

FORMULA ONE PORSCHE

# AUTOSPORT

AUGUST 31, 1962

2/-

EVERY FRIDAY  
Vol. 25 No. 9

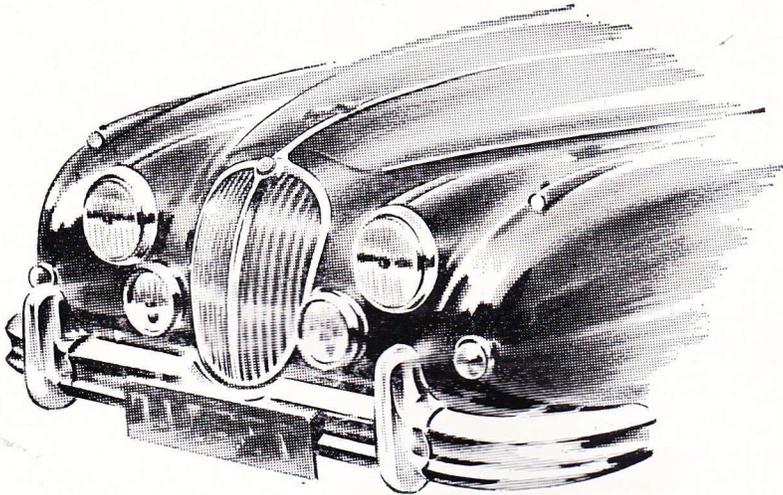
BRITAIN'S MOTOR SPORTING WEEKLY

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

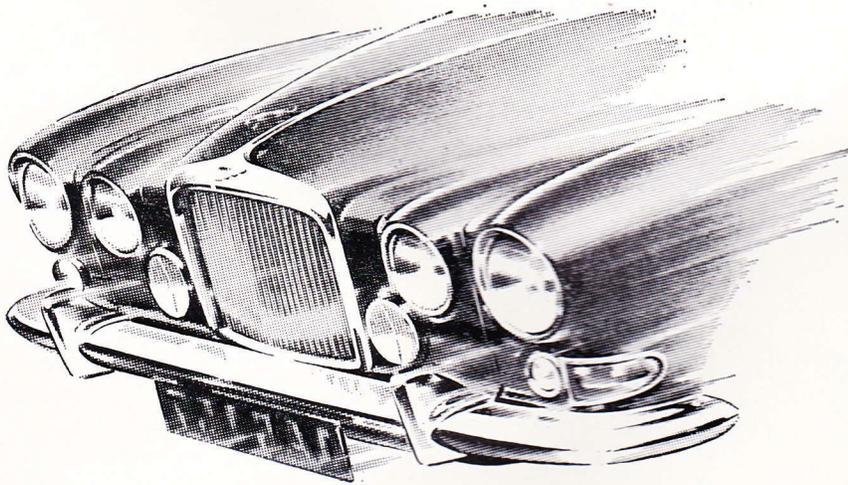


## IN THIS ISSUE

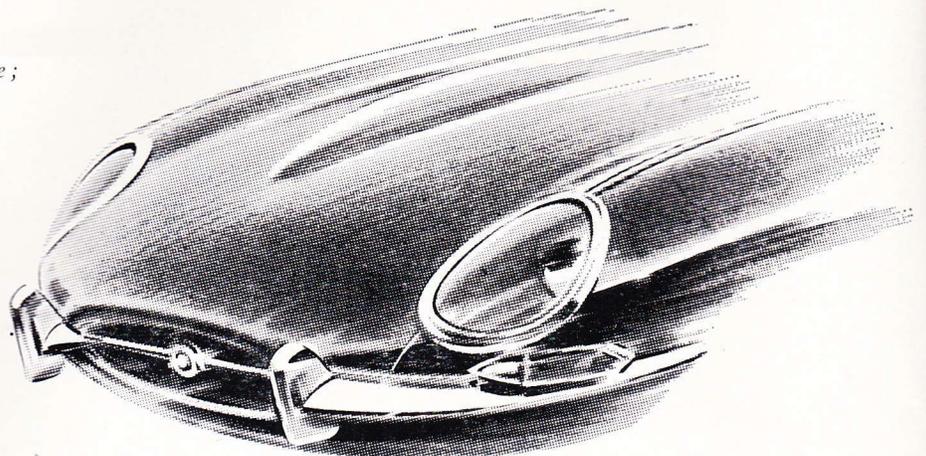
COPENHAGEN GRAND PRIX : CLUB RACING AT BRANDS HATCH AND OULTON PARK  
OULTON PARK PREVIEW : THE IRISH FORMULA JUNIOR CHAMPIONSHIP



*grace...*



*space...*



*pace*

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



# JAGUAR

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 25 No. 9

August 31, 1962

Managing Editor GREGOR GRANT

Assistant Editor MARTYN WATKINS

Technical Editor

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

## CORRESPONDENTS

Northern Ireland

BRIAN WADDELL

Eire

BRIAN FOLEY

Western Germany

ALAN BRUCE

Scandinavia

HANS FRIES

U.S.A. Editor

RUTH SANDS BENTLEY

West Coast

GORDON H. MARTIN

Southwest

JIM HALL

South America

Dr. VICENTE ALVAREZ

## PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

W. K. HENDERSON

U.S.A.

OZZIE LYONS

## CONTENTS

	Page
Pit and Paddock . . . . .	282
Sports News . . . . .	283
"World Cup" at Zandvoort—Full Preview . . . . .	286
Chester M.C./750 M.C. Oulton Park Race Meeting . . . . .	287
John Bolster Tests a Works-Modified Sprite . . . . .	288
The Tourist Trophy—Pictorial Review . . . . .	290
B.R.S.C.C. Brands Hatch Race Meeting . . . . .	292
Oulton Park Gold Cup Meeting—Preview . . . . .	293
The Technical Development of the Grand Prix Car . . . . .	294
John Bolster Tests a Supercharged Mini . . . . .	295
The Formula 1 Porsche . . . . .	296
Formula Junior Championship of Ireland . . . . .	298
Copenhagen Grand Prix . . . . .	299
Shelsley Walsh . . . . .	300
Correspondence . . . . .	301
Club News . . . . .	302

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

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

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £5 15s. 0d.

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

Direct from the Publishers or all Newsagents

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

© AUTOSPORT, 1962

## EDITORIAL

### TWELVE YEARS OF AGE

THIS week AUTOSPORT celebrates its twelfth year of uninterrupted publication. Strikes, disputes, paper shortages—the magazine has survived them all, on one notable occasion printing in Paris during a period when the publishing industry had more or less come to a standstill owing to a serious dispute between employers and printing staff. During the dozen years, there has been an immense change in the motor sporting scene. When AUTOSPORT first made its appearance, the names with which to conjure were Farina, Fangio, Villolosi, Fagioli, Ascari, Bonetto, Sommer, Rosier, Chiron, Parnell, Bira, Serafini, Taruffi, De Graffenried and a young man, not yet 21, named Stirling Moss. Not long afterwards, the last-named celebrated his coming-of-age by winning the Tourist Trophy at Dundrod in the most appalling weather conditions in the XK 120 Jaguar. It is a strange fact that not a single one of the drivers mentioned is in action at the present time, Moss, possibly the greatest of them all, still convalescing after a dreadful crash at Goodwood last Easter.

In 1950, 500 c.c. racing was at the height of its popularity, circuit racing was just gaining ground in Great Britain, with meetings at Silverstone, Goodwood, Brands Hatch, Castle Combe and Gamston. B.R.M. had appeared with the enigmatical V16, H.W.M. were doing well in Formula 2, but in the main, single-seaters were being constructed in the 500 c.c. category by Cooper, J.B.S., Emeryson, Kieft and Marwyn. The Lotus was then a "one-off" trials car, driven by Michael Lawson, whilst Colin Chapman was to be seen in Club races with such a highly tuned Austin 7 that the 750 club regulations had to be altered to give other competitors a chance. As for full-scale G.P. racing, this was dominated by Alfa Romeo, Ferrari and Maserati, and there was little hope of a British break-through despite the technical promise of the B.R.M.

It was still the era of fine road circuits at Dundrod, Jersey and the Isle of Man—none of which is still used today for motor racing. Hill-climbs, sprints, rallies and trials were very popular. In 1950, British successes abroad were confined mainly to 500 c.c. events, Allard and Frazer-Nash wins in U.S.A. and John Claes' victory at Chimay in the H.W.M., and of course, his historic Liège-Rome-Liège success with the Jaguar. No one had as yet heard of the World Champions-to-be, Mike Hawthorn and Jack Brabham, although in America Phil Hill was becoming known in sports-car events.

What the next 12 years have in store for us, who can tell? However, there is little doubt that in Great Britain a technical renaissance has been achieved and it is also practically certain that the World Championship driver and make will come from this country.

### OUR COVER PICTURE

COPENHAGEN: Sensation of the two-day meeting at Copenhagen last week-end was Christabel Carlisle, who won every heat to gain overall victories in both the 1,000 c.c. and 1,300 c.c. touring car races. Here her works Cooper-Mini leads a Cooper, a SAAB, a Volkswagen, another SAAB, two DKWs and a Fiat.

## PIT & PADDOCK

### NEW FORD FIVE-BEARING ENGINE FOR THE CLASSIC AND CAPRI All-Synchromesh Gearbox also Introduced

THERE is little doubt that, in the field of engine design, the Ford engineers are well up with the leaders. One has only to watch a Formula Junior race to realize this.

It is thus of extreme interest that this firm have introduced a new five-bearing, four-cylinder engine. The cylinder spacing is the same as that of the smaller units, and indeed the bore is identical at 80.96 mm. In increasing the stroke to 72.7 mm. it has been considered advisable to use five bearings instead of the normal three. This ensures smooth running and long life.

The original design was laid down with this possibility in view, and many components are common to all sizes of the engine, irrespective of the number of

main bearings. Many machining operations are also identical, which greatly reduces production costs.

The new engine has dimensions of 80.96 mm. x 72.7 mm. (1,499 c.c.). It develops 64 b.h.p. at 4,600 r.p.m. for the Classic and Capri, but it is expected to be used in sports cars, when a much higher compression ratio can safely be achieved. In standard form, a single downdraught carburetter is used and other engine details follow those of the Anglia, with a chain-driven camshaft and pushrod valve operation.

Of tremendous importance is the announcement of a new gearbox with synchromesh on all four speeds. The time is rapidly approaching when nobody will buy a car with a crash-type bottom gear, and the fact that Fords have spent nearly a million pounds in developing the gearbox underlines this undoubted fact. For the Classic and Capri, the overall ratios are 4.125, 5.824, 9.883 and 14.615 to 1. This is a superb gearbox, with ultralight operation and a crash-proof change.

In spite of this larger engine and the new gearbox, the prices of the Classic and Capri remain as before—a remarkable achievement.

JOHN V. BOLSTER.



The first British car home in the Tourist Trophy was John Coombs's E-type Jaguar, driven by Roy Salvadori. The above picture shows Salvadori's Jaguar being given a final check in the paddock on a Crypton precision engine tester. Crypton Equipment of Bridgwater, Somerset (M.I. Group), introduced at Goodwood a new service for sporting motorists, the Crypton Sports Car Service, using a mobile unit fully equipped with the latest television-type electronic engine testers, including the recently introduced low-priced Scopemaster.

### SNETTERTON

OVER 150 entries have been attracted to the S.M.R.C. Snetterton race meeting this Sunday. The meeting starts at 2.30 p.m. and there are races for most classes of car including a pre- and post-1950 single-seater racing car event. Chris Summers has entered his fantastic Cooper-Chevrolet which recently lapped at 102.91 m.p.h.—not far off Stirling Moss's V8 Lotus record of 104.23 m.p.h.—and Syd Day and Patrick Lindsay head the "older generation" class with their E.R.A.s.

S. NORRISH, LTD., 220 Great Portland Street, London, W.1, have been appointed sole distributors for England and Wales of Typrod Link Car Mats.

THE "Double 400" at Bridgehampton circuit, Long Island, New York, on 15th-16th September, counts for all three sections in the G.T. Championship of the World. Both events are of 400 kilometres duration. Awards total \$10,850.

STUDEBAKER-PACKARD intend to participate in the 1964 East African Safari Rally. Introduction of new cars prevents representation in the 1963 event.

### NEWS FROM AUSTRALIA

THE Australian Grand Prix for 1963 will be held at Sydney's Warwick Farm on 10th February. Up until this year the Grand Prix has rotated around the States of Australia, but recently the Confederation of Australian Motor Sport decided to award it to the circuit with the best facilities and organization capable of putting on the event.

The Australian Grand Prix will for 1963 take the place of the Warwick Farm International "100" which has been run with participation of overseas drivers during their tours in 1961 and 1962. Warwick Farm is like Aintree inasmuch as both horse racing and motor racing events take place at the same venue with spectators using the same grand stand facilities for both sports.

Very shortly invitations will be issued to a very limited number of internationally known drivers to compete in the 1963 Australian Grand Prix, the New Zealand Grand Prix and a number of other races in both countries. This and other important racing car events in Australia and New Zealand are at present run to *Formule Libre* conditions, and an announcement is expected before the end of the year as to whether this will be the case after the 1963 season.

### ANGLO-AMERICAN EQUIPE

THE association existing between Messrs. J. T. Boileau, C. I. Benson and Ian Burgess, which has hitherto been carried out under the above name, has been dissolved as from 7th August.

### OLLON-VILLARS

THE late Jean Behra's record of 4 mins. 46.7 secs. took a hammering at last Sunday's Swiss Ollon-Villars hill-climb. Jo Bonnier's Formula 1 Porsche made best time of 4 mins. 27.8 secs., second best being the leading European Mountain Championship entrant Lodovico Scarfiotti who climbed in 4 mins. 34.7 secs. in the works 2-litre Ferrari and assured himself of the 1962 Championship despite the fact that one round remains.

#### Results

Formula 1: 1, Jo Bonnier (Porsche), 4 m. 27.8 s.; 2, Karl Foitek (Lotus), 4 m. 36.4 s. Formula Junior: 1, Joseph Siffert (Lotus), 4 m. 37.7 s.; 2, Habegger (Lotus), 4 m. 50.6 s.; 3, Roland Boddi (Cooper), 4 m. 50.7 s. 2,000 c.c. Sports Cars: 1, Lodovico Scarfiotti (Ferrari), 4 m. 34.7 s.; 2, Josef Greger (Porsche), 4 m. 36.6 s.; 3, Heini Walter (Porsche), 4 m. 41.0 s. G.T. over 2,500 c.c.: 1, Carlo Abate (Ferrari 250GT), 4 m. 47.3 s.; 2, Edgar Berney (Ferrari 250GT), 4 m. 58.2 s.

THE Lotus Elites which carried off the team award and class win in the T.T. were prepared at Derby by Ron Bennett and Cyril Endersly, entered as "Team Elite". They have no connection with Team Lotus.

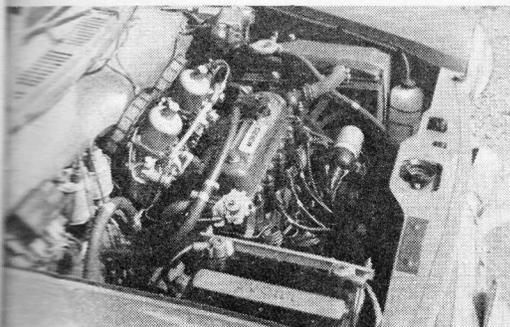
NEXT year's Monaco Grand Prix will also carry the title *Grand Prix d'Europe*.

TO Colin and Hazel Chapman, a brand new junior (male), well above the current formula weight limit.

BETTY BRABHAM, on behalf of the Doghouse Owners' Club, presented Anthony Marsh with a cheque for 200 guineas, part of the proceeds from the club's recent garden fête. The money goes to the funds of the Springfield Boys' Club, Clapton, and many motor sporting personalities were present last Tuesday at the Steering Wheel Club where the presentation was made.

## SPORTS NEWS

ALEXANDER ENGINEERING CO., LTD., this week introduced conversions and accessories for the Morris 1100. Stage 1 conversion comprises a modified cylinder head (also available separately), two 1½ in. semi-downdraught SU carburetors with manifold and a set of double



The twin-carburettor engine conversion.

valve springs. The complete kit with necessary gaskets costs £47 10s. and this gives the car a claimed maximum speed of 85.7 m.p.h. and a 0-60 m.p.h. time of 14.4 secs. The £95 Stage 2 conversion will give the Morris 1100 a maximum speed in the 90s.



Peter Easton recently bought a Fiat 1500 from Anthony Barclay. Extras include a rev. counter, Britax safety belts, Koni shock absorbers and a Cibie fog lamp.

### SOUTH AFRICAN NOTES

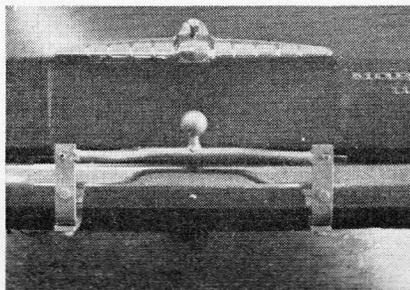
AN interesting partnership has been formed in South African racing circles. Doug Serrurier and Peter De Klerk are to drive as a team sponsored by a wealthy Johannesburg businessman. Serrurier is in Britain at the moment "shopping" for potent machinery—a V8 Lotus-B.R.M. and even a Ferrari are mentioned as possibilities! The object of all this is to find an answer to the present domination of the Lotus 21s of Syd van der Vyver and Ernie Pieterse and to offer more opposition to the "overseas" contingent due at the end of the year.

W. R. SKINNER.

CHAMPION'S latest sparking plug, the N5, which incorporates a five-ribbed insulator to resist flashover and a "Powerfire" electrode is now available for most makes of car.

### CRYSTAL PALACE

THE B.R.S.C.C. are holding a National race meeting at Crystal Palace tomorrow, the main event being the London Trophy for Formula Junior cars. Entries for this race include Alan Rees, Mike Spence, Adam Wyllie and Jack Pearce (Lotus 22s) and John Hine, John Fenning and Peter Ashdown (Lolas). The sports and G.T. races are final qualifying rounds for the AUTOSPORT Championship and amongst drivers entered are Les Leston, Bill Shaw and David Buxton (Lotus Elites), Stephen Minoprio (Marcos), David Piper (Ferrari G.T.O), Chris Lawrence (Morgan Plus 4), Dick Protheroe (Jaguar E), Peter Boshier-Jones (Lotus 23), Roy Pierpoint (Lotus 15) and Dizzy Addicott (Elva Mk. 6). Syd Day leads the E.R.A. contingent in the Historic Racing Car event while the saloon car race includes everything from Chris Lawrence's Renault Dauphine to Peter Sachs's Chevrolet. The first race is at 2 p.m.



Colfix Trailers, Ltd., 81-85 Barlow Moor Road, Manchester, 20, recently introduced a towing bracket for the Morris 1100. It can tow up to 5 cwt. and is quickly and easily detached.

### THE BROOKS REEL SAFETY BELT

THE Brooks reel safety belt is a most ingenious device. It is, in effect, a modified version of the inertia harness used by military air crews.

The belt harness is of Terylene and a patent flip-type buckle allows quick fastening or instant release. The inertia reel normally keeps the harness tidily out of the way of feet or from being shut in the door, but it is easy to pull out as much of the belt as is required by the wearer. It is kept taut by light spring pressure but allows freedom of movement, such as leaning forward to reach a switch or to pick up a glove from the floor.

Movements made at normal speed are completely uninhibited. A sudden movement caused by a crash immediately locks the inertia reel. This locking takes place irrespective of the position of the body at the moment of impact, when the security is equal to that offered by a fixed belt. The extra freedom given by this inertia reel allows the user to relax on a journey without feeling constricted.

We have recently had an opportunity to test the Brooks belt on a Hillman car. It is very well made, extremely strong, and appears to live up to the manufacturer's claims. The price will be around £7 and the makers are J. S. Brooks, Ltd., of Birmingham, a subsidiary of Raleigh Industries Ltd.—J.V.B.

THIS Saturday's S.U.N.B.A.C. Silverstone race meeting includes events for sports, 1172, *Formule Libre* and saloon cars and the organizers point out that there are no handicaps!



"PUTTING ON THE STYLE." Lonnie Donegan recently took delivery of the first Alfa Romeo 2600 Convertible delivered in England. The car was supplied by S. Morris and Co., the London Distributors.

THE main event at the Jaguar Drivers' Club Silverstone meeting on 8th September will be the Colibri Trophy, sponsored by Colibri Lighters, Ltd. This is a 60-lap scratch race for saloon, G.T., sports and sports-racing cars with a Le Mans start and a compulsory pit stop to change a rear wheel. Colibri's managing director, Peter Lait, will be having a go in his Daimler SP250.

THE 1.7-litre Ford engine as fitted to the Reliant Sabre is now "standard" with what was previously known as the Stage 2 conversion. This comprises twin semi-downdraught SU carburetors and produces 90 b.h.p. at 4,600 r.p.m., a top speed of 110 m.p.h. being claimed for the car.



OPEL KADETT. A conventional car recently introduced by the German branch of General Motors, having a 993 c.c. engine developing 40 b.h.p. at 5,000 r.p.m. An all-synchromesh four-speed gearbox is used in this car which has been designed to compete against the Volkswagen 1200.

THE recent Finnish 1,000 Lake Rally, an event counting towards the European Rally Championship, was won by Toivonen and Kallio, driving a Citroën. Tom Trana's Mini-Cooper had led until about half-way when he retired after modifying the car against a telegraph pole. Keinänen/Eklund (Skoda) were second, Carlsson/Haggbom (SAAB) third, Söderström/Olsson (Volkswagen) fourth, Lampinen/Ahava (SAAB) fifth and Larsson/Börjsson (Volkswagen) sixth.

MANY of his friends will be sorry to learn that Roger Nathan, whilst practising at Brands Hatch last Saturday, crashed badly in his Lotus Elite. Roger was taken to hospital, but it was later learned that he was only bruised and shaken. We wish him a speedy recovery.

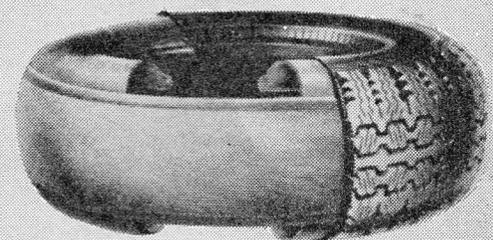


**Mitch says Cintura.** There are really two Nancy Mitchells — and both of them took part in this test of the Cintura tyre. The first Mitch is, of course, a top-flight driver, Ladies' European Champion in 1956 and 1957, and winner of enough Ladies' Cups to fill a car park; and former Motoring Editor of 'Vogue' who has driven practically every make of motor car there is. The second Mitch is a wife and mother, deeply concerned with road safety. In both capacities, Nancy Mitchell thought highly of the Cintura. Here are some extracts from her tape-recorded report.

**The Cintura in action** "I did 1700 test miles on Cinturas when I went over to help run a control for the Tulip Rally. We went down to the South of France first, and then back to Holland. The tyres were fitted to my M.G. 'A' coupé." "Incidentally, on the back, on the luggage rack, I was carrying my great big trunk. It's a huge cabin trunk, a fitted one, made of rawhide. It weighs a ton. A real brute. And the remarkable thing is, it seemed to make no difference at all to the superb roadholding of the Cinturas." "I didn't drive at terrifically high speeds, but often I was well over the 80 mark, and the Cinturas felt as safe as a house." "We had every kind of weather — sometimes passing from hot sunshine to torrential rain — in the Jura, for example. But it doesn't seem to matter to Cinturas whether it's raining or not. I just went on at the same happy speed. I had absolute confidence in them." "Cornering? Well, just perfect even in the wet. And although I had that brute of a trunk on the luggage rack, I never had a nasty moment. And I was putting her in quite fast. I think the cornering of Cinturas is most impressive." "You know, they're doing a lot of work on the French roads at the moment, so that you do hit nasty bits quite suddenly. Well, the Cinturas really did absorb the bad bits... and made the ride much safer." "Then on one stage it was mountains, mountains, mountains. I think I got top gear about four times in sixty miles. It was then I appreciated the remarkable lightness of handling Cinturas give a car. It was a genuine benefit." "I would say the Cintura is a first-rate rallying tyre. Its road-holding is so good under every kind of condition. I'd have no hesitation in fitting Cinturas again and again."

**Some advice for women drivers (and their husbands)** Nancy Mitchell concluded: "Cinturas make a sporting kind of car much lighter and safer to handle, much more a woman's car. They would give even a big powerful car the handling qualities of a lighter family saloon. So that if a family is changing over to a more powerful car, then it makes the transition much easier and safer for the wife if the new car is fitted with Cinturas. Cinturas give you competition standards of road-holding but with absolutely no vices. They're as much at home in the high street as they are on an international rally."

**The basic facts about the Cintura** The basic structural fact about the Cintura is that it has its own built-in 'safety belt'. (In fact, 'Cintura' is derived from the Italian for 'belted'.) This 'safety belt' is an inextensible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged, even at high speeds; this structural difference in the Cintura gives you three big advantages. Advantage 1. Much cooler and safer running at high speed. Advantage 2. A low slip-angle and continuously open tread pattern for phenomenal road-holding and cornering. Advantage 3. A very low rolling resistance giving long tyre life, less absorption of engine power, and reduced fuel consumption. In short, the Cintura is the only tyre fully matched to the potential of today's top cars. On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send away now for your copy of the Cintura book.



**PIRELLI  
CINTURA**  
The fabulous tyre with  
the built-in safety belt

# THE "AUTOSPORT" WORLD CUP



## Strong British Team for Zandvoort "Two Hours" Decider—Germans to Compete for Vredestein Trophy

ON Sunday, British and Dutch G.T. teams will compete in the deciding leg of the annual AUTOSPORT World Cup event. There will also be a German team, but this is not eligible this year for the competition, and will compete for the Vredestein Trophy, which is equivalent to the "Senior Service" Trophy at the Snetterton meeting.

As Great Britain won decisively at Snetterton, the odds are very much in favour of Pat Fergusson and his men retaining the Trophy. However, as happened in the first of the series, the Dutch are quite capable of turning the tables on their own circuit, and our men will have to take the opposition very seriously.

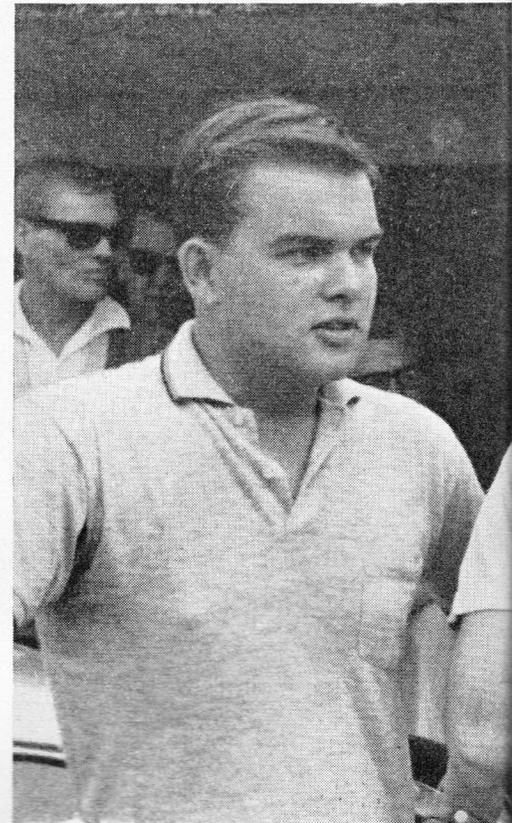
Last-minute change in the British party is Barry Wood (Sprite) in place of T. Entwistle (T.V.R.).

The Dutch team will be captained by Ben Pon (Porsche Abarth). In the Formula Junior race, two Jim Russell Lotuses will be driven by Dutchmen Tonio Hildebrand and Ad Bouwmeester.

GREGOR GRANT.

◀ PAT FERGUSSON, British Team Captain

Dutch Team Captain, BEN PON ▶



IN addition to a works Cooper and three North American Racing Team Ferraris, the organizers of the Grand Prix de Puerto Rico have secured entries from Roger Penske (Cooper Monaco) and, so they say, the works Project 212 Aston Martin. Entries from Lotus and Porsche are also expected. How does one get to Puerto Rico . . . ?

WITH the full range of extra track components now available from Airfix, the model motor racing enthusiast can construct a miniature replica of the world's Grand Prix circuits. Other spare parts and accessories range from the racing car's rear axle assembly to a complete electrically powered Formula 1. Cooper or Ferrari.



One of the world's top-selling thoroughbred sports cars, the Austin-Healey 3000, now has further refinements as a high-performance, occasional four-seater convertible. For all-weather motoring in unusually high standards of comfort the latest model has wind-up side windows, swivelling quarter lights and a new quick-action hood which can be easily operated by one person from inside the car. In addition, the latest wrap-around windscreen with bright stainless steel surround gives this over-115 m.p.h. sports convertible improved aerodynamics and a sleeker appearance. The suspension has been improved by the fitting of stiffer coil springs at the front, resulting in notably improved stability and road-holding powers.

## MALLORY PARK

REIGNING motorcycle world champion Gary Hocking heads the list of entries for this Sunday's B.R.S.C.C. Mallory Park meeting which starts at 2.30 p.m. He will drive a Formula 1 Lotus in the single-seater racing car event. John Taylor will be driving Bob Gerard's Formula 1 Cooper-Ford in this event and Brian Mann will conduct Ian Sievwright's Ferrari 625. Other leading drivers who will be at Mallory Park are Arthur Mallock (U2), Ken Baker (Jaguar E), Gordon Jones (Marcos-Cimax), David Buxton (Lotus Elite), Chris Meek (Elva Courier), Jack Pearce (Lotus 22), Brian Berrow-Johnson (Lotus 20), Tony Lanfranchi (Elva Mk. 6), Tony Kilburn (Lotus 11), Laurie Keens (Lotus 23), Anita Taylor (Anglia) and Michaelle Burns-Grieg (Cooper-Mini).

CHRIS MEEK would like to thank all those people who wrote to him while he was undergoing a series of operations in St. James's Hospital, Leeds. He has been discharged and hopes to race at Mallory Park on Sunday.

A NEW car/portable radio suitable for operation indoors, outdoors or installed in the car has been added to the range of Philips car radios. This new all-transistor radio—model 390T—operates from a 9-volt dry battery as a portable or as a car radio using the vehicle's 12-volt D.C. supply. It is available in red and white or grey and white and costs 26½ gns.

CHESTER M.C./750 M.C.

OULTON  
PARK

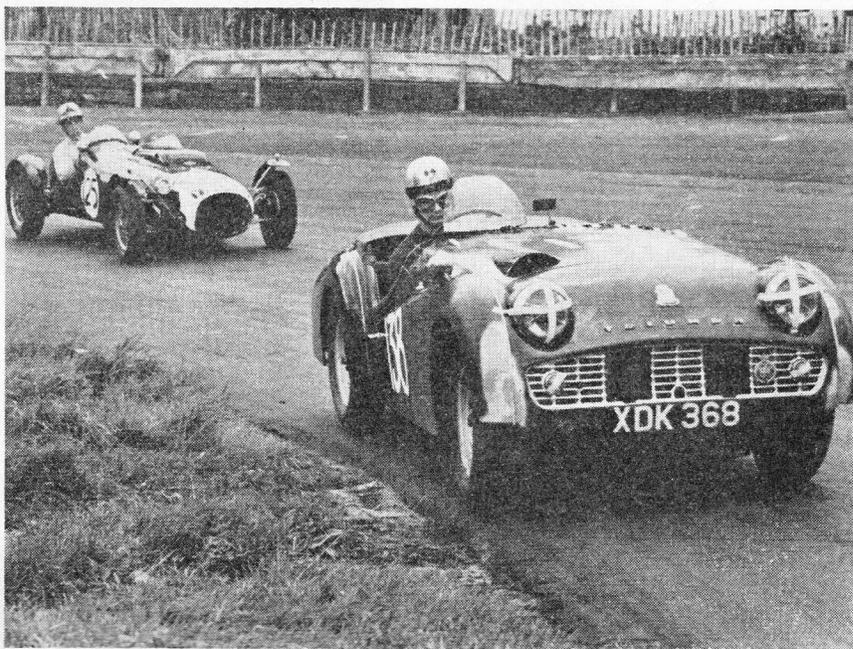
## RACE MEETING

Report and Pictures by

FRANCIS PENN

LAST Saturday—when the sun shone!—saw over 180 competitors participate in the Chester/750 Motor Clubs' big restricted meeting at Oulton Park.

The meeting started extremely late, due to practice running long past the appointed hour, with a couple of half-hour speed trials, complete with Le Mans-type starts and pit stops to change four valve covers (tyre type!). In the first a bad crash occurred at the Bailey Bridge when R. Entwistle, a substitute



LEADING M. Ridout's Clairmonte-Connaught at Lodge Corner is N. Syrowiec's Triumph TR3A—a shot taken during practice.

den's similar car. In the early tours J. L. Fenton (Lotus XI), who might have made a place, lost his chances by a spin at Lodge.

Closed cars in three classes, *i.e.*, up to 1,000 c.c., 1,600 c.c. and unlimited, saw the day's best race, between the Elites of D. Alderson and B. Smallthwaite, who circled together, never more than a length apart to finish less than a second separating them. Third was A. D. Bennett, similarly equipped. G. W. John (Marcos) took the up to 1,000 c.c. class from R. Ashcroft's T.V.R. after D. Rees (Marcos) unaccountably slowed on his last lap. The big class went to N. Cussons (Aston Martin DB4) from the Jaguars of J. Newman and I. J. Williams.

Event 6 for open cars in similar classes to the last race was again a gift to Rodney Bloor. This time his Lotus 23 finished 28 seconds ahead of J. M. Wheatley's Lotus Super 7 and G. Birrell's Lotus XI. To be honest, Bloor really had no opposition. The other classes were won by F. W. Smith (Lotus 7) and B. J. Hough (Cooper-Bristol). Unfortunately, P. J. Hawtin inverted his Frazer-Nash at Deer Leap, the driver sustaining injuries requiring immediate removal to hospital.

The last race of the day, over 10 laps, was for Formula Junior cars, again split into three classes: Monoposto, F.J. front-engined and F.J. rear-engined. This provided a good scrap between Keith Francis (Lotus 20), Alan Rollinson (Cooper), Jacques Maglia (Lotus 22) and Edwin Dawson (Envoy-Ford), who finished in that order. The Monoposto class was taken by M. R. Paris in Mallock's U2 and the F.J. front-engined cars by J. Bouckley (Lola).

In view of the fatal accident and two others involving possible serious injury to drivers, together with the obvious subsequent official inquiry into same, any comment on the meeting or the standard of driving would serve no useful purpose in this report.

## Results

**1172 Formula:** 1, A. M. R. Mallock (U2-Ford), 81.47 m.p.h.; 2, J. B. Moore (Warwick Mk. 2); 3, J. Corfield (Terrier Mk. 2). **Fastest lap:** Moore, 82.83 m.p.h. **750 Formula:** 1, D. A. White (Impala), 68.44 m.p.h.; 2, J. M. Cotton (Finesse); 3, H. L. Bloor (Lewis Mk. 1). **Fastest lap:** B. A. M. Small (Austin), 69.90 m.p.h. **Unlimited Sports Cars:** 1, R. J. Bloor (Lotus-Ford 23), 84.64 m.p.h.; 2, P. S. Borthwick (Lola-Climax); 3, T. Hayden (Lola-B.M.C.). **Fastest lap:** Bloor, 86.13 m.p.h. **Closed Cars. Up to 1,000 c.c. class:** 1, G. W. John (Marcos-Ford); 2, R. Ashcroft (T.V.R.-Ford); 3, D. A. T. Rees (Marcos-Ford). **1,001-1,600 c.c. class:** 1, D. C. Alderson (Lotus Elite), 81.72 m.p.h.; 2, B. J. Smallthwaite (Lotus Elite); 3, A. D. Bennett (Lotus Elite). **Over 1,600 c.c. class:** 1, N. Cussons (Aston Martin DB4); 2, J. Newman (Jaguar 3.8); 3, I. J. Williams (Jaguar 3.8). **Fastest lap:** Smallthwaite, 83.11 m.p.h. **Open Cars. Up to 1,000 c.c. class:** 1, F. W. Smith (Lotus 7), 81.02 m.p.h.; 2, W. J. Morgans (Lotus 7) and T. Hayden (Lola-B.M.C.). **Fastest lap:** Morgans and Hayden, 82.69 m.p.h. **1,001-1,600 c.c. class:** 1, R. J. Bloor (Lotus-Ford 23), 84.99 m.p.h.; 2, J. M. Wheatley (Lotus Super 7); 3, G. Birrell (Lotus-B.M.C. 11). **Fastest lap:** Bloor, 86.73 m.p.h. **Over 1,600 c.c. class:** 1, B. J. Hough (Cooper-Bristol), 79.17 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, T. Brooks (M.G.A 1600). **Fastest lap:** Bloor, 80.81 m.p.h. **Formula Junior and Monoposto Cars. Monoposto Class:** 1, M. R. Paris (U2-Ford), 81.27 m.p.h.; 2, J. B. Moore (Warwick Mk. 2); 3, F. J. Tiedeman (Milli-Doppio). **Rear-engined class:** 1, K. M. Francis (Lotus 20), 89.80 m.p.h.; 2, A. W. Rollinson (Cooper-Ford Mk. 3); 3, J. Maglia (Lotus-Ford 22). **Front-engined class:** 1, J. Bouckley (Lola-Ford), 78.87 m.p.h.; 2, P. D. Ivey (Elva-DKW).



WINNER of the big class in the closed car race was N. Cussons (Aston Martin DB4).

driver of the Radcliffe Garages' Elite, and J. Finlay, driving a TR4, appeared to touch, then, locking wheels, gyrated in opposite directions. The former spun off and hit a tree, sustaining injuries which later proved fatal, and the latter crashed against a concrete verge, breaking an arm and suffering other injuries.

Thirteen competitors qualified in the first trial and 23 in the second.

Event 2 was a 7-lap race for 1172 Formula cars, once again proving Arthur Mallock supreme in this category, on this occasion his U2 taking the flag some 11 seconds ahead of J. B. Moore (Warwick Mk. II), with J. Corfield (Terrier Mk. II) third.

Next came the 750 Formula cars over a similar distance. This was led to the half-way mark by B. A. M. Small (Austin), who then disappeared to leave D. A. White (Impala 750) a certain winner by the margin of 40 seconds from J. M. Cotton (Finesse), with H. L. Bloor (Lewis Mk. 1) third. All these pretty sounding names were variations on the Austin 7 theme.

Unlimited sports cars were next, providing Rodney Bloor's Lotus 23 with its first win of the day. He easily beat P. S. Borthwick (Lola), who, in turn, vanquished, after a great scrap, T. Hay-



MIXED BAG at Old Hall Corner in the second half-hour speed trial. A total of 23 cars qualified in this event.

JOHN BOLSTER TESTS

# A Works- Modified Sprite Mark 2



THE Austin-Healey Sprite, in its Mark II form, is a practical and most attractive little sports car. The Donald Healey Motor Co., Ltd., of the Cape, Warwick, is the parent firm which originates the design of the cars, and this company also specializes in modifying the basic machine. Obviously, the standard model is turned out at a competitive price, but there is considerable scope for the man who can afford de luxe equipment and special tuning.

I have recently had the pleasure of using a fully modified Sprite which had received "the treatment" at Warwick. First of all, an extremely effective fibreglass hard top had been added, plus a pair of lightweight glass fibre bucket seats and a set of fitted carpets. These items cost £52 10s., £18 16s. and £10 respectively.

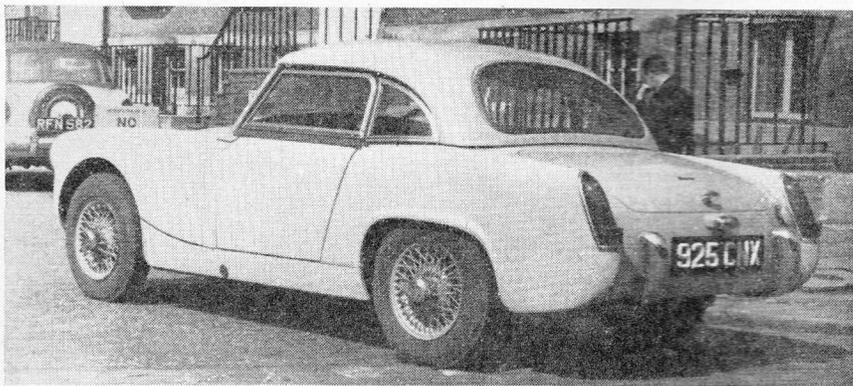
Then the Healey Sprint Kit had been fitted. This entails enlarging and polishing the ports while lining up the manifolds. Two 1½ ins. SU carburettors and a high-efficiency exhaust system are used. The chassis benefits from an anti-roll bar, heavy-duty front springs, and a set of special damper valves. For the driver's pleasure, a wooden steering wheel is fitted. The complete cost of this Sprint kit is £71.

In addition, the engine tuning had been carried a good deal further. A set of high-compression pistons at £12 12s. was installed, together with a three-quarter-race camshaft and distributor at £19 5s. Larger valves were incorporated, costing 17s. 6d. each for the inlets and £1 3s. for the exhausts. A lightened flywheel at £6 6s. and a nine-spring clutch at £15 10s. were added, plus an oil cooler at £16. An alloy rocker cover with quick-action filler cap completed the engine at £6 6s. Fitting charges would be extra on these items, the work having been carried out to racing standards, with all strategic bolts and nuts drilled and wired. The block was bored .060 in. oversize to bring the capacity up to 995 c.c.

4,000 r.p.m., things were beginning to happen, and in the band between 5,000 and 7,500 r.p.m., the performance was almost beyond belief.

The figures speak for themselves. The 0 to 60 m.p.h. time of 10 seconds is tremendous motoring but the standing quarter-mile in 17.2 secs. is simply breathtaking, 80 m.p.h. coming up in third during this exercise. The acceleration continued strongly in top gear, 90 m.p.h. being seen on any short straight. With a good long run, a timed 100 m.p.h. could be appreciably exceeded.

Driven sensibly, the engine was by no means intractable though it would not suit auntie. I employed the machine as a town carriage on occasion, one oiled plug being the sole penalty for this



A disc brake and wire wheel kit is a "must" for a little motor of this calibre, at £103. The test car had a 4.55 to 1 axle nose assembly, costing £25. Apart from these few items, "my" Sprite was "absolutely standard, old man"!

From the above specification, it is obvious that the test car was a pretty hot little package. The engine was dead smooth, flashing up to 7,500 r.p.m. at the drop of a hat. Conversely, practically no power was generated under 3,000 r.p.m. and it was advisable to keep below half throttle when coaxing the willing little unit past this critical speed. At

indignity. The clutch was smooth and the gear change excellent, but while the interior noise level was high, it would be acceptable to the young enthusiasts who would own such a car. I cruised for considerable distances at 6,000 r.p.m. without feeling that I was overdoing it.

The ride, of course, was hard and the seats lacked padding, though they gave excellent lateral location. All this is typical of the small competition car, and would be valued as such by the enthusiastic driver. The usual oversteer had vanished, a completely neutral characteristic being displayed. The

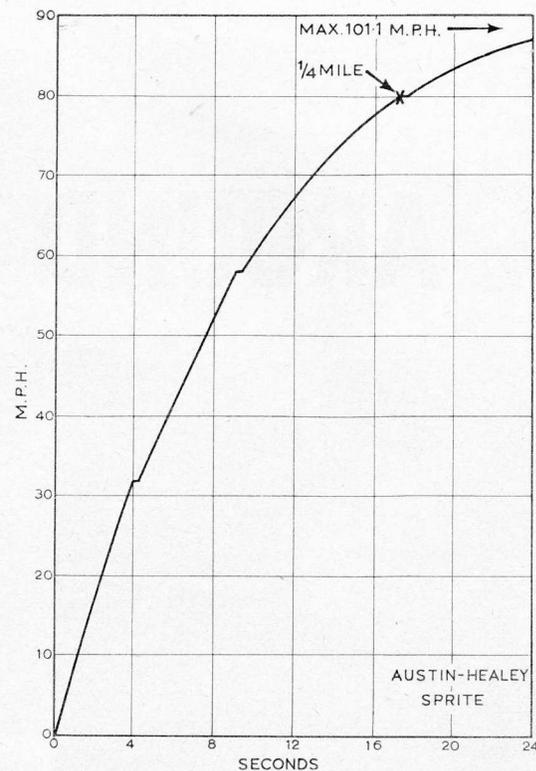


machine could be cornered very fast, and while it did not encourage one to adopt extreme angles of drift, the road-holding was very satisfactory for hard driving. Bumps could cause a momentary unsticking of the rear end, but a flick of the steering wheel soon subdued that. Severe bumps could force the rear suspension to bottom, but this was exceptional.

The brakes gave me every confidence, and a fat lady who suddenly waddled into the middle of the Watford By-pass evidently had confidence in them too. All four wheels left impressive black lines, the car remaining straight with no

hopping or tramp. The steering was sensitive, giving good "feel" on wet roads, at the expense of some kick-back on bumpy surfaces.

There was something very endearing about this little car. It seemed to be so well made, with absolutely no rattles. There were noises, of course, but they were all functional sounds that one expects in a sporting vehicle. The hard top was very neat indeed, the sliding windows fitting satisfactorily with no tendency to open or close themselves. In spite of the low roof line, fully sufficient head room was provided for a tall driver. The driver and passenger were



ACCELERATION GRAPH

comfortable on a long journey, but though the spare wheel seemed to occupy more than its fair share of the boot, there was extra luggage space behind the seats which I found suitable for the carriage of a large dog.

The Austin-Healey Sprite is a jolly little sports car which adds good looks to its virtues in its Mark II form. When modified at Warwick it becomes a genuine 100 m.p.h. car with formidable acceleration, which can take on almost anything on four wheels up to 2-litres capacity.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Austin-Healey Sprite Mk. II, price £623 including P.T. For prices of extras see text.

**Engine:** Four cylinders 64.3 mm. x 76.2 mm. (995 c.c.). Pushrod-operated overhead valves. Compression ratio 10.6 to 1. 68 b.h.p. at 6,500 r.p.m. Twin SU carburettors. Lucas coil and distributor.

**Transmission:** Special nine-spring single dry plate clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios 4.55, 6.18, 8.73 and 14.60 to 1. Open propeller shaft. Hypoid rear axle.

**Chassis:** Punt-type chassis-body structure. Independent front suspension by wishbones and helical springs with torsional anti-roll bar. Rack and pinion steering. Rear axle on quarter-elliptic springs and radius arms. Lever-type hydraulic dampers all round. Disc front and drum rear brakes with hydraulic operation. Knock-on wire wheels fitted 5.20 x 13 ins. tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev.-counter. Oil pressure, water temperature and fuel gauges, windscreen wipers and washers. Flashing direction indicators.

**Dimensions:** Wheelbase 6 ft. 8 ins. Track (front) 3 ft. 9½ ins., (rear) 3 ft. 8½ ins. Overall length 11 ft. 5¼ ins. Width 4 ft. 5 ins. Turning circle 21 ft. 6 ins. Weight 13 cwt.

**Performance:** Maximum speed 101.1 m.p.h. Speeds in gears: 3rd 80 m.p.h., 2nd 58 m.p.h., 1st 32 m.p.h. Standing quarter-mile 17.2 secs. Acceleration: 0-30 m.p.h. 3.8 secs., 0-50 m.p.h. 7.8 secs., 0-60 m.p.h. 10 secs., 0-80 m.p.h. 17.2 secs.

**Fuel Consumption:** Driven hard, 27.3 m.p.g.

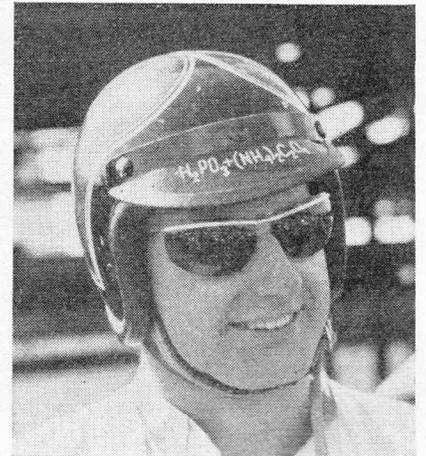


# AROUND



**VICTOR'S SPOILS** (left): A jubilant and garlanded Innes Ireland holds aloft the "News of the World" Trophy, watched by the local constabulary.

**"WHITMORE THE WIZARD"** (below): To prove that he is no chicken, John Whitmore wore his new "club" helmet. He is an hon. member of an American club whose insignia he bears.

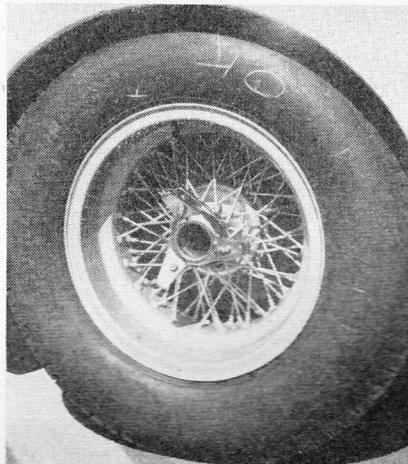


**THE FLAG** (above): Innes Ireland receives the chequered flag after his race-winning drive in the U.D.T.-Laystall Ferrari 250GTO.

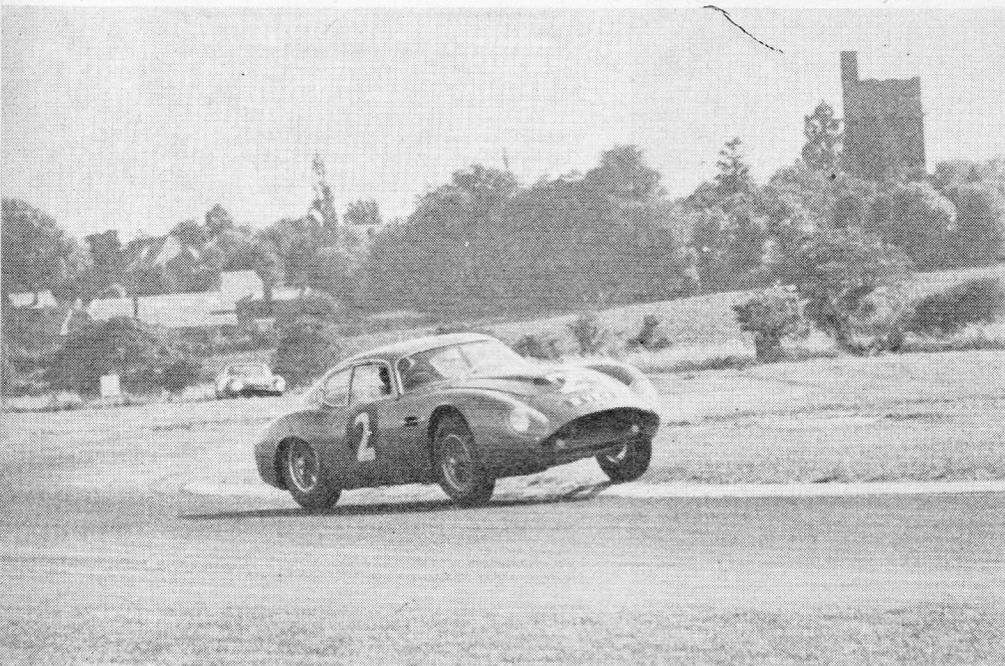
**"FERRARI-JAGUAR"** (right): John Coombs fitted Jaguar hub caps on to the recessed Ferrari ones to facilitate the use of the hammer.

**JIM'S PROGRESS** (below): Jim Clark on his very consistent line at St. Mary's. He found the Aston Martin a handful on the tricky Sussex circuit.

# THE



# T.T.



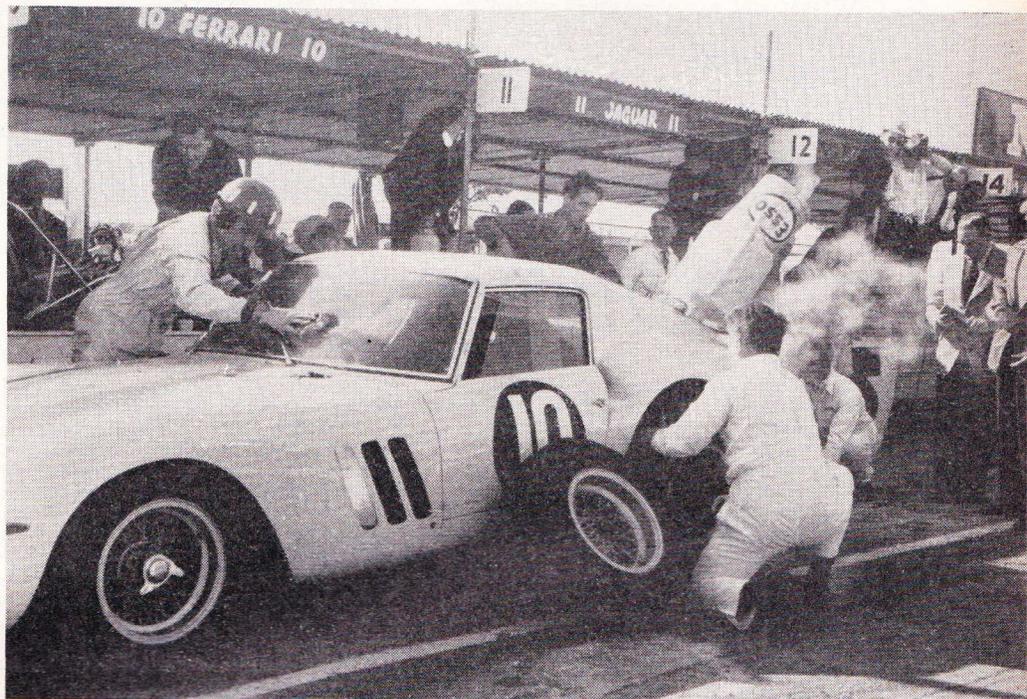
**ASTON ATTENTION** (above): Mike Salmon works on the gearbox of his Zagato Aston Martin while Jean Bloxam prefers to watch the race.



**WRECKAGE RECCE** (above): After the race Mike Parkes takes John Surtees and Ronnie Hoare to see the mess at Madgwick.

**PIT WORK** (right): Graham Hill cleans the very dirty windscreen of his Ferrari whilst mechanics attend to refuelling and tyre changing.

**"LAVATORY CHAIN!"** (below): John Coombs fitting his special invention which enabled Graham Hill to open the filler cap as he halted at the pits.



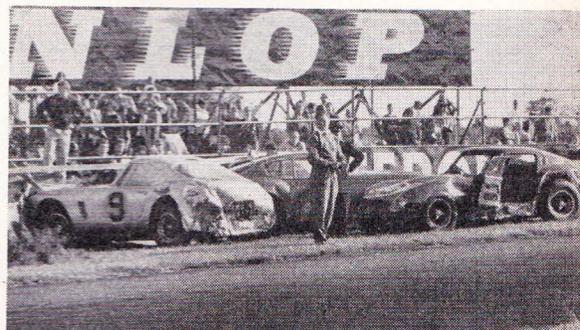
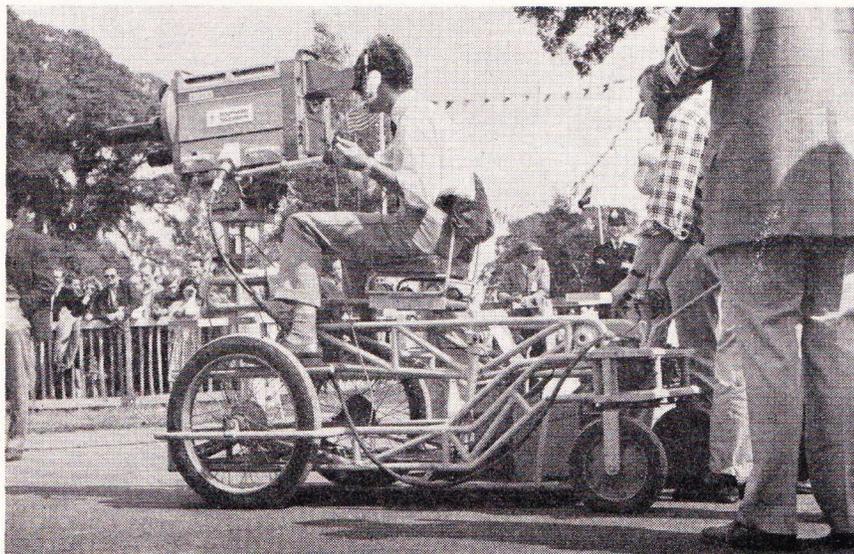
PHOTOGRAPHY BY  
PATRICK BENJAFIELD  
AND  
LYNTON MONEY



**SOLEMN SURTEES** (above): "When I left it parked here it wasn't in this state officer!" Surtees shows onlookers further damage caused by Robin Benson's Ferrari.

**LOTUS 26?** (left): The weird and wonderful "chassis" produced by Southern Television provoked more than a little comment from mechanics.

**£20,000 WORTH!** (below): Robin Benson's Ferrari came to rest on the left of the already modified Aston Martin and Ferrari, doing them a further bit of no good.



WARM and windy weather greeted the multitudes that attended last Sunday's B.R.S.C.C. meeting at Brands Hatch. The racing was "hot" too, the 13 10-lap races being highlighted by a handicap "strictly for the birds".

John Bloomfield's pretty Diva-Ford provided the main surprise in the 1-litre G.T. race which opened proceedings, but Stephen Minoprio's grey Marcos passed



Alan Peer during one of his efforts to keep ahead of Albert Powell, after passing him on the outside at Paddock.

## AN ENTERTAINING BRANDS

BY MICHAEL KETTLEWELL

the Tunex Conversions-built machine on the fourth lap at Paddock and scored his customary win. Keith Holland's G.S.M. was third, holding off the onslaught of John Miles (Sprite) and Jack Mathe (Speedwell). Ponti de Lautour's Ecurie Elan Sprite kept two similar cars at bay after a race-long contest.

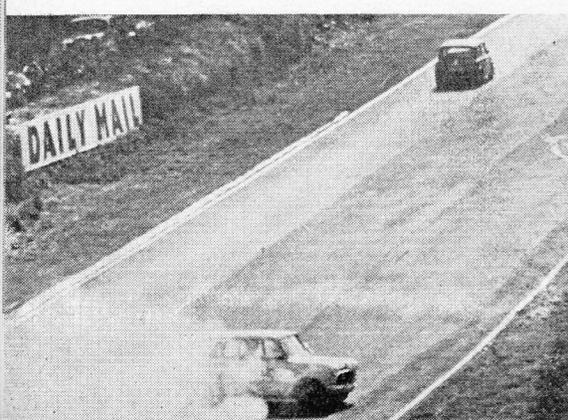
As most of his potential opponents non-started, Dizzy Addicott's ride to victory in the over 1,100 c.c. sports car event could easily be described as a Sunday afternoon's outing in the country. Addicott finished half a lap ahead of Lord Clydesdale's Lola and the Lotus 11s of Jeremy Griffin and Charles Hodgson, his Mark 6 Elva failing to beat his class lap record by 0.2 sec.

The race for 850 c.c. saloon cars was, of course, the usual Mini epic, our friend the NSU once more being last—though it gets faster at every meeting! Emitting rubber smoke at the corners, Michael Lacey's Austin outstripped rivals Barry Hall and Richard Gibbings and set up a new class record of 67.6 secs., 66.04 m.p.h. The main interest centred upon Gibbings' progress through the field after a fifth lap spin and the duel waged between John Barrett and John Oakley, the fourth and fifth finishers.

Driving for most of the race without a gear lever, Ken Baker easily won the big G.T. race. His E-type equalled his own class record established last July. Pip Arnold's Morgan was second and David Alexander's similar car third. This event was notable for a first lap "moment" at Druids and some very close racing towards the tail of the field, in the midst of which was usually John Webb's smart E-type.

The next event was expected to be a hairy old dice . . . and so it was! Well, what could you expect with the four 1½-litre Anglias of Doc Merfield, Chris Craft, Alan Peer and John Young at the rear of the grid, having missed their practice session, and Albert Powell's

*Richard Gibbings completes his "Dunlop benefit" at Paddock!*



"battle-scarred" 3.4 Jaguar and Colin Hextall's Tornado Talisman at the front! Paul Webb's 1,340 c.c. Anglia led as far as Paddock, there giving up the ghost, therefore Powell led at Druids with Peer, Hextall, Craft and Merfield in hot pursuit. Peer had simply sliced his way through lesser brethren from the back, while poor Young was caught up in the traffic jam for a while. At the end of the first tour—completed without incident!—Peer passed Powell at Paddock but went on to the grass and lost his place. At Druids they all led, but by the



*They ALL led at Druids!*

time they completed the lap Powell had the lead. Powell was quite often sideways in his attempts to stave off the attacks of others, who could be in any order, but Peer slipped by at Paddock on the sixth round and managed to hold his advantage this time. Powell was second and Merfield scratched past the now-orange Anglia of Craft on the inside of Druids to be third. Then Hextall took Craft, Merfield passed Powell and Hextall tried to copy, only to come unstuck and hit the bank at Clearways on his ninth lap. So the race finished in the order Peer, Merfield, Powell, Craft and Young, and Peer equalled Craft's class record of 64 secs. during his brilliant race.

The Formula Junior race was another closely fought event. Brands Hatch's familiar "pink peril", Brian Berrow-Johnson's Lotus 20, made the initial running, but his Superspeed-engined car lost the lead to top Jim Russell pupil Mike De-Udy's Lotus 22 on the third round. De-Udy managed to stay ahead too, driving extremely well on what, to him, was unfamiliar territory, and he won by 0.4 sec. Teddy Pilette (Merlyn) had been third until he quitted the circuit at Paddock on his fourth lap, and after this incident Lionel Brooke (Lotus 20) took up his position. Charles Crichton-Stuart drove creditably to be fourth in his new Cooper-Ford and was only a second behind Brooke and, indeed, only three seconds behind the winner. Close behind came young Melvyn Long (Lotus 20), another promising Russell star, and John Mew (Lotus 20), who had made a poor start.

Peter Deal (Lotus 7) won the 1-litre

sports car race from Peter Gethin (Lotus 7) and David Porter, who drove an i.r.s. Lotus 7. Northern exponent John Haynes provided most of the excitement with his rapid handling of a Lotus 7 from the back row of the grid into sixth position, although at one stage he had been fifth.

After posing for photographers, the glamour girls lined up for the start of their handicap race. First away was Mary Wheeler's T.V.R., with a 1 min. 20 secs. start, to be followed by Jean Aley's Cooper-Mini (1 min.), Elizabeth Osborn's Lotus Super 7 (50 secs.), Michaelle Burns-Grieg's Cooper-Mini (40 secs.), Gillian Sturgess's E-type Jaguar (credit lap + 35 secs.), Anita Taylor's Anglia (30 secs.), Jenny Tudor-Owen's Aceca-Bristol (credit lap + 25 secs.), Daphne Freeman's Mini-Minor (credit lap + 20 secs.) and Wendy Hamblin's Lotus 7 on scratch. Anita Taylor soon passed Gillian Sturgess, who treated brother Robin's E-type with all the respect it deserved, and Jenny Tudor-Owen, who drove a cautious race in Hugh

### Results

**Grand Touring cars up to 1,000 c.c.:** 1. S. J. C. Minoprio (Marcos-Ford G.T.), 69.60 m.p.h.; 2. J. R. Bloomfield (Diva-Ford G.T.); 3. K. G. Holland (G.S.M. Delta). **Fastest lap:** Minoprio, 71.31 m.p.h. **Sports Cars over 1,100 c.c.:** 1. D. G. Addicott (Elva-Climax Mk. 6), 75.87 m.p.h.; 2. Lord Clydesdale (Lola-Climax); 3. J. Griffin (Lotus-Climax 11). **Fastest lap:** Addicott, 78.04 m.p.h. **Saloon Cars up to 850 c.c.:** 1. M. G. Lacey (Austin Mini), 64.62 m.p.h.; 2. B. W. F. Hall (Austin Mini); 3. R. J. D. Gibbings (Austin Mini). **Fastest lap:** Lacey, 66.04 m.p.h. **Grand Touring cars over 1,600 c.c.:** Overall Winner: K. Baker (Jaguar E), 69.64 m.p.h. **Over 3,000 c.c. class:** 1. K. Baker (Jaguar E), 69.64 m.p.h.; 2. W. R. Pearce (Jaguar XK 150); 3. J. Webb (Jaguar E). **Fastest lap:** Baker, 72.00 m.p.h. **1,601-3,000 c.c. class:** 1. P. H. Arnold (Morgan Plus 4), 67.45 m.p.h.; 2. D. Alexander (Morgan Plus 4); 3. B. E. Hampshire (M.G.A. 1600). **Fastest lap:** Arnold, 68.89 m.p.h. **Saloon Cars over 1,000 c.c.:** 1. A. Peer (Ford Anglia), 68.24 m.p.h.; 2. D. P. Merfield (Ford Anglia); 3. W. A. Powell (Jaguar 3.4). **Fastest lap:** Peer, 69.75 m.p.h. **Formula Junior:** 1. M. De-Udy (Lotus-Ford 22), 77.77 m.p.h.; 2. B. E. Berrow-Johnson (Lotus-Ford 20); 3. J. B. L. Brooke (Lotus-Ford 20); 4. C. Crichton-Stuart (Cooper-Ford Mk. 3); 5. M. Long (Lotus-Ford 20); 6. J. R. C. Mew (Lotus-Ford 20). **Fastest lap:** De-Udy, 79.71 m.p.h. **Sports Cars up to 1,000 c.c.:** 1. P. W. J. Deal (Lotus-Ford 7), 73.13 m.p.h.; 2. P. K. Gethin (Lotus-Ford 7); 3. D. B. Porter (Lotus-Ford 7). **Fastest lap:** Deal, 74.65 m.p.h. **Ladies' Invitation Handicap:** 1. Mrs. E. A. Osborn (Lotus Super 7), 62.93 m.p.h.; 2. Mrs. W. Hamblin (Lotus-Ford 7); 3. Mrs. J. Aley (Morris Mini-Cooper); 4. Mrs. M. Wheeler (T.V.R.-Climax); 5. Miss A. Taylor (Ford Anglia); 6. Mrs. J. Tudor-Owen (A.C. Aceca-Bristol). **Fastest lap:** Hamblin, 68.47 m.p.h. **B.M.C. Mini-Coopers:** 1. J. R. Aley (Morris Mini-Cooper), 65.94 m.p.h.; 2. A. D. Rutt (Austin Mini-Cooper); 3. G. Morgan (Morris Mini-Cooper). **Fastest lap:** Morgan and Rutt, 67.43 m.p.h. **Grand Touring Cars 1,001-1,600 c.c.:** 1. G. M. Jones (Marcos-Climax G.T.), 71.54 m.p.h.; 2. L. Leston (Lotus Elite); 3. W. J. Shaw (Lotus Elite). **Fastest lap:** Jones, 73.18 m.p.h. **Sports Cars 1,001-1,100 c.c.:** 1. A. V. Herbourne (Lola-Climax), 76.36 m.p.h.; 2. L. W. Keens (Lotus-Ford 23); 3. M. G. Beckwith (Lotus-Ford 23). **Fastest lap:** Beckwith and Herbourne, 78.32 m.p.h. **Saloon Cars 851-1,000 c.c.:** 1. J. J. Williams (Austin A40), 68.11 m.p.h.; 2. M. A. Young (Ford Anglia); 3. F. O. Williams (Austin A40). **Fastest lap:** J. J. Williams, 69.75 m.p.h. **1,172 c.c. Sports Cars:** 1. S. A. Goodwin (Pegasus-Ford), 64.08 m.p.h.; 2. B. J. Parker (Rejo-Ford); 3. R. E. Easterling (Rejo-Ford). **Fastest lap:** Easterling, 71.31 m.p.h.

Dibley's Aceca, also passed the E-type on the fourth lap and wrested the lead from it. Poor Michaelle Burns-Grieg, all the way from Scotland with her Cooper-Mini, had the thing die under her at Clearways on the fifth lap; however, she revived it to carry on motoring two laps later. Incidentally, during practice, Michaelle drove with the hand brake on! Meanwhile, Elizabeth Osborn, driving the first of what she hopes to be many races, snatched the lead from Jenny Tudor-Owen at Paddock on the sixth lap and, what's more, began to draw away from the rest of the field. Even after venturing towards Druids backwards on her eighth lap, Elizabeth went on to win. Scratch-girl Wendy Hamblin brought David Porter's Lotus 7 across the line inches ahead of Jean Aley to be second and Mary Wheeler, Anita Taylor, Jenny Tudor-Owen, Daphne Freeman, Gillian Sturgess and the delayed Michaelle Burns-Grieg followed. What a splendid race!

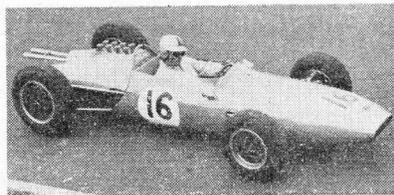
The Cooper-Mini dice followed. The experienced John Aley just managed to keep Tony Rutt and George Morgan at bay, finishing 0.4 sec. ahead of the practically dead-heating pair. Farther down the field a grand scrap went on for sixth position between three lads having their first-ever race, Philip Wicks, John Thorpe and Michael Campbell-Cole. Seventeen-year-old Campbell-Cole, entered by Motor Racing Stables, was the most enterprising—and no doubt with a little more experience he will be a man to watch. However, he unaccountably lost his place on the last lap to Thorpe.

Even Les Leston and his Elite could not beat Gordon Jones and the only Climax-engined Marcos in captivity. Leston and Bill Shaw, who was always right up with DAD 10, chased the "wooden wonder" relentlessly and even when Jones was held up by backmarkers they could not manage to pass it. Surprisingly, Jones's fastest lap was a second off his record.

Mike Beckwith's Lotus 23 led for the first one and three quarter laps of the 1,100 c.c. sports car race, then, pressed hard by Tony Hegbourne's fleet little Lola, he made a mistake at Clearways. This dropped him to sixth place, though he made up ground rapidly and was right on the tail of Laurie Keens's second-place Lotus 23 at the end, Hegbourne having won the race.

Frank Williams (A40) made the running in the 1-litre saloon car race until the end of the fifth lap when he was taken by surprise by Mike Young (Anglia) who sneaked by at the end of Clearways. Right behind Young was Jonathan Williams's notorious black A40 which also passed Frank Williams and then went into the lead at Paddock after a very neat manoeuvre. Williams went on to win, harried all the way by Young, and he set up a new class lap record of 64 secs., 69.75 m.p.h., which, believe it or not, equals the over 3-litre and 2-litre records (3.4 Jaguar and 1½-litre Anglias respectively). Young Jonathan travels deceptively fast!

A shower of rain heralded the 1172 sports car race, a dull event in which only six cars started. Tony Goodwin won this as he liked in Phil Chapman's Pegasus and the Rejos of Bernard Parker and Rod Easterling were second and third, the latter having revolved twice.



JACK BRABHAM'S own creation makes its British debut.

## THE GOLD CUP AT OULTON PARK

BY GREGOR GRANT

THE line-up for Saturday's 73-lap (201 miles) International Gold Cup race at Oulton Park is of full Grand Prix calibre, the only important marques absent being Ferrari and Porsche. In point of fact, with recollections of Pescara and Monza both counting for the World Championship in 1957, it is a pity that Oulton Park could not have been given that status in place of the cancelled Spanish race.

It is indeed a star-studded field, works entries being Bruce McLaren (Cooper-Climax), Jack Brabham (Brabham-Climax), John Surtees and Roy Salvadori (Bowmaker Lolas), Graham Hill, Richie Ginther and Bruce Johnstone (B.R.M.s), Jim Clark, Trevor Taylor (Lotuses) and Tony Settember (Emeryson). In addition there are two U.D.T.-Laystall Lotuses for Innes Ireland and Masten Gregory, Gary Hocking in Parnell's Lotus, Jo Bonnier in the Walker Lotus, and Keith Greene (Gilby-B.R.M.), the Germans Wolfgang Seidel and Gunther Seifert (Lotuses), Bernard Collomb of France (Lotus), Ian Burgess (Cooper), Tony Shelly (Lotus), Phil Robinson (Lotus), the Lotuses of Gerry Ashmore and Graham Eden, Jack Lewis (Cooper), and Carel Godin de Beaufort (Porsche).

It is interesting to note that South African Bruce Johnstone has been given a drive in a V8 B.R.M., and that Gary Hocking will be facing top-class opposition for the first time in car-racing. Bonnier will be seen in a British G.P. car for the first time since he left B.R.M. to join Porsche. This will also be the

first appearance of the interesting new Brabham in England.

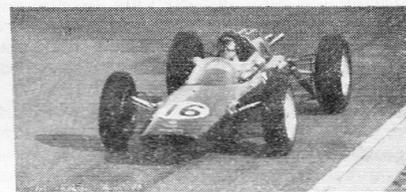
This should be a fine race, for Oulton is a real drivers' circuit, and the crowd will doubtless be treated to a tremendous struggle for honours featuring Hill, Surtees, Clark, McLaren, Ireland, Gregory, Taylor, Brabham, Bonnier and Co.

A fine entry has also been received for the sports-racing and touring car events, the former including such well-

**26 Entries for Important Formula 1 Race—14 with V8 Engines—New Team Driver for B.R.M.**

known performers as Ireland (Lotus), Blumer (Cooper), Graham (Lotus), Beckwith (Lotus), Hawkins (Lotus 23) and Jim Clark in the 2-o.h.c. Ford-powered Lotus 23. Morris and Austin Mini-Coopers dominate the 1,000 c.c. saloon category, including Christabel Carlisle, John Whitmore, John Love and Bill Blydenstein. In the 2-litre class, Harper's works Rapier is joined by the Alan Fraser-entered cars of Pilsforth, Jopp and Cuff Miller, against Hutcheson's Riley, and the Vauxhalls of Aston and Banks.

Nicky Byrne (Mercedes-Benz) has the 3-litre class all to himself (where are the Zodiacs?), whilst the "Jaguar" sec-



JIM CLARK and the Lotus 25 are a difficult combination to beat.

tion contains Graham Hill, Mike Parkes, Roy Salvadori, Jack Sears and Peter Dodd.

The sports-cars open the programme at 11.30 a.m., then come the saloons at 1.30 p.m., with the Gold Cup at 2.45 p.m. Incidentally, the sports-racing car event is a qualifier for Classes E and F in the AUTOSPORT Championship.

### THE ENTRIES . . . .

**International Gold Cup Race for Formula 1 Racing Cars (73 laps, 201 miles):** Jack Brabham (Brabham-Climax); Bruce McLaren (Cooper-Climax); John Surtees (Lola-Climax); Roy Salvadori (Lola-Climax); Gerald Ashmore (Lotus-Climax\*); Graham Eden (Lotus-Climax\*); Chris Ashmore (Lotus-Climax\*); Jim Clark (Lotus-Climax); Trevor Taylor (Lotus-Climax); Jack Lewis (Cooper-Climax\*); Wolfgang Seidel (Lotus-B.R.M.); Gunther Seifert (Lotus-Climax\*); Innes Ireland (Lotus-Climax); Masten Gregory (Lotus-Climax or Lotus-B.R.M.); Philip Robinson (Lotus-Climax\*); Graham Hill (B.R.M.); Richie Ginther (B.R.M.); Bruce Johnstone (B.R.M.); Keith Greene (Gilby-B.R.M.); Bernard Collomb (Cooper-Climax\*); Anthony Shelly (Lotus-Climax\*); Gary S. Hocking (Lotus-Climax\*); Ian Burgess (Cooper-Climax\*); Carel Godin de Beaufort (Porsche\*); Joakim Bonnier (Lotus-Climax); Tony Settember (Emeryson-Climax\*).

\* = 4-cyl. car.

**Sports Car Race (19 laps, 50 miles):** Up to 1,600 c.c. Class: Maxwell Ward (Lotus-Ford 11); Chris Ashmore or Gerald Ashmore (Elva-Climax Mk. 6); Bill Ferguson (Lola-Climax); George Pitt (Elva-Climax Mk. 6); Nick Garbett (Lotus-Ford 23); Tony Kilburn (Lotus-Climax 11); Peter Dickinson or J. D. Hislop (Lola-Climax); Rodney Bloor (Lotus-Ford 23); Mike Beckwith (Lotus-Ford 23); Laurie Keens (Lotus-Ford 23); John Nicholson (Lola-Climax); Tony Lanfranchi (Elva-Climax Mk. 6); Peter Borthwick (Lola-Climax); Bob Hicks (Lotus-Ford 23); Paul Hawkins (Lotus-

Ford 23); Bruce Johnstone (Lotus-Ford 23); Jimmy Mackay (Lola-Climax); Jim Clark (Lotus 23); Chris Williams (Lotus-Ford 23); Bill Bradshaw (Lotus-Ford 23).

**Over 1,600 c.c. Class:** Jimmy Blumer (Cooper-Climax Monaco); Douglas Graham (Lotus-Climax 15); Innes Ireland (Lotus-Climax 19); Mike Pendleton (Lister-Jaguar); Ken Yeates (Aston Martin DB3S); Peter Sutcliffe (Jaguar "D"); Jim Diggory (Aston Martin DBR2).

**Saloon Car Race (19 laps, 50 miles):** Up to 1,000 c.c. Class: Christabel Carlisle (Morris Mini-Cooper); John Love (Austin Mini-Cooper); John Whitmore (Austin Mini-Cooper); Billy Blydenstein (Morris Mini-Cooper); Tony Rutt (Austin Mini-Cooper); Peter Galliford (Morris Mini-Cooper); Sqn.-Ldr. J. Lisle (Morris Mini-Cooper); Flt.-Lt. L. Gibson (Morris Mini-Cooper); Bill Borrowman (Austin Mini-Cooper); R. M. Wilson (Morris Mini-Cooper).

**1,000 c.c. to 2,000 c.c. Class:** Peter Harper (Sunbeam Rapier); Peter Jopp (Sunbeam Rapier); Peter Pilsforth (Sunbeam Rapier); Ellis Cuff Miller (Sunbeam Rapier); Alan Hutcheson (Riley 1.5); Bill Aston (Vauxhall VX 4/90); Warwick Banks (Vauxhall VX 4/90).

**2,001 c.c. to 3,000 c.c. Class:** Nicky Byrne (Mercedes-Benz 220 SEB).

**Over 3,000 c.c. Class:** Graham Hill (Jaguar 3.8); Roy Salvadori (Jaguar 3.8); Michael Parkes (Jaguar 3.8); Jack Sears (Jaguar 3.8); Peter Dodd (Jaguar 3.8).

JOHN BOLSTER DISCUSSES

## THE TECHNICAL DEVELOPMENT OF THE GRAND PRIX CAR

IN an article which I wrote earlier this season I covered motor racing from the financial, public interest and safety aspects. I now beg leave to push these vital matters into the background just for the moment and to concentrate on the purely technical side of Formula 1 racing. If you have Tom Pritchard's article, "Grand Prix Car Performance" beside you, so much the better (AUTOSPORT, 3rd August, 1962).

Perhaps the thing which has surprised most people is the relatively low maximum speed of the current projectiles. If a Grand Prix had been run on the Sarthe circuit during the recent 24 hours' sports car affair, the G.P. machines would have been soundly trounced on the Mulsanne straight! It makes you think.

It may well be a good thing that the maximum velocity is within reason, for the current crop of single-seaters gives little protection to the automobilist during hedging and ditching excursions. Nevertheless, the constructors have obviously been given furiously to think, and much is being done in the wind-cheating department.

One understands that the Grand Prix drivers, through their association, are going to have something to say about cramped cockpits. It is to be hoped that minimum dimensions will be laid down and, personally, I hate those kiddie-car steering wheels. Nevertheless, I fear that the reclining driving position

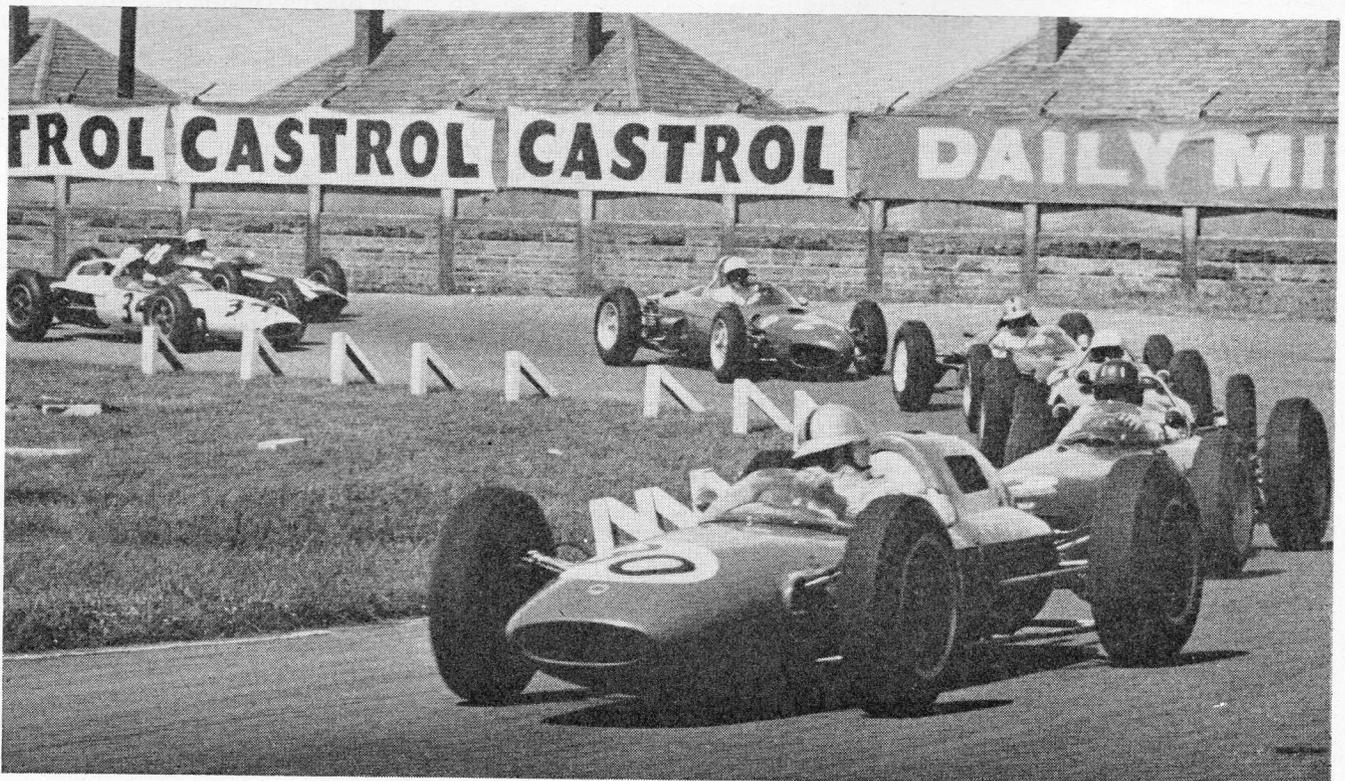
has come to stay, and after all there are precedents. Once the "Brooklands crouch" had invaded the motor-cycling world, the boys were soon doing it round the Isle of Man, to the terror of their conservative elders. Intrepid pedal-cyclists race round France at fantastic speeds, with their noses almost skimming their front tyres, all trying to make the smallest possible hole in the wind. When the late and great Goldie Gardner took records almost lying on his back, it was certain that his posture would eventually be copied on the circuits.

In an open-wheeled single-seater racing car the tyres present the greatest resistance to the wind. However, much has been done to clean up body shells, and Lotus have even gone to the trouble to take the springs and dampers in-board, though the gain must be trivial. Much thought has been given to the possibility of repositioning the radiator to reduce cooling drag. Ian Burgess fitted two small radiators just ahead of the rear wishbones so as to have a streamlined nose. Unfortunately the weight distribution suffered and he reverted to the standard layout. The new Gemini has a sharp nose with ducts recessed at each side, but nobody seems attracted by the surface radiator, as used by George Eyston and other record breakers, not to mention the very first version of the Vanwall.

The actual construction of chassis is

causing much discussion, ever since Colin Chapman deserted the multi-tubular fold. Now I have often repeated the undoubted truth that the strongest and most rigid car chassis is a tubular backbone of very great diameter and the minimum wall thickness. Several designers are taking a new interest in the backbone construction for sports cars, I understand, but Chapman has adapted it to the single-seater racing car. The tube has become a much more complex structure because it has had to be pierced to admit Jimmy Clark and a Coventry Climax engine. The rigidly mounted power unit is a stressed member, but Jimmy isn't. Perhaps he will be welded into next year's model.

The object of the exercise, of course, is to achieve the greatest possible torsional rigidity. With current suspension systems, the most rigid car will be the fastest round corners—it's as certain as that. Nevertheless, the suspension design of Grand Prix cars tends to be simple almost to the point of crudity, though it has been developed to give quite remarkable results. It cannot be long before the advantages of inter-connecting the front and rear suspension systems are found to be as real in racing as on the road. Such a design could add complexity to the racing car, but it is likely to reduce the overwhelming importance of rigid construction. It is on wet roads that these more advanced suspension systems will excel, and in this



connection we should give thanks to the tyre experts for the remarkable treads and materials that they have developed.

It is excellent that the British V8 engines are now becoming really reliable. Fundamentally, the next stage must be to increase their r.p.m. All the while you can fill your cylinders, the faster you can turn your engine and the more power it will give. The "eight" beats the "four" because it can turn faster and therefore burn more petrol-air mixture in a given time. Although we are on top at the moment, the shadow of the Honda looms already and complacency would be fatal.

The Honda car engine is not yet available for examination, but their racing motor-cycle engine is common currency. The four-cylinder 250 c.c. Honda engine develops 184 b.h.p. per litre. This magnificent result is only possible because the unit peaks at 14,000 r.p.m. and will run up to 18,000 r.p.m. Anybody wishing to compete with it in the 250 c.c. class must have an engine that will turn equally fast or faster.

The design of this fantastic unit is relatively straightforward except that it employs four valves per cylinder with a bore of only 44 mm. Perhaps the small valves have been chosen for their light weight, in view of the extremely high speed, but I think that the choice was dictated by considerations of ramming. In a high-efficiency engine with inlet and exhaust systems of tuned lengths, it is now known that the port shape is vital. An appreciable curve close to the valve seat is fatal and it is much easier to find room for a straight run of adequate length with a small valve—hence two small valves are better than one big one in spite of possible pumping losses.

To "multiply" such a 250 c.c. engine into a 16-cylinder 1½-litre would be perfectly feasible, but not in a reasonable time. Hence, Honda have built a relatively straightforward V8 for next year,

which has already had many months of development work. It would appear that a V12 is on the drawing board and may be built if the 1½-litre formula seems likely to have a long life.

Various figures have been quoted for the performance of this engine, but there



*LOTUS front suspension. Springs and dampers have been taken inboard, though the gain in reducing drag must be trivial.*

is no doubt that it can now develop well over 200 b.h.p. continuously. When it comes to the starting line, it is likely that it will have a performance of 150 b.h.p. per litre in round figures, which means 225 b.h.p. in the 11,000 to 12,000 r.p.m. band. I bet it makes a lovely noise!

If the current Ferrari is somewhat out-classed, this position could easily be

reversed when the straight-eight appears. This engine has eight Gilera motor-cycle cylinders and the Italians know almost as much as the Japanese in this field. The drive is from the centre of the crankshaft, with the engine mounted across the chassis. The transmission to the gearbox and final drive is undoubtedly by spur gears, thus avoiding the power loss occasioned by right-angle drives. Obviously, the potentiality of this car must be very great, as the engine should develop almost as much power as the Honda.

If engine reliability is being attained, there are still plenty of transmission problems. In addition to actual failures, the new engines require five or six gears, of which the exact choice of ratio is critical. Indeed, circuits not only demand different overall ratios, but even the number of gears needed is not constant. It is possible to have too many gears as well as too few, and their relationship may not be ideal if one simply changes the drop gears to give the right top speed. What a change from the 2½-litre four-cylinder cars, which had so much "punch" that they needed only two gears on some circuits!

Should the present formula for small engines persist, higher revolutions and even "peakier" power curves are bound to add to these transmission problems. The logical conclusion is that multi-speed gearboxes will eventually give way to infinitely variable transmissions. By this, I do not mean automatic transmission but a gearbox with no "steps" which is under the driver's full control, probably operated by his left foot.

If this prediction appears too fanciful, may I remind readers that I predicted an engine with telescopic inlet and exhaust pipes many years ago. To those people who vented their mirth in the correspondence columns I would merely remark that such a racing engine is on the test bench, now!

**T**HE Shorrock supercharger has a most enviable reputation. Once upon a time, "blowers" used to have a short life and a merry one. Shorrock's have changed all that, and now it is well known that this beautifully made eccentric vane compressor will outlast three engines without overhaul.

"Blowing" is considered by many people to be the best way of increasing the performance of an engine. This is

**JOHN BOLSTER TESTS**

## A SHORROCK-SUPERCHARGED MINI

because no dismantling or alteration of parts is necessary, and the low-speed flexibility is always greatly improved. It was thus most interesting to put a supercharged Austin 7 (identical to a Mini-Minor) through a long and arduous test.

All the advantages of the supercharger are at once apparent. The car accelerates cleanly from less than 15 m.p.h. in top gear. Obviously, there is no actual boost at very low speeds, but the petrol/air mixture, in passing from the carburetter to the engine, is mixed mechanically in traversing the rapidly rotating "blower", and the distribution is

consequently better than in any normally aspirated engine.

Further up the scale, as a positive pressure is built up in the induction tract, a delicious sound is heard, reminiscent of the days of *real* motor racing. This characteristic supercharger whine is more prominent inside the "Mini" because the compressor is situated right against the bulkhead. Nevertheless, it only becomes really inspiring at peak revolutions, below which the unit is singularly unobtrusive.

The performance is considerably aug-

mented, no less than 10.8 seconds being saved in passing from a standstill to 60 m.p.h., for example. The maximum speed also benefits to the tune of 7.3 m.p.h. This amelioration of speed and acceleration is sufficient to give the "blown" car an absolute mastery over its standard sisters. Continuous use of full boost has no adverse effects, even on M1.

The supercharged Austin 7 has thus many of the attributes of a tuned example, for it is considerably faster than standard and has a very useful improvement in acceleration. Yet, it also boasts a flexibility in top gear that is entirely foreign to a raised-compression, twin-

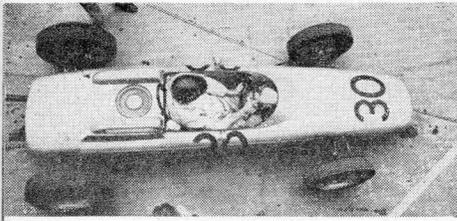
carburetter job. During normal driving, a standing start in third gear is perfectly natural, with no clutch slipping or judder. This alone proves how different the Austin 7 with forced induction is from the catalogued model.

Although the brakes of this car are perhaps not its strongest feature, the extra performance did not appear to worry them unduly. To drive, the supercharged Austin 7 resembled a car with a considerably larger engine, but there was nothing "tuned" about it. For some people, such a performance is almost ideal, and is more than worth the appreciable increase in fuel consumption which is involved. It is worth remembering, too, that the engine may be returned to standard at once by simply unbolting the "blower". Incidentally, the supercharger is connected to the lubrication circuit, but its appetite for oil appears to be almost too small to measure.

The test car was submitted by the Allard Motor Co., Ltd., Clapham Common, S.W.4.

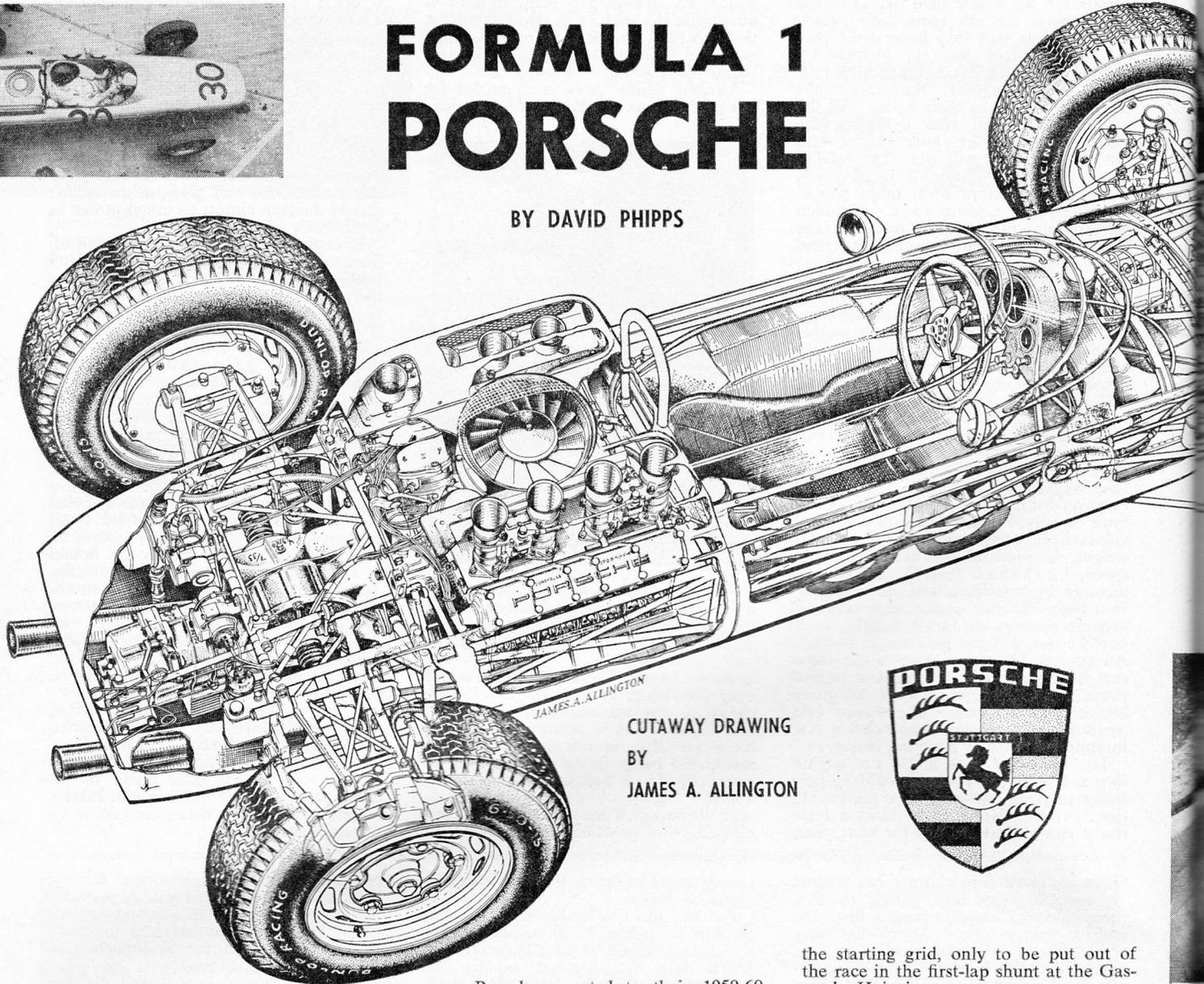
### PERFORMANCE FIGURES

	Standard Car	Supercharged Car
Maximum Speed	74.5 m.p.h.	81.8 m.p.h.
0-30 m.p.h.	6.2 s.	4.5 s.
0-50 m.p.h.	16.9 s.	12.1 s.
0-60 m.p.h.	26.3 s.	15.5 s.
0-70 m.p.h.	...	22.9 s.
Standing ¼ mile	23.3 s.	20.6 s.
Fuel Consumption	40.1 m.p.g.	27 m.p.g.



# FORMULA 1 PORSCHÉ

BY DAVID PHIPPS



CUTAWAY DRAWING

BY

JAMES A. ALLINGTON



WHEN the 1½-litre Formula 1 was introduced, in January, 1961, everyone expected Porsche to be one of the leading contenders. They had done very well in Formula 2 races in 1960, finishing first, second, fourth, fifth and sixth in the German Grand Prix, and it was understood that another, more powerful car was already on the way. The German firm had also secured the services of Dan Gurney and Joakim Bonnier, probably the strongest driver combination in Grand Prix racing.

Early in 1961 it was announced that the new car had a flat-eight engine which developed 200 b.h.p. But when it was first tested the eight-cylinder engine gave only 120 b.h.p., so it was decided to start the season with the old four-cylinder engine in the chassis intended for the eight-cylinder unit. The new car, however, was a dismal failure, and its double wishbone front suspension was markedly inferior to the Volkswagen front suspension on the 1959-60 car—despite the inherent disadvantages of trailing links. So for the rest of the

year Porsche reverted to their 1959-60 cars and, thanks to reliability and the driving of Dan Gurney, they managed to recapture a little of their lost prestige.

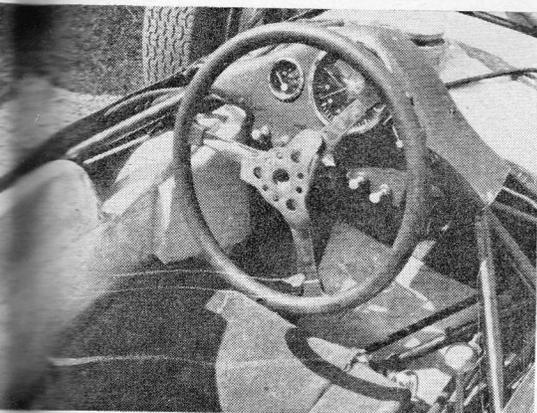
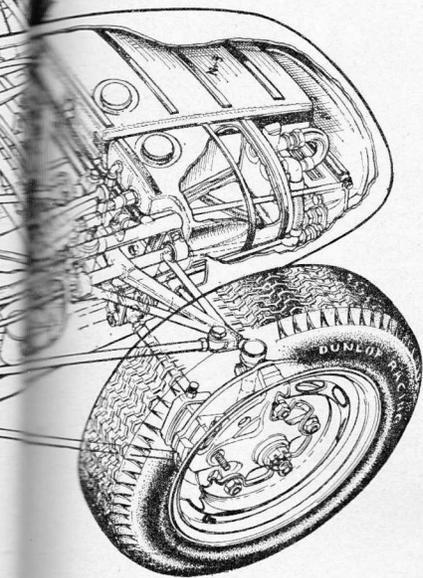
Last winter a great deal of development work was carried out on the flat-eight engine, and it was at last persuaded to produce 180 b.h.p. At the same time an entirely new car was designed, its suspension showing the influence of the 1961 Lotus but retaining torsion bars as the springing medium, and a new six-speed synchromesh gearbox was built. The first car was completed by the end of February, but testing was delayed by bad weather and internal politics; when it was eventually taken to a circuit it was virtually "written off" due to brake failure. So once again Porsche started the season with new and untried cars. At Zandvoort they were beset with problems during practice, but in the race Dan Gurney held third place, immediately behind the eventual winner (Graham Hill's B.R.M.), until the gear lever broke. Ferry Porsche announced that the cars would not race again until they had been properly sorted out—and then decided to send one car to Monaco; Gurney got it on to the second row of

the starting grid, only to be put out of the race in the first-lap shunt at the Gasworks Hairpin.

The Belgian Grand Prix was eschewed in favour of some development testing, during which Gurney lapped the Nürburgring in 8 mins. 44 secs. and completed 15 laps at an average speed inside the lap record. At Rouen his car was nothing like as good—but it won the race. It won again, more convincingly, at Solitude and was third in the British Grand Prix until the clutch started to slip.

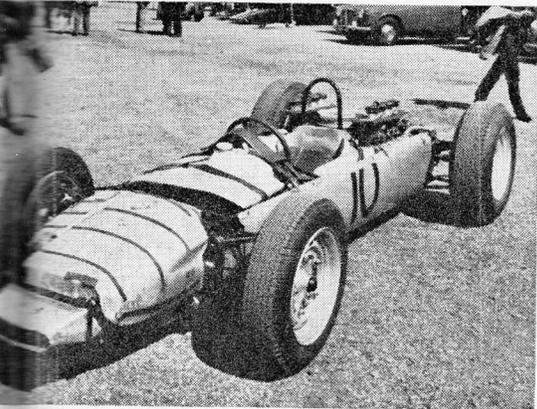
Returning to the Nürburgring for the German Grand Prix, Gurney again found the car nothing like as good as during the late-June testing session, but nevertheless managed to set up the fastest practice lap in 8 mins. 47.2 secs.—10.6 seconds inside Phil Hill's lap record. He led the race, run in appallingly wet weather, for two laps, and was then passed by Graham Hill's B.R.M. He lost another place when a battery lead came adrift, but hung on to finish only 4.4 seconds behind the winning B.R.M. and 1.9 seconds behind Surtees's Lola.

Rarely have three cars and three drivers been so closely matched. Gurney did not win the race, but he showed



The cockpit is a very stark affair and the steering wheel has to be removed to allow the driver in and out.

Showing the fuel and oil tanks. The oil tank is at the front. The main fuel tank is mounted alongside and behind the seat and is supplemented by the nose of the car, alongside the oil tank, and above the driver's knees.



that the Porsche, at last, is truly competitive. It is still a little slower than the Climax-engined cars (especially the Lotus and the Lola) on the straight, but it is not far behind in roadholding and is probably the best of all on braking. With a few more b.h.p. it would be a sure-fire winner. Fuel injection could well make the extra power available, but Porsche seem unable to do anything in a hurry and unless they get a fuel-injected car raceworthy this year they will probably find themselves left behind again next season.

Of all the current Formula 1 cars the Porsche is the most unconventional. It has an air-cooled, horizontally opposed engine, whereas everyone else uses water-cooled "V" engines. It has torsion bar suspension in place of the otherwise universal coil springs (with auxiliary bump rubbers). And while all the other manufacturers use proprietary disc brakes, Porsche make their own, with the disc (actually a ring in this case) bolted to the wheel-carrier and the caliper mounted on the upright on the inner side of the ring.

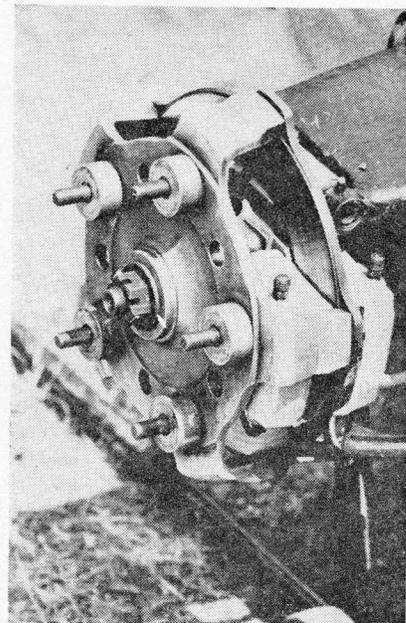
The chassis is made up of mild steel tube, with a wall thickness of 1 mm. and diameters ranging from 30 mm. to 15 mm. Since the car was first raced a considerable amount of bracing has been added—notably to the side frames and the scuttle, but several frames still remain un-triangulated. The question of chassis stiffness seems to be a bone of contention in the Porsche factory, but these additions at least confirm that the original 1962 chassis was not stiff enough.

Front suspension was initially by a wide-based bottom wishbone and a narrow-based "cantilever-type" top wishbone, the latter pivoting on the chassis and acting on an adjustable longitudinal torsion bar and an inboard-mounted Koni damper. Since Monaco a long top radius arm has been added to stabilize this layout and to react braking loads. The front upright is ball-jointed at both ends and the steering arm is bolted to it at hub level; the steering gear is rack-and-pinion—another departure from customary Porsche practice.

The front roll centre is fairly low at about 3 inches from the ground, and body roll (and its effect on wheel angles) is restrained by a short torsion bar connected to the top wishbones—another feature presumably inspired by the 1961 Lotus.

The rear suspension is basically similar, but both wishbones are relatively narrow-based. The top one is cross-braced, and experiments have also been carried out with "stressed-skin" bracing—presumably without any positive result as the idea has since been discarded. As at the front, the top wishbone acts on a longitudinal torsion bar, an inboard damper, and an anti-roll bar. The rear roll centre appears to be only 2 inches or so from the ground. Wheelbase is 90½ inches (2,300 mm.), front track 51¼ inches (1,300 mm.) and rear track 53½ inches (1,360 mm.).

Despite repeated requests, Porsche decline to give anything other than superficial information about the engine. It has a cast Elektron crankcase and cylinder block, and aluminium alloy cylinder heads. Bore and stroke are 66 mm. by 54.6 mm., giving a capacity of 1,494 c.c. The crankshaft runs in nine main bearings, and drives the four overhead camshafts via a series of shafts



The rear disc brake and the now discontinued "sheathing" for the top wishbone. The brake is of Porsche manufacture, the disc being bolted to the wheel-carrier and the caliper mounted on the upright on the inner side of the disc.

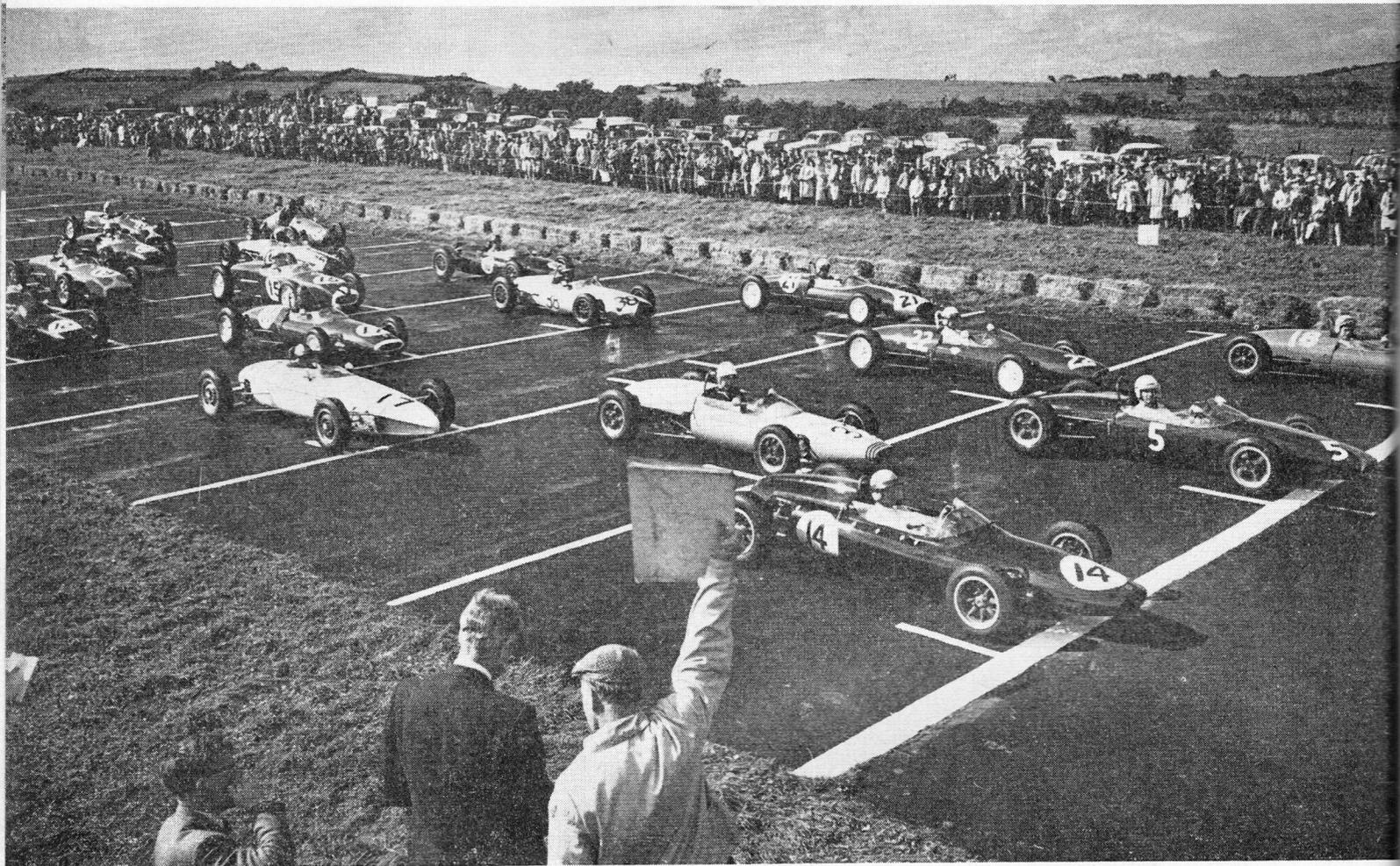
and bevel gears; a similar arrangement is used to drive the cooling fan, which is made of resin-bonded glass-fibre. There are two plugs per cylinder, and sparks are provided by four coils and two distributors. With four 38 mm., twin-choke, downdraught Weber carburettors the power output is 180 b.h.p. at 9,300 r.p.m.

Transmission is by a mechanically operated single dry-plate (except at Aintree!) clutch and a six-speed gearbox/final drive unit, with gear selection by means of a very complicated-looking but extremely effective linkage. Full use of all six gears is essential to keep the engine speed in the useful part of the power curve. One of the most significant features of this transmission is the use of sliding couplings within the final drive assembly, which has eliminated the need for splined drive shafts.

The body is much lower and slimmer than on previous Porsches, and there is very little wasted space within it. The main fuel tank is mounted alongside and behind the seat, and is supplemented by tanks at the nose of the car (alongside the oil tank) and above the driver's knees. The oil radiator is mounted low down at the front, and the bottom chassis tubes are used as oil pipes for the dry sump lubrication system.

The cockpit is stark and the steering wheel has to be removed to allow the driver to get in and out. There are only three instruments—tachometer, oil pressure gauge and oil temperature gauge—and the gearshift is on the right.

Because of "breathing space" before the next World Championship race, Porsche have the opportunity to do a little more development work and turn what is already a potential winner into a world-beater. Another 10 b.h.p. would make all the difference, and the reliability of the engine—and the rest of the car—suggest that this should not be too difficult to find.



## FORMULA JUNIOR CHAMPIONSHIP OF IRELAND

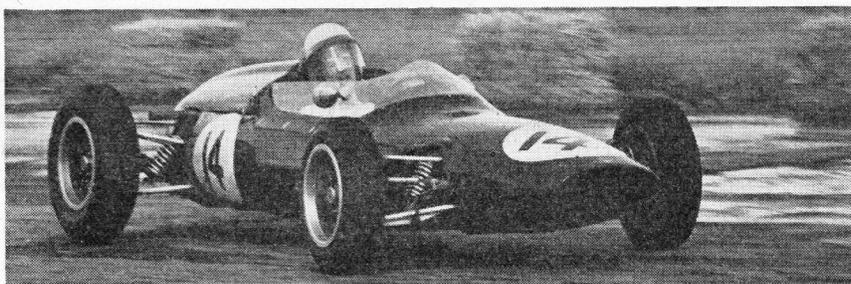
PHOTOGRAPHY BY  
DR. B. E. SWAIN

THE Midland Racing Partnership once again won the Formula Junior Championship of Ireland. This time Bill Bradley scored for the team in a Cooper-Ford. The race was run on a wet track, and Bill Bradley won after a splendid battle with Bob Olthoff's Brabham-B.M.C., which ended when the South African driver had oil on his rear brakes and spun. He soon rejoined the race and eventually finished fourth. Richard Attwood, Bradley's M.R.P. team-mate, took over second position, but he lost second gear, and was passed by Hugh

Dibley in the Scuderia Light Blue Lola. Dibley drove a meteoric race, having had very little practice on the 1½-mile circuit—he also made Kirkistown history by landing the first aircraft on the circuit half-way through practice!

So the race ran its course and Bill Bradley won from Hugh Dibley, Richard Attwood and Bob Olthoff. Last year's winner, John Rhodes, was well up until he spun his Alexis on the fourth lap, and Jack Pearce, another of several British entrants, retired when his gear lever broke off.

*Bill Bradley, the eventual winner, in his M.R.P. Cooper-Ford.*



*ONE MINUTE TO GO: The cars lined up on the grid. In the front row are Bill Bradley (Cooper, 14), Bob Olthoff (Brabham, 5) and Tommy Reid (Lotus, 18), and John Rhodes (Alexis, 39) and Jack Pearce (Lotus, 22) are in the second. Also prominent are John Pollock (Gemini, 17), Malcolm Templeton (Lotus, 11), David Prophet (Alexis, 38), Maurice Acheson (Lotus, 21), Richard Attwood (Cooper, 12), Paddy Hopkirk (Lotus, 15) and Luke Duffy (Cooper, 10).*

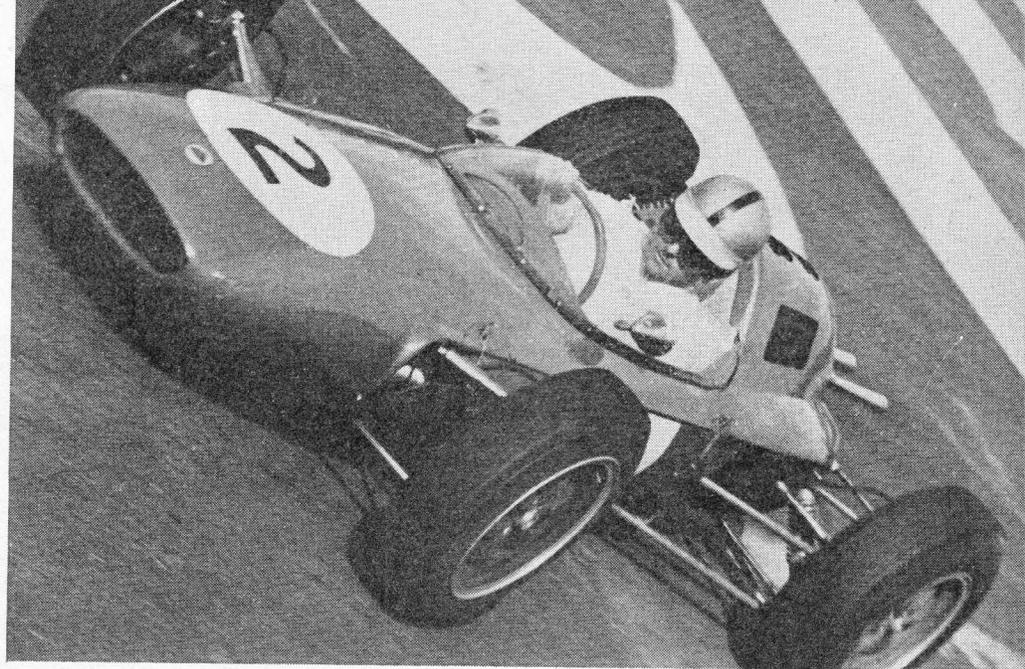


*JIM DIGGORY in his DBR2 Aston Martin won the big sports car race.*

OVERALL winner of the Copenhagen Grand Prix, which took place at the Roskilde Ring during last week-end, was Jack Brabham, in his Lotus-Climax V8. He also set a new record lap in 42.7 seconds.

The race was run in three heats, the first taking place on Saturday over 20 laps and the second and third, of 30 laps, on Sunday.

Practice sessions were held on Friday, Jack Brabham ending up fastest with 43.4 secs. Next came Masten Gregory in the U.D.T. Lotus-Climax, with a lap in 44.1 secs.; in the ensuing races he drove the Lotus-B.R.M. John Surtees, third fastest in the Bowmaker Lola-Climax, also lapped in 44.1 secs., and then ran into engine trouble. New big-end bearings were fitted during the night, and run-in during Saturday morning. Innes Ireland, in the other U.D.T.-Laystall Lotus, was fourth fastest in 44.2 s., and Roy Salvadori, in the second Bowmaker Lola, did 45.0 secs. for fifth fastest time. Behind him came Ian Burgess, in the first of the four-cylinder cars, in 45.3 secs.—faster than Trevor Taylor's Lotus 25, which did 45.4 secs.



JACK UP THE WALL: Brabham and his Lotus on his winning way.

# BRABHAM WINS AT ROSKILDE

In the first heat Jack Brabham took the lead at the start and never lost it. He romped home first ahead of Masten Gregory, Innes Ireland and John Surtees. Trevor Taylor took 11th place, his car suffering from continuous misfiring, and spinning towards the end of the race.

Saturday's Formula Junior race was won by John Love (Cooper) from Yngve Rosqvist (Cooper) and Frank Gardner (Brabham). Christabel Carlisle, driving a works Cooper-Mini, scored a six-seconds victory in the 1,000 c.c. touring car race from Börge Nielsen (Morris), and Arne Ditlevsen (Austin). She repeated this performance—in the same car—in the 1,300 c.c. production car event, leading Fritz Möller (Morris) and

Robert Fischer (SAAB) home by the same margin.

Paul Hawkins and Bob Hicks, in Lotus 23s, took the first two places in the first heat of the sports car race. The second heat went to Frede Andersen (Lotus 11) from Jörgen Ellekaer (Lotus 17).

In the second heat of the Formula 1 race, on Sunday, it was Masten Gregory who took the initial lead. Brabham, driving impeccably, soon overhauled him, the former Champion's car looking and sounding perfect. Roy Salvadori went out of the race on the first lap when he became involved with Gary Hocking, in the Lotus he has bought from Tim Parnell, and Ian Burgess, both of whom were able to continue. In the end Jack Brabham won from Innes Ireland and John Surtees, who had gear selector trouble.

In the final heat Brabham again took the lead right away and was never seriously challenged. Masten Gregory took second place, while third spot went to Innes Ireland after a shunt with John Surtees: as the ex-motor-cyclist was about to pass Innes for third place, both cars touched and spun. Surtees retired, but Ireland climbed back again to third. Fourth place, after a magnificent drive, went to Gary Hocking's four-cylinder car. Overall results were: 1, Brabham; 2, Gregory; 3, Ireland; 4, Hocking.

The second heat of the Formula Junior race went to John Love, while team-mate Tony Maggs won the third after Frank Gardner's Brabham had been put out while leading in a collision with Dave Riley's spinning Cooper. The Brabham was badly damaged, but neither driver was hurt. The overall results were: 1, Love; 2, Maggs; 3, Paul Hawkins. Overall victory in the sports car race went to Paul, too, from Bob Hicks and Frede Andersen.

Christabel Carlisle was fantastic in the 1,000 c.c. and 1,300 c.c. touring car races. She won every heat of each event to score overall victory from Möller and Nielsen in the 1,000 c.c. event and from

Möller and Fischer in the 1,300 c.c. category.

### Overall Results

**Formula 1:** 1, Jack Brabham (Lotus-Climax), 59 m. 14.1 s.; 2, Masten Gregory (Lotus-B.R.M.), 59 m. 34.9 s.; 3, Innes Ireland (Lotus-Climax), 59 m. 47.3 s.; 4, Gary Hocking (Lotus-Climax), 61 m. 35.4 s.; 5, Ian Burgess (Cooper-Climax), 61 m. 48.2 s.; 6, Trevor Taylor (Lotus-Climax), 62 m. 29.6 s. **Fastest lap:** Brabham, 42.7 s.

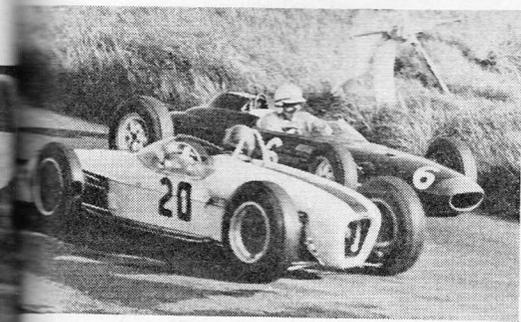
**Formula Junior:** 1, John Love (Cooper-B.M.C.), 38 m. 31.8 s.; 2, Tony Maggs (Cooper-B.M.C.), 38 m. 45.1 s.; 3, Paul Hawkins (Lotus-Ford 22), 39 m. 22.2 s. **Fastest lap:** Love and Yngve Rosqvist (Cooper), 44.2 s.

**1,300 c.c. Sports Cars:** 1, Paul Hawkins (Lotus-Ford 23), 25 m. 15.2 s.; 2, Bob Hicks (Lotus-Ford 23), 25 m. 19.9 s.; 3, Frede Andersen (Lotus-Climax II), 26 m. 43.5 s. **Fastest lap:** Hawkins, 45.5 s.

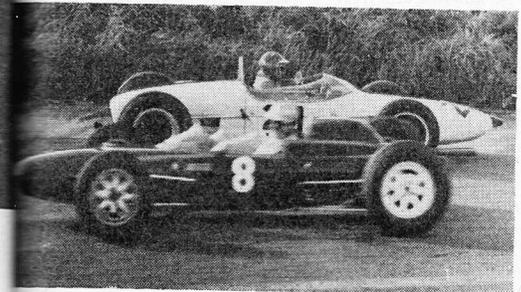
**1,000 c.c. Saloons, Group 2:** 1, Christabel Carlisle (Morris), 19 m. 56.9 s.; 2, Fritz Möller (Morris), 20 m. 03.4 s.; 3, Börge Nielsen (Morris), **Fastest lap:** Carlisle, 52.8 s.

**1,300 c.c. Saloons, Group 3:** 1, Christabel Carlisle (Morris), 19 m. 50.3 s.; 2, Fritz Möller (Morris), 19 m. 58.1 s.; 3, Robert Fischer (SAAB), 20 m. 26.7 s. **Fastest lap:** Carlisle, 53.0 s.

**1,600 c.c. Saloons, Group 2:** 1, Wittnur Willumsen (Volvo), 20 m. 07.0 s.; 2, Hans Nielsen (Volvo), 20 m. 14.8 s.; 3, Aage Buch-Larsen (Volvo), 20 m. 21.9 s.



ABOVE: Jay Chamberlain (Lotus) passes John Surtees, who had spun his Lola. BELOW: Surtees's team-mate Roy Salvadori passes Jay Chamberlain who had made an unscheduled manoeuvre.



AN OVERJOYED CHRISTABEL CARLISLE after her runaway wins in the 1,000 c.c. and 1,300 c.c. saloon car races.

TAKING advantage of an early dry track, George Brown rode his 998 c.c. Vincent motor-cycle to victory in last Sunday's National Hill-Climb at Shelsley Walsh. The sun kept shining just long enough to allow Peter Boshier-Jones and Phil Scragg to share second best time, and for Josh Randles to finish fourth. Then down came the rain in buckets, preventing any of the racing cars from getting to grips with the early runners. Later on, the sun did come out again, allowing Tony Marsh to win a round in the Championship, but his time of 38.48 secs. fell far short of George Brown's winning 36.82 secs.

The meeting opened promptly at 12 o'clock with a newly instigated class for Grand Touring cars up to 2,600 c.c. First car away was J. F. May's Porsche 90 which climbed in a respectable 44.24 secs. to set the ball rolling. Two runs later R. Rose, driving the ex-Austen Nurse Lotus Elite, howled up to record 41.46 secs., and although Ray Meredith got down to 41.90 secs. with his Morgan, Rose maintained his lead till the end.

The big G.T. cars came out next, the class containing three E-Types and a 150 "S". There should also have been a Jaguar 3.8, but in practice the driver, new to the hill, had gone straight on after crossing the finishing line and was last seen disappearing down a field. As all the second runs were in the rain Phil Scragg only had his first run which at 39.02 secs. was sufficient to secure a class win, no other competitor being able to get into the thirties.

The next class was also new to the hill as it allowed all sports racing cars of up to 1,600 c.c. to compete together and contained no fewer than 10 Lotuses, or should I say Loti? The exceptions to the rule proved only three in number, namely, Gerry Tyack in the ex-Fielding Emeryson, Tony van Moyland in Fielding's old centre seater Cooper 1100, and Tim Cash with a Ford-engined Terrier. Tyack was very disappointing and Jack Richards was the first driver to really get up fast with 39.55 secs. However, two cars later Peter Boshier-Jones came to the line, and in a beautifully calculated run tore up in 37.24 secs., a time that was to prove to be second equal fastest time of the day. As Peter's time excluded him from class honours, Jack Richards had that honour, followed by Tom Clapham's well-driven Climax Seven and a host of similar cars mostly Climax powered.

The class for the "hairy" sports racing cars produced a small but rather elite entry. First car away was Phil Scragg's familiar Lister-Jaguar which, in a series of stirring power slides, clocked an identical time to that of Boshier-Jones. Second car up was Josh Randles, he made 37.56, and was followed into third place by Taffy Cottrell in his ex-Mike Taylor Lotus XV. The sight of Fred Sloman in his very fierce and noisy Lotus-Bristol brought back nostalgic memories of Cliff Davis when he drove NOY 1 to so many wins. R. B. Beck drove a very tatty 3.8-engined Jaguar XK 120, once the property of Dick Protheroe, and Don Farrell made a welcome re-appearance in his revamped Allard (Farrallac).

A new and most welcome innovation at historic Shelsley Walsh was a class for Vintage and Edwardian cars run on a handicap system. The thought of competing at Shelsley obviously appealed to the Vintage brigade, and practically

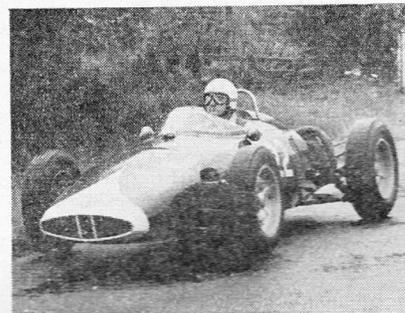
# SHELSELY WALSH

By PAUL WATSON

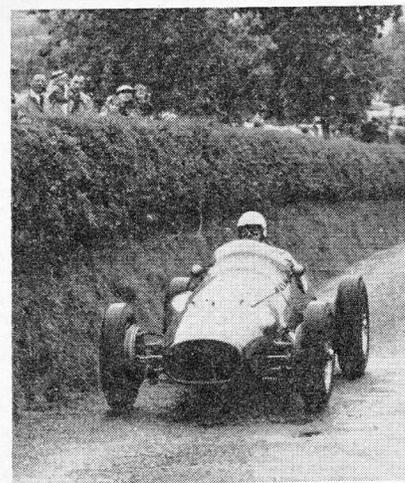
Photography by FRANCIS PENN



*FASTEST of the first dry runs was that of Phil Scragg's Lister-Jaguar (above) and Peter Boshier-Jones's Lotus.*



*ABOVE: Tony Marsh, back in his B.R.M. and (below) in Ian Sievwright's Tipo 625 2½-litre Ferrari G.P. car. A comparison of Formula 1 ideas!*



every branch of the movement was represented by at least one car. However, for once the Midland Automobile Club slipped up, for in allowing the Majors Lambton and Chichester 6 seconds with their joint owned Alta they rather lessened the competition. Nonetheless all due credit to the Majors for some extremely exciting driving. Third was M. Bromley-Johnson (G.N. Spl.), while ignoring the handicap Peter Waller was

the quickest driver with his ex-Dennis Scribbans E.R.A. in 43.01 secs.

Four classes for motor-cycles came next, during which George Brown made B.T.D. with his Vincent Special.

Austen May dominated a poorly supported Formula Junior class. Austen's second run of 45.19 secs., during one of the heaviest downpours, should not go unmentioned, and his driving through the esses was a lesson in how to make the most of a car under near impossible conditions. G. Wilson was second in a similar car but with bigger engine, and Jack Welton was a rather poor third with an early DKW-engined Elva.

If Formula 3 is fading away on the circuits, then the same cannot be said on the hills. Some of the closest racing always comes from the drivers of these little motor-cycle-engined cars. On paper it would appear that Howard Bennett stood the best chance of taking the class, but trouble in sorting the gearbox out on the first run put paid to his chances and J. MacCartney-Filgate won with a J.A.P.-engined machine. Bennett did much better second time up but in deteriorating conditions he could not match Filgate's earlier time and had to be content with second place ahead of P. Williams in yet another Cooper.

The 1,500 c.c. racing class was bound to be close with all the current experts taking part. First car up was Tommy Norton in his Climax-powered Lotus 18 with 44.90 secs.; this was soon beaten but not by much by Brian Eccles, who took 44.39 secs. Reg Phillips then put everybody out of the picture with an impeccable 43.46 secs. Second time up both Norton and Eccles were slower, but our Reg, grinning, as ever, took no notice at all of the conditions and brought his time down to 43.33 secs. Ian McLaughlin, Maurice Cleaver, and Wally Cuff all got into the 46s, while W. H. Watton did very well to get his Brooklands Austin 7 up in 52.81 secs.

Chris Summers set the pace in the big-bangers class, hurling his lethal Chevy-powered Cooper up in 43.05 secs. Arthur Owen came very close, but not close enough, with 43.65 secs., and was followed to the line by Peter Westbury in his V8 Daimler-powered Cooper (ex-Naylor/Campbell-Jones). Considering his limited experience, Westbury's time of 40.99 secs. was almost unbelievable, not once did he put a wheel wrong, his driving was faultless and quite brilliant. Even the renowned Tony Marsh was nowhere near Westbury, his time of 43.34 secs. being even slower than Ray Fielding who managed 42.83 secs. Second time up with a rapidly drying course Summers brought his time down to 40.97 secs., Owen to 43.14 secs., Westbury to 40.78 secs., and Marsh to 42.73 secs., but Fielding was slower with 43 secs. So Westbury won the class from Summers and Marsh. David Good was kindly lent Marsh's B.R.M. and considering that he had never driven such a powerful car before did very well to record 44.20 secs. and 44.04 secs. Tony Marsh was also to be seen in a strange car, this time Ian Sievwright's Tipo 625 Ferrari; he managed a best time of 46.03 secs. Basil Davenport (G.N. Spyder) took 47.17 secs.; Dick Soans (ex-Berry Cooper-Jaguar) 49.69 secs.; George Keylock (Cooper-Climax s/c) 47.82 secs.; Jack Epstein (Cooper-R.R.A.) 47.58 secs.; and A. C. E. Reeves (Fairley-Mercury) 50.60 secs.

(Continued on page 304)

# CORRESPONDENCE

## Saloons at Snetterton

I FEEL that David Pritchard has been a little harsh in his criticism of the saloon car race at the Astley Trophy Meeting. A careful look at the leading Jaguar in the top photo, in relation to Chris Craft's Anglia, indicated that it was at right angles to the course, and that a spin would be almost inevitable. Not wishing to damage either Mr. Powell's car or myself, which I would have done had I kept to the original line, I attempted to go through on the only available piece of track, the inside, as braking was impossible in the space available. Unfortunately this proved to be impossible also, my first spin in 14 years' racing and my second "prang" being the result.

LONDON, N.W.8.

D. P. MERFIELD.

I HAVE just read your report of the Astley Trophy meeting. I think that this was a very good meeting, made even better by the saloon car race. It makes a change to see a "wild hairy burn-up", instead of a "funeral procession".

A. Peer came a very creditable second, with R. N. Allen third after a tussle with P. Webb.

M. A. Young's class win is all the more amazing when you consider he drove the complete distance (including starting) without a clutch.

This is the first time I have ever really had cause to criticize AUTOSPORT, so please let us keep this a decent magazine instead of another of those stupid books that make stupid statements!

DAGENHAM, ESSEX.

R. E. STRADLING.

## Statistics Can Prove Anything!

HAVING followed this season's Formula 1 constructors' championship in your magazine, it is interesting to speculate on the outcome of the forthcoming Italian Grand Prix, considering the wide variety of results in the first six *Grandes Epreuves*.

Taking the order of the first six places in each of these *Grandes Epreuves*, it is possible to work out the most likely order of placings in the Italian Grand Prix using the theory of probabilities, disregarding the influence of track venues.

The most probable order of the cars is:—1, Cooper; 2, Ferrari; 3, Lotus; 4, Porsche; 5, B.R.M.; 6, Ferrari.

The next best two solutions are:—1, Lola; 2, B.R.M.; 3, Porsche; 4, Ferrari; 5, B.R.M.; 6, Ferrari; and:—1, Ferrari; 2, Lotus; 3, Porsche; 4, Lola; 5, Cooper; 6, Ferrari.

In case I am proved wrong, it is worth pointing out that, if it is assumed that each of the six teams start the race with at least two cars, then there are at least 60,840 ways in which the order of the first six places could result!

KITWE, NORTHERN RHODESIA.

FRANCIS C. WYKES.

## More on the Blood Orange

Mr. Eyre's puzzlement over my remarks concerning the "Blood Orange" is really quite understandable and he brings a wealth of fact to bear to support his argument, but I must still insist that now it does look at least a little different to my own recollections of the car and to its image as portrayed by Roy Nockolds in my painting.

Time has dimmed my memory of the technical details he mentions, and in any case I was only a boy in those days, but I am glad to see that we seem evidently to be in agreement about dogmatic and positive identification of some of these old cars. There are, of course, a good many famous cars in existence about whose origins there is no doubt, but there have been and still are a good many whose origins are extremely doubtful. There was a period some time ago when there were far more "Team Car" Dorothy Paget Blower Bentleys than the original number (four)! The same went for the unblown species or "Works" cars. What people forgot was that there were a number of Le Mans Replicas built and unfortunately some of these fell into the hands of unscrupulous people and the gullible fell for the "Team Car" blarney. That this kind of thing happened with other makes there can be no doubt whatever.

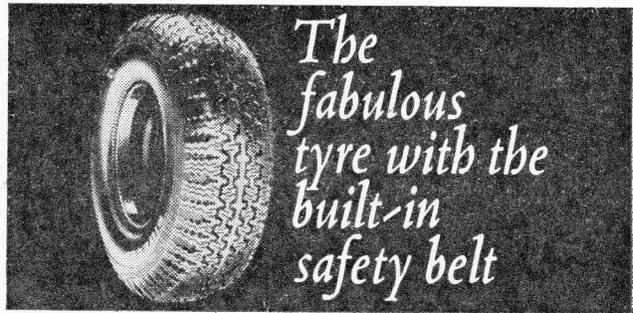
Most of these things have been sorted out within recent years, but the fact that looks can be deceiving is undeniable, and this can cut both ways. Sid Day currently races an E.R.A. which is said to have originally belonged to my father, and which in any case I like to believe for honest nostalgic reasons! This car now boasts a 2-litre engine and a sloping radiator, and I probably should know who did this, but I do not. It originally had the 1½-litre engine and upright radiator of earlier pattern. A much more radical change, however, eventually overcame a much more famous car, which, if we are to believe what we are told, started life as one of the said Dorothy Paget Le Mans Blower Bentleys, became the celebrated "Single Seater", one time lap record holder at Brooklands in the hands of Tim Birkin, and now carries a most beautiful two-seater body. As most people know this car now belongs to John Morley who has lavished time, money and care upon it, and who I know enjoys driving it immensely, and who wouldn't.

Who am I to be the doubting Thomas? I should hate to start an argument with John Morley, or anyone else for that matter—and I have no intention of doing so—about the origins of his or any other car. I would love to be the owner of some such car however doubtful its antecedents—it is just the sceptic in me that makes me feel that way sometimes.

GUILDFORD, SURREY.

PATRICK BENJAFIELD.

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



Earlier in this magazine you can read Nancy Mitchell's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

<b>A.C.</b> Ace, Greyhound <b>Alvis</b> All models <b>Alfa Romeo</b> 1300 Giulietta 1300 Giulietta T.I. Sprint & Veloce Giulietta Giardinetta <b>Armstrong Siddeley</b> Sapphire 234, 236, 346 Star <b>Aston Martin</b> D.B.2/4 Mk. III <b>Austin</b> A.40 A.50 (Cambridge) A.55 II A.60 A.90 & A.95, A.105 A.125 Sheerline Princess <b>Auto Union</b> 1000 <b>Bentley</b> 'R' type Saloon Continental <b>B.M.W.</b> 501-502 (8 cyl.) <b>Bristol</b> 403, 405, 406, 407 <b>Daimler</b> Conquest Roadster 3½ litre Regency 104 Majestic & Major S.P.250 <b>D.K.W.</b> Three Six <b>Fairthorpe</b> Electron <b>Fiat (England)</b> 1500 Convertible <b>Hillman</b> Minx after June 1958	<b>Humber</b> Hawk VI Hawk, Series I <b>Jaguar</b> 2.4, 3.4, 3.8 Mark VII, VIII, IX XK 120, XK 140, XK 150 <b>Jensen</b> 541 R & De Luxe <b>Lancia</b> Applia 1a, Applia 2a Flavia <b>Lotus</b> Elite <b>M.G.</b> MGA & 1600 Z.B. Magnette Magnette III & IV T.F., T.D. <b>Morgan</b> 4/4 Series 2 Plus 4 <b>Morris</b> Cowley 1500 Oxford Series III, V, VI Isis Series II Six <b>Panhard</b> Dyna & Conv. 1959 & P.L.17 <b>Peerless</b> G.T. 2 litre <b>Peugeot</b> 203, 403 & 404 <b>Porsche</b> 1300, 1300 S 1600, 1600 S <b>Reliant</b> Sabre <b>Renault</b> Fregate & Caravan	<b>Riley</b> Pathfinder, 2.6 4/68, 4/72 <b>Rolls-Royce</b> Silver Dawn <b>Rover</b> 60, 75 & 90 105S & R 80 & 100 3 litre <b>Saab</b> 93, G.T. 750 & 96 <b>Simca</b> Aronde series <b>Singer</b> Gazelle Saloon <b>Standard</b> Ensign Vanguard 4-cyl Saloon 6-cyl. Saloon Sportsman <b>Sunbeam</b> Rapier Series I, II & III <b>Triumph</b> TR2, TR3, TR4 <b>T.V.R.</b> 2-seat Coupe <b>Vauxhall</b> Wyvern 1956/7 Velox Cresta VX 4/90 <b>Volkswagen</b> Standard & De Luxe 1500 <b>Volvo</b> P.1800 122S & B18 <b>Wolsley</b> 4/44, 15/50, 6/90 15/66, 16/60
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

The Pirelli Performance Bureau, 343/5 Euston Road, London, N.W.1. Please send me a copy of the illustrated Cintura Booklet.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

MAKE OF CAR \_\_\_\_\_

USUAL GARAGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

# PIRELLI CINTURA

# Club News

By MICHAEL DURNIN

REGULATIONS are now available for the **R.A.C. International Rally**, which will take place from 12th-17th November. The event will start from Blackpool on the evening of Monday, 11th, and take in sections in Northern England and Scotland during the next 48 hours, returning to Blackpool for a night's rest on Wednesday evening. Then to Wales on Thursday morning, the first car completing the road section at Bournemouth on the afternoon of Friday the 16th. The route will cover some 2,000 miles and I believe that there will be over 10 per cent. of that distance of special stages which will vary in length from one to 30 miles.

A new, and welcome, feature of the R.A.C. will be an entirely separate awards list for private entrants ranging from £50 for the best-placed private entrant down to £20 for the fifth. This, of course, will not affect placings in general classification but absolute proof of private ownership will be required.

Maestro Jack Kemsley assured me on the Scottish Rally (when he was spending his evenings, cloaked in secrecy, dashing about the countryside on the hunt for stages) that the 1962 R.A.C. will be very much less rough than his 1961 effort and that pride and joy motor cars can be used with (comparative) equanimity.

Regs. are available from the Secretary of the Rally, Royal Automobile Club, London, S.W.1, and entries close on 1st October.

A CLUB has been formed to organize competitive events for VW owners. The club has R.A.C. recognition and those interested should contact R. Wilkinson, the **Sporting VW Club**, "Southwen", Main Road, Westerham Hill, Westerham, Kent. . . . **B.R.S.C.C.** are to promote a race meeting at Rufforth on 8th September, open to Darlington and D.M.C., Sheffield and Hallamshire M.C., M.G.C.C., Mid-Cheshire M.C., B.A.R.C., Notts S.C.C., Border M.C., Lancs and Ches M.C. and A.N.E.C.C. Champion-

ship entrants. Regs from G. L. Johnson, 152 Birchwood Hill, Leeds 17. . . . On 14th October the **750 M.C.** are to promote a hill-climb at Wiscombe. Invited clubs are Allard O.C., A.M.O.C., B.A.R.C., B.R.S.C.C., Bristol M.C. and L.C.C., Bournemouth M.C., Jaguar D.C., M.G.C.C. (S.-W.), V.S.C.C. and West Hants and Dorset C.C. Regs. from Mrs. P. M. Hood, High Noon, Petersfinger, Salisbury, Wilts, who must have all entries by 4th October. . . . The "C.C.H. Sprint" will be co-promoted at Brands Hatch on 30th September by **Harrow C.C., Chiltern C.C. and Circle C.C.** Details from club secretaries. . . . A Firlie hill-climb will be organized on 30th September by the south-eastern centres of the **B.A.R.C.** and **M.G.C.C.** Details of this closed event from R. C. Matthews, Spur Cottage, Ratton Drive, Eastbourne. . . . **Morecambe C.C.** are to run their **Illuminations Rally** on 8th-9th September. The event is open to Airedale and Pennine M.C.C., B.A.R.C., B.T.R.D.A., Cumberland S.C.C., Furness D.M.C., Fylde M.S.G., Kilmarnock C.C., Knowdale C.C., Morecambe C.C., Preston A.C. and Westmorland M.C. The rally will cover some 220 miles from a start at Morecambe and regs. will be available from P. R. Best, Scarthwaite Lodge, Caton, Morecambe, until entries close on the 4th. . . . The **London M.C.'s** Norwester Rally is scheduled for 27th 28th October and is open to B.A.R.C., Bristol M.C., Circle C.C., Forces M.C., Harrow C.C., Knowdale C.C., London Counties Association Championship entrants, M.G.C.C. (S.-E.), Taunton M.C. and West of England M.C. This 350-mile event will start from Marlborough and regs. are available from Miss Anne Colvin, 74 Gt. Russell Street, London, W.C.1, who should have all entries by 14th October. . . . **Craven M.C.** are running their Hawthorn Rally on 8th-9th September over 300 miles from starts near Oxford and Marlborough. The event is open to Southern Central Association Championship entrants, B.A.R.C., Burnham-on-Sea M.C., Combined U.M.C., Farnborough D.M.C., Godiva C.C., Hants and Berks M.C., Knowdale M.C., London M.C. and Swansea M.C. Regs. from the Secretaries, 19 Redhatch Drive, Earley, Reading. Entries close 3rd September.

## August Moon Shines . . .

. . . ON AMERICAN D.C. RALLY

THE American Drivers Club of Great Britain has actively promoted motor sport in this country for some time now, but the second August Moon Rally, a restricted event run on the night of 25th-26th August probably represents their most ambitious venture to date. And of the 60 competitors, which included an encouraging 38 novices, who thought that they were in for a regularity rally soon had their illusions shattered, for this was a tough, fast affair decided in the Cotswolds by straightforward methods, with the minimum of unmanned controls, and without recourse to pruning.

A sensible run-in led from the start at the Rowstock Corner Garage at Harwell to the "meat" in the Stroud area, where, without further ado competitors were presented with a sequence of one-, one-, nine-, three-, two- and one-minute sections, with the maximum use being made of the closely contoured terrain which, before the war, saw many a struggle to maintain traction in the reliability trials of those days. History repeated itself on the August Moon, and Paul Steiner went so far as to claim the ascent of Nailsworth Ladder, although most other people went the slightly longer way round on the yellow road.

Several crews maintained their clean sheets through this opening stage but then came the downfall of many a fond hope, and the turning point of the whole rally. On the map, 156/876021½ looks like an ordinary crossroad and the route led from north to south over a main road. The only snag was that the required slot was gated, barred and bolted, and those without local knowledge, who were not aware that some 50 yards before the junction a slip-road dives off to the right and passes under the main road, spent many, many minutes in fruitless search for a way round. Needless to say, the alternative route involved a considerable detour, and with this single stroke, clerk of the course Robert Gleason put several crews over time limit. The best performance here was that of the eventual winners, Eddie Goodman and Brian Harvey, who were two adrift, in their Mini.

These two carried this score into supper, taken after 35 manned controls, and their lead was already formidable, next best at this stage being Ron Ambrose/Graeme Lake (Allardette), 11 down, Paul Steiner/Sam Actman (Austin-Cooper), 12 adrift and David Dawson/David Lockyear (SAAB), on 14.

Here Dave Harris and Ron McCabe retired their E-type Jaguar with suspected clutch bothers, a wise decision as it turned out, for this beautiful machine would surely not have relished the "rough stuff" in Savernake Forest later on. The forest itself is not sufficiently rugged to warrant the label of car-breaker, but taken in short sharp sections, at a full 30 m.p.h. average, it can play havoc with exhaust systems. The Dawson/Lockyear SAAB is thought to have cleaned this little lot, and Goodman/Harvey lost two

(Continued on page 304)

### Coming Attractions

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. World Cup Meeting, Zandvoort, Holland (G.T., F.J.).

Nürburgring 500 Kilometres, Germany (G.T. Class 1).

B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2.30 p.m.

Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.

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.

8th September. B.R.S.C.C. Race Meeting, Castle Combe, near Chippenham, Wilts.

Jaguar D.C. Race Meeting, Silverstone, near Towcester, Northants.

Aintree Circuit C. Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.

B.R.S.C.C. Race Meeting, Rufforth, near York.

8th-9th September. Craven M.C. Hawthorn Rally. Starts Oxford and Marlborough at 9 p.m.

Morecambe C.C. Illuminations Rally. Starts Morecambe Promenade, Morecambe, Lancs, at 9 p.m.

Mid-Derbyshire M.C. Speed Trophy Rally.

9th September. Albi Grand Prix, France (F.J.). Bugatti O.C. National Championship Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.

Herts C. and Ae.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.

Liverpool M.C. Autocross, Hill Farm, Thurston, Wirral, Cheshire. Starts 1.30 p.m.

15th-23rd September. Tour de France.

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

DURSLEY M.C.

## CASTLE COMBE SPRINT

THE Dursley Motor Club held their third annual sprint at Castle Combe recently on a warm and unusually sunny afternoon. They had a very good entry ranging from the Minis to "racers" and the bigger hairy sports car such as Wilson's Lister-Jaguar.

The course was exactly a mile in length, starting on a straight, then using Paddock Bend and all the road in front of the paddock and away to the left of the paddock to a point 880 yards from the start where a barrel was placed in the middle of the track and around which the competitors turned. The course then ran back the way it had come to the finish, only on the return. Paddock Bend was known as Camp Corner! Competitors had two runs each.

The main snag to this event was that it rather dragged, it started 45 minutes late, and at 7.30 p.m. there was still one more class to run. I suppose this must be due to having the start and finish line at the same place, because one has to clear the line before the next car can be brought up and this took 40 seconds a time anyway, at the very least. Some very close competition was seen in the classes, perhaps none closer than the rivalry between Dr. Parkes and his son—in dad's E-type—son won!

In the small saloon class, the fastest car was the Mini-Cooper of R. Wilding (66.75 secs.), followed by B. B. Jones in 67.0. In the up to 1,600 c.c. saloon class, R. T. Nash in the Simca was the only

competitor of the day to circle the barrel in an anti-clockwise direction! The class was won by A. F. Lefevre's Rapier.

The up to 1,000 c.c. sports cars was mainly Sprites and was won by J. W. Bristow. H. Steele spun his Sprite on Camp Corner on his second run. Up to 1,600 c.c. sports cars saw A. Taylor misjudge the turn at the barrel and he had to reverse. It was the way competitors took this turn that really decided their times, some drivers taking literally some extra 70 yards past the barrel to slow and turn! Later on the Lister-Jaguar had to proceed over 150 yards past the barrel to find a piece of road wide enough to turn—then he had to use the grass as he had very little lock.

The racing cars soon lowered the times, and in particular one must mention the sizzling runs of E. G. Willmott in his Elva. Willmott recorded a time of 53.14 secs. which was B.T.D. Wally Cuff won the class in his Cooper-J.A.P., affectionately known as "Hell's Hammers", in 54.21 secs.

M.E.W.

## Results

**B.T.D.:** E. G. Willmott (Elva-Ford F.J.), 53.14 s.  
**Class Winners:** R. Wilding (Mini-Cooper), 66.75 s.; A. Lefevre (Sunbeam Rapier), 65.25 s.; V. J. Crapnell (Jaguar 3.8), 62.65 s.; R. J. Ashford (M.G. Midget), 62.48 s.; M. R. Davies (Lotus Elite), 63.19 s.; R. Fry (Ferrari 205GT Berlinetta), 58.13 s.; J. Macklin (Lotus Super 7), 57.81 s.; J. Buncombe (Jaguar C-type), 62.28 s.; W. C. Cuff (Cooper-J.A.P.), 54.21 s.; K. Wilson (Lister-Jaguar), 64.00 s.

PROPOSED racing circuit at Castlesteads Park, Dalkeith, has had to be abandoned owing to difficulty with the land-owners. The syndicate is now searching for another site in Scotland.



M. MILNE, one of the promising novices from the M.G. Car Club, at the "barrel" corner.



RON FRY had a Triumph Vitesse as well as his usual mount, a Ferrari 250GT Berlinetta.

## Les Leston's 2nd Annual

# SALE

ONE MORE WEEK ONLY, MUST END SATURDAY, 8TH SEPTEMBER

## HANHART $\frac{1}{10}$ th sec. STOP WATCHES

Shockproof, Waterproof, Anti-magnetic. New & Guaranteed 12 months.

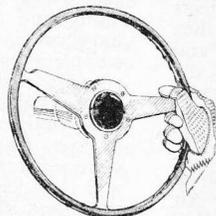
Reduced from £6.7.6. **92/6d. each**

Post and Insurance 2/6 per watch. Many other models also available at greatly reduced prices.

## WOODRIM STEERING WHEELS

Reduced from £7.4.6. **92/6d. each**

complete with adaptor boss for all popular make cars including SPRITE, MINI, HERALD, M.G., FORDS, JAGUAR, T.R.2/3. etc. etc., p. & p. 3/-.



## MANY OTHER BARGAINS

including: FIRE EXTINGUISHERS reduced from 15/- to 7/6 each, p. & p. 1/-; Paraffin Engine Heating Lamps (hanging type) reduced from 15/- to 7/6, p. & p. 1/6 ea.; Ex. W.D. STOP WATCHES 50/- ea., p./p. 1/-; Ex. W.D. 8 DAY DASHBOARD CLOCKS 62/6 ea., p. & p. 1/6.

Bargains for personal shoppers . . . TOOLS, MAP CASES, DRIVING SHOES, COMPASSES, GAUGES, INSTRUMENTS, SPEEDOS. & REV. COUNTERS, DUNLOP TUNGSTONE STUDDED RALLY TYRES 6.50 x 15 £5 EACH. SET OF 5—£20.

OPEN 9 A.M. TO 5.30 P.M. SATURDAY TO 1 P.M.



**LES LESTON LTD** 314 High Holborn London WC1 CHAncery 8655-6

**Shelsley Walsh—continued**

By this time many soaking spectators had gone home, but those who remained witnessed a terrific tussle for Championship points. One after the other Good, Phillips, Fielding, Owen and Marsh beat each other's times until Westbury slammed up in 39.75 secs. Chris Summers got down to 40.20 secs., but was beaten on the second runs by Owen, who took 39.70 secs. to lead the class. No sooner had Arthur taken the lead than Ray Fielding came to the line; in a perfect run he recorded 39.95 secs. to slip into third place, a position he held for about 45 seconds; Marsh having found his form and clocked 38.48 secs. Peter Westbury then improved to 39.06 secs. to relieve Fielding of second, but on the final run of the day Chris Summers driving completely on the limit and most of the time over it, rushed up into second place with a remarkable 38.94 secs., having twice nearly lost it at the Kennel and the Crossing.

David Good's final run in the B.R.M. was only 2½ seconds slower than Marsh, which shows well for his chances when he competes at Prescott in a fortnight's time with the Cooper-Climax he has just had completed. This is his Mk. 2 F.J. car, fitted with an ex-Marsh Climax engine in place of the 1100 J.A.P. unit that proved unsuccessful.

The Midland Automobile Club must be congratulated on the smooth running of their meeting under such adverse conditions. The officials were at all times most helpful and seemed to put themselves out to make everybody feel at home.

**Results**

**B.T.D.: G. Brown (Vincent Spl.), 36.82 s.**  
**Second B.T.D.: P. Boshier-Jones (Lotus-Climax 23); P. Scragg (Lister-Jaguar 3.8), 37.24 s.**  
**Third B.T.D.: J. Randles (Cooper-Climax Monaco 2.0), 37.56 s.**

**Ken Wharton Memorial Trophy:** J. Randles, 37.56 s.

**Shelsley Specials Award:** R. W. Phillips (Fairley-Climax 1.5 s/c), 40.86 s.

**Team Award:** D. R. Good (B.R.M. 2.5); A. Owen (Cooper-Climax 2.5); P. Westbury (Cooper-Daimler 2.5), 127.96 s.

**August Moon Rally—continued**

minutes, other casualties accumulating cricket scores.

The route to Savernake from supper was defined by a rather tame marked map section largely over main roads, but finishing along that unmade road over Marlborough Down. Most people had ample time in hand to take this sensibly at 15 m.p.h. This section, the Savernake carousal and the run-in were all the rally had to offer after supper. The organizers had run out of territory, but until they did, they provided a well-organized and thoroughly enjoyable opening to the Southern season, and are to be congratulated on their route (save for one or two grumbles touching on unmade roads) and on their presentation generally, not forgetting their traditional hospitality at that fine breakfast halt at the U.S. Air Force club south of Newbury. Full marks, too, for starting late and finishing early—and for achieving a result in the 100 miles before supper.

RON AMBROSE.

**Provisional Results**

1, E. O. Goodman/B. Harvey (Mini), 40; 2, D. A. Dawson/D. R. Lockyear (SAAB), 140; 3, P. F. Steiner/S. Actman (Austin-Cooper), 180; 4, P. B. Jones/A. E. Cowell (Herald), 250; 5, R. H. Ambrose/S. G. Lake (Allardette), 260. All other crews incurred penalties for missing sections.  
**Best Novice:** R. Wilson/G. A. Knox-Gore (Sprite).

**Cars versus Motor-Cycles:** Motor-Cycles, 114.24 s.  
**Grand Touring up to 2,600 c.c.:** 1, R. Rose (Lotus Elite), 41.46 s.\*; 2, R. E. Meredith (Morgan Plus 4), 41.90 s.; 3, P. H. G. Morgan (Morgan Plus 4), 42.48 s.; 4, V. Hassall (A.C.-Bristol Ace), 43.08 s.; 5, T. G. Cunane (A.C.-Zephyr Ace), 43.43 s.; 6, Miss B. Haig (A.C. Ace), 43.78 s.

**Grand Touring over 2,600 c.c.:** 1, P. Scragg (Jaguar XK-E), 39.02 s.\*; 2, A. B. Griffiths (Jaguar XK-E), 40.22 s.; 3, M. Delingpole (Jaguar XK-E), 41.46 s.; 4, D. Smith (Jaguar XK 150 "S"), 42.34 s.

**Sports Racing up to 1,600 c.c.:** 1, J. J. Richards (Lotus-Climax 7), 39.55 s.\*; 2, T. R. Clapham (Lotus-Climax 7), 40.12 s.; 3, R. M. Terry (Lotus-Climax 7), 40.56 s.; 4, M. Delingpole (Lotus-Climax 7), 40.58 s.; 5, P. H. Meldrum (Lotus-Classic 7), 40.65 s.; 6, G. V. Tyack (Emeryson-Climax), 41.12 s.

**Sports Racing over 1,600 c.c.:** 1, P. H. G. Cottrell (Lotus-Climax XV), 38.88 s.\*; 2, R. B. Beck (Jaguar XK 120 3.8), 41.87 s.; 3, F. L. Sloman (Lotus-Bristol X), 42.31 s.; 4, D. B. Farrell (Farrallac-Allard J2X), 44.56 s.

**Vintage and Edwardian Handicap:** 1, Major C. W. Lambton (Alta 1.5 s/c), 37.40 s.\* (43.40 s.); 2, Major O. R. H. Chichester (Alta 1.5 s/c), 38.17 s. (44.17 s.); 3, M. Bromley-Johnson (G.N. Spl. 1.5), 38.75 s. (45.75 s.); 4, J. T. Williamson (Bentley 4½), 40.29 s. (44.79 s.); 5, R. W. Ashley (Frazer-Nash 1.5), 41.67 s. (46.17 s.); 6, P. Waller (E.R.A. 1.5 s/c), 42.01 s. (43.01 s.).

**Formula Junior:** 1, C. A. N. May (Lotus-Ford 18), 45.19 s.; 2, G. Wilson (Lotus-Ford 18), 48.40 s.; 3, J. B. Welton (Elva-DKW Mk. 1), 55.03 s.

**Formula 3:** 1, J. McCartney-Filgate (Cooper-J.A.P.), 48.16 s.; 2, H. M. Bennett (Cooper-Norton), 48.92 s.; 3, P. Williams (Cooper-J.A.P.), 49.58 s.; 4, M. E. Turner (Cooper-J.A.P.), 50.70 s.; 5, C. Luck (Cooper-Norton), 51.39 s.; 6, W. D. Adams (Cooper-J.A.P.), 54.26 s.

**Racing Cars 501 to 1,500 c.c.:** 1, R. W. Phillips (Fairley-Climax 1.5 s/c), 43.33 s.; 2, B. Eccles (Cooper-J.A.P. s/c 998), 44.39 s.; 3, A. T. Norton (Lotus-Climax Spl. 18 s/c), 44.90 s.; 4, W. C. Cuff (Cooper-J.A.P.), 46.23 s.; 5, M. M. Cleaver (Lotus-Climax Spl. 18 s/c), 46.47 s.; 6, I. B. McLaughlin (Cooper-J.A.P.), 46.75 s.

**Racing Cars 1,501 c.c. and over:** 1, P. Westbury (Cooper-Daimler 2.5), 40.78 s.; 2, C. Summers (Cooper-Chevrolet 4.7), 40.97 s.; 3, A. E. Marsh (B.R.M. 2.5), 42.73 s.; 4, R. Fielding (B.R.M. 2.5), 42.83 s.; 5, A. Owen (Cooper-Climax 2.5), 43.14 s.; 6, D. R. Good (B.R.M. 2.5), 44.04 s.

**R.A.C. Hill-Climb Championship:** 1, A. E. Marsh (B.R.M. 2.5), 38.48 s.; 2, C. Summers (Cooper-Chevrolet 4.7), 38.94 s.; 2, P. Westbury (Cooper-Daimler 2.5), 39.06 s.; 4, A. Owen (Cooper-Climax 2.5), 39.70 s.; 5, R. Fielding (B.R.M. 2.5), 39.95 s.; 6, D. R. Good (B.R.M. 2.5), 40.85 s.; 7, R. W. Phillips (Fairley-Climax 1.5 s/c), 40.86 s.; 8, P. Boshier-Jones (Lotus-Climax 23), 41.46 s.; 9, J. Randles (Cooper-Climax Monaco 2.0), 41.73 s.

\* Indicates new class record.

**A.C.S.M.C. INTER-CLUB TEAM DRIVING TESTS**

THE Sussex Car Club can be congratulated on enhancing the already high reputation they have achieved for this meeting over the past five years. A first-class entry had been received, alert marshals were on duty, the tests, though short and tight, were to competitors' liking and finally, the paper-work was impeccable, including the production of complete results, tabulated, cross-referenced and itemised within half an hour of the finish of the last test. This was most praiseworthy, for the last test was, in fact, test number 1,530, since there were separate competitions for individual and club team awards, with 24 teams of three and 81 individuals, with everybody having two runs at five tests, all performances to count. Quite a busy day for all concerned.

Individual runs occupied the morning session and straightaway it was noted that Goodwood's surface was going to help the handbrake-turn, a very necessary manoeuvre with such tight tests. Number one was an any-order garage affair, number two was a criss-cross involving two diametrically opposite garages and two intermediate pylons,

while test three was similar but with the garages adjacent. Test four involved a wiggle-wobble with a box-spin and the fifth diagram enlarged on this theme with the box removed but with the 180 degree turn still necessary and with the addition of a second line of wiggle-wobble. Minis were segregated as between 848 c.c. models and Coopers and in the latter group Brian Greaves and Norman Pocock resumed their long-standing battle. Greaves won, but the pair were split by the 848 c.c. model of R. G. Clear, who bettered Greaves's time on no less than six occasions. He was really going.

G. B. Tipple's Anglia scored comfortably in the class for other small saloons and those over 1,000 c.c. were dominated by the Herald of R. J. M. Joseph. In the former category it was good to see L. E. Parks performing in his beautifully kept Singer Junior of 1927 vintage—nor did he finish last in the class.

The Sprites and Midgets, as is customary, comprised a large class, which fought a close battle, ending with the return to form of Doug. Worgan, with Peter Musgrave three and a half seconds away in second place.

Ron Witheyman won the class for sports cars over 1,000 c.c. by the length of the straight, his superiority being confirmed at the rate of some three seconds per test, showing that a TR4 can be thrown about with the best of them.

As was to be expected, the "Specials" category provided B.T.D., Don Harris being really at the top of his form with 10 fast and accurate runs.

The team contest was most interesting and proved a triumph for Sevenoaks & District M.C., whose consistent and talented team of Ron Gee, Brian Stevens and Mike Bryant set about adding the Esso (Fawley) Trophy to their collection right from the first test. Their lead was never challenged and they emerged victorious from runners-up Sussex C.C. by an aggregate of nearly 40 seconds. The premier award thus goes to one of the newest member clubs of the association at its first attempt, a custody that will surely be disputed this time next year.

**Results**

**Class Awards:** R. G. Clear (Southsea M.C.), 2,568; B. R. Greaves (Isle of Wight C.C.), 2,561; G. B. Tipple (Basingstoke C.C.), 3,127; R. J. M. Joseph (Basingstoke C.C.), 3,185; D. H. Worgan (B.A.R.C. (Surrey Centre)), 2,396; R. Witheyman (Guildford M.C.), 2,676; D. M. Harris (East Surrey M.C.), 2,289.

**Team Competition:** 1, Esso (Fawley) Trophy: Sevenoaks & D.M.C. Team 23; B. J. Stevens (Morris Mini), (2,607), M. Bryant (Morris Mini) (2,679); R. Gee (Sprite) (2,389), 7,675.

2, Sussex Car Club Shield: Sussex Car Club "A": L. V. Cruttenden (Cooper-Mini) (2,869); N. R. Pocock (Cooper-Mini) (2,584); D. West (Sprite) (2,595), 8,048.

**Best Lady Competitor:** Mrs. P. Witheyman (Sprite Mk. II), 2,652.

**Best Time of Day:** D. M. Harris (D.M.F. Special).

WE have received this letter, sent to the Bolton-le-Moors Car Club by the R.A.C. Competitions Department, and have pleasure in publishing it as an encouragement to other rally organizers.

THE observers' report on the Bolton Rally is now to hand and I felt that I must write and congratulate you on the organization in general, particularly in your successful efforts not only to avoid annoying local residents but even apparently to get them on your side. This shows that rallies need not leave a trail of destruction.

C. R. WHITCROFT,  
Asst. Manager, Competitions Dept.

# NORTH WALES RALLY

**Nine Clean Sheets in B.A.R.C. Event—A Fine Win for**

**Dennis Pollard/Tony Baines (Sunbeam Rapier)**

THE North Wales Rally, organized by the B.A.R.C. North-Western Centre, has been known for several years now as a perfectly straightforward event. Run this year on Maps 117 and 108 and counting towards the B.T.R.D.A. Silver Star and other championships it attracted an entry of 84 crews, featuring most of the regular "circus" members who are not away on the Liège, and many of the up-and-coming "new bloods".

A large crowd of interested spectators watched the cars starting from a garage on the B4381 just outside Welshpool.



Miss Pat Walker, winner of the Ladies' Award, leaves the control at the start of the Hirnant in her TR4. She went very well, dropping only four minutes.

Last year's winner, Don Grimshaw/Ted Rowland (Austin-Healey 3000), having been given plenty of time to plot the 85 map references which made up the night's route (75 per cent. white roads), were the first away, followed by Tony Fisher/Brian Melia (Austin-Cooper) and Brian Harper/Ron Crellin (Sebring Sprite) and the rest of the "Saturday night and Sunday morning" folk.

The first control was also the start of the special stage, which was later to decide the first 12 positions and was on the interesting white roads over Belan, finishing near Trefnant Hall. Many crews put up very fast times, the ex-works Rapier of Pollard/Baines going especially well. Mr. and Mrs. Taylor had the misfortune to spin their Austin-Cooper, costing them what were to prove valuable seconds. From here the route followed mainly good, white roads, through Cross Lane and Castle Fluke to New Mills, then up the interesting and testing maze of Ty-Brith to the ford at 117/086034, where the road junction is not quite as shown on the map. Here Tom Paton/Jim Bryden (Morris-Cooper) on another of their week-end excursions from Scotland, wrong-slotted and dropped five minutes and another crew, Ian Har-

wood/David Hughes (Riley 1.5), got stuck in thick mud for 20 minutes, until a kindly passing farmer helped to tow them out.

On the tight road around Llanfihangel many crews lost time, especially the hairy section from Dolanog (060136) to Melindwr (044157) which cost such crews as Phil Simister/Dave Ralphs (Anglia 105E) and Pete Astbury/John Brown (Vitesse) their clean sheets. Hydraulic system failure gave Brian Hadfield (Anglia 105) a nasty moment and forced his retirement (yet another of the "clean brigade" gone). Then came a new section of road over Craig Garth-Bwlch (013177 to 023187) which caused most navigators to change from the usual "turn left or turn right" to the old let-out of "follow the road, man, follow the road"! From here the route was an easier, but fast, run up the northern side of Lake Vyrnwy followed by that scintillating section over the Hirnant, which calls for rather enterprising driving, if you are trying to hold on to a clean sheet. It must have been even more interesting in the Classic-engined Anglia of John Whitehead/David Stone as the disc brakes were sounding that painful metal-to-metal noise, requiring a quick change of pads at the petrol halt in Bala.

As the cars refuelled the Clerk of the Course, Graham Irving, and chief marshal Ian Hall appeared rather dismayed about the remaining 12 or so clean sheets, as they rather doubted if the second half would do much to reduce this number.

From Bala an easy main road run led up to Druid on the A5 and a change of map to sheet 108. Then came a hectic session of short, fast sections around Maerdy, Ty-Nant and Bryn-Glas. Here Tom Paton lost more time, to-

## HARROW C.C.

### DRIVING TESTS

HELD at the American Drivers' Club Denham venue, the Harrow Car Club's annual invitation event, open to members of eight clubs, attracted 37 competitors, one of whom had entered two cars. This was Norman Tyler, who has now constructed his own driving-test special. On its first outing at Denham, he took B.T.D., beating himself in his old trials car by a substantial margin and proving that he can build 'em as well as drive 'em. Unfortunately, there were no other contenders in the specials class.

Winner of his class and in second place overall was Ron Gee who, with his well-known blue Sprite, has found remarkably consistent top-grade form this year, and is now in a position to tackle the best test drivers in the country. In third place overall was the writer, followed by M. Amos, both Sprite-mounted. A class for 848 c.c. Minis was contested by nine entries, with J. Mears coming out on top. Alan Piggott, also driving in this class, was off form, for him, and ended up in third place. In the next size up, Ted Cowell's Herald saloon beat Brian Cul-

gether with Douglas Ray/Roger Irwin (TR4) and Claude Twigden/Les Chilvers (Sprite II). Mrs. Pam Haggie, making a most welcome return to the "rally biz", in her Anglia, also lost marks in this area and the wonderful run of Miss Pat Walker/Mrs. Elma Lewsey (TR4) was also spoilt, but dropping only four minutes on this hard, fast event is pretty good for any crew on only their second rally in Wales. At a noise check in this area the only vehicles which gave cause for alarm were two oil tankers passing on the A5 (which should prove something!) with a reading of over 95 decibels. On around the Clocaenog Forest the hectic pace continued and only careful marshalling allowed most of the remaining clean sheets to pass unscathed. Then down to the yellow road through Ty-Nant (120438) where both Reg McBride/Don Barrow (Anglia 109) and Don Grimshaw had slight delays with minor mechanical troubles.

Approaching the mountain road over Llantysilio many crews overshot the hairpin junction. This section over to Bryneglws was the concluding stage and a final thrash caused many an anxious moment as the road loops and twists like a scenic railway, not to mention a loose surface and a pond which has had many a surprised visitor. From here it was an easy main road run back to the finish and breakfast at Woodlands Hall near Ruthin, with all competitors able to finish the 160-mile route as dawn broke. Following breakfast the results were quickly announced, no protests were thought of, and all the award winners loudly applauded.

TED ROWLAND.

#### Results

1. D. E. Pollard/T. Baines (Rapier), clean sheet; 2. G. Allen/B. Hughes (Austin-Cooper), clean; 3. R. McBride/D. Barrow (Anglia 109), clean; 4. A. T. Fisher/B. Melia (Austin-Cooper), clean; 5. B. Harper/R. Crellin (Sebring Sprite), clean; 6. D. G. Grimshaw/T. E. Rowland (Healey 3000), clean; 7. J. B. Whitehead/D. Stone (Anglia 109), clean; 8. A. Taylor/Mrs. Taylor (Austin-Cooper), clean; 9. J. N. Rhodes/K. Barraclough (M.G.A. 1600), clean; 10. D. H. Ray/R. Irwin (TR4), 10 marks lost. Ladies' Award: Miss Pat Walker/Mrs. E. Lewsey (TR4). Novice Award: G. J. Shorter/D. R. Jones (Anglia). Team Award: Knowldale C.C., Allen and McBride.

cheth's Gordini Dauphine by 11 secs., there being no other strong opposition in this class. The only 1½-litre saloon present was handled by Bert Shirley, who makes the best of his Riley 1.5 and was disappointed by the total lack of competition. Maurice Bishop's TR4 was much too fast for the other three cars in his class and was the only one to spin-turn successfully.

There were six entries in the Mini-Cooper class, with A. Hallpike emerging with an eight-second lead over D. Sillence.

A minor incident occurred during the first few tests, when Norman Tyler's "old" special gently fell on its side while engaged in a spin-turn. When asked after the meeting what he was going to do with this car now that his new one had proved itself, he replied briefly, "Flog it."

SAM ACTMAN.

#### Provisional Results

Class A: 1. J. Mears (Mini), 161.24 s.; 2. R. Chisholm (Mini), 164.61 s.; 3. A. Piggott (Mini), 167 s. Class B: 1. A. Cowell (Herald), 168.17 s.; 2. B. Culcheth (Dauphine), 179.01 s. Class C: A. Shirley (Riley 1.5), 192.66 s. Class D: 1. R. Gee (Sprite), 150.08 s.; 2. S. Actman (Sprite), 152.99 s. Class E: M. Bishop (TR4), 164.66 s. Class F: N. Tyler (Tyler), 146.33 s. Class G: 1. A. Hallpike (Cooper-Mini), 156.48 s.; 2. D. Sillence (Cooper-Mini), 168.36 s.

# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 12 noon

Telephone: PADDington 7671-2

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

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

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

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

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

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

### USED CARS FOR SALE

#### A.C.

**A.C. ACECA.** May 1956. Grey with green interior. Wood-rim wheel. Almost new X tyres. Very sound condition. Good value at £499. H.P. and exchange.—Jones' Garage, Syston, Leics. Syston 2257.

#### ALFA ROMEO

**ALFA ROMEO,** 1930, twin-cam, 6C1750, four-seater open coupé. Complete mechanical overhaul. Body being restored to concours condition. Enquiries to—Finlayson, 31 Linden Road, Gosforth, Newcastle-on-Tyne.

#### ASTON MARTIN

**ASTON MARTIN DB1**-engined Sigma (BMW i.f.s. chassis), reg. 13/8/54, two seater. Tubular-framed body, finished B.R. green. Professionally built, appearance not unlike DB3/1. £395.—Jarvis & Sons, Ltd., Morris House, Morden Road, S.W.19 (LIBerty 8221), or 57 Hill Road, S.W.19 (WIMbledon 2526).

#### AUSTIN

**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. £410. Finance.—Barr, 43 Montserrat Road, W.15. Tel.: PUTney 9235.

#### AUSTIN-HEALEY

##### SPRITE OF THE YEAR.

With a finish and specification capable of winning any *Concours d'Elegance*, this beige beauty is fitted with lined hard top, soft top, tonneau, wood-rimmed wheel, spot lamps, heater, seat covers, and every possible extra for comfort. The power unit is highly polished and improved with Aquaplane alloy head and tuned exhaust. An unrepeatable opportunity to buy the finest Sprite we have ever offered at £455.

##### AITCHISON-HOPTON OF CHESTER,

Stonebridge Garage,  
Cheyney Road, Chester.  
Chester 26100/26390.

#### DONALD HEALEY MOTOR CO., LTD.

**NEWS FLASH**—We have a selection of new Austin-Healey 3000 convertibles and Mk. II Sprites for immediate delivery. Buy your car now from the designers and Britain's largest sports car distributors.

**Sprite Mk. II,** Feb. 1962. Red, black interior, de luxe, heater, tonneau, seat belts, wing mirrors. 7,000 miles. £565.

**Sprite,** 1,100 c.c. Climax engine. Special aluminium streamlined bodywork. Disc brakes all round, lightweight wire wheels, competition suspension, close ratio gearbox, special seats. Immaculate red with black interior. Phenomenal performance. £895.

#### DONALD HEALEY MOTOR CO., LTD.,

64, Grosvenor Street,  
London, W.1.  
Tel.: MAYfair 3507  
and  
The Cape, Warwick.  
Tel.: WARwick 41235.

**AUSTIN-HEALEY Sprite,** 1960. Shorrock Super-charger, wire wheels, disc brakes, extras, 17,000 miles. No competitive use. Excellent condition.—15 Davenport Road, Coventry. Phone: 72688.

#### AUSTIN-HEALEY SPRITE with COVENTRY CLIMAX CONVERSION

**1961 AUSTIN-HEALEY SPRITE** with Coventry Climax FWE 1,220 c.c. conversion. Red with black trim, fitted many extras, disc brakes, anti-roll bar, heater, wood rim steering wheel. Fantastic performance, 107 m.p.h. and 32 m.p.g. This is the actual Racing Car Show model, beautifully prepared and meticulously converted. Total genuine mileage 480 miles. Wonderful value at £985.

**JACK BRABHAM (MOTORS), LTD.,**  
248 Hook Road, CHESSINGTON, SURREY,  
Telephone: ELMbridge 4808/9280/0208.

**1960 Austin-Healey 3000.** Genuine low-mileage 2/4-seater model, finished in ice blue. Overdrive, wire wheels, tonneau, radio, heater, RS5 tyres. Superb condition. £795.

**JACK BRABHAM (MOTORS), LTD.,**  
248 Hook Road, CHESSINGTON, SURREY,  
Telephone: ELMbridge 4808/9280/0208.

#### THE HEALEY CENTRE

offer

**Sprite.** 1959, red, with heater, tonneau, rev. counter, etc. ... £425  
**Eight-inch front brakes** for Sprites, brand new, the pair supplied and fitted. Special offer £12 15s.  
**Le Mans Kits** for BN1 or BN2 ... £35  
**Specialist Tuning and Service** for Austin-Healeys.

Open all day Saturday.

17 Winchester Road, Swiss Cottage, N.W.3.  
Tel.: PRImrose 9741.

**AUSTIN-HEALEY 100/4,** blue, good condition. £325 o.n.o.—Shefford, ABBey 3727 (office).

**EXCEPTIONAL** value, 1955, BN1, red, overdrive, heater, twin spots, wire wheels, new tyres. Absolutely immaculate throughout. £395 o.n.o.—Derby 21970 (evenings).

**JUNE 1961,** Sprite Mk. II, 11,000 miles. Red. Owing to theft no engine or gearbox. £320. Have A35 engine and gearbox, £35.—Ipswich 41973.

**SPRITE,** 1960. Green. One owner. Usual extras. Excellent condition. £410.—PUTney 3630.

**3000,** JUNE 1960, four-seater, blue, overdrive, heater, wire wheels, luggage rack, screen washer, other extras. Immaculate and virile.—Please telephone: Chorley 3204 (weekend). Also seen Midlands.

**1960 A.-H. 3000.** Full Rudd converted engine and suspension wise, occ/4-seater. Silver blue and white hard top, o/drive, w/wheels, w/washers, heater, wireless, soft top, tonneau, 22,000 miles. This car has been raced but never hurt. Maintained by specialists and is therefore in perfect condition throughout. Never pranged on road or track. A very genuine reason for sale. £800.—R. A. Collings, Biggleswade. Tel.: 2041 (office); 3391 (home).

**1960 AUSTIN-HEALEY 3000** with overdrive, 23,000 miles. Ring for demonstration.—Paul Lee, Gainsborough 3052.

#### BERKELEY

##### BERKELEY SPORTS CAR CENTRE

Always a good selection of used Berkeleys in stock.

SPARES—Comprehensive stock—all models.

##### MANTLES GARAGES LIMITED,

Henlow Garage, Henlow Camp, Beds.  
Tel.: Henlow Camp 233.

**BERKELEY B105,** 700 c.c., hard top, new battery, tyres, rev. counter, 100 m.p.h. plus, 50 m.p.g. Best offer over £275.—Box 4869.

**BERKELEY B95** for sale, 1959, 1,400 miles. B Yellow. £280 or offer.—102 Rectory Road, Grays, Essex.

#### BMW

##### 1961 BMW 700 SPORTS COUPE.

This fantastic car has only covered 3,000 very careful miles, and is in as new condition, inside and out. Apart from built-in extras such as twin carbs., heater, reversing lights, flashing headlights, etc., it has interior silent travel fitted and a full tool kit. The 700 c.c. engine develops 40 b.h.p. and fuel at 45 m.p.g. A top speed of 85 m.p.h. and amazing road-holding. Car finished in dove white and complete with handbooks, workshop manual, and taxed to February 1963. Part exchange considered. Price to another enthusiast, £775. H.P. is possible. Ewell 5004.

#### BORGWARD

**CONVERT** your Borgward, engine from £45, camshaft £20, anti-roll bar £8.—Metcalfe & Mundy (Service), Ltd., 8 Bramber Road, W.14. FULham 6076.

#### BRISTOL

**MR. BOB GERARD** has for disposal his personal Bristol 406, fitted with special 115 h.p. engine, genuine 16,000 miles only, duo-grey. Bona fide enquiries to—Bob Gerard Cars, Abbey Lane, Leicester. Telephone: Leicester 61511.

#### B.S.A.

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

#### DKW

**NOVEMBER 1956 DKW** four-door Sonderklasse, grey. Clean car. £275.—John Finch, 423 Chatsworth Road, Chesterfield. Tel. 75518.

#### ELVA

##### ELVA COURIER, November 1960.

1600 M.G.A engine, Michelin X, heater, tonneau, etc. Pristine suede green paintwork with black interior. Perfect mechanically. J\*N B\*\*\*\*\* loved the shattering but utterly civilized performance, but spouse insists on disposal of rival for £510 o.n.o.

Simpson, GREENwich 0607  
during normal waking hours.

**ELVA Mk. 1,** 100E engine, Elva I.O.E. conversion, twin SUs, c/r gears, windscreen, hood, tonneau, flashers, resprayed Falcon body, new carpets, excellent acceleration and roadholding, spare engine, sports camshaft. £365 or offers.—Selwood, 20 Christchurch Road, Ilford, Essex. VALEntine 5216.

#### FAIRTHORPE

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

#### FERRARI

**FERRARI 2.6-litre** Type 225 Export Berlinetta Vignale coupé. Beautiful and immaculate example. £1,950.—Entwistle, Barton Road, Hoylake. Hoylake 5323.

#### FORD

**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.

**UNREGISTERED** Anglia—lowered suspension, widened track, 105E engine to F.J. specification. Requires radiator, starter motor and a few small parts to complete. Body rough, hence £250.—Phone: Edenbridge 3395.

**1961 ZEPHYR,** 11,000 miles, discs. Damaged roof, o.s.f. wing. Driveable. £335.—Ipswich 41973.

#### FORMULA JUNIOR

**ALEXIS F.J.** 1100 Cosford Ford 99 b.h.p. VW gearbox Plus spares. D.12s. Completely rebuilt. Immaculate condition. Ready for immediate racing. Any part exchange considered. £850.—K. Simmons, 24 Denison Road, Colliers Wood, S.W.19. Tel.: BALham 3092 (office hours); LIBerty 3788.

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

**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.

**£295.** THIS must be cheap 1960 Formula Junior Gemini. "A" series engine, A35 gearbox, close-ratio gears, mag. alloy wheels, Alfin drums, all new tyres, body and chassis in exceptional condition.—P. Bailey, 11 Fawley Drive, Prestbury, Cheltenham. Telephone: 7505.

**GOGGOMOBIL**

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

**G.T.**

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

**HEALEY**

**HEALEY-ABBOTT** drophead, 1952, Xs. Extras. Ex. value. About £150.—Stansfield, Sinnington, York

**1953** E-TYPE Healey Silverstone, Le Mans body, excellent condition, £260, or exchange plus cash for 1955 Ace or M.G.A. hard top. No bull, joyriders or bouncing cheques.—Geoffrey Pool, Collickmoor Farm, near Dorking 73121.

**HILLMAN**

**1962** HILLMAN 1600, 500 miles. Damaged rear. £325.—Ipswich 41973.

**JAGUAR**

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

**EXCHANGE** 1958 3.4. o/d, radio, new tyres. Engine overhauled, £650 or exchange A.-Healey, Lotus XI or any sports car. H.P. possible on difference. Company car now supplied.—D. Brown, 80 Cambridge Road, New Malden, Surrey. ELMbridge 0760.

**SEPT.** 1956 Jaguar 2.4. Two owners. Radio. Dark blue, immaculate. £385.—John Finch, 423 Chatsworth Road, Chesterfield. Tel. 75518.

**1960** JAGUAR XK 150 "S" Gold Top 3.4-litre fixed-head coupe, in British Racing Green, with overdrive, green interior, radio, 18,000 miles, beautifully maintained, immaculate history, fitted with safety belts and luggage carrier. £995.—Murkett Brothers, King's Lynn, 3861/2.

**1955** JAGUAR XK 140 d.h.c. Pastel blue. Motorola radio, new X tyres. Superb condition. £450.—John Finch, 423 Chatsworth Road, Chesterfield. Tel. 75518.

**1952** JAGUAR XK 120 Sports. Resprayed blue, engine, suspension, brakes, etc., reconditioned during 1961. 9½:1 c.r., close-ratio box, new flowed cyl. head, new 1½ ins. carbs., new hood, carpets, interior trimming, 135 m.p.h., 20 m.p.g. £375.—Martin, 29B Binley Road, Coventry.

**LOLA**

**LOLA-CLIMAX 1100.** This is one of the original and rare lightweight aluminium-bodied cars fitted special Stage III F.W.A. engine. This car has been successfully raced this season and is offered for sale due to change in racing plans. Car has lapped Oulton in 1 min. 58 secs. and Aintree Club in 1 min. 9 secs. and has successfully beaten several 1962 rear-engined machines. Can be seen at Gold Cup, Oulton Park, 1st September. £900.—Apply Peter Borthwick, Peco Ltd., Sandford Street, Birkenhead. Tel.: Birkenhead 6041.

**MRS. BRENDA DICKINSON** offers for sale her new Lola sports-racing car. Full Stage III Plus, in excellent condition throughout. All tyres new Dunlop R5. Spares include two diff's., 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.

**1961** LOLA sports-racing car ex-Chris Summers. Finished in Conway yellow with black trim, Stage 4 head, Webers, twin-plate clutch, etc. £975.—Part exchanges considered. Contact: Willoughbys of Ilkeston, Nottingham Road, Ilkeston, Derbys. Tel.: Ilkeston 5101.

**LOTUS**

**THE CHEQUERED FLAG (MIDLANDS), LTD.** Distributors for the incomparable Lotus. Earliest delivery on all models. Demonstrations. Sales. Service.

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

**FRANCIS MOTORS** offer 1961 (Oct.) Lotus Seven Series II fitted with B.M.C. 948 c.c. engine which is balanced throughout including crankshaft, flywheel and piston assemblies. A Formula Junior camshaft is fitted, together with a Downton four-branch manifold. Other extras include a Crypton rev. counter, oil cooler, Burgess silencer, electric cooling fan and full weather equipment. Bargain. £450.—393 Humberstone Road, Leicester. Tel.: 66304.

**GRAEME AUSTIN** offers his very successful hill-climb Downton-Lotus VII. Prescott 55.9. F.J. engine. Whole car as new and unpranged. View Prescott, 9th Sept. Details and list of successes.—"Inscot", Budworth Road, Birkenhead.

**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.: Bozait 279.

**LOTUS VII, Series I,** fitted Sunbeam Alpine 1500 engine. Full weather equipment. £425 o.n.o.—Peasley, Upper Boddington, Rugby, Warwick. Tel.: Byfield 245.

**LOTUS 7, Series II, 1961.** Fully modified 100E, c/r box, full weather equipment, R5s, electronic rev. counter. Immaculate dark blue. £450 o.n.o.—Paul Layzell, 3 Weyern Close, Dartford. HO1 born 6922 (office hours).

**LOTUS XI.** Full Stage III, de Dion, discs all round. Finished royal blue. Ready to race. £475.—Moore, 52 Shipbrook Road, Northwich. Tel.: 2735.

**LOTUS XI, Series II, Climax Stage III plus.** Dr. Paul offers this car for sale as medical commitments force retirement. SUS, discs, c/r gears, mag. wheels, de Dion. Complies with Appendix "C", 1962. Very quick, never bent. Engine just overhauled. £595.—"Mena House", Orpington Road, Chislehurst, Orpington 21530.

**LOTUS XI Series II "Le Mans", Stage III Climax.** Ex-works car. Weighs 7½ 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.

**LOTUS 7, Series 2,** just fitted new 85 b.h.p. (£300) Cosworth Ford engine. C.r. gearbox. Full racing trim (and road equipment), many spares. £575.—Apply J. V. Bedford, Bracken Hill House, The Woods, Northwood, Middx., or Tel.: Northwood 23736 after 6 p.m.

**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.

**M.G.**

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

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

**J2 SPORTS** two-seater, blue. New hood, hydraulic brakes, new tyres, sound. M.o.T. cert. 20/12/33 regn. £75. Also 1949 TC, £165; 1950 TD, £220; 1953 Mk. II TD, £330; 1955 1500 TF, £395. H.P. on most.—Jones' Garage, Syston, Leics. Syston 2257.

**M.G.A.** 1,622 c.c. engine less head used, £30; 1,622 c.c. head (new). Set shock absorbers o.s. Roadster door (new). Tonneau cover.—Tel.: Yoxall 291.

**M.G.A.** AUG. 1960. Red, cream int. Lady owner, immaculate condition. Approx. £100 extras. £650. H.P. arr.—Tel.: Dunmow 84.

**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, Lynton Cottage, Lynton Bottom, Four Marks, near Alton, Hants.

**M.G.A.** 1957. Blue, radio, heater, hard top, wire wheels, new Xs. Many extras. £460 or exchange excellent Mini.—Rickards, National 9971 (9.30-5.30). Weekends, Watford 36784.

**M.G.A.** 1957. RED. hard and soft tops. Superb condition. £440.—Epping 2443.

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

**THE** most-cared-for car in the country. M.G.A. 1600, 1961. Every possible extra. Not a mark, in shining red. Mostly new components, five spare tyres. Must be seen. Cost new £1,100, £200 spent in maintenance. Offered at £700.—Phone PALmers Green 9875.

**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.

**1500** LESTER-M.G., 118 m.p.h., six Borrani wheels, fitted R5s. Aerodynamic alloy body cost over £400. S.a.e. for photo. £385.—Marvell, 5 Mytonoak Road, Shrewsbury.

**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).

**1957** M.G.A. Roadster. Heater, tonneau, sliding screens, mirrors, badge bar, reversing lamp, near new "X"s. Mechanically excellent. Bodywork and interior in v.g.c. Colour red. Every offer considered as must sell.—Ring: LEE Green 9946.

**1957** M.G. MAGNETTE Varitone. Radio, heater, safety belts. Two-tone blue. £385.—John Finch, 423 Chatsworth Road, Chesterfield. Tel. 75518.

(Continued overleaf)

**GOLD SEAL CAR CO. LTD.**

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

South London's Leading Sports Car Specialists

**£895** Jaguar 3.4 saloon, engine fully modified by Protheroe two months ago, bills for £300 are available. Latest disc brakes fitted, wire wheels, overdrive, wood rimmed steering wheel, Reuter passenger seat and numerous other extras. Bodywork in flame red, with dark red upholstery.

**£795** Alfa Romeo Veloce Spyder 1957. Open two-seater sports. Superbly finished in red with black upholstery. Recent engine overhaul. Fabulous performance and road holding.

**£745** Sunbeam Alpine. Regd. 1961. Finished in black with red upholstery. Extras include overdrive, heater, radio, twin spots, luggage rack, etc. Excellent value.

**£665** M.G.A. 1960 model. Fixed head coupe, finished in dove grey with red upholstery. Extras, heater, spare mounted on boot. Thoroughly recommended.

**£625** Triumph TR3A 1959. Wire wheels, body finished in white. Immaculate. Choice of three others.

**£545** TR3A 1958. In dark blue with white centre stripe. Overdrive, tonneau, etc. Excellent condition.

**£525** Porsche 1500. F.H.C. left-hand drive. In old English white with superb red interior. Fitted Telefunken push button radio, heater, etc. Choice of two others, both right-hand drive.

**£445** M.G.A. 1956. Finished in polychromatic green. Wire wheels, etc. Mint condition.

**£425** M.G. TF 1500. Body immaculate in birch grey. Choice of two 1250s from £375.

**£395** Austin-Healey Sprite 1959. Finished in cherry red. One owner. Choice of two others in white.

**£315** M.G. TD 1953. In red with beige upholstery. Choice of one other at £295.

**£245** Ford Special Peel bodied fixed head coupe. Aquaplane modified engine. Choice of three others from £175.

**£225** Morris Minor convertible 1956. Modified engine, 4-branch manifold, etc. Extremely fast.

**£195** Bentley 3½ litre 1936 4-door saloon. Superb condition.

**£145** Morgan 3-wheeler 1950, Ford engine. Finished in red.

GOOD SPORTS CARS WANTED FOR CASH

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

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

**AUSTIN M.G. AUSTIN-HEALEY**

OFFICIAL STOCKISTS

**PARADE MOTORS (MITCHAM) LIMITED**

**1961** M.G.A. 1600 Mk. II. This car is not a year old. Low mileage. Michelin X's, radio, heater, luggage rack, spot lamps. £715

**1959** M.G.A. 1600. Blue, black upholstery. Radio, heater, luggage carrier and other extras. £585

**1954** M.G. T.F. Red, beige. In superb condition. £395

**1954** M.G. T.F. Green and green. Superb example. £395

**1953** M.G. T.D. Green. A really superb car. £320

**1947** M.G. T.C. Black, excellent condition. £215

**1938** M.G. T.A. Black, blue. £130

**1961** Austin-Healey Sprite. Red, red. Radio, heater, luggage rack, special boot and other extras. £475

**1961** Austin-Healey Sprite. Green, green. Low mileage. One owner. £460

**1955** Austin-Healey 100. Red and red. Immaculate condition. £335

**1960** Elva Courier. Green with black upholstery. Heater. A really beautiful car. £515

**1960** Turner. Red, black upholstery. Fully modified. £399

**1960** Cooper single seater racer, 1½ litre twin-cam Coventry Climax engine. In as good as new condition. Little used. £850

FOR SPARES C.O.D.

TRADE SUPPLIED

Telephone MITcham 5141

H.P. and Insurance effected. After Sales Service.

All Cars Three Months Guarantee.

**66/67 Monarch Parade, Mitcham**

Phone: 3392-7188

**H. Radcliffe**  
(Garages) Ltd.

LOTUS JAGUAR T.V.R.  
SINGER FIAT

**1960 LOTUS ELITE.** Red with tan interior. Fitted Stage III engine, ZF gearbox and competition suspension, making this an extremely fast and tractable road car. **£1,025**

**1960 T.V.R.,** finished in blue/silver duotone with matching interior. Fitted Climax 1,220 c.c. engine with c/r M.G.A. box, rack and pinion steering, adjustable shock absorbers, wood rimmed wheel and seat belts. One owner, 12,500 miles from new. **£665**

**1960 (Nov.) AUSTIN A40.** Finished polychromatic bronze with matching interior. Fitted Speedwell engine, disc brakes, "X" tyres, full instrumentation. This is an extremely fast and attractive one owner car. Never raced or rallied. **£485**

**1958 ASTON MARTIN DB. III.** Finished in dark blue with black interior. In virtually brand new condition throughout. Fitted all usual extras. Must be exceptional value at **£1,495**

**1958 JAGUAR XK 150.** Fixed head coupe, immaculately finished in Cotswold blue with blue interior and in superb condition throughout. Fitted wire wheels, overdrive, radio, heater, windscreen washers, etc. **£695**

**1955 ASTON MARTIN DB 2/4.** Grey with red interior. Fitted 3-litre engine, now completing full overhaul in our Racing Department. Extras include radio, heater, spots, etc. **£845**

**1955 AUSTIN-HEALEY 100-4.** An unusually good example. Finished in red/black. Fitted modified engine, radio, windscreen washers, overdrive, wire wheels, etc. **£350**

#### TRADE PRICES

In our local press we have in recent weeks offered our cars to the public at trade prices, this we might add has proved extremely popular. We are prepared to extend this facility to our Autosport customers. The scheme operates on this principle:

- 1 All the above prices are reduced by £50 per car.
- 2 No Guarantee will operate.
- 3 Every possible facility for inspection will be given.
- 4 Any known faults will be declared.
- 5 Part exchanges will only be considered at similarly competitive prices.

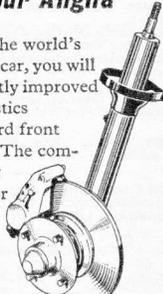
16 ST. GEORGES STREET, BOLTON  
TELEPHONE: 24445

MON./FRI. SAT. SUN.  
9 a.m.—8 p.m. 9 a.m.—5.30 p.m. 2—5 p.m.

**SYDNEY ALLARD RECOMMENDS**

**Disc Brakes for your Anglia**

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



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

**ALLARD**

### Classified Advertisements—continued

#### M.G.—continued

**1954 M.G. TF.** Full hood and screen equipment, luggage grid. Very good order, immaculate. £395.—Slade's Garage, Penn, Bucks. 2115.

**1954 M.G. TF.** Red with red interior. Fitted with wire wheels, four new Michelin "X" tyres, heater, screen washers. A new Gold Seal engine was fitted 7,000 miles ago. The car has been resprayed and a new hood and side screens fitted. The condition of this car is quite exceptional and absolutely no faults can be found. Fully guaranteed. £295.—Easthill Motors, 252 Regent's Park Road, London, N.3. Tel.: Finchley 7861.

#### MINI CARS

**AUSTIN Mini de luxe, 1960, Speedwell.** Blue. Excellent condition. £395.—51 Weirdale Avenue, London, N.20.

**MINI-AUSTIN.** Midnight blue. Speedwell C.S.2 camshaft, twin-choke Weber, flowed head, h.c. pistons, special leather dash fitted Halda Speedpilot, radio, rev. counter, oil, water, temp. gauges, etc., wood-rimmed wheel, safety belts. £425.—Exchanges.—18 Main Street, South Normanston, Derbyshire.

**1961 MORRIS Mini-Cooper.** Low mileage, extras. No competitions. £575 o.n.o.—Toomer, Wanborough 236, Wilts.

#### MORGAN

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

**MORGAN Plus 4 two-seater, 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.

#### MORRIS

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

#### NSU

**£565 UNDER 9,000 miles.** NSU Sports Prinz. Beautiful Bertone body, radio, heater, registered September 1960. Colour white. Anything in part exchange. H.P. available.—P. Bailey, 11 Fawley Drive, Cheltenham. Telephone 7505.

#### OGLE

**THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), LTD.** Distributors for the new Ogle SX 1000. 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.

#### PEUGEOT

**THE Midlands Specialists.** Distributors for Worcestershire, Hereford and Radnor.—Portland Garages (Malvern), Limited. Tel.: 391.

#### RACING CARS

##### IAN RABY Offers:

**NEW/USED FORMULA JUNIOR, SPORTS CARS, F.1.**  
New MERLYN F.J. and SPORTS, prices from £1,275. Ford, B.M.C., Climax engines and spares. Exporting and shipping for clients. Stocked list of cars available.

**IAN RABY (RACING), LTD.,**

c/o Empire Cars, Ltd., 85 Preston Road, Brighton 681713.

**ARVIN DEVELOPMENT** offer for sale at a very reasonable price the works-prepared A.D. Sportive Sports Racing Car, to a person or organization that would be prepared to enter the car in prominent meetings. This car could be entered as an official works entry and would receive works backing and advice. Further particulars contact—Mr. Ecclestone, James Spencer, Ltd., Bexleyheath 0176.

**B.R.M.** 1960, Ex-Dan Gurney team car. Unused during 1961. In immaculate order: can be seen Prescott, 9th September.—Ray Fielding, St. Catherine's Road, Forres, Scotland. Tel. 422, or evenings 2313.

**COOPER MONACO,** new lightweight Buick V8 engine fitted, at present completely standard but has unlimited potential. Present owner forced to give up racing due to business commitments. £1,300 o.n.o.—Chamberlain, Hill Cottage, Grendon, Northants. Tel.: Bozcat 279.

**COOPER 1460 Coventry Climax (blown).** Shelsley Walsh, 35.25. £650. Will accept road car in part exchange but not tomatoes from Channel Islands.—George Keylock, Tyglyn, Cusop, Hay-on-Wye.

**F.J./MONOPOSTO.** Dry sump 105E, similar F.J. F/E Lola. Five quick-change ratios. About £300. Details, Trial.—F/L. C. Taylor, R.A.F. Gaydon, Warwick. Tel.: Kineton 411, Ex. 441, day.

**F.J. COOPER, 1961,** with 1,100 c.c. Cosworth Ford, five-speed gearbox, Dunlop D12 tyres, only raced 500 miles. In immaculate condition.—R. A. Creamer & Sons, Drayson Mews, Kensington High Street, London, W.8. WESTern 1275.

**JOHN HARWOOD's U2.** World's fastest front-engined Junior (140 m.p.h.). Easily converted sports. Complies Monoposto register. Excellent condition. 2 L.S. brakes (9 ins. front), magnesium wheels, r. and p. Complete except engine, £270. Less c.r. gearbox, £235. Numerous International successes. 1st Nürburgring, 1960; 4th, 1962. New 100E engine with starter, £46. 40 DCOE2, £16 16s. A7/100E adaptor shafts, £4 10s. 24G Duralumin sheets, 25s.—Mallock, The Grove, Roade, Northants. Phone: Roade 416.

**KIEFT.** R. R. Jackson 500 c.c. Nor-J.A.P. Norton gearbox. Excellent condition. Unused since complete overhaul. Trailer available. Best offer secured.—27 Gateside Road, Upper Tooting, S.W.17.

**LAYSTALL single-seater G.P. car.** I.f.s., i.r.s. Highly tuned Leaf/Turner engine, preselector gearbox, many spares. Incredibly good condition. Trailer. £250.—Bourchier, 3 York Avenue, Hove.

**SPRINTS and Hill-Climbs.** 1,100 c.c. Cooper J.A.P. Get amongst the fastest of them for the modest sum of £485. I reluctantly must sell this car for business reasons. It is immaculate and offered complete with trailer, used once since complete engine and chassis overhaul.—Apply to R. J. Dunnett, 2 Thornley Drive, Ipswich, Suffolk.

#### RELIANT SABRE

**THE CHEQUERED FLAG (MIDLANDS), LTD.** The only distributors in the Midlands and North for the new Sabre Sports car. We can offer delivery from stock, and we have a car on show now. Sales, service and demonstrations. Please write or call for further details. Arkwright Street, Nottingham. Tel.: 89282/3.

#### RENAULT

##### GORDON KING MOTORS, LTD.

The Main Renault Distributors  
Remarkable New Renault 4L on Display

1962 Dauphine, 4-spd., ch. red or grey, from **£545**  
1962 Renault 4L ex-demonstration, 2,500 m. **£555**  
1961 Floride conv., ch. of red or white ... **£825**  
1960 Floride conv., ch. of red or bronze ... **£725**  
1960 Gordini, sunroof, red. Choice from ... **£465**  
1960 Dauphine, one owner, red, extras ... **£395**  
1959 Dauphine, one owner, tulip yellow ... **£345**  
and these hand-picked examples:  
1961 Jaguar 2.4, R. & H. o/d, discs, etc. **£1,245**  
1961 Minx, radio, etc., one owner, blue ... **£575**  
1959 Rapier conv., tonneau, etc., white/brn. **£545**

##### GORDON KING MOTORS, LTD.,

Mitcham Lane, London, S.W.16. Streatham 3133.  
136/8 Streatham Hill, S.W.2. TULSE Hill 0088.  
34 Acre Lane, S.W.2. BRIXton 0300.

#### RILEY

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

**RILEY 9 h.p.** Excellent 1933 coupé, 35/40 m.p.g. M.o.T. £120.—21 Western Gardens, W.5.

#### ROCHDALE

**ROCHDALE-FORD, 1959.** Twin SU's, high-compression head and oil pump, freeflow exhaust, Rumbaken coil, crossflow radiator, Buckler c.r. gearbox and h.r. axle, telescopic damping, anti-roll bars, Ballamy i.f.s. and 15 ins. wheels, five Michelin Xs, all instruments, bucket seats, radio, 95 m.p.h. and 39 m.p.g. £295 or near offer.—HOUNslow 5421.

#### SPECIALS

**CANNON Trials car,** fiddle brakes, elec. fan, new 1 in. SU's, etc. With trailer. £325.—Lynton Garage, Fortis Green, N.2. TUDor 4036.

**FORD 8 Special,** unfinished, E.B. body, Wood-head Munroe suspension, new chassis, tyres, water pump and numerous parts. Sheet steel, etc. £130 spent on it. What offers?—Treen, 14 Sunnybank Caravan Park, Lapley, Near Stafford.

**1172 SPECIAL,** fully Aquaplaned. Space frame chassis, four-speed box, independent front suspension. £150.—Ascot 1893.

#### SPORTS CARS

**T.V.R. Grantura Coupé,** fitted Coventry Climax 1,220 c.c. Stage II unit. Magnesium alloy wheels, rack and pinion steering, ultra lightweight body shell. First registered February 1961 ... **£550**

**1961 M.G.A. 1600 Roadster,** finished in iris blue, in excellent condition throughout ... **£715**

**1960 M.G.A. 1600 Coupé,** one owner. Finished in Old English white with red interior. Any trial ... **£675**

**ARCHERS (SHIRLEY), LIMITED,** Solihull, Warwicks. Phone: SHirley 4405.

**FRAZER-NASH** Replica chassis with enveloping body, highly modded Mercury engine. Requires wiring and detail work. £175.—Bourchier, 3 York Avenue, Hove.

**KIEFT/M.G. 1½-litre, i.f.s., i.r.s.,** excellent order. Trailer available. £200 or exchange van, brake, etc.—Phone: Totton 3445 (Hants).



**(SPORTS CAR SPECIALISTS) LTD.**

**E TYPE JAGUAR, 1961.** One owner, 9,000 miles only. Unmarked silver grey with chrome wire wheels, whitewall tyres, safety belts, heater. **£1,595**

**ACE BRISTOL, 1959.** In white with red interior. 100D2 engine. Wire wheels, disc brakes, tonneau cover. **£795**

**AUSTIN-HEALEY 100/4, 1954.** Two-seater, unmarked pale blue, with white hardtop. Overdrive, X tyres, heater, wire wheels, Alfins, choice three. **£325**

**AUSTIN-HEALEY 100/6, 1959.** Two/four-seater, finished in ice blue with dark blue interior, fitted wire wheels, heater, overdrive, tonneau. **£595**

**SUNBEAM ALPINE, 1960.** Finished in grey with black hard top and red interior, fitted discs, heater. **£695**

**M.G.A 1600, 1960.** Two immaculate cars in pale blue or white, both with radio, heater, discs, tonneau cover. Another beige with red interior, from **£595**

**M.G.A Twin-Cam fixed head coupe,** silver with green interior. Discs all round, rack, heater. **£565**

**AUSTIN-HEALEY SPRITE, 1958-60.** Two-seaters. A selection of six hand-picked cars in white or pale blue, red and B.R.G., all fitted various extras, from **£345**

**TR3A, 1959.** Two-seater finished in pale blue and fitted radio, heater, disc brakes, X tyres, spots. **£595**

**AUSTIN-HEALEY 3000, 1960 series.** Two/three-seater in green and ivory with matching interior; overdrive, heater, disc brakes, etc. **£685**

**M.G.A.1955/58.** Choice of three first-class cars in green, blue or red. All with every extra, from **£395**

**MORGAN PLUS 4, 1956.** Four-seater tourer, racing green. TR3 unit. **£345**

**M.G. TF two-seater,** cream with red cockpit and weather equipment. Another, red. **£325**

**ELVA COURIER, 1959.** Two-seater, in dark blue with M.G.A 1600 engine, close ratio gears, tonneau. **£495**

**JAGUAR XK120, 1954.** Drophead in grey with radio, heater, rack, etc. Overhauled. **£325**

**PEERLESS.** Choice of four of these popular G.T. saloons, white, blue or red, each with overdrive, disc brakes, wood rimmed wheel, heater, etc. from **£395**

**JAGUAR XK150.** A superb 'S' type roadster in pale grey with red leather, overdrive, radio, discs, heater, wire wheels spots, washers, etc. **£895**

TEL.: CHI 7871/2/3

**HIGH RD-CHISWICK-W.4.**

**THE CHEQUERED FLAG**

(MIDLANDS) LTD.

**LOTUS ELITE, 1959 Series.** Beautiful, in white with black interior. Twin carbs. Cintura tyres. **£895**

**LOTUS 7, April 1961.** Two-seater. One owner 8,000 miles only. Immaculate, green with red cockpit. B.M.C. 'A' series engine, tonneau, wood-rim wheel. **£475**

**RELIANT SABRE.** Brand new and unregistered, for immediate delivery. Finished in red, with wire wheels, discs, heater, washers, wood-rim wheel, etc. **£1,064**

**JAGUAR XK140, 1955.** Fixed head coupe, finished in blue with overdrive, heater, twin spots, washers. **£495**

**M.G.A 1600, 1959.** Fixed head coupe. One owner, unblemished red, with heater, washers, RS5s, etc. **£645**

**M.G.A 1956.** Two-seater, finished in black with red cockpit, tonneau, X tyres, heater, spot lamp, etc. **£445**

**M.G. TD, two-seater.** Dark green with recon. unit, new hood, etc., another in red from **£295**

**AUSTIN-HEALEY 100/6.** A hand-picked selection of four really delightful cars in ice blue, white, primrose and black. Each loaded with extras and priced from **£545**

**M.G. TC two-seater,** well finished in black with many extras, inc. radio and heater. Another, grey. **£195**

**TRIUMPH TR3A.** An unmarked 1960 car in white with hard and soft tops, overdrive, heater, etc. **£695**

**AUSTIN-HEALEY 3000, two/four seater,** beautiful in ice blue and ivory, with hard and soft tops, overdrive, etc. **£745**

TEL. 89282/3

**ARKWRIGHT ST-NOTTINGHAM**

**LMB ROAD/TRACK car.** Lower than Lotus VII. Fully equipped. Hardly used. £260.—Cannon, REGent 1792 (office).  
**PÉGASUS Mk. III.** Latest special lightweight 1172 Formula car with many successes. Latest win Brands 25.8.62. Silverstone lap 74 secs. In top condition with much development potential. £350, or £295 without engine. Also spare 1172 racing engines.—MOGador (Surrey) 2158.

**SUNBEAM**

**SUNBEAM RAPIER, 1961**  
 Jack Brabham's personal car, fitted every possible extra and fully modified to give tremendous performance. Full Stage III conversion, Weber carburettors, balanced engine, modified suspension, RS5 tyres, radio, heater, screen washers and overdrive. Comfortably exceeds the "ton". Genuine enquiries please at **£1,025**.  
**JACK BRABHAM (MOTORS), LTD.,**  
 248 Hook Road, CHESSINGTON, SURREY.  
 Tel.: ELMbridge 4808/9280/0208.

**1954 ALPINE.** First-class order throughout. New hood, tonneau cover, heater, spots, etc. £350 o.n.o. Photos sent.—Tel.: Loughton 5358

**TRAILERS**

**RACING CAR trailers** from £30 complete.—Halsol Trailers, Ltd., Robinson Road, Newhaven. Phone: 237.  
**S/H DON PARKER Trailer** suitable for F.J. or sports-racing car. £30.—Hornchurch 40375.  
**TRAILERS** for Karts, trials and racing cars. New and second-hand, from £25.—See "Engineering Services", Don Parker.

**TRANSPORTERS**

**BEDFORD, 12 ft. 5 ins. x 6 ft. 9 ins., 5 ft. 9 ins.** at entrance, drop tailboard for overhang, ramp, power brakes. Insured for year any driver. £45.—31 Longbeach Road, London, S.W.11.

**TRIUMPH**

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

Complete servicing, repair and tuning, etc. Cooler Kits, High-Lift Camshafts, Torsion Anti-Roll Bar Kits, Glassfibre Body Parts, etc., etc. 4d. for catalogue.  
 Orders now accepted for the new TR4.  
 Large stocks TR spares.  
 Available same day C.O.D. despatch service.  
 Leighton Buzzard (Beds) 3022.

**TRIUMPH HERALD 1200 convertible.** Green, 150 miles. £80 under list.—John Finch, 423 Chatsworth Road, Chesterfield. Tel. 75518.

**TR4, NEW and unused,** for immediate sale at list price. Green, soft top, overdrive and heater. Buyer collects from dealer, or delivered. Write—Lt. Burn, R.N.E.C., Manadon, Plymouth, Devon.

**1200 SALOON.** White/grey, heater, August 1961, 11,000 miles. Mangoletsi Super Sprint kit, Burgess silencer, Servais extractor, safety harness, front seat covers, spot, fog, reverse lamps, badge bar, wing mirrors. Sound-proofed throughout. Undersealed. New Xs. Excellent condition, unmarked. Genuine 90 m.p.h. £600 o.n.o.—Phone BRIGHTSTONE, Isle of Wight, 358.

**1955 TRIUMPH TR2, overdrive, heater, wire wheels, sealed-beam lighting, etc.** Quite outstanding example both mechanically and bodywork. £320.—F/L Spurling, R.A.F., Stradbail, Suffolk.

**TURNER**

**BAKER AND ROGER, LTD.**  
 For the race-proved TURNER Mk. II and G.T. Mk. I.  
 170 High Street South, Dunstable, Beds.  
 Tel.: Dunstable 62575.

(Continued overleaf)

**DOVE'S**

STANDARD TRIUMPH

OF WIMBLEDON

LIBerty 3456-8

**THE FIRST OFFICIAL TR Centre**

**USED TRs**

**1958 TR3A, B.R.G.** With hard top to match, a host of extras, wood-rim steering wheel, X tyres, luggage rack, most attractive car, only 28,000 miles since new. **£545**

**1958 TR3A, B.R.G.** Fitted with hard top, overdrive, heater, X tyres, in fact all the equipment one could desire for only **£545**

**1955 TR2.** White with hard top, heater and a number of other sensible extras. **£365**

**OTHER CARS AVAILABLE**

**1959 M.G.A. coupe.** White with red leather upholstery, heater, five almost new Michelin X tyres and a fine example. **£565**

**1962 VOLKSWAGEN de luxe saloon.** 5,000 miles only and absolutely as new. Blue with grey upholstery. Extras include special bumpers, loose covers, mirrors, safety belts, etc. **£665**

**1961 MINI MINOR.** 15,000 miles, twin carbs., etc. **£440**

**1961 MINI MINOR.** 10,000 miles. **£440**

We have a number of similar Mini Sevens to offer.

**WE ARE THE BEST BUYERS OF REALLY GOOD TRs**

MANY MORE TO CHOOSE FROM  
 PART EXCHANGE — R.P. — INSURANCE

A Club for TR Owners.

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

Write for full details

**44/48 Kingston Road, S.W.19**

(150 yards South Wimbledon Underground)

**BURNHAM - ON - SEA MOTOR CLUB**  
 (In co-operation with the Weston-Super-Mare Borough Council)

**NATIONAL WESTON SPEED TRIALS**

ON

Saturday, 29th September

AT

**THE MARINE PARADE WESTON-SUPER-MARE**

A Half-Mile Sprint with Classes for Racing, Sports Racing and Production Cars, running in pairs. Awards include £175 cash and numerous Trophies.

Regulations from: **R. DURK, Nippors Way, Winscombe, Somerset**

**Classified Advertisements—continued****TURNER—continued**

**TURNER-CLIMAX, 1960.** White with black hard top, upholstery and tonneau cover. Stage III 1,098 c.c. balanced engine which has been completely stripped down and rebuilt by specialists this month. All worn parts were replaced and complete new clutch fitted. £500. Private sale but H.P. might be arranged.—Apply: F. W. Gibbs, 13 Weltje Road, Hammersmith, W.6.

**1960** AUG. Turner-Climax, 11,000 miles, yellow, black hard top, soft top, w/w., discs, rev. counter. Immaculate. £625.—Nelson 62838 (evenings) or Black, 22 Arthur Street, Sough, Earby, nr. Colne, Lancs.

**T.V.R.**

**THE CHEQUERED FLAG (MIDLANDS), LTD.** Distributors for the Mk. III T.V.R. Granura with M.G.A. 1622 engine. Demonstrations. Sales and service. Hire purchase, part exchanges and insurance arranged with pleasure.

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

**NOVEMBER 1959 T.V.R.** Red with red/black trim, heater, Alfins, wire wheels, Michelins, supercharged 100E, low mileage, close ratios, high gear axle. £425. Never raced, used as tourer.—Box 4857.

**T.V.R. JUNE 1960.** Modified 105E. One owner £460.—Tovell, 15 Court Farm Road, Upper Warlingham, Surrey. Tel. 2108 after 7 p.m. weekdays.



This is the B.M.T.R. Jaguar. You will see 7290 RE around the circuits this season, plus our service vehicle. Please ask for our assistance with any tyre problems—even if you only want to blow 'em up!

**STOP PRESS!** Limited stocks available of DUNLOP SP for fast Minis, Elites, etc.

For all your High Speed Tyre requirements consult:-

**B.M.T.R.**

(Birmingham Motor Tyres Ltd.)

WASHINGTON STREET,

BIRMINGHAM 1.

Midland 7656

and

29/31 SHEEP STREET,

NORTHAMPTON.

Northampton 1038

Stockists of Speed Tyres by Continental, Avon, Dunlop, etc.

**1961** MK. II, Tuned M.G.A 1600. 11:1 c.r., highly modified head, 1½ SUS, special inlet/exhaust manifold, balanced, lightened fly-wheel, competition clutch, c.r. gears, Konis, roll bar, R5s, heater, etc.—Rowe, "Vlenmar", Cricket Lane, Lichfield. Tel.: 3081.

**1960** T.V.R. 1,220 c.c. Climax, 19,000 miles genuine mileage. Keen price for quick sale.—A. Hill, 605 Preston Road, Clayton-le-Woods, Chorley. Tel.: Preston 85198 (evenings).

**VANDEN PLAS PRINCESS**

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

**VOLVO**

**VOLVO** P1800 sports coupés now available for immediate delivery, demonstrations anywhere, any time. £1,836.—Robert Bodle Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon. Tel.: Warborough 285 or 353.

**VOLVO** 122/B18, 1962 saloon, Motorola radio, mist green, 2,000 miles only, absolutely unmarked, fully guaranteed. £1,195.—Robert Bodle Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon. Tel.: Warborough 285 or 353.

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

**1959** VOLVO 122S, numerous extras, including radio, heater, new Durobands, etc., blue/grey, low mileage, immaculate and guaranteed at £795.—Phone: Warborough 285 or 353, Robert Bodle, Limited, Dorchester Service Station, Dorchester-on-Thames, Oxon.

**1960** VOLVO 122S. White/black, radio, heater, many extras. £850.—J. Barkby, 27 Lansdowne Crescent, W.11. Tel.: BAYswater 1553 (after 6.30 p.m.), St. Albans 50851 (day).

**WOLSELEY**

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

**FAST** tourer, Wolseley 1500. Nov. 1957, one owner, anti-roll bar, anti-fade linings, Konis, Michelin Xs, twin SUS, polished head, rad. shutter, heater, Silent Travelized. Outstanding, any trial. £470.—Major Foley, Brompton Barracks, Chatham.

**AEROPLANES**

**FRED WARNELL** Offers

as a complete contrast this week:

**A TIGER MOTH.**

18 months C. of A. 600 engine hours.

An exceptionally good flier. Would consider a car in part exchange. H.P. available. £495.

**WARNELL MOTORS, LTD.,**

242 Wood Street, London, E.17.

Tel.: COPpermil 3345/6.

**BOOKS**

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

**B.R.M.** BY RAYMOND MAYS. 240 pages, illustrated. A must for the enthusiast. 31s. 6d. post free. Ready 8th November. Order now.—Galloway & Porter, Ltd., The Motor Bookshop, 30 Sidney Street, Cambridge.

**CARBURETTERS**

**MINI** H.S.2 carburetter with inlet and exhaust manifolds complete. Offers.—Hatch End 6418.

**WEBER** carbs., Type 42 DCOE, little used, manifold, etc., to fit TR3 engine. £29 10s. complete.—Apply Chewton Mendip 245.

**CONVERSION SPECIALISTS**

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

**THE LORRAINE ENGINEERING CO., LTD.**

London Distributors of  
**DOWNTON CONVERSIONS**

For Minis, Coopers, etc.

29/30 Elvaston Mews, Queens Gate, S.W.7. KNI 6861

**ACCESSORIES**, rally and speed equipment for B.M.C., Rootes, Ford, Herald and Volvo. Send for free catalogue and Speed List for your car.—The Motor Clubman, 36 Chiltern Avenue, Northampton.

**CONVERSION UNITS**

**ARDEN** exhaust manifolds with twin-choke Webers, SUS, twin Zeniths and Solex, or multiple Amal set-ups. These can definitely give more power than any other single modification. For Ford, B.M.C., Rootes, Standard and Triumph models. Special patterns made to order. Har-modern straight-through silencers. Terry's Aero valve springs and sports camshafts. 3d. stamp for list.—Arden Conversions, Tanworth-in-Arden, Solihull, Warwicks. Wythall 3368.

**ENGINES**

**B.M.C.** 1500 ALEXANDER Stage II. Cylinder head, complete with large valves, springs, two carburetters (1½ ins. SU) and manifold. Also air filters.—Price £35.—A. M. Allen, Ltd., The Buxton Road Garage, 117 Buxton Road, Heavley, Stockport. Telephone: STEpping Hill 2781.

**M.G.** TWIN CAM. Bench run only. £150 or offers.—Langley, 711, after 6.30 p.m.

**ALEXANDER**

**NEW. Morris Mini de Luxe—White**

**NEW. Morris Mini Cooper—Red**

**NEW. Morris Oxford Traveller—Green/White**

**NEW. M.G. Midget—Dove Grey**

**1961 JAGUAR 2.4**, dark green, fitted O/D. radio, specimen, small mileage car. **£1,375**

**1961 SAAB 96**, red, fitted Stage I engine conversion, excellent example. **£695**

**1959 FORD Zodiac**, two tone, radio, heater, washers. **£495**

**1958 SIMCA**, green, heater, etc., clean car, **£325**

**1957 FORD Zodiac Convertible**, fitted heater, washers, radio, power hood, two tone. **£375**

**1955 ASTON MARTIN D.B. 2½/4**, drop-head, every conceivable extra, specimen car throughout. **£995**

**1953 FORD Popular**, green, good car. **£175**

**1955 TR2**, fitted new 2.2 engine and box, rear seats, power brakes, many more extras. **£395**

**ALEXANDER ENGINEERING CO. LTD**

THAME RD., HADDENHAM, BUCKS.

Tel. Haddenham 345/6

**SILVERSTONE**

**SATURDAY, 8TH SEPTEMBER**

**COLIBRI TROPHY RACE [MEETING**

Five races including 100 mile Le Mans start race for the COLIBRI TROPHY

**First Race 1 p.m.**

Licensed Bar and Refreshments

**ADMISSION FREE**

Car Park 10/- Motor cycles 2/6.

Owners of Jaguar, SS and Jaguar engined cars are invited to join THE JAGUAR DRIVERS' CLUB. (Hunter 2626).

organised by the  
JAGUAR DRIVERS' CLUB

**STRADLINGS**  
"THE NUFFIELD PEOPLE"

**MORRIS**

**1100**

**NEWBURY** Telephone 3181/5  
**SERVICE :: SALES :: EXPORT**

**1,290** C.C. Alfa Giulietta Sprint twin overhead-cam engine and gearbox complete. Immaculate condition. Will strip for inspection. Ideal for very quick sports car. Worth a fortune. What offers?—K. Simmons, 24 Denison Road, Colliers Wood, S.W.19. Tel.: BALham 3092 (office hours). LIBerty 3788.

**ENGINEERING SERVICES**

**THE CHEQUERED FLAG**  
(SPORTS CAR SPECIALISTS), LTD.  
offer unrivalled Servicing, Tuning, Conversion, and Engineering Services.

We can now undertake, at most reasonable and competitive prices, all types of servicing and tuning on sports, G.T. and saloon cars, with the very latest electronic-tuning equipment. We also have facilities for chassis construction and repair, engine installations and race preparation on all types of car. Please write, call or telephone now and let us know your requirements.

**THE CHEQUERED FLAG,**  
High Road, Chiswick, W.4.  
Tel.: CHISwick 7871-2-3.

**JACK BRABHAM (MOTORS), LTD.,**  
for  
**COMPLETE ELECTRONIC CRANKSHAFT AND ENGINE BALANCING SERVICE**  
All types of crankshaft, flywheel and clutch assemblies, tail shafts, con. rods and pistons can be perfectly balanced.  
248 Hook Road,  
Chessington, Surrey.  
ELMBRIDGE 4808 & 9280.

**R. R. C. WALKER**  
Racing and Sports Car Department  
for all classes of development work and competition preparation, machining, etc. Conversions—sole U.K. agents for Gear Speed Developments, county agents for Shortrock Superchargers, stockists of Speedwell and Alexander conversions.  
London Road Garage, London Road,  
Dorking, Surrey.  
Tel.: 3891.

**ARCH Motor & Manufacturing Co.,** makers of Lola and Lotus F1 and sports chassis. Quick space frame repair service. Frames and all chassis components carefully made.—16A Kings Road, N.17, TOTtenham 5807.  
**CYLINDER HEADS.**—Polishing of combustion chambers and ports and matching to manifolds is NOT so expensive.—Phone: Laystall, WATERloo 6141.

**AITCHISON-HOPTON**  
of  
**CHESTER**

**TVR DISTRIBUTORS**

1953 JAGUAR XK120. In superb condition, recent comprehensive overhaul, new tyres, 'C' head, twin exhausts. £345

1957 Triumph TR3. Red/black, heater, works modified engine, 'X' tyres, very fast and attractive. £395

1960 T.V.R. Mark II. 105E Ford engine with Wilen conversion, immaculate condition, low mileage. £545

1960 T.V.R. Mark II. M.G.A 1600 engine, servo brakes, heater, exceptionally clean and very fast. £645

1960 T.V.R. Mark II. M.G.A engine, one owner, new Avon Turbospeeds, leather upholstery, Salvador blue. £625

1961 Austin-Healey Sprites. Choice of two unmarked specimen cars, de luxe models with heater, rev counters, bumpers, etc. From £455

1957 M.G.A. Green, new engine and gearbox, two owners, very sound throughout. £485

1956 M.G.A. Black, has had engine, suspension, etc., overhauled, but requires minor paintwork and interior renovation. £365

1952 M.G. TD. Re-sprayed red, new engine, 'X' tyres, very clean example. £300

**COMING SHORTLY - ENQUIRIES INVITED**

1961 Triumph TR3A. Hard and soft tops, heater, overdrive, 'X' tyres, spot and fog lamps, etc. This one owner car is as new throughout.

1961 Riley 1.5. Immaculate blue, Microcell seats, Speedwell suspension, 17,000 miles, one owner, a really first class car in exceptional condition.

Part Exchanges and Hire Purchase facilities

**T.V.R. MK. III DEMONSTRATIONS**

**STONEBRIDGE GARAGE**  
**CHEYNEY ROAD**  
26100 CHESTER 26390

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

**BASIL ROY LTD**  
OFFER  
FOR THE SPECIALISTS

**1960 Austin Mini saloon,**  
fitted B.M.C. conversion,  
Servo brakes, laminated  
screen, coil and distributor  
seal, anti-drum kit, Duro-  
band tyres. One fastidious  
owner. 16,400 miles. £435

161 GREAT PORTLAND ST., LONDON, W.1  
LANgham 7733/4/5

**NORTH STAR ENGINEERING CO., LTD.,**  
for—A race-proved cure for oil-seal troubles on most rear axles. Ford 105E engines modified to individual requirements. One-off parts for interesting cars, etc. etc.—Birdingbury Lane, Marton, nr. Rugby, Warks.

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

**GEARBOXES**

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

**INSURANCE**

**LIFE ASSURANCE INCLUDING MOTOR RACING COVER WITHOUT ANY ADDITIONAL PREMIUMS.** Passenger Insurance for Sports Cars.—City Assurance Consultants, Ltd., 45 Cannon Street, London, E.C.4. Tel.: CITY 2651.

**MISCELLANEOUS**

**FOR SALE:** pair Delaney Galley safety belts, £2 5s. Centre seat for Sprite, £2 5s. Wanted: Sliding side screens for Sprite, black, cheap.—Nayler, 87 Woodhall Lane, Welwyn Garden City.  
**STEEL TUBES,** round and square, for all types of construction. List on application.—C. S. Harbour, Ltd., 322A London Road, Isleworth, Middx. ISLEworth 6613.  
**TREVINI** auto marine plastics.—Prop.: Trevor Wilkinson, designer of the T.V.R.—Phone: Blackpool 44118 for all fibreglass repairs.

**PERSONAL**

**HELP!** Must see Italian Grand Prix and would like a week on Riviera. Share costs. What offers?—Box 4871.  
**OWING** to half shaft breaking at a critical moment at Brands Hatch, Roger Nathan is wanting a drive for the rest of the season. Willing to share all expenses. Several entries available.—Finchley 1606 (London).  
**SPONSOR** urgently required for highly successful one-car team. Full details on application.—Box 4859.  
**THE 7th Bournemouth Rally,** 13th/14th October. Over 60 trophies plus cash awards. Reported last year as Magnificent, Superb, the Best in the South, a 'Must'. Half price for Novices.—Regs. from: B. Fisher, 40 Langside Avenue, Wallisdown, Dorset. Tel.: Winton 897.

(Continued overleaf)

**THE**



**SPECIALISTS**

REPAIRS  
SALES  
SPARES  
SERVICE

**NEW CARS FOR SALE**

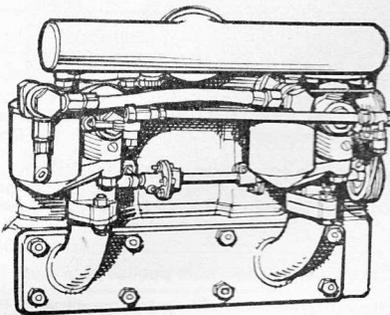


New M.G. Midgets, choice of all colours  
List price

New M.G. Mk. IV Magnette, choice of colour ... .. List price

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

**CITROEN** ID 19

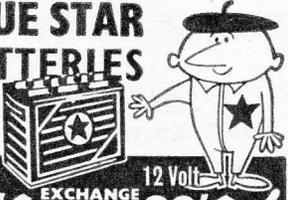


**CONNAUGHT**  
(Twin SU or Solex)  
CONVERSION

**CONNAUGHT**  
CARS (1959)  
LTD  
SEND  
(A3) WOKING  
SURREY  
Ripley 3122

## BLUE STAR BATTERIES

BRAND NEW



6 Volt **58/6** EXCHANGE PRICES FROM 12 Volt **98/6**

**TWO YEARS WRITTEN GUARANTEE**

**BLUE STAR GARAGES**  
185 branches throughout Britain  
Head office: 38 Hampstead High Street, London, N.W.3. Tel: HAM 8081

**CHARGED AND FITTED FREE**

### Classified Advertisements—continued RADIATORS AND FUEL TANKS

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

### RALLY EQUIPMENT

**M**INI Sumpguards. The original, the strongest and the best. 69s. 6d., p. and p. 3s.—Rally Kit, 779 Warwick Road, Solihull, Warwickshire. Solihull 1252.

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

### SAFETY BELTS

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

### SAFETY GLASS

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

### SHOCK ABSORBERS

**K**ONI adjustable shock absorbers give better road-holding, greater comfort and are guaranteed for 20,000 miles. Used and recommended by John Whitmore, winner 1961 Saloon Car Championship. Over 1,500 models available to suit practically every car and commercial made.—Full details from Postland Engineering & Trading Co., Ltd., Dept. 14, Crowland, near Peterborough, Northants. Telephone: Crowland 316/7/8.

### SITUATIONS VACANT

#### CONVERSION MECHANIC

A skilled and qualified mechanic is required to carry out a varied range of duties involving high-performance conversion work at our modern workshop. Excellent working conditions and wages.

Apply P. L. Kerr,  
**JACK BRABHAM (MOTORS), LTD.,**  
248 Hook Road, Chessington.  
Telephone: ELMbridge 4808/9280.

**A** SECRETARY is required immediately who has garage experience, is a good shorthand typist, has initiative, can drive a car and will be prepared to travel if and when necessary. The position is an interesting one. Please write giving details of experience, age and salary required, to—Box 4870.

**F**ITTER required, Jaguar experience essential, interest in motor racing an advantage.—Box 4868.

## AUTOSPORT CAMERA COMPETITION - CARS OF YESTERDAY

NAME (Block letters) .....

ADDRESS .....

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

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

Signed.....

AGE (if under 18) .....

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

Address all entries to Autosport, Cars of Yesterday Competition, 159 Praed St., London W.2.  
Stamped addressed envelope must accompany all submitted prints which entrants wish returned.

### SURPLUS SALE

**JAGUAR.** 3.4 rear axle complete with disc brakes, 3.4 Borg Warner gearbox and Torque Conv., n/s front and rear doors complete with windows for 2.4 Mk. 1. 3.4 overdrive. Offers.

**MINI.** 2 only. Fibreglass bonnets, with air ducts, brand new. List price £14 14s. Our price £7.

**FORD.** 1172 engines, gearboxes, parts. Axle spares—7 cwt. rear axle complete, as new. Offers.

**AUSTIN.** Early 7 engine and gearbox, complete with starter, dyn. and mag., running order. Offers.

**AUSTIN-HEALEY.** Full track "Isky" cam complete, cost £55, used once only, £15.

**TANUM EQUIPE RACING ORGANISATION LTD.,**

STOKE GOLDING, NUNEATON.

Phone: Stoke Golding 350

### SITUATIONS WANTED

**M**OTOR-MINDED male (early 60s) requires position as receptionist in car showroom or service department. West Middlesex.—Box 4872.

### SPARES & ACCESSORIES

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

**A**CCESORIES.—Virtually brand new, Type 36 Weber carb., £15. Smiths electronic rev. counter, £6 10s. Speedpilot, £14. The following for Mini: four Konis, £8. Four Racing tyres (15 miles only), £14. Four Duraband tubes, £2.—Box 4866.

**H**ARD TOP for TR3A. Perfect, factory steel top, £28 10s.—Stevenson, 125 Boness Road, Granemouth.

**J**AGUAR 3.4 flywheel, starter motor and clutch. All good condition. £10 10s.—D. Annable, 20 Westfield Close, Hitchin, Herts.

**J**AGUAR 3.4 Mk. 1 front and rear axle complete with drum brakes. Very good condition. Apply—P. H. Marriott, Cedar Road Garage, Kettering, Northants.

**L**E MANS hard tops for Mks. 1 and 2 Sprites, M.G. Midget and Turner, £26. Le Mans 3000 hard top for "Big Healey", £40.—Phone: Clifford Engineering, Willesden 7070.

**105E** ENGINE with carb., fuel pump, clutch, etc., £30 o.n.o.—105E front brakes complete with new drums, £10 o.n.o. Will deliver within 100 miles.—Wadsworth, Moseley House, Rosehill, Burnley. Tel.: 3534/78179 (day).

### STEERING WHEELS

**M**OTO-LITA wood-rim wheels are available for all popular British and Continental cars. 15 inch or 16 inch diameter, flat or dished. Wheels by Moto-Lita supplied to: Aston Martin, Rolls-Royce, Cooper, Lotus, etc. Price £8 17s. 6d. complete with adaptor boss. Wheels for adjustable columns, 10s. extra. Post free U.K. \$27.10 U.S.A. inc. P. and P. Adjustable cols. \$1.45. Vintage, Veteran and special wheels to order.—Simon Green, Ltd., 69 Brighton Road, Surbiton, Surrey. ELMbridge 5394.

### SUPERCHARGERS

**C**REAMER for Shorrock Superchargers, Sales, service and tuning.—R. A. Creamer & Sons, Drayton Mews, Holland Street, Kensington. WEStern 1275.

### TYRES

**M**ICHELIN X, 135 x 15 (500 x 15). Five as new. Suit Lotus Elite. £25.—SYDenham (London) 7318.

**2** NEW Firestone Nylon Sport, 4.80 x 15. £17.—Tel.: Yoxall 291.

## BOUND VOLUMES

We are now able to undertake the binding of readers' copies of AUTOSPORT. Volumes will be attractively bound in red cloth with gold lettering, and the charge for binding, inclusive of postage, is 30s. Orders for binding readers' copies of all other volumes, can be taken at any time.

Certain already bound volumes of AUTOSPORT are still available price £2 17s. 6d.

Autosport, 159 Praed St., London, W.2

### WANTED

**A. L. WILKINSON (RACING CARS), LTD.,** require for a newly formed stable the following: 4 Austin 7s or Mini-Coopers or 2/3 Lola Sports. Must be good, clean secondhand cars.

Full details to:

798 High Road, Tottenham, N.17.

TOttenham 9787.

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

**B**RISTOL 405 Saloon. Cash paid, view anywhere G.B.—Jones' Garage, Syston, Leics. Syston 2257.

**F**OUR disc wheels for 1962 3.8 Jaguar. Good condition.—Bainbridge, 1 Ashburton Avenue, Ilford, Essex. Tel.: Rippleway 6160.

**I**MMACULATE B.N.4 Austin-Healey required privately. Cash waiting. Write.—107 Warley Hill, Brentwood, Essex.

**J**UNIOR. Rear-engine, less motor preferred, for export, required towards end season. About £500. Full particulars, all replies answered. Write air mail.—Sayer, Renton Road, Mt. Albert, Auckland, N.Z.

**M**KI ROAD wheel, windscreen.—Samuels, 8 St. John's Park, Tunbridge Wells.

**P**AIR of Porsche 1500 Super cylinder heads, 356 series diagonal rocker gear.—C. Nan Schuik, 46 Chaucer Avenue, Cranford, Middlesex.

**W**ANTED. B.M.C. Series B, Standard, Modified or crossflow cylinder head.—J. Horrad, Holiday House, Seal Road, Selsey, Sussex. SELsey 2923.

**W**ANTED FOR CASH. M.G. sports cars, all models from TA to TF. No M.G.As, please.—Jones' Garage, Syston, Leics. Syston 2257.

**W**ANTED: F1 Cooper wheels, disc brakes, rear uprights, ZF diff., 45 DCO Webers.—Blokdryk, 101 Heath Street, London, N.W.3.

**W**ANTED: Supercharger for XPAG engine. Preferably Shorrock.—Box 4867.

**W**ANTED: Triumph TR3 or 3A front apron.—Max Cremer, 62 Armes Street, Norwich. Tel. 27928.

## NEW CARS FOR SALE

### AUSTIN-HEALEY

**I**MMEDIATE delivery of new Austin-Healey Sprites, choice of colours.—Kennings Limited, 1st Avenue, Harlow. Tel.: 24601.

### DAIMLER

**F**IELDS of CRAWLEY. Majestic Major. Demonstrations anywhere, any time.—Tel.: Crawley (Sussex) 25533.

### FORD

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

### GOGGOMOBIL

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

### SAAB

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

### TRIUMPH

**T**RIUMPH TR4, Berkeley Square Garages, Ltd., London area dealers. TR4 specialists, cash or H.P. Special repurchase terms for overseas visitors.—Berkeley Square, London, W.1. GROsvenor 4343.



# Our car's **Firestone Safe**



## Is yours ?

What we like about this sort of car is the better handling and road holding. Tell you one thing though — tyres are important. We fit Firestone De Luxe, made of this new Rubber-X101\*. They're first class and make driving a pleasure.

Feel safer — be safer on  
**Firestone**  
**DE LUXE**  
 with **RUBBER-X101**

*\*The new revolutionary silent gripping rubber — on a safety carcass.*

