

BRITISH GRAND PRIX PREVIEW

AUTOSPORT

JULY 19, 1963

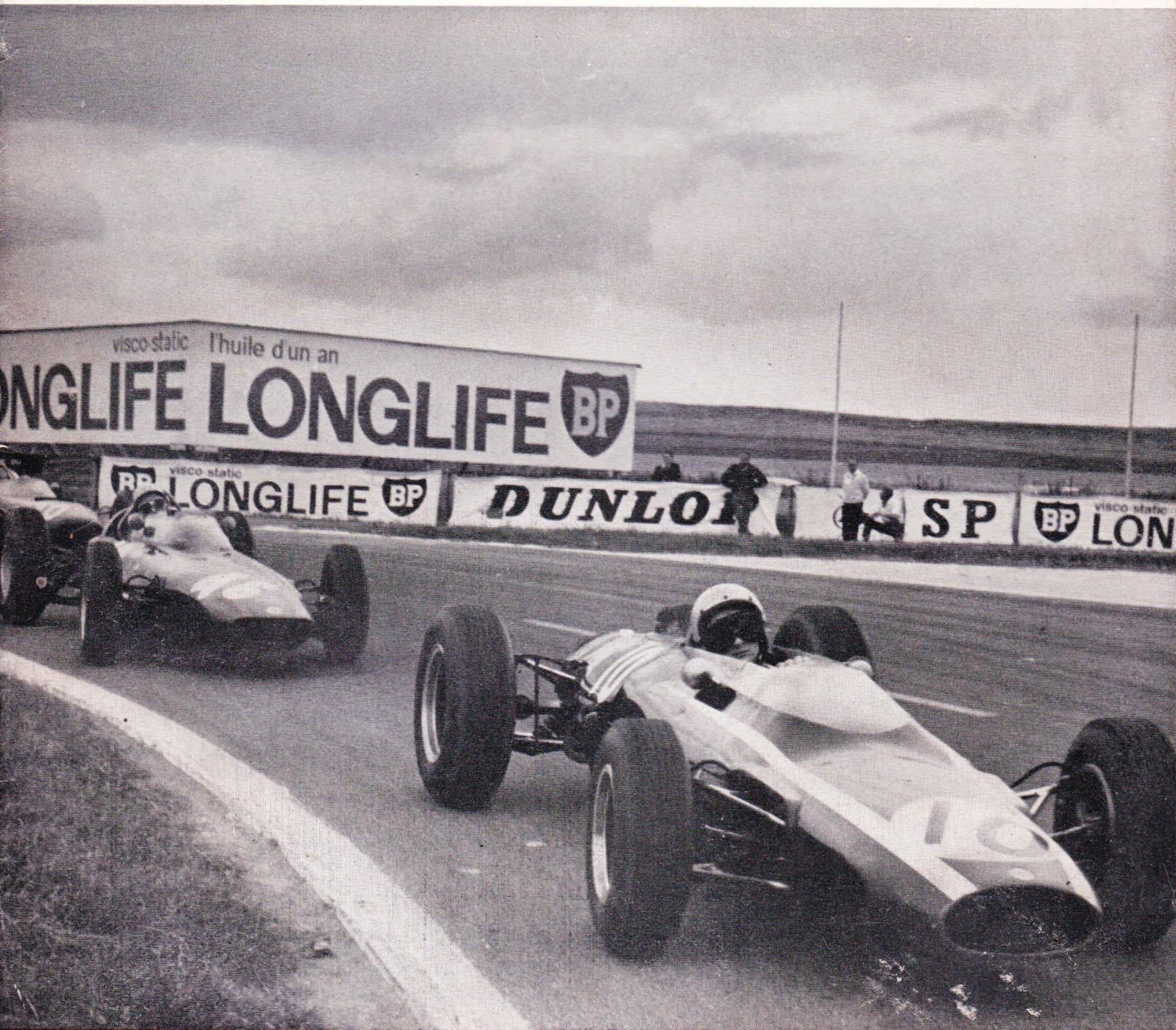
# AUTOSPORT

2/-

EVERY FRIDAY  
Vol. 27 No. 3

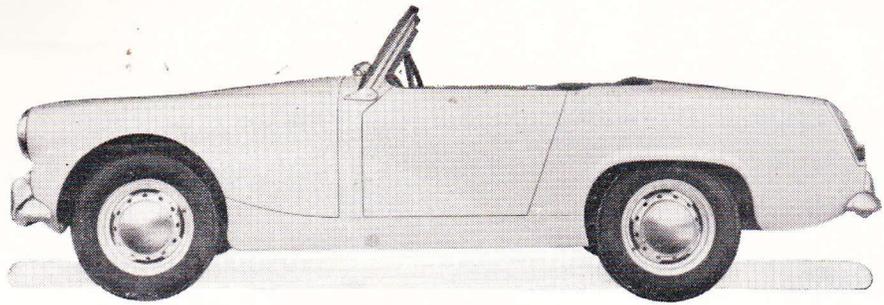
BRITAIN'S MOTOR SPORTING WEEKLY

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

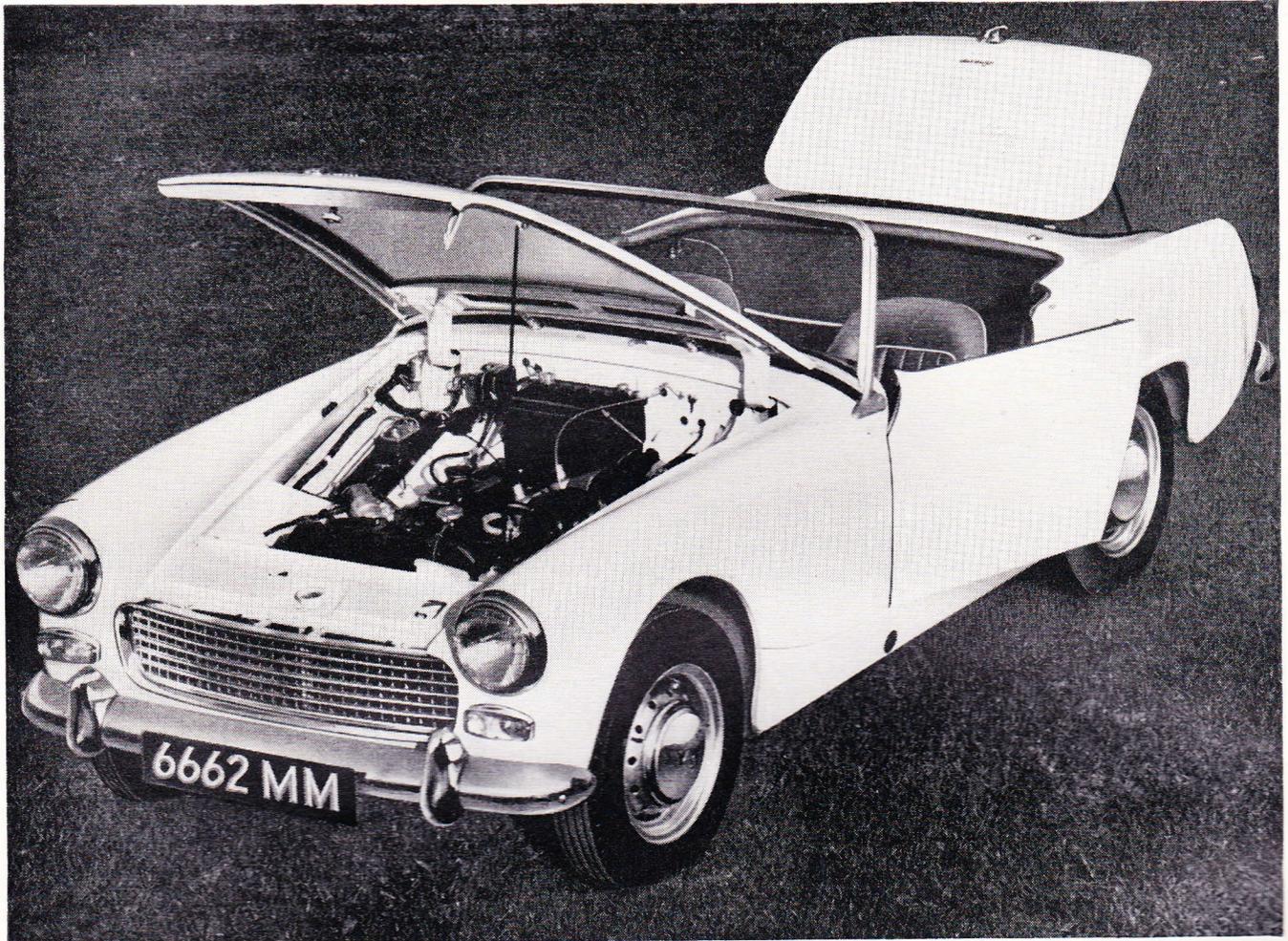


## IN THIS ISSUE

MALLORY PARK INTERNATIONAL : FORMULA 1 COOPER-CLIMAX—CUTAWAY DRAWING : AUVERGNE TROPHIES  
RACING AT SNETTERTON, OULTON PARK AND SILVERSTONE : M.G. MIDGET ROAD TEST : BOOK REVIEWS



## THE AUSTIN HEALEY SPRITE<sup>MK II</sup>



## The Sprite has improved from the inside out

### THAT MAKES SENSE

Today's Sprite is the sports car bargain of the world. Its new 1098 c.c. engine sets the pace on the road and the 8½-in. disc brakes in front justify pace with safety. The Sprite has new details of comfort and smartness—both seats

are adjustable; fitted carpets, padded facia, and a new range of colours, all make it a smart car to be in, and to be seen in. At the price of £485 plus £101.12.1 P.T., the Sprite is a sports car that really makes sense!

THE AUSTIN MOTOR COMPANY LTD · LONGBRIDGE · BIRMINGHAM PERSONAL EXPORTS DIVISION · 41-46 PICCADILLY LONDON W1

*you invest in an* **AUSTIN**

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

July 19, 1963 Volume 27 Number 3

**Managing Editor** Gregor Grant  
**Technical Editor** John V. Bolster  
**Club & Rallies Editor** Michael Durnin  
**Editorial Assistants** Patrick McNally, Michael Kettlewell  
**Northern Editor** Francis N. Penn  
**Technical Art Editor** Theo Page

**Correspondents**  
**Northern Ireland** Brian Waddell  
**Eire** Brian Foley  
**Western Germany** Alan Bruce  
**Australia** Peter Bakalor  
**New Zealand** Peter Greenslade  
**South Africa** Roger Houghton  
**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 Section**  
**Chief Photographer** George Phillips  
**Scotland** W. K. Henderson  
**U.S.A.** Ozzie Lyons

## Contents

- 79 Pit and Paddock
- 82 Sports News
- 83 Auvergne Trophies, Clermont-Ferrand
- 84 Correspondence
- 85 1963 FORMULA 1 COOPER-CLIMAX—Theo Page  
Cutaway Drawing
- 86 B.R.S.C.C. INTERNATIONAL MALLORY PARK  
—Full Report and Pictures
- 89 500 M.R.C. of Ireland Kirkistown Race Meeting
- 89 South African Scene
- 90 Snetterton M.R.C. National Snetterton Race Meeting
- 92 John Bolster Tests the M.G. Midget
- 94 18th R.A.C. BRITISH GRAND PRIX—A Full  
Silverstone Preview
- 96 Book Reviews
- 97 Club News
- 98 Seven-Fifty M.C. Silverstone Race Meeting
- 100 B.R.S.C.C. (Northern Centre) Elvington Race  
Meeting
- 102 B.A.R.C. Oulton Park Race Meeting

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

### BRITISH GRAND PRIX

**T**OMORROW, after a lapse of two years, the British Grand Prix returns to the traditional post-war home of motor racing, Silverstone. It was in 1948 that the R.A.C. organized a race-meeting on a redundant air-field, using a sinuous 3.8-mile circuit, which, a year later, was changed to the familiar 3-mile course we know today. The 1948 event was the first British Grand Prix to be organized in Great Britain since 1927, and was won by Villoresi (Maserati) at 72.28 m.p.h. A year later, de Graffenried (Maserati) won on the revised circuit at 77.31 m.p.h. Fastest lap, by Bira in his supercharged 1½-litre Maserati, was 82.82 m.p.h. Eleven years later, Innes Ireland in an unsupercharged 2½-litre Lotus-Climax raised this to 111.86 m.p.h., and last May, with his 1½-litre Lotus-Climax, achieved 110.45 m.p.h. In all, 10 British Grands Prix have been staged at Silverstone, the majority having been organized by the British Racing Drivers' Club, with strong support from the *Daily Express*. During the years, spectator facilities and installations have been improved to an immeasurable extent, and there is little doubt that Silverstone has the true Grand Prix atmosphere. Saturday's race will see the largest field of Formula 1 cars assembled for a 1963 *grande épreuve*, and certainly the biggest International representation, with drivers from Great Britain, U.S.A., Sweden, Holland, Argentina, Australia, New Zealand, Italy, Switzerland and South Africa. It is Round Five of the World Championship, and already Jim Clark (Lotus-Climax) has scored three victories, and the 1962 title-holder Graham Hill (B.R.M.), one. However, in recent races, a new make has come up to challenge Cheshunt and Bourne, namely the Climax-powered Brabhams, which will be driven on Saturday by Dan Gurney and by the Champion of 1959 and 1960, Jack Brabham. These are undoubtedly the fastest "non-monocoque" machines on the circuits today. Brabham's Juniors have proved to be almost invincible this year, and many people believe that his Formula 1 cars must win a Grand Prix before long. Another threat comes from Innes Ireland in the B.R.P.-B.R.M., lap record holder in two Formula 1 categories. John Surtees and his Ferrari are also capable of shaking the opposition, but it is unfortunate that the ex-Champion motorcyclist will not have the backing of a second car. A.T.S. will be out to demonstrate that their cars do have G.P. possibilities, and many enthusiasts will look for a winner in the strong Cooper-Climax team of Bruce McLaren and Tony Maggs. In a Grand Prix anything can happen. Jim Clark lost the Championship in South Africa last year because a small bolt worked loose. No matter how superbly a car is driven, and how meticulously it is prepared, there must always be an element of good fortune to secure victory.

### OUR COVER PICTURE

*BRUCE McLAREN stands an excellent chance of victory in Saturday's British Grand Prix at Silverstone, which is one of the most "open" for years. Bruce, who regularly contributes to AUTOSPORT, and whose mount, the 1963 Formula 1 Cooper-Climax, is the subject of Theo Page's cutaway drawing in this week's issue, leads Lorenzo Bandini (B.R.M.) at Rheims.*

Photo: George Phillips

**For  
SAFE  
COMFORTABLE  
DRIVING**



**WESTOVER DRIVING SHOES**

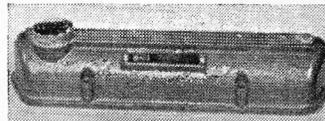
**Ideal for Racing and Rallying**

*Westover Driving Shoes* are designed for safe comfortable driving. Being made of real leather, they are light, flexible and hard wearing. Patented heel protection means less wear to car interior and reduces leg tiredness by giving easy pedal control.

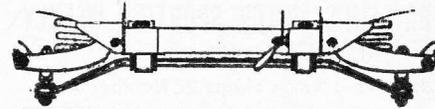
ONLY 65/- per pair.

**WRITE NOW TO: (Dept. AS/1).  
WESTOVER ENG. & TRADING CO.,  
65 ST. JAMES ROAD,  
NORTHAMPTON**

Available in all Ladies' and Gentlemen's sizes. Price £3.5.0 +2/6 postage and packing. Money refunded if returned unworn within 7 days. Complete postal-factory repair service.



**LIGHT ALLOY ROCKER COVER**  
Crackle black, with C.P. filler caps for 105 and 109E Ford, **77/6**. "A" and "B" series, **77/6**. Polished, **12/6** extra. Herald, Spitfire, **£4.7.6**. XPAG M.G., **£5.7.6**. TR2 & 3, **£6.5**. Polished. Post 3/6.



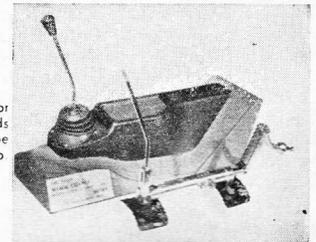
**ANTI-ROLL BARS.** Scientifically designed for maximum control. Ford 105 & 109E, all models **75/-**; A35, Sprite, Riley 1.5, Wolseley 1500, Metropolitan, **97/6**; Magnette, Wolseley 15/50, **£5.17.6**; Triumph TR2 & 3, **£6.5**. Mini models, rear **97/6**. Carriage 6/-; most types from stock.

**RAM PIPES** for S.U. Carburettors, polished light alloy, developed for maximum power.  $1\frac{1}{4}$  &  $1\frac{1}{2}$  in., **32/6** pr.,  $1\frac{1}{4}$  &  $1\frac{1}{2}$  in., **37/6** pr., 2 in., **42/-**. Post 9d.



**EXTRACTOR EXHAUST MANIFOLDS.** Of scientific design, proved to be of maximum efficiency, developing 3 to 10 B.H.P. more than standard. For all "A" ser. B.M.C. cars, **£9.10**; "B" ser., **£13**, TR2 & 3, Morgan, **£19**. Healey 3000, **£29**, 100/4 with twin S/T silencer, **£25**. Lotus Elite, **£10.10**. Ford Consul, **£12.10**. Zephyr, **£17.10**; and for most other popular makes. With twin S.U. carbs. for Ford 100E, **£22.10**; 105E, **£27.10**. Mini-Minor, A.7, **£22.10**. Triumph Herald Mk. I & II inlet and exhaust (less carbs.), **£14.10**. Most other models available.

For "A" ser. Extractor exhaust manifolds with induction pipe for std. single carb or S.U., **£11.10**.



**"MINI" REMOTE CONTROLS**  
The new SPQR "MAJOR CHANGE" gearshift, is easy to fit, efficient and foolproof, with sound damping fibre glass tunnel cover. Standard **£13.9.6**, de luxe with wooden knob **£16.9.6**, post 4/-, delivery from stock (mechanism shown separately).  
Mention make when writing.  
Postage or carriage extra.



159 & 161 LONDON ROAD, KINGSTON-UPON-THAMES

**TUNING**

**From £28**

**George Hartwell LTD.**

In addition to the three stages of specialized tuning for Sunbeam Cars, our competition department is prepared to undertake engine conversions and coachwork modifications to other makes. We are also the main distributors of Microcell competition seats for S.W. England. Full details on request.

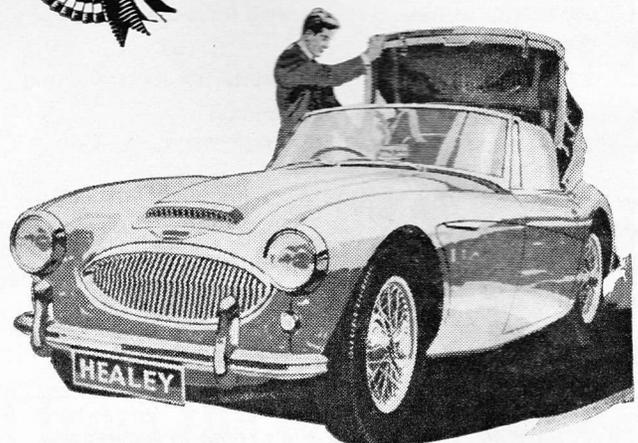
3 Stage tuning now available on Humber SCEPTRE



35-41 HOLDENHURST ROAD  
BOURNEMOUTH Tel: 26566



**TWO WINNERS  
AT SAUNDERS**

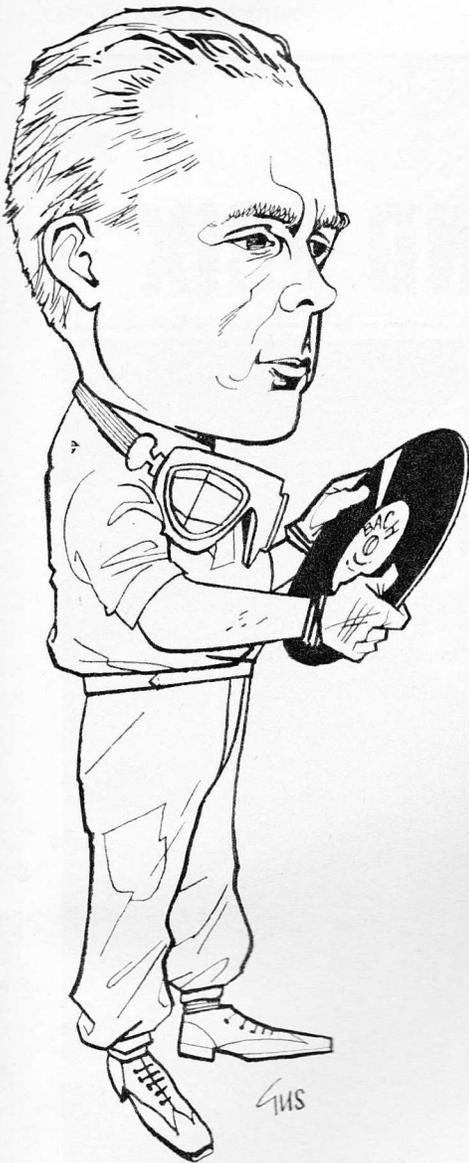


Here's an opportunity for enthusiasts to get a good close-up of two thoroughbreds in the sports-car field—the latest Austin Healey '3000' convertible and the inimitable Sprite. They are on display at Saunders in many attractive colour-schemes this month—come and look them over.

Get in the rally mood at **Saunders**

**H. A. SAUNDERS LIMITED**

836-842 High Rd., Finchley, N.12 Tel: HILside 8822 (15 lines)  
Hours of business 9 a.m.—6 p.m. Sats. inc.  
Austin Distributors for Herts., Beds. & Bucks., London N.12 & N.20



**AUTOSPORTSMAN** by Gus  
No. 11 : Phil Hill

**L**ODOVICO SCARFIOTTI, winner at Sebring and Le Mans, is reported to have announced his retirement from racing. The Italian gained a championship point at Zandvoort, but was injured at Rheims in his Formula 1 Ferrari a few days later.

**G**RAHAM HAYWARD has been appointed Competitions Manager of Britax (London), Ltd. He will advise on safety harnesses for rallies and racing.

**F**OREIGN ENTRY QUALIFICATION FROM the latest R.A.C. Motor Sport Bulletin it is learned that as from 1st August, drivers wishing to take part in foreign events will have to have additional experience in the British Isles before the R.A.C. will approve their entries.

After reviewing, at their June meeting, drivers nominated for some international events, the R.A.C. Competitions Committee directed that a visa, which must be obtained from the R.A.C. in respect of R.A.C. Competitions Licence holders entering foreign events, will only be granted to drivers who have previously finished in two events in the British Isles of International or National status.

This ruling applies to races, hill-climbs and rallies.

### "AUTOSPORT" CHAMPIONSHIP

SINCE the last news, which appeared in these columns on the 28th June, three meetings have been held which included qualifying races, and several drivers have come up with a rush as we thought might happen. We still await the full results of the Martini Trophy meeting at Silverstone, so the final table cannot yet be compiled, but several startling facts emerge from the information available from this meeting, from Mallory Park last Saturday, and from Snetterton on Sunday.

Over last week-end Roger Nathan, Robin Benson and Tony Hegbourne notched up 18 points apiece, Frank Gardner did well despite adversity, and several others holding significant positions scored successes, including World Champion Graham Hill who, in the E-type Jaguar, is now equal with Roy Salvadori in the Cooper Monaco at 36 points from four clear wins.

Let us now look briefly at the classes. In Class A, Warwick Banks has split the Dick Jacobs Midgets with 34 points from five scores. Roger Nathan has shot to the head of Class B with three clear wins, 27 points. Ken Mackenzie is now equal second in Class C with 18 points from two wins. In Class D Graham Hill leads with 36 points and Mike Parkes, the reigning AUTOSPORT Champion, is now equal second with Dick Protheroe. Class E results are not yet complete, but Chris Williams still leads, now having 33 points from five scores, and Robin Benson has shot into second place with 30 points from five scores. Frank Gardner is still second in Class F to the overall leader Mike Beckwith, but is only 1 point ahead of Tony Hegbourne who now has 34 points from five scores. In Class G, Bill de Selincourt has taken second place behind Roy Salvadori, with 22 points from three scores, and his team-mate John Coundley, who shares the Lotus 19, is tying with Innes Ireland at 16 points from three scores.

At Silverstone tomorrow Graham Hill and Innes Ireland will be unable to appear in the qualifying race, having driven in the Grand Prix, but some interesting results may well come from those who can compete. We will print the answers as soon as we know them.

**T**HE B.A.R.C. Aintree race meeting on 5th August has been reduced from National Open to National British status.

## ST. VINCENT'S TROPHY RACE, SANDOWN PARK, AUSTRALIA

**B**IB STILLWELL, driving his Repco-Brabham-Climax, emerged victorious in the St. Vincent's Trophy Race, held over 26 laps of the Sandown Park circuit on 23rd June. Stillwell recorded best time in practice held on the previous day, thus securing pole position on the grid, next fastest being Lex Davison, driving the car with which Bruce McLaren won the Sandown Cup in March, whilst Bill Patterson, driving his 2.5-litre Cooper, and David McKay, in the Brabham, were next in line. From the time the starter's flag fell until the chequered flag was waved Stillwell was never headed, and did not at any stage look like losing the lead short of some mishap. However, the dice for second position was providing the crowd of 20,000 spectators with first-class entertainment, for although Lex Davison held this position throughout, he was hotly

## PIT and PADDOCK

### MONZA LOTTERY GRAND PRIX

**O**VERSHADOWED somewhat by the Rheims race on the same day, the Monza Lottery Grand Prix on 30th June went to Jacques Maglia (Lotus-Ford 22) after the Frenchman had duelled with Australian John Ampt (Alexis-Ford), who retired with a holed radiator. Colin Davis, who rarely races these days, was an excellent second in a Wainer-Ford.

A three-hour race for 1-litre G.T. cars, qualifying towards the G.T. Championship, was, of course, a Fiat-Abarth benefit, "Tiger" winning from Gianfranco Rovetta. Six of the ten starters finished.

#### RESULTS

**Formula Junior—Heat 1 (15 laps—86.25 kms.):** 1, Curt Lincoln (Brabham-Ford), 179.822 k.p.h.; 2, "Geki" (de Sanctis-Ford); 3, Colin Davis (Wainer-Ford). **Heat 2 (15 laps—86.25 kms.):** 1, Jacques Maglia (Lotus-Ford 22), 183.999 k.p.h.; 2, John Ampt (Alexis-Ford); 3, John Peterson (Brabham-Ford). **Final (30 laps—172.5 kms.):** 1, Jacques Maglia (Lotus-Ford 22), 183.067 k.p.h.; 2, Colin Davis (Wainer-Ford); 3, Kurt Bardi-Barry (Cooper-Ford); 4, Piekro Troberg (Lola-Ford); 5, David Hitches (Lola-Ford); 6, "Acnalam" (Lotus-Ford 27). **Fastest lap:** Maglia, 1 m. 49.6 s., 188.869 k.p.h.

**G.T. Cars (Three Hours):** 1, "Tiger" (Fiat-Abarth 1000), 160.503 k.p.h.; 2, Gianfranco Rovetta (Fiat-Abarth 1000); 3, Jacques Calderari (Fiat-Abarth 1000); 4, Domenico Lo Coco (Fiat-Abarth 1000); 5, Girolama Capra (Fiat-Abarth 700); 6, F. Sestili (Fiat-Abarth 700). **Fastest lap:** "Tiger", 2 m. 2.5 s., 168.979 k.p.h.



*AT SILVERSTONE on Saturday will be AUTOSPORT's new kiosk, which has been seen at many race meetings this year. Watch out for it!*

pressed by both McKay and Patterson for the entire race, and even after McKay's retirement with engine trouble on lap 15 Patterson continued to hound "Davo", to the delight of the crowd. Patterson indulged in a great deal of fist waving, which was perfectly justified, for on at least two occasions Davison was guilty of deliberate baulking, which is something that this great sportsman has never indulged in previously, and I hope it does not occur again. The Formula Junior section of the race was won by Jack Hunam driving an Elfin, from Leo Geoghegan (Lotus 22) and Mel McEwin on another Elfin. Included in the supporting events was the Ron Flockhart Memorial Trophy Race for ADO15 type cars, which was won by Peter Manton, who has been practically undefeated in this class of racing over the last 12 months. **ANDREW MACGREGOR.**

# ROB WALKER'S DO-IT-YOURSELF GRAND PRIX



**N**umber 7 is tuned and ready. The onlookers step back. As the engine of the Cooper barks awake, steadies, rises to a full scream, Rob Walker tilts his head, listening, with all the instinctive judgment of a racing man 25 years at the game.

"I don't think it's revving quite properly there," he says. "But let's try it a few times around. Now watch your feet!" Walker releases the clutch and the shrieking Cooper takes off like a bullet—all twelve inches of it!

This is one kind of motor racing, if you like. And these perfectly scaled miniatures are a logical hobby for the

man who is himself the mainspring of racing's most famous and successful private team.

Blistering Walker's indoor track at speeds up to 60 m.p.h., they are driven not by demons but by thimble-size engines that rev up to a shattering 16,000 r.p.m. (They thrive on a potent Ether fuel from BP—but then *all* Walker cars do run on BP fuels and lubricants!) He has a whole line-up of these lightning midges, worth as much as £300 each.

"They're awfully temperamental, you know. Much worse than the real thing."



Walker fills two albums each year with the team's press clippings.



Getting into rather larger cars—Walker runs the new Facel Vega, a Lotus Cortina, and the new Cooper 'S'.

And the real thing is, after all, Rob Walker's real line. This total devotion started the day he saw his very first race. It was the Boulogne Grand Prix. It was 1924. He was 7.

**'The Turning Point.'** By age seventeen, when he could finally get his licence, Walker was well on his way—first as a widely respected driver in his own right and then, after the war, with his private racing team.

The team was beginning to get hotted up by 1953. But it was 1958 when it rocketed onto front pages everywhere, with a Cooper, Stirling Moss, and a dramatic upset in the Argentine Grand Prix.

*"That was the turning point for us, you might say. A fortnight before the race Moss's regular Vanwall wasn't ready, so he came to me for a Cooper. The organisers in Argentina were so anxious to have Moss—in any car—that they offered to fly my Cooper out there.*

*"Well . . ." Walker's face creases into a wide smile. "When they saw that car come off the plane, I really think they felt cheated. It looked like a baby to them. It was just a two litre, up against 2½'s, and looked ridiculously small against the Maseratis!"*

History: a lot of people surprised and shaken, and, for Rob Walker, the satisfaction of the first Grande Epreuve win ever gained by a private owner.

**'Thought I was mad.'** *"Then, in the very next Grand Prix, Trintignant brought in another world championship win for the team. Terrific! It hadn't really surprised me, though. I used to tell everyone those cars had terrific potential. They thought I was mad!"*

*"Winning is quite simple. All you need, apart from luck, is the right car, the right mechanics, and the right driver!"*

*"I've never made it a policy to use anything but proved drivers. This year, for example, Jo Bonnier. Quite apart from anything else, I haven't the money to allow inexperienced drivers to break up the cars. Take the sheer cost of engines. Not many years ago a Formula One engine was worth £1,500. Now it is £5,000! I am unfortunately in the unique position, I think, of paying for all this out of my own pocket. Racing is getting vastly more costly all the time. Not only for me. The works teams are feeling it too.*

**'I know nothing.'** *"And in motor racing you obviously just can't fall behind. You have to be with it all the time."*

*I believe that if a top mechanic, for instance, is out for one month he begins missing things. Of course I myself know nothing about technical things—nothing."*

First men to disagree with this statement would be Walker's own mechanics. The word is that Rob Walker knows racing—all sides, and inside out.

*"I suppose you could say I'm the team manager, whatever that means. But I certainly never try to tell the drivers what to do or how to win the race. I'm in the pits, doing the times, but I never send a signal to go faster or slower.*

*"Perhaps I did once try to signal Stirling to slow down a bit. So on the next lap he slowed down alright—by 2/5ths of a second! Well, that's Stirling for you.*

**'Those terrific years.'** *"I fill two albums every year with press notices for the team—file them away as they come in during the summer, and then paste them into the album during winter. Just now I'm working on 1961—still just catching up on those terrific years with Moss."*

Bets are being taken that for the Rob Walker team there are more, many more terrific years still to come—impelled by this tall, gentle man with a quietspoken devotion to racing, racers, and race cars (8 foot long, or just 12 terrible inches!)

## ROB WALKER CHOOSES BP FUELS AND LUBRICANTS



**BP IS  
THE KEY  
TO BETTER  
RACING**

**WARWICK BANKS** was recently fined for substantially modifying his Turner-Climax between scrutiny, practice and the race at Oulton Park on 6th April by a tribunal appointed by the Competitions Committee of the R.A.C. Also at the tribunal both Tommy Atkins and Roy Salvadori were reprimanded as the former's Jaguar 3.8, driven by Salvadori at the same Oulton Park meeting, did not comply with the F.I.A. form of recognition then current in respect of this vehicle, with regard to the size of wheel allowed.

#### GERMAN RALLY

FULL results of the Weisbaden-German Rally are appended below. Unfortunately, this was the first of the rallies to be included in the Grand Touring Car Manufacturers' Championship, which now really complicates matters. It appears that Porsche won the 2-litre and 1,600 c.c. classes, Alfa Romeo the 1,300 c.c. division and Fiat-Abarth the 1-litre class, but no official confirmation is available.

#### RESULTS

1, Böhlinger/Kaiser (Mercedes-Benz 300SE), 0 route penalties; 2, Glemser/Braungart (Mercedes-Benz 220SE), 0; 3, Andersson/Häggbom (Volvo 122S), 0; 4, Gerhards/Henneke (Mercedes-Benz 220SE), 0; 5, Koob/Wies (D.K.W. F12), 0; 6, Kaufmann/Kling (D.K.W. Junior), 2; 7, Knoepfel/Knoepfel (B.M.W. 700S), 6.3; 8, Kelleners/Böckmann (Fiat 1300), 9.2; 9, Brechler/Brechler (Volvo 122S), 18.6; 10, Osterberg/Edenring (Volvo 122S), 22.6.

## SPORTS NEWS

THIS Sunday's Inter-Club Shelsley Walsh hill-climb has attracted 115 competitors, comprising 29 teams from clubs all over the country. The meeting starts at 11 a.m. with individual runs and amongst the competitors will be Reg Phillips, Peter Gaskell, George Keylock, Ray Terry, Austen May, David Embley, Peter Boshier-Jones, Phil Chapman and Peter Cottrell.

#### NURBURGRING 12 HOURS

A DRAMATIC finish enhanced the 12-hour Touring Car Race at the Nürburgring last Sunday, and brought victory to the 3.8 Jaguar driven by Peter Lindner and Peter Nöcker, which crossed the line just 2.2 seconds ahead of the Paul Frère/Lucien Bianchi Fiat 2300S, which had led the race since the Jaguar had a 40-minute pit stop to weld a Panhard rod bracket. A Ford Cortina driven by Michael Donegan and Michael Brunt finished seventh overall and first in its class.

#### RADIO AND TELEVISION TIMES OF THE BRITISH GRAND PRIX

**B.B.C.—Network Three Radio.**  
1.55; 3.05; 4.10.

**A.B.C.—Independent Television.**  
2.55; 4.10; 5.00.

THIS Sunday the Veteran Car Club are organizing the London Veteran Car Rally at the Crystal Palace circuit. The entry includes 40 different makes and covers each year between 1898 and 1916.

#### BORDER 100 TO NEVILLE LEDERLE (LOTUS-CLIMAX)

NEVILLE LEDERLE, probably South Africa's most promising driver, is almost assured of winning the South African drivers' championship this year. The 24-year-old driver added another nine points to his tally, when he won the Border 100 on the Grand Prix circuit at East London on 8th July—a public holiday here—in his Lotus-Climax 21.

Lederle can only be beaten by Ernest Pieterse or Peter de Klerk—if either of these two win the remaining four races on the championship calendar. Lederle has registered four wins, two seconds and a third in the eight races contested so far this season, and he only drove in seven, withdrawing from the recent Royal Show Championship event because of the death of his father.

All 17 starters in the Border 100 got away to good starts. Pieterse (Lotus-Climax 21), Peter de Klerk (Alfa Special) and Lederle started in the front row, with Doug Serrurier (L.D.S.-Alfa) and Brausch Niemann, having his first outing in Ted Lanfear's Lotus-Ford 22 with 1,500 c.c. engine, in the second row.

Lederle and Pieterse had soon pulled out a good lead over the rest of the field and, throughout the race of 42 laps, were never more than 3½ secs. apart.

Behind these two, Serrurier and Brausch Niemann—well-known for his success with a very rapid Lotus-Ford 7—had a great dice for third place, until Niemann had trouble with the gearbox of the Lotus-Ford 22, and was forced to drop back.

Pieterse, the present South African

#### RACING CAR SHOW—1964 S.M.M.T. Approval for Specialized Exhibits

PRESENTED by the B.R.S.C.C. and organized by Ian Smith and Denis Southwood, the Fifth Annual Racing Car Show will take place at Olympia, from 22nd January to 1st February, 1964. For the first time, the S.M.M.T. have given full approval to certain exhibits. Stipulations are:

- I (a) Cars which have been especially modified for use in motor racing and are acceptable to the organizers for that purpose, provided their display is for the sole purpose of exhibiting such modification and they are exhibited by the manufacturer or accredited supplier of the conversion. The modification must be of a major nature, plainly visible as the purpose of the exhibit. (Car manufacturers may not take space under this heading.)
- (b) Cars in kit form for home construction provided they are exhibited and advertised for sale expressly and solely for that purpose.
- (c) Non-production cars built especially for motor racing or record-breaking attempts on loan for display by the organizers.
- II The display of accessories and components appropriate to motor racing:
  - (a) By the manufacturer where that manufacturer supports motor racing.
  - (b) Indirectly in other cases (manufacturers being permitted to supply exhibits, display features and staff; but not financial aid, to distributors or retailers having stand space at the show).
- III Motor publications.

It will be recalled that AUTOSPORT has, for many years, advocated S.M.M.T. support for the Racing Car Show, and it is a feather in their caps for Ian Smith and his men that this has finally been achieved.

CHAMPION rally navigator Brian Melia was married to Dorothy Clayton at St. George's, Macclesfield, on 13th July.

EDGAR BARTH (2-litre Porsche) set B.T.D. at last Sunday's Trento-Bondone hill-climb.



MANY motor racing and rally personalities were present at Caxton Hall last week for the wedding of top rally drivers Pat Moss and Eric Carlsson. Brother Stirling arrived and departed on a motor-scooter—complete with L-plates!

AT the Swiss St. Ursanne-les-Rangiers hill-climb a few weeks ago B.T.D. was recorded by Karl Foitek in a Lotus-Ford 23B sports car. Joint second were Tommy Spychiger (Abarth 1000) and Sydney Charpillot (Elva Mk. 7) with 2 mins. 49.1 secs., as compared to Foitek's 2 mins. 45.4 secs. Best single-seater was Charles Vögele's Brabham-Climax (2 mins. 52.3 secs.), while John Thurston won his class in an Austin-Cooper S.

VIC PRESTON, winner of the B.O.A.C. East African Motor Sportsman Award for 1960 and 1961, will be amongst the spectators at Saturday's British Grand Prix.

JIM CLARK, Jack Brabham, Innes Ireland and Jo Bonnier will be driving in the Solitude Grand Prix for Formula 1 cars on 28th July.

ROYSTON CARPENTER drove the Le Mans A.C. at the London M.C. Snetterton meeting, and not D. Mackay.

champion, was driving very well, and really pushing Lederle, who was his usual impeccable self. On his 30th lap Lederle turned in the fastest lap of 94.87 m.p.h., which compares favourably with the track record of 96.35 m.p.h. set by Jim Clark in the V8 Lotus-Climax 25 during the last South African Grand Prix. Lederle's time was, in fact, better than Clark's best lap in a Lotus-Climax 21 (the car now owned by Pieterse) of 94.2 m.p.h. set in 1961.

Lederle and Pieterse were motoring so rapidly that they succeeded in lapping Serrurier, who was lying in third berth, after 34 laps of the 2.4-mile circuit.

When Lederle took the chequered flag he had averaged about 88 m.p.h. for the 101-mile race, but only finished 1.7 secs. ahead of Pieterse, with Serrurier third and Niemann fourth.

Brausch Niemann's young brother, Jurgen, took a very creditable seventh place, in the Lotus 7 previously used by his brother. All 17 starters finished the race, which is also a noteworthy achievement.

With this latest win Lederle has 48 points from his six best performances, which is the number the championship will be decided on, although there are 12 qualifying races.

ROGER HOUGHTON.

#### RESULTS

##### 42 laps—101 miles

1, Neville Lederle (Lotus-Climax 21), 1 h. 6 m. 33 s.; 2, Ernest Pieterse (Lotus-Climax 21), 1 h. 6 m. 34.7 s.; 3, Doug Serrurier (L.D.S.-Alfa), 41 laps; 4, Brausch Niemann (Lotus-Ford 22); 5, Gordon Henderson (Scorpion-Alfa); 6, Clive Trundell (Cooper-Climax). **Fastest lap:** Lederle, 1 m. 32.6 s., 94.87 m.p.h.

# AUVERGNE TROPHIES

## Wins for Lorenzo Bandini (Ferrari) and Jo Schlesser (Brabham)

BY BILL GAVIN



LORENZO BANDINI, on his winning way in a two-year-old, front-engined 3-litre Ferrari, receives a pit signal. Bandini made equal fastest lap with Tony Hegbourne (Lotus 23B).

MAIN event of the Auvergne Trophies meeting at Clermont-Ferrand on 7th July was the three-hour race for G.T. cars, G.T. prototypes, and sports cars. This was a qualifying event for Divisions 2 and 3 of the G.T. Championships, i.e. 1,001-2,000 c.c. and over 2,000 c.c., but the real interest lay in the dispute for outright victory between the various sports and prototype cars, and it was Lorenzo Bandini on a 1961 Ferrari Testa Rossa who took the day. The only supporting event was a Junior race divided into two 12-lap heats, both of which were won by Jo Schlesser in his Brabham-Ford.

THE Auvergne circuit was built a few years ago and each year has featured an international sports/G.T. event as well as being the recent venue for France's contribution to the World Motor-cycling Championship. "The Circuit de Montagne d'Auvergne", to give it its full name, consists of 5.10 miles of twisting road with some 500 ft. difference between its highest and lowest points. The only real straight is just 600 yds. long and most of this is uphill so that the maximum speed achieved is little more than 130 m.p.h., and the average speed less than 80 m.p.h. There is a great variety of corners from hairpins to several "flat out" downhill bends, which require a careful choice of line and more than a little concentration.

Practice was divided into two sessions on the afternoons of the Friday and Saturday preceding the race. The Normand Racing Team's Lotus 23s driven by Tony Hegbourne and Mike Beckwith set the best times on the first day at 3 min. 49.7 secs. and 3 min. 52.4 secs. respectively. Mike would possibly have improved on this time had he not crashed his blue and white car during Saturday's session. Next fastest was the Ferrari GTO driven so well by Carlo Mario Abate to record 3 min. 53.4 secs., 2.2 secs. better than his team mate Lorenzo Bandini who was less familiar with this tricky circuit than Carlo Mario. Paul Hawkins was driving Ian Walker's Lotus 23 which, like the Normand cars, is fitted with the twin-cam Mundy-Lotus-J.A.P.-Ford-Cosworth 1,594 c.c. engine; he qualified fifth at 3 min. 57.8 secs. Only other car inside four minutes was the Tipo 151 Maserati coupé driven by Lucien Bianchi—a big car for a little man on such a tight circuit! Hermann Müller and Jean Guichet lapped their 1,700 c.c. RS Porsches at just over 4 min. while Eddy Barth's time of 4 min. 2.1 secs. (credited to Herbert Linge) in a 2-litre Porsche Carrera (with type 718 bodywork) was quite splendid, as was Mauro Bianchi's 4 min. 2.9 secs. in the little 1-litre Abarth. Next fastest was David Piper in his GTO, Lucky Casner in the rebodied Tipo 61 Maserati, at around 4 min. 5 secs., then came Chris Kerrison in his old Lola-Climax sports which is still a fairly effective weapon on this type of circuit. José Rosinski's little 996 c.c. Alpine was quite fast at 4 min. 10.5 secs., though the performance was a bit overshadowed by the Abarth's. Next were the very fleet Abarth-Simca 1300s of Hans Herrmann and Giampiero

Biscaldi. In all, this very mixed bag of a field totalled 31 starters.

The Juniors proved to be a whole lot faster than the bigger irons and Jo Schlesser, who is no stranger to the Auvergne circuit, qualified fastest at 3 min. 43.3 secs., exactly 1.1 secs. better than the quickest of Britishers, Mike Spence in a Ron Harris Lotus 27. Despite the handicap of his B.M.C. engine American Tim Mayer in one of the Tyrrell Coopers was next at 3 min. 44.8 secs., fractionally faster than Dick Attwood in the M.R.P. Lola. Alan Rees had a lucky escape when he overturned his Lola in the final session, but little except the car's roll bar was damaged.

THE sun was shining brightly as the cars lined up for the 11.30 a.m. Le Mans start of the Three-Hour, and it was the Lotus 23s of Hegbourne and Hawkins that got away first, while most of the rest of the field were badly baulked by Abate's GTO which spluttered to a standstill in the middle of the track. In the ensuing mêlée there was more than a little pushing and shoving and Gerard Laureau had the front end of his René Bonnet well staved in, but was able to continue after a lengthy sojourn at the pits. When the leaders came into sight again about 3 minutes later at one of the hairpins across the valley from the pits, Hegbourne still led Hawkins for their clean start had allowed them to outstrip most of the others. Third and fourth were the works Carreras of Barth and Linge and the RS Porsche of Guichet with Mauro Bianchi behind. Already Abate had moved through to 7th place and Bandini had come right along with him, and by the end of the next lap they were in third and fourth places—but already the leaders had a 20 secs. advantage. On lap 3 Hawkins took over the lead which he held for three laps until he had to call at the pits with third gear stripped; Ian Walker and John Pledger immediately got to work, fitted a new gear, and much later Paul rejoined the race.

Just when he was in a position to build up a comfortable margin somebody from the Normand pit inexplicably gave Tony Hegbourne the "slow down" signal. This suited Bandini just fine for he had forced past Abate on the third lap and was now flinging the big grey Ferrari about with almost reckless abandon and was closing at about two seconds per lap, and on the tenth lap he went into the lead. Hegbourne responded and kept Abate

at bay and after an hour's racing 15 laps had been covered and the order was Bandini, Hegbourne, Abate (GTO), Beckwith (having made good his slow start), Guichet, L. Bianchi (Maserati 151), M. Bianchi (Abarth 1-litre), Barth (Carrera 2), Piper (GTO), Kerrison (Lola), and José Rosinski in the Alpine which had just been lapped by the leaders.

During the next half-hour Beckwith struggled up to second place but his Lotus was not handling at all well after the previous day's encounter, and mountain expert Hermann Müller brought his Porsche up to fourth place behind Abate. A few minutes before the end of the second hour, at 1.30 p.m., Bandini stopped at the refuelling pits, letting Hegbourne through into the lead. But as soon as he rejoined the fray Bandini set off after the big Englishman, not knowing if it was necessary for the Lotus to refuel. When the second hour elapsed he was 16.1 secs. behind and gradually closed in. Hegbourne had never driven a race of this distance and found himself a little unfit to cope with Bandini, who was in fine form and getting the heavy Ferrari around the course's 51 corners with great gusto and was trailing by just two seconds when Hegbourne stopped after 2½ hours to refuel the Lotus. This left Bandini with a 40 secs. advantage and, while Hegbourne managed to reduce this to 32 secs. at one stage, Bandini had no difficulty in staying in front for the remaining five laps. Abate was third now, for Beckwith had spun his Lotus into a bank and spent some time extricating it. Fourth was Müller's Porsche and Mauro Bianchi was lying a creditable fifth until the very last lap when the little Abarth inexplicably spun in the fast right-hander after the straight—he continued and just managed to scrape home in 10th place overall and first in class ahead of José Rosinski's Alpine.

MIKE SPENCE and Tim Mayer took the initial lead in the first of the 12-lap Formula Junior heats, but on lap three Jo Schlesser moved into second place and two laps later into the lead ahead of Attwood, Spence, and Mayer, with a gap to Hobbs (Lola), Arundell (Lotus), and another to Fenning (Lotus) and Rees (Lola). Attwood had to be content to stay behind the Frenchman during the next eight laps for Jo was making no mistakes, and all were pretty near the limit. On the last lap Spence moved into second place when the Lola developed fuel starvation.

The second heat seemed an even fiercer duel as the five leaders tore around in Indian file with scarcely a measurable gap between any of them. Dick Attwood led for the first five laps then Jo Schlesser took over to lead from Attwood, Spence, Hobbs, and Arundell. Arundell really had the bit between his teeth now and, after a little haymaking, swept into second place some seconds behind Schlesser, while David Hobbs lost ground as his petrol pumps overheated.

### RESULTS

#### G.T., Prototype and Sports Cars (Three Hours—364.465 km.)

- 1, Lorenzo Bandini (Ferrari 3-litre), 121.18 k.p.h.;
- 2, Tony Hegbourne (Lotus-Ford 23B); 3, Carlo Mario Abate (Ferrari GTO); 4, Hermann Müller (Porsche RS); 5, Mike Beckwith (Lotus-Ford 23B); 6, Edgar Barth (Porsche Carrera 2); 7, Régis Fraissinet (Porsche RS); 8, Lucien Bianchi (Maserati 151); 9, David Piper (Ferrari GTO); 10, Mauro Bianchi (Abarth 1000); 11, Lucky Casner (Maserati 3-litre); 12, Herbert Linge (Porsche Carrera 2); 13, José Rosinski (Alpine); 14, Chris Kerrison (Lola-Climax); 15, Henri Grandisire (Alpine); 16, Giampiero Biscaldi (Abarth-Simca); 17, Gianni Balzarini (Abarth-Simca); 18, Jean Kerguen (Aston Martin DB4GT Zagato); 19, Robert Buchet (Porsche Carrera 2); 20, Sydney Charpillot (Elva-Climax Mk. 7); 21, Jörg Wyssbrod (Elva-Climax Mk. 6); 22, Adrian Chambers (Lotus Elite); 23, Daniel Siebermann (Ferrari GT); 24, Richard Ostein (Elva Courier); 25, Gérard Laureau (René Bonnet); 26, Claude Bobrowski (René Bonnet); 27, Hans Herrmann (Abarth-Simca); 28, Armand Schaeffer (Alfa Romeo). Fastest lap: Bandini and Hegbourne, 3 m. 50.1 s., 126.023 k.p.h.

#### Formula Junior

##### (Aggregate of Two Heats)

- 1, Jo Schlesser (Brabham-Ford), 1 h. 30 m. 25.9 s.;
- 2, Mike Spence (Lotus-Ford 27); 3, Peter Arundell (Lotus-Ford 27); 4, Tim Mayer (Cooper-B.M.C.); 5, Richard Attwood (Lola-Ford); 6, David Hobbs (Lola-Ford); 7, Alan Rees (Lola-Ford); 8, Eric Offenstadt (Lola-Ford); 9, Paddy Driver (Lotus-Ford 20); 10, Paul Poty (Cooper-B.M.C.); 11, Alain le Guellec (Lotus-Ford 22); 12, Robert Bouharde (Cooper-B.M.C.); 13, Peter Revson (Cooper-Ford); 14, Paul Hawkins (Brabham-Ford). Fastest lap: Attwood, 3 m. 44.0 s., 129.455 k.p.h.

# CORRESPONDENCE

## Scrutineering Saloon Cars

AT the beginning of the 1963 Racing Season the R.A.C. announced that arrangements were being made to improve the consistency of scrutineering at events run under Appendix C and J of the International Sporting Code. The R.A.C. appointed a panel of six scrutineers whose job it was to check the eligibility of vehicles in accordance with these Appendices at all International and National Open races. In addition to the pre-race scrutiny the first three cars in the class and the car making the fastest lap were to be impounded for stripping after the event. In their announcement the R.A.C. stated that the appropriate form of recognition should be presented at the scrutiny of each car, the entrant being responsible for ensuring that the car complies with the specification stated on the form.

That such a decision should have been made by the R.A.C. was a good thing, as for a number of seasons now there have been many criticisms made that all too many competitors have been exceeding the regulations in so far as the permitted modifications to their cars are concerned. The manner in which the whole thing has been tackled is, to say the least, very unfortunate from the competitor's point of view.

The first race of the season in which a John Willment Automobiles, Ltd., car participated was the Oulton Park Meeting on 6th April. Prior to the start of the race the Cortina GTs were given a very close examination and after the race, when one of the cars won the class and made fastest lap, it was examined further and the engine was stripped. The vehicle was found to be in accordance with the regulations and was passed by the scrutineers. Following upon this first race the Willment Cortinas appeared at Goodwood, Aintree, Silverstone and Crystal Palace and, apart from one or two very minor things, nothing was ever criticized on the cars.

When these same cars arrived at Brands Hatch on 4th July for scrutineering for the Six-hour Race, the scrutineers refused to pass them on the grounds that the rear plastic windows were attached to the body work of the car by a number of small nuts and bolts and the rubber surround was missing. These modifications had been carried out by the Racing Division of John Willment Automobiles in order to prevent the rear screen from blowing out. This had been perfectly acceptable to the very same scrutineers up until this particular date, when they decided that they were ineligible though they had been accepted all season.

The front passenger seat was deemed not to comply with the regulations in that it did not provide the same comfort. The seats have been in position in the Cortinas for all the previous races, for everyone to see, and yet they were no longer eligible.

For the Six-hour Race auxiliary petrol tanks were fitted which were homologated with the vehicle. In order to homologate a vehicle the manufacturer must certify certain things to the satisfaction of the International governing body of Motor Sport, the C.S.I., normally resident in Paris. Prior to the homologation forms being forwarded to the C.S.I. for final ratification, they must pass through the hands of the National Automobile Club of the country concerned, in this case the R.A.C., to their satisfaction. However, all this having been done, it was not to the satisfaction of the scrutineers, who decided that they wanted some other and additional proof as to the availability of such tanks. Needless to say this other additional evidence was supplied on Friday, 5th July, prior to practice.

John Willment Racing Division introduced to the British racing public, for the first time this season, an American Ford Galaxie at Silverstone on 11th May. This car presented something new to the scrutineers in that it was fitted with a full "roll cage". This safety installation is insisted on by N.A.S.C.A.R. in the U.S.A. along with many other measures to protect the driver. The bars of the "cage" unquestionably transgress upon the normal seating capacity of the car, but as no passengers are allowed to be carried in racing, the panel of scrutineers, who specially considered the matter, ruled that it should be allowed in the interest of safety. The Galaxie won this race and moved to Aintree on the 25th May for the 100-mile race, where again all was well and the car passed scrutineering without question. Once again it won.

The next race was Crystal Palace on 3rd June, but here the homologation scrutineer, Mr. Stewart Proctor, ruled that with the roll bar in its present form the car was not eligible. He stated in front of several people that he had no objection to a simple roll hoop which for fore and aft location could be tied to front and rear with a piece of string. An immediate appeal was lodged with the Stewards of the Meeting who, after consideration of the matter, ruled that if three only of the bars were removed the car was eligible. The three bars were cut out thereby reducing the effectiveness of the "cage", and, again, the car won.

At the meeting of the R.A.C. Competition Committee, held at Pall Mall on 19th June, a further ruling was made, resulting in the necessity to take more bars out of the car, thus reducing the "cage" to a roll bar structure, which would be totally unacceptable in America. This ruling was incorporated in the regulations for the Six-hour Race and the John Willment Galaxie was made to comply. At scrutineering for this event a fresh attack against the eligibility of the car was made by Mr. Proctor, who made the following observations:

1. The engine sump was welded and did not appear to be the same as in the photograph shown in the homologation papers. He stated that Ford Motor Company would never provide a welded sump and therefore someone had cheated to wrongly increase the sump capacity. The capacity was checked and found to comply with the form of recognition.

2. The brake disc was attached to the wheel hub by bolts and nuts whereas it appeared, again from the photograph in the homologation papers that the fixing should be by a "stud". He suggested that this infraction had been perpetrated by someone who wished to set the wheels out farther so as to accommodate a larger caliper and therefore thicker disc pads. The track of the car was checked and found to be

correct, but he would not withdraw his remark. It was pointed out to him that someone with the intent to do what he was suggesting could, and probably would, have fitted the stud, but this made no difference and he refused to pass the car as eligible.

On hearing this, the Clerk of the Course, who was at all times most helpful, called the Stewards of the Meeting together to try to find an acceptable solution so that the car could run. It was said that if a cable confirming details of the hub could be obtained from A.C.C.U.S. the car could run. It was not possible to contact anyone in America that night as it was Independence Day. On Friday at Brands Hatch the Stewards decided that a cable was not sufficient and wanted certified photographs at the circuit by 10 a.m. on Saturday morning. This was not a practical proposition and late in the afternoon the decision was made that with the cable received the car could run, but written verification and photographs would have to be received soon after. Until that time the car's placing would have to be provisional.

John Willment, at the end of a long debate on the issue during the course of Friday evening, having listened to all the points brought forward by team manager Jeff Uren, decided that the car should be withdrawn. No one could know what further confirmation would be called for by the Stewards; no one could know what attitude the scrutineers would take at post-race scrutineering, for they are a law unto themselves and certainly not consistent. It would not be a satisfactory state of affairs for anyone to have a car win the race, details of the eligibility of which was subject to confirmation at a later date.

It should be understood however, that the requisite cable confirmation was obtained from A.C.C.U.S. prior to the start of the race and the Willment Galaxie could have started. It should also be made clear that the requisite certified photographs are being obtained, along with a letter from A.C.C.U.S., and when they are received a request will be made to Mr. Proctor for an apology for his wrongful insinuations.

John Willment's team manager, Jeff Uren, has a suggestion to make to the R.A.C. on scrutineering, to avoid all the unpleasant conditions which arise, to make the scrutineers' most difficult job a lot easier and to put all competitors truly on their honour with severe consequences for any infringement of the regulations. All touring car competitors should be called upon to present to the officials prior to a race meeting a full list of the modifications they have carried out to their cars. These modifications can be checked by a panel of scrutineers and a certificate should be issued based on the declared changes and the homologation papers. A competitor should be allowed to carry out more development or modification to his car provided that they are always declared and certified before a race.

At the end of the first and all subsequent races, if a car is placed in the first three in its class it should be thoroughly checked on the basis of its "pedigree" and if all is not in accord, the competitor should be disqualified for the remainder of the season. No placed competitor should be allowed to leave the scrutineering compound until all cars have been checked.

No apologies are made for this very lengthy statement, because it is genuinely considered by the Willment Racing Division that this whole question of touring car eligibility and scrutineering must be understood and changed before this form of racing is put to death.

JOHN WILLMENT AUTOMOBILES, LTD.,  
TWICKENHAM, MIDDLESEX.

JEFF UREN,  
Racing Division.

## A Correction

THANK YOU for publishing my letter on the subject of a corrected bore area formula. Unfortunately a printing error has occurred in the formulae. The term (stroke: bore ratio)<sup>2</sup> should read (stroke: bore ratio)<sup>1</sup> i.e.  $\sqrt{\text{stroke/bore}}$ .

ORPINGTON, KENT.

P. E. WATERS, B.Sc.(Eng.), S.I.Mech.E.

## A Racing Safety Council

SOME tragic accidents in recent months have made me wonder whether a Racing Safety Council would be desirable or possible. This would consist of drivers and officials with competition experience, meeting perhaps monthly during the season and alternate months during the winter. The function of the council would be to make known obvious danger points to the R.A.C. before they were underlined by fatal accidents.

It is not inappropriate to say that the structural strength of racing saloons and the extreme danger of the position of the pits at Silverstone when the G.P. Circuit is in use have been topics of discussion, among drivers at least, since I started racing.

Other danger points that come to mind at random are the inadequacy of the spectator protection at Riches Corner at Snetterton and at Woodcote at Silverstone (when the G.P. Circuit is in use), the position of the pits and the spectator protection at the Esses at Mallory Park, the undesirability of novices driving cars with 150 m.p.h. plus potential, no matter how skilful they may be (there are several of these at the moment), and that whereas racing in the wet is within commonsense safety limits, aquaplaning on a flooded circuit is not. This is not to say that there are no other danger points.

If higher authority cares to take this up, I would offer my humble services.

LONDON, S.E.1.

SHERIDAN THYNE.

## Good for Bolster!

YES, indeed, why shouldn't John Bolster "grow old disgracefully"? ("Fifteen years later", AUTOSPORT, 21st June.) What a marvellous idea of Gerard Flewitt to suggest that "Bloody Mary" should be given an airing. I for one will be at Shelsley next year to see the repeat performance—I am kicking myself for not going this year!

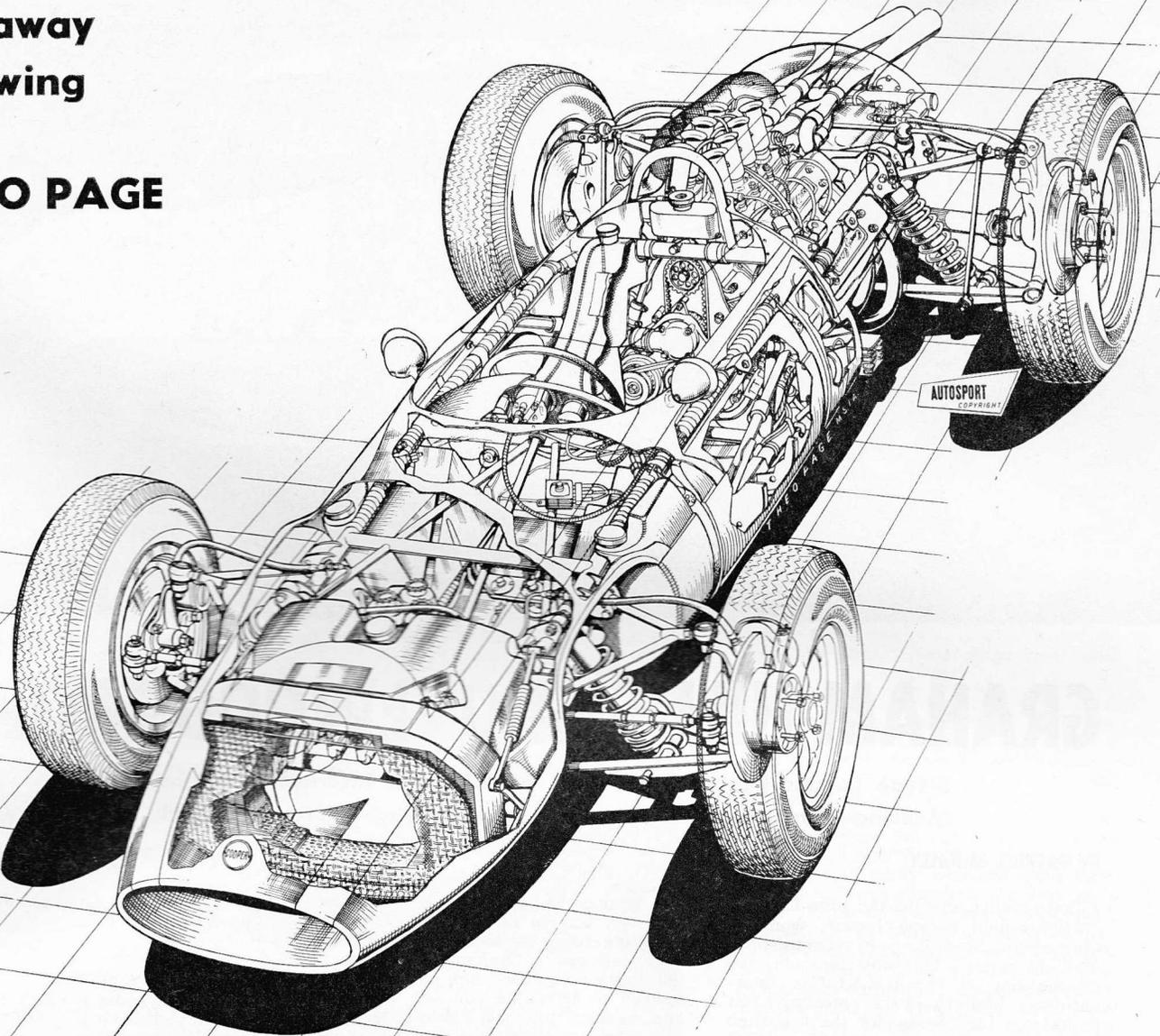
BEXLEY, KENT.

R. J. TWIGGINS.

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

# 1963 FORMULA I COOPER

**Cutaway  
Drawing  
by  
THEO PAGE**



**Technical Description by  
JOHN BOLSTER**

**T**HE new Cooper does not differ greatly from last year's model. It is narrower and lower and has been "cleaned up", but most of the well-tried Cooper features are retained.

The multi-tubular frame has two upper detachable members for engine removal. The frame tubes are used as water-pipes from the engine to the radiator in the nose, the small header tank being mounted behind the driver's seat. The seat is recessed into a central light-alloy fuel tank and two side tanks form the outer panel of the body in effect. In addition to the undershield there are only two body panels—the nose piece combined with the scuttle, which carries the screen, and the bonnet over the rear engine.

Traditional Cooper suspension, with plain tubular wishbones, telescopic dampers and helical springs, is installed with angles of 5 deg.

in front and 11 deg. at the rear to prevent excessive nose dipping under braking and tail dropping during acceleration. Anti-roll torsion bars are fitted front and rear, both coupled to the lower wishbones, though the rear one is mounted above the suspension. The rack-and-pinion steering gear is ahead of the front wheel centres. Disc brakes are out-board mounted and the half-shafts still embody the typical large diameter splined inboard universal joints.

The engine is the latest Coventry Climax V8 with fuel injection and electronic ignition. It is in unit with the well-known Cooper six-speed gearbox, which was originally developed from a Citroën component.

The wheelbase is 7 ft. 7 ins.; track (front), 4 ft. 3½ ins. (rear) 4 ft. 2½ ins. The front tyres are 5.50 × 13 ins. and the rear 6.50 × 15 ins. on bolt-on light alloy wheels.



WINNER Graham Hill leads second man Jack Sears and another Ferrari out of Shaws.

# GRAHAM HILL'S GROVEWOOD TROPHY

**E-type Jaguar Beats Ferrari GTO at B.R.S.C.C. International Mallory Park Meeting—Three-Hour Race to Saab—Wins for Jack Pearce and Paddy Hopkirk**

BY PATRICK McNALLY

PHOTOGRAPHY BY GEORGE PHILLIPS

GRAHAM HILL, driving the John Coombs lightweight E-type Jaguar, won the Grovewood Trophy at an average speed of 87.11 m.p.h. This was the main race of the day at the B.R.S.C.C.'s International Mallory Park meeting last Saturday. Jack Sears, for the first time in the Maranello Concessionaires GTO Ferrari, finished second—1½ seconds behind the Jaguar. Jack Pearce (Lotus 23) was the surprise victor in the Guards Trophy Race. Although he drove superbly, he was nowhere near as fast as Frank Gardner (Brabham), who had the misfortune to retire in the final after having set up the day's fastest lap of 51.6 secs. in a preliminary heat. The Molslip Race went to Paddy Hopkirk in a works Mini-Cooper S, and he was followed over the line by team-mate Tim Mayer. Christabel Carlisle was third in a Don Moore Mini-Cooper S. *The Motor* Three-Hour Race for 850 c.c. saloon cars went to Björn Rothstein (Saab) from Hubert Hähne (B.M.W. 700), with Gösta Karlsson in another Saab in third place.

DURING practice on a dry circuit Graham Hill gave a taste of what we could expect by taking both the Coombs E-type and the GTO round consistently

in just over 54 seconds. His best time, however, was in the E-type: 54.4 secs., equalling John Surtees's record with the GTO last year. Graham's best time in the Ferrari was 54.5 secs. The E-type seemed to have the edge on cornering and braking but the Ferrari definitely had more power. Jack Sears was second fastest in the GTO with 54.8 secs., with Roy Salvadori next in Tommy Atkins's lightweight E-type. Michael Salmon was going very well, getting down to 56 dead in the Ferrari and 56.2 in the John Coombs E-type. Peter Sutcliffe, too, was very impressive, taking his new lightweight E-type round just as quickly.

Frank Gardner was easily the fastest sports car driver, returning a time of 52.6 seconds—considerably better than the 1962 record which stood to Nick Garbett's Lotus. Hegbourne was also very fast, circulating in 53.2 secs., 0.4 sec. better than Roy Pierpoint in the Attila-Climax.

Fastest saloon car driver was Paddy Hopkirk who lapped in 1 min. 2 secs. to secure pole position. Christabel, however, was not far behind, her fastest lap being 1 min. 2.8 secs. Fenning, Young and Mayer all did 1 min. 3.4 secs.; all were driving S Mini-Coopers with the exception of Young, who was in a 1200 Super Anglia. Anita Taylor was going

very well in her Anglia and returned a time of 1 min. 4.6 secs.

A RELATIVELY small crowd saw some excellent racing, the highlight of which was the Grovewood Trophy for Grand Touring Cars.

Jack Sears in the Maranello Concessionaires Ferrari GTO took the lead on the first lap, hard pressed by Graham Hill (E-type), with Roy Salvadori (E-type), Peter Sutcliffe (E-type), Michael Salmon (Ferrari) and David Piper (Ferrari) all quite close. After the opening laps Sears and Hill pulled out a small lead over the rest and it was on these two that the crowd's attention rested. On lap 4, Graham tried to pass Jack on the inside at Gerards, but the Ferrari emerged in front. The next time round the E-type made sure of it and as they came out of Shaws it was ahead. Sears was not giving up so easily and for the next 25 laps remained right behind, waiting for a mistake the World Champion never made.

Salvadori was being left, but still held a comfortable third place ahead of Sutcliffe and Salmon, who were going at it hammer and tongs. Salmon tried all he knew to pass the E-type, but on this narrow circuit with such big cars it

proved too difficult and, having touched the wall on the inside of Shaws with his right-hand front wheel, he made a quick pit stop to check that all was in order. This dropped Salmon right back, but after 20 laps he had climbed back up to sixth place behind David Piper. This position Salmon held to the end of the race.

Jack Sears made a tremendous effort to pass Graham Hill towards the end, but did not succeed. Salvadori finished 19.4 seconds behind with Sutcliffe nearly half a minute behind him.

The Guards Trophy Race was run in two 15-lap heats with a 25-lap final. The first heat, comprising 1,150 c.c. cars, was won by Robin Benson, in an Elva, who had led from the start. Ray Parsons in his Lotus 23 had held second position for the first few laps until Stephen Minoprio in a second Elva had gone through. Minoprio held his second place, driving superbly, until he had the misfortune to go very wide at Shaws on the 11th lap, letting Parsons through again into second place.

Sid Fox was having a fine old dice

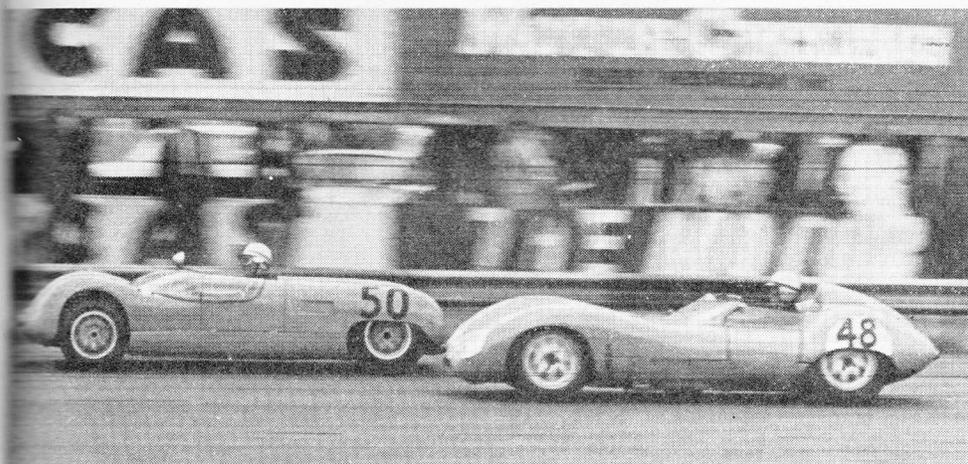


*MINIS AT SHAWS (above), with Paddy Hopkirk, the eventual winner, leading Christabel Carlisle, Mick Clare and Tim Mayer through the interesting hairpin. Hopkirk won from team-mate Mayer and Carlisle.*

*BJÖRNE ROTHSTEIN, winner of the Tiddlers' Three Hours in his Saab 96, leads second man Hubert Hähne (B.M.W. 700) out of Shaws (left). The issue was right in doubt until the finish, Rothstein grabbing the lead quite near the end. SMALL SPORTS CARS (below, left). Peter Deal's Merlyn-Ford Mk. 6 leads the rapid front-engined Lola-Climax of Sid Fox past the pits. Fox was out of luck this time, losing third gear and retiring.*

only 3½ seconds behind Hegbourne. Paul Hawkins finished third ahead of Julian Sutton and Jack Pearce.

In the final, despite Frank Gardner's early retirement when in the lead, the 25 laps were filled with excitement. At the fall of the flag Frank Gardner streaked into the lead with Julian Sutton and Jack Pearce in close attendance. The tightly bunched field tore through Gerards somehow avoiding each other. After only five laps Gardner had pulled out a substantial lead, whilst behind him Pearce had passed Sutton and Hegbourne was moving up fast. Seven laps completed, Sutton was being pressed hard by Hegbourne with Paul Hawkins in fourth place. Coming up really fast behind these was the Attila-Climax of Roy Pierpoint, which was sounding very crisp and was threatening Hawkins. Shortly after this Gardner retired when his gear selectors played up, letting Jack Pearce into the lead. This added greatly to the interest as it meant that the first five cars were all within striking distance of each other. Julian Sutton was making a tremendous effort and was closing up on Pearce, whilst Roy Pierpoint had succeeded in passing Paul Hawkins at half distance, although he never really lost him. There were no more dramatic changes, although Pearce took the flag with Sutton breathing down his neck, 0.4 sec. behind. Pierpoint had pulled right up, eventually finishing third, 8 secs. behind the leaders. Paul Hawkins and Tony Hegbourne filled the next two places. Doug Graham was unfortunate enough to spin at Shaws on the 20th lap, clouting the bank and causing not inconsiderable damage to his Elva. Chris Kerrison also went off,



with fourth man Ewen Paul until he lost third gear. This cost him a couple of places, but he sorted it out and continued, only to have to retire after he had regained a couple of places. Fox was driving his old Lola which was proving to be nearly as quick as this year's rear-engined sports cars!

The second heat was much more exciting and was also run at a considerably faster pace. Frank Gardner screamed into the lead in the Ian Walker-entered Brabham. He was followed by Julian Sutton in a Lotus 23 and Tony Hegbourne in the Normand car. After five laps Gardner, who was showing tremendous form, had pulled out a really

good lead and had also knocked the record for six with a time of 51.6 secs. Tony Hegbourne had moved up to second place ahead of Julian Sutton, and Paul Hawkins in the other Ian Walker car had worked his way through the field and was now in third place. On the 11th lap Gardner slowed right down and appeared to be coming into the pits. However, he continued at a much-reduced speed, letting Hegbourne into the lead. Apparently the bottom rose joint on the nearside front wheel had broken. Realizing that there were only four laps to go, he decided to try to hold his place so as to qualify for the final. As it was, he kept his place and finished

pit stops (for new plugs), finally finished third overall and second in the 850 c.c. class. Hähne won the 700 class, his speed round the circuit being quite remarkable. Scherrer's car went out with engine troubles after taking the lead, which was a great pity.

The first of the Minis home was that of John Fitzpatrick and Ralph Broad, which finished third in its class behind the two Saabs. This car had led after the start and it was only the power of the Saabs and B.M.W.s which beat it, for it was driven splendidly. Those old Mini hands Sheridan Thynne and Martin Ryan, as consistent as ever, were fourth.

The Scuderia Colonia-entered N.S.U.

*DOWN DEVIL'S ELBOW* come Roy Pierpoint (Attila), Paul Hawkins (Lotus), Jack Pearce (Lotus) and Julian Sutton (Lotus) during the Guards Trophy sports car event (left).

*ROY SALVADORI*, the third-place man in Tommy Atkins's Jaguar E-type, laps Clive Baker's Austin-Healey 3000 coming out of Shaws (below).

rolling his car at Gerards—the Lola was completely written off and Kerrison escaped with facial cuts.

The works Mini-Coopers dominated the Molyslip Trophy Race, Paddy Hopkirk winning from team-mate Tim Mayer. At the start Hopkirk had led with Christabel Carlisle and Mayer right behind. Hopkirk very nearly came unstuck at the Esses and apparently very nearly leant on Christabel, whilst Mayer, Young and Fenning all took different lines. The Coopers were uncatchable and Hopkirk reduced the class lap record to 1 min. 2.2 secs. Christabel, despite her usual rapid drive, still finished 6 secs. behind the leaders, although the specification of her Don Moore car was more or less similar to the works Coopers, i.e., wide-base wheels fitted with the new R6 Mini tyre, and the rare close ratio Cooper S gears.



very exciting, mainly because of the strong foreign interest—this was a qualifying event in the Touring Car Challenge of Europe.

Björn Rothstein drove his Saab brilliantly to snatch victory from Hubert Hähne's B.M.W. 700 with only a few minutes to go.

Initially the race had been led by Gösta Karlsson in another Saab who had set a very hot pace, but the Saab, after being passed by Peter Scherrer's B.M.W. 700 on lap 27, started to drop back and, following several unscheduled

Prinz was the surprise, finishing behind the class-winning B.M.W. 700 and ahead of two more B.M.W.s.

Christabel Carlisle drove one of the Don Moore-revived 850 Minis and was well placed when a front wheel pulled off the studs as she emerged from Gerards—the car was hardly damaged.

The remarkable performances of the Continental cars with top-line foreign drivers should make the Mini enthusiasts stop and think, for it is quite obvious that Mini supremacy only exists in this country.

#### RESULTS

**Three-Hour Saloon Car Race:** 1, Björn Rothstein (Saab 96), 155 laps in 2 h. 59 m. 39.0 s., 69.886 m.p.h.; 2, Hubert Hähne (B.M.W. 700), 155 laps in 2 h. 59 m. 40.2 s.; 3, Gösta Karlsson (Saab 96), 154 laps in 2 h. 59 m. 6.2 s.; 4, John Fitzpatrick/Ralph Broad (Austin Mini), 149 laps; 5, Hans Braun/Josef Krämer (N.S.U. Prinz), 146; 6, Leo Hans Baron von Veh/Rob Slotemaker (B.M.W. 700), 146. **701-850 c.c. Class:** 1, Björn Rothstein (Saab 96), 69.886 m.p.h.; 2, Gösta Karlsson (Saab 96); 3, John Fitzpatrick/Ralph Broad (Austin Mini). **Up to 700 c.c. Class:** 1, Hubert Hähne (B.M.W. 700), 69.878 m.p.h.; 2, Hans Braun/Josef Krämer (N.S.U. Prinz); 3, Leo Hans Baron von Veh/Rob Slotemaker (B.M.W. 700). **Team Award:** John Aley—Peter Clarke/John Ryan, John Thurston and Sheridan Thynne/Martin Ryan.

**Guards Trophy Race—Heat 1 (15 laps):** 1, Robin Benson (Elva-Climax Mk. 7), 14 m. 21.4 s., 84.63 m.p.h.; 2, Ray Parsons (Lotus-Ford 23), 3, Steve Minoprio (Elva-Ford Mk. 7); 4, Ewen Paul (Elva-Climax Mk. 7). **Fastest lap:** Minoprio and Benson, 56.0 s., 86.78 m.p.h.

**Guards Trophy Race—Heat 2 (15 laps):** 1, Tony Hegbourne (Lotus-Ford 23B), 13 m. 53.8 s., 87.43 m.p.h.; 2, Frank Gardner (Brabham-Ford); 3, Paul Hawkins (Lotus-Ford 23B); 4, Julian Sutton (Lotus-Ford 23B). **Fastest lap:** Gardner, 51.6 s., 94.19 m.p.h.

**Slip Molyslip Trophy Race (10 laps):** 1, Paddy Hopkirk (Morris Mini-Cooper S), 10 m. 34.4 s., 76.61 m.p.h.; 2, Tim Mayer (Austin Mini-Cooper S); 3, Christabel Carlisle (Morris Mini-Cooper S); 4, Mike Young (Ford Anglia 1200); 5, John Fenning (Morris Mini-Cooper S); 6, Mick Clare (Morris Mini-Cooper S); 7, Anita Taylor (Ford Anglia 1200); 8, Patrick McNally (Morris Mini-Cooper). **Fastest lap:** Hopkirk, 62.2 s., 78.13 m.p.h.

**Grovewood Trophy Race (30 laps):** 1, Graham Hill (Jaguar E), 27 m. 53.8 s., 87.11 m.p.h.; 2, Jack Sears (Ferrari GTO); 3, Roy Salvadori (Jaguar E); 4, Peter Sutcliffe (Jaguar E); 5, David Piper (Ferrari GTO); 6, Mike Salmon (Ferrari GTO); 7, Chris Kerrison (Ferrari GT Special); 8, Tommy Hitchcock (Ferrari GTO). **Fastest lap:** Hill, 54.8 s., 88.68 m.p.h.

**Guards Trophy Race—Final (25 laps):** 1, Jack Pearce (Lotus-Ford 23B), 23 m. 0.2 s., 88.03 m.p.h.; 2, Julian Sutton (Lotus-Ford 23B); 3, Roy Pierpoint (Attila-Climax Mk. 2); 4, Paul Hawkins (Lotus-Ford 23B); 5, Tony Hegbourne (Lotus-Ford 23B); 6, Rodney Bloor (Lotus-Ford 23B); 7, Robin Benson (Elva-Climax Mk. 7); 8, Steve Minoprio (Elva-Ford Mk. 7). **Fastest lap:** Frank Gardner (Brabham-Ford), 53.0 s., 91.69 m.p.h.

*QUEER REAR VIEW* of the special-bodied Ferrari GT of Chris Kerrison, seen diving down Devil's Elbow.

Surprising was the rapid progress of Mike Young in a Superspeed Anglia which finished only 1.2 secs. behind with John Fenning in the Janspeed S crossing the line almost at the same time as the Anglia. Another surprise was Anita Taylor's very rapid progress in the Anglia 1200, finishing behind Mick Clare's S.

Opening proceedings at 10 a.m. was the International Three-Hour race for up to 850 c.c. saloons. It proved to be



# Harp Lager Trophy at Kirkistown

BY BRIAN WADDELL

ADRIAN BOYD gives his new 1-litre Ford-engined Marcos its first airing at Kirkistown.

FOR several years the young Ulster designer/constructor John Crossle has devoted most of his time and energy to the production of many very fast and reliable 1,172 c.c. side-valve Ford Specials.

Now Crossle has broken into the competitive field of sports car production and, on his second outing, had a major success at Kirkistown on 6th July when he carried off the Harp Lager Trophy driving a sleek 1½-litre model. Powered by a 1,500 c.c. Ford engine, the car is rather similar in appearance to a Lotus 23 and is one of two which Crossle has built in recent months, the second model being fitted with a 1,475 c.c. Coventry Climax engine.

The Harp Lager Trophy, which went to the winner of a 20-lap handicap race, was the main event in an excellent afternoon's

racing provided as usual by the 500 Motor Racing Club of Ireland. Second place in this event, which was run on a system of predetermined handicaps instead of the usual method of handicapping each car on its best practice lap, was taken by Norman Conn in his Sunbeam Alpine, while a 1,216 c.c. Turner in the hands of Brian Lambe was third.

To qualify for the final, which offered only 20 places on the grid, drivers had to finish within the first five places in four eliminating heats, used to open the programme. It was rather unfortunate that severe handicaps forced many of the faster cars out of the final, drivers like John Pringle (Cooper-Climax) and Malcolm Templeton (Lotus) not being able to qualify in the five-lap heats. On paper, however,

it looked as if there would be a close battle for the honours, three of the heat winners, Jack Slater (Lotus 23B), J. A. Burke (Gordini) and Richard Bergel (Bugatti Type 35), all beating the handicappers by about the same margin of two seconds.

The final saw quite a mixed bag on the starting line—scratch man Luke Duffy in his Cooper Junior being set the task of catching J. T. Spence's 1,340 c.c. Anglia with a credit of 4 laps and 30 secs., as well as passing the 18 other cars in between!

Rather quickly, it seemed, Bergel pushed the Bugatti into a commanding lead but rapid calculations showed that he had been allowed off the grid 65 secs. too early and it was decided that this would have to be added to his finishing time. But the Bugatti

(Continued on page 100)

## SOUTH AFRICAN SCENE

BY DALE GORDON

THE National Two-hour Endurance Race held at Killarney on Saturday, 29th June, was a resounding success and the Metropolitan Motor-Cycle and Car Club are to be congratulated on a splendidly organized meeting. The club received the maximum number of entries (25 cars) allowed on the tight 2.03-mile circuit and, of these, 24 started with nine destined to drop out for various reasons.

This race is the most ambitious staged in Cape Town and, as such, drew a fairly large crowd which packed all the vantage points around the track.

Brauch Niemann flew down from Pietermaritzburg specially to race Ted Lanfeair's rapid Lotus 22 in the supporting race for racing cars and equalled the club meeting lap record with an excellent 1 min. 32.4 secs. His performance gave this man-to-watch an easy victory over Tony Kotze in his beautifully prepared Alfa-engined Assegai, who finished a race for the first time since the car was built almost a year ago. Tony's record is almost as bleak as the Trident at Le Mans, and his engine actually went dead a few hundred yards after the finish.

The endurance race provided a wonderful spectacle with its massed start where the cars were lined up facing the track in front of the pits in order of estimated speed. The drivers were seated in the cars and this enabled safety belts to be fastened prior to the off—a point which Adrian Pheiffer was to be thankful for.

At the drop of the flag the cars roared over the grass verge in front of the pits and on to the track; the order being Denis Joubert (1,638 c.c. Dart), Piet van Niekerk (1,498 c.c. Dart), T. Smit (1,290 c.c. Dart-Alfa), Henri Le Roux (1,098 c.c. Lola-Climax), Adrian Pheiffer (997 c.c. Austin-Cooper), Stephan Hauptfleisch (1,780 c.c. Volvo 122S), and a yapping, snarling pack trying to get in with the leaders as they rounded Hoals Hook.

Denis, in his incredibly fast factory-prepared Dart (sprayed a sickly shade of khaki), immediately set out on a race of his own, as he realized that to attain his set mileage (143,755) he would have to burn up the track. On his heels was Piet van Niekerk in a slightly smaller capacity factory-pre-

pared red Dart, and these two, with their intimated knowledge of Killarney, proceeded to draw away from the rest of the field.

Henri Le Roux and his Lola are a mighty combination but never came into the reckoning; I would say that his lack of "local knowledge" did not enable him to fully exploit his car's capabilities. Jaap Luyendyk and Henri were battling it out for third place, the quick Lotus-Climax eventually getting in front, whereupon Jaap immediately came in for his compulsory pit stop to take on the requisite two gallons. This was poured in in thirds—one third on the ground, one third in the tank and one third on the seat! Then calamity! The Lotus would not fire. After quite a few attempts and lots of heartache it started and Jaap screamed away in an attempt to get to grips with the Lola after his pit stop lasting 56 secs.

Le Roux made his stop soon after but, in spite of spending only 26 secs. there, he was to lose a place by having to come in again to check low oil-pressure only three laps later. This was quite an affair as the regs. stated that only three people could work on the car at any time, one of which was to be the driver. However, as Henri stopped, he leaped over the pit counter and three of his pit crew began work on the Lola. A crowd of officials surrounded the car and instead of disqualifying him matters were rectified by one mechanic jumping over the counter—a very fair conclusion as one would not have liked to see him penalized for an unwitting breach of the rules.

Jaap was now in second spot with Henri some distance behind; Piet van Niekerk had retired with a broken clutch while holding second place.

Instead of developing into a high-speed procession, the race still held plenty of interest in the form of that fantastic saloon car exponent Koos Swanepoel in his Anglia fighting to keep ahead of former triple South African Champion Bill Jennings in Jaap Luyendyk's Fiat-Abarth Zagato. With three-quarters of the race run both cars retired, the Anglia with a broken gearbox and the Fiat-Abarth with unspecified mechanical bothers.

Adrian Pheiffer had meantime staged his own spectacle in the works Cooper-Mini by

running out of brakes at the end of the pit straight and losing it at 90 m.p.h. plus, rolling five or six times. Safety belts really do work—Adrian was only shocked!

A Renault R8 was making its competition debut in the capable hands of Hennie Mostert and this car went extremely well with little trace of oversteer. At the end it was motoring very well and could probably have done another two hours. An Opel Kadett also took part but was most disappointing.

Alfa TI exponent Emmott Barwell was having it all his own way for the Index of Performance, his tiny N.S.U. Prinz eventually doing about 10 miles over his set mileage of 107.82 miles.

By the end of the two hours places had been fairly well sorted out and Denis Joubert (who had eased off considerably) took first place, the order behind him being Jaap Luyendyk (Lotus-Climax), Henri Le Roux (Lola-Climax), D. Coleman (Dart-Alfa), S. Botes (Dart) and J. Preston (Dart). The race was something of a triumph for the G.S.M. factory, with their models doing extremely well.

The weekend also saw the final demise of Westmead with an all-stars day meeting where about 120 motorists entered their cars for four timed laps. It is a great pity that such a beautiful circuit should be lost.



YES, they have them in South Africa, too! Adrian Pheiffer (Mini-Cooper), who later rolled several times, leads Bill Jennings (Fiat-Abarth Zagato) into Hoals Hook.

*NINETEEN-YEAR-OLD Melvyn Long (Lotus 27) leads Roy James (Brabham) during the single-seater event that was so closely fought between these two drivers and the eventual winner Brian Hart.*

expected by some to run away with the race, but Melvyn Long and Roy James, in Lotus and Brabham Juniors respectively, had other ideas on the subject. For the whole 15 laps these three were seldom more than inches apart and, as far as one could see, a great deal of place-changing went on in the region of the Esses nearly every time round. Scored from a position on Coram Curve, the lap chart shows that for five laps the order was Hart-Long-James; then suddenly on lap 6 James was in front, where he steadfastly remained with an exhibition of really cool, polished driving under intense pressure until, on the final round, Brian Hart pulled out all the stops and just got to the line first. Roy James was credited with the same race time as the winner, and Melvyn Long was only a length or so away. A magnificent performance by all three. Into

# RECORDS FALL AT SNETTERTON

The Archie Scott-Brown Memorial Trophy Meeting

BY DAVID PRITCHARD

PHOTOGRAPHY BY MICHAEL DURNIN

It is gratifying indeed that, despite all the changes which have come over the racing scene lately, the name of Archie Scott-Brown is not forgotten at Snetterton, the circuit regarded almost as his own by that warm-hearted, softly spoken man whose unbounded courage and skill brought uninhibited roars of approbation from the thousands who used to cram the enclosures whenever he appeared. This all seems such a short time ago, yet one wonders how many of those present last Sunday remembered his exploits, or even knew why his name appeared on the programme.

The racing at the meeting which bore his name was excellent and, in spite of a strong and gusty wind, speeds were astonishingly high and records fell wholesale. There were a few rather alarming incidents and some of the machinery got considerably bent, but happily no one got hurt.

First of the five races on the programme was for saloons with unlimited mods., contested over 10 laps in three classes, and the lap record was broken in each class. Jack Sears appeared with the Galaxie, that massive motor-car which has so caught the public imagination, and did a rapid lap for the benefit of the B.B.C. before the rest of the field left the paddock.

Anyone who happened to be listening about 7.30 on the Monday morning may have heard the result, in which Jack's voice came through with great realism, but the voice of the Ford was unconvincing and the tape was badly edited. In the race itself the Ford was in full song, and Jack quickly achieved his ambition of cracking Graham Hill's lap record and adding another Jaguar skin to his collection. Mike Salmon and Bill Aston did their utmost to uphold the honour of Coventry but, if the Galaxie can win at Crystal Palace, the Jaguars have little hope on a dry Snetterton. The only thing which threatened to halt Jack's progress was asphyxiation, as the expansion chamber in the exhaust system split wide open and the cockpit filled with fumes, but he had built up such a handsome lead that he could afford to ease up in the closing stages. Secure in fourth place throughout was Doc Merfield's Lotus-Cortina, which knocked nearly 10 seconds off the 2-litre class record and was a serious threat to Bill Aston's Jaguar. A third Willment entry was a "normal" Cortina driven with immense gusto by Brian Muir, an Australian who is intimately concerned with the preparation of the cars, has done quite a bit of racing in his own country, and has at last got the wheel of a car in a race over here; it seems likely that a great deal more will be heard of him as a driver before many moons are over. His furious pursuit of Pendleton's Jaguar was a great feature



*RAISING THE DUST into Sear Corner, John Coundley (Lotus 19) overtakes Robin Benson (Elva Mk. 7) and Chris Williams (Lotus 23) on the inside. Coundley was delayed with a troublesome ignition switch, but still finished second in his class.*

of the race, and it was only lack of cubic centimetres which kept him astern. In front of and behind this splendid duel came the Anglias of John Young and Albert Powell and then, well ahead of the rest of the up-to-1300s, Dickie Stoop in an overgrown, Downton-entered Cooper S and T. P. Page in an Anglia; these two shared a new class record which was nearly five seconds quicker than Mick Clare's old figure. Clare himself was involved in a duel with Mike Young's Anglia until the clutch on the Ford gave up. The A40 of P. Banks was considerably shortened as a result of impact with a very solid object at the Hairpin.

The Scott-Brown Memorial Trophy race this year was for single-seater racing cars up to 1,600 c.c. over 15 laps, and this produced racing such as Archie would have loved, even though the cars involved were as different as they could be from the hairy monsters he used to drive. Undoubtedly the most interesting entry was the Lotus of Brian Hart, in which was concealed a new experimental Cosworth engine which foreshadows the coming Formula 2. This car was fastest in practice and was perhaps

fourth place came Jack Pearce in the 1½-litre Alexis, but he had his hands full towards the end holding off the Lotus Junior of Jacques Maglia. Mike Hailwood went well in his Brabham under the Parnell banner but did not appear to have the speed of his rivals, and Philip Robinson eventually got the old four-cylinder F1 Lotus ahead of David Prophet's Brabham Junior.

A 10-lap race for G.T. cars followed, and this was a qualifier for the AUTOSPORT Championship. Peter Sutcliffe had his new lightweight E-type Jaguar in pole position, and there was nothing in the field which could give him a run for his money, as Dick Protheroe's car was unfortunately not ready for the fray after some surgery at the factory to remove the vibration period from which it suffered at Rheims. Ken Baker went as well as ever in his "normal" E-type but could not, of course, do anything about the lightweight, and John Dean had a slight contretemps with the bank at the Hairpin which dropped his E-type behind a battling trio of Lotus Elites. These were driven by Roger Nathan, Bill Shaw and A. P. Chambers, and their struggle was one of the best features of the race. Nathan

led them throughout, but Chambers got ahead of Shaw three laps from home only to be beaten over the line in a photo-finish. Ken Mackenzie won his class in the Turner-Ford, having to contend with Dickie Stoop in his new 2-litre Porsche Carrera. Dick has had this car only a week, and he said before the meeting started that its handling was not as yet anything at all to his liking. He described it as an oversteering pig, and it certainly had all the appearances of that undesirable animal, but by the end of the race he had obviously got the brute partially tamed, and he managed to make a race of it as the Turner took the flag. In the 1,150 c.c. class Warwick Banks in Tatty Turner went as never before and set a new lap record for the class but, in spite of this, he was beaten by Chris McLaren's immensely rapid Marcos. Andrew Hedges kept his Midget well up with them for some time, but then smoke started coming from the rear of his car and, on the last lap, he went up the bank at the Hairpin and lost a lot of ground. Team-mate Alan Foster backed him up well for



*NEW 2-LITRE PORSCHE of Dickie Stoop leads Roger Nathan's very quick Lotus Elite, the Climax-engined car winning the 1,500 c.c. class. Stoop's latest acquisition has yet to be sorted out: although fast, it apparently handles like a pig!*

#### RESULTS

**Saloon Cars (10 laps): Overall Winner:** J. Sears (Ford Galaxie). **Up to 1,300 c.c. Class:** 1, R. J. Stoop (Mini-Cooper S), 81.72 m.p.h.; 2, T. P. Page (Ford Anglia); 3, M. Clare (Morris-Cooper S). **Fastest lap:** Page and Stoop, 1 m. 57.8 s., 82.82 m.p.h. (Record). **1,301-2,000 c.c. Class:** 1, D. Merfield (Lotus-Cortina), 85.46 m.p.h.; 2, J. M. Young (Ford Anglia); 3, B. Muir (Ford Cortina). **Fastest lap:** Merfield, 1 m. 52.2 s., 86.95 m.p.h. (Record). **Over 2,000 c.c. Class:** 1, J. Sears (Ford Galaxie), 85.50 m.p.h.; 2, M. Salmon (Jaguar 3.8); 3, B. Aston (Jaguar 3.8). **Fastest lap:** Sears, 1 m. 50.0 s., 88.69 m.p.h. (Record). **Single-Seater Cars up to 1,600 c.c. (15 laps):** 1, B. Hart (Lotus-Ford 22), 96.74 m.p.h.; 2, R. J. James (Brabham-Ford); 3, M. Long (Lotus-Ford 27). **Fastest lap:** James and Long, 1 m. 39.2 s., 98.35 m.p.h. **Grand Touring Cars (10 laps): Overall Winner:** P. H. Sutcliffe (Jaguar E). **Up to 1,150 c.c. Class:** 1, C. McLaren (Marcos-Ford), 85.64 m.p.h.; 2, W. Banks (Turner-Climax); 3, J. F. Dickinson (Lotus Le Mans G.T.). **Fastest lap:** Banks, 1 m. 51.2 s., 87.73 m.p.h. (Record). **1,151-1,600 c.c. Class:** 1, R. Nathan (Lotus Elite), 86.91 m.p.h.; 2, W. J. Shaw (Lotus Elite); 3, A. P. Chambers (Lotus Elite). **Fastest lap:** Shaw and Chambers, 1 m. 50.4 s., 88.37 m.p.h.; **Over 1,600 c.c. Class:** 1, P. Sutcliffe (Jaguar E), 91.02 m.p.h.; 2, K. Baker (Jaguar E); 3, J. W. Dean (Jaguar E). **Fastest lap:** Sutcliffe, 1 m. 44.2 s., 93.63 m.p.h. **Sports-Racing Cars and Prototype Grand Touring Cars (25 laps): Overall Winner:** A. Heggourne (Lotus-Ford 23B). **Up to 1,150 c.c. Class:** 1, R. S. Benson (Elvo-Climax Mk. 7); 2, C. M. M. Williams (Lotus-Ford 23); 3, T. Bone (Lotus-Climax 19). **Fastest lap:** G. Oliver (D.R.W.-Ford Mk. 5), 1 m. 45.0 s., 92.91 m.p.h. **1,151-2,000 c.c. Class:** 1, A. Heggourne (Lotus-Ford 23B), 96.02 m.p.h.; 2, J. Sutton (Lotus-Ford 23B); 3, R. J. Bloor (Lotus-Ford 23B). **Fastest lap:** Heggourne, 1 m. 39.8 s., 97.76 m.p.h. **Over 2,000 c.c. Class:** 1, The Hon. R. F. G. Wrottesley (Lister-Jaguar); 2, J. Coundley (Lotus-Climax 19); 3, D. J. M. Ham (Aston Martin DBR1/300). **Fastest lap:** I. Ireland (Lotus-Climax 19), 1 m. 35.6 s., 102.05 m.p.h. (Record). **Touring Cars (10 laps): Overall Winner:** J. Sears (Ford Galaxie). **Up to 1,300 c.c. Class:** 1, M. A. Young (Ford Anglia Super), 81.44 m.p.h.; 2, Miss C. Carlisle (Morris-Cooper S); 3, M. Clare (Morris-Cooper S). **Fastest lap:** Miss Carlisle, 1 m. 59.4 s., 81.9 m.p.h. (Record). **Over 1,300 c.c. Class:** 1, J. Sears (Ford Galaxie), 86.33 m.p.h.; 2, J. Adams (Jaguar 3.8); 3, M. Pendleton (Jaguar 3.8). **Fastest lap:** Sears, 1 m. 50.4 s., 88.37 m.p.h.

most of the way but then lost his place to John Dickinson's Lotus. The Ginetta of M. H. Douglas, which was allowed to race although not homologated, had a spectacular accident at Coram but was not badly damaged.

The 25-lap Senior Service Trophy race, also an AUTOSPORT Championship qualifier, was basically for sports-racing cars, but prototype G.T. cars were admitted. Dick Protheroe made a great effort to get there from home in time for this one, having got his car together at lunch time, but he lost out by 10 minutes. Star attraction was Innes Ireland in the B.R.P. Lotus Monte Carlo, and several hairy motor cars were assembled to do battle with him, but as it turned out this all evaporated. Innes set off motor-racing in the grand manner and really burned up the track for seven laps, in the course of which he shattered Graham Hill's sports-car lap record with a devastating tour at over 102 m.p.h. but then, coming into the Esses for the eighth time, a component variously reported as a stub-axle and a top wishbone let go, and the car abruptly lay down. Quite what happened to his main opposition is something of a mystery. On the opening lap Stephen Minoprio brought the little Elva through Coram in what appeared to be perfectly good order, but the tail slid out and stayed out, and the car went broadside into a pile of sand on the grass verge. The resulting dust cloud obscured everything for a while but, when it settled, Chris Summers was seen to be just below the bushes at the top of the paddock, and his crumpled Cooper-Chev only did two more laps before retiring, and the Ecurie Ecosse Cooper Monaco also came round with a battered

nose and gave up at about the time that Innes left the contest. John Coundley's Lotus 19 developed an elusive fault in the ignition switch and was never in the hunt, and that was that. This meant that the race was disputed by the 1,600 c.c. cars, honours going to Tony Heggourne, Julian Sutton and Rodney Bloor, with Geoff Breakell a long way back in fourth place. Robin Benson went extremely well in the other 1,150 c.c. Elva to take the class from Chris Williams and Terry Bone, but the fastest lap in the class went to Geoff Oliver in what the programme called a P.R.W. Migs, which is surely a D.R.W. Mk. 5?

The final race was for Group 2 saloons, and Jack Sears appeared once more with the Galaxie after frantic repairs to the exhaust system. In this race he equalled Graham Hill's Jaguar lap record which he had already beaten in the first race, and Mike Salmon once more pursued him for all he was worth until a rear tyre went flat and put him out of the running. John Adams took over the big Jaguar from Bill Aston and again drove it impeccably to finish second, and Mike Pendleton's Jaguar was third. Brian Muir came out again in a Cortina G.T. and repeated his harrying of a bigger car, the victim this time being Joe Lucia in what one might describe as a touring, as opposed to racing, Galaxie. Mike Young won his class with the stable's new Anglia Super, but Christabel Carlisle set a new class record in Don Moore's Cooper S (if this was not an S, blame the programme, which said it was but gave the capacity as that of a normal Cooper). So, as a fine day's racing ended, the rain which was promised arrived, like Dick Protheroe, just too late to compete.

*START of the Group 3 saloon car race with, left to right, Brian Muir, Doc Merfield, Jack Sears, who is partially hidden by the next man Mike Salmon, Chris Craft, Albert Powell and John Adams.*





**JOHN  
BOLSTER**  
tests

# The MIDGET

THE M.G. Midget is a more luxurious version of the Austin-Healey Sprite or, if you prefer it, the Sprite is a simplified Midget. Both cars are identical mechanically, and they have recently been endowed with the latest long-stroke 1,098 c.c. variation of the B.M.C. A-series engine. This unit has more "punch" than its 948 c.c. predecessor, producing its maximum torque at 2,500 r.p.m. 60 b.h.p. (s.a.e.) is developed at 5,750 r.p.m., as compared with the 47.5 b.h.p. of the earlier models.

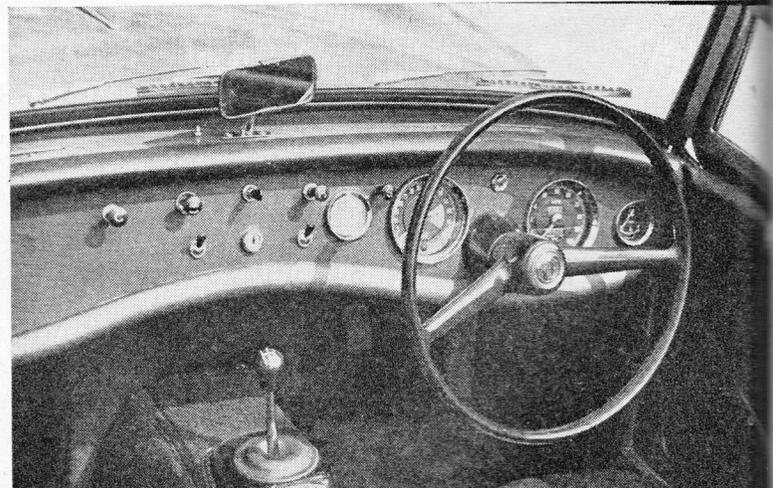
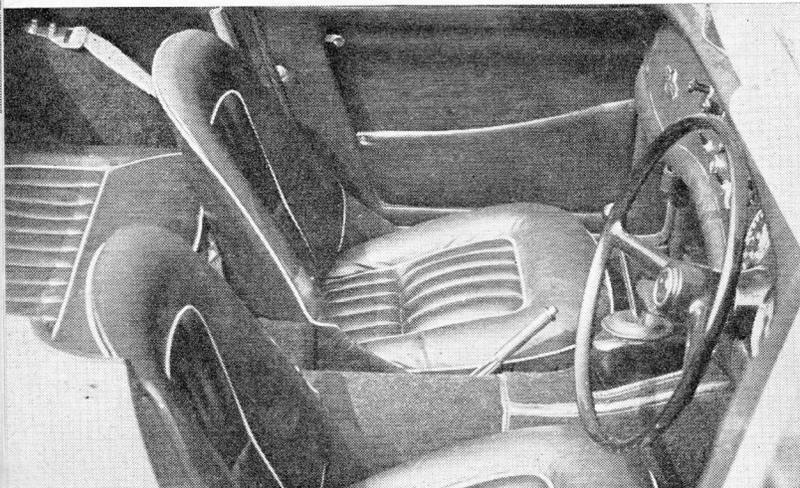
The well-known power unit has push-rod-operated valves in a cast-iron head. Twin SU carburetters are fitted and the compression ratio is 8.9 to 1. The single dry plate clutch, four-speed gearbox, and open propeller shaft are entirely conventional. A punt-type welded steel structure forms the chassis and is the basis of the body. Helical springs constitute the suspension medium in front, and at the rear a pair of quarter-elliptic springs are attached beneath the axle with radius arms above. Disc brakes are employed in front with drums behind, and the steering is by rack and pinion.

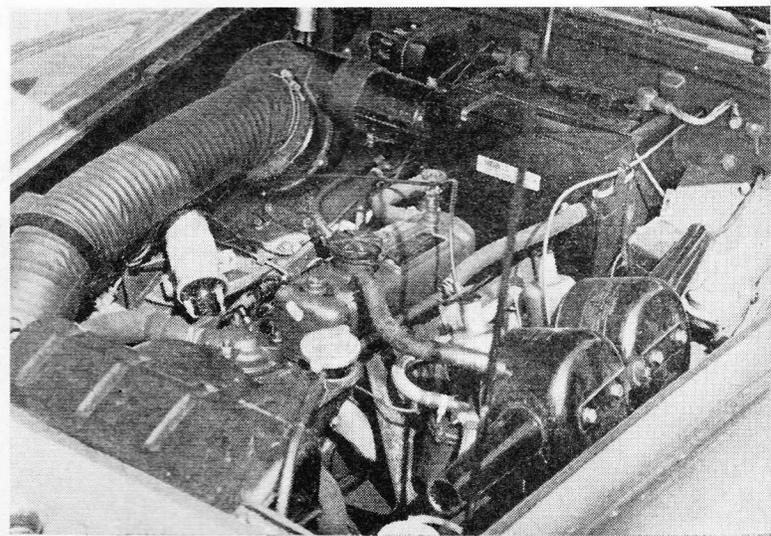
A pleasing shape has been chosen for

the body, combining Italian angularity with some traditional curves. One must admit that the result is attractive, and there is plenty of room for two large people. By retaining detachable side-screens, it has been possible to hollow out the doors, to the great advantage of the driver and passenger who gain useful elbow room in consequence. The boot is largely occupied by the spare wheel but there is some useful luggage space behind the seats. This is covered by a cushion, presumably for the carriage of a baby or a dog.

The hood is very neat indeed, being easy to erect and remaining in place at maximum speed, though it does flap a little. The sidescreens have sliding panels which do not tend to creep. A useful array of proper round instruments includes a rev. counter.

Although the seats are quite comfortable, one could do with even better lateral location and a bit more support for the thighs. A pleasant driving position, giving a good all-round view, includes well-placed pedals and a central gear lever that can be reached without stretching. Pleasantly smooth except for one slight period, the engine is flexible,



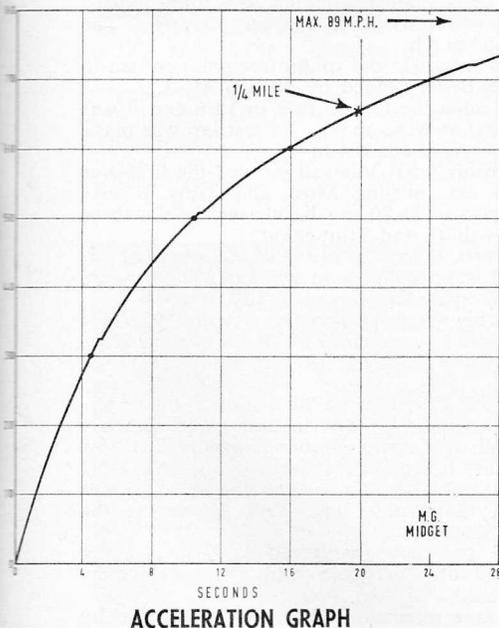


and although the exhaust has a healthy note it is by no means noisy.

Over average road surfaces, the little machine gives a comfortable ride and does not tend to pitch. There is some roll, and a tendency to oversteer is noticeable. During normal driving, the steering feels light and precise. On a racing circuit, the car at first feels rather "soft" but with practice quite fast cornering may be enjoyed. Harder damper settings and an anti-roll bar would be advisable for competition work, but the standard settings are a good compromise for fairly fast touring.

The maximum speed is just under 90 m.p.h. and the engine seems content to cruise at almost any figure within its range. It revs freely, and so although the gear ratios are not particularly close, a useful 70 m.p.h. may be exceeded on third speed and 50 m.p.h. comes up on second. To cover the standing quarter-mile in less than 20 seconds must be regarded as satisfactory for a vehicle of this size and price.

Even when driven hard, the Midget returns a praiseworthy 35 m.p.g. Though the hood gives good protection, the best way to enjoy this car is to get out into the country with the top down. The very efficient heater still keeps the feet warm, and the little machine runs with great ease at quite high cruising speeds.



ACCELERATION GRAPH

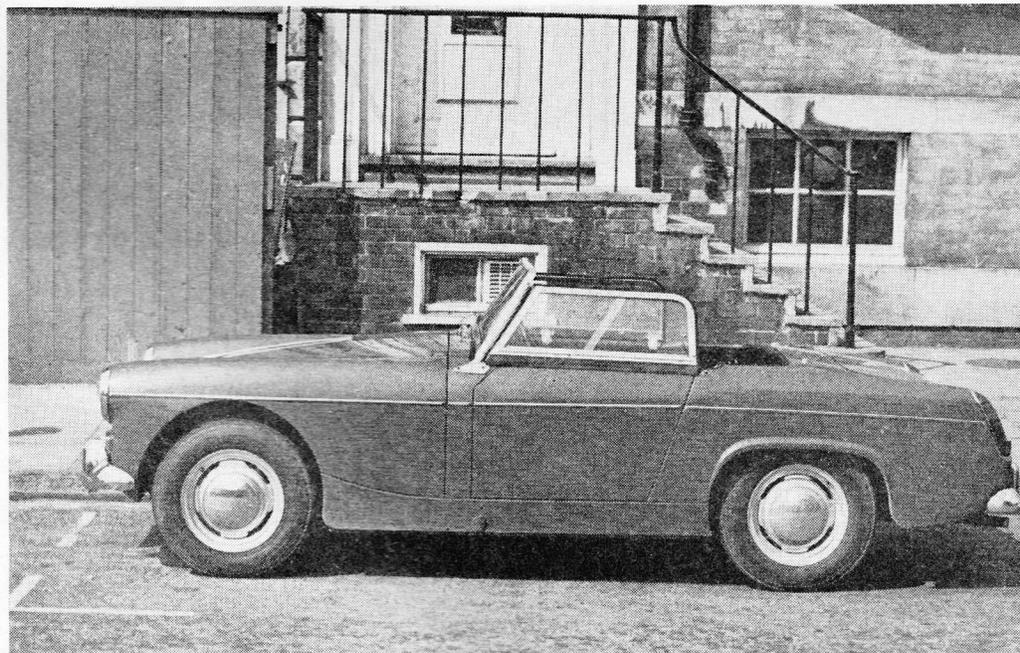
The easy gear change encourages one to use third speed a good deal, though the flexibility on top is perfectly normal by four-cylinder standards.

The brakes are very good indeed, taking no objection to continuous hard use. The song of the exhaust is always present, reaching quite an inspiring note at full speed, but it does not crackle or boom on the overrun, nor does it seem to attract unwelcome attention.

The appearance of the Midget, on the other hand, certainly draws some admiring glances. Although the general impression is of a sporting nature, the comfort and refinement of the interior are not inferior to normal saloon stan-

dards. The whole purpose of the car is to provide reliable everyday transportation while giving the driver the pleasure of handling a lively, responsive machine. Obviously, a sporting two-seater of this type can easily be developed much further if extreme performance is the aim, but we are dealing at present with the production Midget in standard tune.

The small M.G. is a sports car of conservative design. Yet, it has been evolved to a point where it does its job very well and goes on doing it. Of pleasant appearance and with many practical features, it represents good value for money and offers low running costs.



#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** M.G. Midget sports two-seater, price £598 13s. 9d., extra: Heater £14 10s., including P.T.

**Engine:** Four cylinders, 64.58 mm. x 83.72 mm. (1,098 c.c.). Pushrod operated overhead valves. 8.9 to 1 compression ratio, 60 b.h.p. at 5,750 r.p.m. Twin SU carburetters, Lucas coil and distributor.

**Transmission:** Single dry plate clutch, four-speed gearbox with synchromesh on upper three gears and short central lever, ratios 4.22, 5.73, 8.09, and 13.50 to 1. Open propeller shaft. Hypoid rear axle.

**Chassis:** Punt-type chassis in unit with steel body. Independent front suspension by wishbones and helical springs. Rack and pinion steering. Rigid rear axle on quarter-elliptic springs with radius arms. Lever-type dampers all round. Lockheed

hydraulic brakes with front discs and rear drums. Bolt-on disc wheels fitted 5.20-13 ins. tyres.

**Equipment:** 12 volt lighting and starting. Speedometer. Revolution counter. Oil pressure, water temperature and fuel gauges. Windscreen wipers and washers. Flashing direction indicators. Heater (extra).

**Dimensions:** Wheelbase 6 ft. 8 ins. Track (front) 3 ft. 9½ ins. (rear) 3 ft. 8¼ ins. Overall length 11 ft. 5½ ins. Width 4 ft. 5 ins. Turning circle 32 ft. Weight 13 cwt.

**Performance:** Maximum speed 89 m.p.h. Speeds in gears: 3rd, 72 m.p.h.; 2nd, 51 m.p.h.; 1st, 32.5 m.p.h. Standing quarter-mile 19.8 secs. Acceleration: 0-30 m.p.h., 4.4 secs.; 0-50 m.p.h. 9.5 secs.; 0-60 m.p.h., 16.4 secs.

**Fuel Consumption:** 35 m.p.g.

# 18th R.A.C. BRITISH GRAND PRIX

A Preview of Silverstone this Saturday by GREGOR GRANT



JIM CLARK



DAN GURNEY



RICHIE GINTHER



BRUCE McLAREN



GRAHAM HILL



TONY MAGGS



JOHN SURTEES



JACK BRABHAM

Above are the eight leading contestants in the current World Championship table.

Who will win? It might be one of them, yet there are several others...

So far, 17 R.A.C. British Grands Prix have been organized, two at Brooklands in the 1920s, ten at Silverstone and five at Aintree. Of the makes concerned, Ferrari has gained seven victories, Delage, Maserati and Cooper-Climax two and Mercedes-Benz, Vanwall, Alfa Romeo and Lotus-Climax one each.

Although the event is referred to as the 16th British Grand Prix, this refers to post-war races, for the Brooklands contests in 1926 and 1927 were true G.P.s. Tomorrow's is, therefore, the 18th to be staged.

The R.A.C. Grand Prix was revived on the redundant airfield circuit at Silverstone on 2nd October, 1948. A circuit was chosen of 3.8 miles, including most of the runways. Winner was Villoresi (Maserati) at 72.28 m.p.h., followed by Ascari (Maserati) and Bob Gerard (E.R.A.).

In 1949 the circuit was altered to the three miles used today, and on 14th May the race was won by de Graffenried (Maserati), from Bob Gerard and his veteran E.R.A.

The Grand Prix of Europe was the event's status in 1950 and it made history in that it was the opening round of the first World Championship of Drivers. The race went to that year's title-holder, Nino Farina (Alfa Romeo) at 90.5 m.p.h., with Alfis filling the next two places driven respectively by Fagioli and Reg Parnell.

In 1951, the once-invincible Alfa Romeos were humbled by José Froilan Gonzalez in an unsupercharged 4.5-litre Ferrari, who won at 96.11 m.p.h. from Fangio (Alfa Romeo). Farina (Alfa Romeo) made fastest and record lap at 99.99 m.p.h.—so near to the "magic ton".

Formula 2 machines comprised the field in 1952 with Ascari (Ferrari) winning from team-mate Villoresi and Mike Hawthorn (Cooper-Bristol). Ascari repeated his victory in 1953, also with a Ferrari; Fangio (Maserati) was runner-up.

Then came 1954 and the first appearance of Mercedes-Benz in Great Britain since 1938. The G.P. went to Gonzalez (Ferrari) with Hawthorn (Ferrari) runner-up. Fangio tried his best with the unsuitable aerodynamic German car and finished fourth after sundry collisions with marker barrels. The winner's speed was 89.69 m.p.h.

For 1955 the race was transferred to Aintree and resulted in a 1-2-3-4 for Mercedes-Benz, headed by Stirling Moss.

Back to Silverstone came the Grand Prix in 1956 and it was won by Fangio (Ferrari) at 98.65 m.p.h. Fastest lap was made by Stirling Moss (Maserati) at 102.104 m.p.h.

At Aintree the following year, Vanwall secured the first-ever victory for a British car, Stirling Moss and Tony Brooks sharing the wheel to win at 86.80 m.p.h., chased by the three Ferraris of Musso, Hawthorn and Trintignant.

Peter Collins (Ferrari) scored a brilliant victory in 1958, leading the race from start to finish to average 102.05 m.p.h. Hawthorn (Ferrari) raised the lap record to 104.54 m.p.h.

Jack Brabham took his Cooper-Climax to win the 1959 race at Aintree and there was a near photo finish for second place when Moss (B.R.M.) just managed to pip Bruce McLaren (Cooper-Climax).

Brabham also won the 1960 race at Silverstone for Cooper-Climax. Six laps from the end, when in first place, Graham Hill (B.R.M.) spun off at Copse. Brabham averaged 108.69 m.p.h. and Hill did fastest lap with 1 min. 34.4 secs. (111.62 m.p.h.), which was just one-fifth of a second slower than Innes Ireland's record with the Lotus-Climax, set up during the International Trophy Meeting.

For 1961 and 1962, the race was staged at Aintree, being won respectively by the late Taffy von Trips (Ferrari) and by Jim Clark (Lotus-Climax).

Now for 1963, the race returns to Silverstone, organized by

the B.R.D.C. and supported by the *Daily Express*. On paper, the starting grid should comprise the most varied selection of cars since the present Formula was introduced. The field consists of B.R.M., Ferrari, Cooper-Climax, Lotus-Climax, B.R.P.-B.R.M., Lotus-B.R.M., A.T.S., Scirocco-B.R.M., Lola-Climax, Gilby-B.R.M., de Tomaso and Porsche.

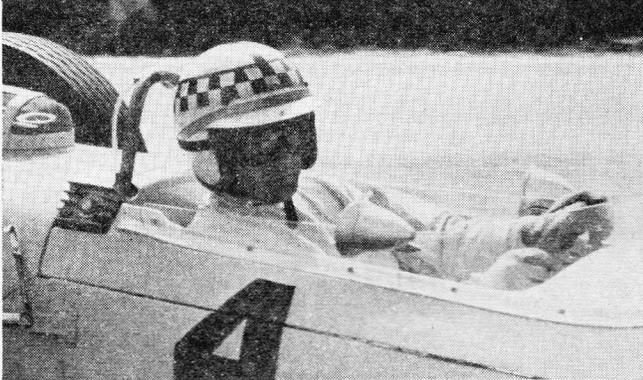
On present form, Jim Clark and his Lotus-Climax must be favourites. The Scot has won three successive World Championship events and will be all out to make it four in a row. He has strong support from team-mate Trevor Taylor, who, it is hoped, will have more luck than has come his way in recent months.

Naturally, 1962 World Champion Graham Hill will also be quoted as evens and it is likely that the new B.R.M. monocoque will be extremely rapid. Hill also has strong support, in the shape of Richie Ginther, who took second place at Monaco.

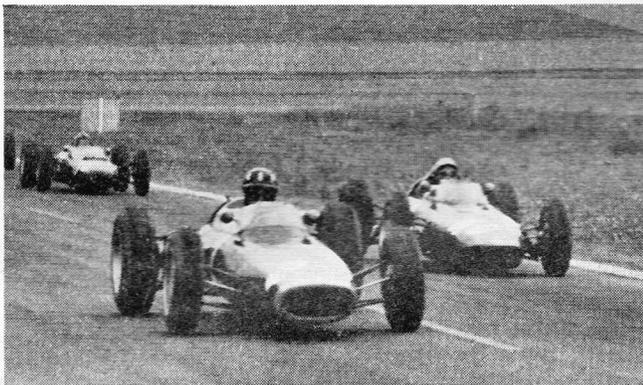
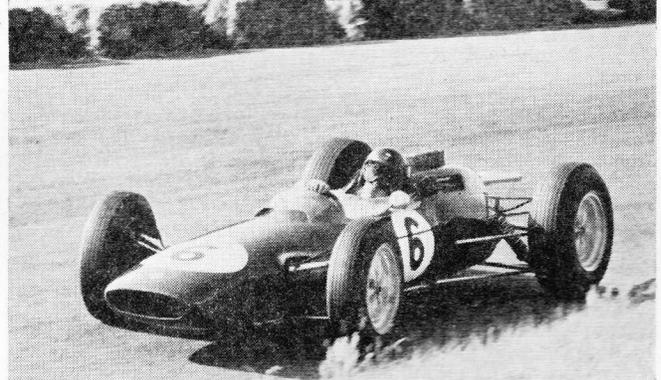
However, "dark horses" of Silverstone will obviously be Jack Brabham and Dan Gurney in their Climax-powered

## THE ENTRY LIST

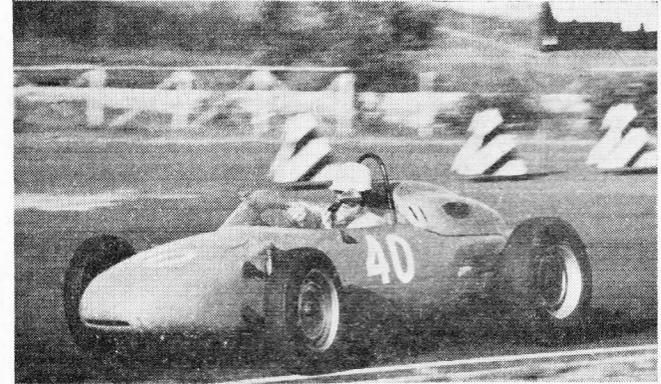
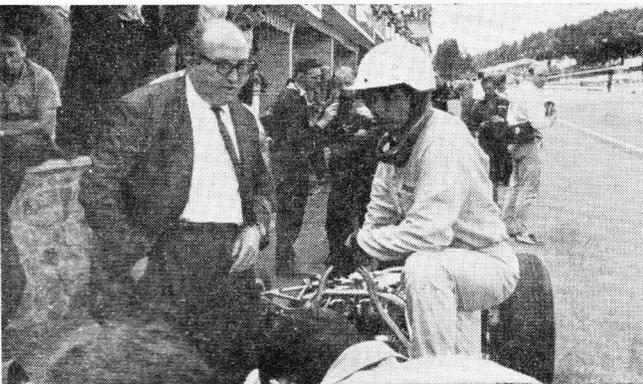
A.T.S. (Automobili Turismo Sport) \*Phil Hill; \*Giancarlo Baghetti.  
 Brabham-Climax (Repco-Brabham) \*Jack Brabham; \*Dan Gurney.  
 B.R.M. (Owen Organisation) \*Graham Hill; \*Richie Ginther.  
 B.R.M. (Centro-Sud) \*Lorenzo Bandini.  
 B.R.P.-B.R.M. (B.R.P.) \*Innes Ireland.  
 Cooper-Climax (Cooper Car Co. Ltd.) \*Bruce McLaren; \*Tony Maggs.  
 Cooper-Climax (Walker) \*Jo Bonnier.  
 Ferrari (Scuderia Ferrari) \*John Surtees.  
 Gilby-B.R.M. (Raby) Ian Raby.  
 Lola-Climax (Reg Parnell Racing) Chris Amon; Mike Hailwood.  
 Lola-Climax (Anderson) Bob Anderson.  
 Lotus-Climax (Team Lotus) \*Jim Clark; \*Trevor Taylor.  
 Lotus-Climax (Reg Parnell Racing) \*Masten Gregory.  
 Lotus-B.R.M. (B.R.P.) Jim Hall; (Siffert) Jo Siffert; (Tim Parnell) John Campbell-Jones.  
 Porsche (S. Pan-American) \*Carel Godin de Beaufort.  
 Scirocco-B.R.M. (Scirocco-Powell) Tony Settember; Ian Burgess.  
 de Tomaso (de Tomaso) Estefano Nasif.  
 \* Graded Drivers.



**CONCENTRATING HARD** while driving his B.R.P.-B.R.M. at Spa-Francorchamps (above left), Innes Ireland must be considered a strong contender for the laurel wreath at Silverstone. He holds the outright lap record as well as the present Formula 1 record. **FOUR IN A ROW?** Will Jim Clark win his fourth World Championship race in succession in his remarkable Lotus 25—that is what everyone is wondering. Jimmy is seen on his calm unruffled way to victory at Zandvoort (above, right).



**OLD AND NEW.** Graham Hill in the new monocoque B.R.M. may provide a surprise at Silverstone, as might Richie Ginther if he gets one. Graham is seen on his way to third place at Rheims (above, left), having just overtaken Lorenzo Bandini's Centro-Sud B.R.M., the car that helped gain Hill the World Championship last year. **JACK'S TEAM** (above, right). Jack Brabham, seated in his Grand Prix car, chats with Phil Hill and his American team-mate Dan Gurney. Either Jack or Dan could easily win at Silverstone! **DARK HORSE** is the A.T.S. team, whose drivers Phil Hill and Giancarlo Baghetti have so far had a thin time of it. Phil chats with Carlo Chiti at Spa (below, left). **NO GRAND PRIX** would be complete without that Dutch sportsman Carel Godin de Beaufort (below, right) whose enterprising driving of an out-dated four-cylinder Porsche has gained him yet another World Championship point this season. Perhaps some one will give him a better car soon?



Brabhams. These cars are very fast indeed and Brabham, in particular, knows his way round Silverstone as well as anyone. If anything, I should say that this pair offers the strongest challenge of all to Clark and Hill.

John Surtees (Ferrari) will certainly be amongst the leaders but the Maranello machine has not been as reliable as expected. Surtees may also suffer from lack of support for Mairesse. Scarfiotti and Vaccarella are all on the injured list and no second car has been entered.

Always very strong challengers in Formula One are the Cooper-Climaxes and their gifted drivers Bruce McLaren and Tony Maggs. John Cooper will be more than eager to have his cars break the Lotus and B.R.M. hold on 1963 *grandes epreuves*.

Always a star performer at Silverstone, Innes Ireland (B.R.P.-B.R.M.) holds the out-and-out circuit and 1,500 c.c. records and can be trusted to be well to the fore in the G.P. His team-mate, Jim Hall, is steadily learning the technique of Formula One racing.

Reg Parnell has discovered a most promising youngster in Chris Amon, who celebrates his 20th birthday tomorrow (Saturday). He will be in a Lola-Climax as will Mike Hailwood. Third member of Reg's team is Masten Gregory (Lotus-Climax).

Phil Hill and Giancarlo Baghetti will bring A.T.S. over to this country for the first time and it is to be hoped that the Bologna cars will put up a better show than they did at Spa and Zandvoort. Lorenzo Bandini will be in Centro-Sud's B.R.M. and ought to do reasonably well. The same applies to Jo Siffert, who has been driving really well in the Swiss-owned Lotus-B.R.M.

It is possible that two Scirocco-B.R.M.s will run, driven by Tony September and Ian Burgess. De Beaufort has his well-raced Porsche; the Dutchman will have the only 4-cylinder car in the race.

Rob Walker's 1963 Cooper-Climax entry will be driven by Jo Bonnier, who has displayed something like his old form in recent races. John Campbell-Jones will be in Tim Parnell's Lotus-B.R.M. and Ian Raby has entered his Gilby-B.R.M. An ex-Bowmaker Lola-Climax is in the hands of Bob Anderson, whilst Argentina's Estefano Nasif is entered in the 8-cylinder de Tomaso.

It is truly an international gathering, with 10 drivers from the U.K., six from U.S.A., two from New Zealand and Italy, and one each from Switzerland, Sweden, Holland, Australia, Argentina and South Africa.

Also, the 1963 British Grand Prix is notable in the fact that the entry includes champion motorcyclists in Surtees, Hailwood and Anderson. Siffert, before he took up car racing, was Swiss champion.

Also to be noted is that three World Champion drivers will be there: Jack Brabham, Phil Hill and Graham Hill; previous British Grand Prix winners in the line-up are Jack Brabham and Jim Clark.

V8 engines are to be found in 23 of the entry, comprising B.R.M., 10; Coventry-Climax, 11; A.T.S., 2; Ferrari is a V6 (unless the rumoured V8 appears), the Porsche is a 4 and the de Tomaso has a flat-eight unit, although earlier models have been raced with Alfa Romeo, Osca and Maserati 4s.

## BOOK REVIEWS

### THE THOROUGHBRED MOTOR CAR 1930-40

By David Scott-Moncrieff.  
Published by Batsford at 30s.

At first glance, one might be excused for saying that this has all been done before. Further examination, however, reveals that "Bunty" Scott-Moncrieff has brought a new authority to this sort of book, largely because he has actually owned such a vast number of the cars reviewed.

Scott-Moncrieff pulls no punches, and whereas I thoroughly agree with him in many cases, I disagree violently in others. Perhaps that is why I enjoyed his book so much! For example, he describes the Rolls-Royce Phantom II as "... a magic carpet, wafting you silently. ..." What arrant nonsense! However, Bunty couldn't get 11 m.p.g. and mine did 12½ m.p.g. An even rougher car than the PII was the Isotta Fraschini, which I also owned. Here the author and I are in entire agreement, as we are about the 540K and the "dreadful little six-cylinder" Mercedes-Benz.

On the other hand, I think he is less than kind about the Blackburne-engined Frazer-Nash, which I found to be wonderfully reliable, but I agree with him about the supercharged 4½-litre Bentley, which he debunks from personal experience. But, Bunty, how can you say that the "100 m.p.h." Straight-Eight Delage had good brakes? I used to relime mine once a fortnight! By the way, Delaunay-Belleville had overhead camshafts, not pushrods.

There is perhaps some careless writing and technical inaccuracy. To say that i.f.s. came from America is absurd, and to claim that

## SPEED CHECK—the Silverstone G.P. Circuit Records

### RACING CARS

**Absolute Record:** Innes Ireland (2.5 Lotus-Climax), 1955-60 Formula 1, 1 m. 34.2 s., 111.86 m.p.h. [14.5.60]  
**1961-65 Formula:** Innes Ireland (1.5 Lotus-Climax), 1 m. 35.4 s., 110.45 m.p.h. [11.5.63.]  
**Formula Junior:** David Hobbs (Lola-Ford), 1 m. 40.2 s., 105.16 m.p.h. [14.5.63.]

### SPORTS CARS

**Up to 1,100 c.c.:** Mike Beckwith (Lotus-Ford), 1 m. 44.8 s., 100.55 m.p.h. [6.10.62.]  
**1,101-1,500 c.c.:** Cliff Allison (Lotus-Climax), 1 m. 46 s., 99.41 m.p.h. [19.7.58.]  
**1,501-2,000 c.c.:** Mike Beckwith (Lotus-Ford), 1 m. 42 s., 103.31 m.p.h. [11.5.63.]  
**2,001-3,000 c.c.:** Roy Salvadori (Cooper-Climax), 1 m. 37.6 s., 107.96 m.p.h. [11.5.63.]  
**Over 3,000 c.c.:** Chris Summers (Cooper-Chevrolet) [11.5.63] and Masten Gregory (Lister-Jaguar), 1 m. 44 s., 101.32 m.p.h. [13.5.58.]

### TOURING CARS (GROUPS 1-2)

**751-1,000 c.c.:** Elizabeth Jones (Austin-Cooper), 2 m. 7.2 s., 82.84 m.p.h. [11.5.63.\*]  
**1,001-1,300 c.c.:** Paddy Hopkirk (Morris-Cooper), 2 m. 1.0 s., 87.08 m.p.h. [11.5.63.]  
**1,301-1,600 c.c.:** Jimmy Blumer (Ford Cortina), 2 m. 1.2 s., 86.94 m.p.h. [11.5.63.\*]  
**1,601-2,000 c.c.:** Jo Bonnier (Alfa Romeo), 2 m. 15 s., 78.05 m.p.h. [5.5.56.]  
**2,001-2,600 c.c.:** Peter Blond (Jaguar), 2 m. 6 s., 83.63 m.p.h. [2.5.59.]  
**2,601-3,500 c.c.:** Ivor Bueb (Jaguar), 1 m. 59.2 s., 88.40 m.p.h. [2.5.59.]  
**3,501-5,000 c.c.:** Roy Salvadori (Jaguar), 1 m. 54.2 s., 92.27 m.p.h. [11.5.63.]  
**Over 5,000 c.c.:** Jack Sears (Ford Galaxie), 1 m. 51.6 s., 94.42 m.p.h. [11.5.63.]  
**\*Group 3 751-1,000 c.c.:** G. C. Shepherd (Austin), 2 m. 4 s., 84.98 m.p.h. [11.10.60.]  
**Group 3 1,301-1,600 c.c.:** Chris Craft (Ford), 1 m. 59.2 s., 88.40 m.p.h. [6.10.62.]

### GRAND TOURING CARS

**Up to 750 c.c.:** Syd Hurrell (Saab), 2 m. 24.4 s., 72.97 m.p.h. [2.5.59.]  
**751-1,000 c.c.:** John Miles (Turner-B.M.C.), 1 m. 59.6 s., 88.10 m.p.h. [11.5.63.]  
**1,001-1,300 c.c.:** Trevor Taylor (Lotus), 1 m. 47.8 s., 97.75 m.p.h. [12.5.62.]  
**1,301-1,600 c.c.:** Graham Warner (Lotus), 1 m. 53.4 s., 92.59 m.p.h. [11.5.63.]  
**1,601-2,000 c.c.:** Chris Lawrence (Morgan), 1 m. 56.6 s., 90.37 m.p.h. [12.5.62.]  
**2,001-2,600 c.c.:** Adrian Dence (Morgan), 2 m. 00 s., 87.81 m.p.h. [11.5.63.]  
**2,601-3,500 c.c.:** Mike Parkes (Ferrari), 1 m. 42.8 s., 102.50 m.p.h. [11.5.63.]  
**3,501-5,000 c.c.:** Roy Salvadori (Jaguar E), 1 m. 42.4 s., 102.90 m.p.h. [11.5.63.]

All the British works teams have cars fitted with Lucas fuel injection and all 26 starters will be on British Dunlop tyres.

Supporting races are for Formula Junior, Saloon and combined sports and G.T. cars, while, of course, there will also be the Rover Gas Turbine cars demonstration race and an exhibition of two-wheel driving with a four-wheel car.

Interesting names among the Formula Junior are the very successful Italian "Geki" (de Sanctis-Ford) and the up-and-coming Italian Junior driver Bruno Deserti (Lotus 27).

The combined sports car/G.T. car race sees Mike Parkes in a works 250P Ferrari—and it will be interesting to see just how fast Mike goes in this.

Silverstone starts at 10.15. a.m.

independent rear suspension was only made in small quantities, except by Mercedes, is also wrong. What about the Lancia Aprilia, an enormously popular car? Nevertheless, Scott-Moncrieff certainly knows his subject, and he has written a book that is easy to read. The volume is well produced, and if some of the pictures are of ugly cars, one must recognize that this was a period of transition when few really beautiful cars were built, in my opinion. The final chapter on coach-building is first class.

JOHN V. BOLSTER.

### THE VETERAN MOTOR CAR POCKETBOOK

By Anthony Bird and Francis Hutton-Stott.  
Published by Batsford at 9s. 6d.

This book can be thoroughly recommended and is quite remarkable value at 9s. 6d. It is a well-produced little volume and most of the photographs are "new", which means that those tired old prints that have appeared in so many books have not been trotted out again. No doubt this is due to the splendid collection of photographs which Francis Hutton-Stott cherishes.

A great deal of work has gone into this volume and the standard of accuracy is very high indeed. No historical motoring book exists without a single mistake, and one notes that the single-cylinder Delage which won the 1908 G.P. des Voitrettes is given a de Dion engine. Actually, the power-unit of the winning car was a Cauzan, a fact which was concealed for commercial reasons, so this trivial error is certainly excusable.

Thank goodness the authors avoid turning geese into swans, and no rash performance claims are made for any of the cars reviewed. In a limited space, each make receives a fair description, plus short technical specifications of representative models. As a pocket work of reference, this book must be given high praise.

JOHN V. BOLSTER.

# CLUB NEWS

By MICHAEL DURNIN

**EDWARDIAN**, Vintage, Thoroughbred and Historic cars are eligible for the **Vintage S.C.C.'s** hill-climb at Prescott on 18th August. Regs. are obtainable from T. W. Carson, 3 Kingsclere House Stables, Kingsclere, Newbury, Berks, who must receive all entries by 3rd August. . . . Members of the Seven-Fifty M.C., M.G.C.C., Bugatti O.C., B.R.S.C.C., Lancashire and Cheshire C.C., Nottingham S.C.C., Midlands M.E.C., Coventry and Warwickshire M.C. and Motor Cycling C. are invited to participate in the **SUNBAC** race meeting on the Silverstone club circuit on 31st August. Entries close on 18th August and regs. may be obtained from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warwickshire. There are races for sports cars, popular sports cars and racing cars as well as high speed trials. . . . If you send in your entry very quickly to E. E. Davis, 12 Gaysham Avenue, Gants Hill, Ilford, Essex, you will be able to have a go in the **West Essex C.C.'s** circuit sprint at Debden on 28th July. There are classes for everyone, the clubman being especially catered for, and members of the following clubs have been invited: B.A.R.C., Bentley D.C., B.R.S.C.C., Harrow C.C., London M.C., M.G.C.C. (S.E. Centre), Romford E.C.C., Seven-Fifty M.C. and entrants in the Association of Eastern Motor Clubs Championship. The competition comprises one standing and one flying lap of the 1.5-mile Essex circuit. . . . The **Morecambe C.C.** are holding another of their excellent Illuminations Rallies on 10th-11th August and the event is open to members of the Airedale and Pennine M.C.C., B.A.R.C., B.T.R.D.A., Cavendish C.C., Cumberland S.C.C., Furness D.M.C., Fylde M.S.G., Kilmarnock C.C., Knowldale C.C. and Westmorland M.C. Entries to Tony Mason, 31 Broadlands, Bolton-le-Sands, near Carnforth, Lancs. . . . The Second Festival Autocross of the **Cambridge C.C.** takes place at Longstowe on 28th July. Entries, which close on Monday, should be addressed to M. J. Dockray, Brooklands Farm, Caxton End, Bourn, Cambs. The event is open to members of the B.T.R.D.A., East Anglian M.C., Falcon M.C., Romford E.C.C., Fenland M.C., Peterborough M.C., Harlow and D.A.C., Bourne D.M.C., North London E.C.C. and entrants in the Eastern Area Special Events Championship. . . . The **Stockport M.C.**, **Mid-Cheshire M.C.** and **B.R.S.C.C.** are co-promoting the Mottershead Autocross on August Bank Holiday Monday at Disley, Cheshire. More information can be obtained

## COMING ATTRACTIONS

### FOREIGN EVENTS

- 20th July. **LEINSTER-MARTELL MEETING**, Dunboyne, Eire (F.L.).  
 21st July. **COUPE DE LA VILLE DE LOURENCO-MARQUES**, South Africa (F.L.).  
 CIRCUIT OF CASTELLO, Italy (F.J.).  
 27th July. **PHOENIX PARK**, Eire (F.L.).  
 28th July. **SOLITUDE GRAND PRIX**, Germany (F.I.).  
 HOOSIER GRAND PRIX, U.S.A. (F.L.).  
 RHODESIAN GRAND PRIX, Africa (F.L.).  
 CESANA-SESTRIERE HILL-CLIMB, Italy (S., G.T., T., F.J.).

### BRITISH EVENTS

- 20th July. **R.A.C. BRITISH GRAND PRIX**, Silverstone, near Towcester, Northants (F.I., F.J., T., S., G.T.). Starts 10.15 a.m. Jaguar D.C. Sprint, Goodwood, near Chichester, Sussex.  
 21st July. **Midland A.C. Inter-Club Hill-Climb**, Shelsley Walsh, near Worcester. Starts 11 a.m.  
 Seven-Fifty M.C. (Southern Centre) Hill-Climb, Blandford Camp, Blandford, Dorset.  
 Swansea M.C. Sprint, Pembrey, near Llanelly, Carmarthenshire.  
 Herts County A. and Ae. C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.  
 Harlow and D.A.C., North London E.C.C. and United Hospitals and University of London M.C. Driving Tests. Starts North Weald Aerodrome, near Epping, Essex.  
 Mid-Surrey A.C. and Malden and D.M.C. Driving Tests. Starts Longmoor, Hants.  
 25th July. **Jersey M.C. and L.C.C. Hill-Climb**, Bouley Bay, Jersey. Starts 2.30 p.m.

from Desmond Bell, "Fairlie", 17 Longnor Road, Hazel Grove, Stockport, Cheshire. . . . **Liverpool M.C., Severn Valley M.C., B.A.R.C.** (N.W. and Yorks Centres) have combined to co-promote a sprint meeting at Oulton Park on 27th July. There are classes for all sorts of cars, including marque sports cars and 850 c.c. Minis, while there will also be an inter-club competition. Entries must be received by tomorrow by Mrs. C. M. Hamilton Smith, Milestones, 12 St. Andrews Road, Liverpool, 23. . . . **Leicestershire C.C.** are holding a closed driving tests meeting on 28th July—on grass—and entries, which close on Monday, can be obtained from Miss P. Stonehouse, 1531 Melton Road, Queniborough, Leicester. . . . That go-ahead club, the **Dudley and D.C.C.**, are co-promoting a sprint meeting at Church Lawford on 28th July in association with the **Wolverhampton and South Staffs C.C., SUNBAC, Walsall and D.C.C. and Quinton M.C.** Once again there are classes for all sorts of motor cars, from Minis to Cooper-

Buicks, and entries should be addressed to B. Ferriday, 97 Castle Road, Tipton, Staffs, who must receive them by tomorrow. . . . **Bolton-le-Moors C.C.** have their Bolton Rally on 17th-18th August, a qualifier for the B.T.R.D.A. Silver Star and *Motoring News* Rally Championships. It is open to members of the B.T.R.D.A., London M.C., Knowldale C.C., Liverpool M.C., B.A.R.C., Austin-Healey C., Chester M.C., Cavendish C.C. and Wolverhampton and South Staffs C.C. and regs. can be obtained from J. Whitehead, "Carbis", Lincoln Grove, Harwood, Bolton. . . . The **Liverpool M.C.** are holding a restricted driving tests meeting at Bewsey Hall, Burtonwood, near Warrington on 4th August open to the following clubs: B.A.R.C. (N.W. Centre), Hagley and D.L.C.C., M.G.C.C., B.T.R.D.A., Severn Valley M.C., North Wales C.C., Mid-Cheshire M.C., North Staffs M.C. and Morecambe C.C. Regs. and entry forms from Mrs. Margaret Reakes, 86 Fairholme Avenue, Eccleston Park, Prescott, Lancs.

## Cavendish Car Club's BLACK TROPHY RALLY

**N**OR long ago there used to be a "close" season for rallying, but this period has been reduced recently, and perhaps the best event available in July is the Black Trophy Rally, organized by the Cavendish Car Club, mainly to keep its own circus members out of mischief, and also to settle several long-standing feuds which have sprung up over the previous season. The "Black" has been somewhat of a nomadic rally, moving from area to area over the years, but with its amalgamation with the same club's Greenall Trophy Rally the area chosen is now Wales. The night of 13th-14th July saw about 60 starters leave the Sandy Bank Garage near Wellington on a long section towards the south of Shrewsbury, after almost unlimited plotting time had allowed all the 72 controls to be laid out in comfort, incidentally showing that the organizers were confident about "no clean sheets"! After only 5½ hours real rallying the Phil Simister/Graham Robson Cortina GT finished with the only clean sheet, no fewer than 15 minutes in front of David Pollard (Rapier), with only seven crews losing less than half an hour.

The first few tight sections were in the Habberley area, and included passage through Castle Culverpatch where one local saw fit to drive his own car across a public road and block it—such that the only alternative was to drive round the car over said local's lawn. There was in fact no cause for this demonstration as there was no furious driving or excess noise at this point. The run through Eastridge Wood was made easier by one control being unattended, but Twidson's Sprite began to show signs of misfiring, causing unhelpful baulking and loss of time to Roy Dixon's Anglia, though this was only the start of its troubles as a rear wheel later came off, too! Hereabouts Pat Spencer's Cooper was also held up by a local who offered violence until her navigator Ted Rowland got out to reason with him—collapse of irate party!

Although Map 129 was used for this hour or so, the Long Mynd was *not* used (this in itself must be a record), but the usual tight sections over Linley Hill were made more entertaining by all the gates being shut, and the 59-second allowance was well and truly used here by all!

By midnight the route had led on to Map 128, with very little new stuff in use, and the Clun Forest region was visited next, where Bill Bengry was seen to be making heavy weather of a "Cavendish 30 average" in his standard, three-speed, drum-braked Saab, and near Newcastle an unhappy misplot caused the Pollard/Baines Rapier to lose nine minutes in a long detour to find the white road which does go after all—Map 128 can still spring surprises. Another surprise here was that the usually reliable Reg McBride had an argument with a grass bank, to the detriment of his other Anglia's steering and he retired. Poor Reg—last week it was engine failure, and now this. The first really unknown road was north of Beguilly, through "The Moat" where several novices held a panic meeting in the farmyard while lost, thus causing delay to Brian Ryder/

Colin Malkin who knew where *they* were going! Ten miles farther on the Ron Wilson/John Hopwood Anglia 1500 stopped when it blew a hole in the exhaust manifold, while to complete a night of misfortune for the Macclesfield Anglias, Grange/Potts took a wrong 'un in the last section before supper and lost about 15. At the night halt near Newtown only Simister held his clean sheet, with Roy Dixon on two and Thomas's VW on three.

A much-decimated field attacked the second half, which looked even tighter than the first, and took in most of the well-known "Godiva" territory south of Newtown and all the rough stuff on the west of the map in 35 controls and two hours. Two fords near Mochdre took their toll—in the first Dixon's Anglia shed its throttle linkage and in the second Grange's Anglia holed its radiator. Simister's Cortina contented itself merely by developing a faulty fuel gauge which at first suggested a holed tank—but the gauge did not move from quarter full for the rest of the night!

Fan Hill was rough and tight, as usual, while the rough stuff near Trefeglwys caused trouble (more closed gates), and marshal Mike Wood was having no nonsense at *his* control, even though a marauding VW (Margaret Oakden) tried to mow him down. The Morris 1100 of Bache/Binns threw its exhaust system in this area causing a wise withdrawal, while Bob Rigby's navigator succumbed to sickness and left poor Bob to drive and navigate the Sprite for the rest of the rally.

At the last control—on the Welshpool/Newtown main road—arrivals were late and few. Almost every B.M.C. Mini seemed to have hit something, at least two having been rolled (but the combination of Michelin X and Gold Seal tyres cannot have helped), while an Anglia and Mini had had a shunting match along the way. One monstrous example of the f.w.d. brigade looked as if it had rolled every week for the past season, and had a Mini van front end, a boot lid which did not open, and bilious orange paintwork, with a lot of mud and grass tufting for good measure! Hardly the car to improve the public image of rallying?

Simister survived the second half by the skin of his teeth, being *again* the only car to clean the lot (and this from second on the road, where all the gates were shut and the marshals "cold"), thus proving how useful is this new Cortina GT—but his SPs will never be the same again. Several entries from the Midlands and the south found that these Cavendish types are all together too fast for them, and were not seen after the night halt.

As Fidler would have it—"A right good do."

GRAHAM ROBSON.

### RESULTS

1. P. Simister/G. Robson (Cortina GT), 0; 2. D. Pollard/A. Baines (Rapier), 15 m.; 3. Mapple/— (Mini 850), 18 m.; 4. A. Costello/G. Cooper (Rapier), 20 m.; 5. M. Thomas/T. Williams (VW), 20 m.; 6. R. Dixon/D. Ralphs (Anglia 1200), 21 m. **Team Award:** Simister and R. Wilson 23 m. **Best Semi-Expert:** Ryder/C. Malkin (Cooper-Mini), 33 m. **Best Novice:** J. Jukes/N. Salt (Mini).



# SPINNING SILVERSTONE

The Second Annual "750 Silverstone" Meeting

BY ROBERT GRANT

LAST Saturday's meeting at Silverstone organized by the Seven-Fifty M.C. saw an exciting day's racing with only a couple of showers which did nothing more than enliven the proceedings. There were several incidents and innumerable gyrations: one team, however, succeeded in severely bending both their vehicles through no fault of the weather! The day's events included two heats and a seven-lap final for both 750 and 1172 cars, three seven-lap events and a ten-lap *Formule Libre* event.

The first two events were the first of the heats for the 750 and 1172 cars. In the 1172 race Arthur Mallock (U2) won from Bryan Small (Milmor) and Ian Tollady (Aquila). R. Ecclestone (Dison 63) had the misfortune to break a half-shaft on the line. Nobody can say that 1172 racing is dull since there were no fewer than eight gyrations at Woodcote on the first lap! In the 750 event C. Lyford (Austin) had to relinquish his lead, due to a pit stop at the end of his first lap, to D. Hollister (Austin). Lyford eventually finished second

while B. King (Delta) took third spot some seconds in arrears.

The ten lap *Formule Libre* event which followed was the most exciting race of the day. Just before the start there was a short sharp shower and, since nobody had time to alter tyre pressures, the yellow flags were kept busy. Mike Beard (Lotus 17) led into Copse hounded by Ken Wilson (Lister-Jaguar) and Rod Banting (Brabham F.J.). From then on Banting pulled out a steady lead followed by M. Davies (Lotus 20). But behind these two a great battle ensued between Ken Wilson and Dick Wrottesley, both in Lister-Jaguars, and Mike Beard. On the last lap Beard looked all set to take third place, but a *sête-à-queue* at Becketts left the place to Wrottesley.

Event four was a seven-lap race for sports and G.T. cars divided into two classes. Mike Beard this time reversed the order, Dick Wrottesley, who had lead throughout, just managing to coast over the line with a very sick motor to take second spot. M. Fox (Lotus) seemed to suffer brake troubles

*CLOSE DICING* down the field in the saloon car race, with P. Hutchence on the inside of B. Hawkins. What an exhaust pipe!

since he first collected a marker barrel at Woodcote and then on his next lap went straight on, damaging his car rather badly.

The seven-lap saloon car race provided a runaway win for the TTT Jaguar driven by J. Adams. The main excitement of the race was Rod Embley's "Mini powered by Ford" which lapped at a fantastic number of knots to take second place overall. Farther down the field A. Alexander (Mini-Cooper) and R. Else (D.K.W.) had a great scrap, with the Mini just taking the honours.

In the seven-lap Formula Junior race Rod Banting (Brabham) scored his second win of the day, this time from M. Slater (Cheetah) and A. Hodge (Lola) whose placings were hotly contested. Mike Paris (U2) was the first car to cross the line in the Monoposto class.

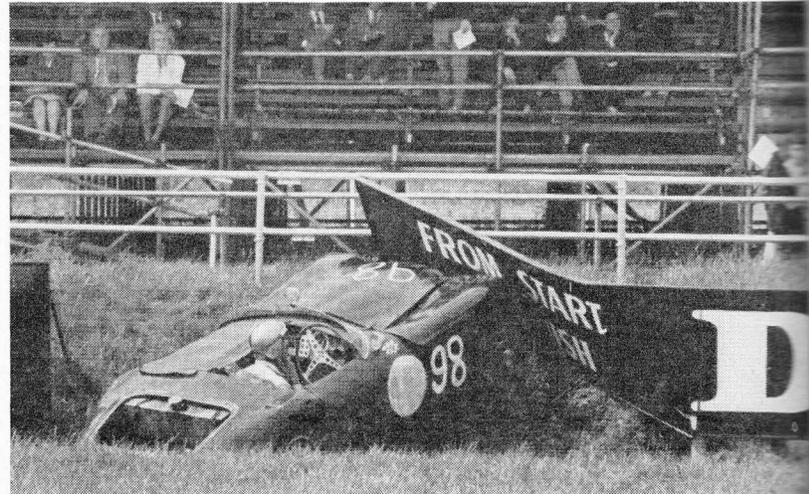
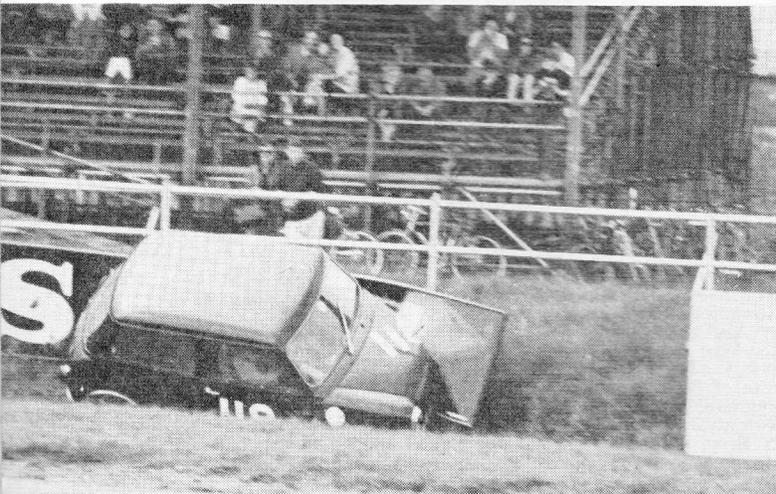
After another five-lap qualifying race the seven-lap final for 750 cars took place. Keith Vickery (Jomo) won, but only just, from C. Lyford and D. Hollister both in Austins; these three cars had circulated very closely throughout and had been joined by B. King (Delta) until he retired with locking brakes.

The 1172 final was very hotly contested with Arthur Mallock (U2) and Ian Tollady (Aquila) scarcely feet apart, the superior brakes of the former deciding who collected the silverware. Bryan Small (Milmor) was third and Clive Garnham (Terrier) fourth.

## RESULTS

1172 Formula—Heat 1 (5 laps): 1, A. Mallock (U2); 2, B. Small (Milmor); 3, I. Tollady (Aquila). 750 Formula—Heat 1 (5 laps): 1, D. Hollister (Austin); 2, C. Lyford (Austin); 3, B. King (Delta). *Formule Libre* (10 laps): 1, R. Banting (Brabham); 2, M. Davies (Lotus 20); 3, R. Wrottesley (Lister-Jaguar). Sports and G.T. cars (7 laps). Overall winner: M. J. Beard (Lotus 17). Up to 1,650 c.c. excluding Climax-engined cars Class: 1, D. Hayden (Lotus 7); 2, V. Gardner (A.-H. Sprite); 3, R. Bond-Smith (Rejo Mk. 3). Over 1,650 c.c. Class: 1, M. J. Beard (Lotus 17); 2, R. Wrottesley (Lister-Jaguar); 3, The Earl of Denbigh (Jaguar E). Saloon Cars (7 laps). Overall Winner: J. Adams (Jaguar 3.8). Up to 1,500 c.c. Class: 1, R. Embley (Mini-Ford); 2, E. Bunce (Tornado); 3, B. Sherwood (Tornado). Over 1,500 c.c. Class: 1, J. Adams (Jaguar); 2, M. Runham (Jaguar); 3, A. Hartwell (Sunbeam Rapier). 1172 Formula—Heat 2 (5 laps): 1, M. Paris (U2); 2, R. Breeze (U2); 3, D. Mean (Milmor). 750 Formula—Heat 2 (5 laps): 1, K. Vickery (Jomo); 2, J. Jones (Austin); 3, I. Bates (Austin). Formula Junior and Monoposto (7 laps). Overall winner: R. Banting (Brabham). Formula Junior Class: 1, R. Banting (Brabham); 2, M. Slater (Cheetah); 3, A. Hodge (Lola). Monoposto Class: 1, M. Paris (U2); 2, E. Ogilvie-Hardy (Project X); 3, M. Cowburn (Anco). 750 Formula—Final (7 laps): 1, K. Vickery (Austin); 2, C. Lyford (Austin); 3, D. Hollister (Austin). 1172 Formula—Final (7 laps): 1, A. Mallock (U2); 2, I. Tollady (Aquila); 3, B. Small (Milmor).

*DOING THE ADVERTISEMENT SIGNS NO GOOD* (they had just been repainted for the Grand Prix!) are C. Friday (below, left) and M. Fox (below, right). Friday, after a very hairy drive, smacked the bank after Woodcote quite hard, his Mini being badly bent. Fox, who appeared to be suffering from a grabbing brake, also bent his M.G.-engined Lotus Mk. 8—the ex-Colin Chapman-Roy Bloxam car.



R.A.F.M.S.A.  
ROMFORD E.C.C.

## DEBDEN SPRINT

THE R.A.F.M.S.A. and the Romford E.C.C. co-promoted speed trial on the 1.5-mile circuit at Debden airfield on 7th July attracted a full entry who enjoyed a pleasant and informal day's sport. There was no obvious B.T.D. car after the practice session in the morning, when J. Salmon (Lotus-Ford 7) put in the best lap time of 1 min. 9.4 secs., followed by M. Phillippe, similarly mounted, 1 min. 11.0 secs., while Richard Allen (Anglia) and Bill Camp (Cooper Special) both did 1 min. 12.0 secs.

The course to count in the afternoon's runs was two laps from a standing start, four cars on the track starting at 10-second intervals. Camp put up the best time on the first runs of 2 mins. 24.8 secs., and this was bettered during the second runs by both Salmon and Phillippe. The very last attempt of the day was made by Camp who got the bit between his teeth and, never fast through the corners and extremely quick in straight lines, recorded B.T.D. of 2 mins. 18.8 secs.

In the unmodified saloon class up to 850 c.c. Bryceson's Saab beat the Minis comfortably, and D. Wynn-Williams took first in both the over 850 c.c. class in his touring car, an Austin-Cooper, and the modified saloons up to 1,200 c.c. in his 850 c.c. Austin 7, narrowly beating R. Lyon's Austin-Cooper S in 2 min. 41.6 secs.

Richard Allen gave his usual display of fast driving in his Anglia and won the over 1,200 c.c. modified saloon class in 2 mins. 29.6 secs. comfortably from Drury (Cortina) and Maurice Winch, still battling round in his Simca.

F/Lt. Bowers won the R.A.F. B.T.D. cup in the up to 1,300 c.c. sports cars, but Bone (G.S.M. Delta) took the class award. In the sports-racing class of that capacity Dennis Pollard's Mercury-Climax looked the fastest and like a Lotus 23, but he hasn't sorted out the troubles yet and was beaten by the Lotus 7s of Salmon and Phillippe.

The day was without incidents except for a number of minor spins, and the only job for the St. John Ambulance was to patch up our R.A.C. steward, Sidney Oiford, after a trip in a Cortina!

CHRIS PELLING.

### RESULTS

**B.T.D.:** W. J. Camp (Cooper Special), 2 m. 18.8 s. **Standard Saloons up to 850 c.c.:** G. Bryceson (Saab), 3 m. 0.2 s. **851-1,200 c.c.:** D. Wynn-Williams (Austin-Cooper), 2 m. 48.6 s. **Modified Saloons up to 1,200 c.c.:** D. Wynn-Williams (Austin 7), 2 m. 40.2 s. **Over 1,200 c.c.:** R. N. Allen (Anglia), 2 m. 29.6 s. **Sports Cars up to 1,300 c.c.:** A. P. Bone (G.S.M. Delta), 2 m. 44.8 s. **1,301-2,000 c.c.:** R. M. Johnson (Tojeiro), 2 m. 41.0 s. **Over 2,000 c.c.:** J. C. Pryke (Austin-Healey), 2 m. 37.6 s. **Sports-Racing Cars up to 1,300 c.c.:** M. Phillippe (Lotus 7), 2 m. 23.4 s. **Over 1,300 c.c.:** D. Price (Lotus 7), 2 m. 30.0 s. **Formule Libre:** W. J. Camp (Cooper Special), 2 m. 18.8 s. **Best Time by R.A.F.M.S.A.:** R. C. Bowers (Turner), 2 m. 48.2 s.

## AIREDALE & PENNINE M.C.C.

### B.A.R.C. (YORKS CENTRE)

### YORKSHIRE S.C.C.

## DRIVING TESTS

THE co-promoted Driving Tests open to members of the Airedale and Pennine M.C.C., the B.A.R.C. and the Y.S.C.C., were held at Marston Moor Airfield, near Tockworth, Yorkshire, on 7th July.

There were 73 entries, divided into several classes and competitors had to complete a circuit of eight tests and a repeat of four of the tests.

The Best Performance Award, on "figure of merit" was won by H. O. Holliday (Riley 1.5) and the "Best Time of the Day" award by G. F. Chippindale (Morris-Cooper).

D.H.W.

### RESULTS

**Best Performance:** H. O. Holliday (Riley 1.5). **B.T.D.:** G. F. Chippindale (Morris-Cooper). **Class Winners:** B. Strauss (Morris Mini); R. N. Lee (Morris-Cooper S); F. J. Smith (Ford Anglia); C. L. Jolley (Ford Cortina); J. E. M. Denton (A.-H. Sprite); C. E. Willcombe (Triumph TR4); G. Haigh (B.N. Special). **Novice Award:** D. Arnott. **Ladies' Award:** Miss L. P. Reddy.

## Taunton M.C. ST. AUDRIES BAY HILL-CLIMB

THE course at St. Audries Bay is one which places the onus on the driver, consisting of approximately 1,000 yards of extremely tricky motoring. From the start the driver swings left-handed, then up a short straight to a blind brow, which cunningly conceals the first sharp right-hander, which is usually approached slightly airborne! From there, a short sprint leads into a nasty "S" twist, into a dark, tree-lined tunnel bordered with a very solid cowshed wall. Once through this, a 75 or so yards straight leads into a sharp, right-hand climbing turn, with an opposite twist to the exit. Away up the bumpy hill, into a fast right-hander, a short sprint, then braking hard for the final left-hand corner, just before the finishing line. There is no latitude for error, as several people have found out in the past. A large hole in the hedge on the first corner marked a non-standard exit in practice, and the bank on the one after the farmyard showed signs of contact from several wayward motors.

The usual battle developed among the Cooper-Minis, the class finally going to Geoff Mabbs, in 49.75 secs. The up to 1,300 c.c. saloons went to D. Rowe's Mini, in a spirited run of 50.99 secs., getting the tail into the hedge on his first run just before the last corner. Several folk had horrid moments (the bank looked pretty hard on this bend!) and one man almost vanished from view in a cloud of burning Dunlop, on braking! Fred Ferris's D.K.W. was not quite suited to the hill, but was cornered firmly.

David Harris had a theory about getting through the farmyard flat out, and tried hard to put it into practice with his Riley. Result, a class win, but beads of perspiration on the brows of the marshals guarding that particular spot!

Amie Lefevre startled himself (and quite a few others) by winning Class 5, in the cracking time of 47.50 secs. with his Midget. R. Smart had a moment at "Lodge" on his first run, and a searing tail wag in the narrow farmyard later on in the day, narrowly missing the watching photographer at the end of the cowshed!

Class 5 was quite a family affair, for the Eltons, father, son and daughter, were all driving M.G.s in spirited fashion, not far separated in times. One day, perhaps, Elton Motors will score a 1-2-3 in this class! This group contained a little excitement on the final runs, in the shape of some interesting acrobatics by Arnold Denman.

From a viewpoint lower down in the field, the writer was most intrigued to observe the blue Turner come into view against the skyline, driving along the top of the hedge. Coming to a halt, it teetered for a long second, and then gracefully rolled down a seven-foot bank into the field, landing upside down. A horde of marshals and spectators descended on it in a matter of seconds, and Mr. Denman came out from underneath quite cheerfully, though the hardtop had been softened a trifle.

Tom Pascoe drove the grey Porsche in good style, despite the fact that he had come all the way from Pontllanfraith in time for the morning practice. It must have been a trifle exasperating for him to know that "home" was merely a mile or so, as the crow flies, across the Bristol Channel, but a very long way round by road!

Ian Swift was a comfortable winner in Class 6, in 46.83 secs., though A. Cook's Downton Sprite made a lovely noise and seemed quite rapid. A. Lewington had a sudden transmission breakage approaching the last bend, and spun in the narrow road without damage. Repairs took until the second run, when he won his class in 52.42 secs.

The racing class was a battle between Wally Cuff and Ted Williams, Cooper and Elva mounted respectively, during which Wally put up a new course record in 43.28 secs. with his latest Cooper, and Mr. W. came through the farmyard mostly sideways on one run. The interesting Excalibur Mk. 5 made a startling noise, and scuttled up on its tiny wheels in a very smart time around the late forties, while several of the big Cooper Twins were down to "singles", much to their drivers' annoyance.

Despite an unfortunate delay in practice,

during which Doctor Spare, acting C.o.C., was called upon to act in a medical capacity for a visitor to the holiday camp, and Arnold Denman's excitement, which naturally held up proceedings for a while, the meeting ran well, finishing with a pleasant prizegiving ceremony, in which trophies for the previous meeting were presented by the lady member of our AUTOSPORT team "on the spot".

The next St. Audries Bay meeting will be held, all being well, in September.

TONY HOLLISTER.

### RESULTS

**B.T.D.:** W. Cuff (Cooper-Climax), 43.28 s. **Class 1:** G. Mabbs (Austin-Cooper S), 49.75 s.; 2. G. Bond (Morris-Cooper), 50.37 s. **Class 2:** 1. D. Rowe (Morris Mini), 50.99 s.; 2. W. Stokes (Morris Mini), 55.03 s. **Class 3:** D. Harris (Riley 1.5), 50.55 s. **Class 4:** 1. J. Knowles (A.-H. Sprite), 50.79 s.; 2. N. Trickett (Morris Mini), 52.71 s. **Class 5:** 1. A. Lefevre (M.G. Midget), 47.50 s.; 2. R. Smart (Lotus Elite), 47.63 s. **Classes 6 and 7:** 1. Swift (Morgan Plus 4), 46.83 s. **Class 9:** A. Lewington (Lewington Special), 52.42 s. **Class 10:** 1. W. Cuff (Cooper-Climax), 43.28 s.; 2. E. Williams (Elva Junior), 44.08 s.



TOO NEAR the wall—according to the photographer!—was R. Smart with his Lotus Elite in the farmyard. He was second in his class.

## HAGLEY & D.L.C.C.

### DRIVING TESTS

ON Sunday, 7th July, the Hagley and District Light Car Club moved to a new venue for their Restricted Driving Tests counting towards the B.T.R.D.A. Flather Star Championship, which took place near Alcester at the works of the Maudslays Motor Co., Ltd.

Of the thirty competitors, by far the most outstanding performance was put up by Don Harris in his 1,172 c.c. D.M.F. Special, for he not only made B.T.D. but overcame a five per cent specials handicap to win the Harvey Cup by 10 seconds from Dick Squire (M.G.). Third quickest was Mac Hazlewood (M.H.S. Special), although at one time Ian Mantle (Mini-Cooper S) appeared to be set for possible best performance until two faults put him back, causing him to make a little more effort on Test 9 where he destroyed the finish box.

Test No. 9, a fast one, was repeated after the finish of the official runs with each entrant making a half-crown donation and the winner taking all in his respective class, these being Don Harris, Ian Mantle and Ralph Broad respectively.

MAX TRIMBLE.

### RESULTS

**Harvey Cup:** D. Harris, 376.4 s. **Cutler Cup:** W. T. Meredith, 396.5 s. **Class D. Winner:** R. Broad, 441.8 s. **First Class Awards:** R. Squire, 386.8 s.; D. H. Holland, 396.8 s.; P. G. Vincent, 452.3 s. **Second Class Awards:** M. Hazlewood, 388.8 s.; J. Handley, 397.9 s. **Team Award:** D. Harris, W. T. Meredith, R. Broad. **Club Team Award:** M.G.—P. J. Anton, R. Squire and E. Townsend.

# Record Breaking Elvington

BY JOHN HIGHAM

THE large crowd which attended the B.R.S.C.C. (Northern Centre) Elvington meeting on 7th July were treated to very fine racing indeed, the track record being broken no fewer than 11 times in races three and six. Tony Lanfranchi eventually made the record his for a year, with a time of 1 min. 14.2 secs., a speed of 82.48 m.p.h.; this, incidentally, on a 1.7 mile circuit with eight corners per lap.

The first race, for Grand Touring Cars, was split into two classes, up to 1,150 c.c. and 1,151-2,000 c.c. Warwick Banks in the "Tatty Turner" made a cracking start from pole position on the grid and led throughout to take the chequered flag 37 secs. in front of Frank Radford's Lotus Elite, which, in turn, was 6.8 secs. in front of Malcolm Wayne's new Elva Courier.

Race 2 was for Sports Cars up to 1,500 c.c. and was completely dominated by the Beacon U2 driven by Finney, who was never challenged, although F. W. Smith in his Lotus 7 got within five secs. of the leader to finish second.

Event 3 was for Formula Junior and sports-racing cars. This race was an absolute cracker, with the track record taking a pounding from Dennis O'Sullivan, who broke it twice, while Adam Wyllie smashed it once and Tony Lanfranchi a further two

times. At the end of the race the record stood at 1 min. 15.4 secs., a speed of 81.17 m.p.h., to the credit of Dennis O'Sullivan. We didn't expect a sports-racing car to win this event, but it just proves how the "wise men" can be wrong: Lanfranchi got in front at York Corner on the first lap and was never headed, taking the flag 9.8 secs. in front of Wyllie who, in turn, was 0.8 sec. in front of O'Sullivan. Wyllie and O'Sullivan had a marvellous scrap throughout the whole of the race, and one simply didn't know who was going to appear in front of the other at any particular part of the circuit. Bouckley (Lola) went very well indeed to finish a well judged race in third spot in Class A.

The Daily Mirror Trophy was another 16-lapper for Grand Touring and Sports Cars and gave Finney in his Beacon U2 his second win of the day, an early challenge from Warwick Banks in the "Tatty Turner" gradually fading out as Finney increased his lead at the rate of approximately  $\frac{1}{4}$  sec. per lap. Banks was 38 secs. in front of the third man, the consistent Porter in his Lotus 7. Wilson in the Ginetta-Ford, who had been going very well, disappointed us by having to retire; Gordon Birrell pulled into the pits but resumed after adding water.

Race 5 for modified production saloons looked on paper a gift for John Fitzpatrick, and so it proved to be. Fitzpatrick led from the drop of the flag and simply hurled his Mini-Cooper round the track to win from Scott-Davies in his A40, who was 21 secs. behind the leader. Hodkin in his Mini-Cooper was third, a further 1.8 secs. behind. The scrap of this race was the terrific dice between Barton and his fantastically quick Minor 1000, Hodkin, Scott-Davies and D. R. M. Kay in his very fast Anglia; these four were changing places two or three times per lap and really gave the spectators value for their money, coming through Village Bend sometimes three abreast and invariably two, and always three abreast down the straight. It was indeed a really good battle, which resulted, unfortunately, in Barton spinning off: by doing so he dropped from second to seventh, but fought his way back to fourth place by the time the race finished. Kay, unfortunately, had to retire from this dice, too, as a result of a holed piston.

## Kirkistown—continued

ran out of brakes mid-way through the event and Bergel was forced to retire.

Crossle, who obviously hadn't been pushing things too hard in the heat, now piled on the pressure to cross the finishing line at an average speed of 76.12 m.p.h., compared with his average of 72.50 in the heat.

Templeton's new 1,498 c.c. twin-cam Ford engine, which he has now fitted to his Lotus, made considerable impact on the *Formule Libre* event, of recent years dominated by Pringle and his 2½-litre Cooper-Climax. Determined to show the critics that the Cooper was still the fastest car on the course, Pringle got off to an excellent start, burning up the circuit in a masterly style. But throughout the first half-dozen laps Templeton sat firmly on his tail, pushing the leader to the limit. On the eighth lap Templeton saw his opportunity and got ahead, at the same time equalling the course record held by Pringle at 64.2 secs., an average of 85.64 m.p.h. With three laps to go it looked as if the Pringle monopoly was about to be broken, but with 500 yards to go to the finishing line the Lotus went sick and Pringle, right on his tail, stormed through to take the chequered flag yet again. Templeton motored slowly across the finishing line to take second place, while third man home was Tommy Reid in his Lotus 22, some distance behind.

Reid's progress up through the field, after a nasty spin on the first lap, was the highlight of the Formula Junior scratch which was dominated throughout by Mervyn McKinney in his Cooper. With half of the 10 laps gone he had managed to push into fourth place. On the seventh lap he passed Eyre-Maunsell's Lotus for third place and a lap later was hunting the leader, having

passed Luke Duffy's Cooper. Had the race lasted another two laps it seemed certain that Reid would have taken the lead, but time was against him and he had to be content with second place. Eyre-Maunsell passed Duffy for third place.

## RESULTS

**Harp Lager Trophy. Heat One:** 1, J. S. Slater (Lotus-Ford 23B), 78.10 m.p.h.; 2, J. Crossle (Crosste-Ford); 3, G. J. C. l'Amie (Crosste-Climax). **Heat Two:** 1, J. A. Burke (Gordini), 65.86 m.p.h.; 2, B. Mullen (Triumph); 3, B. Nelson (Turner). **Heat Three:** 1, N. Conn (Sunbeam Alpine), 64.41 m.p.h.; 2, C. W. Eyre-Maunsell (Sunbeam Alpine); 3, B. Lambe (Turner-Climax). **Heat Four:** 1, R. Bergel (Bugatti Type 35), 62.91 m.p.h.; 2, W. T. Todd (Anglia); 3, J. T. Spence (Anglia). **Final:** 1, J. Crossle (Crosste-Ford), 76.12 m.p.h.; 2, N. Conn (Sunbeam Alpine); 3, B. Lambe (Turner-Climax). **Sports Car Scratch. Class A:** 1, R. N. Desano (Austin-Healey Sprite), 68.10 m.p.h.; 2, J. A. Nesbitt (Lotus-Ford); 3, A. J. P. Hobbs (Lotus-Ford). **Class B:** 1, W. J. Reid (Triumph), 67.51 m.p.h.; 2, C. W. Eyre-Maunsell (Sunbeam Alpine); 3, W. J. O'Hara (Triumph). **Class C:** 1, R. McElhinney (Lotus-Ford), 73.86 m.p.h.; 2, C. S. Porter (Lotus); 3, B. Nelson (Turner). **Class D:** 1, J. S. Slater (Lotus-Ford 23B), 75.69 m.p.h.; 2, J. A. Dickson (Crosste-Ford); 3, R. J. Duncan (Jaguar D). **Vintage and Post-Vintage Thoroughbred Handicap:** 1, C. J. T. McMeekin (Austin 7), 44.63 m.p.h.; 2, C. S. Porter (Lagonda); 3, R. D. Stewart (Lagonda). **Formula Junior:** 1, M. McKinney (Cooper-Ford), 79.94 m.p.h.; 2, T. D. Reid (Lotus-Ford 22); 3, C. W. Eyre-Maunsell (Lotus-Ford). **Mini Grand Prix:** 1, R. D. McCutcheon (Austin-Cooper), 65.95 m.p.h.; 2, R. J. Woodside (Morris-Cooper); 3, A. Whyte (Morris-Cooper). **1,172 c.c. Scratch:** 1, J. Black (Lotus-Ford), 69.58 m.p.h.; 2, J. Davidson (Crosste-Ford); 3, R. Raymond (Cooper-Climax). **Formule Libre:** 1, J. R. Pringle (Lotus-Ford 22); 2, M. Templeton (Lotus-Ford 22); 3, T. D. Reid (Lotus-Ford 22). **Saloon Car Handicap:** 1, W. T. Todd (Ford), 64.23 m.p.h.; 2, J. T. Spence (Ford); 3, G. Windrum (Sunbeam). **Fastest Lap:** M. Templeton (Lotus-Ford 22), 1 m. 4.2 s., 85.64 m.p.h.



A LOTUS ELITE investigates the straw bales, watched by an attentive audience.

The *Formule Libre* race for racing, sports-racing and G.T. cars was a fitting climax to a grand day's entertainment. The track record again took a terrific beating in this race, O'Sullivan and Lanfranchi taking it in turns to break the record six times between them. The whole race was full of interest throughout.

The front row of a 25-car field was occupied by Tony Lanfranchi in pole position, O'Sullivan, Finney and Hammant (Alexis), while in solitary splendour at the back of the field due to trouble in practice was Alan Rollinson in the Anglo-Scottish Formula 1 Cooper-Ford. At the drop of the flag Lanfranchi made a simply perfect start and led into York, a lead he kept until lap seven when he spun and dropped to second behind O'Sullivan's Brabham. In his efforts to reduce the 10-second deficit Lanfranchi brought the record down to 1 min. 14.2 secs. (82.48 m.p.h.), but immediately after this effort he did a further nonsense and dropped to third behind Finney in the Beacon U2. Scott-Davies was missing on lap seven, while Breakell retired, as did Bywater. Between times, Lanfranchi had worked his way back up to second place again behind O'Sullivan, only to retire on the 11th lap as a result of a broken rear oil seal on the gearbox (a trouble he had in practice and which the mechanics had slaved to overcome in the 1½ hours between practice ceasing and racing starting). While all this excitement had been going on Rollinson in the Formula 1 Cooper-Ford had been going like the proverbial bomb; from the back row of the grid he had worked his way through to 10th on lap two and sixth on the third lap, but he also spun off and dropped to 11th. By lap nine he was back to fourth, became third on lap 10, and second on lap 12. This position he kept until the end of the race, 14.8 secs. in front of Finney in the amazingly quick Beacon U2, and 29.8 secs. behind Dennis O'Sullivan.

## RESULTS

**Grand Touring Cars up to 2,000 c.c. Overall Winner:** F. W. W. Banks (Turner-Climax). **Up to 1,150 c.c. Class:** 1, F. W. W. Banks (Turner-Climax); 2, M. G. White (Turner-Climax). **1,151-2,000 c.c. Class:** 1, F. Radford (Lotus Elite); 2, M. J. Wayne (Elva Courier); 3, S. J. Taylor (Lotus Elite). **Fastest Lap:** Banks, 1 m. 20.0 s., 76.48 m.p.h. **Sports Cars up to 1,500 c.c.:** 1, P. J. Finney (Beacon U2-Ford); 2, F. W. Smith (Lotus-Ford 7); 3, D. C. Thompson (Lotus-B.M.C. 7). **Fastest Lap:** D. B. Porter (Lotus-Ford 7), 1 m. 21.4 s., 75.18 m.p.h. **Formula Junior and Sports-Racing Cars. Overall Winner:** A. Lanfranchi (Elva-Ford Mk. 7). **Formula Junior Class:** 1, A. R. Wyllie (Lotus-Ford 27); 2, D. O'Sullivan (Brabham-Ford); 3, J. Bouckley (Lola-Ford). **Sports-Racing Cars Class:** 1, A. Lanfranchi (Elva-Ford Mk. 7); 2, J. M. Rutter (Austin Martin DB3S). **Fastest Lap:** O'Sullivan, 1 m. 15.4 s., 81.17 m.p.h. **Grand Touring and Sports Cars:** 1, P. J. Finney (Beacon U2-Ford); 2, F. W. W. Banks (Turner-Climax); 3, D. B. Porter (Lotus-Ford 7). **Fastest Lap:** Finney, 1 m. 19.8 s., 76.69 m.p.h. **Saloon Cars:** 1, J. Fitzpatrick (Mini-Cooper); 2, J. Scott-Davies (Austin A40); 3, N. L. Hodkin (Mini-Cooper). **Fastest Lap:** Fitzpatrick, 1 m. 26.6 s., 70.67 m.p.h. **Formule Libre:** 1, D. O'Sullivan (Brabham-Ford); 2, A. Rollinson (Cooper-Ford); 3, P. J. Finney (Beacon U2-Ford). **Fastest Lap:** A. Lanfranchi (Elva-Ford Mk. 7), 1 m. 14.2 s., 82.48 m.p.h.

**CALDERVALE M.C.  
ELLAND M.C.  
M.G.C.C. (N.W. CENTRE)**

## BAITINGS DAM HILL-CLIMB

**B**AITINGS DAM on the A58 a few miles west of Ripponden is surely becoming one of the finest venues in the north for speed hill-climbs and was used to good effect on 30th June for a co-promoted event open to the members of Caldervale M.C., Elland M.C. and the M.G.C.C. (North-West Centre).

Despite very changeable weather, the 45 entrants entertained a crowd of nearly 1,000 with some very keen competitive motoring. Practising took place during the morning on a rain-soaked surface and provided some indication of the hard-fought duels anticipated for the afternoon. Almost without exception, all the drivers improved their times during the afternoon session.

As one would expect, the Mini brigade was out in force and the 997 c.c. Austin-Cooper of C. H. B. Wadsworth claimed B.T.D. with 37.72 secs. P. Jasper excelled in his Imp in Class 3 and the Climax-engined Lotus 7, driven by S. Godley, won Class 6 by a 2.6 secs. margin.

In the production sports cars (1,201-1,800 c.c.) Len Hunt performed well, but only beat his wife Jennifer by 0.3 sec. after six attempts, and John Thompson, improving steadily throughout the day, took a well-deserved first place.

The close co-operation between members of the promoting clubs was in evidence throughout the meeting and contributed considerably to the outstanding success of this event.

C. B. COPE.

### RESULTS

**B.T.D.:** C. H. B. Wadsworth (Austin-Cooper), 37.72 s. **Saloons f.w.d. up to 1,100 c.c.:** 1, B. Barton (Morris Mini), 41.21 s.; 2, J. Williamson (Austin Mini), 41.58 s.; 3, W. Studdard (Austin Mini), 41.84 s. **F.w.d. Multiple Carburation up to 1,100 c.c.:** 1, C. H. B. Wadsworth (Austin-Cooper), 37.72 s.; 2, P. Brierley (M.G. 1100), 38.63 s.; 3, D. B. Smith (Austin-Cooper), 38.96 s. **Saloons r.w.d. up to 1,100 c.c.:** 1, P. Jasper (Hillman Imp), 44.24 s.; 2, M. R. Davies (Minor 1000), 47.80 s.; 3, A. E. A. Atkinson (Triumph Herald), 47.94 s. **1,101-1,800 c.c.:** 1, R. Riley (Triumph Vitesse), 43.18 s.; 2, D. Hepworth (Riley 1.5), 43.21 s.; 3, L. E. North (Sunbeam Rapier), 43.73 s. **Production Sports Cars up to 1,200 c.c.:** 1, S. Godley (Lotus 7), 38.16 s.; 2, S. Godley (Turner-Climax), 40.78 s.; 3, J. Ainley (Sprite), 41.56 s. **1,201-1,800 c.c.:** 1, J. Thompson (Porsche 1600), 40 s.; 2, D. Kemp (Sprite s/c), 40.42 s.; 3, L. J. Hunt (M.G.A.), 41.19 s. **Over 1,801 c.c.:** 1, J. A. Geary (TR3), 40.01 s.; 2, D. Hepworth (Austin-Healey 3000), 40.49 s.; 3, R. Gray (TR2), 40.96 s.

**M.G.C.C. (N.E. CENTRE)**

## NIGHT NAVIGATION RALLY

**T**HE M.G. Car Club held their Eighth Annual Night Navigation Rally on 6th-7th July and this year it featured two starting points: Bradford, Yorks, and Bury, Lancs, with a common meeting point in the Hebden Bridge area. At the start, black spots, noise zones and the location of passage controls, common meeting point and control 1 were given, the full list of controls being issued at the C.M.P. The 32 starters proceeded through 45 time controls, 38 of which were manned, seven having large letters displayed, to the finish outside Bradford and a tie-deciding driving test.

The route mileage was 105 miles and was all on sheets 95 and 96 O.S., the idea of the event being a short, sharp route, no daylight dicing and mainly short sections, all under 5 minutes and allowing no navigational or driver errors, linked by three slightly easier sections of about 10-15 minutes each giving time to plot.

Of the 35 entries, 32 started, 27 finished and the winner was found on the road section.

### RESULTS

1, J. Anderton/K. Barraclough (Ford Anglia), 100 points lost. **First Class Awards:** G. Halliwell (Mini-Cooper), 130; G. Baker (Mini), 270; R. A. Fall (Mini-Cooper), 1 fail, 120. **Novice Award:** Dr. J. B. Blomfield (Wolseley 6/110), 350. **M.G. Award:** A. W. Raylor (M.G.A 1600), 1 fail, 260. **Team Award:** M.G. N.W. (Brownlow, Adams, Eley), 43 fail, 2,700.



When minutes and even seconds count... A toughened or even a zone toughened wind-screen can break and need immediate replacement. But a Triplex LAMINATED windscreen does not craze and continues to give protection. It will see you through. And you'll see through it.

TRIPLEX SAFETY GLASS CO., LTD., 1 ALBEMARLE STREET, PICCADILLY, LONDON, W.1.

**TRIPLEX  
LAMINATED  
SAFETY GLASS**

**The windscreen for rallies and competition work**

A BIG entry of over 150, plus the usual top-line B.A.R.C. organization, Oulton Park and hot sunshine and a meeting is an assured success. So it was last Saturday.

The day started, as usual at their closed to club events, with three handicap races, each over five laps. The first was taken by Tom Entwistle, whose T.V.R. Grantura stormed through the field to win by two seconds from W. J. H. Moss in an Elva-Alfa Romeo, with J. F. Normanton's A40 in third place.

Handicap No. 2 went to Don Jones (Morgan Plus 4) by three seconds from E. A. Worswick (Lotus-Climax 7) with M. R. Johnsen's Austin-Cooper the other placeman. In Race "C" Mike Bell "kidded" the handicappers more than somewhat when his Terrier-Ford took the flag by some 20 seconds ahead of Mike Warner (Lotus Elite) with D. M. Flanagan's Mini-Cooper trailing a further six seconds in arrears. A near bad smash occurred when A. G. Pope's brand-new Marcos Spyder appeared to lose all its steering at Esso, went out of control and crashed through the main sign, the driver escaping unhurt but rather annoyed!

In the 10-lap race for Formula Junior and Formule Libre cars it was Alan Rollinson (1,475 c.c. Cooper-Ford) by three seconds



START of the Formule Libre race, those nearest Frankie Penn's camera being Hans Seng Lee (Lotus 22), Roger Mac (Jaguar E) and John Thurner (Lotus 23).

## B.A.R.C. MEMBERS AT OULTON PARK

A Well-Organized Club Meeting

BY FRANCIS PENN

over seven laps, showed "Tatty Turner" in the hands of Warwick Banks, to be too fast for placemen John Bloomfield (Diva-Ford) and Nick Grace (Ginetta G4).

Seven laps for saloons for the Spring Grove Trophy came next, which allowed the redoubtable Doc Merfield to show the paces of the Willment Lotus Cortina when he beat the A40s of Mick Cave and J. F. Normanton by a couple of seconds. The Mini brigade, on this occasion, only landed a fourth place, driver being R. G. Smith.

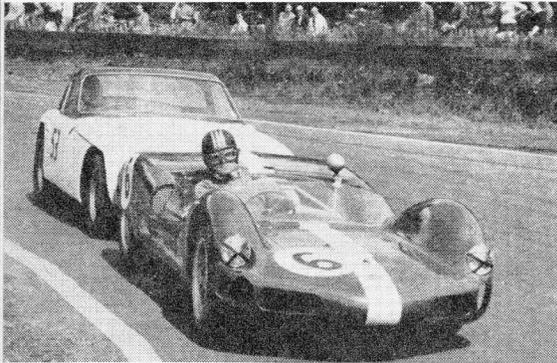
The sports car race, again over seven laps, provided a grand scrap between Chris Williams (Lotus 23) and Mac in his very hot E-type, only a second separating them at the finish. John Thurner in another Lotus 23 came third, a further second down.

The last race of the day was a seven-lapper for Grand Touring cars over 1,150 c.c., in which the aforementioned Mr. Mac had an easy passage to win by some four seconds from Peter Brayshaw's Marcos, who did well to stay put where he did! Tom Entwistle was delighted to end up with third spot—two wins and a place for his T.V.R. Grantura—quite something!

### RESULTS

**Handicap Race (5 laps):** 1, T. Entwistle (T.V.R. Grantura), 83.61 m.p.h.; 2, W. J. H. Moss (Elva-Alfa-Romeo Mk. 6); 3, J. F. Normanton (Austin A40). **Fastest lap:** T. Fletcher (Lister-Jaguar), 1 m. 56.4 s., 85.39 m.p.h. **Handicap Race (5 laps):** 1, D. S. Jones (Morgan Plus 4), 78.09 m.p.h.; 2, E. A. Worswick (Lotus-Climax 7); 3, M. R. Johnsen (Austin-Cooper). **Fastest lap:** Worswick, 1 m. 57.4 s., 84.66 m.p.h. **Handicap Race (5 laps):** 1, M. M. Bell (Terrier-Ford Mk. 2), 80.24 m.p.h.; 2, M. Warner (Lotus Elite); 3, D. M. Flanagan (Morris-Cooper). **Fastest lap:** P. Brayshaw (Marcos-Ford), 2 m. 1.2 s., 82.01 m.p.h. **Formula Junior and Formule Libre Cars (10 laps). Overall Winner:** A. Rollinson (Cooper-Ford). **Formula Junior Class:** 1, R. J. James (Brabham-Ford), 91.86 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, L. Jacobsz (Cooper-Ford). **Fastest lap:** James, 1 m. 45.2 s., 94.48 m.p.h. **Formule Libre Class:** 1, A. Rollinson (Cooper-Ford), 92.07 m.p.h.; 2, R. S. Mac (Jaguar E); 3, J. Thurner (Lotus-Ford 23). **Fastest lap:** Rollinson, 1 m. 46.2 s., 93.59 m.p.h. **Marque Scratch Race (7 laps):** 1, T. Entwistle (T.V.R. Grantura), 80.45 m.p.h.; 2, R. J. Crosfield (Daimler SP250); 3, J. Harris (Austin-Healey 3000). **Fastest lap:** Entwistle, 2 m. 0.6 s., 82.42 m.p.h. **Grand Touring Cars up to 1,150 c.c. (7 laps):** 1, W. Banks (Turner-Climax), 80.70 m.p.h.; 2, J. R. Bloomfield (Diva-Ford); 3, E. N. Grace (Ginetta G4). **Fastest lap:** Banks, 2 m. 0.8 s., 82.28 m.p.h. **Saloon Cars (7 laps). Overall**

**Winner:** D. P. Merfield (Lotus Cortina). **Over 1,200 c.c. Class:** 1, D. P. Merfield (Lotus Cortina), 78.69 m.p.h.; 2, J. F. Normanton (Austin A40); 3, E. J. B. Mitchell (Ford Anglia). **Fastest lap:** Normanton and Merfield, 2 m. 4.2 s., 80.03 m.p.h. **Up to 1,200 c.c. Class:** 1, M. H. Cave (Austin A40), 78.51 m.p.h.; 2, R. G. Smith (Austin-Cooper); 3, M. Knight (Austin-Cooper). **Fastest lap:** Cave, 2 m. 4.6 s., 79.77 m.p.h. **Sports Cars (7 laps). Overall Winner:** C. M. M. Williams (Lotus-Ford 23). **Over 1,200 c.c. Class:** 1, R. S. Mac (Jaguar E), 84.07 m.p.h.; 2, E. A. Worswick (Lotus-Climax 7). **Fastest lap:** Mac, 1 m. 56 s., 85.69 m.p.h. **Up to 1,200 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23), 84.21 m.p.h.; 2, J. Thurner (Lotus-Ford 23); 3, P. Gethin (Lotus-Ford 23). **Fastest lap:** Gethin, 1 m. 54.8 s., 86.58 m.p.h. **Up to 1,000 c.c. excluding o.h.c. engines Class:** 1, D. B. Porter (Lotus-Ford 7), 82.89 m.p.h.; 2, D. Eva (Lotus-Ford 7); 3, F. W. Smith (Lotus-Ford 7). **Fastest lap:** Porter, 1 m. 57.4 s., 84.66 m.p.h. **Grand Touring Cars (7 laps). Overall Winner:** R. S. Mac (Jaguar E). **Over 1,600 c.c. Class:** 1, R. S. Mac (Jaguar E), 82.73 m.p.h.; 2, P. Brayshaw (Marcos-Ford); 3, T. Entwistle (T.V.R. Grantura). **Fastest lap:** Mac, 1 m. 59.6 s., 83.11 m.p.h. **1,151-1,600 c.c. Class:** 1, C. Hodgeson (Lotus Elan), 79.00 m.p.h.; 2, R. Duggan (Lotus Elite), 3, G. Durham (Porsche Carrera). **Fastest lap:** Hodgeson, 2 m. 1.2 s., 80.01 m.p.h.



ELVA-ALFA ROMEO driver W. J. H. Moss finds Tommy Entwistle's T.V.R. on his tail at Old Hall Corner.

from the Juniors of Roy James (Brabham) and Edwin Dawson (Lotus), these three leaving the rest of the field well behind. So fast was their passage that, on the fourth, James put in a tour at 94.48 m.p.h. to smash the existing Junior record—some going!

Next on turn were Marque cars over seven laps, this one allowing Tom Entwistle his second win of the day when his T.V.R. Grantura took the flag some five seconds ahead of Dick Crosfield's Daimler, which, in turn, only just held off John Harris in the big Austin-Healey. This was third by a "nose" only from Adrian Dence's Morgan Plus 4.

Grand Touring Cars up to 1,150 c.c., again



exceptional cars—and the service they deserve

CHIPSTEAD OFFER YOU A CHOICE OF SEVEN OF THE WORLD'S GREAT CARS

Come and sample the power and luxury of Alfa Romeo for yourself! Prices of these very distinctive cars range from £1,265 to £2,795, including tax. Trial runs a pleasure; phone Park 3445. Or ask for our fully illustrated Test Report. Sole distributors for London, Middlesex, Kent and Essex.



Chipstead Motors Ltd. 142 HOLLAND PARK AVENUE, LONDON, W.11. PARK 3445  
... also agents for Jaguar, Maserati, Rover, Sunbeam, Volvo

A member of the Ceal group

## M.G.C.C. (S.E. Centre) and B.A.R.C. FIRLE HILL-CLIMB

FOR some strange reason the second of this year's four hill-climbs at Firlé was blessed with warm sunshine, as was the first last May. Why? I don't know—but it made a very pleasant change from the vile weather conditions that have been experienced recently!

The South-Eastern Centre of the M.G. Car Club ran a splendid meeting last Sunday, catering for members of their club and the B.A.R.C., and there were no irritating delays or breakdowns that so often mar such events. Duplicated results were available seconds after Claude Rye's Lotus-M.G. Mk. 6 had completed the last climb of the day.

Normal and Improved Touring Cars opened the proceedings, the majority of the competitors enjoying themselves hugely in their standard shopping tin-ware. R. K. Reeve's Austin Mini had the 1-litre class sewn up right from the first runs.

R. Lyons's Austin-Cooper S looked like winning the 1,300 c.c. class—and so he did, beating the M.G. 1100s of R. N. Crowder and Joe Tymon by a handsome margin. G. Colling's Lotus Cortina was declared provisional winner of the over 1,300 c.c. division, but a protest was made as it is officially a G.T. car at the moment. Len Bridge, driving the LawrenceTune Vauxhall VX4/90 which completed in the recent Brands Hatch Six-Hour race, was, therefore, declared winner from Gerry Marshall (Rapier).

Surprisingly, no hot Minis were to be found with the Sprites and Midgets in the Special Touring and G.T. Cars up to 1,000 c.c. class. The difference between the standard and modified cars was remarkable, Nick Ramus winning the class in his potent Sprite. The W.S.M.-bodied M.G. Midget of Mike Lewis was second, ahead of the W.S.M.-Sprite of Douglas Wilson-Spratt himself.

There was no stopping John Bloomfield's Diva in the 1,300 c.c. class, which was not really surprising as this potent device is fitted with an 1,100 c.c. Ford engine of immense power. Bloomfield's 27.31 secs.

was just too quick for the T.V.R. Grantura of Charles Saunders, which performed in 29.33 secs. After going sideways at the first corner during his first attempt, Amie Lefevre did 29.81 secs, to take third place.

The 1,600 c.c. class was close-fought, although L. C. Fryer's Lotus Elan seemed to have just that little bit extra needed to win the class from John Allan (Fairthorpe), Len Hall (M.G.A.) and Norman Lefton (M.G.A. Twin-Cam); the latter (the class record-holder) suffered from a misfiring engine so only attempted one climb.

The big G.T. class comprised no fewer than 22 competitors and all seemed set for a dice between John Sharp's M.G.B.-engined M.G.A. and the incredibly rapid super-charged Elva Courier of Danny Gladwin. However two unlikely cars were to relegate them to second and fourth positions respectively, although, of course, this was no disgrace. M. Knights's immaculate Aston Martin DB4 stormed to the top in 27.65 secs, to annex the class. Last May P. H. Giddings had rocketed up in 28.69 secs. in a 1928 Frazer-Nash fitted with a 1926 A.C. engine and on Sunday this incredible device did 28.66 secs. to take third place in the most hotly contested class of the day. How this chain-drive car can be coaxed up Firlé so quickly only Mr. Giddings knows!

The 1,300 c.c. sports-racing class went to Mike Crabtree's Climax-engined Lotus 7, which had been ill during practice, with a time of 26.53 secs. David Amette was almost as neat in the Attila-Climax in 27.12 secs., while Horace Appley's B.M.C.-engined Lotus 7 was a praiseworthy third in 27.37 secs.

Two drivers started in the over 1,300 c.c. division: Claude Rye and David Beckett. Rye did an astonishing 26.58 secs, in his positively ancient M.G.-engined Lotus Mk. 6 to finish second to Beckett, who hurled his Costin-bodied Lister-Jaguar up in 25.50 secs., which, at one time, stood as B.T.D. It is very thrilling to see big, hairy motor cars being driven to the limit.

Five "bangers" and one very sick Kart brought up to racing car standards comprised

the 1-litre racing car class. Best of these was Mike Whitworth's Cooper-Matchless, which was timed at 28.83 secs.

Only two cars were to be found in the over 1-litre class—all the same Patsy Burt's record of 24.45 secs. established last May remained unbroken by only 0.61 sec. Gordon Parker really got his ex-George Keylock single-cam Cooper-Climax motoring to record a neat 25.06 secs. on his second run. Bill Camp was also fast in his 1,650 c.c. Ford-engined Cooper Special; 26.70 secs. was his best time.

During the course of the slickly run meeting most of the class lap records were conquered, 12 in all. The club are proud to have run off the 202 climbs in under 200 minutes, which is some going.

MICHAEL KETTLEWELL.

### RESULTS

**B.T.D.:** G. Parker (Cooper-Climax), 25.06 s. **Best Lady:** Mrs. E. M. Price (Lotus-M.G. Mk. 6), 28.75 s. **Normal and Improved Touring Cars up to 1,000 c.c.:** 1, R. K. Reeve (Austin Mini), 34.36 s.; 2, W. L. Pratt (Fiat 600), 35.28 s.; 3, G. P. Howard (Mini-Cooper), 35.46 s. **1,001-1,300 c.c.:** 1, R. Lyons (Austin Mini-Cooper S), 32.70 s.; 2, R. N. Crowder (M.G. 1100), 34.90 s.; 3, J. Tymon (M.G. 1100), 35.93 s. **Over 1,300 c.c.:** 1, L. S. Bridge (Vauxhall VX4/90), 33.20 s.; 2, G. D. R. Marshall (Sunbeam Rapier), 34.53 s.; 3, J. B. L. Jacobs (Triumph Vitesse), 34.80 s. **Special Touring and G.T. Cars up to 1,000 c.c.:** 1, C. N. Ramus (Austin-Healey Sprite), 29.88 s.; 2, M. Lewis (M.G. Midget), 31.10 s.; 3, D. H. Wilson-Spratt (Austin-Healey Sprite), 31.94 s. **1,001-1,300 c.c.:** 1, J. R. Bloomfield (Diva-Ford GT), 27.31 s.; 2, A. C. Saunders (T.V.R.-Climax), 29.33 s.; 3, A. F. Lefevre (M.G. Midget), 29.81 s. **1,301-1,600 c.c.:** 1, L. C. Fryer (Lotus Elan), 29.47 s.; 2, J. H. Allan (Fairthorpe), 30.14 s.; 3, L. Hall (M.G.A.), 30.24 s. **Over 1,600 c.c.:** 1, M. Knights (Aston Martin DB4), 27.65 s.; 2, J. G. Sharp (M.G.A.), 28.39 s.; 3, P. H. Giddings (1928 Frazer-Nash), 28.66 s. **Sports-Racing Cars up to 1,300 c.c.:** 1, M. J. Crabtree (Lotus-Climax 7), 26.53 s.; 2, D. Amette (Attila-Climax Mk. 1), 27.12 s.; 3, H. A. Appley (Lotus-B.M.C. 7), 27.37 s. **Over 1,300 c.c.:** 1, D. A. Beckett (Lister-Jaguar), 25.50 s.; 2, R. C. Rye (Lotus-M.G. Mk 6), 26.58 s.; 3, D. S. Price (Lotus-Climax 7), 27.51 s. **Racing Cars up to 1,000 c.c.:** 1, M. P. Whitworth (Cooper-Matchless), 28.83 s.; 2, J. Harding (Cooper-J.A.P.), 29.15 s.; 3, L. A. Stone (Cooper-Norton), 29.24 s. **Over 1,000 c.c.:** 1, G. Parker (Cooper-Climax), 25.06 s.; 2, W. J. Camp (Cooper-Ford Special), 26.70 s.

## WINCHESTER & D.C.C.

### DRIVING TESTS

FORTY competitors appeared to do battle on the parade ground of the "Green Jackets" camp near Winchester on Sunday, 7th July, in yet another round of the A.C.S.M.C. Driving Tests Championship and, following as it did on the Goodwood offering in pouring rain the previous day, it was with great relief that it dawned a fine and eventually sunny day.

The six tests were laid out in two series of three, at each of which the best time from two runs was taken for each competitor's final score.

Test 1 involved a "scissors" entry to two garages and a return through the scissors, Test 2 a wiggle-woggle through four pylons encircling the last, handbrake in the box and return through the wiggle-woggle, and

the last of the first series was merely entry into four garages.

The second series of tests started with a large open "slalom" of "double-bubble" shape followed by Test 5, incorporating two garages and a fan line of three entries over a line, and Test 6 was a curious involved affair with a wiggle-woggle, reverse between two lines, entry into two garages, further shuffling between two lines and return through the wiggle-woggle.

The entry was divided into the usual A.C.S.M.C. classes, but the team arrangements were that only one car in the three-car teams could come from certain classes, thus obviating the usual three-Mini or three-Spridgets certain winners type of team.

As a result the Cruttenden (Mini-Cooper)/Bishop (100E)/Dunton (Midget) team came out on top, beating the home club's team of Humphrey (Mini)/Ozanne (Vitesse)/Harnett (Cannon) by a substantial margin of 30 seconds.

The usual polished performances were laid on by the more experienced pilots, Randall as ever taking B.T.D., chased by Denis Beare (Sprite) and Dunton (Midget). Peter Musgrave (T.M.S. II) was very neat and held off a challenge of Bryan Greaves, over from the island with his special and a new Midget (with which he does not yet look happy). LEO CRUTTENDEN.

### RESULTS

**B.T.D.:** R. Randall (M.G. Midget), 190.6 s. **Ladies award:** Mrs. R. Blundell (Cannon), 241.8 s. **Best over 1,200 c.c. saloon:** J. Ozanne (Vitesse), 261.1 s. **Teams:** 1, Cruttenden (Cooper), Bishop (100E) and Dunton (Midget); 2, Humphrey (Mini), Ozanne (Vitesse) and Harnett (Cannon). **Minis:** 1, J. Harnett (Mini), 208.1 s.; 2, G. M. Hutchings (Mini), 210.3 s.; 3, G. Lindley (Mini), 214.3 s. **Coopers:** 1, L. Cruttenden (Austin), 206.9 s.; 2, R. Clear (Austin), 214.1 s.; 3, B. D. Gardner (Austin), 220.6 s. **Saloons up to 2,000 c.c.:** 1, G. Tipple (Anglia 105E), 244.8 s.; 2, F. Bishop (Popular 100E), 260.3 s.; 3, J. Ozanne (Vitesse), 261.1 s. **Sports cars:** 1, R. Randall (Midget), 190.6 s.; 2, D. Beare (Sprite), 204.4 s.; 3, N. Dunton (Midget), 206.1 s. **Specials:** 1, P. Musgrave (T.M.S. II); 2, B. Greaves (Chandler); 3, J. Harnett (Cannon).

## MINI-SEVEN C.

### STAVERTON SPRINT

ON 7th July a sprint was organized at Staverton by the Western Centre of the Mini-Seven Club, who performed this task very well.

In all 58 cars entered comprising 15 normal production Minis of 848 c.c., 10 normal production 997 c.c. Cooper-Minis, five normal production ADO15 vans and pickups, 18 modified 848 c.c. ADO15 cars, three modified 997 c.c. Cooper-Minis and one 1,088 c.c. Austin-Cooper, two Sports and G.T. cars over 1,600 c.c., one Jaguar XK 140 3,442 c.c., one Jaguar E-type 3,781 c.c.

Practice started at 10.30 a.m. in ideal conditions, very warm and dry. It had to be suspended at 1.45 p.m. while a plane landed and another took off. The course was approximately 800 yards in length. The surface was of concrete and included a left-hand bend of 90 degrees, a slight right-hand bend and, at two-thirds distance, an artificial chicane.

It was interesting to see the E-type Jaguar of Ken Wilson (29.31 secs.) beaten in practice by the Cooper-Mini of Digby Martland (28.97 secs.), third overall in practice being Tony Wells' Austin-Cooper (30.82 secs.).

In the afternoon rain dampened things down a little, with the E-type demonstrating a very interesting back weave in the wet. The Minivan of R. W. Brown made the spectators gasp as it did a complete double turn spin through the chicane. The rain having stopped, times began to improve.

ROBIN TAYLOR.

### RESULTS

**B.T.D.:** K. Wilson (Jaguar E), 27.09 s. **Best time by a Mini:** D. Martland (Cooper-Mini), 27.33 s. **Best Handicap:** J. Arnold. **Best Lady Driving:** Miss Pam Clee. **Class Winners:** A. D. Belcher, 32.99 s.; C. H. B. Wadsworth, 30.04 s.; D. W. Warren, 34.10 s.; J. L. Arnold, 34.21 s.; C. J. Rogers, 30.88 s.; A. J. Wells, 30.12 s.; D. Martland, 27.33 s.; K. Wilson, 27.09 s.



**HOBBY—NOT COUNTY!** This sign is to be found on a well-known North London clubman's car.

## Chess Valley M.C. THREE COUNTIES RALLY

"FOLLOWING the Burnham Beeches section is a rather long 'dead' section to Section 2. We apologize for this, but the intervening country is not suitable for rallying. We could have had a silly section, but we don't have silly sections on this event". This extract from the Route Instructions of the Chess Valley M.C.'s Three Counties Rally adequately sums up the sentiments of the organizers, and is a fair commentary on the excellence of the event as a whole. True three of the ten sections were "any order", a device frowned upon by most purists these days, but these were "any orders" with a difference, being of such a nature as to leave no possible doubt (with one exception) as to the route to be taken. They were not the dangerous guessing game that this type of section can so easily become, and indeed, it would have taken a quick crew to clean them even had they been presented "in order", as many would have preferred. The exception referred to gave competitors the option of using the ford at 743634 as a slightly shorter means of reaching control 17. Those who knew the ford in question played it safe and avoided it, but there are now several cars liable to rusty door locks.

As a London Counties Association Championship event, the Three Counties was fully-subscribed last year, and for the night of 13th-14th July, 1963, it attracted a good entry of over 80 cars out of a maximum of 90, starting from Beaconsfield at the sensibly late hour of 11 p.m., but, alas, leaving late numbers with a certain amount of daylight dicing. However, the route, on 159, 169 and 181, was truly excellent, and most of the daylight stuff was on very remote roads, including some rather sporty "whites", and there were less than usual tales of phenomenal avoidances to recount at breakfast, at the Royal Huts Hotel in Hindhead. The chief topic was BOJ, for once again that famous and much rallied Mini was in need of some moderate panel beating following a manoeuvre which driver Pete Gilbert indignantly denied as being "flipping" and navigator Julian Chitty equally firmly declined to accept as "rolling". BOJ, virtually brakeless since supper, came downhill to control 80 a bit smartish, spun, smote a telegraph pole, stood on its nose and then subsided onto its nearside door handle. It was righted immediately, before it could impede Peter Jones and Ted Cowell, following closely behind, and was motored on to second place overall with a loss of seven minutes on the 175-mile route.

Gilbert and Chitty were four minutes down on Bill Rogers and Pete Valentine in an 848 c.c. Mini (absolutely standard, old boy!), who had gone round with an overall loss of three minutes. Originally placed fourth, sixth and eighth respectively, with losses of 18, 21 and 23 minutes were the Healey of Jack Wolchover and John Davenport, the Battin/Lush Mini and the Bishop/Lockyear 1100, but these three crews had lost time searching in vain for a method of complying with the stated approach direction to control 71. Despite being checked three times, the route card was in error and the timing for this section was quite properly scrubbed, bringing the 1100 up to third overall, with the Mini fourth and the Healey fifth, though

with a reduced penalty of 13 minutes, one less than the Ambrose/Addington Allardette who were, in turn, one minute up on the Jones/Cowell Herald.

Apart from the "any-order" sections, there was a short "tulip", an easy "barred squares" section, used more as a variation on the "link section" theme rather than as a device to catch anybody, and a section in the middle of the rally demanding route check information. This was a more-than-fair example and gave little trouble to competitors, while it enabled the organizers to redeploy their very excellent marshals elsewhere. For the rest, the sections were pure "plot and bash", quite straightforward and with the pressure fully on all the time. Few indeed were the drivers who had much of the road read to them. The pattern was set almost from the start, with a rare old chase around Burnham Beeches from which only Rogers and Valentine emerged unpenalized.

There followed the first "any order", south of Reading and after this the "tulip" led just off 169 (which was specified) to 168 (which was not) for a mile or two, but there was no trickery and even those without the

adjoining sheet were in little danger of getting lost. "Barred roads" in the hilly country around Alton led to supper at Greatham. Three short and enjoyably hectic sections used the best areas around Petersfield, although the "white" west of H.M.S. *Mercury* was a shade rough for many, and the tempo increased as the route ran out across the top half of 181. At this stage three-minute sections were "breathers" the preponderance being "ones" and "twos", all but two being marshalled, and most efficiently marshalled at that.

Even without the aid of time cards results were provisionally announced at breakfast, typical of the efficiency displayed at all stages of the Three Counties Rally. In particular, the regs. and final instructions were printed to National standards. This small club can be well satisfied with its efforts.

RON AMBROSE.

### RESULTS

1. W. Rogers/P. Valentine (Mini), 3 m.; 2. P. Gilbert/J. Chitty (Mini), 7; 3. M. Bishop/D. Lockyear (1100), 10; 4. W. Battin/D. Lush (Mini), 13; 5. J. Wolchover/J. Davenport (Healey), 13; 6. R. Ambrose/M. Addington (Allardette), 14; 7. P. Jones/A. Cowell (Herald), 15; 8. J. Durban/C. White (Rapier), 20; 9. Mrs. J. Jones/D. Stokall (Simca), 22. **Team Award:** Rogers/Valentine, Gilbert/Chitty and Wolchover/Davenport.

## B.A.R.C. (S.E. Centre) GOODWOOD DRIVING TESTS

THIS annual event qualifying for the Association of Central Southern Motor Clubs Driving Tests Championships was organized with commendable ability on Sunday, 14th July, 1963, and was blessed with weather above the standard of that obtaining generally this summer.

The tests were five in number, the first four being laid out together amongst the sound-absorbing walls of the R.A.F. base (luckily none of these massive structures was used for a marker) and these were attempted twice before the fifth test was laid out for a solitary matinee performance against the best time from two attempts to count.

Test 1 was forward round a pylon to astride a line, reverse off, forward astride another line, and reverse off to encircle a pylon in reverse and finish astride, still in reverse. Odd but interesting! The next effort was forward around a pylon, forwards and backwards in channels four times, to reverse astride a line and forwards to the finish.

Test 3 was a simple blind forward to stop astride, reverse off and continue in reverse around a pylon to astride the line again and forwards again around the same pylon (economic!) to stop astride. The last of the morning's offerings was forward around a pylon to astride a line, reverse off and forwards to stop astride. Very simple indeed, and by no means a memory teaser.

Test 5, after lunch, was a complex-looking affair forward through a wiggle-wobble turn in the inevitable box and stop astride a line very awkwardly placed (except for Minis and Spridgets) and reverse off through the same set of pylons, wiggle-wobble-wise, stop astride a line off to one side and then forward to the finish.

The usual bunch of competent enthusiasts were to be seen wearing rapidly through the tyre company's best offerings, some with

their usual success and others less so! Ron Randall gave his usual delightful polished performance, thus achieving B.T.D. The man is miraculous with the almost clockwork certainty of his performance.

In the Mini class Graham Lindley, John Harnett and Graham Hutchings were at their enthusiastic best, the honours this time going as indicated by the order above. Gerry Clear just managed to force John Francombe into an error in the second run of the last test up to which point they were dead level, and John's error allowed Mike Robinson up into second place, too.

Ken Ballamy was a pleasant surprise in the Saab and took the class from Gillham's Herald. Les Bishop played with the opposition in Class D with his usual aplomb, flinging the "Pop" about very well. Pat Mann was neat and David West easier in their Sprites. The inevitable Randall, Calton, Dunton equipe appeared in full glory in Class H and were not at all worried by Cornish or Greaves, but Beare, in his blown 948 Sprite, was class winner when Randall took B.T.D. award.

LEO CRUTTENDEN.

### RESULTS

**B.T.D.:** R. Randall (M.G. Midget). **Best Chichester M.C. Member:** P. Musgrave (T.M.S. ID). **Best Club Team:** M.G.C.C. (S.E. Centre)—R. Randall, J. Dunton and J. A. Calton (M.G. Midgets). **Best Lady Driver:** Mrs. Valerie Davison (Austin-Healey Sprite). **Minis:** 1, G. D. Lindley; 2, J. Harnett. **Cooper-Minis:** 1, R. G. Clear; 2, M. Robinson. **Saloons up to 1,100 c.c.:** 1, K. J. W. Ballamy (Saab); 2, J. Gillham (Triumph Herald). **1,101-1,400 c.c.:** F. L. Bishop (Ford 100E). **1,401-2,000 c.c.:** D. Grayson (Ford Cortina G.T.). **Sports Cars up to 1,000 c.c.:** 1, P. Mann (Austin-Healey Sprite); 2, D. A. West (Austin-Healey Sprite). **1,101-1,400 c.c.:** 1, D. A. Beare (Austin-Healey Sprite s/c); 2, J. Dunton (M.G. Midget). **Over 1,400 c.c.:** H. Clarke (Sunbeam Alpine). **Specials:** P. G. Musgrave (T.M.S. ID).

## Colourful Line-up for Leinster-Martell Meeting

BY BRIAN FOLEY

JULY is motor racing month in Eire, and on the 20th the Leinster Motor Club hold their Leinster-Martell Meeting at Dunboyne, Co. Meath, followed by the Irish Motor Racing Club's Phoenix Park Meeting

the following Saturday. Lack of entries has forced the cancellation of the Dunboyne Trophy Formula Junior Scratch Race. Nevertheless, there is a varied and colourful entry for the Holmpatrick and Leinster Trophy *Formule Libre* Handicap Races. The former is divided into two separate races, the result being based on the combined results and is confined to drivers normally resident in Ireland. Heat 1 is made up of a large collection of production cars and specials. Heat 2 includes a Marcos to be driven by Adrian Boyd, and a Ginetta to be driven by Denis Kingham. John Crossle and John l'Amie are entered in two of the latest rear-engined, sports-racing Crossles. Last year's winner, Robin Rennicks will drive the M.G. Twin-Cam based Phoenix Special.

Biggest race of the meeting is the 100-mile Leinster Trophy. John Pringle set up a lap record of 100 m.p.h. last year, and

should be faster this year with his 1963, 2½-litre Cooper-Climax. Malcolm Templeton may well be the fastest man of all: he now has a 1.6-litre twin-cam Ford unit in his Lotus 22. Tommy Reid is to drive either his Lotus 22 or a 1½-litre Lotus-Ford 18. Dan McAlister and Eugene Ward will drive their 1½-litre Coopers. Mervyn McKinney (Cooper) and John Pollock (Gemini) are amongst the fastest Junior drivers. Adam Wyllie is bringing over his Lotus 27, and also from Scotland are Jack Slater, Bill Stein and John Romanes in Lotus 23s. Bill Bradshaw and Robin McArthur are also entered in Lotus 23s. There are also quite a few English competitors who are well-known in club racing.

Dunboyne is approximately ten miles from Dublin. Roads will be closed from 2 p.m. to 6.30 p.m. The first race, Heat 1 of the Holmpatrick Trophy, is due to start at 2.40 p.m.

JUST PUBLISHED

# THE GORDON BENNETT RACES

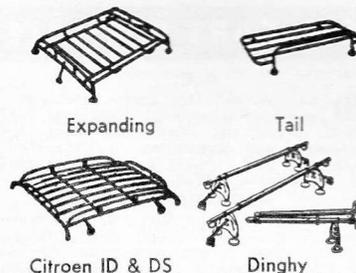
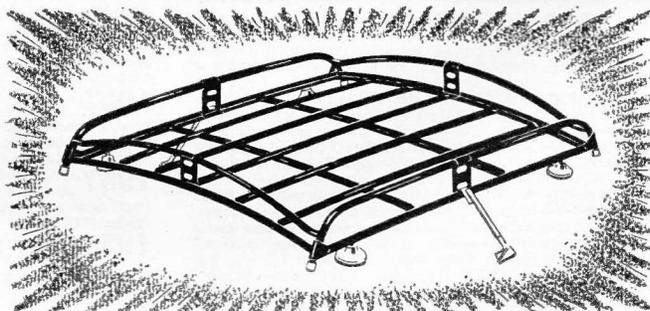
The fascinating story of the first great international motor races from 1900 on

by LORD MONTAGU OF BEAULIEU

PUBLISHED BY CASSELL • WITH 32 PAGES OF PHOTOGRAPHS, 36/- net

## THE NEW VICTORIA SUPERLITE ROOF RACK

BRILLIANT  
ANODISED  
ALUMINIUM  
from £8·8·0



Other models from 59/6

Obtainable from your Garage or write for illustrated leaflet to:

**VICTORIA MOTORACKS LTD.**  
80 BESSBOROUGH PLACE, LONDON, S.W.1. VICTORIA 2211 (20 lines)

**BRITAIN'S LEADING ROOF RACK MANUFACTURERS**

## CLASSIFIED ADVERTISEMENTS

USE THIS FORM FOR YOUR SALES AND WANTS

To: "AUTOSPORT" Classified Advertisement Department, 159 Praed Street, London, W.2  
PLEASE INSERT THE ADVERTISEMENT INDICATED ON FORM BELOW

- ★ RATE: 8d. PER WORD—MIN. 12 WORDS 8/-.
- ★ If name and address is used, it must be included below and paid for.
- ★ Box No. if required 1/- extra.
- ★ Cheques, etc., payable to "AUTOSPORT" and crossed & Co.
- ★ PRESS DAY: TUESDAY 1st POST.
- ★ Fuller details on first page of Classified columns.

NAME.....

ADDRESS .....

Heading→

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

REMITTANCE VALUE.....ENCLOSED.....NUMBER OF INSERTIONS.....

# 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

#### A.C.

**1960** A.C. Aceca. Disc brakes, overdrive on second, third and top. Twin spots, radio, seat belts, heater and every other extra. One careful owner and immaculate. £1,025.—Harold Smith (Motors) Ltd., 129-131 Park Road, London, N.W.8, PADDINGTON 4295/6.

#### ALFA ROMEO

**ALFA ROMEO** Giulietta Sprint Veloce. Superb condition and small mileage. One of the rare original lightweight bodies, finished in Alfa red. Offers.—Howes, Keeper's Lodge, Bainton, Stamford, Lincs. Phone Bainton 353.

**THOMSON & TAYLOR (BROOKLANDS) LTD.**, spares and service for all Alfa Romeo cars.—Portsmouth Road, Cobham 2848-9.

#### ALVIS

**CATERHAM CAR SERVICES** offer: 1954 Alvis Grey Lady, recent engine overhaul by makers. A faultless car immaculately finished in silver and burgundy. Offered at only £395.—Dial C.A.4 2381.

#### ASTON MARTIN

**1961** ASTON MARTIN. Superleggera, Maroon/Cream interior, radio, etc. One careful owner. £2,175.—Tel.: Isleworth 7051.

**1960** ASTON MARTIN DB4 GT, silver grey with red interior, fitted wire wheels, seat belts, spot and fog lamps, moderate mileage. Immaculate condition, chauffeur maintained from new. £1,925.—F. English, Ltd., Poole Road, Bournemouth 20731.

**£750** ASTON MARTIN DB2-4, 1955, 3-litre, twin exhausts. Green/beige interior. New engine fixed six months ago. Bills available for £500. Immaculate condition throughout. Extras include spare set of wheels.—Apply Box 9087.

#### AUSTIN-HEALEY

##### THE HEALEY CENTRE offer

**Sprite, 1959**, Sebring bonnet and hard top, just fitted reconditioned engine and clutch, green

£365

**Mini 1961** de luxe, blue ... .. £350

**8-inch Brakes** for Sprite ... .. £14 15s.

*Specialist Tuning and Service for Austin-Healeys*

17 Winchester Road, Swiss Cottage, N.W.3.

Tel.: PRImrose 9741.

**CATERHAM CAR SERVICES** offer Austin-Healey Sebring Sprite. Nicely finished in red cellulose. Wire wheels, disc brakes, heater, radio, twin spots. Excellent interior. Ex Sprinzel car. £415.—Dial CA4 2381.

**OCTOBER** 1959 white Austin Healey Sprite. Modified engine, tonneau, side windows, etc. One owner, never competed. Excellent condition. £350 o.n.o. H.P. available.—Williams, 16 Vennis Lane, Hereford. Phone: 3367.

**SPRITE** racing equipment. Clubman engine with 3 carbs. and manifolds, 100 per cent. £45. Ferrari-style bonnet. £20. Ashley hard top. £20.—Sawbridgeworth (Herts) 3027.

**SPRITE** 1959. Engine gearbox just overhauled, 'X' tyres. £320. Available second week August.—Seal, 14 Cumberland Avenue, Basingstoke, Hants.

**SEBRING** Sprite (Sept. 1960), fitted wire wheels, disc brakes, Sebring modified engine, suspension and bonnet, rear seat space, wood-rimmed wheel, luggage rack. Other extras too numerous to list. £395. H.P. available.—MOLesey 4530.

**1961** AUSTIN-HEALEY SPRITE. Immaculate, green, low mileage, one owner, tonneau, Alpine horns, radiator blind, etc. Full service history. Never used in competition, £415.—Haslemere Motor Co., Aldershot 20583.

**1960** AUSTIN-HEALEY 3000 BN7, two-seater, iris blue, wire wheels, RS5 tyres, tonneau, excellent condition, 37,000 miles.—Gunnings Garages Ltd., Shepton Mallet, Somerset. Phone 2243.

**1959 (JULY)** AUSTIN-HEALEY 3000 Sports. Red with red interior, wire wheels, disc brakes, heater, 28,000 miles. This car is in immaculate condition throughout. Offered at the attractive price of £450.—Youngs Garage, Banbury, Oxon. Tel.: 3116 and 2268.

**1958** AUSTIN-HEALEY 100/6, fitted with hard top, o/drive, wire wheels, disc brakes, heater, tonneau, black with red trim, spotless condition, a real bargain at £410.—Youngs Garage, Banbury, Oxon. Tel.: 3116 and 2268.

**1958** AUSTIN-HEALEY 100/6, 2-4 seater, white, blue interior. Gold engine. Wire wheels, heater. Many extras. £420 o.n.o.—Meller Paddington 0223.

#### BERKELEY

**BERKELEY** B105. Superb condition. Very fast. £225.—Maclay, Western 1019 (evenings weekdays).

#### BORGWARD

**CATERHAM CAR SERVICES** offer Borgward FF de luxe sports saloon, 1959, immaculate in red. Excellent mechanical condition. £445.—Dial CA4 2381.

#### BRISTOL

**403** BRISTOL, May 1953, fitted ABN2 engine, fitted overdrive, radio, etc. Exceptional condition, two private owners, £525.—Raggett Motors Ltd., 35/37 Avenue Road, Bournemouth. Tel. 21571.

#### B.M.W.

**B.M.W.** 700 LUXUS saloon. Red. Two months old. Mileage 250 only, repeat 250. Taxed 12 months. Genuine reason for sale. Save £80 on delivered price at £628.—Monkspath Garage Ltd., 824 Stratford Road, Shirley, Solihull, Warks. Shirley 1645.

**UNIQUE** opportunity. Very special B.M.W. "700" sports hard top coupé. Individually produced and modified B.M.W. Munich. High-comp. engine, Abarth exhaust system, 90 m.p.h. plus. Mileage, 12,300. Indistinguishable brand new director's car. Cost £1,150. Replica non-existent. £765.—B.M.W. (Western) Distributors, 258 Gloucester Road, Bristol 7.

**1961 (OCT.)** 700S sports coupé, L.H.D., 80 m.p.h. cruising. Red, clean. £465 or terms.—Knightsbridge 7332 (London).

#### BUCKLER

**BUCKLER** D.D.2, Minor 1000 engine/gearbox. New, tuned unit, built from new parts. 600 miles only. £195 o.n.o.—Firth, 2 Park Terrace, Intake Lane, Stanningley, Pudsey, Yorks. Pudsey 4944.

#### CITROEN

**I.D.** 19. Late 1959. One previous owner. Only 25,000 miles. Exceptional order. Radio, heater, u/seal, s/washers. Recent overhaul. £585 o.n.o. H.P. arranged.—Phone: Rawlinson, day: Waltham Cross 26181; evenings: Potters Bar 59605.

**1960** CITROEN DS19, primrose/black. One owner, 37,000 miles. Just being completely checked. Guaranteed. £765. Full part exchange, hire purchase.—W. J. Last, Ltd. Tel.: Woodbridge 890.

#### DELLOW

**1951** DELLOW, good condition. Four-branch manifold, new hood. £115.—Solihull 5955.

#### DORETTI

**NEW** CHASSIS complete with IIIA engine, gearbox, discs all as new. New body complete less floor door, front wheel arches. £200 o.v.n.o.—After 6 p.m., Harris, 72 Moor Street, Coventry.

#### ELVA

**ELVA** COURIER SPYDER as advertised June 28 still available. Previous sale met H.P. snag (buyers commitments) 1,600 c.c., 1960, 2-tone beige/red, Magalloy wheels, special suspension, w/rim wheel. Very rapid, engine mods would fill page. Prepared for concours, polished and chromed engine must be seen. M-13,000, only £545.—39 Woodend Road, Near Fulbourne Road, Walthamstow, E.17.

#### FAIRTHORPE

**IMMACULATE** Electron Minor. Engine rebuilt, not run in. New battery, dampers, w/rimmed wheel, etc. Resprayed white. Many extras including tachometer. £165 o.v.n.o.—Brasted 276.

**1962** ELECTRON Minor. Midnight blue, 105E engine, 5,000 miles, for £320.—Williams, White Gates, Marston Lane, Frome, Somerset.

#### FIAT

**ITALIAN MOTOR ENGINEERS.**

For expert and enthusiastic pre-delivery and after-sales service. Large selection of Fiat cars and spares always in stock. Ask for Mr. Carlo Avanzo, City Central Motors Ltd., 43/45 Fortess Road, London, N.W.5, Gulliver 8401/2.

**MAYFAIR GARAGES, LTD.**—Send for our current list of used Fiats.—Bishopsbridge Road, W.2. AMBassador 1061.

**OSCA** FIAT 1500 S, Hard/Soft tops. Recon. engine, radio, s/belts. £995.—Rottingdean 2344.

#### FORD

**FORD** Anglia, 1962. Lime green/white. Super-speed sprint conversion, 1,340 c.c. engine, lowered suspension and anti-roll bar, power brakes. Never raced or rallied. £500 o.n.o. Would part-exchange.—Coppermill 1205 (after 7 p.m.).

**1962** ALLARDETTE, July 1962. Never pranged, all on. Halda, clocks, lamps, rev. counter, belts, etc. £525.—Further details Gordon King Motors Ltd., 136 Streatham Hill, S.W.2. TULSE Hill 0088.

**1957** FORD 100E Estate, silver grey/black. Recently sprayed. Requires minor attention, hence, £150.—W. J. Last, Ltd., Tel.: Woodbridge 890.

**1955** FORD van, M.o.T. First £45.—W. J. Last, Ltd. Tel.: Woodbridge 890.

#### FORMULA JUNIOR

**FOR SALE.** LOTUS 20. Excellent condition. Little used, latest 1,100 c.c. engine.—Phone: Dublin 62811 office hours. Price £825 o.n.o.—W. H. Elliott, 23 Greenfield Road, Mount Merrion, Dublin.

**FORMULA JUNIOR** CAR 1962. Basically Cooper B.M.C. junior engine. Used one season only, looks as Lola. Complete with high speed trailer and ready to go. Worth £700. My Price £400.—J. L. Venner-Pack, Moons Motors, Ltd., 79 Davies Street, London, W.1. Phone: Hyde Park 1441. 24 hours.

**1960** B.M.C. "A", front engined, completely rebuilt 1963. Potent beast, reliable, has Vanwall lines. £275.—Phone: Mr. Ranson, Eastleigh, Hants. 3061 days.

#### HEALEY

**CATERHAM CAR SERVICES** offer Healey E-type Silverstone le Mans. Nicely finished in two-tone grey. £245.—Dial CA4 2381.

#### HILLMAN

**ALEXANDER** MINX, power brakes, excellent. 1960 ser. £429.—Dennis J. Hands Ltd., Reading. Tel.: 50432.

#### JAGUAR

**CATERHAM CAR SERVICES** offer XK150 fixed head coupé, 1959. Many extras. Immaculate in B.R.G. £625. XK150 drophead coupé, 1958. Beautifully finished in white. New hood. Engine completely overhauled and not yet run in. £555. XK120 Roadster, 1951. £175.—Dial CA4 2381.

**ONE** of the fastest privately owned Jaguar saloons in the country. 1961 3.8 Mk. 2, rebuilt in accordance with appendix "J" Group 2 by Jaguars 4,000 miles ago, with further modifications recently carried out by Coombs. Total mileage 18,900, competition mileage less than 50. This car has never been damaged and is in perfect condition, full specification can be had on request. Would sell for £1,250, or part exchange for 1962 F.H.C. E-type.—V. J. Crapnell, Northleigh, Bradford-on-Avon (phone: 3137), Wilts.

**1961** REG. Dec. 60. 3.4 o/d, chrome wire wheels, white with red trim as advertised last week. Must sell, sensible offers to—Knight, Twin Oaks, Oaklands Park, Hassocks, Sussex.

**1959** XK 150 d/head in white, special equipment model, wire wheels, discs, o/drive, spotlights, seat belts, Konis, very nice car, £575.—Maidenhead 27346.

#### JENSEN

**1957** JENSEN 541, special head, twin exhaust, resprayed, Michelin X. A real beauty. £750 o.n.o.—Longridge, Barford Street, Martin, Salisbury.

#### JOWETT

**JOWETT** JUPITER Sports, 1951. Madman's machine. £95.—W. J. Last, Ltd. Tel.: Woodbridge 890.

#### LANCIA

**FLAMINA** saloon L.H.D., blue, radio. Reg. 1961. £899. H.P. or exchange.—Farnborough 1817.

## LOTUS

### LOTUS CORTINA (AS NEW)

650 Miles. S.P. Tyres.  
Best offer over cost (£1,147)

### D. BROADHEAD LTD., Furnishers,

Barnsley Road, South Elmsall, Yorks.

**LOTUS XI.** Le Mans 1100 Climax engine. Stage 3, discs, de Dion, very good mechanically. Taxed and insured. Offers around £200, must be sold.—MacCallum, 114 Lennard Road, Beckenham, Kent.

**LOTUS 7** Holbay Ford 1100. C/R box. Many awards. Perfect road or track car. Webers and fully modified motor. £400.—Tel.: Redditch 4379. After 6 p.m. Astwood Bank 161.

**LOTUS 7.** 105E, white/black. Fully tuned, close ratio gears R5s, hood tonneau, side screens. Completely overhauled. Very fast road car or potential race winner. £475. Terms Exchange.—Kelvin 2531 day.

**LOTUS 7,** 1960, 105E, 7,500 miles. B.R.G. Full weather equip., tonneau, spare, taxed. £350.—Cory, 2 Chedworth Close, Claverton Down, Bath.

**LOTUS XI.** Complete less engine. Body and frame damaged. £75.—Culshaw, New Road, Tarleton, near Preston, Lancs.

**LOTUS XVII,** fitted 1½-litre twin cam Climax 45 DCO Webers, mag. disc brakes, Koni shock absorbers on rear, M.G. box, and limited slip diff. New Centuras on rear, Marsh oil tank, Wobbly wheels, extremely fast hill and sprint car. £645 or offers.—Peter Bailey, c/o Car Exchange, 84 Bath Road, Cheltenham. Telephone 22137.

**1962 LOTUS Super Seven** Holbay Motor, 8,000 miles.—W. J. Last, Ltd., Tel.: Woodbridge 890.

**1962 ELITE** special equipment, metallic blue. £950.—Fulham 0191.

**1961 (NOV.) ELITE,** white/silver, many extras, 15,000 miles genuine, unraced, superb condition, £975, terms arranged.—Aldridge, Norwich 28517 (day), 53359 (evenings).

**WANTED.** BRISTOL bodied Elite. £650 and good home offered for good car. Fullest details please to—Box 9083.

## MINI CARS

**A CONVERTIBLE Mini.** Standard! Cooper!! or S!!! A 4-seat sports car. Mini insurance. Price list plus £135.—Box 9074.

**1962 MORRIS** Mini Countryman. White Downtown Stage 2, Webasto roof, 7,000 miles. £495.—Phone: Park 8947.



## CARS OF DISTINCTION

**1963 Series Jaguar "E" type Roadster** finished in carmen red with red upholstery and black hood. Latest type push-button radio fully transistorised. Only 1,800 miles. £1,675

**1962 Jaguar 3.8 Overdrive Saloon** finished in opalescent dark blue with light blue upholstery, fitted with push-button radio, reclining seats and ACE turbo discs. Only 4,600 miles £1,435

**1963 Jaguar Mark X Saloon** finished in opalescent maroon with beige upholstery, fitted with automatic transmission, push-button radio, wind-up aerial, electrically operated windows, and heated rear window. Only 5,600 miles. £1,995

**1962 Jaguar 3.4 Overdrive Saloon** finished in opalescent silver blue with dark blue upholstery and reclining seats. Only 3,500 miles. £1,395

**1962 Jaguar 3.4 Overdrive Saloon** finished in Imperial Maroon with maroon upholstery. Quite immaculate in every respect. £1,335

Please telephone Knightsbridge 8456 for a demonstration on any of the above cars either at your home or office.

The Jaguar Division of

H. R. Owen, Ltd.,  
South Kensington,  
London, S.W.7.

For Jaguar Service

H. R. Owen (Coachbuilders), Ltd.,  
234, Fulham Road,  
London, S.W.10,  
Flaxman 4881.

For Jaguar Coachwork

Harold Radford (Coachbuilders), Ltd.,  
124, King Street,  
Hammersmith,  
London, W.6.  
Riverside 8831.

All Proud Members of the Swain Group.

## MARCOS

**1962 MARCOS G.T.** Full Cosworth, spare engine and five-speed gearbox. Bedford transporter. All for £950.—Chester 25724.

## 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.

## TOULMIN MOTORS (1962) LTD.

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

## 1963 M.G. MIDGET 1 GAC

Wire wheels, 1100 engine, disc brakes. Red/black hood. Tonneau. RS5 tyres. Wood-rimmed wheel. Heater, screen washers. Eight weeks' old. Cost £675.

**Bargain £585!!**

H.P. Deposit £150.

Phone: Leamington Spa 24683.

**LESTER-M.G. Coupé,** 1954, excellent condition, rebuilt engine, £300 o.n.o. Would exchange plus cash for 105E Anglia.—Stringer, 18 Princeps Street, Dorchester. Tel.: 1320.

**M.G. MAGNETTE** (Dec. 1954). Maroon, works gold seal engine, new battery, mechanically 100 per cent, body very fair. Taxed, M.o.T. 1964. Urgent sale required. £165 only.—Morgan, 4 White Hill, Kinvor, Nr. Kidderminster, Worcs.

**M.G. T.A.** (1938). Imminent overseas trip (forces urgent sale of immaculate T.A. Professionally maintained. £110.—Euston 4154 evenings.

**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. T.C.** Fitted new hood, luggage rack, heater and taxed, etc. With recent engine overhaul. First £120 secures.—Tel. WANDstead 5311.

**M.G. T.C.** 1947. Sound condition. Two new tyres, reconditioned steering box. Replacement engine. £150.—Tel.: Cowfold 406.

**M.G.A. TWIN CAM.** Oct. '59. Black. Immaculate condition. 24,000 miles only. £350 o.n.o.—Western 9482 (London).

**TC** new hood, excellent all round. £188 o.n.o. Eagers, 223 Portreath Drive, Allestree, Derby.

**TF.** M.G. 1250. Stage 2A. Tonneau. Antiroll bar, good condition. £320.—Buckhurst 7032 Essex.

## MINI-COOPER

**MINI-COOPER "S"** for sale, green, seat belt, heater, mileage only 790. Delivered from Works June 1963.—Cordingley & Sons Ltd., Haslingden, Lancs. Phone: Rossendale 1741, until 8 p.m.

**1962 MINI-COOPER—Group (II).** Indigo blue/cream. New Downtown engine, 1,800 miles only. Fitted Koni shock absorbers. Rev. counter, S.P. tyres, lowered suspension, wood-rimmed wheel, Restall seat. Also many other extras. £560 or nearest offer. Owner getting married.—Tel.: Brian Bristow, Wolverhampton 24539.

## MORGAN

**MORGAN Plus Four,** four-seater coupé, 1955. Works TR2 engine, Nov. 1961. New hood, tonneau, tyres. £340 o.n.o.—13 The Drive, Hounslow, Totton, Southampton.

**MORGAN 1500 c.c. 4/4** Full competition mods. Metallic blue, Webers, etc. Chassis '62 engine 5 bearing '63. Well known car has won 8 awards in 9 meetings. Very reluctant parting due to business. £575 bears no relation to original cost. H.P. possible.—Box 9082.

**1952 PLUS FOUR 2,088 c.c.** Derrington Twin SUs, four branch exhaust manifold, leopard skin seat covers. Car immaculate, red and black, very fast. £240.—Phone: Wisbech 2274 after 6 p.m.

## MORRIS

**1962 MINI COOPER,** hot Group 2 spec. fully equipped for International Rallies, special seats, twin tanks, sump shield. Quiet and flexible. £475 or terms.—Knightsbridge 7332 (London).

## MORRIS-COOPER

**7 MONTHS,** 11,500 miles, no competitions, modified seating, many extras. Seat belts, weather-shields, sunroof, S.P. tyres, underscaled, etc. Cost over £600. Quick sale £500 o.n.o.—Phone: Oxford 35103.

## PEERLESS

**PEERLESS** Spares, Repairs, Service, Modifications, Tuning, Paint and Trim.—LawrenceTune Engines, Ltd., 113 High Street, Staines. Staines 52006.

## PORSCHE

**1959 PORSCHE 1600S.** White, belts, spot-light. £825.—Box 9084.

## RACING CARS

### FULL GROUP TWO MINI-COOPER, March, 1963,

Fiesta yellow/white, 3,000 miles only, engine balanced, polished, everything permissible done, inc. works cam, distributor, H4 SUs, large exhaust, lower gear, perspex windows, Konis, Dunlop D7s, rev-counter. Car lowered front and rear and lightened 98 lbs. Reason available, owner constructing new formula car. Cost over £800 in last 3 months. Best offer in cash or kind to:

T. S. MOTOR SALES,

1/3 Warrenhouse Road, Liverpool, 22.  
Great Crosby 1159.

Any day but tomorrow—British G.P!

**C-TYPE JAGUAR,** Webers, etc., excellent history, cheap! Owner changing car.—Burke, Flat 2, 13 Mount Street, Lincoln.

**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, Hooe, near Battle, Sussex.

**LOTUS 23B 1963,** latest sports-racing model offered for sale, unmarked, unraced (being too long for 5 ft. 4 in. owner), quick sale, £1,200, less engine, gearbox.—See below.

**VOLKSWAGEN** close ratio 4-speed gearbox, £100.—Kingshouse, Tillington, Petworth.

**OPUS** Auto-Union, 1,000 c.c. Sports. Now developed to be a winner. Rear engine, all independent. Very special motor, only used one race. Although unusual, this is a very reliable car with great potential. Spare 1,100 c.c. motor available. See AUTOSPORT, 19th April, for photograph. £450.—Mayer, Double Oxer, Wellingore, Lincs.

**RON INGLIS** Rejo. Very fast. Immaculate 1172 car. Fully modified engine. Weber, A35 c./r. gearbox. All independent suspension, alloy wheels, drums. Trailer available. Offers.—Tel.: Greenwich 4052.

**T.V.R.** F.J. ENGINE, ready to race. Also transporter. £650 o.n.o.—MAIda Vale 3827.

**TURNER-SPEEDWELL,** 1,082 c.c., 104 b.h.p., bulk-ring Sprite gearbox, 4.5, 4.9, 5.1 diffs., Z.F. unit, twin oil-coolers, seven wire wheels, discs, anti-roll bar, hard/soft tops, four R5s, four R6s, all standard trim, etc. Power certificate with engine. Fully prepared for this season's racing. A Marcos eater in the right hands. Reason for sale: owner giving up racing. Offers for this immaculate machine around £750.—Box 9027.

Continued overleaf

AUSTIN  AUSTIN-HEALEY

## OFFICIAL STOCKISTS PARADE MOTORS (MITCHAM) LIMITED

### NEW CARS

M.G. Midget. Ice blue, wire wheels, heater, tonneau. £555

M.G. Midget. Red, red upholstery, heater, tonneau. £365

Mini-Cooper. Green, white. Heater, etc. £365

1960 M.G.A. Red with beige upholstery. In absolutely immaculate condition, low mileage. £555

1954 M.G. TF 1,250 c.c. Red and beige. In outstanding condition. £365

1954 M.G. TF. Metallic green/green, reconditioned engine, luggage rack, tonneau, superb condition. £365

1962 Austin-Healey Sprite. Yellow/black upholstery, hard top, heater, safety belts, racing mirrors, in superb condition. £495

1960 Austin-Healey Sprite. White, black, heater, tonneau. Immaculate condition. £350

1959 Austin-Healey Sprite. Red, red, hard top, heater, tonneau, spots, luggage rack and other extras. £345

1959 Austin-Healey Sprite. Red, red. Good condition. £325

1962 TR4. Red, black. Fitted radio, tonneau, woodrim wheel, low mileage, one owner, as new. £799

1960 Mk. II Jaguar 3.8. Pearl grey, red upholstery, wire wheels, self-locking diff., special shock absorbers, overdrive. Director's own personal car. £1,025

H.P. and Insurance effected.  
After Sales Service.  
All Cars Three Months' Guarantee.

**66/67 Monarch Parade, Mitcham**  
Phone: 3392—7188



**BOND  
EQUIPE**



- G.T. 2+2 custom built coachwork
- 63 b.h.p. from 1147 c.c. Triumph Spitfire engine
- Double backbone Herald Chassis
- Independent suspension giving superb roadholding
- Disc braked front wheels
- Luxurious seating and pile carpeting
- Large luggage compartment
- Padded walnut fascia—fully instrumented.

PRICE **£822.4.7** INC. P.T.  
BUILT BY

**BOND**

IN ASSOCIATION WITH  
STANDARD TRIUMPH  
and available from your Standard Triumph dealer  
BOND CARS · PRESTON · LANCASHIRE



**1959 Mercedes Benz 220S Convertible.**  
Off-white. Immaculate example of this very rare and desirable coach-built touring car. Two owners, Mercedes history, right-hand drive.  
**£1,695**

**1960 Mercedes Benz 220B Saloon.**  
Two-tone grey. Left-hand drive, radio, etc. Perfect example. **£1,075**

**1960 Sebring Sprite.** Green. Hard top, Sebring bonnet, wire wheels, discs. Downton engine, just fitted racing crank, etc. New tyres, taxed December, 1963. **£495**

**1959 Sprite.** Blue. Radio, new tyres, taxed December. **£325**

**Ian Walker Racing  
Limited,**  
1089 Finchley Road,  
London N.W.11.

Telephone **MEAdway 2829.**

### Classified Advertisements—continued

#### RACING CARS—continued

**REG PARNELL** offers for sale the original Lola prototype chassis with suspension, wheels and body—ideal for hill-climb car. Designed to take 1½- or 2½-litre Coventry Climax 4-cylinder engines or could be adapted. Price £650 o.n.o.—National Works, Bath Road, Hounslow West, Middlesex. Tel.: Hounslow 7273.

#### RELIANT

**THE RELIANT Engineering Company** offer three Works 1,703 c.c. Rally G.T. fixed-head coupés as used in the last R.A.C. Monte Carlo and Circuit of Ireland Rallies. These cars are offered in rally trim, but may be converted to normal specification by arrangement. Balanced engine, competition instruments, SPs, safety harness, anti-crash bar, etc. £700.—Two Gates, Tamworth, Staffordshire.—Telephone: Tamworth 3761.

#### RENAULT

##### GORDON KING MOTORS, LTD.

The Main Renault Distributors

1962 Consul, heater, one owner, grey ... **£565**  
1961 Jaguar 2.4, r. & h., discs, belts, etc. **£945**  
1961 Anglia d./l., one owner, grey ... **£415**  
1961 Gordini, sunroof, safety belts, one owner **£428**  
1961 Panhard PL17, heater, one owner ... **£485**  
1960 Gordini, one owner, choice from ... **£345**  
1960 Dauphine, one owner, Martin blue ... **£315**  
1959 Austin A40 de luxe, ivory and black ... **£325**  
1958 Cresta, r. & h., rose & midnight ... **£335**  
1958 Zodiac Auto, r. & h., clock, grn./whit. **£335**

##### 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. BRlxtton 0300.

#### RILEY

**1959** MODEL Riley 1.5. Grey with red and white interior. Excellent condition. **£395.**  
—South Western Garage Ltd., Station Yard, New Malden. Tel.: Malden 1212.

#### SIMCA

**THE** quickest Simca in the country ready to race. Many spares only. **£175** o.n.o.—Winch, 110 Station Road, West Horndon, Essex. Tel.: Horn-don Green 622.

#### SPECIALS

**TANDEM** two-seater, Tojeiro chassis, i.f.s., i.r.s., 948 c.c. engine, 3,000 miles from new. Offers.—Phone WEstern 8881 (London).

**750 SPECIAL.** All mods., full road equipment. **£150** o.n.o.—Bates, Flat 3, 23 Denbigh Road, Ealing, London, W.13, or Ring Chancery 3311, Ext. 119, during office hours.

#### SPORTS CARS

**KIEFT**, ex-Le Mans. I.f.s., i.r.s., Alfins, space frame, aerodynamic body, 1.5-litre 90 b.h.p. Brabham-tuned M.G., c/r gearbox. **£150** overhaul last month. **£250** o.n.o. Trailer **£35.**—Martin, "Barrwood," Shipbourne, Hildenborough 3570, Kent.

**LESTER-M.G. Coupé**, 1954, excellent condition, rebuilt engine. **£300** o.n.o. Would exchange plus cash for 105E Anglia.—Stringer, 18 Princes Street, Dorchester. Tel.: 1320.

#### STANDARD

**1955** STANDARD 10, works exchange motor. New tyres. **£175.**—W. J. Last, Ltd., Tel.: Woodbridge 890.

#### SUNBEAM

**SUNBEAM** Alpine. Immaculate. 1960. White, heater, tonneau, etc. **£545** or exchange T.V.R.—Phone: Camberley 22628.

**SUNBEAM** Talbot Mark IIA saloon. Absolutely immaculate throughout. Duo-grey. Many extras. **£315.**—Phone: Malden (Surrey) 1212.

**1955** SUNBEAM TALBOT 90 Mk. IIA convertible. Fitted radio, heater, good tyres, mechanically perfect. **£125.**—Tel. WANstead 5311.

**1954** SUNBEAM ALPINE, radio, heater. **£195.**—W. J. Last, Ltd., Tel.: Woodbridge 890.

#### TRAILERS

**DIXON-BATE** trailer, lights, brakes, jockey wheel and spare wheel, **£30.**—Phone Martin Del, Amersham (Bucks) 870 day.

**RACING CAR** trailers from **£45** complete.—Halson Trailers, Ltd., Robinson Road, New-haven. Phone 237.

**TRAILER** wanted for small saloon car for rest of season. Buy or hire.—Box 9086.

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

**URGENTLY WANTED:** Trailer for Lotus Eleven.—Roberts, 14 Aldersley Avenue, Tettenhall, Staffs.

#### TRIALS CARS

**J.A.P.** 1,000 c.c. o.h.v. type KTOR/A. re-conditioned mag. just fitted, flywheel balanced, fitted to R.A.C. regulation car, good rear tyres, spare unused, fiddle brakes. Also two spare 1,000 c.c. S/V James, spare gearbox, the lot, **£75.**—M. White, 3 Chevet Grove, Sandal, Wakefield.

#### TRIUMPH

**TRIUMPH ROADSTER** 2000, good condition, M.o.T., reconditioned engine, etc., **£150** o.n.o.—Pritchard, PYRamid 1213 (Manchester).



### (SPORTS CAR SPECIALISTS) LTD.

**TRIUMPH SPITFIRE**, 1963. Wedgwood blue, very low mileage, as new. **£595**

**TR2**, 1955, finished in B.R.G. This really superb car must be seen to be believed. **£375**

**M.G.A 1600**, 1959/61. Four very desirable cars, all well appointed with extras, from **£545**

**TRIUMPH TR4.** A very impressive car in black, extras include wire wheels, O/D, heater, etc. **£785**

**AUSTIN-HEALEY SPRITE Mk. II**, 1961. Iris blue with matching trim, fitted radio, heater, tonneau. **£475**

**AUSTIN-HEALEY 100/6**, 1957/58. A choice of two outstanding cars, both with many extras, from **£465**

**M.G.A 1500**, 1956/7. Choice of three in red or green, hard or soft tops, heaters, etc. **£395**

**AUSTIN-HEALEY 3000.** Selection of four superb cars, all equipped with usual extras, from **£585**

**M.G.A TWIN-CAM F.H.C.** A specimen example in dark blue with grey trim, various extras. **£495**

**DAIMLER SP250.** This 1960 car is finished in red with tan interior, hard top, heater, discs, etc. **£765**

**AUSTIN-HEALEY SPRITE**, 1958/61. Choice of eight hand-picked cars all with various extras, from **£295**

**JAGUAR XK140**, 1956. Gleaming black with red interior, automatic gearbox, radio, spots, etc. **£365**

**LOTUS SUPER 7.** Choice of four cars with Climax, Cosworth or B.M.C. units and other special extras, from **£495**

**TURNER**, 1962. Unblemished in white with red trim, special seats, Classic engine, wire wheels, spot. **£565**

**PORSCHE 1500 SPEEDSTER**, 1955. An exceptionally well-cared-for car in mid-blue with blue/grey interior, twin spots, heater, tonneau. **£565**

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.

**AUSTIN-HEALEY SPRITE**, 1961, Mk. II. Finished in Olde English white with red trim, many extras. **£465**

**AUSTIN-HEALEY 3000.** Nov. 1959. In pale blue and ivory. A well-cared-for car with various extras **£525**

**AUSTIN-HEALEY SPRITE**, 1958/59. Choice of two cars in red or white, fitted with supercharger, tonneau, etc.; or hard top, radio, heater, from **£365**

**RELIANT SABRE.** A new car in white, available for immediate delivery. **£966**

**TORNADO TALISMAN**, 1962, finished in mist grey, 109E unit, 2/4-seater. Fabulous performance. **£845**

**TR3A**, 1959. Flame red with matching trim, heater, tonneau, rear seat, very well maintained. **£495**

**M.G.A 1600**, 1959. A very well kept example, finished in red with X tyres, tonneau, adjustable steering, etc. **£495**

**PORSCHE**, 1955, blue with red interior, fitted extras include radio, Reutter seats, spots, etc. **£645**

**M.G.A 1500.** Sky blue. A carefully used car. Extras include radio, heater, X tyres. **£365**

**AUSTIN-HEALEY 100/6.** A specimen example in flame red, equipped with various extras. **£495**

**LOTUS VII Series 2**, fully modified 100E unit. Willment head, twin SU's, "America" wings, etc. **£395**

TEL: 89282/3

**ARKWRIGHT ST-NOTTINGHAM**

**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 Vitesse.

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

**LEIGHTON BUZZARD (BEDS) 3022.**

**TR2** 1955. RED, hood, tonneau, Michelin Xs. Extra instruments, exceptional bargain. £265. Going abroad.—UPLands 7529.

**TR3A** UNDOUBTEDLY one of the finest available. B.R.G. Hard top, overdrive, professionally fitted Judson supercharger, Konis, 60-spoke wire wheels, Alfins, discs, anti-roll bar, dual exhausts, twin spots, rev., radio, heater, screenwasher, wood-rim wheel. Not raced. Dead straight. New Xs. £700.—S.R.V. Motors, Retendon, Chelmsford (A130). Tel.: Hanningfield 282.

**TR3A** 1958, overdrive, heater, etc., £375 o.n.o.—Ivegill Filling Station, Nr. Carlisle. Tel.: Southwaite 266.

**1960** TR3A, red, h/t, o/d, SUs, mod., Sales Manager's second car, nom. mileage, not raced, rallied.—Ring Brinscall 240 after 6 p.m. or Bondcars, Preston 4002.

**1960** TR3A, B.R.G., with red interior, 26,000 miles, new tyres and battery, reverse, fog and long range lamps, heater, washers, mirrors, badge bar, tonneau, taxed, a superb example at only £495.—Geoff Keys Autos, Stone, Staffs. Phone Stone 169.

**1959** TRIUMPH TR3A, hard and soft top, lemon and pale blue, X tyres, heater, twin spot lamps. A most attractive car in excellent condition. Only £425.—Youngs Garage, Banbury, Oxon. Tel.: 3116 and 2268.

**1959** TR3A, low mileage, B.R.G., heater, overdrive and tonneau, immaculate, £475.—Phone Martin Dell, Amersham (Bucks) 870 day.

**1958** TR3A, RED, metal hardtop, new gearbox and overdrive. Excellent condition. £415.—Solihull 5955.

**1954** TR2, white, heater, radio, spots, mirrors, rack, Xs, reconditioned engine, M.O.T., taxed December, £175 o.n.o.—56 Penrhyn Road, Northampton 193.

**TURNER**

**A**LEXANDER-TURNER Mk. II, July 1961. 950 B.M.C. with cross-flow alloy head, 64 b.h.p. Genuine 7,000 miles, wire wheels. Immaculate pale blue. £475 o.n.o.—Southcombe, Moonfleet, Milborne Port (325), near Sherborne, Dorset.

**A.Z. MOTORS** offer 1961 Turner Alexander, modified Sprite engine, 19,000 miles. One owner. Original cost over £800. Unrivalled opportunity. £450.—Palmerston Road, N.W.6, Maida Vale 4723.

**N**EW Turner 2-seater, B.M.C. engine. List £570. Must clear. Offers.—Box 9073.

**T**URNER 950, ivory, black trim, Konis, low mileage, £265.—Chelmsford Box 9081.

**T**URNER Sports Car for sale, would consider saloon car or van in part exchange.—Apply Kelly, Chapel Lane, Elm, Wisbech, Cambs.

**T.V.R.****WOODBOURNE GARAGE**

Sussex, Kent and Hampshire distributors

are now able to accept orders for the new

1800 Mk. III T.V.R. with M.G.B engine

and offer the following used models:

**Mk. IIA T.V.R. Climax** in Red. One owner, very low mileage and fitted heated, close-ratio gearbox, Marchal head and fog lamps, etc., etc. Possibly the best example in existence. £650

**Mk. I T.V.R. in B.R.G.** with Stage III plus 1220 Climax engine. This is the well-known car, raced by Mary Wheeler, but is totally tractable for normal road use ... .. £550

Woodbourne Avenue, Brighton 6, Sussex.

Brighton 56694.

**M**ARK 3A Mangletsi head, close ratio gears, wires, bronze, 500 miles only. £895.—I. Turnbull, 35 Ullett Road, Sefton Park, Liverpool, 17.

**T.V.R. FINISHED** in pale blue. M.G. 1600 engine, low mileage. One owner. Never raced, and in outstanding condition. Cost £1,000 18 months ago. £595. H.P. Consider exchange.—B. Barton, 11 Nottingham Road, Long Eaton, Notts. Phone: Long Eaton 4815.

**T.V.R.** NEW, latest model IIIA. M.G.A engine. Extras. List £915. Any reasonable offer.—Box 9072.

**1962** T.V.R. offered on behalf of customer. Sale due to house purchase. Can be financed/demonstrated anywhere.—Offers to W. J. Last, Ltd., Tel.: Woodbridge 890.

**1961** MARK II T.V.R., fitted with Mark III front end for improved cooling. Balanced 1,588 c.c. unit overhauled 5,000 miles ago. Spec. includes c/r gears, oil cooler, anti-roll bar, Konis, electric fan, screen washers, laminated screen, 1/weight chassis. In impeccable condition, for sale due more seats required, £500 o.n.o.—16 Hill Lands, Wargrave, Berks.

**1961** (AUGUST) T.V.R. Grantura. One owner, Halda Speed Pilot, disc brakes, heater, etc. V.g.c., bargain. £395.—Cliff Davis Cars, Ltd., 247/251 Goldhawk Road, London, W.12. RIVerside 5689.

**VAUXHALL**

**N**OV. 1962 Vauxhall VX 490, one owner. Many extras, modifications. Cost over £1,000. £725. Full part exchange, hire purchase.—W. J. Last, Ltd., Tel.: Woodbridge 890.

**VINTAGE CARS**

**T**HE Vintage and Sports Car Agency for sporting thoroughbreds. Someone, somewhere has the car of your dreams. We will find it for you.—S.a.e. for details and lists to Horner, "Petersfield," Woods Lane, Cottingham, Yorks, Cottingham 49876.

**DOVE'S**STANDARD  TRIUMPH**OF WIMBLEDON**

LIBerty 3456-8

**THE FIRST OFFICIAL****TR Centre**

**1962 TR3A. Red with many extras, including overdrive, heater, radio. Low mileage. £775**

**1960 TR3A. White, hard and soft tops, overdrive, heater. One owner. A very clean car. £595**

**1960 TR3A. White with black soft top, overdrive and other extras. £575**

**1959 TR3A. Red with a host of extras which include overdrive, heater, X tyres. £525**

**1958 TR3A. B.R.G. Again with many extras, including overdrive. £450**

**1955 TR2. Red with red trim, heater, radio, extra lamps. £275**

**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.**

**PLEASE ASK US TO SEND YOU OUR LATEST LIST.**

**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)

**1921 WOLSELEY** 10 h.p., four-cylinder, two-seater in running order. Bodywork and mechanical condition excellent.—Managing Director, J. Blake and Co. Ltd., 110 Bold Street, Liverpool. Tel.: Royal 6622.

**VINTAGE AND VETERAN SPARES**

**A**RE YOU RESTORING a Veteran/Vintage Car? Large selection lamps, mascots, badges, horns, klaxons, spares, accessories, equipment, 100 magnetos, new rubber bulbs for horns 15s., reeds 7s. 6d., all brass rear view mirrors £2. S.a.e. your requirements.—Halbard, 2 Smugglers Cottages, Hoadleys Lane, Crowborough, Sussex. Tel.: 4223.

**ACCOMMODATION**

**A** CHARMING small flat is available in St. Marylebone, London, three minutes from Marylebone main line terminus and with easy connection to Euston, Paddington, Kings Cross, St. Pancras, Liverpool Street. It comprises two living rooms, main and spare bedrooms, large kitchen, very well equipped, bathroom, separate w.c. There is constant hot water, lift, portage and small car park. The rent is £450 p.a. exclusive with a new seven-year lease. Carpets, fixtures and fittings, etc., for £850. First-class references will be required.—Apply Box 9070.

**ACCESSORIES**

**"CONTINENTAL"** racing mechanics overalls. Fully zipped, in white, black, blue, green, red. Elastic wrists, ankles, and waist. Heavy, best quality cotton drill, 64s. 6d. plus 2s. 6d. P. and P. "Trak" two-piece lightweight racing suit. Blue only, Lancer collar, fully zipped, 69s. 6d. plus 2s. 6d. P. and P. Trousers only 40s. "Junior" overalls, similar to "Continental", in blue only, fit ages 7-14, 49s. 6d. Please state sizes required. "Sports" lightweight white leather driving gloves, with nylon mesh backs, in red, blue, tan, 25s. pair, post free. State size.—All made exclusively for; "Sportavia," 11 Woodford Road, Bramhall, Stockport.

**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.

**TUNING BEGINS WITH A BALANCED UNIT.**

Precision balancing of crankshafts, con. rods, pistons and flywheels to racing specification.

**GORDON SMITH ENGINEERING LTD.,**

New Street, Halesowen, near Birmingham.

Tel.: Halesowen 1280.

**BODIES**

**F**IBRE GLASS repair specialists, alterations, rebuilds, mechanical.—Ravensbourne 8301, Shortlands, Bromley, Kent.

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

**BOOKS****AUTOBOOKS**

For everything printed on motors and motoring. Workshop Manuals, Handbooks, state year, make, model.

Veteran, Vintage, Racing, Tuning, Rallying. Book Catalogue Free.

**BENNETT ROAD, BRIGHTON.**

**CONVERSIONS****RACING SPRITE OWNERS**

Are you tired of being beaten by lightweight Ford-engined cars? Why not remove your "hot" engine and gearbox and fit them into a really lightweight car—the *Diva G.T.*

For further details contact

**TUNEX CONVERSIONS LTD.,**

R/O 94 Camberwell Road, S.E.5.

Phone RODney 7914.

**CONVERSION SPECIALISTS**

**A**LEXANDER CONVERSIONS.—6 Adam and Eve Mews, Kensington High Street, W.8. WESTERN 1166.

**A**GENTS for Mangletsi conversions.—W. J. Coe, Ltd., 15 Crown Street, Ipswich 52167.

Continued overleaf

**THE**



**Centre**

**'E' TYPE SPECIALISTS**

**1963 (July) E-type fixed head coupé.** Carmen red. Works mileage only. **£1,750**

**1963 Daimler SP250 sports.** Red with black interior, wire wheels, heater, other extras. Only 440 miles. £250 off cost at only **£1,195**

**1963 Daimler 2½-litre V8 saloon.** In silver grey, red upholstery. Heated rear window, reclining seats. 2,500 miles only. **£1,550**

**1961 Jaguar 3.4 overdrive saloon.** Pearl grey with dark blue interior, wire wheels, radio, other extras, low mileage, one owner. **£1,165**

**1959 Jaguar 2.4 overdrive.** B.R.G., green interior. Radio, disc brakes, low mileage. **£645**

**1958 3.4 Automatic saloon.** Carmen red and red. Radio, disc brakes. **£595**

**1956 XK140 fixed head coupe.** B.R.G. Overdrive, radio, seat belts, luggage rack **£295**

**Delivery:** Anywhere—Any time.  
Telephone: Crawley 25533.

**FIELDS OF CRAWLEY**  
High Street, Crawley, Sussex

**Classified Advertisements—continued**  
**CONVERSION SPECIALISTS—continued**

**THE LORRAINE ENGINEERING CO. LTD.**  
London Distributors of  
**DOWNTON CONVERSIONS**  
For B.M.C. "1100s", Minis, Coopers, etc.  
Gunter Grove, Fulham Rd., S.W.10. Flaxman 3066.

**ARDEN** for oversize capacity conversions. 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. Crack testing and balancing pistons, con. rods, crankshaft and fly-wheel assembly.—Arden Conversions, Tanworth-in-Arden, Solihull, Warks. 3d. stamp for list. Wythall 3368.

**ENGINEERING SERVICES**

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

**ALLOY WELDING.** Specialized repairs to Blocks, Heads, Crankcases, Camshafts and Rockers Hardfaced. Alloy tanks made to order.—Liselott Welding Service, 9a Broadway, Bexleyheath 9831.

**CAMSHAFT** profiling to your pattern or drawings. One off or quantity. Precision engineering of all kinds. Engine bench testing.—Ruddspeed, Ford Aerodrome, near Arundel (Littlehampton 1861).

**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. BA Tersea 7327.

**ENGINES**

**CLIMAX FWA 1,100 c.c.** just built to Stage V. Box 9077.

**JAGUAR 3.8 D-TYPE**, wet sump, specially developed version giving 285 b.h.p. Will demonstrate on brake by arrangement.—R. B. Beck, 18 Tamworth Road, Sutton Coldfield, Warwickshire.

**M.G.** 1500 Downton head, Alexander Martin cam. Guaranteed 96 b.h.p., 6,600 r.p.m., brake graph available. 100 per cent. reliable. Can be tested in car. £85.—W. J. Last, Ltd., Tel.: Woodbridge 890.

**VW 1,192 c.c. ENGINE**, balanced crank, lightened flywheel, special camshaft, high compression head, etc., 5,000 miles only, £75 o.n.o.—BECKENHAM 1950.

**WANTED**, 500 J.A.P. engine or parts. Collect anywhere.—C/o Warnell Motors, 48 Chingford Mount Road, Chingford, E.4. LARKSWOOD 7330.

**EXCHANGES**

**EXCHANGE** brand-new, craftsman-built, luxury four-seater, all-purpose sportsboat for sports car. Sell £350.—Porter, 26 St. Andrews Road, Henley-on-Thames. Tel.: 798.

**GEARBOXES**

**BUCKLER** close ratio gears used by the most successful cars. Ratios for road or circuit. E93A and 1700E, £13 4s. 105E and Classic, £35, 116E, £35. Post paid.—Buckler Engineering, Ltd., Heath Hill Road, Crowthorne, Berkshire. Tel.: Crowthorne 2231.

**INSURANCE**

**CITY ASSURANCE CONSULTANTS, LTD.**

Specialist Insurance of  
**SPORTS CARS, SPECIALS,  
RACING DRIVERS.**

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

CITY 2651/2/3.

**OIL COOLERS**

**COV-RAD** oil coolers specially engineered for "Minis" with the co-operation of B.M.C. Allows maximum speed motor-way cruising, easy to fit. 10 gns.—Sole distributors, Peter Riley (Autoaccessories), Ltd., Bellbrook, Snitterfield, Warks. Snitterfield 261.

**GALLAY** oil coolers prevent overheating, reduce bore wear, prevent bearing failures. For all Minis, £10 12s. 6d. Also for Sprite, Midget, M.G. 1100 and Morris 1100.—Write or phone: Gally, Ltd., 103-109 Scrubs Lane, London, N.W.10. Tel.: LADbroke 3644.

**MISCELLANEOUS**

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

750 MOTOR CLUB LTD.  
CHESTER MOTOR CLUB

**CO-PROMOTED**

**Race Meeting**  
**OULTON PARK**  
**AUGUST 24th**  
**1.30 p.m.**

Races for  
Saloon, Sports, 750 & 1172 Formula  
Monoposto Register & Formule Libre  
Cars

Car Park - - - 10/-

**ADMISSION FREE**

---

**ENTRIES CLOSE AUGUST 5th**

**This Meeting was**  
**oversubscribed in 1962,**  
**so enter early**

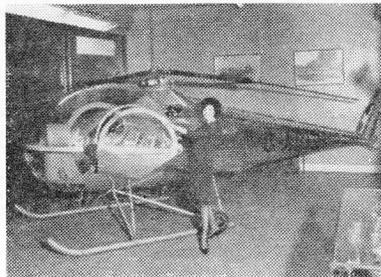
Secretary of Meeting:  
LIONEL G. HOCKNEY  
23 MEADWAY CLOSE, SALE, CHESHIRE  
Sale 9738

**New Lotus Elan.** White. Registered July. Assembled. Immediate delivery. **List Price**  
1960 Lola-Ford F.J., 1,100 c.c. immaculate **£395**  
1961 Climax FPF Mk. 11, 1500, big-port engine.  
Ex-Jack Lewis, F1 Webers, exhaust, starter, etc. ... .. **£500**  
1,475 c.c. Ford-Martin, dry-sump, reconditioned engine ... .. **£225**  
500 c.c. J.A.P. Alphin engine, complete, carb. **£25**  
Low-load trailer, brakes, spare wheel ... **£30**  
Gilby F1 chassis, two tanks, rear body ... **£60**  
Two B.R.M. rear wheels (each) ... .. **£20**  
Two Cooper front wheels (each) ... .. **£10**  
Dunlop racing tyres, 15s and 13s from 30s. each.  
Loads of spares including tanks, radiators, brakes, suspension parts, Cooper drive shafts, Ford-Climax, B.M.C. engine parts, Cooper, Renault, VW gearbox parts—you name it.

Write or phone:—  
**IAN RABY (RACING) LTD.,**  
c/o Empire Cars, Brighton 681713.

TRAFFIC CONGESTION?

**BRANTLY HELICOPTER**



2-seater. 100 m.p.h. 1,280 ft. per min. climb.  
11,400 ft. ceiling. 258 miles range.  
PRICE **£9,850** (early delivery)

The private helicopter is the answer to to-day's traffic problems. It will step up business or provide more time for pleasure. The Brantly is the cheapest practical helicopter on the market and is the result of many years' research. Direct running costs comparable with a large car.

IT'S QUICKEST FROM A TO B BY:—

and/or

**ABARTH 1000 T.C.**



Yet it is completely docile at a walking pace in top gear, is silent and does over 40 m.p.g.  
PRICE **£974** (immediate delivery)

The Abarth 1000 has one of the smallest outside dimensions on the market and yet is a full four-seater. Its outstanding power/weight ratio give it stupendous "sports/racing" performance and high cruising speed. It has superb suspension and roadholding, and disc brakes.

**ANTHONY CROOK MOTORS**

The Roundabout, HERSHAM, Walton-on-Thames, Surrey (Walton 28822)

London Showrooms: Eastbury Court, 368-370 HIGH ST., KENSINGTON (Western 6021)

**PERSONAL**

**FORD V8 REGISTER**. Details from Secretary: 62 Woolacombe Lodge Road, Birmingham 29.

**YOUNG MAN**, 30th, wishes to hire sports car from August 23th to Sept. 8th. Expected mileage about 400. Careful driver, no accidents. All makes acceptable.—Balham 8837.

**PHOTOGRAPHS**

**COMPETITORS TRIO**, Brands 30.6.63, Photos available. Send for details.—Cohen, Clovelly Cottage, Westhall Road, Warlingham, Surrey.

**RADIATORS AND FUEL TANKS**

**SPECIALISTS** 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**

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

**SAFETY BELTS**

**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. Putney Street, W.1. Tel.: GERard 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, **KONT** 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 & Sons Ltd., Dept. 14, Crowland, near Peterborough, Northants. Telephone: Crowland 31677/8.

**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 and Silencer Co., Riverside Works, Shepherds House Lane, London Road, Reading, Berks. Telephone: Reading 62671.

**SITUATIONS VACANT**

Enthusiast purchasing Garage near Colchester requires fully skilled mechanic to develop Service and Repair side which has been neglected. Cannot pay top rates, as potential unknown. Wages would increase with trade. Only honest, hard-working man capable of working without supervision and willing to assist in general duties need apply. As an added incentive would be prepared to let suitable applicant have occasional drive in sports/racing car.

Write: **Mr. Moore,**  
The Gables, Dormers Wells Lane,  
Southall, Middx.

**FIAT (ENGLAND) LTD.**

require

**SKILLED AUTO ELECTRICIAN.**

**STOCK CONTROL CLERK** (auto spare parts).

Apply:

**Water Road, Wembley.**  
Tel.: **Alperton 2981.**

**WELL KNOWN MOTOR CAR FIRM**

in Wembley area requires

**TECHNICAL INSTRUCTOR**

for Training School.

Must have had experience in similar type of work.

Also

**BODY SHOP FOREMAN.**

Good salaries for right men.

Apply with full particulars to Box 9085.

**TOP** wage paid to first-class Mechanic with highest references. Required immediately.—Box 9088.

**YOUNG LADY**, smart appearance, wanted for secretarial and general office work with motor racing instructional school.—Vanderbyl Motor Racing Ltd., 160 Highlever Road, W.10. Tel.: LADbroke 0532.

**SITUATIONS WANTED**

**LAW** graduate, 21, competition and flying experience, own car, currently attending racing school, requires interesting occupation of any kind for any period till September. Pay unimportant but must cover expenses.—Box 9078.

**SPARES AND ACCESSORIES****EXTENDASWITCH FOR MINIS**

**Finger-Tip Control of Lamp and Wiper Switching**

Push-fit on to existing switch. Up to 3 ins. extension. **SAFE**, no sharp ends, will fold upon impact. Black stem, White or Red pear-shape end. State preference.

Per pair 2s. 6d., post paid.

**HENNESSEY PLASTICS LTD. (A).**

Downley Road, Leigh Park, Havant.

**BENTLEY** 4½-litre spares. Complete front and rear axles (each including brake drums), gearbox. One pair P.100 head lamps, reconditioned and indistinguishable from new.—Box 9075.

**CLIMAX** FWA Stage III engine, £100. A30 C.4 (Lotus) gearboxes, £25 and £15. 8 ins. brake drums (Lotus 7), £2 pair. Sprite cylinder head, £3. Derrington 105E exhaust manifold, £5. Standard 105E pistons, valves, springs, etc.—offers? North Star Engineering Co. Ltd., Marton, Warwickshire.

**HALDA**, standard, unused, £14. Flexlight, 30s. Helphos, 30s. Perfect.—4 Icknield Way Farm Cottages, Tring Road, Dunstable.

**H.R.G.** DERRINGTON cross-flow head, as new, for M.G.A 1600. Complete racing head, ready to put on car, for £40.—Hayward, 7 Green Court Avenue, Edgware, Middx.

**LISTER** Jaguar chassis, c/w. De Dion hubs, 3.31 x 1 Thornton Power Lock diff, unit complete, front suspension complete, discs, steering, and all tele spring units, also set of alloy wheels. One D-type Jaguar gearbox, new. Two E-type offset comp. wheels, new. One S-type cyl. head, new. One 3.8 cyl. block, new. One dry sump unit c/w oil pumps. One 3-litre Jaguar crankshaft. Six 3-litre Jaguar pistons.—13 Winchester Avenue, Cardiff 36338.

**M.G.A** 1500 engine, flywheel, gearbox. Literally any offer. Must sell.—SPEedwell 0328.

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

**TR3A** POLISHED head, c/w valves, £35. H6 carburettors, £12 10s. pair. Ram pipes, 30s. Wilen inlet manifold, £4 10s. Peerless exhaust pipe, silencer, £4. Seven R5/D9 tyres, 5.00 x 15, £35. 15 ins. wire wheels, £2 10s. each.—Keen, 47 Enborne Road, Newbury, Berks. Reading 55811, ex. 5676, daytime.

**WEBER** progressive twin choke D/D carb. on light alloy manifold. Settings for all Ford 105E-116E range engines. Brand new £16.—Box 9071.

**WOODRIMMED** steering wheel and boss for TR2/3. £5-10.—Davies, "Sananton", Hambleton Road, Denmead, Hants.

**WORKSHOP CLEAROUT**. VW front axle beam and trailing arms; VW standard gearbox (stripped); pair 1½ in. SU carbs with VW manifolds; Cooper radiator; 2 Borgward rear springs; 0 in.-1 in. micrometer. All items new or as new. Offers.—BECKenham 1950.

**SUPERCHARGERS**

**SHORROCK** distributors in the North. All kits in stock.—The Rally and Speed Shop (Bob Soper), 194 Harrogate Road, Leeds 7. Tel.: 684020.

**WHEELS**

**FOUR** Dunlop SP tyres 165/6.5-13, as new, with oversize wheels. Suitable for Triumph Vitesse or Herald. Nearest £30 secures.—Dukeries Garage Ltd., 225 Nottingham Road, Mansfield, Notts. Tel.: Mansfield 2292.

**WHEEL REPAIRS**—wire, easi-clean. Electro-matic wheel balancing, conversions, stove enamelling.—W. L. R. Co., Ltd., 5 Lancaster Road, Wimbledon. WIMbledon 63167/7.

**WORKSHOP EQUIPMENT**

**COSWORTH** or similar cylinder head to F.J. specification for Ford 105E 997 c.c.—Beamish, 80 Alderbrook Road, Solihull, Warwickshire. Tel.: 3700.

**HEENAN** and Froude Dynamometer, 150 H.P. reversible. Complete with engine base plate, mountings and cooling tank, in good condition. £110.—Phone: Vange 2507 (Essex).

**WANTED**

**A** GOOD price will be paid for the lowest "DAN" registration number offered to Box 9058.

**A.C.** ACE black hood, fit curved screen, pivot windows.—Harper: LUDgate 8030, office; POPesgrove 4926, home.

**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.** FJ crankshaft.—Box 9076.

**JAGUAR** XK 120 rear springs.—Box 9080.

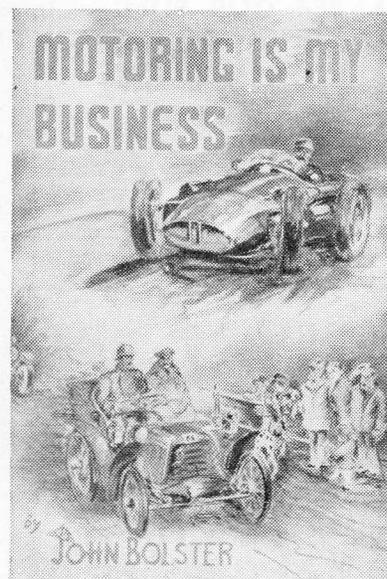
**URGENTLY** required for Series 1 Elite, two doors, boot lid and bonnet, set of Borrani wheels and Don Parker trailer or similar.—Ring Cleethorpes 63070.

**URGENTLY** required, Mark II Sprite or Midget bodysell, radiator, heater, steering, etc.—Box 9079.

**New High Performance Cars—see overleaf**

**FIRST PUBLISHED**

at 18/-

**NOW REDUCED**

to 4/-

A Bargain for the Motoring Enthusiast

**MOTORING IS MY BUSINESS**  
by JOHN BOLSTER

64 Illustrations—cloth.

This is an account of 30 years in motoring sport by the well-known Technical Editor of AUTOSPORT and B.B.C. Motor Racing Commentator.

Please send me . . . copy(ies) of the book **MOTORING IS MY BUSINESS** at the reduced price of 4/-d.

I enclose cheque/Postal Order, value . . . . . (including 1/6d post and packing for each copy).

NAME .....

ADDRESS .....

Post to AUTOSPORT Book Dept.,  
159 Praed Street, London, W.2.



W. JACOBS & SON LTD.

## SPECIALISTS

MILL GARAGE, CHIGWELL ROAD,  
LONDON, E.18. WANSTEAD 7783-5

SEE OUR FULL  
RANGE OF M.G.  
ACCESSORIES  
(HARDTOPS £26)  
MIDGET

In our Showrooms  
NOW—the  
M.G. Midget  
Mk. IV Magnette  
M.G. '1100', M.G.B

for SALES, SERVICE  
REPAIRS, SPARES,\* C.O.D. SERVICE.

# FIAT DISTRIBUTORS IN SURREY & SUSSEX

THERE IS A NEW FIAT TO SUIT EVERY POCKET

SEND FOR DETAILS NOW

**CONNAUGHT CARS (1959) LTD.**

SEND (A.3), WOKING, SURREY. RIPLEY 3122

# UM4MG

This is just a quick way to remind you that University Motors is the showplace for the four magnificent MCs—the revolutionary front-wheel-drive MG 1100; the new 1800 cc MGB; the new, improved MG MIDGET; and the automatic, luxurious MG MAGNETTE Saloon. As sole London MG distributors for more than 30 years, we have unsurpassed experience of this world-famous marque. We offer meticulous MG service based on expert knowledge, and our stores carry the largest stock of MG parts outside the factory.

MG 1100—£714 inc. PT (4 door saloon)

MGB—£834 inc. PT (wire wheels extra)

MG MIDGET—£599 inc. PT

(Ace wheel discs extra)

MG AUTOMATIC MAGNETTE Saloon—

£974 inc. PT (manual, £892)

Part exchange, hire purchase gladly arranged.

## UNIVERSITY

MOTORS LTD., 40 CONDUIT STREET, W.1

Telephone: GROsvenor 4141

Service: 7 HERTFORD STREET, MAYFAIR, W.1

Branches at

31 High Street, and 102 London Road, Kingston  
and 117 Boston Road, Hanwell



## NEW High Performance Cars



### ASTON MARTIN

**H.W.MOTORS** (George Abecassis) Ltd.,  
Aston Martin distributors and leading  
retailers; demonstration car available.—New  
Zealand Avenue, Walton-on-Thames 20404.

### CITROEN

**J. PRIOR & SONS LTD.**, High Road, Icken-  
ham, Middx. Sales, service, repairs. Ruislip  
2007.

### FERRARI

**MARANELLO CONCESSIONAIRES LTD.**,  
sole importers and concessionaires for the  
U.K. and Eire for Ferrari cars and spare parts.—  
18 St. Swithins Lane, London, E.C.4. Phone:  
MANSion House 4640.

### FIAT

**CROYDON'S Fiat Centre.**—Donald Vince, 210  
Bristock Road, Thornton Heath. Phone:  
THOrnton Heath 2384.

**FIAT.**—Unity Motors for all Fiat models, new  
and used.—42-45 The Avenue, Egham, Surrey.  
Tel.: Egham 4255.

**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.

### JAGUAR

**JAGUARS** on show. E-type fixed head coupé,  
black with red upholstery. 3.4, overdrive,  
silver blue/dark blue. 2.4, overdrive, silver grey/  
red.—Fields of Crawley. Tel.: Crawley (Sussex)  
25533.

### MARCOS

**MARCOS CARS, LTD.**  
SALES AND SERVICE

The Marcos, one of the most outstanding G.T.  
cars available today. Available with 1-litre or  
1½-litre power plants. Equally suitable for road or  
competition.

*Personal attention at all times.*

Write or telephone for further details:

**Greenland Mills, Bradford-on-Avon, Wilts.**

Tel.: Bradford-on-Avon 2279.

### M.G.

**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.

### MINI-COOPER

**MORRIS MINI-COOPER "S"**. New, unregis-  
tered. Almond Green/Old English White.  
Immediate delivery.—Clifford Sales, Ltd., Southamp-  
ton 28271.

### MORGAN

**BASIL ROY, LTD.**, main London distributors.  
Official spare parts stockists. Service and  
repairs. Sales enquiries for overseas visitors or  
purchasers invited.—161 Great 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.

**WESTLEIGH GARAGE, LTD.**, Essex Area  
Distributors. Hire purchase and part ex-  
changes. Demonstration car available.—1339 Lon-  
don Road, Leigh-on-Sea. Tel.: Southend 77789.

### 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.

### RILEY

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

### SAAB

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

### VANDEN PLAS PRINCESS

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

### VOLVO

**J. PRIOR & SONS LTD.**, High Road, Icken-  
ham, Middx. Sales, service, repairs. Ruislip  
2007.

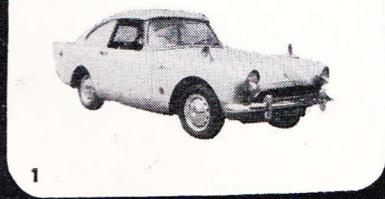
**RUDDS** offer used and new Volvos from stock.  
Specialized tuning and accessories for Volvo.—  
High Street, Worthing 7773.

### WOLSELEY

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

LIST OF STOCK

- £1,295 **BUICK INVICTA** power convertible, finished in bronze cellulose with white hood and upholstery. All components either power operated or assisted including steering, brakes, hood, windows, seats, aerial, radio, etc. Whitewall tyres.
- £925 **1960 JAGUAR 3.8** saloon, finished in B.R.G. with matching interior, fitted with wire wheels, overdrive, heater, radio, etc.
- £775 **1961 HARRINGTON ALPINE Mk. II F.H.C. (PHOTO 1)**, finished in pale green with black interior. Fitted with overdrive, heater, wing mirrors. One owner. Very low mileage. Excellent condition throughout.
- £765 **1962 TORNADO TALISMAN**, 2-door, 4-seater sports coupe. 12,000 miles only. Fitted with Cosworth 109E engine, disc brakes. Finished in blue with black interior. Fabulous performance.
- £675 **1955 ASTON MARTIN 3-litre, FHC.** This beautiful motor car has bodywork in B.R.G. with beige hide upholstery. Recent engine, gearbox, back axle overhaul by Aston Martin distributors.
- £565 **1962 MORGAN 4/4 Classic (PHOTO 2)**, 1,340 c.c. engine. 8,000 miles. One owner. Finished in white with black interior. Heater, windscreen washers, tonneau cover. Pristine condition throughout.
- £565 **1961 SUNBEAM ALPINE, Mk. I.** Finished in leaf green with black interior. Extras include luggage rack, wire wheels. New tyres.
- £525 **1958 VOLKSWAGEN KARMANN GHIA (PHOTO 3)**, finished in Polychromatic blue with black and beige interior. Fitted with radio, heater and continental bumpers.
- £495 **1961 AUSTIN-HEALEY SPRITE, Mk. II**, finished in primrose with black upholstery. Fitted with radio, heater, tonneau cover, etc.
- £495 **1952 Reg. 1963 ASTON MARTIN DB2, FHC**, finished in opalescent blue with grey hide interior. Excellent mechanical condition. Very clean bodywork.
- £495 **1960 T.V.R. GRANTURA.** M.G.A 1600 unit. Laystall Lucas crossflow cylinder head. 10:1 compression ratio. Finished in dark blue with beige interior.
- £495 **1954 Reg. 1963 LANCIA AURELIA G.T. (PHOTO 4)**, finished in flame red with contrasting interior. Reputed to have had £800 spent on it during the last six months. Virtually faultless condition throughout. Fitted with radio and new "X" tyres.
- £475 **1959 PEERLESS**, finished in B.R.G. with black interior. Fitted with overdrive, heater, twin spots, Webasto roof.
- £465 **1958 M.G.A 1500 FHC**, fitted with modified engine, radio, roof light, twin spots. Finished in dark blue with light grey interior.
- £465 **1960 ELVA COURIER (PHOTO 5)**. M.G.A 1600 engine. Finished in white with red interior. One owner from new. Low mileage. Fitted with tonneau cover, woodrim wheel. Choice of another in B.R.G.



1



2



3

MOTORCYCLES AND THREE-WHEELERS TAKEN IN PART EXCHANGE. EXISTING H.P. DEBTS SETTLED  
**HIRE PURCHASE AS LOW AS 1/5 DEPOSIT—SPECIAL LOW INSURANCE RATES**

# Gold Seal Car Co. Ltd.

MANAGING DIRECTOR: T. A. BOUGHTON

**253-255 New Cross Road, London, S.E.14**  
 (MAIN LONDON - KENT A2 - A20 ROUTE)

TELEPHONES: NEW CROSS 7433, 3980

**GOOD SPORTS CARS WANTED FOR CASH**

**OPEN WEEKDAYS 10 a.m.-9 p.m. SATURDAYS 9 a.m.-7 p.m. SUNDAYS 10 a.m.-5 p.m.**



- £435 **1961 AUSTIN-HEALEY 100 6**, finished in ice blue with ivory side panels. Fitted with wire wheels, overdrive, heater, tonneau cover.
- £425 **LOTUS TEN** aerodynamic sports 2-seater. Bristol BS4 engine. Extremely rapid.
- £395 **1957 M.G.A Roadster**, finished in red with black interior. Fitted with wire wheels, heater, etc. Excellent condition throughout.
- £395 **1960 AUSTIN-HEALEY SPRITE Mk. I.** Extras include supercharger, twin spots, heater, etc. Finished in green with contrasting interior.
- £365 **1956 M.G.A Roadster**, finished in white with black interior. Extras include luggage rack, tonneau cover, heater, etc.
- £345 **1960 AUSTIN MINI**, fitted with modified engine. Two-tone bodywork, seat covers, heater, rev. counter.
- £345 **1955 JAGUAR XK 140**, finished in flame red with matching interior. Exceptional condition.
- £345 **1955 JAGUAR XK 140 (PHOTO 6)**, finished in green with matching interior. Fitted with radio, heater, etc. Excellent condition throughout.
- £345 **LOTUS SEVEN G.T.**, fitted with detachable hard top, highly modified 100E unit. One of the fastest 1172's in the country.
- £325 **1959 AUSTIN-HEALEY SPRITE**, finished in B.R.G. with contrasting interior. Fitted with usual extras.
- £295 **1958 AUSTIN-HEALEY SPRITE**, finished in blue with matching interior. Fitted with heater, reversing light, spot lamp.
- £275 **1954 JAGUAR XK 120 DHC**, finished in grey with red leather interior. Fitted with radio, heater, etc.
- £275 **1955 M.G. MAGNETTE**, finished in B.R.G. with beige interior. Fitted with radio, heater. Excellent order throughout.
- £245 **1962 FORD BUCKLER SPECIAL.** An exceptionally well-made car in red with contrasting interior. Cost £600 to build. Very low mileage. All bills available for work completed.
- £235 **M.G. TD**, finished in maroon. Excellent condition throughout. Choice of 4 others.
- £225 **1961 BERKELEY 3-wheeler sports**, finished in red with contrasting interior.
- £225 **1959 LOTUS 6**, fitted with 1172 Ford engine. Highly modified. Woodrimmed alloy steering wheel.
- £225 **1935 HUMBER Pullman Landalette.** This fabulous vehicle has had one owner from new and has covered a total mileage of 70,500 miles.
- £215 **M.G. TC.** A superb example finished in green with beige interior. Recon. engine. New weather equipment. First class throughout.
- £195 **1959 Fairthorpe Electron Minor** finished in red with black interior. Tuned Herald unit. Fairthorpe exhaust manifold.
- £195 **1955 AUSTIN A.30 saloon**, finished in black with red interior. Fitted with Sprite engine—very fast.
- £145 **DELLOW, 1,172 c.c., 2-seater sports**, twin carburetters. New weather equipment. Finished in red. Excellent value.
- £145 **1952 SUNBEAM TALBOT 90 DHC.** An attractive car in grey and burgundy. Usual extras.
- £115 **TRIUMPH ROADSTER 2000**, finished in black with red hood. Excellent general condition.



4



5



6

# TIME SAVED - MONEY SAVED

Instead of waiting for a lengthy and, in the long run, costly repair job, get your garage to fit a Lucas B90 replacement unit. These are guaranteed exchange units — starters, generators, etc. — that have been rebuilt in the Lucas factory. After initial strip-down and cleaning, an exacting check is made on every component. Doubtful parts are rejected instantly. Latest design modifications are incorporated. Stringent tests are imposed

and a special seal is attached — visible hallmark of internal quality. Lucas B90 units are available off-the-shelf, at fixed and published prices. You get your car back sooner — a guaranteed job — insist on Lucas B90 and save both time and money.



## LUCAS

### B90

## UNIT EXCHANGE SERVICE

JOSEPH LUCAS LTD · BIRMINGHAM 19

