap Aley got past Borrowman and Lewis forced his way into fourth place. Two laps later the pace told on Aley's car and it coasted into the paddock with a broken oil pump drive shaft, leaving Borrowman safely in second place some 15 secs. behind Embley. The race for third place, however, was really on. Edward Lewis gave the two R.A.F. drivers a real lesson, getting his small Mini past them on the twisty bits but losing ground on the straights. Eventually John Brown in the second R.A.F. Cooper took third place on lap eight, lost it to Lewis on lap nine and just managed to get home by 0.2 sec. at the end.

John Taylor was in pole position for the Formula Junior race, in Bob Gerard's Cooper. He got away to a good start and stayed in front, breaking the lap record on his way to the chequered flag. Adam Wyllie's Lotus was second at the end of the first lap with Alan Rollinson (Cooper) third and John Mastin (Lotus) fourth. Mastin got past both Rollinson and Wyllie on the next lap and Wyllie lost two more places on the following lap when he was baulked by a car he was lapping. On the sixth lap Rollinson took second place from Mastin; meanwhile Wyllie was trying everything he knew to get past Jacques Maglia, but had to be content to finish 0.4 sec. behind the Frenchman, who was fourth.

The paddock experts all said that the sports car race would be an easy win for Rodney Bloor's Lotus 23 as the circuit was too twisty for Roy Pierpoint's 2-litre Lotus XV. However, there were a few red faces when Pierpoint had a lead of some 10 yards at the end of the first lap and held it for the next three laps. "I told you so" was heard when Bloor came round in the lead on lap five and was still in the lead three laps later, but Pierpoint was only a few feet behind. He passed Bloor on lap nine; apparently the two cars touched causing Bloor to spin. This gave Pierpoint the race overall and Sid Fox the lead in the 1,100 c.c. class. Ewen Paul was trying hard to catch Fox's Lola but failed by about 2 secs. Nick Cussons was thoroughly enjoying himself throwing his Cooper Monaco all over the place,

including the grass, in his efforts to get past T. Hart's Lola but finished ½ sec. behind. He was, however, second in his class.

The race for saloon cars (excluding B.M.C. Minis) was very poorly subscribed and further depleted by non-starters. Ten cars left the grid, Frank Williams's A40 going into the lead with Roger Bunting second and Jonathan Williams third, both also in A40s. On lap two Jonathan Williams took the lead, increasing it further each lap until his clutch started giving trouble. The only non-A40 among the leaders was Alan Barrat's Morris 1000 which went very well in fourth place until the engine gave up on lap five. Roger Bunting held second place for two laps then slowed and also retired on lap five. These retirements let P. Middlehurst into third place. Frank Williams broke the lap record in his efforts to catch his namesake, although he got to within 1 sec. of Jonathan Williams he could not get past and had to be content with second place.

The last race, for 1,000 c.c. G.T. cars, was something of a procession. John Bloomfield in the very attractive Diva G.T. took the lead at the start and never looked like losing it. Jack Oliver, in his new Marcos, made a poor start and was fourth after the first lap behind Peter Smith's Sprite and David Rees's Marcos. He passed Rees on the second lap and took second place when Smith dropped back to fourth on lap five. The order stayed like this to the end and although only 10 secs. covered all four it never looked like changing.

PAUL DOUGHTY.

Results

Sports Cars up to 1,000 c.c.: 1, A. J. Welch (Lotus-Ford 7), 67.34 m.p.h.; 2, R. McArthur (Lotus-Ford 7); 3, P. L. Beamish (Lotus-Ford 7). **Fastest lap:** D. B. Porter (Lotus-Ford 7), 70.07 m.p.h. **Grand Touring Cars up to 2,000 c.c.:** 1, G. M. Jones (Marcos-Climax), 65.78 m.p.h.; 2, E. C. Booth (Frazer-Nash Le Mans); 3, D. C. Alderson (Lotus Elite). **Fastest lap:** Jones, 67.73 m.p.h. **Saloon Cars up to 1,000 c.c.:** 1, R. Embley (Morris Mini-Minor), 63.37 m.p.h.; 2, W. A. Borrowman (Austin Mini-Cooper); 3, J. C. Brown (Morris Mini-Cooper). **Fastest lap:** Embley, 64.39 m.p.h. **Up to 850 c.c. Class:** 1, E. Lewis (Austin Seven), 59.45 m.p.h.; 2, B. W. F. Hall (Austin Seven); 3, G. A. Line (Austin Seven). **Fastest lap:** Lewis, 60.63 m.p.h. **Formula Junior Cars:** 1, J. Taylor (Cooper-Ford Mk. 3), 74.03 m.p.h.; 2, A. W. Rollinson (Cooper-Ford Mk. 3); 3, J. Mastin (Lotus-Ford). **Fastest lap:** Taylor, 75.99 m.p.h. **Sports-Racing Cars over 1,000 c.c.:** 1, 101 c.c. to 2,000 c.c. Class: 1, R. F. Pierpoint (Lotus-Climax 15), 72.21 m.p.h.; 2, L. N. Cussons (Cooper-Climax Monaco); 3, M. Perry (Attila-Climax). **Fastest lap:** Pierpoint, 74.18 m.p.h. **Up to 1,100 c.c. Class:** 1, S. A. Fox (Lola-Climax), 70.17 m.p.h.; 2, Dr. E. H. M. Paul (Lotus-Climax 11); 3, T. P. Hart (Lola-Climax). **Fastest lap:** R. J. Bloor (Lotus-Ford 23), 73.91 m.p.h. **Saloon Cars, Excluding B.M.C. Minis:** 1, J. Williams (Austin A40), 63.95 m.p.h.; 2, F. O. Williams (Austin A40); 3, P. T. Middlehurst (Austin A40). **Fastest lap:** F. O. Williams, 65.64 m.p.h. **Grand Touring Cars up to 1,000 c.c.:** 1, J. R. Bloomfield (Diva-Ford G.T.), 64.68 m.p.h.; 2, J. Oliver (Marcos G.T.); 3, D. Rees (Marcos G.T.). **Fastest lap:** P. J. Smith (Austin-Healey Sprite), 65.85 m.p.h.

Snetterton—continued

could not keep the leading trio in sight.

The Astley Trophy race was for Formula Juniors over 15 laps. John Hine's Lola was left on the line and, initially, a great race developed between Bill Bradley, who snatched the lead at the hairpin first time round, John Fenning, Bob Olthoff, Henry Morrogh, Frank Gardner and Teddy Pilette. David Hobbs, on his second outing in a Junior, was also involved in the struggle, but trouble struck early on. Then Frank Gardner got the bit between his teeth

and took the lead for five laps, during which he set up a new record, but the gearbox let go. By this time John Hine had climbed to sixth place, and Teddy Pilette's Meryl had had enough. Hine forged on relentlessly, and managed to displace Henry Morrogh on the closing lap to land a fine fourth place behind a jubilant Bradley, Fenning, and Olthoff in the Brabham. It is quite likely that all these drivers beat the old lap record.

The less said about the saloon race the better. All credit to W. A. Powell in the winning Jaguar for keeping his head

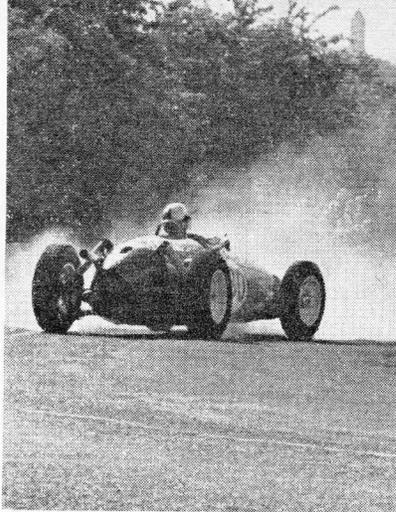
amidst the reckless stupidity that was going on around him, and to Mike Young for a steady class-winning drive in his Anglia.

The final race, for *Formule Libre* over 15 laps, gave an immense amount of pleasure to Chris Summers at the wheel of the Cooper-Chevrolet, who lapped consistently at around 102 m.p.h. to win by half a lap from Brian Hart's immensely rapid Lotus, with Richard Attwood's Cooper Junior and Mike Beckwith's Lotus 23 filling the frame. An excellent race to finish an excellent meet-

PRINGLE'S NEW RECORD AT CRAIGANTLET

BY BRIAN WADDELL

PHOTOGRAPHY BY BRIAN FOLEY



ABOVE: Ray Fielding spun his B.R.M. in highly spectacular fashion. Here he travels backwards at a considerable rate of knots! LEFT: Ray Fielding slides the B.R.M. to a halt, being very fortunate not to hit the bank.

55.62 secs. could not be rivalled. This climb gave Conway a clear-cut victory in the Vintage handicap class followed by Lord Doune's 3,661 c.c. Bentley with a nett time of 58.93 secs., and Lord Dunleath who, despite an excellent climb in 81.3 secs. with his "chain-gang" Frazer-Nash, was only given an allowance of 18 secs.—the price he paid for excellent performances in bygone years.

A second ascent in 90.74 secs. gave R. S. Williamson from Belfast victory in the class for saloon touring cars up to 850 c.c. with his rapid Austin Seven, followed by Colin Andrew at 91.74 secs. and Fred Stinson at 94.53 secs.—both driving similar makes. Austin-Coopers dominated the class for saloon touring cars between 850 c.c. and 1,600 c.c. with first place going to John McClean at 88.04 secs. On McClean's second climb the gear lever broke off in his hand halfway up the hill but he still managed a time of 90.64 secs. Cecil Molyneaux, who is always difficult to keep out of the prizewinners' list at Craigantlet, finished second with 89.44 secs. while Derek Boyd was third at 90.15 secs. McClean's performance also gave him first place in the handicap class for

Results

British Hill-Climb Championship: 1, J. R. Pringle (2,495 c.c. Cooper), 66.42 s.; 2, P. Westbury (2,548 c.c. Cooper-Daimler), 66.57 s.; 3, A. Owen (2,500 c.c. Cooper), 67.25 s.; 4, R. Fielding (2,491 c.c. B.R.M.), 67.77 s.

Touring Cars up to 850 c.c.: 1, R. S. Williamson (848 c.c. Austin), 90.74 s.; 2, C. W. Andrew (848 c.c. Austin), 91.74 s. **850 c.c.-1,600 c.c.:** 1, J. S. McClean (997 c.c. Austin-Cooper), 88.04 s.; 2, C. Molyneaux (997 c.c. Austin-Cooper), 89.44 s.

Handicap, Appendix "J" Group 1 Series Touring: 1, J. S. McClean; 2, D. D. Boyd (997 c.c. Austin-Cooper), 68.15 s. nett.

Handicap, Vintage and Post-Vintage Thoroughbreds: 1, H. G. Conway (2,300 c.c. Bugatti), 55.62 s. nett; 2, Lord Doune (3,661 c.c. Bentley), 58.93 s. nett

Grand Touring, Up to 1,000 c.c.: 1, R. A. D. McMillan (948 c.c. Sprite), 84.34 s. **1,000 c.c.-1,600 c.c.:** 1, S. McCormick (1,216 c.c. Elite), 80.39 s.; 2, B. Nelson (1,098 c.c. Turner), 80.66 s. **Over 1,600 c.c.:** 1, B. Patterson (2,660 c.c. Austin-Healey), 79.42 s.

Formula Junior Scratch: 1, M. Templeton (1,097 c.c. Lotus), 71.15 s.

1,172 c.c. Ford Specials: 1, R. Raymond (Crossle), 78.1 s.

Sports Cars complying with Appendix "C": Up to 1,600 c.c.: 1, G. J. C. L'Amie (1,220 c.c. Turner), 78.11 s.; 2, B. Nelson (1,098 c.c. Turner), 80.66 s. **Over 1,600 c.c.:** 1, B. Patterson; 2, W. J. Reid (2,138 c.c. Triumph), 81.61 s.

Cars complying with R.A.C. Vehicle Regulations for speed events: Up to 1,000 c.c.: 1, T. D. Reid (998 c.c. Lotus), 73.11 s.; 2, J. Fildes (948 c.c. M.G. Midget), 87.8 s. **1,000 c.c.-1,300 c.c.:** 1, M. Templeton; 2, G. J. C. L'Amie. **Over 1,300 c.c.:** 1, J. R. Pringle (2,495 c.c. Cooper), 65.97 s.; 2, A. Owen (2,500 c.c. Cooper), 68.67 s.

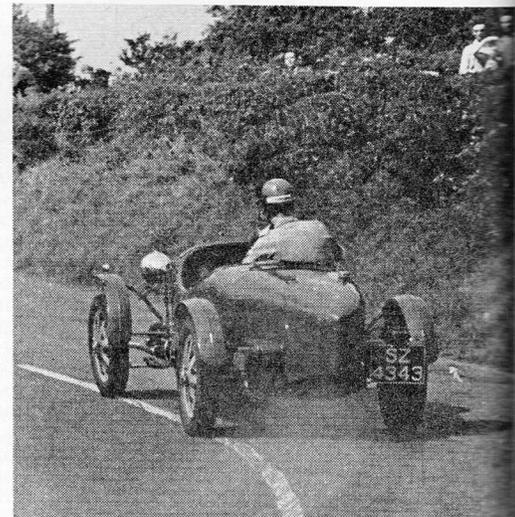
New hill record: J. R. Pringle (2,495 c.c. Cooper), 65.97 s.

Appendix "J" Group 1 series touring cars, followed by Boyd.

Ronnie McMillan from Bangor was best of the entries in the class for Grand Touring cars up to 1,000 c.c. driving his 948 c.c. Sprite. His time of 84.34 secs. was 1.72 secs. faster than second man Adrian Boyd who spun his Sebring Sprite badly on the first climb and was treating the hill with considerable respect. After it was decided that the 1,220 c.c. Turners of Brian Emerson and Brian Lambe were ineligible, first place in the class for Grand Touring cars between 1,000 c.c. and 1,600 c.c. went to Stanley McCormick's Lotus Elite at 80.39 secs., followed by Brian Nelson's 1,098 c.c. Turner at 80.66 secs.

In the large Grand Touring class Bill Patterson took the laurels with his 2,660 c.c. Austin-Healey which he used to record a time of 79.42 secs. Harvey McWhir was second in his Daimler SP250, and Lord Doune added to his list of successes with third place in his beautifully prepared 3,661 c.c. Bentley.

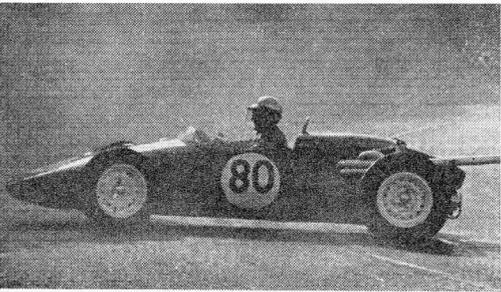
With tomorrow's Formula Junior Championship of Ireland in view there were very few competitors in the "Junior" class which was won by Malcolm Templeton with a climb in 71.15 secs. in his Lotus, while Ray Raymond in a Crossle was best of the 1,172 c.c. side-valve Ford Specials at 78.1 secs.



A SIGHT AND SOUND to gladden old and young hearts was the blue 2,300 c.c. Bugatti driven in very sporty fashion by H. G. Conway.

After three Lotus Super Sevens piloted by Robert McElhinney, Stanley Porter and J. Killen were removed from the Appendix "C" sports car class up to 1,600 c.c. for again being ineligible, victory here went to John L'Amie's 1,220 c.c. Turner at 78.11 secs. In the over 1,600 c.c. section of the same class Patterson's Healey was best, again followed by Billy Reid in his Triumph at 81.07 secs.

The remainder of the programme which included 18 classes was made up of a section for cars complying with R.A.C. Vehicle Regulations for speed events up to 1,000 c.c. which was won by a Lotus 18 entered by Irish Racing Cars and driven by Tommy Reid. In the division between 1,000 c.c. and 1,300 c.c. Templeton was best with L'Amie second and Nelson third.



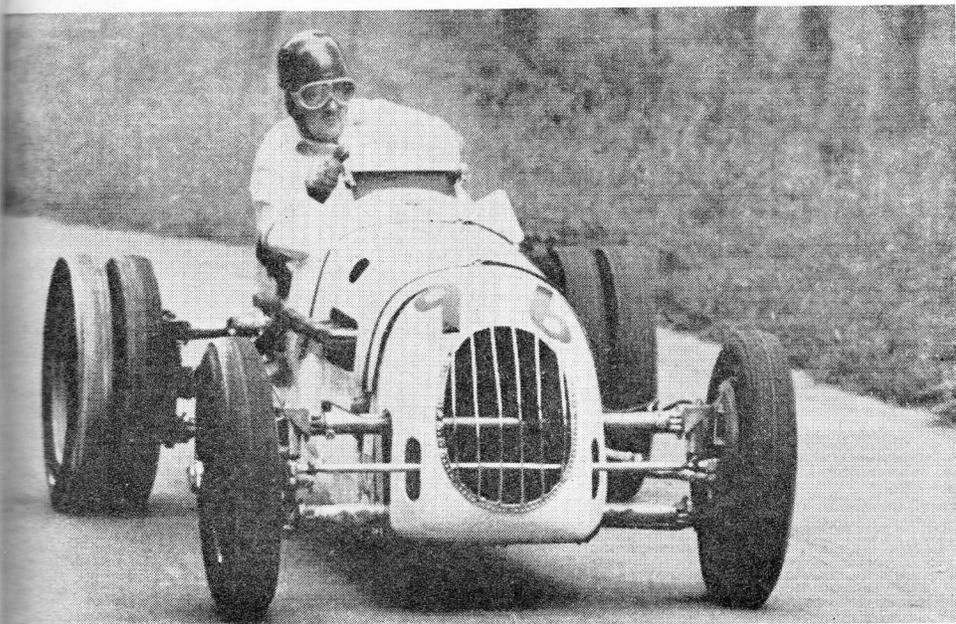
A NEW face will probably be seen at most British Hill-Climb Championship events in 1963 for, after his resounding success at Craigantlet on the outskirts of Belfast last Saturday, Ulster driver John Pringle announced that next year he plans to have a serious crack at the title.

Despite top-class competition which included both leading drivers in this year's competition, Arthur Owen and Ray Fielding, Pringle, in his 2½-litre Cooper, put up the best performance in the championship ascent, having previously knocked no less than 1.27 secs. off the old hill record which he left at 67.24 secs. last year.

Pringle established the new time of 65.97 secs.—an average speed of around 56 m.p.h. for the tricky 1,833-yard course which includes four sharp hairpins—while competing in the class open to all cars over 1,300 c.c. Second place in this class went to Owen's 2½-litre Cooper at 68.67 secs. while Peter Westbury took third place with a time of 69.64 secs. in his 2,548 c.c. Cooper-Daimler. After spinning on the first ascent in this class, Ray Fielding's 2,491 c.c. B.R.M. clocked a time of 70.38 secs.

In the championship ascents which followed, Pringle was slightly slower at 66.42 secs., followed closely by Westbury at 66.57 secs. Arthur Owen, who considers Craigantlet to be about the best hill at present included in the championship series, was clocked at 67.25 secs. Graeme Austin, who travelled from Birkenhead to compete in this event with his 992 c.c. Lotus 7, had the misfortune to have the gearbox disintegrate when he was cruising down the hill prior to the start. Sportingly Jack Richards loaned Austin his 1,440 c.c. Climax-engined Lotus 7 which the latter used to finish fifth in this class with a best time of 73.94 secs.

In the general handicap class open to all cars no one could touch the performance by Hugh Conway from Crawfordsburn in his 2,300 c.c. Bugatti which he used to take part in the class for Vintage and Post-Vintage Thoroughbreds. With an actual climb in 87.62 secs. and an allowance of 32 secs. his nett time of

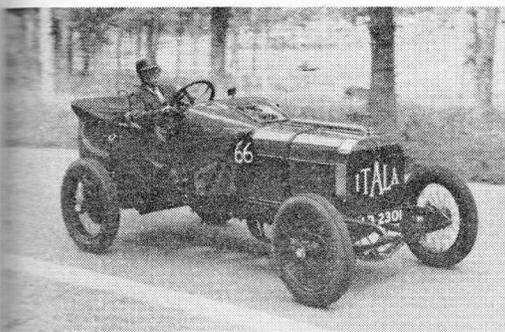


HUGH CLIFFORD'S white 1937 2-litre supercharged Alta, equipped with twin rear wheels, climbs Prescott. His best time was 50.17 secs.

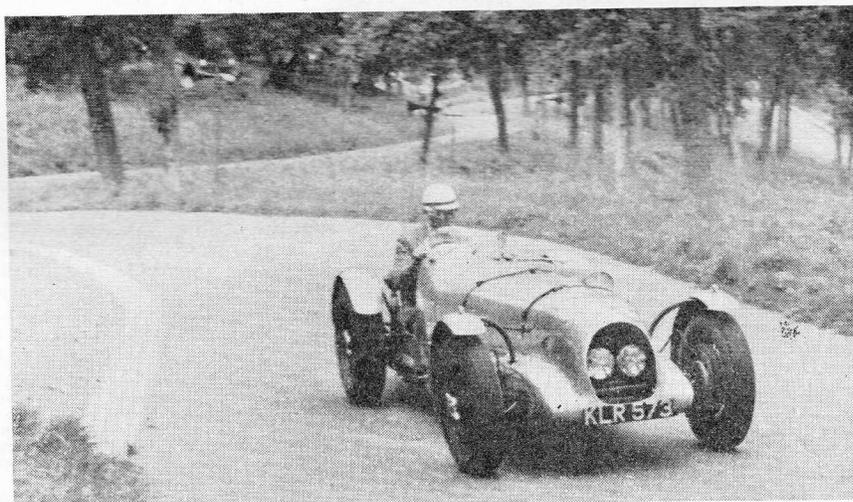
Another Superb VINTAGE PRESCOTT

REPORT AND PHOTOGRAPHY
BY MICHAEL WARE

THE V.S.C.C. ran another of their superb meetings at Prescott on Sunday, most of the old favourites being there, plus one or two new ones. On the first runs a few people in the "middle of the programme" may have had their time affected a little by a smattering of rain, but the weather was mostly warm and sometimes sunny.



CECIL CLUTTON with the Itala and usual broly at the esses. "Sam" made his best-ever climb of the hill with this car.



TONY CHARNOCK'S Alvis took the over 3-litre sports car class from George Burton's Bentley.

The first class was for the small sports cars and was won (as usual?) by Frank Lockhart's Peugeot-J.A.P. It is interesting to note the times of the Austin 7s in this class and to compare them with the blown Austins in the racing-car class. Best of the "unblown" times were Miles 54.77 secs., Rolt 55.52 secs. and Marsh 57.13 secs. The best "blown" times were Whatton (genuine single-seater) 52.18 secs. and Marchant 55.11 secs. To blow or not to blow, that is the question! Brewer's blown single-seater was, as usual, slow—71.17 secs.

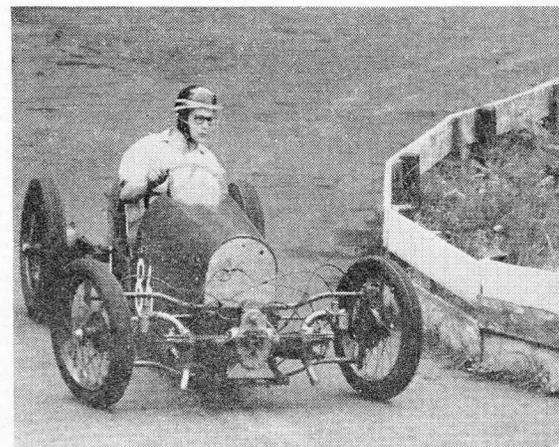
In Class 2A, Curtis, in his Frazer-Nash, got a big round of applause from the crowd as he proceeded on his way after practically turning over on Pardon. Class 3A saw another win for the fantastic 1929 Frazer-Nash of Geoffrey St. John in a time of 49.32 secs.; this was his last competition appearance in the car as it is being sold—he is now going in for Bugattis! Sports cars over 3,000 c.c. saw a class record fall to

A. S. R. Charnock in the very pretty Alvis special. W. H. Nock's 1939 Bentley wallowed its way up the hill emitting wild tyre squeal.

Cecil Clutton achieved a lifelong ambition in the Edwardian class by breaking his bogey time of 55 secs. and, of course, this class was real nostalgia. Neal's "London-Edinburgh" Rolls took 67.16 secs. for his climb, Mrs. Jeddere Fisher had the 1913 Lancia and there was Pomeroy's Vauxhall, Barry Clarke's Talbot, the massive Fiat, highly unsuitable for the hill—but very spectacular all the same—and Kenneth Neve had the 1914 Humber as well.

In the racing-car class, the Hardy special broke its own record, Gordon Chapman made B.T.D. in his E.R.A., while the other E.R.A.s provided their usual impressive spectacle. Ridley in the Semmence special removed the bollards on Orchard Corner on his first run and stalled. Arnold-Forster took the big Delage up in 51.46 secs., a new class record for the over 3,000 c.c. racing-car class, this car, of course, being at home on the hills.

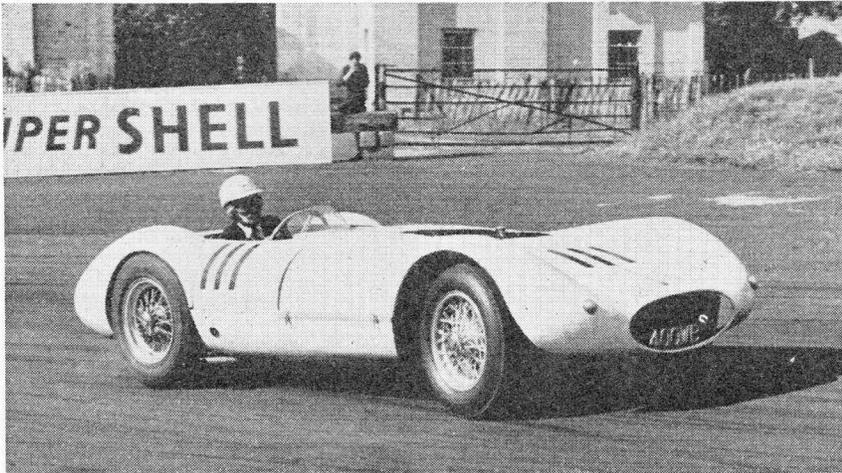
Bunny Tubbs gave his usual first-rate commentary, very informative and often very witty, and the car parks were full for another very fine vintage meeting.



SALOME SPECIAL, conducted by J. A. Batt, looking rather like a spider's web at the front.

Club News

By MICHAEL DURNIN



PHIL CHAPMAN at Lodge. Unfortunately he blew up his Mercury-powered car during his second run, scattering oil over the track.

LIVERPOOL M.C.

OULTON PARK SPRINT

USING the club circuit at Oulton Park the Liverpool Motor Club entertained over 130 competitors at their big sprint meeting last Saturday.

Previous winners of this event were present in the shape of Phil Chapman (Mercury Special), Phil Scragg (Lister-Jaguar) and Josh Randles (Cooper Monaco) to whose credit the past record of 1 min. 15.2 secs. stood.

However, the first to equal that time was not one of that bunch, it was local man Don Hill, whose Elva Mk. VI recorded 1 min. 15.2 secs., a time which he later cracked with 1 min. 14.6 secs. Next to hit top figures was Phil Scragg in his second string, an "E"-type with which he was timed at 1 min. 15.4 secs.,

easily the fastest closed car time of day.

In the "big" class Phil Chapman went first to record 1 min. 15.4 secs., then came Scragg's Lister-Jaguar with an all-time high of 1 min. 11.6 secs., which looks as if it will stand for quite some time! Randles' best was a fine 1 min. 13 secs.

Their second and eagerly awaited runs were spoilt as first away, Chapman, blew up the Mercury in a big way at the Water Tower, scattering oil over a wide area! Both Scragg and Randles very sportingly decided to run, but were forced to "lift" over the bad section. Their times were 1 min. 13.2 secs. and 1 min. 14.2 secs. respectively.

The winner of the handicap event, each car being given a sort of Portsmouth Rating (as applicable to sailing), proved to be B. H. T. Redman (Morgan Plus 4), whilst the "ladies" went to Mrs. M. J. Warburton (Mini).

F.N.P.

Results

B.T.D.: E. P. Scragg (Lister-Jaguar), 1 m. 11.6 s.
Best L.M.C. Entrant: G. D. Hill (Elva-Climax Mk. 6), 1 m. 14.6 s. **Best on Handicap:** B. H. T. Redman (Morgan Plus 4), 1 m. 33 s. net. **Best Lady on Handicap:** Mrs. M. J. Warburton (Austin Mini), 1 m. 41.8 s. net. **Best Novice on Handicap:** B. Gillibrand (Morris 1000), 1 m. 38 s. net.

Coming Attractions

25th August. Seven-Fifty M.C. and Chester M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.

Formula Junior Championship of Ireland, Kirkistown, Co. Down, Northern Ireland.
 Sussex C.C. Driving Tests, Goodwood, near Chichester, Sussex. Starts 12 noon.

B.A.R.C. (Yorks), East Yorks C.C., Yorkshire S.C.C. Autocross, Hawthorn House, Dunkswick, Harewood, near Leeds. Starts 3 p.m.

25th-26th August. Copenhagen Grand Prix, Roskilde Ring, Denmark (F1, F.J., S., T.).
 B.A.R.C. (N.W. Centre) North Wales Rally. Starts Vincent Greenhous Garage, Leighton Road, Welshpool, Montgomeryshire (M.R. 232071), at 11.01 p.m.

26th August. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.

Midland A.C. National Championship Hill-Climb, Shelsley Walsh, near Worcester. Starts 12 noon.

Thames Estuary A.C. Driving Tests, Orsett, Essex. Starts 10.30 a.m.

Harrow C.C. Driving Tests, Denham, Bucks. Starts 11 a.m.

29th August. Lothian C.C. Driving Tests, Waverley Market, Edinburgh.

29th August-2nd September. Liège-Sofia-Liège Rally.

1st September. Mid-Cheshire M.C. International Race Meeting, Oulton Park, near Tarporley, Cheshire (F1, S., T.). Starts 11.30 a.m.

B.R.S.C.C. National Race Meeting, Crystal Palace, Sydenham, London, S.E.19. Starts 2 p.m.

B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
 S.U.N.B.A.C. Race Meeting, Silverstone, near Towcester, Northants.

1st-2nd September. Liverpool M.C. Jeans Gold Cup Rally.
 Elland M.C. Pennine Rally.

2nd September. Nürburgring 500 Kilometres (G.T. Class 1).

B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics.

Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

London M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.

Mid-Cheshire M.C., B.R.S.C.C., M.G.C.C. and Stockport M.C. Sprint, R.A.F. Wilmslow, Cheshire. Starts 2 p.m.

Morley M.C. Sprint, Pocklington, near Market Weighton, Yorks.

Malden and D.M.C. Driving Tests, Croydon Airport, Surrey. Starts 11 a.m.

Austin Apprentices' Association, Driving Tests, North Works Car Park, Austin Motor Co., Ltd., Longbridge, Birmingham.

Seven-Fifty M.C. Autocross, Cross-in-Hand, Sussex.

7th-9th September. International Porsche Rally, Monte Carlo.

16th September. Italian Grand Prix, Monza (F1, F.J.).



ABOVE: Phil Scragg leaves the line. His Lister-Jaguar recorded B.T.D. of 1 min. 11.6 secs., a remarkable achievement.

BELOW: Josh Randles negotiates Lodge Corner in his 2-litre Cooper Monaco. His best time was 1 min. 13 secs.



ROMFORD E.C.C.

AUTOCROSS

THE club's first autocross was run at Skinners Farm, Abridge, Essex, with an entry of 38 cars which ranged from an Austin A60 and a Porsche Super 75 to 750 Specials.

The official runs started on time with the usual gaggle of Minis. Good times were recorded by Bert Westwood in his well-known Iris, despite demolishing the chicane in practice. P. B. Kerridge in a Porsche Super 75 gave an excellent display of polished driving setting up B.T.D., despite having to change to his reserve tank on his best run. Another very impressive drive was by W. C. Payne in his A60. The M.G. Marque class which has become a popular feature of the Romford meetings proved an exciting tussle between T-types and the later As. The largest class consisted of a fine miscellany of 750 specials; of these P. T. Moxey was unfortunate enough to invert on the penultimate run of the day, without personal injury.

Results

Best Time of the Day: P. B. Kerridge (Porsche Super 75). **Class Winners:** B. Bishop (Mini 7), R. Lyons (Austin-Cooper), A. J. Butcher (Lotus VD), W. Cook (Healey Silverstone), P. Cheale (M.G.A.), R. Wren (750 Spl.).

CO-PROMOTION

WISCOMBE HILL-CLIMB

THE four club co-promoted hill-climb at Wiscombe, held under the auspices of the Taunton, Plymouth, West of England and West Hants and Dorset Car Clubs, was a considerable success.

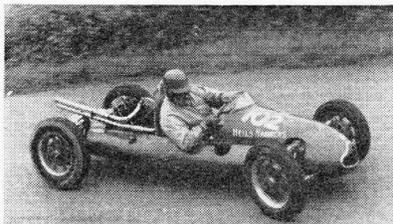
"Bank Holiday" type weather on Saturday probably kept many would-be spectators at home on Sunday, which was unfortunate both for the spectators and the organizers, for only a sprinkling lined the ropes on a cloudy but sultry day. Expected rain held off, except for a few spots, but the overnight down-pour left the Esses extremely slippery. On several occasions during the day the echoes of the tree-enclosed bends were rudely awakened by the loud "whoop" of tyres, followed by a highly expressive silence. Fortunately none of the victims, which even included David Good, met anything harder than an earth bank, though Douglas Watson returned to the paddock minus both his front mudguards after a suspiciously lengthy trip. Nobody seemed to know where it happened—and the writer thought it best not to ask!

High spot of the day was the battle between Wally Cuff and Eric Willmott. "Hells Hammers" was in mighty form, and when Wally's first run of 46.62 secs. was capped by his rival's 46.61, the Frome driver fought back with 46.57, surely his best-ever climb at Wiscombe in all the years he has been driving there. Strong West Country support came from Buster Miles and Freddie Floyd, who were obviously enjoying themselves. The former found the hairpin a trifle narrow for his requirements, while the Cooper driver treated the spectators at Saw Bench with some spirited tail slides. R. M. Hartwell drove in his usual impeccable style to take a third place in his class. F. Jones had the misfortune to wreck his Cooper's gearbox in practice, and spent most of the day rebuilding it, finally getting down to a highly creditable 49.28 secs. on his second run. The 500 class went to Howard Bennett's rapid Cooper which only made one run.

At the other end of the scale, there was some forceful driving among the swarm of Minis. Best of these was the Cooper of Arnold Denman, using Dunlop SPs to the full on the corners, and getting down to 54.73 secs.

Amie Lefevre had quite a field day, taking classes with his Rapiere and Sprite, but being honest enough to admit

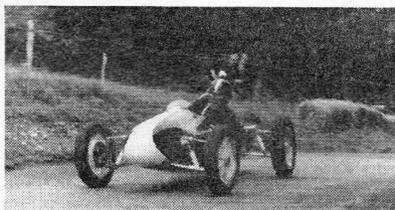
"losing" the latter car completely on the Esses, recovering just in time! The Vauxhall VX4/90s of Ron Mountford and George Turnbull looked a trifle soft around the front suspensions, while D. Inch did some of the fastest wheel winding ever to keep on the straight and narrow after the first bend.



Best Time of Day was recorded by Wally Cuff, here taking Saw Bench Hairpin.

Nigel Hatton's immaculate Midget won its class, but brother Vaughan's Elite was narrowly pipped by R. Rose's very potent car of the same make, which sounded more like an early B.R.M.!

Tom Cunane's Ford-engined Ace took the class for bigger sports cars in quietly confident fashion, though closely pressed by I. D. Swift's very rapid Morgan. A swarm of Lotus 7s was very competently headed by John Macklin, in 50.30, narrowly beating Alastair Park's big Tojeiro with Aston engine. Stan Richards's Lotus sounded like a Grand Prix car. Ash Cleave and Nick Cory carried on a season-long battle on the famous Morris, with the "master" coming out on top this time, in 54.24 against 54.47. The way that venerable car goes is quite a miracle! On the vintage side,



Winner of the 500 class, Howard Bennett, leaving the first corner.

Major Chichester brought out a lovely blue Alfa, once the property of Lord Howe, and with a long and famous history behind it; A. F. Southon showed the paces of a delightful 1500 Bugatti; while the "resident" Alta went like a

bomb in the hands of Majors Chichester and Lambton.

A pleasant "Clubman" sort of meeting, well organized without any untoward incidents, run in that "family" atmosphere which usually prevails at any event held at Wiscombe.

TONY HOLLISTER.

RESULTS

B.T.D.: W. C. Cuff (Cooper-J.A.P.), 46.57 s.
Class Winners: D. G. Pearce (Mini), 60.93 s.; A. G. Denman (Mini-Cooper), 54.73 s.; A. F. Lefevre (Rapiere), 57.35 s.; N. P. Hatton (M.G. Midget), 57.30 s.; R. Rose (Lotus Elite), 51.65 s.; T. Cunane (Ace), 52.60 s.; A. F. Lefevre (Sprite), 56.65 s.; S. J. Broad (Lotus), 50.93 s.; J. Macklin (Lotus), 50.30 s.; W. A. Cleave (Morris), 54.24 s.; H. M. Bennett (Cooper-Norton), 48.93 s.; E. G. Willmott (Elva-Ford), 46.61 s. **Ladies' Award:** Miss C. Wells (Sprite), 59.23 s.

GREAT AUCLUM

THE Hants and Berks M.C. Great Auclum Hill-Climb, held on 11th August, saw the Bouley Bay winner, "Tico" Martini, ascend most rapidly in his diminutive 650 c.c. T.T. Special (described in last week's issue) and set a new record for the hill in 20.14 secs. Arthur Owen was second in his mighty 2½-litre Cooper-Climax in 20.52 secs. Incidentally, Martini is now eligible to compete in the R.A.C. Hill-Climb Championship so his Bouley Bay record has now been declared official and he gains valuable points from that event to add to those gained at Great Auclum.

RESULTS

Saloon Cars: 1, G. V. Took (Morris Mini-Cooper), 24.16 s. (new class record); 2, D. Sennett-Jones (Austin Mini-Cooper), 24.39 s.; 3, J. Wales (Morris Mini-Cooper), 24.50 s.

Sports Cars: Up to 1,100 c.c.: 1, Peter Boshier-Jones (Lotus-Climax 23), 20.99 s. (new class record); 2, Graeme Austin (Lotus-B.M.C. 7), 22.32 s.; 3, John Nicholson (Lola-Climax), 22.46 s.
1,101-1,400 c.c. and up to 1,100 c.c. s/c: 1, Arthur Mallock (U.2-Ford), 21.35 s. (new class record); 2, Jon Derisley (Lotus Elite), 21.80 s.; 3, Tom Clapham (Lotus-Climax 7), 22.34 s.
1,401-2,000 c.c. and up to 1,400 c.c. s/c: 1, Jack Richards (Lotus-Climax 7), 21.70 s. (new class record); 2, Josh Randles (Cooper-Climax Monaco), 21.98 s.; 3, Gerry Tyack (Emeryson-Climax), 23.28 s.
Over 2,000 c.c. and over 1,400 c.c. s/c: 1, Phil Chapman (Chapman-Mercury), 22.12 s.; 2, Clive Aston (Aston Martin DC3S), 22.75 s.; 3, A. B. Griffiths (Jaguar E), 23.67 s.

Racing Cars: Up to 500 c.c.: 1, Howard Bennett (Cooper-Norton), 22.53 s.; 2, J. Barlow (Buckler Kart), 22.77 s.; 3, Albert Rodgie (Cooper-J.A.P.), 23.20 s.
501-1,100 c.c.: 1, "Tico" Martini (650 T.T. Special), 20.50 s.; 2, Ian McLaughlin (Cooper-J.A.P.), 21.36 s.; 3, David Good (Cooper-J.A.P.) and Brian Eccles (Cooper-J.A.P.), 21.38 s.
Over 1,100 c.c.: 1, Arthur Owen (Cooper-Climax Inter-Continental), 20.52 s.; 2, Peter Westbury (Cooper-Daimler), 20.77 s.; 3, Ray Fielding (B.R.M.), 21.17 s.

R.A.C. Hill-Climb Championship runs: 1, "Tico" Martini (650 T.T. Special), 20.14 s. (new record); 2, Arthur Owen (Cooper-Climax Inter-Continental), 20.62 s.; 3, Peter Boshier-Jones (Lotus-Climax 23) and Mac Daghorn (Cooper-J.A.P.), 20.63 s.; 5, Brian Eccles (Cooper-J.A.P.), 20.74 s.; 6, Peter Westbury (Cooper-Daimler), 20.78 s.



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CORRESPONDENCE

The Blood Orange

PATRICK BENJAFIELD'S letter in the issue of 3rd August is puzzling in that he says that the Ulster paraded at Goodwood "... does not look very like" the original car. There are, of course, a number of photographs of this car with which proper comparisons can be made, and the main differences appear to be the water temperature gauge, which is fitted temporarily in the hope of finding an authentic one, and the fuel tank. On the 500-mile race-winning car there was a tank with two large fillers fitted and no small filler projecting through the bonnet for the supercharger oil tank, although photographs show clearly that the bonnet has a cover plate over the hole suggesting that the more orthodox tank with a single large filler and the supercharger oil tank on the front had been used in the car at some time. The competitions department at Austins were well known for changing round the bits and pieces of their cars, which does not make identification any easier! Bearing in mind that a sports car stripped for racing looks very different from the same car with wings on, and the team Ulsters were run in both forms, I cannot agree that the car "... does not look like the original".

There is no concrete evidence that this car is the actual race-winning one, hence the words "believed to be" in the programmes of both the B.A.R.C. Festival and the Brooklands Memorial celebrations a year or two back. I have heard it said before that the original car was broken up after the race, and I have also heard it said that it was kept intact and used for record attempts, so the situation is still that many people believe that this is the original car and a few feel sure that it is not!

Incidentally, I would like to mention that this car has not just popped up out of nowhere. It has been owned by members of the 750 Motor Club since before the war.

KINGSWOOD, SURREY.

M. R. G. EYRE.

Penalization or Points?

WE are writing to you in connection with the 11th August Oulton Park meeting and the picture featured on page 231 of the 17th August AUTOSPORT.

In this picture you have portrayed D. Eva in his M.G.A with four wheels on the grass during the Veedol Trophy Race. In addition to this we quote, "He side-swiped the Castrol banner on the bank, tore it down and continued the next 100 yards on the grass verge", and yet we also note that Mr. Eva qualified for second position in this race and gained valuable points towards the Veedol Trophy.

Now the B.A.R.C. regulations clearly state that if a competitor puts four wheels on the grass during a race then he is penalized one minute. Whilst it is appreciated that the conditions were extremely bad at Oulton Park, surely Mr. Eva had this in mind and should have been driving with sufficient reserve, having regard to the prevailing conditions.

Had this meeting been an ordinary Club event no doubt it could have been laughed off, but in view of the serious competition and reward at stake justice does not appear to have been done.

ENFIELD, MIDDLESEX.

C. A. L. AND R. K. GRINT.

Rally Appeal

IT would appear from facts supplied in the club magazine produced by the B.A.R.C. that the average entry for rallies run in this country is 31. This, I would imagine, must indicate that either there are many rallies which have little appeal to club members or else there are too many rallies in the course of the year. It is, however, interesting to note that the Advertising Motor Club—a young club and a small one—has achieved maximum entry of 100 competitors in the last two rallies that it organized.

There is no doubt that many clubs are sensibly cutting down the number of events and also trying to make them more attractive to would-be competitors, yet the entries are still not forthcoming. Could it be that one vital factor is missing—that of publicity and presentation? I appreciate that the Advertising Motor Club, being made up curiously enough of people in the advertising business, has

a better chance of producing publicity and good presentation without expense, but I think it is vital that all rally organizers should immediately realize the importance of co-opting on to the committee dealing with competitions a member who is publicity- and design-conscious.

The most important thing of all is the upgrading of the quality of the regulations. The first thing a would-be competitor receives is the regulations and it is vital that those regulations not only look good but provide complete information about the event. It is not enough simply to follow the form laid down by the R.A.C., although this must be the basis.

May I suggest that from now on all regulations give detailed information about the event, the aims of the committee and any interesting bits of information about the route that are not secret and that would whet the appetite of the competitor. It is evident that the fact that clubs are reducing the number of events and making the remaining events more attractive is at present a point totally lost on the vast majority of competitors and although the cost of paper work, etc., is slightly higher if given the "treatment", you get it all back if you get a full entry!

LONDON, S.W.3.

G. W. FREEMAN,
Founder, A.M.C.

Criticism

AS Secretary of the Meeting of the J.D.C./B.D.C. Joint Race Meeting at Silverstone on 4th August, Patrick McNally's report (10th August edition) cannot, I feel, be allowed to pass without comment.

In condemning the organization of our meeting in his first paragraph, should he not have made it clear to readers that the harsh statements made were his personal views? That this was so and not a reflection of general opinion is borne out by reports from senior officials present. Added to this a great number of congratulatory letters and comments have been received, both from competitors and spectators.

Mr. McNally further criticized the handicapping, which was formulated by an R.A.C. timekeeper on the day, based on practice times. I would hasten to add, however, that this is an onerous task and miscalculations cannot in any way reflect on the official in question.

We take pride in the organization of our meetings and everything possible is done in the office to ensure smooth running on the day. However, we are not above accepting constructive criticism and would be very pleased to hear from Mr. McNally if he has any to offer!

LONDON, W.1.

MRS. PADDY HYDE,
Secretary of the Meeting and
General Secretary of the J.D.C.

Tornado Talisman

I READ with interest the article by Martyn Watkins on the above car in the current issue of AUTOSPORT, and, having had one of these cars for some little time, I can agree most of your points.

This vehicle appears to be the answer for the family man requiring a full saloon, with sports car performance, and above-average looks, at a reasonable price.

With the Webers correctly set up, the car is most tractable and very suitable for everyday use, the excellent lock permitting parking in remarkably small spaces, while on the open road there is more performance than can usually be used.

Petrol consumption is never below 30 m.p.g. no matter how the car is driven, while oil is about 500 miles to the pint.

The high noise level in my car was dealt with cheerfully, and most efficiently, by Interior Silent Travel, Ltd., of Eaton Bray. In a few hours and for the modest sum of £9, they completely changed the noise characteristics, and now only the rattle of the sliding windows—the car's weakest point—is at all disturbing, and I am going to deal with this in due course.

I have no connection whatever with Tornado Cars, Ltd., but have found them most helpful and obliging. They certainly seem to have evolved a car to meet a very long-standing need.

PETERBOROUGH.

S. A. COOKE.



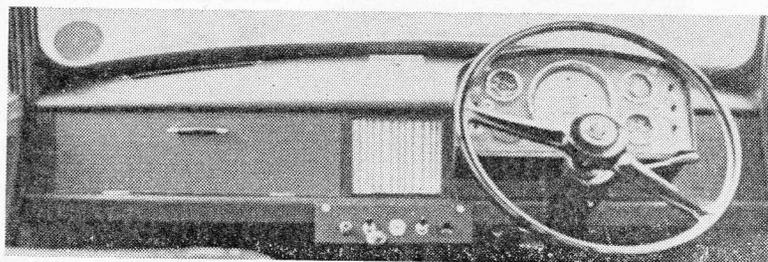
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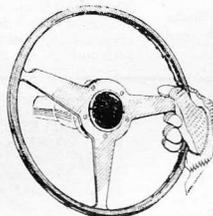
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DAVID SEIGLE-MORRIS TELLS NOVICES "ENTER THE LONDON RALLY FOR EXPERIENCE"



David Seigle-Morris, well-known International rallyist and Clerk of the Course of this year's LONDON RALLY (September 21st/22nd), organized by the London Motor Club, has this to say to Novices:

"I am proud to be associated with the organization of this year's LONDON RALLY, because it was in this event that I cut my first real rally teeth.

"Many of today's Experts were weaned on the LONDON and many of them were almost complete Novices when they entered it for the first time, but the experience they gained made them potential International rally material overnight.

"All of you who have progressed as far as having the endorsement on your competition licence cancelled should

enter a National rally as soon as possible.
 "The LONDON is a one-night event, so it will not be too gruelling as a starter. There are separate awards for Novices and more than £50 of the cash awards has been allocated to them—so you could be 'in the money' in your first National event!

What's a Novice?

"I am often asked to define a Novice crew. As far as the LONDON is concerned it is one in which none of the members has won an award (other than a finisher's award) in any post-war rally organized under the jurisdiction of the R.A.C. As long as you were a Novice on 13th July when the entry list for the LONDON opened, you will still be

considered a Novice even if you win an award between that date and the event.

The LONDON formula

"This is the twelfth LONDON and the basic formula has always been the same. Competitors set off from four starting points near London, Birmingham, Manchester and Bristol. They make their own way to a rendezvous in Wales, where all routes converge. After a short rest the real work begins and drivers and navigators settle down for the busy night ahead. The route is divided into various sections, some covered by route cards and others requiring navigators to find their own route on 1-inch Ordnance Survey maps.

Talking of cash

"This is the first year that cash prizes have been awarded in the LONDON—a total of more than £250, which is the largest sum to be awarded in any National event held this year.

Enter now

"The maximum permitted number of entries is 240. The entry list will close as soon as this number is reached or on September 1st, whichever is the sooner.

"So you've no time to waste. The coupon below will ensure you receive regulations and entry form by return—fill it up at once and post it to me today.

"The very best of luck in the event—see you in Wales."



To: David Seigle-Morris, 277 Rochester Road, Gravesend, Kent. Please send Regulations & Entry Form for the 1962 LONDON RALLY by return.

Name

Address

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AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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Telephone: PADDINGTON 7671-2

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ABARTH

L.E.C. ZAGATO 750, June 1958. 22,000 miles only. L.h.d. Silver grey, black interior. Most exciting, but flexible in or out of town. £625.—The Lorraine Engineering Co., Ltd., 29/30 Elvaston Mews, Queensgate, S.W.7. KNightsbridge 6861.

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A.C. ACE, 1956, in opalescent blue with black hide upholstery. Radio, heater, latest works engine. Car in faultless condition and has been maintained regardless of expense. £600.—Phone: FULham 0191 or VIGilant 4733.

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1953 MODEL DB2 ASTON MARTIN D/H. 4,000 miles since complete engine overhaul, body needs slight attention. All bills available to show that no expense has been spared. Many engine spares to go with car.

Nearest offer to £650 secure.
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AUSTIN MINI, 1960. New condition, 22,000 miles, Stage III Alexander conversion, 1½ ins. SUs, new motor, gearbox 4,000 miles. New tyres, receipts, not raced. £415. Finance.—Barr, 43 Montserrat Road, W.15. Tel.: PUIney 9235.

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90 M.P.H. A35, '58 model, highly modified, immac., extras. Bargain, £325. 1960 A.-H. Sprite De Luxe, 17,000 miles, green, immac., £465. H.P. Consider part exchange.—Tel. Lewis, Manchester, BLAckfriars 4724. SALE 6995 evenings.

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A REALLY immaculate 1955 B.N1. Black with red trim, overdrive, heater, wire wheels, twin spots, luggage rack, new tyres, etc. £425 o.n.o.—Weekend, Watlington 217; weekdays/evenings, PADDINGTON 4474.

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Vanwall green. New side screens and tyres. Body very sound, goes better than average, needs timing chain and piston rings. Hence £325. No offers.

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SPRITE, 1958, yellow, immaculate condition. £375.—SPRImark 3010.

1962 (MODEL) AUSTIN-HEALEY 3000 Mk. II 4-seater. Only 4,000 miles from new.

Fitted overdrive, wire wheels, heater, pass, fog and reversing lights, safety belts, chrome luggage grid, Carlotti steering wheel, rad. blind, and many other extras including polished cylinder head. This car cost £1,475 new and has not been raced or used for competition. Owner giving up one of his five cars. H.P. arranged with pleasure.—L. F. Dove, Ltd., 115 Addiscombe Road, Croydon, Surrey. Tel.: ADDiscombe 3066.

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1961 COOPER-MINI. White with blue roof. 8,000 miles only. Wing mirror. Taxed for 1962. Used on M1 only twice. No other competitions. £570.—Sports Motors (Mcr.), Ltd., 185 Oxford Road, Manchester 13. Tel. Nos.: Ardwick 3015 and 2950.

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ELVA Courier Mk. 2. Racing Car Show model, 1962, 4,000 miles, M.G.A. 1,622 c.c., 92 b.h.p. engine, 30 m.p.g., 0-60 in 10 seconds. Red, black trim. Heater, etc. Cost £780 in kit form. Any test welcomed. Expanding business. £700.—D. J. Watkins, Fathingshoe, near Brackley, Northants.

MIKE HENTALL'S supercharged Elva-Climax Mk. III. Long list successes. Ideal sprints, hill-climbs, circuits, road. Drafter acceleration. Superb roadholding. Hood, normal carburetors, trailer included. Completely overhauled. Getting married. £485 o.n.o.—112 Croham Valley Road, South Croydon. SANDerstead 1921.

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FAIRTHORPE, 1958, Herald-engined Electron Minor. Full engine modifications, excellent bodywork, many extras including new Xs. Guaranteed low mileage. £250 for quick sale.—Dollis Hill 6120 day, Northwood 3330 evening.

1960 FAIRTHORPE Electron Minor. Excellent condition, many extras. £375.—Sanderson, 25 Roe Lane, Southport, Lancs.

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MY very own Zephyr II must now have a new master. Handles like a dream, cruises effortlessly at 100 m.p.h. and stops when told. Full details to all enquirers and, of course, any trial. Anglia, May 1961. Cost new £900 plus. A very fast, flexible and reliable roadsports car. All sorts of mods, including 80 b.h.p. engine, lowered suspension and well, you name it—it's got it. You must try it. May I provide the improvements for your Ford? Complete conversions or parts for you to do it yourself. Mods. for all departments: engine, suspension, steering, brakes, transmission, etc. From a few shillings to a lot of pounds. Write or, better still, phone me now with your wishes. I want to and can help.—Jeff Uren, 125 Rydal Crescent, PERivale 3255.

1961 ANGLIA de luxe, fully modified, fully equipped for rallying, perfect condition. £550. H.P. if required.—158 Dark Lane, Bedworth, Nr. Nuneaton.

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COOPER F.J., 1961. First-class condition. B.M.C. engine. £700.—Tel.: Knowle 4141.

LOLA JUNIOR, 1960, front-engined, 997 B.M.C. Downton unit, New D9s. Blue with yellow wheels. £500 o.n.o. Don Parker trailer available. Details from—M. A. Peel, 3 Highgate Close, Fulwood, Preston, Lancs. Phone: Preston 3392 or 77035.

LOTUS 20 F.J. First race June 1961, 1,100 c.c. Cosworth-Ford. Disc brakes front and rear and many other improvements. Excellent condition; never bent. Offers.—G. H. Breakell, Moreton Park, Whalley, Blackburn, Lancs. Whalley 3294.

LOTUS 18, immaculate car, engine just rebuilt (Cosworth Stage III 997), new brake drums and linings, perfect order. New car reason for sale. Nearest to £500.—Box 4864.

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

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1961 PEERLESS Phase II G.T. 13,000 genuine miles only. Red, grey leather, black carpets. £750.—Tel.: Manchester Ringway 3776.

INVICTA

1948 INVICTA Black Prince, two owners from new, immaculate condition, M.o.T. tested and taxed. £275.—John Nicholson, Mytchett Motor Co., Aldershot, Hants. Tel.: Farnborough 366.

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BREAKING 1939 2½ Jaguar.—Knight, 68 Locking Road, Weston-super-Mare.

DISMANTLING Mk. VII, Mk. VIII and Mk. IX models for spares. Vast stock of parts.—A. B. Price, Ltd., Hardwick House, Studley, Warks. Studley 521.

E-TYPE SPECIALISTS. Demonstrations any where, any time. Both open and closed models available.—Fields of Crawley. Tel.: Crawley (Sussex) 25533.

JAGUAR, late 1958, 3.4, grey, 24,000 miles from new. Discs all round, wire wheels, Konis, stiff roll bar (front), heater, radio, overdrive, Michelin Xs, spare unused, 9:1 pistons, high-lift cam, lead-indium bearings. Not raced, immaculate and very fast. £725 o.n.o.—Box 4853.

UNIQUE opportunity. Jaguar XK fixed head 2/4-seater coupé, unused for four years, now new batteries, five excellent tyres, high-lift camshafts, believed genuine mileage 27,000. Nearest to £300 for quick sale or exchange good A35 or similar.—Box (London) 4856.

1959 JAGUAR XK 150, "S"-type, blue convertible, overdrive, disc brakes, radio, heater, new Michelin X tyres. Only £1,075.—Christie, 156 Pencisley Road, Cardiff.

LANCIA

LANCIA AURELIA G.T., regd. 1959. Silver grey, immaculate, final mech. specification, many extras. £875. Seen London.—UAO 3602.

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MRS. BRENDA DICKINSON offers for sale her as new Lola sports-racing car. Full Stage III Plus, in excellent condition throughout. All tyres new Dunlop R5. Spares include two diffs., long-range tanks, spare wheel, boot, valves, springs, etc. This car must be sold so will accept road car in part exchange. £925 o.n.o.—Venture Garage, Ltd., Belper Road, Holbrook, Derbys. Phone: Horsley 400.

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ELITE Stage II, balanced engine, close-ratio M.G. box, alloy callipers, finished in white with claret top. Unraced, good condition. Part exchange considered. H.P. available. £885 o.n.o.—Phone VIKING 4119.

JON DERISLEY'S Elite, reinforced lightweight shell, ZF gearbox and differential, magnesium wheels, long-range tanks, many spares. Commands good starting money. H.P. available.—Eastwick Coach House, Park Street, Camberley, Farnborough 366.

LOTUS Elite, 1962, new and unregistered special equipment model. Red with silver top, black upholstery, ZF gearbox, etc. Cost £1,485 un-assembled. Genuine reason for sale. £1,380, part exchange considered.—Chamberlain, Hill Cottage, Grendon, Northants. Tel.: Bozcat 279.

LOTUS Super Seven (April 1962). Cosworth 109E, Webers, etc., 4,000 miles only. Finished in opalescent silver grey/tartan red. With heater, tonneau, sidescrims, rev. counter, flashers, special lights, underseal, etc. Unraced or rallied. Only just run in. Genuine sale; offers. H.P. can be arranged. Would consider small saloon.—Phone: Market Harborough 2941.

LOTUS Super 7, May 1962. Immaculate, many L extras. Never raced.—Carden, CLerkenwell 1161.

LOTUS Super Seven, 1962. White. Tachometer, elec. fan, tonneau, hood, 8,000 miles touring only. Magnificent performance. Fastidiously maintained. Pregnancy forces this fantastic bargain. £525.—Bell, 38 Moor Road, Leeds 6. Tel. 58107.

LOTUS XI, Series II Climax, Stage III plus. Excellent history. One of the quickest racing today. Full Appendix "C" 1962. Mag. wheels. Change of plans forces sale. £650.—Orpington 21530.

LOTUS XI Series II "Le Mans", Stage III Climax. Ex-works car. Weighs 71 cwt. Gold with red upholstery. Magnesium wheels, discs, c/r gears, de Dion. Illness regrettably forces sale. One race, one place. She's very, very fast. £575. Host of spares.—Hone, Flat 1A, 1229 Stratford Road, Hall Green, Birmingham, or STEchford 6337 business hours.

PETER DEAL. Immaculate "Lotus 7" for sale. Eight firsts this season. Super speed engine, c/r gears, disc brakes. Genuine sale. £695.—11 Martin Drive, Rainham, Essex.

STAGE III Climax Super Seven. Extras. Good condition. £450 or Mini.—Piling 323.

1962 S./E. ELITE Special, colour blue/red, balanced and polished engine by Brahm. 4,000 miles. Mini-Cooper wanted.—FELtham 6671. ELMbridge 8640.

1960 LOTUS SUPER 7, Stage III Climax, c.r. gearbox, new Cinturas, good all weather equipment. Only 3,300 miles since new, not used since last September. Opportunity to purchase very sound, rapid car. £485.—G. N. Richardson Motors, Hartlebury (phone 213), nr. Kidderminster.

WANTED: Early 7 or cheap XI, suitable for rebuilding.—F. Stuttard, Eastbourne 8492.

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

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TROPHY TUNE, LTD.

M.G. 2B Magnette. Black. New engine, 5,000 miles, Koni s/a, brake servo, Michelin "X", underseal, Silenttravel, demisters front and rear, etc., etc.

If you are looking for a Magnette we challenge you to find a sweeter, better-kept car anywhere. No offers. £525.

Sports and Competition Car Specialists, Tideswell Road, Eastbourne. Tel. 8492.

ANY reasonable offer accepted for 1957 M.G.A. good condition, many extras.—Fielding, 8 Ararshar Road, Little Chalfont, Bucks. Little Chalfont 2873.

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

IMMACULATE M.G. TA, completely rebuilt M.G. TC 1961/62. Modified suspension, engine new, 16 ins. wheels and tyres.—Martin, GOOD-mayes 2874.

M.G.A. TWIN-CAM fixed-head coupé, low mileage, new RS5s, c/r gearbox, 4.55 axle, discs, oil cooler, improved luggage space, etc., etc. Excellent condition, fast, reliable car. £545.—Graham, ROYal 4511 (day), VICTORIA 2108 (evenings).

M.G.A. 1959, ROADSTER. Heater, tonneau, sliding screens, luggage rack. Excellent condition. £485. Also M.G.A. spares.—Francis, Cartref, Yoxall, Burton-on-Trent, Staffs.

M.G.A. 1958 body de luxe, 1959 twin o/h cam fully modified engine, discs all round, knock-ons, Avon turbos. Ex-M.G. director's car. 33,000 miles. 31 m.p.g. Available 7th October, 1962. £540 o.n.o.—Moyle, Lymington Cottage, Lymington Bottom, Four Marks, near Alton, Hants.

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

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

M.G. TA, 1938. Recent rebore, new pistons, valve springs and guides, king pins and bushes. Brakes relined, rewired. S.B.H. lamps, flashers, twin horns. B.R.G. Nice condition. £140 or offer.—James, 147 The Crescent, Andover, Tel. 2185.

M.G. TF 1500, 1955. Completely overhauled, recon. engine and gearbox, brakes relined, new wheel-bearings. Resprayed and re-trimmed professionally, also undersealed. £395.—21 Victoria Road, Oxford. Phone 55930.

M.G. TF, 1954. Excellent condition. Genuine reason for quick sale. £395 o.n.o.—5 Brooklands Road, Chapel-en-le-Frith, Derbyshire.

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

1961/62 M.G.A. Mk. II, pale blue, black interior, including k.o. disc wheels, disc brakes all round with power stop servo, tonneau, heater, RS5s, rack, etc. No competitions. Cost £1,100, now, as new, £795. Part exchange considered or H.P.—23 St. Matthews Avenue, Surbiton, Surrey. Tel.: ELMbridge 0250.

1960 M.G.A. 1600. Red, radio, heater, tonneau cover, luggage rack. Excellent condition. £600 o.n.o.—Gordon, 23 Brickhill Drive, Bedford. Telephone 62346 (office).

1960 M.G.A. 1600, resprayed red, wire wheels, radio, heater, tonneau, etc.—Best offer for delightful car to Heathfield 2714.

1933 J2. Mechanics excellent, body good. M.o.T. to May 1963. £95 o.n.o.—UPLands 0635.

MINI CARS

AUSTIN Mini de luxe, 1960 (Oct.). Alexander Stage 1. All possible extras. Excellent condition. £445 o.n.o.—Phone: Murray, Duffield 3021 (Derbys).

SUPERCHARGED Austin Mini. Fully balanced engine. Terrific acceleration. No competitions. £495.—17 The Hermitage, Portsmouth Road, Kingston, Surrey.

1961 MINI 950, Speedwell Clubman conversion. Just run in. Host of extras. As new. £495.—SPeedwell 2226.

1960 MINI-MINOR, engine/gearbox just overhauled, Stage III, full instrumentation, sliding roof, Koni shock absorbers, Microcell seats, many other extras. Never bent and in excellent condition. £445 or offers.—Phone: Brenchley 132.

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

MORGAN Mk. 4 Vee-twin three-wheeler for sale, excellent condition. Reborn, rewired, new valves, valve guides. 130 b.h.p./ton. Genuine reason for sale. Apply—342 Woodlands View, Gomersal, nr. Leeds.

MORGAN Plus 4 two-seater, 1952 model. Red/black upholstery, beautiful car, rebuilt front suspension, latest type steering, mechanically good, radiator recently reconditioned. Covers, rather tatty hood, clean interior, tyres 100 per cent., two spares. £265, offers invited.—Ring LIBerty 8233, 9 a.m.-6 p.m.

MORGAN, 1960 4/4 drophead coupé. Sports, pale blue, very attractive, 35 m.p.g. Rare specimen. £485.—Nankivell, Evergreen, Main Road, Knockholt, Kent. Knockholt 3312.

1952 PLUS 4. B.R.G. £260 o.n.o., or part exchange Mini.—SANderstead 4187.

MORRIS

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



MORRIS MINOR 1000 two-seater Sports Special, having Buckler tubular chassis, Minor 1000 engine, transmission and modified suspension. All equipment purchased brand new. 3,000 miles. Excellent roadholding and economy. Cost £700. Many other parts available.
£310 o.n.o.

Phone: Northwood 21292.

OGLE

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD. Distributors for the new Ogle SX 1090. This truly beautiful G.T. car based on Cooper-Mini components is now available fully assembled at £855 plus £321 Purchase Tax. Demonstrations, sales, service with pleasure. Write for brochure. Also a selection of ordinary Minis.
High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

(Continued overleaf)

AUSTIN AUSTIN-HEALEY

OFFICIAL STOCKISTS

PARADE MOTORS

(MITCHAM) LIMITED

<p>1959 M.G.A. 1600. Blue, black upholstery. Radio, heater, luggage carrier and other extras. £585</p> <p>1956 M.G. Magnette. Black, beige, radio, safety belts. £385</p> <p>1954 M.G. T.F. Red, beige. In superb condition. £385</p> <p>1954 M.G. T.F. Green and green. Superb example. £395</p> <p>1953 M.G. T.D. Green. A really superb car. £320</p> <p>1949 M.G. T.C. Black and red. £225</p> <p>1947 M.G. T.C. Black, excellent condition. £215</p> <p>1938 M.G. T.A. Black, blue. £130</p> <p>1961 Austin-Healey Sprite. Red, red. Radio, heater, luggage rack, special boot and other extras. £475</p> <p>1961 Austin-Healey Sprite. Green, green. Low mileage. One owner. £460</p> <p>1955 Austin-Healey 100. Red and red. Immaculate condition. £335</p> <p>1960 Elva Courier. Green with black upholstery. Heater. A really beautiful car. Another in red and red. Both £515</p> <p>1960 Cooper single seater racer, 1½ litre twin-cam Coventry Climax engine. In as good as new condition. Little used. £850</p>	<p>FOR SPARES C.O.D.</p> <p>TRADE SUPPLIED</p> <p>Telephone MITcham 5141</p> <p>H.P. and Insurance effected. After Sales Service.</p> <p>All Cars Three Months Guarantee.</p> <p style="text-align: center;">66/67 Monarch Parade, Mitcham</p> <p style="text-align: center;">Phone: 3392-7188</p>
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Classified Advertisements—continued

NSU

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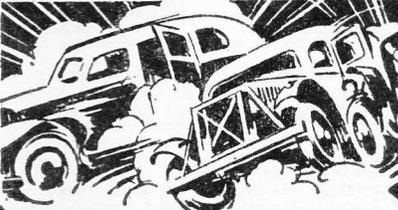
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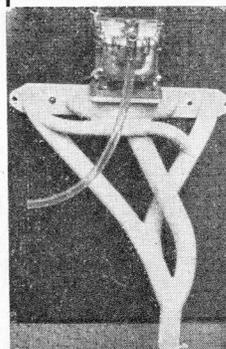
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Regulations for the competition were published in April 13 issue (page 513)

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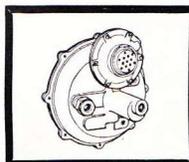
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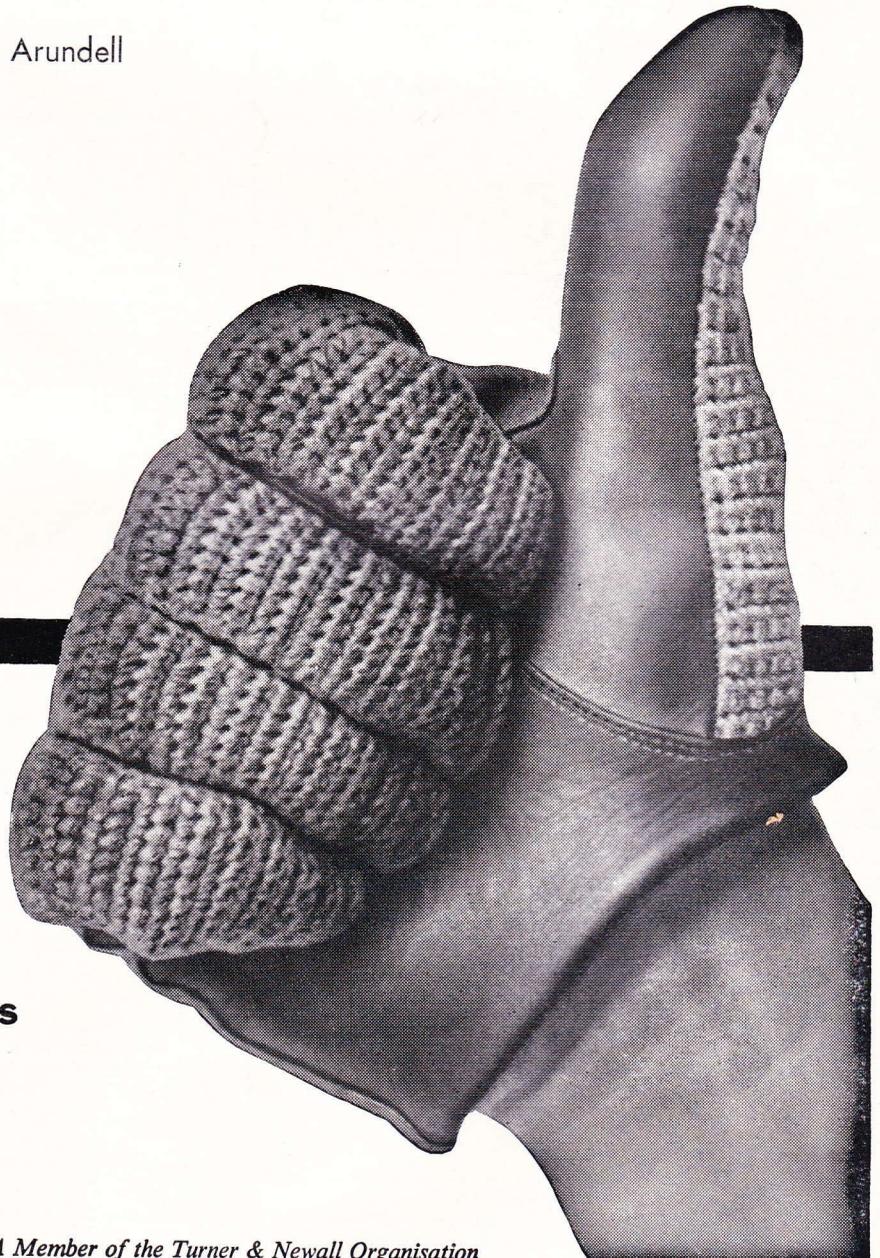
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