

LOTUS INDIANAPOLIS CAR

AUTOSPORT

AUTOSPORT

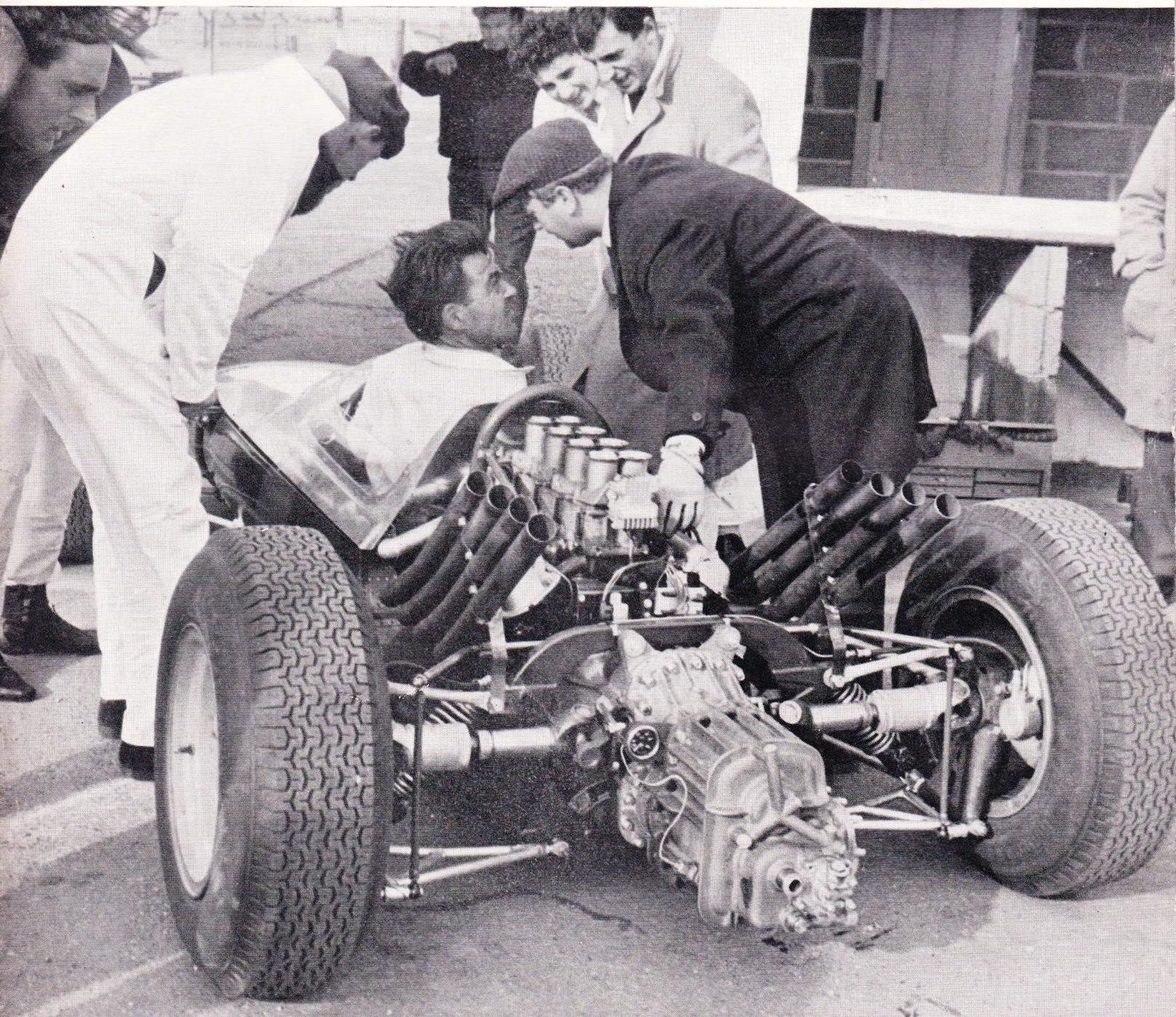
MARCH 15, 1963

2/-

EVERY FRIDAY
Vol. 26 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

FERRARI G.T. PROTOTYPE CARS FOR 1963 : ROAD TEST OF THE JAGUAR MARK TEN
LE MANS ENTRIES : BRUCE McLAREN—FROM THE COCKPIT : SPRINT SEASON STARTS

Compare your car with the VX4/90

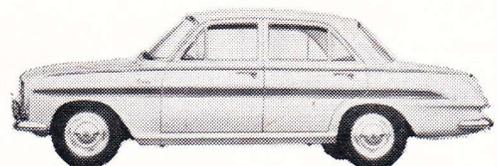


	VX4/90	YOUR CAR
Carburettors	2	.....
0-50 mph	11.9 secs	.....
top speed	90 +	.....
cylinder head	aluminium	.....
brakes	disc front	.....
servo assist	all brakes	.....
bhp	81 gr. @ 5200	.....
gears	4 all-synchro	.....
people in comfort	4 or 5	.....
boot	21.4 cu. ft.	.....
front seats	individual	.....
upholstery	'Ambla'	.....
heater	yes	.....
screenwash	yes	.....
rev-counter	yes	.....
doors	4	.....
seat belt anchors	yes	.....
padded fascia	yes	.....
underbody sealing	yes	.....
PRICE	£840.7.1 inc. tax	.....

Think hard about these comparisons. Odds are that either you can match the performance of the VX4/90 but not its comfort and capacity; or that you drive a saloon with nothing like the VX performance.

It's for people like you that Vauxhall build the VX4/90. It cannily combines saloon car space with vivid motoring — and the velvet touch.

Arrange a trial drive with your Vauxhall dealer.



VAUXHALL
VX4/90

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

March 15, 1963 Volume 26 Number 11

Managing Editor	Gregor Grant
Technical Editor	John V. Bolster
Club & Rallies Editor	Michael Durnin
Editorial Assistants	Christopher Nixon, Patrick McNally Michael Kettlewell
Northern Editor	Francis N. Penn
	Correspondents
Northern Ireland	Brian Waddell
Eire	Brian Foley
Western Germany	Alan Bruce
Australia	Peter Bakalor
New Zealand	Peter Greenslade
South Africa	Tony Hull
Canada	Bob MacGregor, Rose Monroe
U.S.A. editor	Ruth Sands Bentley
U.S.A. West coast	Gordon H. Martin
South America	Dr. Vicente Alvarez
Italy	Gianni Marin
	Photographic and Art Section
Chief Photographer	George Phillips
Scotland	W. K. Henderson
U.S.A.	Ozzie Lyons
Technical drawings	Theo Page

Contents

343	Pit and Paddock
344	Sports News
346	The Dove GTR4—a 2 plus 2 conversion for a Triumph TR4
347	The Lotus 29—Colin Chapman's Indianapolis car
348	John Bolster Tests the Jaguar Mark Ten
350	The Le Mans Entries
351	Ferrari G.T. Prototype Cars for 1963
352	Racing in Tasmania—Bruce McLaren's Latest Win "Down-under"
355	Bruce McLaren—From the Cockpit
356	New Zealand Notes
357	Ice Racing in Sweden
358	Report From Eire
359	Club News
361	Correspondence

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

Editorial and General Office Telephone Paddington 7673
Advertising Department Telephone Paddington 7671-2

Advertisement Director **Norman H. Bigsby**
Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription **£5.15.0**
U.S.A. and Canada **\$16.00**

Direct from the Publishers or all newsagents

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

© Autosport, 1963

EDITORIAL

JAGUAR AND COVENTRY CLIMAX

FUSION of interests between Jaguar Cars, Ltd., and Coventry Climax, Ltd., is an announcement which has given rise to a great deal of speculation. However, it appears to be quite clear that there is no intention of making any drastic changes in the present activities of both concerns. In other words, there is no immediate prospect of a Climax-powered Jaguar or Daimler, nor will the racing programme of Coventry Climax be affected in any way. In point of fact, both organizations will benefit greatly from the "take-over" in respect of resources, technical know-how and the fact that considerable pooling of ideas will be available, not only in the highly specialized construction of high-output engines, but also in the commercial power-unit field. The change does not herald Jaguar's return to organized motor-racing, but no one can deny that Sir William Lyons and his companies will benefit from successes in Formula One racing merely through this association.

MANUFACTURERS AND FORMULA ONE

AT the recent presentation of the Ferodo Gold Trophy to Sir Alfred Owen and B.R.M., speakers all emphasized the prestige which has been obtained by the British Motor Industry in general, by reason of Grand Prix successes. Mr. Ronald Pochin, of Ferodo, stated quite categorically that motor racing had been of untold value to his company in particular, and deplored the fact that many car makers were content to participate in the reflected glory of important victories without offering any material assistance to entrants. Newspaper magnate, Mr. Cecil King, spoke on the same lines, whilst Sir Alfred revealed that, many years ago, the late Sir Stafford Cripps, on behalf of the Government, had offered financial aid for Grand Prix racing if the S.M.M. and T. could present a convincing case for support. The majority of committee members of the S.M.M. and T. voted against any form of financial aid, and without their recommendation the Government could do nothing. Earl Howe also commented on the debt that this country's motor industry owes to the constructors of both formula and sports-racing cars in the matter of prestige. **AUTOSPORT** has continually stressed that Formula One racing is the highest form of automobile engineering, and that successes by the products of one particular nation do influence the rest of the world to appreciate the qualities that go into the construction of the race-winning machines. With the imminence of a strong challenge from the Far East, all concerned in the production and sale of passenger vehicles must realize that the Japanese are not entering this sphere for fun, but as part of a properly planned policy to publicize their products prior to an attack on export markets.

OUR COVER PICTURE

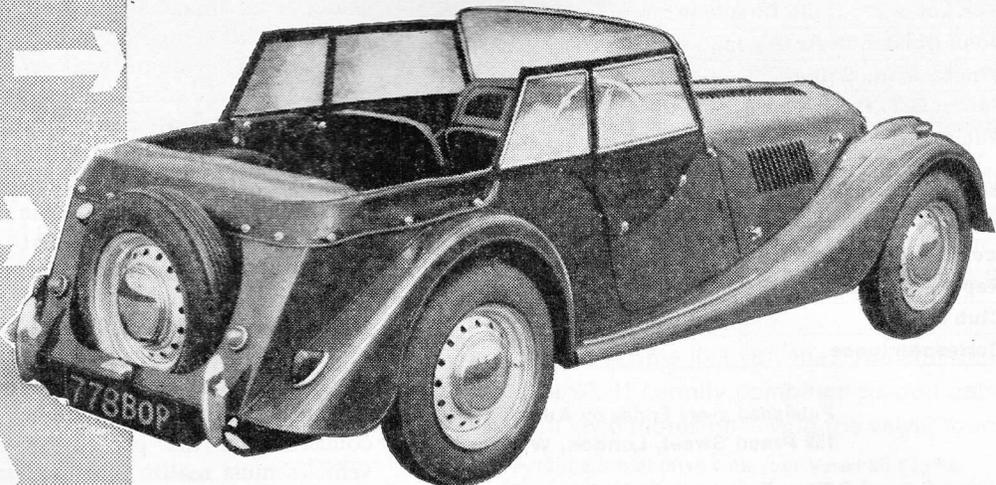
THE LOTUS INDIANAPOLIS car was tested at Snetterton last week and chief photographer George Phillips went to have a look. The rear end of the new Lotus-Ford 29, showing the V8 Ford engine that features a very attractive exhaust arrangement. The Type 37 four-speed Colotti gearbox can be clearly seen. In the car is chief mechanic Jim Endruweit and Colin Chapman (on his right) is talking to him.

PERFORMANCE

The latest expression of the Lotus theme, the SUPER 95 is specifically designed for peak road performance. Fantastic acceleration from the 95 b.h.p. Coventry Climax O.H.C. engine, more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gearbox. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. Why not telephone the Factory Sales Department, at Waltham Cross 26181, and arrange a demonstration run? H.P., insurance and finance facilities can be arranged. The price of the Standard Lotus Elite, when purchased in component form, is £1,299. When purchased in component form, the SUPER 95 can be assembled for £1,595.



THE MORGAN PLUS FOUR 4 SEATER



The Outstanding Four Seater Sports Car for 1963

The Morgan Plus Four 4-Seater, now fitted with TR4 engine, is outstanding in every way. This stylish car, with its positive steering and extra safe Girling Disc Brakes, is a thoroughbred in the true tradition, and furthermore, for a comfortable full 4-seater car with Sports Car performance, this is the ideal choice.

Catalogue free on request from:

MORGAN MOTOR CO. LTD., MALVERN LINK, WORCESTERSHIRE

London: Basil Roy Ltd., 161 Gt. Portland Street, W.1

Leeds: Bolton of Leeds Ltd., Briggate, Leeds, 1



RACING AT SNETTERTON

ONE HUNDRED AND FORTY-THREE entries were received for this Sunday's Snetterton race meeting organized by the Snetterton Motor Racing Club. So great was the demand for entries that an additional G.T. race is to be run. Amongst the notable entries are Chris Summers, who has entered his Chevrolet-engined Cooper Monaco, David Prophet (Brabham Junior), Bob Anderson (Lola Junior), John Aley and Paddy Gaston (Sprites), Roger Nathan, Tom Threlfall, Clive Hunt and John Wagstaff (Elites), Robin Sturgess (Daimler SP250), Dick Protheroe (E-type), Bill Aston (Jaguar 3.8), Chris Craft (Anglia), Doc Merfield (Lotus Cortina), Mike Beckwith, Tony Hegbourne, Keith Greene and Julian Sutton (Lotus 23s) and Steve Minoprio, Tony Lanfranchi and Dr. Ewen Paul (Elva Mk. 7s). All in all, this should be a first-class meeting—it starts at 2 p.m.

ALAN REES, in addition to piloting a Lotus 23 in sports car events, will be seen in a new Lola Junior that will also be entered by R. Winkelmann (Racing), Ltd. This team has also acquired an A.C. Cobra which will be driven by Charles Kelsey, who was seen in a Chevy 2 saloon car last year. Remember him beating Roy Salvadori's 3.8 Jaguar at Brands Hatch? He might well do the same sort of thing in G.T. racing with the Cobra—GTOs watch out!

JUAN GÁLVEZ

WE regret to report the death of the veteran Argentinian driver Juan Gálvez, who was killed whilst competing in a road race 250 miles from Buenos Aires. The brothers Juan and Oscar Gálvez were celebrated protagonists of Southern American "Gran Premio" road races and even when five times World Champion Juan Manuel Fangio started racing, the Gálvez brothers were the men to beat.

EQUIPE SUNBEAM are to compete in the Tulip Rally for the first time for three years. One Rapier will be crewed by Peter Harper/Ian Hall, but only drivers who have so far been nominated for the other three works Rapiers entered are Tiny Lewis, Peter Procter and Rosemary Smith. Two Rapiers are also to be entered in this country for Saloon Car Championship races; they will be driven by Peter Harper and Peter Procter.



PETER JOPP (President of Gropers International) has become engaged to Judith Jackson—who is a dilly (see above). They hope to be married in May, if they can fit the wedding in between Pete's racing commitments.

TULIP TRIUMPHS

TRIUMPHS are to enter three 2.2-litre TR4s for the Tulip Rally, all fitted with two DCOE45 Weber carburetters. Team drivers are Jean-Jacques Thuner/John Gretener, Vic Elford/David Stone and Roy Fidler/John Hopwood. The TR4s have received considerable development in the last few months and Graham Robson says that they are now faster than ever before.

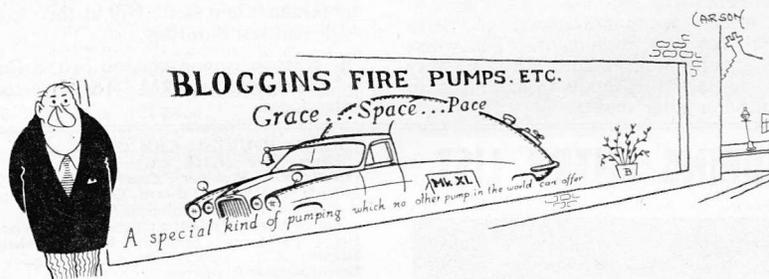
PIT and PADDOCK

TONY MARSH's weapon for the Hill-Climb Championship this year is a new car powered by a supercharged 2-litre Coventry Climax engine.

JAGUAR ACQUIRE COVENTRY CLIMAX

JAGUAR CARS, LTD., recently announced that they have agreed to acquire, by an exchange of shares, Coventry Climax Engines, Ltd. This acquisition has been made to extend still further the range of products manufactured by the Jaguar organization consisting of the parent company, Jaguar Cars, Ltd., together with the Daimler Company and its subsidiaries and Guy Motors (Europe), Ltd.

It is intended that the manufacture of existing Coventry Climax products, including Grand Prix engines, will continue as previously, while Leonard P. Lee will remain as managing director.



RENÉ TRAUTMANN and co-driver Karali won the recent Lyon-Charbonnières-Stuttgart Rally in a Citroën DS 19. Robert Neyret/Jacques Terramorsi and Verrier/Jourdain were second and third, also in DS 19s. The G.T. category went to the Alpine Renault of Jacques Feret/Hoffmann.

FRENCH Grand Prix for 1964 will be held at Rouen-les-Essarts, as last year.

TEAM ELITE '62, who operate from Derby, have appointed their mechanic Ron Bennett to the post of team manager in succession to Cyril Embrey who is no longer with the organization. The team hopes to compete in more than 20 major events in this country and abroad during the coming season, as opposed to ten meetings last year, and two additional mechanics are being taken on to cope with the extra work involved. The start of the season draws near and the two announced Elans have still not arrived in Derby!

JOHN SPRINZEL will drive his own 3.8 Jaguar in the Tulip Rally, but has nominated no co-driver as yet. He will also enter Brian Culcheth in a Sebring Sprite.

ONLY 360 b.h.p. out! In last week's issue we said that Mickey Thompson's lightweight Chevrolet Sting-Ray had a 40 b.h.p. engine. This should, of course, have read 400 b.h.p.

IT was intended to have a Formula 1 race at Brands Hatch on 14th September. Now, it seems, the main event will be for Formula 2 cars as the meeting is a week after the Italian Grand Prix and a week before the Gold Cup race at Oulton Park, and three important F1 races in a row might have caused a mechanics' strike!

F.I.A. TROPHY AWARDED AT R.A.C.

UNDER the chairman Wilfrid Andrews many important trophies were awarded last Monday before a most distinguished audience. From the Continent came Count Liedekerke Beaufort and M. de Peyerimhoff of the F.I.A.

Graham Hill had a busy evening, receiving the F.I.A. World Championship, the Hawthorn Memorial (1962) and Campbell Memorial Trophies, the Hawthorn Trophy being presented by Sir William Lyons. Sir Alfred Owen received the F.I.A. Formula 1 Constructors' Championship Cup and a special R.A.C. *Plaque d'Honneur*. To Pat Moss went the European Rally Championship *Coupe des Dames* Trophy, and the 1961 Hawthorn award went to brother Stirling.

The *Plaque d'Honneur* is an extremely rare award and was given to the Owen Organization, creators of the first all-British car to win the constructors' championship.

JIM CLARK left for America last Wednesday to test the Lotus-Ford "Indy" car at Ford's testing ground at Arizona.

BILL MOSS, at the wheel of the new 1,550 c.c. Cosworth-Ford-engined Elva Mark 7, has lapped Goodwood in 1 min. 27.8 secs.—just 0.2 sec. off Innes Ireland's outright sports car lap record with a Lotus 19. And the Elva was suffering from a binding brake, too!

B.A.R.C. OPEN RACING SEASON

THE Oulton Park meeting this Saturday, organized by the B.A.R.C., sees the official opening of the British motor racing season for 1963. Several new Formula Junior and sports-racing cars will make their début, including the interesting twin-cam 1.6-litre Ford-powered Lotus 23s of Rodney Bloor and Mike Beckwith, the former's to be driven by Mike Costin. Another contender is likely to be Tony Hegbourne. Bloor will drive in the *Formule Libre* event against Beckwith and the new Juniors, including the Brabhams of David Prophet and John Dunn and the M.R.P. Lola (Bill Bradley or Richard Attwood). Racing starts at 2 p.m.

CROFT AUTODROME

IF a town planning appeal is successful it is planned that the disused former Royal Canadian Air Force bomber base near the Yorkshire village of Croft will be transformed into a flying motoring and sports centre. In 1962 most of it was bought by a group of north-east businessmen, headed by Bruce Ropner, of Darlington, and Keith Schellenberg, of Middlesbrough, the well-known club driver of Barnato-Hassan Bentley and Jaguar "C"-type fame. Their "Autodrome" scheme was the subject of a public enquiry, following their appeal against planning permission being withheld. The decision is now with the Minister of Housing and Local Government.

SPORTS NEWS

CLUB LOTUS DINNER-DANCE

THE annual dinner-dance of Club Lotus was held at the Casino Hotel, Taggs Island, last Friday. Les Leston was in sparkling form, and one of the highlights of the evening came when he asked Stirling Moss to stand up and take a bow. Immediately half-a-dozen black-bearded figures rose to their feet at Cliff Davis's table, Moss being completely dwarfed by king-sized folk such as Ouaroff and MacNab—both around 6½ feet. Jabby Crombac replied on behalf of the guests, and another speaker was Frank Harris of the Ford Motor Co. Ltd.

Later Jim Clark, Mike Beckwith and Crombac drove in with an Elan, for the presentation of awards by Mrs. Tony Ellis, wife of the President. Towards the end, Colin Chapman was grabbed and de-bagged then fitted with a natty pair of blue nylon panties. Also, somehow or other, a Costin speedboat, won in the Tombola, found itself in the Thames—sans engine, but otherwise quite seaworthy.

Hazel Chapman was presented with a trophy by Fords, to carry her own name. It will be given for the best performance during the season by a driver with a Ford-powered Lotus.

TEX "STAINLESS" WIPER BLADES

LONG corrosion-free life is claimed for the new Tex stainless curved blades, marketed by Magnatex, Ltd., Bath Road, Harlington, Middlesex. Fitted with neoprene wiping elements, the makers state that traffic films, oil and other minerals cannot be absorbed by the material. Also, there is reduced drag, especially on damp and/or drying screens. Equipment for very fast cars has been studied, and technicians have solved the problem of blade-lift on aerodynamic cars by setting the resistance to constantly changing air flow, well above the maximum speed of the vehicles in question. It is also notable that the neoprene elements have metal backing, and it is virtually impossible for them to twist, and possibly cause scratching on the windscreen. These elements cost 1s. 6d. for lengths up to 10 ins., and 2s. 6d. for 15 ins. The stainless wipers cost from 10s. to 15s. per blade, according to size.

IN last week's issue the power-output of the Herald "1250" was given as 41 b.h.p. instead of 52 b.h.p. The former figure relates to the standard Herald "1200."

OVER 80 personalities in the motor-racing world attended a splendid party given by Graham and Bette Hill at their home in Mill Hill last Saturday.

A STATION wagon version of the German Ford Taunus 12M "TS" was recently introduced.

GRAND TOURING CAR CLASS:

Lotus Elite (1,216 c.c.). Don Huletto: Don Huletto/Burk Weidner, Ecurie Shirlee: X/X. Lee Lilley*: Lee Lilley/Edward Graham. Puerto Rico Racing Team*: Victor Merino/X.

Simca-Abarth (1,288 c.c.). Abarth Corse: Hans Herrmann/Mauro Bianchi; Jean Guichet/Pierre Noblet; X/X. Canada Track and Traffic: Peter Lorch/Norman Nanerow.

Alfa Romeo Giulietta (1,290 c.c.). Swanson-Durant: Ross Durant/Art Swanson/Robert Richardson. Unknown Entrant: X/X; X/X.

Porsche Carrera Abarth (1,588 c.c.). Porsche Car Imports: Don Sessler/Chuck Cassel.

Sunbeam Alpine (1,592 c.c.). Filippo Theodoli: Filippo Theodoli/William Kneeland. Sports Car Graphic: Jerry Titus/Dave Jordan.

Oscar (1,592 c.c.). Bob Publicker: Bob Publicker/Burrell Besancon.

T.V.R. Grantura (1,622 c.c.). RM Imports: Mark Donohue/Jerry Segerman; Dick Semko/George McClure; Ben Warren/Jere Mosiman.

Sabra (1,703 c.c.). Autocars, Israel: Dr. Edmund Hessert/James Diaz/Benjamin Poster.

Volvo P.1800 (1,780 c.c.). Art Riley: Art Riley/X. M.G.B. (1,798 c.c.). Ecurie Safety Fast: Jim Parkinson/Jack Flaherty; Denise McCluggage/Christabel Carlisle.

Porsche Carrera (1,966 c.c.). Porsche System Engineering: Edgar Barth/X; Bob Holbert/Don Wester. Brumos Porsche Car: Linley Coleman/Robert Stoddard. Bruce Jennings: Bruce Jennings/X.

Morgan Plus 4 (1,991 c.c.). Morgan Motor Co.: Alton Rogers/Richard Holquist; Arch McNeill/William Clarens/Joe Ferguson.*

Triumph TR4 (2,138 c.c.). Standard-Triumph New York: Peter Bolton/Mike Rothschild; Robert Tullius/Dana Kellner/Ed Diah; Charles Gates/Robert Cole/James Spencer. Genser Forman Distributors*: George Waltman/X.

Lancia Flaminia Zagato (2,458 c.c.). Auto Racing Club of Oklahoma: William Pryor/J. Frank Harrison.

Ferrari 250GTO (2,953 c.c.). Mecrom Racing Team: Roger Penske/Augie Pabst. Rosebud Racing Team: Innes Ireland/Richie Ginther. Republic of Argentina: Juan Manuel Bordeu/Carlo Abate. North American Racing Team: Doug Thiem/Bob Grossman; Jo Bonnier/Graham Hill. David Piper*: David Piper/X.

Jaguar "E" (3,781 c.c.). Briggs Cunningham: Walt Hansgen/Bruce McLaren; Briggs Cunningham/John Gordon-Bennett; Paul Richards/X. Kjellevale: Ed Leslie/X.

A.C. Cobra (4,262 c.c.). George Reed*: George Reed/X.

A.C. Cobra (4,330 c.c.). Ed Hugus: Ed Hugus/Peter Jopp.

A.C. Cobra (4,727 c.c.). Shelby American Inc.: Dan Gurney/Phil Hill; Ken Miles/Lew Spencer; Dave MacDonald/X.

Chevrolet Corvette Sting-Ray (5,360 c.c.). I. Grady Davis: Dick Thompson/Don Yenko; Dr. Jess Wyllie/Duncan Black/Ed Lowther. Johnson Chevrolet Co.: Delmo Johnson/Dave Morgan. Alan Green: Jerry Grant/Don Campbell. Nickey Chevrolet Co.: A. J. Foyt/X. Dixie Motor Co.: George Robertson/Johnny Allen/Jeff Stevens. Unknown Entrant: X/X.

* indicates reserve entry.

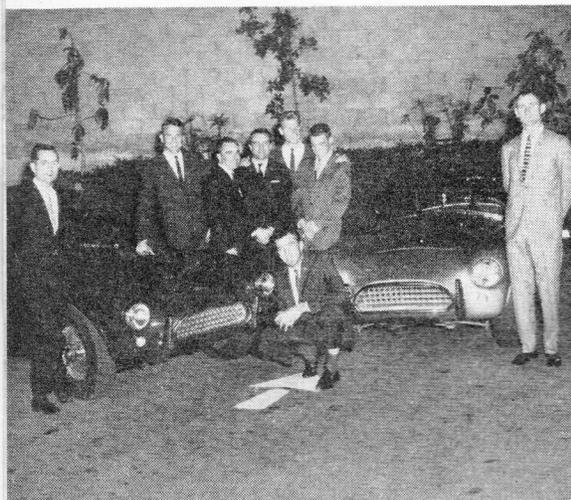


SIR ALFRED OWEN pictured with Graham Hill, seated in the V8 B.R.M., Earl Howe, chairman of the panel which presented to him the Ferodo Gold Trophy, and E. R. Pochin, Ferodo's managing director.

ALEXANDER WOOD-RIM STEERING WHEELS

ALEXANDERS are new in the wood-rim steering wheel business. They have recently brought out the Alexander Hunter which is a three-spoke wheel with a laminated wood rim complete with finger grips. The wheel comes complete with boss, which is manufactured to carry original electrical equipment. The wheel is extremely well made with a very attractive finish. It retails from £7 10s. to suit most popular makes.

SEBRING ENTRY LIST



POWERFUL A. C. COBRA team for Sebring includes (left to right) Phil Hill, Dan Gurney, Lew Spencer, Peter Jopp, Skip Hudson (pit director), Dave MacDonald and Ken Miles. Carroll Shelby is kneeling.

G.T. PROTOTYPE CLASS:

Chaparral (4,999 c.c.). Chaparral Cars: Jim Hall/Hap Sharp; Ronnie Hisson/Bob Donner.

Ferrari (2,953 c.c. and 3,968 c.c.). SEFAC Ferrari: John Surtees/Willy Mairesse; Mike Parkes/Lorenzo Bandini; Nino Vaccarella/Lodovico Scarfiotti. North American Racing Team: Pedro Rodriguez/X.

Austin-Healey 3000 (2,912 c.c.). Donald Healey Motor Co.: Bob Olthoff/Ron Bucknum; Paddy Hopkirk/Don Morley.

Triumph TR3S Conrero (1,998 c.c.). Keymo Motors: Charlie Kolb/X.

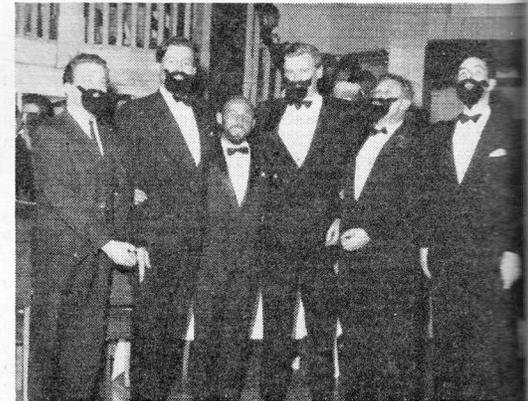
Austin Mini-Cooper (1,300 c.c.). Frederic Royston: Grant Clark/Gord Brown.

Lotus-Ford 23 (1,098 c.c.). Duchess Auto Co.: John Bentley/Jack Gordon.

Austin-Healey Sprite (1,098 c.c.). Donald Healey Motor Co.: John Colgate/Clive Baker.

A.S.A. (1,032 c.c.). Scuderia A.S.A.: Giorgio Bassi/Carlo Facetti.

René Bonnet (996 c.c.). Howard Hanna: Howard Hanna/X.



HAIRY GOINGS ON! Stirling Moss (centre) is dwarfed by Messrs. MacNab and Ouaroff at the Club Lotus Dinner-Dance. Beards seem to be coming back into fashion.



SKI-KART given by Mirroware Marine to Peter Warr being presented by Carole Fewings. E. T. Ogilvie-Hardy and Ron Clover look on. It later found its way into the River Thames!



TWO NEW FORMS of the popular Sunbeam Alpine were unveiled this week. They are the Gran Turismo (above) and the Sports Tourer. Maximum power of the 1,592 c.c. engine of the Sports Tourer is 88 b.h.p. at 5,200 r.p.m., and a top speed of 100 m.p.h. is claimed, while the Gran Turismo, which features a very attractive hardtop, develops over 80 b.h.p. at 5,000 r.p.m.

STIRLING MOSS JOINS OGLE

STIRLING MOSS has become an associate director of David Ogle Associates, Ltd., with the aim of guiding the design and production of his dream car. The first of a series of projects he will be engaged with is a high performance four-seater G.T. car—in fact, the sort of car that several AUTOSPORT readers demanded last year in our "Correspondence" columns.

THE LANCIA FULVIA

A NEW front-drive Lancia, the Fulvia, makes its debut at the Geneva Show. Of 1,100 c.c., it has a V4 power unit, set at 13 deg. as compared to the 10 deg. of the Appia. The engine itself is inclined at an angle of 45 deg. to permit side-mounting of the radiator.

Power output is 60 b.h.p.—actually more than that given by the standard 1½-litre Flavia. Weight of the car is 985 kg. and maximum speed is quoted as 82 m.p.h.

Dunlop disc brakes are fitted all round. The Fulvia is a five-seater, with four doors and the fashionable quad headlamps. A very high standard of finish is a feature, and this new Lancia is intended as a quality small-capacity saloon, to be supplemented at a later date by convertible and G.T. versions.

6me CRITERIUM INTERNATIONAL ALPIN "FLEURS ET PARFUM"

HOW about rallying in France next weekend? The Automobile Club of Grasse are organizing their 6me Criterium International Alpin "Fleurs et Parfum" on 23rd-24th March and are anxious to receive British entries. It is a qualifying event for the French Drivers Championship and is open to Groups 1 and 2 Touring Cars and Group 3 G.T. cars. There are various classes—Touring Cars: up to 500 c.c., 501-700 c.c., 701-850 c.c., 851-1,150 c.c., 1,151-1,600 c.c., 1,601-2,000 c.c. and over 2,000 c.c.; G.T. cars: up to 850 c.c., 851-1,000 c.c., 1,001-1,300 c.c., 1,301-2,000 c.c. and over 2,000 c.c.

The rally involves a 607 km. route divided into 16 sections, six scheduled timed classification tests and three other tests. Entry forms, which have to be authorized by the R.A.C., are obtainable from l'Automobile-Club de Grasse, Hôtel Napoléon, 6 Avenue Thiers, Grasse, France. Entry fee is 200 f. as long as entries are received by 21st March, while the late fee (up to 3 p.m. on 23rd March) is 250 f.; however, a team entry of at least four means a reduction of 20 f. each. Naturally, an international licence is necessary.

NOT A STAIN IN SIGHT...

SPRING GROVE LAUNDRIES, LTD., are to sponsor the Spring Grove Saloon Car Championship at several race meetings run by the British Automobile Racing Club during this coming season. The championship is open to members of the B.A.R.C. driving any four-seater supercharged or unsupercharged saloon cars (which leaves a lot of room for modifications!). There are to be two classes, up to and over 1,200 c.c., and the Spring Grove Trophy and a cheque for £100 will be awarded to the competitor scoring the most points in the eight qualifying rounds. The second competitor receives £50 and the third £25. The eight rounds are: Goodwood, 23rd March; Goodwood, 18th May; Whit-Monday Goodwood, 3rd June; Aintree, 8th June; Oulton Park, 13th July; Mallory Park, 17th August; Oulton Park, 31st August; and Goodwood, 21st September.

DONALD CAMPBELL PREPARES

FOUR inches of rain, which fell last September, have seriously damaged the surface of Lake Eyre in Australia where Donald Campbell plans to attack the World's Land Speed Record. When the lake drained, strong winds caused corrugations over the whole area of the surface, which subsequently dried out hard. This presents a difficult additional problem to the known one of removing the salt islands which, of course, still exist.

Work has started recently to try to ensure that the original schedule of testing in April can be adhered to.

JACK WILLIAMS, the well-known motorcycle designer, submitted a thesis recently to the Institute of Mechanical Engineers. It was based on the two technical articles of his which were recently published in AUTOSPORT. As a result he has now become C. J. Williams, A.M.I.M.E. Congratulations!

PAUL EMERY'S "TWIN-MIN"

PAUL EMERY has been building racing cars for years. He has constructed cars for practically every type of single-seater racing and power units used have included Lagonda, Duesenberg, J.A.P., Norton, Aston Martin, Alta, Jaguar, Ford, Coventry Climax and Maserati. His latest effort is not a single-seater, but a saloon car. But it is a saloon car with a difference...

It is a converted Mini—a Mini with two engines! A complete Mini engine and drive unit, mounted in the detachable steel sub-frame normally fitted in the front of a Mini and with the steering locked straight ahead, is installed at the rear. The rear seat back and part of the floor pan are cut away to make room for the engine, and the body is stiffened by a welded cross-member. Despite the extra engine there is more luggage room than in most fast two-seater coupés and the fuel is carried in two four-gallon tanks on either side of the car.

An obvious problem with such a car is ensuring that the engines work in unison. Coupling the clutches and throttles was fairly straightforward, but arranging for a single lever to control both gear-changes was more difficult (incidentally, the B.M.C. twin-engined cross-country vehicle has two gear levers). Paul Emery has solved this problem by a simple but ingenious arrangement using a pair of aircraft-type flexible cables. In cases of dire emergency one engine can be locked in neutral and the car driven home on the other!

The prototype will be entered for several G.T. races this season, but the standard Mini engines will be replaced by modified

ANGLO-SCOTTISH RACING

A NEW racing team has been formed by three drivers who contested club race meetings last year with success: Charles Crichton-Stuart, John Taylor and Alan Rollinson. The cars are to be two 1962 Cooper-Ford Juniors and a new Lotus 27 which is expected in April and will be used by Crichton-Stuart. Last year, driving both Formula Junior and "Formula 1" Cooper-Fords for Bob Gerard, John Taylor impressed many people with his undoubted skill and he should be well worth watching this year. The Anglo-Scottish Racing Team plan to enter the major British events, while some trips abroad are anticipated.



LONG-AWAITED new Mercedes-Benz sports car was introduced this week. Called the 230SL, it is powered by a slightly modified version of the twin-cam, fuel injection, six-cylinder 220SE engine and has a claimed maximum speed of 124 m.p.h. It is available as a Roadster with flush folding soft-top, as a Hardtop Coupé, or a combination of both. It is a very comfortable sports car.

Mini-Cooper engines when the time comes. Production versions of the present car will be available later in the year and conversion of a Mini-Cooper will cost around £400. Future plans include a low two-seater G.T. car with a glassfibre body. Using the same mechanical parts as the "Twin-Min" prototype it is expected to have a top speed of around 150 m.p.h. (the "ordinary" twin-engined Mini does 120 m.p.h.) and it should sell for less than £2,000 (or less than £1,500 in kit form).



THE PROTOTYPE Emery "Twin-Min" has most of its works on show—but production models will be tidier.



The Dove GTR4

TR4 with a 2 plus 2 body constructed by Thomas Harrington, Ltd.

BY GREGOR GRANT

PRODUCED by Doves of Wimbledon, leading Standard-Triumph distributors, the Dove GTR4 is an important addition to high-performance cars. Basically the Triumph TR4, the car has an attractive 2 plus 2 body, constructed by Thomas Harrington, Ltd., Hove, Sussex. Particular attention has been paid to general finish, which is of a high standard throughout, and the project has received the official backing of Standard-Triumph, Ltd.

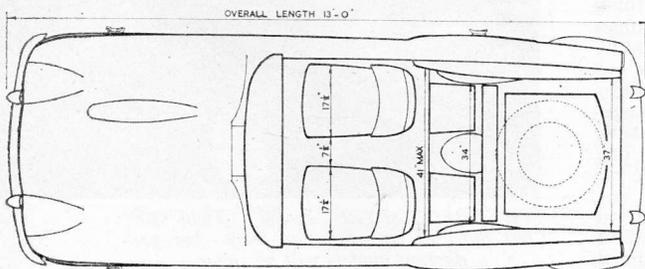
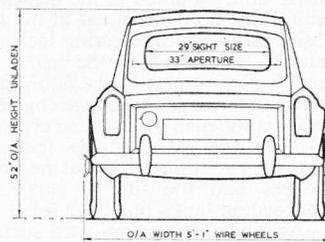
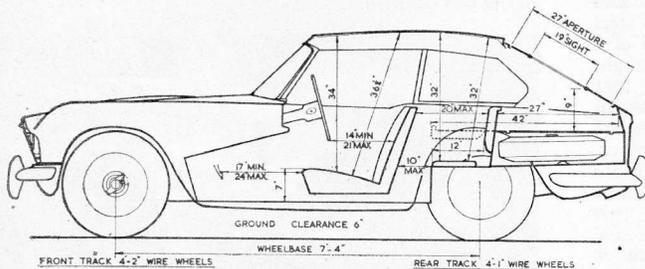
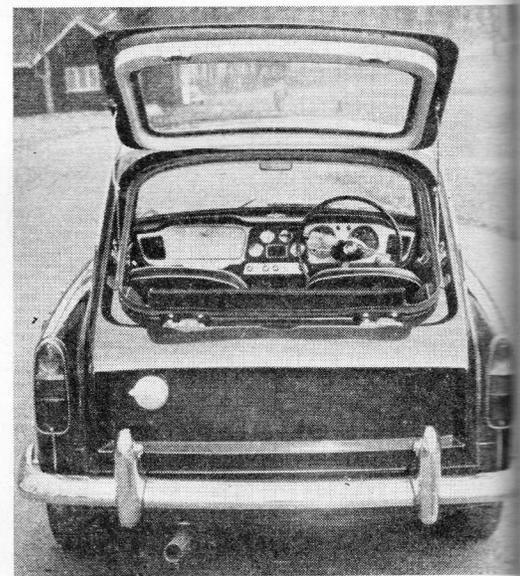
Price, including purchase tax, has been fixed at £1,250, and delivery is about 4-6 weeks. The usual optional extras are available; these are (including P.T.): Leather upholstery, £14 10s. Heater, £13 15s. Overdrive, £51 7s. 1d. Wire wheels (60-spoke). Sun visors, £1 4s. 2d. the pair. The following colour schemes are available: Spa White (red, black or blue

trim); Signal Red (red or black); Black (red or black). Powder Blue (blue); British Racing Green (red or black).

When not required the two occasional rear seats can be folded forward to add to the already capacious luggage space. The boot itself is reached through the rear window panel, which is hinged at the top.

The Dove GTR4 is supplied with the standard, 2,138 c.c. Triumph engine. For £35 extra Laystall-balanced crankshaft and cylinder head-flowing are available.

The car is a good proposition for the growing number of businessmen who prefer a vehicle with a high cruising speed, together with the comfort and refinement of the better class of saloon car. Sole distributors are, of course, Doves of Wimbledon, Kingston Road, London, S.W.19 (LIBerty 3456).



INTERIOR DIMENSIONS ARE GIVEN WITH CUSHIONS UNCOMPRESSED

Approximate Basic Dimensions of the Dove GTR4



V8 FORD. The American Ford engine is fitted with four DCN 54 Weber carburettors and power output is said to be in the region of 350-plus h.p.—and a more powerful version may be used for the race!

However, Fords have produced a twin-o.h.c. version which may be used.

Transmission is taken through a Colotti Type 37 four-speed gearbox, with two ratios removed. In order to counteract centrifugal forces on the banked Hoosier circuit, engine and transmission are offset 2 $\frac{3}{8}$ ins.

The 29 could also be the basis of a first-rate *Formule Libre* car.

At Snetterton the car showed tremendous acceleration. Apart from minor teething troubles everything worked satisfactorily. Handling was remarkably good, considering that the machine has been constructed to run the opposite way to European circuits. More stringent trials will be carried out this month in Arizona.

THE INDIANAPOLIS LOTUS-FORD 29

Photography by GEORGE PHILLIPS

THE intriguing 4.2-litre "Indianapolis" Lotus-Ford 29 was tested at Snetterton last week by Jim Clark. This is the prototype for three similar machines, two of which will be raced by Jim Clark and Dan Gurney.

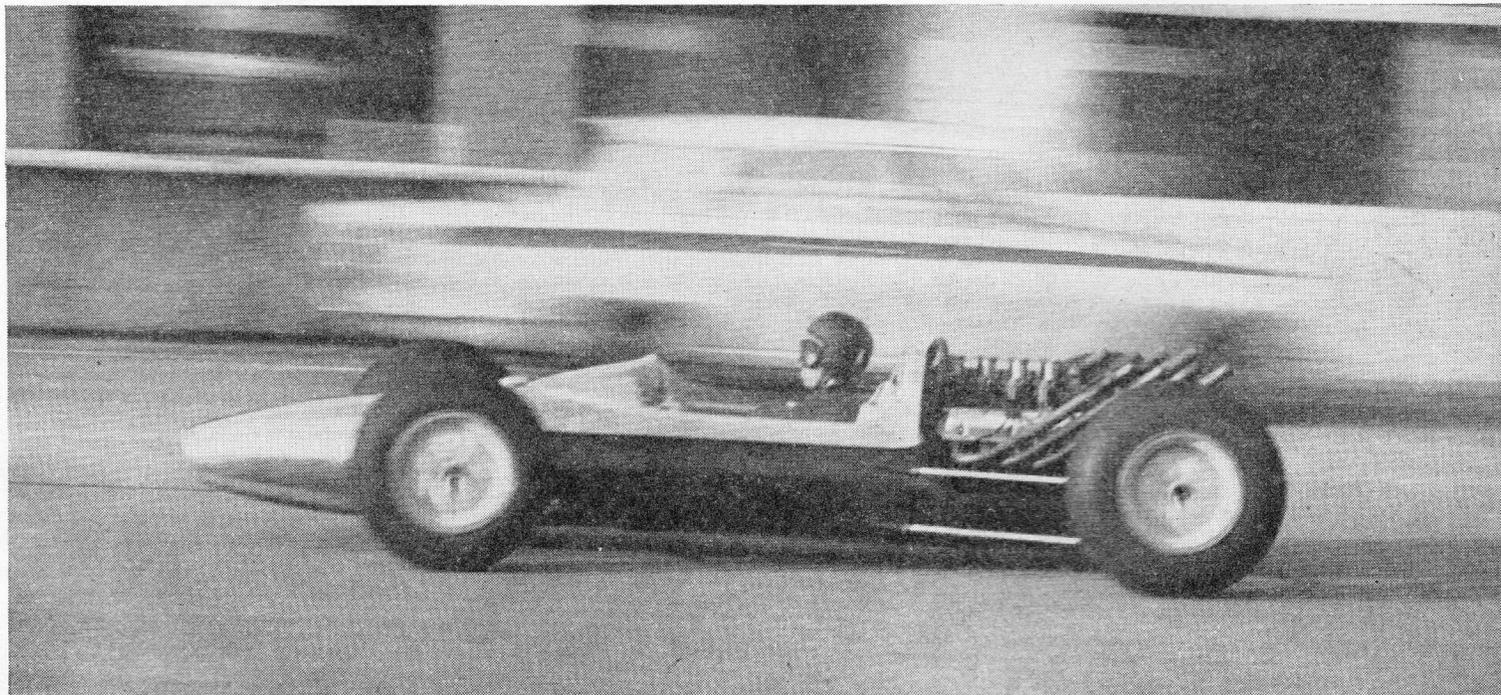
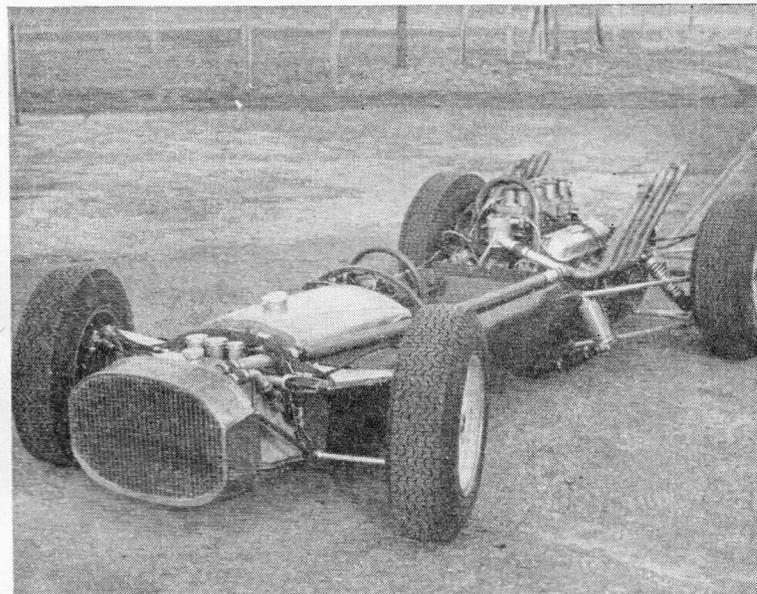
Based on the successful Grand Prix Lotus 25, the 29 is also of monocoque construction, but wheelbase is 8 ft. 0 in., and track 4 ft. 4 ins. Fuel capacity is 42 imperial gallons (50 U.S.), and the oil tank carries 5 gallons.

Light-alloy wheels with knock-off hubs will be used at Indianapolis to cut down pit-stop time. Tyre sizes are 6.5 x 15 (front) and 8.25 x 15 (rear).

The V8 engine, prepared by Ford of Dearborn, is fitted with four DCN 54 Weber carburettors. Power output is given as 350-plus with the push-rod engine.

MONOCOQUE construction is used as with the 1962 Lotus 25 Formula 1 car. The Lotus 29 (right) is a very small car and belies the fact that it is powered by a 4.2-litre V8 Ford engine.

★
JIM CLARK flashes past the pits at Snetterton. Jim is to be partnered by Dan Gurney at Indianapolis and by that time the car should be thoroughly tested. Despite the fact that it is intended for a left-handed banked track the Lotus handled very well.



Grace . . . Space . . . Pace . . .



**JOHN
BOLSTER**
tests

THE JAGUAR MARK X

OF recent years the passengers in large and luxurious cars have been in a somewhat unenviable position. In spite of the prestige attaching to their opulent carriages they have experienced a far rougher ride than their poor relations in popular cars. Conservative design has been the curse among V.I.P. transport, and some small machines, with advanced all-independent suspension, have been floating over roads which caused larger vehicles to leap and wallow.

With the advent of the Mark X Jaguar all that is changed. Although the space and dignity of the chauffeur-driven car are retained, the centre of gravity has been brought right down to sports car level—indeed the Mark X is no less than 8½ ins. lower than its predecessor in the Jaguar range. This has rendered the adoption of “soft” independent suspension for all wheels an entirely practical proposition.

In order to achieve this low build the separate chassis frame has been deleted. A very low floor is essential, for ambassadors and tycoons do not expect to sit in Formula Junior attitudes, nor do they enjoy stepping onto the red carpet while crawling on all fours. Suffice it to say that, in spite of its dashing lines, the new big Jaguar is as easy

to enter as the dowager's limousine of tradition, and much more comfortable when on the move.

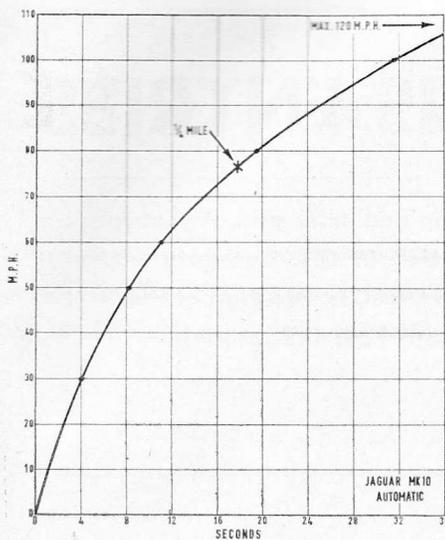
The interior has all the walnut, leather upholstery, deep pile carpets, and picnic tables that one expects to find in such a car. The width of the back seat is tremendous, and the front seats are fully adjustable down to a reclining posture. The central tunnel over the gearbox is extended as a console, joining the instrument panel and containing the heating and radio equipment. Thus there is no question of seating three in front, but the all-important rear compartment is increased in capacity because the independent suspension avoids any vertical movement of the differential and propeller shaft. Three press buttons control the ventilation and heating through the medium of small vacuum servos.

The independent rear suspension is broadly similar to that of the E-type Jaguar. The articulated half-shafts take the place of the upper wishbones, which avoids the necessity of providing them with slip-joints. Extremely rugged forked tubular members pivot beneath them and are reinforced by trailing arms. Four helical springs and telescopic dampers—two each

side—are the rear suspension medium. The hypoid final drive unit carries the inboard disc brakes and is located actually inside the rear body cross-member which carries the suspension and is rubber mounted, the whole assembly being quickly detachable.

In front the wishbones have a considerable trailing angle, and an anti-roll torsion bar is coupled to the lower members. Helical springs and telescopic dampers are again used, though not in pairs as at the rear. The re-circulating ball-type steering gear has hydraulic assistance, the pressure being supplied from a pump driven off the rear of the dynamo. Dunlop disc brakes are mounted on the front hubs.

A car weighing 37 cwt., or well over 2 tons when fully laden, needs a powerful engine if it is to have a good performance. The E-type, 3.8-litre version of the Jaguar twin-cam engine has therefore been chosen. This unit has three SU carburettors, a light alloy head, and seven lead-indium main bearings. Manual transmission is available, but the test car was fitted with the more popular Borg-Warner fully automatic gearbox, which has a hydraulic torque converter and gives three speeds, with epicyclic reduction trains.



ACCELERATION GRAPH

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Jaguar Mark X four-door saloon, price £2,022 2s. 1d. including P.T.

Engine: Six-cylinders 87 mm. x 106 mm. (3,781 c.c.). Inclined valves in light alloy head operated by twin overhead camshafts. Compression ratio 8 to 1. 250 b.h.p. at 5,500 r.p.m. Three S.U. carburettors. Lucas coil and distributor.

Transmission: Automatic three-speed gearbox with hydraulic torque converter, ratios 3.54, 10.95-5.08, and 17.6-8.16 to 1. Static propeller shaft. Chassis-mounted hypoid unit, with limited-slip differential, driving rear hubs through articulated half shafts.

Chassis: Steel monocoque body. Independent four-wheel suspension. Front: wishbones with trailing angle, anti-roll bar, and power-assisted recirculating-ball steering. Rear: forked tubular lower links, half-shafts forming upper links, plus trailing radius arms. Helical spring and telescopic damper units all round, paired at rear. Dunlop disc brakes, 10½ ins. front, 10 ins. inboard rear, with hydraulic operation and vacuum servo. Bolt-on disc wheels, fitted Dunlop RS5 7.50 x 14 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter. Oil-pressure, water temperature, and fuel gauges. Heating and demisting with vacuum servo control. Two-speed wipers and electrically operated washer. Flashing direction indicators.

Dimensions: Wheelbase 10 ft. Track 4 ft. 10 ins. Overall length 16 ft. 10 ins. Width 6 ft. 4 ins. Turning circle 39 ft. Weight 1 ton 17 cwt.

Performance: Maximum speed 120 m.p.h. Standing quarter-mile 17.9 secs. Acceleration: 0-30 m.p.h., 4 secs.; 0-50 m.p.h., 8.1 secs.; 0-60 m.p.h., 11 secs.; 0-80 m.p.h., 19.5 secs.; 0-100 m.p.h., 31.6 secs.

Fuel Consumption: 14 to 17 m.p.g.

The first impression of the Mark X is that it is a very big car. In London traffic it takes a little while to learn to judge the width, and the steering feels strange at first, though it is difficult to analyse this effect. After an hour or two the size is found to be less of a handicap than one expected, and the steering becomes second nature. There is more "feel" than one usually gets with power-assistance and the wheel is by no means "dead".

Very high praise indeed must be given to the sound insulation, the absence of road noise being most marked. The silence of the transmission is also impressive, especially as the final drive unit is chassis-mounted. The engine can be heard and felt to some extent during hard driving, but it is never obtrusive.

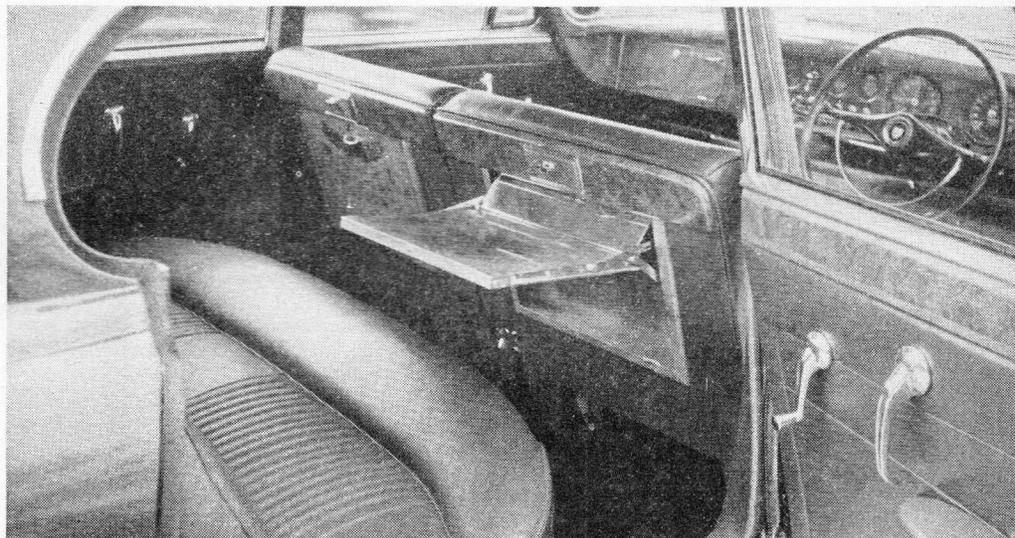
A limited slip differential avoids wheel-spin even on wet roads. Left to itself the gearbox changes up at 40 m.p.h. and 70 m.p.h., or at lower speeds if the accelerator is not fully depressed. There is an intermediate hold switch which allows second gear to be held to over 80 m.p.h. and which avoids the undesired selection of top gear during cornering or in dense traffic. The transmission matches the characteristics of the engine very well.

The Jaguar reputation for performance is maintained in spite of the considerable weight of the Mark X. This is a genuine 120 m.p.h. car and it accelerates strongly, particularly in the upper ranges. The ride

is excellent over every sort of road surface and irrespective of the number of passengers carried. Personally, I would prefer a shade more damping, but the ride must be given full marks. The roadholding is remarkably good, too, and gives the driver a splendid feeling of confidence. Perhaps one of the car's most impressive attributes is its capacity to take corners really fast without disturbing the passengers; the angle of roll being very moderate and quite imperceptible from inside the body. The front seats, though very comfortable, must be criticized for failing to give proper lateral support during fast cornering.

The large Dunlop disc brakes are smooth, progressive and immensely powerful. Repeated stops from high speeds cause them no distress, so the problem of cooling inboard rear brakes has apparently been solved in this case. There is some dipping of the nose during heavy braking but nothing spectacular. The hand brake is not powerful but a warning light tells you if you are driving with it on. A transmission lock on the gear quadrant looks after parking on hills.

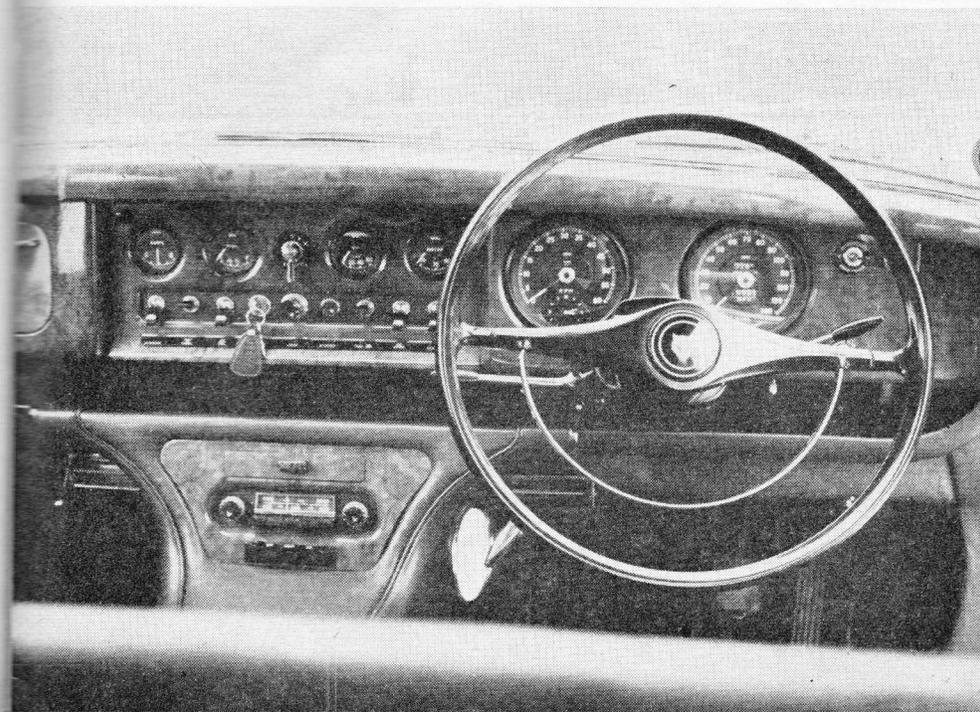
It is difficult to describe the sheer luxury of travelling in this car. The servo-operated heating system warms the front and rear passengers but the engine of the test car ran too cool for its efficient working during cautious driving on icy roads—a mere matter of the thermostat, no doubt. The four headlamps give a really splendid spread



of light and the dipped beam does not leave one almost in the dark, a common fault of Continental four-lamp systems.

The Mark X is a very large car which is both safe and comfortable at high speeds. Under these circumstances the owner who uses the performance will not be disappointed at his 14 m.p.g. consumption, though up to 17 m.p.g. is available to the more gentle driver. Two fuel tanks, with separate electric pumps controlled by a switch, have a total capacity of 20 gallons. There are quite a lot of greasing points on the chassis but they do not demand frequent attention, the steering connections and the universal joints requiring the gun at 2,500-mile intervals and the rear suspension at twice that mileage.

Once again I must conclude a Jaguar road test on a note of incredulity. How all that performance and all that luxury—in fact all that car—can be bought for less than double the price is something that I shall never be able to understand.



BY GREGOR GRANT

THE list of 56 acceptances for the Le Mans 24-Hours Race contains several surprises. Missing from the list is the Ecurie Ecosse Tojeiro-Buick and the Coundley-de Selincourt Lotus 19. However, two G.T. Lolas have been accepted, and the remaining British prototypes comprise a 4-litre Aston Martin, the Sargent-Lumsden Lister-Jaguar, an Austin-Healey, a Deep Sanderson (997 c.c.) and the specially invited Owen Rover-B.R.M. of Graham Hill/Richie Ginther.

There are several very powerful and fast cars in the prototype G.T. category. From U.S.A. come a pair of Chevrolet-powered 5,359 c.c. Chaparrals (Hall/Sharp and Donner/Hissom). Maserati (France) has entered a 4-litre (André Simon/X), and

THE LE MANS ENTRIES

Large Entry of V8 American-engined G.T. and Prototype Cars: Strong British Representation in G.T. Category with Jaguar E-types and Aston Martin DB4GTs: No Sign of Ecurie Ecosse Tojeiro-Buicks, but Two New Lola G.T. Models.

No.	Car	c.c.	Class	Entrant	Drivers
1	Chevrolet Corvette	5,359	G.T.	Grady Davis, U.S.A.	X/X
2	Chevrolet Corvette	5,359	G.T.	Mickey Thompson, U.S.A.	Dick Thompson/Billy Krause
3	Chevrolet Corvette	5,359	G.T.	Alan Green, U.S.A.	Don Campbell/Jerry Grant
4	Chaparral	5,359	P.	Chaparral Cars, U.S.A.	Jim Hall/Hap Sharp
5	Chaparral	5,359	P.	Chaparral Cars, U.S.A.	Bob Donner/Ronnie Hissom
6	Lola	4,737	P.	Lola Cars, Ltd., G.B.	X/X
7	Lola	4,737	P.	Lola Cars, Ltd., G.B.	X/X
8	A.C.-Cobra	4,727	G.T.	A.C. Cars, Ltd., G.B.	Peter Bolton/Ninian Sanderson
9	A.C.-Cobra	4,727	G.T.	Shelby American Inc., U.S.A.	X/X
10	A.C.-Cobra	4,727	G.T.	Ed Hugus, U.S.A.	Ed Hugus/X
11	Maserati	3,944	P.	Maserati, France	André Simon/X
12	Ferrari	3,968	P.	SEFAC Ferrari, Italy	Willy Mairesse/Mike Parkes
13	Ferrari	3,968	P.	SEFAC Ferrari, Italy	Lorenzo Bandini/Lodovico Scarfiotti
14	Ferrari	3,968	P.	Pierre Noblet, France	Pierre Noblet/Jean Guichet
15	Aston Martin 212	3,995	P.	David Brown Aston Martin, G.B.	X/X
16	Jaguar "E"	3,781	G.T.	Briggs Cunningham, U.S.A.	Walt Hansgen/Bill Kimberly
17	Jaguar "E"	3,781	G.T.	Briggs Cunningham, U.S.A.	Bruce McLaren/Augie Pabst
18	Jaguar "E"	3,781	G.T.	Briggs Cunningham, U.S.A.	Roger Penske/Roy Salvadori
19	Lister-Jaguar	3,781	P.	Peter Sargent	Peter Lumsden/Peter Sargent
20	Aston Martin DB4GT	3,670	G.T.	David Brown Aston Martin, G.B.	X/X
21	Aston Martin DB4GT	3,670	G.T.	David Brown Aston Martin, G.B.	X/X
22	Ferrari	2,953	P.	SEFAC Ferrari, Italy	John Surtees/Nino Vaccarella
23	Ferrari	2,953	P.	SEFAC Ferrari, Italy	X/X
24	Ferrari 250GTO	2,953	G.T.	Equipe Nationale Belge, Belgium	Jean Beurlys/Georges Berger or "Elde"/Gerald Langlois van Ophem
25	Ferrari 250GTO	2,953	G.T.	North American Racing Team, U.S.A.	Pedro Rodriguez/X
26	Ferrari 250GTO	2,953	G.T.	North American Racing Team, U.S.A.	X/X
27	Austin-Healey 3000	2,912	P.	Donald Healey Motor Co., G.B.	X/X
28	Porsche	2,000	P.	Porsche System Engineering, Germany	X/X
29	Porsche	2,000	P.	Porsche System Engineering, Germany	Jo Bonnier/X
30	Porsche Carrera	1,966	G.T.	Porsche System Engineering, Germany	Edgar Barth/X
31	Porsche Carrera	1,966	G.T.	Porsche System Engineering, Germany	Herbert Linge/X
32	M.G.B.	1,840	G.T.	Alan Hutcheson, G.B.	Alan Hutcheson/Paddy Hopkirk
33	Alfa Romeo Giulia	1,570	G.T.	Scuderia Sant Ambroeu, Italy	Giancarlo Rigamonti/Romolo Rosi
34	Osca	1,568	P.	Automobili O.S.C.A., Italy	X/X
35	Sunbeam Alpine	1,592	G.T.	Sunbeam-Talbot, G.B.	Keith Ballisat/Tiny Lewis
36	Sunbeam Alpine	1,592	G.T.	Sunbeam-Talbot, G.B.	Peter Harper/Peter Procter
37	Alfa Romeo	1,567	P.	Ecurie Filipinetti, Switzerland	Karl Foitek/X
38	Abarth-Simca	1,288	G.T.	Abarth Corse, Italy	Herbert Demetz/X
39	Abarth	1,288	G.T.	Abarth Corse, Italy	Hans Herrmann/Mauro Bianchi
40	Lotus Elite	1,216	G.T.	Team Elite '62, G.B.	Gil Baird/Clive Hunt
41	Lotus Elite	1,216	G.T.	Team Elite '62, G.B.	Pat Fergusson/John Wagstaff
42	Alpine	1,108	P.	Sté Automobile Alpine, France	Bino Heinz/X
43	René Bonnet	1,108	P.	René Bonnet, France	X/X
44	A.S.A.	1,032	P.	Ecurie Filipinetti, Switzerland	Herbert Müller/X
45	Deep Sanderson	997	P.	LawrenceTune Engines, G.B.	Chris Lawrence/X
46	René Bonnet	996	P.	Ecurie Méditerranée, France	Jean-Pierre Manzon/Jean Rolland
47	Alpine	995	P.	Sté Automobile Alpine, France	José Rosinski/X
48	A.S.A.	995	P.	Scuderia As. Elmo D'Argento, Italy	Paul Condrieller/Jean Vinatier
49	A.S.A.	995	P.	Scuderia As. Elmo D'Argento, Italy	Giorgio Bassi/Carlo Facetti
50	Fiat-Abarth	983	P.	Abarth Corse, Italy	Gianni Balzarini/X
51	Alpine	716	P.	Sté Automobile Alpine, France	Bernard Boyer/X
52	René Bonnet	715	P.	René Bonnet, France	X/X
53	René Bonnet	715	P.	René Bonnet, France	X/X
54	DKW	700	P.	Auto Union G.m.b.H.	André Guilhaudin/Alain Bertaut
55	Fiat-Abarth	701	P.	"Sarayac"	"Sarayac"/Lucien Barthe
00	Rover-B.R.M.	Turbine	P.	Owen Racing Organization	Graham Hill/Richie Ginther

there are no fewer than three 4-litre Ferraris (Mairesse/Parkes, Bandini/Scarfiotti and Noblet/Guichet). John Surtees/Vaccarella are down to drive a 3-litre, and another has also been accepted.

Porsche have two eight-cylinder 2-litre cars, only Bonnier being listed as a driver. Osca have a "1600", Ecurie Filipinetti an Alfa Romeo "1600", whilst Bianchi/Herrmann are listed for a 1.3 Abarth. All cars under 1,200 c.c. are prototypes. These comprise three A.S.A.s, a Deep Sanderson, three Alpines, four René Bonnets, a DKW and two Fiat-Abarths. The Grand Touring section contains three Corvette Sting-Rays, three A.C.-Cobras (one from U.K.: Bolton/Sanderson), three E-type Jaguars from Briggs Cunningham, two works Aston

Martins, three GTO Ferraris, two Porsches, an M.G.B. (Hutcheson/Hopkirk), an Alfa Romeo "1600", two Sunbeam Alpines, two Lotus Elites and an Abarth-Simca.

Entries can be summarized as follows:

Prototype

U.S.A., 2; Great Britain, 6; Italy, 14; Germany, 3; France, 7; Total, 32.

G.T.

U.S.A., 6; Great Britain, 10; Italy, 5; Germany, 2. Total 23.

Prototype Turbine

Great Britain, 1.

Naturally, many drivers still have to be nominated, but one does notice the absence of Phil Hill, Gendebien, Trintignant,

Ireland, Clark, T. Taylor and others. Roger Penske and Roy Salvadori are in an E-type, as are Bruce McLaren and Augie Pabst, Bill Kimberly and Walt Hansgen.

Lotus did not make any application, the Elites being entered by Team Elite (Baird/Hunt, Fergusson/Wagstaff). Pedro Rodriguez will be in an N.A.R.T. GTO Ferrari.

Actual works entries are from Aston Martin, Ferrari, Porsche, Donald Healey, Osca, Rootes, Automobile Alpine, Lawrence-Tune, Abarth, René Bonnet, Auto Union, Chaparral, Broadley Lola, Shelby U.S.A. (A.C.-Cobra), and the Owen Organization.

It is also interesting to note that at least 11 cars have V8 power units, which may be augmented depending on which prototype Ferrari selects.

NEW FERRARIS AT MONZA

PHOTOGRAPHY
BY
JOHN
WHITMORE



LAST week, Enzo Ferrari showed his 1963 Ferrari Prototypes at Monza. There were two open rear-engined machines and a front-engined coupé. Both versions will be competing at Sebring.

The open version, which is called the 250P, has a V12 engine based on the well-tried and reliable 2,953 c.c. 250GT power unit. Compared to last year's rear-engined sports Ferraris which ran as Prototypes in several events, the 1963 model has a larger body with a higher screen. One featured a "hoop" to assist air-flow. Lorenzo Bandini sits in the car (left), and it is seen being tested by Mike Parkes (left, below).

The coupé is a true G.T. Prototype if ever there was one. It uses the 3,968 c.c. V12 engine as fitted in the Super America model but is equipped with six instead of three twin-choke Weber carburetters. The compression ratio is 9:1 and the power is reputed to be 400 b.h.p. at 7,500 r.p.m. John Surtees brings the car in after some fast lappery (below), while the interesting rear end can be seen (left, bottom).





START-FINISH

McLAREN'S LONGFORD WIN

Supporting Formule Libre Races Won by Lex Davison

BY F. G. N. EWENCE

LONGFORD emerged from the 1963 South Pacific Championship meeting more firmly established than ever as the phenomenon in Australasian motor racing. It was Australasian in the broadest sense, too, as Bruce McLaren comfortably won the main *Formule Libre* race—and two of his fellow New Zealanders were in the first seven.

Longford, with its 115 m.p.h. lap and 113 m.p.h. race average, is the fastest circuit in the Southern Hemisphere. Its 4½-mile lap gives it distinction among the artificial airfield and racecourse circuits. It is set magnificently beneath the blue, 5,000 ft. Western Tiers, bisected by a winding river, and rolling across historic sheep land. In one section the road sweeps up from King's Bridge to enter the sleepy old town of Longford, lazing in the long summer sunshine. There the Continental atmosphere is strong. At the right-hand corner—Pub Corner—in the town one can see little groups of people at their front doors, or even standing, glass of beer in hand, watching the race from the hotel itself. But most beneficent of all is the official atmosphere. The Premier of Tasmania, Mr. Eric Reece, is the active patron of the Longford Motor Racing Association; his Government grants £2,000 annually for prize money for the main race; his police close and patrol the roads in a way which is at once the admiration and the envy

of visitors. Bowmaker Team manager Reg Parnell said that Longford was certainly the best circuit he had seen in "this part of the world" and better than some of the great European circuits, which are the Australians' yardstick.

The meeting has grown from origins in motor-cycle racing, and the two- and three-wheelers are still provided for in the two days of racing, split by a heavenly Sunday of relaxation (if the car is in good shape), friendly gatherings and a late-afternoon reception and buffet dinner at Symmons Plains homestead.

Near-three-miles-a-minute speeds on the Flying Mile and lappery at 110 m.p.h. in the early autumn heat contrived to indicate that the 2.7-litre cars have their weaknesses, not least in half-shafts and transmissions.

The bothers brought out in the Internationals' cars were so general that the Australians and New Zealanders were snapping hard at their heels. Indeed, both of the 45-mile *Formule Libre* races on the first day were daringly seized by the happy doyen of Australian racing, the veteran Lex Davison, driving the 2.7 Cooper-Climax which John Surtees drove to victory last year in Longford's South Pacific Championship.

It was, in all, a grand meeting for the Coopers, especially as the marquee had won the big *Formule Libre* race at Longford for the preceding three years—in the hands of

Jack Brabham, Roy Salvadori and John Surtees, respectively. This time they were under real challenge from three 2.7 Brabhams, a 2.7 Lola and a 2.5 Lotus, which were mixed among the generally prevailing Coopers.

Driving a 2.7 Brabham flown out from Britain in time for the Warwick Farm meeting on 10th February, Victorian Bib Stillwell had a faultless run into second place, and John Youl's now rather elderly, but cleverly converted 2.5 Cooper-Climax ran without a moment's hesitation to finish third; but Brabham's own new Brabham as well as the car he drove in New Zealand (now in David McKay's possession) had more than their share of trouble, as did Tony Maggs's Bowmaker Lola. Even McLaren had a near miss. A telephone call to the met. office at nearby Launceston Airport for a weather forecast set McLaren to changing gear ratios, and while doing so his mechanics noticed a fractured bearing in the gearbox which would let him down in the race.

Not even Lex Davison escaped trouble. His gear-shift broke down near the pub, where last year he had so spectacularly lost his first 2.7 Cooper in a 130 m.p.h. skid. "Why, hello, Mr. Davison, back again?" remarked the landlord's wife as he entered the portals!

All in all, it may be asked whether the combination of a 2.7-litre engine and a

START of the first 45-mile race on the first day (opposite page). Lex Davison (2.7 Cooper-Climax), the ultimate winner, streaks away on the right from David McKay (2.7 Brabham-Climax). Bruce McLaren, in Cooper No. 10, has stalled on the front row of the grid. Tony Shelly (Lotus No. 11) swings around him, but John Youl (Cooper No. 5) has almost shunted him.

BIB STILLWELL (2.7 Cooper Monaco) leads Frank Matich (2.6 Lotus 19) through the climbing Newry Corner (right). Matich went on to break his own sports car lap record at 108.07 m.p.h. and win comfortably.

1.5 chassis is not too fragile for such a tough race. Certainly there is a strong opinion that next year's 2.5-litre (and petrol) formula in this part of the world may improve reliability, though Australian tuners have had little experience with straight fuel.

As it turned out, the prevalence of 2.7-litre engines did not dent the lap and race records put up last year by Brabham and Surtees, respectively. However, the fitting of a 2.7-litre Climax in Bib Stillwell's Cooper Monaco and of a 2.6 in Frank Matich's Lotus Monte Carlo had marked effects on the sports car speeds, which crept appreciably closer to those of the *Formule Libre* open-wheelers. Matich pushed his own sports car lap record up to 108 m.p.h.

And Bob Jane, recent sensation of British and Australian circuits in a Jaguar, now with his 3.8 bored and stroked to something around 4 litres, hit the touring car records for several hearty sixes. He broke the lap record for touring cars at 92.42 m.p.h., and his 142 m.p.h. through the measured eighth-mile on the Flying Mile was 8 m.p.h. faster than his own record of last year.

Jane's toughest competition came from nearly two tons of Ford Galaxie. This 6.7-litre monster is owned by former leading racing driver Len Lukey, who ordered it with Thunderbird four-speed gearbox instead of the normal automatic transmission. It came out of corners as though they were launching pads, but its braking and handling let it down. "It's like driving a haystack," said Lex Davison, but he seemed to enjoy himself at the left-hand wheel, nevertheless. The Galaxie was electrically timed at 141 m.p.h. and lapped at 90 m.p.h.

A bored-out 3.9-litre Australian-made Chrysler Valiant driven by Ern Abbott, of Melbourne, was not as fast, but its healthy bellow and hard cornering made it look



more like a sporting gentleman's "touring" car and its 130 m.p.h. on the straight set some of the G.T. men to thinking.

Outpaced by the heavy machinery, the tireless Peter Manton was even more untouchable in the up to 1,000 c.c. classes in his Mini-Cooper than he had previously been in his bored-out Mini-Minor. Disc brakes in front are the telling factor.

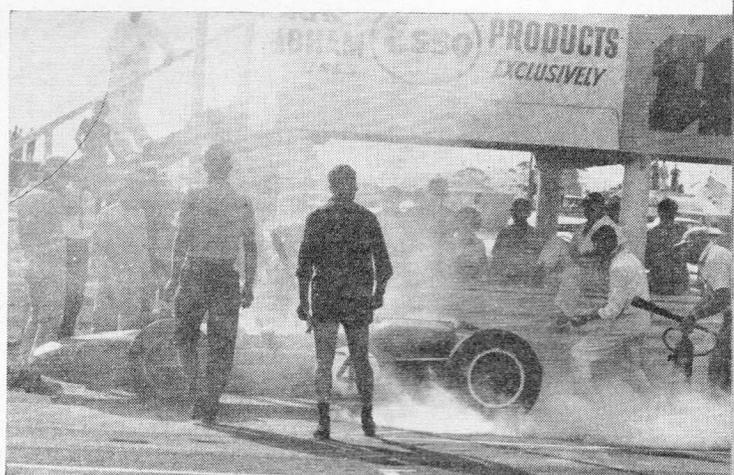
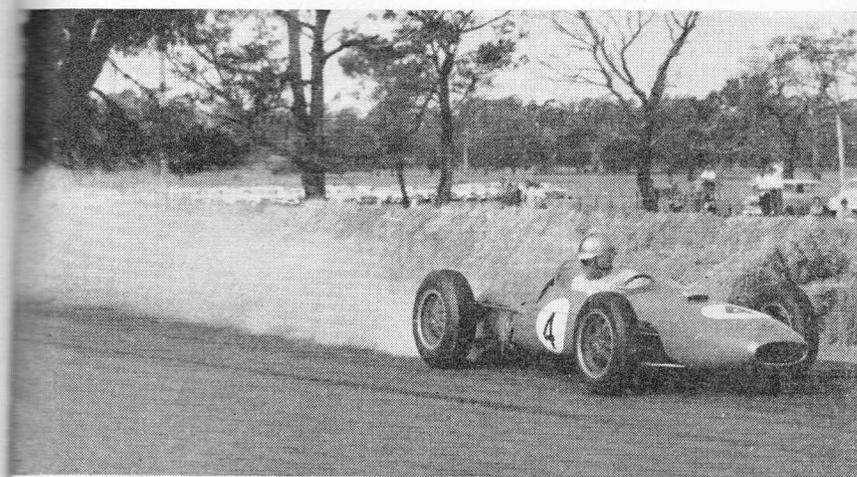
Manton lapped at 78 m.p.h. and cracked the "ton" on the Flying Mile. His increasing body of disciples in the field of Mini-motoring are filling the fields in Tasmanians-only events and helping to bring on a fine new crop of young drivers. A lot of them are drooling at the prospect of acquiring M.G. 1100s when these become available in Australia.

In sharp contrast to last year, when Surtees and Davison blazed from the word go, the first practice session on Friday was a sedate affair. Only John Youl and Bruce McLaren cracked the 2 mins. 30 secs. (108 m.p.h.) lap time that has now become almost pedestrian. Youl, of course, knows

Longford as he knows the drive to his homestead, but Bruce was new to the scene.

In the second session, McLaren cut 5½ secs. off his best time to lap in 2 mins. 23.3 secs., compared with Brabham's 2 mins. 21.3 secs. record of 1962. David McKay (2.7 Brabham) cut his time to 2 mins. 27.0 secs., Davison was third fastest with 2 mins. 27.3 secs. and Youl, fourth fastest, did not improve on his 2 mins. 27.4 secs. of the first session. Youl's time was 4 secs. better than his fastest lap of 1962. His car is handling much better following extensive modifications to the suspension and widening of the track.

Others were: Frank Matich (in the 2.6 Lotus Monte Carlo), 2 mins. 29.0 secs.; Tony Maggs (2.7 Lola), 2 mins. 29.4 secs.; Tony Shelly (2.5 Lotus), 2 mins. 30.6 secs.; Chris Amon (2.5 Cooper), 2 mins. 31.6 secs.; Jack Brabham (2.7 Brabham), 2 mins. 34.5 secs.; Jim Palmer (2.7 Cooper), 2 mins. 34.8 secs.; Bib Stillwell (2.7 Brabham), 2 mins. 36.1 secs.; Frank Gardner (1.5 Brabham-Ford), 2 mins. 40.9 secs. and



SOMETHING BURNING? Jack Brabham looks anxiously over his shoulder (left) at the cloud of smoke streaming out behind his 2.7 Brabham as he comes out of Mountford Corner. He eventually came into the pits when flames emerged from under the car. Jack stands at the front of the car while the fire crew extinguish the blazing oil on the engine and roadway (right).



LEX DAVISON with his 12-year-old son Christopher after his first victory on the first day. He later won the second supporting Formule Libre event, but retired in the main event.

Peter Boyd-Squires in an elderly 1960 c.c. Cooper-Climax which went like a clock, 2 mins. 48.8 secs.

Brabham did not reach Sydney until after 11 a.m. on his flight from London. He had only 15 mins. to clear customs and catch an aircraft to Melbourne, where he connected with a Viscount flight which put him down at Launceston Airport shortly before the second practice session began. He was hurried to the circuit, but spent the time mainly on adjustments.

The Saturday morning practice did not count for grid positions, but some fast times were put up, notably Stillwell's 2 mins. 23.0 secs., McLaren's 2 mins. 23.3 secs., Davison's 2 mins. 23.7 secs. and Maggs's 2 mins. 25.2 secs. Brabham did not turn out, being away with the car in Launceston, where he and Tim Wall fitted their second engine, the first having developed an oil leak. The car was not ready for the first 45-mile race of the day.

This race was notable from the start, when Bruce McLaren stalled on the pole position, baulking Youl. Though he lost more than 10 secs. he was sixth at the end of the first lap and fifth as they came down the Flying Mile in lap two, when the crowd was treated to a spectacle unparalleled in Australian motor racing as five cars braked from 170-plus and went into Mountford Corner in a tight bunch. Davison led from the corner, followed by McKay, Maggs, Stillwell and McLaren.

McLaren jumped to second in lap four, lapping at 114 m.p.h., and then took the lead from Davison, only to retire when he sheared a universal on a drive shaft coming out of Mountford in low gear. Davison then held first, followed by Stillwell and Maggs, whose Lola was probably the fastest car on the circuit, but was giving the South African a busy time with its twitchy corner-

ing. In lap nine Maggs broke an engine mounting and Youl took his place.

For the second 45-miler, McLaren was out and Brabham was in. Brabham went off in hot pursuit of Davison, who had pole position, but in lap two he came in to retire with carburettor trouble. Maggs had remained on the line when he sheared a half shaft as the clutch went in. Frank Gardner in the slower but very impressive Brabham-Ford also quit early, with clutch trouble. Davison was untroubled to win by 9.3 secs. from Chris Amon, with Youl third. Not only had Davison's engineer friend, Alan Ashton, got the 2.7 Climax to its bellowing best, but his wider wishbones had improved the car's stability and he had the brakes at a pitch which enabled Davison to rush up on his decelerating opponents as they approached corners.

Grid positions for Monday's South Pacific Championship of 112½ miles were determined by lap times in Saturday's racing. Stillwell, McLaren and Davison were on the front row.

Brabham's engine, rebuilt over the weekend from two sick ones, soon appeared to belie the suspicions held about it. The Brabhams, indeed, had their moment of glory in lap one, as three of them in close order led the field across Long Bridge. But McKay's was living on borrowed time, with leaking cylinder-head sealing rings, and was lucky to make a lap before the water was blown out.

Nevertheless, Brabham calmly tailed McLaren until lap 10, when he took the lead, with Stillwell's Brabham nicely in third position. Four laps later the crowd on the stands at the pits came to their feet in horror as Brabham was seen coming down the Flying Mile with a great plume of smoke spreading out behind. He rounded Mountford Corner and raced to the pits with the smoke increasing. For the last few hundred yards he was blinded as the smoke began to gush from the front of the cockpit, and when he braked to a stop wickedly spreading flames came from under the cowlings.

Quick work with the CO₂ bottles saved the car from damage, but the oil which had been pumping from a leak on to the manifolds had also made a skating rink of Mountford Corner. In quick succession, Stillwell and several others made quick excursions down the escape road.

By the time McLaren came around the

sand-and-cement gang, ably assisted by three enthusiastic policemen, had covered the oil. McLaren, who had set fastest time of the meeting—114 m.p.h. on lap 13 while chasing Brabham—could now relax and hold his lead from Stillwell, whose Brabham was running beautifully.

Youl, meanwhile, motoring effortlessly, held third, too fast for those behind him, but with insufficient speed to bridge the gap to Stillwell. His calmness was extraordinary, for he had had hectic hours beforehand with gearbox trouble that was not of his own making. His car on Saturday was using a spare box belonging to Stillwell, who had to ask for it back when his Monaco's box cracked up. From the instant of finishing the sports car race, mechanics swarmed over the Monaco to pull out the box and fit it to Youl's car before the start of the *Formule Libre* race. They succeeded with minutes to spare.

Meanwhile, Bill Patterson, who loves his Longford motoring in his now out-dated 2.5 Cooper, had reassured Youl: "If you can't fix the box, drive mine." As it was, Bill could enjoy his motoring, and came home a good fifth behind Jim Palmer. Poor Tony Maggs meanwhile gave a fine exhibition of the professional driver at work, driving under difficulties as hot oil blew over him from a crack in the chassis tube which carries the Lola's oil forward to the radiator. Bathed in oil and short of a couple of gears, Tony manfully held on to the finish, coming in sixth despite several calls at the pits for clean goggles.

Postscript: Despite the fact that Longford Motor Racing Association has no paid officials, it is limited by lack of population. The whole State of Tasmania has only 350,000 inhabitants. To get 30,000 of them to a meeting is equivalent to an attendance of some four million at a British meeting! This makes the £20,000 budget something of a nightmare to the L.M.R.A. The two previous years' operations had resulted in losses after necessary capital expenditure was met. This year hats went in the air when Treasurer Geoff Hudson's quick casting of accounts revealed a small profit. Longford will be on again next year.

And Premier Reece seemed so upset about an interruption caused by a passenger train at the level crossing in Longford township that those on the inside believe the trains will be very strictly controlled in future!

RESULTS

Sports and G.T. Cars Championship (45 miles): 1, Frank Matich (2.6 Lotus 19), 25 m. 28.3 s., 105.8 m.p.h.; 2, Bib Stillwell (2.7 Cooper Monaco); 3, Bob Jane (3.8 Jaguar E-type); 4, Frank Gardner (1.5 Lotus 23). **Fastest lap:** Matich, 2 m. 29.9 s., 108.08 m.p.h. **Sports cars up to 1,600 c.c. Class:** 1, Gardner; 2, G. Ellis (M.G.A.); 3, John Roxburgh (1.5 Lotus 23). **Over 1,600 c.c. Class:** 1, Matich; 2, Stillwell; 3, J. W. McKeown (2.5 Repco-Holden). **G.T. Cars Class:** 1, Jane; 2, A. J. R. Osborne (1.2 Lotus Elite).

Racing Cars Scratch Race (45 miles): 1, Lex Davison (2.7 Cooper-Climax), 24 m. 20.2 s., 109.46 m.p.h.; 2, Bib Stillwell (2.7 Brabham-Climax); 3, John Youl (2.5 Cooper-Climax); 4, Jim Palmer (2.7 Cooper-Climax); 5, Chris Amon (2.5 Cooper-Climax); 6, Tony Maggs (2.7 Lola-Climax). **Fastest lap:** Stillwell, 2 m. 23.0 s., 113.29 m.p.h.

Touring Cars Championship (45 miles): 1, Bob Jane (3.9 Jaguar), 30 m. 52.7 s., 87.42 m.p.h.; 2, Lex Davison (6.7 Ford Galaxie); 3, Ern Abbott (3.9 Chrysler Valiant); 4, Bill Jane (2.6 Holden). **Fastest lap:** Bob Jane, 2 m. 55.3 s., 92.42 m.p.h. **Up to 1,000 c.c. Class:** 1, Peter Manton (1.0 Mini-Cooper); 2, George Huse (1.0 Mini-Cooper); 3, A. Hobden (948 Mini). **1,001 to 1,600 c.c. Class:** 1, Bob Holden (1.6 Peugeot); 2, J. Buchanan (1.5 Hillman); 3, M. Faithfull (1.3 Peugeot). **Over 1,600 c.c. Class:** 1, Bob Jane; 2, Davison; 3, Abbott.

The Examiner Racing Cars Scratch Race (45 miles): L, Lex Davison (2.7 Cooper-Climax), 24 m. 41.9 s., 108.79 m.p.h.; 2, Chris Amon (2.5 Cooper-Climax); 3, John Youl (2.5 Cooper-Climax); 4, Bib Stillwell (2.7 Brabham-Climax); 5, Tony Shelly (2.5 Lotus

Climax); 6, Jim Palmer (2.7 Cooper-Climax). **Fastest lap:** Stillwell, 2 m. 24.1 s., 112.42 m.p.h.

Touring, G.T. and Sports Cars Handicap for Tasmanian drivers (2½ miles): 1, Gino La Rovere (25 MM Spl.) scr. 89.01 m.p.h.; 2, D. J. Butler (848 Mini-Minor) 4m 35s hcp.; 3, J. G. Barrett (848 Mini-Minor) 4m 10s hcp.; 4, Brian Bowe (1466 M.G. TC) 1m 15s hcp. **Fastest lap:** La Rovere, 3 m. 01.0 s., 89.50 m.p.h.

Touring G.T. and Sports Cars Handicap for Tasmanian drivers (27 miles): 1, R. M. Crawford (Triumph TR4), hcp. 2 m. 22 s.; 2, Brian Bowe (1.5 M.G. TC), hcp. 1 m. 55 s.; 3, Ross Farmer (2.5 Holden), hcp. 2 m. 35 s.; 4, A. Hobden (1.0 Mini-Cooper), hcp. 4 m. 20 s. **Fastest lap:** Bowe, 3 m. 19 s., 81.2 m.p.h.

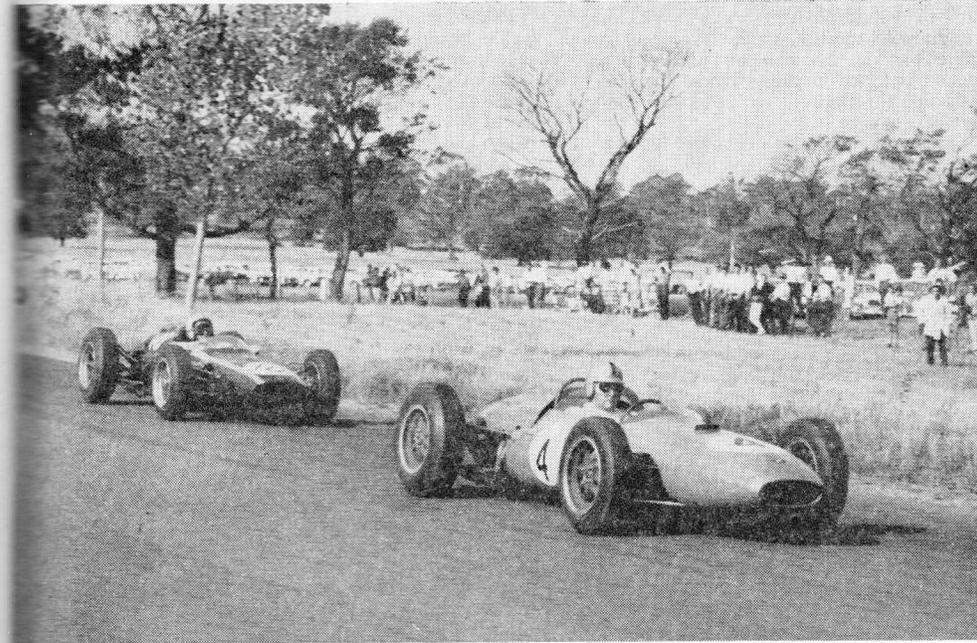
Sports and G.T. Cars Handicap (36 miles): 1, Frank Gardner (1.5 Lotus 23), hcp. 1 m. 34 s.; 2, Bob Jane (3.8 E-type Jaguar), hcp. 2 m. 34 s.; 3, Bib Stillwell (2.7 Cooper Monaco), scr.; R. M. Crawford (2.1 Triumph TR4), hcp. 6 m. 18 s.

South Pacific Gold Star Championship (112½ miles): 1, Bruce McLaren (2.7 Cooper-Climax), 1 h. 01 m. 43.8 s., 109.46 m.p.h.; 2, Bib Stillwell (2.7 Brabham-Climax), 1 h. 02 m. 05.5 s.; 3, John Youl (2.5 Cooper-Climax), 1 h. 02 m. 58.6 s.; 4, Jim Palmer (2.7 Cooper-Climax), 1 h. 03 m. 36.2 s.; 5, Bill Patterson (2.5 Cooper-Climax), 1 h. 04 m. 00.3 s.; 6, Tony Maggs (2.7 Lola-Climax), 1 h. 04 m. 14.3 s.; 7, Chris Amon (2.5 Cooper-Climax), lapped. **Fastest lap:** McLaren, 2 m. 21.9 s., 114.16 m.p.h.

Touring Cars Handicap (27 miles): 1, L. G. Callaway (3.8 Jaguar), 23 m. 26.5 s.; 2, Peter Manton (1.0 Cooper-Mini); 3, Bill Jane (2.6 Holden)

BRUCE McLAREN:

From The Cockpit



WITH an average lap speed of nearly 115 m.p.h., one straight giving speeds of over 170 m.p.h. and the other something over 160 m.p.h., a viaduct, a slightly rustic wooden bridge, a railway crossing, and a pub corner, the 4.5-mile Longford circuit just outside Launceston (Tasmania) is one of the best of the few genuine road circuits in use these days. The permanent pits and timing tower on the wide, smooth country road, slightly reminiscent of Rheims, help to give the circuit a character of its own.

My last race had been at Lakeside (Brisbane) 1,500 miles away, where John Surtees gave a brilliant display of wet weather driving in a torrential downpour which sent 11 of the 15 starters—including myself—spinning off the track. Surtees flew straight back to Italy to keep an eye on progress at Ferraris, while Jack, after his G.P. win at Warwick Farm, had flown back to London to crack the whip at the Brabham factory.

I stayed at Surfers Paradise just south of Brisbane, where the sun shines for 11 months of the year, to be with my wife Patricia who was in hospital with her leg in plaster as a result of a water skiing accident. However, she is recovering well now and will soon be back in the pits clicking stopwatches and looking after the lap charts.

The grid line-ups in these Australian races are looking better all the time, and there is some really high-class racing machinery around now. At Longford on the front row there was my dark green Cooper, Stillwell's greeny-blue Brabham and Lex Davison's red Cooper. On the second row was Tony Maggs in the Bowmaker 2.7 Lola and David McKay in his bright red 2.7 Brabham. Behind them were Jack's Brabham, John Youl's immaculate dark blue pencil-line Cooper, Chris Amon's red Cooper (the car I raced out here

last year) and half a dozen others all equally well prepared.

A lot of water flowed under the long bumpy bridge before Newry Corner between Friday's practice and Monday's race. We were among the first to strike trouble when we discovered a crack in the aluminium water manifold, and a new one had to be made up.

Brabham's car was the centre of interest sporting an 8-plug head. This was a very impressive looking set-up, but it must have been firing the right plug at the wrong time or the wrong plug at the right time, because he had a lot of trouble getting it to run right.

That was Friday. The Saturday morning practice was kind to most of us except poor Jack again. The Brabham was smoking a lot more than a young car should, and he had to rush back into Launceston to take the engine out and fit his spare 2.7 Climax for the races in the afternoon.

There was one 45-mile race at noon, and another at 3 p.m. In the first race I was going to make a beautiful start, but I boobed, and stalled the engine. I was very relieved when everyone managed to scrape past without coming over the top or taking one of my rear wheels with them.

In a lap or two I was back in the scrap that the Aussie boys were having—a real crowd-pleaser with positions changing several times a lap. After six laps I had established a short lead but coming out of a low-gear corner a drive-shaft yoke burst. Fortunately the shaft dropped neatly down onto the bottom wishbone and lay there without flailing around as they sometimes

(Continued overleaf)



VICTORY AGAIN. Jack Brabham (left) and Bib Stillwell (right) lean over the crowd around Bruce McLaren's car to congratulate the New Zealander after his South Pacific Championship victory. Earlier in the event Jack had led Bruce (top, left), but his car later caught alight.

From the Cockpit—continued

do. Now we were in real trouble. This was a part we hadn't envisaged breaking and we didn't have a spare.

Lex Davison went on to a clear win in his Cooper, a process which he repeated in the next race. Brabham arrived late in the afternoon and managed the first few laps of the second race before retiring once again with engine trouble. Tony Maggs broke a half-shaft in the Lola as he was accelerating away at the start.

The Launceston branch of Repco, one of Australia's industrial automotive giants, and Merv Gray's engineering shop probably did a better trade that Sunday than they had done during the previous week.

Apart from Jack's engine problems, my particular drive-shaft problem could only be cured by fabricating a new part from available material, and there were a lot of

people with pistons, con-rods, clutches, and gearbox bits in their hands gratefully accepting the impromptu service which was very much appreciated.

On race day we had to make a big decision. During practice and in the race on Saturday we had been pushing a 10 m.p.h. headwind, but the wind had changed and we now had a 10 m.p.h. breeze behind us.

Most elected to change the gear ratio so that we wouldn't over-rev on the long straight with the tail wind. This was fortunate for us, because we discovered a cracked ballrace in the gearbox and there was panic for a couple of hours before the start of the race.

The race turned out to be a real beauty—certainly for the first 15 laps anyway. Jack and I had a real ding-dong battle. I had decided to use the hard D9 tyres which gave me a little more speed down the straight,

while Jack was using the softer D12s which gave him an advantage on the slower corners.

I was a little disappointed, but more relieved, when Jack's car suddenly and spectacularly enveloped itself in smoke and deposited most of its oil on the track. I felt sorry for Jack because I know what it is like to have worked so hard on the car and then not finish.

I was left with an 80 secs. lead over Stillwell's Brabham and I was able to take it easy and cruise to the chequered flag.

As usual Bob Jane won the saloon races in his 4.1 litre (!) Jaguar from Lex Davison in the big Ford Galaxie—a form of competition which Lex refers to as automobile larrackinism. Frank Matich cleaned up the sports car races with his incredibly fast Lotus which he intends taking to England to race this season.

New Zealand Notes

BY PETER GREENSLADE

THERE will be no more international *Formule Libre* races in New Zealand and Australia. The Association of New Zealand Car Clubs and the Council of Australian Motor Sport have agreed to introduce a "2,500 c.c. pump fuel" formula for international events next season.

The announcement has just been made by the president of the A.N.Z.C.C., Mr. R. W. A. Frost, who has been holding discussions with Australian race promoters and C.A.M.S. officials in recent weeks. "In international events in 1964 a maximum engine capacity of 2½ litres will be fixed with no supercharging allowed," he said. "Only pump fuel, as can be bought at roadside pumps throughout New Zealand, will be used."

Currently the best fuel obtainable by the everyday motorist has an octane rating of 93. It is unlikely that petrol with a higher rating will be available here by the time the international series comes around in January, 1964.

The A.N.Z.C.C. and the C.A.M.S. have agreed to make a joint application to the F.I.A. to confirm the new formula, according to Mr. Frost, who added that the formula was a major step forward in New Zealand-Australia motor racing relationships.

The high retirement rate among overseas drivers who competed in this year's New Zealand international series, particularly in the New Zealand Grand Prix and the Vic Hudson Memorial international race at Levin, is one of the major factors that has influenced local and Australian interests to establish a "South Pacific Formula". In short it would appear that at last everyone is beginning to take some notice of the view expressed a couple of years ago by Coventry Climax that when the 2½-litre four-cylinder unit is "stretched" to

2,750 c.c. it cannot be expected to be reliable. In point of fact this New Zealand season has shown that a "stretched" Climax unit is generally not good for more than one race. When such engines are being used nearer home this might not matter so much, but limited facilities and lack of time for major rebuilds have posed problems for stables racing in this part of the world.

The problem has been accentuated by the "anything goes" fuel policy that has always pertained in New Zealand and Australian international events. To put it bluntly, too often the "power race" has made for poor motor racing as well as excessive costs for entrants. The general feeling is that the 2½-litre limit will encourage more overseas drivers to compete in this part of the world, and the pump fuel requirement will ensure greater reliability.

It is also probable that the New Zealand Grand Prix and the Lady Wigram Trophy, both currently 150-mile races, will be reduced in length to 100 miles. It is felt that if the races are shortened drivers will be less inclined to hang back and await events than they have been in the past.

Another factor that has influenced the decision is that the "South Pacific Formula" will enable New Zealand and Australian drivers to compete on more favourable terms against the drivers from Europe. The A.N.Z.C.C. and C.A.M.S. hope that by presenting a combined front to the F.I.A. it may be possible to establish an Australasian Championship, run on the same points system as the world championship, covering eight annual international events in New Zealand and Australia.

According to Mr. Frost, special provision will be made so that the new regulations will not affect New Zealand drivers participating in A.N.Z.C.C. road racing Gold Star events. Just what the association has in mind is not clear at present. Earlier it was being suggested that New Zealanders would be permitted to enter cars in international events equipped with push-rod engines having a capacity of not more than 5,000 c.c. But this idea has not found much favour among New Zealanders and it is doubtful whether either the New Zealand or Australian authorities will pursue that line.

Fears that the "South Pacific Formula" will bring with it a drop in race and lap speeds could well be groundless in New Zealand at least. It is probable that the extremely tight "Elbow Bend" on the new Pukekohe circuit will be ironed out for next season. Modifications there could push up lap speeds by five m.p.h. At

Wigram it is almost certain that the chicane will be removed. It was introduced some years ago for the express purpose of slowing cars in order that they would not "bottom" on a severe bump. Plans are now in hand for the elimination of the bump. Without the chicane, and even with the "South Pacific Formula", Wigram would almost certainly become a "ton" circuit.

On the comparatively short and tight circuits at Levin and Teretonga Park, Invercargill, the power available from a 2.7 Climax unit cannot be fully exploited in any case so there is no reason to suspect that a well-driven 2.5 car would be any slower.

As far as the New Zealanders are concerned it seems probable that the trend towards the extremely high-performance versions of the Dagenham Ford power units will continue. In the majority of cases Formula Junior chassis will find most favour.

AN interesting new development is that a completely New Zealand-built Formula Junior-type works car will probably appear on New Zealand and Australian circuits next year in the hands of New Zealand drivers. It is the Valour, a prototype of which has already been constructed by a Huntly engineer, Mr. T. A. Larsen, with a team of engineers and mechanics. Track testing should begin next month.

Currently a New Zealand sponsor is being sought for two cars for the 1964 season. Original development started more than a year ago, and construction of the prototype began last December. The design is original, but overseas designs and photographs have been carefully studied. The prototype has a 1,100 c.c. Cosworth-Ford engine with dry sump lubrication. A power output of 108 b.h.p. at 8,000 r.p.m. on an 11:1 compression ratio is the primary target. A five-speed gearbox in a Volkswagen housing is being employed.

A space frame made up of 35-ton high tensile tubing is used with a glass fibre body. The dry weight is expected to be about 880 lb. Body width is 31 ins., overall length 11 ft. 10 ins., and height to the top of the windshield 26½ ins. There will be independent suspension all round, disc brakes and magnesium wheels. It is hoped to equip the team cars with a 1,500 c.c. Cosworth-Ford power unit with the five-bearing crankshaft and twin overhead camshafts. The Valour will be offered for general sale, and in full race trim the car is expected to sell for less than £2,500.

ICE RACING . . .

PER-OLAV ERIKSSON took these pictures at the recent Brunnsjön meeting, one of the six ice racing meetings that qualify for the Swedish Championship



THEY'RE OFF! The event for modified 850 c.c. saloon cars has just started (above) and Anders Berglöf (Saab 96) is best away. He is closely followed by Stig Lester (BMW 700 Sport), Willy Falk (Saab 96) and, farthest away from the camera, 1962 class champion Erik Berger (Saab 96). At the first corner Berglöf led from Berger, Lester and Falk, but after a couple of more bends Berglöf's race finished with his Saab upside down. Berger went on to an easy victory.

★

THROWING UP THE SPRAY is Picko Troberg (Mini-Cooper) in the 1,300 c.c. Group 2 saloon car race (right). Troberg leads Oscar Matti, Börje Österberg and Olle Nygren, the famous ex-Speedway competitor. Picko Troberg led this event from start to finish and put up a very impressive performance. He now leads the Swedish Championship after four races (three first places and one broken crankshaft when in the lead!), which is not surprising as he was last year's Ice Racing Champion.



Hewison Final

THE Hewison Trophy Final Trial, to decide the Eire trials or driving tests championship, is due to start at 2 p.m. on Monday, 18th March. The starting point is at Ballinastoe Bridge, near Roundwood, and a number of tests will be included in two laps of a dyed course in this very picturesque area of County Wicklow.

The Royal Irish Automobile Club have not issued the official list of starters at the time of writing. Subject to official confirmation, the following drivers will compete in this year's Hewison Final: Des Bradley (NSU Prinz 4), Tom Burke (Volkswagen), Des Cullen (NSU Prinz 2), Jack Fildes (M.G. Midget), Leslie Fitzpatrick

BRIAN FOLEY'S**Report
From
Eire**

(M.G. Midget), David Glover (Austin-Healey Sprite Mk. 1), Seamus Griffin (Griffin-Ford), Stephen Griffin (G.T.S.), Charlie Gunn (Austin-Healey Sprite Mk. 2), John Hayes (Austin-Cooper), Michael Ivis (Austin-Cooper), Peter Jenkins (G.T.S.), Brendan Kenna (Austin-Cooper), Brian Kehoe (Austin-Cooper), Alex Malcolm (Buckler-Ford), Larry Mooney (Volkswagen), Johnny Moore (Austin-Cooper), Pat O'Callaghan (Volkswagen), T. P. O'Connell (Volkswagen Special), Paul O'Flynn (Morris-Cooper), Reggie Redmond (M.M.3), Don Sheedy (Austin Seven), Noel Smith (NSU Prinz 4), Cecil Vard (Austin-Cooper), and Leslie Vard (Austin-Cooper).

The Limerick Motor Club failed to send in the official results of their Winter Trial, which was held on 27th January. The R.I.A.C. require the full list of finishers in all Hewison Qualifying Trials, within 10 days of the event. Seemingly, the Limerick Club are too busy publishing an elaborate magazine to bother with the R.I.A.C.'s Hewison regulations. If the R.I.A.C. erase the Limerick Trial from the Hewison list, Paul O'Flynn and Tom Burke will not be eligible for the Hewison Final. The two Cork drivers qualified at Limerick, and in two other Hewison events. Drivers must qualify in three Hewison events and unless they qualified in the Kerry Trial on 3rd March they are not eligible to compete in the Final. Results of the Kerry Trial are not to hand, and it is not known if this event was granted Hewison status at the last minute. Two years ago the Limerick Club offended in a similar manner, and it is to be hoped that the R.I.A.C. will take the strongest action to eliminate further occurrences of this type of nonsense and injustice.

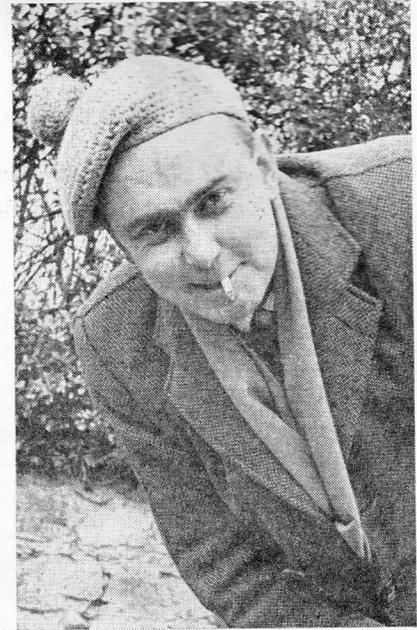
WINNER of the Hewison Trophy three times in a row, Seamus Griffin will drive his 1,172 c.c. Griffin-Ford on 18th March. Can he make it four times in a row?

On 17th March last year a very large crowd of spectators turned out to watch the Hewison Final. At several tests, spectators parked their cars far too close to start and finish lines, and at the last test they meandered all over the road and one driver luckily avoided mowing down a row of people who were in his way as he accelerated towards the finish line. A bigger crowd will more than likely turn out this year. St. Patrick's Day is on Sunday, 17th March, but the Bank Holiday will be observed on the Monday, which is the day fixed for the final. Most of the Irish sporting fixtures are on the Sunday, with the Monday being more or less a quiet day, except for the Hewison Final. Extra marshals will be necessary to control the crowds and the traffic.

A full report and pictures of the Hewison Final will appear in a later edition of AUTOSPORT.

Circuit of Ireland

CIRCUIT of Ireland entries close on 11th March, and late entries will be accepted up to 25th March. The Circuit is being sponsored by Messrs. Lombank, Ltd., and in addition to financial aid they are presenting 12 additional prizes which the Ulster A.C. will allocate for special performances, which will be detailed at a later date. The entry will be seeded in the various classes, in order to eliminate baulking in the seven special stages. There will also be a time gap between classes. Route



DES BRADLEY drives one of the two NSU Prinz 4s in the Hewison Final. Bradley is generally well up with the boys with this diminutive device, as he proved with his second overall in the Cork Hewison-qualifying Trial.

details, location of special sections, hill-climbs, driving tests, etc., are not yet announced. A speed hill-climb will be held near Drogheda early on Easter Saturday morning, and it is believed that the hill used by the Tipperary Club at Clonmel last September will be used sometime during the day on Easter Saturday. The Easter Sunday run will as usual include a timed ascent of the famous Tim Healy Pass and the route will take in most of the breathtaking scenery of Killarney and other well-known beauty spots in Co. Kerry.



JOHNNY MOORE is having a fantastic run of successes this season, having won at least 15 premier awards since last October. He will drive an Austin-Cooper in the Hewison Final.

Club News

By MICHAEL DURBIN

THE Maidstone and Mid-Kent M.C.'s National British race meeting at Silverstone on 27th April includes events for 1,172 cars, sports-racing cars up to 1,150 c.c., saloon cars, G.T. cars, unlimited sports cars and "marque" cars. There will be two races qualifying for the 1963 AUTOSPORT Championship. Regs. may be obtained from the secretary of the meeting, Mrs. E. Waugh, The Glen, College Avenue, Maidstone, Kent, who must receive entries by 10th April. . . . The January Jaunt Rally of the Sussex C.C., Eastbourne and D.M.C. and Redifon C. and M.C. was scheduled to be run earlier in the year (as the title suggests!), but, for reasons that have been repeated in these columns for weeks now, it had to be postponed. It is now to be held on 15th-16th March. . . . Southsea M.C. are holding their Hunt Trophy Rally on 6th-7th April. This is claimed to be a no-nonsense rally, using six figure map references and Tulip diagrams only, the route being obvious from the information given. There should be no regularity, no any order, no daylight dicing and no car wrecking sections. Phillips are providing a free Philishave service at the finish for competitors and marshals and two Philishave Razors will be presented to the winning team. The Hunt Trophy Rally is a qualifying event for the A.C.S.M.C. Rally Championship and members of clubs comprising the Association of Central Southern Motor Clubs have been invited. Regs. are obtainable from Miss Anna Peters, Moonfleet Cottage, Longcopse Lane, Emsworth, Hants, and entries close on 1st April. . . . A Production Car Trial co-promoted by the Sussex C.C., the Eastbourne and D.M.C. and

the Worthing M.C. takes place on 7th April. This is a closed event and entries must be sent to W. Edwards, 11 Chatsworth Road, Worthing, Sussex. . . . Liverpool M.C. have a closed driving tests meeting, their Annual Easter Driving Tests, at the Dunlop factory at Speke on 7th April. Regs. may be obtained from the club secretary, P. Ledger-Lomas, Upper Charlton, 50 St. Anthony's Road, Blundellsands, Liverpool 23. . . . Anniversary Rally of the Thames Estuary A.C. and the East Anglian M.C. takes place on 24th March. This is a closed event and is planned on the same lines as last year, i.e., providing something of interest for all members and catering for novices. Entries must be sent to Miss B. J. Kaye, 78 Leirim Avenue, Shoeburyness, Essex. . . . A London Counties Association Championship event is the Circle C.C.'s Owl Rally on 6th-7th April. Despite the bad weather the organizers have found an interesting route. Regs. for this restricted event are obtainable from Miss Ann Pearce, 32 Maxwell Road, Northwood, Middlesex. . . . Rally Venus of the Falcon M.C. is also to be held on 6th-7th April—a very busy weekend—and it is to be co-promoted with the Verulam A.C. and the Sporting Owner D.C. This is a closed half-night navigation rally organized by women with man in mind (!) over a 120-mile route on maps 146 and 147. The entry list closes on 3rd April and regs. may be obtained from Miss M. Howard, The Hermitage, London Road, Stevenage, Herts. . . . A National Speed Trial is to be organized by the West Essex C.C. on 31st March. This is the first qualifying event for the 1963 AUTOSPORT National Sprint Trophy and there are classes for racing cars, saloon cars, sports cars and dragsters. The meeting is at Debden, as last year, and a half mile course will be used by all cars except the dragsters, who will only have to travel one quarter of a mile. Regs. may be obtained from D. S. Davis, 160 Hermon Hill, South Woodford, London, E.18, who must receive all entries not later than next Monday. Should be a good meeting. . . .

SUNBAC have their first hill-climb at Ragley Park on 6th April. It is a restricted event and the following clubs have been invited: Midland A.C., Dudley M.C., B.A.R.C., 432 M.C., B.R.S.C.C., Hagley and D.L.C.C., Midlands M.E.C., Coventry and Warwickshire M.C., Bugatti O.C. and Seven-Fifty M.C. Regs. may be obtained from the secretary of the meeting, Mrs. D. E. Tracey, 40 Danford Lane, Solihull, Warwickshire. Entries close on 25th March. . . . Seven-Fifty M.C.'s Conquest Trial which was to have been held on 3rd March had to be cancelled because of the weather. Nevertheless, Alan Butler is trying to have the date transferred to 21st April.

DUDLEY AND D.C.C. BEWDLEY A.C. OWEN ORGANIZATION M.C. STARGAZER RALLY

As a result of much last-minute work by the organizers, sufficient snow-ploughed roads on the northern half of Map 129 had been found to enable the co-promoted Stargazer Rally to be held on 2nd-3rd March. Even so, conditions were quite tricky and it was cold enough for the exit slopes from a ford to become icy from water dripping off the early cars. Because of this and a road blocked by an inverted Mini later on, the novices, running at the tail of the field, accumulated very large penalties. The first car away from the start at Dudley was the newly acquired ex-works Healey of John Bloxham, and despite finding it rather a handful on ice, he put up the best performance of the 34 entries, of whom only 19 were classed as finishers. A. R. PARKIN.

Results

Experts: 1, J. Bloxham/R. Morris (Austin-Healey 3000), 150 penalties; 2, C. J. Evans/J. A. Halford (Ford Anglia), 360; 3, M. H. Barratt/J. Medley (Triumph Vitesse), 390. Novices: 1, D. R. Lawley/C. D. Gladwin (Triumph Herald), 3,770; 2, A. Brookes/G. Webster (Mimi), 3,840; 3, K. J. Fynn/A. Bruce (Triumph Herald), 4,390.

MORGAN 4/4 C. DRIVING TESTS

THE 1963 driving test season opened with a swing on 3rd March when the Morgan 4/4 Club held their Inter One-Make Team driving tests at Honeybourne Airfield in brilliant sunshine under a cloudless blue sky. The organizers had thoughtfully supplied coke braziers, round which cold mortals could gather whilst they watched the fun!

A prompt start at 11 a.m. enabled four interesting and varied tests to be performed before the lunch interval, by which time the M.G. Car Club team of Series I Sprites (driven by John Townsend, Richard Squire and Arthur Whatmough) had established a lead of about 40 seconds. They had earlier been hotly pursued by the same club's Austin-Cooper team (Robert Davies, Derek Smith and Peter Anton), but on test four Davies lost his gearbox and sump cover, spilling oil all over the course.

The Hagley Morris Minis (Len Gibson, Harry Livingston and Ray Meredith, the latter usually Morgan-Plus-4 mounted) then moved into second place.

The occasion was notable for the presence of five lady competitors. Miss Thomas had a very smart Series V Morgan 4/4, and the M.G. Car Club sported a Midget team consisting of Miss Summerfield, Mrs. Gina Keen and Mrs. Joyce Longland. It was Jill Bowles, however, who drove her series 2 Sprite in a most purposeful and neat style, who romped away with the Ladies' award.

Len Gibson won the closed class in his ex-Whitmore Mini, followed by Derek Smith and Harry Livingston. John Townsend had a very close fight for the open class with Arthur Whatmough and Richard Squire, the three finishing in that order. E. J. S. TOWNSEND.

Results

Teams: 1, M.G. C.C. Sprites I. (Townsend, Squire, Whatmough), 946.7; 2, Hagley Morris Minis (Gibson, Livingston H., Meredith), 1,028.9; 3, Hagley M.G.s. (Livingston J., Pickering, Glover), 1,060.7.

Closed cars: 1, L. Gibson (Morris Mini), 310.3; 2, D. B. Smith (Austin-Cooper), 328.4; 3, H. Livingston (Morris Mini), 335.6.

Open class: 1, E. J. S. Townsend (Sprite I), 314.9; 2, A. C. Whatmough (Sprite I), 316.3; 3, R. Squire (Sprite I), 316.6.

Coming Attractions

15th-16th March. Sussex C.C., Eastbourne and D.M.C. and Redifon C. and M.C. January Jaunt Rally. Starts Maresfield Motors, Maresfield, Sussex (M.R. 183/466240), at 11 p.m.
16th March. B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
Hagley and D.L.C.C. Sprint, Wellesbourne, near Stratford-on-Avon, Warwickshire.
B.A.R.C. (S.E. Centre) March Hare Rally. Starts The Sheffield Arms Hotel, Chailly, Sussex (M.R. 183/412249), at 8.30 p.m.
Scottish S.C.C. Driving Tests, Bothwell, Lanarkshire.
16th-17th March. Wolverhampton and South Staffs C.C. National "Express and Star" Rally. Starts Staffordshire Motor Tyre Co., Ltd., Wolverhampton, Staffs., at 9.30 p.m.
Sutton and Cheam M.C. Tempest Rally. Starts Addington, Surrey.
Sporting Owner D.C. 6e Rallye Dubonnet. Starts The Packhorse Garage, Knesworth, Beds. (M.R. 160/051177), at 6.30 p.m.
Lagonda C. North Riding Rally. Starts near Northallerton, Yorks.
Forces M.C. (Kent and Sussex Group) Jack Frost Rally. Starts The Gate Inn, Dunkirk, Canterbury, Kent (M.R. 173/089587), at 11 p.m.
Mini-Se7en C. Sir Walter Rally. Starts Blue Star Garages, Ltd., Great North Road, St. Neots, Hunts (M.R. 134/183623).
Austin-Healey C. (S. Counties Centre) 10-10ths Rally.
Windsor C.C. Piccolo Nocturnal Rally. Advertising M.C. Rally.
17th March. Atlanta, U.S.A. (T.).
Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2 p.m.
Tunbridge Wells M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.
B.A.R.C. (Surrey Centre) Sprint, Blackbushe Airport, Camberley, Surrey. Starts 1.30 p.m.
Torbay M.C. Hill-Climb, Oddicombe, Torbay, Devon. Starts 10 a.m.
London M.C. Sprint Slalom, Finnere, near Buckingham.
North London E.C.C. Jacobean Trial. Starts Engine Hole Pit, Ware, Herts, at 10 a.m.
Liverpool M.C. Production Car Trial. Starts Riveracre Valley, Bromsborough.
Wesh Counties C.C. Production Car Trial. Starts Weycock Cross, Barry, Glam., at 10 a.m.
Sporting VW C. Production Car Trial. Starts Canada Height, Swanley, Kent, at 11.30 a.m.

Workshop and D.M.C., Nottingham S.C.C. and Eastwood C.C. Spring Autocross. Starts Oldcoates, Worksop, Notts. (M.R. 103/571894).

Darlington and D.M.C. Grinton Picnic Rally. Starts Scotch Corner Hotel, A1.

21st-23rd March. Sebring Formula Junior Race, Sebring Three Hours (G.T.I) and Sebring 12 Hours (G.T. 2-3, P.).

23rd March. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.
R.A.C. 1962 Trials Championship Final, Vintners Park, Maidstone, Kent. Organized by Kentish Border C.C. Also Production Car Trial, Driving Tests and Autocross.
Liverpool M.C. and B.A.R.C. (N.W. Centre) Over 40's Rally. Starts Park Hotel, Nether-ton, Worcs., at 7.30 p.m.

23rd-24th March. Vintage S.C.C. Pomeroy Memorial Trophy Competition.

Airedale and Penning M.C. Pyramid Rally.

South Wales A.C. Welsh Marshes Rally.

East Surrey M.C. Teamsters Rally. Starts T.A. H.Q., Marpit Lane, Coulsdon, Surrey (M.R. 170/308583), at 9 p.m.

Malden and D.M.C. March Hare Rally.

Austin-Healey C. (Midlands Centre) Spring Rally.

Leicestershire C.C. "Ba/Bo" Trophy Rally. Starts Croft Filling Station (M.R. 132/526960), at 11 p.m.

23rd-27th March. Hants and Berks M.C. Mobil Economy Run. Starts Harrogate, Yorks.

24th March. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.

South Wales A.C. Hill-Climb, Castel Farm, Llangynydd, near Bridgend, Glam. Starts 2.30 p.m.

B.T.R.D.A. Junior Trials Championship, Vintners Park, Maidstone, Kent. Starts 11.30 a.m.

Hagley and D.L.C.C. Production Car Trial.

Thames Estuary A.C. and East Anglian M.C. Anniversary Rally. Starts Lynfield Cafe, Witham, Essex, at 10 a.m.

Wilton Works M.C. Routemaster Rally. Starts Saltburn, Middlesbrough, Yorks, at 9.30 a.m.

VW O.C. March Hare Rally. Starts Denham Motor Sales, Denham, Bucks, at 10.30 a.m.

30th March. International Race Meeting, Snetterton, near Thetford, Norfolk. Organized by Snetterton M.R.C. (F.I., F.J., S., G.T., T.).

31st March. Bossier City, U.S.A. (I.C.F., F.I., S.).

7th April. Brussels Grand Prix, Belgium (F.I.).

11th-15th April. East African Safari Rally.

West Essex Car Club's CLOVER LEAF RALLY

Third Time Lucky . . .

THE organizers of the Clover Leaf Rally, which was held on 2nd-3rd March, had promised in the regs. to lay on as near a Welsh type no-nonsense thrash as the terrain would allow and without doubt their promise was kept. They were lucky that the weather, though clear on the night, had left a reminder of the past weeks in the form of snow and ice partially melted and refrozen on most of the back lanes which certainly gave the drivers their money's worth and the navigators some sharp intakes of breath.

At the start just north of Newmarket we were notified of a few route modifications as a result of a run made on the Friday night by the Clerk of the Course and so no one could claim that any part of the official route was impassable. Watches were issued

and any wrong-slotting meant a time penalty as the route was so tight that it was impossible to make up. As far as we were concerned the odd minutes lost here and there were worrying, but we felt that everyone was having a tough time and were not unduly despondent. We gave the front wing a clobbering doing a hand-brake turn in a narrow wrong-slot and at one point went off the road, but fortunately were able to push the car back on and in fact only lost one minute in the process. Another foot into that particular ditch and our rally would have been over!

The route had wound north onto 125 and then east around Swaffham and East Dereham until we arrived at the supper stop (Control 63) on the A47, five miles west of Norwich. By the time we had refuelled the car and ourselves an outline of the places up to supper was available from the hard working results team and we were pleased to see that we were lying second to Alec Lobb in his VX4/90. However, knowing Alec, it looked to us as though we would once again lose the first place as had been the case in 61 and 62. Nevertheless, there was still quite a way to go with tricky roads and tricky navigating in plenty.

On approaching Control 78 we were a little worried to notice that there were no wheel tracks ahead of us, but a hurried check on approach direction convinced us we were right, and at the Control we were told that, although two cars had booked in ahead of us, they had both come in from the wrong direction. This meant that they had collected a "Fail", and as far as we knew left us the only unfailed crew. We therefore decided upon a little tactical driving and reduced speed sufficiently to make sure

that we kept it on the island and at the same time took great care over approach and leaving instructions at the expense of odd minutes at controls.

On arrival at the final control at Thetford we were agreeably surprised at the excellent breakfast and awaited the results with some trepidation. The general opinion expressed was that this event had fully maintained the high standards set in the past—it was obvious that a great deal of thought and hard work had gone into the selection of the route and general organization. The marshalling particularly was of a very high standard, and the thanks of all competing crews must go to them. To be sitting in the warmth of the car and then arrive at a control to be cheerily greeted by an official who must have been absolutely frozen is quite an experience. Incidentally we are pleased to note that at least our marshals are gentlemen enough to let their wives or girl friends sit in the car while they do the cold vigil!

After hearing the results we made our way back to Brentwood and the rather ticklish problem of explaining to Mrs. Bent-Marshall that her two-week-old Cooper-Mini would have to spend a day or two in the workshops!

All in all a first-class event and a very good night's sport—there's nothing much wrong with the state of rallying while they put them on as good as this!

CHARLES BENT-MARSHALL.
DENNIS PRATT.

Results

1, C. Bent-Marshall/D. Pratt; 2, A. T. Lobb/B. Lockyear; 3, D. C. H. Golding/M. Knott; 4, C. S. Perkin/T. Stevens; 5, J.T. Tanswell/E. Rigden. Best Novice: A. J. Wells/E. Negri.

Blackfriars Motor Club's CROCUS RALLY

THE Blackfriars "Crocus" is notable for its very thorough staff work, and for the tremendous amount of detail involved in its preparation and presentation. A high degree of navigational skill is required, and although the map-work is varied from section to section, it never resorts to trickery, and the formula is acceptable to the vast majority of the entry.

A really first-class route of just under 200 miles, mainly on 172 and 173, added to the fun and ensured that drivers, too, contributed their quota. Indeed, so good was the route last weekend that at breakfast it was considered that it would have sorted the entry out had all references been available before the start. The organizers are to be congratulated for resisting the current temptation to commit cartographic chicanery with the partly completed M2 Motorway, with its attendant disruptions to the printed map. Instead, their route led generally south-east, following the line of the A20 road, explored the myriad of roads in the Lyminge Forest area and concluded with a marked map "quickie" using a black-and-white 171. The multiplicity of hairpins to be handbraked and the singularity of halt signs bear witness to the care which had been taken, and the fact that 75 per cent. of the finishers are believed to have fallen victim to the Halt Sign Marshal is more a criticism of the competitors than the organizers.

Seventy-five crews left Aylesford at a sensibly late hour, and the rally flared immediately. The pressure could be resisted, at first, for there were no unmanned controls, and, how pleasant for a change, the roads were completely free from ice for the first time this year. Conditions, though poor by normal standards, with stair-rods of rain and some hill fog, could be said to be vastly improved. The first route card was a Tulip, followed by a section devoted to map references only, with, and here was the rub, supplementary R.C.s handed out *en route*, so that navigators could never be more than a plot or two ahead. By the end of this little stint, just north of Wormshill, all clean sheets had vanished, and the first casualties had begun to occur. Lovelace and Lucas, going well for the Anglia and Prefects Owners Club with one of the Monte Carlo Anglias, withdrew with a faulty front-wheel bearing.

Section 3, on the Eight-Clubs principle, was "on" for the quicker crews, and by now the field had begun to string out. A simple link map trace led to Section 4—straightforward plot and bash, but very tight and designed to extract the last ounce out of the territory. The Ward/Herwin Hevald was retired with water-pump trouble—another potential winner was out, although the crew appeared at the finish, having limped home to Woolwich with the car and returned with "something out of the showroom".

Section 5 was short and sharp and novel in its presentation—the route was identified solely by kilometre squares, printed on the route card "in any order".

Supper came at this point, and with it a marked lack of cars—less than half the starters came in still within overall lateness. Just after this, and before things recommenced in earnest, the Stentiford/Trott Mini was seen stationary by the roadside, its radiator dry. A convenient stream provided the vital liquid, but not before the two Johns had run themselves right up against their overall lateness.

The second half generally was less severe than the first (actually the halt came at nearer two-thirds distance than a half). The Mini-Cooper of Robinson/Addington, No. 7, was now leading the field in fine style, albeit a shade apprehensively, since they were a little unsure about an earlier control.

A "barred route" section and a regularity offering followed. This latter was no doddle—you had to be very quick indeed to keep up with the plotting and the motoring, for this was regularity in name only. In effect it was just as tight as the final sting, the marked map, which included three consecutive "ones".

The 1963 Crocus had been a worthy A.C.S.M.C. qualifier. The only complaint relates to seeding. In the interests of all concerned the quicker crews should be released before the less-experienced competitors.

RON AMBROSE.

Results

1, R. H. Ambrose/A. J. Straker (Allardette), 300 marks; 2, J. M. Robertson/M. H. Addington (Austin-Cooper), 340; 3, H. J. Harper/J. Mace (M.G.A.), 470; 4, D. P. Keen/Mrs. J. Vaughan (Austin-Healey Sprite), 470. Team Award: C.S.M.A.—J. H. Ray/G. Alcorn (Allardette), H. E. Davies/H. Bates (Volkswagen) and D. P. Keen/Mrs. J. Vaughan (Austin-Healey Sprite).



DESPITE ending up sideways in this ford, Tony Wells and crew went on to win the Novices class in the West Essex Car Club's Clover Leaf Rally. Now, just how does one contrive to end up sideways in a ford?

and all set back to Rally time—whoever thought of this idea certainly did a service to marking teams!

The first Section allowed 35 minutes for a run up A11 through Thetford to Control 1 just off the main road five miles north-east of the town, and during this time we were able to plot the out of bounds areas and prepare ourselves for what was obviously going to be a very busy night. 100 Controls in 200 miles—there were nine one-minuters and 15 of 2 minutes—were sufficient guarantee of a result on the road. Nevertheless, four "timed to the second" sections were also promised just in case life got dull!

The general pattern of the event was immediately apparent—we received small slips at selected controls giving details by reference of the following two or three so that it was never possible to plot more than a few miles ahead. As most points had obligatory approach and leaving directions one had to make quick route decisions

CORRESPONDENCE

Brands Hatch and the Yorkshire Rally

I MUST thank Mr. Delamont, manager of the R.A.C. Competitions Department, for his letter in your issue dated 8th March, 1963, in which he confirms that in the case of the Brands Hatch "Autobog", on 9th February, the R.A.C. did in fact speed up their own procedure for the inspection of a new course, inscription of a new date, grant of a National Open permit and for the acceptance for approval of Regulations.

I would however beg to take issue with his suggestion that in this case the procedure in the General Competition Rules of the R.A.C. is in no way modified. Without in the least seeking to become a "Barrack Room Lawyer", G.C.R. No. 66 states that application for an organizing permit for an event must be made at least four weeks before the event and that where a speed event is to be held on a new course, application for a track licence must be made to the R.A.C. at least two months in advance. In view of the circumstances surrounding the event on 9th February, it is difficult to believe that this was in fact the case and I submit that in telescoping their procedure, the Competitions Department were guilty of, at least, "bending" their own rules.

The point I was trying to press home in my original letter was that where a factory driver had entered our "Yorkshire Rally" before going off on the "Monte" and subsequently on his return home at the beginning of February found himself commanded by the works to appear at Brands Hatch on a very last minute event, the danger of such people being entered for two events on the same day was a very real one indeed.

With the utmost respect to Mr. Delamont, I would query his point that "As no other speed events were scheduled for this day, there was no question of any other club being entitled to object to the granting of the date". Surely, if his department are co-operating in the institution of a new event which will involve the members of works rally teams and are speeding their own set procedure with all the care he suggests, then it would have been a perfectly normal precaution to notify all clubs with established rallies on the date concerned.

The very last thing I would wish to do would be to put any sort of a damper on the spirit of enterprise which prompted the promotion of the Brands Hatch event, all I ask is that every person concerned in such a venture should be particularly on his guard lest in the enthusiasm for the publicity showpiece of the moment, normal obligations imposed by the International Sporting Code and its British offspring should be overlooked.

YORKSHIRE S.C.C., LEEDS, 12, YORKS.

MIKE WILSON.

Problems

I READ Mr. K. H. Wigglesworth's letter in AUTOSPORT regarding the racing of saloon and sports cars of up to 1,100 c.c. on the Isle of Man T.T. course.

I don't know if Mr. Wigglesworth has ever been round the T.T. course, but the objections to having a car race even on the lines stated (e.g., 30 sec. starting intervals) are numerous.

(1) Convince the Isle of Man tourist board that it would bring more visitors and business to the island. And will the House of Keys pass a bill allowing for further roads closing during the summer, as they already close them for the T.T. races, the Manx G.P. and the Cycle G.P.?

(2) Would the R.A.C. competitions committee issue a permit for a course that cannot be marshalled completely and, because of the road width, cars cannot overtake each other safely on many sections of it. In the event of a spin the road in some sections would be almost blocked.

(3) Drivers would have to be experienced, or at least have some knowledge of the course, because if they have only raced in this country it will scare the daylight out of them!

(4) The course is 37½ miles in length. Height above sea level varies from 20 ft. in Ramsey to 1,400 on the Mountain. One lap of it consists of 219 bends, and at 12 places on the circuit first gear is used. The Nürburgring is easy compared to this course on our doorstep!

I could go on giving reasons against a car race over the T.T. course, but, in concluding this letter, I will say that if a race was organized over this magnificent course it would be a very great test of car and driver and I for one would be interested in the average speed as compared to the bikes. Any comments from John Surtees?

LONDON, W.C.1.

J. KING.

Why We Don't Climb Mountains

I WOULD like to offer an explanation to Andreas Gescher as to why British drivers do not compete in European Mountain Championships.

The basic reason being cost, I should have thought this would have been obvious. The cost of transporting a *Formule Libre* Cooper to the Freiburg hill-climb, plus mechanic, would be around £175.

Now, to do this one also has to write off five days, which to a man who only has a limited time to devote to the sport is prohibitive.

I hope this will throw some light on the subject for Andreas Gescher.

In conclusion, may I thank AUTOSPORT for an excellent magazine and say that in my opinion it is the finest magazine for competitor and spectator alike.

BOVEY TRACEY, DEVON.

GEORGE READ.

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

Connaught **FIAT** Distributors

AUTOSPORT says:

FIAT 2300

ONE OF THE BEST EQUIPPED CARS AVAILABLE . . .
ONE OF THE MOST ENJOYABLE CARS TO DRIVE . . .

. . . March 2nd, 1962

100 m.p.h. Plus.

Only £1,263.5.5 inc. P. Tax

PLEASE PHONE OR WRITE FOR DEMONSTRATION

CONNAUGHT CARS (1959) LTD

SEND (A.3), WOKING, SURREY.

RIPLEY 3122

WE NEVER CLOSE



SPECIALISTS

M.G. Midget hardtops,
in stock, ready to fit
for your winter motor-
ing.

£26 each

(use standard side curtains)

NOW AT

W. JACOBS & SON LTD.

MILL GARAGE

CHIGWELL ROAD

LONDON, E.18

WANSTEAD 7783



a smart **HARDTOP**
in Fibreglass



for your
SPRITE MK I & II
and M.G. MIDGET

Fully lined interior. Easily fitted by one person. Quarter lights and large rear window for maximum visibility. Total weight only 30 lbs. Fully weather-proofed cellulose finish. Uses existing sidescreens. Price £45.

EQUIPMENT, SPARES, SERVICE
BRITAIN'S LARGEST STOCKISTS
FOR AUSTIN-HEALEY

Available from

DONALD HEALEY MOTOR CO., LTD., The Cape, Warwick Tel: 41235

or your local BMC agent

SOUTHPORT SPEED TRIALS

B.T.D. by J. T. Butterworth (Lotus 23)



TAKING NO NOTICE of the road signs, but nevertheless taking the right road, D. Rydings goes under the pier in his Volvo.

AFTER a 24-year lapse since the days of the famous sand races, the sound of powerful engines and the smell of Castrol R filled the town, when West Lancs Motor Club staged the Speed Trials on the Marine Drive on Sunday, 3rd March, in co-promotion with the B.R.S.C.C., Liverpool M.C. and Severn Valley M.C.

Blessed with glorious weather and a full entry of 75 competitors from as far afield as Reading and Dumfries, the meeting commenced with practising at 10.30 a.m. From the start it was obvious that the 90-deg. bend beneath the Pier was going to sort out the men from the boys. Early on Colin Johnson produced a glorious spin here in his Jaguar XK150, but put things right on his second run by putting up a creditable 37.3 secs.

John Scott-Davies was very impressive in his Lotus 17 and did 37.08 secs. at his first attempt; also impressive was E. Williams, from Bristol, in his Cooper-Climax (35.06 secs.).

In the second practice runs A. Lambe in his T.V.R. produced a prodigious spin to end up nudging the straw bales on the Pier bend. The Alta of J. Bateson did not appear for a second practice run, which was rather disappointing as this car cast one's mind back to pre-war racing days.

The ex-Reg Phillips Fairley-Climax, driven by Keith Moore, made a welcome re-appearance to sprinting—it became the eventual class winner, but only recorded 37.06 secs. at this stage.

Marked improvements over their first practice runs were shown by those getting their braking distance right for the Pier bend; notable here were J. Smith (Lotus 7), with an improvement of 3 secs., and Cedric Brierley (Lotus Elite), who shaved off 5 secs. The remarkable thing here being that Brierley did not produce a similar time in the event proper, yet he still won his class.

Dead on 2 p.m. car number 1, the Lotus 17 driven by John Scott-Davies, immediately set the pattern for the afternoon by knocking four seconds off his practice times, to produce 33.36 secs.

In class 2 for sports cars 1,001-1,600 c.c., D. Bridges (Lotus), Don Hill (Elva) and E. Williams (Cooper) all produced 34.00 secs. plus, but they were going to have to try very hard on their second runs to get anywhere near J. T. Butterworth (Lotus 23) who returned a fantastic 31.66 secs.

In class 3 C. A. Chrimes (Austin-Healey) was seen to be going very well (37.78 secs.), as was J. L. Charnock (Elva) who recorded 36.82. The first run time of J. G. Sharp (M.G.A.)—36.15 secs.—was never beaten, however.

There were only five cars in the up to 850 c.c. saloon class, all Morris Mini-Minors, except for Geoff Breakell (Austin 7) who easily won the class with 41.54 secs., nearest man being J. A. Buchanan-Morris with 42.66 secs.

Class 5, which produced the usual large entry of Mini-Coopers with a few Anglias thrown in, was dominated by Vic Cocker and Brian Redman, who returned 38.74 secs. Cocker's 38.42 secs., however, was not to be beaten.

In the 1,001-1,600 c.c. saloon class a husband and wife "battle" was going on (as

Results

B.T.D.: J. T. Butterworth (Lotus 23), 31.66 s. Best Novice: J. G. Sharp (M.G.A.), 35.87 s. Ladies Award: Mrs. J. Charnock (Elva), 39.21 s. Best West Lancashire M.C. Member: J. Scott-Davies (Lotus 17), 32.84 s. Best Liverpool M.C. Member: J. T. Butterworth (Lotus 23), 31.66 s. Sports Cars Up to 1,000 c.c.: J. Scott-Davies (Lotus 17), 32.84 s.; 2, J. A. Barratt (Lotus 7A), 35.23 s.; 3, J. Bentham (Lotus 7A), 36.59 s. 1,001-1,600 c.c.: 1, J. T. Butterworth (Lotus 23), 31.66 s.; 2, E. Williams (Cooper), 33.29 s.; 3, G. D. Hill (Elva-Climax Mk. 6), 34.39 s. Over 1,600 c.c.: 1, J. G. Sharp (M.G.A.), 35.87 s.; 2, J. L. Charnock (Elva), 36.23 s.; 3, G. Hoyle (Morgan), 37.41 s. Saloon Cars Up to 850 c.c.: 1, G. H. Breakell (Austin 7), 41.54 s.; 2, J. A. Buchanan (Morris Mini-Minor), 41.81 s.; 3, G. Woods (Morris Mini-Minor), 44.47 s. 851-1,000 c.c.: 1, V. Cocker (Mini-Cooper), 38.42 s.; 2, B. H. T. Redman (Morris Minor), 38.74 s.; 3, D. Flanagan (Mini-Cooper), 39.06 s. 1,001-1,600 c.c.: 1, M. Poole (Ford Anglia), 36.36 s.; 2, P. T. Middlehurst (Austin A40), 36.84 s.; 3, J. B. Pemberton (Mini-Cooper), 39.73 s. Over 1,600 c.c.: 1, C. H. Wild (Volvo), 41.82 s.; 2, J. A. Haworth (Ford Zodiac), 42.95 s. G.T. Cars. Up to 2,000 c.c.: 1, J. C. Brierley (Lotus Elite), 35.65 s.; 2, A. Lambe (T.V.R. Grantura), 35.70 s.; 3, N. H. Barnes (T.V.R. Grantura), 36.03 s. Over 2,000 c.c.: 1, E. P. Scragg (Jaguar "E"), 33.06 s.; 2, E. B. Wadsworth (Jaguar "E"), 34.84 s.; 3, K. Wilson (Jaguar "E"), 34.90 s. Racing Cars: 1, K. Moore (Fairley), 35.10 s.; 2, P. Williams (J.P. Special), 37.71 s.; 3, Dr. I. Entwistle (H.W.M.-Jaguar), 39.11 s.

usual). Phil and Cynthia Middlehurst (A40), and Syd and Mrs. Reakes (Anglia) were fighting it out, and didn't seem to notice that Mike Poole in the Performance Motors Anglia had slipped in a very quick 36.36 secs. to take the class.

John Scott-Davies in his second mount, a G.T. Sprite, produced the sensation of the day when he over-cooked it coming into the Pier bend, lost it, clobbered the straw under the Pier, spun out into the course again, and came to rest a very much wiser man.

No more of this type of excitement was seen again, but Phil Scragg took the big G.T. car class very efficiently with his E-type Jaguar, closely followed by Wadsworth and Wilson, who had travelled up from Bridgend, in similar cars.

The glorious weather, after the dreadful winter, made this opener to the Sprint Season a very enjoyable one for the competitors and officials, and the thousands of spectators who lined the kilometre course.

Let's hope next year is as great a success. At least it can now be said that motor sport has returned to Southport.

STAN CROUCH.

B.A.R.C. (N.W. CENTRE)

CHAIRMAN'S RALLY

WITH Rover works driver Ken James as clerk of the course, the competitors for this year's Chairman's Rally held on Saturday, 9th March, could expect a very interesting course. It was a route that included a fair share of metalled roads as well as the unmetalled, and the weather from mid-day onwards on the day in question did not improve the condition of the hazards, with the result that some competitors may well have had a not-so-interesting Sunday morning extricating their mounts.

The route was approximately 87 miles in length, covered by OS sheets 100 and 101, and it started and finished at the Park Hotel Netherton, near Liverpool. It extended as far into East Lancashire as Rivington Pike, providing a very interesting evening exercise for both drivers and navigators.

It is very encouraging to the organizers to see the number of first-timers on the increase and also the very creditable performances put up by some of the novices, in particular the effort of G. Frost and M. Daley who had a clean sheet for approximately 85 per cent. of the route, but unfortunately got rather bogged down between Halsal and Ainsdale and finished with a total of 880 penalty points. But in spite of the large score they finished in fifth position—a very creditable performance when one considers that the outright winner finished with a score of 130 penalty points.

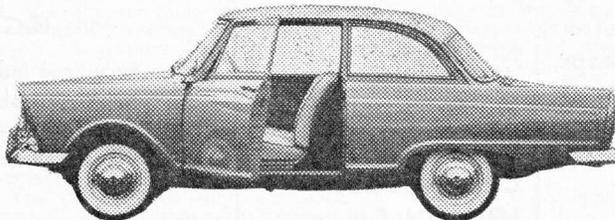
The short evening rally is obviously becoming an increasingly attractive event, and they are certainly providing a good training ground for the up and coming.

A. J. KEANE.

Results

1, D. Hanson/P. Hough (Mini-Cooper), 130 penalty points; 2, G. Randall/F. P. Cawson (Morgan Plus 4), 260. Open Class: G. Randall/F. P. Cawson. Novice Award: G. A. Gould/G. Oxendale (Austin 7).

DKW



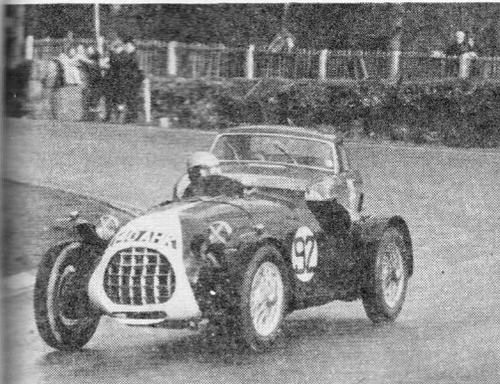
Safety & Comfort

A sturdy separate chassis allied to front wheel drive and independent suspension by torsion bars, gives superlative road holding qualities to the D.K.W. Junior. Inboard brakes, traditional German high standard of finish. Sporting performance in comfort for the family man. Best part exchange terms. Some works mileage cars available from £595.

AUTO UNION (GB) LTD.
GREAT WEST ROAD,
BRENTFORD, MIDD.X.
ISLewford 5341/5

M.G.C.C. (S.E. CENTRE)

BRANDS HATCH SPEED TRIALS



THE M.G. TF Special of B. C. Douglas rounds Druids with Robin Richards's M.G.B in hot pursuit.

THE morning practice session was run on a dry track in sunshine, with 99 starters in the sports, sports-racing, saloon and modified saloon classes. The organizers did a wonderful job of giving all competitors ample practice periods before lunch. Some of the newcomers to the circuit were seen to be learning to respect the limit of adhesion, the art of braking and gearchanging in the correct places and

Results

B.T.D.: M. J. Crabtree (Lotus 7), 2 m. 9.2 s. B.T.D. by M.G.C.C. Member in standard-bodied M.G.: J. Sharp (M.G.A), 2 m. 21.4 s. B.T.D. by standard-bodied T-type M.G.: W. J. Weston (M.G. TC), 2 m. 35.4 s. B.T.D. by pre-T-type M.G.: R. E. Davis (M.G. PB), 2 m. 42.4 s. B.T.D. by Lady: Miss G. Dollar (Austin-Healey Sprite), 2 m. 46.0 s. Production Saloon Cars. Up to 1,000 c.c.: 1, M. Davidson (Austin-Cooper), 2 m. 23.0 s.; 2, P. Albon (Austin-Cooper), 2 m. 30.4 s. 1,001-1,300 c.c.: R. Bell (Morris 1100), 2 m. 40.2 s. 1,301-1,500 c.c.: 1, P. Morris (M.G. Y-type), 2 m. 49.2 s.; 2, G. P. Evans (Hillman Husky), 2 m. 50.2 s. Unlimited: 1, J. B. L. Jacobs (Jaguar 3.8), 2 m. 37.0 s.; 2, D. Hadoulis (Jaguar 3.4), 2 m. 38.4 s. Production Sports and Modified Saloon Cars. Up to 1,000 c.c.: 1, C. N. Ramus (Austin-Healey Sprite), 2 m. 35.4 s.; 2, J. Pearce (Austin-Healey Sprite), 2 m. 37.6 s. 1,001-1,300 c.c.: 1, T. A. Crawford (Morris 1100), 2 m. 29.6 s.; 2, M. W. Winch (Simca), 2 m. 35.4 s. 1,301-1,500 c.c.: 1, D. Coleman (M.G.A), 2 m. 32.4 s.; 2, R. I. Diggins (Anglia), 2 m. 39.4 s. 1,501-2,000 c.c.: 1, J. Sharp (M.G.A), 2 m. 21.4 s.; 2, R. Richards (M.G.B), 2 m. 23.2 s. Unlimited: 1, P. S. C. Rose (Austin-Healey), 2 m. 28.4 s. Sports-Racing and Climax-engines. Up to 1,300 c.c.: 1, M. J. Crabtree (Lotus 7), 2 m. 9.2 s.; 2, B. R. Millbank (Lotus 7), 2 m. 15.2 s. Unlimited: 1, E. Price (Lotus 7), 2 m. 13.6 s.; 2, R. Rye (Lotus-M.G. Mk. 6), 2 m. 13.8 s.]

finding the quickest line through the corners.

The timed runs started promptly at 1 o'clock with Class A for Production Saloon Cars up to 1,000 c.c. This was a 100 per cent. Mini benefit with all the various versions. C. R. Wilson's Austin 7, although sounding very hot and noisy, was nowhere near as fast as Martin Davidson (Austin-Cooper) who recorded a very creditable time of 2 mins. 23.0 secs. on each of his runs to win the class by a substantial margin. The next class for up to 1,300 c.c. saloons was taken by Roger Bell in his Morris 1100 in a time of 2 mins. 40.2 secs. The 1,600 c.c. class produced a really close struggle for first place by Phillip Morris in his veteran M.G. "Y"-type saloon, which succeeded in taking the class from the very

innocent-looking Hillman of G. P. Evans by a mere second in 2 mins. 49.2 secs. which improved on the Volvo's and VW's times by almost 10 secs. The unlimited saloon class went to J. B. L. Jacobs (Jaguar) in 2 mins. 38.2 secs. in a very wet run. The first of the Production Sports Car classes—up to 1,000 c.c.—was also run on a very wet track and went to C. N. Ramus (Sprite) in a time of 2 mins. 35.4 secs. In the class were two beautifully prepared M.G.s of the 1930s: B. A. R. Dermott's PA and Michael Hawke with his well-known J2. The class for 1,300 c.c. sports cars was won by T. A. Crawford in a modified Morris 1100 in 2 mins. 29.6 secs., beating Maurice Winch's Simca which
(Continued on page 365)

WILSHIRE TROPHY TRIAL

ON 3rd March, the Wilshire Trophy Trial commenced in bright sunshine at 11 a.m. at the Egerton Arms. This Mid-Cheshire Motor Club Championship-qualifying event attracted 33 entries and there were only two non-starters: Peter Highwood and Stephen Clipston.

After a road section of about two miles, the cars entered wooded land for the first six sections. Several made clean climbs on the first section, which comprised a right-hand bend soon after the start followed by a straight dash to the finish, all of it being on loose soil.

Nobody was clean on the second, a leaf-mould-covered slope with a hump half-way which stopped most of the entry. The third was twisty on ice and snow and two made clean runs after most creditable performances: Tony Marshall and Ivor Portlock.

The fourth section was uphill between gorse bushes on pure snow. Delicate throttle control was deemed necessary, but nobody cleaned it. Best climb on the fifth hill was by Ivor Portlock, who stopped at marker 4, this being a twisty ascent through ferns and leaf-mould.

Several were clean on the sixth, which was a twisty ascent through sand, ferns and leaf-mould, but the seventh was even twistier and the start area turned to solid ice as the top was worn off. None was clear.

Straight and steep was the eighth hill, on grass, stubble and leaf-mould—all frozen. Tony Marshall made the best climb, failing at marker 2. Marshall also made the best climb on section nine, failing at marker 3, this being a straight and steep ascent on snow.

Edward Harrison's turn came on the next hill, a twisty section on snow and leaf-mould. He reached marker 4. None was clear on the eleventh section either, while the last was a fairly straight affair with a wall on one side. It started on snow but then continued on mud and grass. Frank Lewis made the best climb here, reaching the sixth marker.

The lunch stop followed after sections 1-6 had been repeated and then after refreshment had been taken, sections 1-6 were repeated yet again, while 7-12 were run twice, which made 36 sections in all.

The position at the half-way stage was: 1, Tony Marshall, 87 points lost; 2, Ivor

Portlock, 89; 3, Lol Hurt, 99. R. A. Jager, who has performed well in recent trials, retired at the lunch stop with a broken wheel.

During the afternoon Ivor Portlock retired with a broken differential after section 21, when he was only eight points behind Marshall. D. Bratt retired after section 30 and the only other retirement was the Austin Special of K. G. Rowlands who gave up in the morning, his car being more suitable for Production Car Trials. A.S.A.

Results

1, T. A. Marshall (Cannon), 171; 2, L. Hurt (Ford Special), 178; 3, E. Harrison (Harford), 194; 4, E. J. Chandler (Chandler), 200; 5, M. J. Eaves (Cannon), 207; 6, C. W. Pollard (Cannon), 214; 7, G. D. Hobson (Cannon), 215; 8, F. T. Lewis (Ford Special), 216; 9, D. J. Rawlings (Cannon), 217; 10, D. W. Allen (Cannon), 217.



THE CANNON of A. F. Robbins seems as though it is about to attack one of the marker posts during the Mid-Cheshire Motor Club's recent Wilshire Trophy Trial.

LOTUS have been co-operating with FORD

A new sensation for the family motorist. The Special Equipment Lotus Developed Cortina provides a new conception in performance motoring without detracting from day to day utility. For high-speed touring or just shopping the extra b.h.p. from the Special Equipment engine, adjustable shock absorbers, Dunlop SP tyres, safety belts and many other detailed refinements make the Special Equipment version of the Lotus Developed Cortina a very desirable motor car. Acceleration times of 0-60 m.p.h. in 7.5 secs. and 0-80 in 14.1 secs.

are truly startling. Why not telephone the factory to arrange a demonstration run?

Part exchange, insurance and finance facilities exist within our factory sales department. Write now for full details.

Complete price of Lotus Developed Cortina fitted with Special Equipment Conversion £1,166
Supplied as separate item for the Lotus Developed Cortina £99 12 6

LOTUS FACTORY SALES DEPARTMENT,
DELAMARE ROAD, CHESHUNT, HERTFORDSHIRE. WALTHAM CROSS 26181

AUSTIN-HEALEY 100-Six of A. Stephens, having gone round the marker barrel at Sear, rushes back again towards Riches Corner.

ALTHOUGH it was not the first sprint of the year—Southport held theirs a week earlier—the Cambridge University Automobile Club's Snetterton Sprint last Sunday was nevertheless equal first in the south with Brands Hatch. The meeting was held in weather conditions that varied from warm and sunny to downright wet and windy, but the competitors enjoyed an interesting day's sport that was witnessed by an admirable array of spectators.

The special sprint course started in front of the pits, went through the right-hander at Riches and up to a point just before Sear Corner where a marker barrel had to be circumnavigated in order that the competitor should find himself back at the start line in the least possible time. Immediately one car completed the course, the next competitor could commence operations—a procedure that meant the day's sprinting ran slickly, as befitting a meeting run by young enthusiasts.

Practising was enlivened by spinning Sprites, while even in the event proper some of the 92 competitors were rather too enterprising after the long, cold wait since motor sport ceased last year. Incidentally, the recent cold spell does not seem to have harmed Snetterton's surface to a great extent, which is a good thing. Unfortunately the Bramley 750 Special blew-up in an almighty fashion in practice, while the interesting MAG Special could not be persuaded to start.

Despite a beautiful spin at Riches during his first run, Dickie Stoop had his faithful old Porsche Carrera fully wound-up later and he stormed around the course in a remarkably short space of time—54.9 secs.—which earned him B.T.D. by a good margin. Tom Threlfall's



SPRINTING AT SNETTERTON

Cambridge U.A.C. Speed Trials

white Elite sounded very crisp, yet Tom could only manage 57.1 secs. to be second in his class to Stoop. Seen in this class was John Haden's M.G.A., this being the B.M.C. works car used in the 1962 Monte Carlo Rally.

Minis manifested themselves so much so that they gained four class awards! Quickest was young Nick Porter's Downton-tuned Austin-Cooper, which recorded 60.75 secs., and he beat no less a gentleman than Johnaley who tied for second place with J. V. Terry. Incidentally, Johnaley was unable to drive his new mount—a Sebring Sprite—as it was not quite ready.

John Corfield's Terrier deservedly won the 1172 and 750 Formulae class after a very neat run. The ex-Mike Eyre Pegasus was seen in this class in the hands of its new conductor, R. H. Sussams. W. H. Summers drove an immaculate 1750 Alfa Romeo to win the vintage award.

Last year's meeting saw the début of Peter Westbury's Cooper-Daimler. Unfortunately, there were no interesting single-seaters to be found this year—not even a Jim Russell Junior!—and the class went to J. R. Axon's 500 c.c. Kieft-J.A.P. with a time of 68.05 secs.—a time that does not compare favourably with most of the Minis!

After a protest, the Fibrepair-entered Lotus 7 G.T. of Richard Seth-Smith and M. J. Donegan was removed from the G.T. class to the sports-racing division (it is not yet homologated and this one had a full Junior engine!). During the runs this car gained control from its driver at Riches on the way back to the start line, this, unfortunately, spoiling what would have been a very fast run.

Apart from the time when a rabbit invaded the course and had to be tempted away, the event ran very smoothly, though it was a pity that several of the fast cars had both their runs on a wet track. Cambridge won the Inter-Varsity award—though they were opposed by only one team, a team from Edinburgh!

MICHAEL KETTLEWELL.

Results

B.T.D.: J. R. Stoop (Porsche Carrera), 54.9 s.
B.T.D. by Resident C.U.A.C. Member: W. B. Jenkins (Elva Courier), 60.4 s. B.T.D. by Veteran C.U.A.C. Member: P. A. Doughty (Ford Capri), 63.85 s. Team Award: Team Peterborough—J. Corfield (Terrier Mk. 2), M. Garton (Austin-Healey Sebring Sprite) and J. N. Jibb (M.G. Midget). Inter-Varsity Team Award: Cambridge "B"—W. B. Jenkins (Elva Courier) and C. H. Blyth (Austin-Healey). Saloon Cars. Up to 1,200 c.c. Group 2 and Group 1 Cooper-Minis: 1, C. A. B. Saunders (Austin-Cooper), 67.15 s.; 2, G. Line (Austin Mini), 67.2 s. Unmodified 850 Minis: C. Pickering (Morris Mini), 74.25 s. Up to 1,200 c.c. Group 3 and Group 2 Cooper-Minis: 1, N. Porter (Austin-Cooper), 60.75 s.; 2, J. V. Terry (Austin-Cooper) and J. R. Aley (Austin-Cooper), 62.15 s. 1,201-1,600 c.c.: P. A. Doughty (Ford Capri), 63.85 s. Over 1,600 c.c.: W. B. Fowler (Jaguar 3.8), 64.9 s. Production Sports and G.T. Cars. Up to 1,150 c.c.: 1, A. W. Blore (Austin-Cooper), 63.5 s.; 2, M. Garton (Austin-Healey Sebring Sprite), 63.8 s. 1,151-2,700 c.c.: 1, J. R. Stoop (Porsche Carrera), 54.9 s.; 2, T. J. Threlfall (Lotus Elite), 57.1 s. Over 2,700 c.c.: C. G. Cray (Austin-Healey 3000), 59.1 s. 1,172 and 750 Formulae: J. Corfield (Terrier Mk. 2), 57.55 s. Sports-Racing Cars. Up to 1,151 c.c. and Lotus Sixes and Sevens: R. M. Terry (Lotus-Climax 7), 56.85 s. Unlimited and Racing Cars: J. R. Axon (Kieft-J.A.P.), 68.05 s. Vintage Cars: W. H. Summers (Alfa Romeo), 69.85 s.



TAURUS MINI-COOPER of B. M. Brown leaves the starting line. The track was wet for most of the event.

SEE THE MOST ADVANCED MG AT UNIVERSITY



—the
MG
1100

With transversely mounted twin carburetter, 1100 c.c. engine and front-wheel drive, the revolutionary MG 1100 achieves a masterly combination of performance, economy and spacious comfort. Many special features include entirely new hydroelastic 'fluid-smooth' suspension; front-wheel disc brakes; rubber-mounted body; wide vision; luxury finish; large boot capacity. See this most advanced MG of all time at University NOW. £714 inc. P.T. (4-door saloon). Part exchange, hire purchase, gladly arranged.

UNIVERSITY MOTORS LTD.

SOLE LONDON MG DISTRIBUTORS

Tel: GROsvenor 4141

OXFORD UNIVERSITY M.D.C.

TARGA RUSTICANA RALLY

Pat Moss Wins a Tough Event

THE Targa Rusticana was notable for the completely novel system of timing introduced. Each control carried an accurate clock which was preset so that each competitor was due at each control at the same time. For example, car number 1 left the first control at 00.01 as shown on the marshal's clock. The time allowed for the first section was 10 minutes and the clock at control number 2 was set back 10 minutes from the clock at control number 1 so that the first car was also due at control number 2 at 00.01.

From the start at Vincent Greenhous Garage, Welshpool, competitors were led away on a neutral section to the south of the town. The first section to Trefnant Hall involved the use of a white road unknown to most competitors and set the pattern that was to follow throughout the night. A 3 minute section to control 3 was followed by a neutral section through Berriew. All towns and villages on route were neutralized in order to avoid inconvenience to residents, and timing on these sections was generous, there being penalties only for taking less than the set time but no penalties for exceeding it.

The 12 minute section from control 5 to control 6 accounted for a good many clean sheets and involved using the white road running north-east from I24012. This was marked as a non-goer on almost every map, but, although it was deep in snow, it was passable. At the front of the field John Sprinzel/Elma Lewsey got their Ford Anglia snowed under with the result that most of the ensuing queue of cars were late. Sections 7 and 8 were also long, but there was little time to hang about since all except main roads were covered in hard packed snow with the occasional patch of sheet ice and most were badly rutted. Many of the roads were reminiscent of the Cresta Run where snow ploughs had pushed the snow into vertical banks 6 ft. or 7 ft. high on either side of the road.

The first half continued with quite long sections, but with cars well spread out. Section 21 saw the Vic Elford/Sam Actman Vitesse spin between impossibly narrow snow banks and become firmly wedged across the track. It was 10 minutes or so before the next cars arrived on the scene headed by Pollard/Baines (Rapier), Seigle-Morris/Erwin (Cortina) and Douglas Wilson-Spratt, whose Ferrari-looking Sprite looked most unhappy on the rough packed snow.

Except for about the first five cars, section 28 wrought havoc amongst the entire entry. Going south from 044157 was an almost unclimbable hill and, despite intensive gritting operations, by the time the first few cars had got up the road was like a sheet of glass. Many locals were amusing themselves here by climbing into the boot of each car and helping to bounce it to the top! This did not work with either a Mini or a Vitesse—the former, of course, because it has the boot the wrong end and the latter (at least, those with decambered rear suspension) because the additional weight simply pushed the wheels firmly against the body!

By the time the petrol halt was reached, at Llanfyllin, the only car clean was the incredible Pat Moss, navigated impeccably by David Stone) who incidentally, will be joining Vic Elford in the Triumph works team for future international events this year. Pat was carrying a passenger in her Ford Anglia in the shape of "the man from the Pic" and one wonders how many spare pairs of trousers he must have had stowed away in the back seat for use in cases of emergency!

The second half followed much the same pattern as the first but the sections started closing up and were shorter and tighter than the first half.

The notorious ford at 130247 was not as bad as usual although many competitors decided not to risk it and by-passed that section.

From control 43 onwards the route suddenly threw everything at competitors and the first casualty just north of Trefnon Hall (248264) was the pilot car! Richard Martin-Hurst and John Brown were preceding the field in a Land-Rover carrying a master clock in order that checks could be made at each control. They slid into a ditch where the Land-Rover became firmly wedged—and they became the first crew to use the S.O.S. card system they had so cleverly devised! This was a splendid idea whereby each competitor carried a card headed S.O.S., and in the event of retirement *en route* the card was filled in with the competitor's number and position, handed to the first following competitor who, in turn, handed it to the next control.

Section 46 and the steep hill at 255283 caused some embarrassment to many people as it was covered in sheet ice and offered no grip at all. On arrival at the right-hand bend at the bottom the early cars used the snow bank to steer themselves, which was fine until the inevitable happened and someone got stuck on the bank. The snow was dug away by enthusiastic spectators with the result that following competitors having no steering grip just vanished off the road at the point where the snow bank had previously been.

The sting in the tail from control 54 to 55 through the slate quarries at Bank Farm, just south of Llangollen, was not as painful as intended as the marshal at control 54 had himself got snowed under on the way to man his control. So from the slate quarries the depleted battered convoy finally came to rest in Llangollen. Pat Moss/David Stone put up a superb performance to lose only 8 minutes, although all but about the first half-dozen cars suffered baulking and hold-ups whenever an incident occurred anywhere in front of them and it was by no means unusual to see a dozen cars waiting patiently for their turn to try to rush a tricky ice-covered hill.

VIC ELFORD.

Results

1. Miss P. Moss/D. Stone (Ford Anglia 1200), 0 fails, 8 points;
2. A. Fisher/B. Melia (Mini-Cooper), 0, 30;
3. P. Simister/G. Robson (Allardette 1340), 0, 45;
4. R. D. Broad/Mrs. A. Taylor (Morris 1100), 0, 52.

RUSTICANA RUMBLINGS

OFFICIAL starter was Eric Carlsson, using a chequered flag to send competitors on their way. . . . Eric and Stuart Turner were observing the rally from a Ford Thunderbird, which arrived brakeless at the start and was hastily equipped with brakes from a Bedford truck by the staff of Vincent Greenhous. . . . Ninety map references giving the positions of blocked roads were issued to competitors to avoid unnecessary wrong-slotting.

Brands Hatch—continued

recorded 2 mins. 35. 4 secs. The 1,301-1,500 c.c. class went to D. Coleman on his first run time 2 mins. 32.4 secs. Then to the battle in the 1,501 to 2,000 c.c. class, which was finally resolved by an extra run to decide the tie between Robin Richards and John Sharp, the former with his Monte Carlo M.G.B and the latter with an M.G.A with an 1800 engine. Both had recorded 2 mins. 23.2 secs., but John Sharp managed to improve on his, winning the class in 2 mins. 21.4 secs.

Now to the sports-racing cars up to 1,300 c.c. In a beautifully driven run, M. J. Crabtree with a Lotus 7 recorded 2 mins. 9.2 secs., which was 6 secs. better than Roy Millbank in a similar machine, and thus secured B.T.D. The over 1,300 division went to Douglas Price in a Lotus 7 in 2 mins. 13.6 secs. followed extremely closely by R. Rye in 2 mins. 13.8 secs., both times recorded on their first runs.

Two extremely heavy showers made conditions very treacherous with Bottom Bend almost completely under water at times, and it speaks very highly of the standard of driving to report that the day passed through with only two spins, both without any ill effect, and the meeting went through without a hitch to finish at 4.55 p.m., with duplicated results of all competitors available by 5 p.m.

ROD WILLIAMSON.

AUTOBOOKS

80 BENNETT ROAD, BRIGHTON, SUSSEX.
AUTOMOBILE YEAR No. 10.

The well-known features of this book, Cars of the Year, Race Reports and technical data of the year's cars, lap charts, etc., again appear with the usual high degree of production and accuracy for which this book is famous. As usual, a proportion of this book is devoted to articles of current motoring interest. This year the standard of authorship and the choice of subjects is above average. Most important of these is a detailed HISTORY OF ALFA ROMEO; also of great interest are the articles on the growth and development of the Grand Prix Engine over the last sixty years, latest information on the development of the Wankel engine, and a survey of the Japanese motor industry. 216 pages, 11" x 9". Price 54/- (\$7.80)

AUTOCOURSE 1962/63

To look back on the year's motor sport one requires a really detailed record of the events, happenings and developments. As far as the racing enthusiast goes Autocourse can claim to have reached the pinnacle in this field. Much of the information in this book is exclusive, the reports of all races being in the greatest detail. A great feature of this book is the extending lap charts which prove most useful when following a race on paper. 250 pages. Price 39/- (\$5.60)

BRITISH RACING DRIVERS' CLUB SILVER JUBILEE BOOK

This book, published on the occasion of the Silver Jubilee of the B.R.D.C., is a limited edition of 2,500 copies, each copy numbered. To date this unique book has only been available to members of the club. However, AUTOBOOKS can now by special arrangement offer 250 copies only of this superb book for sale to the motoring enthusiast at large. Below are a selection of the headings of the articles contained in this book:—

THE BENTLEYS AT LE MANS by D. J. D. Dangerfield. SOME THOUGHTS ON GRAND PRIX RACING BY Lord Brabazon of Tara. BRITISH CARS IN THE MILLE MIGLIA by Count Lurani. THE BROOKLANDS LAP RECORD AND THE WORLD'S LAND SPEED RECORD by John Cobb. MOTOR RACING WITH M.G.s by K. Evans. THE STORY OF ERA by H. W. Cook as told to S. C. H. Davis. SPECIALS by John Bolster. MOTOR RACING AS I SEE IT by Stirling Moss. RACING CAR DESIGN 1925-1951 by A. G. D. Cleese. TUNING A SPORTS CAR by R. R. Jackson. RACE ORGANISATION by Desmond Scannell. A very high quality book bound in half leather containing 215 pages, 10" x 8" and 60 full page and half-page plates. Price 30/- (\$4.30)

THE AUTOMOBILE BOOK by R. Stein

It is absolutely splendid. It measures 11" x 8" and contains an enormous number of illustrations, ranging from old prints of steam coaches to photographs of modern racing cars in action, collected from all over the world. Many of them have not been seen in this country before, and the editor, Mr. Stein, has assembled authoritative contributions from writers in France, Britain and Italy. Mr. Stein is well qualified for the job; he has read all the right books and seems to have ignored all the wrong ones, he is a great enthusiast who has been collecting good cars for about 30 years, he has been right at the heart of the modern American sporting renaissance, and most important of all, he can write. A good many of the photographs are reproduced, in the most superb colour, across two pages of the book, and they are quite certainly the best thing of their kind; and the text is good. If "Automobile Book" cost seven guineas, it would still be worth the money, but at 52/6 it is something that even the most poverty-stricken enthusiast must have. 320 pages, 11" x 8". Price 52/6 (\$7.50)

OUR CATALOGUE FREE ON REQUEST

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME: Tuesday 10 a.m.

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

ABARTH

SHORT of cash!!!—See "Wanted".

A.C.

A.C. ACECA. One owner, 30,000 miles, reg. July 1960, used as second car. Every extra inc. overdrive, lamps, etc. Green—Offers to P. Sutcliffe, Greystones, Birkby, Huddersfield. Phone 479.

A.C.EA-BRISTOL 100D. 1958. Immaculate in metallic blue with dark blue upholstery. Engine completely overhauled at A.C. Cars recently (crank reconditioned at Bristol Cars). Rear suspension, front suspension and steering also overhauled, replacing all worn parts including new steering box. Brake system renewed throughout, linings, cylinders, drums, flexible pipes, master cylinder, etc. New clutch unit complete fitted with engine, also master cylinder. Starter armature overhauled. All tyres are in excellent condition. H.M.V. radio and electric washers. New petrol tank. New rev. counter and speedometer. Over £400 has been spent by me in last 14 months, bringing this car up to present condition which will stand comparison with any Aceca-Bristol of any age. £875.—Hunt, 37 Beech Hill Road, Sutton Coldfield, Warwickshire. ERDington 0627.

ALVIS

ALVIS, 1954, Greylady convertible TC 21/100. £500 o.n.o. will effect reluctant sale.—KNightsbridge 6223 (day).

ASTON MARTIN

1955 DB2-4, 3-litre Vantage engine, chrome wire wheels, unmarked inside or out. £795.—Enquiries: Lee's Motors, Ltd., Caerphilly, Glam., S. Wales. Tel.: Caerphilly 2029.

AUSTIN

1958 (DEC.) A40 new Speedwell Super Sport engine and c.r. gearbox, roll bar, rev. counter, etc. £340 o.n.o.—Phone: Roger Bunting, Harrow 6225.

AUSTIN-HEALEY

AUSTIN-HEALEY BN1, 1955, blue, 4-speed gearbox with overdrive, balanced engine, heater, new batteries, £290.—Box 8793.

A.LLOYD-BODIED Sebring G.T. Sprite, dry weight under 11 cwt. Full Racing spec. F.J. Don Moore engine, 3,000 miles only since built. Needle-roller c/r gearbox, nine-spring racing clutch, disc brakes, 60-spoke wire wheels and D12 racing tyres, electronic 8,000 r.p.m. tachometer, 70-litre alloy fuel tank with 4-in. filler, twin SU pumps, special competition suspension, anti-roll bar, Panhard rod, lightweight, upholstered fibreglass bucket seats. Finished B.R.G. Car was 1962 Racing Car Show exhibit. Successful season incl. 2nd in 1,000 c.c. sports-racing class Nürburgring 1,000 kms. Now prepared for 1963, excellent condition. Top and bottom inspection and test available genuine enquirers. Sale entirely due business commitments. £750 cash. Spares and trailer available.—M. Reid, 32 Mill Road, Christchurch, Hants. Tel. 3.

THE HEALEY CENTRE

offer

3000, July 1960, overdrive, wire wheels, heater, hard top, brake servo, etc. One owner, white/black £645
100/6. Heater, wire wheels, radio. Just resprayed red £450
Le Mans Kits for BN1 and BN2 £35
Specialist Tuning and Service for Austin-Healeys. Open all day Saturday.
17 Winchester Road, Swiss Cottage, N.W.3.
Tel.: PRImrose 9741.

BUILT October 1961. Special Ally Bodied Coupe Sebring Sprite, with fibreglass bonnet and lightweight doors and boot lid. Girling disc brakes front, and 8 in. rear drums, wire wheels, Duraband 520/13 tyres. Full B.M.C. F.J. Motor, B.M.C. Mk. II gearbox. Safety belts, wood rim steering wheel. For a more detailed list of extra modifications, ring:—Leighton Buzzard 3574.

SPRITE Mk. I, 1960, new hood, new clutch, reconditioned gearbox, heater, tonneau, X tyres. £370 o.n.o.—Phone: Langley Mill 2301.

SPRITE, 1960, GT hard top, Sprinzel bonnet, heater. Complete respray. Immaculate, 20,000 miles. £385.—TEDdington Lock 2071, evenings and week-end.

1962 SEBRING Red alloy/fibreglass, F.J. motor, discs, wires. £800.—Box 8802.

1961 G.T. SEBRING SPRITE, blue alloy body, F.J. engine, w/wheels, disc brakes. £785.—Box 8803.

1960 AUSTIN-HEALEY SEBRING SPRITE, 997 c.c., fitted with Sebring 997 c.c. race engine, highly modified with every extra. For further information please ring:—Leighton Buzzard 3574.

1959 AUSTIN-HEALEY 3000 2-4-seater, fitted Rudd 3-carburettor conversion, overdrive, Servo disc brakes, heater, radio, screen wash, fog light, sports steering wheel, modified exhaust, rev. counter, oil radiator cooler, an opportunity at £690, to motor at 130 m.p.h.—Stoneygate Garage, Leicester 73539.

1957 100/6, BN4, overdrive, wire wheels, Konis, X's, new hood, heater, resprayed ice blue. £450 o.n.o.—Grayson, Tel.: Lincoln 25261 office hours.

1957 100/6. Overdrive, radio, tonneau, excellent order. First offer over £380 secures.—Dovey, Datchet 239.

BERKELEY

1960 Berkeley B.105. Fixed head with tuned Royal Enfield engine, 692 c.c. Ex works, rally car, many extras, excellent performance. £289.

MANTLES GARAGES LTD.,

Biggleswade 2056.

CITROEN

CITROEN DS19, 1957, series. Pale primrose with black roof. Fully automatic with power steering/brakes, etc. Would part exchange for good sports or Mini. £399.—Mr. Churchley, 824 Stratford Road, Solihull, Warks. SH1rley 1645.

COOPER

MK. V. COOPER-J.A.P., 998 c.c., racing twin. plenty spares, ready for sprints and hill-climbs now, new tyres, clutch, etc. Recent complete overhaul. £325.—Collinge, c/o R. Thornton, Ltd., Cleckheaton, Yorks. Tel. 2273.

QUICK SALE. Cooper Junior, 1961/62, works built, five-speed gearbox, new condition, spare rear wheel and parts, reasonable price, available London now.—Tel.: HILLSide 8938.

ELVA

ELVA Mk. 6 Sports-Racing car. Never been used. Coventry Climax 1,098 c.c. engine, Stage 4. £1,100 o.n.o.—Tel.: Caerphilly 2029. Lee's Motors, Ltd., Glamorgan, S. Wales.

FERRARI

E.P.I. CARS, Eastern Street, St. Leonards, Sussex. Tel.: Hastings 28619. Offer a very lovely 250 G.T. Ferrari in red, low mileage, one owner, and never been raced. As new condition throughout. An opportunity to acquire one of these fabulous cars at a very reasonable price. £1,985.

FIAT

UNITY MOTORS

offer

1958 600 Convertible. Speedwell conversion, radio £265
1960 600 saloon £320
1961 1100 saloon £465
1961 (Regd.) 1100 Spyder Sports. Hard and soft tops. Immaculate condition. R.H.D. Offers over £550

All with three months labour and parts guarantee.

Also all new models.

Spares : Service : Repairs.
 42/5 The Avenue, Egham, Surrey.
 Tel.: Egham 4255.
 Open until 8 p.m. Fridays.

FORD

COMplete set of Cortina brake drums and assemblies, fitted VG95 linings. Suitable for Anglia, £20. 105E F.J. cylinder head, big valves, etc., £25. Subsidiary petrol tank, £5. Oil pressure and water temperature gauge, £3. Sundry electrical equipment.—Apply: R. C. Neal, The Barrons, Park Road, Hagley, Worcestershire.

FORMULA JUNIOR

KIEFT, Phase II. Built 1961. Rear-engined, 85 b.h.p., Ford 105E. £450. Trailer available.—Enquire: Dinas Powis 2134 (Glamorgan).

LOTUS 18, Holbay 1,100 c.c., 95 b.h.p. engine, Lex Frank Gardner. Very fast and successful club racer. Two 2nd places at Silverstone and fastest lap Goodwood B.A.R.C. in last meetings of 1962. Real giant killer, rebuilt for this year's racing, but owner tempted to buy new Brabham. £650 o.n.o.—Tel.: EALing 0094.

1960 B.M.C. front engine Elva F.J. New rear tyres, clutch, battery, etc. Resprayed. Immaculate, £300. Suitable 1172 Monoposto, less engine, gearbox. £220.—Revell, 152 Cublington Road, Leamington Spa, Warks.

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.

GRAN TURISMO

RRACE, rally or shop in 2-litre G.T. Wire wheels, disc brakes, de Dion rear end, 26 m.p.g., B.R.G., four excellent seats, never raced, under 20,000 miles, Peerless. £445.—Tim Ely, Blair Athol, Otland Chase, Weybridge, Walton-on-Thames 20942.

HILLMAN

HILLMAN, 4-speed converted Minx IIB, 1962. Twin SU 1½, six-branch manifold, straight-through exhaust, modified suspension, wood steering wheel. £470 o.v.n.o.—Goldring, 18 Gladstone Court, Cricklewood, N.W.2.

JAGUAR

XK 140 'S' TYPE JAGUAR

Fixed Head Coupé, 1956, B.R.G., green leather upholstery, fitted green tartan loose covers, new carpets, 'C' type engine, fitted overdrive, silver wire wheels, Konis shockers, radio, heater, screen washers, spot lamps, twin exhaust, R.S.5 tyres, outstanding condition, used as second car to Mini. £395.

Norton, 89 South Road, Haywards Heath
 Phone 313 day, evenings Lindfield 3309

XK 150. F.H.C. Fitted with three 2-inch SUs, gas-flowed head, 9:1 pistons, "D"-type crankshaft and rods, special flywheel and competition clutch, leadindium bearings, close-ratio gearbox, modified suspension, discs and wire wheels. This fantastically fast car is finished in B.R. Green with natural hide interior. £495. Part exchanges.—Gerards Cross 2240.

JAGUAR Mk 9, May 1959, power steering, overdrive, disc brakes, radio, only chauffeur driven from new, genuine 30,000 miles, superlatives cannot describe the immaculate condition throughout, £595.

JAGUAR 2.4, April 1958, overdrive, disc brakes, the bargain of the year at £500.

JAGUAR XK150 or **XK140** wanted, body damaged, or needing mechanical attention, must be repairable proposition.—Carlton Motors, 140/4 Bordesley Green, Birmingham 9. VICTORIA 6125.

XK 120 F.H.C., 1954, heater, radio, power brakes, low mileage. This car has been most carefully maintained and never thrashed or crashed, £340.—Phone Farey, Albrighton 393, Extn. 268.

1959 XK 150 F/H coupé, B.R.G., wire wheels, overdrive recent engine overhaul by Jaguar agents. £595.—Caterham Car Services, Dial C.A.4. 2381.

LANCIA

LANCIA Aurelia 2500 G.T. B20 series. In British Racing Green Right-hand drive. Floor change. Michelin X. In pristine condition. £450!—Wilde and Bennett Ltd., Woolley Bridge, Hollingworth, Hyde. Tel.: Glossop 2902-3; after hours, 2356 and 2656.

LOLA

LOLA SPORTS offered for sale. Climax 1,220 c.c. Stage 4 Tune. Latest 5-speed gearbox and adjustable suspension and wishbones, D12s; 11 awards last season. Being prepared for coming season.—Waters, 15 Little Portland Street, London, W.1. MUSEUM 3759.

LOTUS

1963 LOTUS ELITE KIT

Brand new special equipment model.

Red, silver top, black upholstery.

For sale due to change of plans. Bargain at **£1,000**. Box 8820.

EX MIKE PARKS 1960 Le Mans Elite. 1,000 kilo class record-holder until 1962. This extremely fast car, overhauled and resprayed, is ready for a full season's racing. With host of spares and Parker de luxe trailer, £950.—Southall 5287 (business hours).

LOTUS Elite, 1960, factory built. Full stage two Brabham-balanced engine, close-ratio gearbox, Pirellis, seat belts. Not raced or rallied. £820.—Andrew, Stone Lodge, North Holmwood, Surrey (Dorking 4695.)

LOTUS Elite, Stage II, Nov. 1959, in superb condition, engine recently completely rebuilt. Brand new Pirellis. This is a beautiful motor car, offered at £795.—Coe and Kirby, 584 Garages Ltd., Kingsbury, N.W.9. WORDSWORTH 8821.

LOTUS Elite, rad., 8,000 miles, Stage III ZF gearbox, Cinturas. £950.—Alexis Cars, 763 Alum Rock Road, Birmingham 8. EAST 2665.

LOTUS VII fitted 1098 Climax II, de Dion rear, Sprite II gearbox. Successful sprint car. £400.—Davey, Devon Motors, Exeter 77266.

LOTUS 7 B.M.C. 997 Junior engine, c.r. gears, wire wheels, R5s. Ready to race or fast road car. £395.—Phone: Hillside 1173.

LOTUS Seven. Attention, bargain hunters. Above fitted with wire wheels, fully tuned engine. Wood wheel, chrome exhausts, new "X"s, etc. Finished in polychromatic blue with black hood. At £295.—Monkspath Garage Ltd., 824-826 Stratford Road, Solihull, Warks. SHIRLEY 1645, inc. all week-ends.

LOTUS Mk VIII. Modified 1500 M.G., 85 b.h.p., de Dion rear end, Alfin drums. Very attractive aerodynamic Costin designed body in B.R.G. Beautiful condition and a rare example of its type. Full windscreen and hood, which are available, make this into a high performance road car, £299.—Cheam, Surrey. VIGILANT 9780.

LOTUS XI. Stage 2 Climax, "A" Series, c.r. box, de Dion, discs, alloy calipers. New tyres and battery. Very good order throughout. £360. Terms or exchanges.—John Ward, Mount Street Garage, New Basford, Nottingham. Phone: Nottingham 73224.

MARCH 1962 Elite, genuine 8,000 miles. Cost £1,750. Haggle around £1,100. Genuine 38 m.p.h., 130 m.p.h.—LEE Green 2573.

1961 LOTUS ELITE, yellow, Stage 3 engine, ZF gearbox, brakes servo-alloy. Car also has set racing tyres and wheels plus many spares. £1,000 o.n.o.—Tel.: Caerphilly 2029. Lee's Motors, Ltd., Glamorgan, S. Wales.

£425 LOTUS Mark X Aerodynamic two-seater sports fitted with Bristol B.S.4 Mark II engine. Disc brakes all round, de Dion rear end. Ideally suitable for sprint, hill-climbs and very fast road use. Ex C. Davis.—New Cross 7433.

88 B.H.P. 105E Lotus Ford, 997 c.c. engine recently completely overhauled by Cosworth. Close ratio gearbox, 2 different ratio axles, magnesium wheels, Dunlop R5s, sprayed dark blue with full road equipment available. Ready for complete season's racing. Offers around £490 mark.—Phone: Epsom 3264 (after 6 p.m.).

WANTED.—1,100 c.c. Cosworth Seven complete with all race mods. "Bill Morgans," please get in touch. Cash.—Ring: Itby (L'pool) 2920.

MARCOS

MARCOS CARS LTD. SALES AND SERVICE. Manufacturers of the Marcos G.T. and Spyder, demonstration by appointment of our race-proved Marcos. Personal attention at all times.—Tel. or write: Greenland Mills, Bradford-on-Avon, Wilts. Tel. 2279.

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. including M.G.B. and "1100".—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

TOULMIN MOTORS (1962) LTD.

Proud Members of the Performance Cars Group. SPARES—REPAIRS—SERVICE. M.G.S. ONLY. 343 Staines Road, Hounslow, Middlesex. HOUSLOW 3456.

JACK BRABHAM (MOTORS) LTD. offer:

M.G.A Twin Cam 1 MTW
Ex David Eva and Dick Jacobs

This tremendously successful and very fast M.G. is offered at a very reasonable price. Ideal for Appendix J Group 3 and Marque races. The car is complete with a host of spares: 2 screens, hard top, hood, tonneau, aero screen, spare wheels and engine spares. Carefully checked at our works and completely reliable. Ready for the coming season. £695.

248 Hook Road, Chessington, Surrey.
LOWER HOOK 4343.

M.G.A F/H COUPE 1500. White, radio, heater, spots. Excellent condition. £415.—Holmes, 4 Lynton Court, Pelican Lane, Newbury, Berks.

M.G.A 1600 Mk. II, 6,800 miles. Lady driver. £620, H.P. possible.—Hoylake 7860.

M.G.A 1958. F.H.C. 36,000. Engine 7,000. C/R gears. Around £410.—Box 8804.

M.G.A 1957 coupé. Blue. B.M.C. Gold Seal engine, radio, spots, electric washers, etc. Immaculate condition. A bargain at £375.—Seen London, VICTORIA 8084 (Hales), after 7 p.m. weekdays, or weekends, Towcester 279.

M.G.A TWIN-CAM. Silver, f.h.c., 1959 mod. Excellent condition, 28,000 miles. £410 o.n.o.—FREMANTLE 4556, after 6.15.

M.G. MIDGET (1962). O.E. white, black trim, heater, tonneau. One owner, 10,000 miles. Immaculate. H.P. available. £495.—Miss C. Elton, 62 Warminster Road, Westbury, Wilts. Westbury 262.

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

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

M.G. IF, 1954, ivory, excellent condition throughout, Michelin X, Konis, £350.—Hesketh, 1 Greenhill, Crickhowell, Brecon.

REALLY GOOD M.G. TC, 1947, nominal mileage since new B.M.C. engine, all sensible extras, good hood and sidescreens, £195.—Woburn Sands 3055 after 6 p.m. 2 miles off M.1.

RED M.G. TA. Beautifully kept car in excellent running order, cherished by an M.G. enthusiast. £200. Can be seen by appointment.—C. D. Butcher, Three Counties, Ridgeman Road, Englefield Green, Surrey. Egham 3553.

1962 M.G.A 1600 Mk. II Roadster. Red/black. All extras, 5,000 miles. One owner. Stored throughout winter. As new. £685.—Shoreham 4026.

MINI CARS

AUSTIN Mini. Speedwell modified, Group III, 950 c.c., 15,000 miles. Cost new £900. Offers or exchange.—C. Nixon, Grove House, How Mill, near Carlisle. Tel.: Cumwhitton 231, after 7.30 p.m.

CRASHED? Cooper front, mainly propulsion, sound parts wanted. Collected.—Box 8750.

LATE 1962 Austin Mini-Cooper, 3,900 miles only. Green/white. £460.—Francis Megahy, 18 New Quebec Street, W.1. AMBASSADOR 0862.

MINI MINOR. New Mini supplied with your sports taken as part exchange.—Caterham Car Services, Dial CA4 2381.

1961 AUSTIN MINI de luxe, B.R.G., bucket seats, 'X' tyres, competition linings, rev. counter, woodrim wheel, laminated windscreen, 2 fogs, spot, engine mods, include: twin choke Weber, 9:1 modified head, oversize inlet valves, special exhaust system, 7,200 r.p.m. springs, high lift camshaft, 95 m.p.h., 40 m.p.g., £400 o.n.o.—George, 6 The Roughs, Northwood, Middx. Northwood 25053.

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.

E.P.I. CARS, Sussex Distributors. New Morgans for immediate delivery. Sales and service.—Eastern Street, St. Leonards, Sussex. Tel.: Hastings 28619.

PIP ARNOLD'S Lawrence Tuned ex works Morgan +4 Super Sport. As successfully raced in 1962 in this country and on the Continent gaining eight first places. Potential winner of every club 1600 to 2500 G.T. race and also Freddy Dixon Trophy for 1963. Present holder Brands Short Circuit Lap Record. Long Circuit 2 m. 1 sec., Goodwood 1 m. 42 secs., Snetterton 1 m. 56 secs., Mallory Park 1 m. 1 sec. Just overhauled by factory. Ready for 1963 season. £700, no offers.—ACOrn 0129; BISHOPSgate 2352.

WESTLEIGH GARAGE, LTD., Essex Area Distributors. Hire purchase and part exchanges. Demonstration car available.—1339 London Road, Leigh-on-Sea. Tel.: Southend 77789.

(Continued overleaf)



AUSTIN MG AUSTIN-HEALEY

OFFICIAL STOCKISTS

PARADE MOTORS

(MITCHAM) LIMITED

NEW M.G. 11, M.G.B. AND 1,098 c.c. MIDGET ON VIEW

1961 M.G.A. 1600. Red and black.	£575
1960 M.G.A. 1600, White and red	£525
1959 M.G.A. 1600. Grey and red.	£485
1957 M.G.A. 1500. White and red.	£385
1956 M.G.A. 1500. Red and red.	£375
1954 M.G. TF. Red and beige.	£345
All the above are fitted with many extras.	
1959 Austin-Healey Sprite. B.R.G./green	£325
1957 Austin-Healey 100/6. 2/4 seater, white and black.	£435
Elva Courier. Red and red.	£450

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

L.H.S. LTD.

Wimbledon's Sports Car Centre offers selected range of quality cars at really attractive prices.

1960 (Nov.) ELVA Sports Courier M.G.A 1600. Red.	£485
1946 M.G. TC, blue, excellent throughout.	£149
1946 M.G. TC, red and silver, really attractive.	£179
1954 M.G. Magnette Saloon, black.	£285
1955 HEALEY 100/4, cream, vynide hood.	£345
1959 (Oct.) M.G. Magnette, duo grey, 1 owner.	£459
1949 AUSTIN A40 Devon, blue, M.o.T. cert.	£65
1939 M.G. TA, a good example of this popular sports 2-seater.	£105

ELVA
Main Agents and Spares Stockists.
New cars early delivery.
Best part exchanges. Terms and Insurance arranged.

221-227 & 233 THE BROADWAY, S.W.19

Tel. CHERRYWOOD 3241

DOVE'S

STANDARD TRIUMPH

OF WIMBLEDON
LIBerty 3456-8

THE FIRST OFFICIAL TR Centre

**SPACE URGENTLY REQUIRED.
NEW STOCK COMING IN FOR SPRING
WE MUST REDUCE OUR STOCK OF
T.Rs.**

BIG REDUCTIONS ON THE FOLLOWING CARS

1961 TR3A. The BARGAIN of the year. Overdrive, heater, tonneau, X tyres, S/washers, etc. Also only one owner. This must represent the best value ever at £645

1961 TR3A. Red with beige trim, heater, X tyres, etc. One owner and driver since new. This car has covered a very small mileage and is in unmarked condition £645

1960 TR3A. White with red hard top. This is one of the best we have offered, a beautiful engine, and the whole car spotless. Extra lamps, etc. £575

1960 TR3A. In white with black leather trim. This car has an occasional seat, tonneau cover, heater, etc., and a set of excellent tyres. All very smart indeed. £545

1960 TR3A. B.R.G. with red trim. Another TR that has been beautifully kept. A number of necessary extras, all in unmarked condition. £545

1958 TR3A. Overdrive, wire wheels, heater, hard and soft tops, tonneau cover, heater, in fact, it has everything you could wish for. A real bargain. £475

1958 TR3A. A pleasant car, carefully used. B.R.G. with beige trim and carpets, heater, luggage rack, mirrors, tonneau cover and Michelin X tyres. £445

**ALL THE ABOVE CARS ARE OFFERED
WITH A 3 MONTHS GUARANTEE,
AND ARE ONLY A SMALL SELECTION
FROM THE LARGEST STOCK OF
TRs IN THE COUNTRY.**

**AND WE WILL ALSO TAKE YOUR
INFERIOR CAR IN PART EXCHANGE**

Write for full details

44/48 Kingston Road, S.W.19

(150 yards South Wimbledon Underground)

Classified Advertisements—continued

MORRIS

STRADLINGS OF NEWBURY (The Nuffield People) for Morris, including that Mini-Cooper and "1100".—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

OGLE

DAVID OGLE LIMITED wish to dispose of some old stocks and are able to offer the following at very reasonable prices.

One Ogle Riley 1.5 body/chassis unit complete with doors, fascia moulding, boot, bonnet, etc., and a set of windows and frames complete—ideal for special builder.

Various other Ogle Riley fibre-glass and mechanical components, including shock absorbers, windows, petrol tank and one brand new M.G.A. close ratio gearbox.

We also have various other motor car components surplus to our requirements, namely, a quantity of Marchal head and spot lamps, some second-hand Wingard heaters, interior mirrors, wiper motors, brake and clutch master cylinders, and various other mechanical components suitable for Cooper Minis. We offer a quantity of new Restall and Microcell Contour 6 seats all at reduced prices. Also a quantity of new and used Mini wheels. Finally, 3,600 ft. of 1 in. x 1 in. 16 swg tube.—Please write for further details, David Ogle Limited, Birds Hill, Letchworth, Herts.

PACKARD

PACKARD Saloon, 1957, R.H.D., 275 b.h.p., V.8, supercharged, automatic intermediate start gearbox, original throughout, low mileage, one owner, £600, p/exch. H.P. possible.—St. Albans 54057

PEUGEOT

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

RACING CARS

IAN RABY (RACING) LTD. offers

1960 B.R.M. 2½-litre racing car ... £1,850
1962 Lotus/Ford Mk. 22 F.J. 1,100 c.c., Holbay dry sump, latest engine, immaculate body, car raced only once, condition as new ... £1,450
1962 Lola/Ford Mk. V F.J. Cosworth 1,100 c.c. engine, VW 5-speed gearbox, immaculate white body, six races only—with spares ... £1,200
1961 Lotus/Ford Mk. 20 F.J. Cosworth 1,100 c.c. ex Angus Hyslop, Alfin drums, very clean and fast car, reconditioned engine, D12s. ... £975
1960 Lotus/Ford Mk. 18 F.J. Cosworth 1,100 c.c. engine ... £500
New Turner B.M.C. 1000 GT/sports. F.J. engine, Weber, discs, Z.F., hardtop, wire wheels, all extras needed for potent fast motoring. ex-changes, offers ... £700
Halsol/B.M.C. F.J. 1,000 c.c. engine F/E. £275
Cooper/Jap F.3 500 c.c. Immaculate, Offers £200
New trailer, F.J. or sports. Ramps, lights, brakes ... £50

WANTED, late model F.J.s and sports cars, or F1s Exporting, Exchanges and H.P. arranged.

EMPIRE CARS, LTD.,

85 Preston Road, Brighton 681713.

DUE to a change of plans, Bob Olthoff offers his 1962 Brabham Formula Junior. Overhauled and ready to race. With or without works B.M.C. 1,100 c.c. dry-sump engine.—Phone: John Whitmore, Letchworth 2661, business hours.

HILL-CLIMB Special, 2.5 Riley engine, Jaguar gearbox, i.f.s., tubular chassis, road equipped, cycle wings. Very potent and attractive. £100.—Phone: Ashtead 2819, after 7.30.

1961 HUME-COOPER F1 RACING CAR
1,500 c.c. Coventry Climax with spare 1,745 c.c. engine. Also many spares, wheels, etc. Complete car in full racing trim and ready to race now.
£600

ETON GARAGES
Slough 26827.

A WINNER FOR UNDER £500!

Ace-Bristol, unused since complete rebuild, in racing trim, 14 cwt. New parts and mods. too numerous to mention.

Silverstone track record April 1962. Brands 62 secs. £495

Part exchange and H.P. with pleasure.

F.J. rear engine, designed and built by well-known racing engineer, 1962, to exacting standards of welding and finish, similar to Lotus, 105 Stage II with Webers, VW box. No body panels and needs completing.

For quick sale £275, or minus engine and gearbox £225. Cost treble.

WARNELL MOTORS,

46-48 Chingford Mount Road, E.4.
LARKSWOOD 7330.

HIRE A RACING CAR. Class-winning cars for hire to members for £5 each.—For details of membership, practice sessions, etc., write to: Compania Contienda (Motor Racing) Ltd., Donkey Bank, Hooc, near Battle, Sussex.

LOTUS XVII Climax Stage III. Overhaul of engine car nearing completion. Virtually unused for 2 years. Excellent condition throughout, £675. Seen anywhere S. England.—Write: Lt. Burn, R.N.E.C., Manadon, Plymouth

RENAULT

GORDON KING MOTORS, LTD. The Main Renault Distributors

New Morris Mini Van, pas. seat, htr., grey List 1962 Dauphine, 4-spd., red, 2,000 m. only £475
1961 Jaguar, 2.4, r. & h., discs, belts, etc. £1,045
1961 Dauphine, 4-spd., r. & h., one owner £385
1961 Floride conv., one owner. Red ... £725
1960 Popular 100E, one owner, amb./blue £280
1960 Alpine, 12,000 m., tonneau, etc., white £575
1958 Anglia d/l. Htr. Black ... £255
1957 (Nov.) Anglia 100E, shining black ... £225

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 2½-litre roadster, 1951. Green. £220.
Private sale.—52, Sheen Court, Richmond, Surrey. PROspect 6183 (after 6 p.m.).

ROLLS-ROYCE

ROLLS-ROYCE, 1936, 20/25. Immaculate condition, history, 51,000 miles from new. £600 o.n.o.—Berry, 19 Greenmount Lane, Bolton.

SPECIALS

CANNON Trials Car, November 1961, full R.A.C. formula, superbly maintained, new battery, clutch, fiddle brakes, ready for competition, has not been used since November 1962, owner forced to give up trials because of back injury, £250 or near offer.—Telephone Dr. David Paul, Croydon 5445.

TEAM LOTUS LIMITED

Team Lotus announce that they have for sale two brand new 1963 fuel injection BRM V8 Formula One engines.

Guaranteed 195 b.h.p. (a power curve within 1% plus or minus will be supplied with each engine prepared by a Heenan and Froude representative who will vouch for the reliability of the dynamometer). The specification of each engine includes all electrics, alternator, starter motor, spark unit, pick-up, amplifier etc.

and
Complete clutch assembly

also
Complete fuel injection installation including pump, meter unit, blow-off valve, slide throttles, injectors, etc.

**PRICE: £3950 each engine ex works Cheshunt.
DELIVERY: immediate.**

For further information about the above engines and other Team Lotus stock available for sale please contact:

Peter Warr, Team Lotus Ltd.

Delamare Road, Cheshunt, Herts

Telephone No. Waltham Cross 26181

IDEAL opportunity anyone interested in motor sport. Flying Bedspring Trials Special now available for sale. Apply below. Any reasonable offer considered. Must clear. Going sprinting.—Nich Barwell, 227 Broadway, Dudley, Worcs. **S**HORT of cash!!!—See "Wanted".

TRIALS SPECIAL 1172 engine, 8 gearbox, special back axle, fiddle brakes, water pump, front and rear spare wheels, four new tyres, new battery, engine and gearbox reconditioned this season. Garage-maintained. £160.—Birmingham, ERDington 2488. After 6 p.m. ERDington 3620.

SPORTS CARS

DICKSON'S OF PERTH OFFER

Lotus Elite Super 95 at a saving of £200. Only done 100 miles.
Lotus Elite Super 95, June 1962. Only 4,000 miles. Absolutely new £1,225

DICKSON MOTORS (PERTH) LTD.,
Crieff Road, Perth. Phone: Perth 22192.

1962 TR4. Black, wire wheels, heater, washers, Carlotti wheel, 4-branch exhaust, polished head, washers, tonneau £865
1962 Lotus Super Seven, special Cosworth F.J. 105E unit, Webbers, road equipment, 3,400 miles £495
1960 Series Healey 3000. Green, heater, washers, new "X"s and batteries, badge bar, fog, spot lights, immaculate £530

14 ft. Super speedboat, complete with engine and trailer.

Clean Sports Cars Urgently Wanted.
Terms or Exchanges.

JOHN DANGERFIELD.
Tel.: Bristol 692778.

T.V.R. GRANTURA, 1960. Climax, F.W.E. engine, screenwasher, heater, Bendix pump, roof vent, com. shocks, Mk. III-type dash. £560 o.n.o. Or terms. Also five SP250 disc wheels, £12. Three Dunlop Racing tyres, 550 x 15, £12. New Bendix pump, £7 10s. Pair 1½ ins. SUs, £7 10s. All new or good condition.—Hardie 49 Woodclose Avenue, Coventry. Phone: 26859.

STANDARD

STANDARD 1959 Vanguard Vignale. £395. Sports car wanted in part exchange.—Caterham Car Services. Dial CA4 2381.

SUNBEAM

RAPIER, late 57. Absolute immaculate power brakes, O/D Alex, every extra. Taxed year. £400.—31 Collyer Avenue, Beddington, Croydon. Croydon 3375.

1954 SUNBEAM-TALBOT 90 Sports convertible, B.R.G., Michelin X, extras, excellent condition. £248.—Hughes, 5 Dinedor Ave., Hereford. Tel.: 3181.

SWALLOW DORETTI

SWALLOW DORETTI, 1954. Superb condition throughout! Clocks 120. £325. 41 Fitzroy Road, Fankerton, Kent. Tel.: Whitstable 3087.

TRAILERS

PARKER trailer, 10 cwt. Lights, spare wheel, new tyres, superb condition. £40.—Orpington 21530.

RACING CAR trailers from £45 complete.—Halson Trailers, Ltd., Robinson Road, Newhaven. Phone 237.

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

WANTED.—Light trailer for Lotus Elite.—Sidney Taylor, Hipkins Street, Tipton. Phone: Tipton 3196.

TRANSPORTERS

MORRIS 1500 s.v. pick-up. 1952, mechanically sound. M.o.T. 30 m.p.g. With trailer, £65 (will separate).—Greenwich 1150 (evenings).

TRANSPORTER, £150 o.n.o. Bedford coach beautifully converted, with ramps, take 2 cars, appearance very good, tyres good, mechanically sound. You will not better this for £150 o.n.o.—Neal Davis Racing, 106 Main Rd., Sidcup, Kent. Footscray 9140.

TRANSPORTER—1960 Thames Trader. 4-ton chassis with 6D engine. Lavishly constructed body. Will accommodate two large saloons with engine-operated hydraulic lift for top car. Is fitted with wash basin, bench and vice, lockers, tyre racks, etc., etc. £995. Offers invited.—90 Preston Road, Brighton. Tel.: Brighton 52255.

TRIUMPH

TR2 WITH 3A front. Just resprayed blue and silver, overdrive, hardtop, hood, anti-roll bar, belts, heater, etc. Mechanics and body excellent. H.P. arranged. P/x considered. £295.—Tel.: Downton (Wilts) 386 (evenings).

S.A.H. ACCESSORIES, LTD.,

TR2/3/4 SPECIALISTS

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

6d. for Catalogue.

Orders now accepted for Triumph Spitfire 4. We can supply ex stock all current models of TR4, Herald and Vitese.

Every conceivable TR spare part in stock, 24 hours C.O.D. Spares Service.

LEIGHTON BUZZARD (BEDS) 3022.

TR2, 1954. 1958 engine, new tyres, battery, recently overhauled, tonneau, hood. £225.—61 Burnham Road, St Albans, Herts.

TR2/3A PLUS. 1954 chassis, new metal body parts, 3A front, new 2.2 engine, hard top, soft top, tonneau, radio, heater, spot, fog, copper exhaust. £300.—Hardings Garage, Redbourn, Herts.

TR3A discs, damaged body, less engine and gearbox. £85.—Caterham Car Services. Dial CA.4. 2381.

TR3A front apron, new, £14; upholstered f/glass racing seat, £6; TR3A head, re-conditioned, £14; pair H6 carbs, and manifold, new, £18.—Solihull 5955 (Warks.).

TR3A (date 1960), red, overdrive, w/wheels, hardtop, tonneau, heater, etc. One owner from new. Immaculate, £600.—Knight, 43 Juniper Way, Reading (68800 7 p.m.- 8 p.m.).

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.

TURNER 950 Mark II, June 1961. Works Stage II tune. Unraced. Opalescent metallic grey, red trim New Pirelli tyres, rev. counter, radio, heater, 18,000 miles. £465 o.n.o.—Tennant, Fairlea, Wetherby Road, Scarcroft, Leeds. Tel.: Thorne 255.

T.V.R.

T.V.R. IIA, JUNE 1961

Red, black trim, heater, wood-rim wheel, comp. seats, etc. M.G.A 1600 fitted, H.R.G. X-flowed head. Isky cam and valve gear, twin-cam crank, pistons and rods, alloy flywheel, comp. clutch, balanced by Laystall, c. r. gears, Konis, Kenlowe fan, wire wheels. £350 spent on engine recently. 9,000 miles.

BETTER THAN NEW CONDITION THROUGH-OUT. EXCEPTIONAL PERFORMANCE!
£675 o.n.o.

Consider exchange 1960 M.G.A 1600 or Twin-Cam. JONES, Riverside 9595 day, SHEpherd's Bush 5198 evenings.

T.V.R. 1961. B.R.G. finish. Magnis. Racing wheels. Two twin choke Webbers. Oil cooling system. Super-speed conversion. X tyres, etc., etc. £550. (Family addition forces reluctant sale).—Glasgow, Bishopbriggs 4311.

1962 LIGHTWEIGHT TVR, Mk. IIA, 4,000 miles, laminated screen, Konis, 1622 M.G. engine, special exhaust. Car in brand new condition. Genuine reason for sale. £650.—Box 8799.

1961 MK. II M.G.A 1600. C.R. Servos. Racing wheels. Excellent condition. £595.—Tel.: TOTrenham 8936 (9 to 5).

1961 T.V.R. Mk. II, M.G.A engine and gearbox, finished B.R.G. with grey and green upholstery, one owner, 12,000 miles, radio, heater, screenwashers, wood-rim steering wheel, H.R.G. head and special exhausts. Supplied and maintained by ourselves. £595.—Tony Brooks, Ltd., Brooklands Road, Weybridge, Surrey. Tel.: Byfleet 43291/3.

VANDEN PLAS PRINCESS

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

VOLVO

RUDDS offer used and new Volvos from stock. Specialized tuning and accessories for Volvo.—High Street, Worthing 7773.

WOLSELEY

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

(Continued overleaf)



(SPORTS CAR SPECIALISTS) LTD.

DAIMLER SP.250A. 1960. One-owner car to full B. spec., unmarked black with white hard top. £795

LOTUS SEVEN 1961. 2-seater, tuned 105E unit, c/r gears, well finished in grey. £445

M.G.A 1600. Fixed head coupe. A 1960 car in beige, with wire wheels and many other extras. £585

JAGUAR XK150. Choice fixed or drophead coupes, both with o'drive and all other extras. £695

M.G.A 1600 Mk. II. 1961. 2-seater. Most attractive, in black and red, low mileage. £615

TR3A, 1960 model hard top, 2-seater in pale blue. Black interior, many extras. £525

JAGUAR XK140. Choice two fixed head coupes, black (auto) or blue (o'drive), all other extras, from £395

TRIUMPH SPITFIRE. Red with black trim, several extras. Under twenty miles! £695

TR3A. 1961. One-owner car in white with red trim, overdrive, heater, X tyres, seat belts, etc. £595

M.G.A 1600, 1960. Two immaculate cars in pale blue or red, both with radio, heater, discs, tonneau. £565

AUSTIN-HEALEY 3000. Choice of nine carefully chosen 1960-61 models, various colours and various extras, five with hard tops, from £585

JAGUAR XK140. Drophead coupe. Outstanding car in bronze, with overdrive, radio, heater, rack, etc. £495

T.V.R. Mk. II, 1961 G.T. Red with black leather, wire wheels, disc brakes, etc. Low mileage. £695

JAGUAR XK150 1959. S-type roadster. Ivory, with red leather, fitted overdrive, radio, heater, wire wheels, disc brakes, twin spots, washers, tonneau RS5's, etc. £735

ASHLEY FORD 1172 G.T. or 2-seater, close ratio gearbox, lots of extras. Cost over £500. £195

TEL: CHI 7871-2-3

HIGH RD. CHISWICK. W.4.

WANTED
WELL - CARED - FOR
SPORTS CARS

Good cars purchased for cash, or gladly accepted in part exchange against any new sports or family car.

THE CHEQUERED FLAG
(MIDLANDS) LTD.

LOTUS SUPER SEVEN 1962. 2-seater, pale blue, low mileage, Cosworth-Ford with Webbers. £495

T.V.R. Mk. II, 1961. G.T. Dark blue, with M.G.A. 1600 unit, wire wheels, discs, wood rim wheel, etc. £595

AUSTIN-HEALEY 100/6. Really beautiful car in red with hard/soft tops, overdrive, radio, heater, wire wheels, Servo discs all round, etc. £595

M.G. T.F. 1954. 2-seater, Polychromatic green with beige cockpit. Another all red, from £365

M.G. T.D. 1953. 2-seater. A well maintained car in red. £265

AUSTIN-HEALEY SPRITE, 1960. 2-seater, in leaf green, with radio, heater, tonneau, etc. £395

COOPER-MINI, late 1962. White with black roof, special engine and many extras. £525

LOTUS ELITE, 1960. Pale blue with black trim, ZF gearbox, heater, tuned unit, etc. £895

AUSTIN-HEALEY 3000. 2/4-seater, beautiful ice blue and ivory with matching trim, overdrive, heater. £645

TR3A, 1958. Red with black trim. A well maintained car, with many extras. £425

LOTUS SEVEN 1961 S.11. 2-seater, finished in alloy and white, tuned B.M.C. "A" series unit. £395

MORGAN 4/4. Sports 2-seater, competition mods., tonneau cover, finished in red with black interior. £395

TEL: 89282/3

ARKWRIGHT ST-NOTTINGHAM

SALES MANAGER required by LOTUS CARS LIMITED

To be responsible for their marketing programme for both Home (Trade and Retail) and Export. Applicants should have considerable experience of performance cars and marketing at this level. Age group 28 to 40.

Applications in writing only to:—

Assistant Company Secretary,
Lotus Cars Limited,
Delamare Road,
Cheshunt,
Herts.

LE MANS

CHOOSE FROM 3 EXCITING OFFERS

11¹/₂ Leave London 10 p.m. Friday, 14th June. Back 9 a.m. Monday. Luxury GNS. coach travel.

By rail from London Friday morning, back Monday evening with **13¹/₂** nights in PARIS. GNS.

16 DIRECT Air Gatwick-Le Mans. Out Saturday morning, back 7.30 p.m. Sunday. GNS.

All prices include basic admission to circuit and comprehensive travel insurance. Credit facilities available on request. As Britain's leading tour operators to Le Mans we hold ticket allocations and have our own representative based in the town, plus our normal couriers. For brochure covering this and major G.P. events use our 24 hrs. automatic telephone service (SYSTON 2556) or fill name in margin and post to:

PAGE & MOY LTD.,

8 Silverdale Drive, Thurmaston, Leicester

Classified Advertisements—continued BALANCING

Acrobatics are not our line but

BALANCING

is

For all Engine balancing, Crankshaft assemblies, Con Rods, Pistons, etc.

contact

JACK BRABHAM (MOTORS), LTD.,

248 Hook Road, Chessington, Surrey.

LOWER Hook 4343.

BODIES

PANEL BEATING specialists. Racing and sports-car shells in aluminium.—Shapcraft, rear of 326 Ewell Road, Surbiton, Surrey. ELMbridge 0766.

BOOKS

AUTOBOOKS OF BRIGHTON can offer Work-shop Manuals, Maintenance Handbooks, etc., on all British, Continental and American makes. For by return post quotation, write stating year, make and model, enclose stamped addressed envelope. Catalogue of hundreds of books on motoring, racing, rallying, tuning, etc., free on request.—Autobooks, 76 Bennett Road, Brighton, Sussex.

HIGH PERFORMANCE CARS 1959-62

Road tests by John Bolster and Gregor Grant of over 70 sports, saloon and G.T. cars, including A.C. XK 150S, E-type, 3.8, Peerless, Warwick, Turner, Mini-Cooper, Peugeot 404, Panhard PL17, Ford Galaxie, Facellia, Herald, Alfa Romeo, Elva, Lotus, Elite and 7, M.G.A. Austin-Healey 100/6, Citroën ID19, G.S.M. Delta, Mercedes-Benz, Ford Falcon, A supercharged Anglia, souped A35, Harrington Alpine, Graham Warner's Elite "Lov 1", Chris Lawrence's Morgan, etc. Also articles on engine tuning, Coventry Climax, Ferrari, Ferguson, etc. Over 375 illustrations, 240 pages (10 ins. x 8 ins.)

3 Volumes, 14s. 6d. Post Free.

BOOK DEPT., "AUTOSPORT",
159 Praed Street, London, W.2.

AUTOSPORT, 1951 to 1962, plus *Motorsports*, etc. Offers.—Moore, 92 Arbury Road, Cambridge. Tel.: 52069.

AUTOSPORT Vols. 17/25 complete, excellent condition, £9 the lot.—Heasman, The Goldenes, Adams Road, Swaffham Prior, Cambs.

CARBURETTERS

SPRITE manifold with 1½ ins. SUs and ramp-pipes. £7 10s.—Maclaine, WELbeck 1317-8.

VIRTUALLY new aquaplane twin 1½ ins. SU conversion for 109E with all fittings. £20 o.n.o.—Box 8810.

50 2-IN. BORE SU carburetters, new. £4 each. P. and p. free.—K.L., Ltd., 1A Court Road, Birmingham 12.

WEST ESSEX CAR CLUB NATIONAL SPEED TRIAL

R.A.F. Debden
Nr. Saffron Walden, Essex.
SUNDAY, 31st MARCH
Start 11.30

Classes for Touring Cars, Grand Touring, Sports Cars, Racing Cars and Dragsters.

Demonstration runs by leading motorcycle exponents.

Regulations available from:

D. S. DAVIS

160, Hermon Hill,
South Woodford, E.18.
Closing date Monday, 18th March.

CONVERSION SPECIALISTS

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

ARDEN for oversize capacity conversions. A Cooper-Mini and 850 Mini to 950 c.c., 1100, 1200 and 1300 c.c. capacity. Ford Anglia and Classic to 1100 and 1500 c.c. Crank testing and balancing pistons, con. rods, crankshaft and fly-wheel assembly.—Arden Conversions, Tanworth-in-Arden, Solihull, Warks. 3d. stamp for list. Wythall 3368.

SPEED SPORT for all your Downton conversions. Midland distributors.—Speed Sport, 43 Great Bridge, Tipton, Staffs. Tipton 2728.

ENGINEERING SERVICES

R. R. C. WALKER

Racing and Sports Car Department

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

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

COVENTRY CLIMAX

For all work on FWA/B/E Series engines under the personal supervision of Chris Steele. This service is exclusively for the above units and is available for both private owners and the trade.

Race Preparation And Conversions

At Reasonable Cost.

C.S. ENGINEERING,
Ravensbourne 8577.

THE LORRAINE ENGINEERING CO. LTD.

London Distributors of

DOWNTON CONVERSIONS

For B.M.C. "1100's," Minis, Coopers, etc.
Gunter Grove, Fulham Rd., S.W.10. Flaxman 3066.

—for increased performance

ABARTH exhausts & silencers

—give improvement on all cars in standard trim, without, of course, stressing the engine or increasing the fuel consumption. As used by Ferrari and Abarth the world champion Grand Touring Cars, they are ready to bolt on, and last longer and look better than any other system in the world.



AUSTIN A30 and 35	£8 12 6	FIAT 1100/103	£10 15 0
AUSTIN-HEALEY SPRITE	£7 12 6	FIAT 1100/103E	£10 15 0
AUSTIN-HEALEY '3000'	£16 10 0	FIAT 1100/103D and H	£15 0 0
BRISTOL 405-406	£19 10 0	FIAT 1100/103 TV	£15 0 0
FORD NEW ANGLIA	£9 10 0	FIAT 1100/103 Sports	£18 7 6
HILLMAN MINX	£15 0 0	FIAT 1800-2100	£18 10 0
JAGUAR 140-150	£28 2 6	ALFA GIULIETTA and T.I.	£18 10 0
JAGUAR 3.4	£26 15 6	ALFA GIULIETTA Sprint	£26 15 0
M.G. TC and TD	£14 0 0	BORGWARD ISABELLA	£15 0 0
M.G.A.	£10 10 0	D.K.W.	£8 5 0
M.G.A. Twin Camshaft	£16 10 0	N.S.U. Sport Prinz 30	£11 10 0
TRIUMPH HERALD	£7 10 0	N.S.U. Prinz 30	£11 10 0
TRIUMPH TR3, Rear and Centre Sections	£14 0 0	PEUGEOT 403	£15 0 0
TRIUMPH TR3, Rear Section only	£7 10 0	PORSCHE	£17 10 0
VAUXHALL CRESTA SUPER	£15 5 0	RENAULT 4 cv	£6 10 0
MORRIS and AUSTIN MINI	£10 10 0	RENAULT DAUPHINE	£7 10 0
FIAT 500 Normal	£8 0 0	RENAULT FLORIDE	£8 10 0
FIAT 500 Manza Sports	£9 0 0	SIMCA 1100	£12 5 0
FIAT 600 Normal	£6 10 0	SIMCA 1300 Montlhery and Grand Large	£16 15 0
FIAT 600 Sports	£15 0 0	V.W. all types	£12 15 0
FIAT 600 Competition	£17 10 0	VOLVO AMAZON	£15 0 0
FIAT 600 D	£10 17 0	VOLVO PV. 444, 544	£8 2 6

Terms: Cash with order. (10/- packing and carriage) or if this advert. is cut out and posted, with remittance, to reach us by 30th March, carriage and packing will be free of charge. Sole U.K. concessionaires for all Abarth products.

ANTHONY CROOK MOTORS LTD. (dept. AS 15363)

HERSHAM, WALTON-ON-THAMES (28822) SURREY.

London Showrooms: 368/370 Kensington High St. (Tel: WESTern 6021)

SPORTAVIA

Continental Overall

Fully zipped, elastic cuffs and ankles. In white, black, blue, green, red. As seen on T.V. and supplied to Competition Dept., Standard-Triumph, Lotus Cars, etc. Standard style 59/6. De-Luxe with gold elastic cuffs etc. and 'Velcro' self-fastening military collar, 64/6.

'Trak' Racing Suit

Lightweight two-piece in blue only, 69/6. Trousers only, 40/.

Please state height and chest measurement and add 2/- P. and P. with all orders. Also 2nd choice colour. By post only from:

SPORTAVIA

11 Woodford Road, Bramhall, Stockport

CAMSHAFT profiling to your pattern or drawings.

One off or quantity, Precision engineering of all kinds. Engine bench testing.—Ruddspeed, 41 High Street, Worthing 7773.

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

DON PARKER MOTORS for racing car jacks, trailers, rack and pinion steering, 43-tooth clutch sprockets. Hubs resplined, machining, weldings, chassis and engine overhauls.—1A Sangora Road, S.W.11. BA7tersea 7327.

JACK KNIGHT, LTD., have capacity available for manufacture of gears, worms, splined shafts, etc., in any quantities. Fully equipped machine shop for all types of development and machining work. Specialists on competition gearboxes. If you have a job please give us an opportunity to help you. We will give prompt attention to your enquiries.—Jack Knight, Ltd., rear of 23 Theatre Street, Lavender Hill, S.W.11. BA7tersea 1518.

NORTH STAR ENGINEERING COMPANY for racing, sports, or vintage car preparation, engine modification, one-off parts, etc.—Marton, Nr. Rugby, Warwicks.

ENGINES

ALEXANDER MARTIN 20 deg. inclined, 1172 c.c. engine, special inlet and exhaust manifold, new 1½ ins. SUs, Brabham balance, alloy flywheel and cylinder head, Yimkin racing camshaft, modified sump, new clutch, engine stripped by one of country's leading tuners and rebuilt for 1963 season. C/r. gearbox also available. £89 10s.—Box 8808.

B.M.C. 997 F.J. engine, 75 b.h.p., just rebuilt, fully balanced, 9-spring clutch, £100. Suit Sprite/A40.—Redhill 2530.

COVENTRY CLIMAX 1,475 c.c. F.P.F. twin cam engine, complete with back plate, Webers, magneto, etc. £235.—Brown, 179A Colne Road, Burnley. Tel. 4336 (after 8 p.m. 4452).

FORD 105E complete, low mileage unit with clutch, carburetter, etc. £35.—Phone: Beaconsfield 313.

FORD 105E with gearbox, starter, distributor, fan, oil-filters, manifolds, etc. Brand new, bargain, first offer over £50.—Box 8801.

MUCH sought after 1500 single-cam Stage III Climax, unused since over £200 rebuild, including new crankshaft (£85), pistons, rods, liner, etc. £295. (No carbs.)—Box 8791.

PORSCHE Carrera engine. Most parts available except crankshaft, rods and pistons. Includes Solex 40PJ4 carbs. Details on request.—Box 8780.

1,000 C.C. B.M.C. A series Downton fully modified engine. Cost £300, now £100.—Bennett, Compton Gardens, Parkstone, Dorset.

PREVIOUS negotiations having fallen through, we are able to offer our F.P.F. 1,500 c.c. Coventry Climax engine, complete with carbs., manifolds, mag., clutch, etc., at £275, but try any reasonable offer as this engine must go.—Castle Garage (Finchley Road), Ltd., London, N.W.11. SPEedwell 3089.

EXCHANGES

RILEY Sports for the Peerless under G.T., Vintage or P.U.T. preferred.—Tim Ely.

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. 116E, £35. Post paid.—Buckler Engineering Ltd., Heath Hill Road, Crowthorne, Berkshire. Tel.: Crowthorne 2231.

M.G. GEARBOX, brand new, to fit TA, TC, TD, TF. £25. Also five-speed Renault gearbox with output shafts, ready to fit in Formula Junior or similar.—Gaskell, Solihull, Nr. Birmingham, 2411.

WANTED.—Hewland five-speed/four-speed VW gearbox or any other close-ratio VW or Porsche gearbox. For sale: Renault five-speed gearbox, extra close ratios, also five-speed Gordini gearbox. Not quite so close but stronger. Any reasonable offer considered.—Steve Neal, The Barrons, Park Road, Hagley, Worcs.

INSURANCE

CITY ASSURANCE CONSULTANTS, LTD.

Life Assurance for RACING DRIVERS

at no extra premium

Competitive insurance for SPORTS CARS and PASSENGER LIABILITY

46 Cannon Street, London, E.C.4.

CITY 2651/2/3.

MISCELLANEOUS

FOR SALE, Heenan & Froude Mk. II dynamic dynamometer Electric dynamometer for use up to 300 b.h.p. and 8,000 r.p.m. £285 o.n.o.—Box 8797.

HEENAN & FROUD DPX3 Static Dynamometer completely unused. Cost £400. Suitable for Formula Junior engines. Offers to—S. J. Digory (Motors) Ltd., Imperial Garage, Rhostyllen, Wrexham. Tel.: Wrexham 2154.

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

TWIN-CAM M.G.A. gearbox. Set rear shock absorbers. Twin H6 SU carbs., inlet manifold, exhaust manifold, STD. Steering wheel, grille, valance. Pair rear wings. Aluminium bootlid. A.S.M. chrome luggage rack. One k.o. road wheel. One wind-up window assembly, c.w. glass. Offers.—LEE Green 9946, evenings/week-ends or Box 8814.

TWO new competition seats in black with 10 positions, alloy frames. Half price, £28 o.n.o.—PADddington 7923.

1100 FWA CLIMAX, Stage III, B.M.C. close-ratio box and spare axle ratio. Pair 38DCO3 Webers. Pair 9½ ins. Girling disc brakes (front). All in excellent condition.—Offers to: J. Stanley, 47 Marlborough Avenue, Bromsgrove, Worcs.

NOTICES

1963 ANNUAL READY EASTER.—The Motor Racing Register, 25 Hans Place, S.W.1.

PERSONAL

DRIVER/MECHANIC, Cooper owner, offers services free in pits, Monaco G.P. Previous experience Monaco.—Box 8806.

(Continued overleaf)

ROGER NATHAN (Racing)

has acquired the services of **WILLIE GRIFFITHS** and is available for tuning, development, preparation and maintenance of racing and sports/racing cars.

Specialists in Lotus Cars and Climax Engines

Rear of 162 Acre Lane, London, S.W.4

(Entrance in Plato Road)

Telephone: REDpost 3651

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

£825 1961 Daimler Dart SP250, one owner, car having covered only 19,000 miles, finished in Ferrari red with beige hide interior. Condition is as new throughout.

£695 1959 Jaguar 3.4, fitted with radio, overdrive, safety belts, heater. Truly immaculate in white with red interior.

£625 1956 Alfa Romeo Giulietta Sprint, finished in mid-blue with black interior. A very well-cared-for example of this most sought-after motorcar.

£595 1954 model Aston Martin DB2/4, fitted with disc brakes and 5-speed gearbox, radio, heater, new 'X' tyres. Finished in black with beige hide interior.

£565 1960 Sunbeam Alpine in green with black interior. Overdrive, heater, wire wheels, hard top. Low mileage, one owner. Another at £525.

£535 1960 model M.G.A. Roadster 1600. A very fine example in red, fitted with hard top, soft-top, radio, supercharger, heater, spotlights, etc.

£525 Bentley Standard Steel saloon, 1950. Two owners, immaculate in black, with grey leather interior, push-button radio.

£345 1956 TR3. Overdrive, hard top, rear seat, heater. Finished in metallic blue with red interior. Excellent throughout. Another at £365.

£295 Austin-Healey BN1 1955, wire wheels, overdrive, heater, etc. An extremely smart car.

£245 M.G. TD. A much above average example in maroon with beige interior.

£225 Borgward Isabella 1956, two-door sports saloon. This very economical and rapid vehicle is fitted with radio, heater, etc.

Also a selection of Ford Specials.

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.

DON'T GET THE SHAKES

Come and see us about having your engine balanced. The difference is so marked that it has to be tried to be believed. For example your Lotus Elite engine can have all valves ground in, liners set up correctly, crankshaft, flywheel, clutch assembly, piston and connecting rods fully balanced, the complete engine reassembled and electronically tuned for as little as £60. Your Austin-Healey Sprite or M.G. Midget can have similar treatment for £38. Please write or telephone us for full information.

CHEQUERED FLAG (Grand Touring Cars) LTD.

GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDLESEX

* NEW CARS FOR IMMEDIATE DELIVERY

M.G. Midget. With wire wheels, finished in red with black interior.

M.G.B. White/black, wire wheels, heater, etc.

Mini Minor Super. Finished in harvest yellow with blue interior trim.

Mini-Cooper. Finished in turquoise blue/white with blue interior trim.

Ogle Mini. Finished in British Racing Green with black interior trim.

Daimler S.P. 250. Finished in red with black interior trim, fitted wire wheels, heater, etc.

* USED CARS

M.G.B. Very low mileage, finished in Old English white with black interior trim, extras include wire wheels, anti-roll bar, etc. £795

Mini-Cooper, 1962. Finished in turquoise blue/white, 7,000 miles from new. £485

Lotus Elite, 1960 model. Finished in turquoise blue with red interior trim. Recent £200 overhaul which included full engine balancing and fitting with diaphragm clutch. Suspension mods. Included the fitting of Konis all round, plus new diff., etc. Pirelli tyres, heater. £895

Alfa Romeo Giulietta Sprint, 1959. Finished in Mediterranean blue and grey interior trim. Fitted Pirelli tyres, floor gear change, heater, seat covers. £995

Ferari 250 G.T. A most beautiful car finished in Arctic green and fitted with chrome plated wire wheels, all-synchro gearbox, 3 litre V12 engine. Appearance and performance "par excellence". £1,495

Facel-Vega H.K. 500. An immaculate example, finished in silver grey and black with grey interior trim. Fitted with wire wheels, disc brakes, all-synchro box, electric windows. £1,495

TEL: EDGWARE 6171-2

Classified Advertisements—continued

RADIATORS AND FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. New radiators supplied or built to specification.—103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: LADbroke 3644. **S**PECIALISTS in the repair and manufacture of motor radiators of all descriptions. Sole manufacturers of the "Searle" patent cooling element as fitted to vintage radiators. Service exchange replacement radiators for all popular current models. Immediate repair service available in London and Reading.—Great Western Radiators Ltd., Riverside Works, Shepherds House Lane, London Road, Reading, Berks. Telephone Reading 62672. North 6161 (London branch).

RALLY EQUIPMENT

HALDA sports special, used twice, £18.—6 Two Waters Road, Hemel Hempstead. **N**AVIGATORS. For "spot-on" navigation the **G**ARFORD 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

50 PER CENT discount off shop soiled and discoloured B.S.I. approved safety belts. Lap, diagonal and full harness types available.—Contact Bob Staples 2 Gt. Pulteney Street, W.1. Tel.: GERrard 2346, also Manchester Central 7055 and Leeds 22158.

SAFETY GLASS

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

SHOCK ABSORBERS

FOR road use, rallies or racing, KONI adjustable shock absorbers give better roadholding, faster cornering and are guaranteed for 20,000 miles. Especially suitable for all Minis and Jaguars. Models available for practically every car and commercial made.—Full details from J. W. E. Banks Ltd. (formerly Postland Engineering & Trading Co. Ltd.), Dept. 14, Crowland, near Peterborough, Northants. Telephone: Crowland 3167/8.

SILENCERS AND SPRINGS

FOR ROAD SPRINGS of all descriptions, 'Ce-Last' silencers, straight through silencer boxes, front and tail pipes, twin tail pipe assemblies, we carry the largest stocks of new springs and 'Ce-Last' silencers in southern England. Why don't you "Make a rule to ring Britannia."—The Britannia Spring & Silencer Co., Riverside Works, Shepherds House Lane, London Road, Reading, Berks. Telephone Reading 62671.

SITUATIONS VACANT

EXPERIENCED racing mechanic required to maintain large G.T. car in Essex.—Apply, Basson, Coldnorton, Chelmsford. Tel.: Purleigh 328.

FIAT (ENGLAND), LTD., require Tester Receptionist, top wages.—Apply Water Road, Wembley (off North Circular Road). Tel.: PERivale 5651.

TECHNICAL REPRESENTATIVE, preferably resident in North of England, required by well-known motor car firm.—Box 8813.

SITUATIONS WANTED

CHARTERED Accountant, 22, interested motor sport/industry, seeks interesting career where not completely desk-bound. Travel, further study contemplated.—Box 8796.

QUALIFIED engineer, with considerable general and racing experience, including team manager for works team, requires interesting and lucrative position in trade or sport.—Box 8798.

SPARES AND ACCESSORIES

ACESSORIES by post. Rally racing equipment, Mamber conversions, formula de luxe wood-rimmed steering wheels, Speedmaster silencers, etc. Catalogue, 2s.—Motor Books & Accessories, 33 St. Martin's Court, London, W.C.2. TEMple Bar 5376.

A PAIR of Sliding Screens, as new, for 1957/8 Austin-Healey 100/6, 45s. each.—Jones' Garage, Syston, Leics. Syston 2257.

COMPLETE F2 Cooper magnesium wheels, rears, C/W 500 x 15 D12s, front 450 x 15 D9s and c/w integral hubs, alloy backplate, Alfin drums, complete, ideal Lotus 7, etc., or single-seater. Lot, including stub axles, piping, etc., £65.—Box 8809.

M.G. CLOSE-RATIO gearbox, £25. Climax Stage II cam £5.—Laburnum 1787.

RAM pipes for 1½ ins. SU carbs. Fit Mini and Cooper, Midget, Sprite Mk. II, Minor, 1000, etc. Chromium plated, 13s. 9d. Nickel plated, 11s. 9d. Megaphone exhaust trims for 1½ o. d. exhaust pipes (Mini, Minor, 1000, etc.), 15s. each.—Watson Jones, 39 Tythingame Avenue, Tettenhall, Wolverhampton.

A UNIQUE OPPORTUNITY TO ACQUIRE A 300 SL. MERCEDES 1955

We have just taken in part exchange one of these fabulous Motor Cars, and being out of our usual line have decided to offer the Vehicle at a 'Give-Away' Price of £995. 0. 0.

Enquiries to:

LANCASHIRE CAR EXCHANGE LTD.

Liverpool Road,
BURNLEY,
Lancs.

Tel. BURNLEY 7231 (3 lines)

B.M.C. "A" (SPRITE), fully balanced 980 c.c. engine, nitrided red crankshaft, F.J. camshaft, etc., Don Moore modified cylinder head, inlet and exhaust manifolds c/w 1½ in. SU carbs., starter, dynamo, w/pump, racing clutch, lightened flywheel. Excellent condition, bearings and bores perfect: any inspection. Sprite c/r needle roller gearbox c/w remote control, assembled to engine (will separate). Sprite 4.55 diff., as new. One new nine-spring racing clutch. Four as new 60-spoke 13-in. wire wheels with D12 racing tyres and tubes. One pair new Girling discs for Sprite. One new B.M.C. F.J. crankshaft, 4 new F.J. 997 domed top pistons with fully floating F.J. polished con. rods, one set new F.J. inlet and exhaust valves. Various other new and used "A" Series spares. M.G.A. fully balanced 1,489 c.c. engine, excellent condition, just run in, high compression pistons, less head and ancillaries, any inspection. M.G.A. 4.55 diff. as new, rocker gear, used, various other used spares. 1962 fast tow (90 m.p.h.) trailer, independent rubber suspension, brakes, stop and tail lights, wipers, carry 16 cwt. (Sprite full of spares.) Above equipment available due business commitments.—M. Reid, 32 Mill Road, Christchurch, Hants. Tel.: 3.

RENAULT. Extensive spares stockists.—Gordon King Motors, Ltd., Main Renault Distributors, Mitcham Lane, S.W.16. STReamtham 3169.

WATER temperature gauge, 2½ diam., black rim, 9 ft. capillary, 120-240 F, 17s. 6d. Matching oil pressure gauge 0-100 lb., 6s. 6d. Or 22s. 6d. per pair post free.—Claude Rye, Ltd., 895 Fulham Road, S.W.6. RENown 6174.

105E unused. Clutch and starter. Modifications include Cosworth camshaft. £60 o.n.o.—Box 8794.

ZF DIFF for B.M.C. "A" type 16 in. K.O. wire wheels, fitted racing tyres, suitable vintage cars.—Alexis Cars, Birmingham. EAST 2665.

STEERING WHEELS

THE Woodrim Steering Wheel Centre. The widest range of Moto-Lita wheels in the world. Wheels from £8 17s. 6d. complete.—Simon Green, Ltd., 69 Brighton Road, Surbiton, Surrey. Elmbridge 5394.

SUPERCHARGERS

SHORROCK supercharger for Herald or similar, all fittings, 1,500 miles only. £40 o.n.o.—Box 8811.

WHEELS

5 JAGUAR wheels, c/w nearly new 6.40 x 15 R55s and wheel trims. £20 o.n.o.—Phone SOUTHall 6499.

4 WHEELS, 7 worm tyres, 5.20 x 13 in., £7 12s.—Sprite tonneau, £4, workshop manual £1. Lot £11 12s.—Reed, Redthorn, Forge Lane, Blakedown, Nr. Kidderminster.

WANTED

ALLOY head, Weber carburetter, 4.9 differential, D12 tyres, 550 x 13 and 15, hard top and alloy doors for Sprite.—Box 8812.

ASHLEY bonnet for Mark I Sprite.—LEE Green 2573.

AUSTIN-HEALEY 3000 Mk. II gearbox. State price.—Graham Curry, Larden Hall, Much Wenlock, Shropshire.

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

B.M.C. L/A flywheel, 3-branch manifold.—Harrington, Scunthorpe 4280.

FORMULA Junior, front or rear engined. Also consider any single-seater suitable hills and sprints. Maximum £300.—Box 8782 (Surrey).

DIFFERENTIAL unit or rear axle, ratio 3.9 to 1, for Bristol.—Telephone Tonbridge 3850.

GEARBOX for 1952 Jowett Javelin or Jupiter.—Bingham, 74 Hills Road, Cambridge

H.R.G. DERRINGTON 1622 Crossflow head; immediately.—Phone Armagh 2084.

INCOMPLETE, damaged racing car wanted, anything considered. Cash paid. State price.—Box 8783.

JAGUAR D-type oil tank or similar with hoses.—Box 8805.

LOTUS 7A. Less engine and gearbox. Good condition, 1960-61. Pay good price.—Lower Hook 3915.

LOTUS Elite write off or parts wanted. Collect anywhere.—Phone: Westham 323, Sussex, evenings.

M.G.A. 1600 or Twin-Cam Roadster, 1959-60, excellent cond. Cash or exchange T.V.R. IIA 1961, cash adjustment.—Jones, Riverside 9595 day. SHEpherd's Bush 5198 evenings.

M.G. S WANTED. TA, TC, TD, TF and 61/62. Midgets.—Jones' Garage, Syston, Leics. Syston 2257.

MORGAN Plus 4 Super Sports, in full race tune.—Box 8807.

ONE pair of "America" faired wings for Lotus 7.—Oakhill Garage, Erskine Road, Sutton. Vigilant 8520.

RACING twin J.A.P. 1,100 c.c. engine wanted, any condition.—Eltons Motors, Westbury, Wilts, 262.

REMOTE control gear shift (T.V.R. 100E).—Innes, 194 Rochdale Road, Oldham, Lancs.

SHORT of cash!!! Send list of your surplus speed and rally equipment. Cash offers.—David Astle, Birchcliffe, Broadley, Rochdale. Whitworth 3278 after 6 p.m.

SPRITE wanted. Mk. 1. Cash waiting, must have competition motor etc. Preferably hard-top.—Box 8795.

WEBER 45 DCO 3 carburetters required.—Box 8752.

WANTED, bits and pieces to modify 105E engine, e.g., Cosworth Head, etc.—Ian Muir, Ferndene, 2 Brechin Road, Kirriemuir, Angus.

WANTED. Pair Lotus Twenty hub carriers, with or without shafts, 15 in. magnesium wheels (5 in. rims), to fit same. State price.—Best, 23 Oakleigh Park, Portadown.

WANTED. Pair 40 DCOE Webers and/or manifold for Alexander Crossflow A-series head.—Contact F/L. Gleen, Officers' Mess, Khor-maksar, B.F.P.O. 69.

WANTED. Trials Car, Cannon preferred, consider unfinished car, all replies answered.—83 Babbacombe Road, Coventry.

WANTED DKW 1000 engine, standard or tuned. Crank only considered.—Merchant, Lings Mill House, Hatfield, Doncaster.

WANTED for 1500 M.G.A.: two disc wheels, X tyres, four hub caps, rear bumper, set of over-riders.—D. Platts, 3 St. Paul's Street, Chippenham, Wilts. Tel.: Chippenham 3741.

NEW CARS FOR SALE

ELVA

ELVA demonstrations anywhere, any time.—L.H.S., Ltd., 221-227 and 233 The Broadway, S.W.19. CHERywood 3241.

FIAT

FIELDS OF CRAWLEY for Fiat Sales, Service, Spares, Demonstrations.—Tel.: Crawley (Sussex) 25533.

FORD

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

GOGGOMOBIL

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

JAGUAR

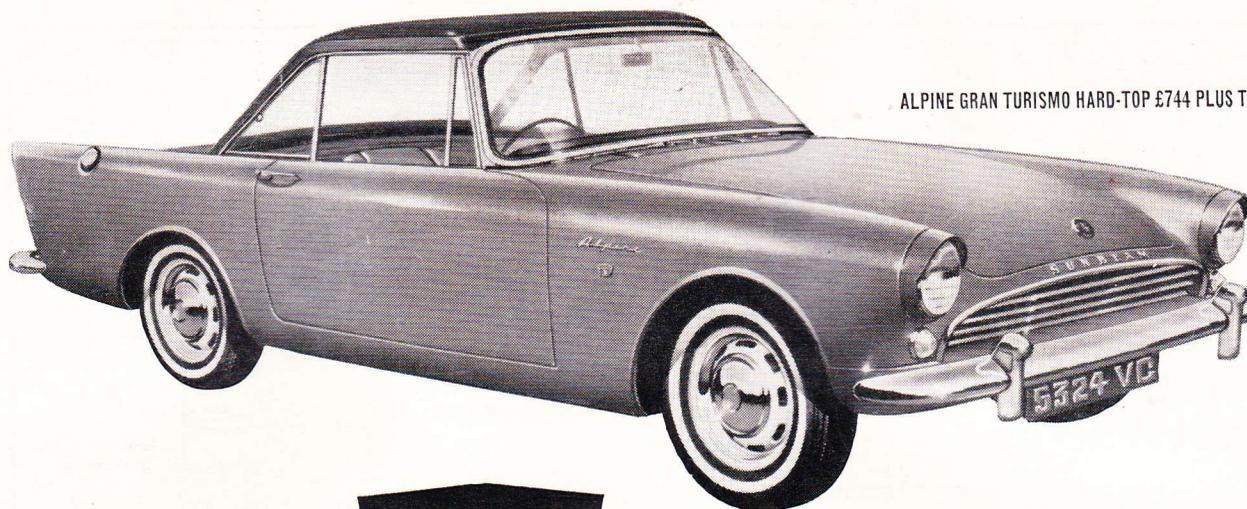
E-TYPE SPECIALISTS. Demonstrations anywhere, any time. Both open and closed models available.—Fields of Crawley. Tel.: Crawley (Sussex) 25533.

SAAB

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

TRIUMPH

TRIUMPH 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.



ALPINE GRAN TURISMO HARD-TOP £744 PLUS TAX £155-11-3

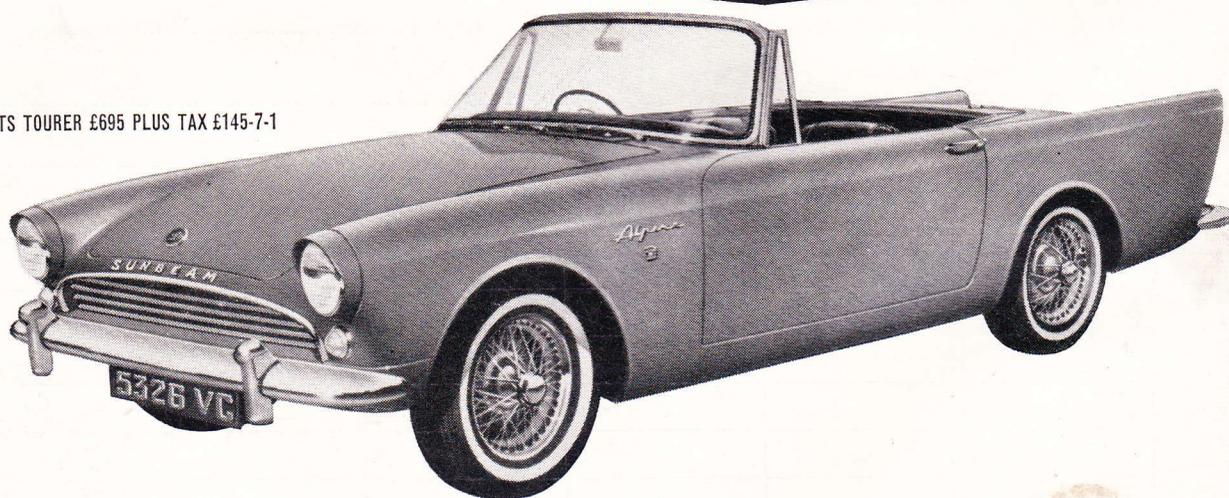
Meet two great new versions of the successful Sunbeam Alpine, bred from years of rallying, racing and research. Both models are powered by the famous Rootes 1.6 litre engine. One, the **Sunbeam Alpine Gran Turismo**, is a hard-top model with special luxury features including wood-rim steering wheel, walnut fascia, heater, fitted carpets, re-styled rear compartment with padded seat, and outstanding quietness and comfort. The other, the **Sports Tourer**, has a redesigned easy-to-operate hood. A hard-top is available as an extra.

TWO GREAT NEW ALPINES

New performance features: Higher gearbox ratios. Larger front disc brakes. Servo-assisted braking all round. Improved suspension. **New steering wheel:** With telescopic adjustment. **New seats:** The most comfortable ever. Hold you firmly. Fully adjustable for height, rake, fore and aft movement. **New bigger boot:** With twin wing petrol tanks—luggage space nearly doubled. **New accessories without extra cost:** two-speed windscreen wipers, screen washers and nylon cord tyres.

Seven colour schemes. Optional extras—overdrive, wire wheels, whitewall tyres.

ALPINE SPORTS TOURER £695 PLUS TAX £145-7-1



NEW SUNBEAM ALPINES

ROOTES MOTORS LTD

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



By appointment to
Her Majesty the Queen
Motor Vehicle Manufacturers
Rootes Motors Limited